

Thanakom Panyothin

From: McConnell, DAVE P <dave.p.mcconnell@lmco.com>
Sent: Saturday, October 20, 2018 8:17 PM
To: Thanakom Panyothin
Cc: Grant Robinson; Gary Deveau
Subject: 920279 Forward Sliding Fairing Adjustment

Importance: High

Khun San

Per the request of Gary the following is provided. CSE approval to slot the attach holes in the forward sliding fairing's forward claw brackets.

Case Number: C0107743
Customer: Thai Aviation Services Limited
Aircraft S/N: 920279
Aircraft Model: S-92A
Aircraft TT: 2,792
ATA: 54
Part Number: 92209-04231-105
Case Subject: Post ASB 92-54-003 Claw Bracket Interference-Request To Adjust

Problem Description:

TAS incorporated ASB 92-54-003 – Forward sliding fairing rail wear strips – on A/C S/N 920279. The A/C had not previously been fitted with wear strips.

After incorporation of the ASB maintainers experienced considerable difficulty sliding the forward fairing aft to the closed position.

Examination of the fairing's rollers and P/N 92209-04231-105 claw brackets revealed that the L/H and R/H forward claw bracket guide channels began binding on the rails at the point where the roller ramped up onto the newly installed wear strips.

The forward vertical rollers were checked and confirmed not be contacting the rail and not contributing to the binding.

The degree of binding is enough to cause the claw bracket attach plates P/N 92209-04250-101 to deflect, potentially causing cracking and detachment of the plate over time, leading to a potential FOD event on the mixer deck.

Maintainers determined that the amount of claw bracket interference with the rail was approximately 0.032 inches, the same amount as the thickness of the newly installed wear strips. The belief is that the claw brackets had been installed at manufacture with almost no clearance with the rail, a condition that was dormant until the wear strips were added.

Maintainers tried adjusting the aft roller serrated plates but found the serrations to be too coarse to give a satisfactory adjustment.

Inspection of the forward rollers and claw brackets confirmed that there was no adjustability in the installation.

In order expedite return of the A/C to service, relieve the binding condition and avert a future potential for FOD due to a separated claw bracket plate, TAS request SA approval to elongate the three bolt holes

attaching the claw bracket to the plate to create 0.050 inches of vertical adjustability for each forward claw bracket.

This office supports the customer request. There is ample E/D in the claw bracket for slotting. In the event of loss of torque on all three attach bolts the bracket will still be retained and will not become a FOD hazard. EoM

Problem Resolution:

Sikorsky Service Engineering concurs with the FSR's RTS recommendations.

This email notification is provided as the case has been reviewed and does not contain technical data in the resolution.

David P. McConnell

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