

Sikorsky
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Stratford, Connecticut 06497-9129



Date: 24 January 2018
To: Thai Aviation Services Limited
Attn: Grant Robinson
Regarding: Driveshaft Shield Crack – Request To Stop Drill
Technical Case #: C0085840

Sikorsky Engineering states that crack can be welded IAW AWS17.1, using the filler material shown below.

Table 6.5 Filler Metal for Welding Titanium Alloys Using GMAW, GTAW, and PAW Processes ^a		
Base Metal	Filler Material	Filler Material Specification
Commercially Pure Titanium	CP ERTi-4	AMS 4951 AWS A5.16/A5.16M

2nd Option For Crack:

Temporary stop drill is acceptable as a 2nd option if qualified welder is not available. Please re evaluate the length of the shorter crack and stop drill again if necessary. Fire proof sealant should be applied along the cracks to uphold the integrity of the heat protection function of the driveshaft covers.

If further assistance is needed, please contact Service Engineering.

Thomas J. Taylor
Service Engineering
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