

Grant Robinson

From: McConnell, David P SIK <DMcConnell@SIKORSKY.COM>
Sent: Monday, August 15, 2016 10:45 PM
To: Grant Robinson
Cc: Russell Squires; Thomas Jacobson
Subject: 920143 Ramp Forward Face Puncture Repair

Grant;

Following is the CSE response to my FTR requesting a repair scheme for two punctures found on the forward face of the ramp on HTF.

Customer: Thai Aviation Services Limited
Aircraft Serial Number: 920143
Aircraft Model: S-92A
ATA: 52
Part Number: 92207-03102-041
Case Number: C0036726
Title: Ramp-Forward Face Punctures-Request For Repair Scheme

Issue Description:

A/C S/N 920143 is currently undergoing a 1500 hour inspection.

Reference attached JPEG images.

Upon removal of the ramp to repair previously noted damage (C0035921 refers), maintainers found two more punctures approximately midway up the ramp forward face, L/H/S.

The punctures appeared as horizontal lines, approximately 1.25 inches apart.

The inboard puncture measured approximately 0.50 inches long and was relatively shallow.

The outboard puncture was approximately 1.0 inches long and was deep enough to break through the inner (aft) ply of the forward face.

The punctures were found to have localized disbonding only.

The aft face of the ramp attach frame was inspected. No damage was noted.

TAS request a DRB repair for this damage on a Work Stop basis. Please post to DocPak FSR-Thailand (Thailand).

NOTE: If the DRB specifies the use of syntactic foam, TAS request a deviation to permit the use of EA956 mixed with CABOSIL.

EoM

Resolution:

Guidance on the repair can be found in the SRM-000. Treat these punctures as skin to core disbonding and repair IAW the S92-SRM-000, Task 51-70-03-340-002, REF Figure 219. The use of Cabosil (2% by weight max) and EA956 as a substitute for syntactic foam is acceptable.

McConnell, David P. S-70243
Thai Aviation Services S-92A
A/C S/N 920143 A/C TT 5584.2

Ramp
P/N 92207-03102-041
S/N B334-00160
Component TT 5584.2

**Distance between
punctures 1.25 in.**

Puncture 0.50 in. long

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