

Grant Robinson

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Sent: Wednesday, March 14, 2018 10:09 AM
To: Nattawut Wongyai
Cc: Thomas Jacobson; Grant Robinson
Subject: Deviation to DRB 2018-SA-92-004 Rev A

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Following is the CSE response to my FTR requesting an alternate method of bonding the stainless steel wear strips on S-92 forward sliding fairing rails.

Case Number: C0089751
Customer: Thai Aviation Services Limited
Aircraft S/N: 920XXX
Aircraft Model: S-92A
Case Subject: DRB 2018-SA-92-004 MPR Sliding Fairing Rail - Request For Deviation

Problem Description:

Reference

- 1) Case C0089046
- 2) DRB 2018-SA-92-004

In response to Case C0089046 reporting the loss of MRP sliding fairing rail wear strips TAS are in receipt of DRB 2018-SA-92-004.

Upon review of the DRB, TAS structures shop believe that the current cad plate requirement is negatively impacting the strip-to-rail bond strength and that an improved metal-to-metal bond can be achieved by deleting the cad plate requirement and instead treating the wear strip with Pasa-Jell #105, followed by application of EC3917 primer prior to bonding the strips per Steps 16 and subsequent.

TAS request the following deviation.

Delete Current:

- 15) Brush cadmium plate the wear strip per MIL-STD-865.

Add Requested:

- 15) Clean wear strip with PD-680.
 - a) Immerse in Pasa Jell #105 for 60-90 minutes.
 - b) Ensure no-water-break condition.
 - c) Prime bonding surface of wear strip with adhesive primer EC3917.

The TAS structures shop is well equipped, and is experienced in the use of Pasa Jell #105 and EC3917 adhesive primer. A deviation to DRB 2018-SA-92-004 Step 15 as per above is requested. EoM

Problem Resolution:

The deviation is acceptable with a visual check that no smut is forming on the stainless, which is possible with sulfuric acid on stainless.

Additionally at this location, because removing step 15 may increase corrosion on the Aluminum a reoccurring 750 Hour inspection would be required. If further assistance is required, please contact Service Engineering.

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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