

Grant Robinson

From: McConnell, DAVE P <dave.p.mcconnell@lmco.com>
Sent: Tuesday, March 27, 2018 8:56 PM
To: Grant Robinson
Cc: Daryl Dixon; Mrazik, Philip; Thomas Jacobson
Subject: APU Inboard Mount

Importance: High

Grant

Following is the CSE response to my FTR requesting additional procedures to install the APU inboard mount on HTH. Prior to repair, please make a template of the forward and aft mount foot hole locations in order to facilitate evaluation of this mount as a potential nonconforming part.

Case Number: C0091097
Customer: Thai Aviation Services Limited
Aircraft S/N: 920146
Aircraft Model: S-92A
Aircraft TT: 6,125
ATA: 49
Part Number: 92303-02101-043
Case Subject: APU I/B Mount-Pilot Holes Misaligned And Tapered Shims Required

Issue Description:

Reference

1) C0090343

2) Attached JPEG images

TAS is in receipt of APU inboard mount P/N 92303-02101-043, ordered to replace a cracked mount found on A/C S/N 920146. Case C0090343 refers.

Reference attached JPEG images. When attempting to fit the replacement mount structures engineers noted the following:

1. The attach bolt pilot holes in the replacement mount forward foot did not fully align with the bolt holes on the airframe. All were out by approximately 1/2D. Opening the holes to -5 Hilok size will not clean up the holes.
2. The mount feet of the replacement mount did not have the same angle as the removed mount. The replacement mount was found to have an 0.024 inch gap along the front edge of the rear mount foot and an 0.026 inch gap along the aft edge of the front mount foot.

TAS propose the following corrective actions to permit installation of the subject mount and to avoid an open-ended AOG situation.

1. Pilot holes mislocated – Add doublers to the forward mount foot plate upper surface, one on each side. The doublers will be made from 0.050 in. thick 301 1/4 hard stainless, or 4130 steel fabricated by cutting off the mount feet of the unserviceable mount. The doublers will be riveted to the mount foot plate in three places, using countersunk solid rivets with the countersunk head down. Drill mount bolt holes as appropriate.

2. The gaps between the fore and aft mount feet and A/C skin - Fill with tapered shims made from solid Al stock of an appropriate thickness. Fit P/N 92303-02100-107 / -108 shims as necessary to achieve the final mount height of 5.840 as specified in the response to Case C0090343.

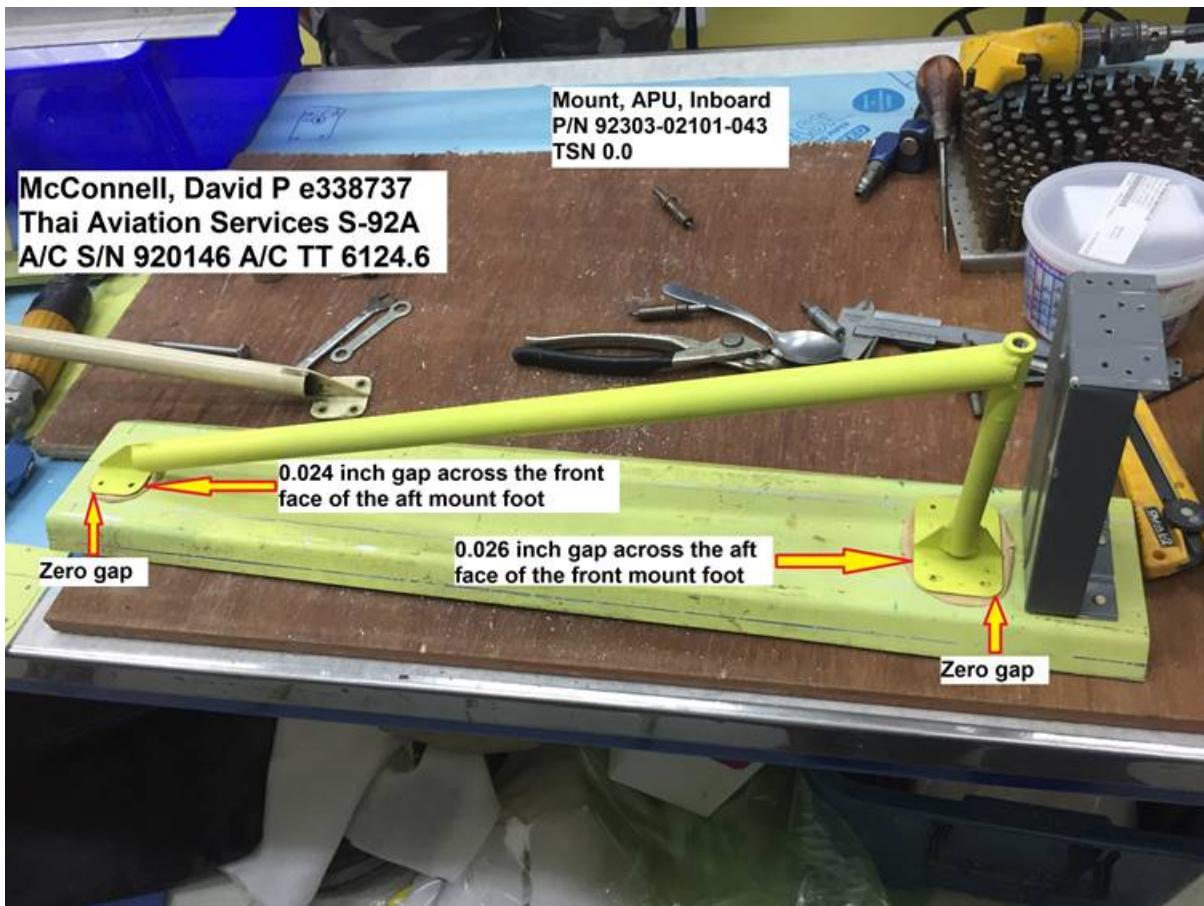
TAS request SA engineering concurrence with these procedures on an AOG basis. EoM

Problem Resolution:

Sikorsky Engineering has reviewed the information in this case and has deemed that the customer's suggested repair and shimming is acceptable as long as the non-aligned holes are flush plugged in the repair prior to rework.

If further assistance is required, please contact Service Engineering.

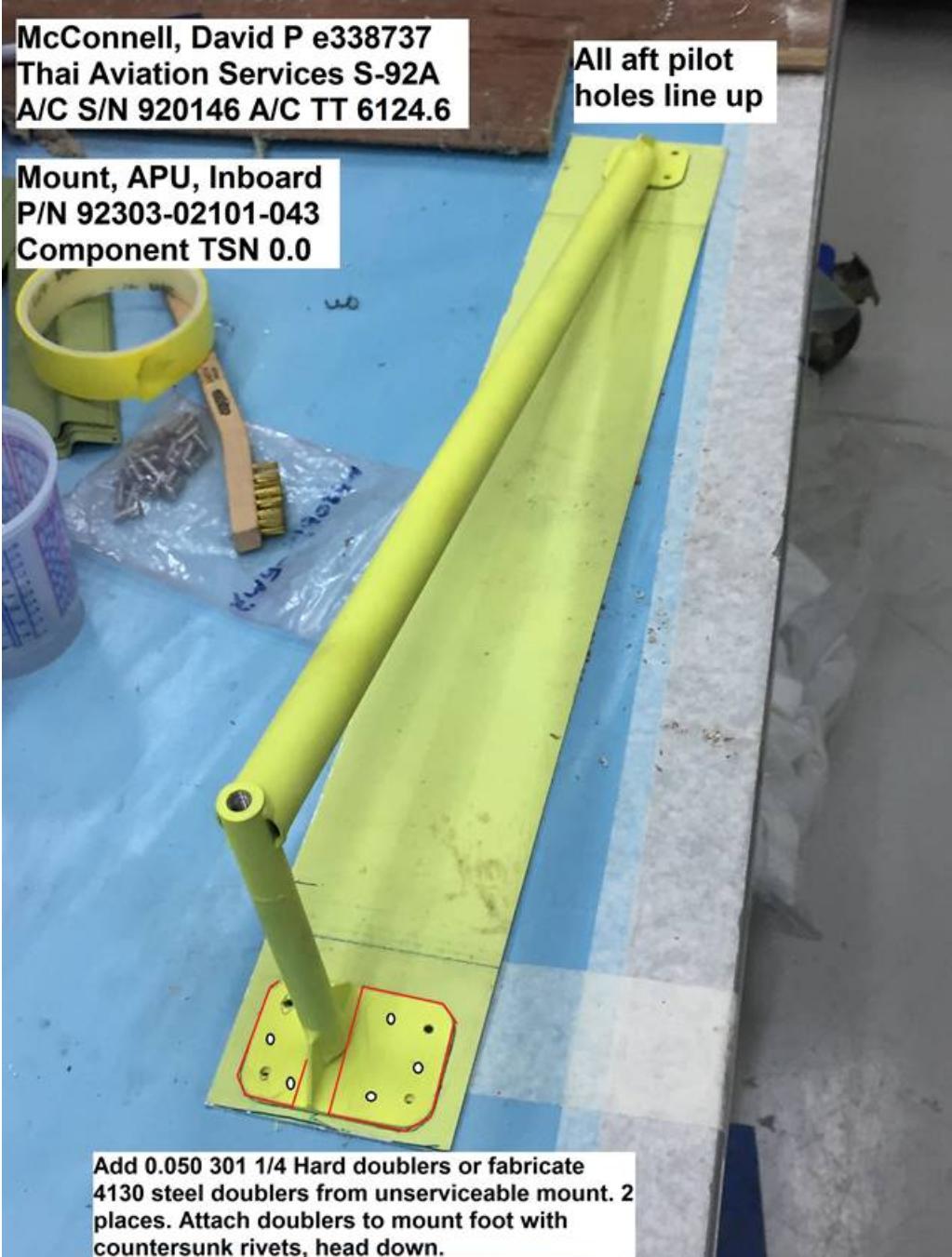
This email notification is provided as the case has been reviewed and does not contain technical data in the resolution.



McConnell, David P e338737
Thai Aviation Services S-92A
A/C S/N 920146 A/C TT 6124.6

Mount, APU, Inboard
P/N 92303-02101-043
Component TSN 0.0

All aft pilot
holes line up



Add 0.050 301 1/4 Hard doublers or fabricate 4130 steel doublers from unserviceable mount. 2 places. Attach doublers to mount foot with countersunk rivets, head down.

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