

Grant Robinson

From: McConnell, DAVE P <dave.p.mcconnell@lmco.com>
Sent: Wednesday, January 25, 2017 8:50 AM
To: Grant Robinson
Subject: 920279 Swashplate Guide Paint Loss

Grant;

Following is the CSE response to my request for a procedure to restore missing paint on the swashplate guide on HVB.

Case Number: C0051351
Customer: Thai Aviation Services Limited
Aircraft S/N: 920279
Aircraft Model: S-92A
Aircraft TT: 666
ATA: 63
Part Number: 92351-15100-050
Case Subject: MGB-Swashplate Guide-Loss Of Paint

Problem Description:

Reference attached JPEG image.

TAS maintainers note extensive paint loss on the upper half of the P/N 92351-15228-043 swashplate guide installed on MGB S/N A173-00310 fitted to A/C S/N 920279.

The area of missing paint measures approximately 11 inches long by 2.0 inches high over most of its length.

The parent metal underneath is shiny and bright. Paint loss appears to be attributable to poor paint adhesion. No corrosion is evident.

There is no evidence of blistering or corrosion of the coating in the area of uniball travel.

TAS request a field procedure to restore the paint finish of the upper two inches of the swashplate guide.
EoM

Problem Resolution:

There is no evidence epoxy primer under the final paint. Engineering recommends having the customer remove the rest of the paint that is still applied to the Swashplate Guide. If the paint does not remove easily, then chip away the loose paint and feather the edges.

Clean the OD thoroughly with a chemical that cleans the metal and evaporates. Apply one coat of MIL-PRF-85582 Epoxy Primer to the entire exposed surface, and apply one coat of FED-STD-595 Paint Code 36231.

McConnell, David P. e338737
Thai Aviation Services S-92A
A/C S/N 920279 A/C TT 665.7



David P. McConnell
Senior Field Service Representative
Sikorsky, a Lockheed Martin company
Email dave.p.mcconnell@lmco.com
Smartphone +1 (203) 873-8552 (US)
Efax +1 (860) 998-8791 (US)
Cell +66 (0)8 7750-7920 (Thailand)



WARNING: THE INFORMATION IN THIS TRANSMISSION IS CONFIDENTIAL AND IS MEANT TO BE READ AND USED ONLY BY THE INTENDED RECIPIENT. ENCLOSED COMMODITIES, TECHNICAL DATA OR SOFTWARE ARE SUBJECT TO THE EXPORT CONTROL OF EITHER THE INTERNATIONAL TRAFFIC IN ARMS REGULATIONS

(ITAR) OR THE EXPORT ADMINISTRATION REGULATIONS (EAR) AND CANNOT BE EXPORTED WITHOUT THE AUTHORIZATION OF EITHER THE DEPARTMENT OF STATE OR THE DEPARTMENT OF COMMERCE PRIOR TO EXPORT. EXPORT INCLUDES DISCLOSURE AND OR ACCESS TO COMMODITIES, TECHNICAL DATA OR SOFTWARE BY FOREIGN NATIONALS WHETHER LOCATED IN THE UNITED STATES OR ABROAD. THIS REQUIREMENT APPLIES EQUALLY TO FOREIGN NATIONAL EMPLOYEES OF U.S. COMPANIES AND THEIR FOREIGN SUBSIDIARIES. THIS DOCUMENT, OR AN EMBODIMENT OF IT IN ANY MEDIA, DISCLOSES INFORMATION WHICH IS PROPRIETARY, IS THE PROPERTY OF SIKORSKY AIRCRAFT CORPORATION AND/OR ITS SUBSIDIARIES, IS AN UNPUBLISHED WORK PROTECTED UNDER APPLICABLE COPYRIGHT LAWS, AND IS DELIVERED ON THE EXPRESS CONDITION THAT IT IS NOT TO BE USED, DISCLOSED, REPRODUCED, IN WHOLE OR IN PART (INCLUDING REPRODUCTION AS A DERIVATIVE WORK), OR USED FOR MANUFACTURE FOR ANYONE OTHER THAN SIKORSKY AIRCRAFT CORPORATION AND/OR ITS SUBSIDIARIES WITHOUT ITS WRITTEN CONSENT, AND THAT NO RIGHT IS GRANTED TO DISCLOSE OR SO USE ANY INFORMATION CONTAINED HEREIN. ALL RIGHTS RESERVED. ANY ACT IN VIOLATION OF APPLICABLE LAW MAY RESULT IN CIVIL AND CRIMINAL PENALTIES. ANY REVIEW, USE, DISSEMINATION, DISTRIBUTION OR COPYING OF THIS TRANSMITTAL BY AN UNINTENDED RECIPIENT IS STRICTLY PROHIBITED, AND MAY BE A VIOLATION OF LAW SUBJECT TO PENALTY.