

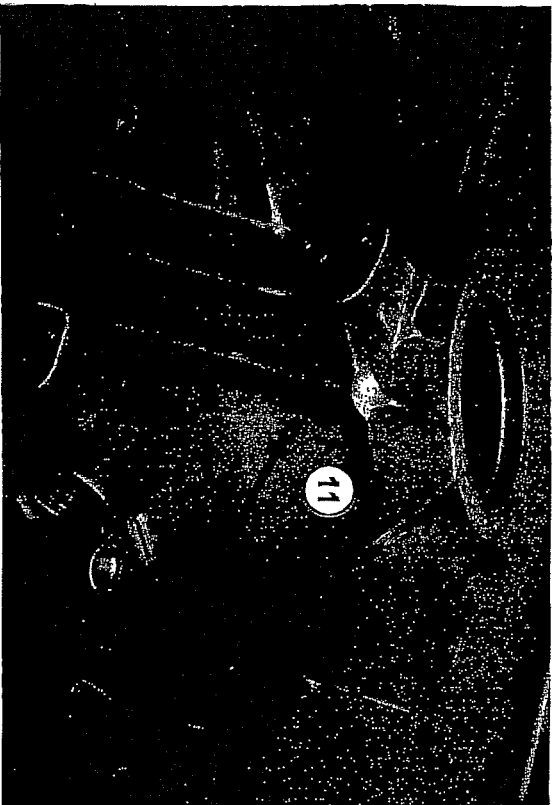
<b>REFER TO CHARGE NUMBER</b>  Warranty repair WC-WS.AIR.USN6.MH60S.012	<b>REFERENCE DOCUMENT</b> <b>Contract #</b> A) SSA-S70-06-002, dtd 24 Aug 2006 B) USN Dynamic Component Bulletin (DCB) 133 – One Time Inspection of Tail Rotor Blade	<b>ISSUE DATE</b> 13 NOV 2006	<b>PAGE</b> 1 OF 1

<b>DISTRIBUTION</b>  S. Barksdale P. Laoretti L. Krohalski L. Hendricks M. Spencer E. Cox T. Gallo	<b>ACTION REQUESTED</b>  <p><u>Background:</u>                  A USN aircraft had experienced an unusual vibration during a cross country flight. Upon landing they found that a TRB torque tube had departed the aircraft. As a result of the SAC FSB findings, Sikorsky issued a Sikorsky Safety Advisory, ref (a), alerting customers of the incident and to follow strict adherence with inspection instructions contained within the approved technical manuals. The USN Flight Safety Board had taken a more aggressive approach and released Dynamic Component Bulletin, ref (b), to perform a 1 time inspection of all installed TRBs for manufacturing defects, specifically the chamfered edge condition.</p> <p>The inspection has been completed and has identified 41 suspect blades that have a chamfered edge. All blades are to be returned to SAC for processing under a warranty repair.</p> <p><u>Actions:</u>  <b>O&amp;R – L. Hendricks / S. Barksdale</b>                  Act as the main focal point to track, repair, package, ship and manage the suspect population of TRBs through the warranty program. The blades will be inspected and repaired to a limited statement of work as defined below. The TRBs will be separated in two(2) classifications: "Chamfered edge Repairs (CER)" and "Chamfer edge plus Over &amp; Above Repairs.(CER O&amp;A)" The CER blades will be inducted and repaired under the warranty budget provided. CER_O&amp;A blades will be set aside for USN inspections.</p> <p><b>Quality: - P. Laoretti</b></p> <ol style="list-style-type: none"> <li>1. Inspect the suspect blades for a chamfer edge condition and segregate into CER and CER_O&amp;A classifications.</li> <li>2. Report findings to O&amp;R Program manager by serial number and discrepancies found.</li> </ol> <p><b>O&amp;R – L. Hendricks / S. Barksdale</b></p> <ol style="list-style-type: none"> <li>1. Induct CER blades for warranty repairs against warranty charge number provided.</li> <li>2. Repair instructions should include the following:                         <ol style="list-style-type: none"> <li>a. Remove doubler</li> <li>b. Perform coin tap of the torque tube to horn bond from STA 15.062 to STA 17</li> <li>c. UT inspection of the T/E from STA 15.062 to STA 35.</li> <li>d. After the doubler is replaced perform coin tap of the doubler region</li> <li>e. Inspect doubler for sanding damage prior to touch up paint</li> </ol> </li> <li>3. Pack and Ship IAW standard military warranty repairs instructions.</li> </ol>
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<b>REVISION 1</b> PARAGRAPH  DATE	<b>REASON</b>  SIGNATURE	<b>REVISION 2</b> PARAGRAPH  DATE	<b>REASON</b>  SIGNATURE
ORIGINATOR  M. Spencer USN ILS Manager	APPROVED BY <i>[original signed and on file]</i> Victor Buccieri Maritime H60 LPM	REVISION APPROVAL  1 2	FILE LOC.

# Main Gearbox Housing

Williams/ Sherman / Caliendo



**Name:** Main Gearbox Housing  
**Supplier:** Fansteel/Wellman Dynamics  
**AC Models Affected:** UH-60A  
**Part Number:** 70351-08111-002 \*FSP  
**Date of First Notification:** 11/09/2006  
**Escape Type/Category:** External / Cat TBD

Wall Checks .290

Wall Checks < .280 Min., actual .256

**Narrative:** Critical wall thickness tolerance (see slide #2) , .280 minimum was found to be under low limit by DCMA when performing GSI on unrelated feature. Supplier approved frozen planning inspection check sheet checks wall thickness in zone (marked 11 above) which is in accord to CC (.280 Min.). Issue is that adjacent wall thickness actually checks .256.

**Root Cause:** Under investigation, supplier appears not to have inspected the entire area within zone 11 identified on inspection check sheet. (see slide #3)

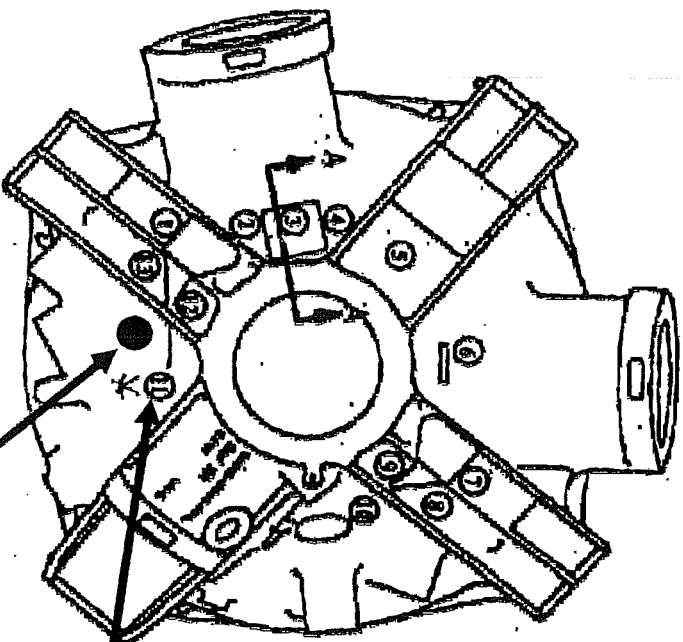
**Status:**

- Flight Safety Alert Issued Comp.
- Issue RRO Working
- Request supplier records for last 5 years to determine impact Working
  - All shipments to SAC or SAC Suppliers
  - Inspection data sheets with CC documentation
- Review Internal process plan change to remove redundant CC inspection Working
  - Receiving inspection not done for min 5years
- Issue NMRR for 3 castings for MRB disposition (is weld repair an option) Working
- SAC supplier Alpha Q has been instructed to measure castings they are mfg. Working

# Fansteel Wellman Inspection Check Sheet

SN 1855

Met number 06J20 E



★ **FLIGHT SAFETY PART -**  
**70351-08111-002**  
 Drawing revision AP, Op. sheet E

See page 5 of the Inspection instruction sheets for more specific detail.

Record critical characteristic wall thickness in the table below, refer to the sketch at left for positions.

Inspector stamp	Routing slip 100 Wall thickness	Routing slip 150 Wall thickness
INSPECTION 28		IND INSPECTION 28
Position	Routing slip 100 Wall thickness	Routing slip 150 Wall thickness
1	.320	.320
2	.311	.310
3	.403	.400
4	.443	.300
5	.446	.440
6	.448	.440
7	.362	.330
8	.326	.300
9	.330	.320
10	.340	.340
11	.297	.290
12	.340	.350
13	.326	.320

Positions: 1,2,4-15, wall to be .31 + .03 except as noted below.

Position 3: Wall to be .31 - .43 (.31 ± .03 wall + .06 + .03 pad height) except as noted below.

Note: The .31 ± .03 wall may be .31 + .04, ~.03 in local areas not to exceed 3 square inches in any one area and not to exceed a total of 15 square inches for all of the castings.

Part was checked and measures <.280 Min. Wall in this location.



8-17-06

Part was re-validated and actual wall thickness checks to these values at the specific location marked #11 only.



# Quality

## High visibility issues

