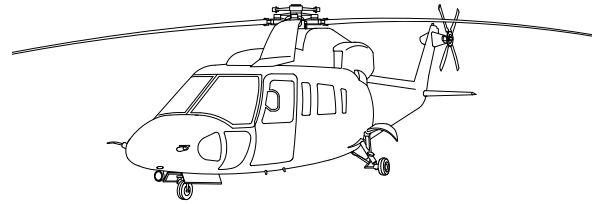


S-76 ALERT SERVICE BULLETIN



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ASB 76-65-67A

June 13/12

Revision A • July 18/12

SUBJECT: ROTORS – Spindle Assemblies – One-Time Non-Destructive Inspection (NDI) of Spindle/Cuff Assembly and Application of White Paint to Enhance Existing Inspection Procedure

Section 1. PLANNING INFORMATION

- A. Effectivity All S-76 model helicopters with serial numbers up to and including 760822.
Component: Spindle/Cuff Assembly, 76102-08001-045/-046, including spares.
Blade Fold Cuff Assembly, 76150-09601-041, including spares.
- B. Purpose To perform an NDI to inspect the upper and lower cuff plate on each spindle/cuff assembly or blade fold cuff assembly for cracks, and apply white paint to lower cuff plate to enhance the existing 25 hour visual inspection procedure.
- C. Description For each spindle/cuff assembly or blade fold cuff assembly, including spares, leading and trailing edges of upper and lower cuff plate are cleaned and an NDI is performed to inspect for cracks. If any crack indications are detected, a different NDI is performed to verify cracks. If cracks are verified, spindle/cuff assembly or blade fold cuff assembly is removed from service. If cracks cannot be verified, Sikorsky Customer Service Engineering is contacted for further instruction. If no cracks are found, a portion of spindle/cuff assembly or blade fold cuff assembly lower cuff plate is painted white to enhance the existing inspection procedure.
- D. Compliance Compliance is essential. The instructions outlined herein shall be accomplished within 150 flight hours or 90 days from the issue date of Revision A of this ASB, whichever occurs first.

For all spare spindle/cuff assemblies and/or blade fold cuff assemblies, the instructions outlined herein shall be accomplished within 150 flight hours or 90

days from the issue date of Revision A of this ASB, or prior to installation on a helicopter, whichever occurs first.

E. Approval Inspection item.

F. Manpower (Estimated)

<u>Task</u>	<u>No. of Men</u>	<u>No. of Hours</u>	<u>Man-Hours*</u>
Perform NDI	1	2.5	2.5
Application of White Paint	1	2.0	<u>2.0</u>
Total Man-Hours			4.5

*Estimate does not include time required to prepare helicopter or return it to flight status.

G. Material

None.

H. Tooling

- (1) Phasec 3d flaw detector (or equivalent) (Eddy Current inspection only).
- (2) VM Products 2502RAFX-_ probe (or equivalent) (Eddy Current inspection only).
- (3) Olympus (or equivalent) flaw detector (ultrasonic inspection only).
- (4) Search unit, 45 degree miniature angle beam – 10 MHz (ultrasonic inspection only).
- (5) 5X or 10X magnifying glass (or equivalent) (visual inspection only).
- (6) Spray bottle (or equivalent) (Fluorescent Penetrant Inspection (FPI) only).
- (7) Handheld blacklight source that produces a minimum of 1200 micro W/cm² at the examination surface (FPI only).
- (8) Titanium Reference Standard (3NotchEC.IT or equivalent). Available through HSI or PHTool. Website: www.phtool.com. (Eddy Current inspection only).

I. Weight and Balance

Not affected.

J. Electrical Load Data

Not affected.

K. Software Load Data

Not changed.

Section 1. PLANNING INFORMATION (Continued)

L. References

- (1) Applicable Maintenance Manual.
- (2) S-76A Model Helicopters:
 - (a) Temporary Revision No. 5-186 against Airworthiness Limitations and Inspection Requirements Manual SA 4047-76-2-1, Chapter/Section 5-20-00, 25-Hour Inspection Checklist, previously issued Jun 13/12.
 - (b) Temporary Revision No. 5-187 against Airworthiness Limitations and Inspection Requirements Manual SA 4047-76-2-1, Chapter/Section 5-20-00, 1250-Hour Inspection Checklist, previously issued Jun 13/12.
 - (c) Temporary Revision No. 5-188 against Airworthiness Limitations and Inspection Requirements Manual SA 4047-76-2-1, Chapter/Section 5-20-00, Calendar Inspection Checklist, previously issued Jun 13/12.
 - (d) Temporary Revision No. 65-66 against Maintenance Manual SA 4047-76-2, Chapter/Section 65-12-02, Spindle Assemblies, previously issued Jun 13/12.
- (3) S-76B Model Helicopters:
 - (a) Temporary Revision No. 5-163 against Airworthiness Limitations and Inspection Requirements Manual SA 4047-76B-2-1, Chapter/Section 5-20-00, 25-Hour Inspection Checklist, reissued concurrently with this ASB.
 - (b) Temporary Revision No. 5-164 against Airworthiness Limitations and Inspection Requirements Manual SA 4047-76B-2-1, Chapter/Section 5-20-00, 1250-Hour Inspection Checklist, reissued concurrently with this ASB.
 - (c) Temporary Revision No. 5-165 against Airworthiness Limitations and Inspection Requirements Manual SA 4047-76B-2-1, Chapter/Section 5-20-00, Calendar Inspection Checklist, reissued concurrently with this ASB.
 - (d) Temporary Revision No. 65-40 against Maintenance Manual SA 4047-76B-2, Chapter/Section 65-12-02, Spindle Assemblies, reissued concurrently with this ASB.
- (4) S-76C Model Helicopters:
 - (a) Temporary Revision No. 5-166 against Airworthiness Limitations and Inspection Requirements Manual SA 4047-76C-2-1, Chapter/Section 5-20-00, 25-Hour Inspection Checklist, reissued concurrently with this ASB.
 - (b) Temporary Revision No. 5-167 against Airworthiness Limitations and Inspection Requirements Manual SA 4047-76C-2-1, Chapter/Section 5-20-00, 1250-Hour Inspection Checklist, reissued concurrently with this ASB.

Section 1. PLANNING INFORMATION (Continued)

- (c) Temporary Revision No. 5-168 against Airworthiness Limitations and Inspection Requirements Manual SA 4047-76C-2-1, Chapter/Section 5-20-00, Calendar Inspection Checklist, reissued concurrently with this ASB.
- (d) Temporary Revision No. 65-36 against Maintenance Manual SA 4047-76C-2, Chapter/Section 65-12-02, Spindle Assemblies, reissued concurrently with this ASB.

M. Publications Affected

- (1) Airworthiness Limitations and Inspection Requirements Manual, SA 4047-76-2-1, Chapter/Section 5-20-00.
- (2) Maintenance Manual SA 4047-76-2, Chapter/Section 65-12-02.
- (3) Airworthiness Limitations and Inspection Requirements Manual, SA 4047-76B-2-1, Chapter/Section 5-20-00.
- (4) Maintenance Manual SA 4047-76B-2, Chapter/Section 65-12-02.
- (5) Airworthiness Limitations and Inspection Requirements Manual, SA4047-76C-2-1, Chapter/Section 5-20-00.
- (6) Maintenance Manual SA 4047-76C-2, Chapter/Section 65-12-02.

N. Attachment

None.

Section 2. MATERIAL INFORMATION

A. Basis for Material Data

Per helicopter.

B. Bill of Material

None.

Section 2. MATERIAL INFORMATION (Continued)

C. Consumable Material

WARNING

OBSERVE ALL CAUTIONS AND WARNINGS ON CONTAINERS WHEN USING CONSUMABLES. WHEN APPLICABLE, WEAR NECESSARY PROTECTIVE GEAR DURING HANDLING AND USE. IF A CONSUMABLE IS FLAMMABLE OR EXPLOSIVE, MAKE CERTAIN CONSUMABLE AND ITS VAPORS ARE KEPT AWAY FROM HEAT, SPARK AND FLAME. MAKE CERTAIN FIREFIGHTING EQUIPMENT IS READILY AVAILABLE PRIOR TO USE. FOR ADDITIONAL INFORMATION ON TOXICITY, FLASHPOINT AND FLAMMABILITY OF CHEMICALS, CONSULT YOUR MEDICAL PEOPLE OR THE MANUFACTURER OF THE CONSUMABLE.

<u>Qty</u>	<u>Nomenclature</u>	<u>Part No.</u>	<u>Source</u>
As Req'd	White Paint	Krylon® 51501 Gloss White or an equivalent acrylic enamel gloss white paint	(1)(2)
		(Alternate) Plasti-Kote® 1109 Gloss White	(2)(9)
		(Alternate) Krylon® Industrial Tough Coat	(2)(10)
As Req'd	Low-Lint Cloth	A-A-59323, Type II or equivalent	(2)
As Req'd	Isopropyl Alcohol	Commercial grade or equivalent	(2)
As Req'd	Masking Tape	Commercial grade or equivalent	(2)
As Req'd	Permanent Marker	Commercial grade or equivalent	(2)
As Req'd	Couplant	Ultragel or equivalent	(2)(7)
As Req'd	FPI Kit	ZL-27A or equivalent	(3)(6)(8)
		(Alternate) 985-P13 or equivalent	(4)(6)(8)
		(Alternate) FP-95A or equivalent	(5)(6)(8)
As Req'd	Developer	ZP-9F or equivalent	(3)(6)(8)
		(Alternate) 9D1B or equivalent	(4)(6)(8)
		(Alternate) D-70 or equivalent	(5)(6)(8)
As Req'd	Class 2 Solvent	SKC-S or equivalent	(3)(6)(8)
		(Alternate) 9PR50 or equivalent	(4)(6)(8)
		(Alternate) E-59 or equivalent	(5)(6)(8)

Section 2. MATERIAL INFORMATION (Continued)

- (1) Available through Krylon. Website: www.krylon.com/
- (2) Procure through local supply.
- (3) Manufactured by Magnaflux. Website: <http://www.magnaflux.com/>
- (4) Manufactured by Chemetall. Website: <http://www.chemetall.com/>
- (5) Manufactured by Met-L-Chek. Website: <http://www.met-l-chek.com/>
- (6) For fluorescent penetrant, class 2 solvent and developer, equivalent materials shall be approved as Type 1, Method C, Level 3 sensitivity in accordance with SAE AMS2644 and listed for use in QPL-AMS2644.
- (7) For ultrasonic inspection only.
- (8) For FPI only.
- (9) Manufactured by Plasti-Kote®. Website: <http://www.paint-markers.co.uk/>
- (10) Available through Krylon Products Group. Website: www.kpg-industrial.com/

Section 3. ACCOMPLISHMENT INSTRUCTIONS

A. Prepare helicopter for inspection:

- (1) Turn off all helicopter electrical and hydraulic power.
- (2) Engage rotor brake.
- (3) Using isopropyl alcohol and a clean, low-lint cloth, clean all spindle/cuff assembly or blade fold cuff assembly inspection area surfaces (Figure 1, Sheets 1 and 2).

NOTE: • For spindle/cuff assemblies or blade fold cuff assemblies with 1900 flight hours or more, proceed to section B.
• For spindle/cuff assemblies or blade fold cuff assemblies with less than 1900 flight hours, proceed to section C.

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

B. Perform NDI per one of the following methods:

NOTE: • Person performing NDI must be certified to Level 2, per NAS 410 or equivalent. If inspectors of other certification levels are utilized as permitted by NAS 410 or equivalent, this decision is the responsibility of the operator and their responsible Level 3 personnel.

• Eddy Current inspection, FPI and ultrasonic inspection are acceptable alternates to each other.

• Following applies to all spindle/cuff assemblies and blade fold cuff assemblies, including spares.

(1) Perform Eddy Current inspection as follows:

(a) Calibrate Eddy Current flaw detector (Phasec 3d or equivalent) (Figure 2):

<u>Parameter</u>	<u>Setting</u>
Probe drive	Low
Phase	As required
Differential gain	X-axis -8db
Filter	High Pass DC
Low Pass	30 Hz
Gain	50 dB/As required
Frequency	2 MHz

1. Hold probe end perpendicular to surface of titanium reference standard in an area free of notches and balance/null the instrument.
2. Raise probe slightly from surface of titanium reference standard and observe the direction of lift-off signal.
3. Adjust phase control until lift-off signal moves to the left of the screen as the probe is raised from surface.
4. Maintaining probe perpendicular to surface of titanium reference standard, scan probe tip across 0.040 inch (1mm) deep EDM notches and observe amplitude of indications on screen.

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

5. Adjust vertical\horizontal gain to produce a 40 percent vertical signal with approximately a 45 degree phase angle separate from lift off response.
- (b) Perform Eddy Current inspection:
 1. Place probe on spindle/cuff assembly or blade fold cuff assembly inspection area and press null button. Maintain the probe perpendicular to surface and scan inspection area (Figure 1, Sheets 1 and 2).
 - a If no crack indications are found exceeding the response from the 0.020 inch notch, proceed to section D.
 - b Reject any crack indications exceeding the response from the 0.020 inch notch. Map out crack indications on cuff plate surface using a permanent marker (commercial grade or equivalent). Submit locations to Sikorsky Aircraft Corporation. Any repeatable crack indication is suspect and shall be investigated as follows:
 1. Lift main rotor blade off of droop stop and verify crack indications using visual, FPI and/or ultrasonic inspection as necessary.
 - a If cracks are verified, remove spindle/cuff assembly or blade fold cuff assembly from service. Refer to applicable maintenance manual.
 - b If visual, FPI and/or ultrasonic inspections do not confirm suspect cracks, contact Customer Service Engineering at 1-800-WINGED-S or 1-203-416-4299 for further instruction.

(2) Perform FPI inspection as follows:

NOTE: • FPI shall be performed using only a Type 1, Method C, Level 3 process with Form D developer in accordance with ASTM E 1417.
• All fluorescent penetrant, class 2 solvent and developer shall be from the same manufacturer.

- (a) Brush or swab fluorescent penetrant (ZL-27A, 985-P13, FP-95A or equivalent) on inspection area (Figure 1, Sheets 1 and 2).
- (b) After fluorescent penetrant dwell period, remove surplus fluorescent penetrant using a clean, low-lint cloth (A-A-59323 or equivalent), pressing firmly and wiping in one direction. Perform fluorescent penetrant removal under black light to ensure adequate removal but not over-removal.

NOTE: Do not apply the class 2 solvent directly to NDI inspection area and do not allow solvent to flood or pool.

- (c) Use a clean, low-lint cloth (A-A-59323 or equivalent) dampened with class 2 solvent (SKC-S 9PR50, E-59 or equivalent) to perform a final wipe. Observe cleaned area under black light to evaluate penetrant removal step.

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

NOTE: Developer shall be applied as a uniform thin coating over entire surface to be inspected. If developer coating thickness is too heavy such that surface is completely masked, the area shall be cleaned and reprocessed. Minimum and maximum development times are 10 minutes to one hour respectively.

- (d) Apply non-aqueous developer (ZP-9F, 9D1B, D-70 or equivalent) by spraying. The developer container shall be agitated vigorously prior to and during application.

NOTE: Make sure the inspection area is not exposed to ambient white light for FPI procedure.

- (e) Conduct inspection with less than two foot-candles (20 lux) of ambient white light.
1. If no crack indications are found proceed to step D.
 2. Map out crack indications on cuff plate surface using a permanent marker (commercial grade or equivalent). Submit locations to Sikorsky Aircraft Corporation. Any crack indication is suspect and shall be investigated as follows:
 1. Lift main rotor blade off of droop stop and verify crack indications using visual, Eddy Current and/or ultrasonic inspection as necessary.
 - a. If cracks are verified, remove spindle/cuff assembly or blade fold cuff assembly from service. Refer to applicable maintenance manual.
 - b. If visual, Eddy Current and/or ultrasonic inspections do not confirm suspect cracks, contact Customer Service Engineering at 1-800-WINGED-S or 1-203-416-4299 for further instruction.

- (3) Perform ultrasonic inspection as follows:

- (a) Calibrate flaw detector (Olympus or equivalent):

<u>Parameter</u>	<u>Setting</u>
Pulse Echo	Pulse Echo
Frequency	10 MHz
Range	2 inch
Delay	As necessary
Gain	Corner reflector to 100%
Velocity	0.1207 in/μS
Reject	Off

1. Using a two inch range with 0.1207 in/μS velocity, set search unit index point at "Zero" onscreen.

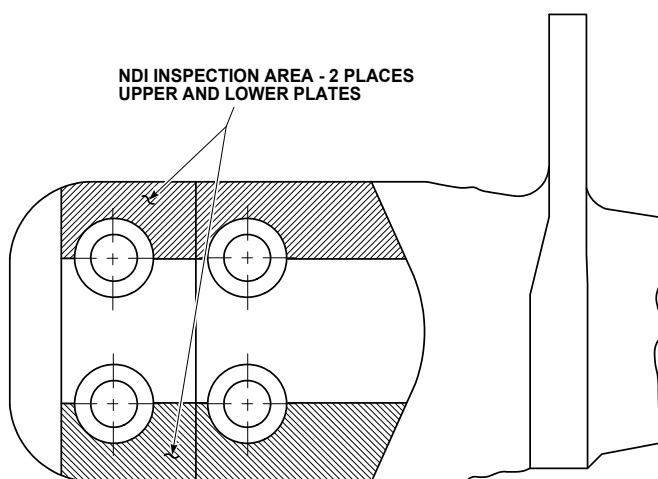
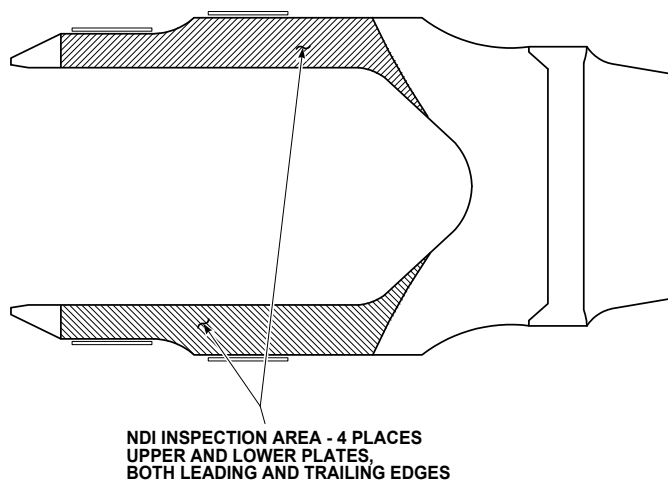
Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

2. Maximize corner reflector and adjust gain for 100% full screen height using inside corner (Figure 3).
- (b) Perform ultrasonic inspection:
 1. Add 12 dB to calibration sensitivity. Back reflection monitoring is set to N/A.
 2. Scan inspection area in all directions (Figure 1, Sheets 1 and 2).
 - a If no crack indications are found proceed to section D.
 - b Map out crack indications on cuff plate surface using a permanent marker (commercial grade or equivalent). Submit locations to Sikorsky Aircraft Corporation. Any crack indication is suspect and shall be investigated as follows:
 1. Lift main rotor blade off of droop stop and verify crack indication using visual, Eddy Current and/or FPI inspections as necessary.
 - a. If cracks are verified, remove spindle/cuff assembly or blade fold cuff assembly from service. Refer to applicable maintenance manual.
 - b. If visual, Eddy Current and/or FPI inspection do not confirm suspect cracks, contact Customer Service Engineering at 1-800-WINGED-S or 1-203-416-4299 for further instruction.
- C. Perform one-time visual inspection on spindle/cuff assemblies or blade fold cuff assemblies with less than 1900 flight hours as follows:
 - (1) Using 5x or 10x magnifying glass (or equivalent), inspect white paint application area for cracks.
 - (a) If cracks are found, remove spindle assembly or blade fold cuff assembly from service. Reference applicable maintenance manual. Contact Customer Service Engineering at 1-800-WINGED-S or 1-203-416-4299 and provide location of crack and spindle assembly or blade fold cuff assembly operating time.
 - (b) If no cracks are found, proceed to section D.
- D. Apply white paint (Krylon® 51501 Gloss White, Plasti-Kote® 1109 Gloss White, Krylon Industrial Tough Coat, or an equivalent acrylic enamel gloss white paint) as follows:
 - (1) If an FPI was performed thoroughly clean inspected area using isopropyl alcohol and a clean, low-lint cloth prior to application of white paint.
 - (2) Mask white paint application area with masking tape (commercial grade or equivalent) (Figure 4, Sheets 1 and 2).

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

- (3) Apply white paint to masked area (Figure 4, Sheets 1 and 2). Let paint dry at room temperature for one hour minimum.
 - (4) Remove masking tape.
 - E. Return helicopter to service.
 - F. Record of compliance:
 - (1) Make helicopter logbook entries to show compliance with this ASB as follows:
 - (a) Make helicopter level logbook entry on form SA7343-15.
 - (b) When ASB modifies a component that can be removed from this helicopter:
 - 1. Make component log card entries on forms SA7343-22 & SA7343-21 as applicable.
 - 2. If a component modified by this ASB does not have a log card and the ASB does not create one, then annotate compliance on the next higher assembly that the component belongs to which does have a log card.
- NOTE: If access to www.Sikorsky360.com is unavailable, complete attached ALERT SERVICE BULLETIN COMPLIANCE RECORD CARD and return it to Sikorsky Aircraft Corporation.
- (2) Make an appropriate electronic compliance entry in the E-Notification section at www.Sikorsky360.com. Refer to User Guide located on the www.Sikorsky360.com/E-Notification Search page.

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)



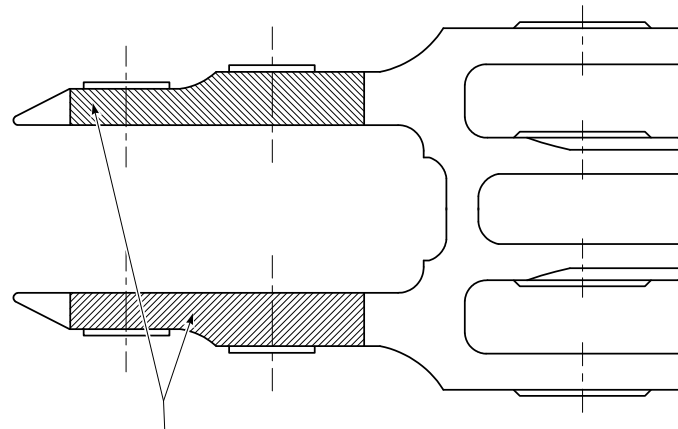
NOTE

BLADE NOT SHOWN FOR CLARITY.

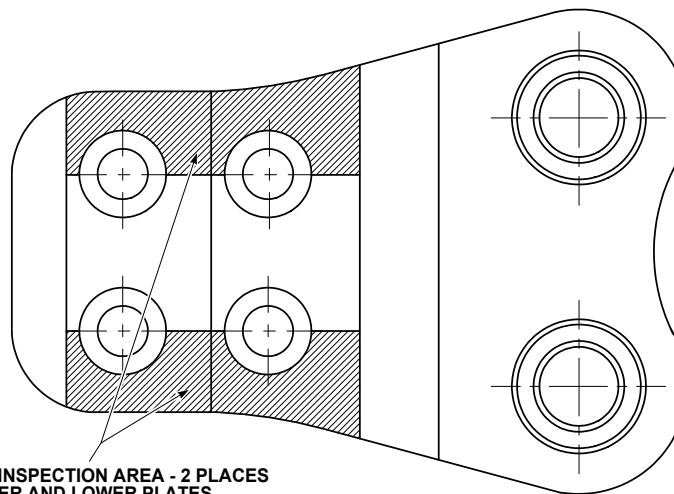
TD2708A
SA

NDI INSPECTION AREAS (SPINDLE/CUFF ASSEMBLY)
FIGURE 1, SHEET 1 OF 2

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)



NDI INSPECTION AREA - 4 PLACES
UPPER AND LOWER PLATES,
BOTH LEADING AND TRAILING EDGES



NOTE

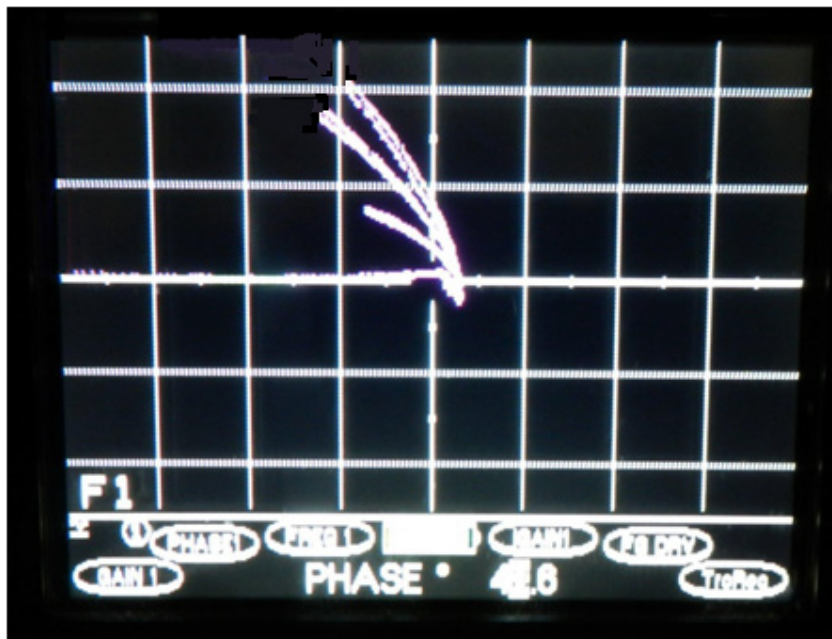
NDI INSPECTION AREA - 2 PLACES
UPPER AND LOWER PLATES

BLADE NOT SHOWN FOR CLARITY.

TD2788_1
SA

NDI INSPECTION AREAS (BLADE FOLD CUFF ASSEMBLY)
FIGURE 1, SHEET 2 OF 2

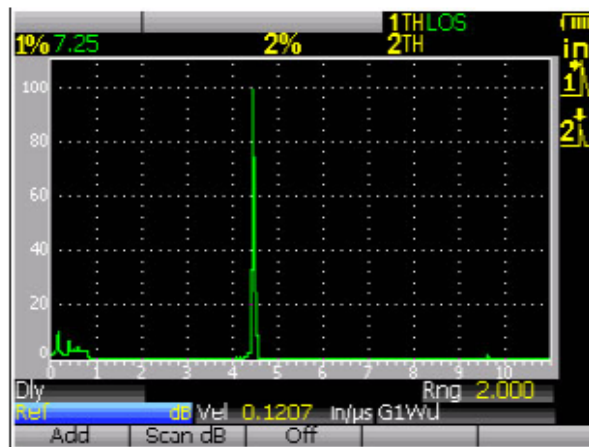
Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)



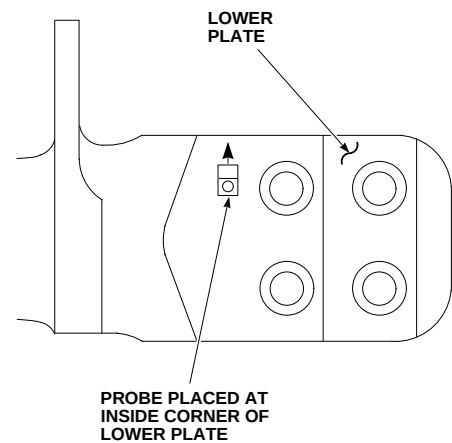
TD2739
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EDDY CURRENT INSPECTION METHOD
FIGURE 2

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)



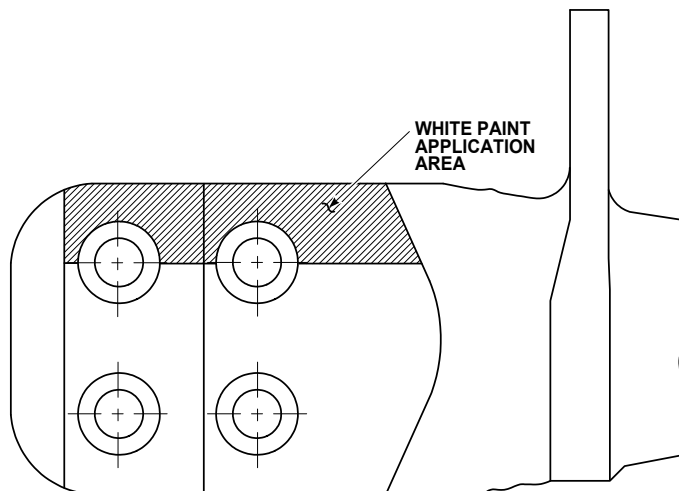
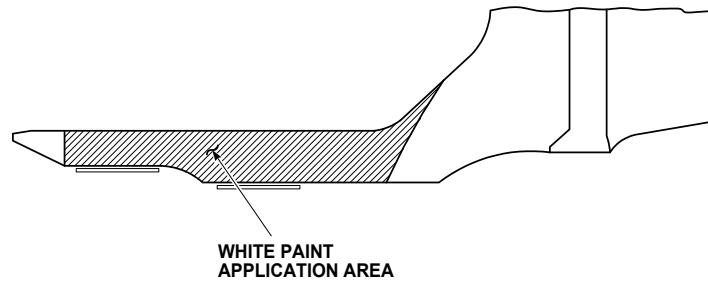
SENSITIVITY SET TO 100%
FULL SCREEN HEIGHT



TD2378
SA

ULTRASONIC INSPECTION METHOD
FIGURE 3

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)



LEADING EDGE OF LOWER CUFF PLATE ONLY

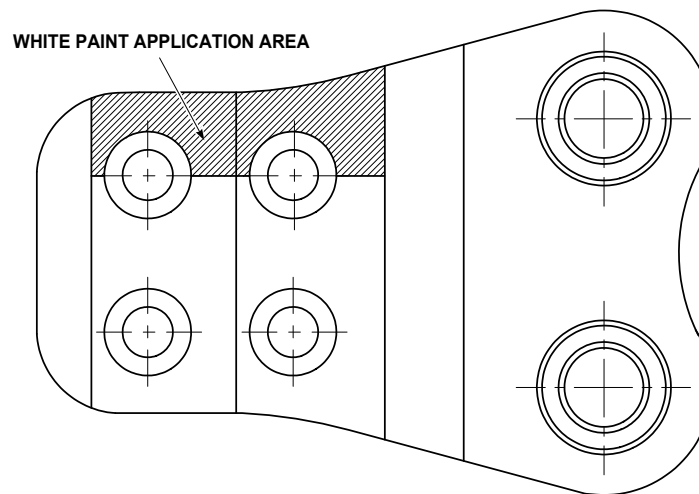
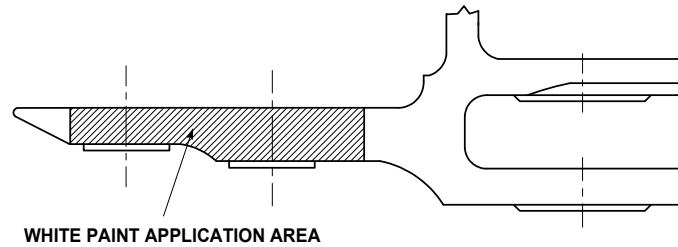
NOTE

BLADE NOT SHOWN FOR CLARITY.

TD2708
SA

WHITE PAINT APPLICATION AREA (SPINDLE/CUFF ASSEMBLY)
FIGURE 4, SHEET 1 OF 2

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)



LEADING EDGE OF LOWER CUFF PLATE ONLY

NOTE

BLADE NOT SHOWN FOR CLARITY.

TD2788_2
SA

WHITE PAINT APPLICATION AREA (BLADE FOLD CUFF ASSEMBLY)
FIGURE 4, SHEET 2 OF 2

(Fold over and tape closed)

SIKORSKY AIRCRAFT CORPORATION

FACSIMILE NUMBER (860) 998-7565

EMAIL ADDRESS: GPSIKSASProductSafet@utc.com

ATTENTION: SAS PRODUCT SAFETY MANAGER
SIKORSKY AEROSPACE SERVICES

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Upon **COMPLIANCE** with the attached ASB, Sikorsky requests your cooperation in completing and returning this **ENTIRE PAGE** by **MAIL, FAX, or scan & EMAIL**.

If you have internet access, you may go to www.sikorsky.com to record your compliance.

Please fill in the requested information at the bottom of the page, so we may maintain proper records documenting the configuration of your aircraft. This information is useful when determining configuration and effectivity of issues affecting fielded aircraft.

This request is in keeping with our policy to assure that our customers receive the latest information applicable for the maintenance of your aircraft. Thank you.

ALERT SERVICE BULLETIN: No. 76-65-67A **Compliance Record Card**

TITLE: ROTORS – Spindle Assemblies – One-Time Non-Destructive Inspection (NDI) of
Spindle/Cuff Assembly and Application of White Paint to Enhance Existing
Inspection Procedure

OWNER/OPERATOR: _____

SUBMITTED BY: _____ **DATE:** _____

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☐ **ASB HAS BEEN COMPLIED WITH ON THE FOLLOWING SERIAL NUMBERS**

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