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4 OCT 2017

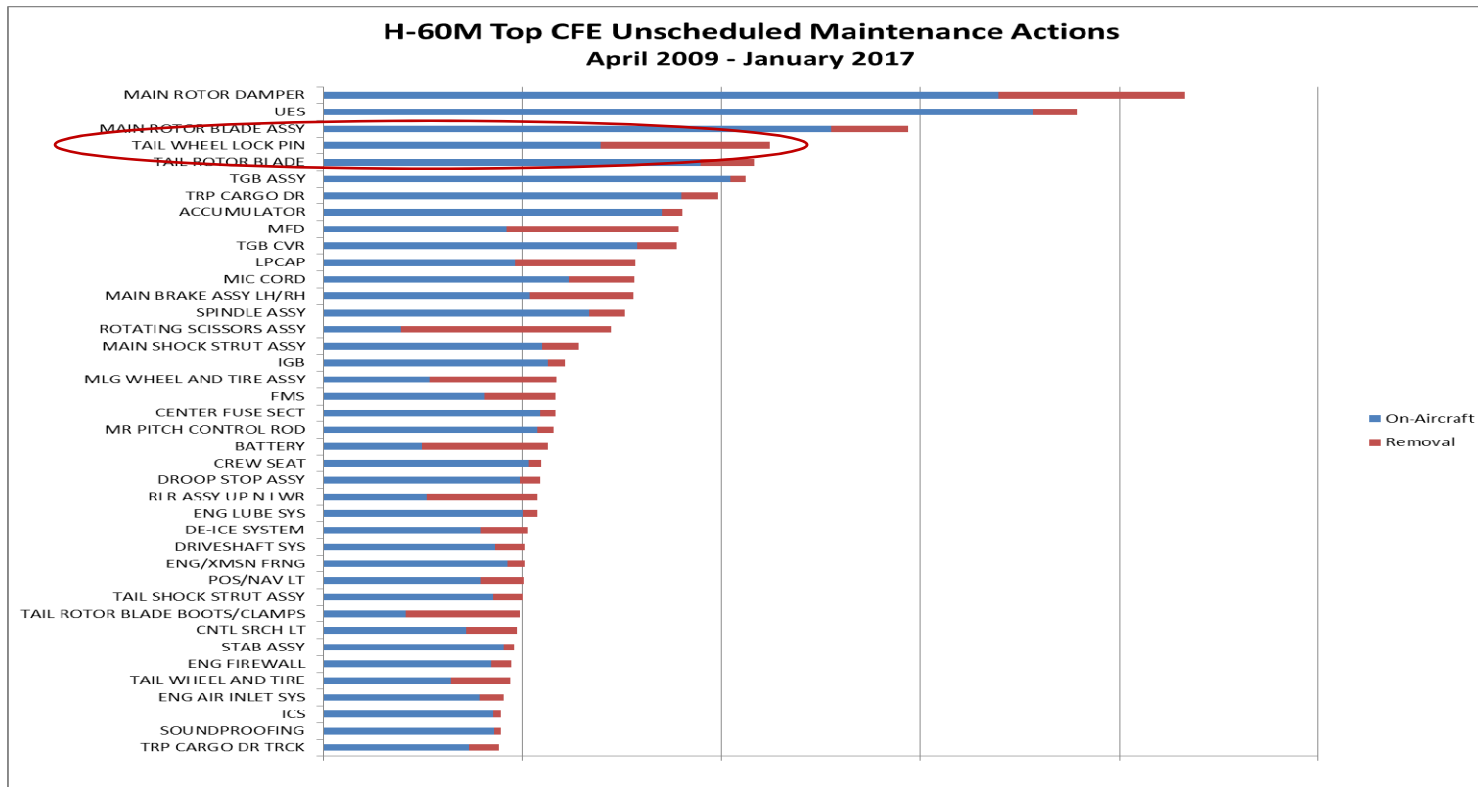
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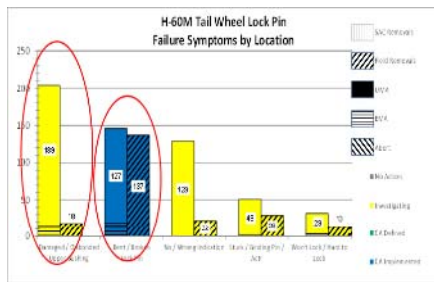
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FRACAS



Example: Tail Wheel Lock Pin

Findings



Root Cause

- 1) Supplier bushing installation issue and field maintenance issue. (towing the aircraft without first disengaging the tail wheel lock pin.)
- 2) Maintenance induced. Pins are damaged during towing operations. Turning the aircraft then results in pins bending / breaking.

Corrective Actions

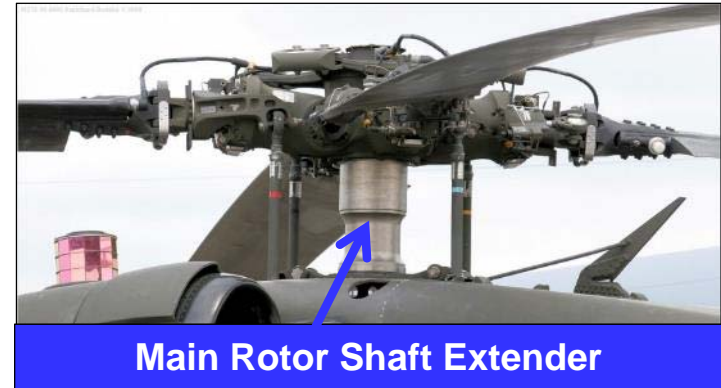
- 1) Change supplier tooling. Issue EC to add Caution for Pin removal before moving A/C. Redesign the bushing to add a flange on the bottom to prevent migration.
- 2) Add CAUTION decal to Yoke Assembly.

Part Remediation

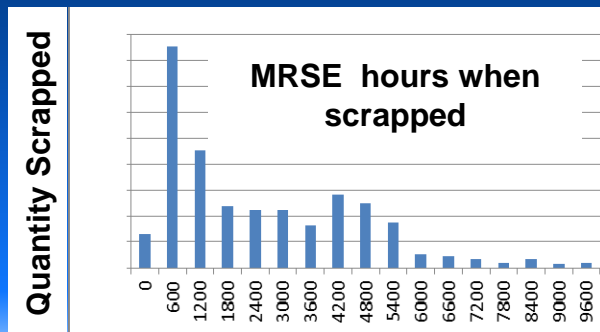


Objective: Reduce scrap rate by opening up repair criteria.

- Collaborative effort with AED, initial focus, main rotor shaft extender (MRSE).
- Utilize field maintenance, usage, and fatigue test data, along with analysis, to define new repair limits at different locations.



**MRSE Scrap History
(2410 Data)**



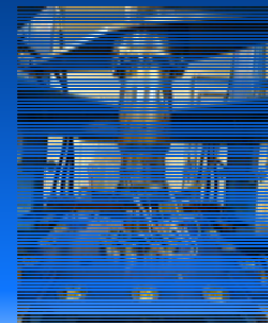
**Common MRSE
Damage Locations**



ANSYS Model



**Test Repaired
MRSE**



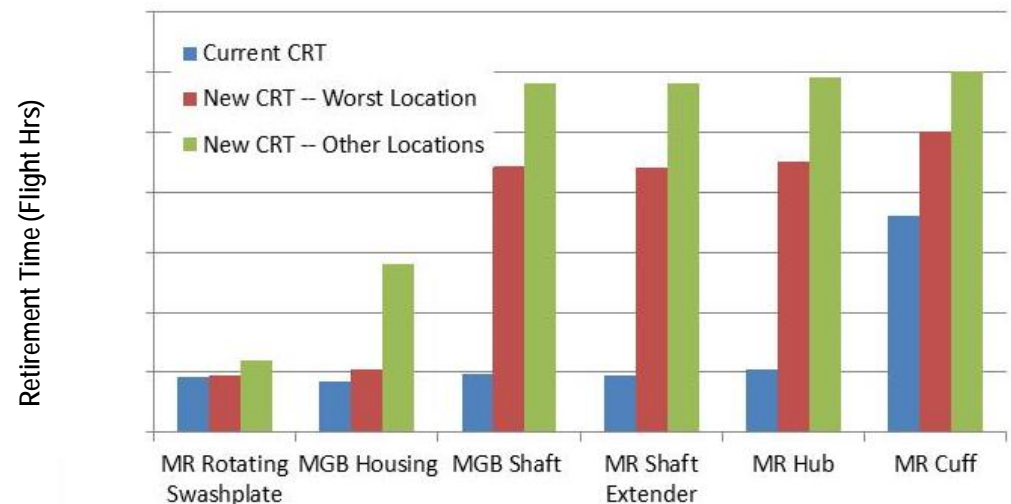
OEM Reachback Provides CBM+ Benefits for the Warfighter

Sikorsky and AED Collaboration



Objective: Update UH-60 usage spectrum and retirement times for six components based on fleet IVHMS usage data

- Collaborative effort with AED, 6 parts investigated (MR hub / cuff/shaft extender/swashplate and MGB housing/shaft)
- Leverages SAC's regime recognition post processing and partial spectrum methodology
- Final CRT updates will be ready for AED approval by end of year
- Interim swashplate CRT update is being used to handle part shortages



Preliminary Component CRT Improvements

OEM Expertise Provides Results that Gain AED Approval

