



Nor Azman <azman.galaxyaerospace@gmail.com>

Our Order GAM-PO-20-222R2 : Float Inspection / Bag Replacement

Nelly Dimitrova <nelly@aeropb.com>

Wed, May 27, 2020 at 9:01 PM

To: Nor Azman <azman@galaxyaerospace.my>

Cc: Ashila Naja Mohd Zulkaple <ashila@galaxyaerospace.my>, faiz fahmi <faiz@galaxyaerospace.my>, bahiran aziz <bahiran@galaxyaerospace.my>

Dear Azman ,

I am sending you again the new quote and comments that we made with our partners .

I Highlighted in yellow the most expensive parts . Unfortunately all the four fabric covers has to be replaced (and it takes a lot of time in doing it also because of the gluing process). I highlighted in red the parts replaced because of corrosion.

I strongly suggest you to pay attention to the washing activities on the helicopters . Floats and rafts must be accurately sealed before each washing otherwise water will penetrate in the floats and will cause three effects:

1. Deterioration of glued parts, causing the debonding of bags which have to be replaced and are very expensive
2. Corrosion of the metallic parts (highlighted in red)
3. Deterioration of the fabric covers that have to be replaced each time.

The most surprising thing is that we even found swivel valves damaged. These facts keep me wondering about how the previous maintenance has been carried out: the name of the maintenance center stamped on the log card is new for us and unknown to the OEM that we contacted recently.

Please have a look to our labor cost and you'll realize that the majority of the expense is for materials.

For the next batch of floats I have the following proposal: consider the option to retrofit the floats replacing the fabric covers by rigid ones. It should reduce dramatically the water problems and preserve the materials for the future. Hopefully EASA (whose activities became dramatically slow by COVID emergency) will approve our shop and we will be able to reduce the hydrotest cost and give you some room and allow you to evaluate my suggestion.

Regarding lead time,tomorrow will give you the EDD (Thursday) because we are facing some issues with logistics for bottles due to some issues with cargo flights and I didn't yet get data to evaluate if eventually there will be any impact on TAT.

As regards cylinders the situation is the following one: we can issue the form 1 only for the whole assembly. The float without cylinder is not a main assembly and therefore we cannot issue the Form 1. We are quite aware about this point because many operators think to do in this way to lower logistics costs and avoid the DGR issues. Unfortunately the answer is that we must get the whole assembly in order to be able to release it .

PS

We are facing a similar issue with two customers of ours located in Africa.

Thank you !

FWD FLOAT LH	PRJ-SS-007374
PN-3G9560V00131	SN-247

QTY

4 ISSUED MATERIALS	-	-		
			<i>O-RING</i>	3
			<i>TEXTILE COVER</i>	1
			<i>SWIVEL PROTECTION</i>	1
			<i>FLOAT BAG PROTECTION LH</i>	1
			<i>AFT ATTACHMENT PLATE</i>	1
			<i>TOP ATTACHMENT PLATE</i>	2
			<i>BOTTOM ATTACHMENT PLATE</i>	2
			<i>BOLT KIT</i>	1
			<i>CALIBRATED STRING</i>	1
			<i>INFLATE/DEFLATE PROTECTION</i>	2
			<i>PRV</i>	3

FWD FLOAT RH
PN-3G9560V00231

PRJ-SS-007375
SN-240

QTY

4 ISSUED MATERIALS	-	-		
			<i>O-RING</i>	3
			<i>TEXTILE COVER</i>	1
			<i>TOP ATTACHMENT PLATE</i>	2
			<i>FLOAT BAG PROTECTION RH</i>	1
			<i>INFLATE/DEFLATE PROTECTION</i>	3
			<i>FWD ATTACHMENT PLATE</i>	2
			<i>BOTTOM ATTACHMENT PLATE</i>	2
			<i>BOLT KIT</i>	1
			<i>CALIBRATED STRING</i>	1
			<i>PRV</i>	1

AFT FLOAT LH
PN-3G9560V00332

PRJ-SS-007373
SN-132

QTY

4 ISSUED MATERIALS	-	-		
			<i>BOLT KIT</i>	1
			<i>RUBBER PROTECTION</i>	2
			<i>INSULATING</i>	2
			<i>BOTTOM ATTACHMENT PLATE</i>	1
			<i>CALIBRATED STRING</i>	1
			<i>SWIVEL V/V PROTECTION</i>	3
			<i>AFT ATTACHMENT PLATE</i>	1

TEXTILE COVER	1
MANIFOLD	1
FWD ATTACHMENT PLATE	2
INFLATE/DEFLATE V/V PROTECTION	4
MANIFOLD PROTECTION	1
FLOAT BAG PROTECTION	1
O-RING	4

AFT FLOAT RH
PN-3G9560V00432

PRJ-SS-007372
SN-107

QTY

4 ISSUED MATERIALS -

BOLT KIT	1
RUBBER PROTECTION	2
INSULATING	2
CALIBRATED STRING	1
GASKET (FOR 4 FLOAT)	18
BOTTOM ATTACHMENT PLATE	1
FLOAT BAG PROTECTION	1
INFLATE/DEFLATE V/V PROTECTION	4
O-RING	4
FWD ATTACHMENT PLATE	1
TEXTILE COVER	1
AFT ATTACHMENT PLATE	1
FLOAT REPAIR KIT	1

Nelly

On Wed, May 27, 2020 at 3:49 AM Nor Azman <azman@galaxyaerospace.my> wrote:

Hi Nelly,

[Quoted text hidden]

[Quoted text hidden]

[Quoted text hidden]

[Quoted text hidden]

[Quoted text hidden]

[Quoted text hidden]

-) corrosion (your floats had even the relief valves corroded!)</

3 attachments

image.png
 21K
 image.png
 21K

image.png
 21K

image.png

126K

Equipment Info: Industrial 2500000 10000000 KULCOH 4 Pro 3000 kg 1.000 MC
Operational status: not available yet.

BAG		DUM	
	Not reported		Not reported

[Click here to see details](#)

Flight No.	Date	Dep.	Arr.	Segment	Flights	Weight(kg)	Volume (MC)	Binding Status
Q8-000	26-May-2020	02:25	04:50	KUL - COH	4	3000	1.000	Booked

Operational status: not available yet.

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685K