
CAS MEMORANDUM M-14-01

DATE: 07/10/14
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: 407 AAIP REV 1

Revision 1 to the BH 407 AAIP is now available on the maritime website <http://www.rotorapps.com/MHI/>. If you have an original copy saved to your computer delete it and download Revision 1.

The only change is the wording in section 4 stating that we can do two inspections for a 100hr window instead of the current 50hr window.

We will be coming out with a revision soon to correct the discrepancies that have been brought up so far. Please continue to email me with the errors you are finding during the inspections so they will be incorporated into the next revision.

Thank you

Isaac Mackey
Fairbanks Maintenance Lead



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www.maritimehelicopters.com

CAS MEMORANDUM M-14-02

DATE: 07/08/14
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: AIRCRAFT COMPLIANCE ACTION NOTICE

A Compliance Action Notice, or CAN, is Maritime Helicopters Inc.'s method of ensuring action is taken in a timely manner.

It may be in reference to an Airworthiness Directive, a Manufacture's Bulletin or whenever the Director of Maintenance or Chief Inspector finds it necessary to ensure compliance with an issue

The publication referenced shall be attached to the Compliance Action Notice.

The mechanic performing the task shall make the appropriate entry in the log book and return the Compliance Action Notice to the records department to be filed.

If parts are required, the Director of Maintenance or Chief Inspector shall send the Compliance Action Notice to the Parts department first so that the parts needed to accomplish the task may be acquired. The Parts Manager shall notify the Director of Maintenance or Chief Inspector when the parts are in, so maintenance personnel can accomplish the task.

The Compliance Action Notice number shall be the last two digits of the current year followed by the sequential number of the issued CAN. This reference number will be in the upper left portion of the form. Issuing date, due date, and whether it is a one-time action or a recurring action will also be on the upper portion of the form.

The registration numbers of all aircraft affected by that particular CAN will be listed.

The reason for the CAN will be listed by bulletin number or other brief description. The affected part and affected part numbers will be listed if applicable. The "COMMENTS" section will have basic instructions listed, as well as whether or not this action requires a logbook entry.

The lower portion of the Compliance Action Notice has information necessary for recordkeeping and tracking. The registration number and serial number will be printed on this section of the CAN. The aircraft total time at completion and, if recurring, time next due will be filled in by the technician.

The method of compliance section shall state the wording of the logbook entry or describe the method of compliance with enough detail to ensure understanding. A signature and date must be included, and either a certificate type and number or an employee identification number must be entered on the lower portion of the CAN.

The completed Compliance Action Notice shall be returned to the Maintenance Records Department as soon as possible after completion, on or before the due date. The Maintenance Records Department shall enter required information on historical records, airworthiness directive and bulletin lists as needed.

The Compliance Action Notice Completion Sheet provides means to ascertain status of CAN's and provide additional information necessary to the Records Department. The form includes the CAN number, the issue and due date, and the subject along with method of compliance. The form also includes a section to inform whether a logbook entry is required. When the Compliance Action Notice is returned to the Records Department, the date and aircraft total time are recorded on this form, and the name and identifying number of the technician responsible is also recorded.

COMPLIANCE ACTION NOTICE		CAN #
Inspection Department		14-
Issue Date:		Due Date:
Aircraft Type Affected:		
206B		206L-3
407		206L-4
	BO 105	SPARES
Subject:		
Method of compliance:		
Log Entry Required:		
YES ☐	NO ☐	
Aircraft N#:		Current ACTT:
Aircraft S/N:		Next Due ACTT:
Corrective Action as entered in logbook:		
I Certify I have made the logbook entries for compliance with this notice as described above IAW current FAA regulations.		
Complied with by: _____		Date: _____
Certificate Number: _____		

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CAS MEMORANDUM M-14-03

DATE: 07/11/14
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: CYCLIC SOCKS

Maritime Helicopters utilizes the cyclic sock system as an added level of protection during maintenance functions. Any time maintenance is being done on an aircraft for any reason a red sock shall be installed on the pilot's cyclic stick.

Green sock = Aircraft is airworthy and ready for use.

Red Sock = Aircraft is not airworthy. Contact maintenance before touching aircraft.

No sock = Aircraft is airworthy and has not had maintenance done after the last flight.

This system in no way removes or lessens the requirement to make a log book entry any time maintenance is performed.

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CAS MEMORANDUM M-14-04

DATE: 07/08/14
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: CALM REPORTS

The CALM reports are distributed weekly and shall be reviewed upon receipt to determine required maintenance. The current CALM report is part of the aircraft logbook and should be treated accordingly. If for any reason the weekly printing of the CALM report cannot be printed, the previous week's sheet will be utilized until such time as the current report can be printed. The current aircraft time or part / assembly time and the current cycles may be calculated by increasing the time or cycles shown on the CALM report by the amount of time or cycles the aircraft has accumulated since the last update of the CALM report.

Once per week, in conjunction with the weekly printing of the CALM report, the aircraft total time is verified and updated if necessary as follows:

- a. Turn back through log book and find the date in the logbook page that matches your current last flight date from the top of the CALM report.
- b. Compare the aircraft total hours from the top of the CALM report to the aircraft total time on the logbook page. They should match. Note any differences.
- c. If a difference is noted, contact the records department.
- d. A log book entry is required. CALM sheet time reported through date of __/__/__ matches the aircraft log book time of _____ TT.

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CAS MEMORANDUM M-14-05

DATE: 07/17/14
TO: ALASKA ALL
FROM: MHI MAINTENANCE
RE: TRACKING AIRCRAFT STARTS, TAKEOFFS, AND SLING LOADS

In an effort to clarify the Retirement Index Number (RIN) tracking and reduce math errors in the log book Maritime Helicopters will be revising the Aircraft logbook to remove the RIN total.

Components sensitive to operational events, such as torque events or run-on landings, are assigned a maximum RIN number. This number is based on the fatigue damage that results from normal helicopter torque events (takeoffs and sling loads) or from run-on landings, whichever applies. New components will begin with an accumulated RIN of zero, which will increase as the helicopter is subjected to torque events or run-on landings. Depending on the part and what model aircraft it is installed on the RIN accumulation rate will vary.

Pilots are to record the number of torque events for each flight (takeoffs and sling loads). This will allow maintenance to convert torque events to RIN by applying the appropriate RIN adjustment factor. Until the new logbooks are released each flight day the current page shall be modified to better track torque events. In the upper left hand box of the logbook cross out CYCLES and write in "starts". Cross out RIN and write in "takeoffs". Cross out LG RIN and write in "sling loads". See example.

BH206 / BH407 Helicopter Log						Log No. 24053	
<i>Starts takeoffs Sling loads</i>							
TIME RECORD	AIRFRAME	ENGINE	CYCLES	RIN	LG RIN	HOBS RECORD	HOBS TIME
TOTAL HOURS						STOP	
CYCLES/RIN							
BROUGHT FORWARD							
HOURS/CYCLES/RIN						START	
TODAY							
TOTAL						TOTAL	

Please feel free to contact the maintenance department with any questions.

Steve Slade
Director of Maintenance



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CAS MEMORANDUM M-14-06

DATE: 07/21/14
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: ENGINE TREND CHARTS

The trend check analysis provides a method for the Maritime Helicopters to monitor engine health. Tracking the daily power checks on each engine over an extended period of time will help provide a good picture of the engine overall health and performance.

Engine trend charts shall be kept in the aircraft log book with the aircraft make, N number, engine S/N, and current month entered at the top of the form. At the end of the flight day the pilot shall plot the power check result on the engine trend chart. At the end of the month the charts will be pulled and sent to the aircrafts base to go with the engine records and a new chart will be started for the next month.

Maritime Helicopters		Rolls Royce Engine Performance Trend Chart																														
Aircraft Model						Registration Number						Engine Serial Number															Month / Year					
Date	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
48																																
46																																
44																																
42																																
40																																
38																																
36																																
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18																																
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0																																
-2																																
-4																																
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-8																																
-10																																
-12																																
-14																																
-16																																

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CAS MEMORANDUM M-14-07

DATE: 08/18/14
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: FIRST AIRCRAFT START OF THE DAY

Maritime Helicopters Inc. company policy states that the aircraft will be started by ground power cart for the first flight of the day whenever feasible. This applies to single and twin engine aircraft. Please contact the maintenance department with any questions.

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CAS MEMORANDUM M-14-08

DATE: 08/18/14
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: LOGBOOK TRANSFER STATEMENT

The purpose of this CAS Memo is to put into place a procedure that most mechanics are already doing. When closing out a logbook Maritime Helicopters Inc. requires a logbook entry to be made on the last page of the logbook and the first page of the new logbook stating that all pertinent information has been transferred to the new logbook. For any questions please contact the maintenance department.

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CAS MEMORANDUM M-14-09

DATE: 11/25/14
TO: ALASKA MECHANICS
FROM: FAIRBANKS LEAD
RE: FORWARD CROSSTUBE DAMAGE

As some of you already know we recently caused damage to a forward Crosstube on a Bell 407. The aircraft was being lifted on the tug to be repositioned into the hanger. The pilot and mechanic were discussing a maintenance issue and did not verify that all four tug saddles were in place. As the aircraft was being raised up the forward left saddle slipped off the crosstube causing significant damage.

There were several human factors that contributed to the event. As anyone who has attended a human factors training class knows it is never one event that causes an accident it is always a series of mistakes or misses that causes the accident. We all need to think about the task we are doing no matter how many times we have done it before and be sure we are following all the steps. We were fortunate in this incident that the damage was within limits and that the tug was not raised high enough to cause damage to the aircraft belly.

The following procedures will be implemented to reduce the chance of aircraft damage:

Aircraft movement in and out of hangers

During aircraft movements in and out of MHI facilities the following steps are required to ensure the safety of the personal involved and reduce the chance of aircraft damage. Each location may have other procedures that must be followed. Check with the manager at customer bases to ensure the aircraft is being handled IAW there required guidelines.

Tug a Lug use

- The use of a Tug a Lug is not authorized without prior training.
- Movement in and out of under the aircraft requires the removal of the aircraft pegs to limit the chance of contact with the airframe, cross tubes, and antennas.
- Confirm pegs are installed in correct location for the type of airframe it is being used on.
- Ensure all four pegs are aligned with the crosstube prior to lifting the aircraft.
- During movement avoid uneven ground. If uneven ground is unavoidable lower aircraft to the lowest level possible for the skid tubes to clear the ground.
- Remove the Tug A Lug from under the aircraft while charging the batteries

Ground handling wheels

- The use of ground handling wheel is not authorized without prior authorization
- Confirm the wheels are installed in the correct position to balance the tail in a neutral position.
- Avoid having head and body over wheels while pumping jacks.

- Have a person holding the tail prior to jacking to prevent the airframe from rocking on to its tailboom.
- The vehicle used to move the aircraft must be sufficient in weight to prevent the aircraft from “pushing” the tow vehicle.

All Aircraft

- Verify rotor clearance of doors and ceiling prior to movement of aircraft.
- Some locations such as Valdez and Fairbanks small hanger require the use of a “block” in some two bladed helicopters to prevent contact with the ceiling. The block must have a flag connected to it to prevent being left in the aircraft during preflight.
- Doors that open vertically must be all the way up and stopped when moving aircraft in and out of the facility.
- Verify there is enough personal in place to spot blind areas. If there are not enough spotters ask for assistance prior to moving the aircraft. A minimum of two personal is preferred if possible.
- Verbalize intentions prior to lifting or moving the aircraft.
- When available utilize floor protectors to prevent damage to the hanger floors.

Thank you

Isaac Mackey
Fairbanks Maintenance Lead