
CAS MEMORANDUM M-15-01

DATE: 05/04/15
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: 407 AND 206 AAIP REV 2

Revision 2 to the BH407 AAIP and BH206L AAIP is now available on the maritime website <http://www.rotor-apps.com/MHI/>. If you have Revision 1 saved to your computer delete it and download Revision 2.

Thank you

Isaac Mackey
Fairbanks Maintenance Lead

1915 Donald Ave.
Fairbanks, AK 99712
Tel 907 452-1197
Cell 907 378-8421

www.maritimehelicopters.com

CAS MEMORANDUM M-15-02

DATE: 06/24/15
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: NEW AIRCRAFT LOGBOOKS

In an effort to reduce the number of mathematical errors on the aircraft maintenance logbook we are making a transition in the way we track the starts, takeoffs, and sling loads. The new logbooks will not have a total for starts, takeoffs, or sling loads, this will be tracked on the CALM sheet. The pilot will enter the number of starts, takeoffs, and sling loads he did for that day and our Records department will update CALM. Any component with a RIN count will be automatically tracked thru CALM.

Review the attached PowerPoint presentation to familiarize yourself with the new logbooks. Discard any old logbooks at your base and resupply with the new ones. Please contact the Isaac Mackey or Dave Jones if you have any questions.

Thank you

Isaac Mackey
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CAS MEMORANDUM M-15-03

DATE: 08/06/15
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: 206 AAIP REV 3

Revision 3 to the BH206L AAIP is now available on the maritime website <http://www.rotor-apps.com/MHI/>. If you have Revision 2 saved to your computer delete it and download Revision 3.

Thank you

Isaac Mackey
Fairbanks Maintenance Lead

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CAS MEMORANDUM M-15-04

DATE: 08/18/15
TO: ALASKA ALL
FROM: STEVE SLADE, DIRECTOR OF MAINT
RE: FOD CHECKS

Certain maintenance activities require the aircraft to be ground run or flown to complete the maintenance action. During periods of ground operation, cowling may be removed and test equipment may be attached. It is the responsibility of both pilot and the mechanic to ensure safety is the first concern.

Exposure to Foreign Object Damage, or FOD damage is increased due to unusual equipment around and on the aircraft and the aircraft being ground run without all cowling installed. Loose equipment, to include rags and/or tool(s) must be removed from the aircraft decks and surrounding areas prior to starting the aircraft. This does not include equipment that is properly secured such as during track and balance.

To further FOD prevention, the following procedure shall be implemented immediately;

In addition to a Ground Run or Pilot Operational Flight recorded in the aircraft log book, the following separate entry shall also be entered;

“FOD check required prior to aircraft ground run (*or pilot operational flight*). [Name][Date][Certificate Number]”

This check may be signed off either by a certificated mechanic or pilot. This is to ensure personnel, whether a pilot or mechanic, has taken the time to make one last look for any items that may have been left during maintenance *before* aircraft is started.

For multiple runs, the same person who signed off the original FOD write up shall recheck all decks for foreign objects prior to start. Likewise, pilots should be in the habit of performing a thorough look-behind following any maintenance to include after adjustments performed between run-ups.

Thank you

Steve Slade,
Director of Maintenance

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