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**CAS MEMORANDUM M-17-06**

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**DATE:** 10/17/17  
**TO:** ALL MAINTENANCE AND OPERATIONS STAFF  
**FROM:** DIRECTOR OF MAINTENANCE  
**CC:** DOO  
**RE:** BELL 206/407 MEL

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The FAA has approved Revision 9 to our Bell 206/407 Minimum Equipment List (MEL). It has been placed on the Maintenance Portal.

Please start using Revision 9 for any 206/407 aircraft MEL issues.

Thank you,



Steve Slade  
*Director of Maintenance*



3520 FAA Rd.  
Homer, AK 99603  
Tel: 907.235.7771  
Fax: 907.235.7773

[www.maritimehelicopters.com](http://www.maritimehelicopters.com)

**MARITIME HELICOPTERS  
PUBLICATIONS  
ROUTING MEMORANDUM**

**DATE:** 10/17/17

**TO:** All Pilots and Mechanics

**FROM:** Maintenance Department

**SUBJECT:** CAS memo M-17-06

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*Please complete the verification of receipt below and return this form to the Records Department in Fairbanks via email to [faiadmin@maritimehelicopters.com](mailto:faiadmin@maritimehelicopters.com) or by fax to (907)452-4539*

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**BY SIGNING THIS FORM I ACKNOWLEDGE** I have reviewed and will comply with the memo listed above

**EMPLOYEE SIGNATURE**

**DATE**

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**CAS MEMORANDUM M-17-04**

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**DATE:** 08/15/17  
**TO:** ALASKA ALL  
**FROM:** DIRECTOR OF OPERATIONS  
**CC:** BOB FELL  
**RE:** MAINTENANCE OPERATIONAL CHECKS

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In addition to guidance in Paragraph 2.19 Maintenance Operation Checks in Maritime Helicopters General Maintenance Manual (GMM), the following procedures must be followed for any maintenance that requires the aircraft to be started and/or flown; rotors in motion.

- The mechanic shall do a complete review of the Maintenance Operational Check (MOC) with the pilot. The pilot shall brief back the check to ensure that completely understand the MOC.
- If there is any question(s) concerning the check, the pilot or mechanic will call either Brent, Isaac, Dave Buzga, Dave Jones, Bob or myself to clarify. There cannot be any ambiguity when it comes to performing any MOC.
- If there is a written procedure, the book/Ipad will be open to that procedure and it will be followed as a checklist. If the checklist is interrupted, the pilot shall start back from the beginning to ensure all the proper steps have been completed.
- Any and all Cautions and Warnings in Maintenance Manuals or the RFM **MUST** be followed, no exceptions.
- Until the MOC check is completed, the aircraft will be not considered released from maintenance. Factors such as clients waiting on the helicopter, weather windows etc. will not take any precedence on finishing the check, paperwork done and a second set of FOD eyes has looked at the aircraft if applicable.

The above steps are in effect immediately.

Steve Slade  
*Director of Maintenance*



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**CAS MEMORANDUM M-17-03**

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**DATE:** 07/26/17  
**TO:** ALASKA ALL  
**FROM:** DIRECTOR OF MAINTENANCE  
**RE:** AIRCRAFT BATTERY CARE

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We've recently had incidents where aircraft batteries have failed to start aircraft in the field. To detour any future battery related AOG issues, the following guidance shall be implemented immediately;

Recordkeeping

Each new battery shall have a historical hard card created during the receiving inspection. Each hard card will include the Battery maintenance log form appendix A of the Concorde Manual 24-30-71 (See Form Attached)

Capacity Checks

Newly installed batteries are good for 12 months from date of install before the initial capacity check. If the battery passes the capacity check above a 90%, subsequent checks must be performed every 6 months. Once the capacity check drops below 90% but above 85% the battery shall be reduced to a 3-month cap check cycle.

**NOTE:** Any battery reduced to the 3-month cycle cannot be extended back up to a 6-month cycle.

When the capacity check falls below 85% during the 3-month capacity cycles, the battery shall be removed from service.

**NOTE:** The deep discharge recovery procedure shall no longer be performed on any battery that fails the 3-month capacity check.

Charging

Aircraft are subject to different workloads dependent on flight scheduling. Mechanics are responsibility to care for batteries as applicable.

**NOTE:** MHI recommends charging the battery on all aircraft a minimum of once a week. Bases with short flight legs and multiple starts will require a stepped-up charging interval as determined by the base mechanic applicable to the operation.

Batteries in storage will be checked and charged every shift change using the Concorde battery charger or the Activator 282 or equivalent in all locations that have spare batteries. These charges will be annotated on the battery using tape. Base mechanics will periodically review charging dates on the battery tags to ensure rotation.

If you have any questions contact Isaac Mackey at 907 452-1197 or Brent Estep at 907-235-7771

Thank you,

Steve Slade  
*Director of Maintenance*



# BATTERY MAINTENANCE LOG

|                               |                                     |      |         |
|-------------------------------|-------------------------------------|------|---------|
| Concorde Battery P/N:         | Battery S/N:                        |      |         |
| Date of Initial Installation: | A/C Hours @ Date of Installation:   |      |         |
|                               | OCV @ Time of Installation:         |      | V       |
| Aircraft Make:                | Model:                              | S/N: |         |
| 1 <sup>st</sup> Removal Date: | A/C Hours @ Date of Removal:        |      |         |
| Reason for Removal:           | Capacity Check                      | %    | Minutes |
|                               |                                     |      |         |
| Date Reinstalled:             | A/C Hours @ Date of Reinstallation: |      |         |
|                               | OCV @ Time of Reinstallation:       |      | V       |
| Aircraft Make:                | Model:                              | S/N: |         |
| 2 <sup>nd</sup> Removal Date: | A/C Hours @ Date of Removal:        |      |         |
| Reason for Removal:           | Capacity Check                      | %    | Minutes |
|                               |                                     |      |         |
| Date Reinstalled:             | A/C Hours @ Date of Reinstallation: |      |         |
|                               | OCV @ Time of Reinstallation:       |      | V       |
| Aircraft Make:                | Model:                              | S/N: |         |
| 3 <sup>rd</sup> Removal Date: | A/C Hours @ Date of Removal:        |      |         |
| Reason for Removal:           | Capacity Check                      | %    | Minutes |
|                               |                                     |      |         |
| Date Reinstalled:             | A/C Hours @ Date of Reinstallation: |      |         |
|                               | OCV @ Time of Reinstallation:       |      | V       |
| Aircraft Make:                | Model:                              | S/N: |         |
| 4 <sup>th</sup> Removal Date: | A/C Hours Date of Removal:          |      |         |
| Reason for Removal:           | Capacity Check                      | %    | Minutes |
|                               |                                     |      |         |
| Date Reinstalled:             | A/C Hours Date of Reinstallation:   |      |         |
|                               | OCV @ Time of Reinstallation:       |      | V       |
| Aircraft Make:                | Model:                              | S/N: |         |
| 5 <sup>th</sup> Removal Date: | A/C Hours @ Date of Removal:        |      |         |
| Reason for Removal:           | Capacity Check                      | %    | Minutes |
|                               |                                     |      |         |
| Date Reinstalled:             | A/C Hours Date of Reinstallation:   |      |         |
|                               | OCV @ Time of Reinstallation:       |      | V       |
| Aircraft Make:                | Model:                              | S/N: |         |
| 6 <sup>th</sup> Removal Date: | A/C Hours @ Date of Removal:        |      |         |
| Reason for Removal:           | Capacity Check                      | %    | Minutes |
|                               |                                     |      |         |

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**CAS MEMORANDUM M-17-02**

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**DATE:** 05/03/17  
**TO:** MAINTENANCE  
**FROM:** DIRECTOR OF MAINTENANCE  
**RE:** MHI 206L AAIP REV 5

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The MHI BH 206 AAIP Rev 5 has been approved and is now available on the maritime maintenance website <http://www.rotor-apps.com/MHI/index.html>

Please take some time and review the Summary of Changes and delete any old revisions that may be saved from the portal.

Summary of Changes:

A 0051 Pg 3 - Moved lube from 0051.5.6 to A 0052 Pg 6 A 0052.11 LUBRICATION  
A 0051 Pg 3 - Removed Tail Rotor Balancing. Will now be tracked on CALM  
A 0053 Pg 1 - Moved Main Drive Shaft (KAflex) from A 0054  
A 0053 Pg 2 - Removed Lubrication items from A 0053.5 (5.5.1 - 5.5.4) and moved over to A 0054.9  
A 0054 Pg 3 - Moved 6.5 to 9.1.4  
A 0054 Pg 4 - Removed 8.3 Pitch Change Lube 9.1.4. Moved Main Drive Shaft to A 0053  
A 0055 Pg 3 - Moved LUBRICATION to A 0056 Pg 3  
A 0056 Pg 3 - Added A 0056.7 LUBRICATION  
A 1720 - Added Warning, dropped requirement to remove and reinstall impeller.  
B 0052NT - Incorporated Temp Rev 1

Thanks,

Steve Slade  
*Director of Maintenance*



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**CAS MEMORANDUM M-17-01**

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**DATE:** 04/24/17  
**TO:** ALASKA ALL  
**FROM:** FAIRBANKS MAINTENANCE  
**RE:** THIXO SYN APPROVED LOCATIONS AND ALTERNATES

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Recently there have been questions from the field locations about the types of grease we are using on the aircraft and their application. This was touched on in the Feb/March safety notes but may need more clarification.

First, Bell no longer updates the consumables list that is in the Standard Practices Manual. They now keep the consumables list online under the General Information tab of the pubs page. It is important to note that this list is only available while you are connected to the internet and will not work using the offline library.

Let's start with ThixO SYN (C-172). ThixO SYN is the only grease with the Bell specification 299-947-554 (3820-0). ThixO SYN has a temperature range of -40F to 572F. Looking at the consumables list, TB's, and chapter 12 servicing we see that ThixO SYN (C-172) is a direct replacement for Mobil 28 (C-001) grease in the following locations:

- 206L M/R Hub Assy
- 206L M/R Trunnion Assy
- 206L M/R pitch horn assy
- 206L T/R trunnion Assy
- 206L T/R Pitch change assy
- 206L Swashplate Assy
- 407 M/R Pitch link universal bearing assy

This is in reference to the TB 206L-TB-13-247, and 407-TB-16-119 and consumable list page 11. Additionally ThixO SYN (C-172) can also be used anywhere CPC (C-104) is called for, again, reference 206L-TB-13-247, Consumable list Page 7. ThixO #2 (C-561) shall not be used in any of these locations.

Now we look at ThixO #2 (C-561) Also known as ThixO grease. Bell specification (3810-0). This grease is an approved alternate for CPC (C-104), Royco 22 (C-525), and Plastilube #3 (C-012). Reference 206L / 407 MM Chapter 12, And consumable list page 7. ThixO #2 (C-561) shall only be used as an alternate in the following locations.

- Tail rotor splines
- Tach gen spline on the engine gearbox
- Rotor tach gen
- Hyd. pump spline
- 407 expandable blade bolts

ThixO #2 (C-561) and Plastilube #3 (C-012) both have a temperature rating of 0F to 482F. Royco 22 (C-525) has a temperature rating of -65F to 350F.

If you have any questions contact Isaac Mackey at (907) 452-1197

Thank you

Isaac Mackey

***Fairbanks Maintenance Lead***



1915 Donald Ave.

Fairbanks, AK 99701

Tel 907 452-1197

Cell 907 378-8421

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**MARITIME HELICOPTERS  
PUBLICATIONS  
ROUTING MEMORANDUM**

**DATE:** 8/1/17

**TO:** All Mechanics and Pilots

**FROM:** Records Department

**SUBJECT:** CAS memo M-17-03

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**BY SIGNING THIS FORM I ACKNOWLEDGE** I have reviewed and will comply with the memo listed above

**EMPLOYEE SIGNATURE**

**DATE**