
CAS MEMORANDUM M-16-11

DATE: 11/01/16
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: NON ROUTINE INSPECTION LADDER

In an effort to reduce errors in tracking non-routine inspections (torque checks, MEL's, NEF's. Etc...) the maintenance department has decided to discontinue the use of the next due block on the individual log page for these. Instead, MHI shall start using the below form by adding it to the front of the log book for better visibility in tracking non-routine inspections. This will avoid having the inspection time carried forward each day with the possibility of transposing numbers. This new form will *only* be for items that require inspection or maintenance action that are not carried on the CALM.

The new inspection ladder template (pictured below) will be sent out as a CAN to each aircraft with instructions. The remaining log books will also have the new ladder placed on the cover page.

SPECIAL INSPECTION / MEL DUE	Due at HRS/Date	Transcribed to Log Book Page #

INSTRUCTIONS

Print out the inspection ladder template on adhesive back paper and affix it to front page of log book. If the ladder gets filled prior to reaching the end of a log book, place a new inspection ladder on top of the old.

When any non routine inspection must be tracked, enter it in the first available line of the SPECIAL INSPECTION / MEL DUE column.

Enter the Acft TT when the inspection is DUE in the Due at HRS/Date column. This number also may be a range such as 3456.5 - 3466.6 Acft TT.

When the inspection comes due, transcribe the inspection to the aircraft log book, noting the log book page number in the third column of the above form. Once the log book page is entered, the non routine inspection entry is considered to be closed out.

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

Thank you

Isaac Mackey
Fairbanks Maintenance Lead

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

CAS MEMORANDUM M-16-10

DATE: 08/23/16
TO: MAINTENANCE
FROM: FAIRBANKS MAINTENANCE
RE: MHI 206 AAIP REV 4

The MHI BH 206 AAIP Rev 4 has been approved and is now available on the maritime maintenance website <http://www.rotor-apps.com/MHI/>. Please take some time and review the changes and delete any old revisions that may be saved from the portal.

Thank you

Isaac Mackey
Fairbanks Maintenance Lead

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CAS MEMORANDUM M-16-09

DATE: 07/19/16
TO: ALASKA MECHANICS
FROM: FAIRBANKS MAINTENANCE
RE: 135 TRAINING DUE

The 135 recurrent training is now available on the maritime maintenance website at
<http://www.rotor-apps.com/MHI/training.html>

Please take some time and complete all training that applies to you. The deadline for completing the training is August 31st. Please contact me if you have any questions.

Thank you

Isaac Mackey
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CAS MEMORANDUM M-16-08

DATE: 06/28/16
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: MHI BELL 407 AAIP REV 3

The MHI Bell 407 AAIP Revision 3 has been approved and is now available on the maritime maintenance website <http://www.rotor-apps.com/MHI/>. Please take some time and review the changes made in this revision. Also, delete any Rev 2 copy's that may be saved.

Thank you

Isaac Mackey
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CAS MEMORANDUM M-16-07

DATE: 06/17/16
TO: ALASKA MECHANICS
FROM: FAIRBANKS MAINTENANCE
RE: BELL PSE REQUESTS

Effective immediately all requests for Bell Product Support Engineering shall go thru Fairbanks for the aircraft operating out of the Fairbanks hanger (to include aircraft operating on the Alyeska Pipeline) and Homer for the aircraft operation out of the Homer hanger. This is to ensure all issues are raised along the proper chain of command and that everyone is aware of an issue as it progresses. Please contact myself or Dave Jones if you have any questions.

Thank you

Isaac Mackey
Fairbanks Maintenance Lead



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Statewide Locations: Homer, Fairbanks, Kodiak, Nikiski, Valdez, and Akutan

CAS MEMORANDUM M-16-06

DATE: 04/28/16
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: BO-105 AAIP REV 1

The MHI BO-105 AAIP Revision 1 has been approved and is now available on the maritime maintenance website <http://www.rotor-apps.com/MHI/>. Please take some time and review the changes made in this revision

Thank you

Isaac Mackey
Fairbanks Maintenance Lead

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CAS MEMORANDUM M-16-05

DATE: 04/20/16
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: GENERAL MAINTENANCE MANUAL

The MHI General Maintenance Manual has been approved and is now available on the maritime maintenance website <http://www.rotor-apps.com/MHI/>. Please take some time and read thru this manual.

Thank you

Isaac Mackey
Fairbanks Maintenance Lead

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CAS MEMORANDUM M-16-04

DATE: 03/09/16
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: SPECIAL FLIGHT PERMIT

The MHI Special Flight Permit Program has been approved and is now available on the maritime maintenance website <http://www.rotor-apps.com/MHI/>. Please take some time and review this program.

A blank Special Flight Permit Form (Appendix A) must be carried in the aircraft log book at all times. Please feel free to contact myself or Steve Slade if you have any questions about the program.

Thank you

Isaac Mackey
Fairbanks Maintenance Lead

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CAS MEMORANDUM M-16-03

DATE: 03/07/16
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: MAJOR ALTERATIONS

Due to an issue that occurred during an aerial filming charter where the wrong camera for the installed mount was supplied, I request all maintenance and operations personnel to take the extra time to ensure any installations are in accordance with the paperwork, whether STC or 337.

The following has been incorporated into the Maritime GMM but ask all pilots and mechanics to be aware and apply some extra vigilance during situations that are not our normal operations;

MAJOR ALTERATIONS, including AERIAL FILMING EQUIPMENT

On occasion, Maritime Helicopters is chartered to perform aerial filming. For this type of installation, or any and all installations properly certificated company mechanic(s) shall use the following checklist for proper compliance, the Chief Inspector will be responsible for;

- Verify that the STC kit is complete.
- For aerial filming installations, verify that STC approved installation data for the mounts are for the actual type of camera to be installed. If there is no STC approved installation data, the equipment shall not be installed.
 - Verify that STC approved installation data for the actual equipment to be installed. If there is no STC approved installation data, the equipment shall not be installed.
 - Ensure that the installation was completed I/A/W the STC approved installation data.
 - Complete FAA Form 337 in duplicate. These forms shall be submitted to the FAA per 14 CFR Part 43 Appendix B.
 - Ensure that the proper Flight Manual Supplement(s) is/are inserted in the aircraft RFM.
 - Check for any flight restrictions.
 - Ensure that required placards are in place per the STC instructions.
 - Ensure that an accurately updated Weight and Balance is inserted into the aircraft RFM as required by the STC approved data.

By using this checklist, MHI can ensure our aircraft are operating in compliance with 14 CFR in their properly altered condition.

The following is some information on the new FAA Compliance Philosophy;

http://www.faa.gov/news/safety_briefing/2016/

The FAA is encouraging operators to share this 'Compliance Philosophy' topic info with all employees, please take the time to review.

Thanks,

Steve Slade
Director of Maintenance

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

CAS MEMORANDUM M-16-02

DATE: 03/03/16
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: MHI BH 412 CAMP

The MHI BH 412 CAMP has been approved and is now available on the maritime maintenance website <http://www.rotor-apps.com/MHI/>. Please take some time and review the program.

Thank you

Isaac Mackey
Fairbanks Maintenance Lead

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CAS MEMORANDUM M-16-01

DATE: 02/22/16
TO: ALASKA ALL
FROM: FAIRBANKS MAINTENANCE
RE: 206 MAIN ROTOR HEAD GREASING

We recently had a 206 main rotor head come into the shop for a 1200hr inspection. Teardown analysis of the yoke found it to be damaged beyond limits due to brinelling caused by lack of grease. This yoke was installed new and had only accumulated 1821 hrs.

The 206 AAIP inspection, A0057 (Step 2.1.3) states that the Main Rotor Grip bearings (2 places) will be greased. The top of Section A0057.2 state's ****REVIEW ALL NOTES REGARDING LUBRICATIOINS IN TABLE 12-5****. When you go to the notes section of the 206 MM Chapter 12 it states to "purge Lube".

Purge lubricate means that fresh grease is injected in the bearing to remove all of the old grease. The purge lube must be done to ensure an adequate amount of fresh grease gets into the grip bearings. By the damage caused to this yoke it was evident that the lube was not being properly "purged".

The 206 AAIP lube inspection is required every 50 hrs. This inspection can be done as often as desired and should be done if the aircraft was flying in rain or before the next flight if it was stored outside during a rain storm.

Grease is cheap! A new yoke is about \$23,000. The yoke is an on condition part that should last a very long time. We have multiple yokes in service with over 5,000 hrs. and one with over 11,000 hrs.

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

Thank you

Isaac Mackey
Fairbanks Maintenance Lead

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