
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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www.maritimehelicopters.com

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

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OPERATIONS MEMO O-16-01

To: All Pilots

From: Dave Jones
Chief Pilot

Date: February 19, 2016

Subject: External Load Operations (Over Torque)

Within the previous year we have had two (2) over torque events while conducting external load operations. Both of these events occurred as a result of the external load becoming entangled/snagged during the descent and setting down of the load.

These snagged loads are a result of the pilot not maintaining sufficient altitude of the load during the approach. If there are a lot of protrusions/obstacles at the landing location, consider the use of tag lines to allow ground personnel to direct the load into tight places.

If a load becomes entangled/snagged at any time, do not utilize the aircraft to try and free the load, instead lower the collective and get slack in the line, release the load if necessary and have ground personnel fix the load.

Sometimes we get so involved in the operation that we're distracted from those little safety checks that we normally carry out as second nature. One small cable snag can cause the most horrifying consequences.

The last over torque event caused significant damage to components, which will require the aircraft to be out of service for several weeks.

These events are unacceptable.

If you have any questions contact Dave Jones at (907) 452-1197.