



Maritime Helicopters

CASS

Continued Airworthiness Surveillance System

April. 2018
Meeting minutes

CASS Meeting

04/26/18	10:00AM	MTF
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MEETING CALLED BY	Isaac Mackey – Fairbanks lead
TYPE OF MEETING	Monthly CASS meeting
FACILITATOR	Isaac Mackey – Fairbanks lead
ATTENDEES	Bob Fell, Steve Slade, Brent Estep, Isaac Mackey

Agenda Topics

1. Discuss old open action items
2. Review system reliability report trends
3. Review SDR,MIR,MDR reports
4. Review ASR,GOR reports
5. Review CAN's / CAS memos
6. Review tear down reports
7. Review Manufacture bulletins and AD's
8. Review notable items since last CASS meeting
9. Review AOG items
10. Discuss new open action items
11. Discuss recent audit findings
12. Review suggestions for next year's maintenance training
13. Other items
14. Schedule next meeting

OLD OPEN ACTION ITEMS	INITIATED BY	RESPONSIBLE PERSON	DEADLINE	CLOSED
N407PA 07/29/17 ACTT 7660.0 Upon shutdown in Coldfoot the pilot and mechanic noticed an unusual sound coming from the engine. The mechanic investigated and found one blade on the compressor was missing a large piece. The compressor was replaced with a serviceable unit. The aircraft was returned to service. The damaged compressor was sent into Airborne Engines for evaluation. The compressor had been removed for FOD damage from N407PA on 11/29/16. It was shipped to Airborne Engines and the impeller was subsequently sent to Cadorath for repair. The compressor had a total time of 2692.1 hrs. at this time. The impeller is original as well. The repaired compressor was reinstalled on N407PA on 12/28/16 at ACTT 7427.3 The impeller failed 232.7 hrs. after install. (2925.7 hrs. compressor total time) Nov 29th CASS Meeting, this will remain open until the RR investigation is complete. Jan 31st CASS Meeting still waiting for RR investigation report. Closed at April 26th CASS Meeting.	Isaac Mackey	Steve Slade	04/26/18	Closed
N319MH 10/02/17 ACTT 5643.0 During Inspection at Alpine Aerotech, the tail rotor trunnion was found to have excessive play. The trunnion was replaced by a serviceable unit, supplied by MHI. Upon review of the AAIP there are two inspections which require the area in question to be inspected. A0054 step 7.1 was complied with 7/29/2017 at 5545.6 ACTT (97.3 hrs ago) A0056 Step 4.10 was complied with 06/13/2017 at 5418.6 ACTT (224.4 hrs ago) Neither inspection directly addresses the trunnion however this is an area that would be inspected on the daily inspection if the aircraft were working out of a hangar. This is the second trunnion found to be out of limits. Recommend the inspection criteria in the AAIP be updated to include specifically inspecting the tail rotor trunnion. There is a second GOR for this. The oil cooler balance weight was not installed when the air conditioner was removed. Jan 31st CASS Meeting moved this to an open action item. Closed at April 26th CASS Meeting.	Isaac Mackey	Steve Slade	03/22/18	Closed

Notable A/C items since last CASS meeting		
Item	Notes or Preventable measures to prevent this from occurring again.	Move to open action items
N1 Gauge (FIR)	N305MH 02/05/18 ACTT not recorded During the first startup of the day, the N1 (gas producer) gauge was not working properly. Mechanic checked the condition of the wire harness and canon plugs. A new Tach generator was sent and installed with no effect. A new gauge was sent and corrected the issue. Aircraft returned to service.	Closed
Aircraft Battery	N319MH 02/28/18 ACTT 5665.6 During engine start sequence, battery voltage dropped from 25.1 to 22.2 within approx. one minute after battery was turned on. Customer delay was approximately one hour. Removed battery and replaced with serviceable. Old battery was charged and then capacity tested. The battery passed. Upon inspection a dead cell was shown by rapid drop in battery charge. Replacement cost was \$3623	Closed
Hyd. servo failure	N314MH 03/07/18 ACTT 9982.7 Aircraft landed and a large amount of hyd. fluid was noted leaking onto the ground. Upon investigation the L/H cyclic servo was found to be bad. The servo was replaced and the aircraft returned to service. The servo (S/N 1069) had a TSO of 150.9 hrs. and had been repaired for leaking by HASS 48hrs prior.	Closed
Float Bag (FIR)	N328MH 04/09/18 ACTT 6531.2 Upon arriving at one of the platforms being serviced, the Landing Deck officer informed the flight crew that the aft, left float bag was unpacked. The aircraft was flown at reduced speed back to OSK helicopter. The float bag was repacked and the aircraft returned to service.	Closed
Transmission Chip detector	N319MH 04/17/18 ACTT 5744.5 During daily inspection, mechanic found XMSN Chip detector to be inop. Part driven from Fairbanks and the aircraft was returned to service.	Closed

SDR,MIR,MDR, not listed on the notable A/C items list
None

GOR, FIR, HAZARD REPORTS not listed on the notable A/C items list

CANS, CAS MEMOS not listed on the notable A/C items list

Tear down reports		
Aircraft and item name	Reason removed	Tear down report finding
None		

Recent AD's and manufactures bulletins not listed above		
Number	Aircraft	Description
None		

Other Notable Non A/C items since last CASS meeting		
Item	Notes	Move to open action items

AOG's for 2018	
1.	N305MH - 02/05/18 - Akutan - N1 indicator failed
2.	N314MH - 03/07/18 - PS5 - Hyd. servo leaking
3.	N319MH - 04/18/18 - PS4 - Lower chip detector failed
4.	
5.	

AOG's for 2018 by Location	
PS4	1
PS5	1
MTF	
GRB	
VDZ	
HOM	
Kodiak	
Akutan	1
Coldfoot	
Deadhorse	

NEW OPEN ACTION ITEMS	INITIATED BY	RESPONSIBLE PERSON	DEADLINE	CLOSED

Recent audit maintenance findings	
Finding	Corrective action

Suggested maintenance training for next year

Next CASS meeting scheduled for	05/24/18
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