



Maritime Helicopters

CASS

Continued Airworthiness Surveillance System

Dec. 2018

Meeting minutes

CASS Meeting

12/06/18	9:00AM	MTF
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MEETING CALLED BY	Isaac Mackey - Fairbanks Lead
TYPE OF MEETING	CASS Meeting
FACILITATOR	Isaac Mackey - Fairbanks Lead
ATTENDEES	Dave Jones, Dennis Busch, Steve Slade, Brent Estep

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. Safety Program Effectiveness
14. Other items
15. Schedule next meeting

OLD OPEN ACTION ITEMS	INITIATED BY	RESPONSIBLE PERSON	DEADLINE	CLOSED
RIN Overflight N407PA 06/22/18 ACTT 8017.3 Tonsina AT&T Contract aircraft. The communication of the RINs remaining on the Left and Right Hand Pylon Side Beams lapsed between the pilot/mechanic/CALM records. The exceedance for these beams ended up being 24 RINs. Crew attributes the failure to the inability to keep the CALM program sheets current during field operations and non-business hours at the home station. Left and Right Pylon beams were replaced. The aircraft was returning to Fairbanks for the completion of the AT&T fuel haul, maintenance found out that the RINs had been exceeded by 24. Mechanic had been called two days prior to this and informed that there were 90 RINs remaining. The crew was unaware when actual RINS were exceed. Fairbanks maintenance Lead discussed the issue with the field mechanic. Sept 18th CASS meeting moved this item to an open action item. Dec 6th CASS meeting kept this item open, in progress Training and standardization required.	Isaac Mackey	Dennis Busch	02/01/19	Open
Main rotor blade strike N316MH 07/20/18 ACTT 3354.6 Ignek Valley Inspected the aircraft IAW Bell 206L4 MM Ch. 5-51 Sudden stoppage/acceleration inspection. Replaced the following components with serviceable components: Both main rotor blades, the main rotor hub, the mast assembly, the transmission assembly, the input driveshaft, the freewheeling unit, and the engine gearbox. The following parts were removed, NDT inspected, and reinstalled: Engine mounts, all tail rotor driveshaft segments, hangers and disk packs. The aircraft was reassembled and all ground runs, leak checks, and torque checks were complied with. The aircraft was returned to service. Sept 18th CASS meeting moved this item to an open action item. Dec 6th CASS Meeting closed this item. Investigation complete	Isaac Mackey	Bennis Busch	12/15/18	Closed

OLD OPEN ACTION ITEMS	INITIATED BY	RESPONSIBLE PERSON	DEADLINE	CLOSED
N328MH 08/08/18 ACTT 6719.9 During post flight inspection two spindle bearings were found out of limits. The aircraft was ferried to Fairbanks and the spindles were replaced. No defects noted. The aircraft was returned to service. The contract was supported during the AOG by a substitute aircraft. Sept 18th CASS meeting moved this item to an open action item. Dec 6th CASS meeting left this item open. In progress, waiting on ferry permit revision. Revision to ferry permit needed	Isaac Mackey	Steve Slade	12/15/18	Open
Power checks required company wide Dec 6th CASS Meeting left this item open,	Isaac Mackey	Steve Slade	12/15/18	Open

Notable A/C items since last CASS meeting			
Item	Notes or Preventable measures to prevent this from occurring again.	Move to open action items	Responsible Person
Engine Start issue	N319MH 09/24/18 ACTT 6047.4 Pilot had discussed a non-normal start on the engine and so a ground run was performed to diagnose any trouble. Engine would not start after 3 attempts. Mechanic removed and replaced engine exciter box. Also removed and cleaned igniter and reinstalled. Ops Check was okay with no faults. Aircraft returned to service	Closed	
Duty day overflight (FIR)	N319MH 10/08/18 Overflight of Part 135, Eight hour flying day. While flying Pipeline surveillance after shutdown and restart of the Alyeska Pipeline, pilot was recording the Hobbs meter based on the security guard reading from the left seat. After the third leg of the day. Security guard left and his sergeant took over. Pilot gave the wrong Hobbs reading to the sergeant to begin the afternoon flights. At the end of the flights, the aircraft was returned to base and recorded 8.4 on the revenue Hobbs for the day. Chief Pilot and Lead Mechanic were notified. Maintenance Hobbs read 7.7 hours for the day. Pilot was talked to and will be given 11 hours of rest prior to beginning his next assignment.	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	Responsible Person
N305MH	GOR 2018-12 10-19-2018 Bell 206 M/R Hub Found M/R Pillow Block Shim pushed away from the Bolt and coming out during a daily check. Removed M/R Hub assembly and sent to MHI Fairbanks for repair. Repair Station Teardown Report: PN 206-011-001-159 S/N A-253 Pillow block shims protruding out Trunnion P/N, S/N removed and new P/N, S/N installed with no record of work performed. Grease appears to be purged shortly before removal from aircraft Pitch horn seal folded over inboard (approx.) 1/4" of circumference of seal. Yoke cavity filled approx. 2/3 of the way with grease Yoke has Brinelling .001 inch deep with spalling in two locations .003 inch deep Strap Pin pitted beyond limits Strap fitting pitted beyond limits Grease Relief Valve on pitch horn has plier marks. Total cost for repairs \$30,150 Dec 6th CASS meeting moved this item to a new open action item.	Open	Steve Slade
Ground handling near miss	GOR 2018-19 N314MH 11/05/18 Bell 206 (314 MH) Ground Handling While moving aircraft out of the hangar, Pilot who was assisting the mechanic in tugging the aircraft out of the hangar, loudly yelled that the turn was too tight and the aircraft was about to hit the hangar doors. Movement was stopped and no damage occurred. Mechanic was later counselled on Tug-A-Lug procedures and communication with ground guides was discussed.	Closed	
Eng. surging	N316MH 11/10/18 ACTT 3692.4 Pilot reports intermittent engine surging on flight. After troubleshooting removed and replaced Engine Fuel Control S/N BR57117 and installed Fuel Control S/N BR50858 IAW RR C30MM and BHT206L4MM. Ops check good. Aircraft returned to service. Dec 6th CASS meeting moved this item to a new open action item.	Open	Isaac Mackey

Notable A/C items since last CASS meeting			
Item	Notes or Preventable measures to prevent this from occurring again.	Move to open action items	Responsible Person
R/H transfer light	N319MH 11/15/18 ACTT 6126.4 R/H Fuel transfer light illumined. Replaced R/H fuel transfer switch. Performed leak check. Ops check good. Aircraft returned to service. 11/29/18 ACT 6126.5 R/H Fuel transfer light illumined. Fuel signal conditioner displayed fault. Replaced fuel signal conditioner with serviceable IWA BH407MM Ch. 28. Ops check good. Aircraft returned to service.	Closed	
Aircraft damage (GOR)	N328MH 11/17/18 ACTT 6800.4 Bell 412, While folding aircraft blades, attached the 2 forward blade fold kit attachments to aircraft, then went to attach third point. The support tilted forward and could not stop fold kit from contacting the pitot tube. The support bracket was damaged. Removed damaged support and replaced with new (\$412.65). Repainted and performed pitot static test. Talked to the mechanic about slowing down the task and assessing the risk beforehand. This was damage that could have easily been avoided. Dec 6th CASS meeting moved this item to a new open action item.	Open	Dennis Busch
Transmission Chip (FIR?)	N312MH 12/01/18 ACTT 3823.5 On first start of the morning transmission chip light illumined. Cleaned chip detector. Performed 20 minute ground run for ops check and leak check. No faults. Aircraft returned to service.	Closed	
Engine start issue	N309MH Dec 6th CASS meeting moved this item to a new open action item. Waiting on FIR	Open	Brent Estep

Notable A/C items since last CASS meeting			
Item	Notes or Preventable measures to prevent this from occurring again.	Move to open action items	Responsible Person
Cargo mirror	N309MH Dec 6th CASS meeting moved this item to a new open action item. Waiting on FIR	Open	Brent Estep

SDR,MIR,MDR, not listed on the notable A/C items list

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
18-08 ASB 412-18-178 -
18-09 ASB 412-17-173 RA – Mag brake inspection, reoccurring

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.	N316MH – 04/27/18 – MTF – Torque fluctuates
5.	N312MH – 05/01/18 – GRB – Engine torque
6.	N407PA – 06/22/18 – MTF – R/H restraint spring
7.	N319MH – 06/30/18 – PS4 – FADEC Degrade light
8.	N314MH – 05/19/18 – PS5 – Cracked cyclic assembly
9.	N326MH – 06/06/18 – MTF – Engine start

AOG's for 2018	
10. N407PA – 07/17/18 – Tonsina – Broken thermocouple terminal	
11. N316MH – 07/20/18 – Deadhorse – Blade strike	
12. N328MH – 07/20/18 – Deadhorse - #2 fire detection system test fail	
13. N328MH – 08/03/18 – Deadhorse - #2 engine torque transducer	
14. N328MH – 08/08/18 – Deadhorse – Debonding damper bearing	
15. N319MH – 11/15/18 – MTF – Fuel signal conditioner	
16.	

AOG's for 2018 by Location	
PS4	2
PS5	2
MTF	4
GRB	1
Tonsina	1
VDZ	
HOM	
Kodiak	
Akutan	1
Coldfoot	
Deadhorse	4

NEW OPEN ACTION ITEMS	INITIATED BY	RESPONSIBLE PERSON	DEADLINE	CLOSED

Recent audit maintenance findings	
Finding	Corrective action
Pending	

Suggested maintenance training for next year
Bell 412 airframe and engine training – MTF – December 3 rd -19 th

Safety Management System	Evidence	Effectiveness
Emergency Response Plan	Earth Quake on 30 Nov Calls made to All stations	There may be some redundancy with Alyeska and Maritime all contacting for Aircraft readiness, etc. But continuing to contact all stations after natural emergencies.

Safety Management System	Evidence	Effectiveness
Station Checklists-Audit Program	Still working on conversion to iAuditor, but continuing paper audits are working. Due to Alyeska/ISNetWorld intervention, going to have to start behavior based observations as part of audits. Change coming to Internal Evaluation Manual	Attempted Fall audits at Pump Stations 4&5, turned back for icy roads. Reschedule and now schedule Homer and Fairbanks audits.
Management of Change	AW119	Need Status update from Steve? Bob and Isaac Report from Canada
Overall Safety Effectiveness	New Driving policy added to HSE Manual to meet Alyeska Requirements in ISNetWorld. New BBS coming. Monthly Audits working well. Still haven't purchased new ladders for Fairbanks (went to backburner as there were many opinions on what to buy) Fire Alarm Drill at Fairbanks was successful-good lessons learned. ISNetWorld Grades back to A's from Bs. New EMR rates added to ISNetworld and are at least as low or lower than 2017. Still need a major ERP exercise at both bases.	No Recordable Injuries Less FIRs this quarter, but maybe recording needs to be more accurate with a couple of unrecorded incidents (Cargo Mirror, FADEC issues) Behavior based Safety Observations will be a large cultural change for company to conform with Alyeska reqs. Keep stressing Toolbox talks! (record)

Next CASS meeting scheduled for	01/10/19
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