

CAMPBELL HELICOPTERS LTD  
MAINTENANCE MEMO 2008-07

Subject: Time and event count errors in the Journey log

**Date:** 22 Oct 2008

**To:** Pilots and AMEs

*Reference:*

NCF 2008-17

605.93[1] Every person who makes an entry in a technical record shall

- [a] make the entry accurately, legibly and in a permanent manner;
- [b] enter the person's name and signature or employee identifier
- [c] date the entry.

605 Schedule I - Journey Log

<b>Particulars to be entered</b>	<b>Time of entry</b>	<b>Person responsible for entry</b>
4. <u>Air time</u> of each flight or series of flights and <u>cumulative total air time</u> and, <u>where applicable, number of operating cycles or landings since date of manufacture</u>	<u>Daily</u> , on completing each flight or series of flights	The <u>pilot-in-command</u> of the aircraft or a person designated by an air operator, a private operator or a flight training unit

MCM 5.4 Technical Records

All entries made in the technical records must be accurate, legible, permanent, and include the person's signature and identification number.

*Instructions:*

There has been made in this last season of operation in excess of 30 errors made in the Journey Log that are non-compliant to CAR 605.93(1)(a) " make the entry accurately".

It is my understanding that some pilots are not totaling the times and event counts and/or transcribing the totals to the next page, and that the AME is doing it. This is unacceptable for two reasons. First, it is the pilot's responsibility to make the entries in the Journey log section of the page as an entry in the technical record (see 605 Schedule I above). Second, this defeats the independent check to identify and correct errors before they cause other problems.

The impact of these seasons' errors that were not corrected when they should have been is as follows. Three-scheduled AC inspections were over flown; this includes 6 inspection checks and 10 AD checks that were over flown. Each is non-compliance to regulation. The next impact of these errors is a substantial number of man-hours and other costs to correct he errors. And more training, exams, and paper work will be required because of non-compliance findings.

The ideal goal is for zero errors, reality is we have made some improvement to an acceptable level of error, but we still have a long way to go.

Richard Mackinnon QAM

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***Please sign and return this portion to signify that you have read and understand these directions. If you have any questions contact AL Singh.***

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**NAME**

\_\_\_\_\_  
**LICENSE #**

\_\_\_\_\_  
**DATE**