

not responsive

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— Forwarded by John A Nelson/WO/USDAFS on 01/05/2009 09:33 AM —



John A Nelson /WO/USDAFS
10/03/2008 04:59 PM

To Frank Gomez/WO/USDAFS

cc Karyn L Wood/WO/USDAFS@FSNOTES, Susan A
Prentiss/WO/USDAFS@FSNOTES, Pat
Norbury/WO/USDAFS@FSNOTES, Vince
Weibaum/WO/USDAFS@FSNOTES, Charles R
Taylor/WO/USDAFS@FSNOTES, Fredrick K
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Subject Weighing of Carson Aircraft

Frank,

Attached is a spreadsheet that delineates all of the Carson aircraft that were weighed between September 25 and October 2, 2008 at the Forest Service hanger in Redmond OR. All aircraft were weighed on scales calibrated in the last 6 months. There are 2 differences noted on the attached spreadsheet one being the difference between the scale reading and the "Bid Weight" and the other being the scale reading and the Chart C weight. When reflected as a positive number, they identify a deficiency that does not comply with the contract. The deficiencies are as follows:

- 1) Most aircraft are significantly over their offered Bid Weight. Of the 10 aircraft only one was below its Bid Weight. There is no contractual allowance for weight increases above the contracted helicopter equipped weight as bid (ref. Sections B-30 and C5A.16).
- 2) With the aircraft actual weights being significantly over the weight annotated in each aircraft's Chart C, all contractually required calculations for aircraft loading (section C2.3), center of gravity (section C4.C) and aircraft performance (section C10.B.2) are in question.

The first 2 aircraft weighed, N61NH and N7011M, were both weighed on 3 sets of scales. Forest Service scales and a leased set of scales at the Forest Service facility in Redmond and then a set of Carson Helicopter scales when these 2 aircraft flew to the Carson facility in Grants Pass, OR. There was no difference in the scale readings at the Forest Service facility and the scales at the Carson facility showed

that the aircraft weighed more than what the Forest Service scales read. This was witnessed by the Forest Service Region 6 Aviation Maintenance Program Manager, David Heydt, as documented in his trailing email below.

If you require further documentation please let me know.



Carson_Aircraft_Weight_Diff_Bid_and_Chart_C.xls.xls

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— Forwarded by John A Nelson/WO/USDAFS on 10/03/2008 03:54 PM —

David Heydt/R6/USDAFS

09/26/2008 09:35 PM

To John A Nelson/WO/USDAFS@FSNOTES, Jon
Rollens/R6/USDAFS@FSNOTES, Kim
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Cook/R6/USDAFS@FSNOTES, David A
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cc

Subject N7011M & N61NH weights

Here are the weights as verified by me, at Carson's facility in Grants Pass, OR 9/26/2008. The scales used were Carsons and I verified they were recently calibrated on Sept 23, 2008. I also verified that the aircraft were in the same configuration as when we weighed them at our facility.

N61NH @ Carson (Long)

First weigh: R/H Main LG= [redacted] L/H Main LG=[redacted] Tail LG=[redacted] Total = [redacted]
Second weigh: " [redacted] " [redacted] " [redacted] Total = [redacted]

N7011M @ Carson (Short)

First weigh (only one) R/H Main LG= [redacted] L/H Main LG=[redacted] Tail LG=[redacted] Total=[redacted]

Forest Service weights were:

N61NH Total=[redacted]

N7011M Total=[redacted]

I do not know why these aircraft weighed more then what our scales showed other then Carson using very old technology analog weighing scales and our new digital scales are much more accurate . Picture of Carson's scale below.



Carson Scale 1.jpg

All
(b)(4)

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All (b)(4)

Aircraft	Bid Equipped Weight From Contract Award	Current Chart C Weight less Tank and Snorkel (as annotated)	Mutually Agreed to Additions to Bid Weight	Weight as Weighed in Recondition (9/28/2006)	Other Additions to "As Weighed" Weight	Subtractions to "As Weighed" Weight	Difference Between Bid Weight and Weight "As Weighed"	Difference Between Current Chart C and Weight "As Weighed"
N311NH						0		
<p>Note: Equipment mutually agreed to for this aircraft includes the aft cabin soundproofing (120 lbs) and aft cabin radio (8 lbs). Other additions are the weight of 4 seats (68 lbs) to bring the aircraft up to a 16 passenger configuration and "Cargo Sling Carson Type" (85 lbs) which was not installed during weighing. The cargo box was removed before the aircraft was weighed. Aircraft weighed with Fire King Tank and snorkel removed.</p>								
N7011M						0		
<p>Note: Equipment mutually agreed to for this aircraft includes the aft cabin radio (8 lbs) only. The aft cabin soundproofing (129 lbs) is not annotated as being installed on the current Chart C. Other additions are the weight of 2 seats (30 lbs) to bring the aircraft up to a 16 passenger configuration and "Cargo Sling Carson Type" (85 lbs) which was not installed during weighing. The cargo box (85 lbs) was installed when the aircraft was weighed and is now subtracted as are the engine inlet screens (30 lbs). These were shown to be installed after the aircraft came on contract and are not required by the contract. Aircraft weighed with Fire King Tank and snorkel removed.</p>								
N103MF						0		
<p>Note: Equipment mutually agreed to for this aircraft includes the aft cabin soundproofing (129 lbs) and aft cabin radio (8 lbs). Other additions are the weight of 2 seats (30 lbs) to bring the aircraft up to a 16 passenger configuration and the "Cargo Sling Carson Type" (85 lbs) which was not installed during weighing. The cargo box was removed before the aircraft was weighed so there were no subtractions. Aircraft weighed with Fire King Tank removed. The snorkel was never shown as installed and so was not subtracted from Chart C weight.</p>								
N725JH						0		
<p>Note: Equipment mutually agreed to for this aircraft includes the aft cabin soundproofing (129 lbs) and aft cabin radio (8 lbs). The aircraft was weighed with all passenger seats. The cargo box was removed before the aircraft was weighed. Subtractions include the engine inlet screens (30 lbs). These were shown to be installed after the aircraft came on contract and are not required by the contract. Aircraft weighed with Fire King Tank and snorkel removed.</p>								
N4603E						0		
<p>Note: Equipment mutually agreed to for this aircraft includes the aft cabin radio (8 lbs). The interior was previously installed and annotated on the Chart A. The aircraft was weighed with all passenger seats. Other additions include "Cargo Sling Carson Type" (85 lbs) which was not installed during weighing. The cargo box was removed before the aircraft was weighed so there were no subtractions. Aircraft weighed with Fire King Tank and snorkel removed.</p>								
N3173J						0		
<p>Note: Other additions include the "Cargo Sling Carson Type" (85 lbs) which was not installed during weighing. Subtractions include the engine inlet screens. These were shown to be installed after the aircraft came on contract and are not required by the contract. Aircraft weighed with Fire King Tank and snorkel removed.</p>								
N905AL						0		
<p>Note: Other additions include the "Cargo Sling Carson Type" (85 lbs) which was not installed during weighing. Aircraft weighed with Fire King Tank and snorkel removed.</p>								
N8127M						0		
<p>Note: Other additions include the "Cargo Sling Carson Type" (85 lbs) which was not installed during weighing. Aircraft weighed with Fire King Tank and snorkel removed.</p>								
N410GH						0		
<p>Note: Other additions include the "Cargo Sling Carson Type" (85 lbs) which was not installed during weighing. Aircraft weighed with Fire King Tank and snorkel removed.</p>								
N116AZ						0		
<p>Note: Other additions include the "Cargo Sling Carson Type" (85 lbs) which was not installed during weighing. Subtraction is the weight difference (8 lbs) in a recently installed battery. Aircraft weighed with Fire King Tank and snorkel removed.</p>								