

INTERAGENCY HELICOPTER LOAD CALCULATION Electronic Version (1/04)		MODEL	S61N-CB	
		N#	N103WF	
PILOT(S)	PIC / SIC	DATE	10/6/2008	
MISSION	Fire King Tank		TIME	0800
1 DEPARTURE	Heli-Base		PA 7000	OAT 20
2 DESTINATION	Wildland Fire		PA 7000	OAT 20
3 HELICOPTER EQUIPPED WEIGHT		[REDACTED]		
4 FLIGHT CREW WEIGHT		400		
5 FUEL WEIGHT 255 gals X 7 lbs/gal		1785		
6 OPERATING WEIGHT (3 + 4 + 5)		[REDACTED]		
		Non-Jettisonable		Jettisonable
		HIGE	HOGE	HOGE- J
7a PERFORMANCE REFERENCE (List chart/supplement from Flight Manual)				RFMS 6
7b COMPUTED GROSS WEIGHT (From Flight Manual Performance Section)			[REDACTED]	[REDACTED]
8 WEIGHT REDUCTION (Required for all Non-Jettisonable loads)				
9 ADJUSTED WEIGHT (7b minus 8)		0	[REDACTED]	[REDACTED]
10 GROSS WEIGHT LIMITATION (From Flight Manual Limitations Section)			22000	22000
11 SELECTED WEIGHT (Lowest of 9 or 10)		0	[REDACTED]	[REDACTED]
12 OPERATING WEIGHT (From Line 6)		[REDACTED]	[REDACTED]	[REDACTED]
13 ALLOWABLE PAYLOAD (11 minus 12)		[REDACTED]	[REDACTED]	[REDACTED]
		Payload Exceeded	OK	OK
14 PASSENGERS/CARGO				
15 ACTUAL PAYLOAD (Total of all weights listed in Item 14) 15 must not exceed Line 13 for the intended mission (HIGE, HOGE or HOGE-J)				Line 0
PILOT SIGNATURE				HazMat Onboard
MANAGER SIGNATURE				Yes X No

All
(b)(4)

INTERAGENCY HELICOPTER LOAD CALCULATION Electronic Version (1/04)		MODEL	S61N-CB	
		N#	N103WF	
PILOT(S)	PIC / SIC	DATE	10/6/2008	
MISSION	Bucket	TIME	0800	
1 DEPARTURE	Heli-Base	PA 7000	OAT 20	<input type="checkbox"/>
2 DESTINATION	Wildland Fire	PA 7000	OAT 20	<input type="checkbox"/>
3 HELICOPTER EQUIPPED WEIGHT		[REDACTED]		
4 FLIGHT CREW WEIGHT		400		
5 FUEL WEIGHT 255 gals X 7 lbs/gal		1785		
6 OPERATING WEIGHT (3 + 4 + 5)		[REDACTED]		
		Non-Jettisonable		Jettisonable
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7a PERFORMANCE REFERENCE (List chart/supplement from Flight Manual)				RFMS 6
7b COMPUTED GROSS WEIGHT (From Flight Manual Performance Section)			[REDACTED]	[REDACTED]
8 WEIGHT REDUCTION (Required for all Non-Jettisonable loads)				
9 ADJUSTED WEIGHT (7b minus 8)		0	[REDACTED]	[REDACTED]
10 GROSS WEIGHT LIMITATION (From Flight Manual Limitations Section)			22000	22000
11 SELECTED WEIGHT (Lowest of 9 or 10)		0	[REDACTED]	[REDACTED]
12 OPERATING WEIGHT (From Line 6)		[REDACTED]	[REDACTED]	[REDACTED]
13 ALLOWABLE PAYLOAD (11 minus 12)		[REDACTED]	[REDACTED]	[REDACTED]
		Payload Exceeded	OK	OK
14 PASSENGERS/CARGO				
15 ACTUAL PAYLOAD (Total of all weights listed in Item 14) 15 must not exceed Line 13 for the intended mission (HIGE, HOGE or HOGE-J)				Line 0
PILOT SIGNATURE				HazMat Onboard
MANAGER SIGNATURE				Yes X No

A11
(b)(4)

N61NH

AIRCRAFT ACTUAL WEIGHT AND HORIZONTAL BALANCE, CHART B
S-61N MODEL HELICOPTER (Form 80-287)

Prepared By KIRK DEAL

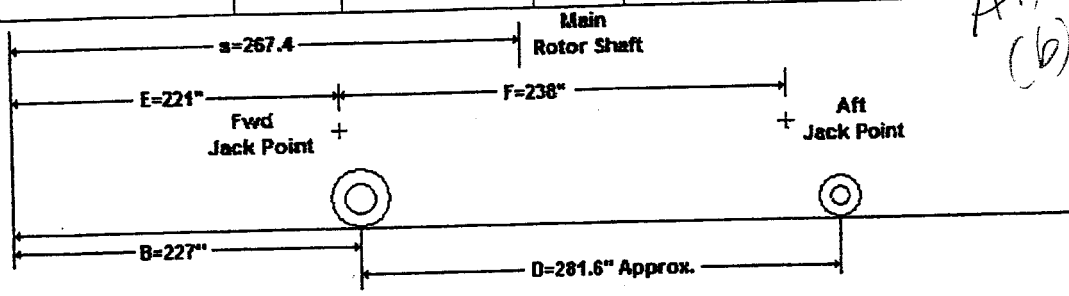
Date: 10-1-08

Reg. No. N61NH

Serial No. 61474

SCALE POSITION	SCALE No.	SCALE READING (lbs)	TARE	SYMBOL	NET WEIGHT
LEFT MAIN POINT	RED	[REDACTED]	0	Wl	[REDACTED]
RIGHT MAIN POINT	BLUE	[REDACTED]	0	Wr	[REDACTED]
NOSE/TAIL POINT	YEL	[REDACTED]	0	Wt	[REDACTED]
TOTAL WEIGHT		[REDACTED]		W	[REDACTED]

All (b)(4)



CENTER OF GRAVITY TO FORWARD DATUM (HORIZ. DIST. - AS WEIGHED)

Weighing on MLG Jack Points

$$B + \frac{W_l(F-6)}{W} \quad [REDACTED] +$$

Weighing on Wheels

$$B + \frac{W_l \times D}{W} \quad [REDACTED] = 267.7$$

Weighing on Jack Points

$$E + \frac{W_l \times F}{W}$$

CORRECTED WEIGHT AND HORIZONTAL BALANCE

ITEMS ADDED & SUBTRACTED	WEIGHT (lbs)	HORIZONTAL DIST (in) C.G. TO FWD DATUM	MOMENT (lb. in.)
Aircraft as Weighed	[REDACTED]	267.7	[REDACTED]
Plus -	0		
Minus -	0		
TOTAL EMPTY/GROSS WEIGHT	[REDACTED]	267.7	[REDACTED]
BALANCE (corrected)	Horizontal Dist. - s = .3 AFT in. Fwd/Aft of Main Rotor Centroid		

Form # 80-287

Witnessed By: TITO THORNTON

SIKORSKY AIRCRAFT
S-61N FLIGHT MANUAL

Part 2, Section IV

Loading Information

ITEM NUMBER	ITEMS AND LOCATION GROUPED BY COMPARTMENT	WEIGHT	ARM	MOMENT/100	10/1/08		CHECK	CHECK	CHECK	CHECK	CHECK	CHECK	CHECK
					IN AIRCRAFT	CHART C ENTRY							
A	COCKPIT COMPARTMENT (B2-160)												
A1	WINDSHIELD DE-ICING AUTOTRANSFORMER (906-1A) 2 EA		42			X							
A2	BATTERY, (61550-61599-041)		45			X							
A3	WINDSHIELD DE-ICING CONT. (1378-1B)		45										
A4	WINDSHIELD WIPER INSTL (56120-71117)		52			X							
A5	AIR SPEED IND. (ARESONIC S15 KAW) 2 EA.		61			X							
A6	ALTIMETER-BAROMETRIC (10450-3190) 2 EA.		61			X							
A7	GAS GEN. TACH. (BDJ81) 2 EA.		61			X							
A8	COURSE IN. (36109-1AG-22 BENDIX) (C-4A COMPASS)		62										
A9	HYDRAULIC PRESS IND. (SR-152A TYPE 3) 2 EA.		63			X							
A10	XMSN OIL TEMP. IND. (163B202D)		63			X							
A11	XMSN OIL PRESS IND. (SR-152A TYPE 3)		63			X							
A12	ENGINE OIL PRESS IND. (SR-151A TYPE 2) 2 EA.		63			X							
A13	ENGINE OIL TEMP. IND. (163B2) 2 EA.		62			X							
A14	ALTIMETER (5934PA-3)		61										
A15	AG AIR OIL PRESS. (M245-40682-K-20)					X							
A16	FIRE KING TANK QTY PANEL (M245-0-2-71-01)					X							
A17	COURSE DEVIATION IND (2010056-09)												
A18	RMI (36104-IL-11-A2)					X							
A19	RMI (36109-1AG20AZ)					X							

SIKORSKY AIRCRAFT
S-61N FLIGHT MANUAL

Part 2, Section IV

Loading Information

ITEM NUMBER	ITEMS AND LOCATION GROUPED BY COMPARTMENT	WEIGHT	ARM	ENTER DATE	10/1/08		CHECK	CHECK	CHECK	CHECK	CHECK	CHECK	CHECK
					IN AIRCRAFT	CHART C ENTRY							
A	COCKPIT COMPARTMENT (B2-160) (CONT.)												
A44	TORQUE METER (357-1320-0010) 2 EA.					X							
A45	TRIPLE TACHOMETER (8D1131-AMB-1) 2 EA.					X							
A46	INSTANTANEOUS VERTICAL SPEED IND. (RC-30-V-10) 1 EA.												
A47	ALTITUDE IND. (140 100-01-01) 2 EA.					X							
A48	CLOCK (W33-TS40-10) 2 EA.					X							
A49	CUSHIONS, SEAT, PILOT & CO-PILOT (BOTTOM) 2 EA.					X							
A50	SAFETY BELT (1101155-0) (LAP) 2 EA.					X							
A51	SEATS, PILOT & CO-PILOT (677810000)					X							
A52	VERTICAL SPEED INDICATOR (5L29066) 1 EA.					X							
A53	CUSHIONS, BACK, PILOT & CO-PILOT 2EAC					X							
A54	SHOULDER HARNESS (1101155-0) 2 EA.					X							
A55	JUMP SEAT & SAFETY BELT					X							
A56	FIRST AD KIT												
A57	PORTABLE FIRE EXT. (KIDDEZTA)					X							
A58	WINDSHIELD WASHER BAG (INCL. FLUID)												
A59	NAT INTERCOM (N301A-032) 2 EA.					X							
A60	FM TRANSCIVER (TDFM136)					X							
A61	CONTROL PANEL (A.F.C.S)					X							
A62	CONTROL PANEL-CHANNEL MONITOR (A.F.C.S)					X							
A63	KING VHF COM IC165T50					X							
A64	KING TRANSPONDER KT79												
A65	KING DME KN 62A												
A66	VOR/LOC/GS IND KT 206 (066-3034-04) 2EA					X							
A67	ALTITUDE DIGITIZER D12-P2					X							

All (b)(4)

SIKORSKY AIRCRAFT
S-61N FLIGHT MANUAL

Rev. _____

Date: _____

Part 2, Section IV

Loading Information

ITEM NUMBER	ITEMS AND LOCATION GROUPED BY COMPARTMENT	WEIGHT	ARM	ENTER DATE	10/1/08		CHECK	CHECK	CHECK	CHECK	CHECK	CHECK	CHECK	CHECK
					1	2								
C	CABIN (160-493) CONTINUED													
C15	FIRE KING COMPUTER						X							
C16	PASSENGER SEAT & BELTS (C-8)													
	{2 PLACES} (S6150-62903-101)	239												
C17	PASSENGER SEAT & BELTS (C-8)													
	{1 PLACE} (S6150-62901-101)	239					X							
C18	UNUSABLE FUEL - CNTR TANK						X							
C19	PASSENGER SEAT & BELTS (C-9)													
	{2 PLACES} (S6150-62903-101)	273					X							
C20	PASSENGER SEAT & BELTS (C-9)													
	{1 PLACE} (S6150-62901-101)	273					X							
C21	UNUSABLE FUEL - AFT TANK						X							
C22	PASSENGER SEAT & BELTS (C-10)													
	{2 PLACES} (S6150-62903-101)	307					X							
C23	PASSENGER SEAT & BELTS (C-10)													
	{1 PLACE} (S6150-62901-101)	307					X							
C24	HAND FIRE EXTINGUISHER (CHARGED)													
C25	FIRST AID KIT #1C						X							
C26	ATTENDANT'S SEAT & BELT													
	{1 PLACE} (S6150-62904-101)	322					X							
C27	PASSENGER SEAT & BELTS (C-11)													
	{1 PLACE} (S6150-62901-101)	341					X							
C28	PASSENGER SEAT & BELTS (C-14)													
	{2 PLACES} (S6150-62904-101)	371					X							
C29	PASSENGER SEAT & BELTS (C-13)													
	{1 PLACE} (S6150-62901-101)	375					X							
C30	PASSENGER SEAT & BELTS (C-15)													
	{2 PLACES} (S6150-62906-101)	409					X							

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		N#	N61NH	
PILOT(S)	PIC / SIC	DATE	10/6/2008	
MISSION	Empty Weight	TIME	0800	
1 DEPARTURE	Heli-Base	PA	7000	OAT 20 <input type="checkbox"/>
2 DESTINATION	Wildland Fire	PA	7000	OAT 20 <input type="checkbox"/>
3 HELICOPTER EQUIPPED WEIGHT			[REDACTED] (b)(4)	
4 FLIGHT CREW WEIGHT			400	
5 FUEL WEIGHT	255 gals X 7 lbs/gal		1785	
6 OPERATING WEIGHT (3 + 4 + 5)			[REDACTED] (b)(4)	
		Non-Jettisonable		Jettisonable
		HIGE	HOGE	HOGE- J
7a PERFORMANCE REFERENCE (List chart/supplement from Flight Manual)			RFMS 5	RFMS 5
7b COMPUTED GROSS WEIGHT (From Flight Manual Performance Section)			[REDACTED]	[REDACTED] (b)(4)
8 WEIGHT REDUCTION (Required for all Non-Jettisonable loads)				
9 ADJUSTED WEIGHT (7b minus 8)		0	[REDACTED]	[REDACTED] (b)(4)
10 GROSS WEIGHT LIMITATION (From Flight Manual Limitations Section)		22000	22000	22000
11 SELECTED WEIGHT (Lowest of 9 or 10)		0	[REDACTED]	[REDACTED] (b)(4)
12 OPERATING WEIGHT (From Line 6)		[REDACTED]	[REDACTED]	[REDACTED] (b)(4)
13 ALLOWABLE PAYLOAD (11 minus 12)		[REDACTED]	[REDACTED]	[REDACTED] (b)(4)
		Payload Exceeded	OK	OK
14 PASSENGERS/CARGO				
15 ACTUAL PAYLOAD (Total of all weights listed in Item 14) 15 must not exceed Line 13 for the intended mission (HIGE, HOGE or HOGE-J)		Line	0	
PILOT SIGNATURE		HazMat Onboard		
MANAGER SIGNATURE		Yes X No		

INTERAGENCY HELICOPTER LOAD CALCULATION Electronic Version (1/04)		MODEL	S61N-CB	
		N#	N61NH	
PILOT(S)	PIC / SIC		DATE	10/6/2008
MISSION	Fire King Tank		TIME	0800
1 DEPARTURE	Heli-Base		PA 7000	OAT 20 <input type="checkbox"/>
2 DESTINATION	Wildland Fire		PA 7000	OAT 20 <input type="checkbox"/>
3 HELICOPTER EQUIPPED WEIGHT			[REDACTED]	
4 FLIGHT CREW WEIGHT			400	
5 FUEL WEIGHT	255 gals X	7 lbs/gal	1785	
6 OPERATING WEIGHT (3 + 4 + 5)			[REDACTED]	
			Non-Jettisonable	Jettisonable
			HIGE	HOGE
			HOGE-J	HOGE-J
7a PERFORMANCE REFERENCE (List chart/supplement from Flight Manual)			RFMS 5	RFMS 5
7b COMPUTED GROSS WEIGHT (From Flight Manual Performance Section)			[REDACTED]	[REDACTED]
8 WEIGHT REDUCTION (Required for all Non-Jettisonable loads)				
9 ADJUSTED WEIGHT (7b minus 8)	0		[REDACTED]	[REDACTED]
10 GROSS WEIGHT LIMITATION (From Flight Manual Limitations Section)	22000		22000	22000
11 SELECTED WEIGHT (Lowest of 9 or 10)	0		[REDACTED]	[REDACTED]
12 OPERATING WEIGHT (From Line 6)	[REDACTED]		[REDACTED]	[REDACTED]
13 ALLOWABLE PAYLOAD (11 minus 12)	[REDACTED]		[REDACTED]	[REDACTED]
	Payload Exceeded		OK	OK
14 PASSENGERS/CARGO				
15 ACTUAL PAYLOAD (Total of all weights listed in Item 14) 15 must not exceed Line 13 for the intended mission (HIGE, HOGE or HOGE-J)	Line		0	
PILOT SIGNATURE			HazMat Onboard	
MANAGER SIGNATURE			Yes X No	

All
(b)(4)

INTERAGENCY HELICOPTER LOAD CALCULATION Electronic Version (1/04)		MODEL	S61N-CB	
		N#	N61NH	
PILOT(S)	PIC / SIC	DATE	10/6/2008	
MISSION	Bucket	TIME	0800	
1 DEPARTURE	Heli-Base	PA 7000	OAT 20	<input type="checkbox"/>
2 DESTINATION	Wildland Fire	PA 7000	OAT 20	<input type="checkbox"/>
3 HELICOPTER EQUIPPED WEIGHT		[REDACTED]		
4 FLIGHT CREW WEIGHT		400		
5 FUEL WEIGHT	255 gals X 7 lbs/gal	1785		
6 OPERATING WEIGHT (3 + 4 + 5)		[REDACTED]		
		Non-Jettisonable		Jettisonable
		HIGE	HOGE	HOGE- J
7a PERFORMANCE REFERENCE (List chart/supplement from Flight Manual)			RFMS 5	RFMS 5
7b COMPUTED GROSS WEIGHT (From Flight Manual Performance Section)			[REDACTED]	[REDACTED]
8 WEIGHT REDUCTION (Required for all Non-Jettisonable loads)				
9 ADJUSTED WEIGHT (7b minus 8)		0	[REDACTED]	[REDACTED]
10 GROSS WEIGHT LIMITATION (From Flight Manual Limitations Section)		22000	22000	22000
11 SELECTED WEIGHT (Lowest of 9 or 10)		0	[REDACTED]	[REDACTED]
12 OPERATING WEIGHT (From Line 6)		[REDACTED]	[REDACTED]	[REDACTED]
13 ALLOWABLE PAYLOAD (11 minus 12)		[REDACTED]	[REDACTED]	[REDACTED]
		Payload Exceeded	OK	OK
14 PASSENGERS/CARGO				
15 ACTUAL PAYLOAD (Total of all weights listed in Item 14) 15 must not exceed Line 13 for the intended mission (HIGE, HOGE or HOGE-J)				Line 0
PILOT SIGNATURE			HazMat Onboard	
MANAGER SIGNATURE			Yes X No	

AM
(b)(4)



File Code: 6320

Date: November 7, 2008

Mr. Steve Metheny, Exec. Vice President
Carson Helicopters, Inc.
828 Brookside Blvd.
Grants Pass, OR 97526

Dear Mr. Metheny:

RE: Cure Notice for additional concerns and Agency response to the information submitted by Carson Helicopters from the Cure Notice dated September 29, 2008. Due date 10 calendar days from receipt of this letter.

Contract No. AG-024B-C-08-9354—National Exclusive Use Initial Attack (IA) Helicopter Services, Item No. 1 John Day N61NH, Item No.3 Missoula N103WF, Item No. 4 Twin Bridges (Dillon) N725JH, Item No. 5 Ogden N7011M and Item No.9 Santa Ynez N4503E.

Contract No. A [REDACTED] 0829340—National Exclusive Use Large Fire Support (LFS) Helicopter Services, Item No. 11 Hemet 905ALNH, Item No.12 Casitas N116AZ, Item No. 13 Van Nuys N612R, Item No. 16 San Bernardino N410GH, Item No. 23 Mariposa N3173U.

On October 20, 2008 we received your response from our Cure Notice dated September 29, 2008. The information we received and reviewed is still unclear. We requested in the Cure Notice that Carson Helicopters address the differences between contract bid weights and weights obtained when weighed by the Agency. The documentation provided should have clearly identified each helicopter's weight and documented the appropriate entries logged for equipment installed or removed since the date of the cure notice. The intent of the Cure Notice was to provide the company an opportunity to clarify and to fully address our concerns. It is your opportunity to submit the information as requested in a clear and concise manner. We continue to have the same questions on the weights of the helicopters as in the initial cure notice.

In addition, during our review of the information submitted we identified other concerns that affected operational and contractual matters. Before we proceed further with our review process you will need to completely address the additional concerns including the weight discrepancies.

The issues we have identified puts us on notice that Carson Helicopters management oversight is currently not able to provide the overall quality control that is needed to provide helicopter services required from this contract. The basis of any decision the Agency makes will be dependent on the information we receive from the company. What we clearly need is accurate information in



respect to the weights of the helicopters and for the company to address the additional concerns. **Consider this as the formal Cure Notice for the additional concerns we have identified. You will have 10 calendar days from receipt of this notice to provide us the information requested for all concerns.**

We will not be discussing any issues or matters in respect to N612AZ until the investigation has been completed.

Weight Discrepancies:

The information we reviewed in respect with respect to our initial concerns continues to be incomplete. The supporting log entries for the helicopters are not consistently documented for equipment installed or removed. What we were expecting was not only the company's plan to ensure correct helicopter weights are recorded appropriately but also that the information submitted for the helicopter weights would be accurately documented.

As per your response the basis of the incorrect aircraft weights as initially proposed under contract was due to defective scales from Jackson Air Weight Service. If the scales were in fact incorrect it does not relieve the company of its responsibility to assure all facets of the operation are in compliance with the contract specifications. When we enter into a contractual agreement we expect the company to understand the contractual and operational requirements.

Agency Weighing Process

The Forest Service hired Coulson Aircrane to weigh the first two Carson helicopters (N61NH and N7011M). Coulson, an internationally recognized S61 operator accomplished the weighing of both these helicopters to determine their total equipped weight (defueled with firefighting tank and snorkel removed).

On September 26, 2008 both helicopters were weighed on three separate occasions, each using a separate set of scales. First, on the Coulson Aircrane scales then Forest Service scales, both inside a closed hangar at the Forest Service facility in Redmond, OR. Then both of these helicopters were flown to the Carson facility in Grants Pass, OR and were weighed on a set of Carson Helicopter Jack pad (load cell) scales. There was a one pound difference in the scale readings at the Forest Service facility between the Forest Service and the Coulson scales. The scales at the Carson facility showed that the helicopters weighed more (56 pounds for N61NH and 3 pounds for N7011M) than what the Coulson and Forest Service scales showed. The weighing of these two helicopters at the Carson facility was witnessed by the Forest Service Region 6 Aviation Maintenance Program Manager, David Heydt.

All subsequent Carson helicopters were weighed in the same configuration as the first two helicopters at the Forest Service facility (all hanger doors closed) using the same Forest Service scales. The Forest Service scales were brand new and calibrated prior to weighing the Carson helicopters. After weighing all of Carson's helicopters the Forest Service sent their scales back to Planeweighs USA, of Fort Worth, TX to verify their condition and calibration. The Forest Service has received a report that verifies that the scales remained

within calibration after weighing all of Carson helicopters. There is no question as to their accuracy. Weighing of all aircraft was for weight of the aircraft only and not for determining Center of Gravity. The weighing of Carson's aircraft by the Agency discovered that Carson Helicopters did not have correct weights annotated in the aircraft records and that the contract award was based on these erroneous weights. The helicopters were also operating after award using the incorrect weights for performance purposes while on contract. The Agency established and Carson Helicopters acknowledged, in the letter of October 17, that the majority of their aircraft are over their bid weights.

Mr. David Nadler's letter dated October 17, 2008 states that helicopters 116AZ (LFS), 3173U (LFS), and 725JH (IA) are at or below Bid weight and 612RM (LFS) and N7011M (IA) are within 1% of bid weight. The data binder provided with the October 17th letter as compared with the data package submitted by Carson for the original contract solicitation indicates that these new weights were obtained by removing additional items from the aircraft after the cure notice was issued. The solicitation in clause B-3 states "Helicopters under initially awarded contracts under this solicitation shall remain at or below contracted helicopter equipped weight as bid. Helicopters will be allowed 1% above the awarded contracted helicopter equipped weight during the contract option periods". The clause states the initial helicopter weights need to be in compliance as awarded for the initial year to meet the intent of the clause.

The October 17th data binder indicates numerous items were removed from, N725JH and N7011M that were shown as installed on the Chart A submitted with the bid package. Here are two examples:

N7011M (IA) – No longer shown installed are the Heater system, First Aid Kit, King Transponder, Hartman Relay, Amplifier and Mount, Control Gyro, Supervisory panel, Heater control unit. (b)(4)

N725JH (IA) - No longer shown installed are the Windshield washer bag, Heater system, W/S Deice transformer, Course In. Compass, Amplifier and mount, Converter, Amp Gyro, Heater control unit, Supervisory panel, Aux Battery. (b)(4)

In the October 17th letter it is stated that Carson now removes individual equipment and records an accurate weight for each item. This is not reflected in the data submitted with that letter. For example, the Chart A submitted for N7011M has no weights annotated for seats that are shown to be installed. This is in direct conflict with Carson's new procedure. Carson has not shown that this new procedure has been put into practice.

The data submitted by Carson lacked the detail that communicates how the aircraft got from the Bid weights submitted to the current weights submitted in the October 17th letter. Carson Helicopters must show what has been removed, if anything and supply all maintenance log entries that would document those removals. All Chart A's should also reflect Carson's new process where each item is weighed separately and that more accurate weight is documented. Attached at the end of this letter is a chart that would supply a

portion of that information in order to facilitate the review process of any subsequent submittals of aircraft weight information.

Although the overages may not be a safety concern to the FAA, they are not responsible for the safety of Forest Service operations or compliance with the contracts that Carson Helicopters agreed to. While on contract with the US Forest Service the requirements as specified in Carson's contracts are the minimum applicable standards under that contract. Carson Helicopters had represented that the helicopters met the contract requirements when the proposal was submitted.

Irrespective of methods of weighing the fact remains that Carson Helicopters has displayed an inability to cognitively manage the known weights of their helicopters in accordance with the contract requirements and has operated their helicopters while on contract based on this erroneous data. In addition the Carson "Roll On" scales may have had an error of 400 lbs, but the overages are not consistent with this figure. The Forest Service believes there is a systemic breakdown in Carson Helicopter's ability to manage their aircraft's weight and configurations.

What we need are the correct weights for all helicopters. Chart A needs to properly document and the final weight on chart C should equal the equipped weight identified on the load calculation.

The responsibility of submitting accurate data in your proposal is ultimately the responsibility of the company. When we evaluate a helicopter's performance in our best value analysis we rely on the company's accuracy of helicopter performance information.

Operational Concerns

Because of information you submitted in response to the cure notice operational concerns have been identified. The performance charts that were submitted with your response to the cure notice are different than what was provided with your initial proposal.

Your initial proposal identified Rotor Flight Manual Supplement (RFMS) 5; S81L,N,Power Available; Take Off Power (5 MIN TWIN, 30 MIN OEI); CT58-140-1, -2 ENGINE(S) [REDACTED] NR; SPECIFICATION POWER; dated February 7, (b)(4) 2008 as the chart that was to be used to calculate engine torque. At 7000' Pressure Altitude (PA)/20°C the engine torque value was [REDACTED]. In (b)(4) addition, (RFMS) 6, dated May 18, 2007, was identified as the supplement to be used to convert engine torque to Shaft Horse Power (SHP) which equated to [REDACTED] SHP/engine. This value was then used with the RFMS 6 Power Required (b)(4) to Hover Out of Ground Effect to obtain the computed gross weight that was used in block 7b of the load calculation. These performance charts were used for all but one of your helicopters submitted with your initial proposals. The HOGE performance value for all aircraft but one was [REDACTED] pounds. (b)(4) Performance values for N3173U were derived from Supplement 6 amended August 11, 2006.

In your response to the Cure Notice, RFMS 5 and RFMS 6 were submitted in their entirety. The RFMS 5 Power Available Chart submitted with your response is dated October 6, 2003 and shows an engine torque value of [REDACTED] Q at [REDACTED] NR at 7000'PA/20°C. This torque value translated to [REDACTED] SHP/engine. This value was then used with the RFMS 5 Power Required to Hover Out of Ground Effect to obtain the computed gross weight that was used in block 7b of the load calculation which was [REDACTED] pounds. RFMS 5 was used to support the computed gross weight for N4503E and N7011M (short). (b)(4)

The torque value from the RFMS 5 Power Available Chart dated October 6, 2003 [REDACTED] Q at [REDACTED] Q) is significantly less than what the initial RFMS 5 Power Available Chart dated February 7, 2008 shows [REDACTED] Q at [REDACTED] NR). Which Power Available chart is correct and why are they different? (b)(4)

At the request of the agency, Mr. Steve Metheny submitted, via letter dated April 22, 2008 a list of the aircraft and operators that were authorized to use Carson Composite Main Rotor Blade HOGE charts. N725JH, N4503E, N103WF, N7011M, and N61NH were listed (among others) as Carson aircraft approved to use RFMS 6 dated May 18, 2007. RFMS 6 is for an increase in Out of Ground Effect and In Ground Effect Hover Performance for the S-61L, S-61N, and S-61NM long or short body helicopter. The Power Available chart (Takeoff Power) shows that power available at 7000'PA/20°C equates to [REDACTED] SHP/engine. The RFMS 6 Power Required to Hover Out of Ground Effect chart computes a gross weight of [REDACTED] pounds. If RFMS 6 is approved for the above listed helicopters, should not RFMS 6 have been used for HOGE computations for all helicopters? (b)(4)

The load calculations that were submitted in your response to the cure notice were incomplete and/or inaccurate. A download for the S-61 has been established as 550 pounds and is required for all non-jettisonable loads as stated in Exhibit 13 for contract number AG-024B-C-08-9354. This download applies to N7011M, N4503E, N103WF, N61NH, and N725JH. Corrected load calculations need to be submitted showing the weight reduction and the corrected computed gross weight from RFMS 6. The download is not applicable to the 5 helicopters awarded under contract number AG-024B-C-08-9340.

Contractual Concerns

In our evaluation process we consider the helicopters technical capability as the most important evaluation factor and it is important the helicopter performance information is accurate. It is apparent that the information we evaluated was not complete and therefore the accuracy is in question, i.e. helicopter weights, performance charts, and load calculations. It is important the information we receive in response to this notice is complete and accurate.

If the data that was evaluated in our initial proposal review was not accurate it would have compromised the award recommendations that were made.

The performance specifications established for this contract were as follows for the IA:


AG-024B-C-08-9354—National Exclusive Use Initial Attack (IA)

Hovering out of ground effect (HOGE)

At 7,000 feet pressure altitude and 20 °C with non-jettisonable jettisonable

Payload of 3000 pounds, as determined by Exhibit 13, Standard Interagency Load Calculation form, using a standard pilot weight of 200 pounds and fuel for one hour and 30 minutes (01+30) as determined by Exhibit 12, Hourly Flight Rates, Fuel consumption, and Weight Reduction Chart.

The five helicopters offered and awarded to you under each contract were for the following items and respective initial payloads. This information is used in our best value analysis: Please provide the correct payloads as requested.


Contract Item	Host Base	A/C Number	Initial Payload	Revised Payload (lbs) With Wt. Reduction
Item 1	John Day	N61NH	 (b)(4)	IDENTIFY CORRECT PAYLOADS
Item 3	Missoula	N103WF		
Item 4	Twin Bridges	N725JH		
Item 5	Ogden	N7011M		
Item 9	Santa Ynez	N4503E		

AG-024B-C-08-9340—National Exclusive Use Large Fire Support (LFS)

Hovering out of ground effect (HOGE)

At 7,000 feet pressure altitude and 20 °C with non-jettisonable jettisonable

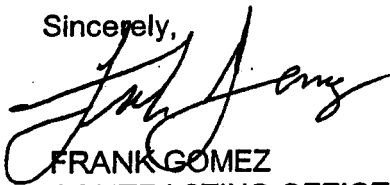
Payload of 3000 pounds, as determined by Exhibit 13, Standard Interagency Load Calculation form, using a standard pilot weight of 200 pounds and fuel for one hour and 30 minutes (01+30) as determined by Exhibit 12, Hourly Flight Rates, Fuel consumption, and Weight Reduction Chart.

Contract Item	Host Base	A/C Number	Initial Payload	Revised Payload (lbs) With Wt. Reduction
Item 11	Hemet	N905AL	 (b)(4)	IDENTIFY CORRECT PAYLOADS
Item 12	Casitas	N116AZ		
Item 13	Van Nuys	N612RM		
Item 16	San Bernardino	N410GH		
Item 23	Mariposa	N3173U		

Upon receipt and review of your response the Government will conduct an evaluation of the information and determine if it is sufficient to meet all contract requirements. If the information in response to this final notice is incomplete or inaccurate or we have determined to be insufficient we may proceed to terminate your contract for cause as per the Contract Terms and Conditions- FAR 52,212-4) (m) Termination for Cause. The termination clause is referenced on the SF 1449 Block 27a (Cover Sheet). If terminated for cause the Government may terminate this contract, or any part hereof, for cause in the event of any default by the Contractor, or if the Contractor fails to comply with any contract terms and conditions or fails to provide the Government upon request, with adequate assurances of future performance. In the event of termination for cause, the Government shall not be liable to the Contractor for any amount for supplies or services not accepted, and the Contractor shall be liable to the Government for any and all rights and remedies provided by law. If it is determined that the Government improperly terminated this contract for default, such termination shall be deemed a termination for convenience.

If you have any questions, please call me at (208) 387-5347.

Sincerely,



FRANK GOMEZ
CONTRACTING OFFICER

cc: Vince Welbaum-NIFC
John Nelson-NIFC

Attachment for Helicopter Weights for AG-024B-C-08-9354—National Exclusive Use Initial Attack (IA)

&

AG-024B-C-08-9340—National Exclusive Use Large Fire Support (LFS)

Aircraft	Bid Equipped Weight From Contract Award Without Tank and Snorkel	Weight removed from the Aircraft since the issuing of the Cure Notice	Current Chart C Weight less Tank and Snorkel	Amount of weight the aircraft is over or under the Bid Equipped Weight	Tank Weight	Snorkel Weight
N61NH	[REDACTED] (b)(4)					
Note: Annotate all equipment, components, accessories, etc that have been removed since the issuing of the Cure Notice.						
N7011M	[REDACTED] (b)(4)					
Note: Annotate all equipment, components, accessories, etc that have been removed since the issuing of the Cure Notice.						
N103WF	[REDACTED] (b)(4)					
Note: Annotate all equipment, components, accessories, etc that have been removed since the issuing of the Cure Notice.						

(b)(4)

not responsive

John A. Nelson
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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
Weilbaum/WO/USDAFS@FSNOTES, Charles R
Taylor/WO/USDAFS@FSNOTES, Fredrick K
Gelijbeek/WO/USDAFS@FSNOTES

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/VO/USDAFS on 10/03/2008 03:54 PM —

David Heydt/R6/USDAFS

09/26/2008 09:35 PM

[Redacted]

To John A Nelson/VO/USDAFS@FSNOTES, Jon Rollens/R6/USDAFS@FSNOTES, Kim Reed/R6/USDAFS@FSNOTES, Michael L Cook/R6/USDAFS@FSNOTES, David A Glose/R6/USDAFS@FSNOTES, Ken Ross/R6/USDAFS@FSNOTES

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] (b)(4)

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] (b)(4)

Forest Service weights were:

N61NH Total = [redacted] (b)(4)
N7011M Total = [redacted] (b)(4)

I do not know why these aircraft weighed more than what our scales showed other than 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

David Heydt
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Aircraft	Bld Equipped Weight From Contract Award	Current Chart C Weight less Tank and Spools (as annotated)	Mutually Agreed to Additions to Bid Weight	Weight as Weighted in Reamond (8/25/2006)	Other Additions to "As Weighted" Weight	Subtractions to "As Weighted" Weight	Difference Between Bid Weight and Weight "As Weighted"	Difference Between Current Chart C and Weight "As Weighted"
N61NH	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	0	[REDACTED]	[REDACTED]
<p>Note: Equipment mutually agreed to for this aircraft includes the aft cabin soundproofing (120 lbs) and aft cabin radio (5 lbs). Other additions are the weight of 4 seats (60 lbs) to bring the aircraft up to a 16 passenger configuration and "Cargo Sling Carson Type" (65 lbs) which was not installed during weighing. The cargo box was removed before the aircraft was weighed. Aircraft weighed with Fire King Tank and snortel removed.</p>								
N701JM	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
<p>Note: Equipment mutually agreed to for this aircraft includes the aft cabin radio (5 lbs) only. The aft cabin soundproofing (120 lbs) is not annotated as being retained on the current Chart C. Other additions are the weight of 2 seats (60 lbs) to bring the aircraft up to a 16 passenger configuration and "Cargo Sling Carson Type" (65 lbs) which was not installed during weighing. The cargo box (60 lbs) was not installed during weighing. The cargo box was removed before the aircraft came on contract and is not required by the contract. Aircraft weighed with Fire King Tank and snortel removed.</p>								
N103WF	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	0	[REDACTED]	[REDACTED]
<p>Note: Equipment mutually agreed to for this aircraft includes the aft cabin soundproofing (120 lbs) and aft cabin radio (5 lbs). Other additions are the weight of 2 seats (60 lbs) to bring the aircraft up to a 16 passenger configuration and the "Cargo Sling Carson Type" (65 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 snortel was never shown as installed and so was not subtracted from Chart C weight.</p>								
N725JH	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	0	[REDACTED]	[REDACTED]
<p>Note: Equipment mutually agreed to for this aircraft includes the aft cabin soundproofing (120 lbs) and aft cabin radio (5 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 snortel removed and "Cargo Sling Carson Type" installed.</p>								
N4500E	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	0	[REDACTED]	[REDACTED]
<p>Note: Equipment mutually agreed to for this aircraft includes the aft cabin radio (5 lbs). The snortel was previously installed and annotated on the Chart C. The aircraft was weighed with all passenger seats. Other additions include "Cargo Sling Carson Type" (65 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 snortel removed.</p>								
N3173J	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	0	[REDACTED]	[REDACTED]
<p>Note: Other additions include the "Cargo Sling Carson Type" (65 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 snortel removed.</p>								
N905AL	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	0	[REDACTED]	[REDACTED]
<p>Note: Other additions include the "Cargo Sling Carson Type" (65 lbs) which was not installed during weighing. Aircraft weighed with Fire King Tank and snortel removed.</p>								
N812FM	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	0	[REDACTED]	[REDACTED]
<p>Note: Other additions include the "Cargo Sling Carson Type" (65 lbs) which was not installed during weighing. Aircraft weighed with Fire King Tank and snortel removed.</p>								
N410GH	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	0	[REDACTED]	[REDACTED]
<p>Note: Other additions include the "Cargo Sling Carson Type" (65 lbs) which was not installed during weighing. Aircraft weighed with Fire King Tank and snortel removed.</p>								
N116AZ	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	0	[REDACTED]	[REDACTED]
<p>Note: Other additions include the "Cargo Sling Carson Type" (65 lbs) which was not installed during weighing. Subtraction is aft weight difference (3 lbs) in 1 recently installed battery. Aircraft weighed with Fire King Tank and snortel removed.</p>								

(b)(4)

(b)(4)

(b)(4)

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