not responsive

John A. Nelson
Airworthiness and Logistics
Fire and Aviation Management
U.S. Forest Service
Washington Office West
208-387-5617 Office
208-484-0979 Cell
208-387-5735 Fax

—— 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 Welbaum/WO/USDAFS@FSNOTES, Charles R Taylor/WO/USDAFS@FSNOTES, Fredrick K

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

John A. Nelson
Airworthiness and Logistics
Fire and Aviation Management
U.S. Forest Service
Washington Office West
208-387-5617 Office
208-484-0979 Cell
208-387-5735 Fax

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

[redacted]
David Heydt/R6/USDAFS
09/26/2008 09:35 PM

To John A Nelson/WO/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]
Second weigh: " [redacted] " [redacted] " [redacted] Total = [redacted]

All
(b)(4)

[redacted]

David Heydt
Aviation Maintenance Program Manager
US Forest Service-Regional Air Group
1740 SE Ochoco Way
Redmond, OR 97756
541-504-7250 Office
541-480-8342 Cell
541-504-7276 Fax
dheydt@fs.fed.us

tions As ed" ght	Difference Between Bid Weight and Weight "As Weighed"	Difference Between Current Chart C and Weight "As Weighed"
	[redacted]	[redacted]
ditions are the weight of 4 seats (68 lbs) to bring rgo box was removed before the aircraft was		
	[redacted]	[redacted]
pt annotated as being installed on the current Chart ype" (55 lbs) which was not installed during o lbs). These were shown to be installed after the		
	[redacted]	[redacted]
ditions are the weight of 2 seats (30 lbs) to bring he cargo box was removed before the aircraft was ec was not subtracted from Chart C weight.		
[redacted]	[redacted]	[redacted]
raft was weighed with all passenger seats. The be installed after the aircraft came on contract and		
	[redacted]	[redacted]
tated on the Chart A. . The aircraft was weighed rgo box was removed before the aircraft was		
[redacted]	[redacted]	[redacted]
he engine inlet screens. These were shown to be moved.		
	[redacted]	[redacted]
Fire King Tank and shorial removed.		
	[redacted]	[redacted]
Fire King Tank and snorial removed.		
	[redacted]	[redacted]
Fire King Tank and snorial removed.		
[redacted]	[redacted]	[redacted]
ght difference (3 lbs) in a recently installed battery.		

All (b)(4)