

**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF AVIATION SAFETY
WASHINGTON, D.C. 20594**

July 8, 2010

Errata to:

AIRWORTHINESS GROUP CHAIRMAN'S FACTUAL REPORT

Of September 10, 2009

NTSB ID No.: LAX08PA259

A. ACCIDENT:

Location:	Weaverville, California
Date:	August 05, 2008
Time:	About 7:41 PM Pacific Daylight Time (PDT)
Aircraft:	Sikorsky S-61N Helicopter

Change the following:

1. Page 4, paragraph 1: change the first sentence from "... *GPS position of Longitude 40.9142, Latitude 123.2522*" to "... GPS position of Latitude 40°54'51.12"N, Longitude 123°15'7.92"W".
2. Page 5, paragraph 1: change the first sentence from "...*GPS position of Longitude 40.91302, Latitude 123.25163.*" to "...GPS position of Latitude 40°54'46.87"N, Longitude 123°15'5.87"W".
3. Page 6, paragraph 1: change the first sentence from "...*GPS position Longitude 40.91362, Latitude 123.25198*" to "...GPS position Latitude 40°54'49.03"N, Longitude 123°15'7.13"W"
4. Page 26, paragraph 3: change the third sentence from "*During the course of this investigation, Sikorsky advised the NTSB that they were working approval of a 10-micron filter as an alternative to the 40-micron filter for the S-61L, S-61N, S-61R, and S-61NM having general electric model CT58-140-1 or CT58-140-2 engines installed*" to "During the course of this investigation, Sikorsky released Alert Service Bulletin Number 61B28-1, dated January 15, 2010 (Reference attachment number 1). The purpose of the Alert Service Bulletin was to provide instructions to replace the forward and aft fuel system 40 micron fuel filter elements with 10 micron fuel filter elements for all S-61A/D/E/L/N/NM/R/V model helicopters.

Mike Hauf
Aircraft Systems Engineer