CARSON
HELICOPTERS, INC.

April 10, 2008

United States Forest Service
National Interagency Fire Center – Contracting
Jack Wilson Building
3833 South Development Avenue
Boise ID 83705

Subject: RFP AG-024B-S-08-9003

Carson Helicopters, Inc. (CHI) is offering twelve (12) Sikorsky S-61 Type I Heavy Helicopters equipped with Carson Composite Main Rotor Blades and Fire King externally mounted belly tank or Variable Flow Bucket to fulfill the requirement of RFP AG-024B-S-08-9003. The offered aircraft are as follows;

SK-61N (Standard Category) Tier 2 & Tier 3

- N4503E
- N7011M
- N116AZ
- N612RM
- N103WF
- N61NF
- N612AZ
- N410GH
- N905AL
- N725JH

SK-61R (Standard Category) Tier 3

* N4263A

SK-61A (Restricted Category) Tier 3

* N3173U

CHI has Twelve (12) Aircraft for consideration on this RFP. Ten (10) of the Twelve (12) Aircraft meet the qualifications for Items # 11 – 18, and all Twelve (12) Aircraft for consideration on Items # 19 – 34.

CHI has two additional Type I, SK-61 Helicopter resources that are configured with **INTERNAL** tanks for fire suppression. Due to the definition found in Section C - Exhibit 5, Fixed Suppressant / Retardant Delivery System, these two aircraft do not meet the **EXTERNALLY** mounted tank definition and thus are not technically qualified for this RFP. Due to this, CHI is unable to offer them for consideration. CHI would welcome the opportunity in the future to offer these aircraft to the USFS should the need arise.

[redacted]

Steve Metheny
Vice President

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EXECUTIVE SUMMARY

Offered Aircraft: Tanked S-61

The offered aircraft are maintained on Carson Helicopters, Inc. Federal Aviation Administration (FAA) 14 CFR Part 133, 135 & 137 operating certificates.

Sikorsky S-61A & N: CHI will supply Sikorsky S-61 heavy lift helicopters. The S-61 has an external lift capacity of 22,000 pounds and an internal lift capacity of 20,500 pounds with a take off and landing capability of 12,000' and enroute of 14,000'. The aircraft has a normal cruise speed of 131 knots, 400 nautical mile range, with three and one half hour endurance. The aircraft will be equipped with Carson Composite Main Rotor Blades, 11,000 pound external cargo hook and primarily a 1,000 gallon external mounted Fire King Tank. The supplied aircraft will be maintained in accordance to CHI 14 CFR Part 135 Continuous Airworthiness Maintenance Program, CHI General Maintenance Manual, and the manufactures maintenance Manual.

Response to Wildland Fires

CHI is well experienced in responding to wildland fires and is acutely aware the initial attack response stage and the time in which aircraft launch directly impact the size a fire may grow to. CHI wildland fire crews are conditioned to maintain a less than 10 minute response time. CHI will staff, on-site, during the established duty day the required personnel to respond to a wildland fire call-out. The crew will consist of Pilot-in-Command, Second-in-Command, and Crew Chief, Mechanic, Fuel Service Vehicle Driver.

Start Duty Day: The flight crew will start the duty period by pre-flighting the aircraft and making it ready to respond to a wildland fire call-out. Pre-flight will include aircraft inspection, local weather, NOTAMS, and any other required items. After completing all items, a crewmember will check-in with the USFS helicopter manager and brief them on the status of the aircraft. The flight crew will be in a "ready stand-by" for the mission day. The flight crew will maintain a "ready stand-by" until the end of the established mission day.

Dispatch of Aircraft: The flight crew receives a fire dispatch and responds by launching the aircraft. The Pilot-in-Command will conduct pre-takeoff check while the Second-in-Command programs in GPS coordinates and required radio frequencies. This will consist of the crew mobilizing to the aircraft, aircraft start, aircraft run-up, Fire King belly tank check, and takeoff. The entire process from the time the dispatch order is received to aircraft launch should be less than ten minutes. Communication between the government and flight crews for dispatching can take place using, hand-held radio, phone, cellular phone, or pager.

End Duty Day: The flight crew will cease "ready stand-by" at the end of the established duty day. At the end of the duty day the flight crew will secure and tie down the aircraft for the off duty period. At the conclusion of this the crew will do a final check-in with the government to confirm the start time for the next duty day and will now be considered "off duty".

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Personnel Staffing Plan

Pilot: The proposed Sikorsky S-61aircraft will be staffed with two full time pilots. CHI pilots will adhere to the requirement as outlined in Section C, (B) through (G). Pilots assigned to this contract will work a rotating 12 day on, 12 day off work schedule. All pilots assigned in addition to the rotating work schedule will adhere to USFS Regulations and the crew duty rest requirements as outlined in 14 CFR Federal Aviation Administration (FAA) Part 135 Regulations. If the two conflict, the most restrictive will be used. CHI has a pilot staff of over forty (40) qualified pilots to support the requirements of this contract.

Mechanic: The proposed Sikorsky S-61 aircraft will be staffed with two full time mechanics. Mechanics assigned to this contract will work a rotating 12 day on, 12 day off work schedule. Per Occupational Health & Safety, mechanics will be limited to a 16 hour duty day. Mechanics will have an 8 hour rest period immediately prior to starting their next duty cycle.

Relief Crew Rotation: CHI will rotate flight crews on a twelve day on / twelve day off schedule. This means every sixth day a crewmember will rotate in and one will rotate out. The reason CHI chooses to stagger the crew rotation individually, rather than the entire crew at one time is safety based. Individual crew rotation contributes to continuity of information and situational awareness being maintained, reduction of fatigue, better crew interaction, which in the end allows CHI to maintain a high degree of safety and customer service. The crew rotation alleviates complacency, and personnel issues that tend to develop during long continuous duty assignments.
This rotation will be for the primary crew assigned, but still allows maximum flexibility for unforeseen circumstances such as personnel illness. This will allow approved, substitute crewmembers to rotate in on a temporary replacement basis without disruption to the customer.

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Maintenance

CHI Sikorsky S-61 Maintenance Management: CHI has 49 years of worldwide operational logistical support experience. CHI maintains a spares parts cache / inventory in mobile maintenance service vans large enough to support mission assignment with no down time or unavailability. CHI operates 11 (eleven) Sikorsky S-61 helicopters averaging 1,400 hours per aircraft for an annual total of 11,200 flight hours. 90% of all CHI aircraft maintenance is performed in a field environment with a wide range of conditions to contend with and are able to offer 100% aircraft availability to our customers.

Logistical Maintenance Support – CHI operates 100,000 square foot maintenance & overhaul facility in Perkasie, Pennsylvania, our corporate headquarters, and an Operational Support Facility in Grants Pass, Oregon. There is a 3 (three) hour time difference between Oregon and Pennsylvania. This will allow overnight priority shipping of parts, arriving before the start of the mission day. The time difference will work in the favor of mission support utilizing CHI aircraft. CHI is a Sikorsky overhaul facility. 95% of all dynamic component overhauls are completed in-house. This allows CHI control over its spare parts supply and the ability to maintain quality control of the overhaul work done. CHI field mechanics work in the maintenance and overhaul facility. The result is a very skilled and qualified field mechanic. As needs demand, 24 hour maintenance staffing can be scheduled to insure mission readiness and aircraft availability. Aircraft will be maintained in accordance with CHI FAA approved Maintenance program for the duration of the contract. This will ensure the safest, most efficient and reliable service to meet the government's needs.

Parts Supply – CHI's Grants Pass, OR, facility maintains a full complement of spares to include, engines, transmissions, drive train gear boxes, hydraulic servos, rotor blades, and radios. The aircraft are trend monitored allowing maintenance personnel to address an issue before it becomes a grounding item. Aircraft being offered average 1,400 flight hours per year with 100% availability. If unscheduled maintenance occurs, the established spare parts cache will expedite returning the aircraft to service resulting in limited unavailability, if any, of mission support aircraft. The spare parts cache, tools, consumables, and other flight associated items will be housed in a towable maintenance service trailer to be co-located with the aircraft. This will allow mechanics to continually maintain the aircraft on-site

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Additional Capabilities

Carson Helicopters, Inc. (CHI) has been hard at work further improving our Fire King Capabilities to better serve the needs of the USFS now, and into the future.

All of the S-61's owned by CHI are Standard Transport Category Sikorsky S-61N's incorporating all of the "Carson Modifications" and are operated & maintained in accordance with our 14 CFR Part 135 Air Carrier Certificate. This means all Pilots and Mechanics are trained and aircraft are maintained to the highest FAA standard. CHI feels that this offers the "Best Value" to our customers. Being able to fly Internal Loads, External Loads, Carry up to 15 Passengers, Fight Fires & Provide Hoist and Rappel Capabilities all with one platform in our mind is the definition of "Best Value".

New for the 2008 Wildland Fire Season

- Improved Category A & B Performance for the S-61 (STC #SR02487NY Dated Dec. 5, 2007), which gives a tremendous enhancement in performance for Internal Payload / Passengers at Hot Temperatures and or High Altitudes.
- FAA approved Goodrich Rescue Hoist with the capacity of 600 lbs.
- Improved Take Off Power Performance for the CT 58-140-1 Engine (STC #SR02507NY Dated Feb. 07, 2008).

CHI's Aircraft are the only S-61's that can legally fly with External Loads at Altitudes up to 14,000' Density Altitude & Take Off and Land at 12,000' Density Altitude (See STC #SR02382NY). All other S-61's (including other Composite Blade equipped aircraft) are limited to 9,000' Density Altitude which is below the parameters spelled out in Section B-2, Tier 2 Performance (7,000' PA at 20°).

CHI Fire King Tank is the only Tank system for an S-61 with an FAA STC approval that meets or exceeds the requirements of Exhibit 5 of this RFP. Other S-61 operators have either Internal Tanks (which do not meet Exhibit 5) or External Tanks that have no or limited FAA approval and zero Field Experience.

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Beyond 2008

CHI is in the final phase of an all Glass Cockpit modification to our S-61 Fleet. The first aircraft will be available CWN this Fire Season. All CHI Aircraft will be retrofitted within 24 months.

The Carson Composite Tail Rotor Blades are slated for FAA Approval in September of 2008. These new Tail Rotor Blades give the Carson S-61 Fire King an additional 500 lbs. of lift capacity at 5000' and 30°.

Due in late 2009 is our most ambitious project next to the Composite Main Rotor Blades, is the Re-Engining of our S-61's. The new engine is Full FADEC controlled and will enable CHI to operate at 10,000' and 20° with a full 1,000 gallons of water in our Fire King Tank with 1.5 Hours of Fuel on Board. This engine burns 20% less fuel and has a longer overhaul interval.

Yes, we are taking over Skycrane Country!

CHI believes that all of the current and future modifications coupled with our professionalism, unmatched availability and service record make us the Number 1 Choice for the United States Forest Service needs in 2008 and Beyond.

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