



## RECORD OF CONVERSATION

Zoë Keliher  
Air Safety Investigator

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Person Contacted: Larry Jackson  
Phone: -----  
Subject: LAX08GA259 ; Sikorsky S61N, N612AZ, Weaverville, CA

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The following is a summary of emails and conversations with Mr. Jackson:

Jackson Aircraft Weighing Services was contacted by a CHSI employee stating that he thought the scales were possible reading incorrectly. They recommend that all aircraft weighed or to be weighed have a target weight and if the target weight is not close then the scale should be inspected for placement and or damage. Carson subsequently sent the units to his company. Mr. Jackson received the units September 09, 2008 and he recalled that the initial inquiry occurred some time the week prior.

Upon receiving the units, they underwent a test run, which revealed that they were not to specification. A further detailed inspection revealed that the two main platforms were bent. Weight was applied at the approx weight range of use above and below target weights given by Carson. He could not recall the actual amount the units were off, as no one really informed him as to the issues until after the scales were sent back. Only later was he requested to send correspondence that the units were in fact out of service limits. He recalled that the tail scale was tested as okay (no damage). That scale weight is considered to be accurate if the aircraft was positioned properly, was level, and the maintenance manual procedure was used to properly set the aircraft up.

Mr. Jackson opined that a damaged unit that is bent will not give consistent reading. The platforms have to have the wheels placed in the center of the platform and placement or miss placement will have an effect on the reading. If the scales are deformed they would each read differently.

He has seen many with different causes that cause such deformation such as the following:

- Not using them on a solid surface.
- Having used them on a surface that is not flat.
- Having used them over a crack or void in the floor.
- Having fuel tank sealant or tape stuck to the bottom.
- Placing them on plywood as a surface to use them on dirt.

Mr. Jackson's records indicated that the units were purchased and shipped on July 03, 2006. They were returned back to him for calibration in 2007 and 2008 (March 03). During each calibration the scales showed no irregularities and passed for calibration. He stated that it is presumable the scales were accurate from 07-03-06 through 03-03-08.