

National Transportation Safety Board

Office of Research and Engineering

Washington, DC 20594

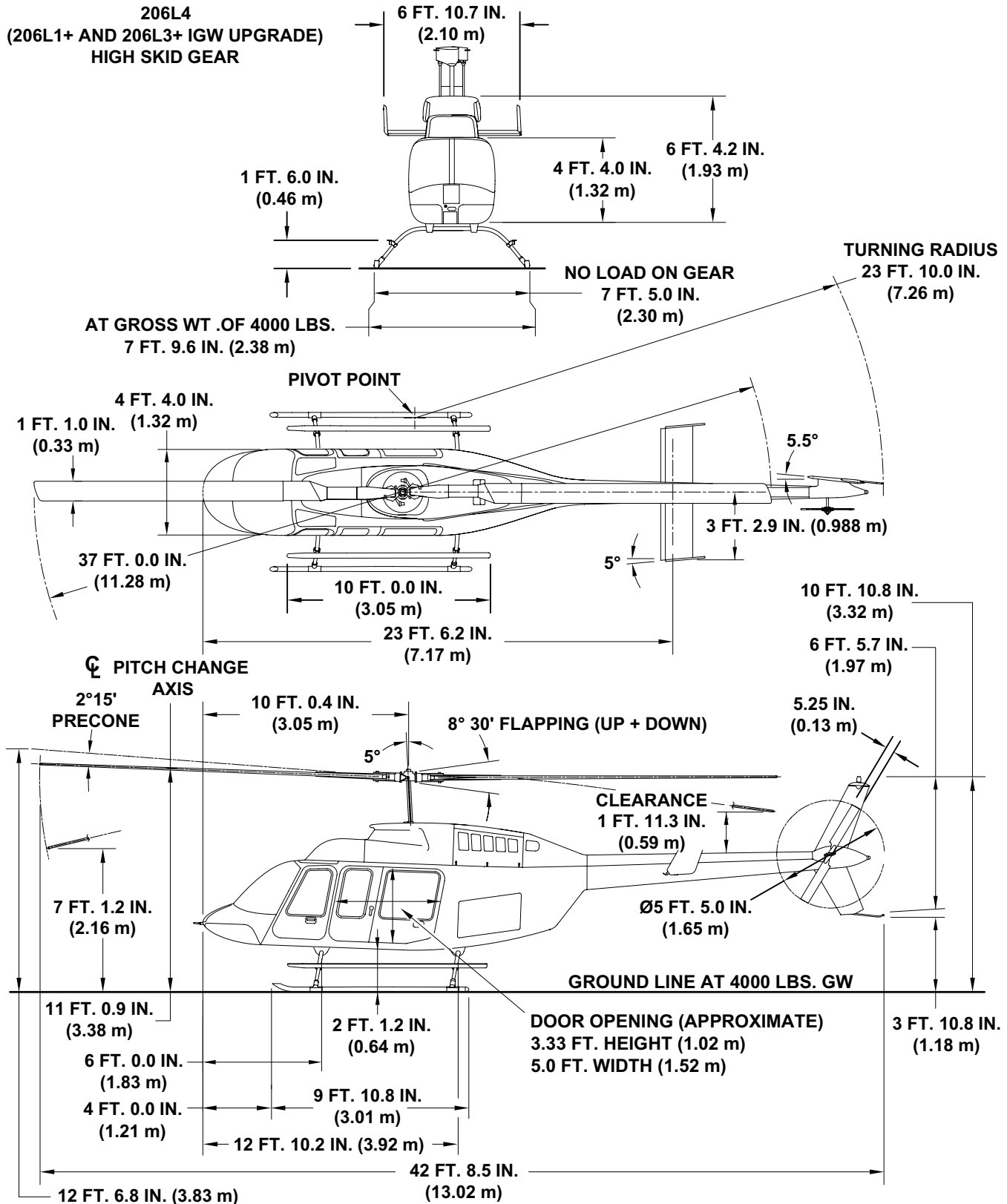


ERA23LA309

AIRCRAFT PERFORMANCE STUDY ATTACHMENTS

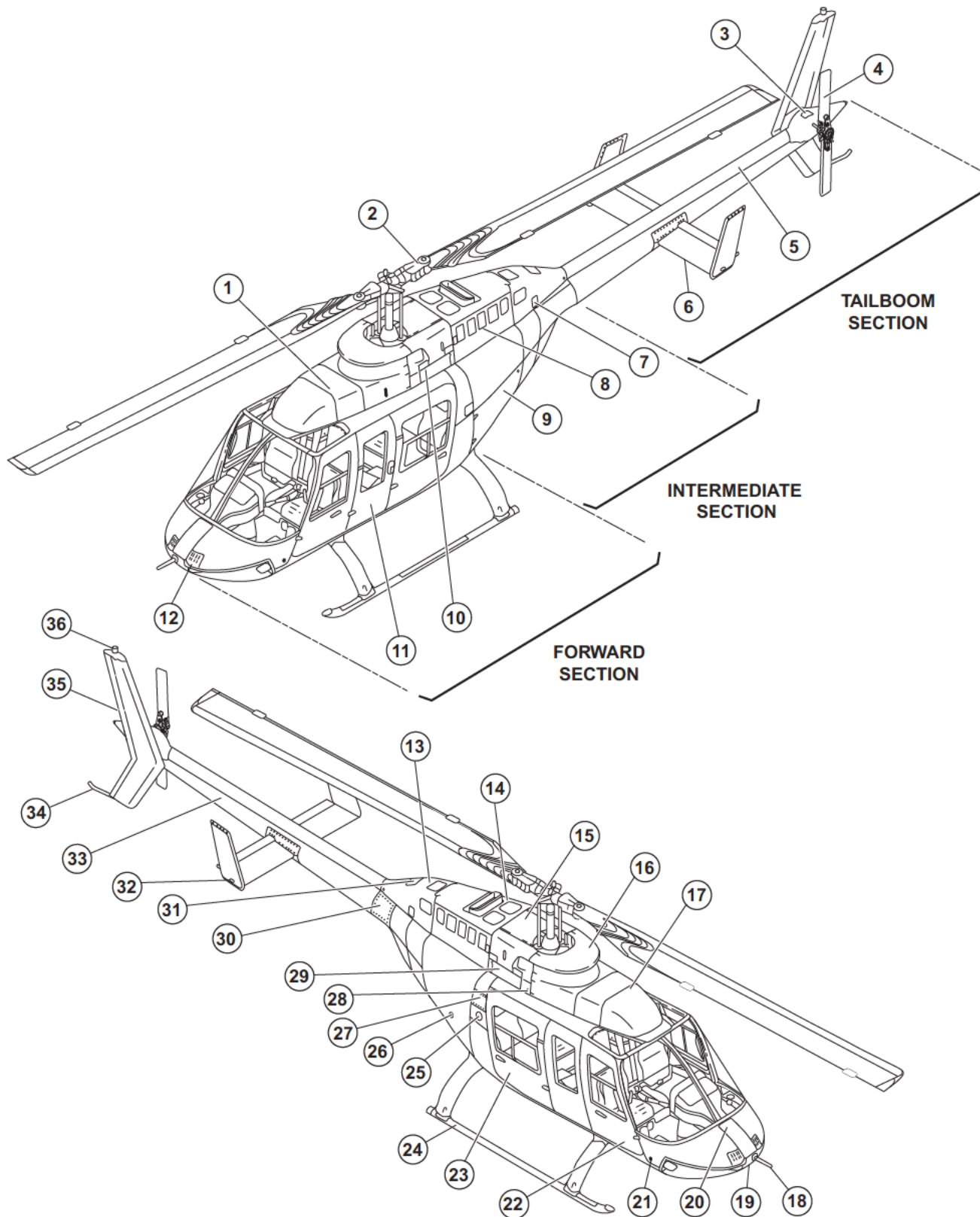
May 2, 2025

ATTACHMENT 1: BELL 206L4 THREE-VIEW ENGINEERING DRAWING



206L4_MD_01_0052_c1

Figure 1-2. Principal Dimensions (Sheet 2 of 3)



206L4 MD 01 0001

Figure 1-1. General Helicopter and Main Components (Sheet 1 of 2)

1. Hydraulic servo actuators and reservoir
2. Main rotor hub and blades
3. Tail rotor gearbox and servicing door
4. Tail rotor hub and blades
5. Tail rotor driveshaft and cover
6. Horizontal stabilizer and end plates
7. Engine and transmission oil cooler blower
8. Engine and access door
9. Baggage compartment door
10. Main input driveshaft
11. Litter door
12. Cabin ventilation inlet
13. Aft fairing
14. Engine cowling
15. Air inlet induction cowling
16. Transmission cowling
17. Forward cowling
18. Pitot tube
19. External power receptacle
20. Battery
21. Static port
22. Crew door
23. Passenger door
24. Landing gear
25. Fuel cell filler cap
26. Fuel sump drain button
27. Fuel shutoff valve panel
28. Main transmission
29. Intake cowling access door
30. Tailboom attachment access panel
31. Engine oil tank and access panel
32. Navigation light
33. Tailboom
34. Tail skid
35. Vertical fin
36. Strobe (anti-collision) light

206L4 MD 01 0026

Figure 1-1. General Helicopter and Main Components (Sheet 2 of 2)

**ATTACHMENT 2: CAMBRIDGE MUNICIPAL AIRPORT (CDI),
LANDING ZONES 1 AND 2, AND CARGO DROP ZONES**



Figure A2.1: Planform view of CDI runway 4/22 configuration. The grooved asphalt pavement is 4,298 feet long by 75 feet wide. North is toward the top of the page.

Runway Information

Runway 4/22

Dimensions: 4298 x 75 ft. / 1310 x 23 m

Surface: asphalt/grooved, in good condition

Weight bearing capacity: Single wheel: 24.0

Runway edge lights: medium intensity

RUNWAY 4

Latitude: 39-58.205932N

Longitude: 081-34.906525W

Elevation: 798.5 ft.

Traffic pattern: left

Runway heading: 040 magnetic, 033 true

Displaced threshold: 400 ft.

Markings: nonprecision, in good condition

Visual slope indicator: 4-light PAPI on left (4.00 degrees glide path)

PAPI UNUSBL BYD 4 DEGS LEFT & 8 DEGS RIGHT OF
CNTRLN.

Runway end identifier lights: yes

Touchdown point: yes, no lights

Instrument approach:

Obstructions: 50 ft. pline, 795 ft. from runway, 205 ft. left of centerline, 11:1
slope to clear

APCH SLP 11:1 DUE TO 61 FT TREE, 692 FT FM DTHR,
61 FT L.

RUNWAY 22

39-58.798763N

081-34.403597W

798.5 ft.

left

220 magnetic, 213 true

no

nonprecision, in good condition

4-light PAPI on right (3.55 degrees glide path)

PAPI UNUSBL BYD 8 DEGS LEFT & 4 DEGS RIGHT OF
CNTRLN.

yes

yes, no lights

LOC/DME

15 ft. road, 355 ft. from runway, 270 ft. left of centerline, 10:1
slope to clear

Airport Ownership and Management from official FAA records

Ownership: Publicly-owned

Owner: CAMBRIDGE AREA RGNL ARPT AUTH

PO BOX 73

CAMBRIDGE, OH 43725-0073

Figure A2.2: Runway information for Cambridge Municipal Airport (CDI), source: <http://www.airnav.com/airport/KCDI>, dated 2/4/2025

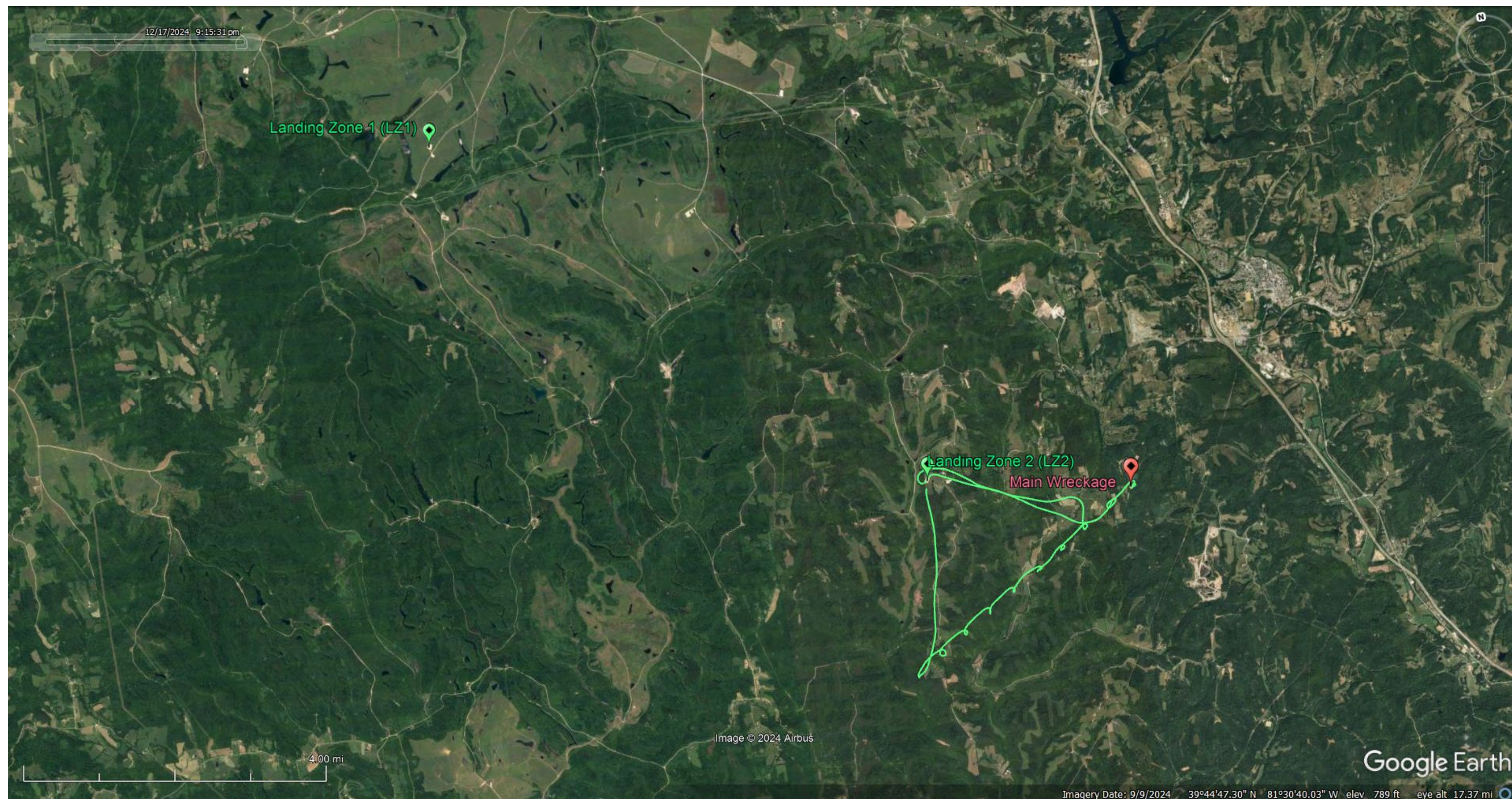


Figure A2.3: Planform view of Landing Zone 1 (LZ1) and Landing Zone 2 (LZ2) with ground track data for the accident flight and the immediately preceding flight depicted by the green lines. North is toward the top of the page.

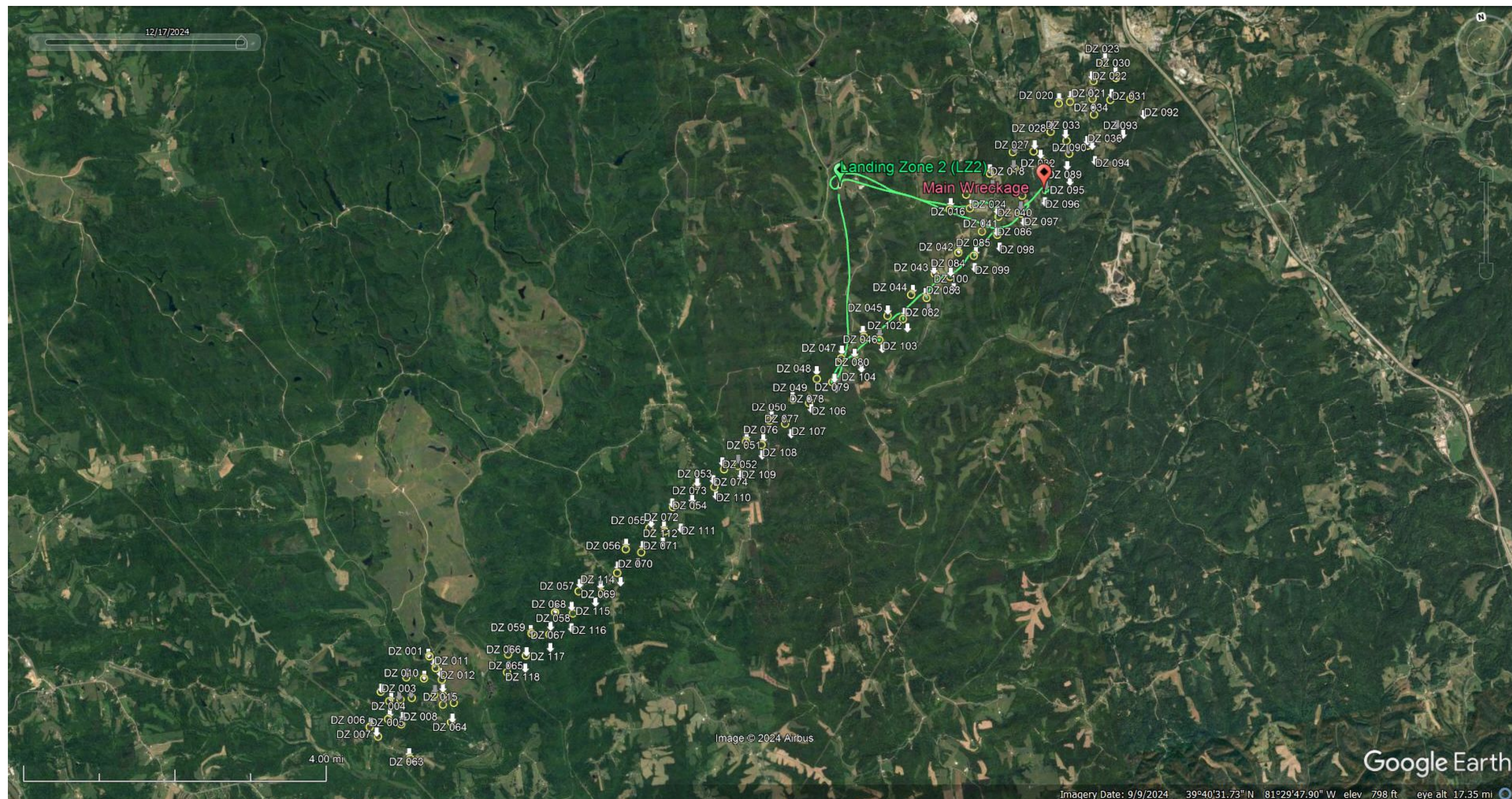
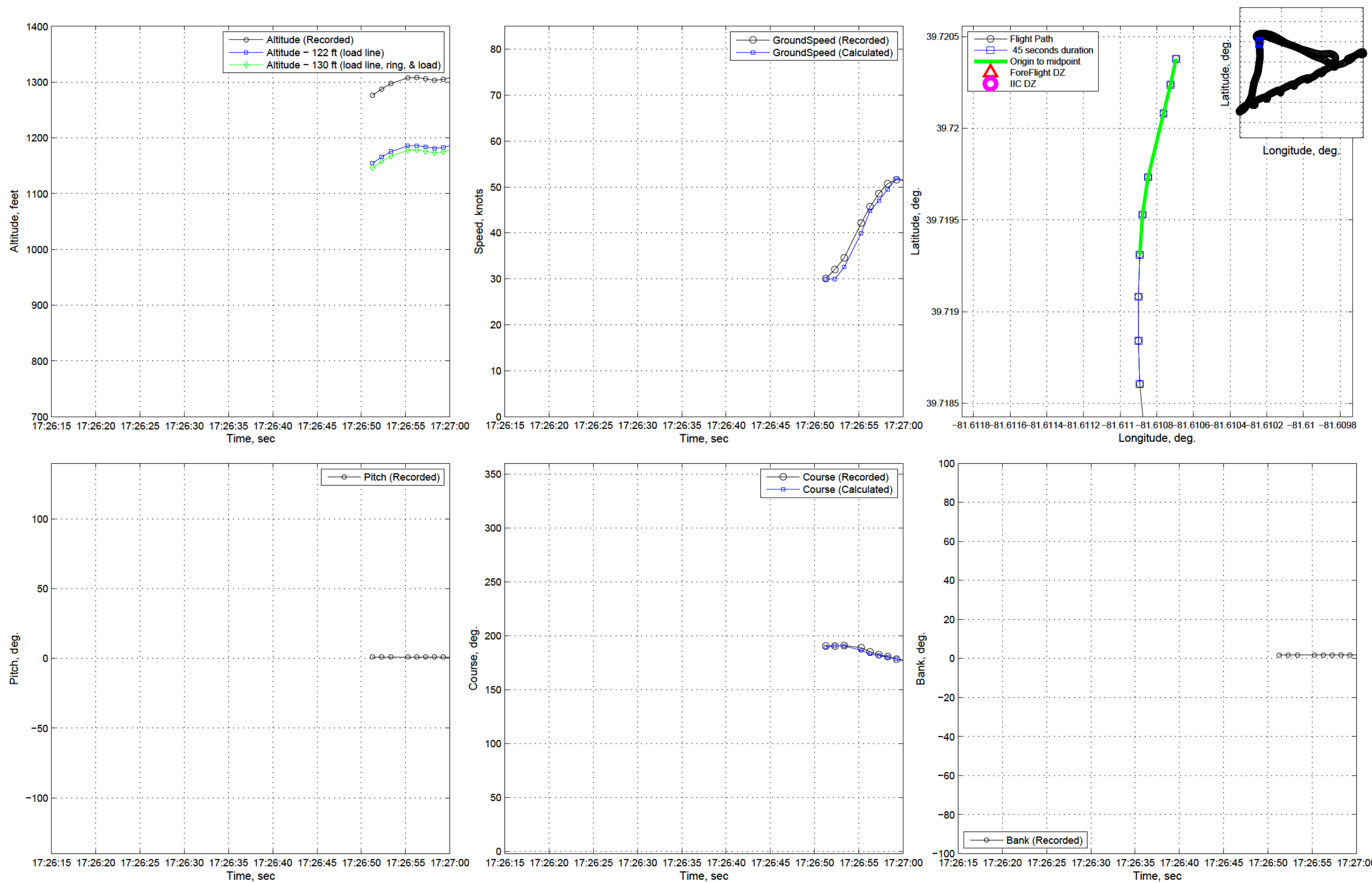
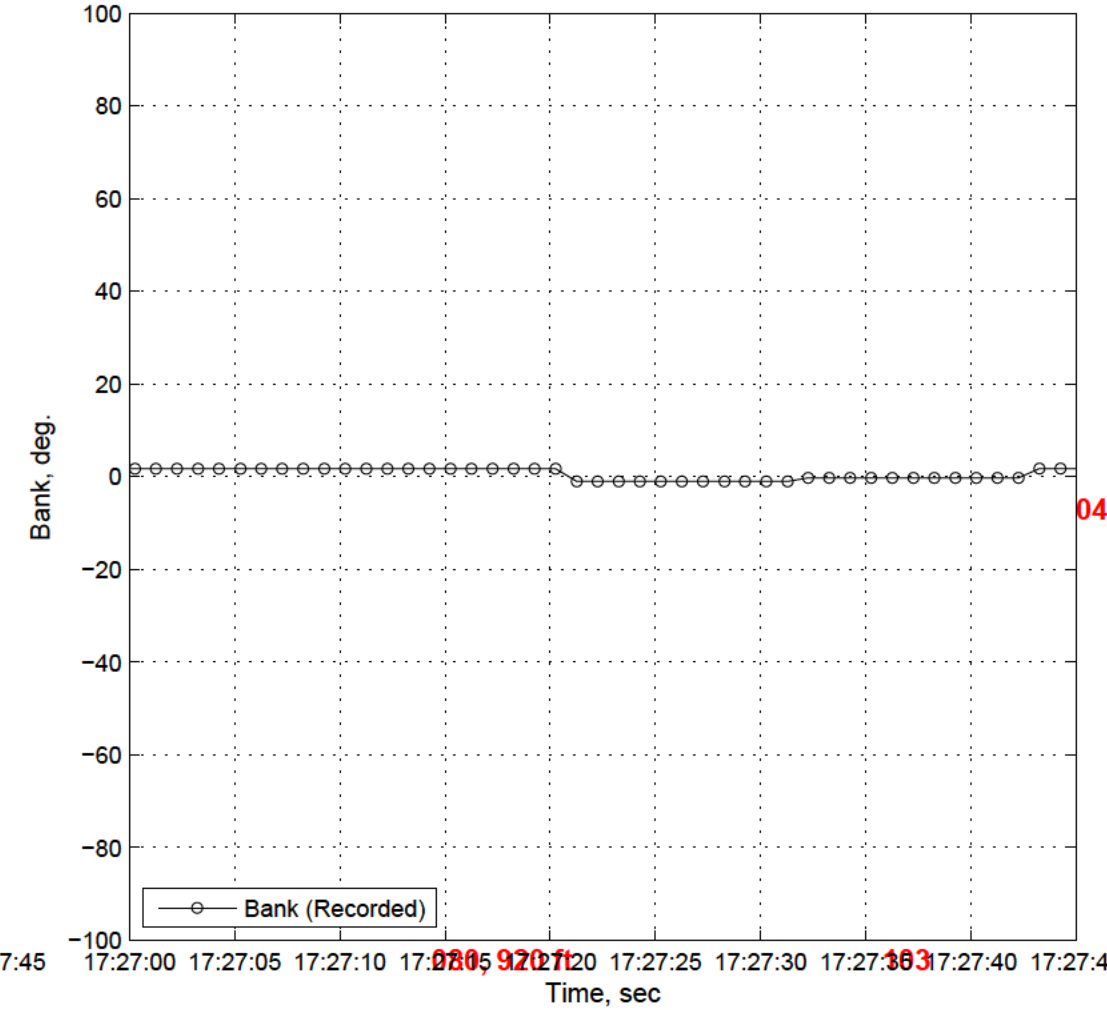
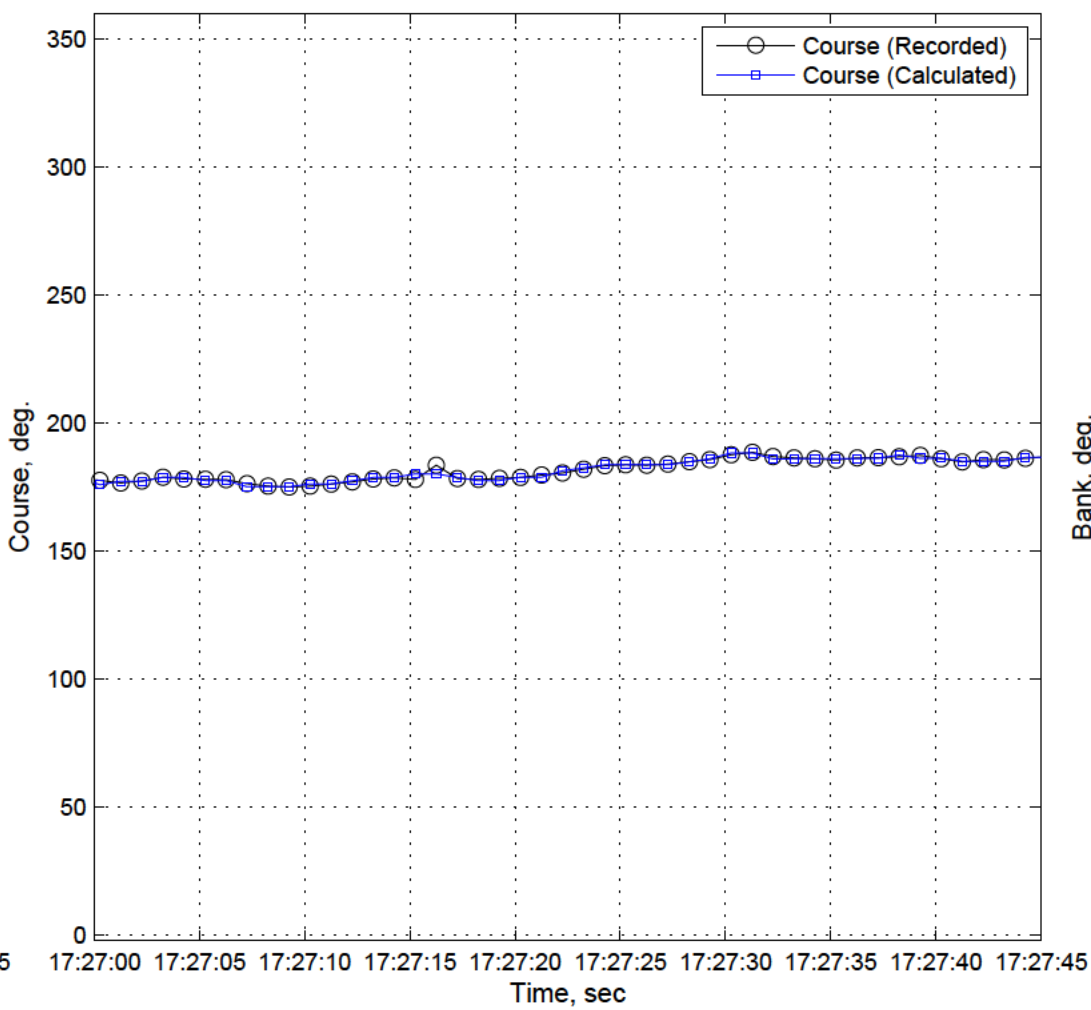
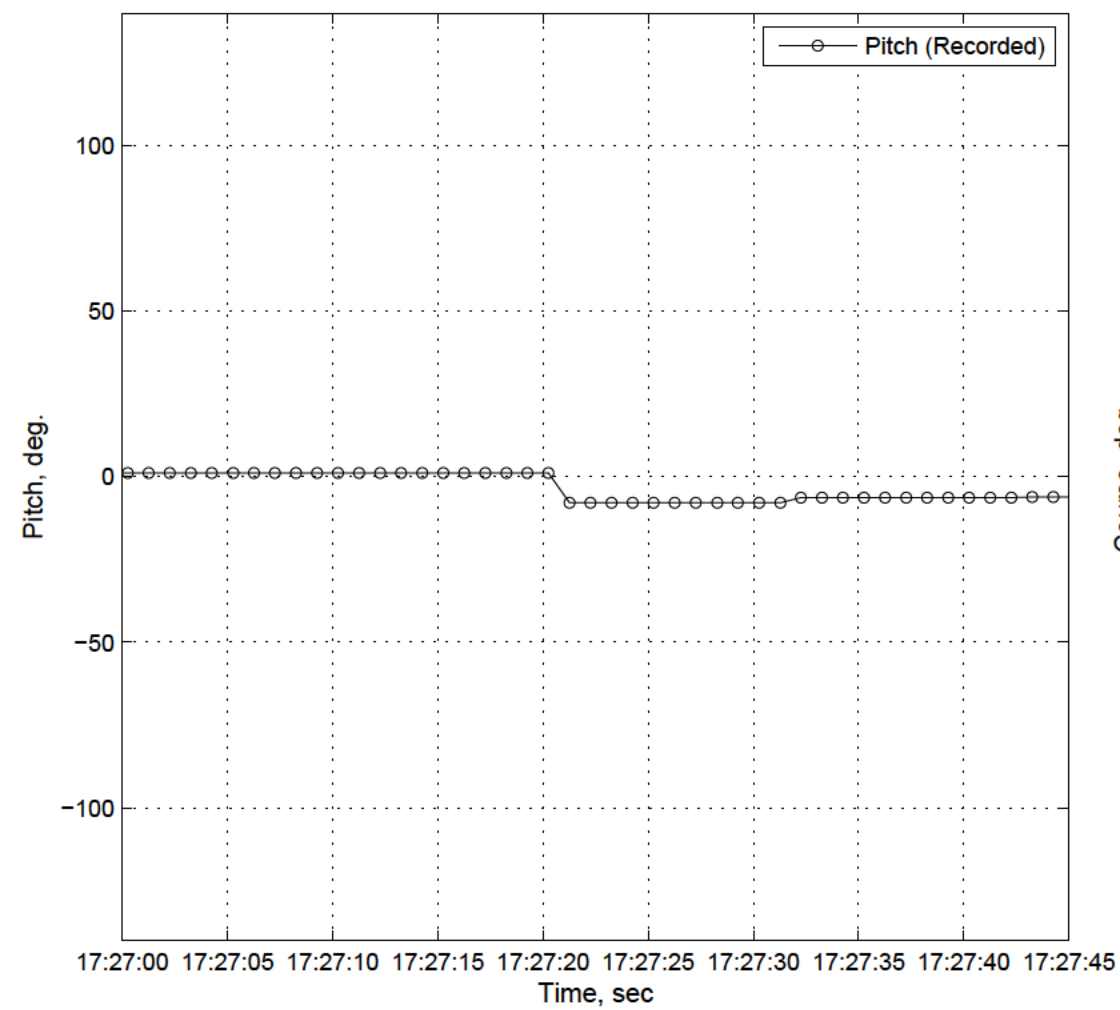
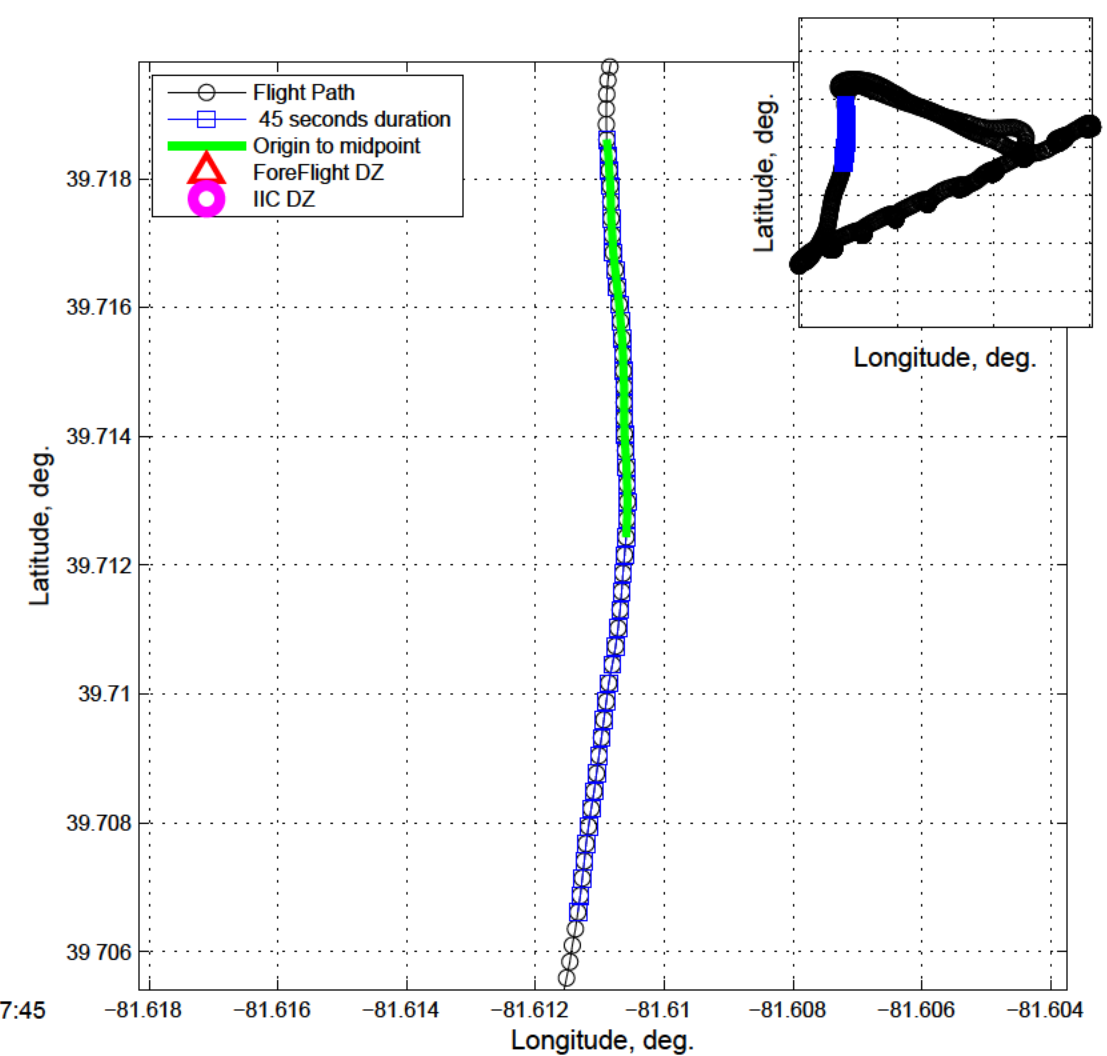
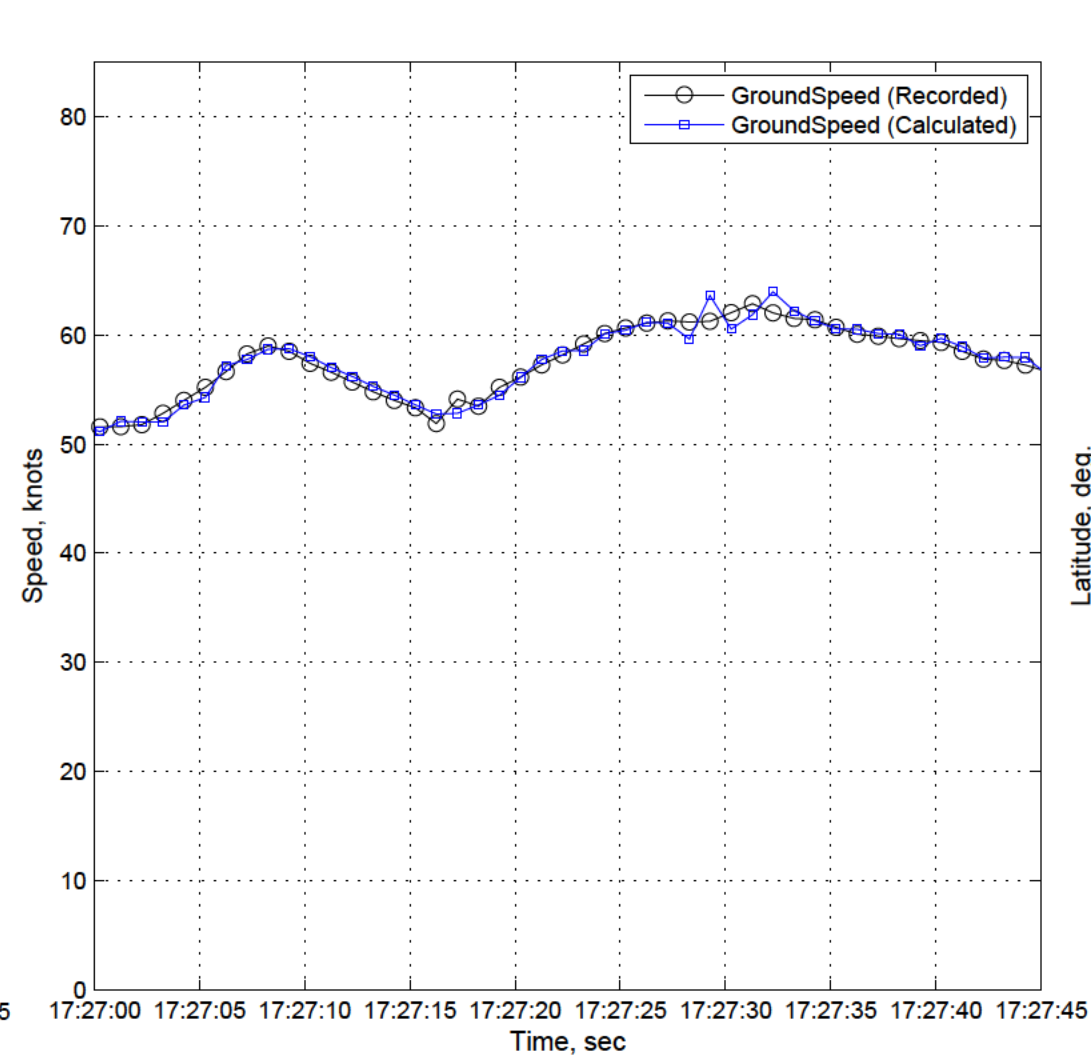
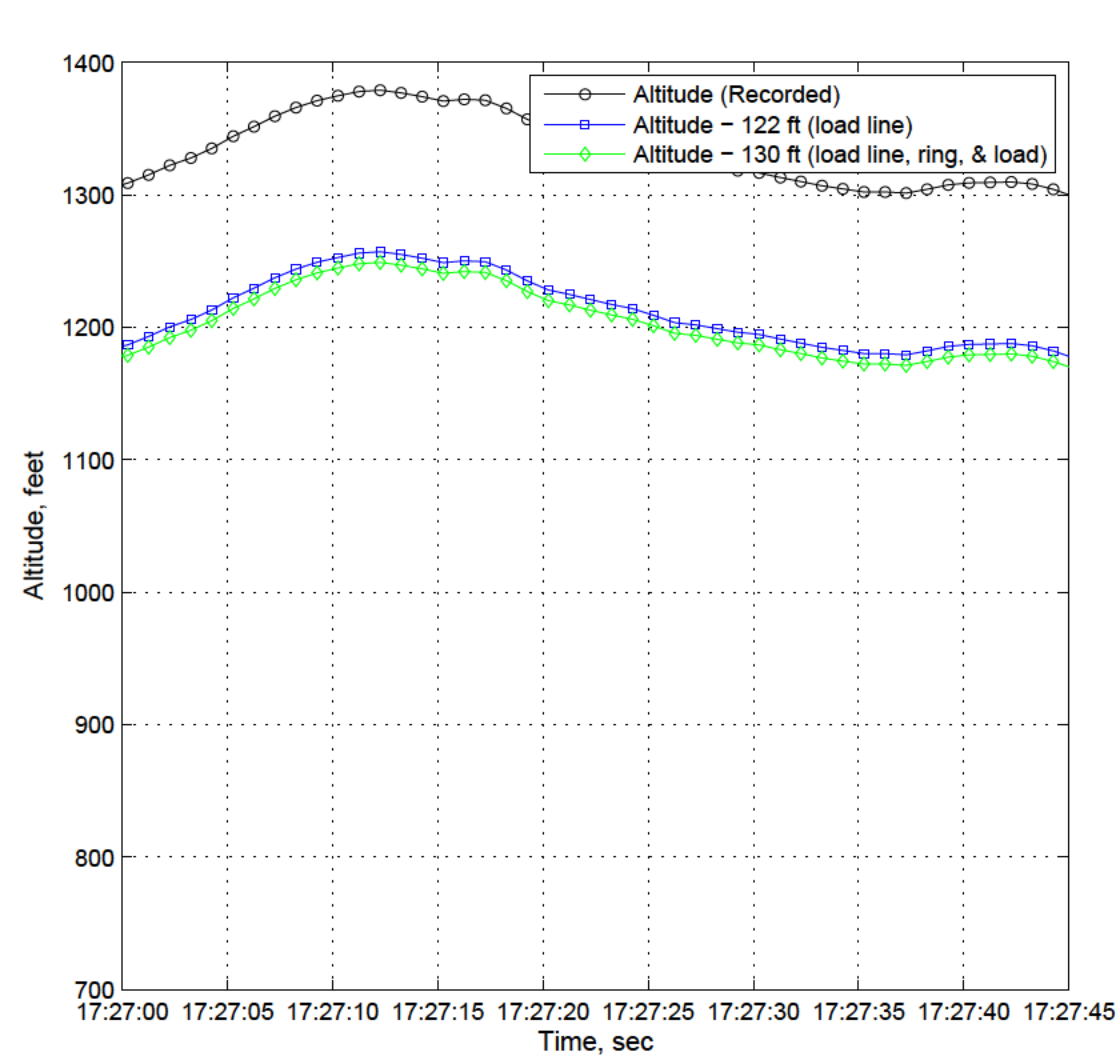
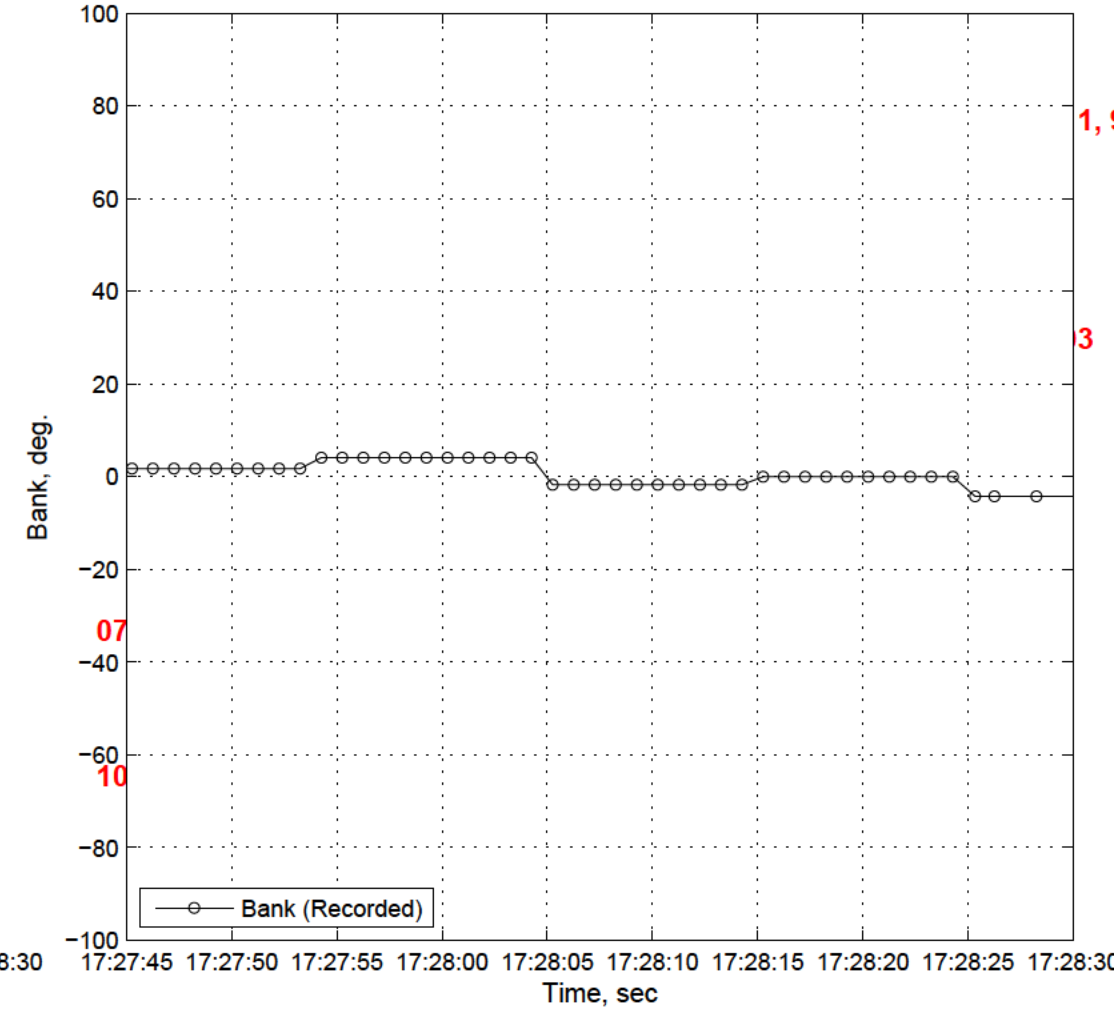
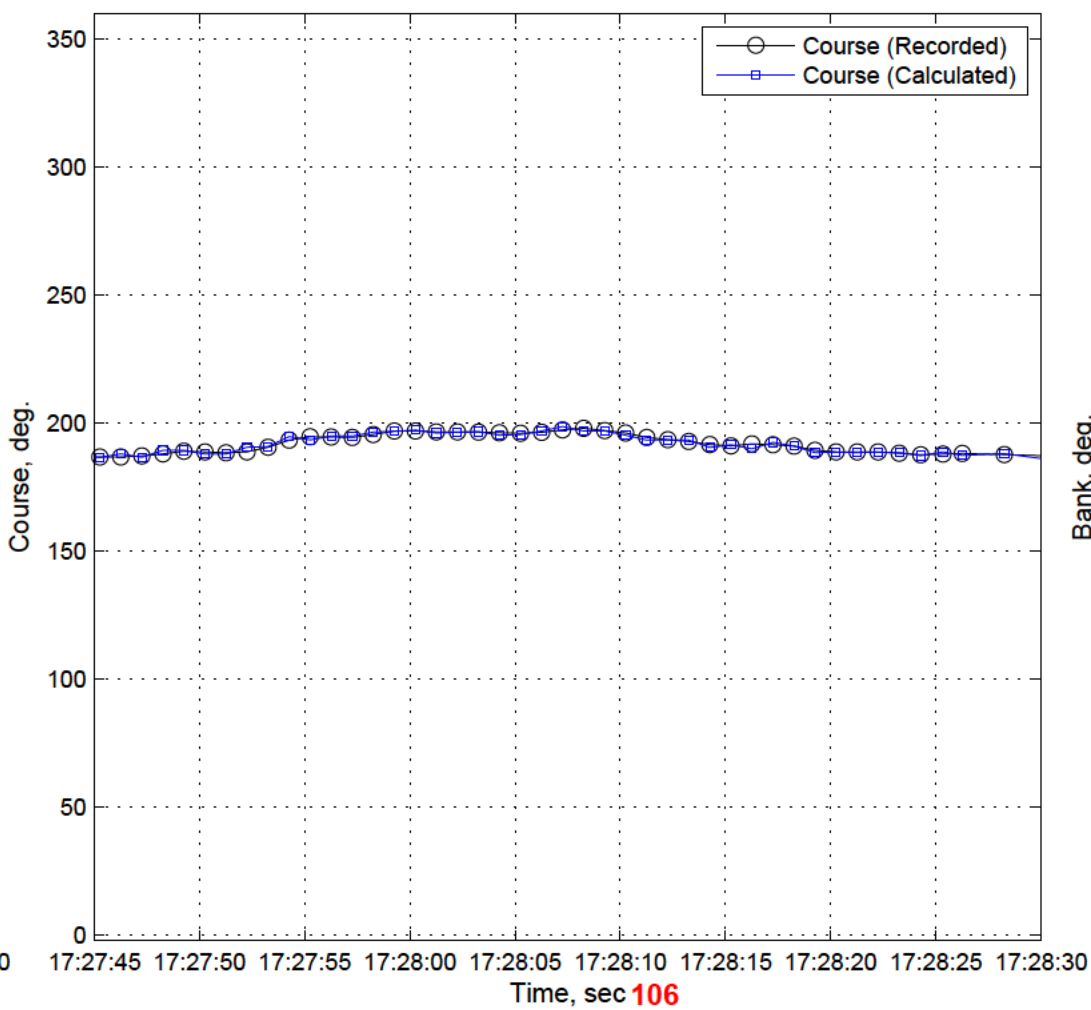
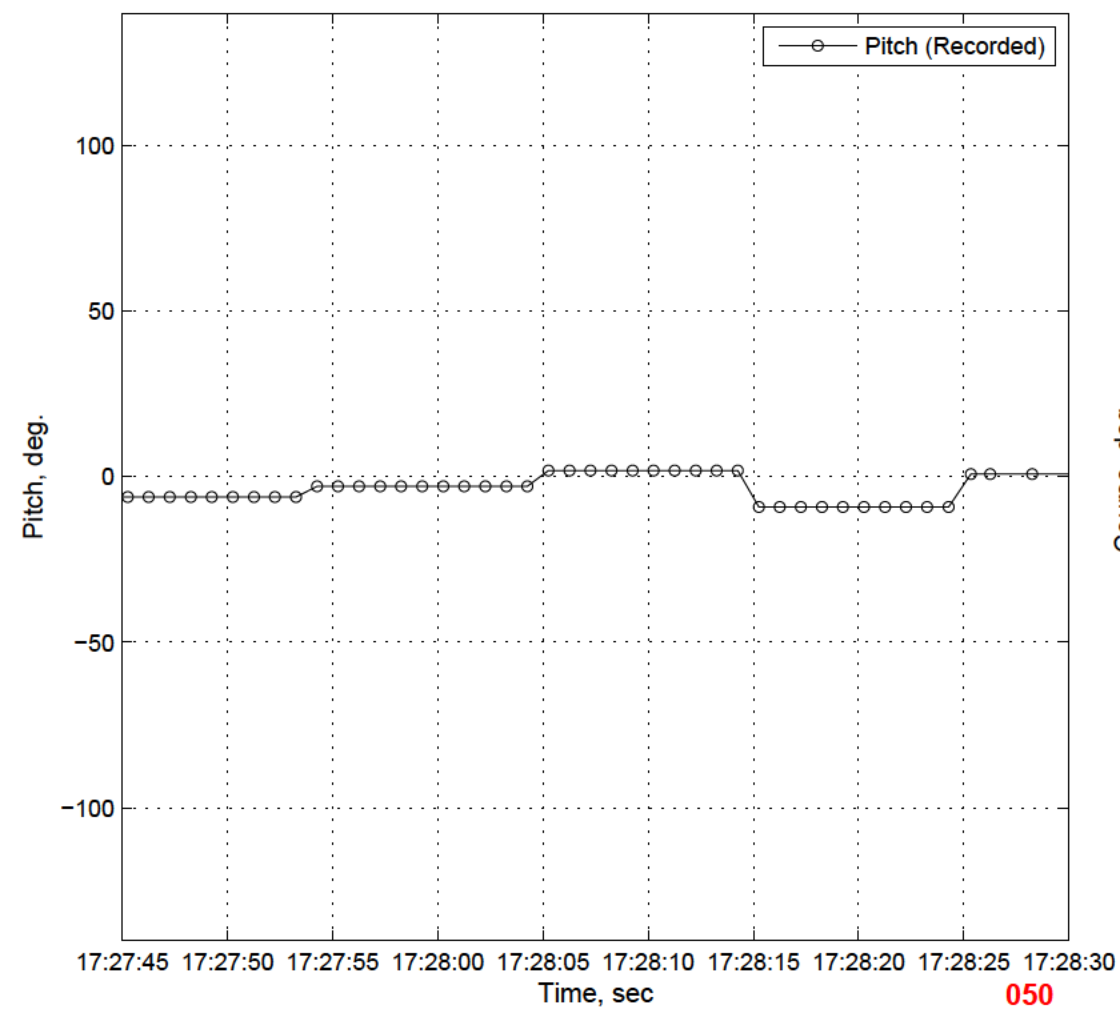
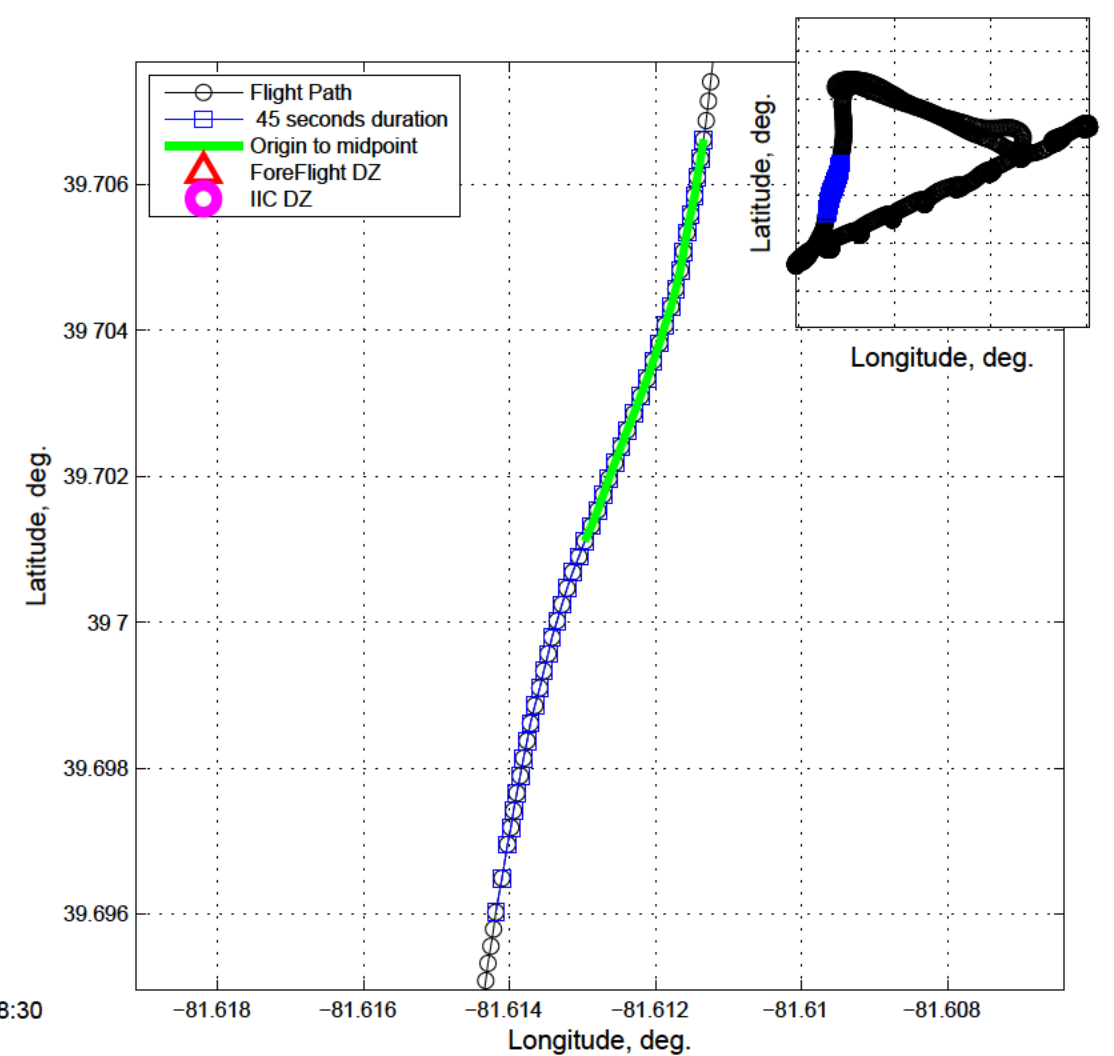
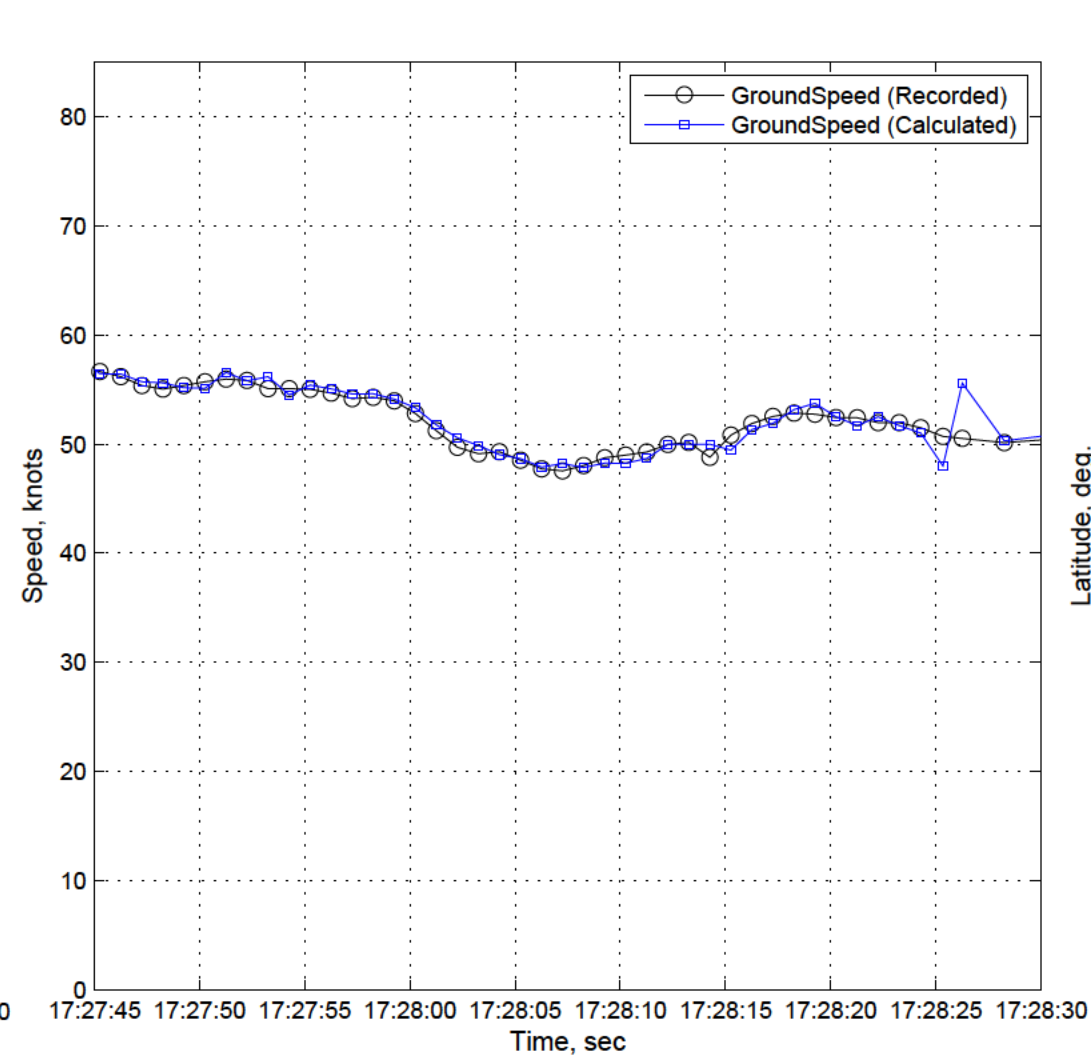
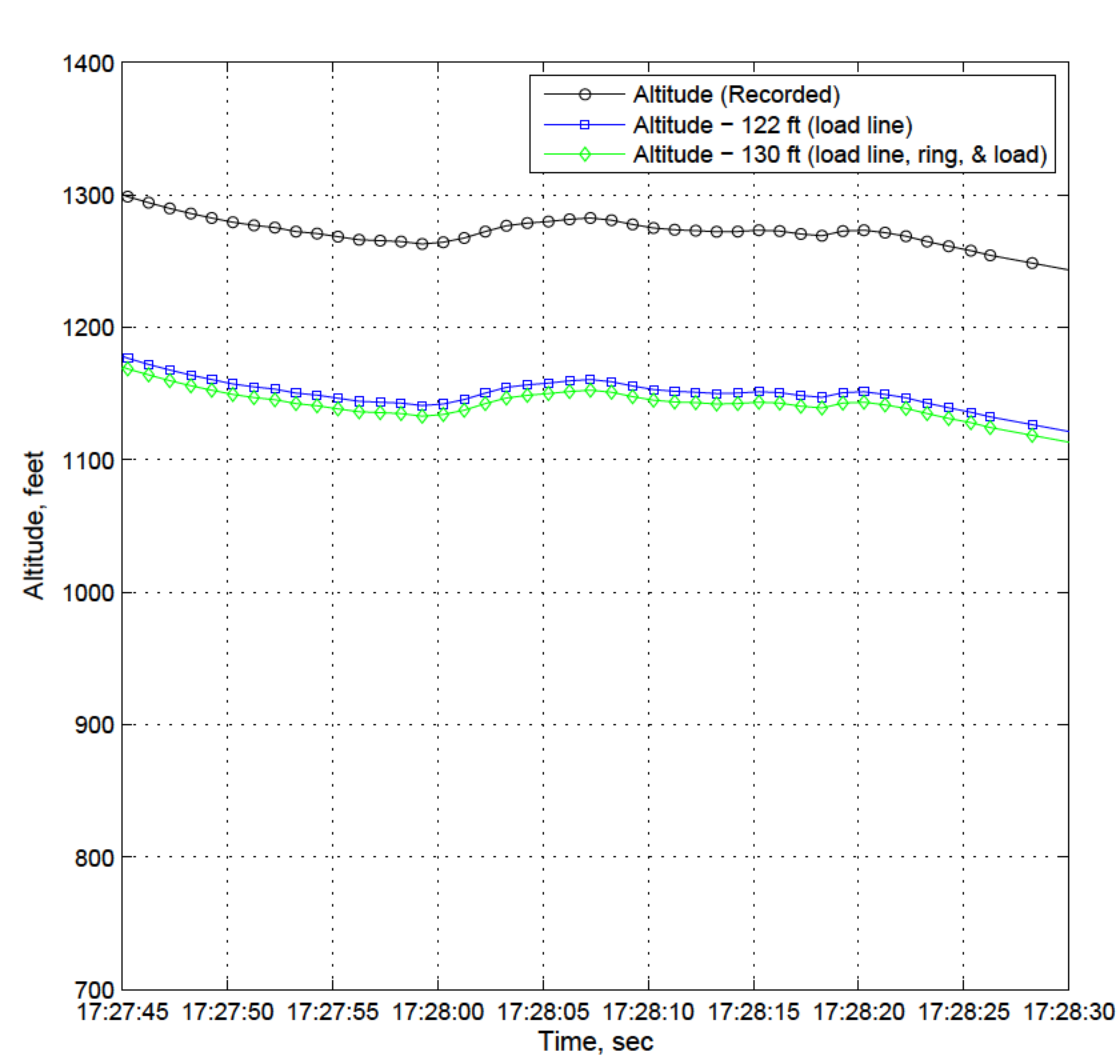


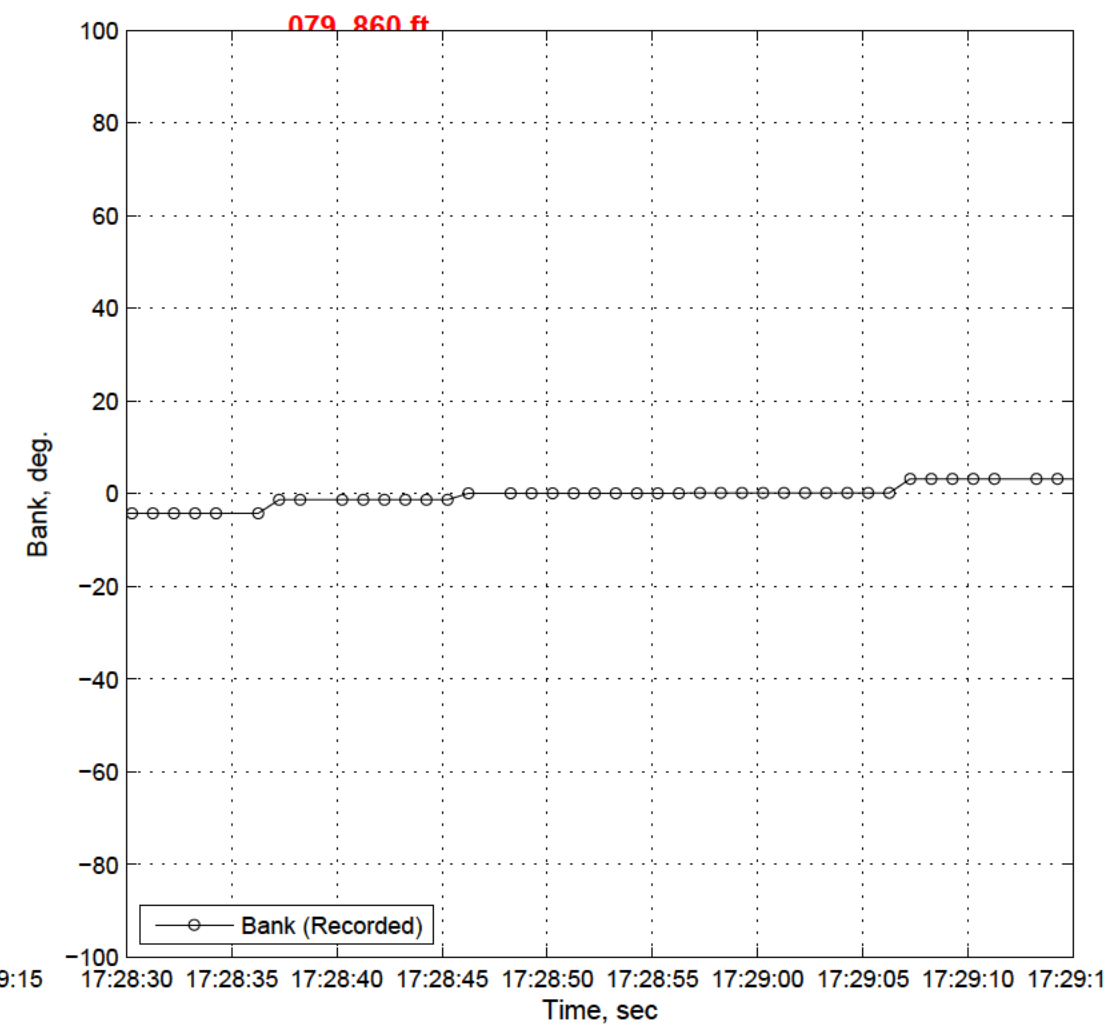
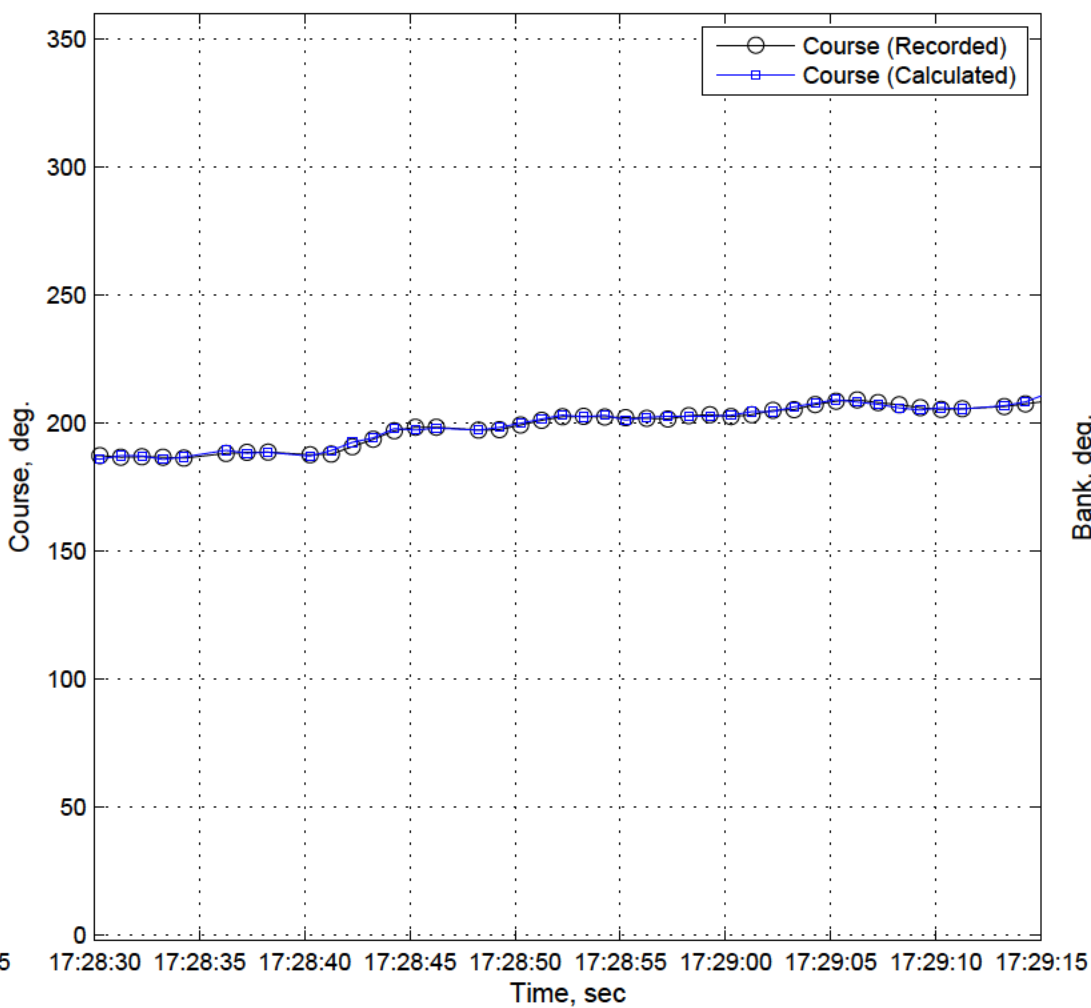
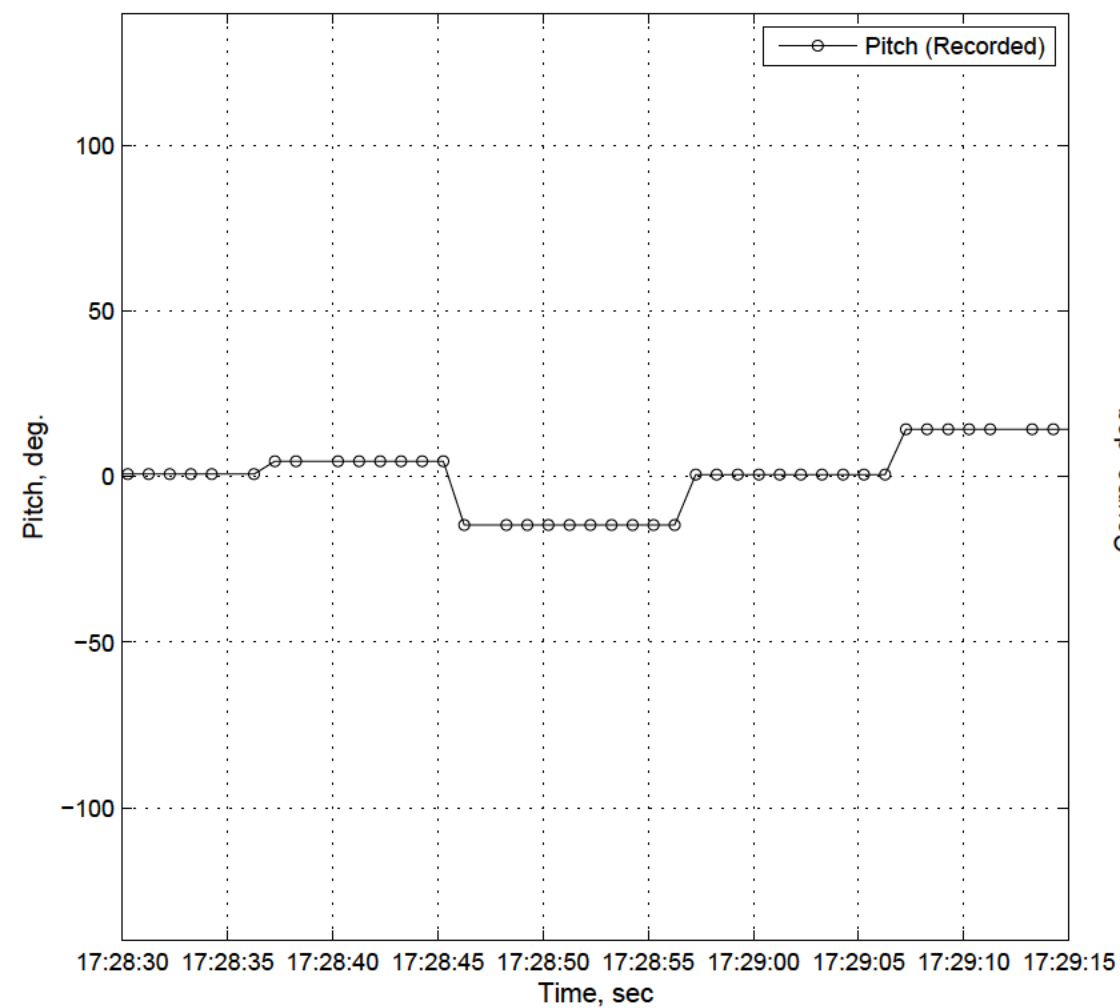
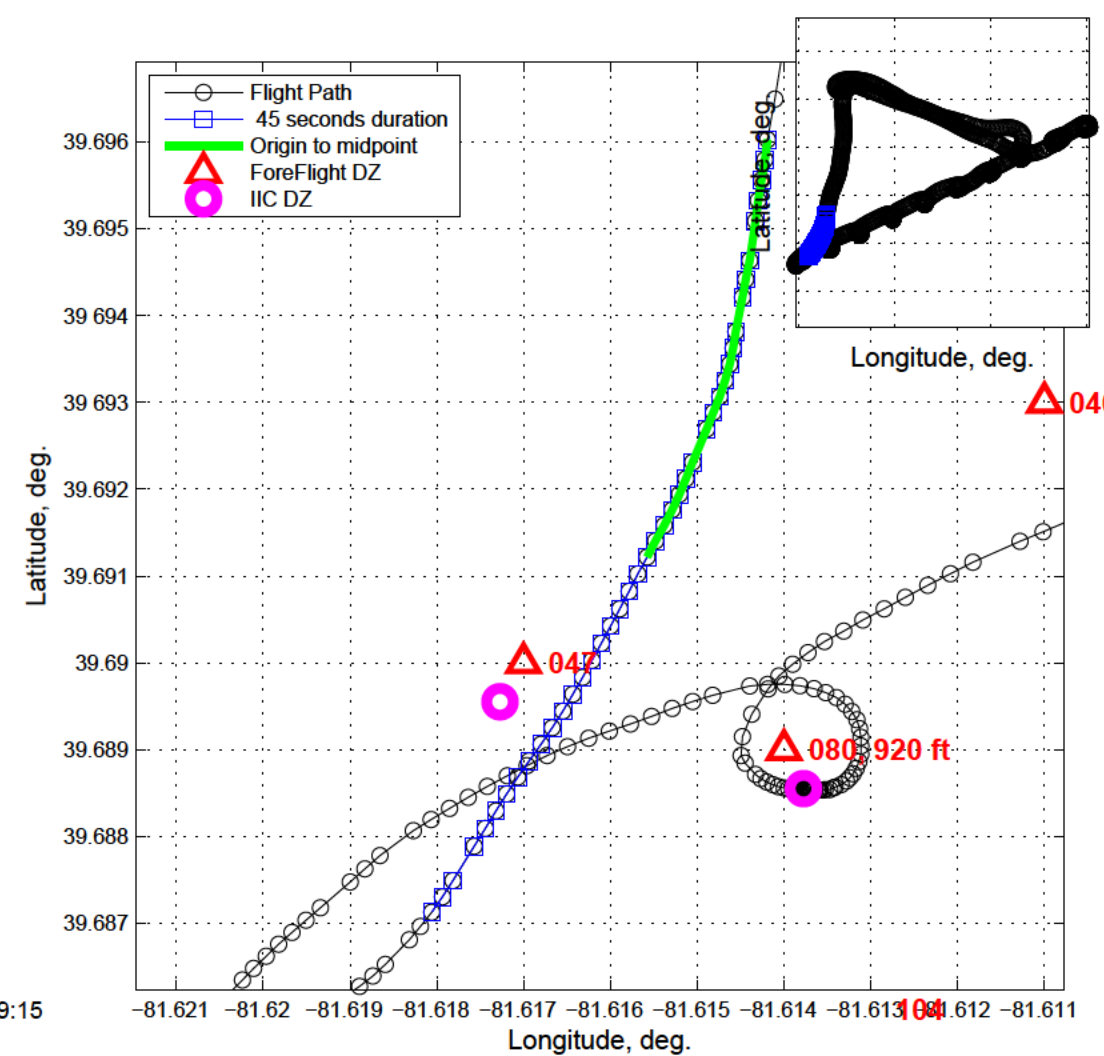
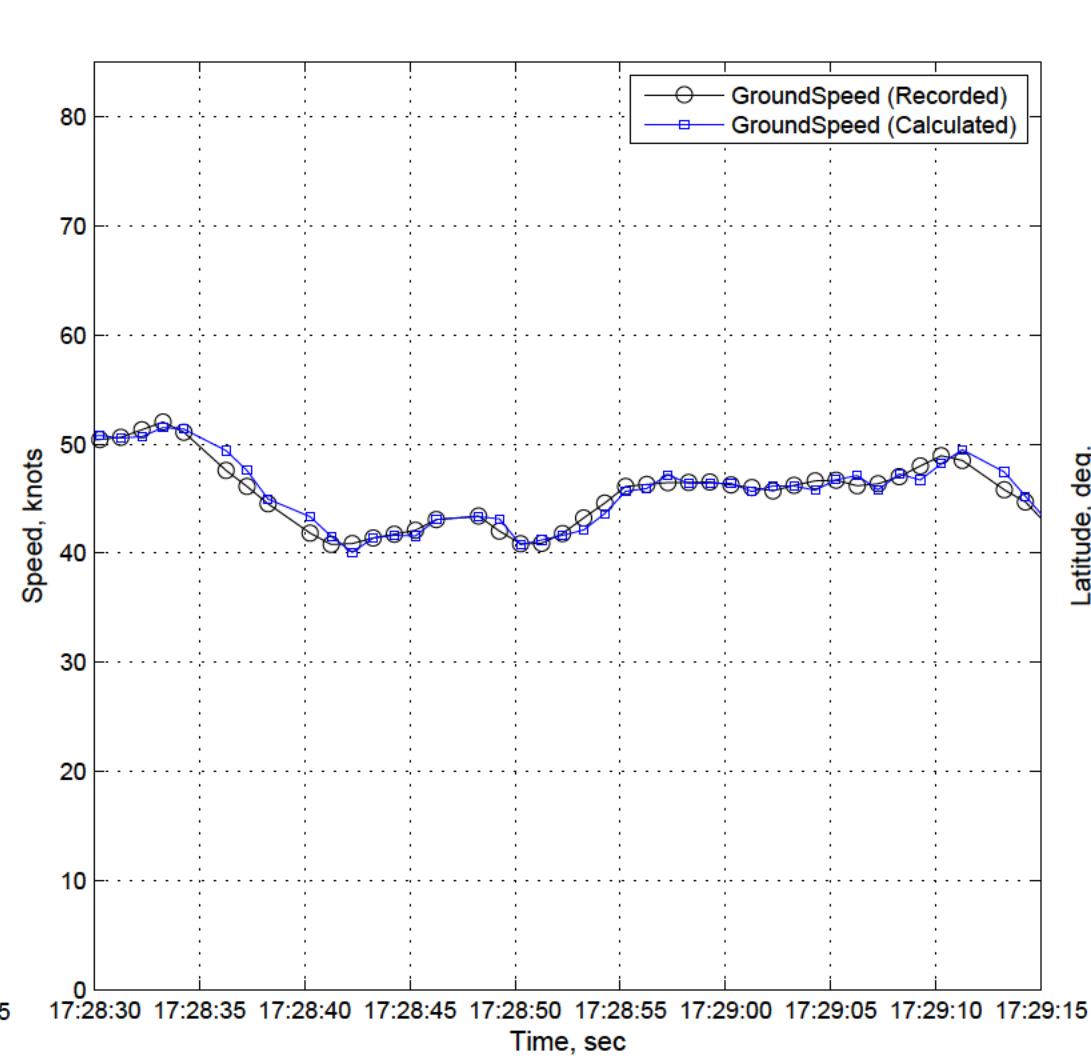
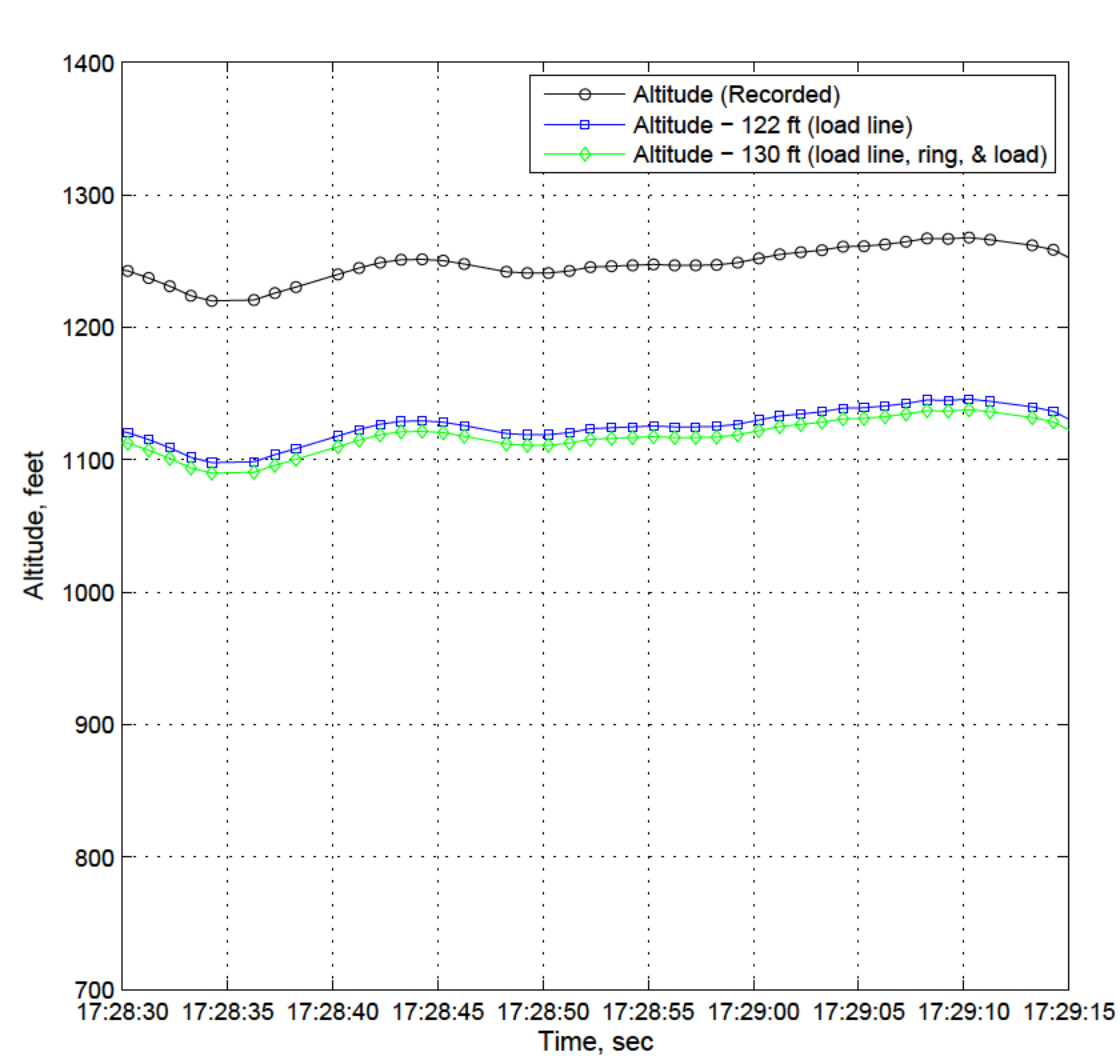
Figure A2.4: Planform view of Landing Zone 2 (LZ2) and target cargo drop zones documented by the operator (yellow circles) and extracted from the ForeFlight data (white labels and arrows). Ground track data for the accident flight and the immediately preceding flight are depicted by the green lines. North is toward the top of the page.

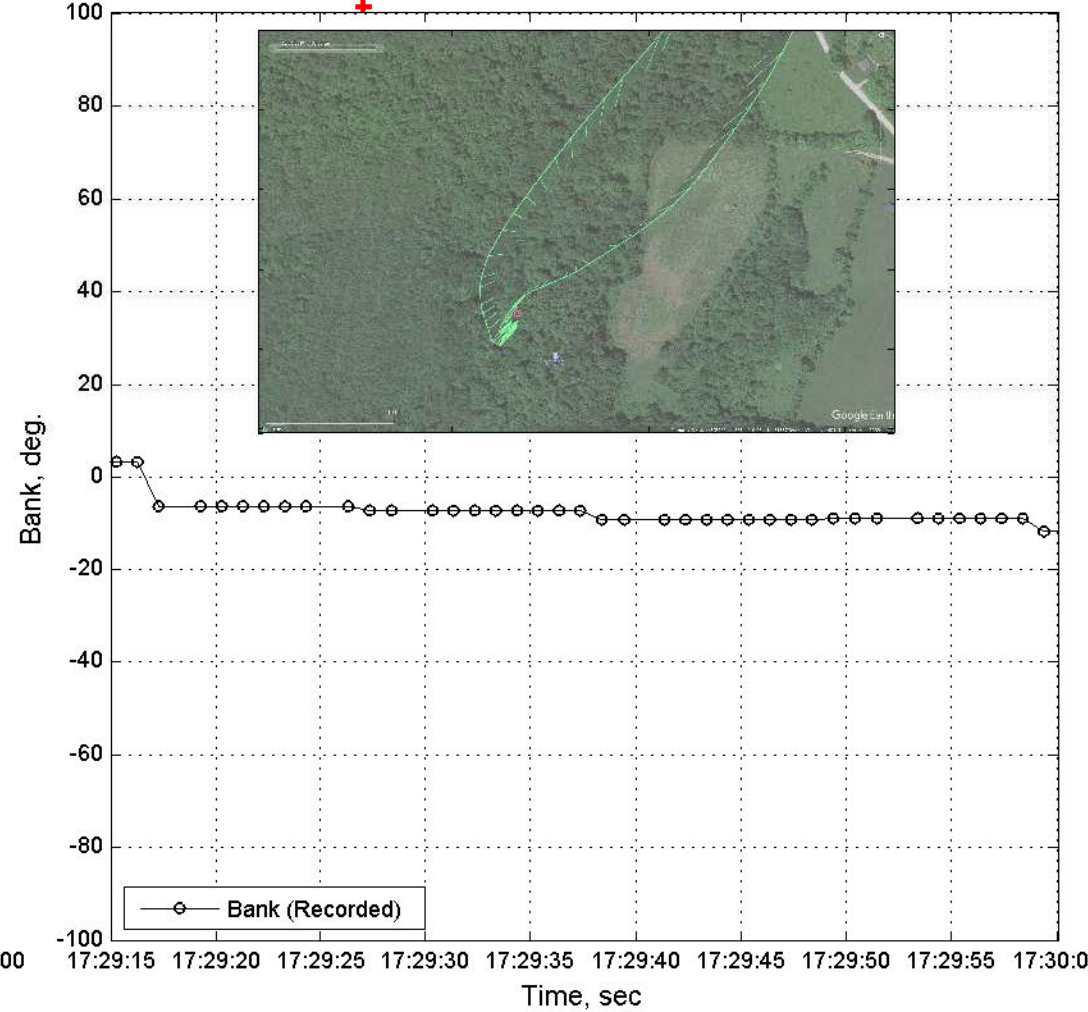
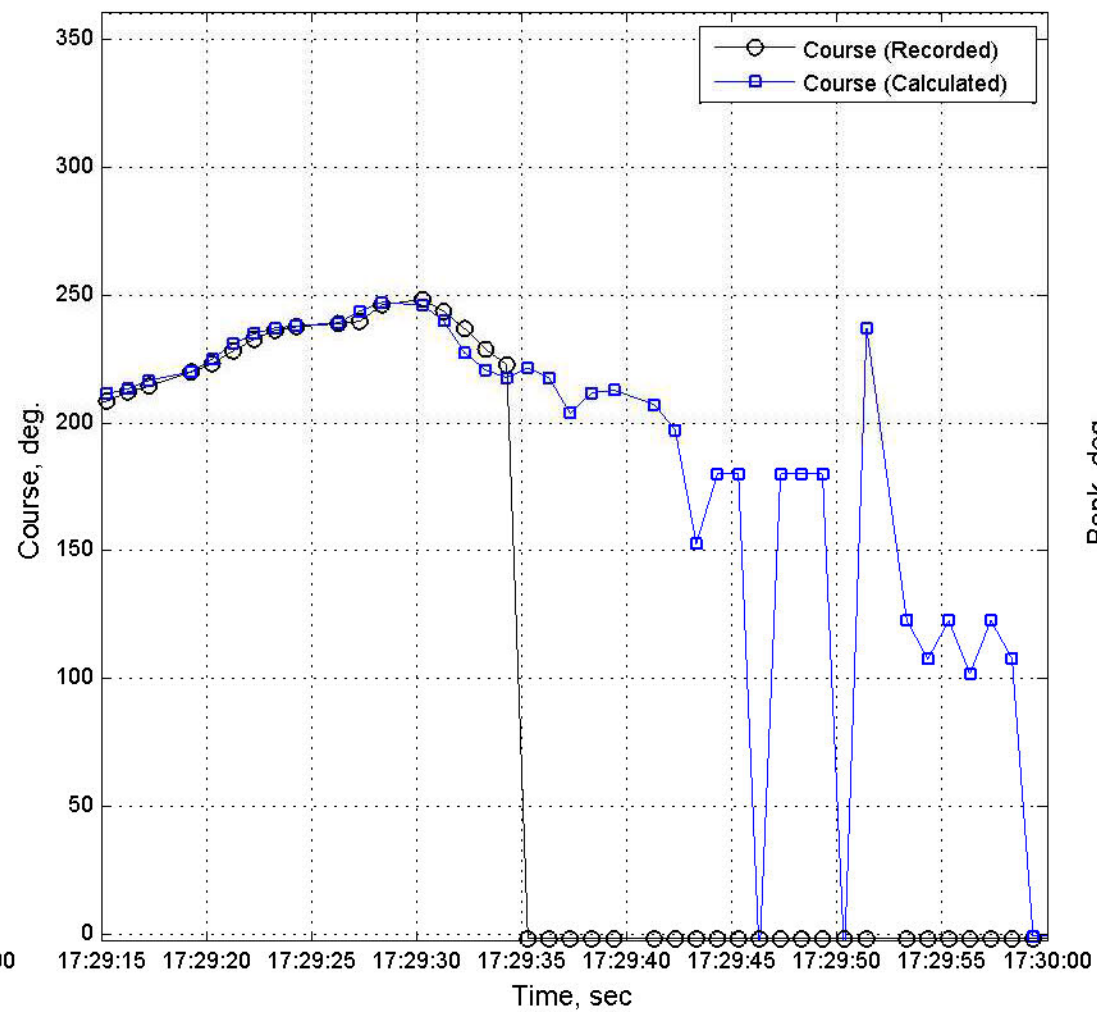
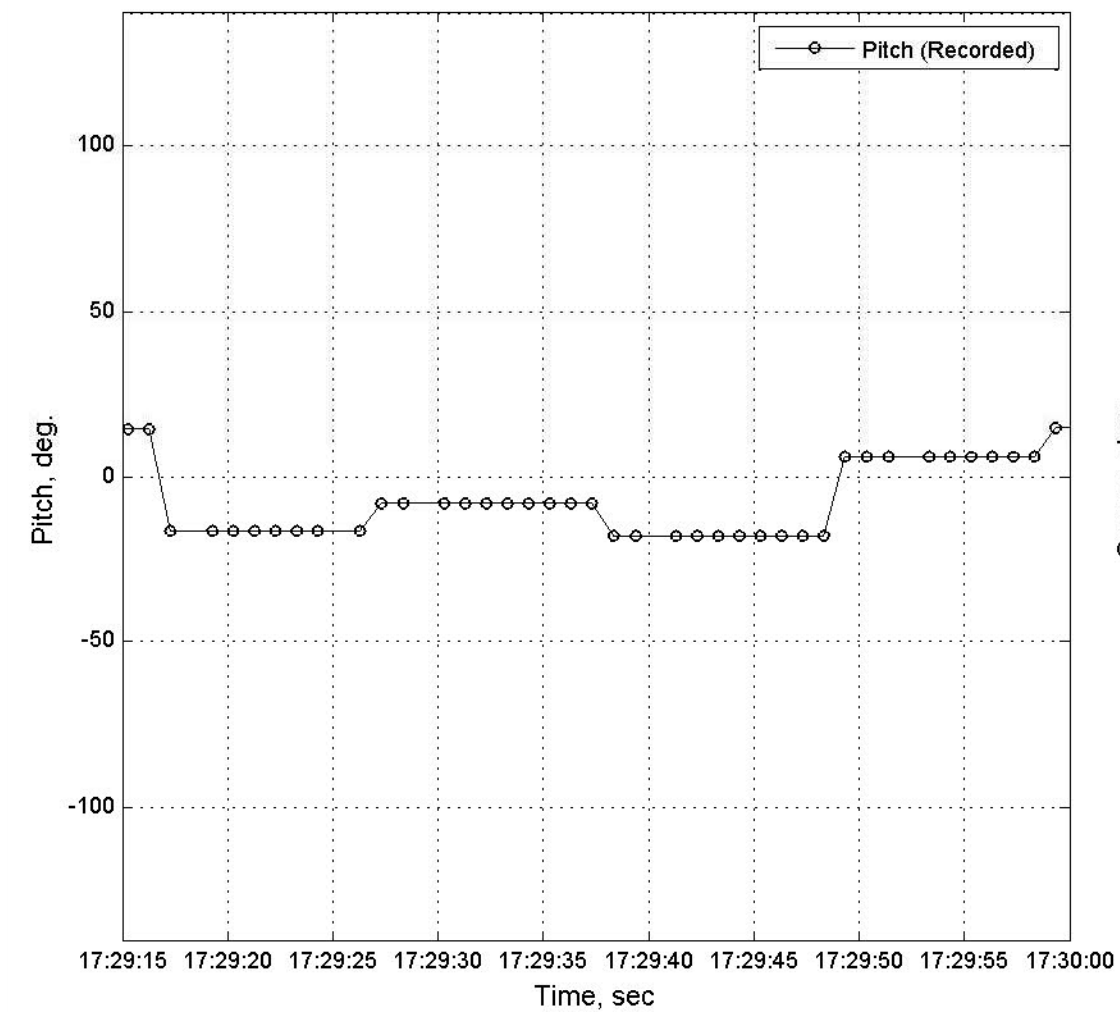
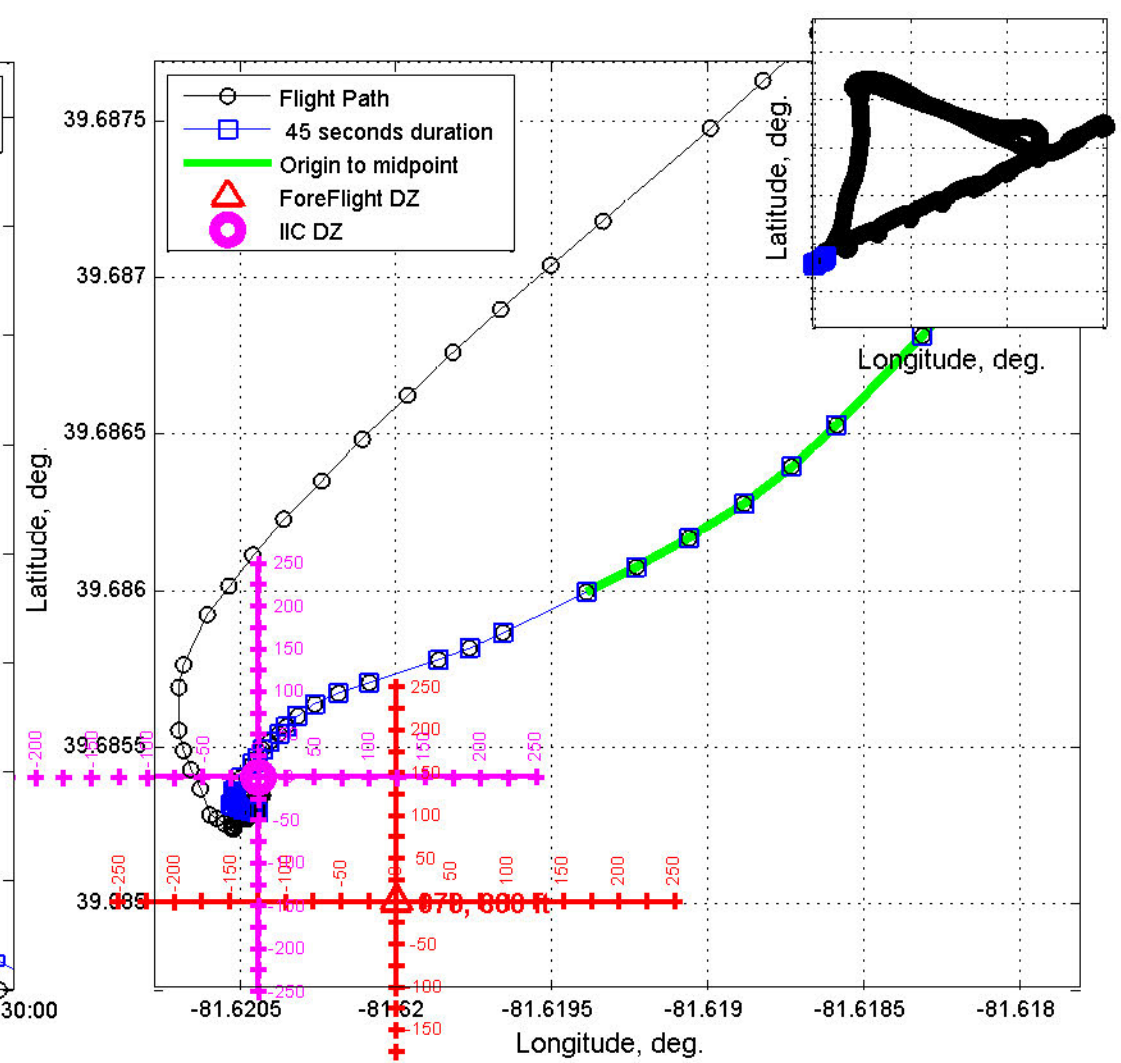
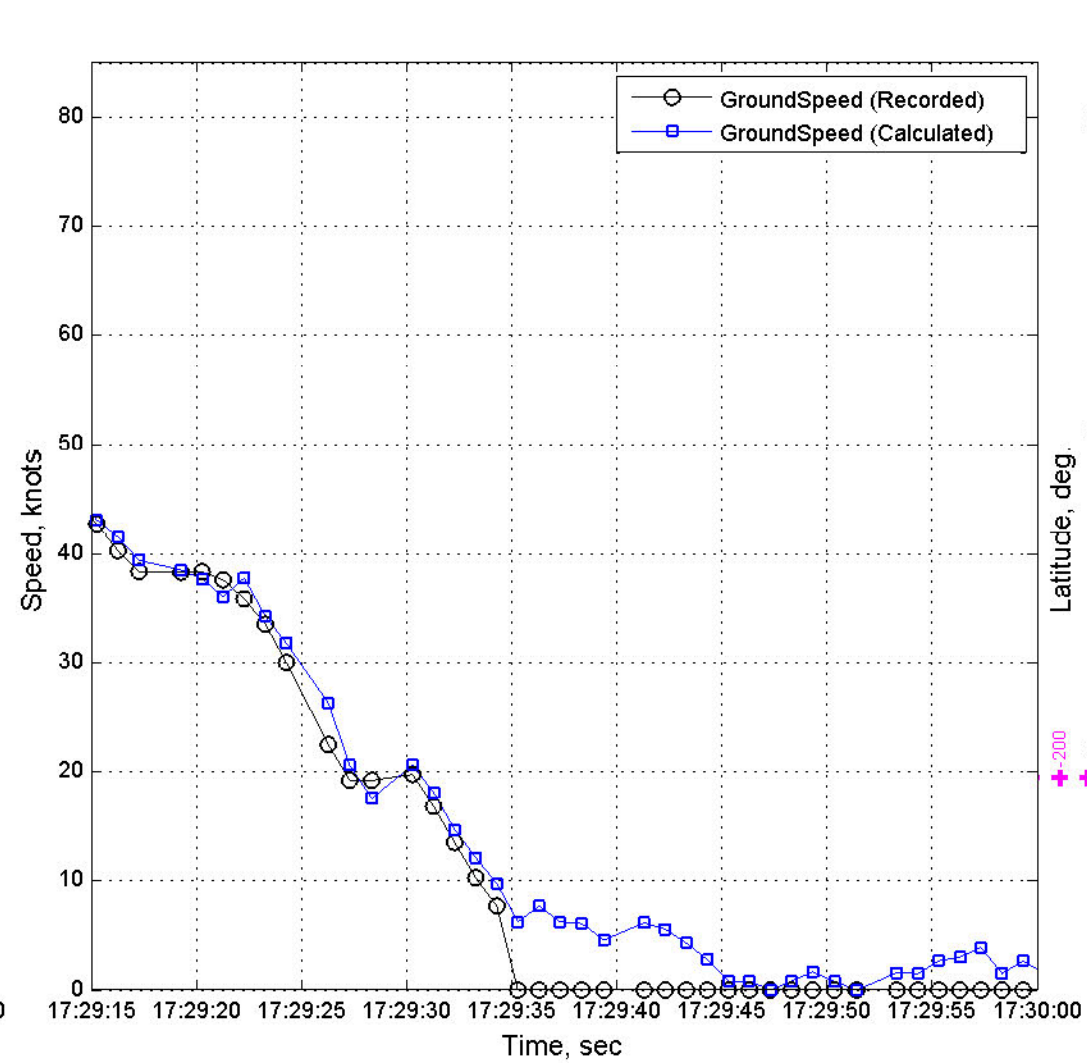
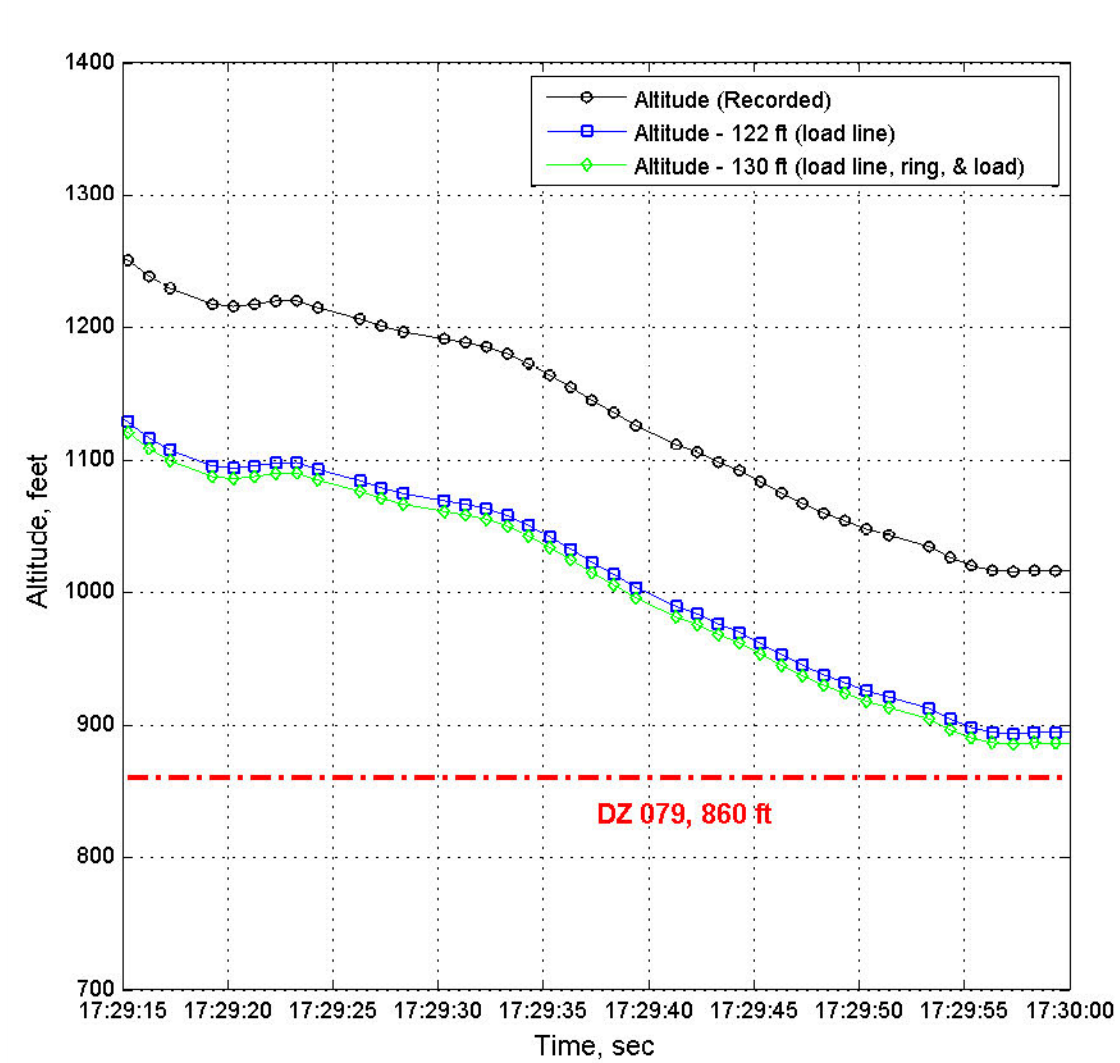
ATTACHMENT 3: FOREFLIGHT PARAMETRIC DATA

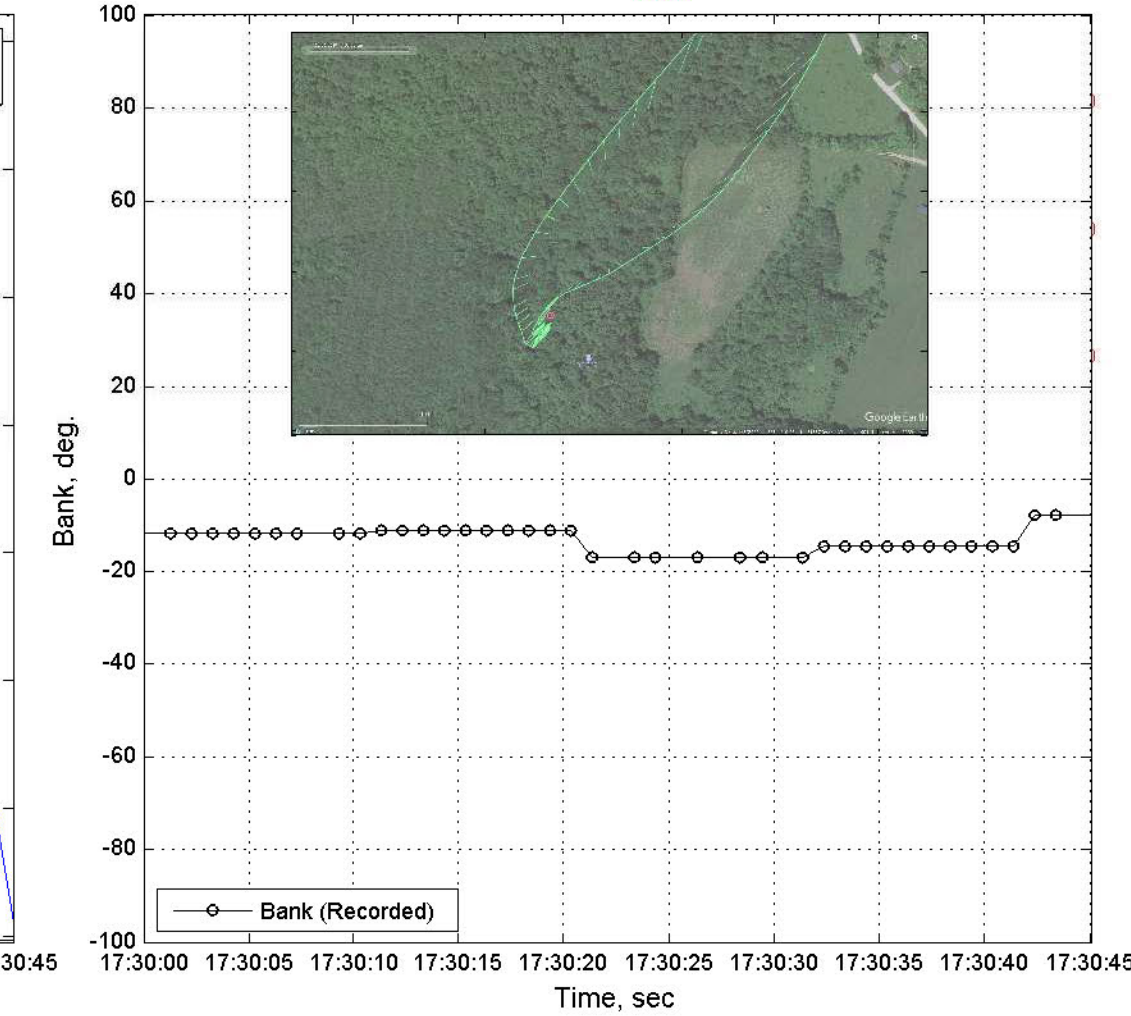
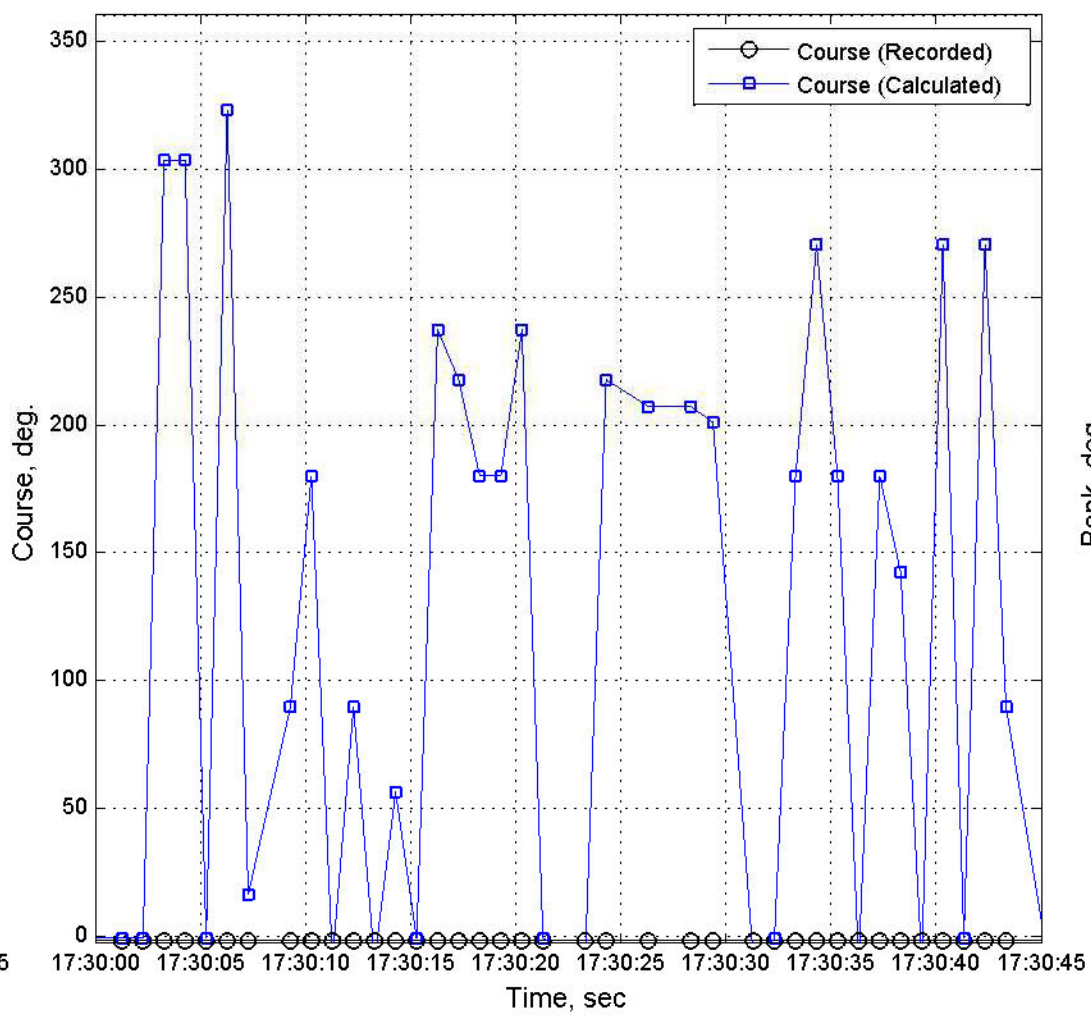
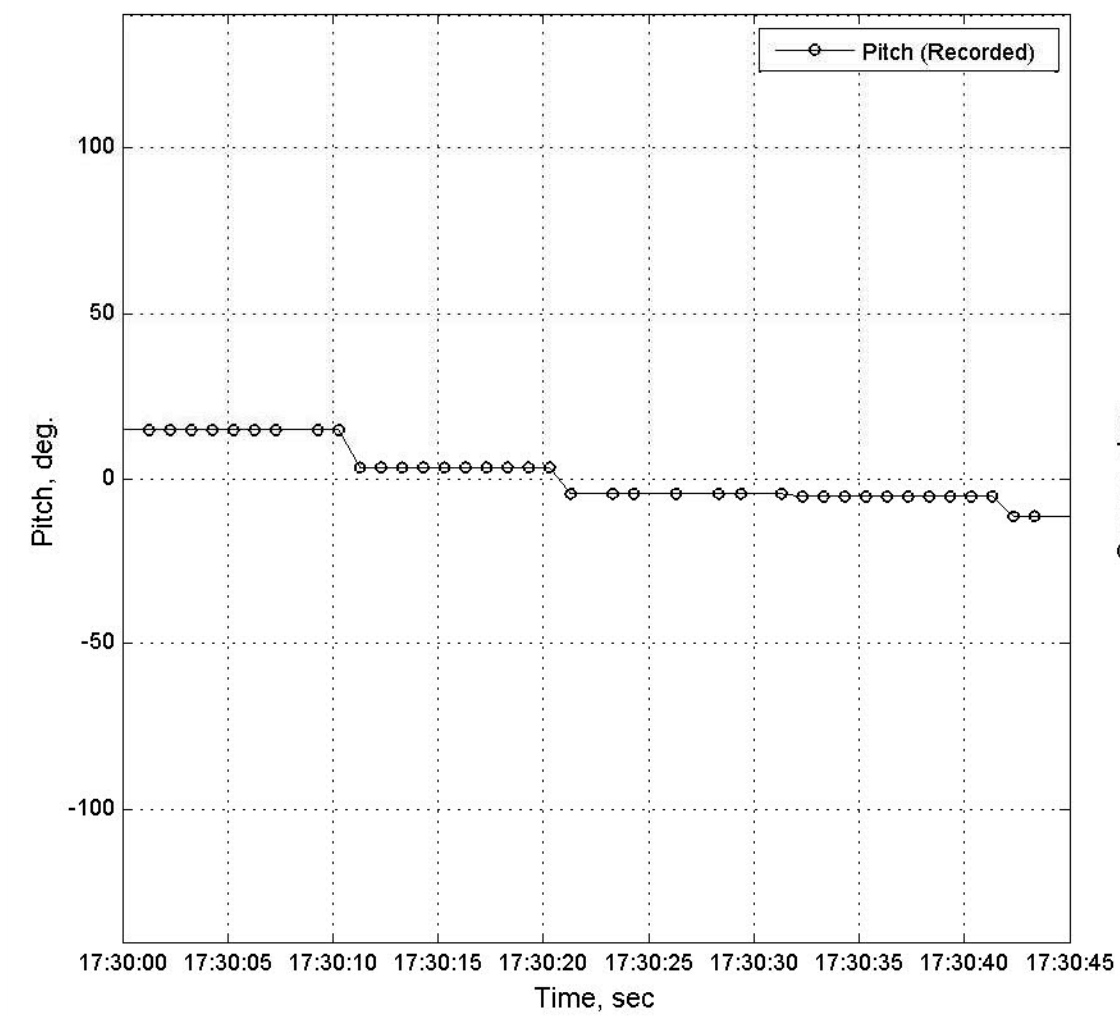
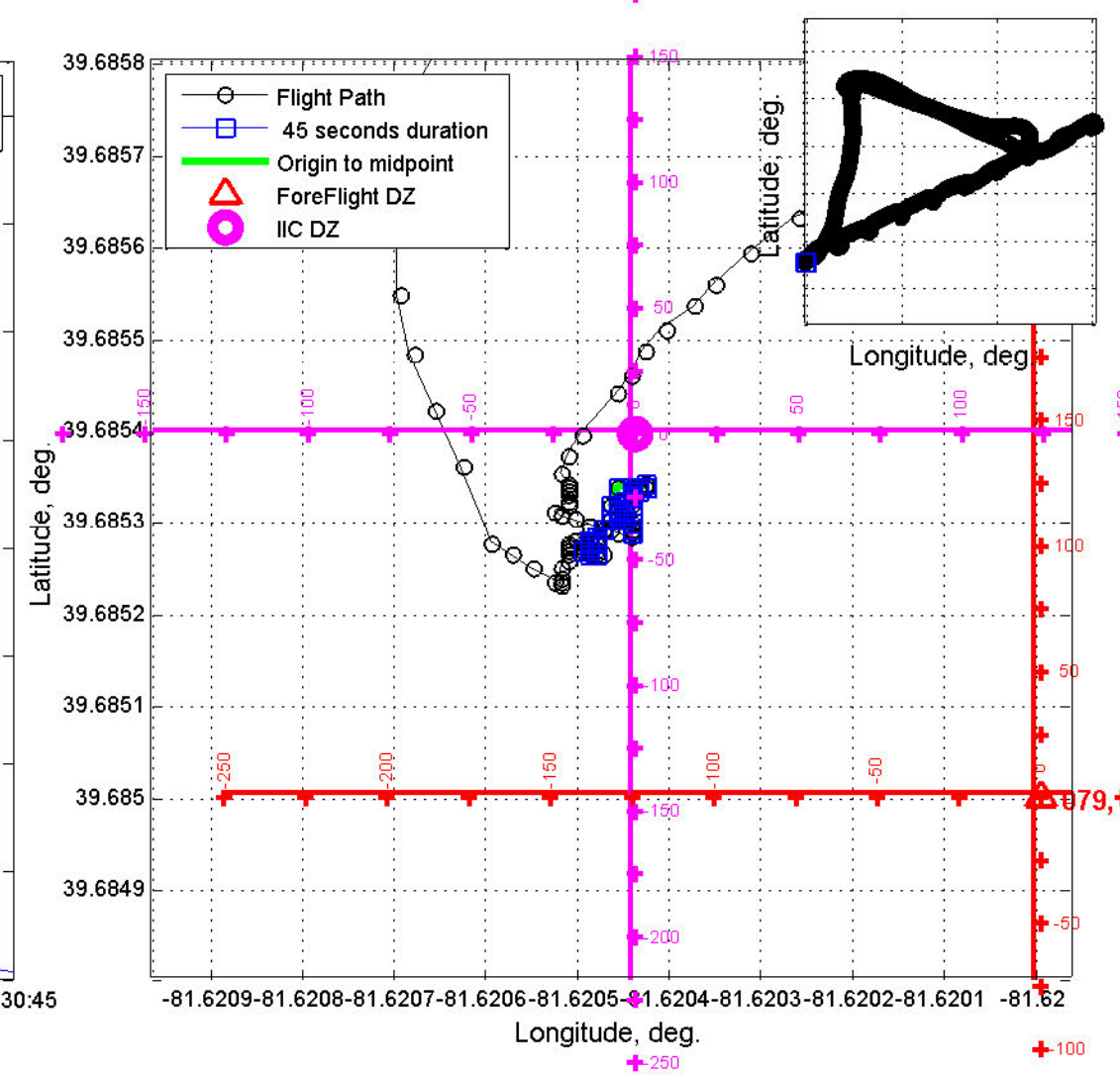
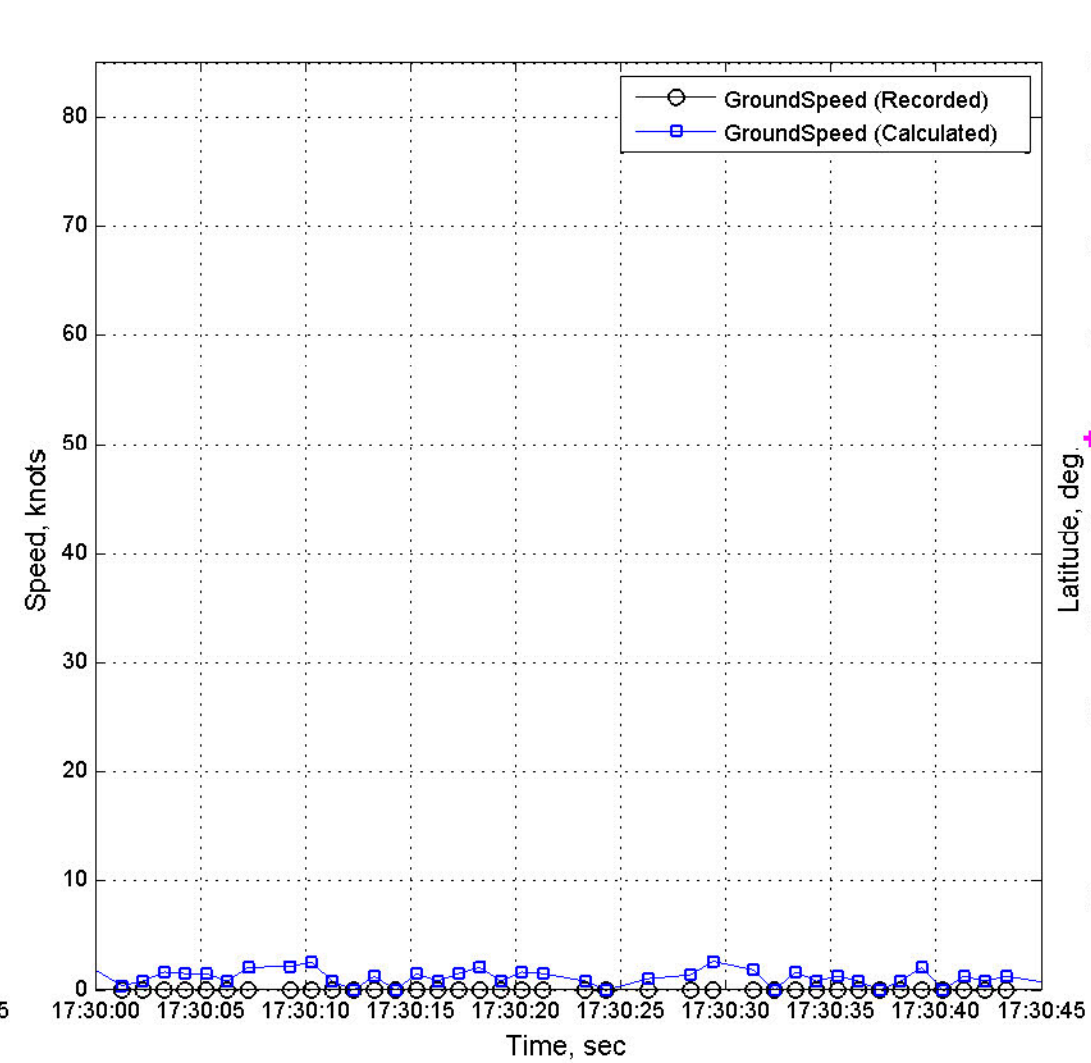
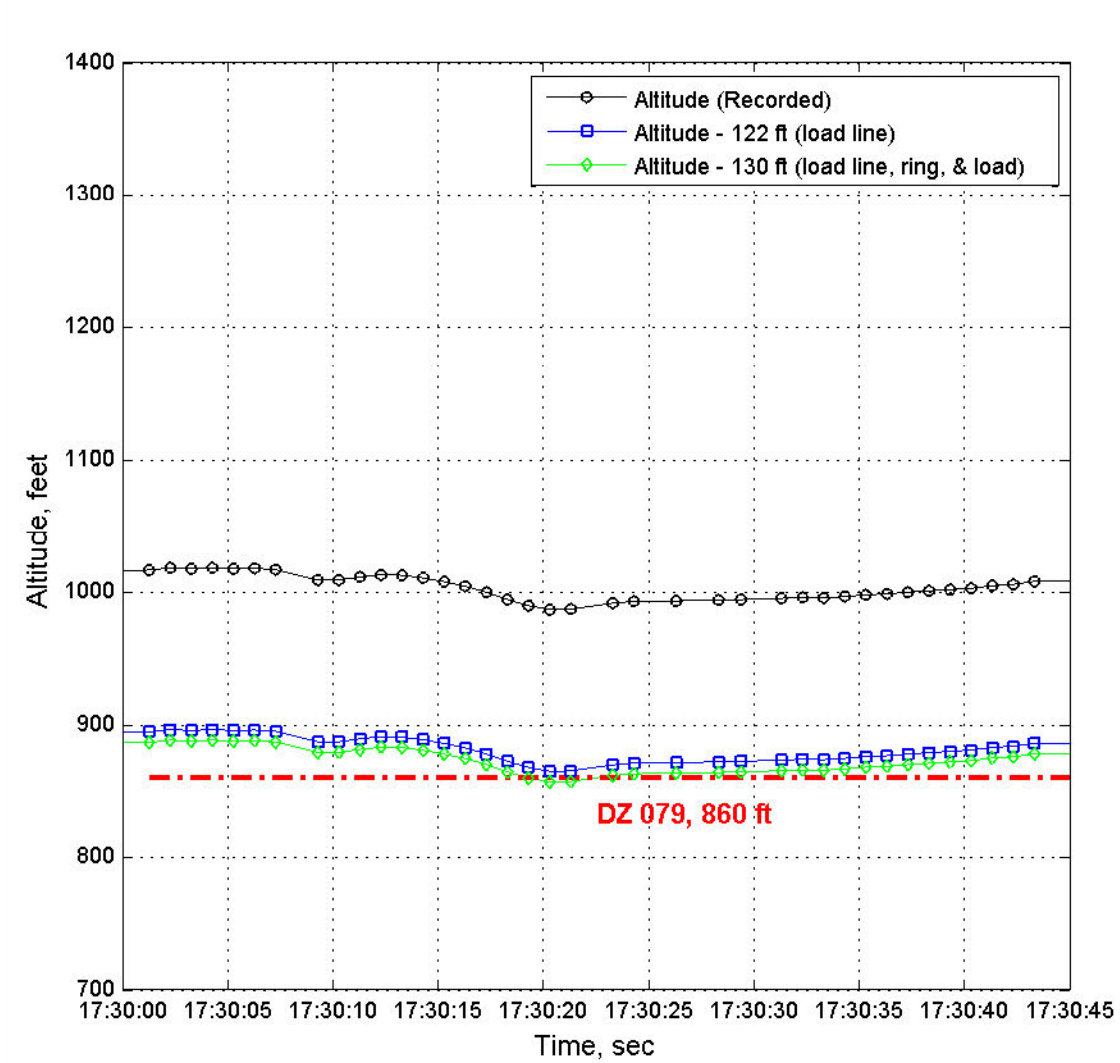


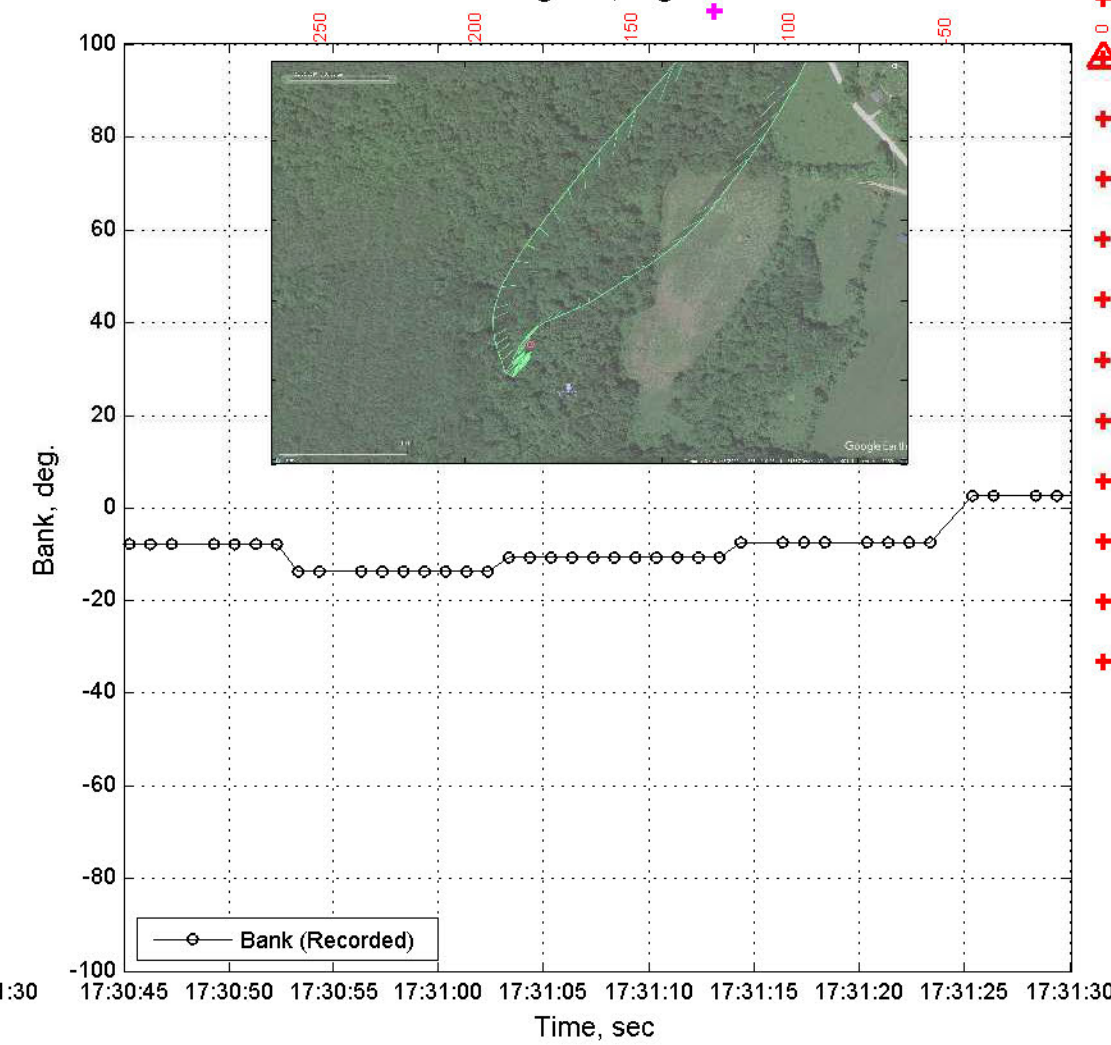
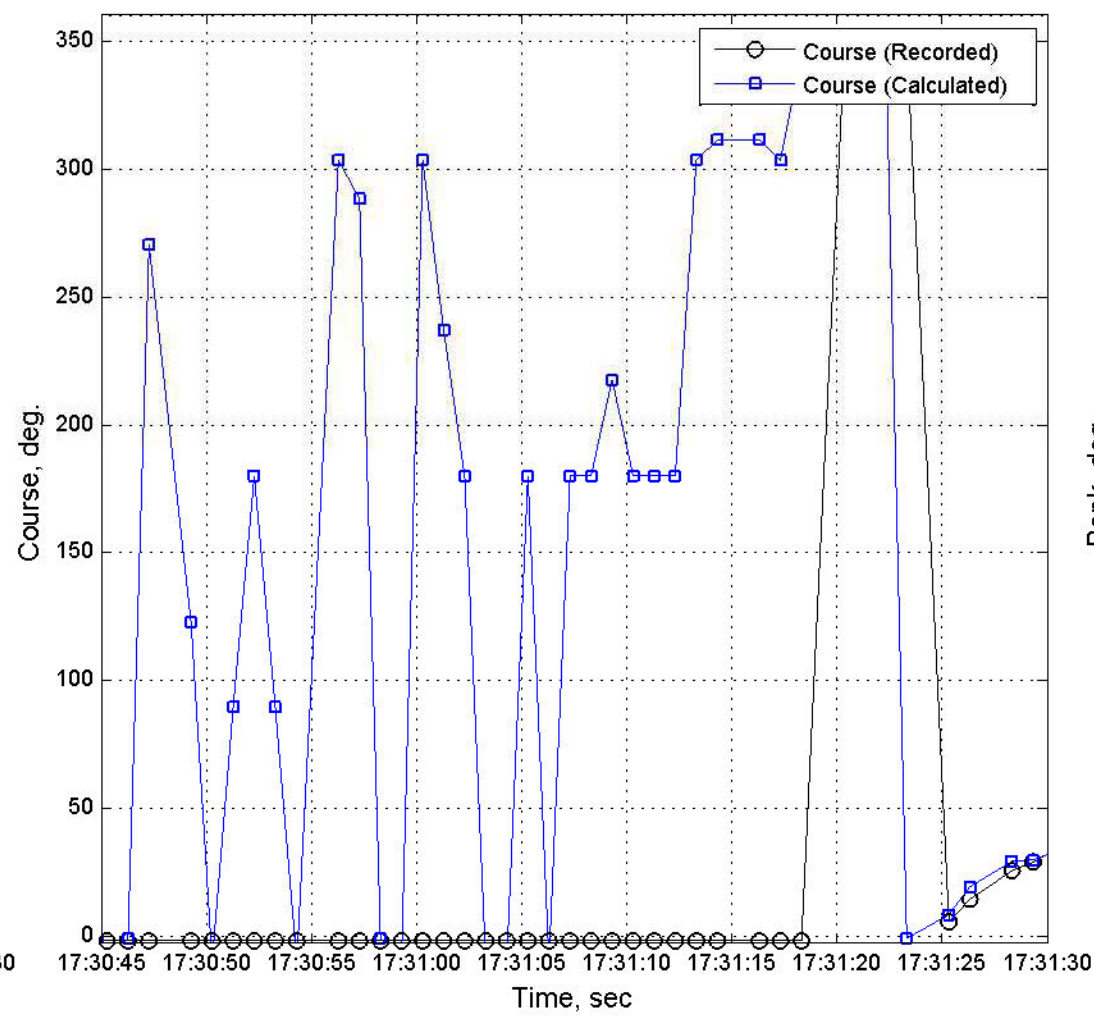
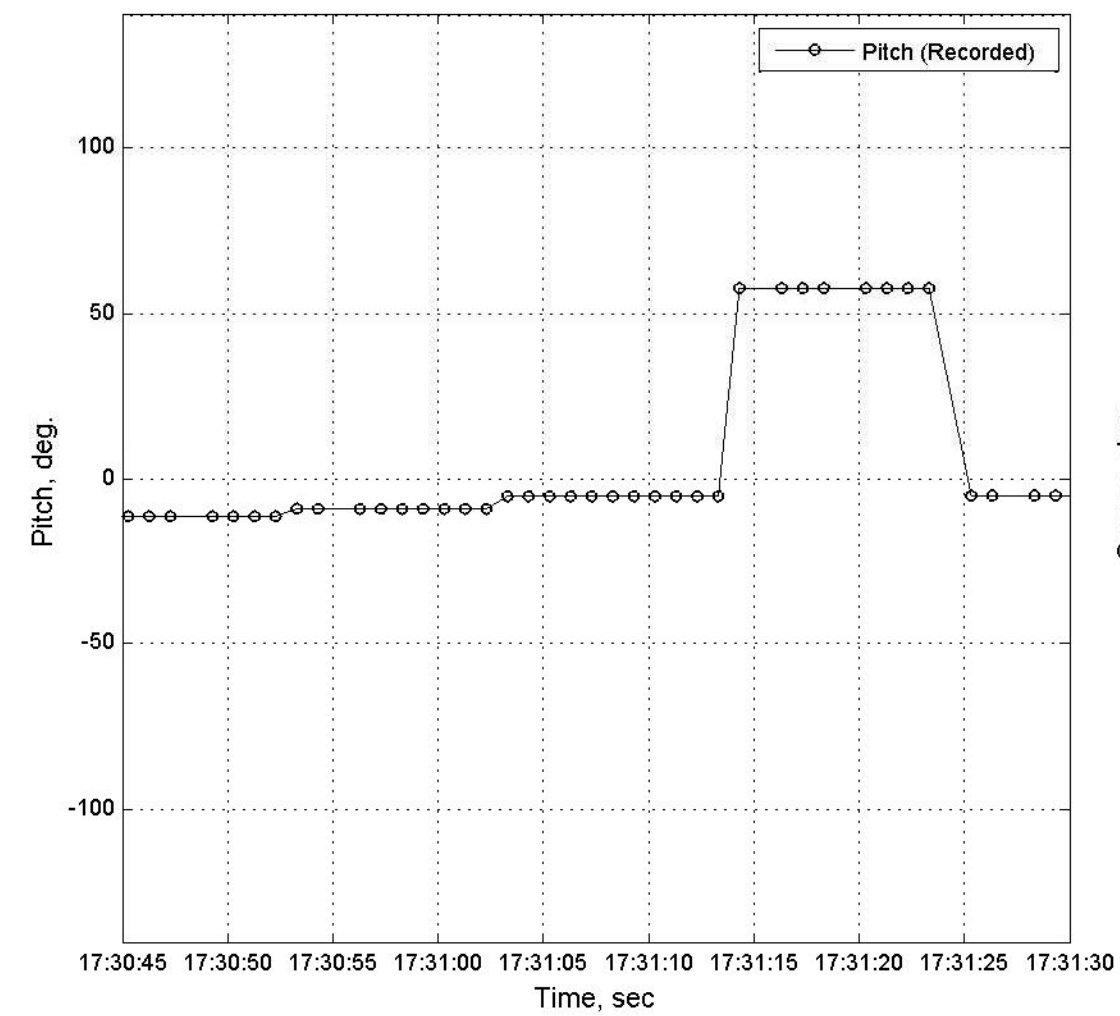
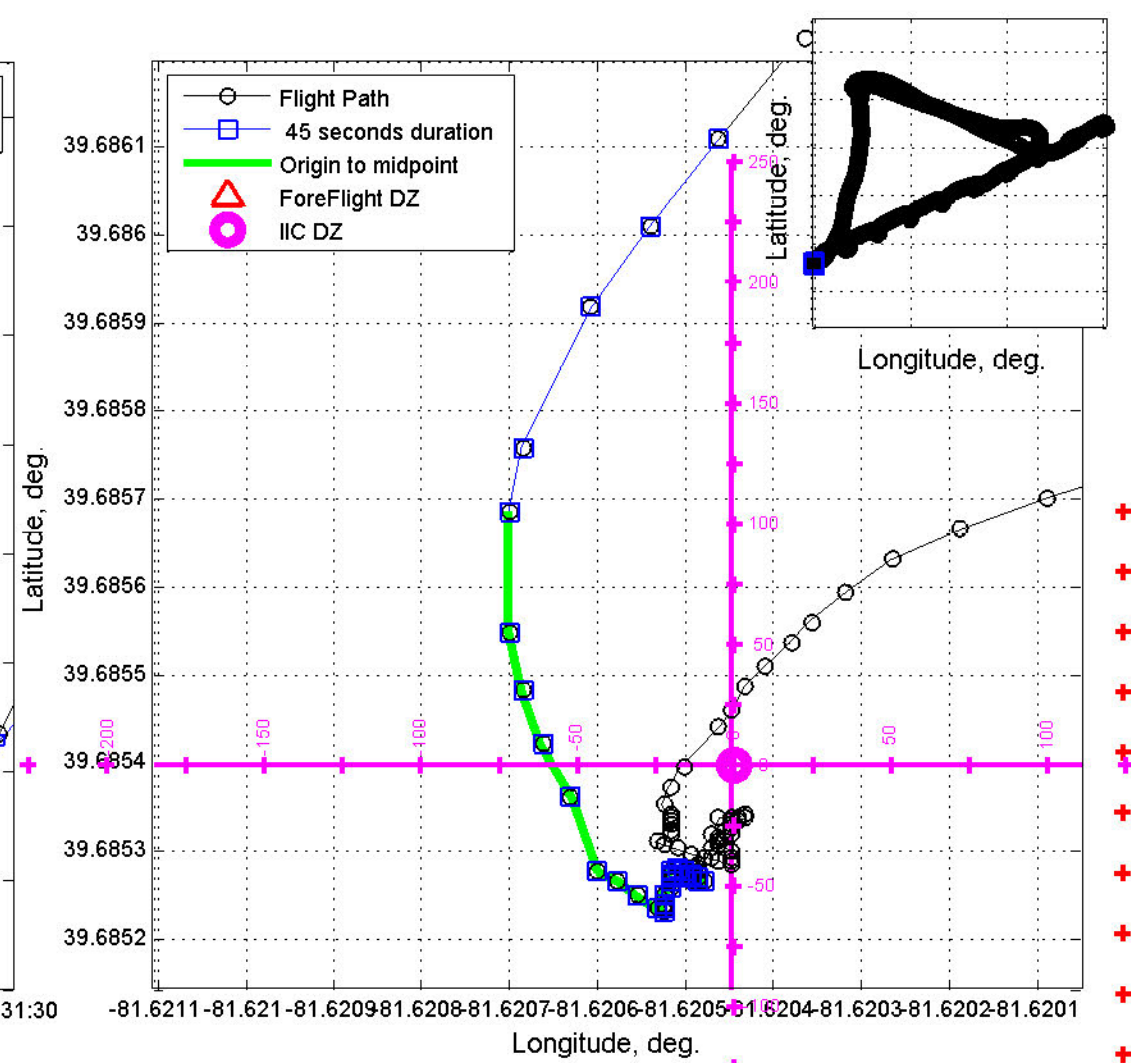
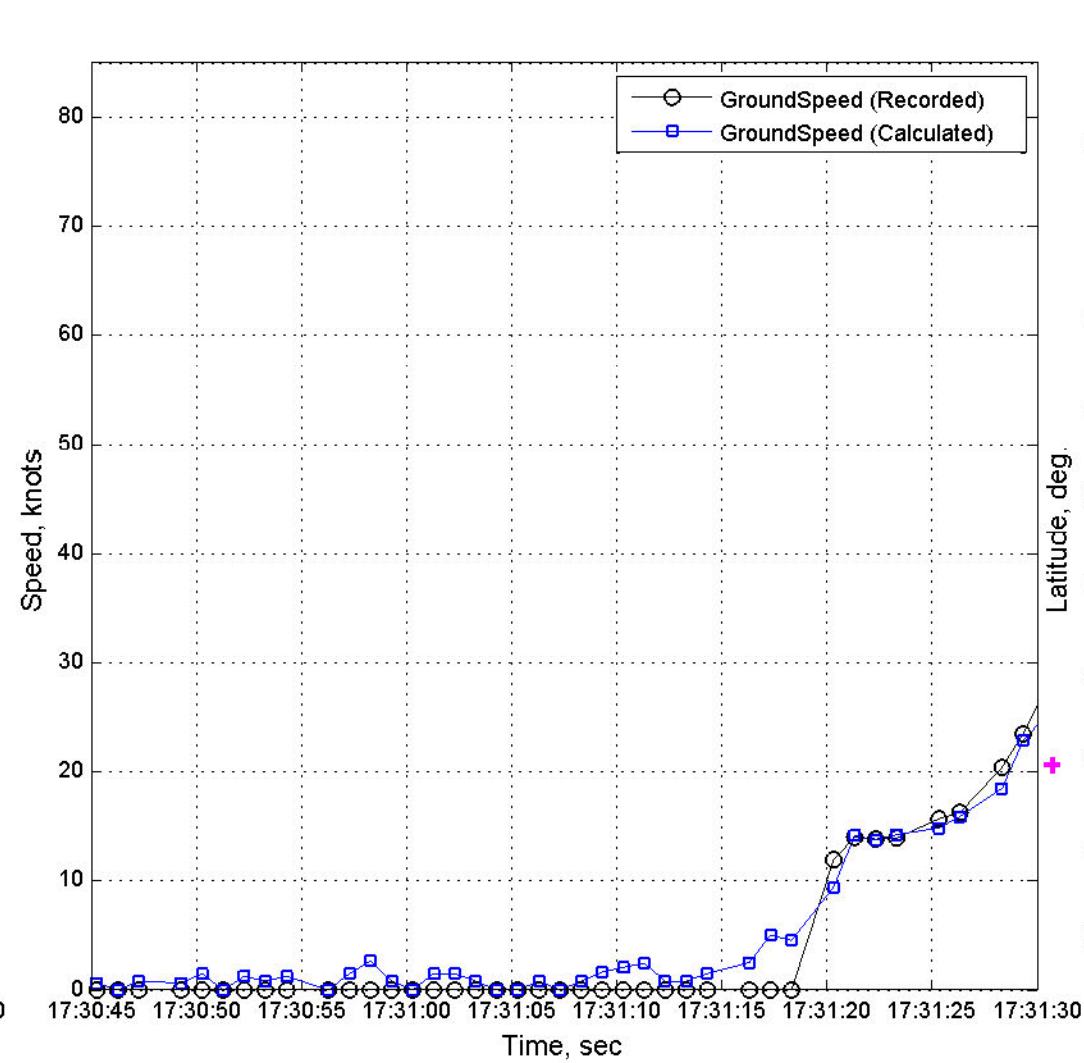
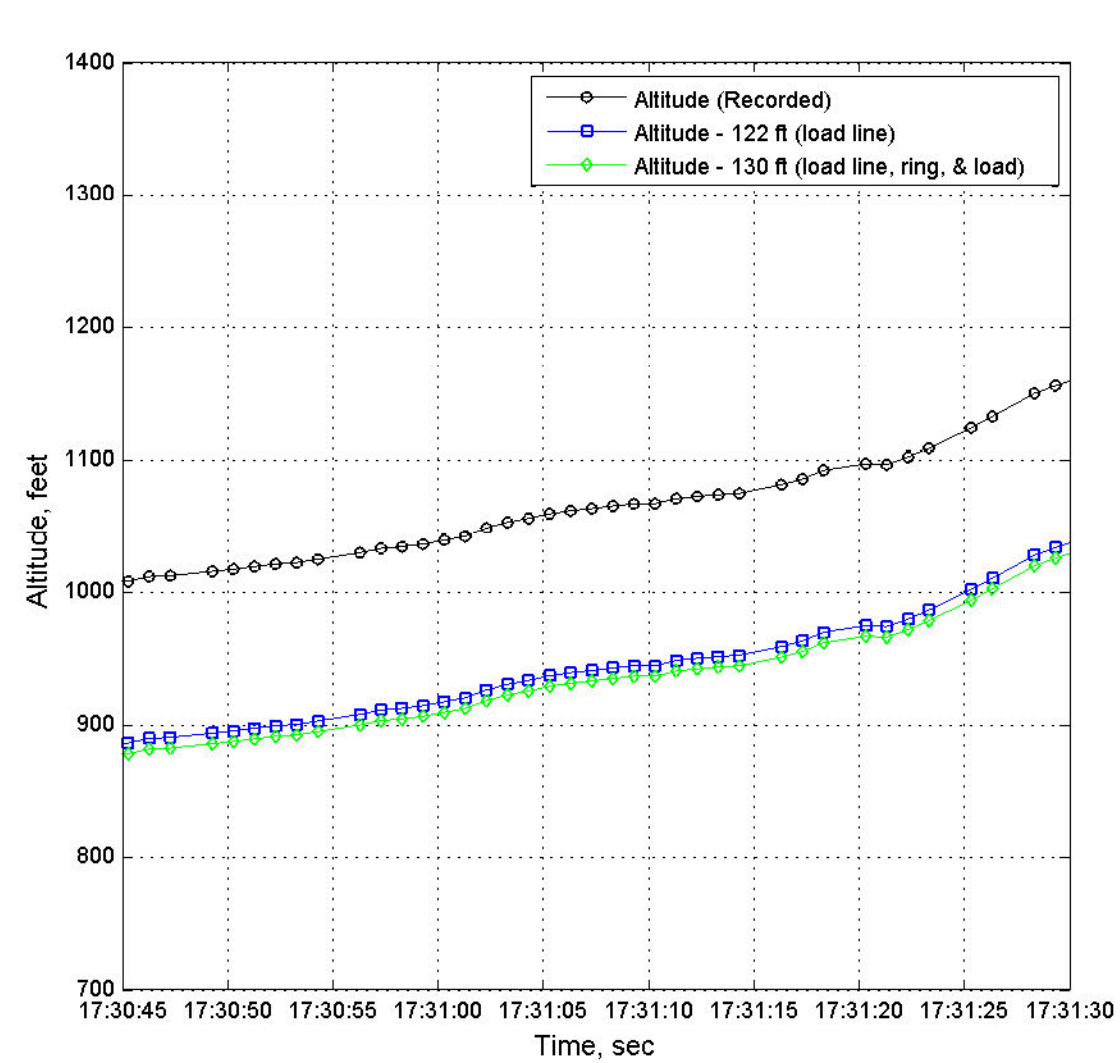


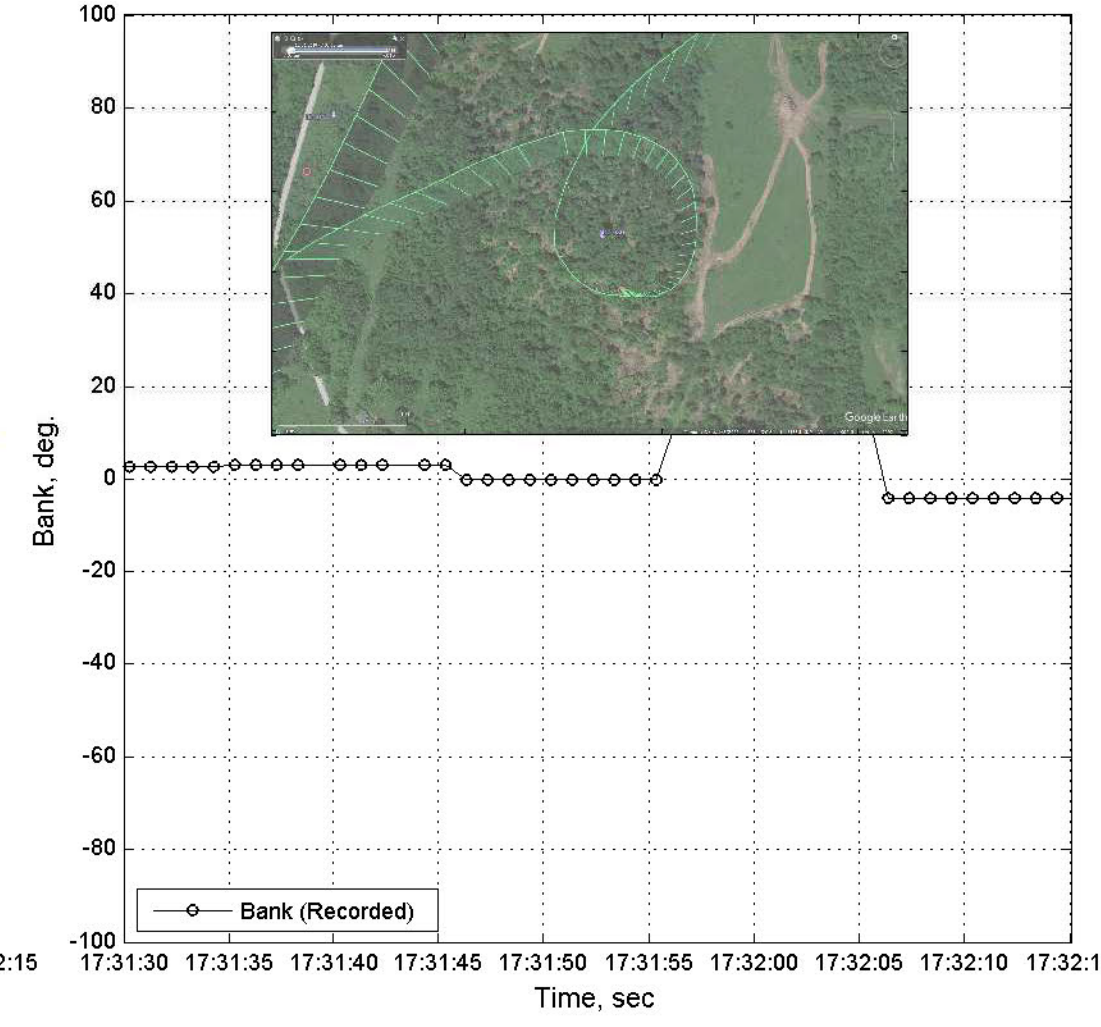


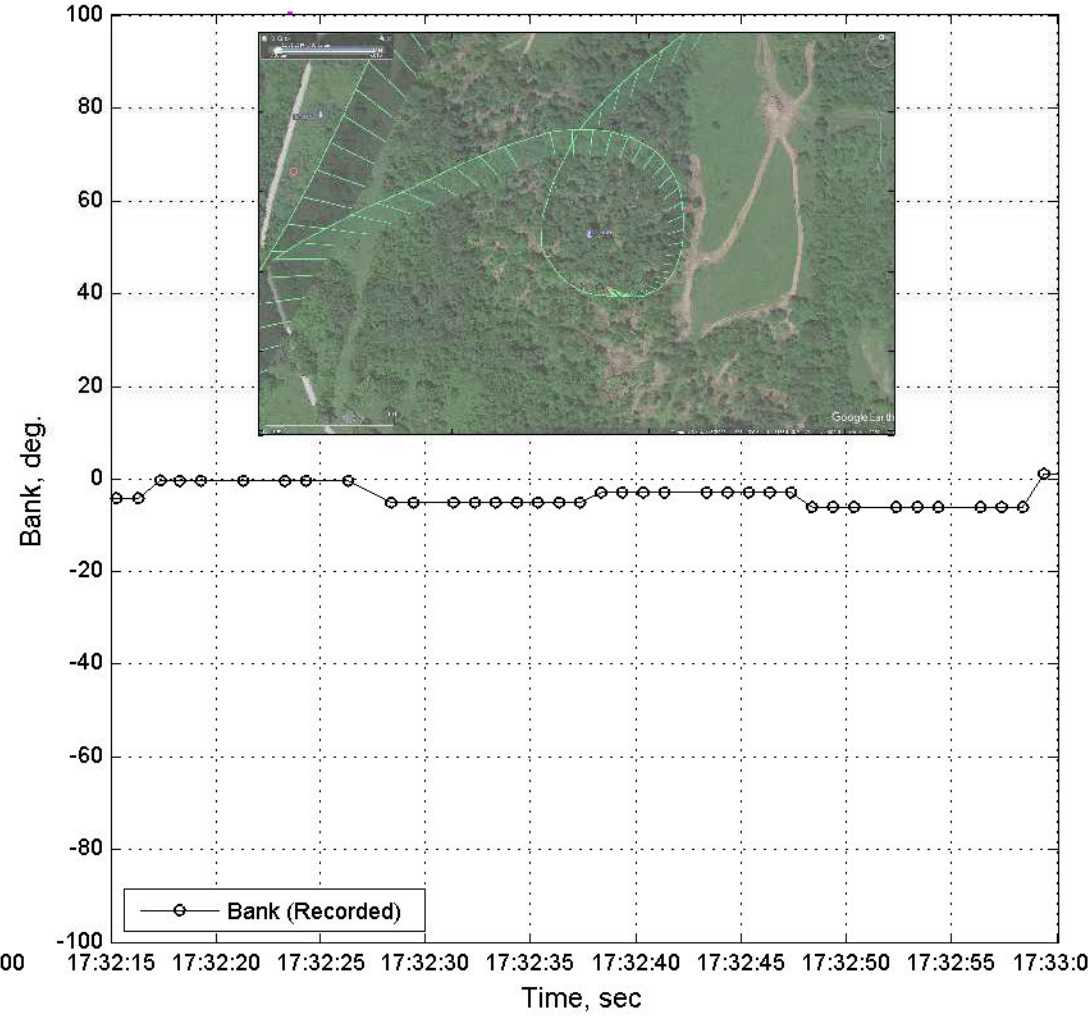
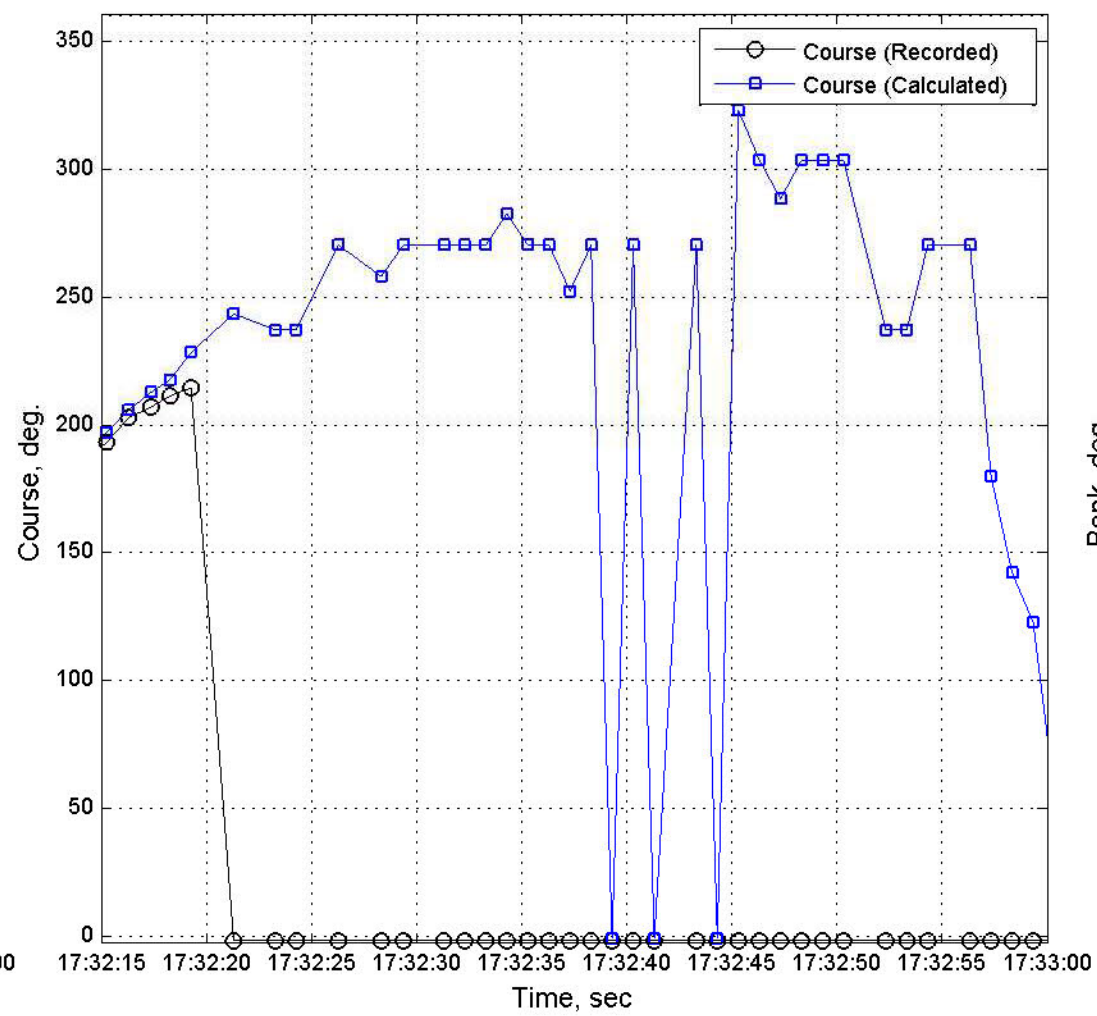
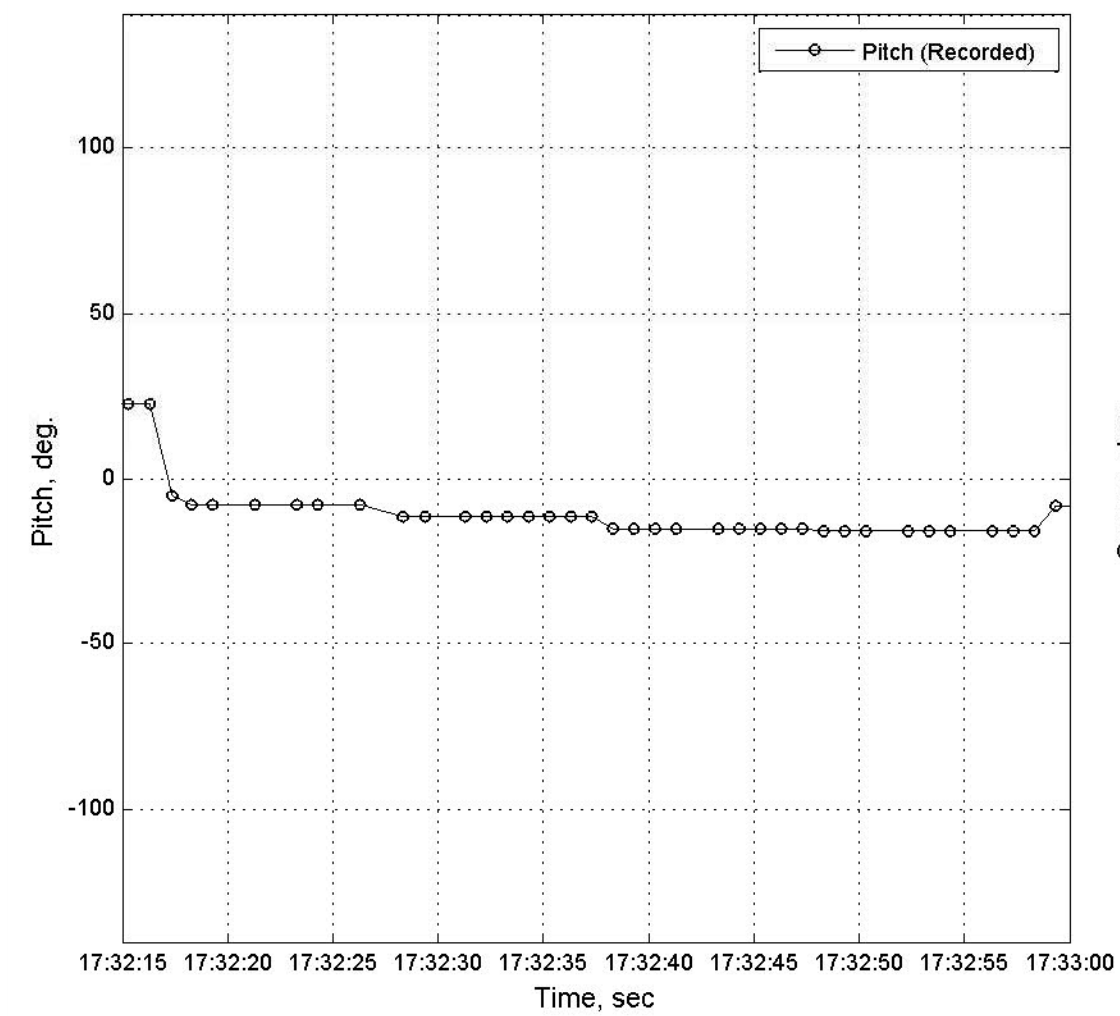
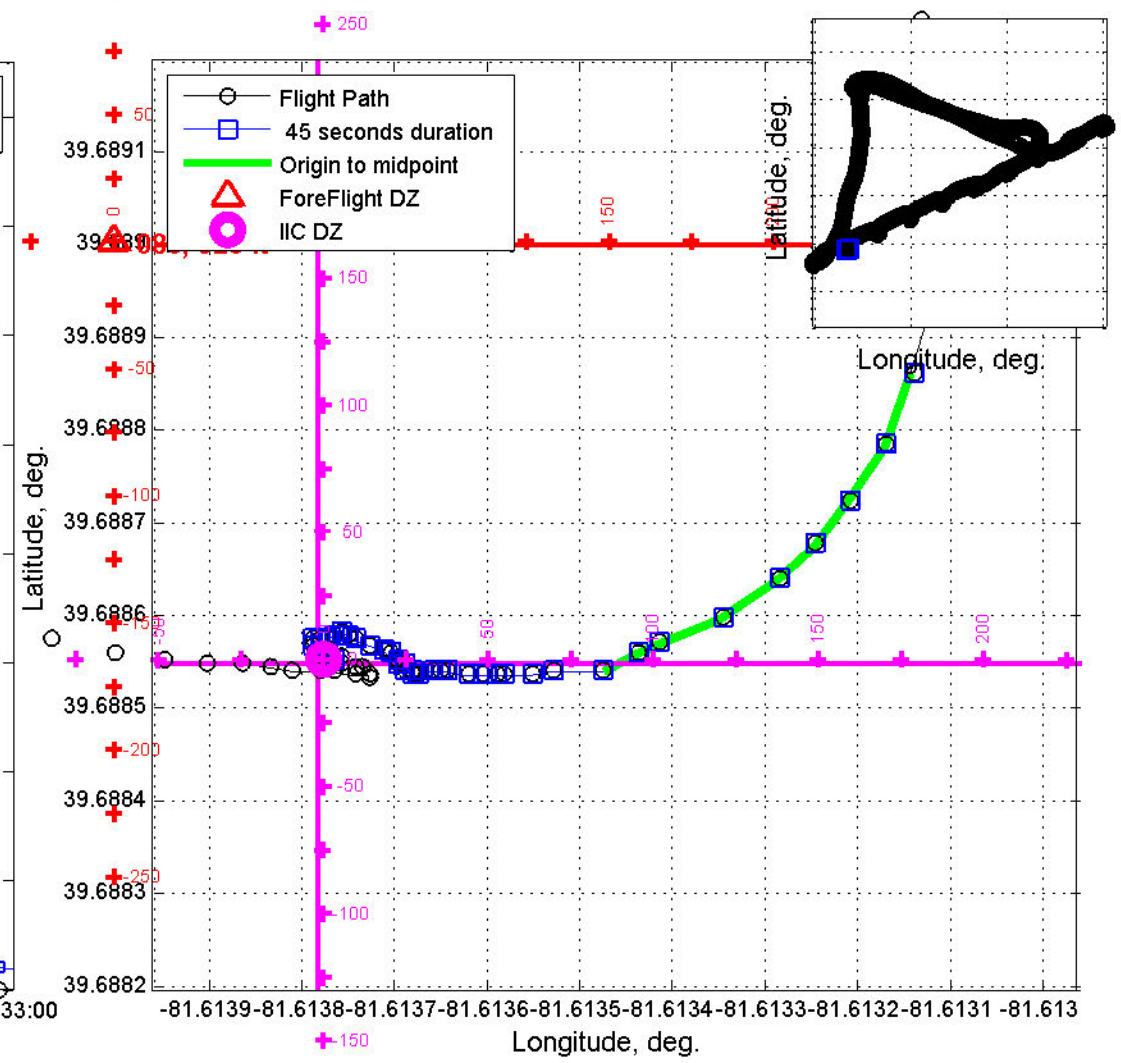
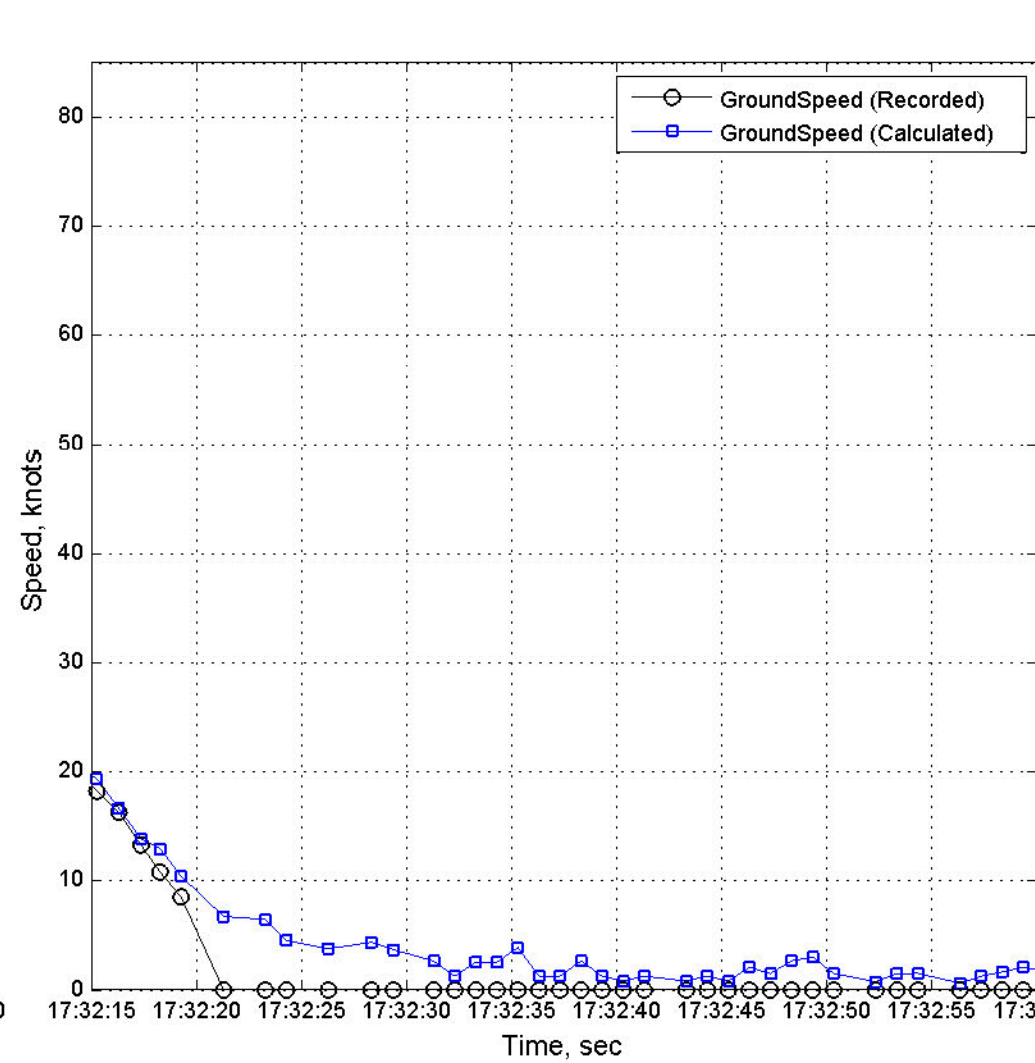
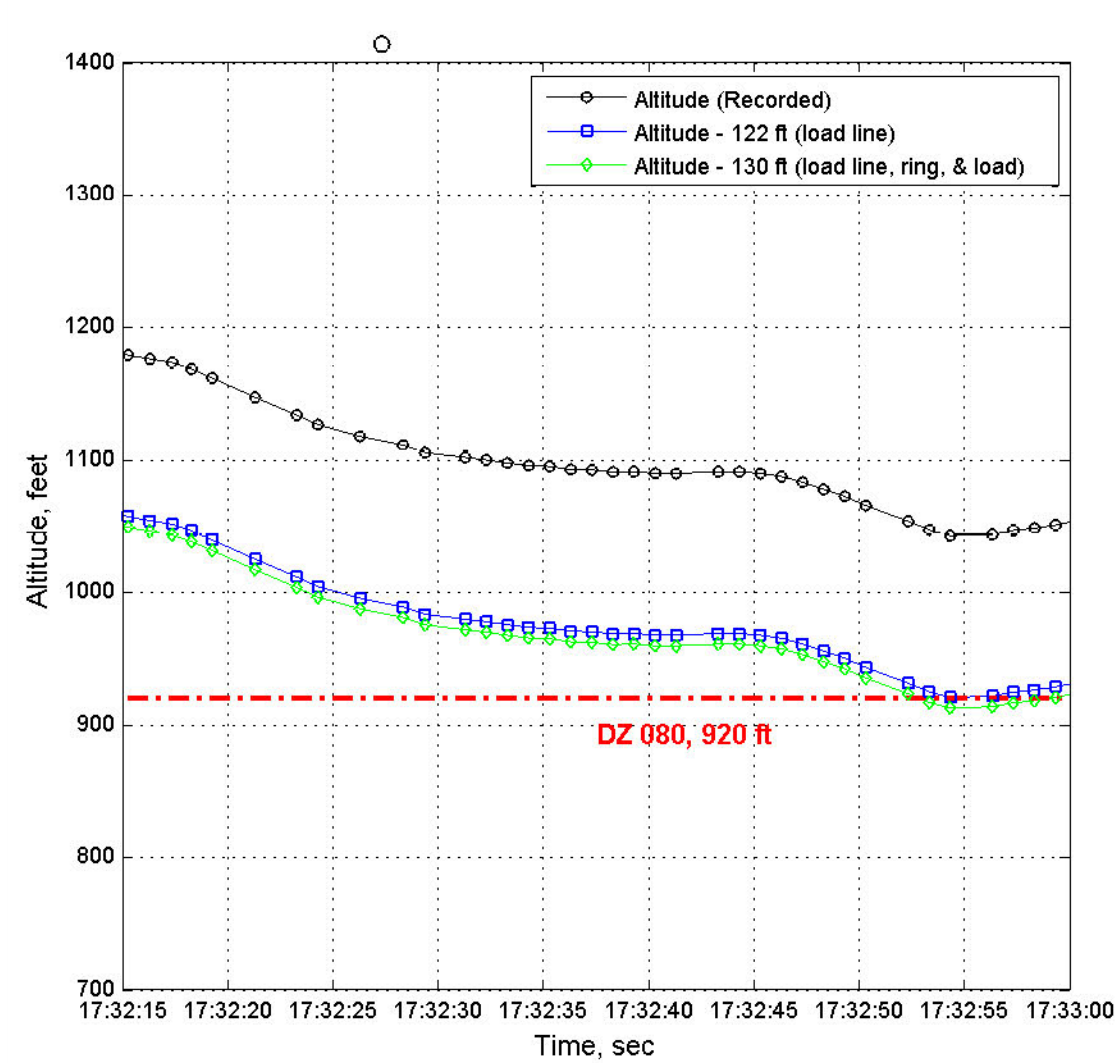


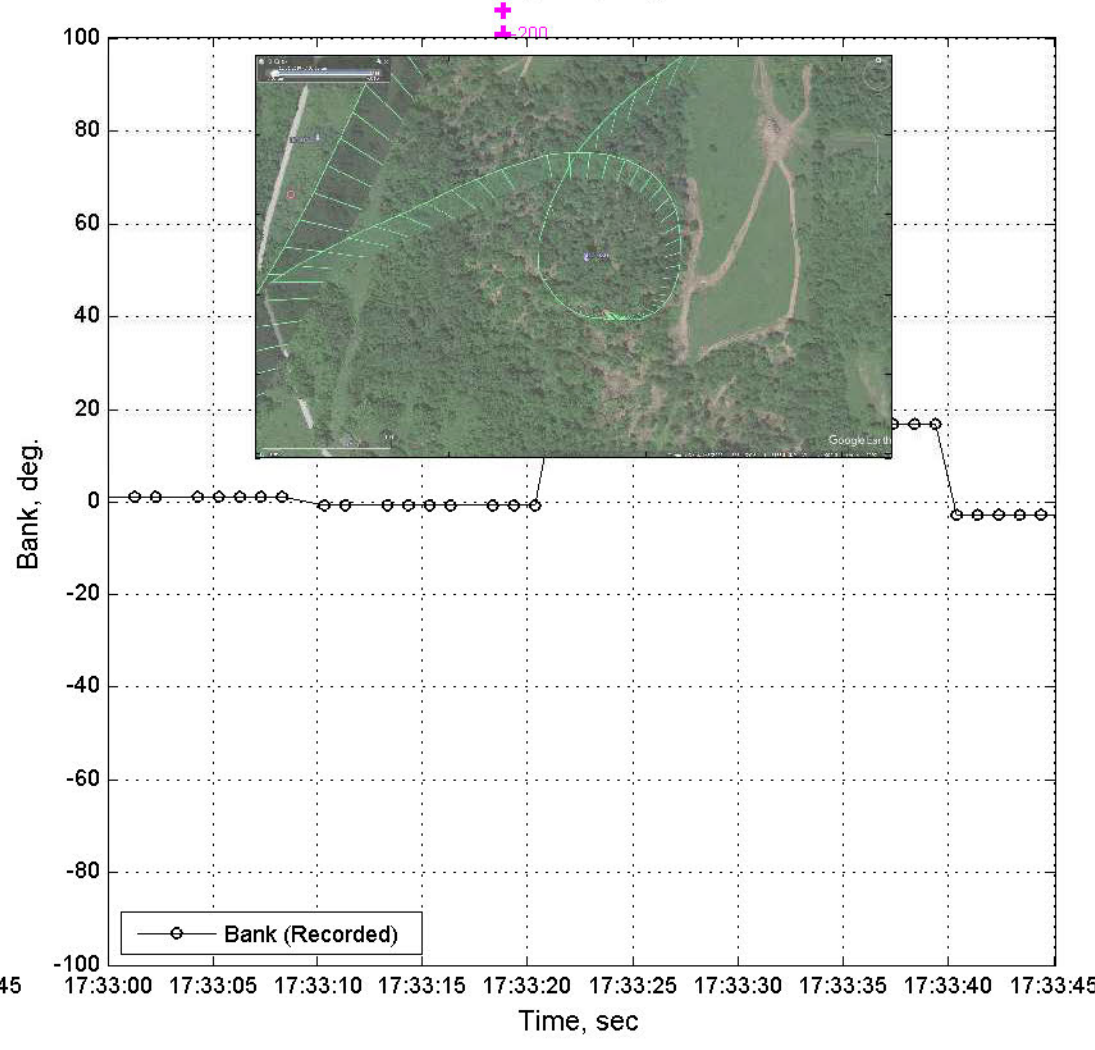
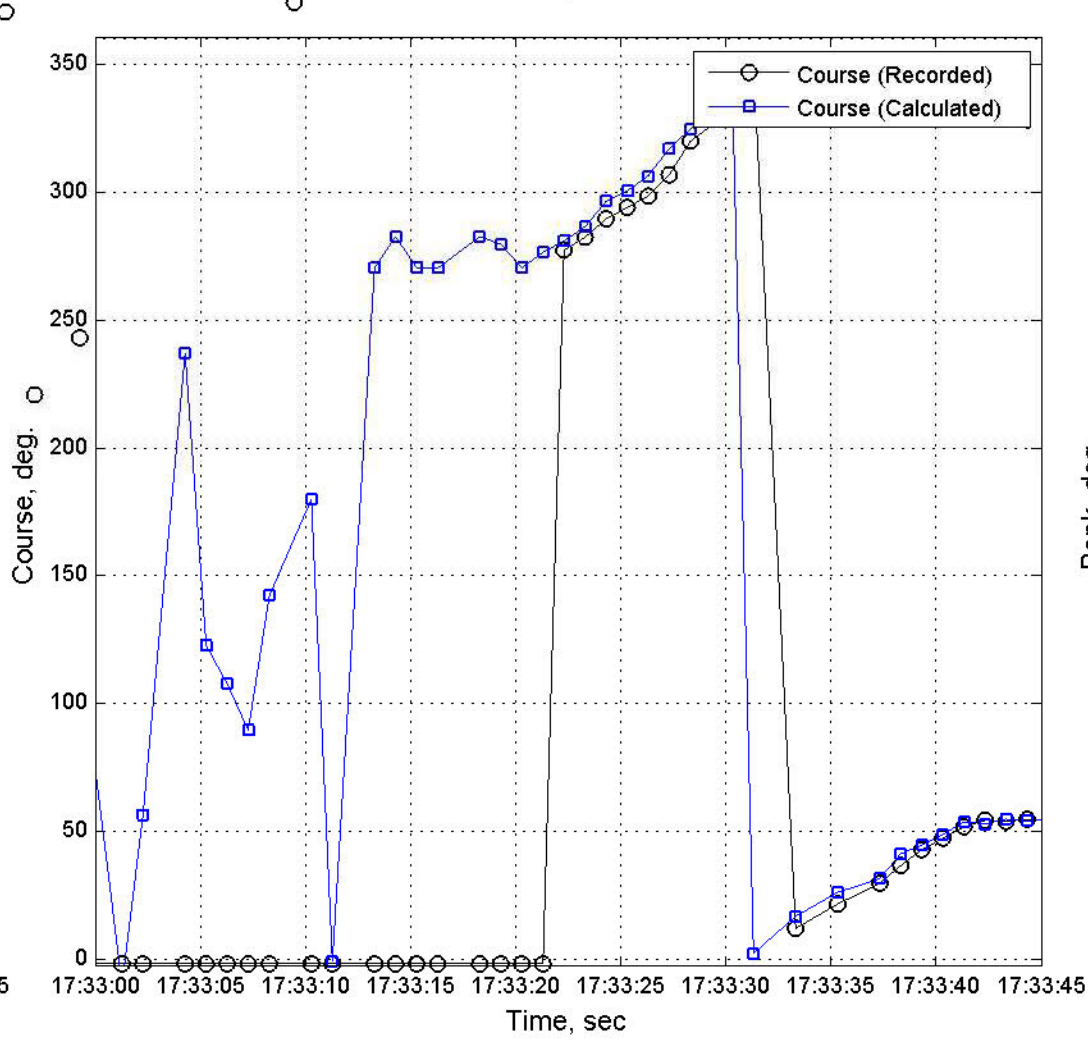
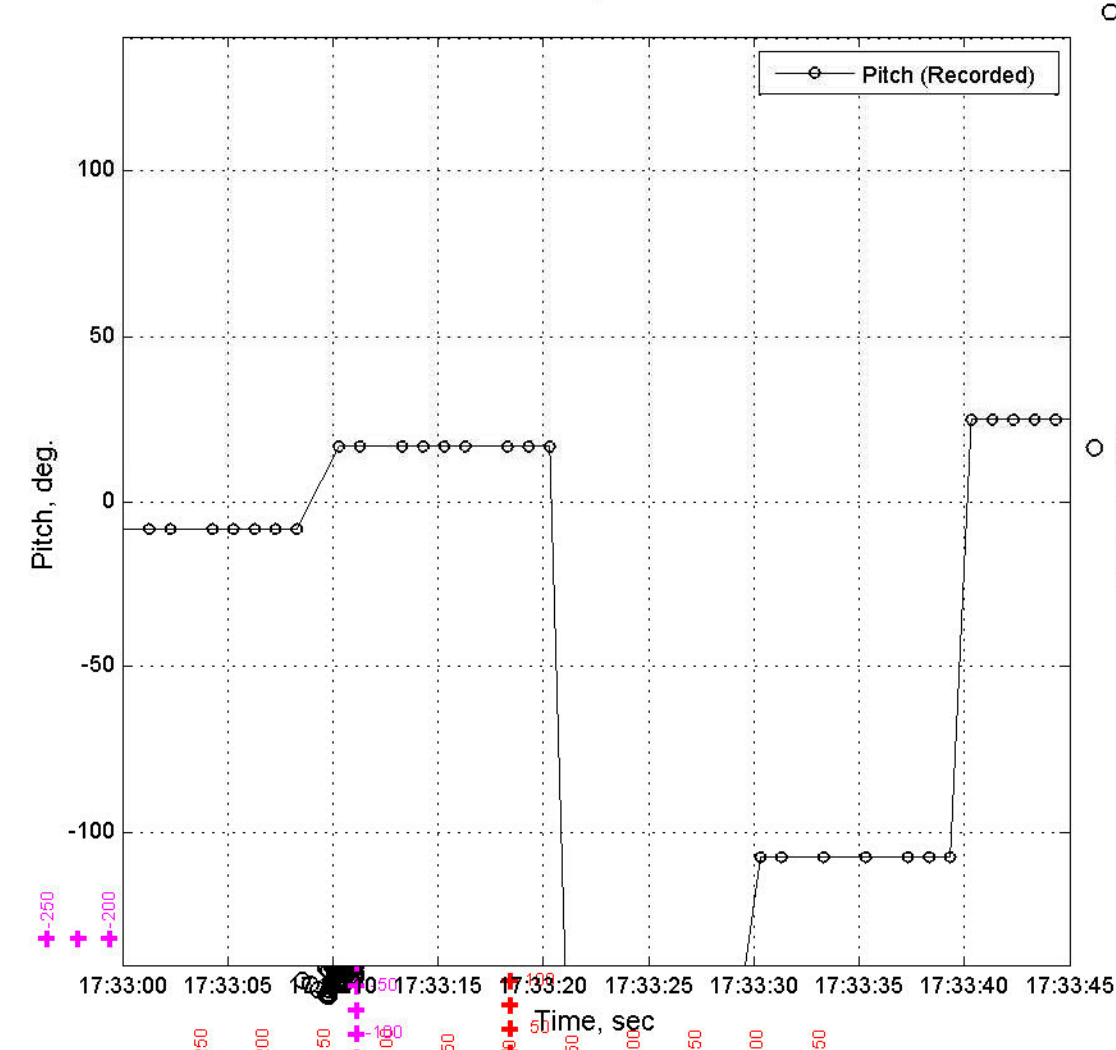
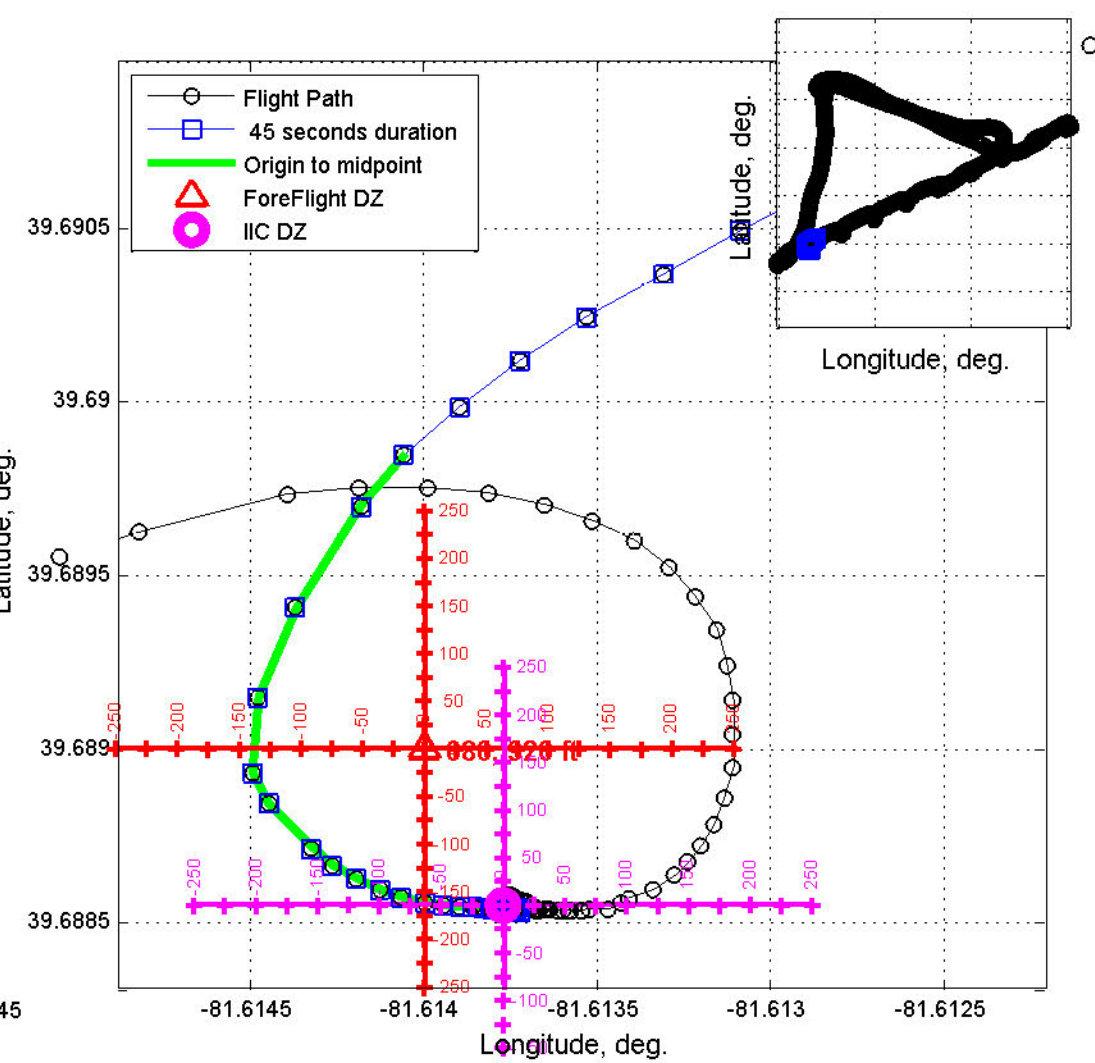
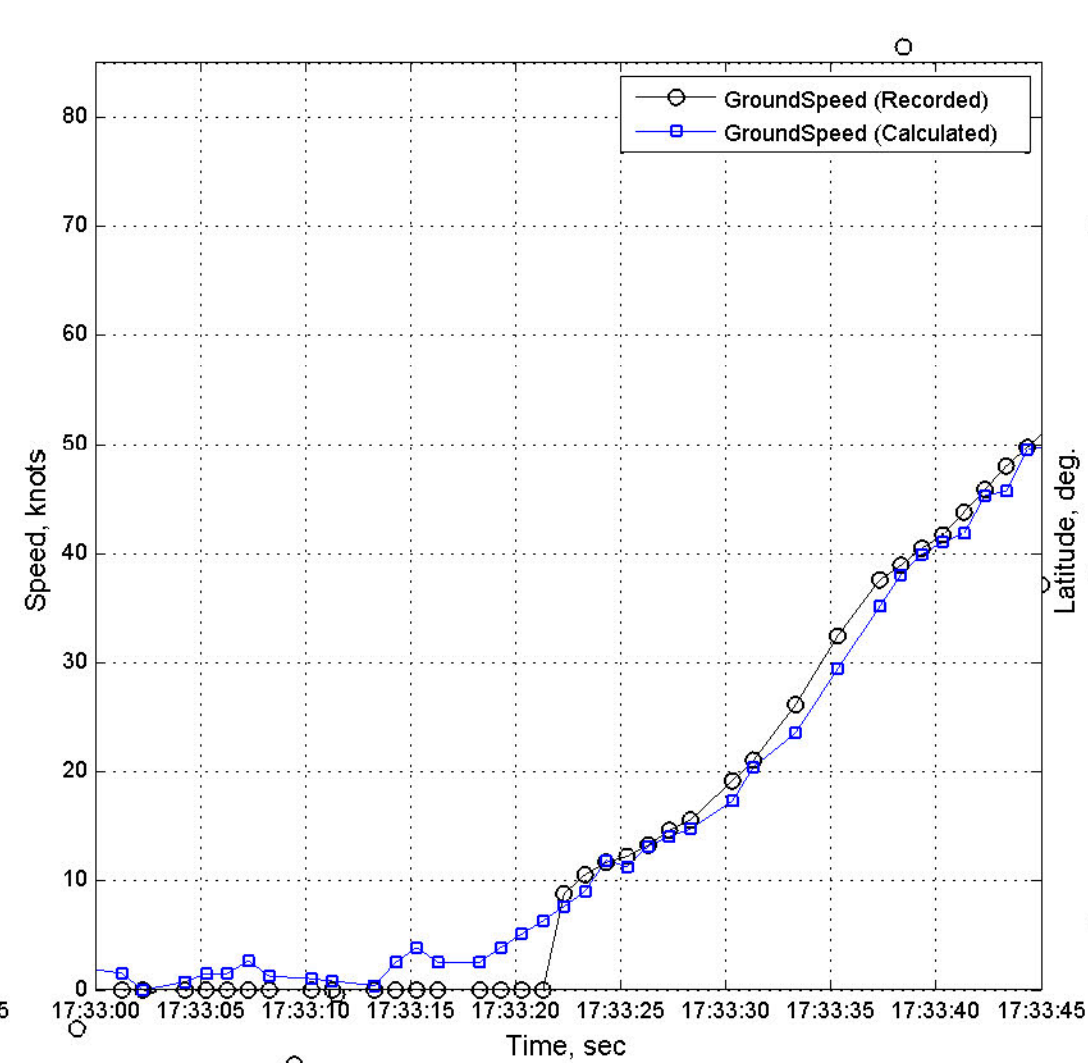
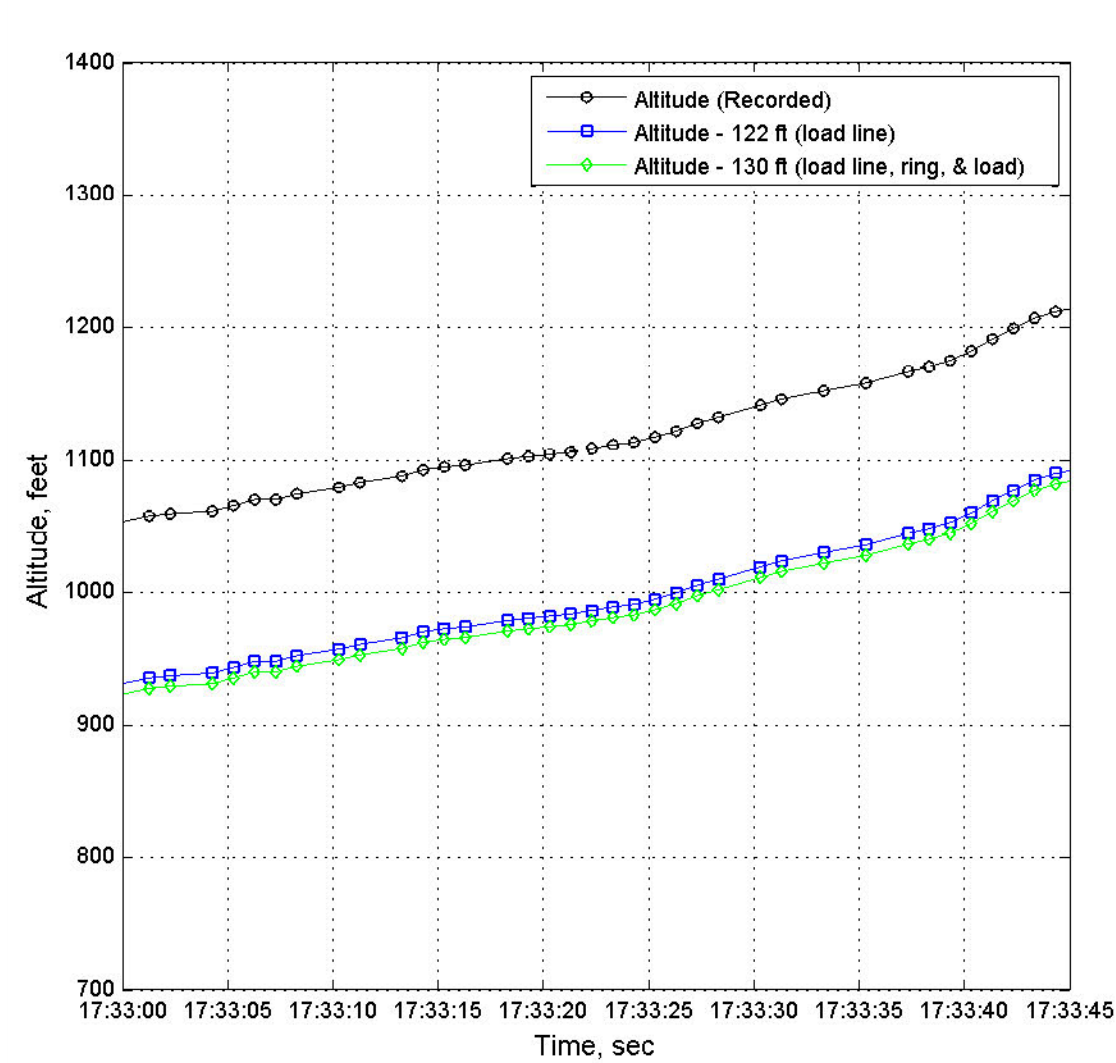


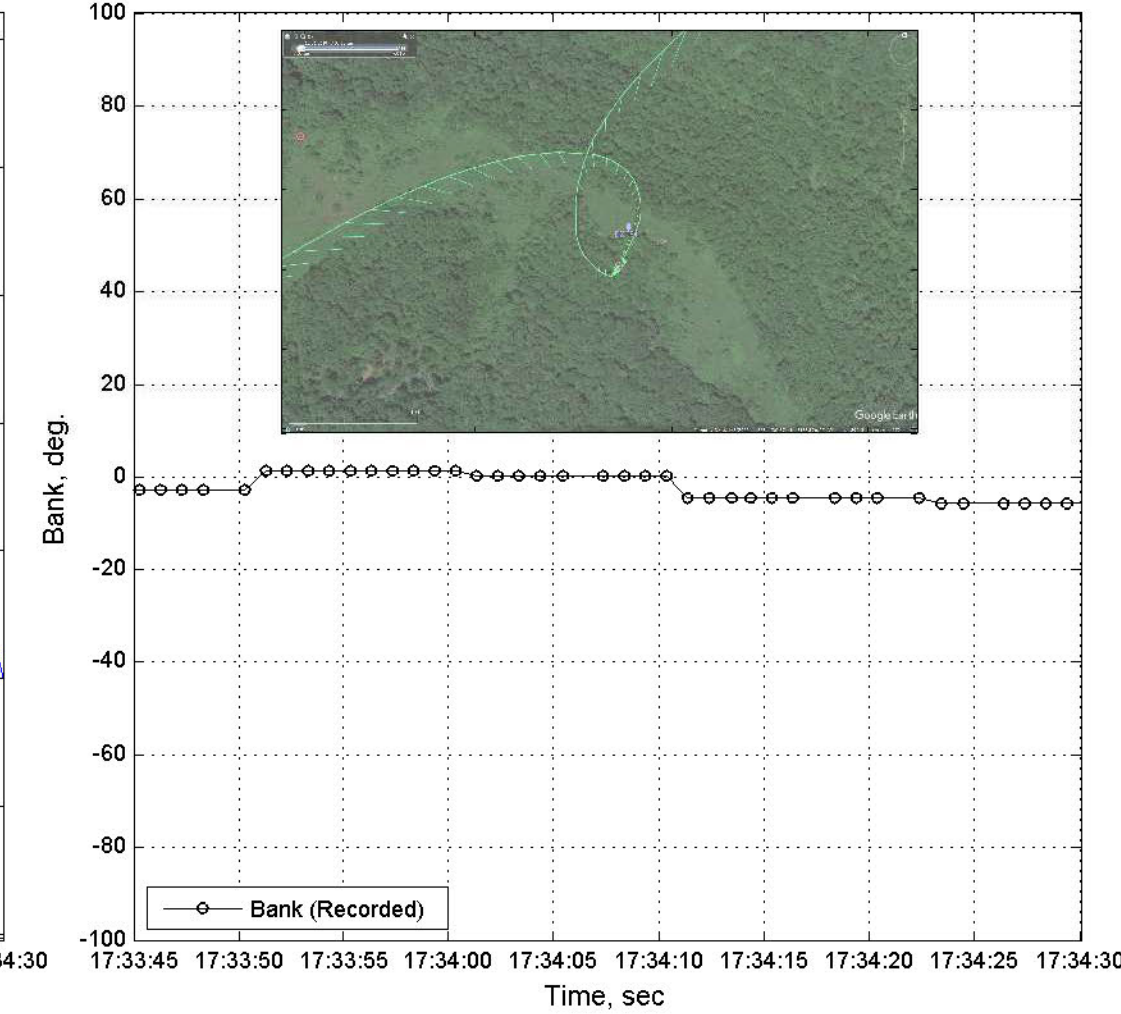
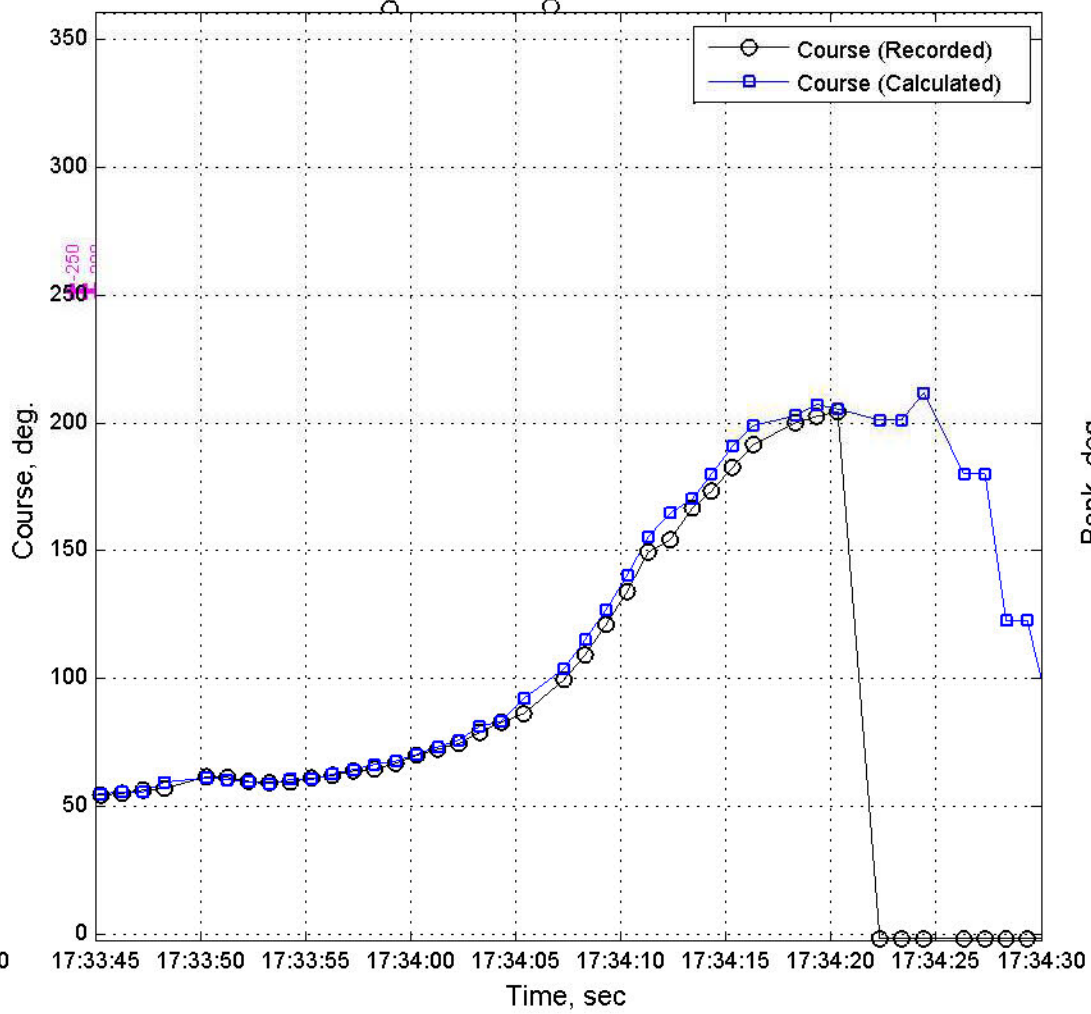
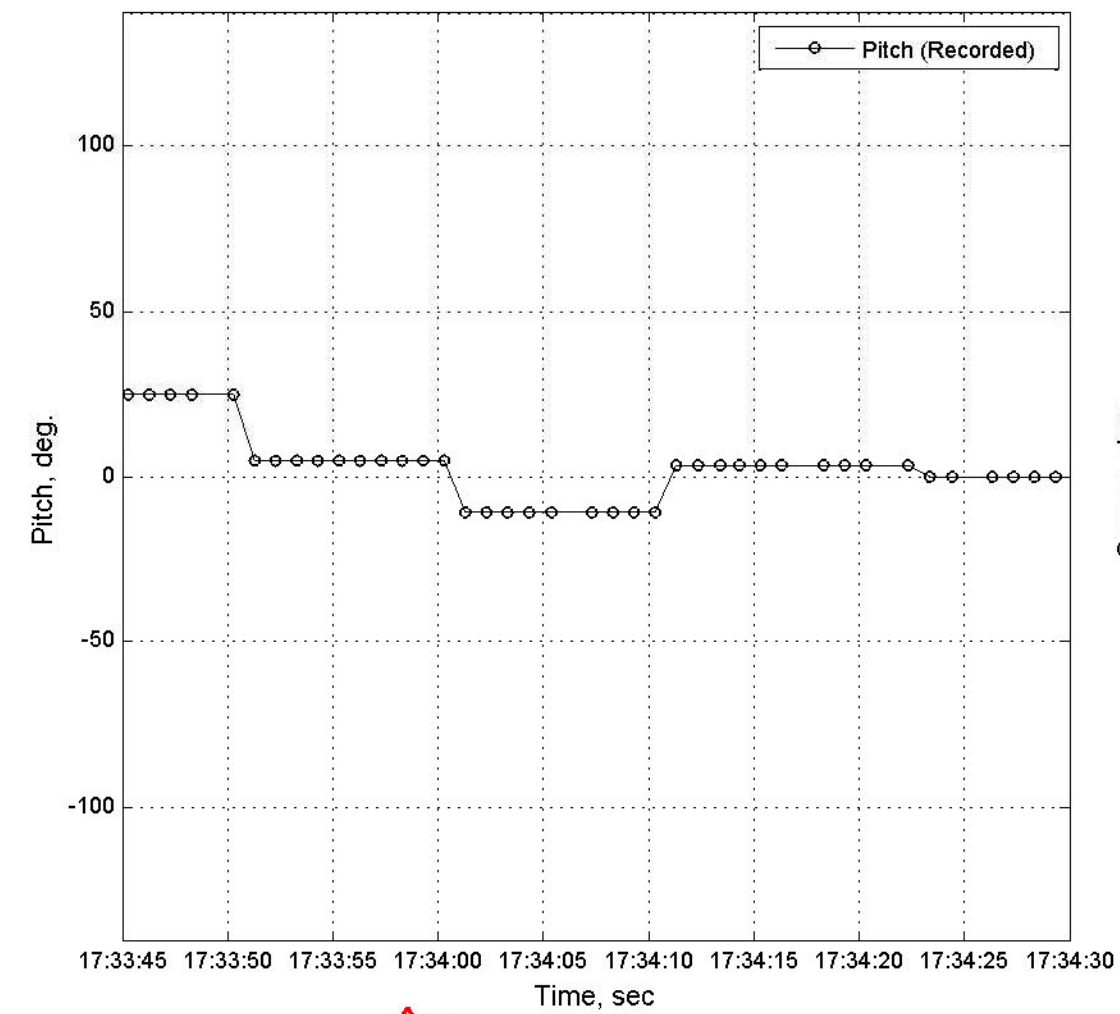
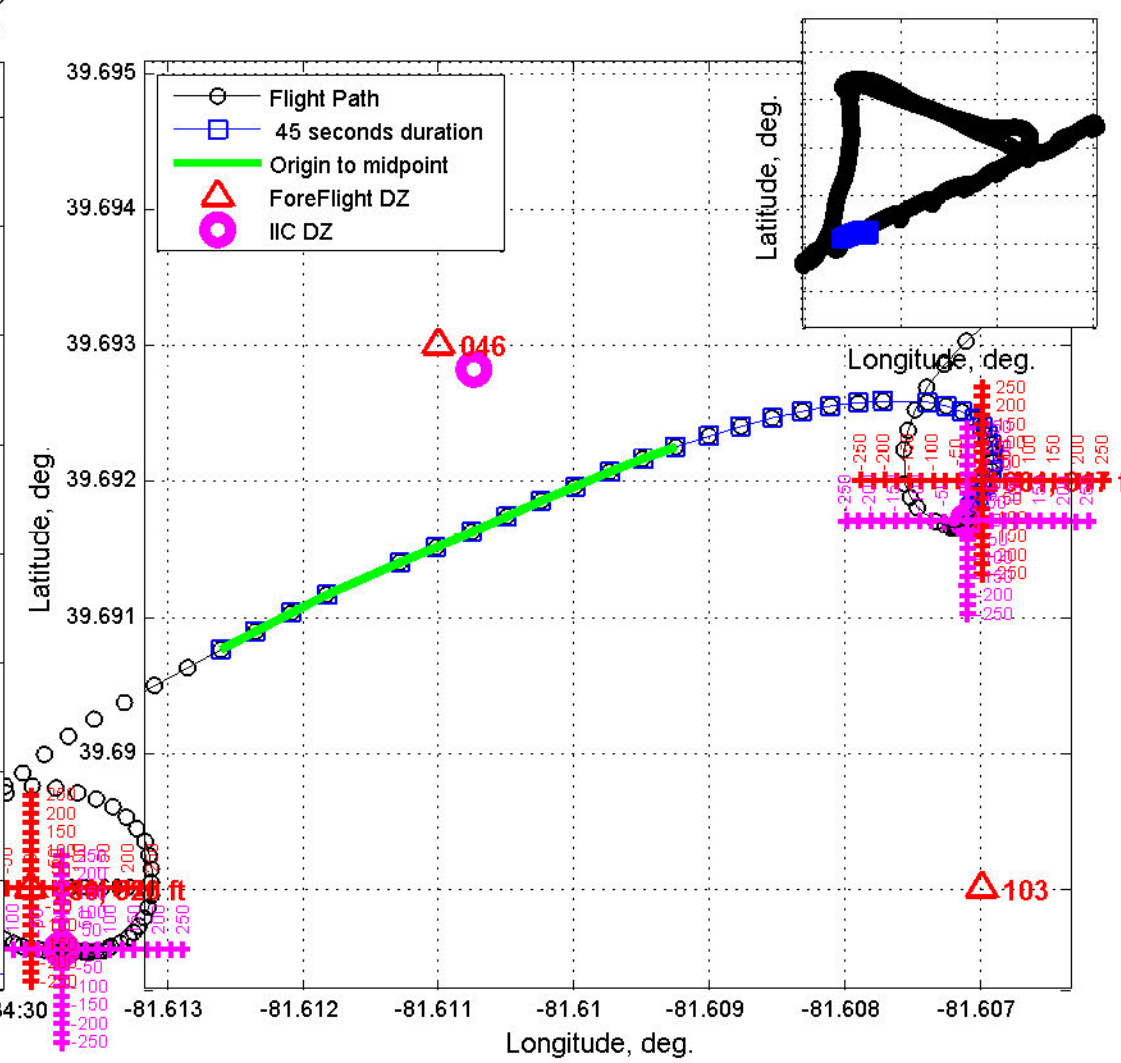
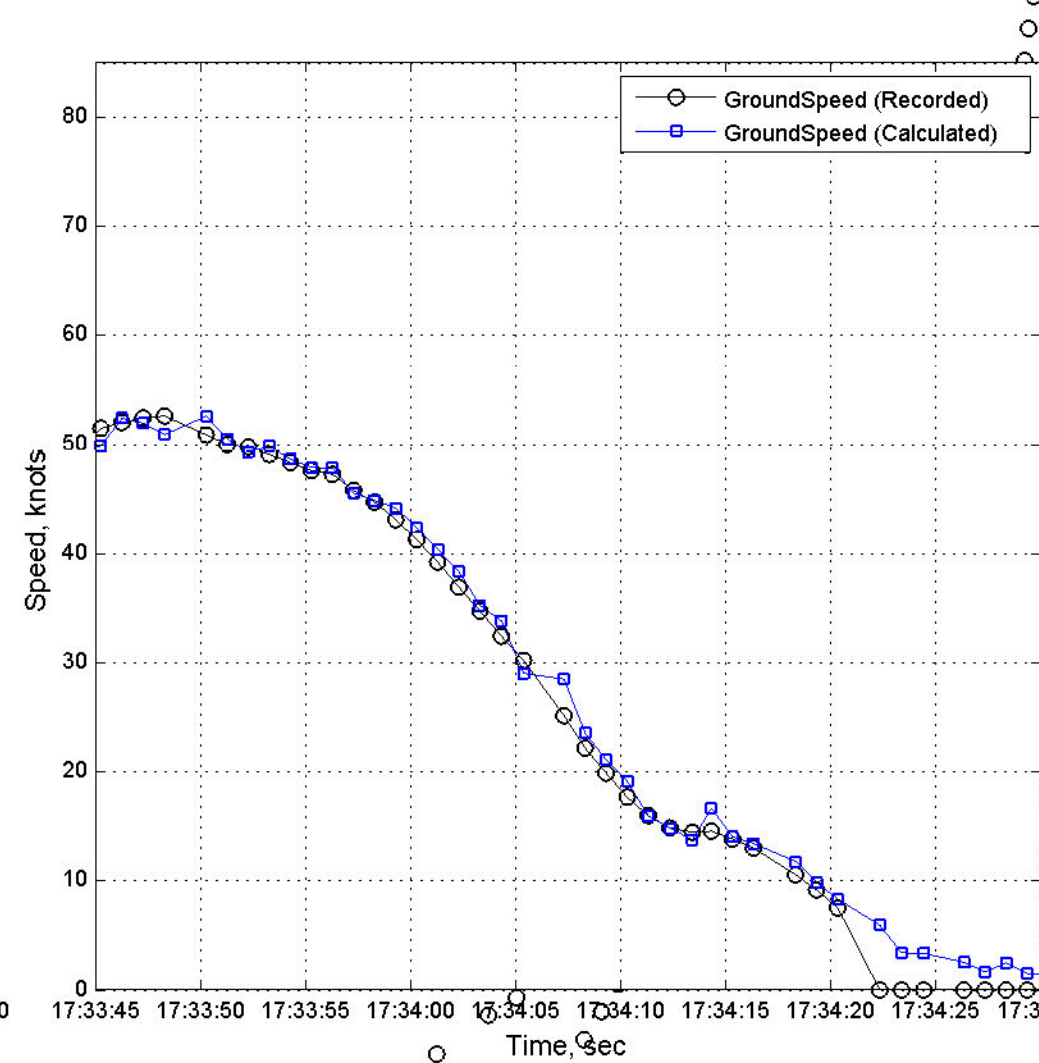
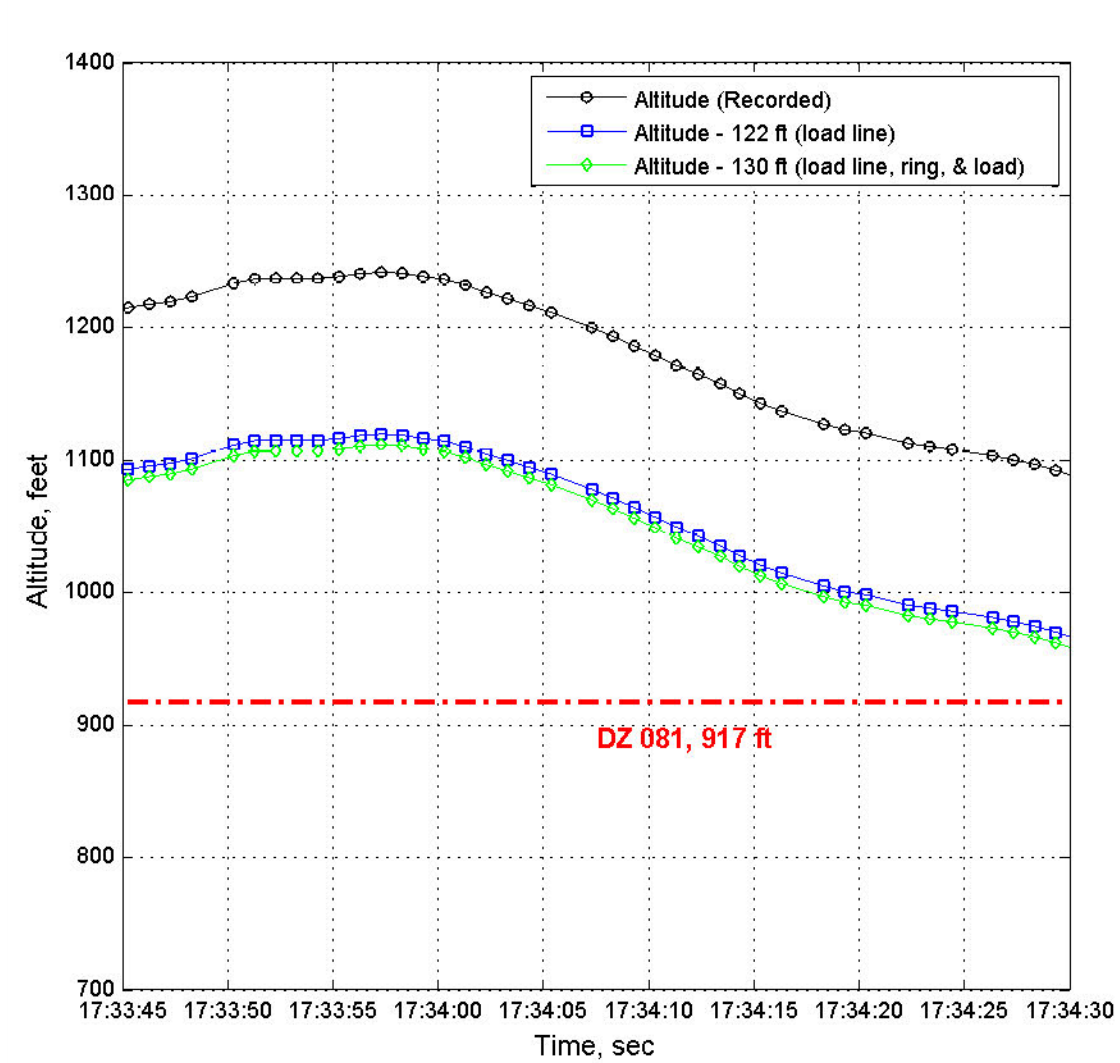


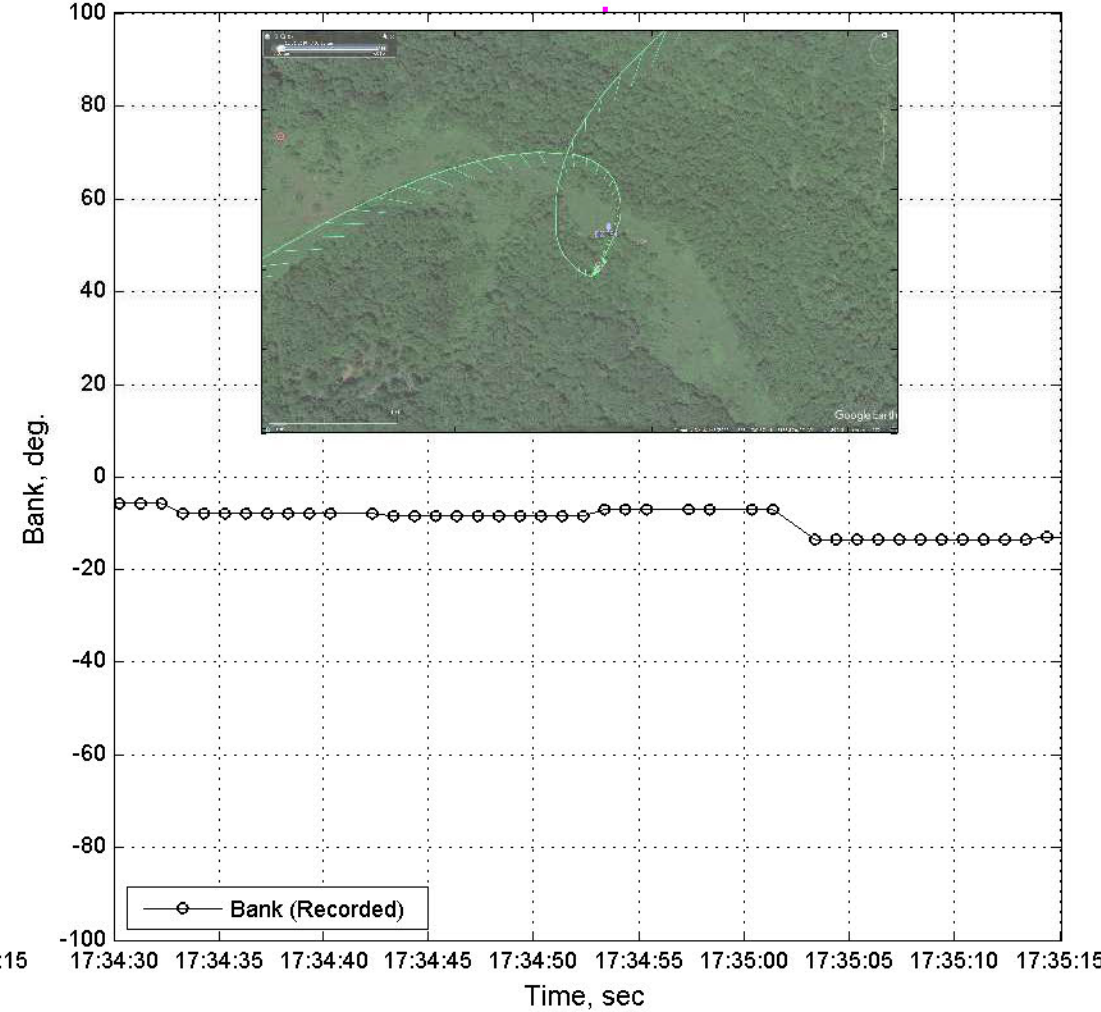
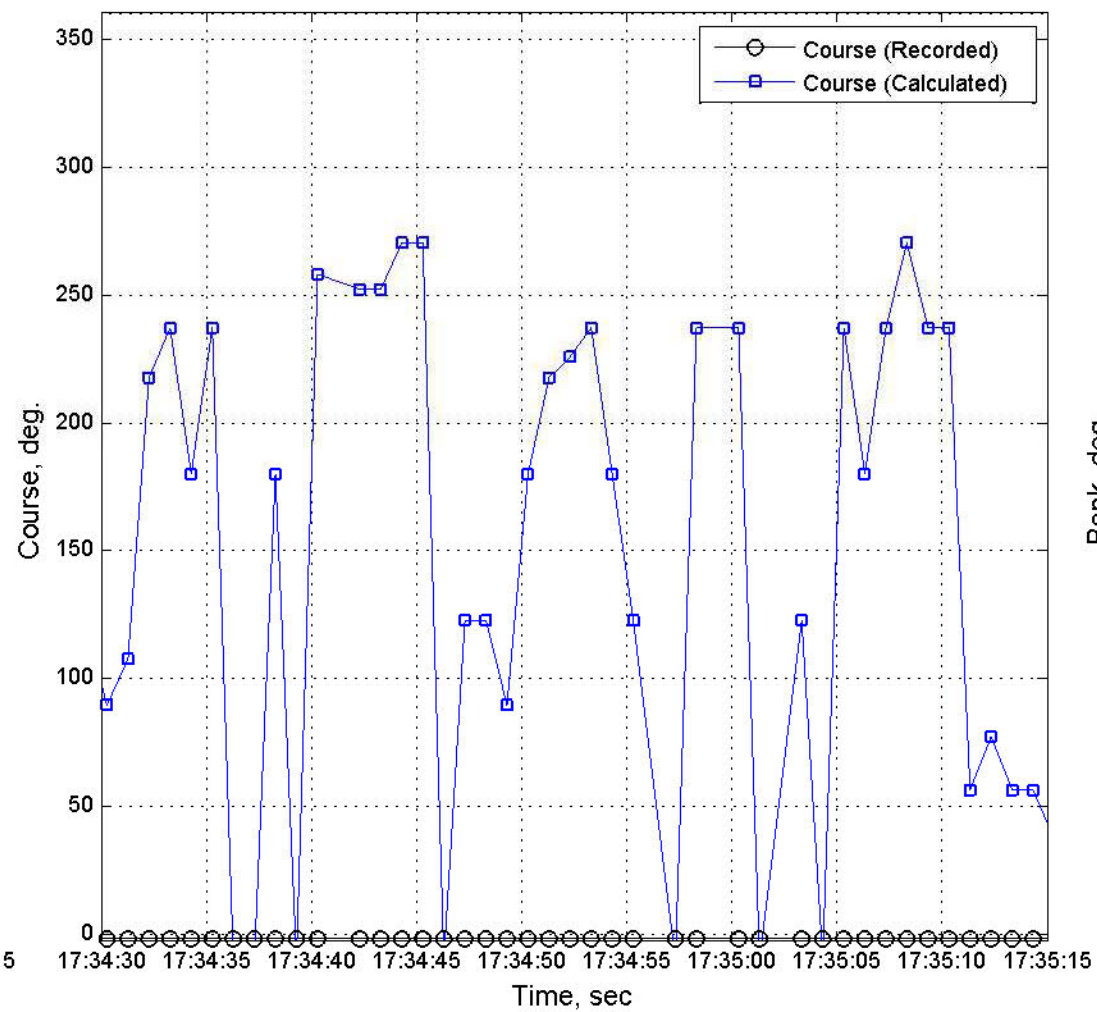
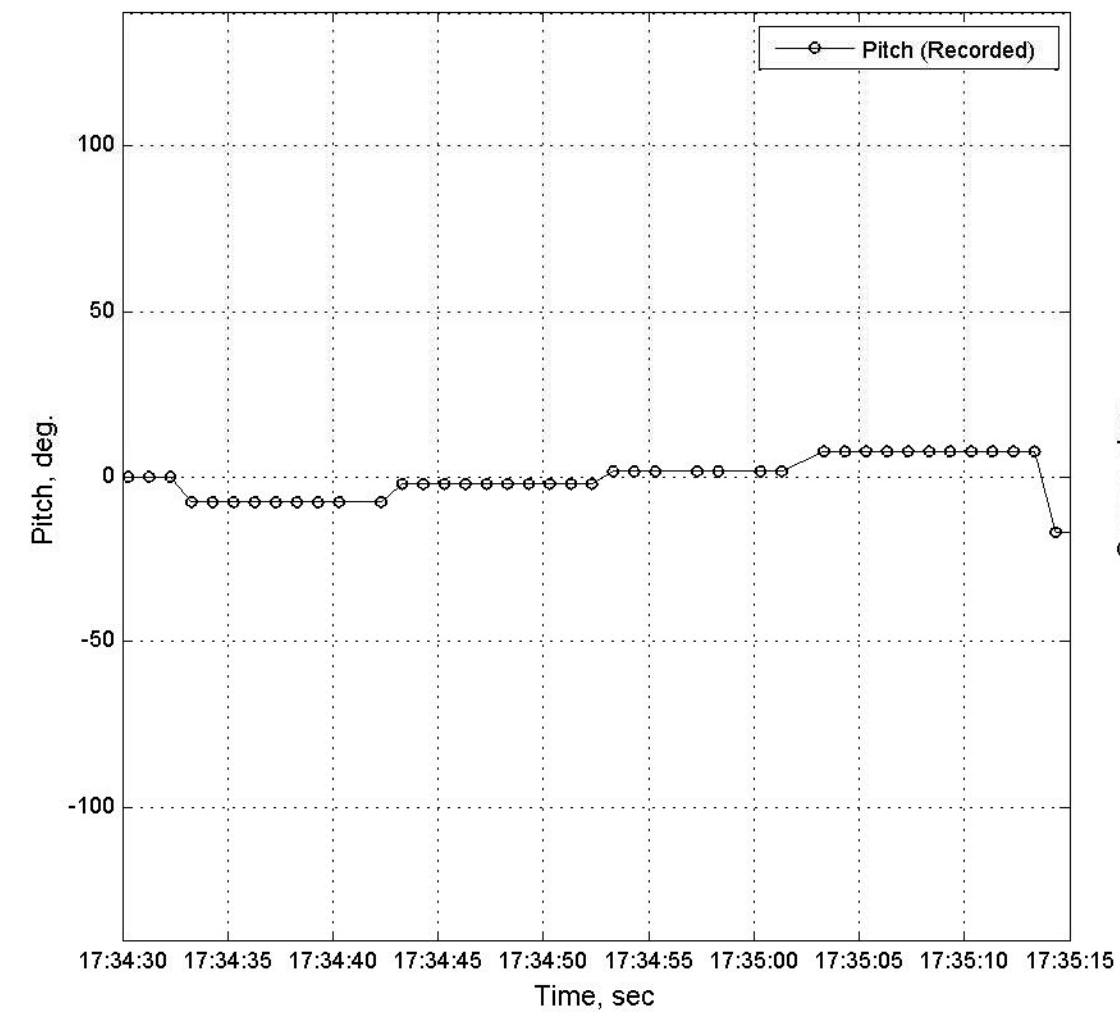
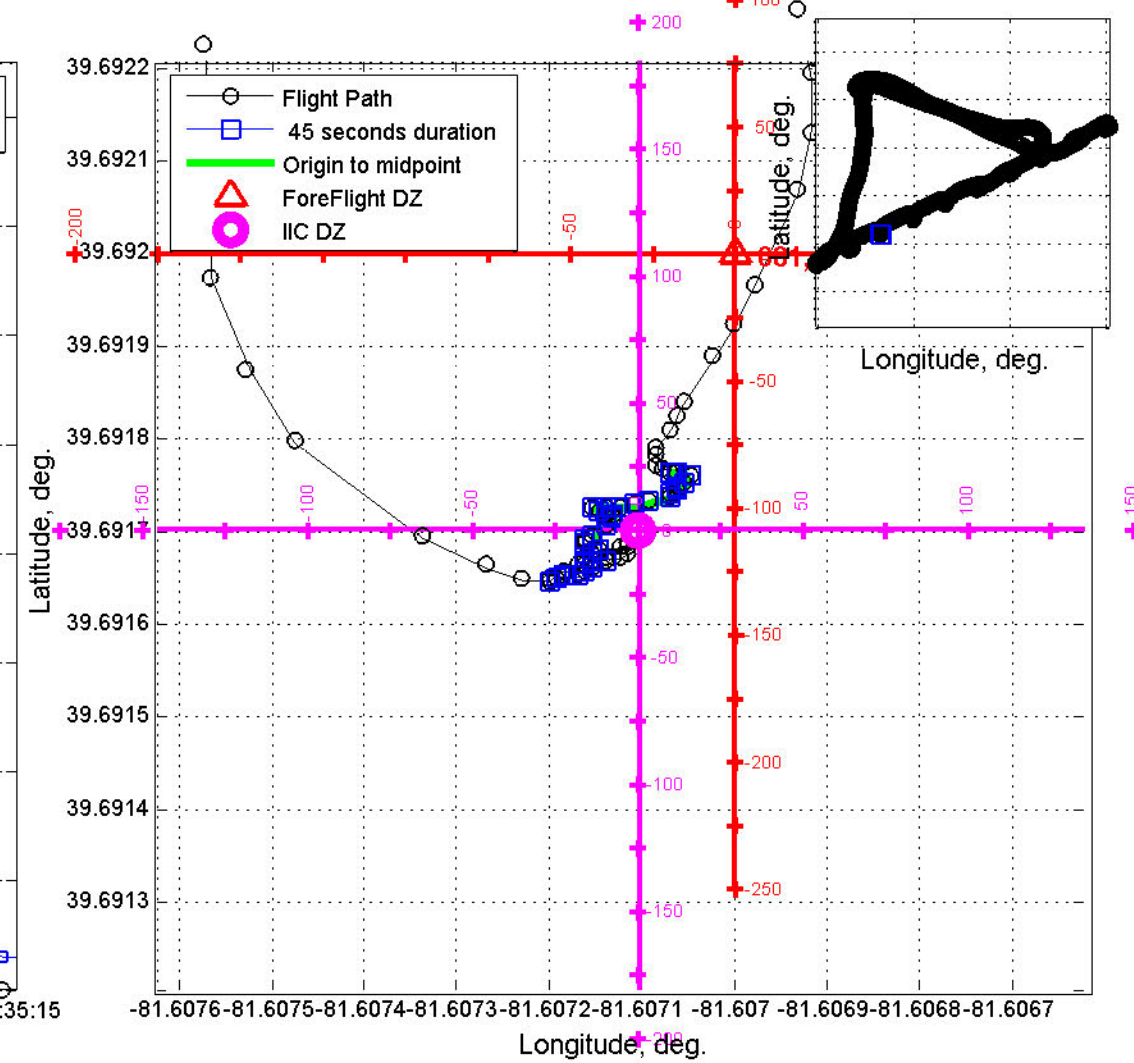
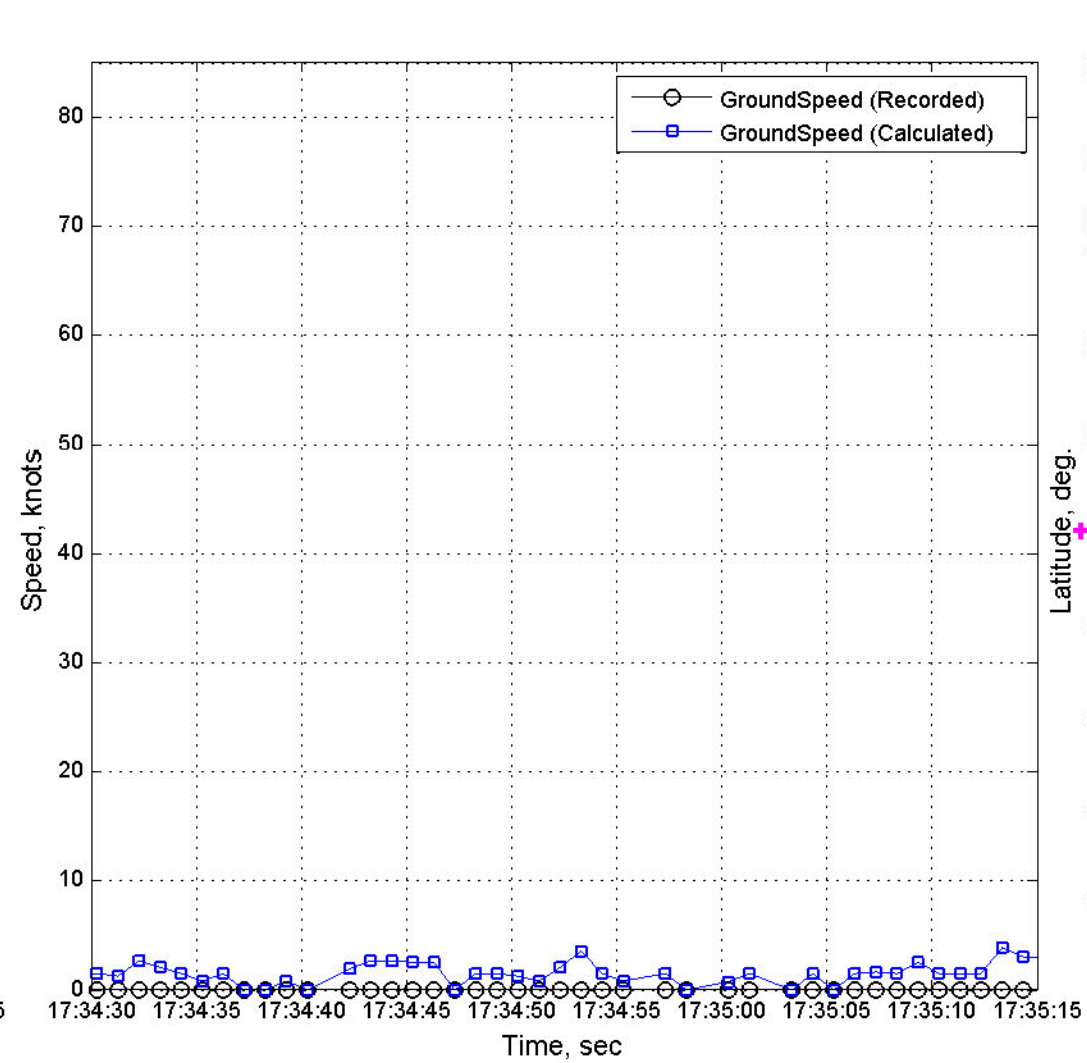
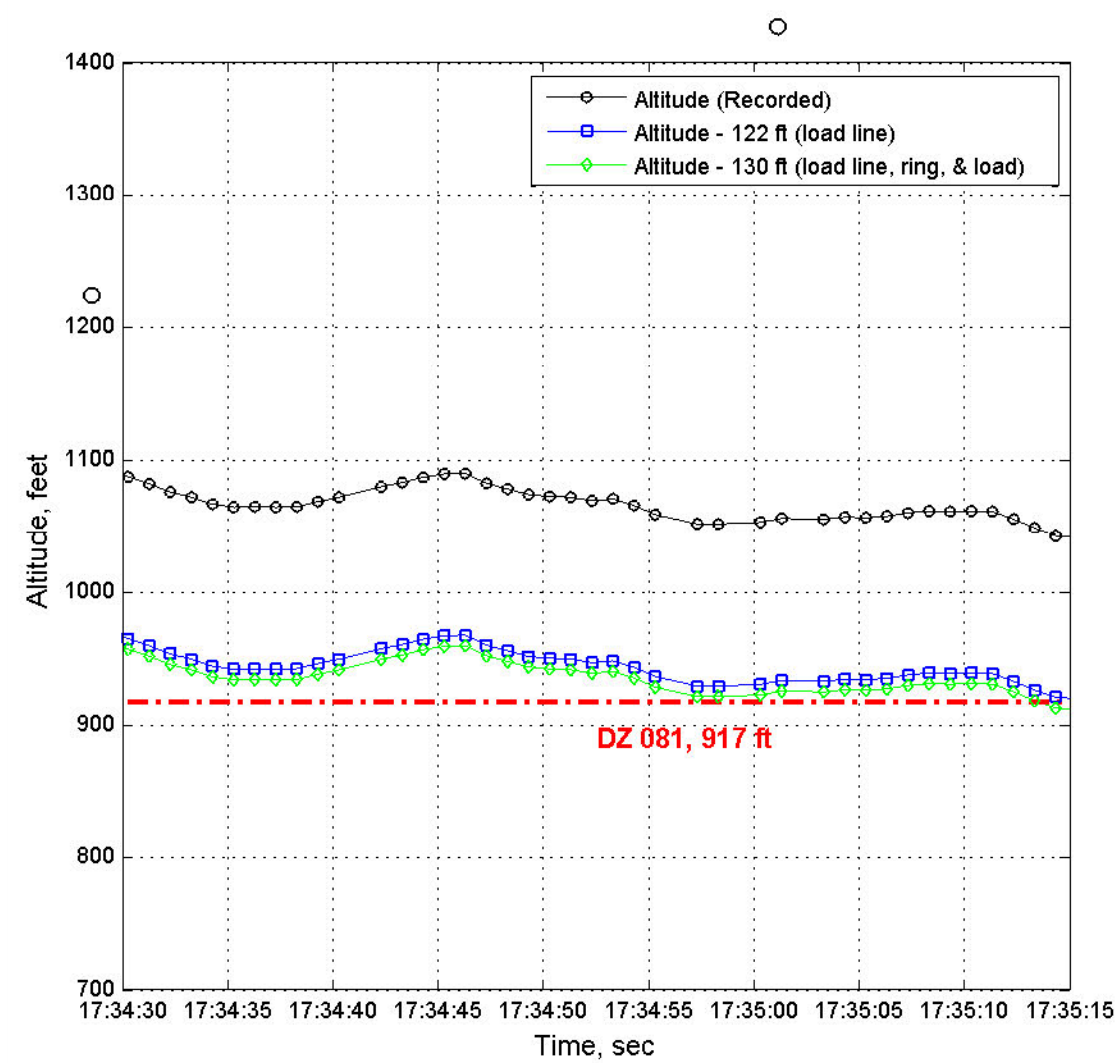


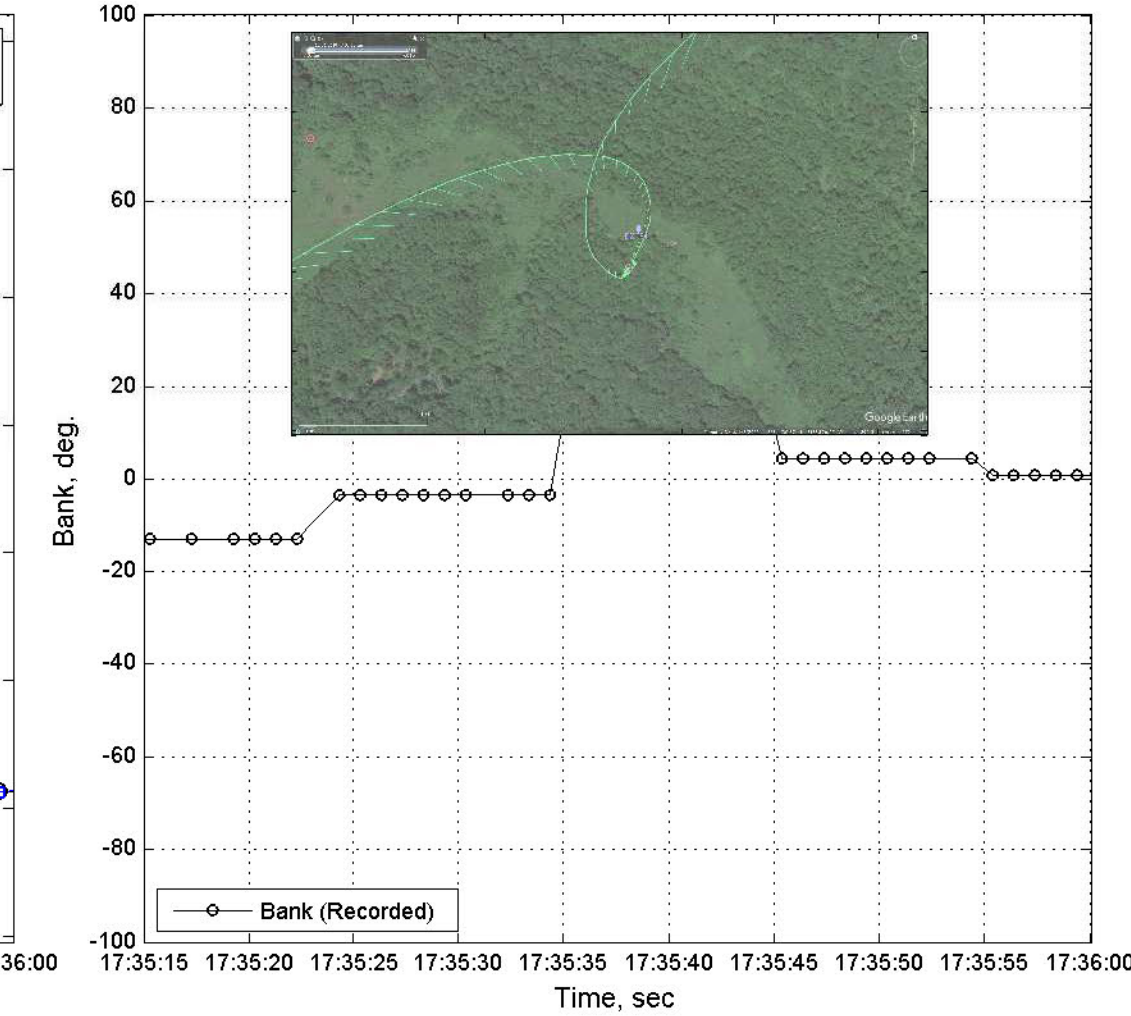
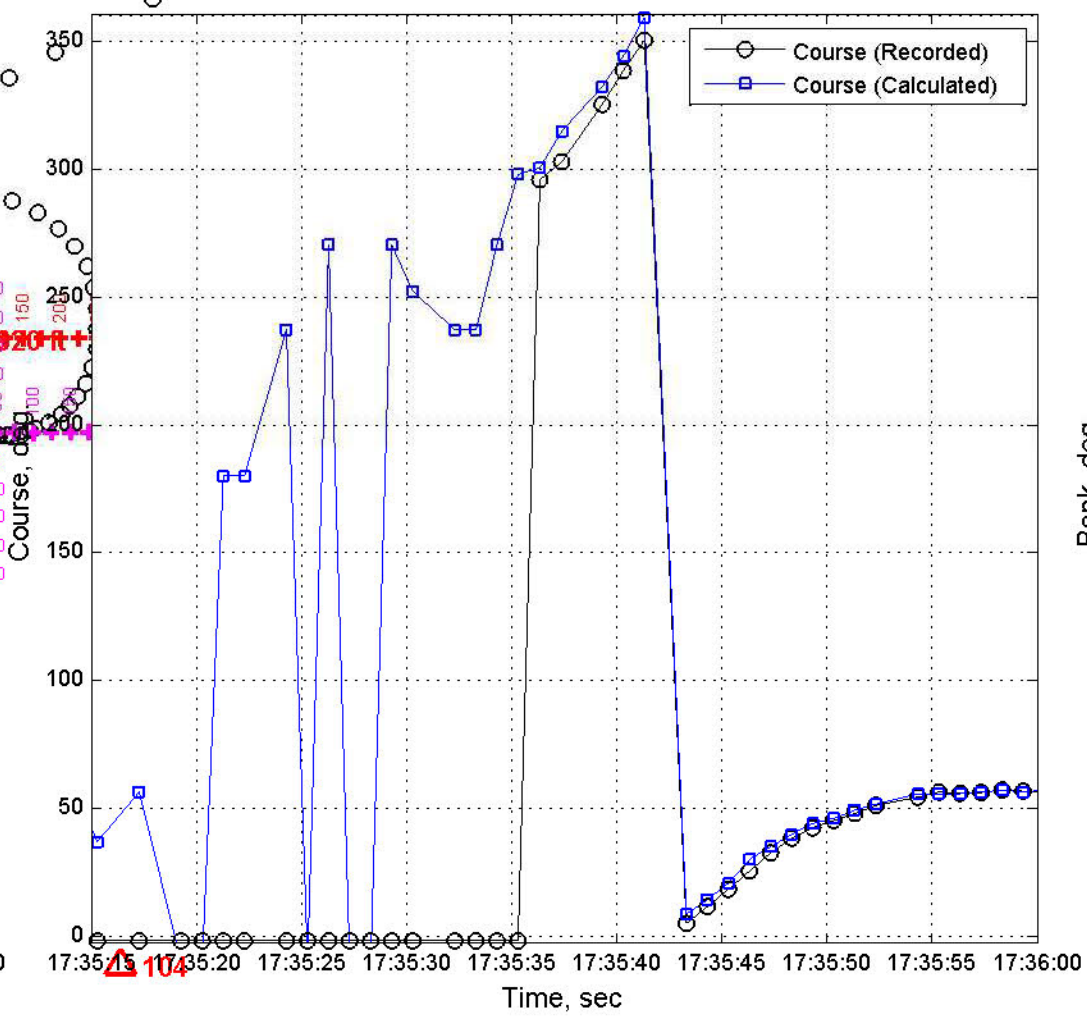
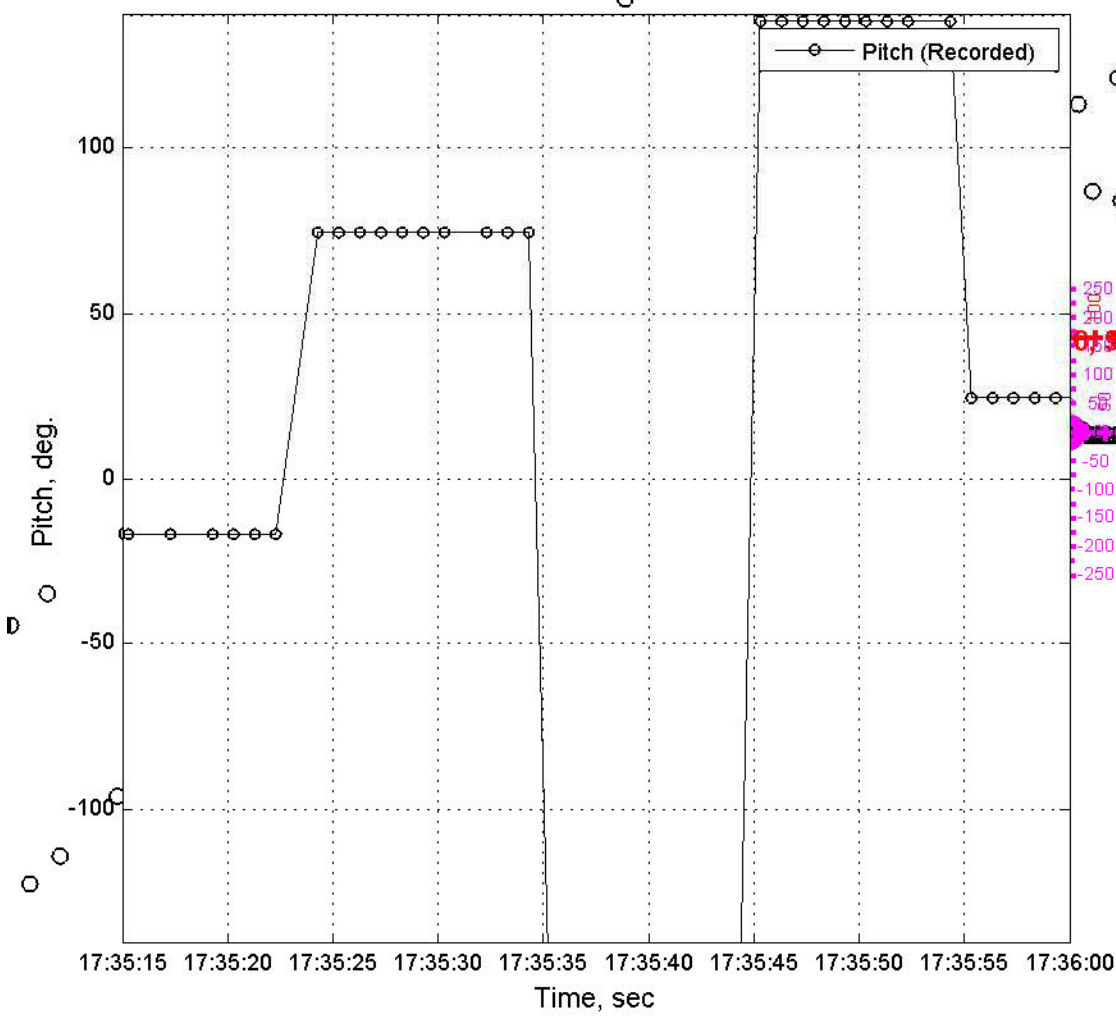
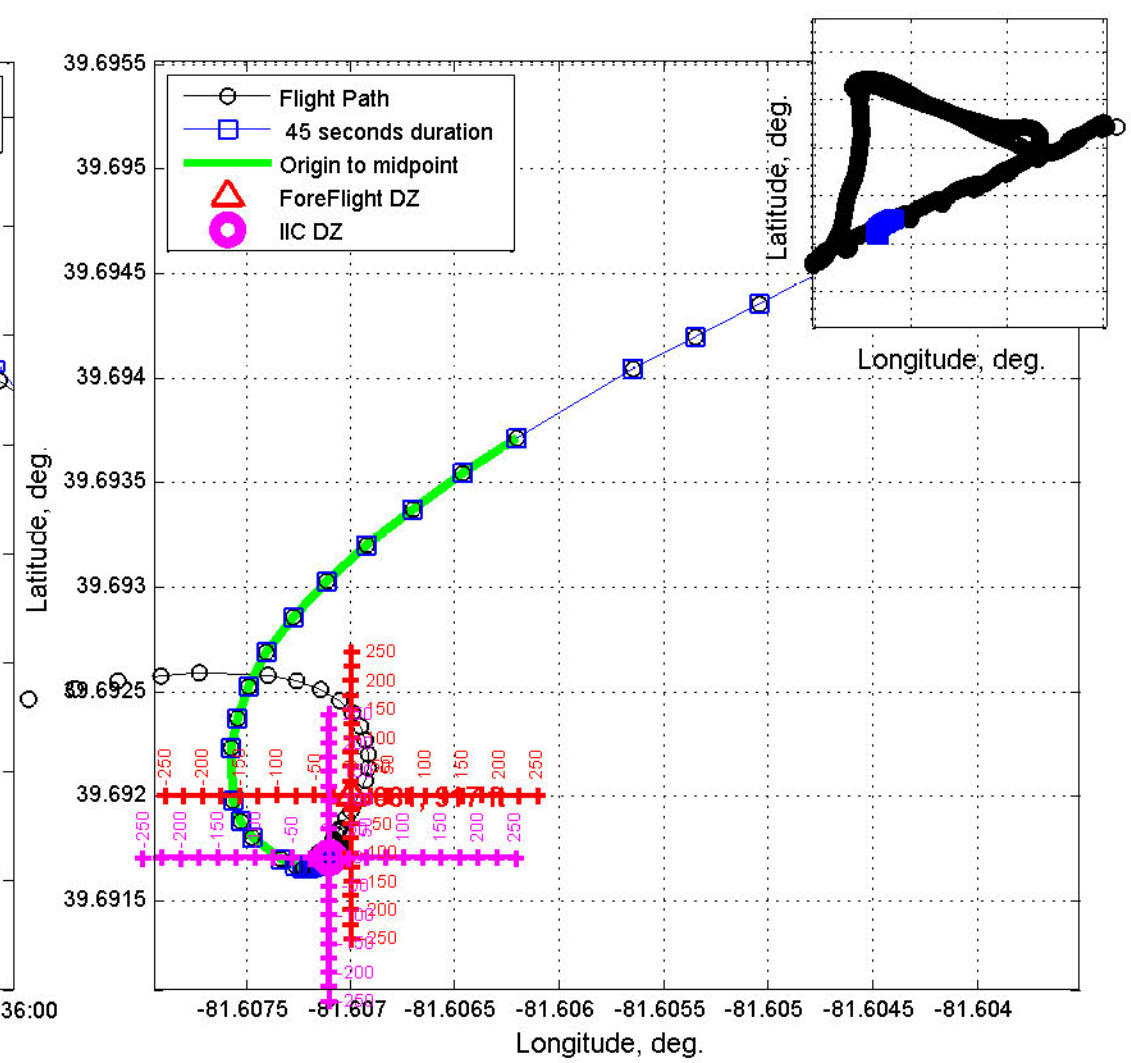
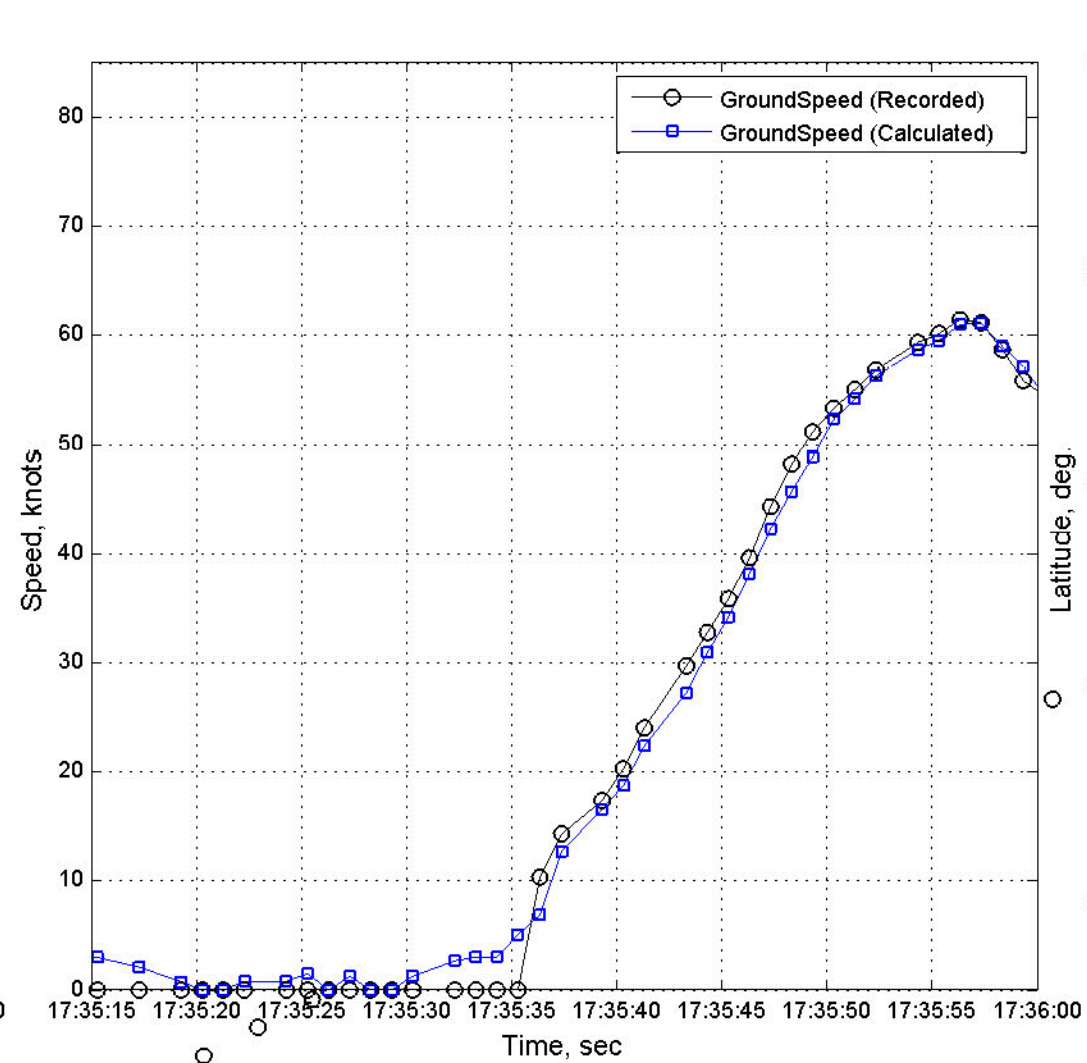
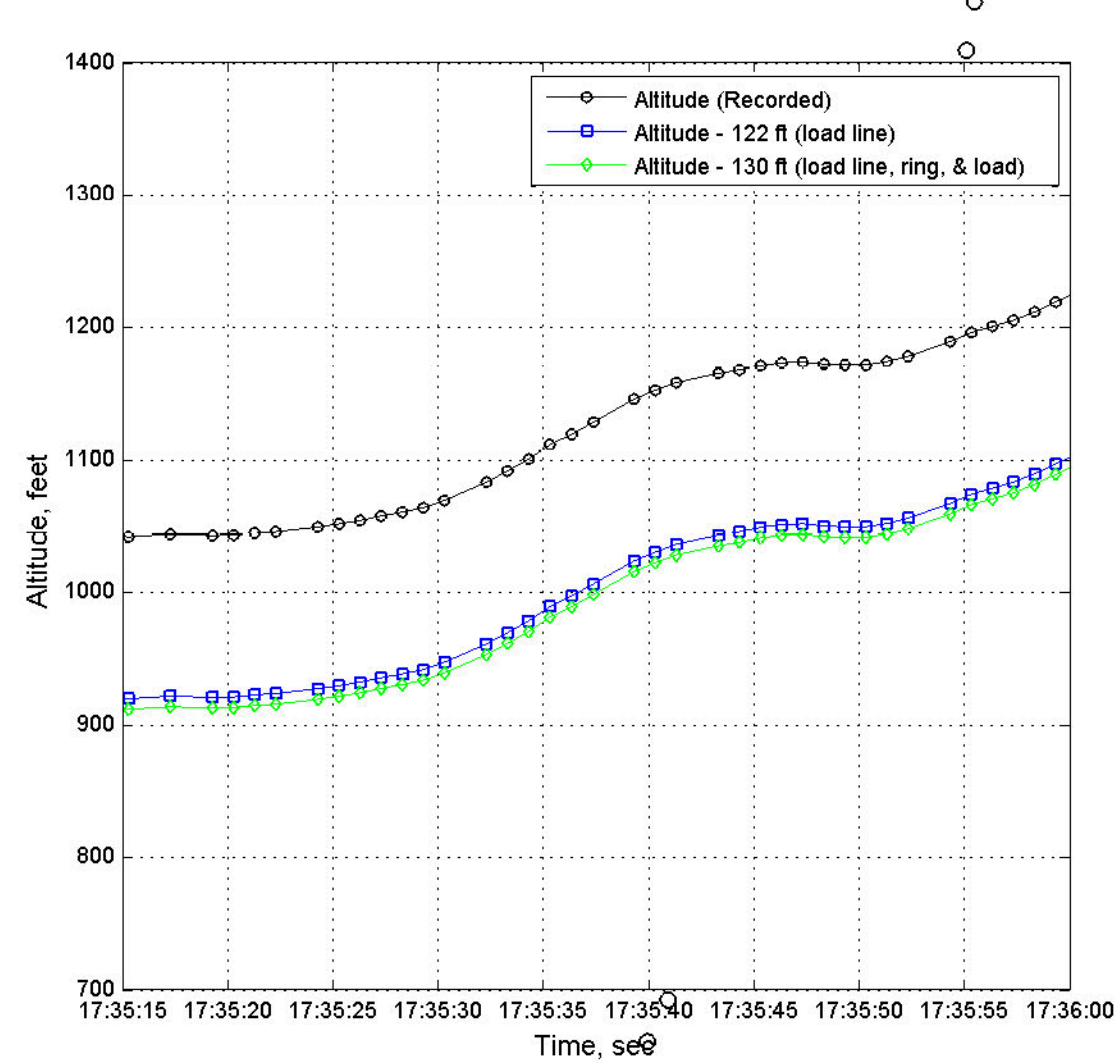


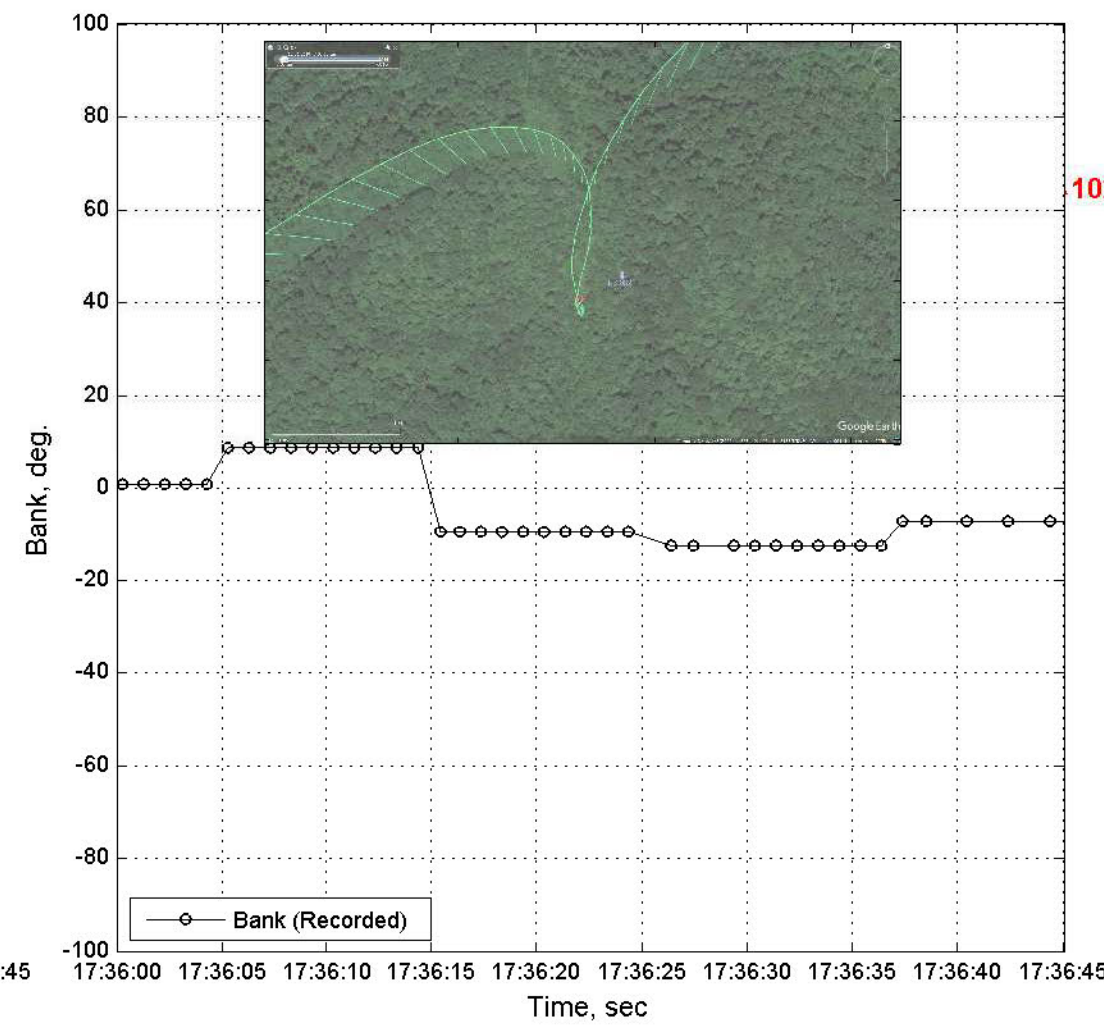
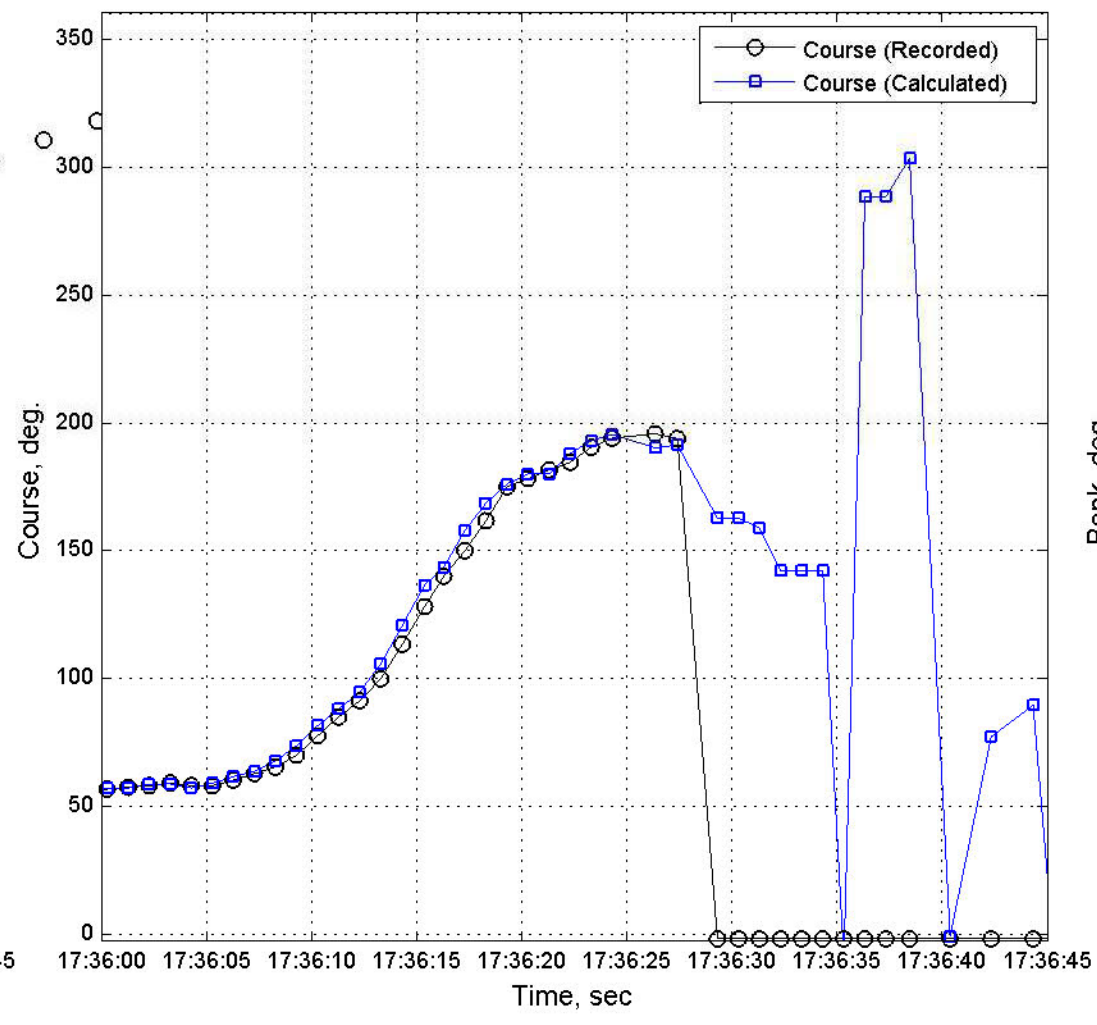
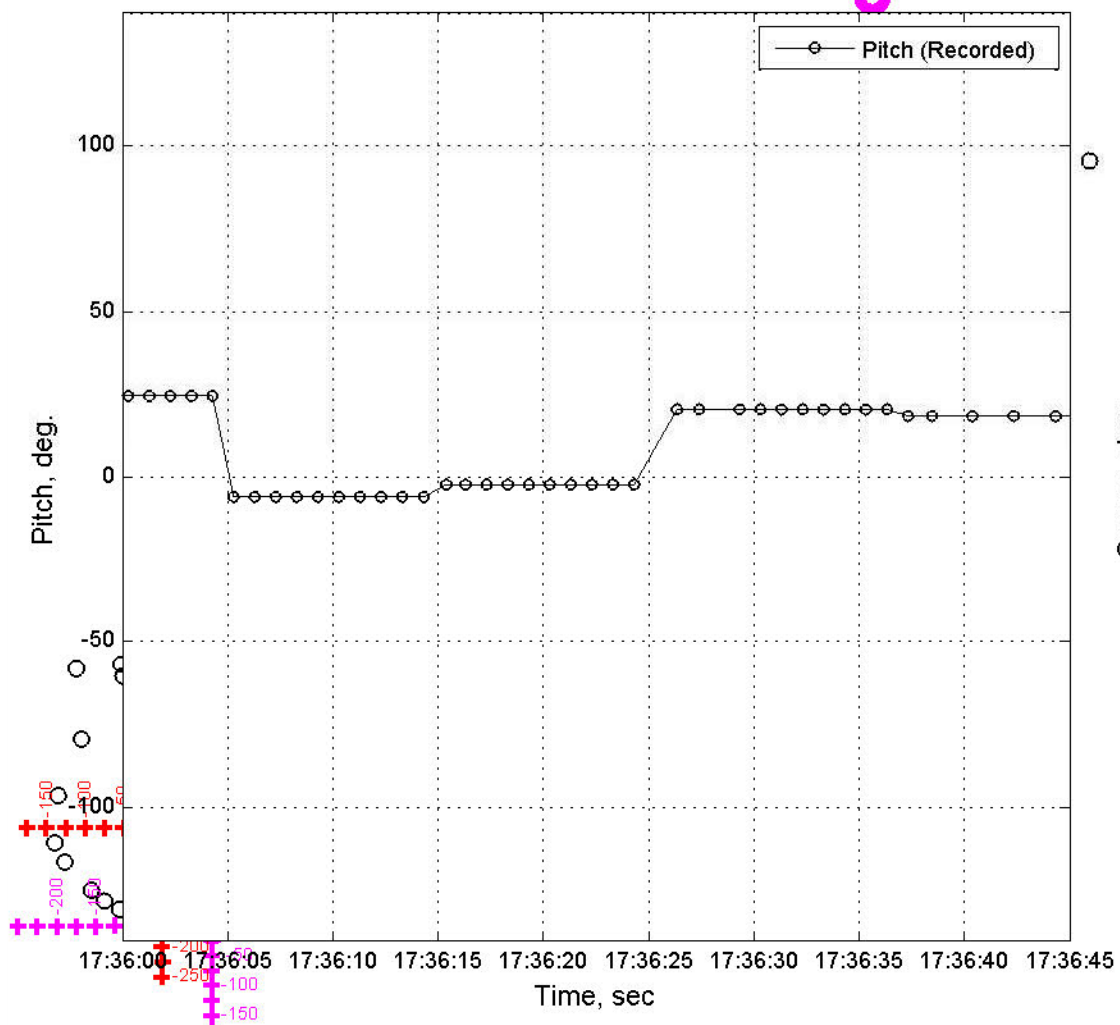
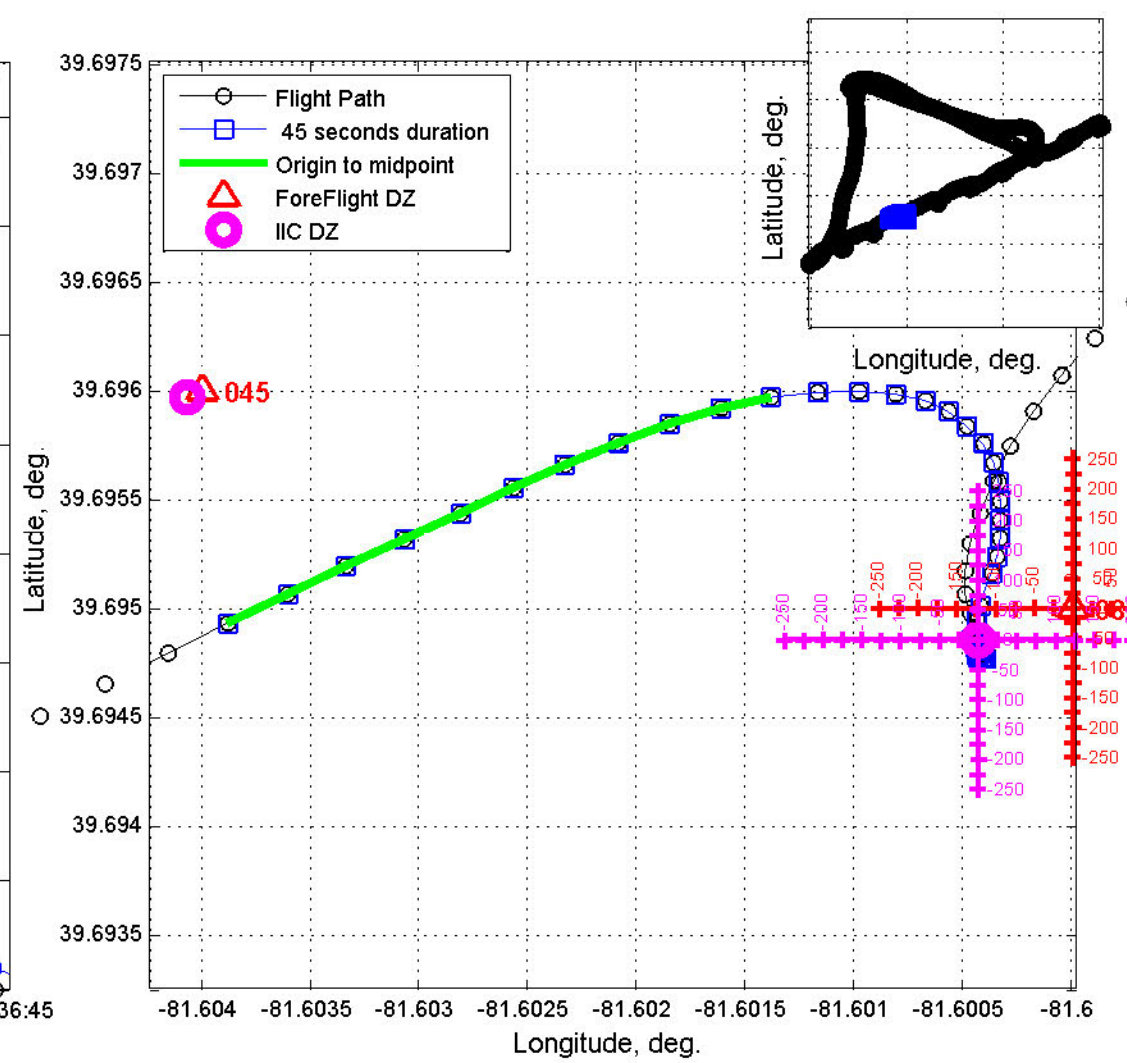
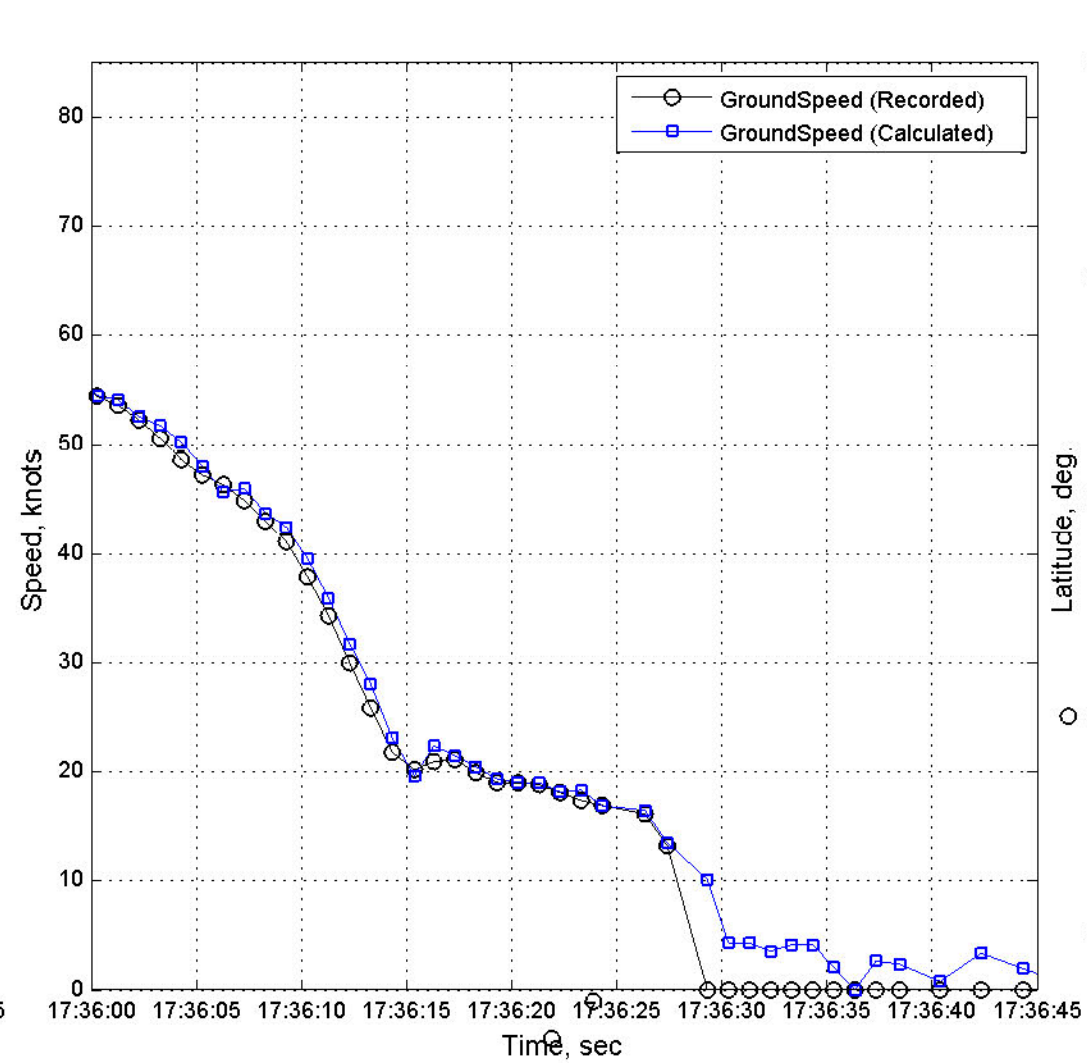
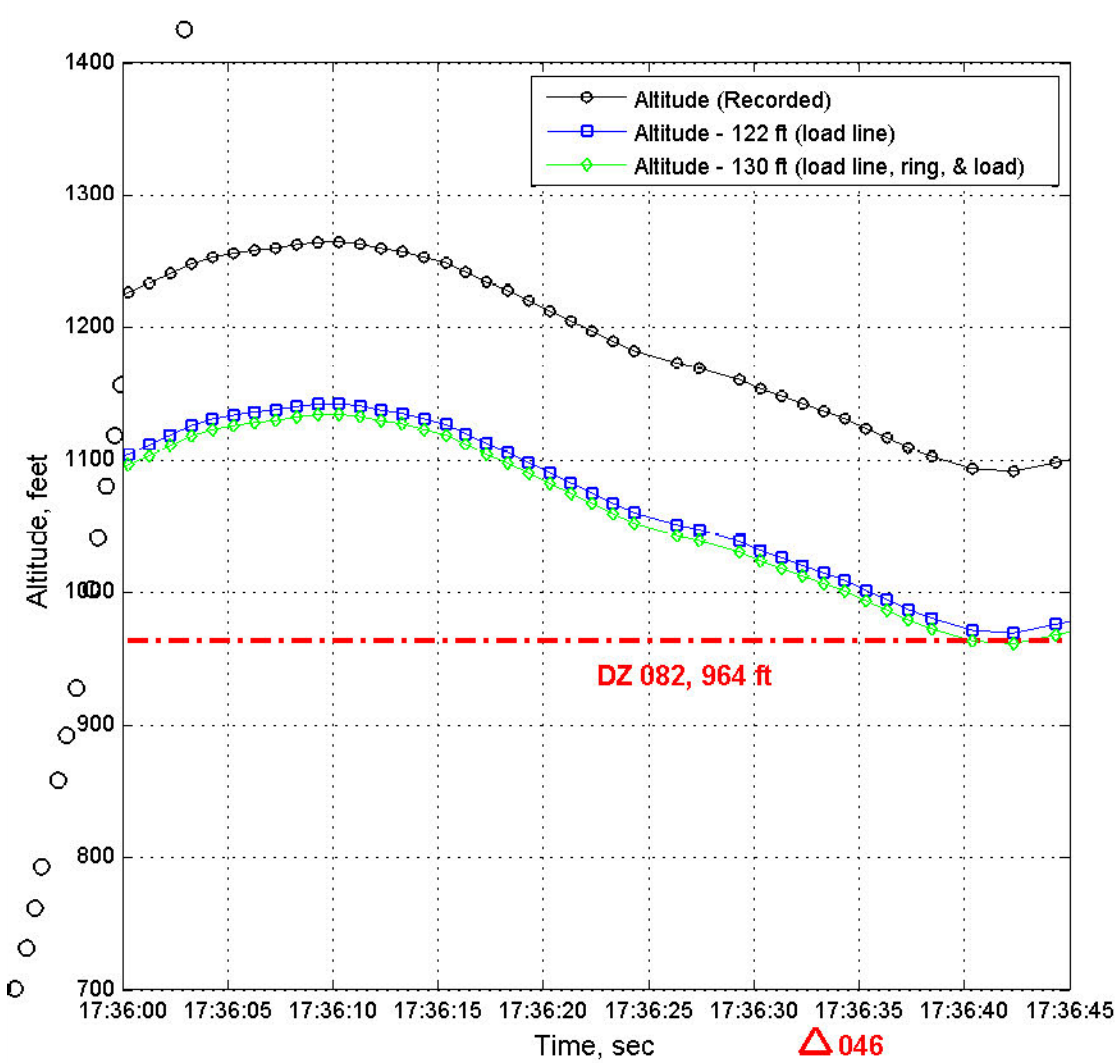


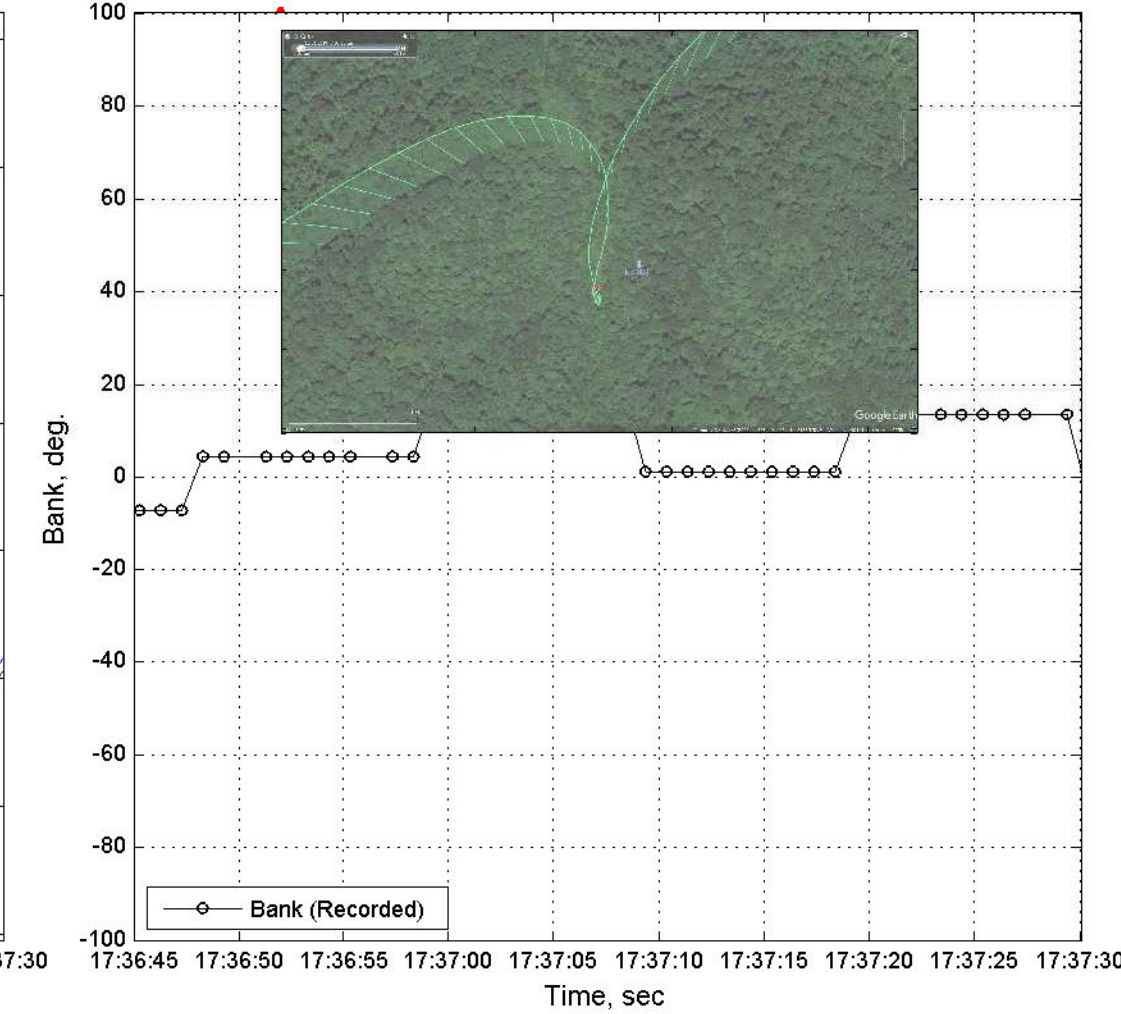
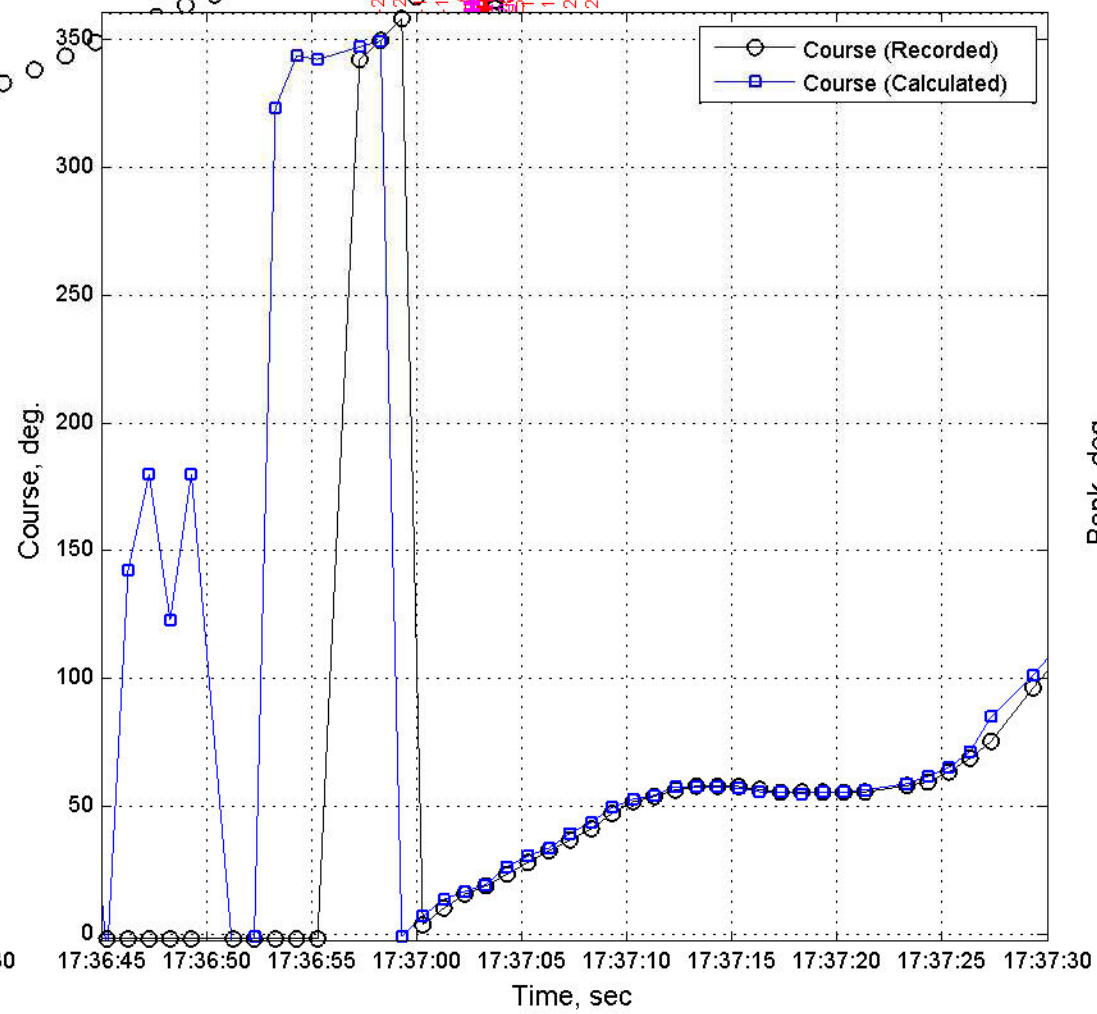
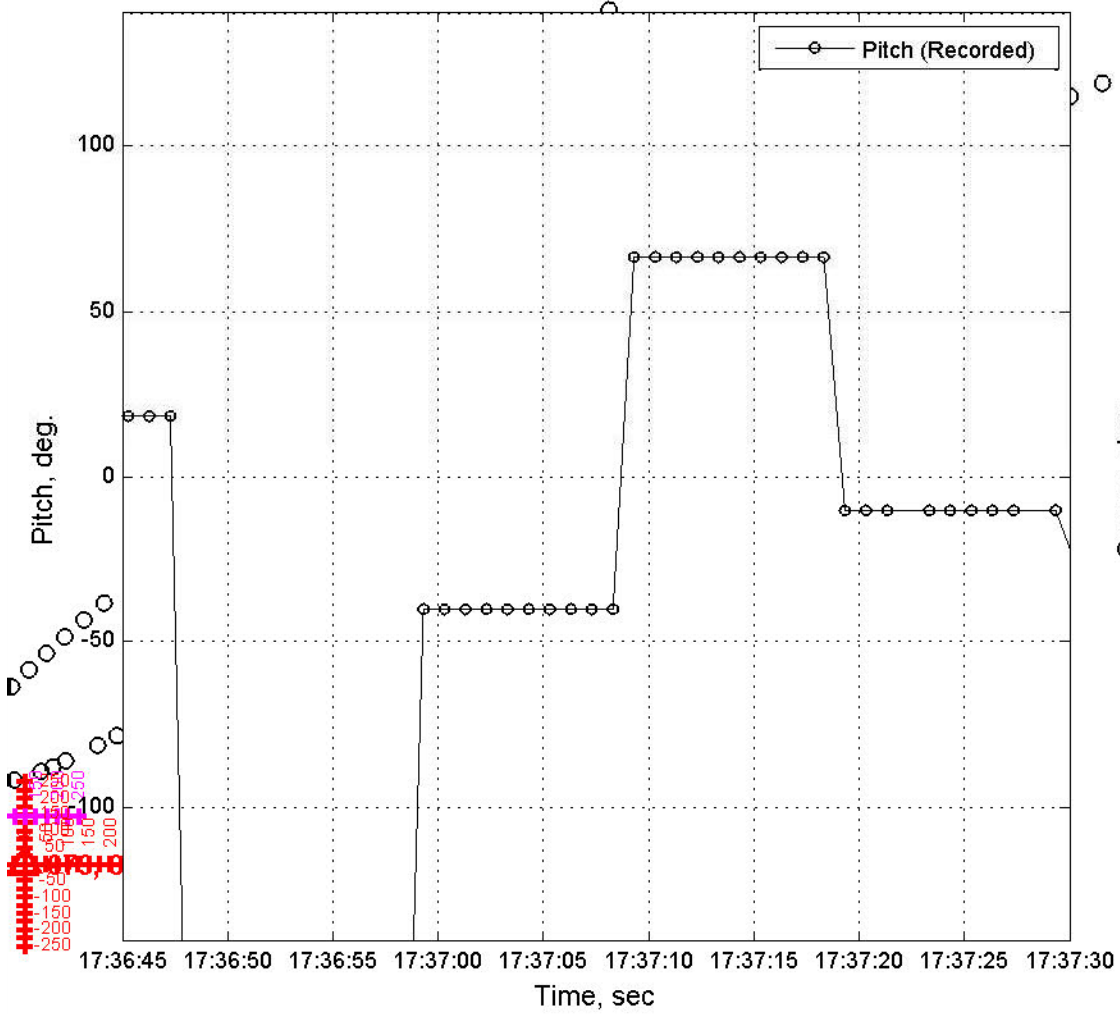
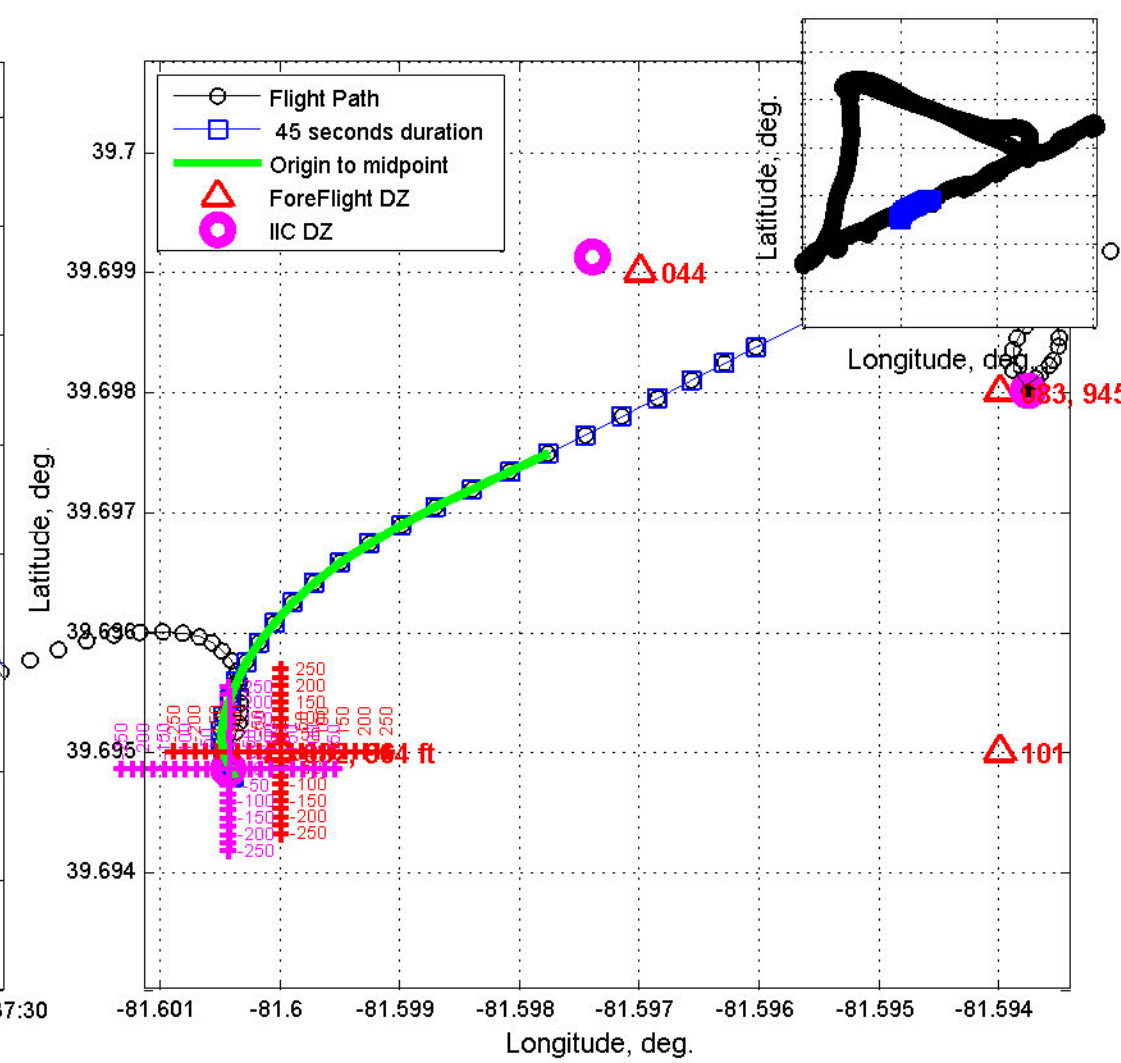
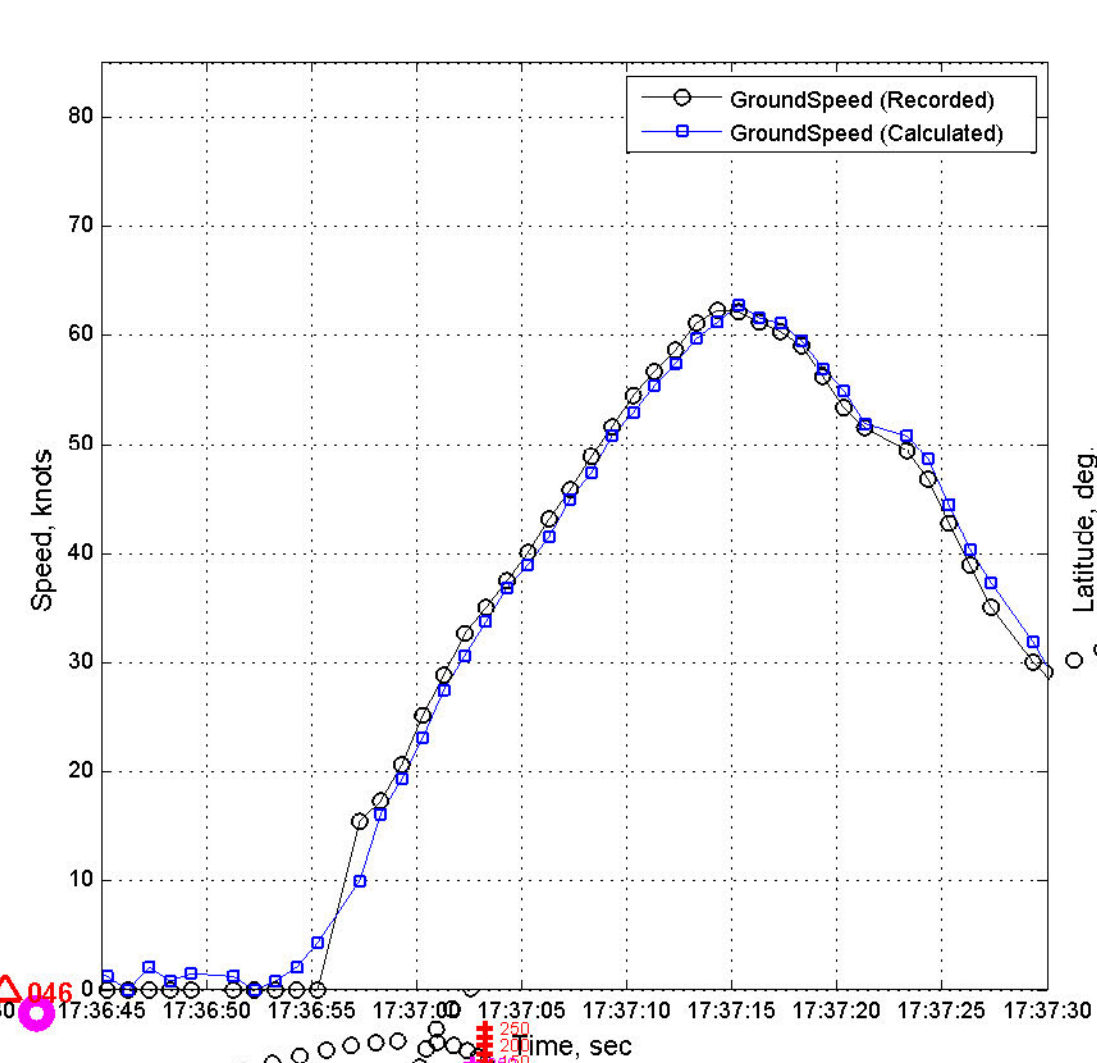
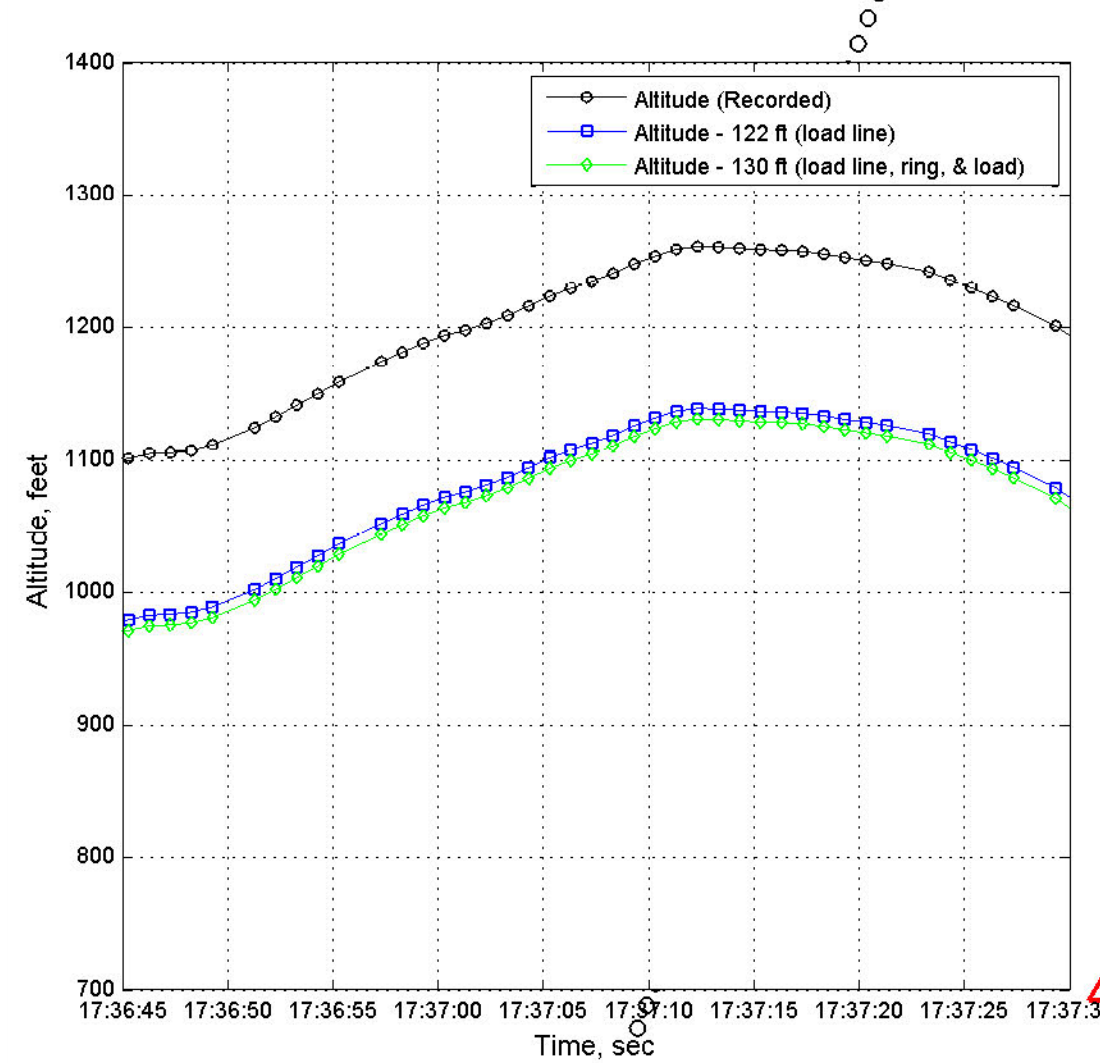


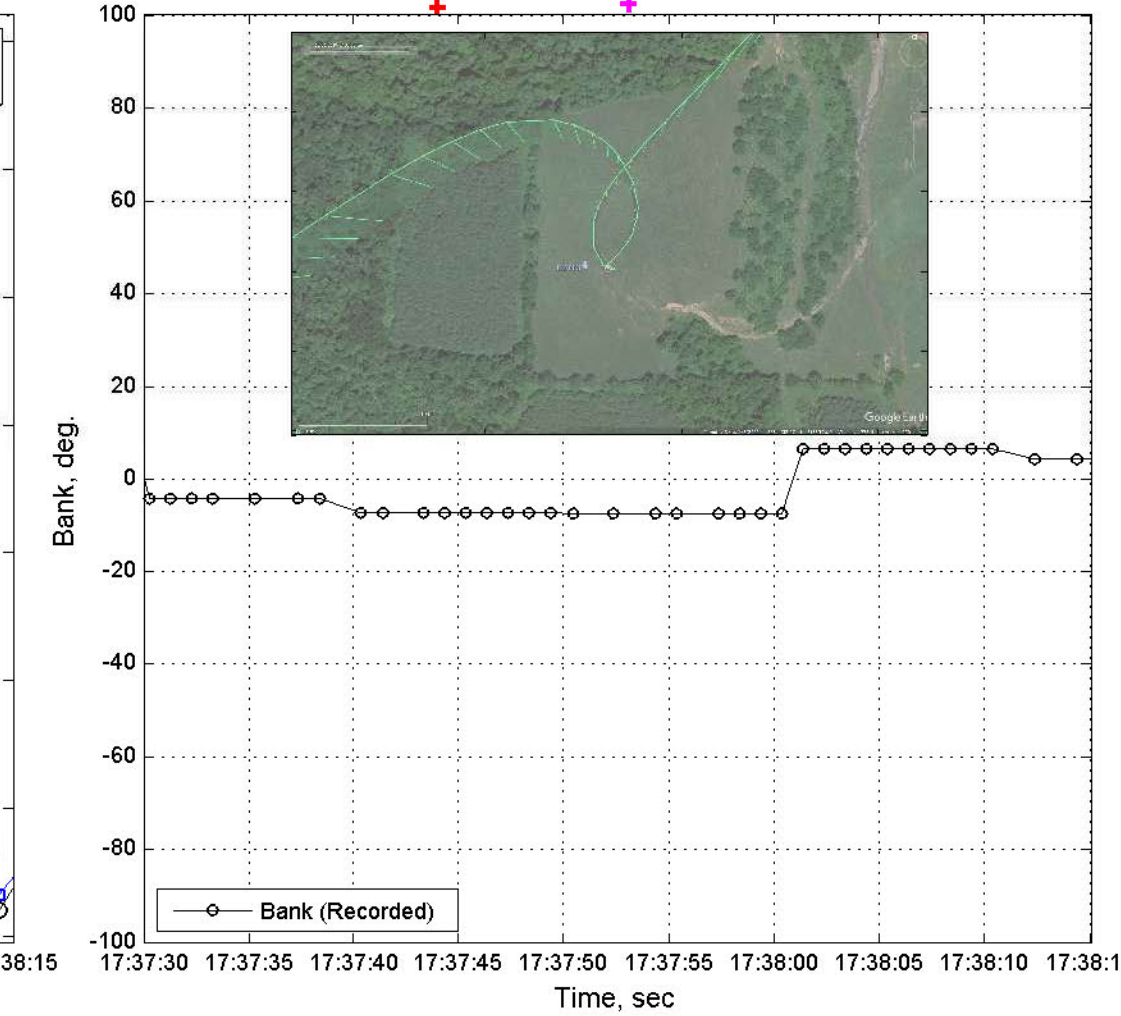
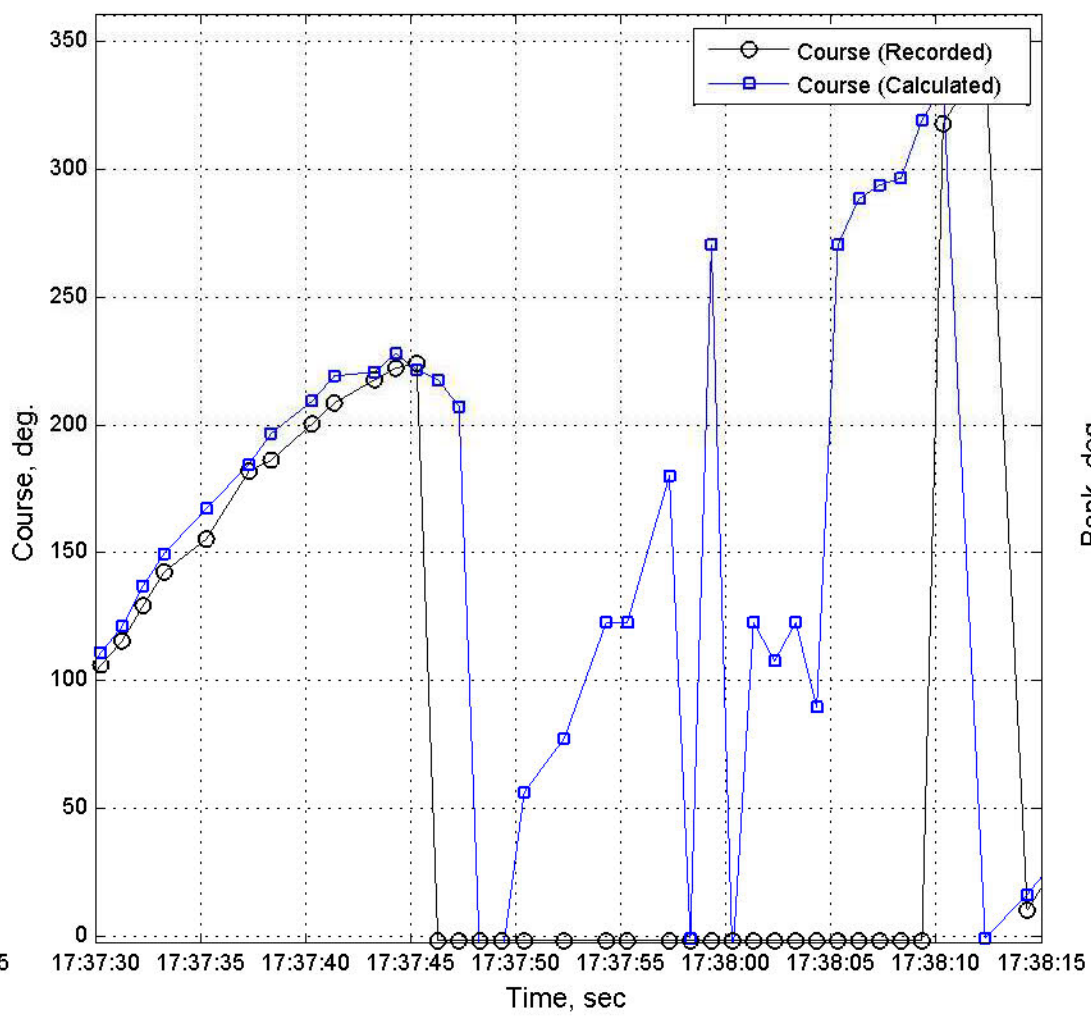
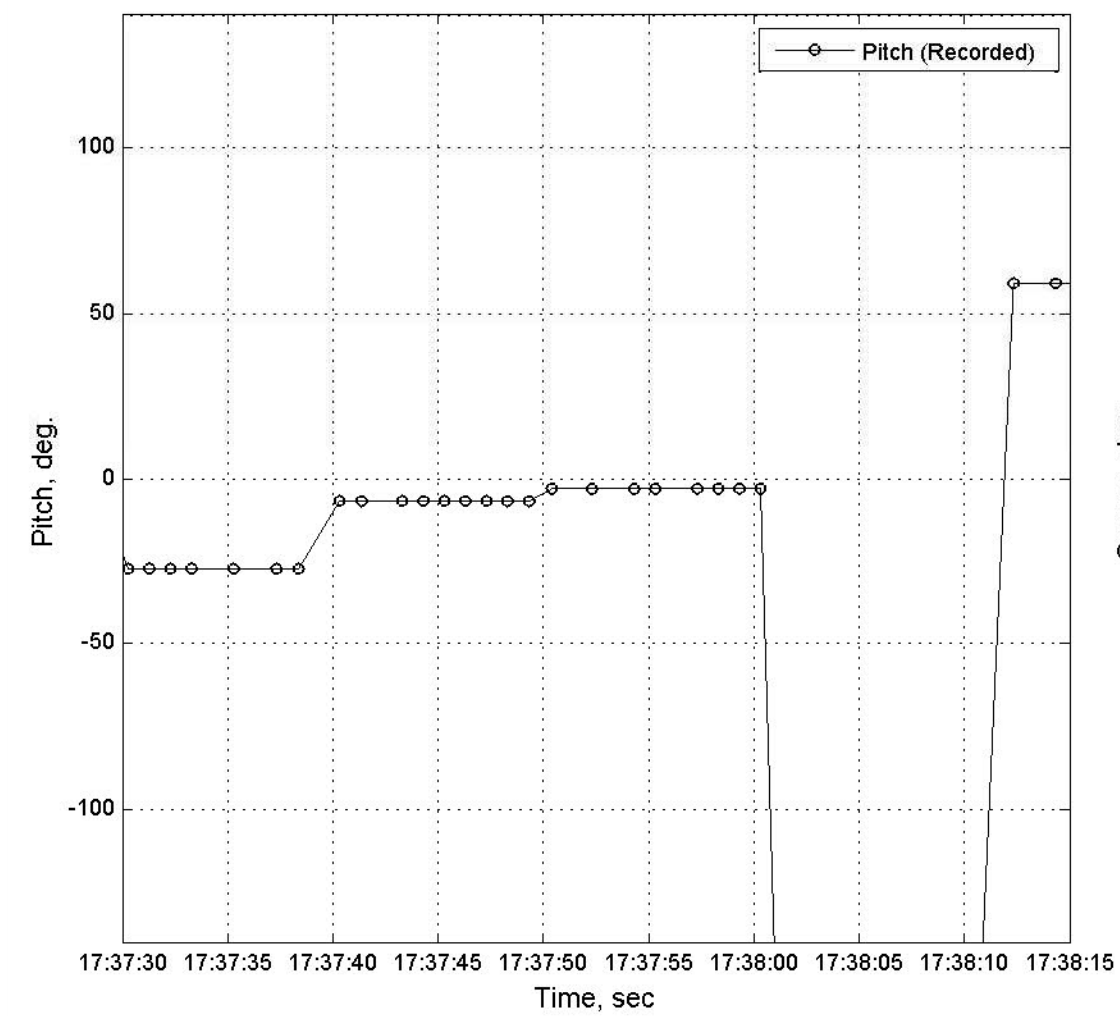
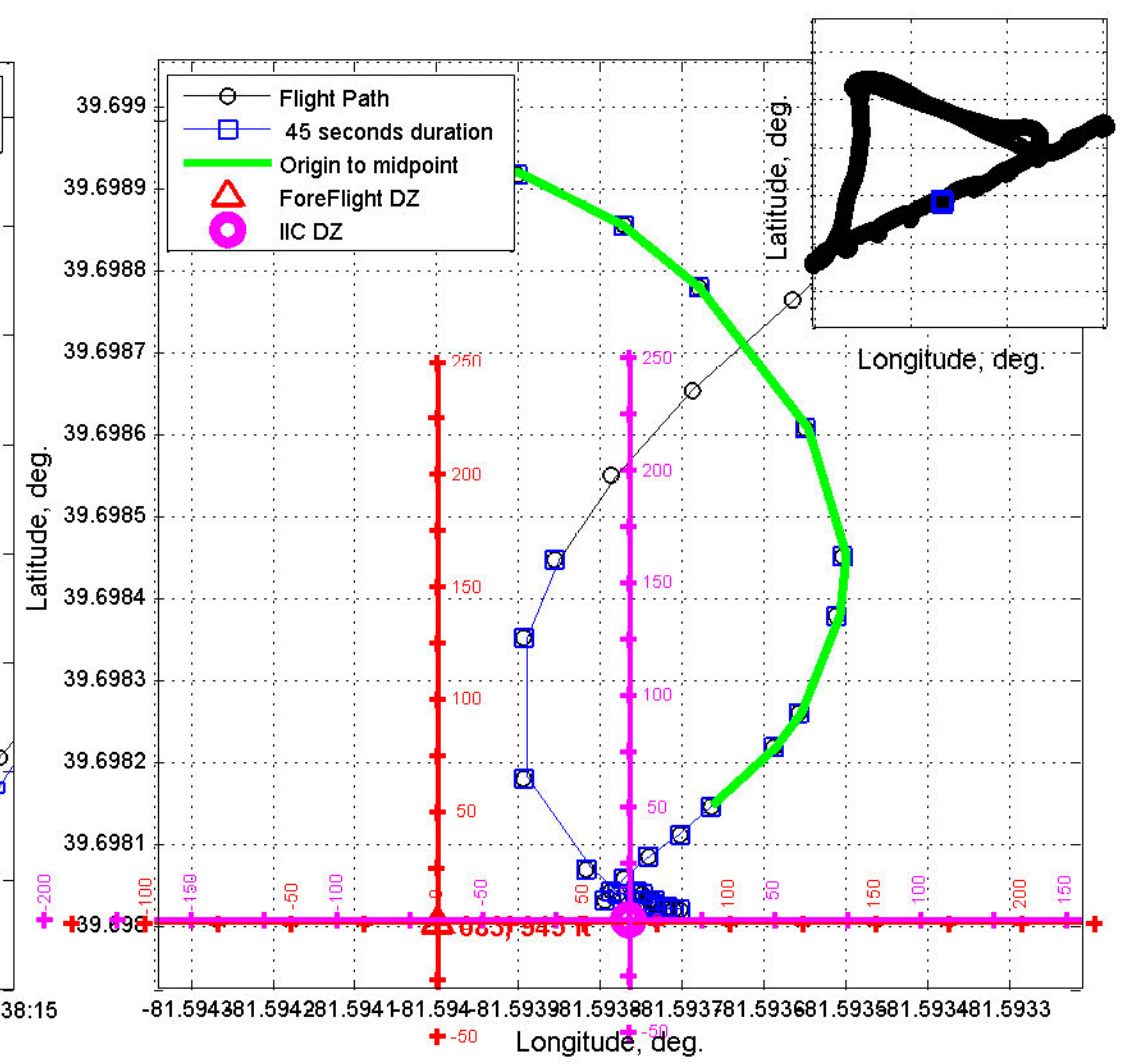
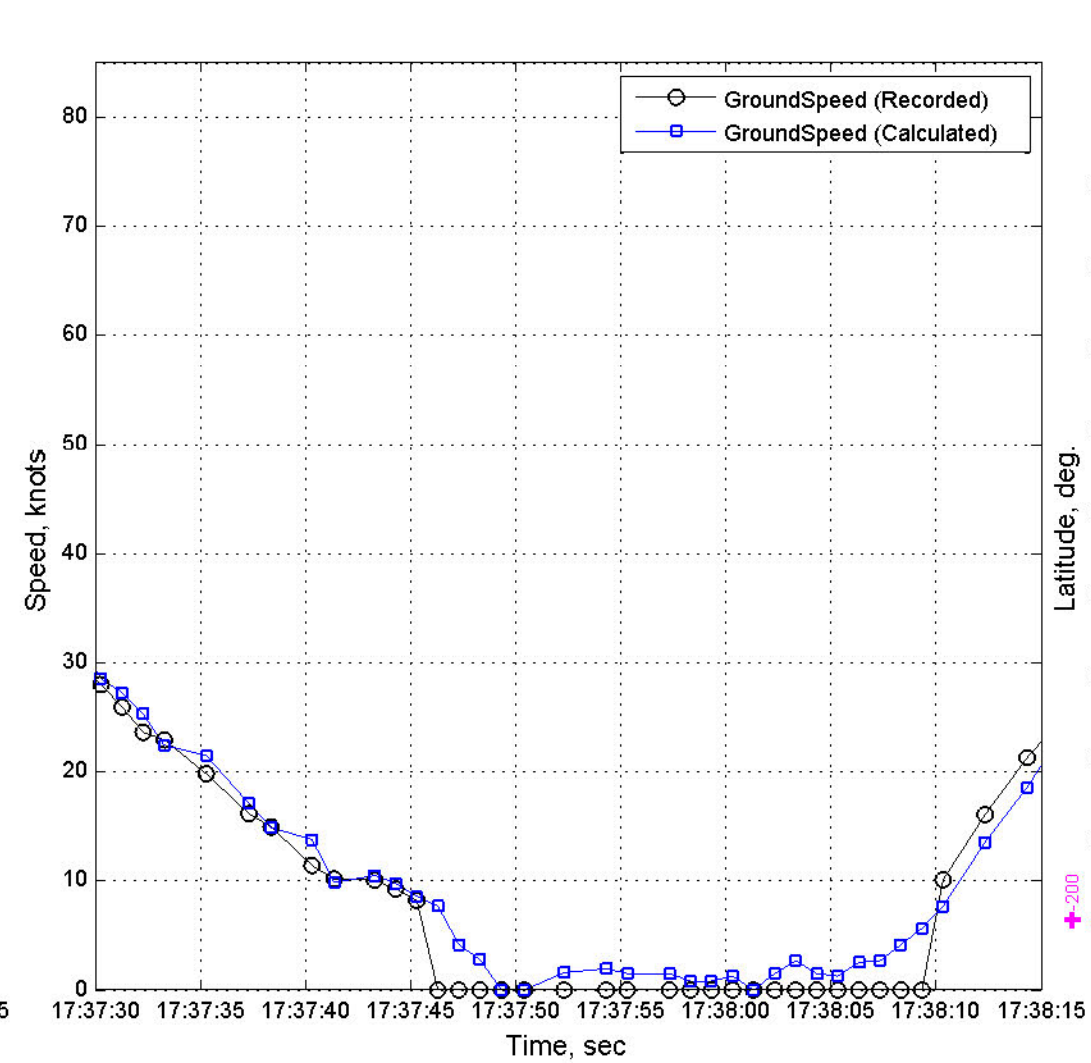
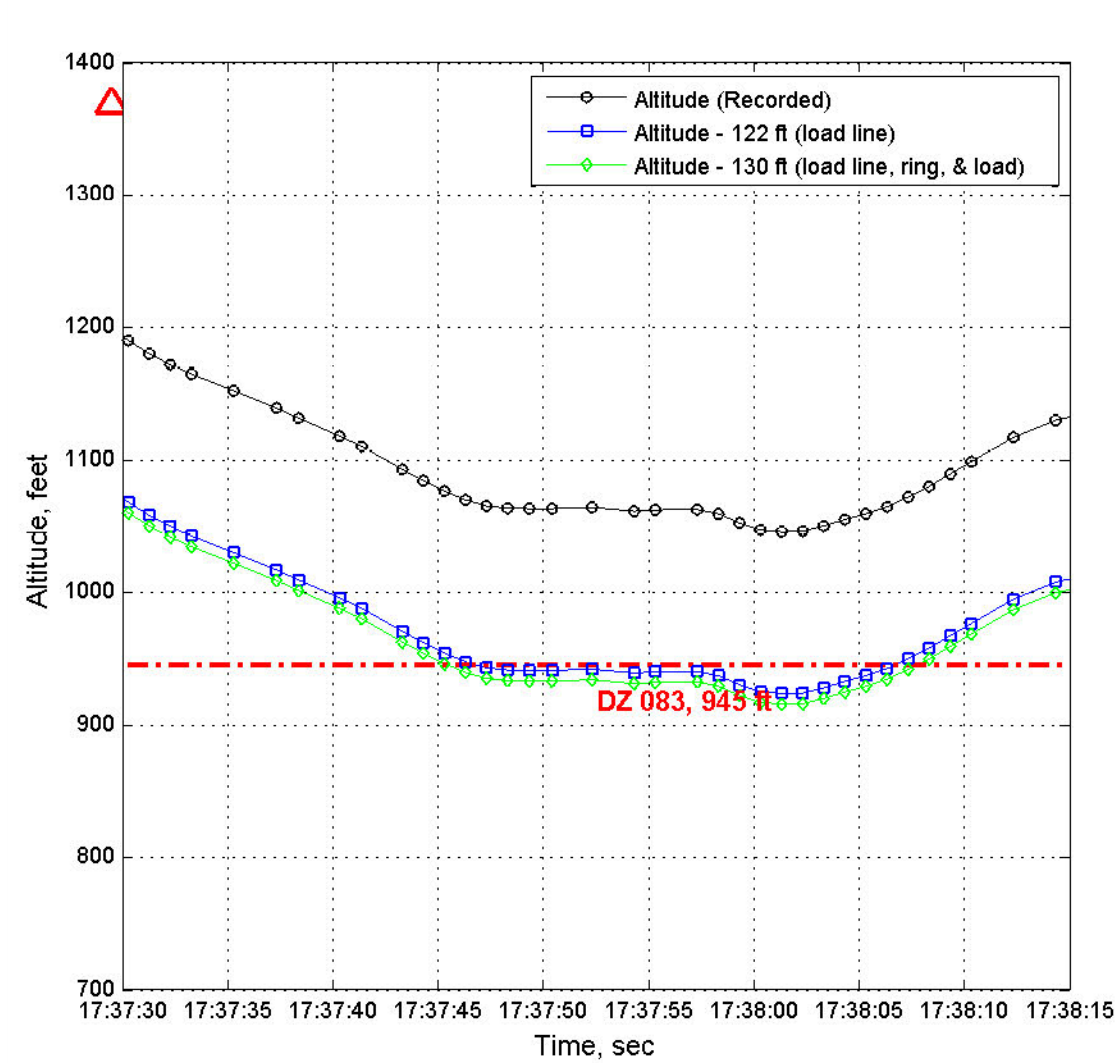


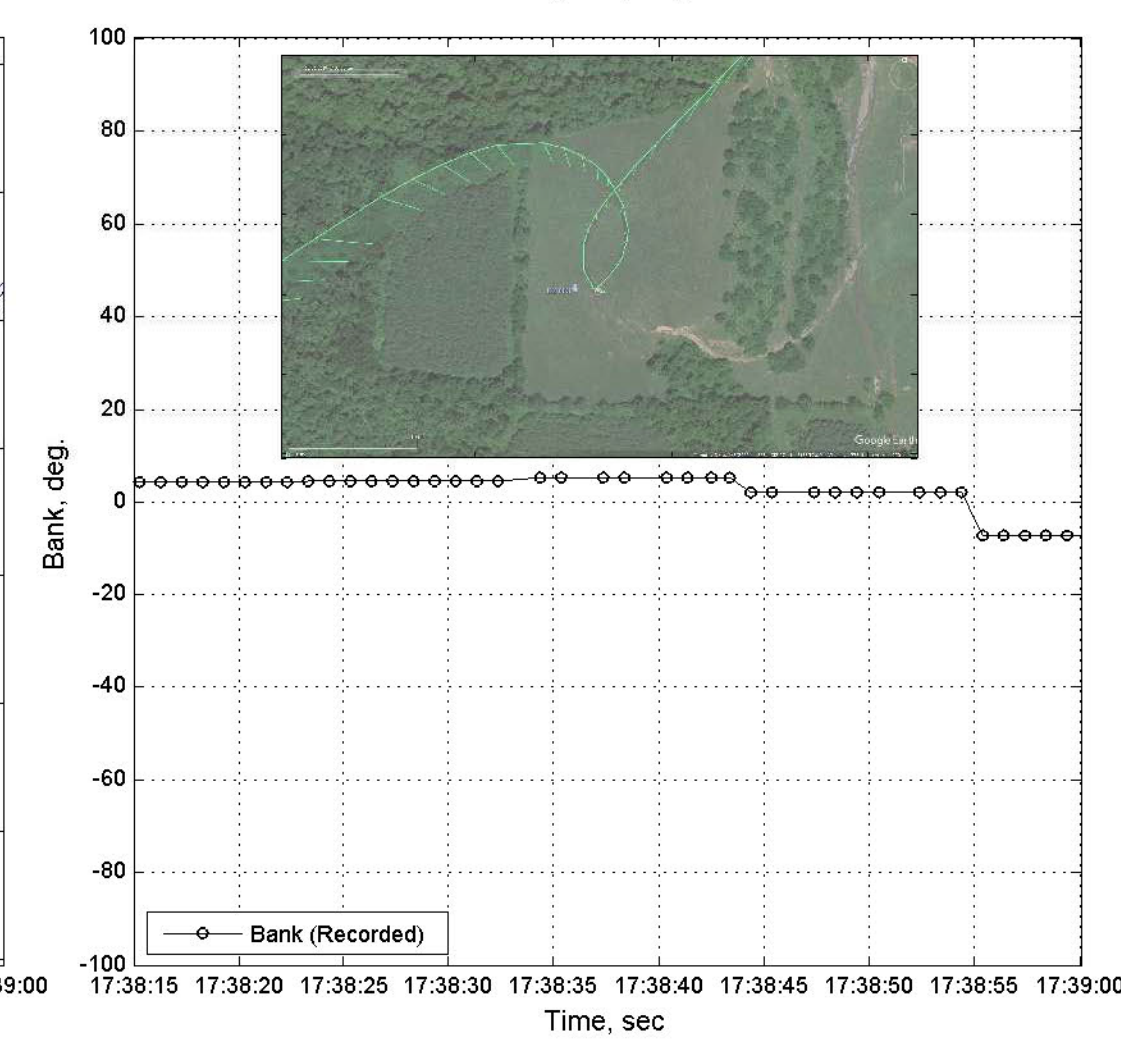
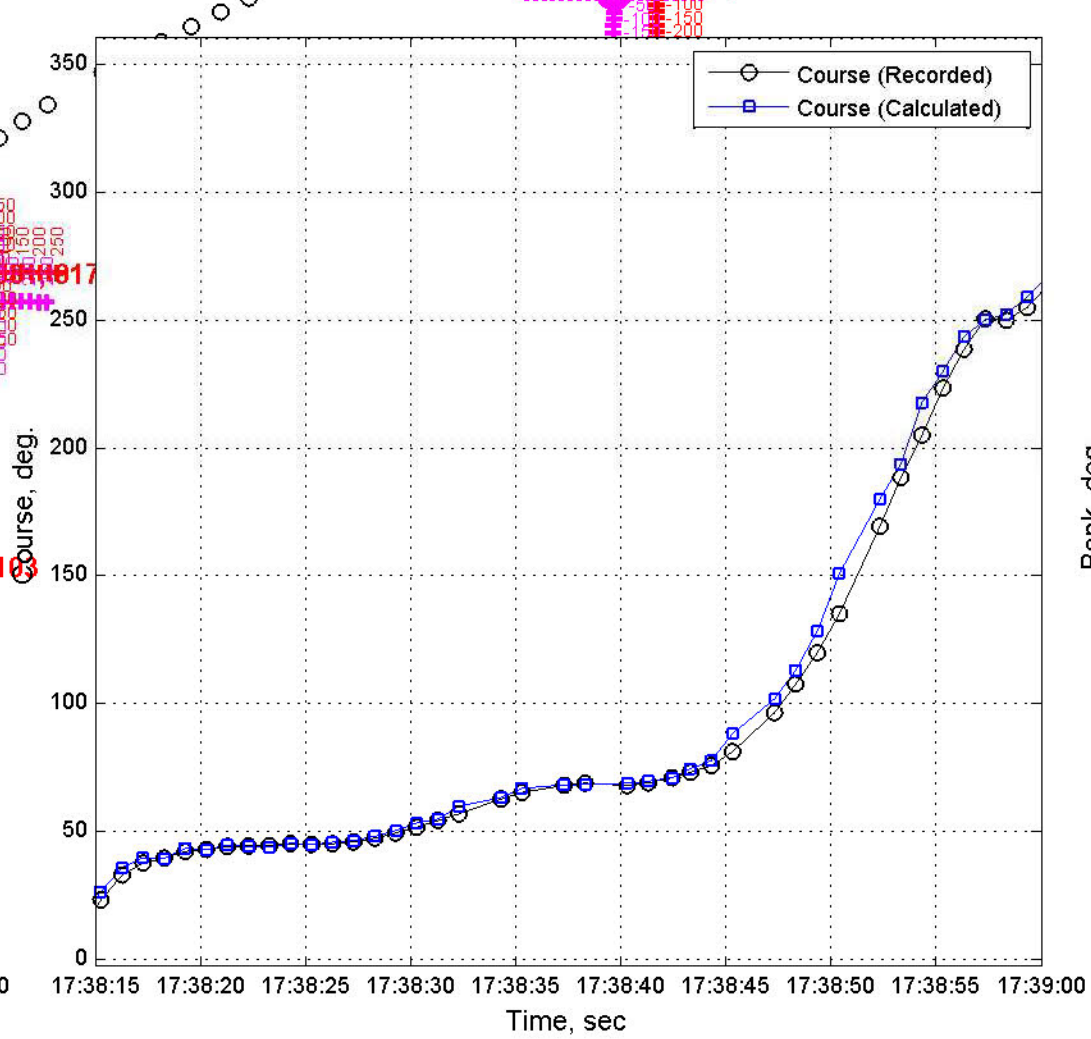
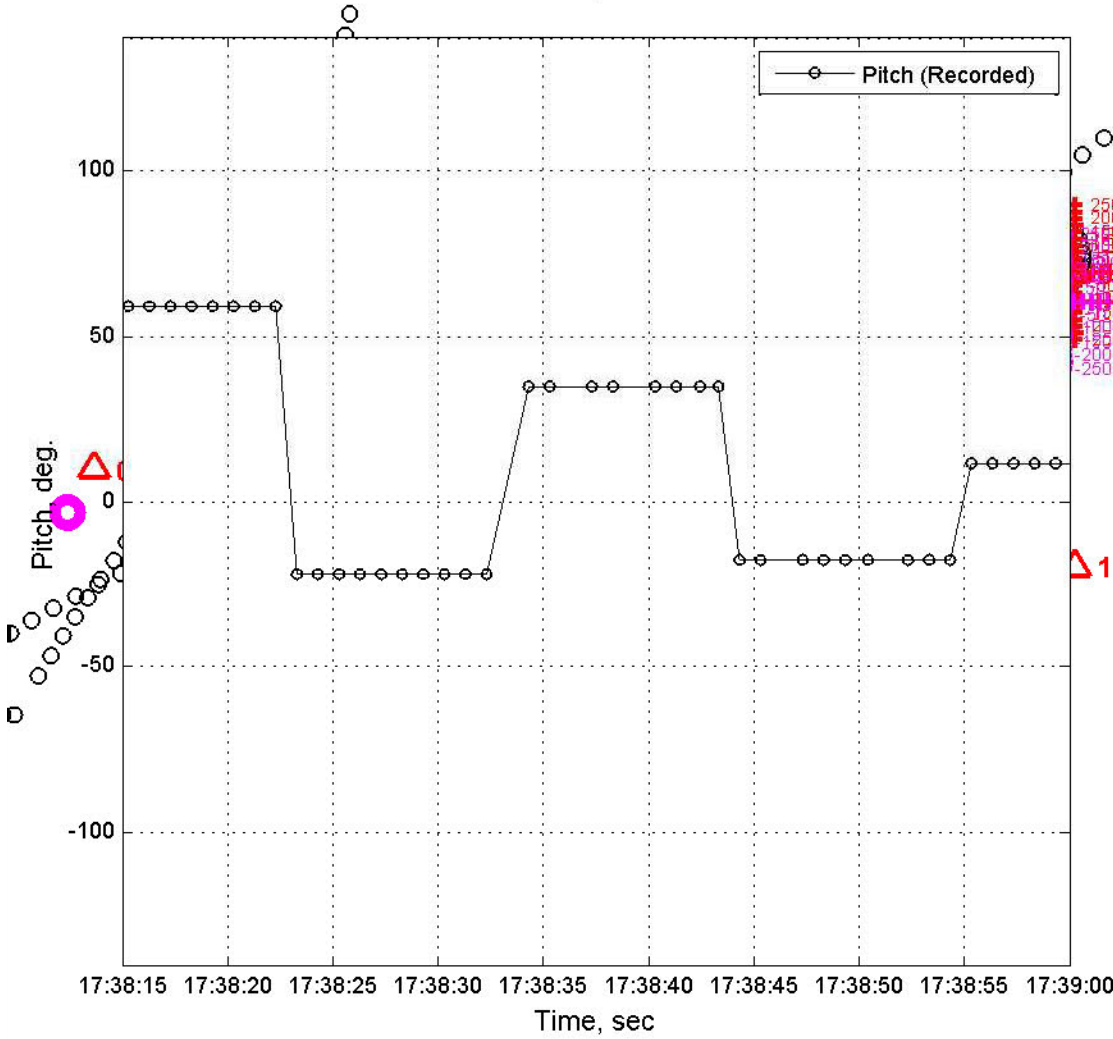
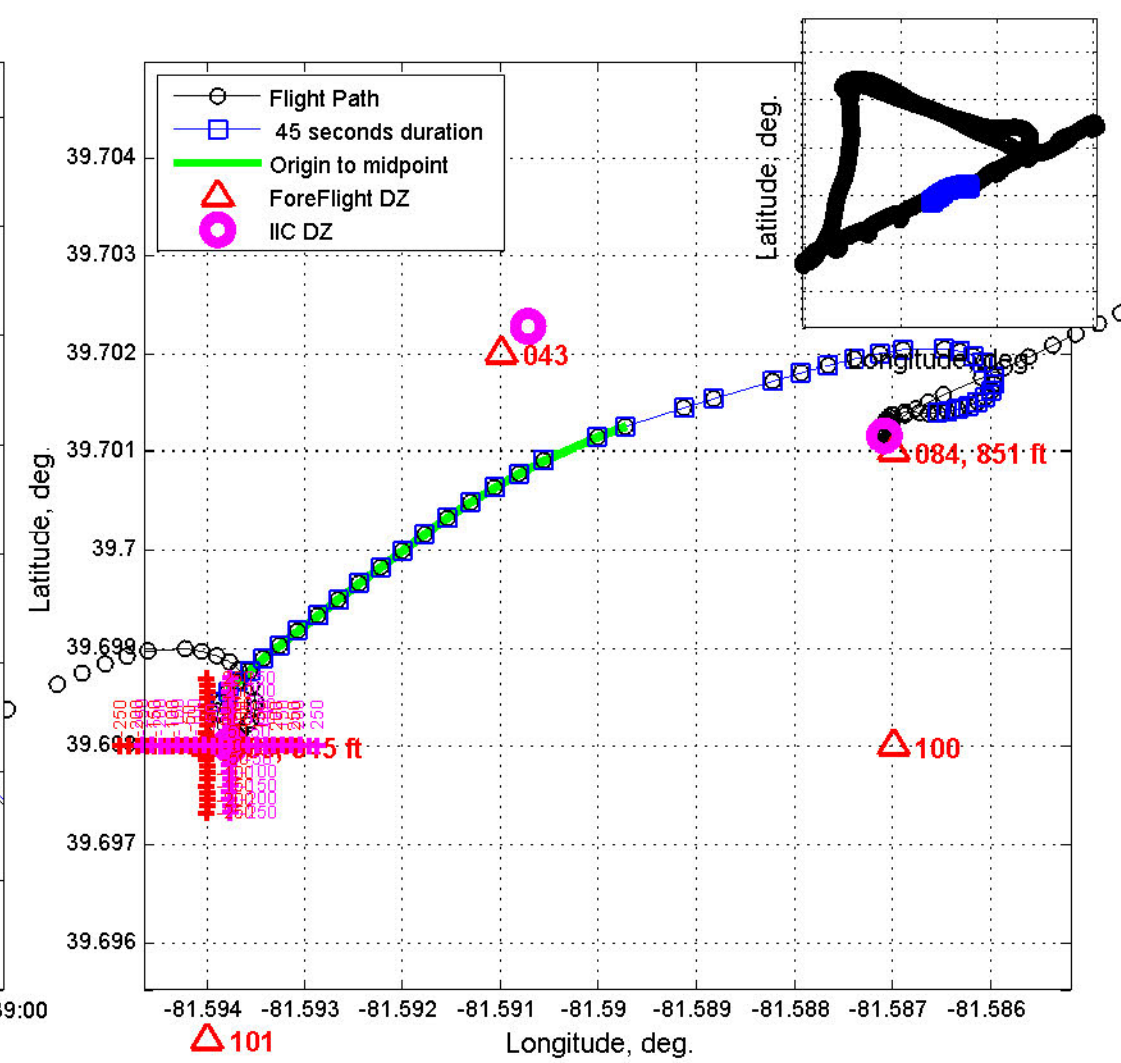
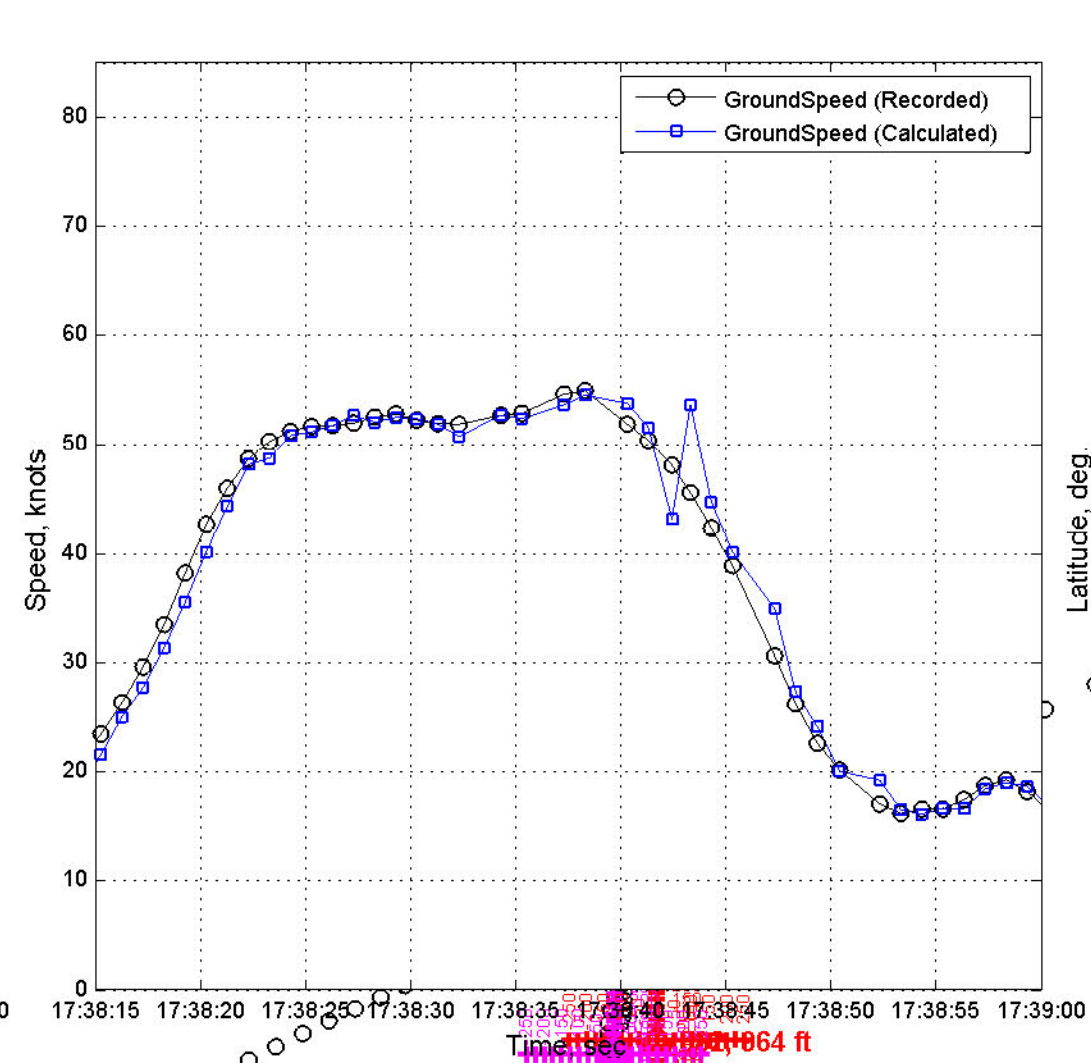
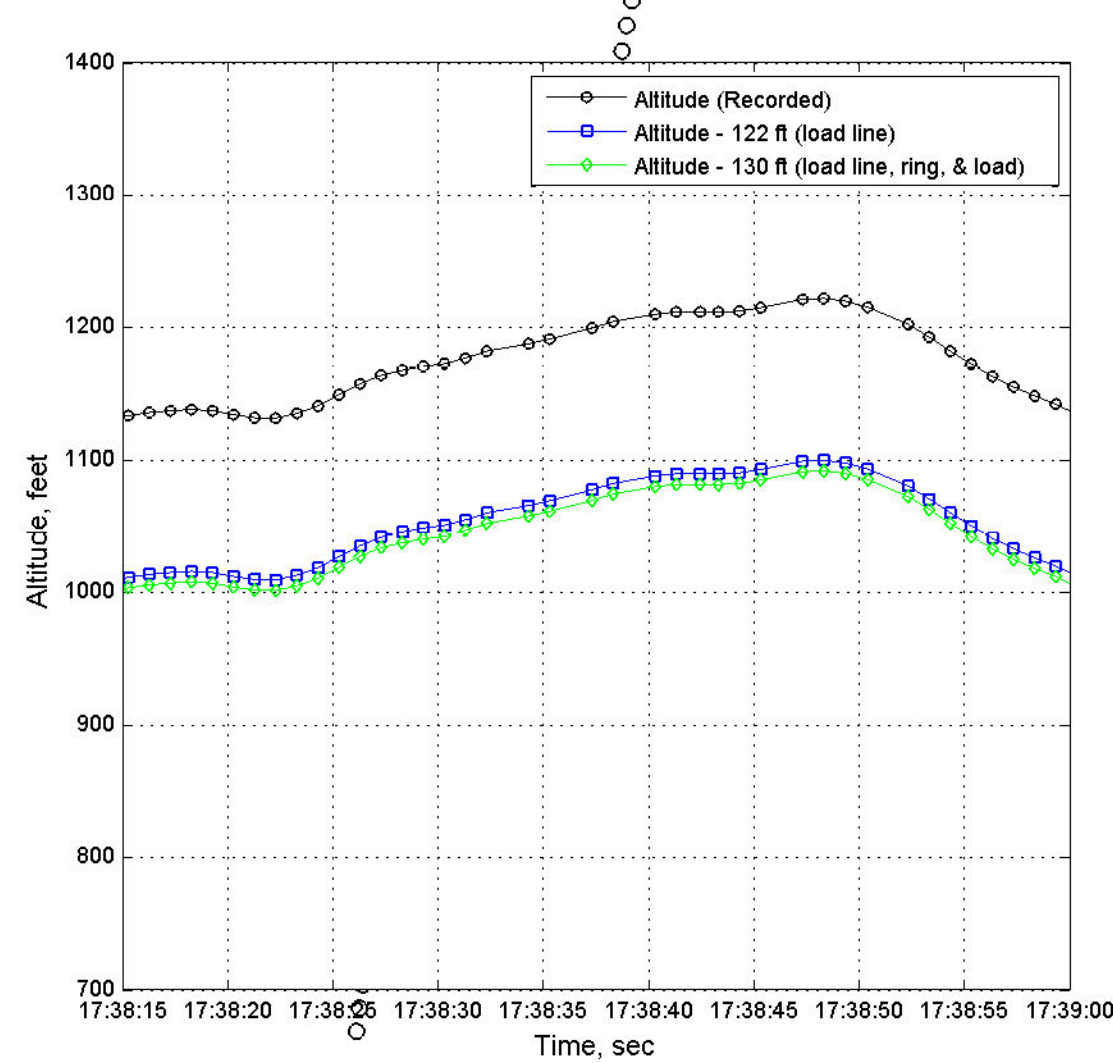


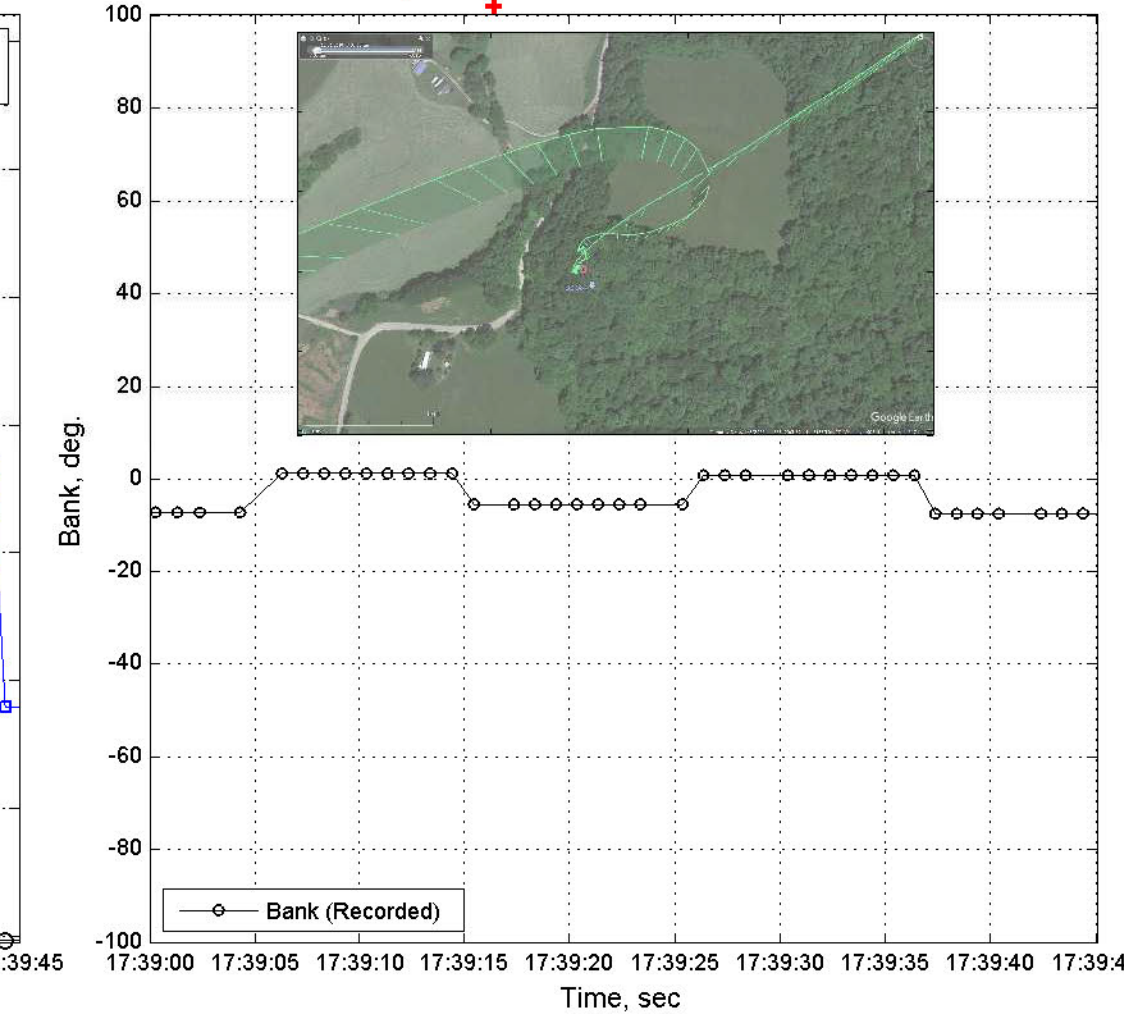
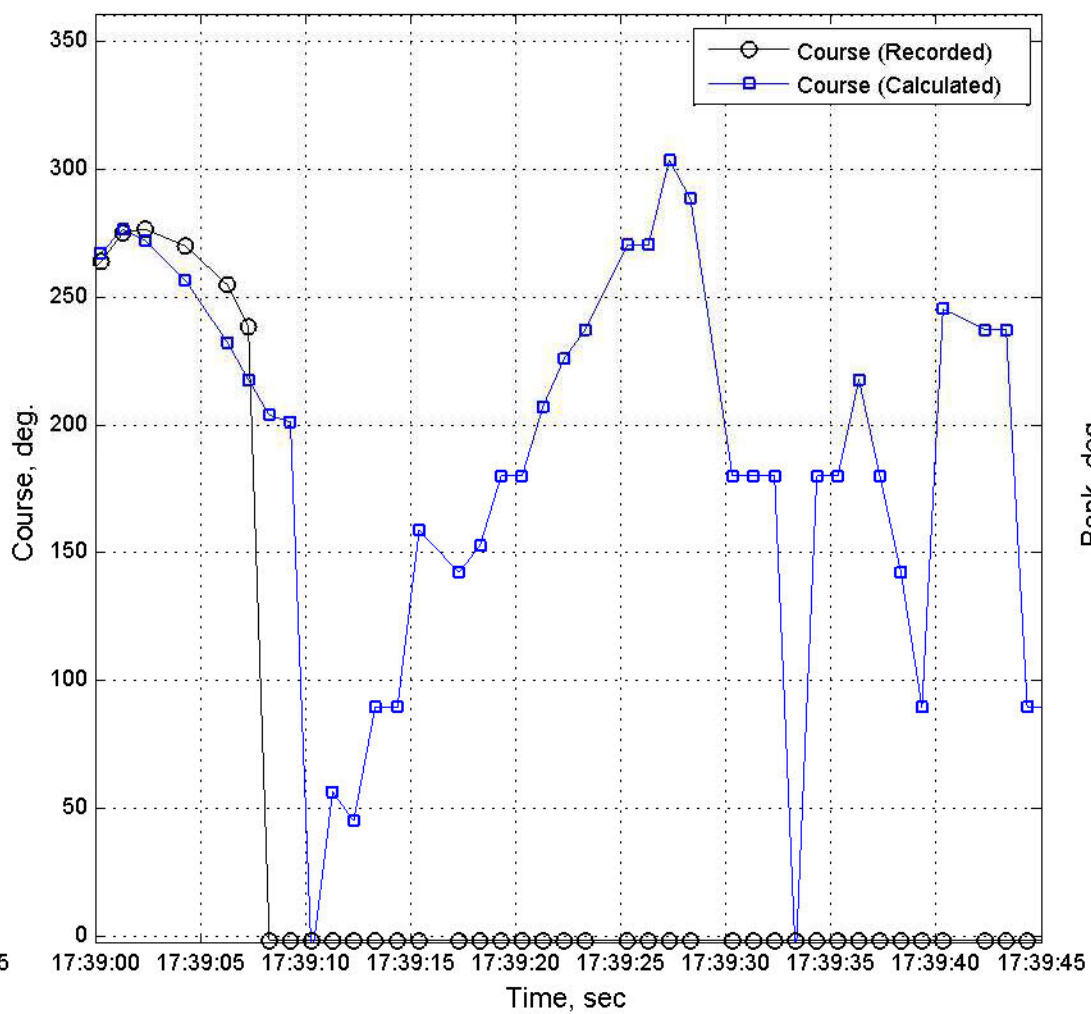
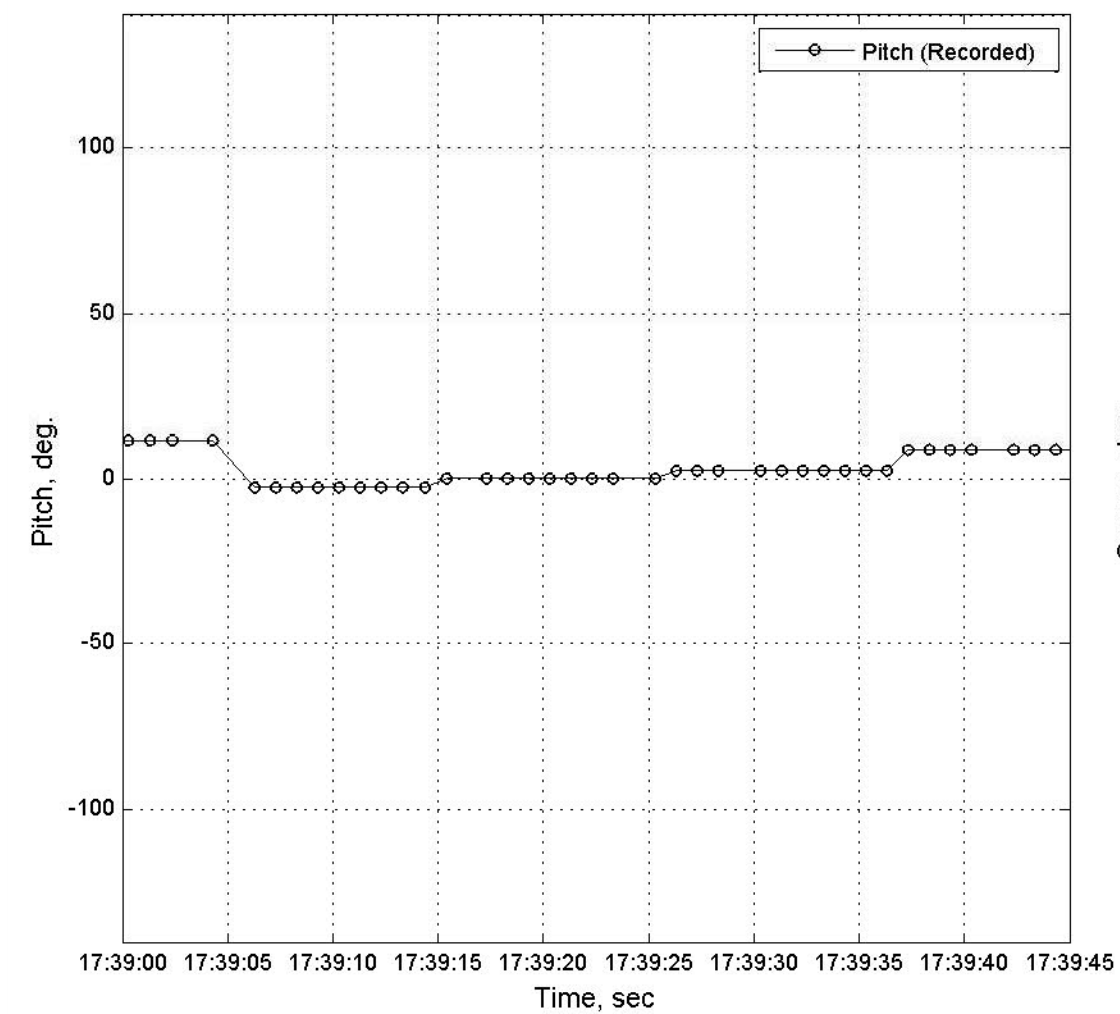
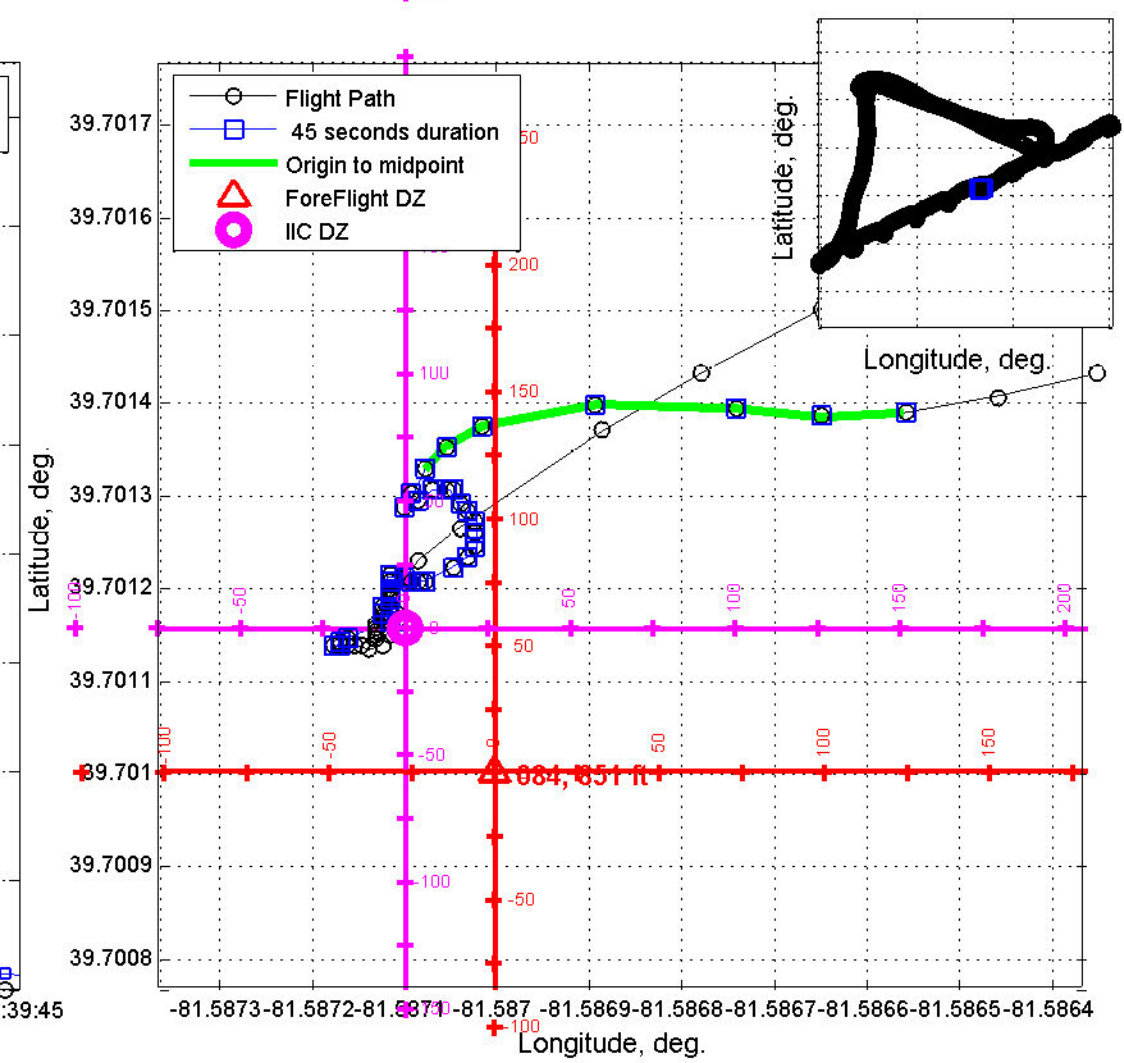
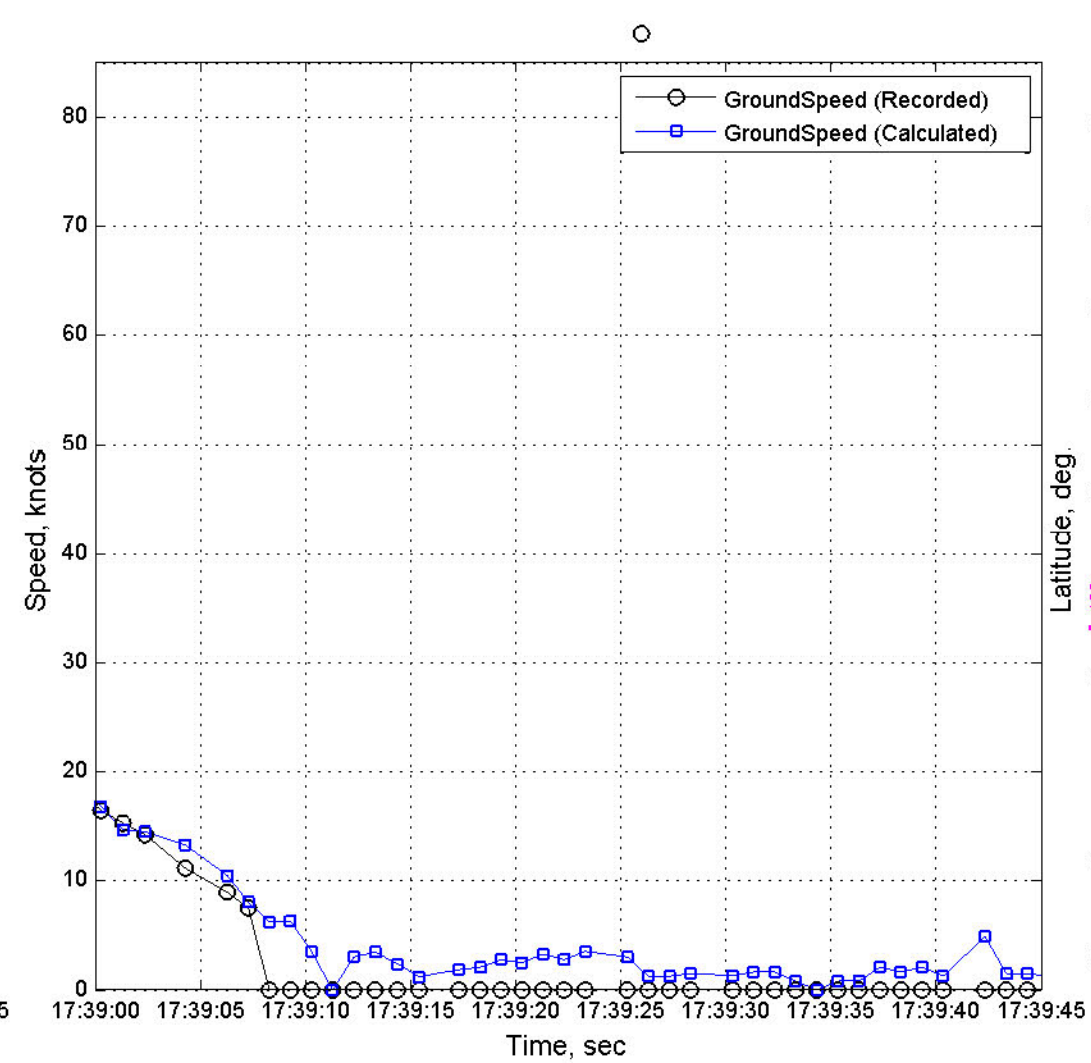
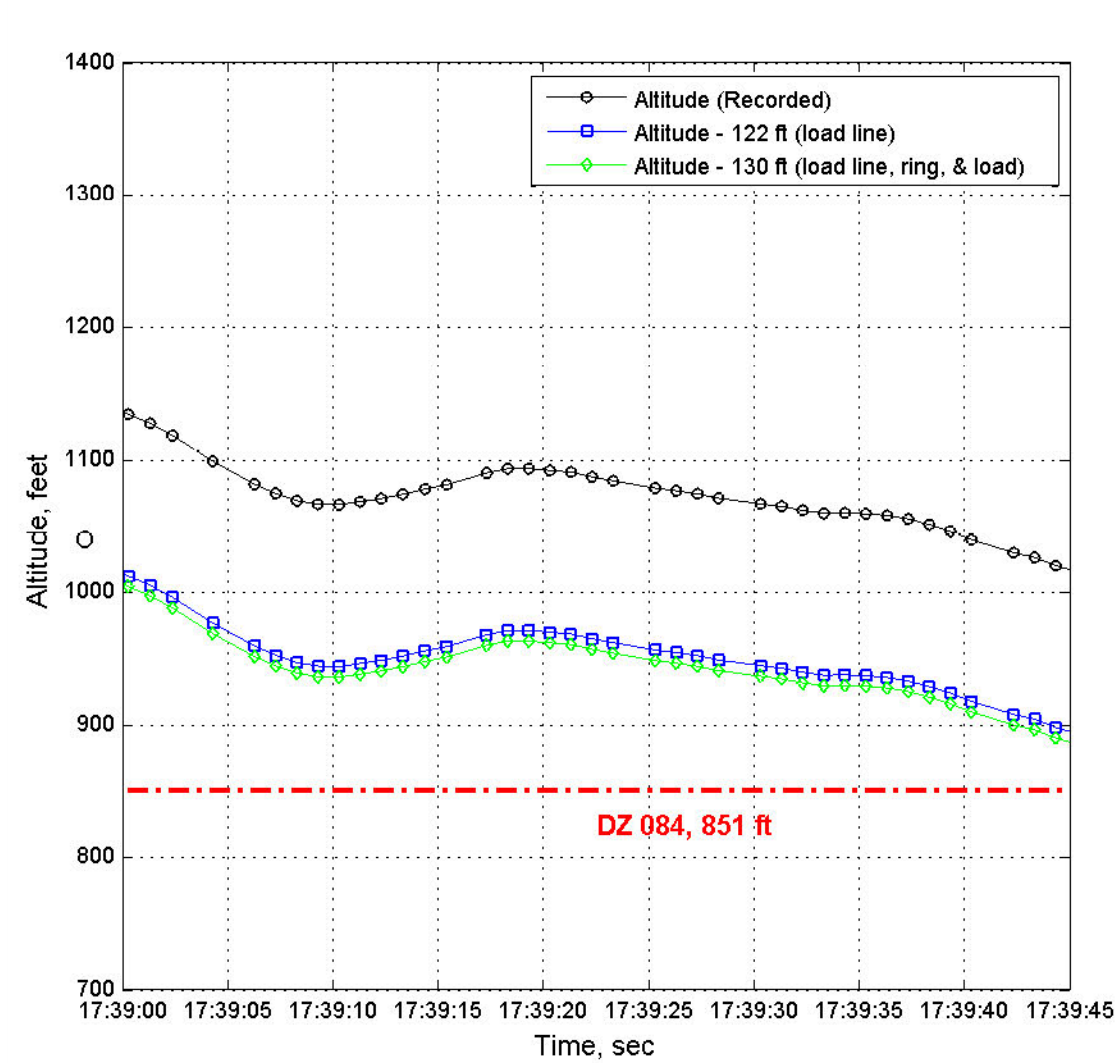


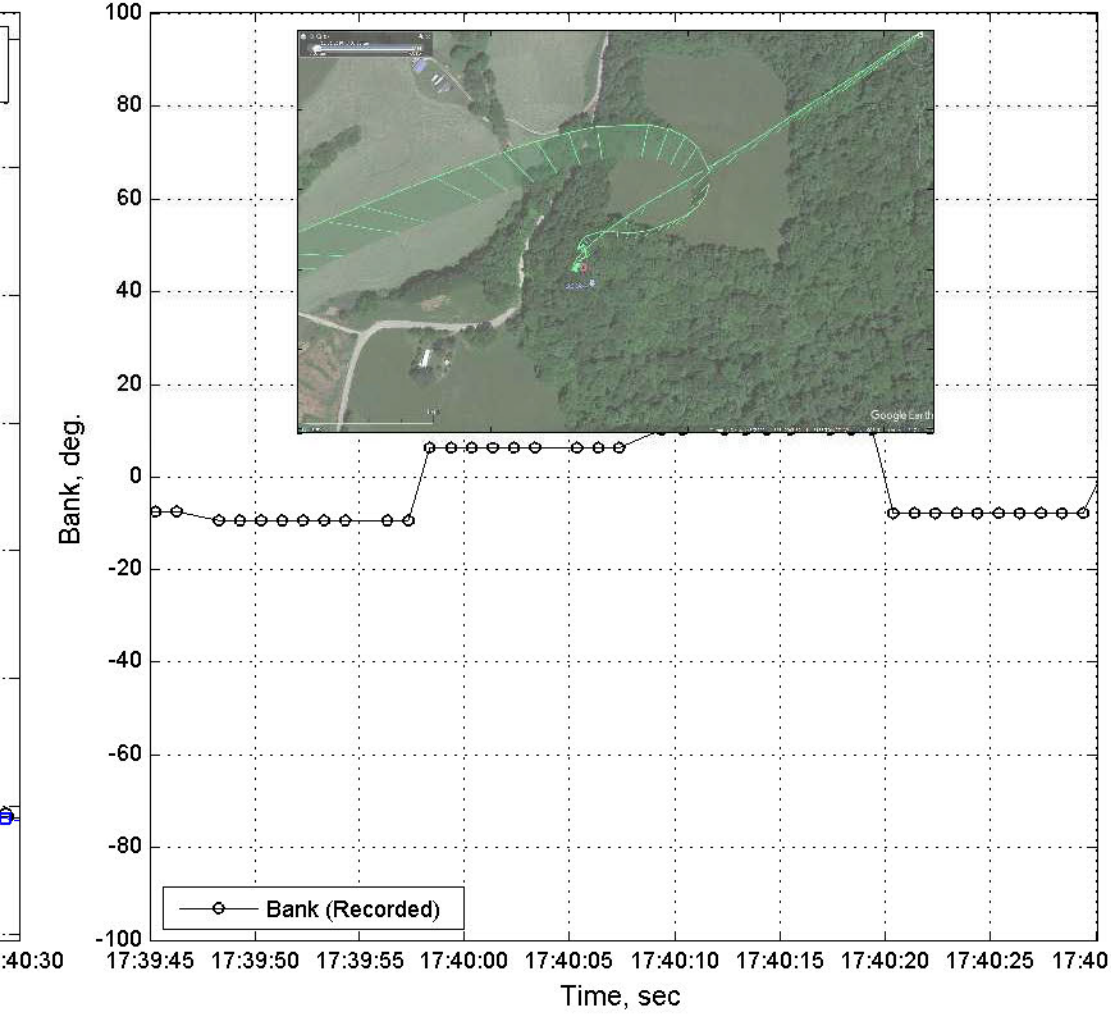
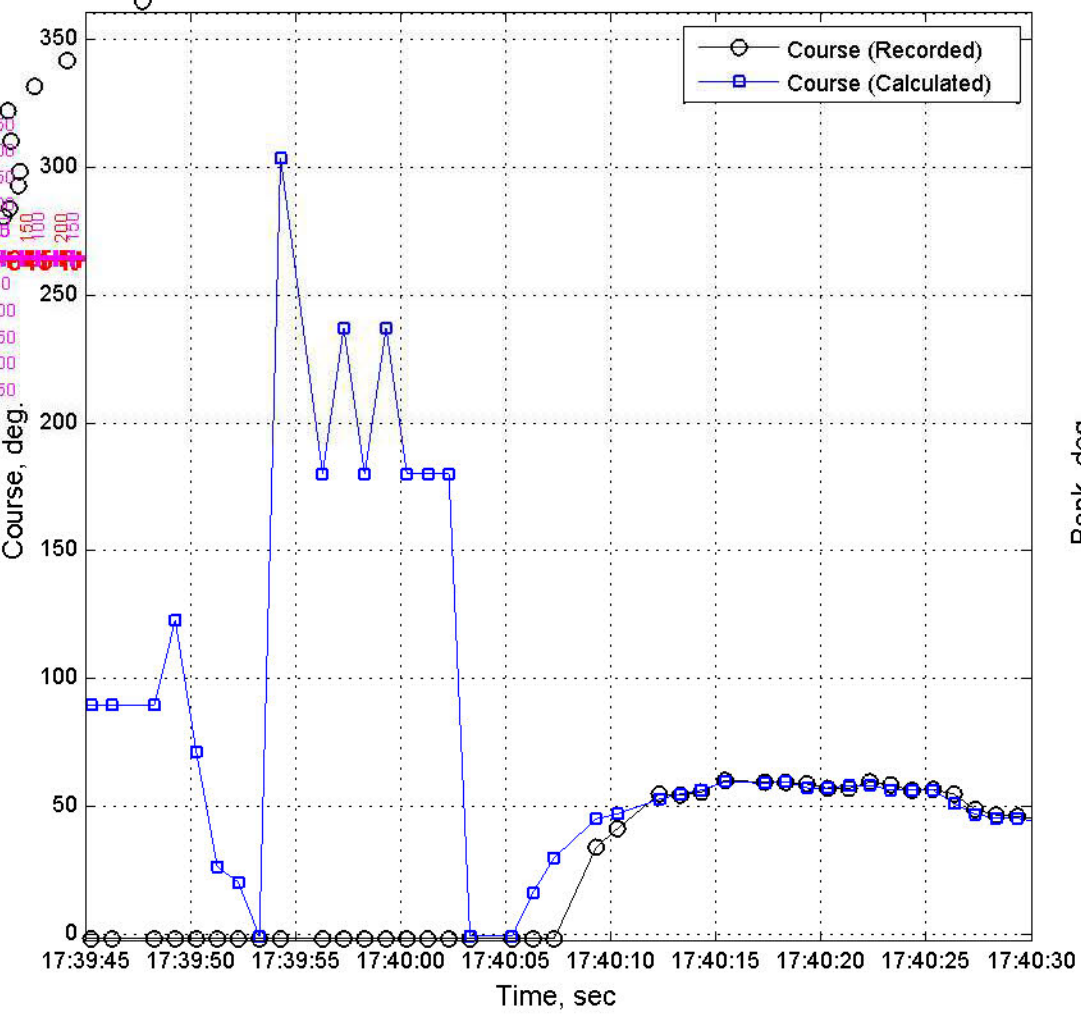
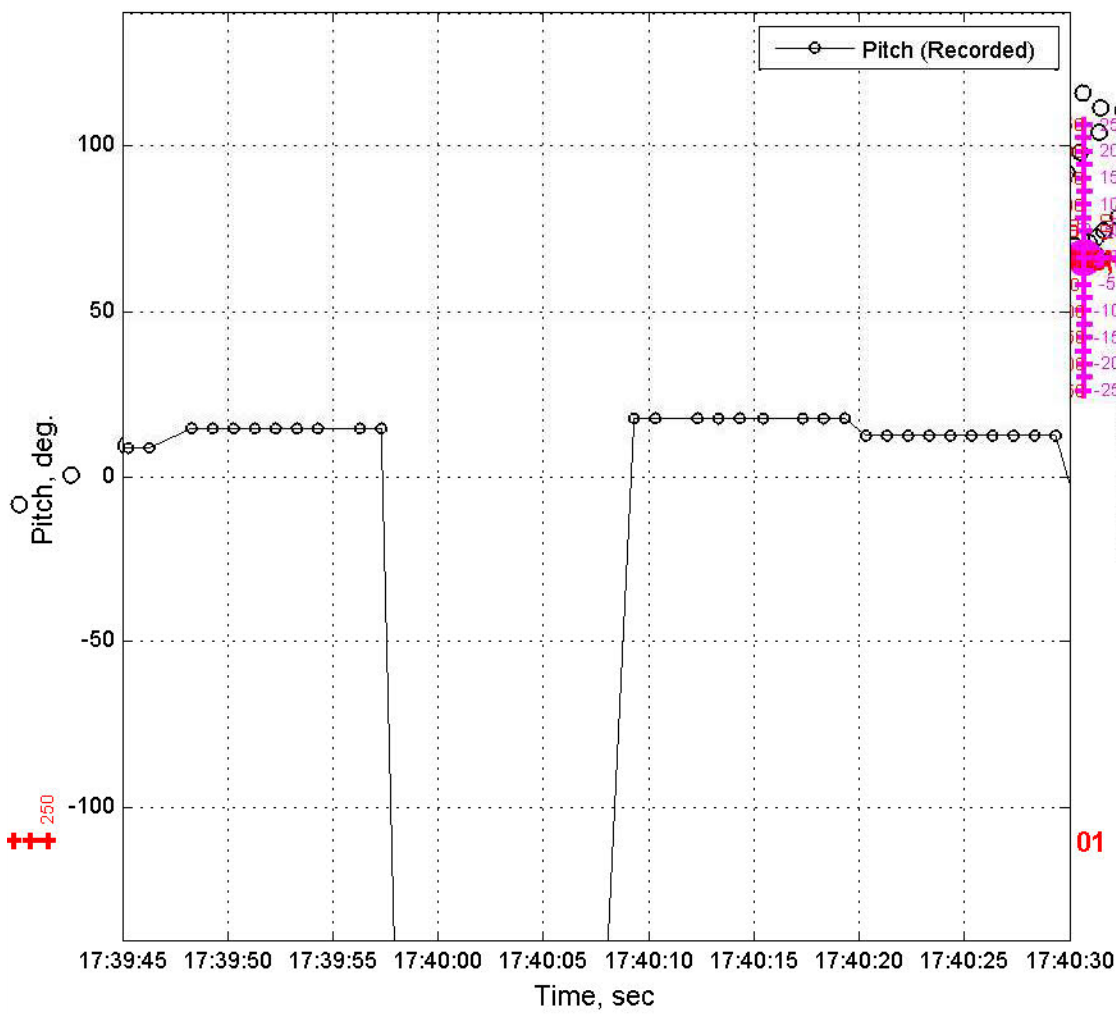
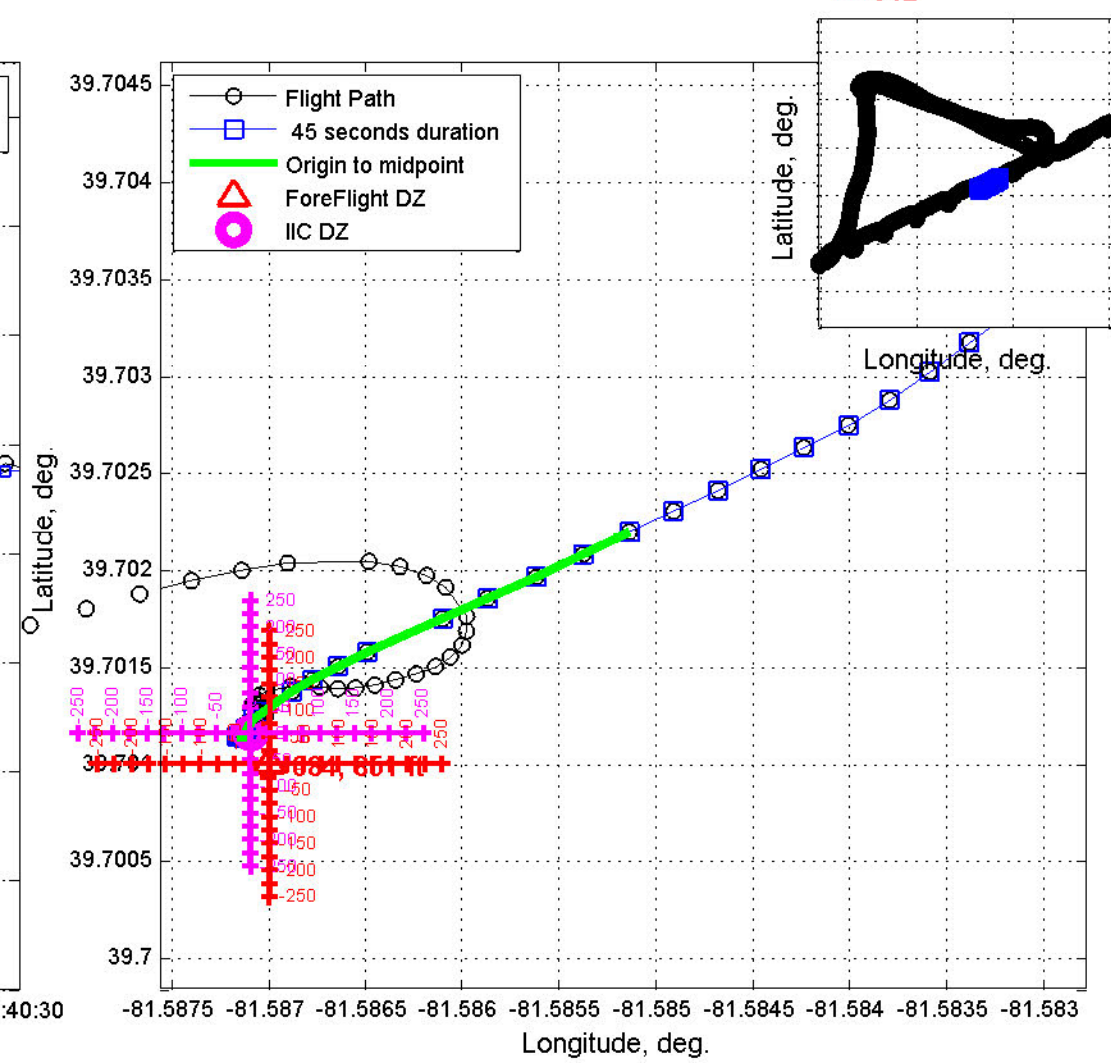
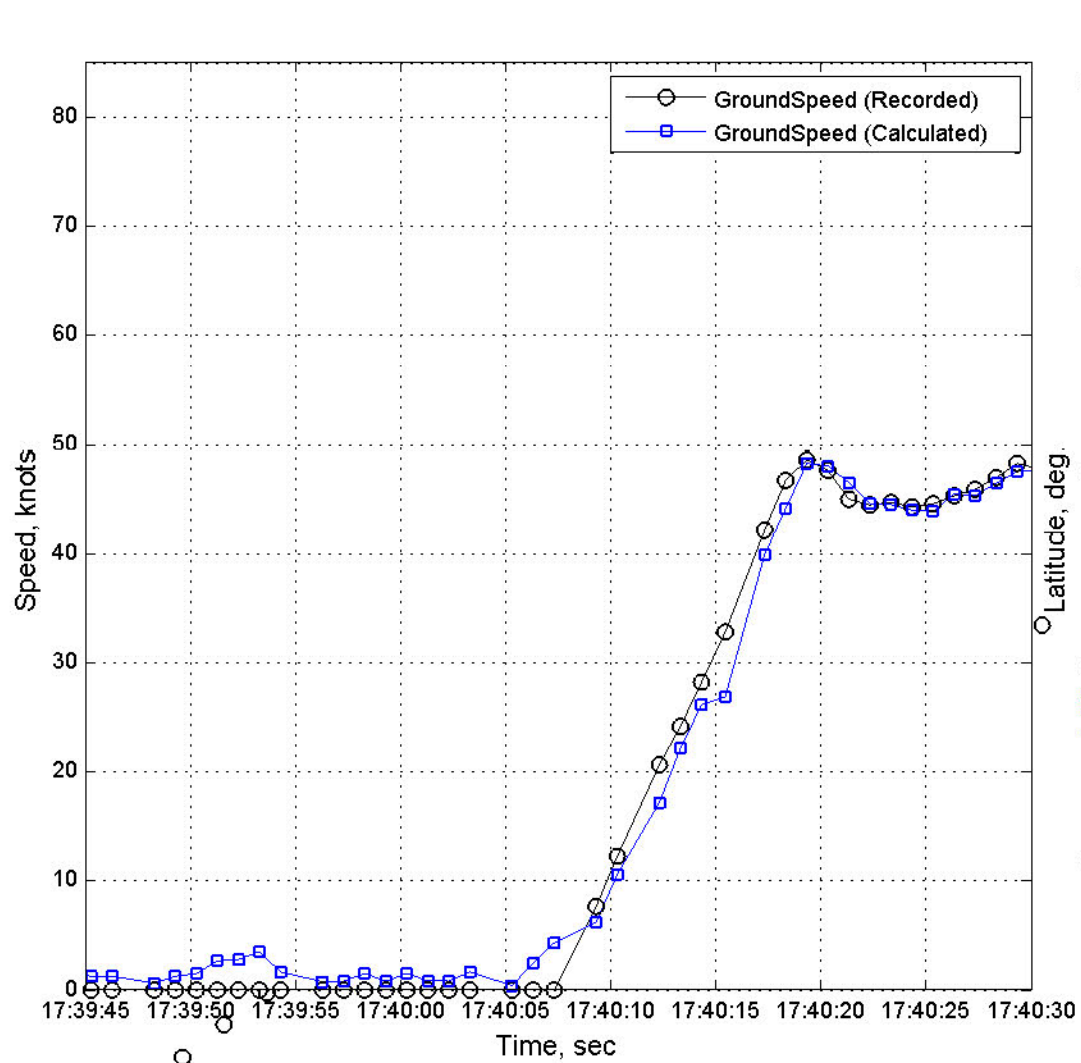
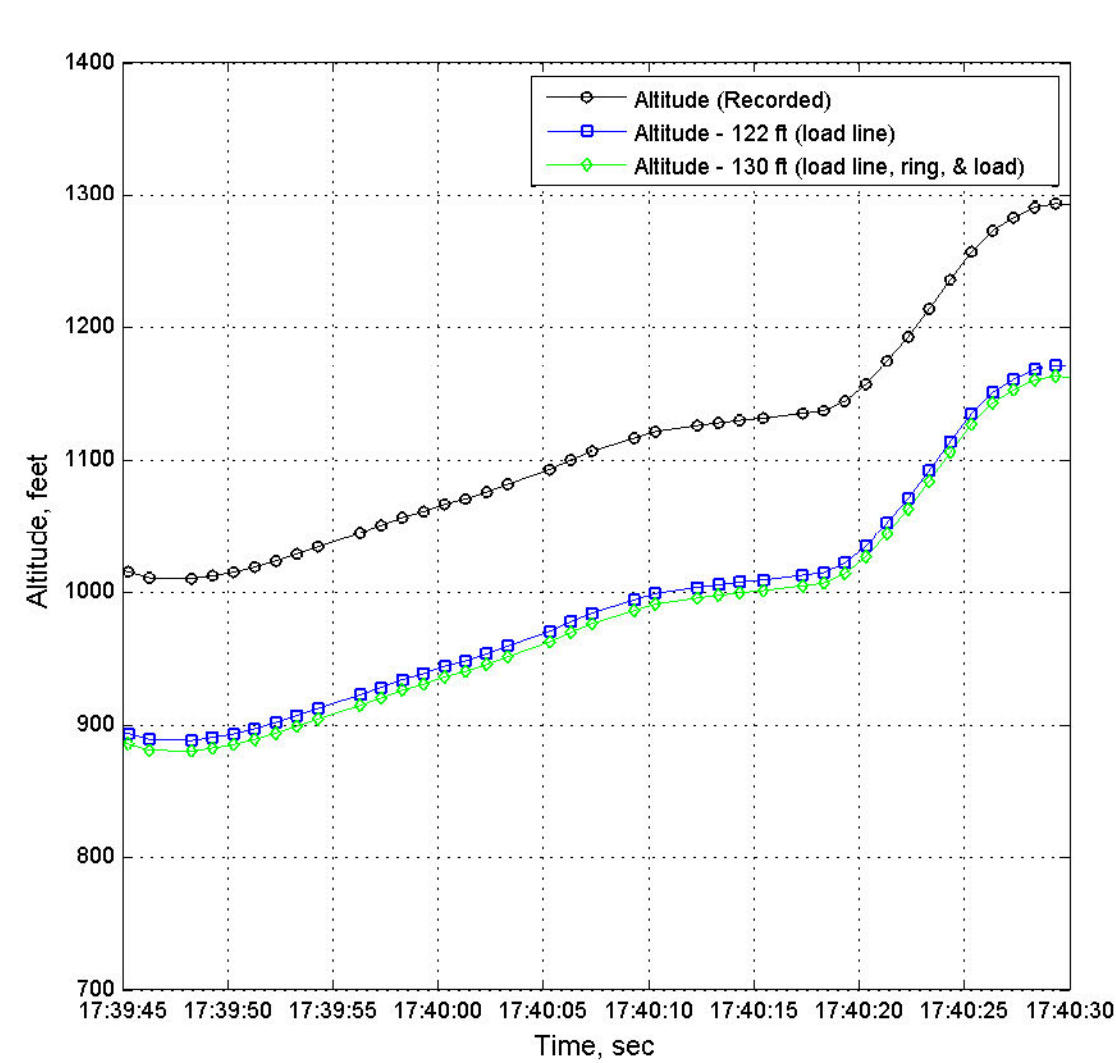


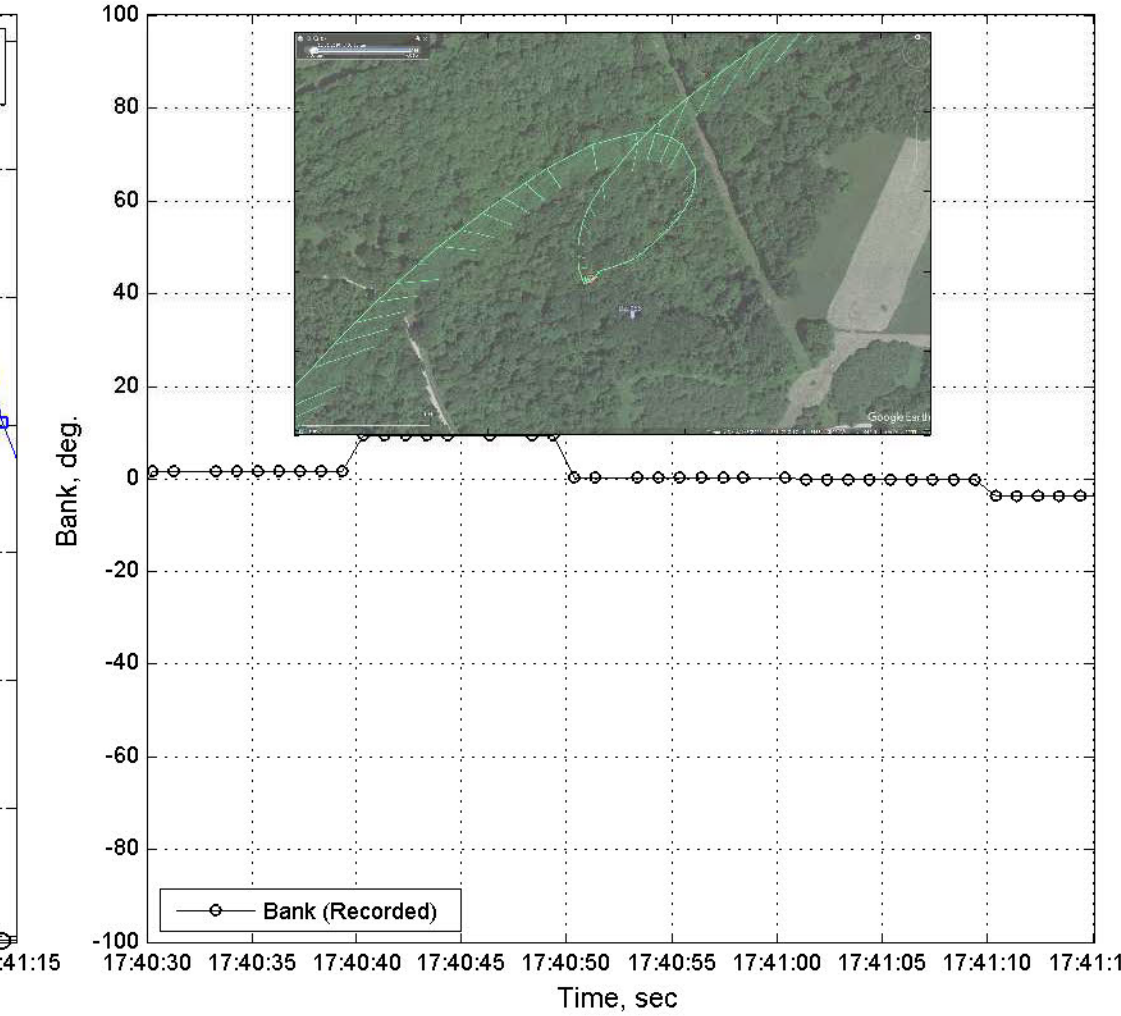
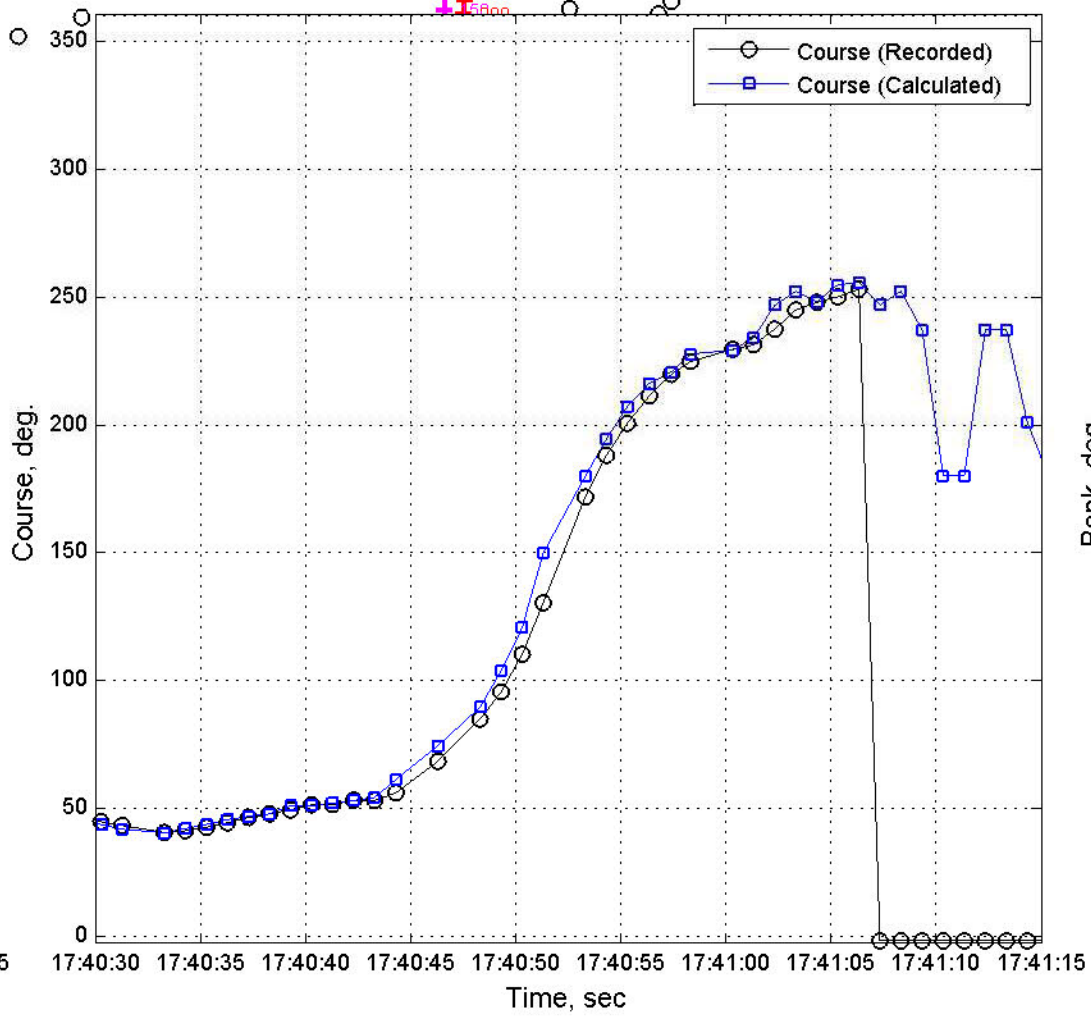
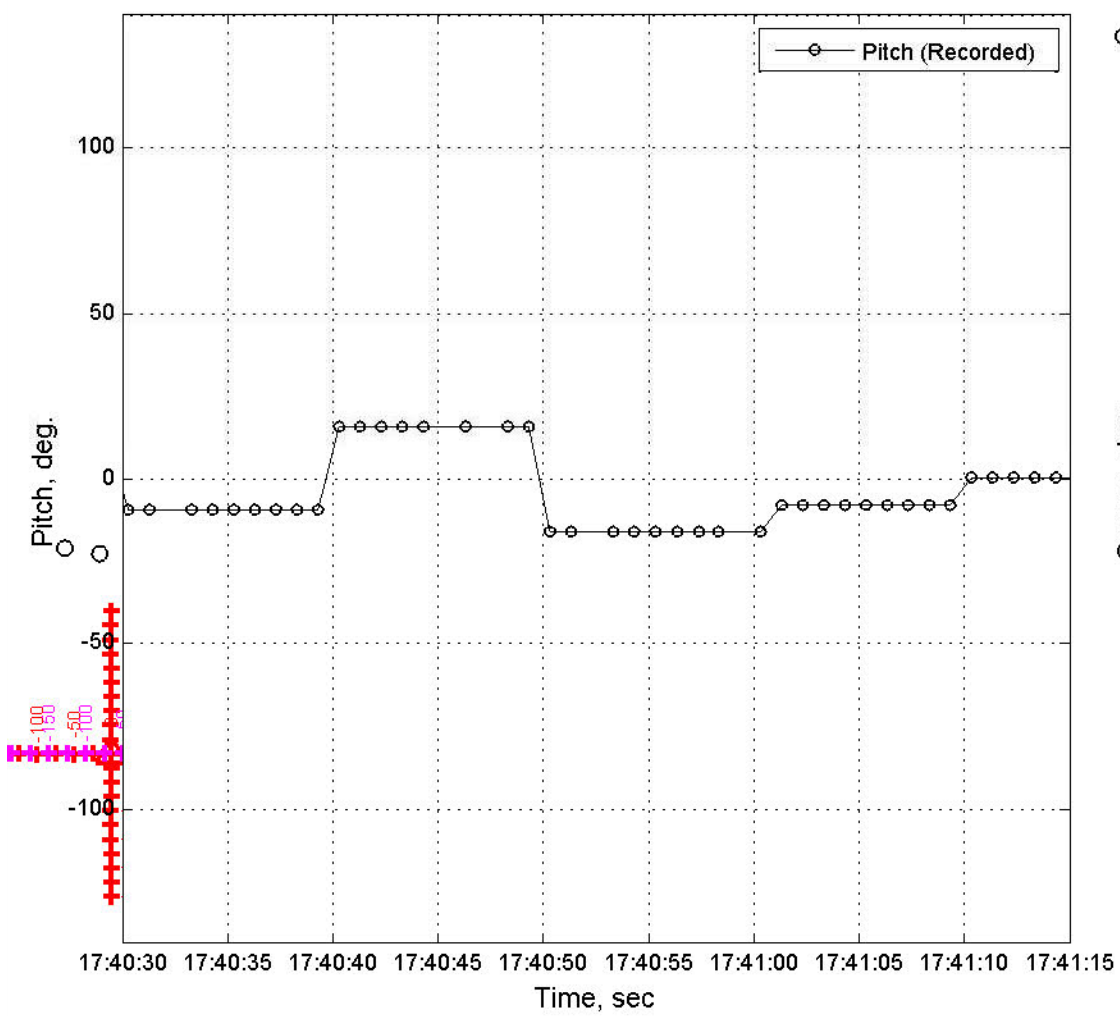
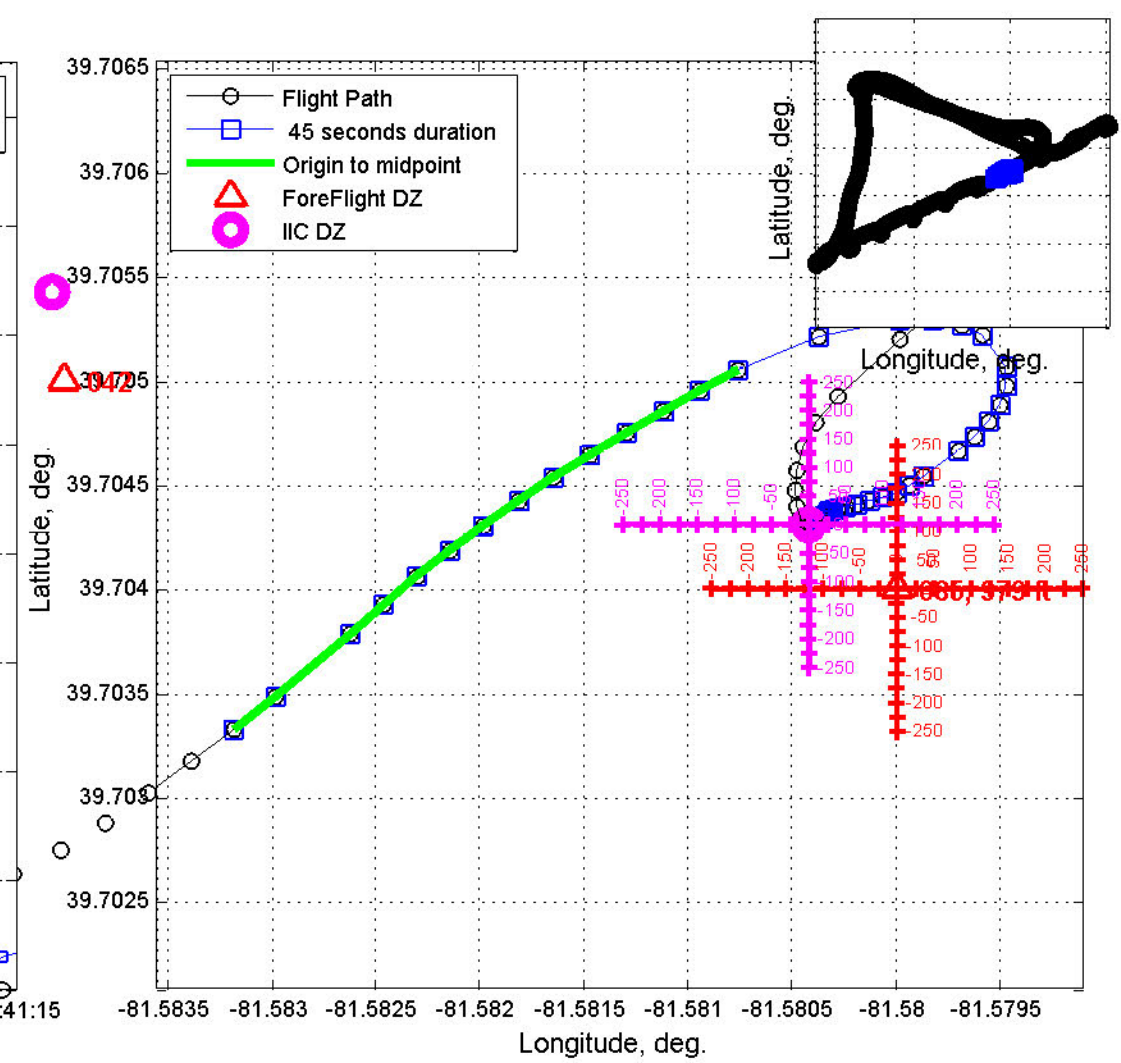
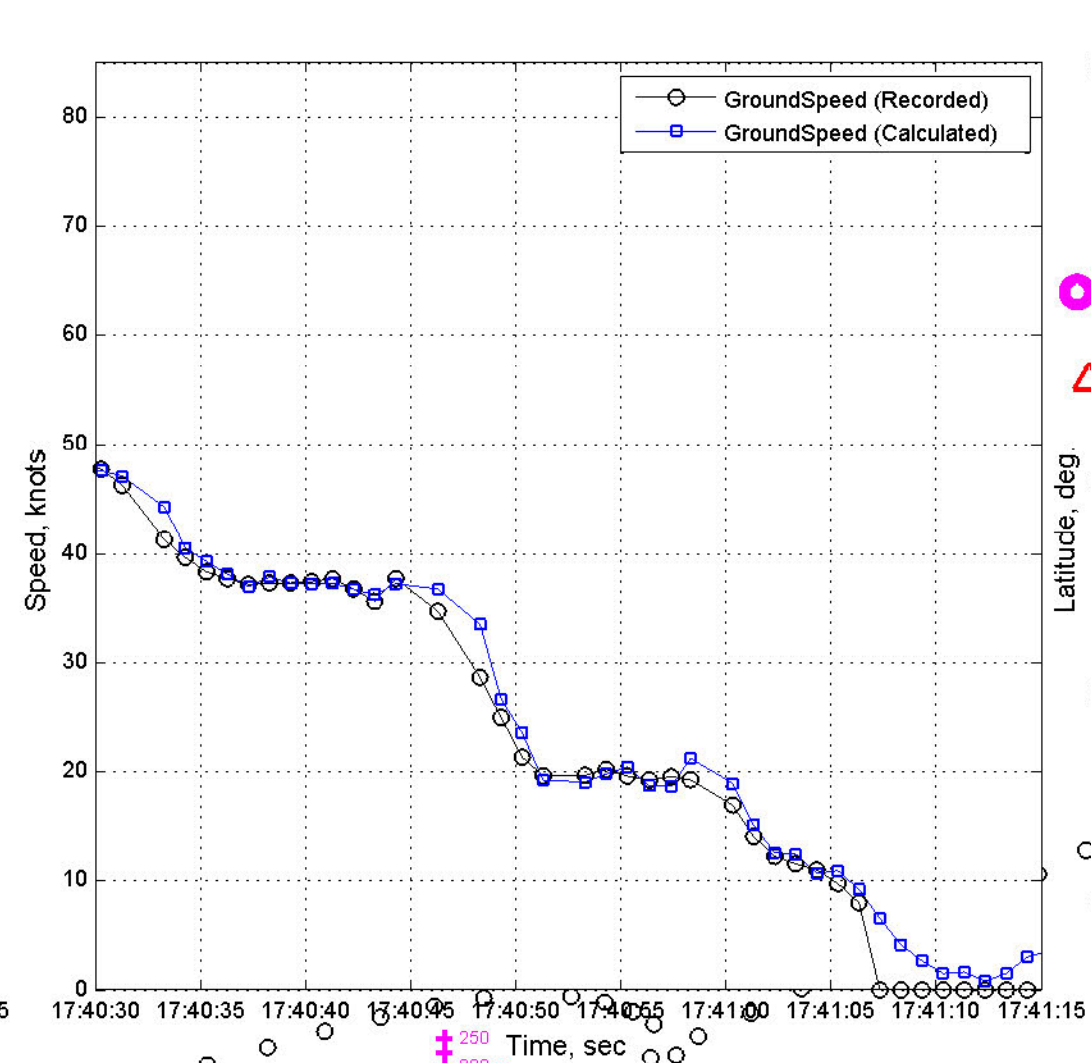
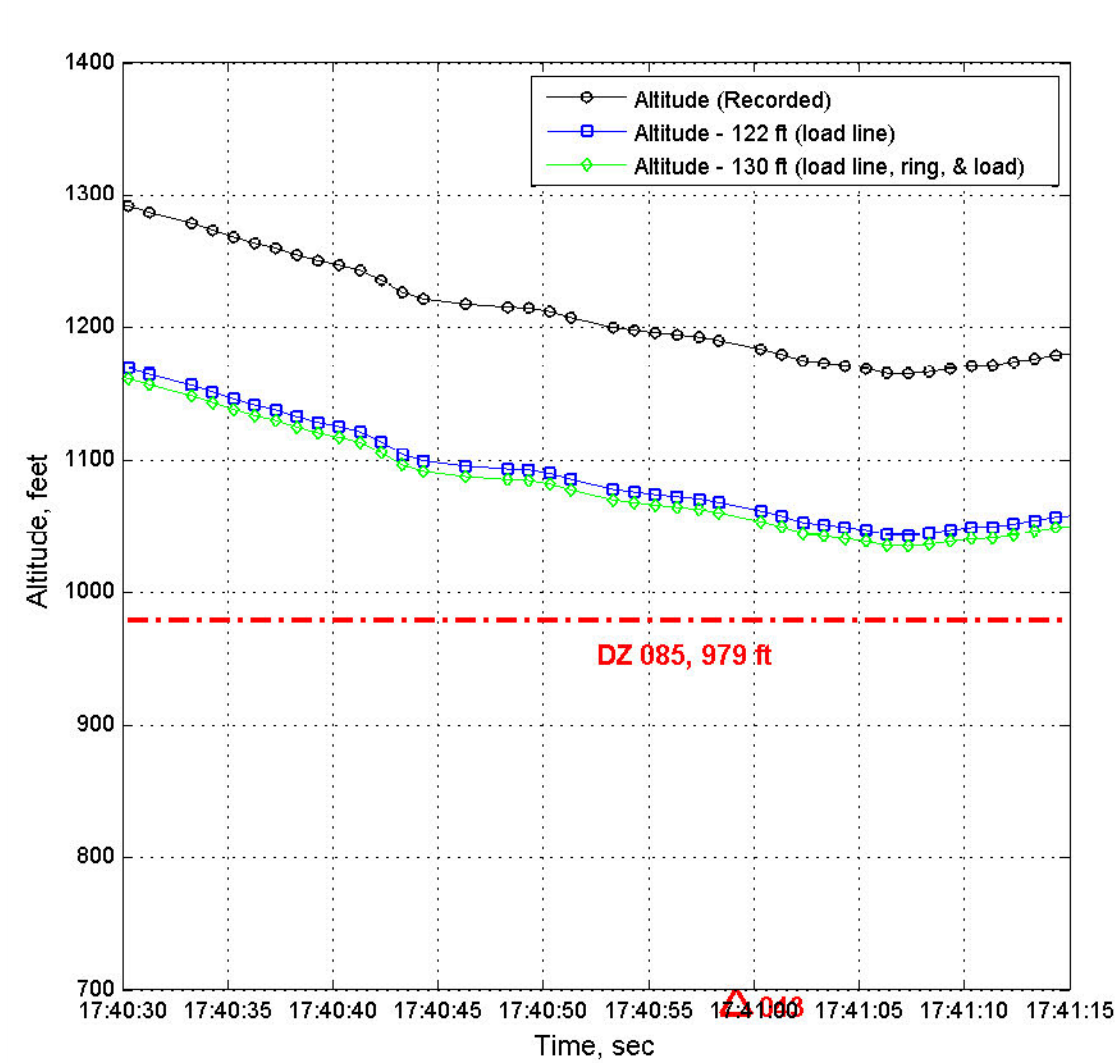


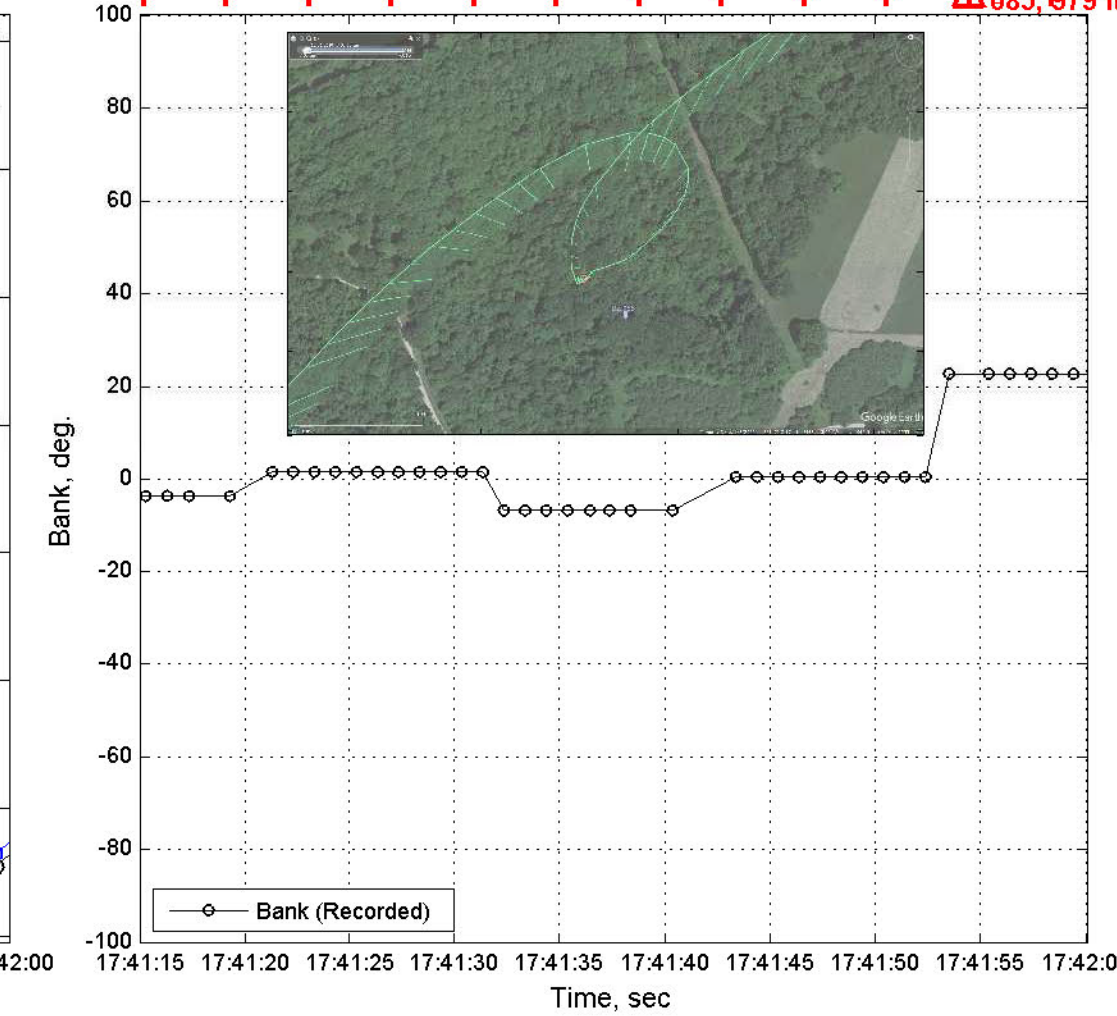
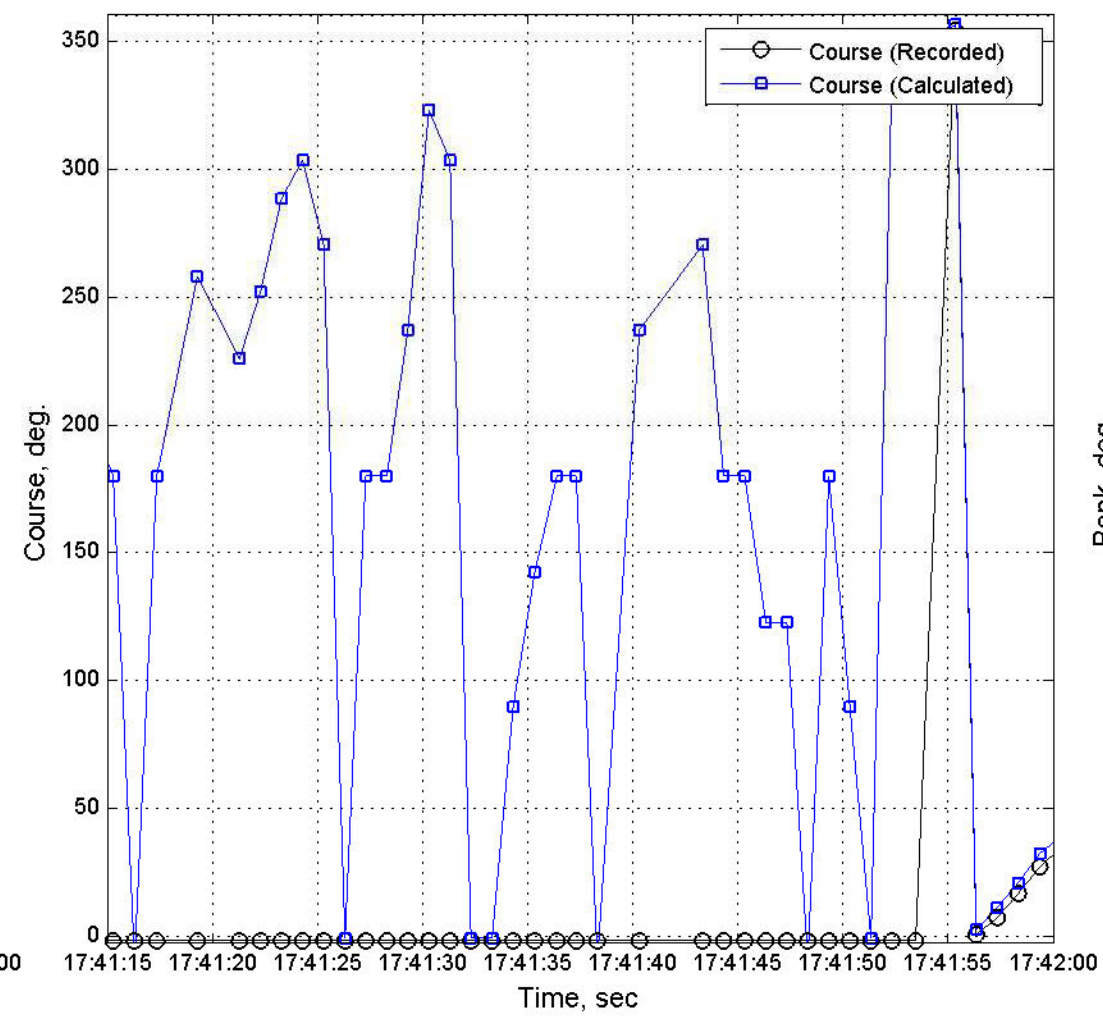
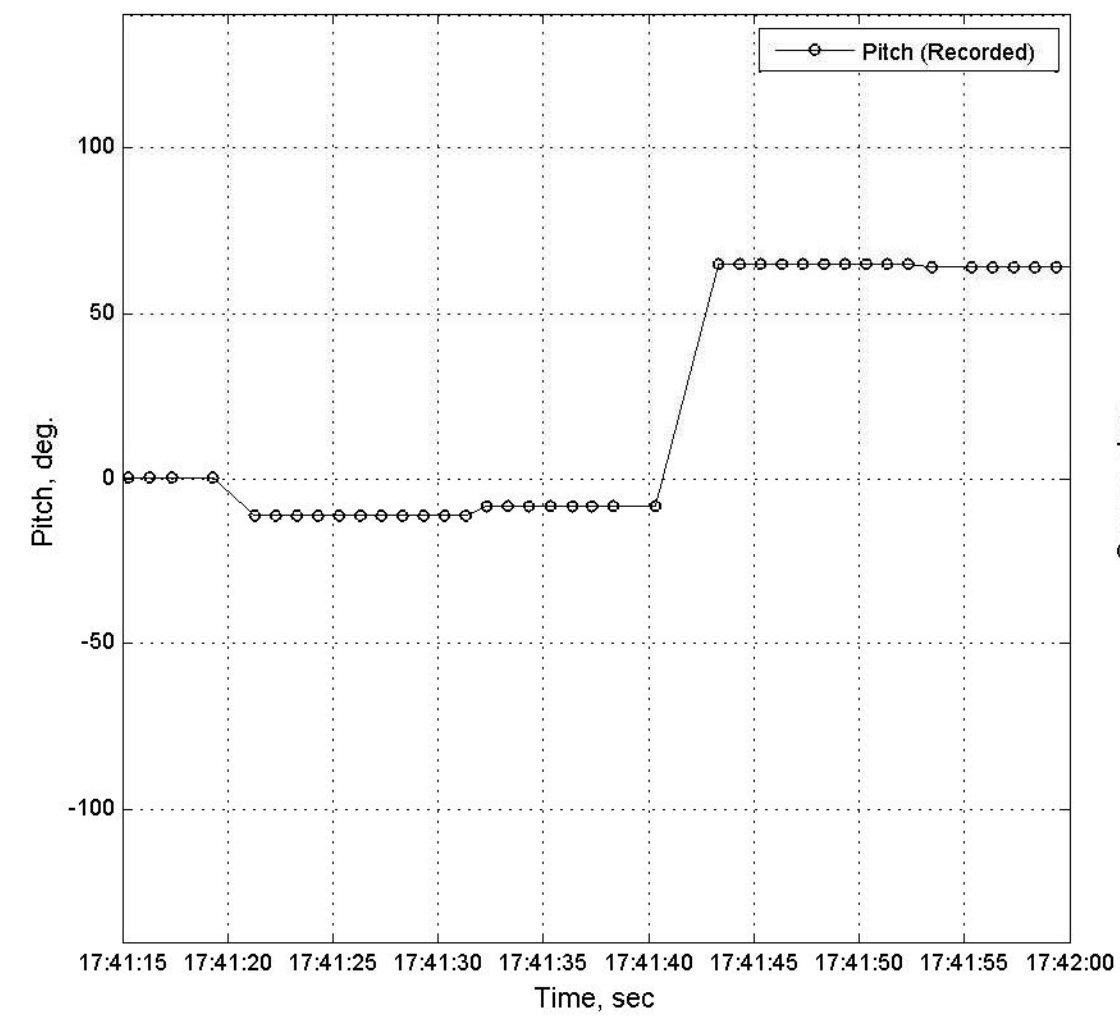
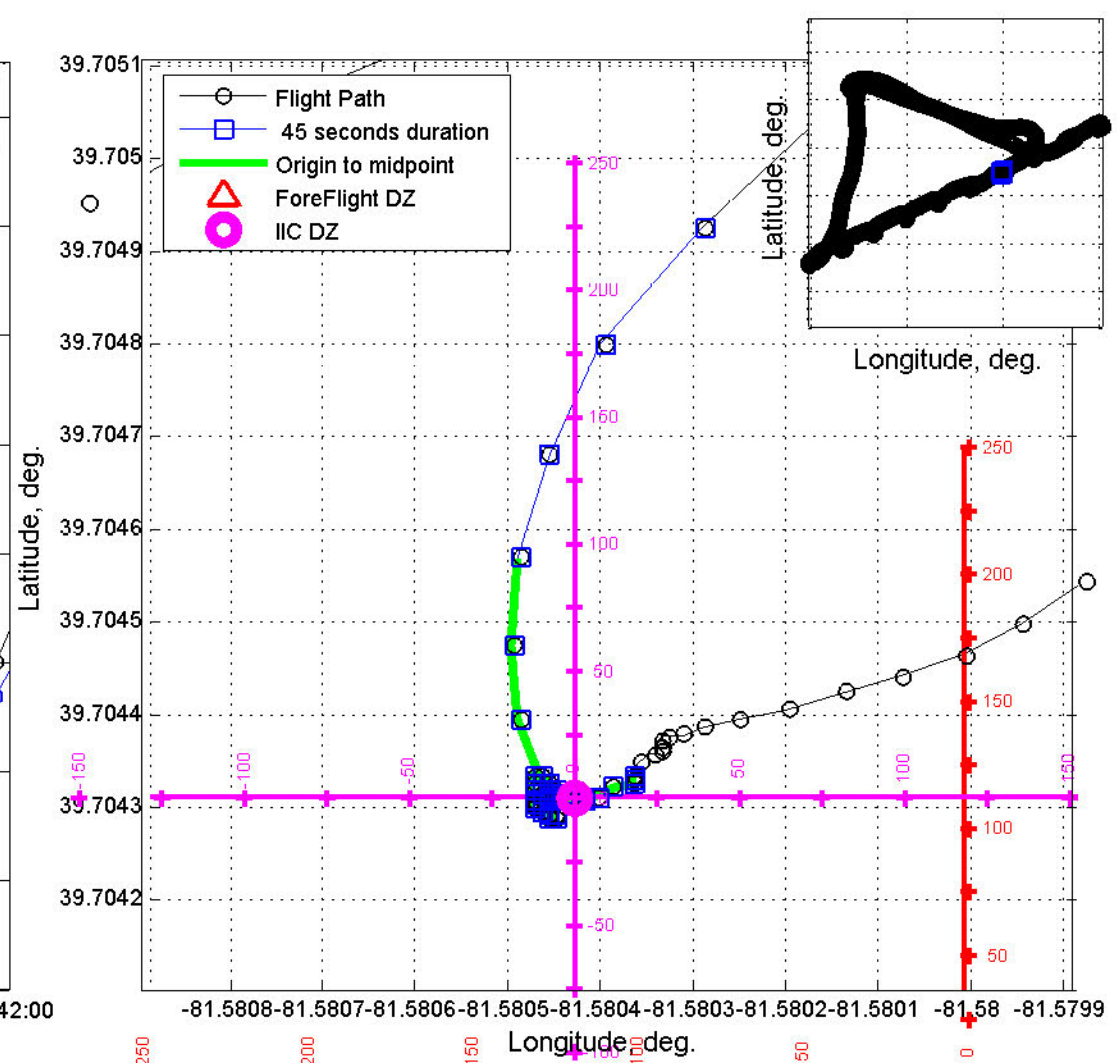
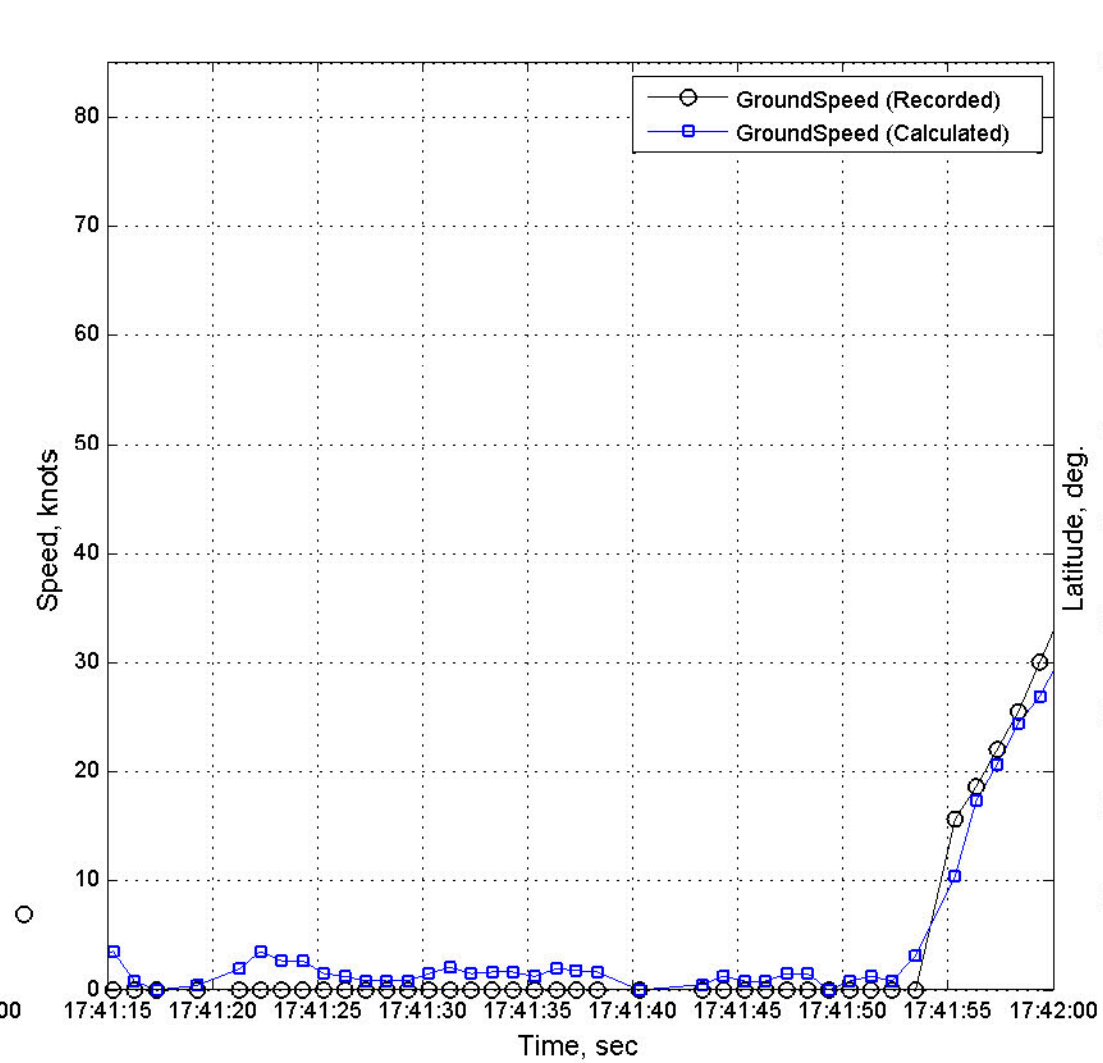
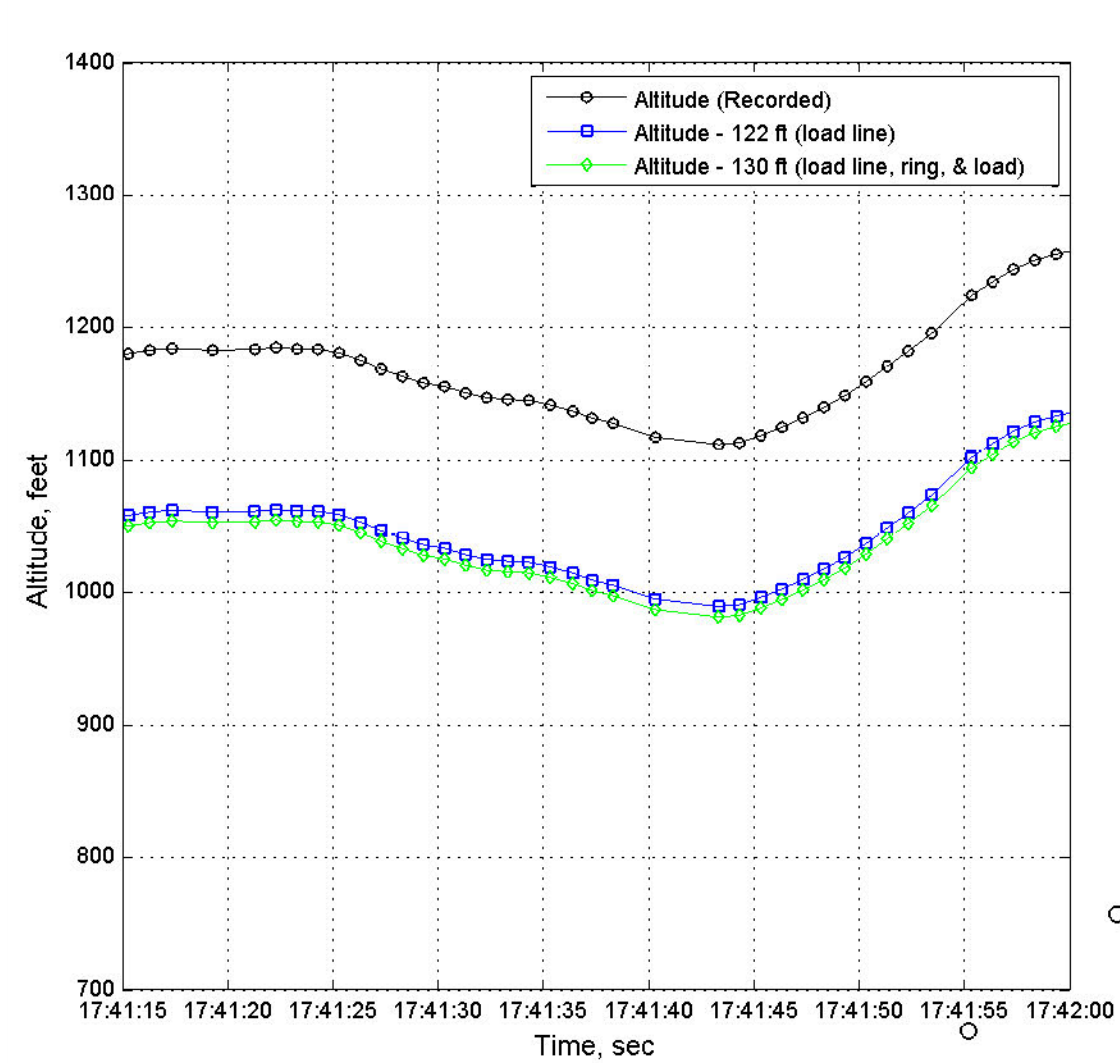


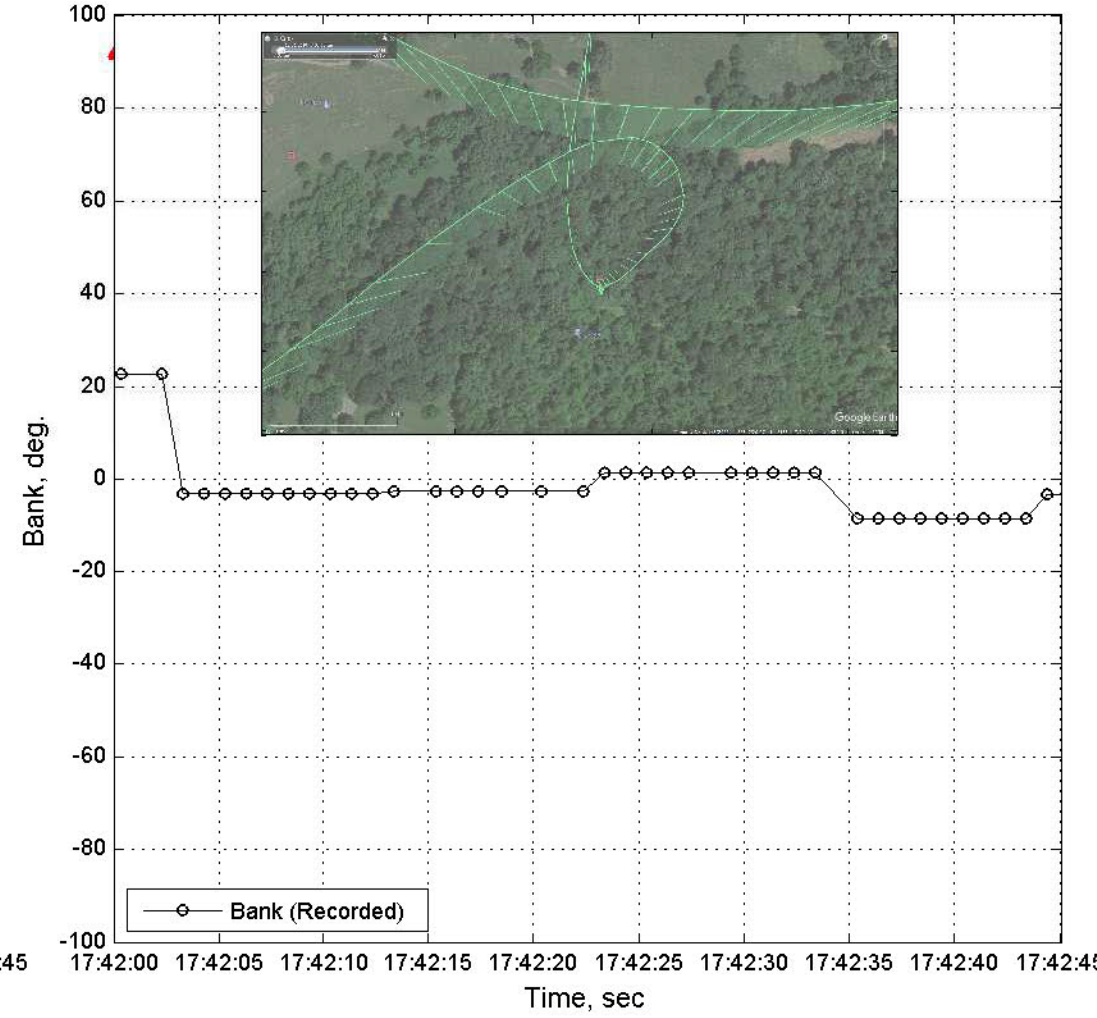
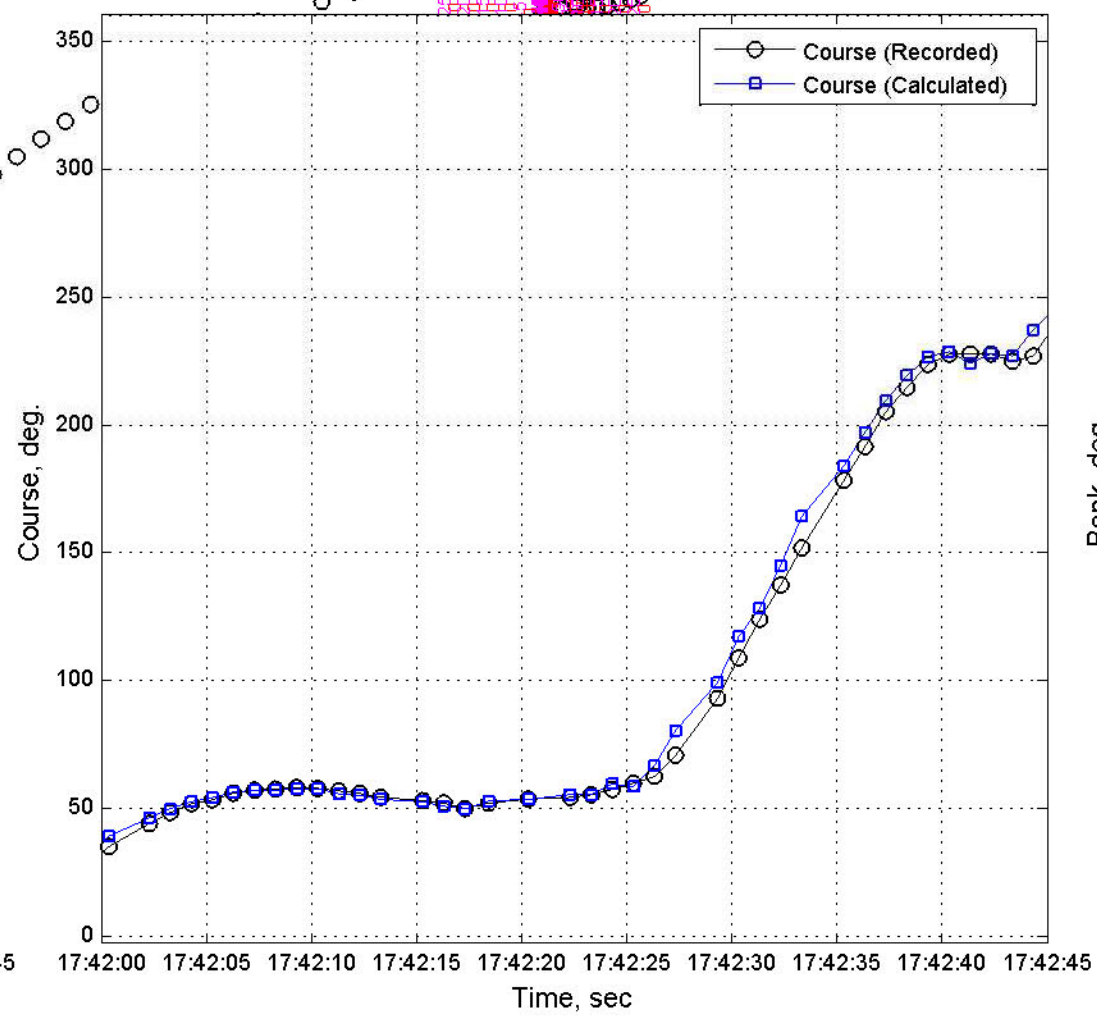
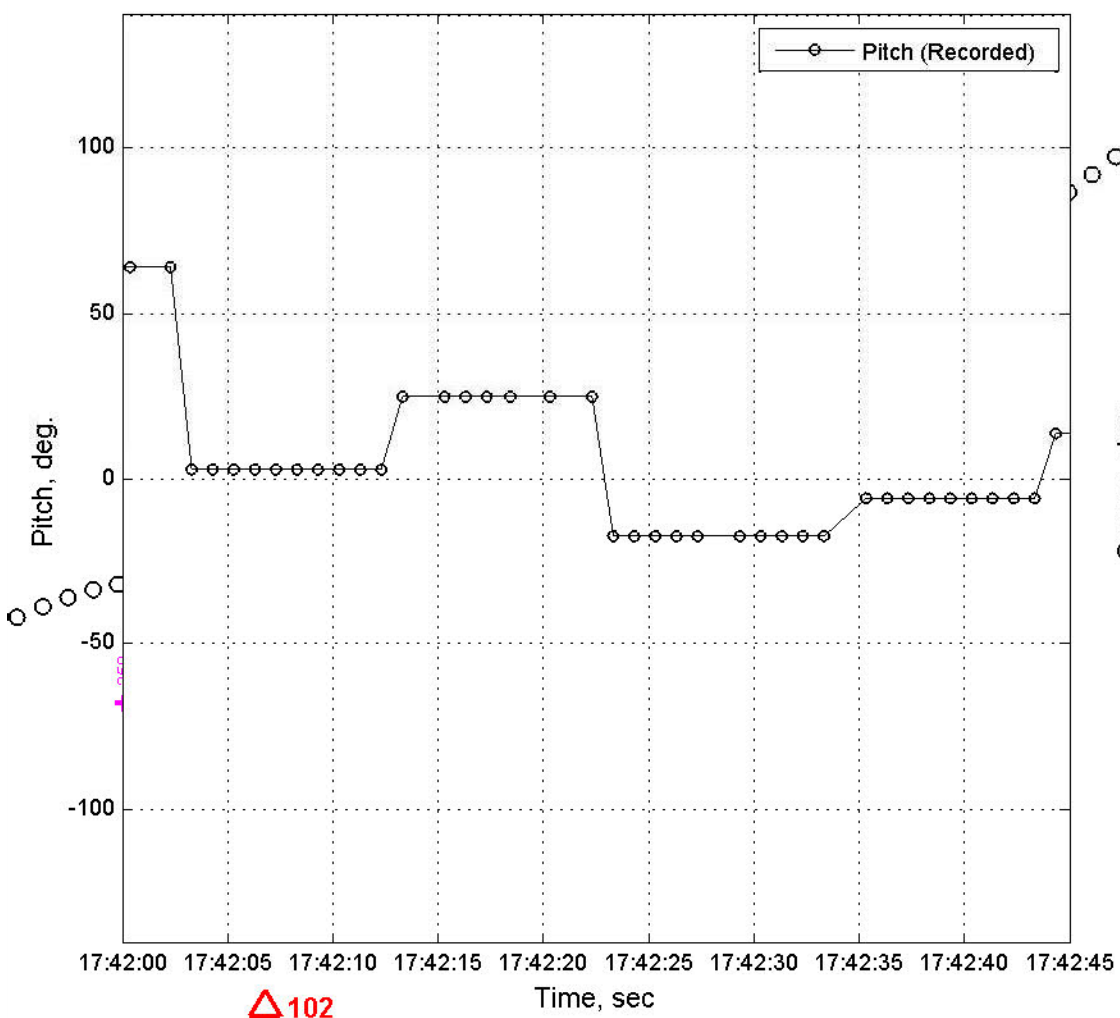
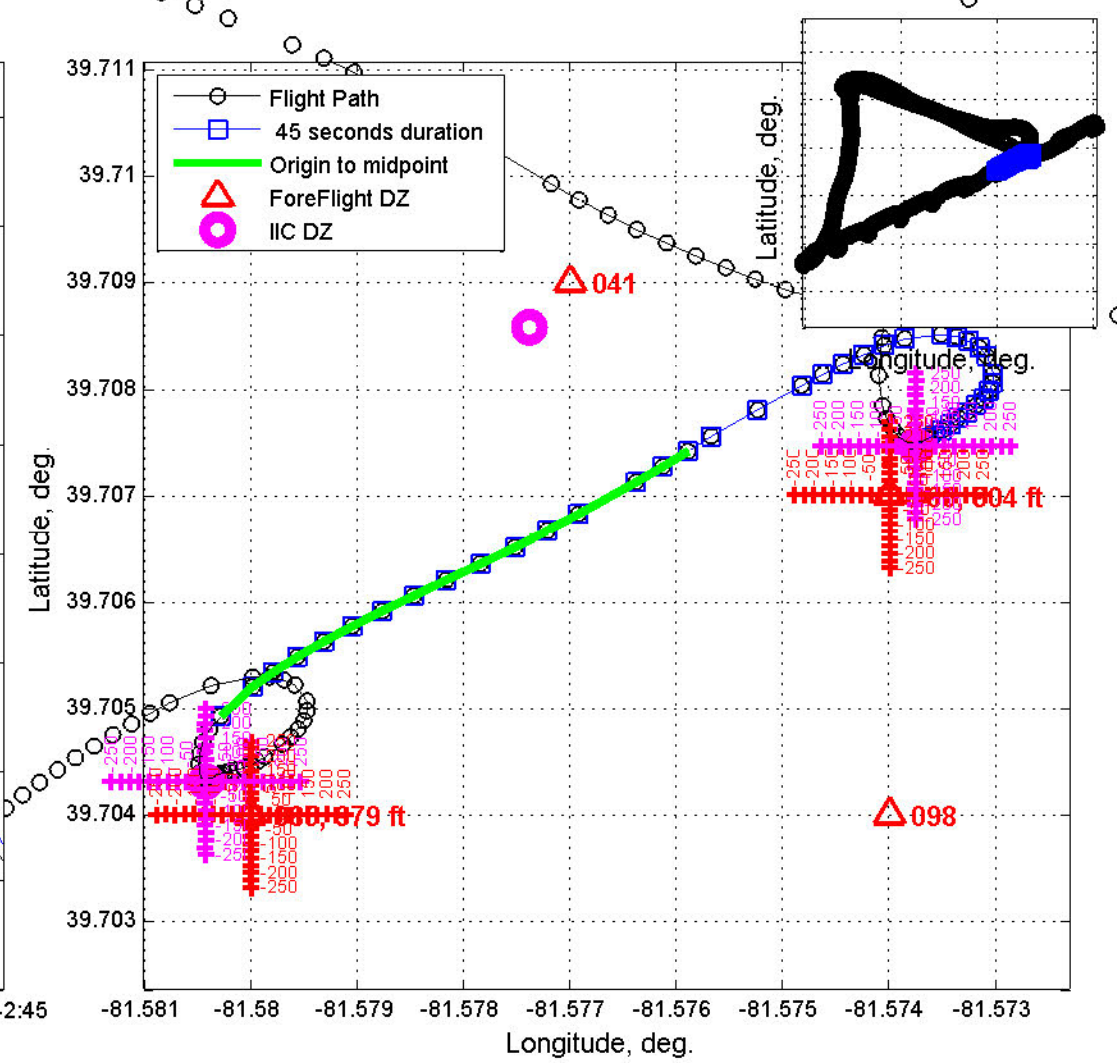
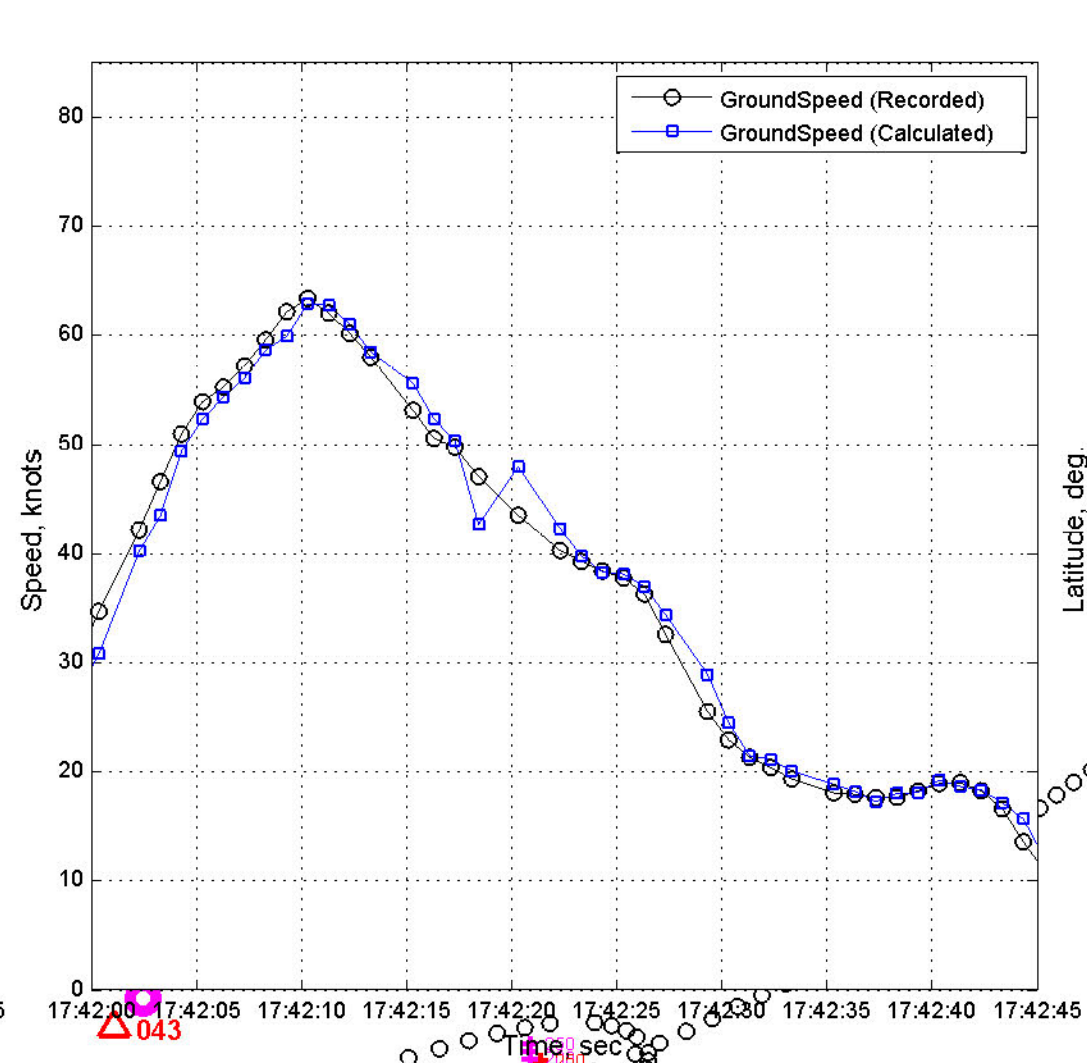
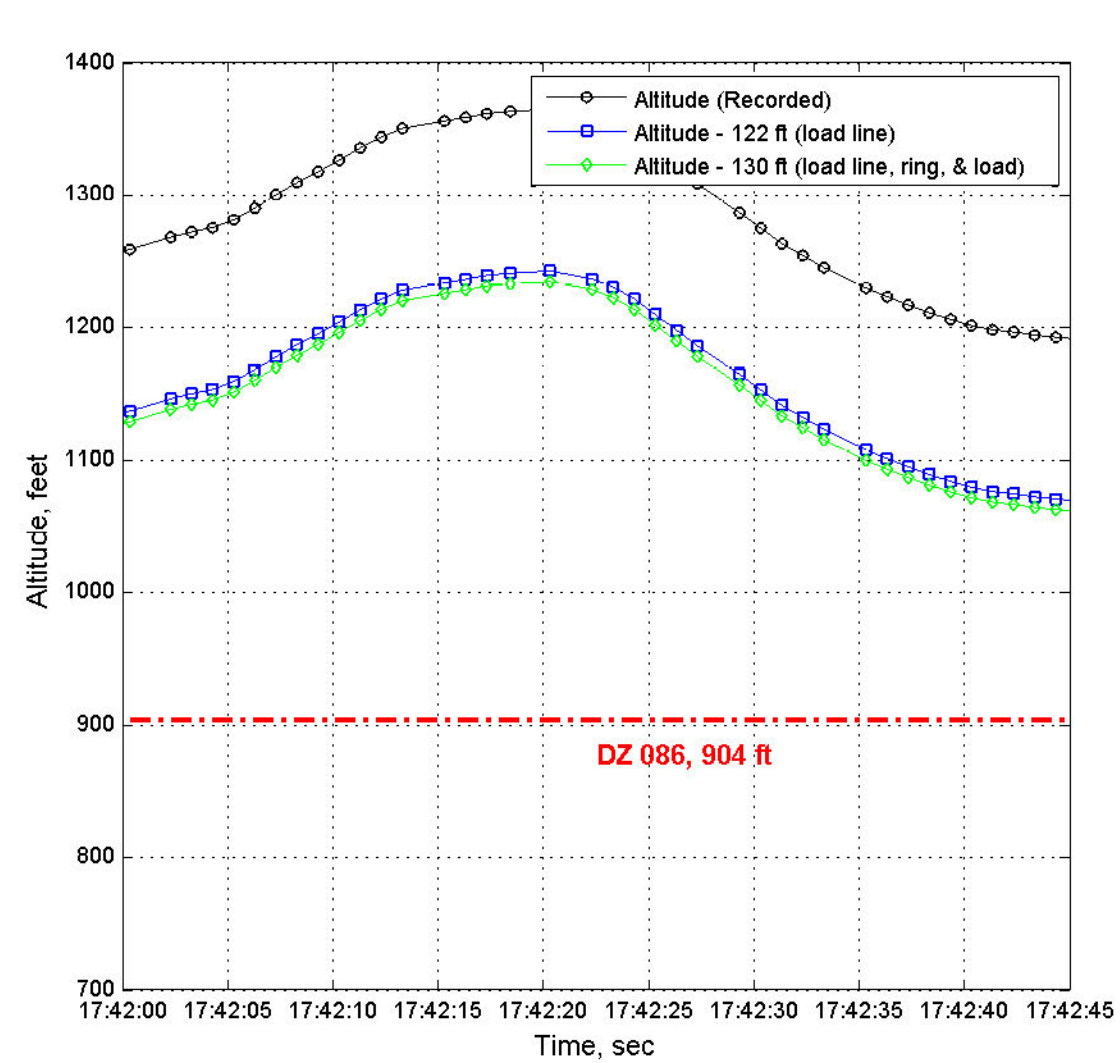


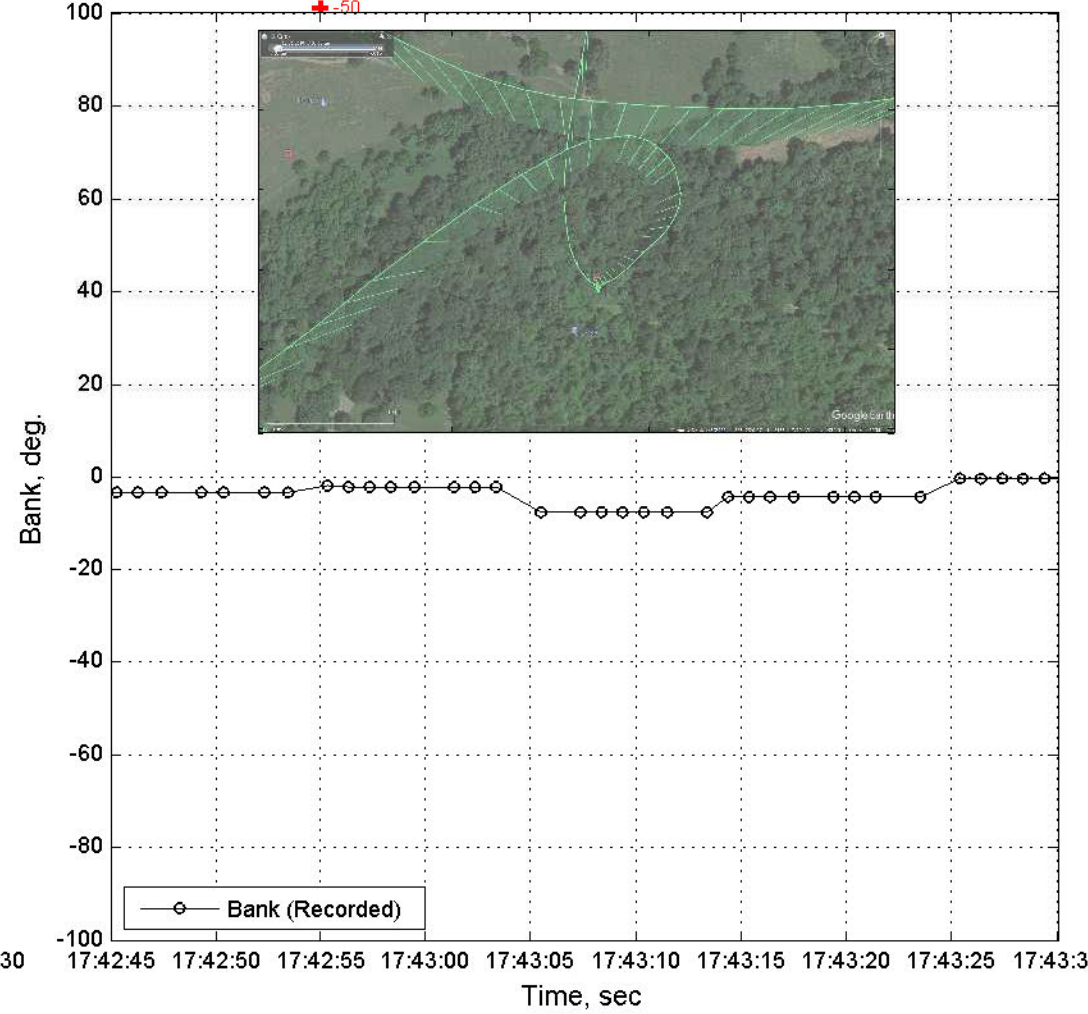
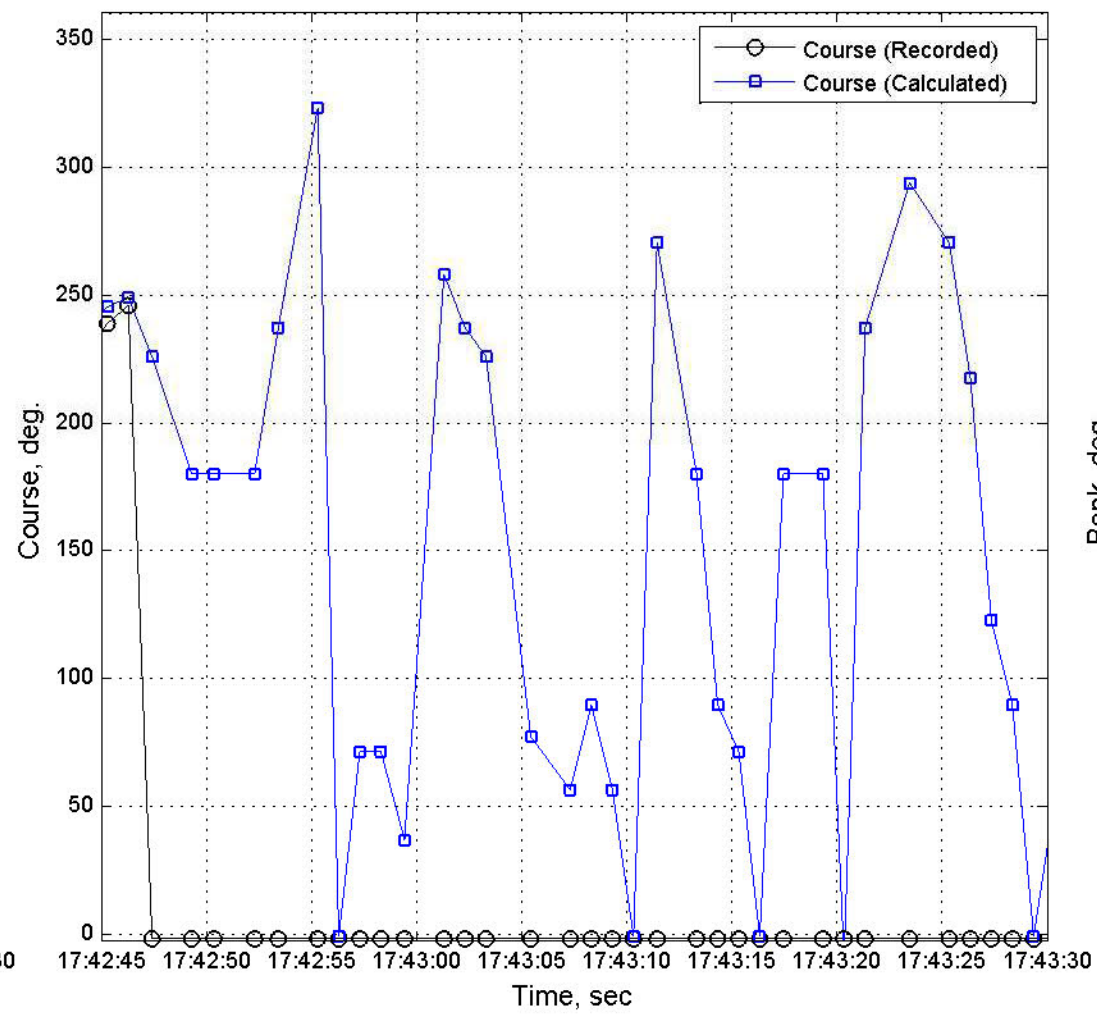
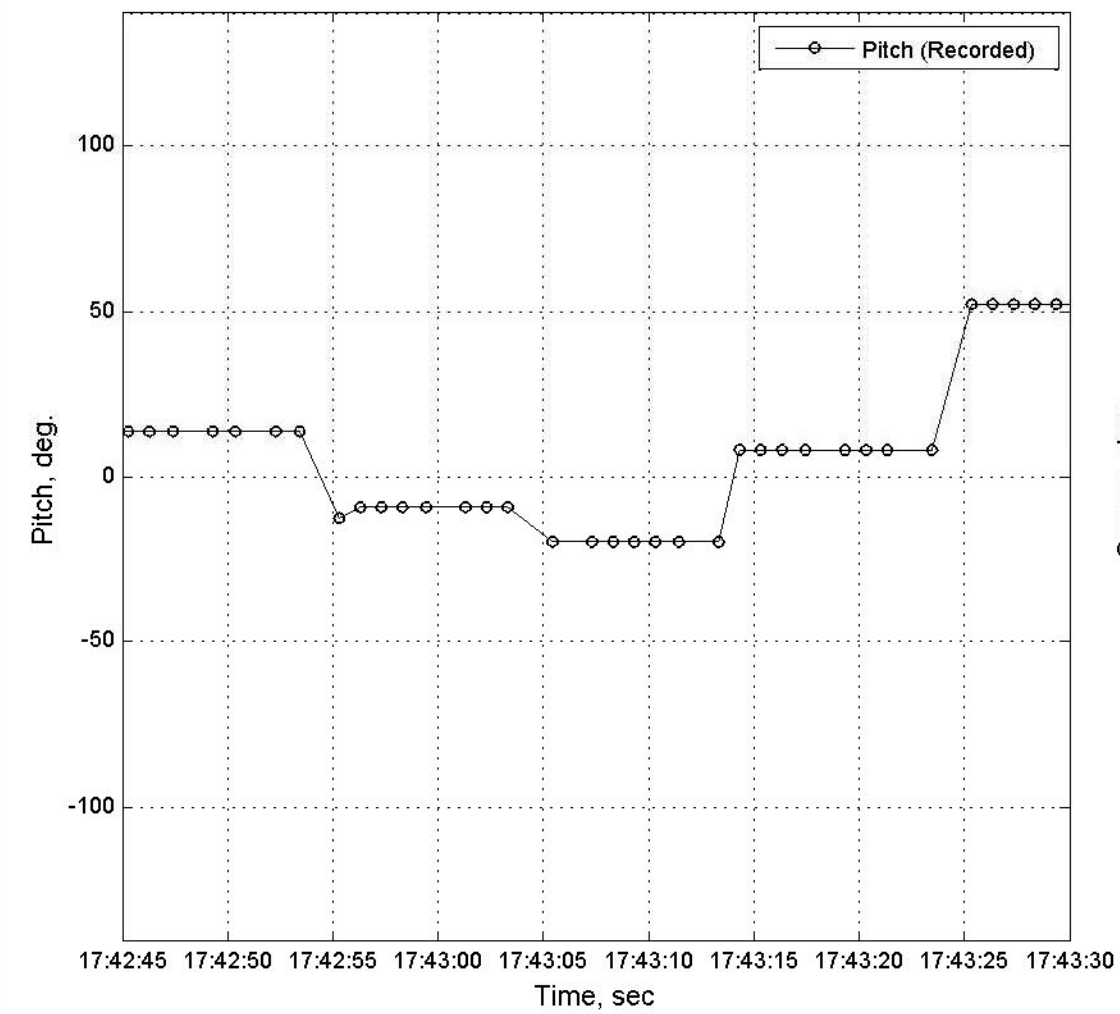
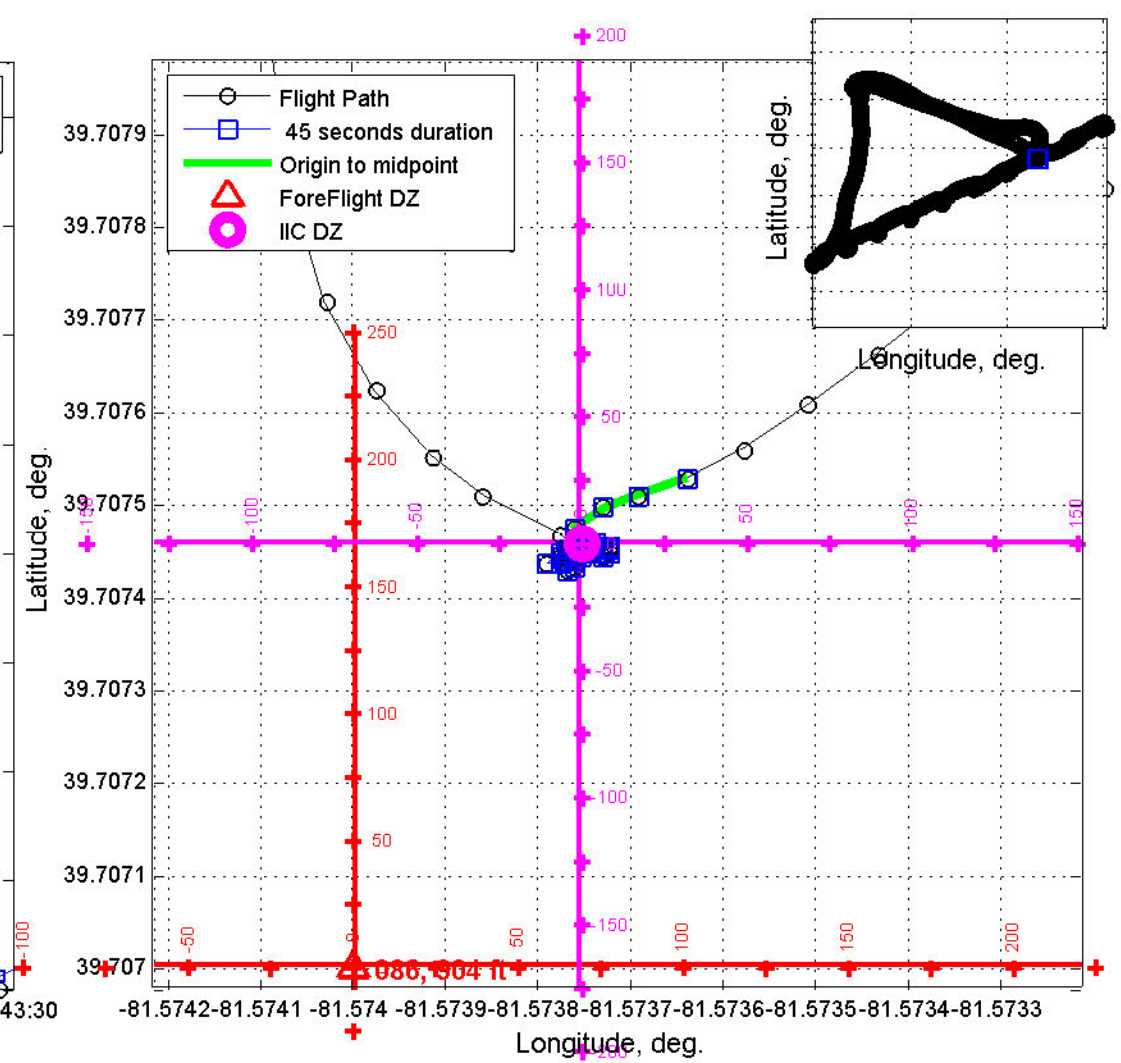
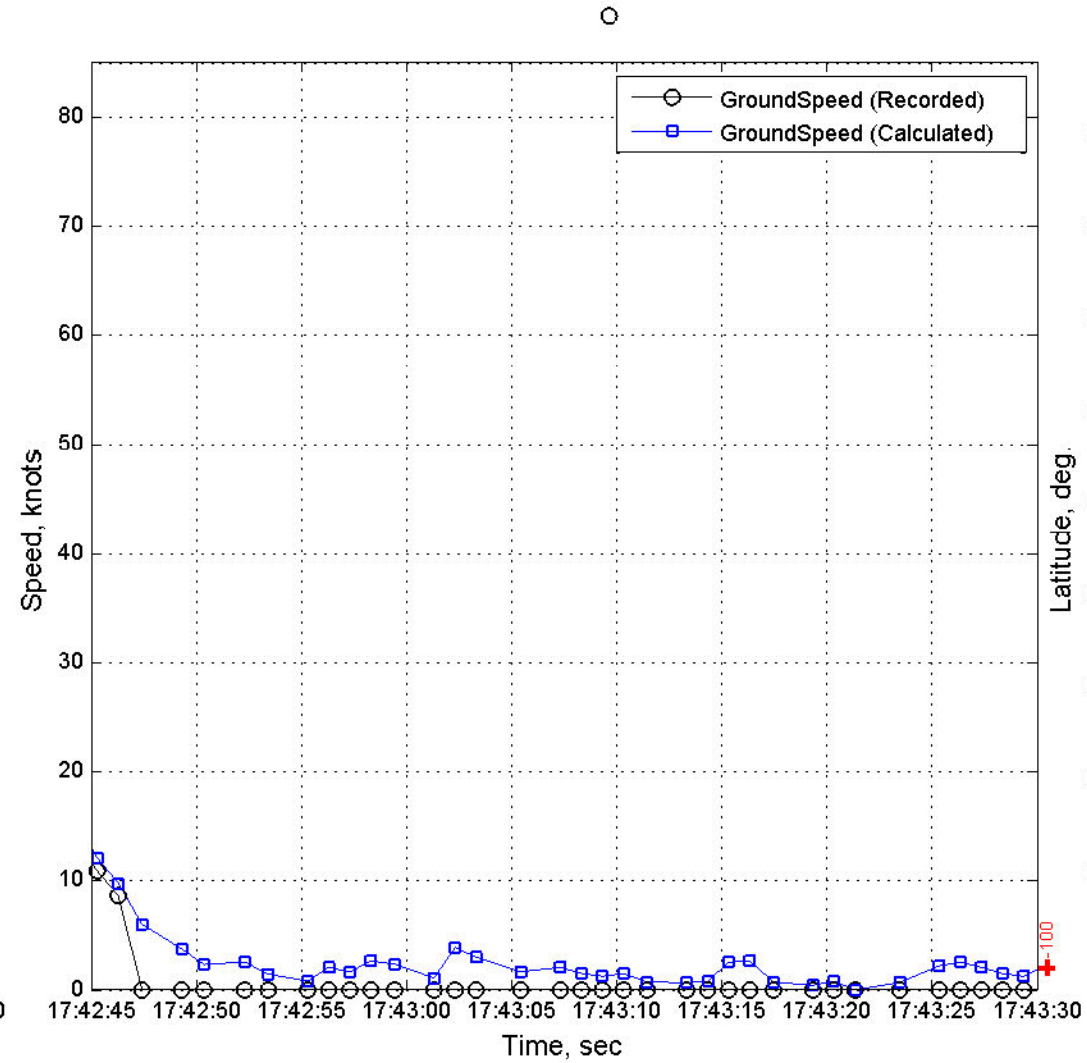
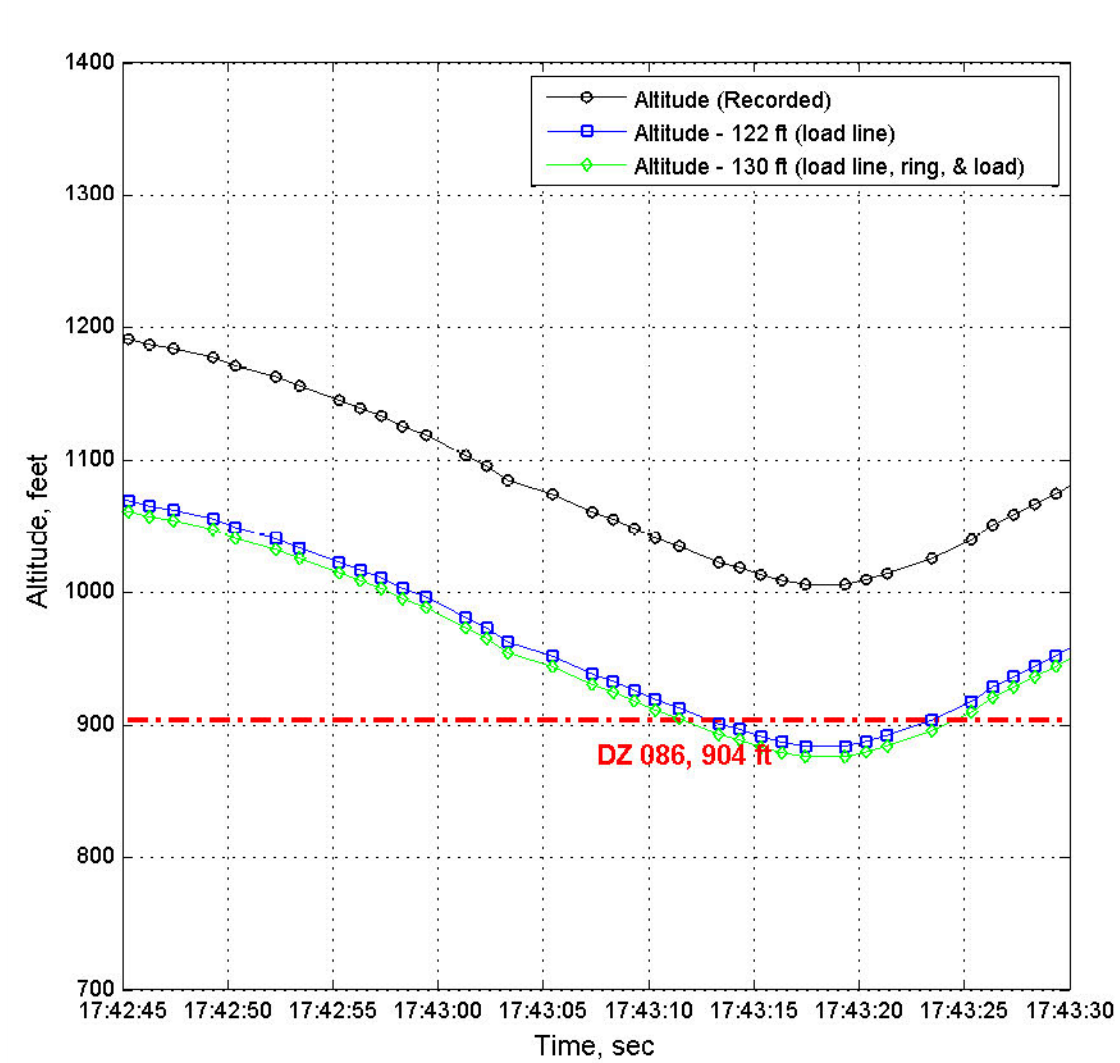


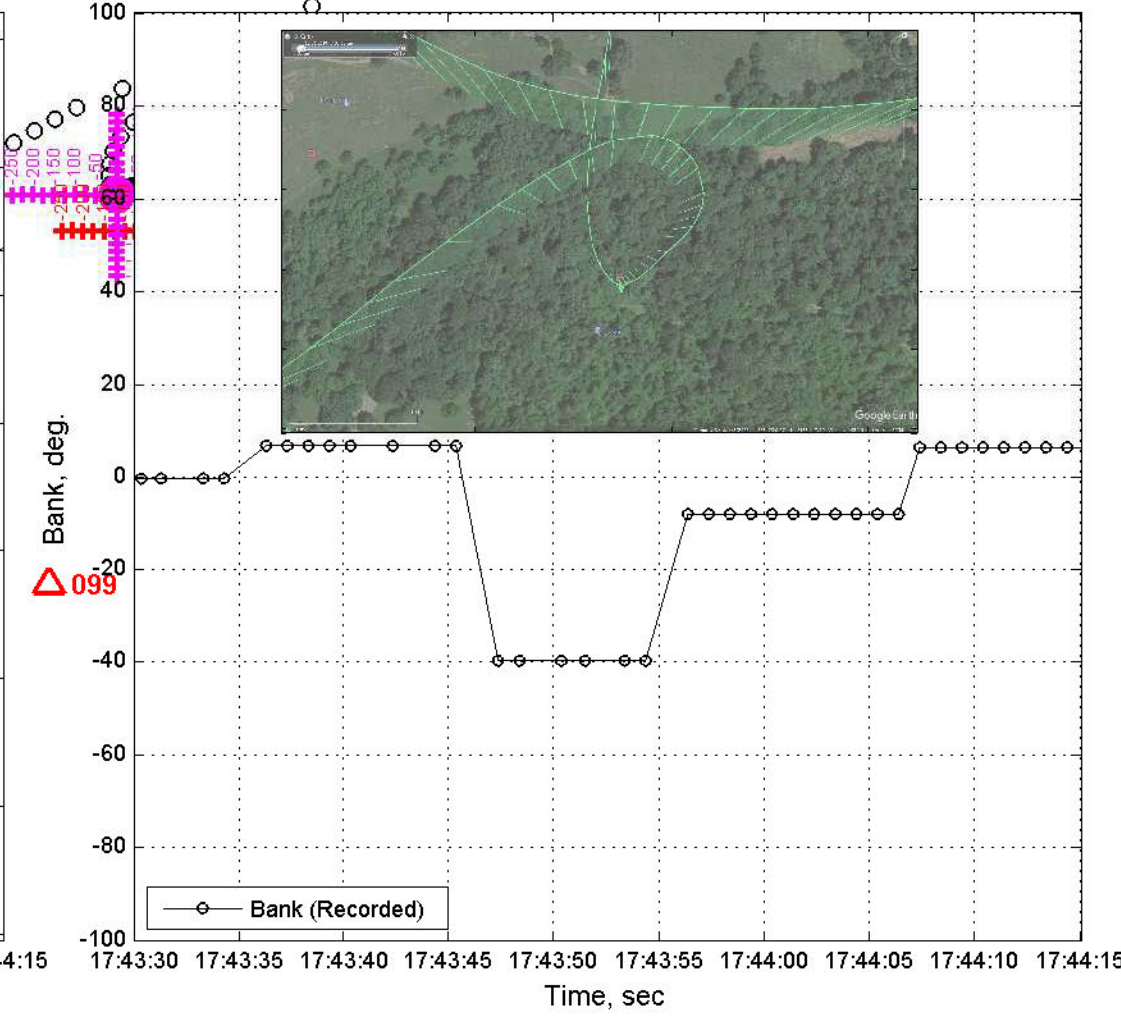
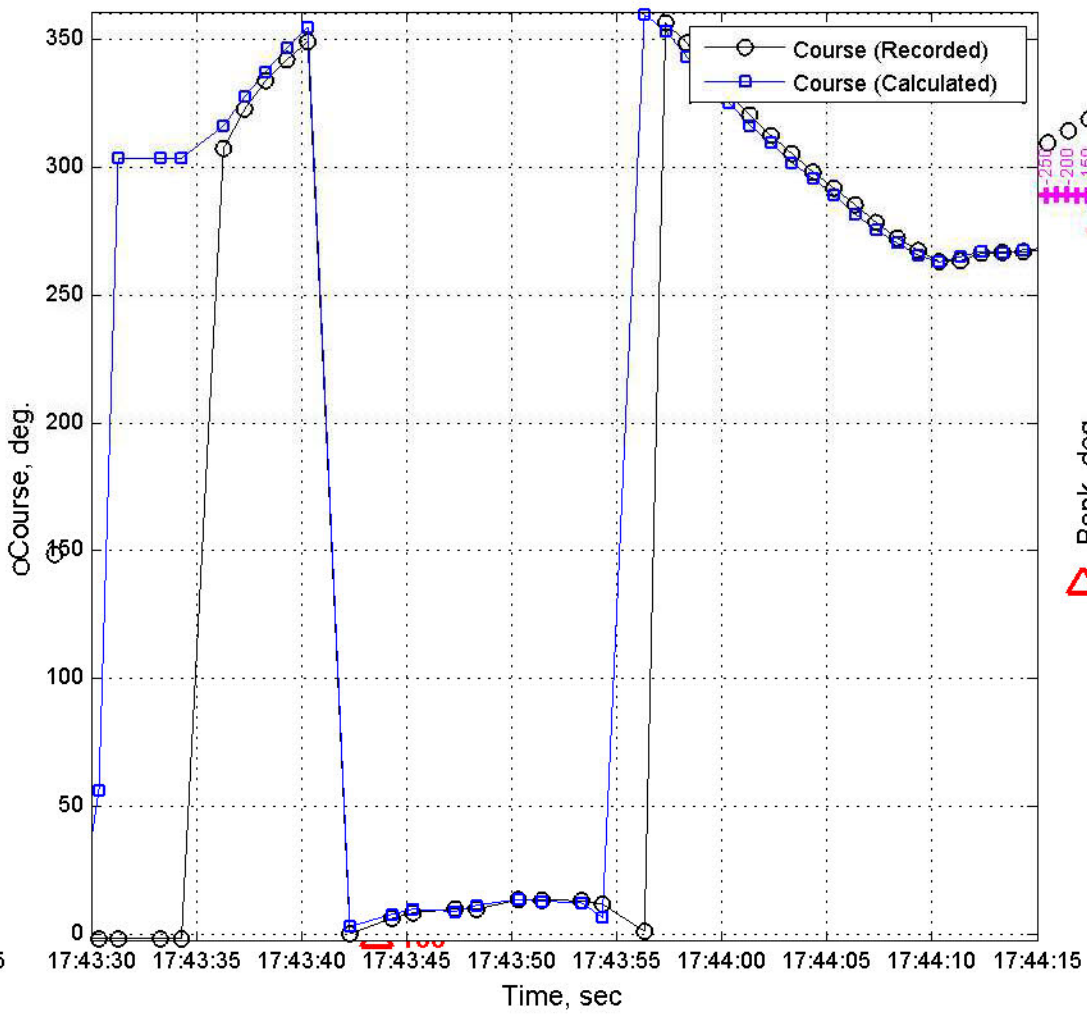
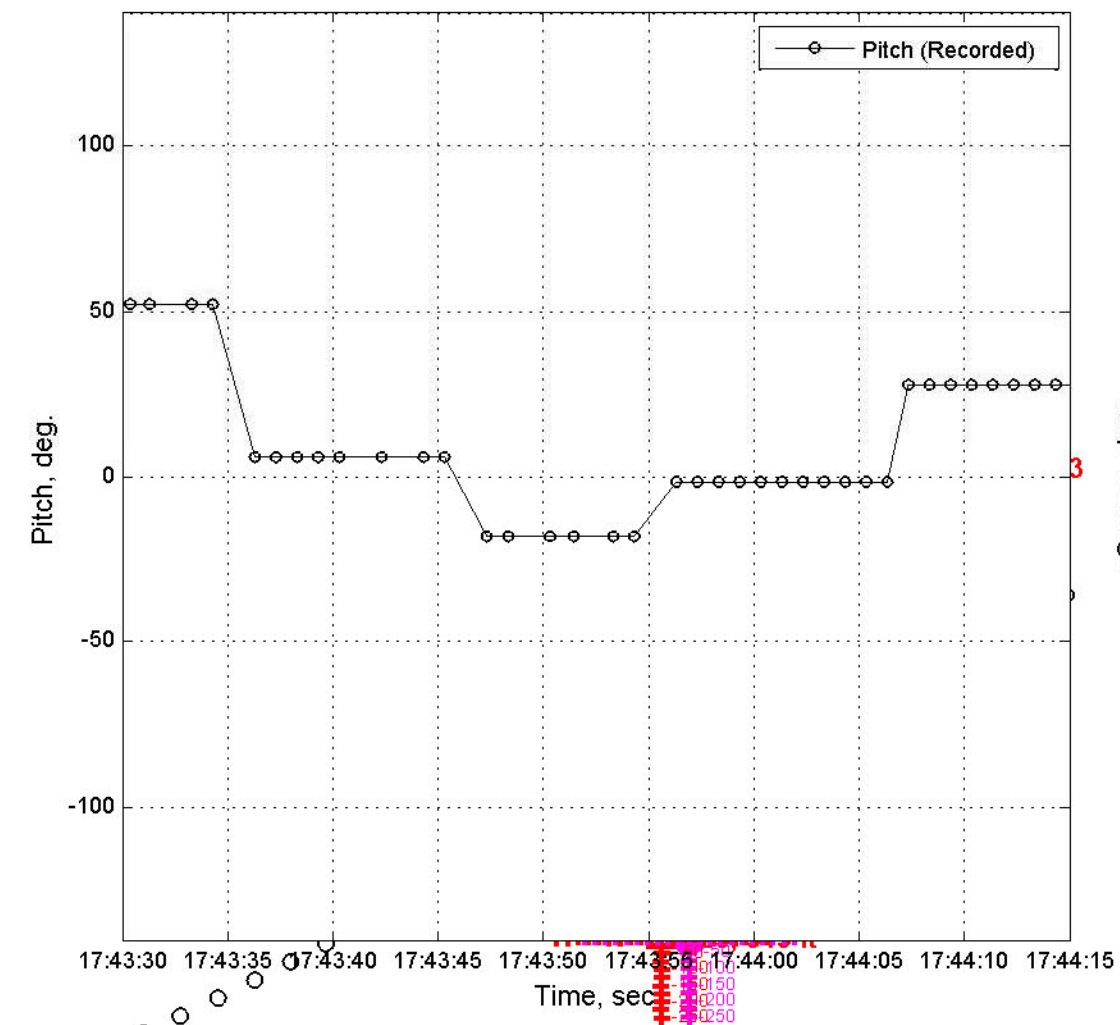
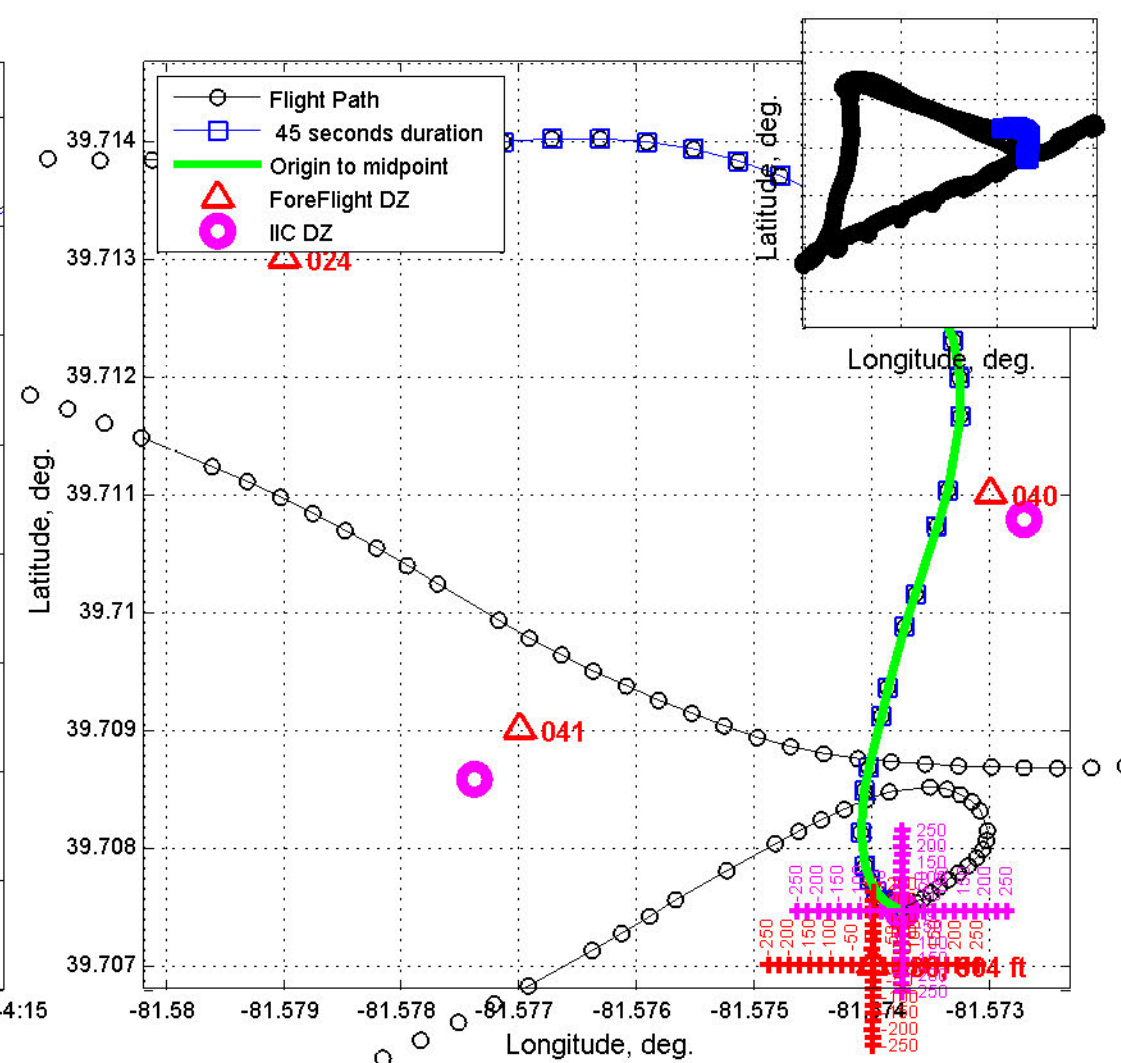
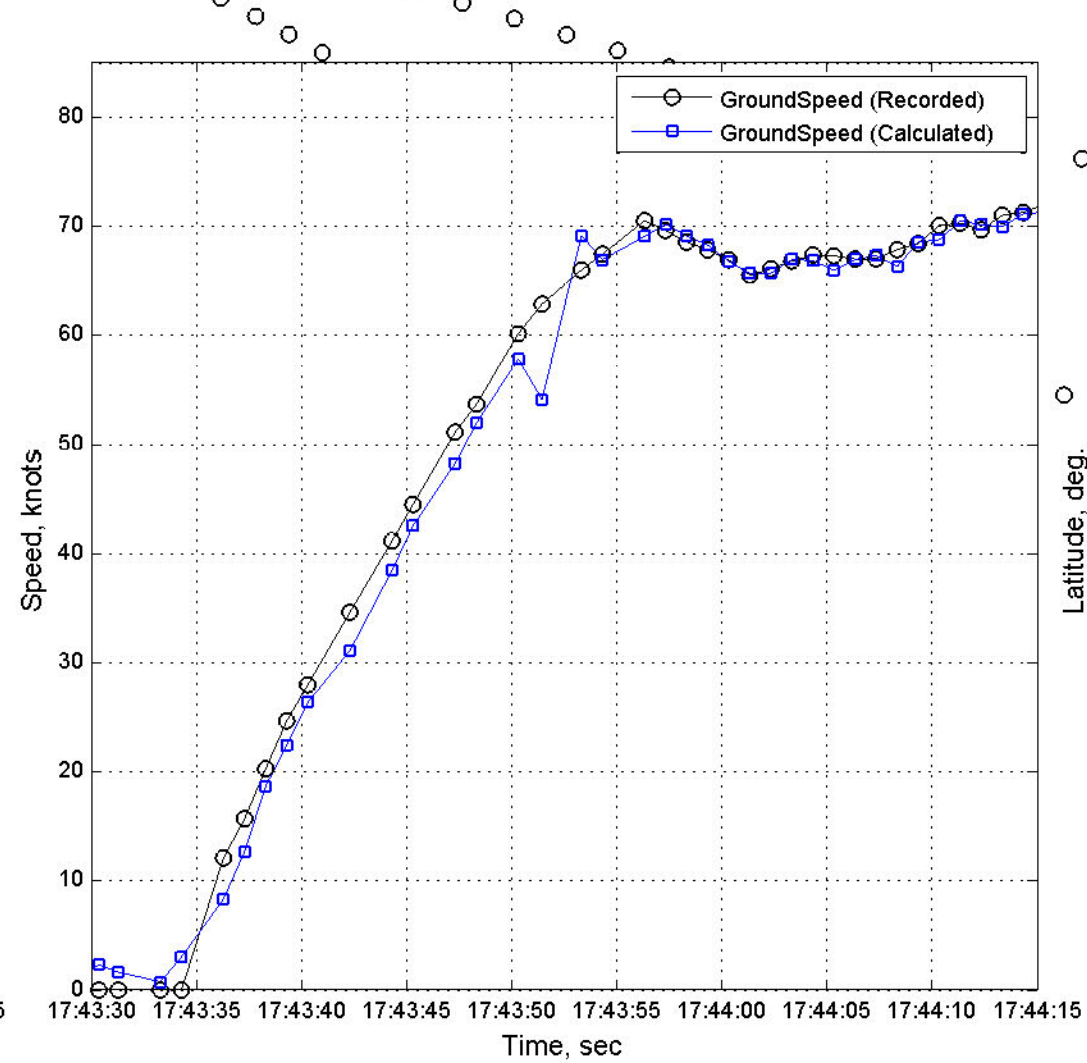
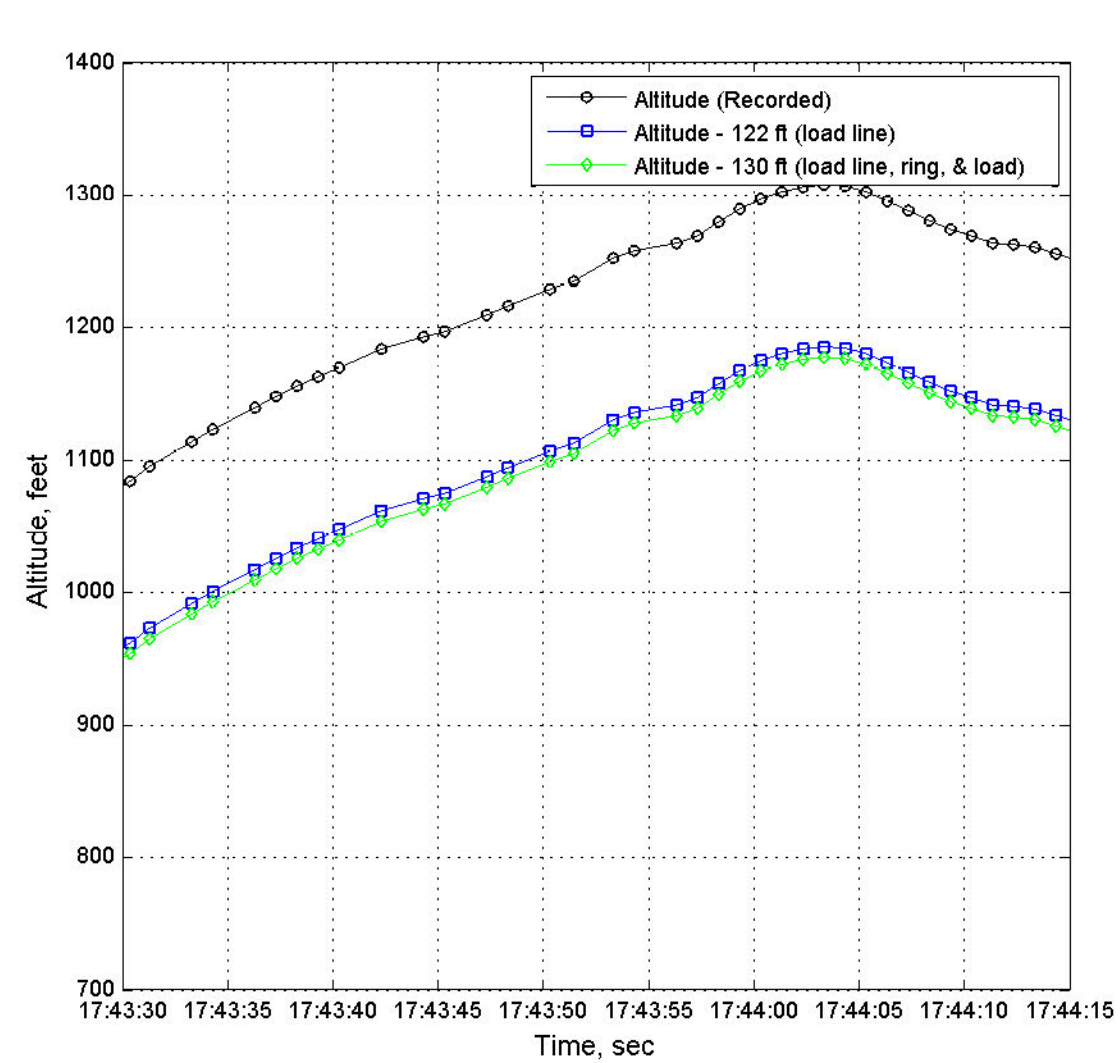


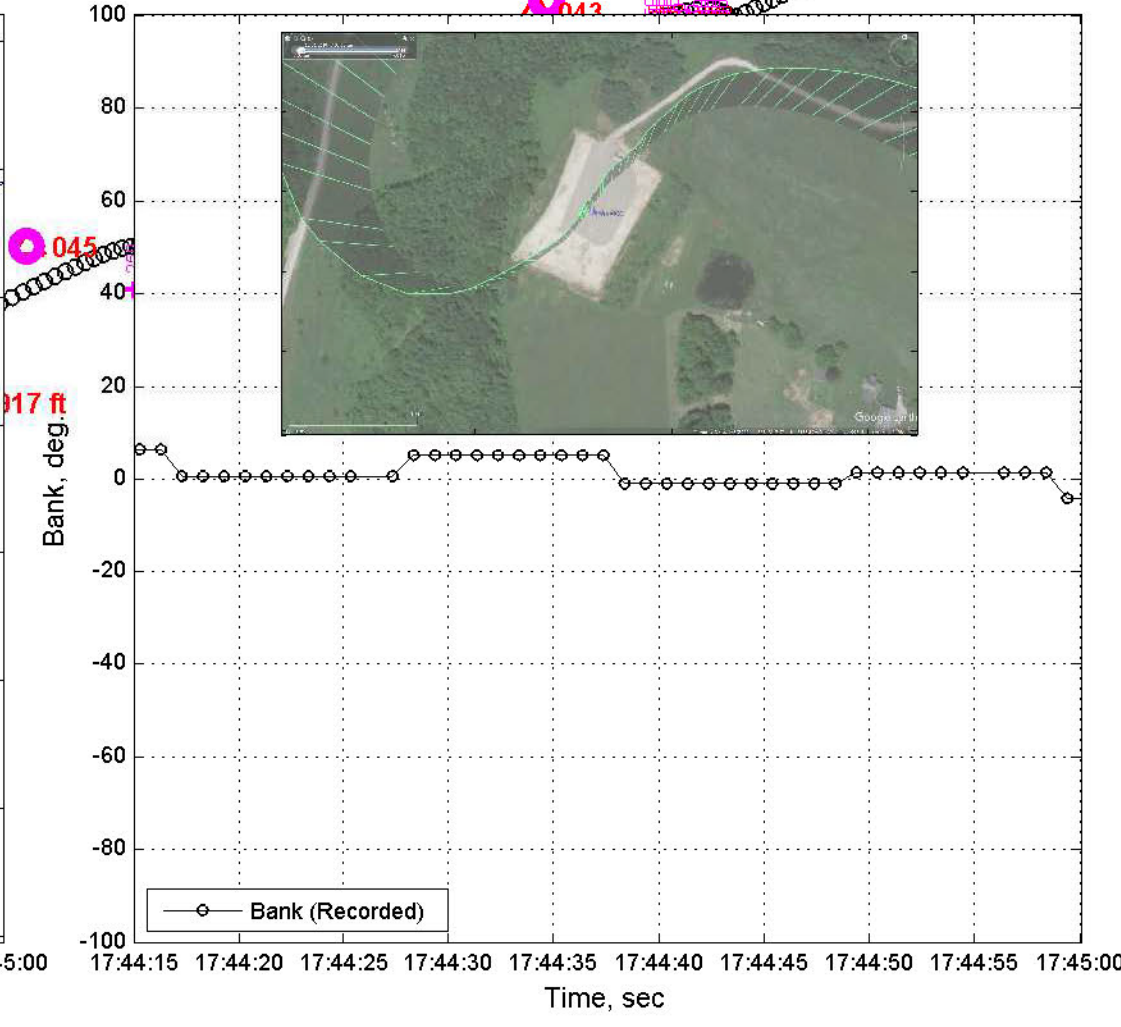
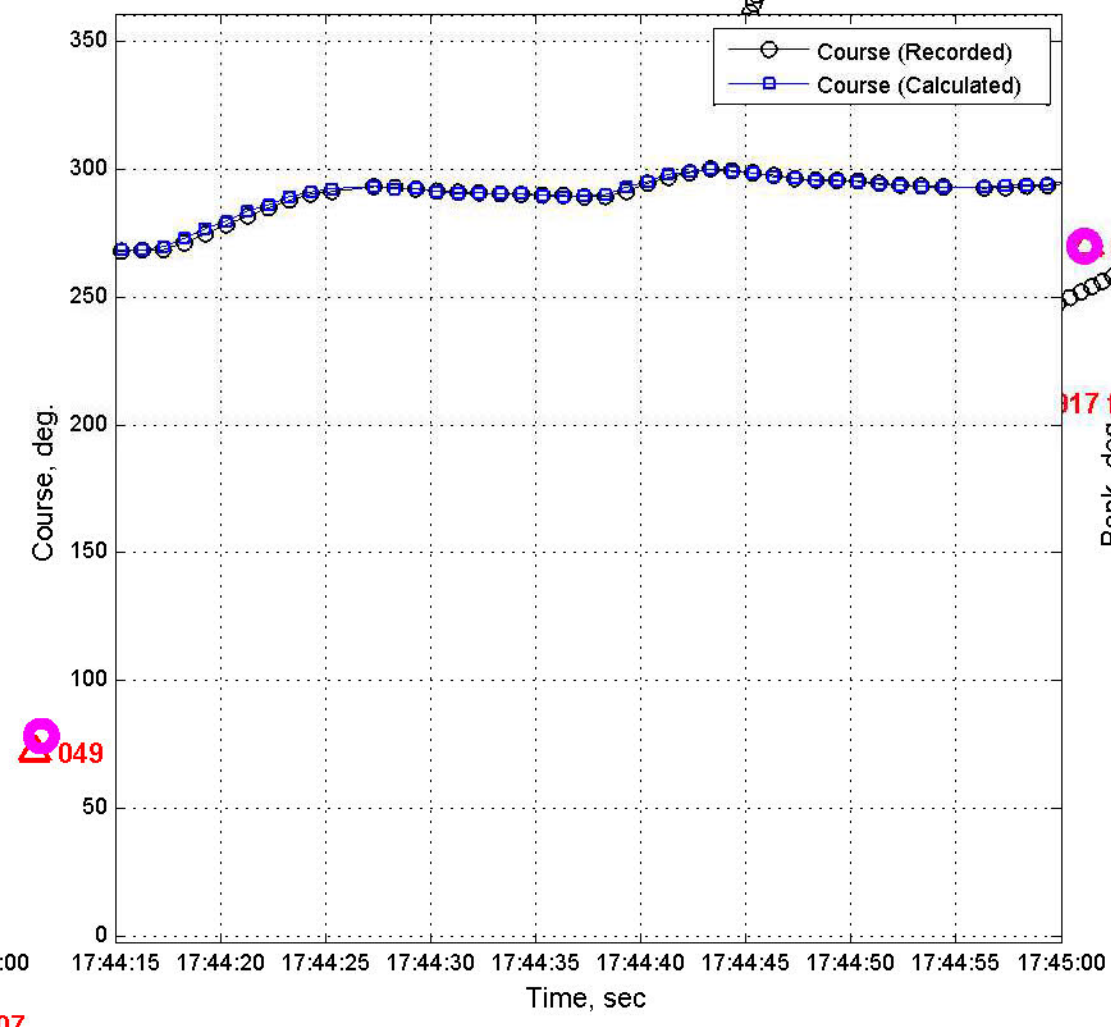
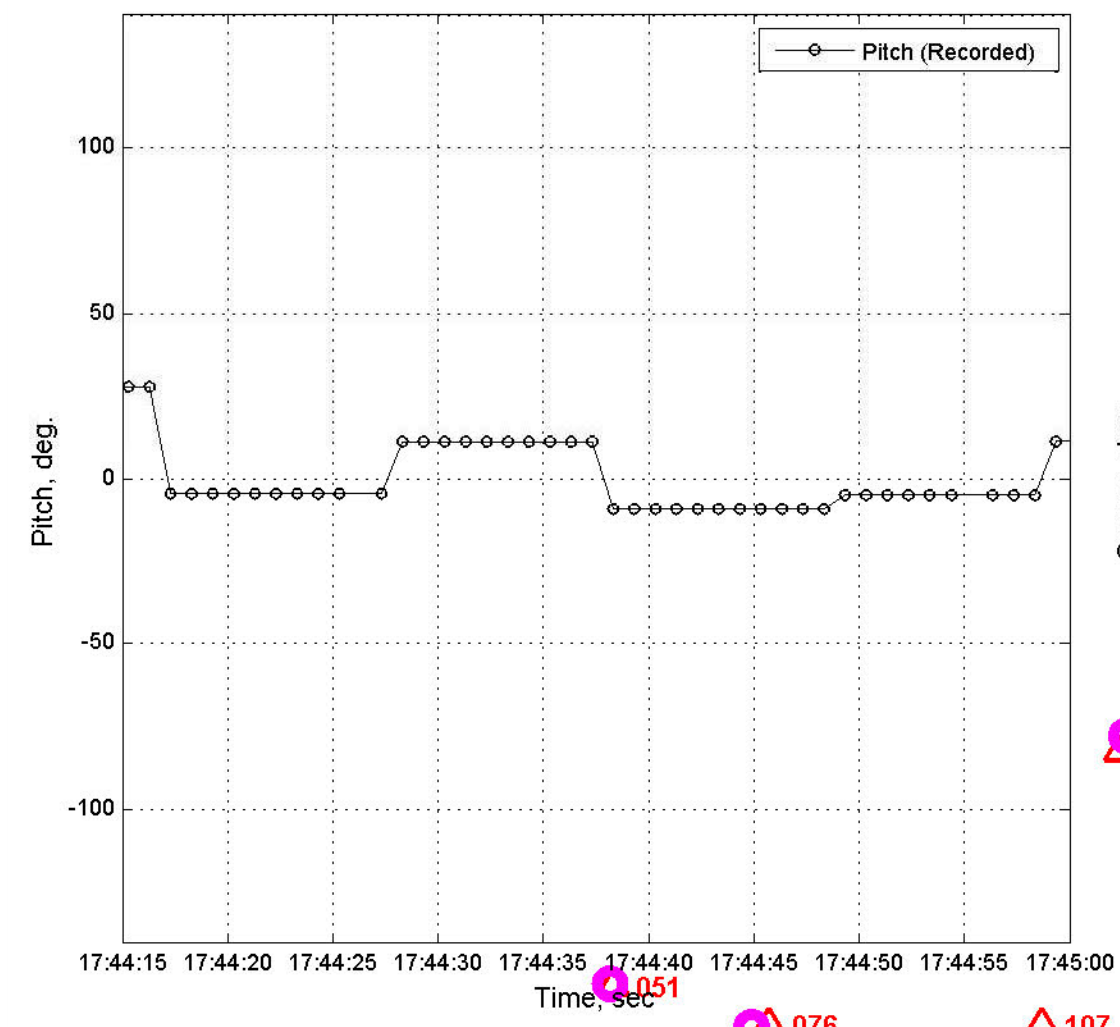
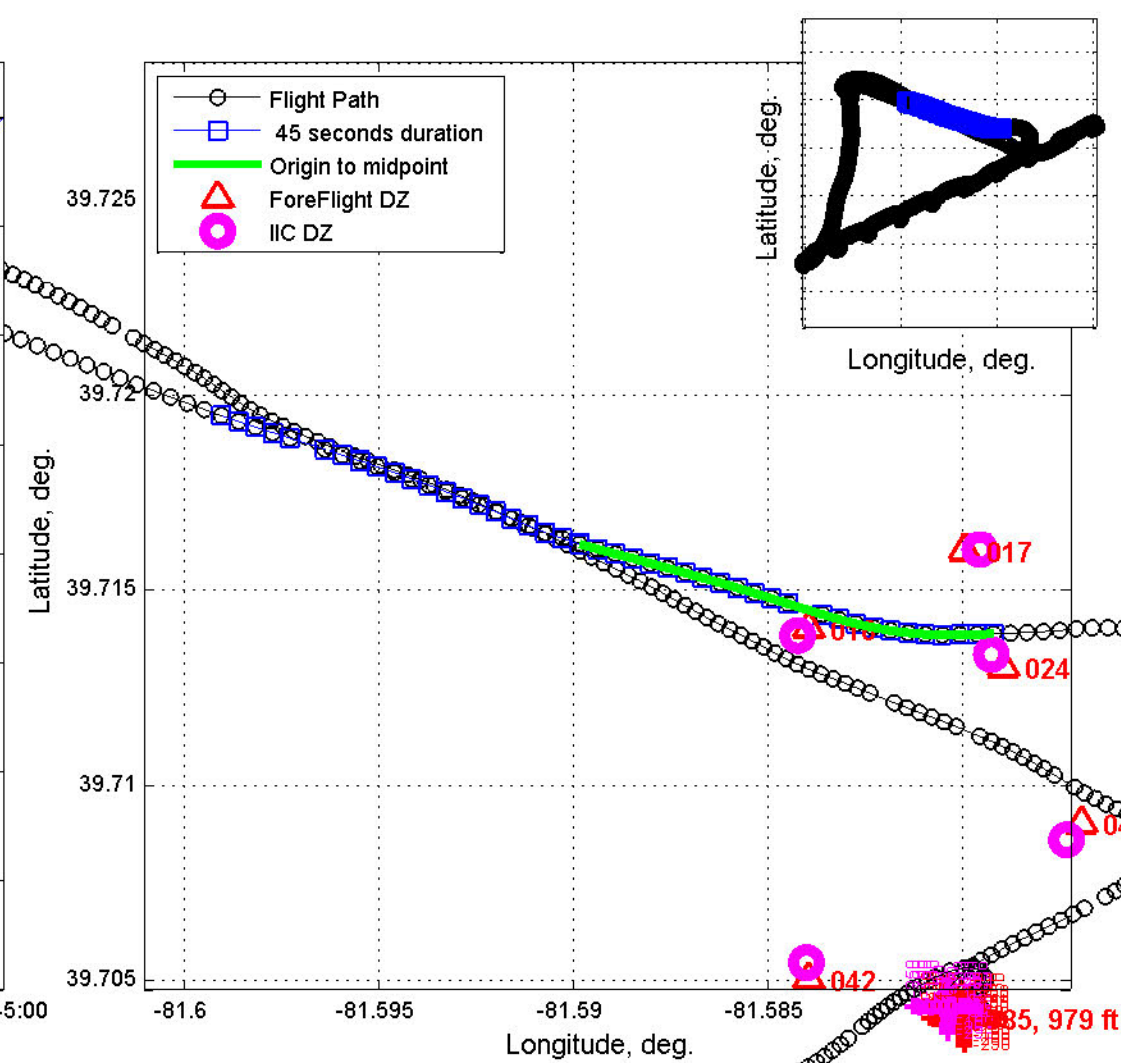
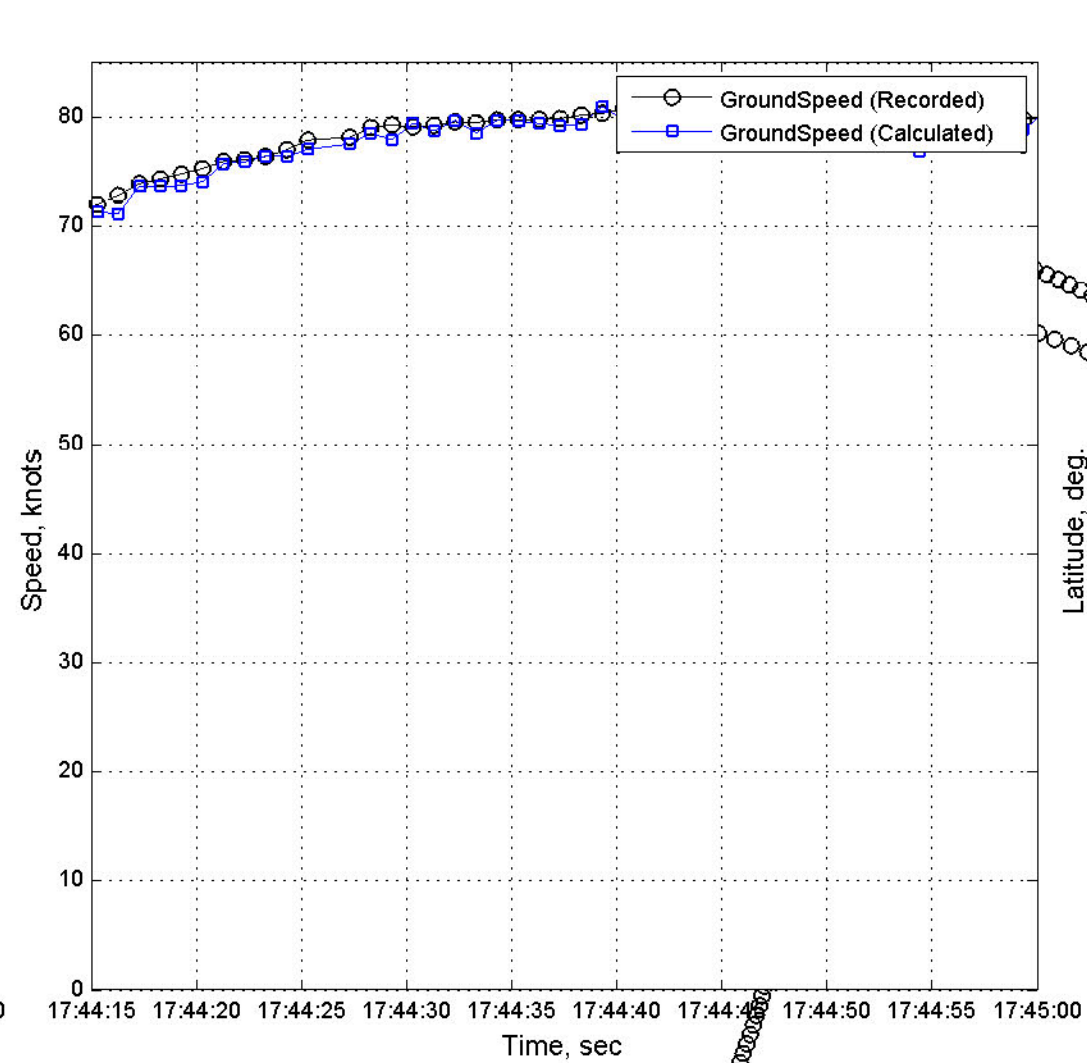
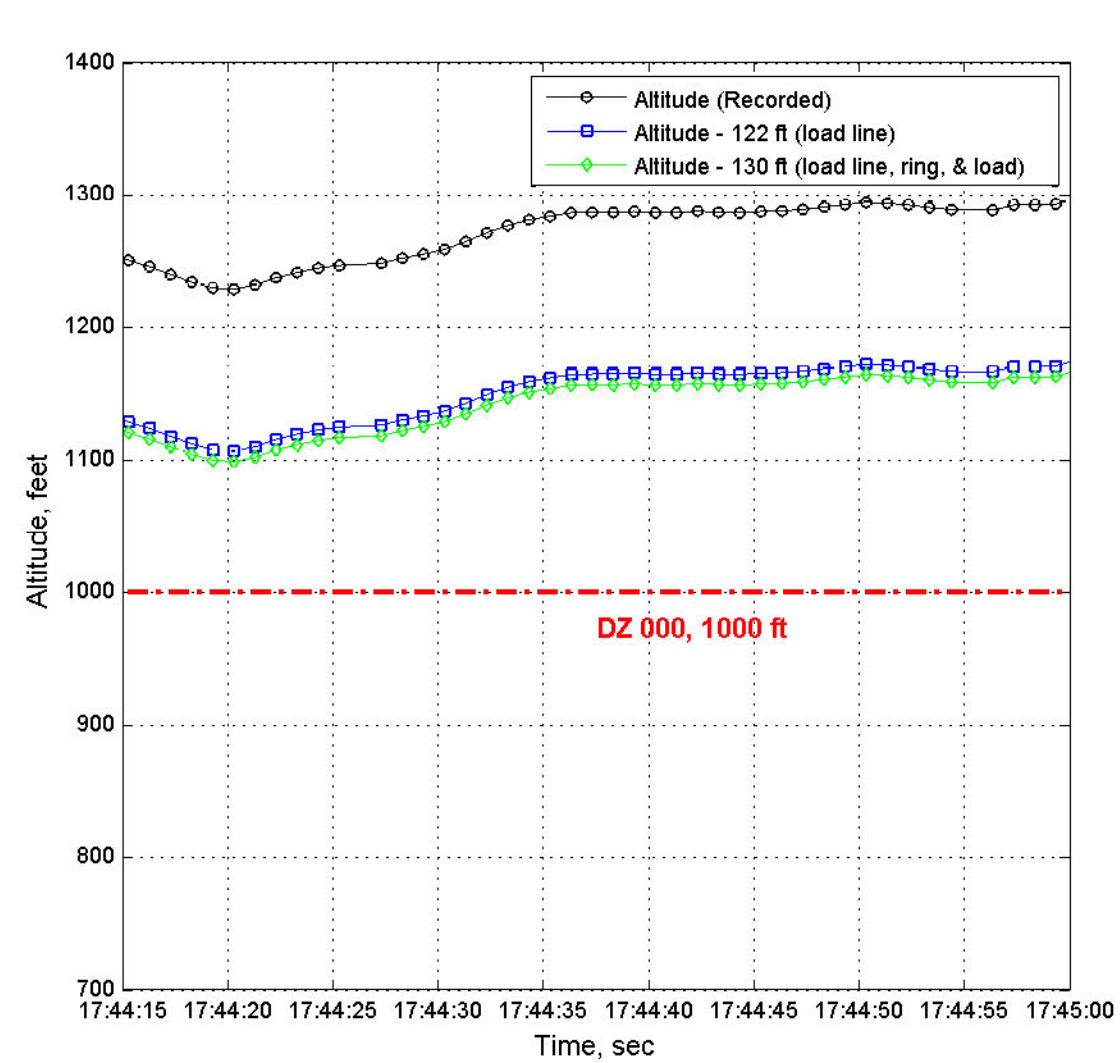


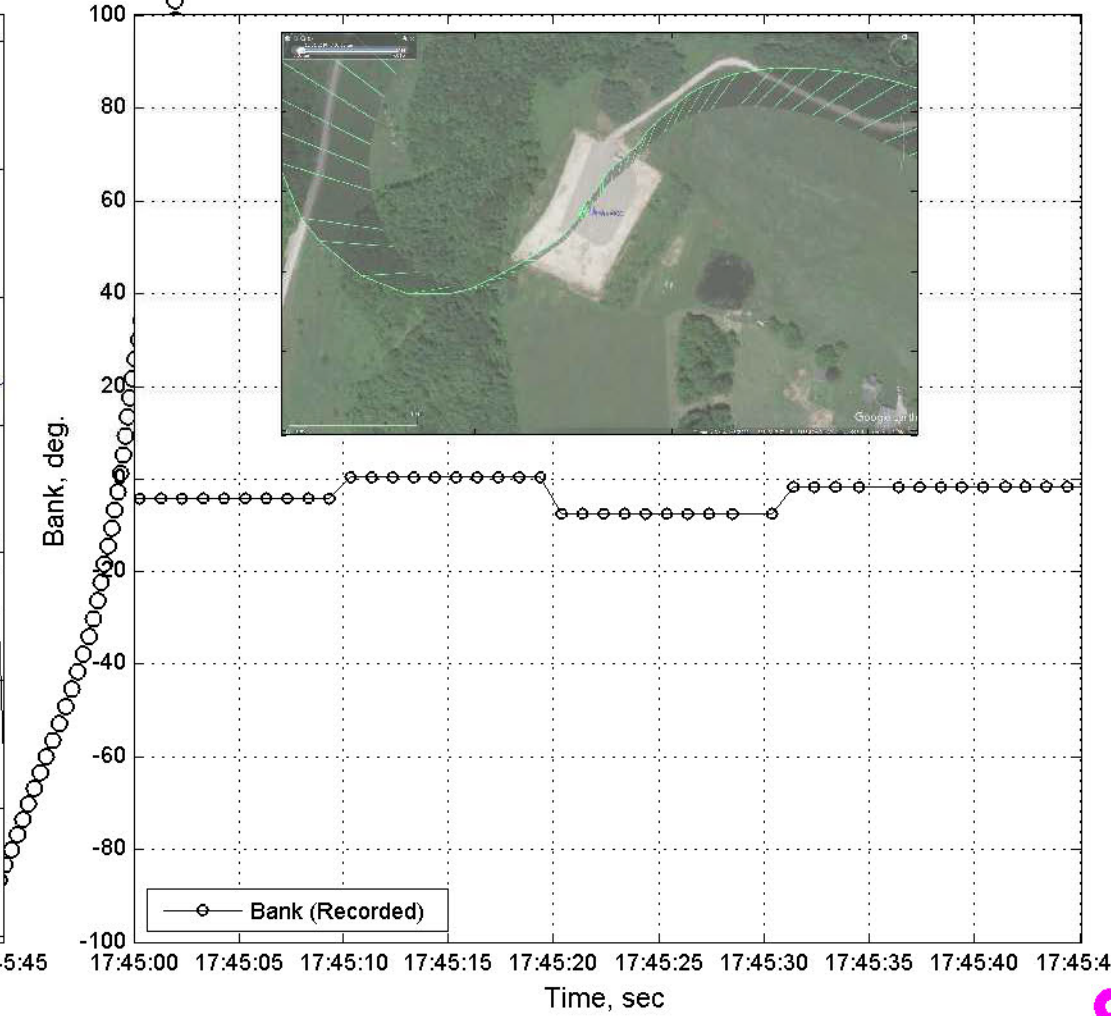
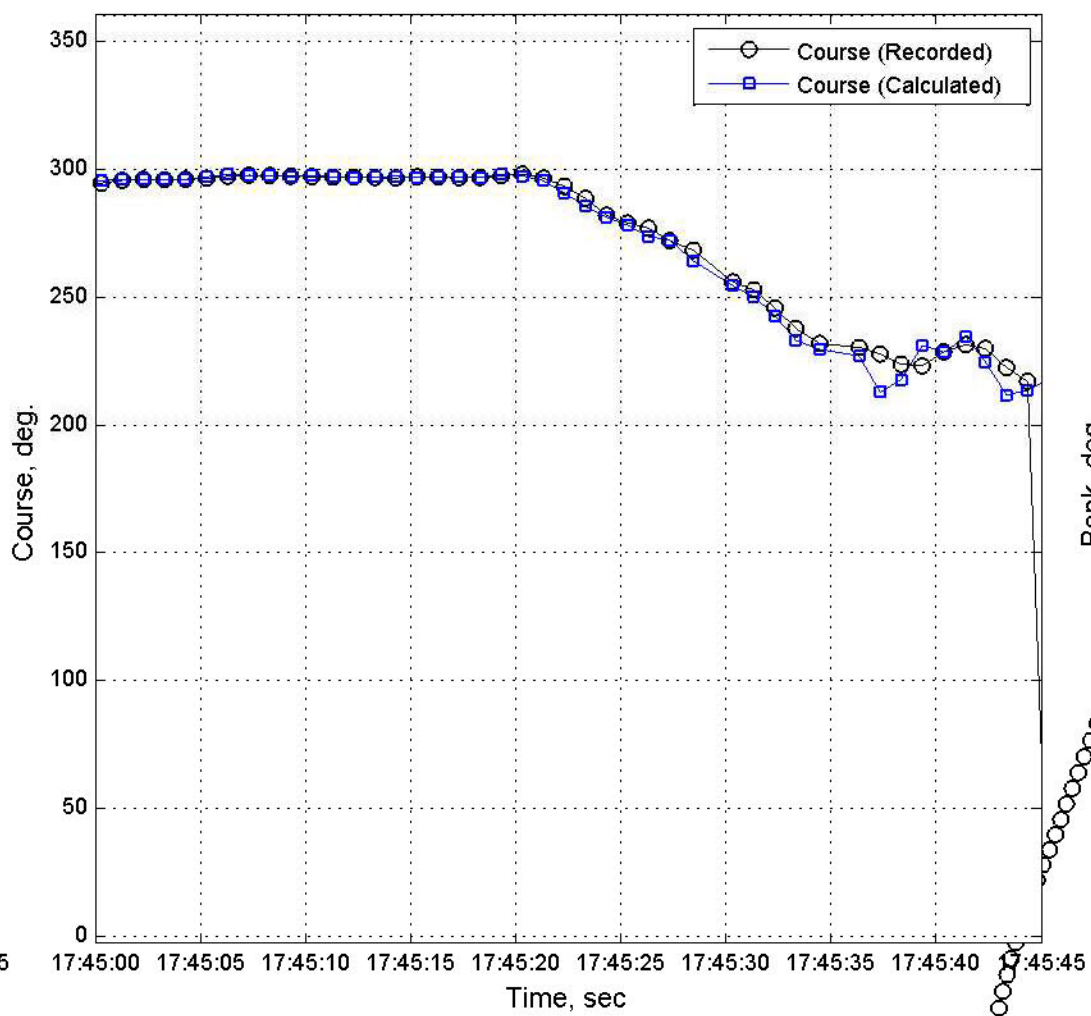
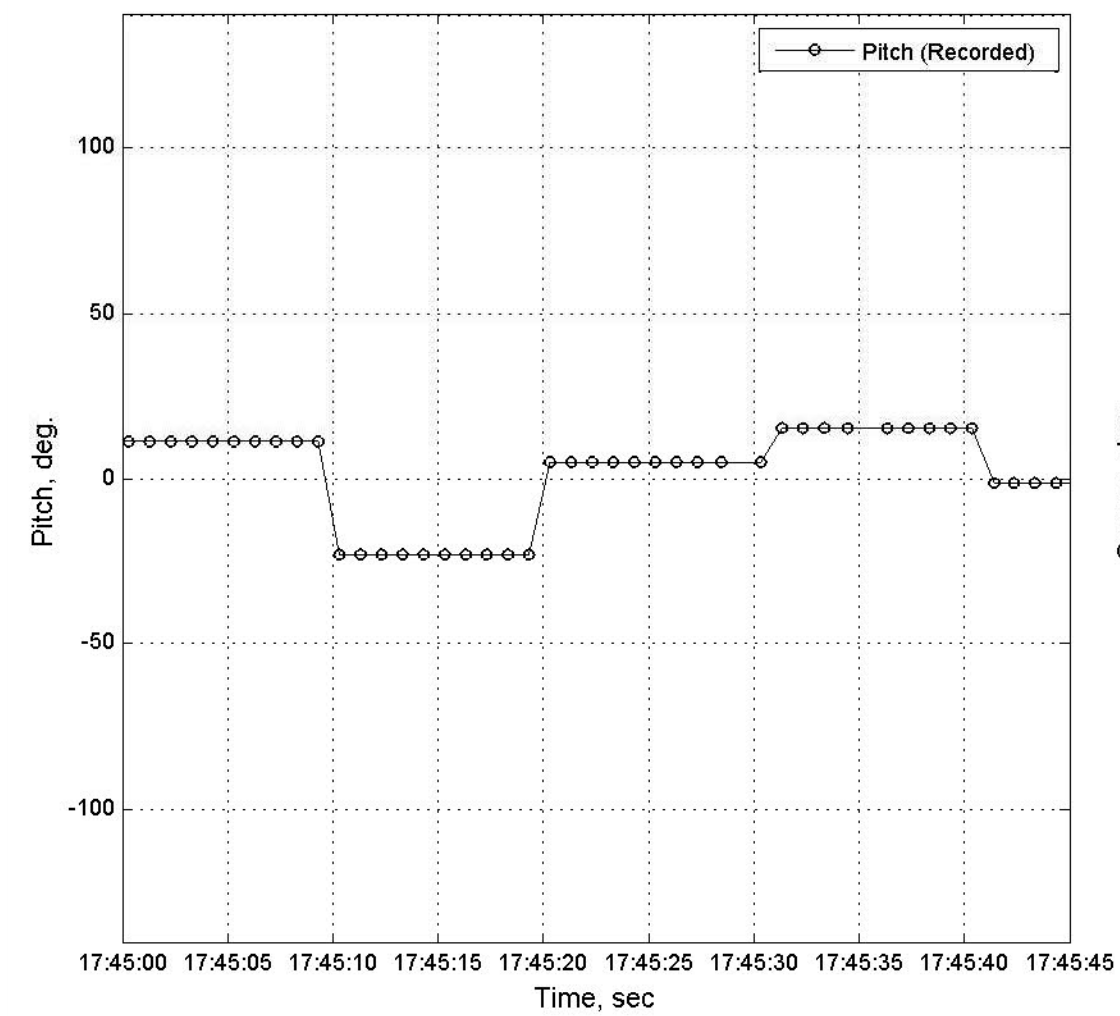
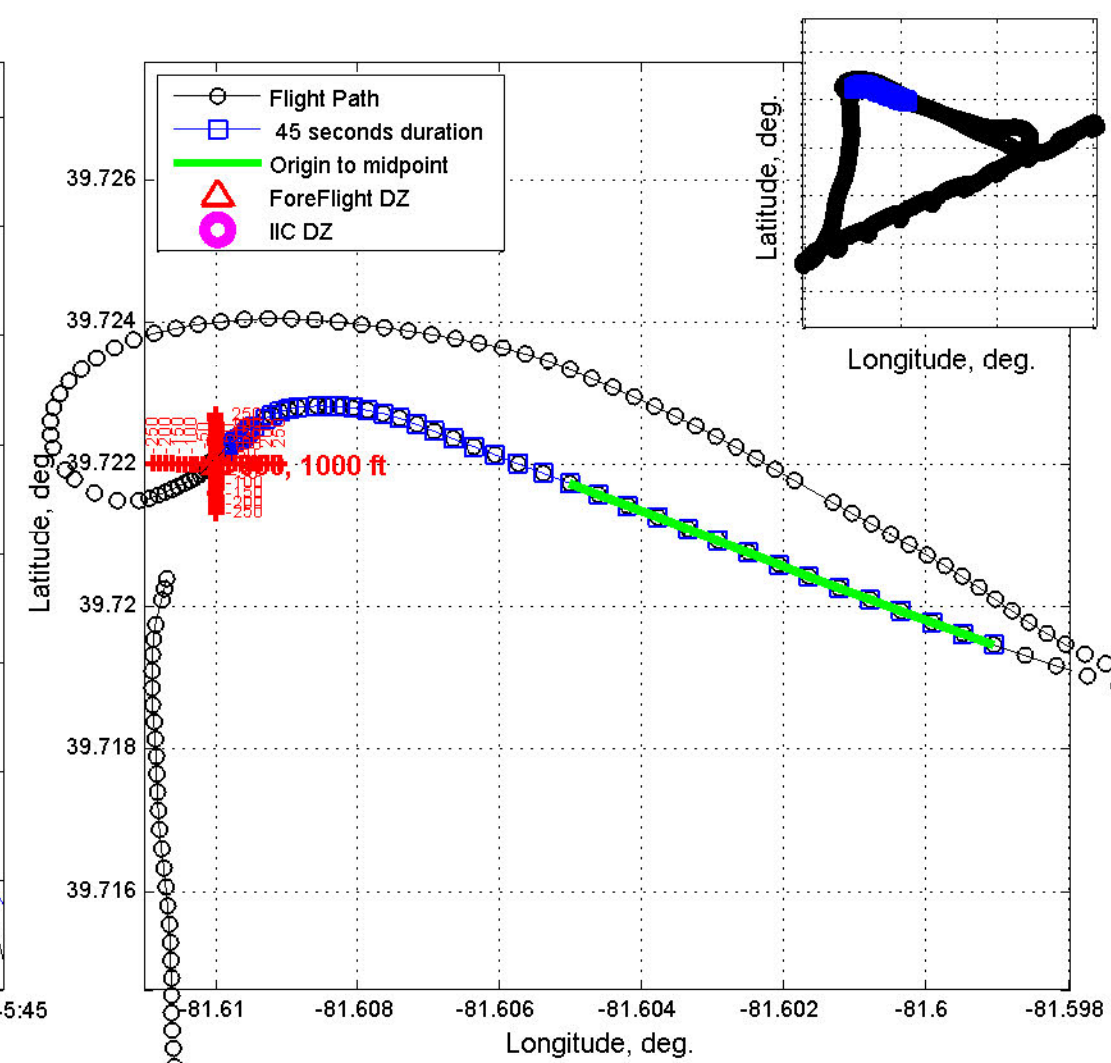
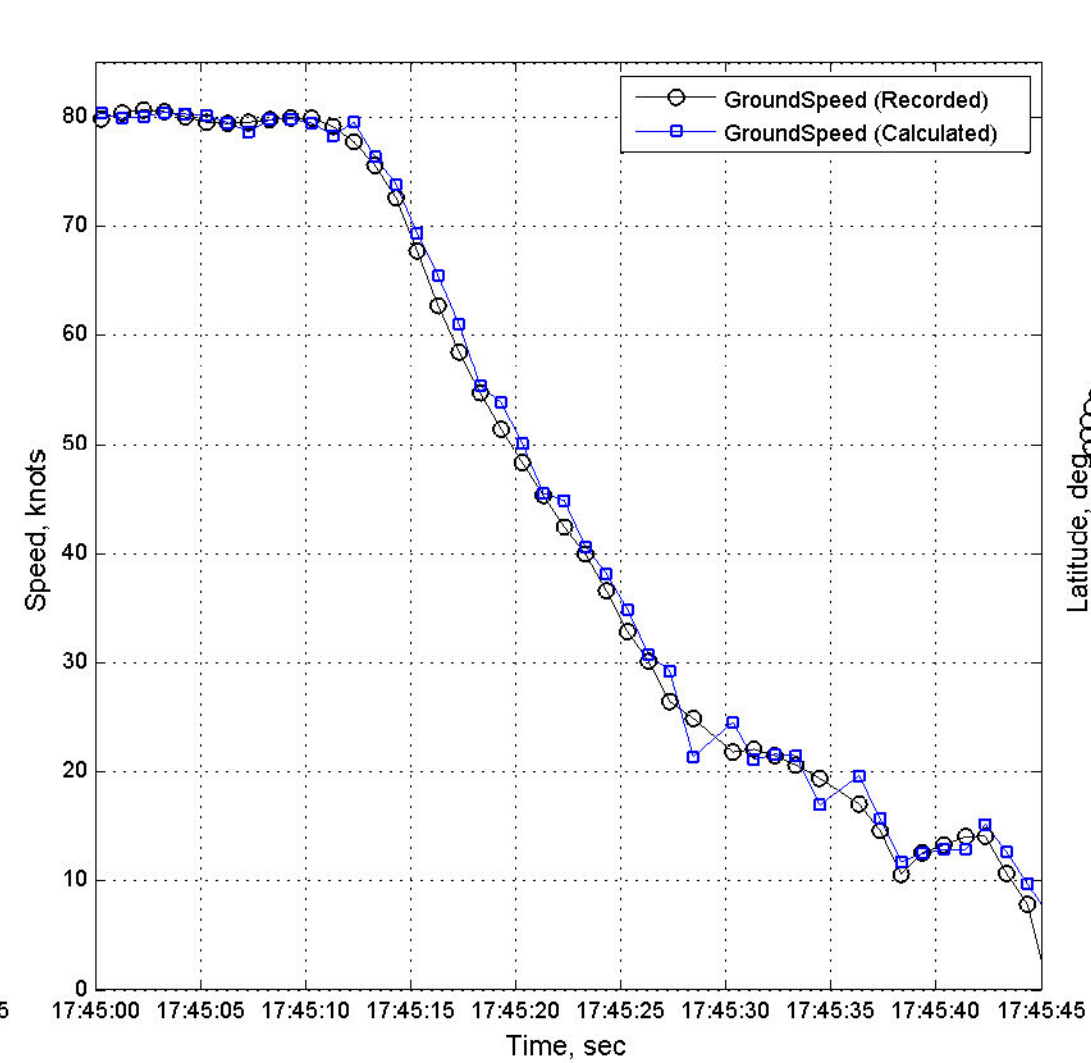
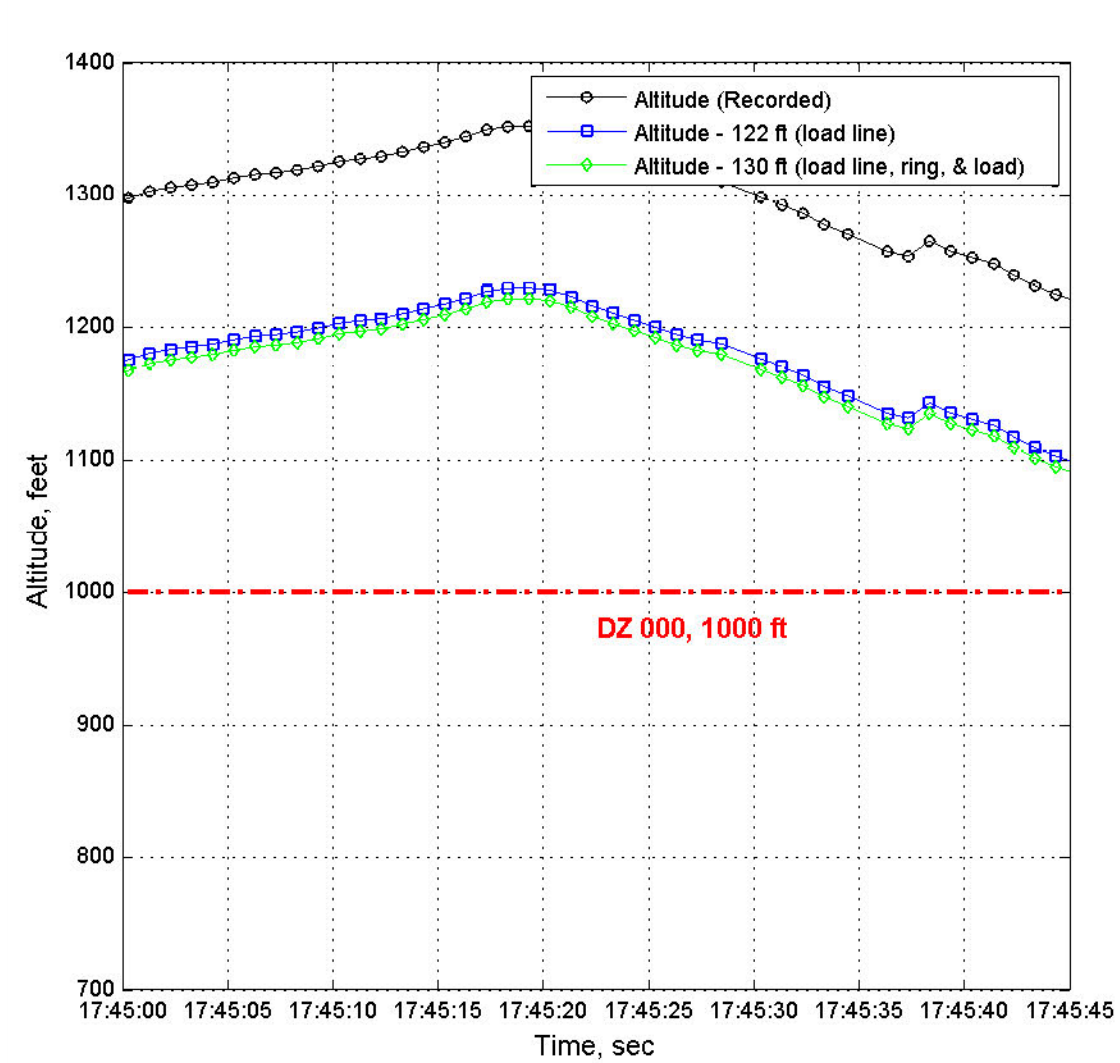


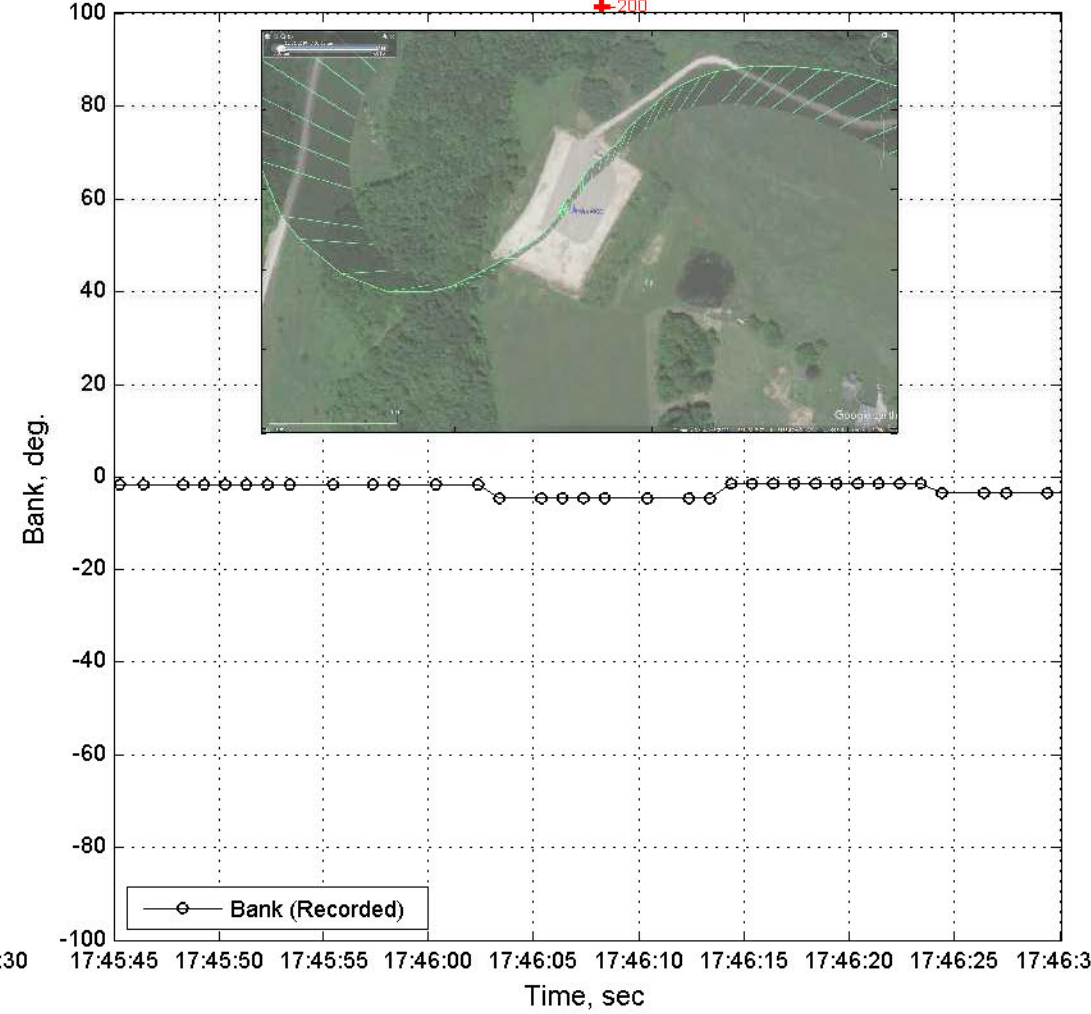
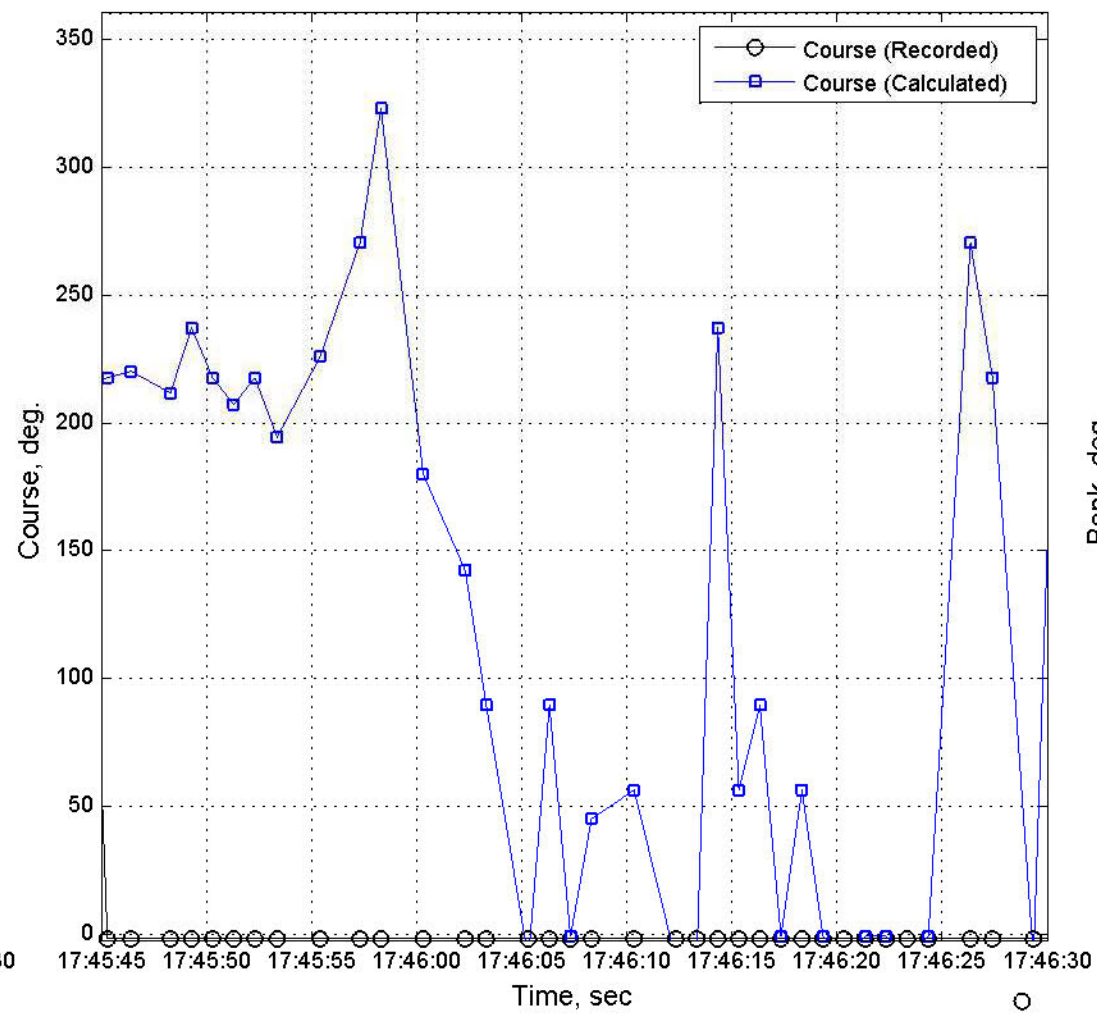
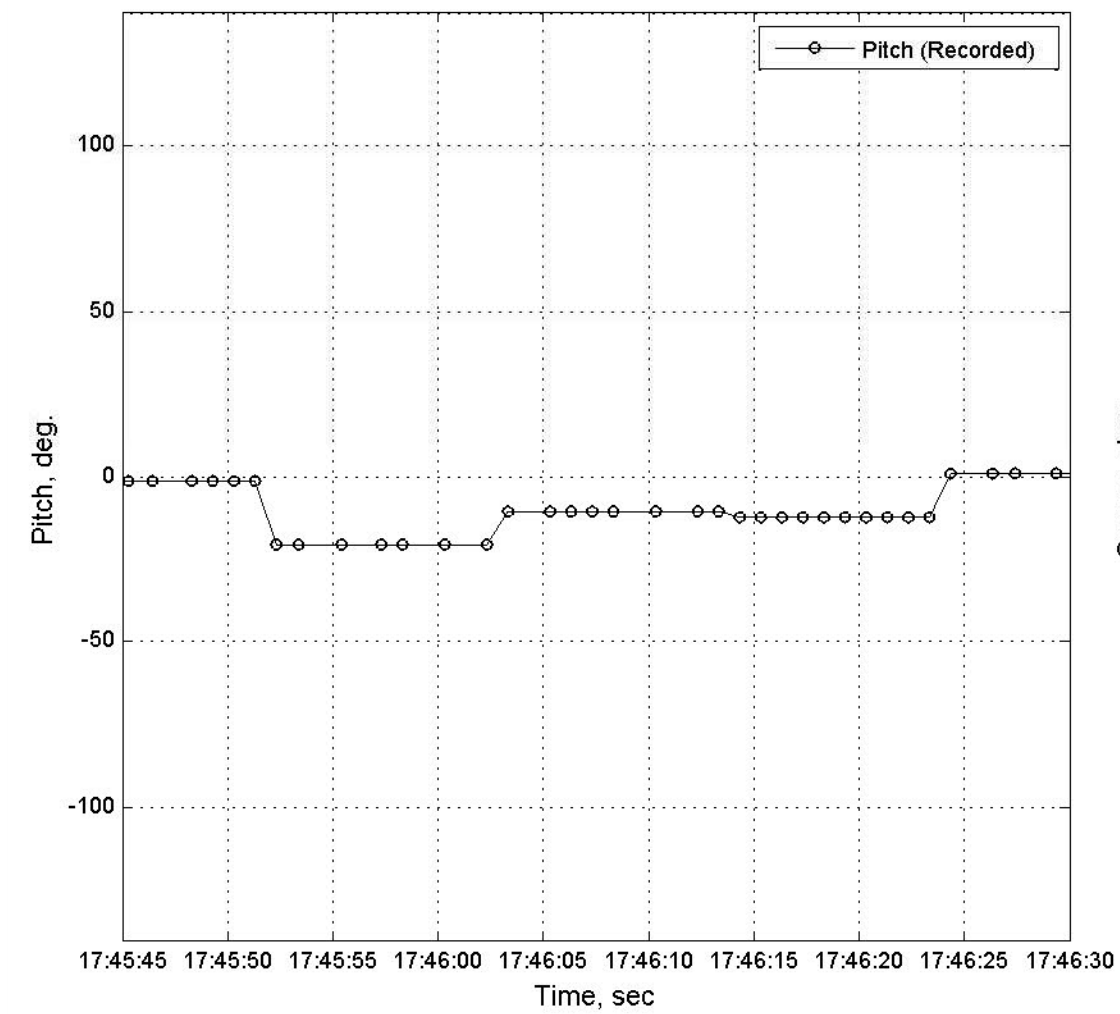
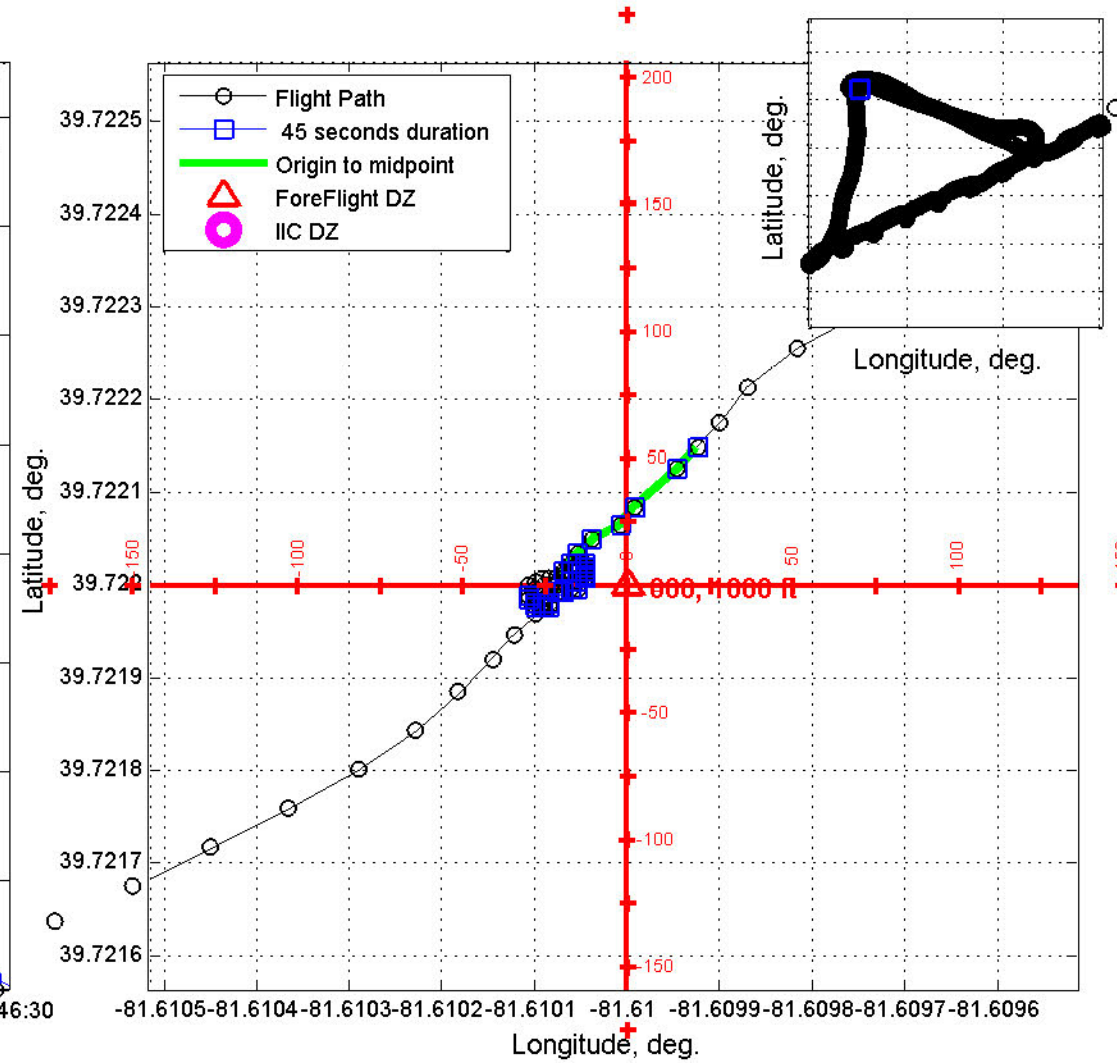
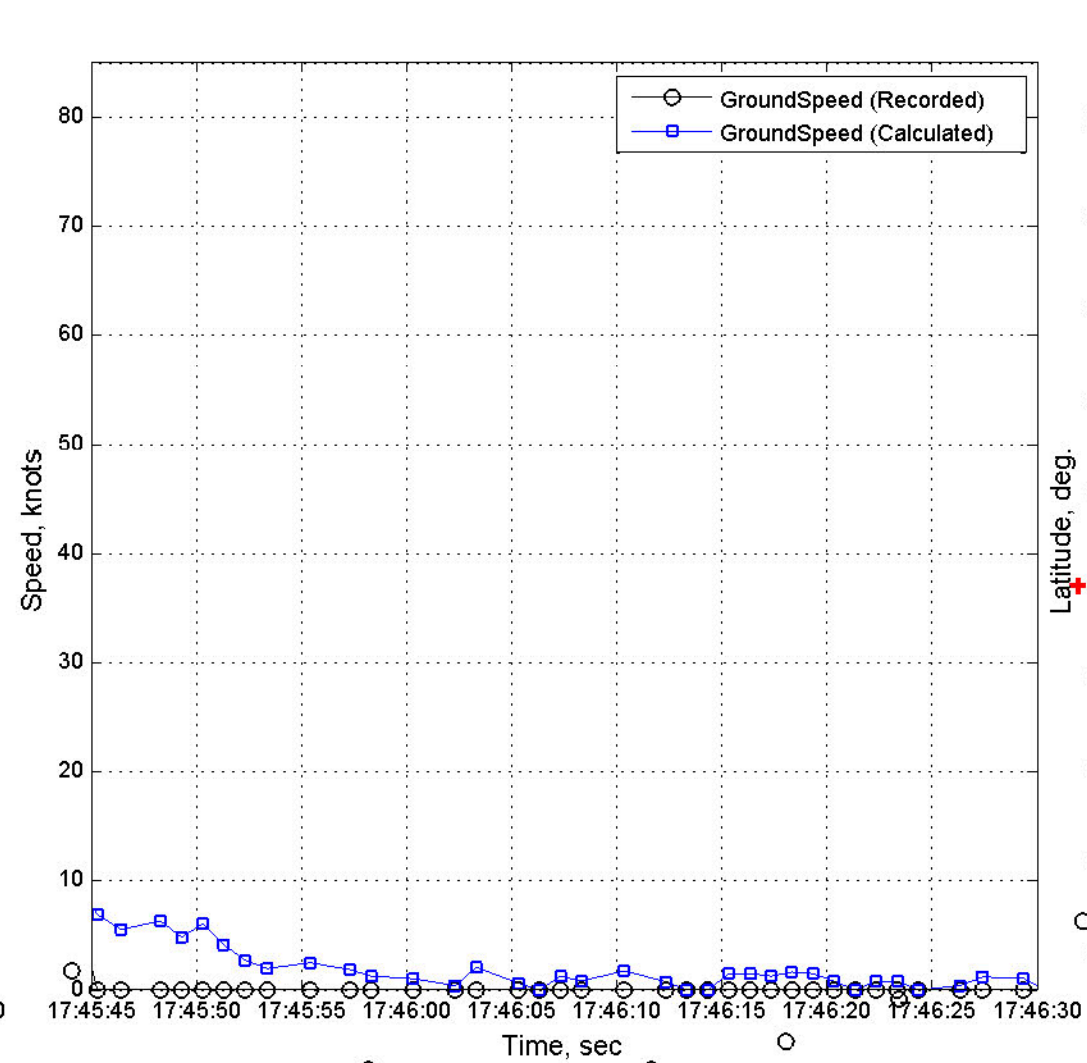
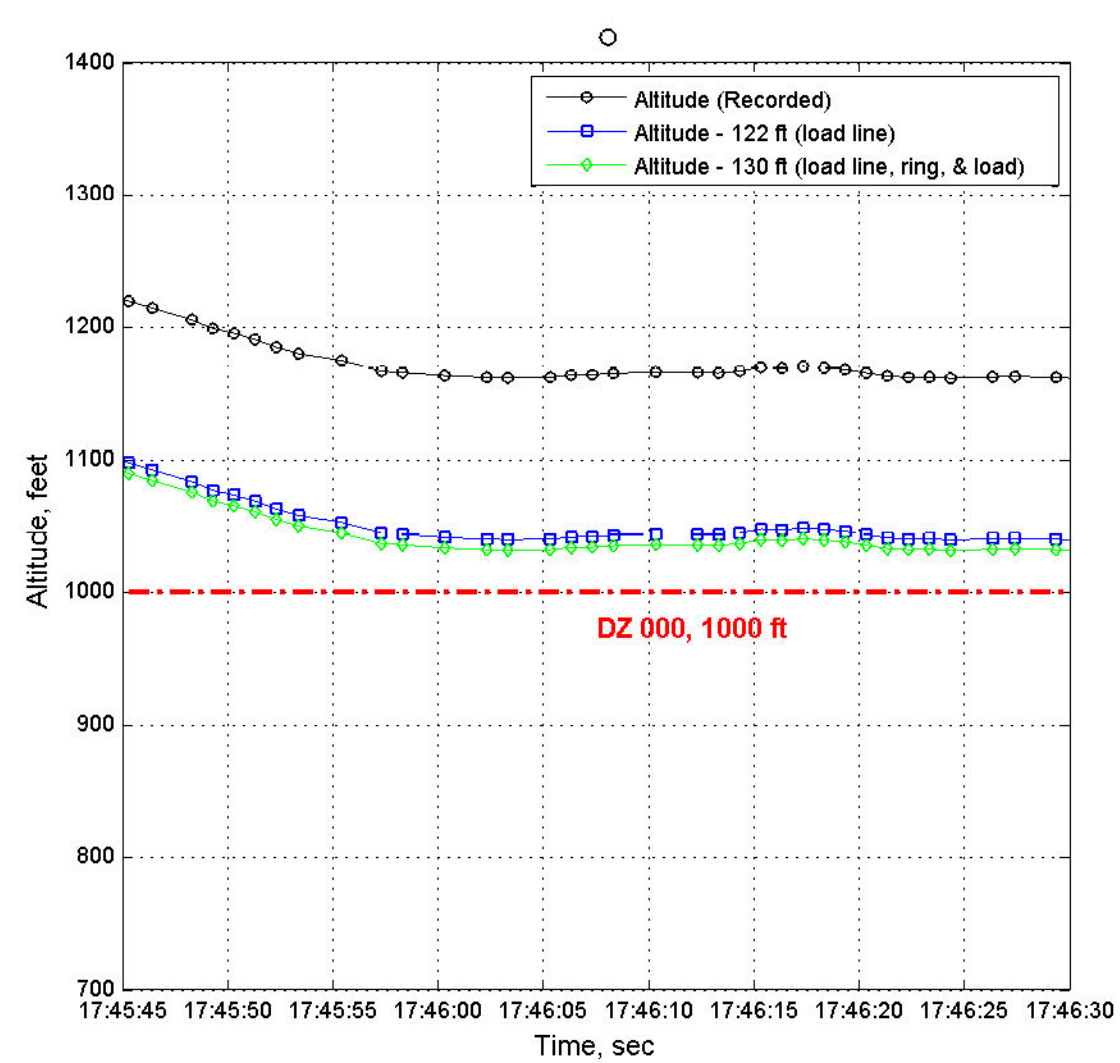


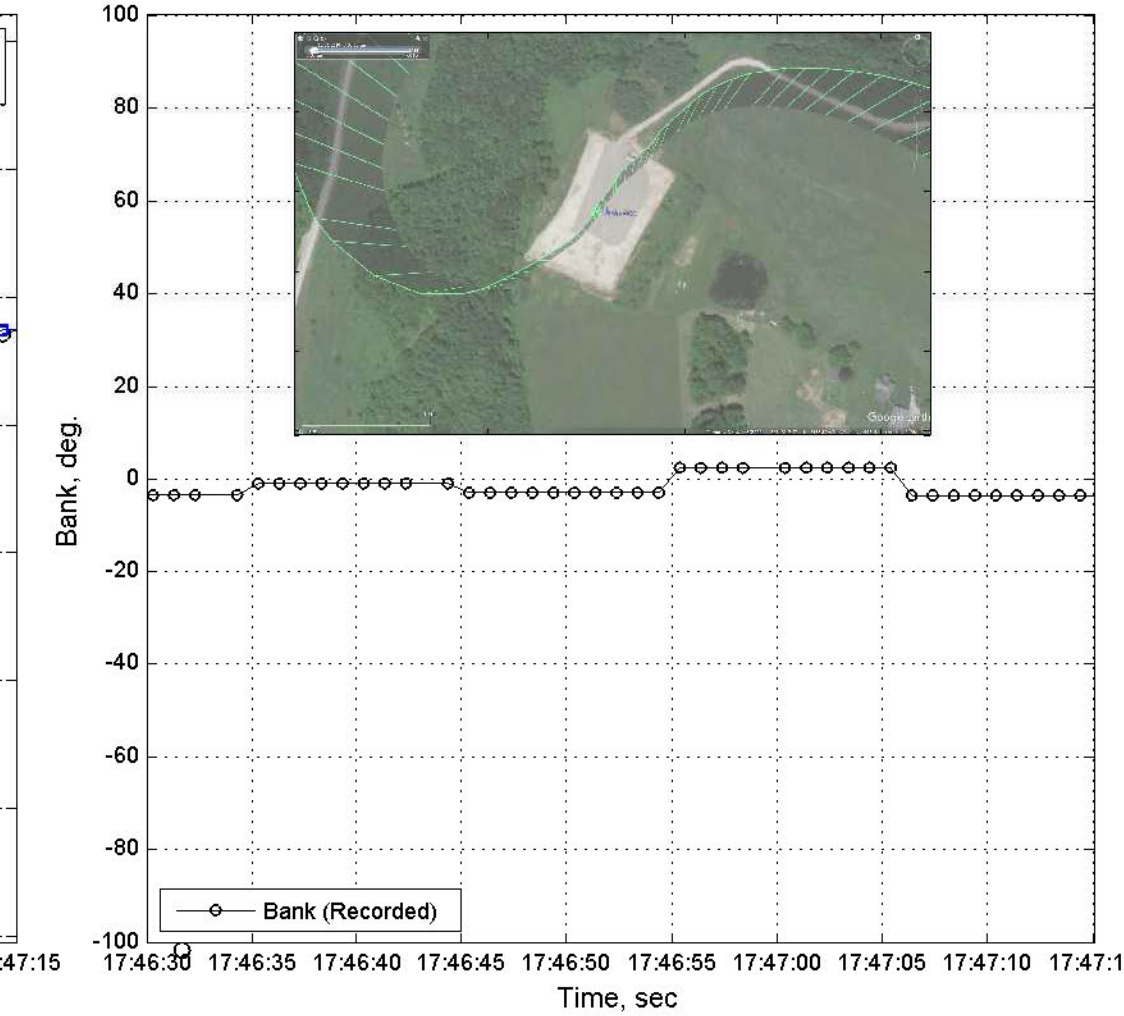
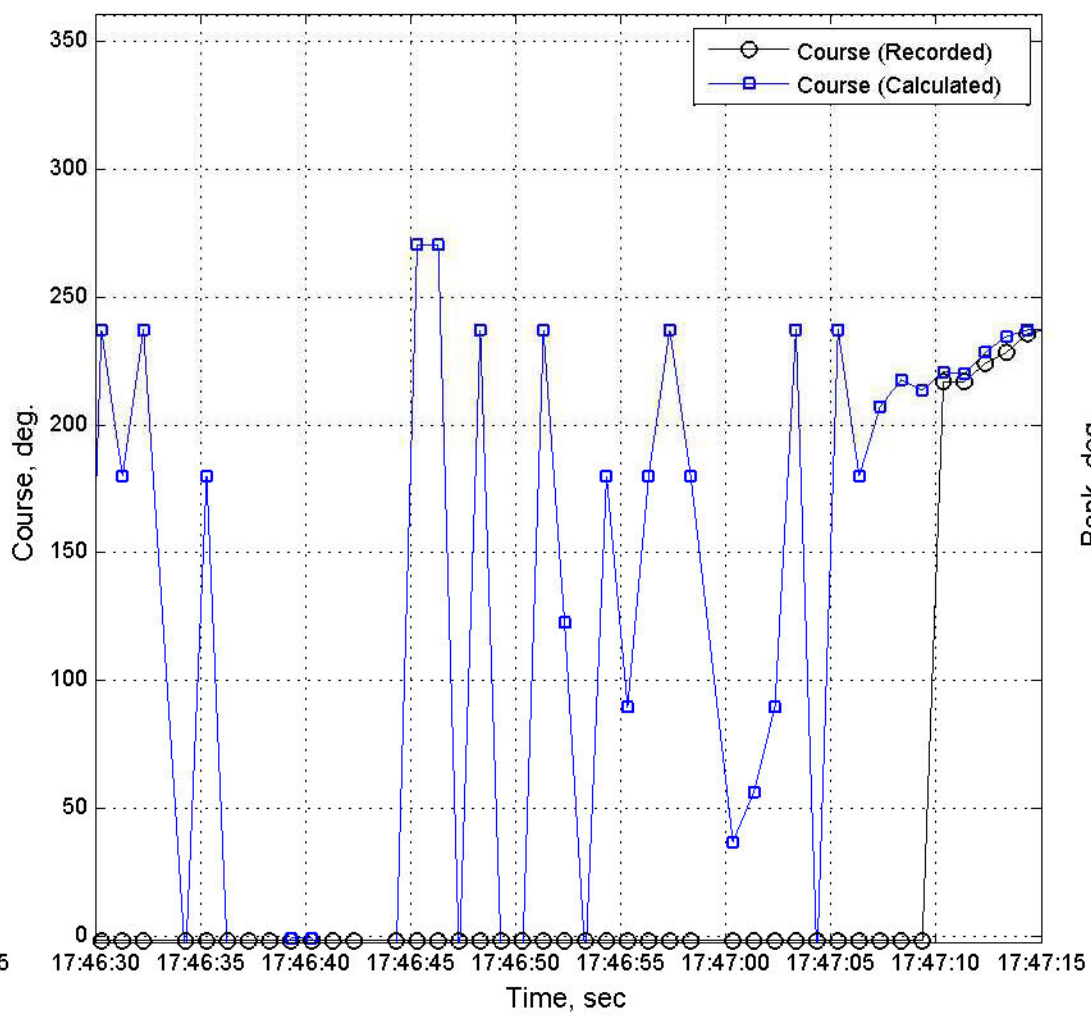
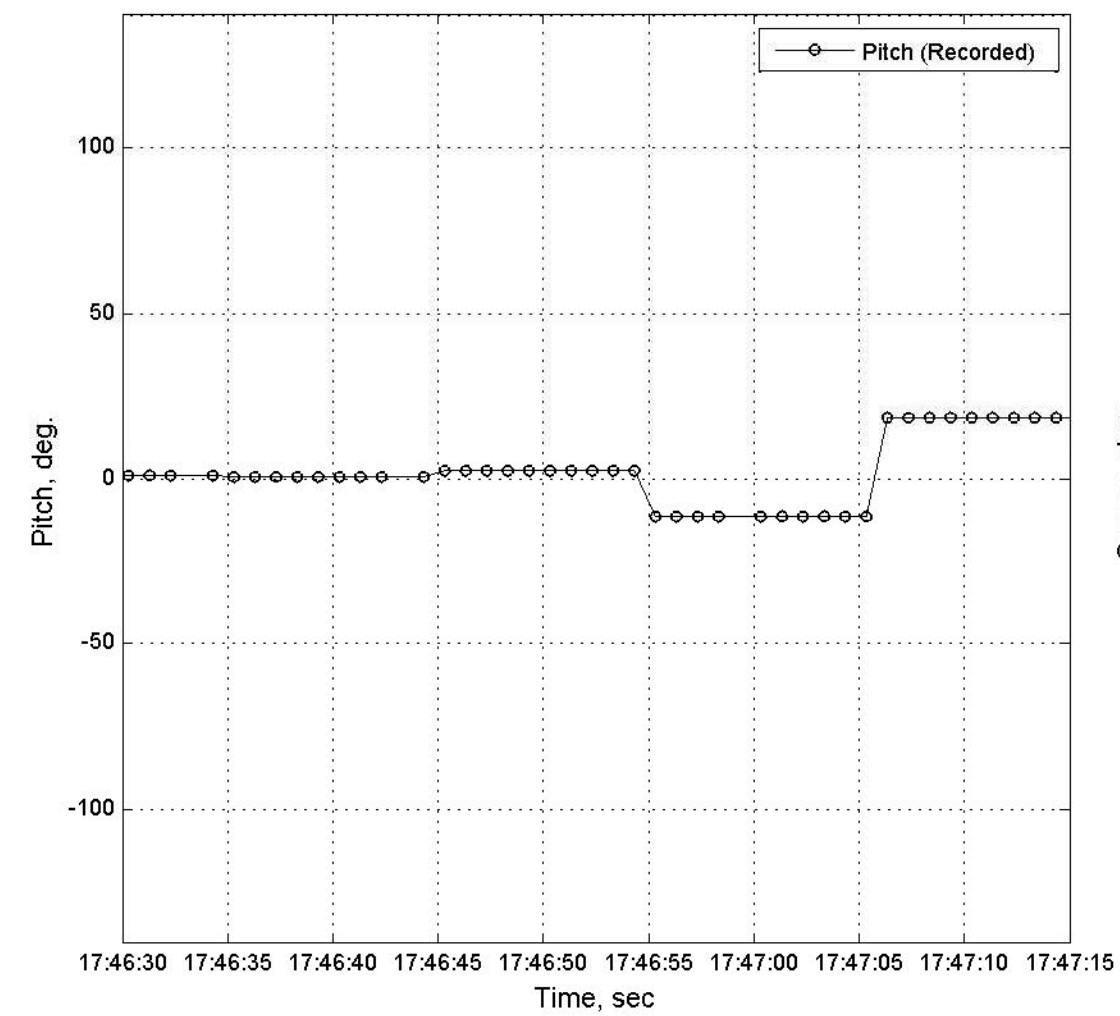
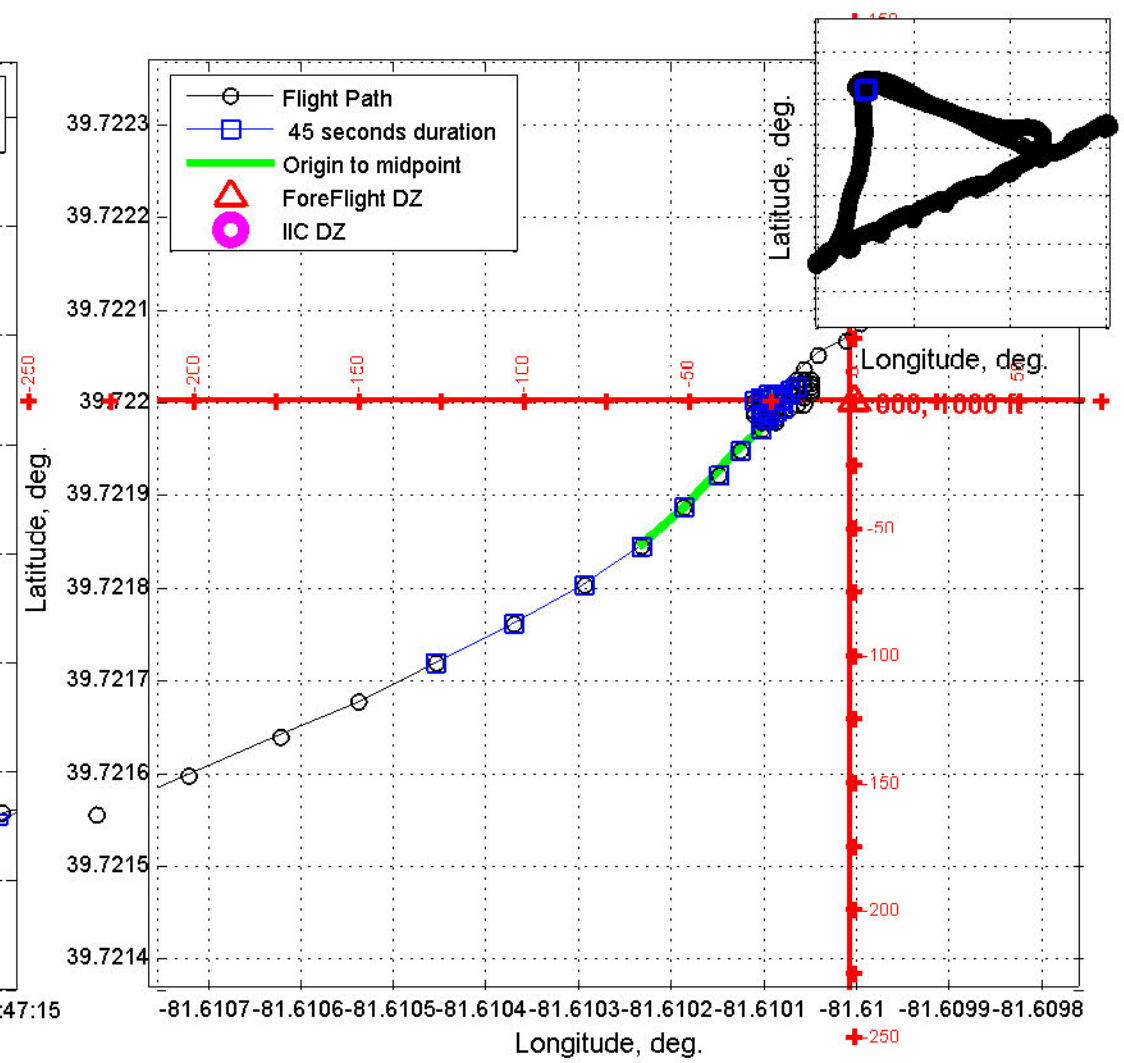
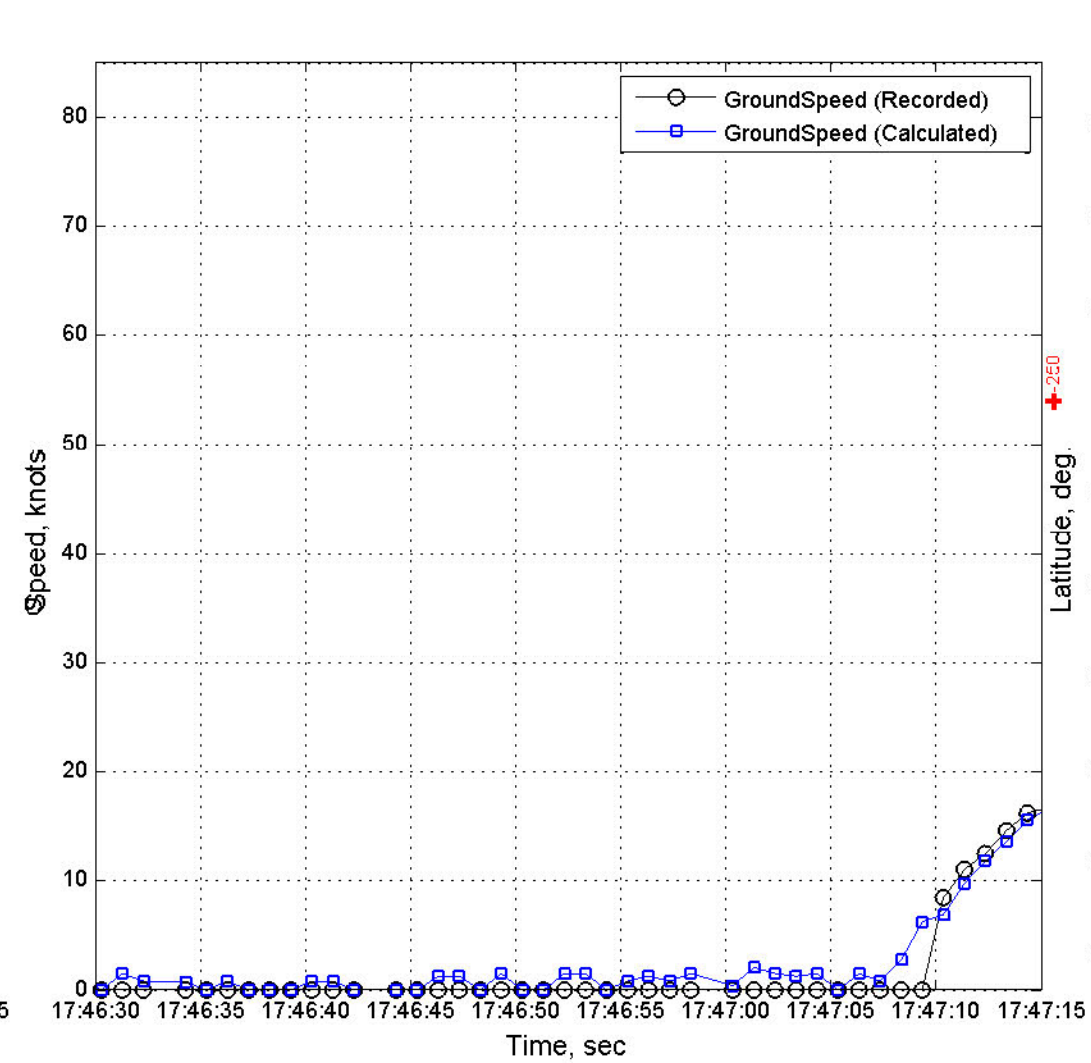
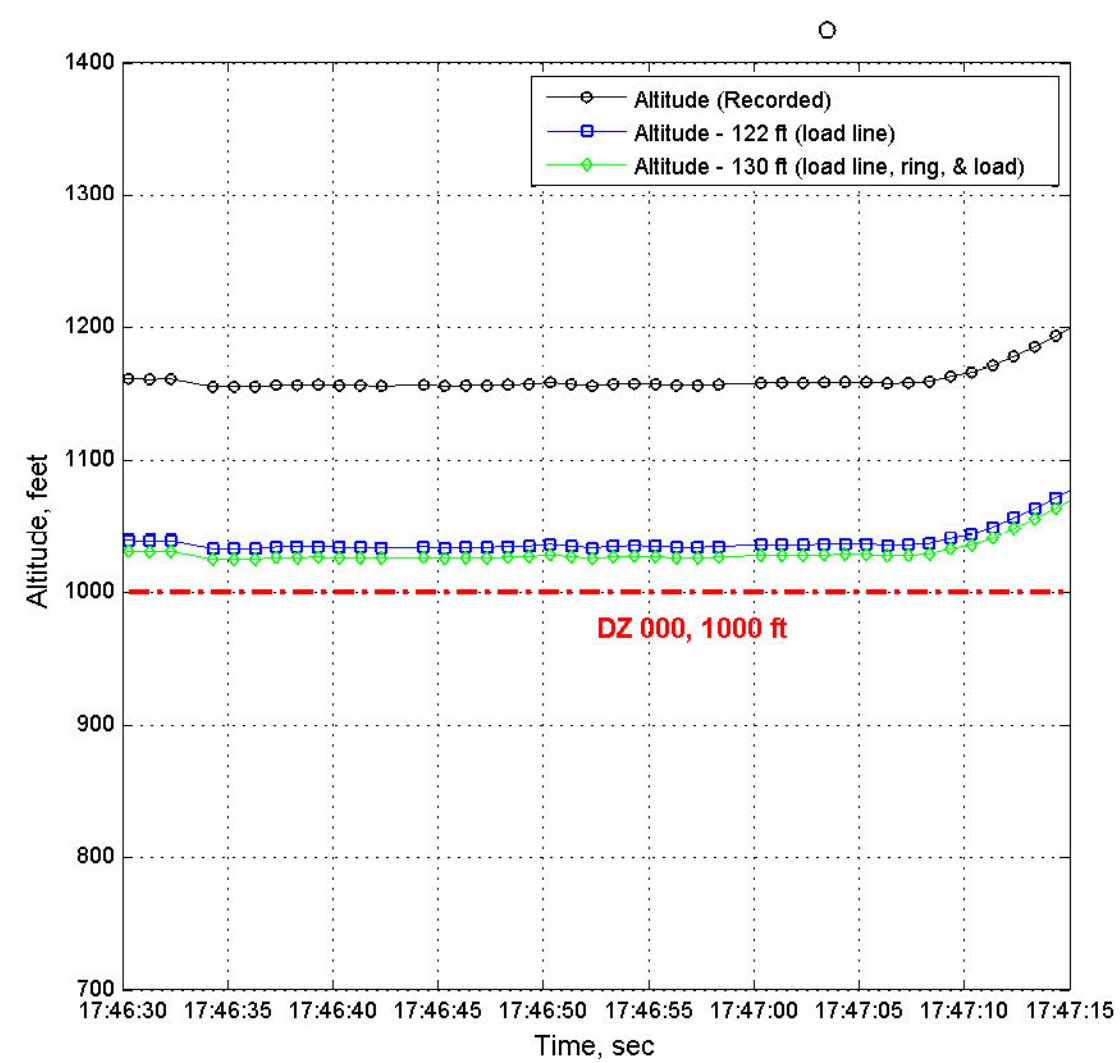


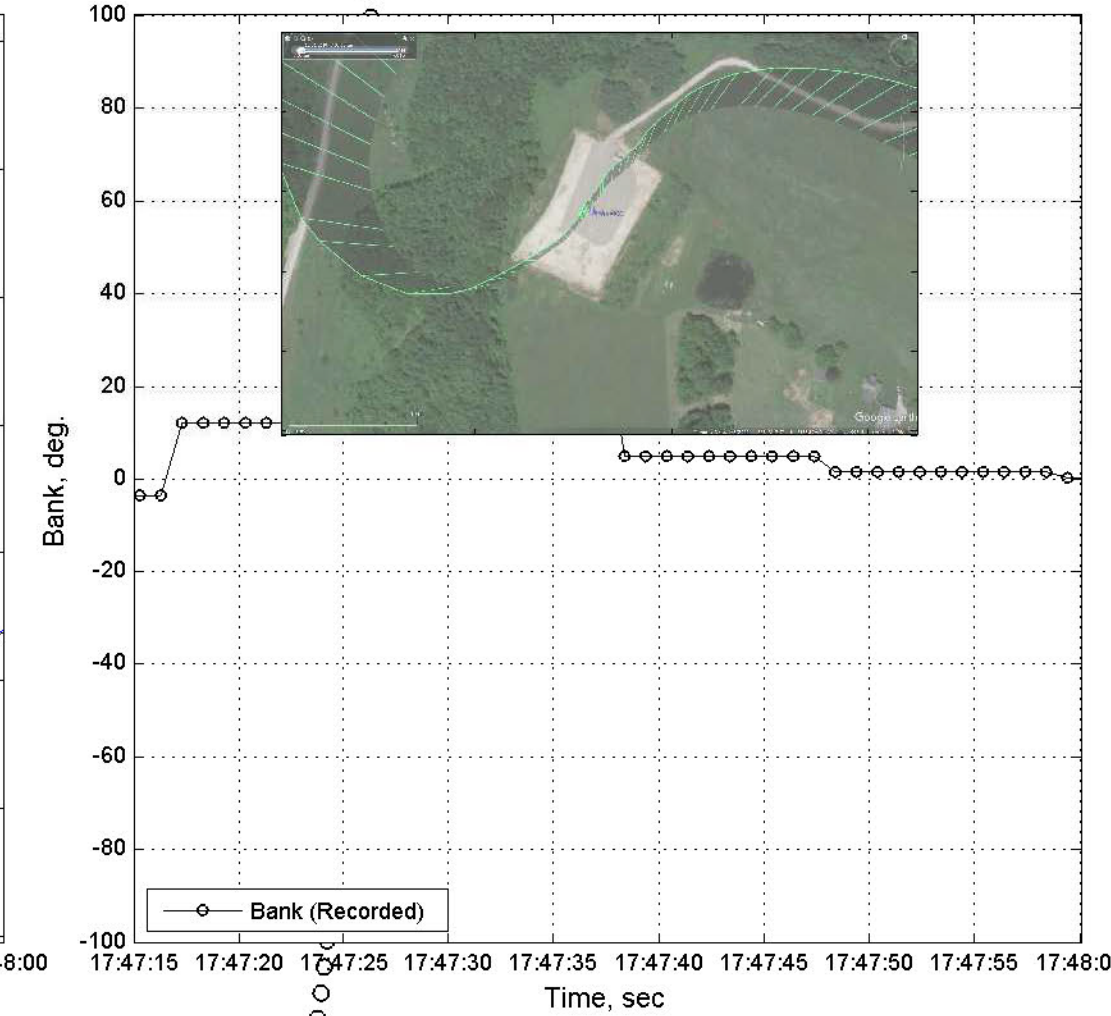
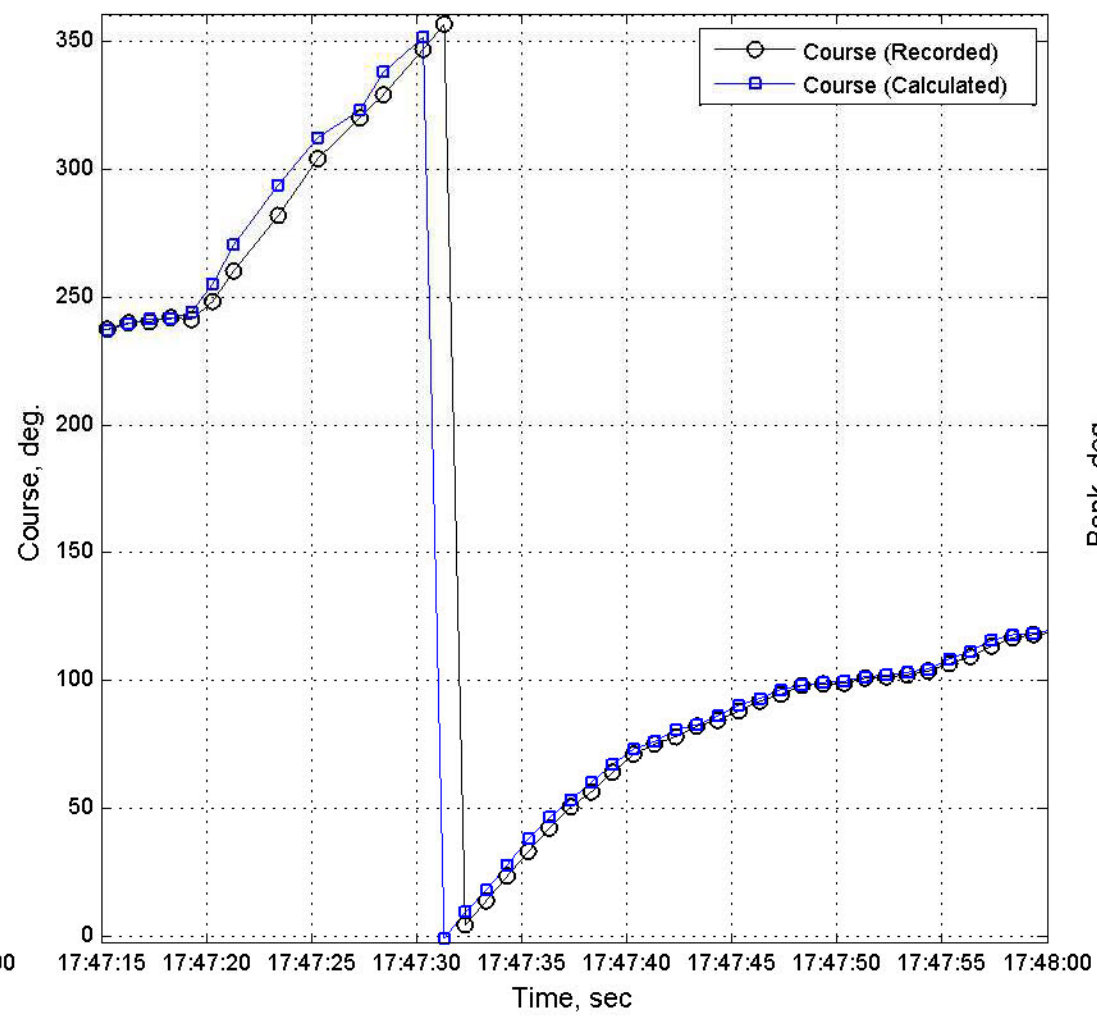
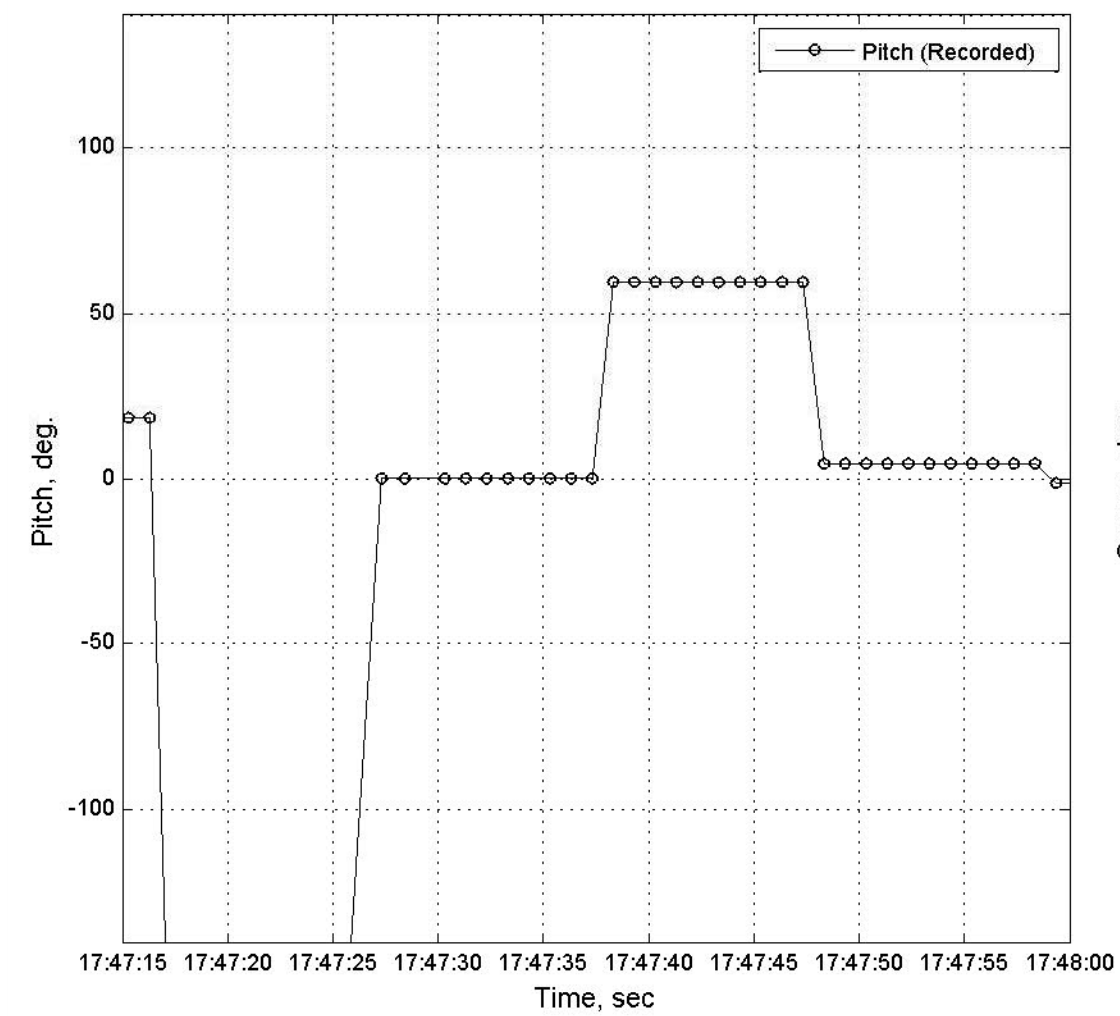
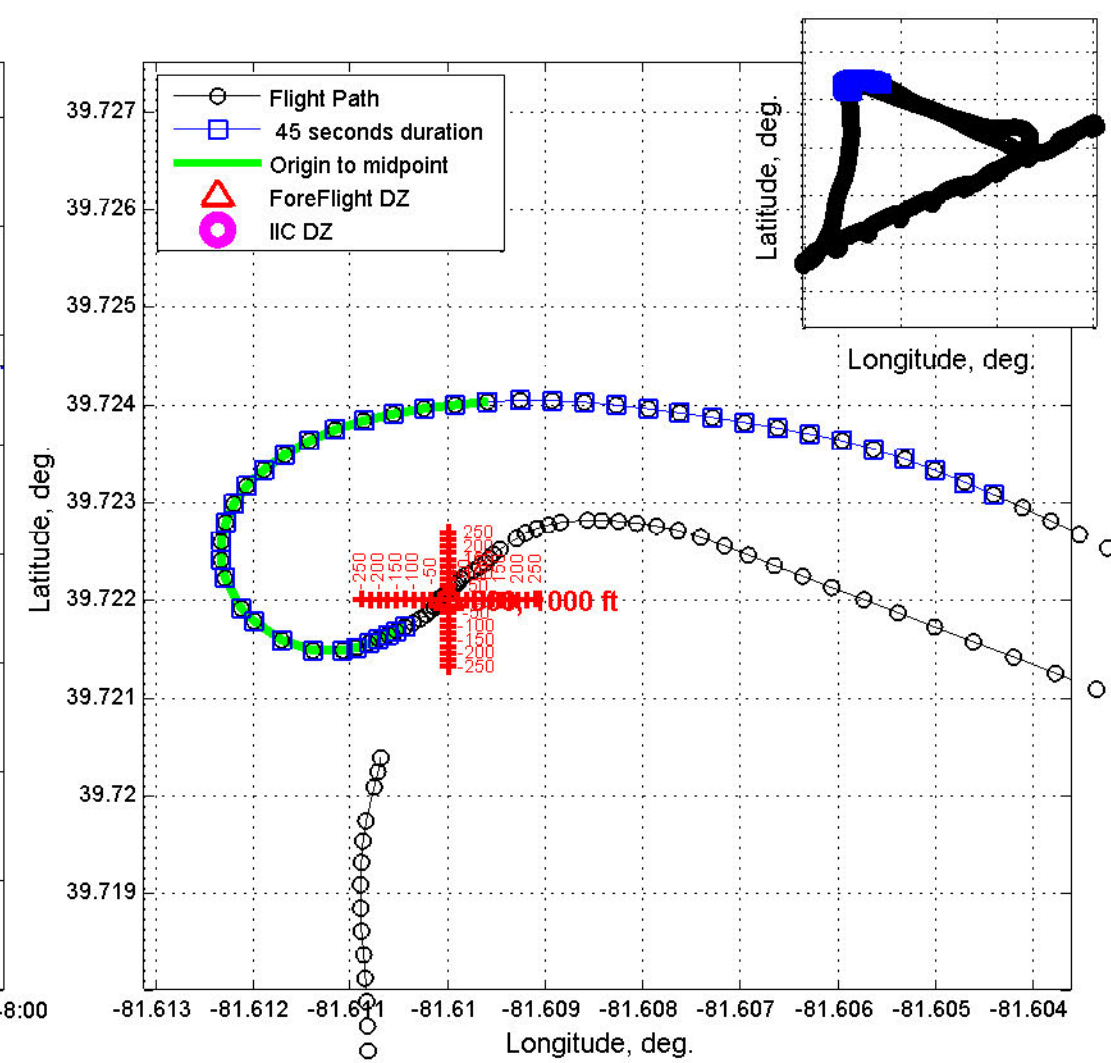
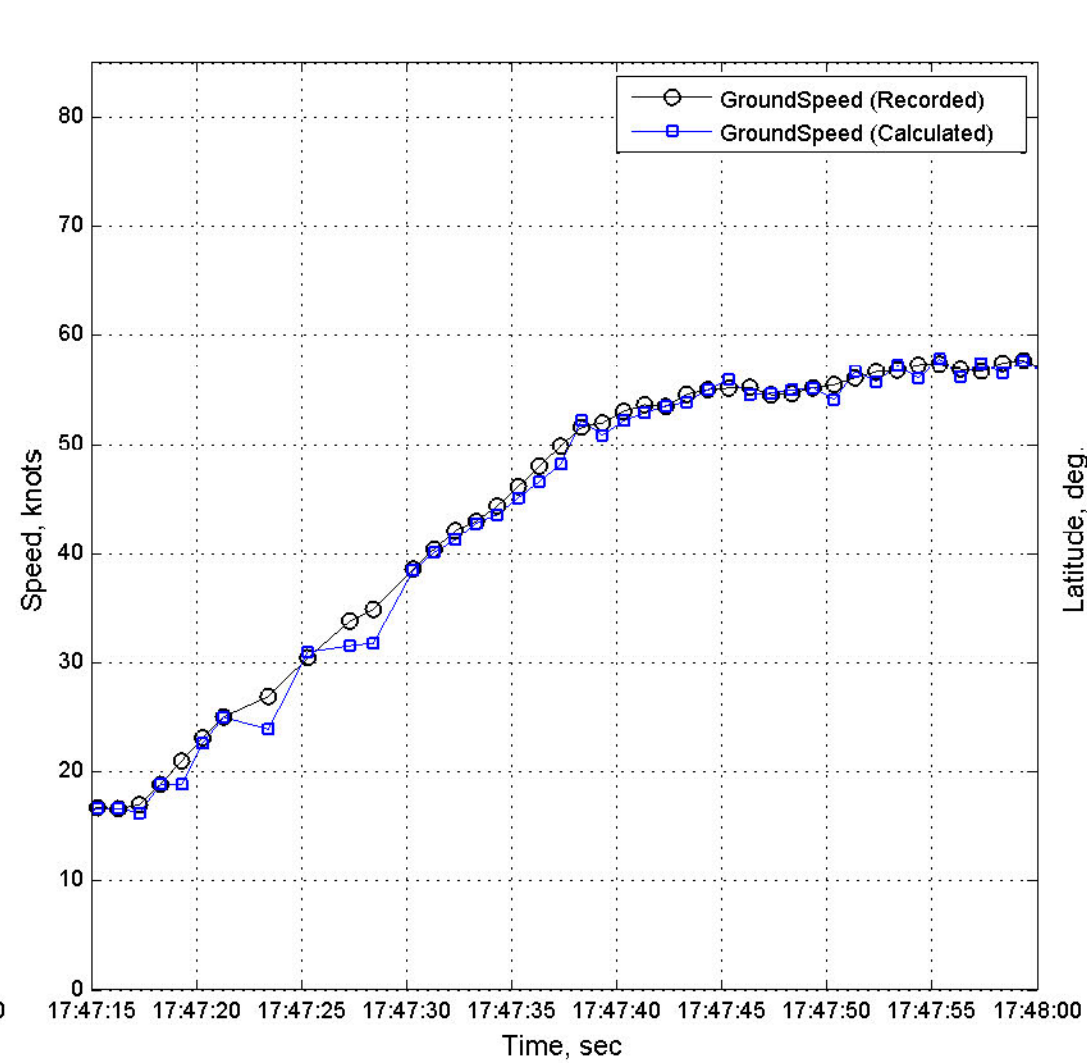
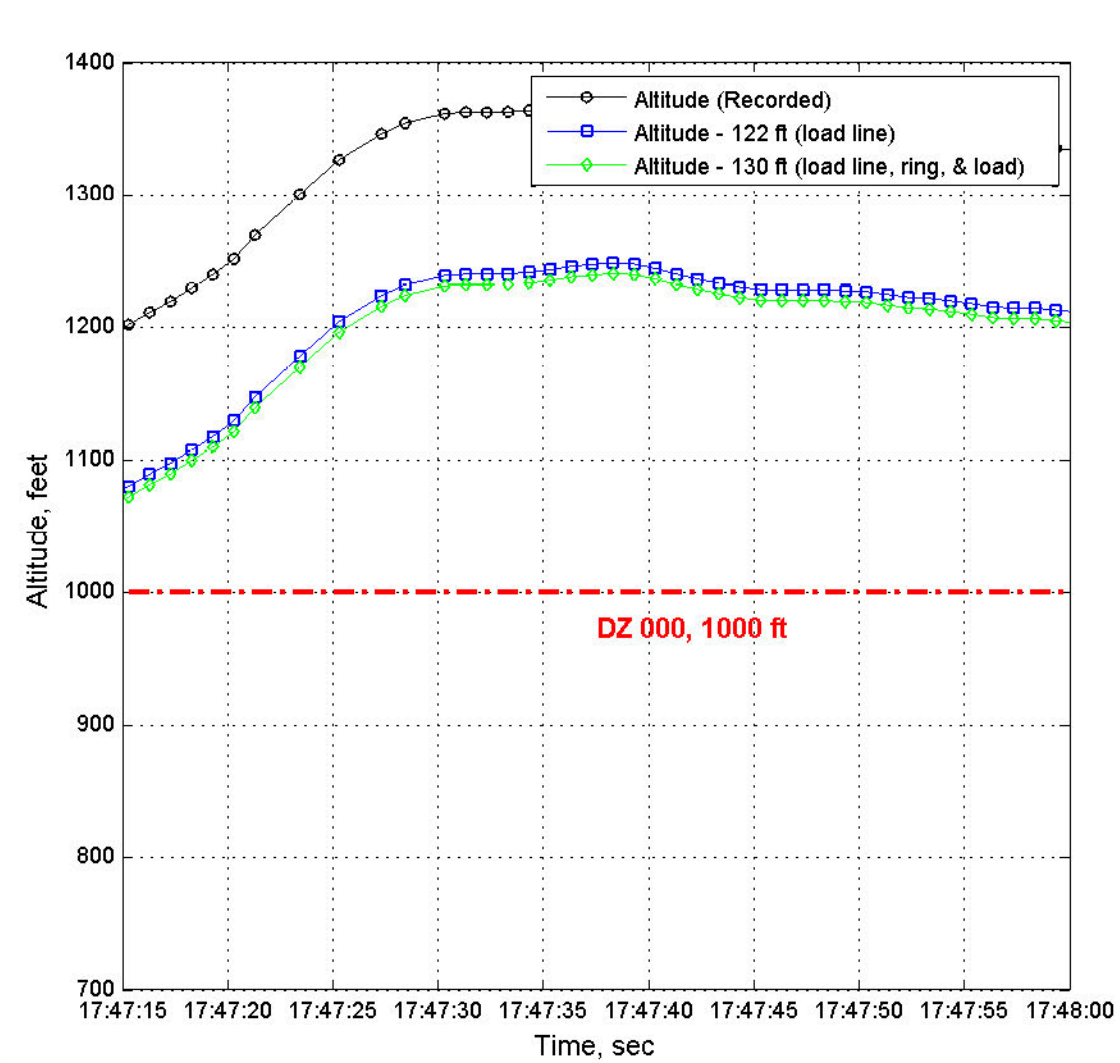


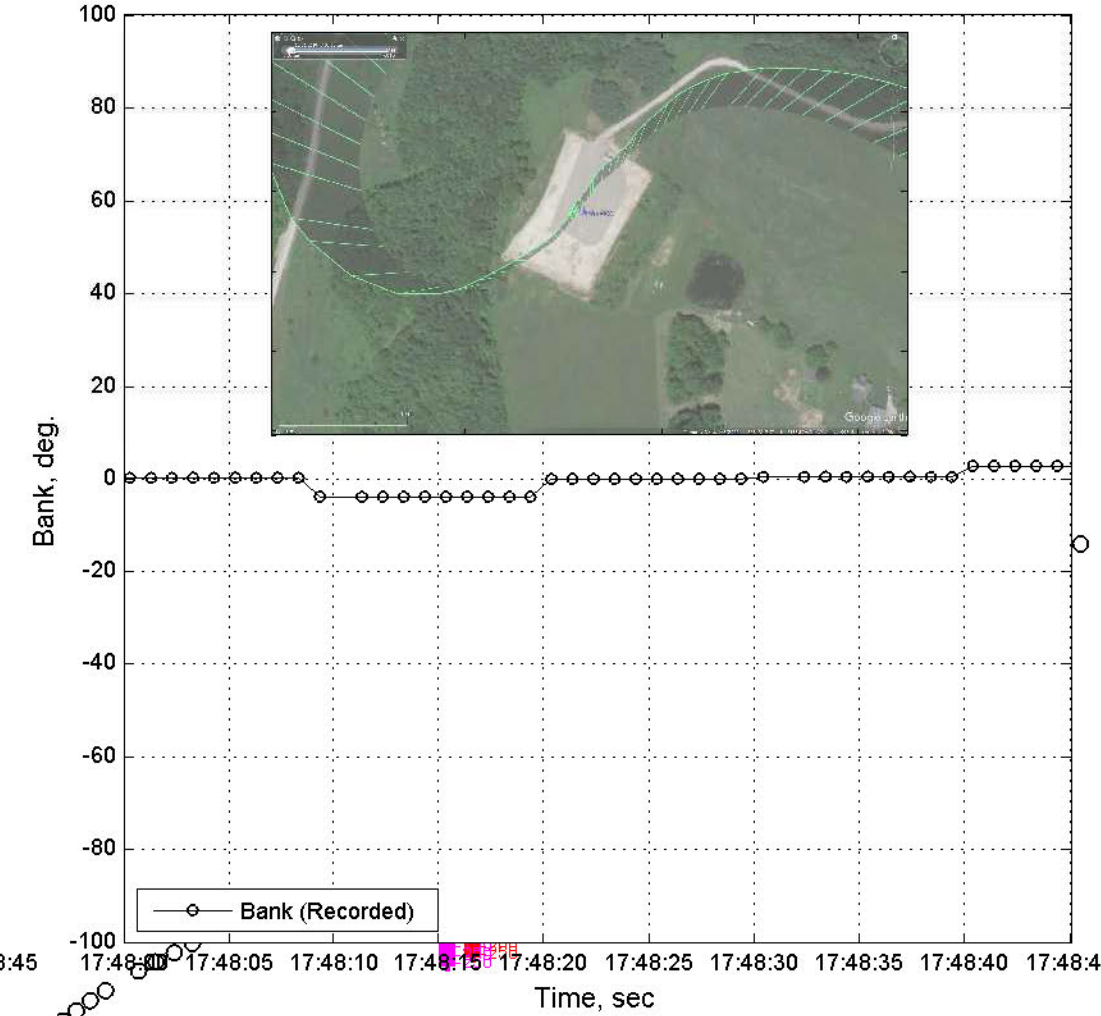
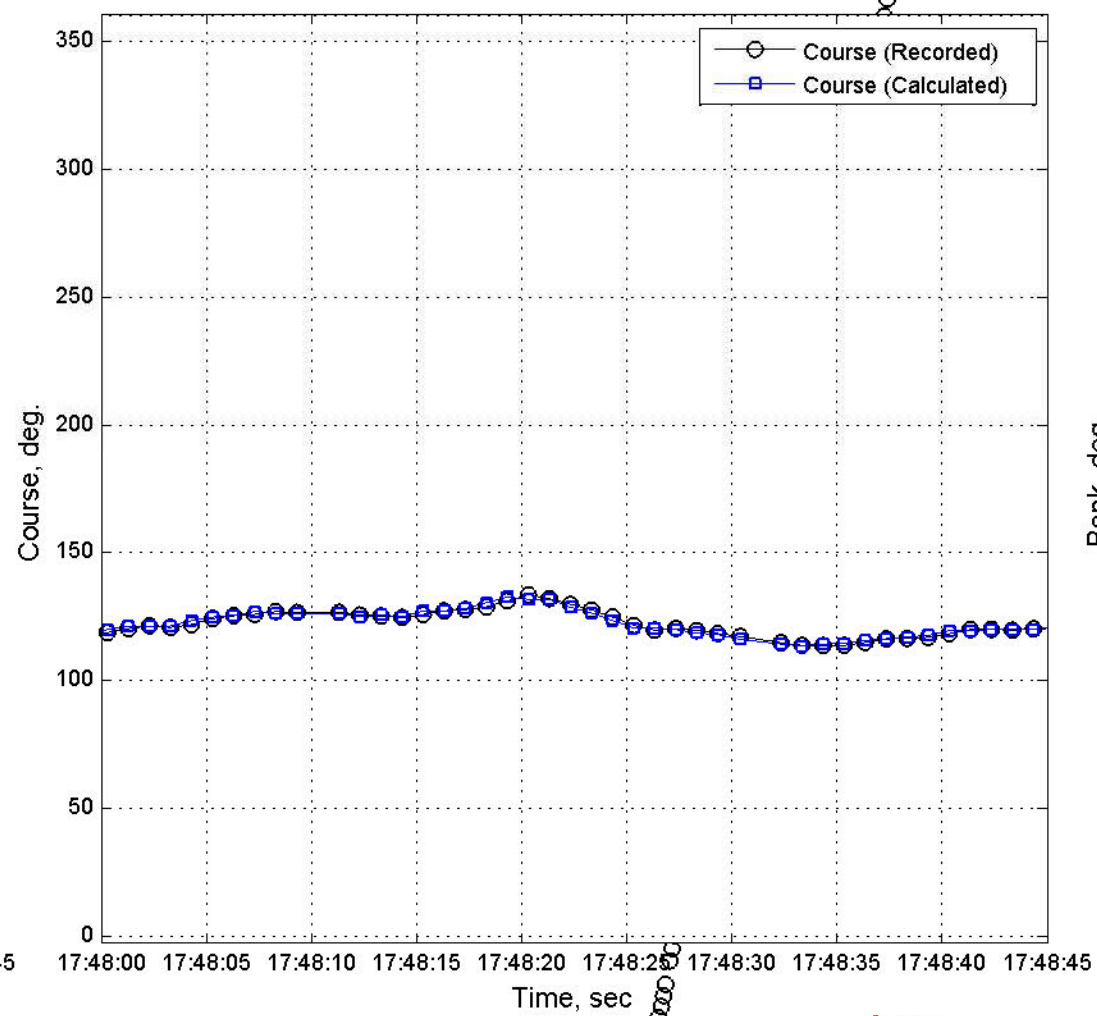
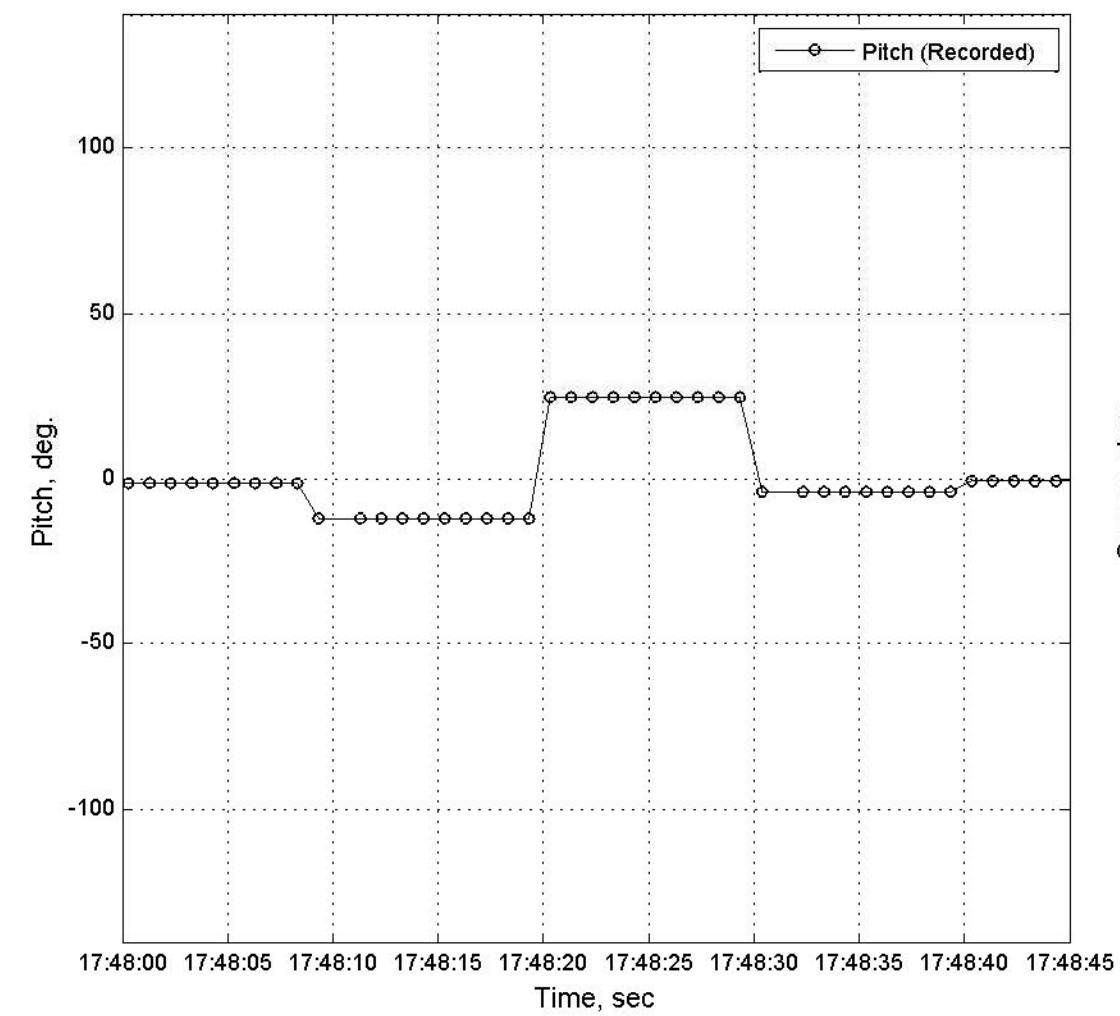
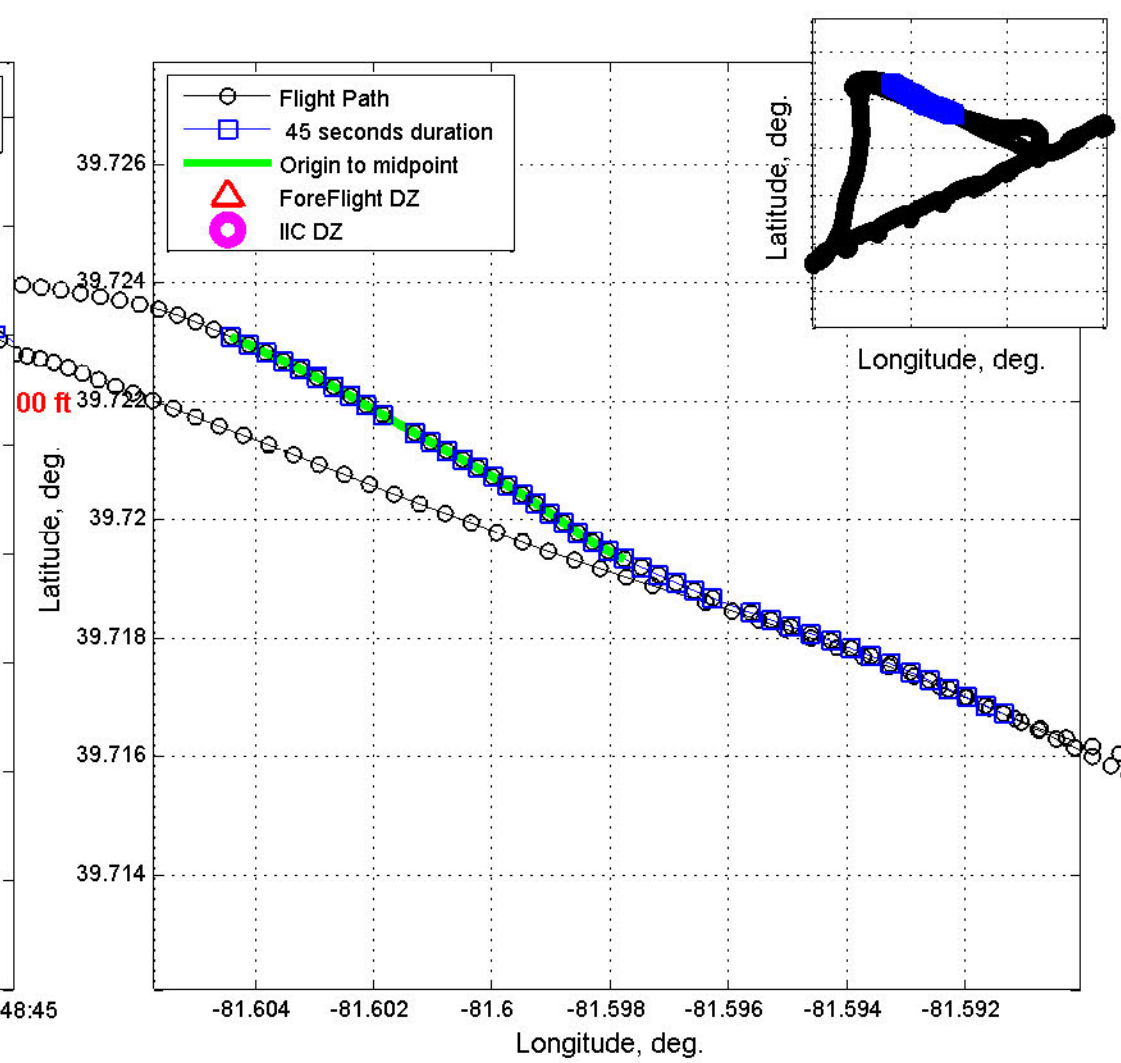
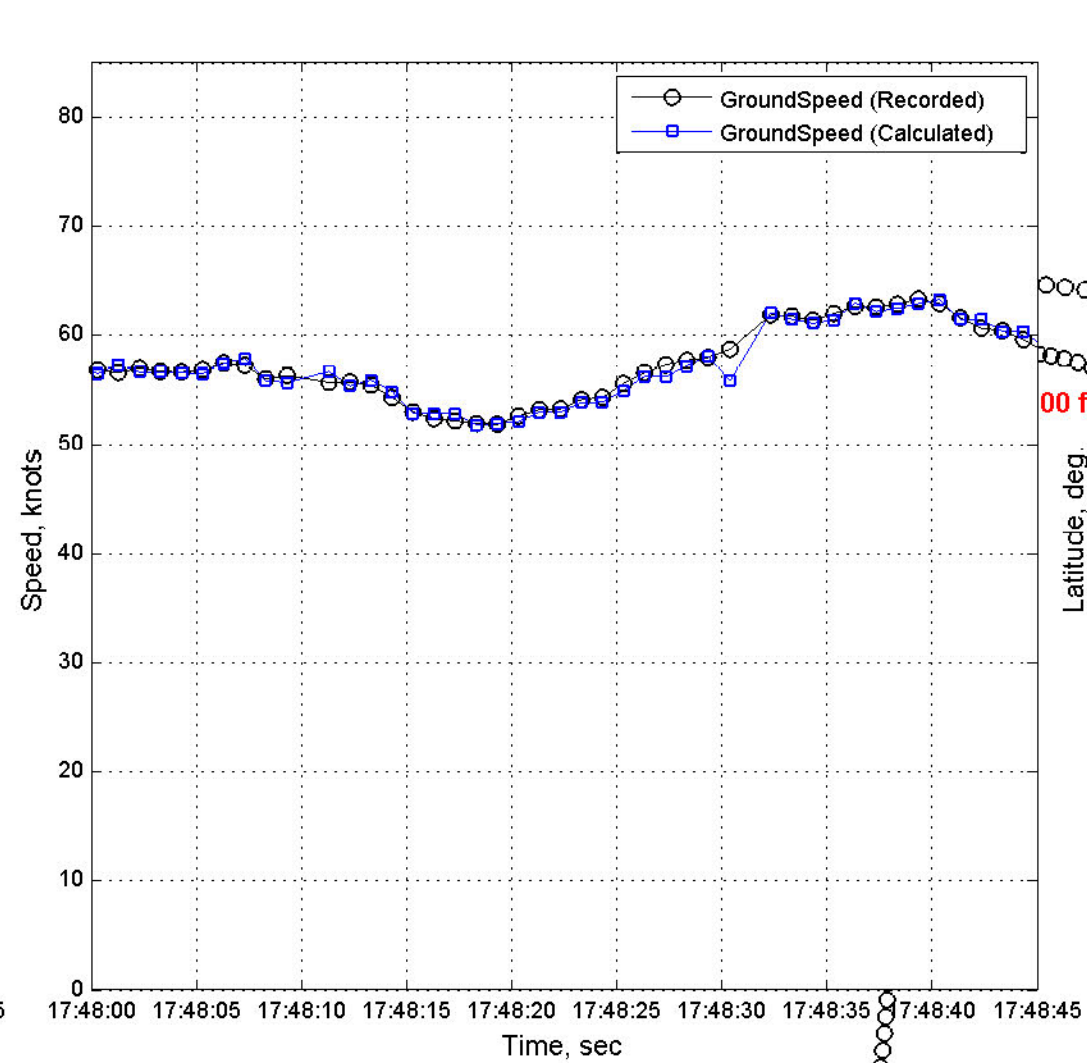
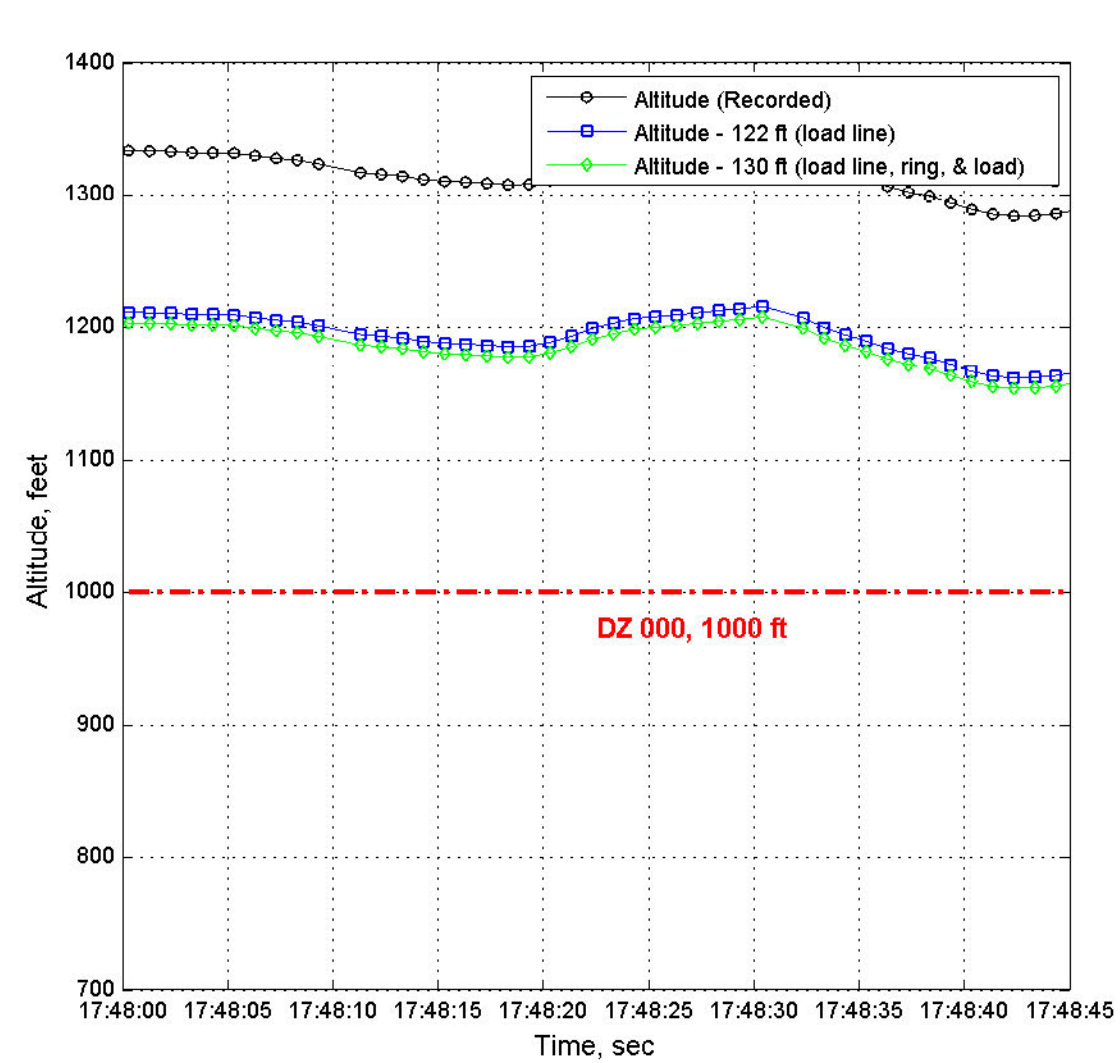


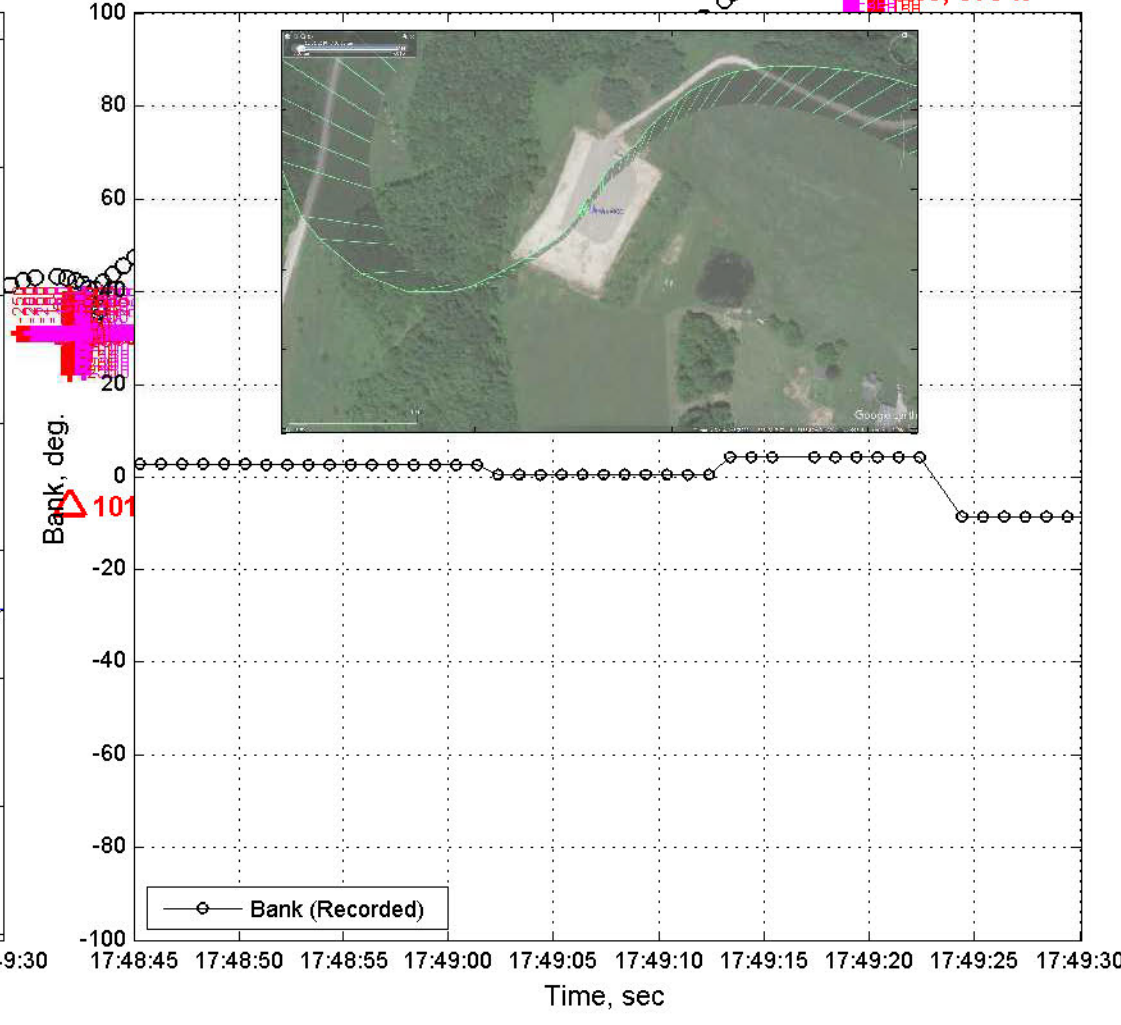
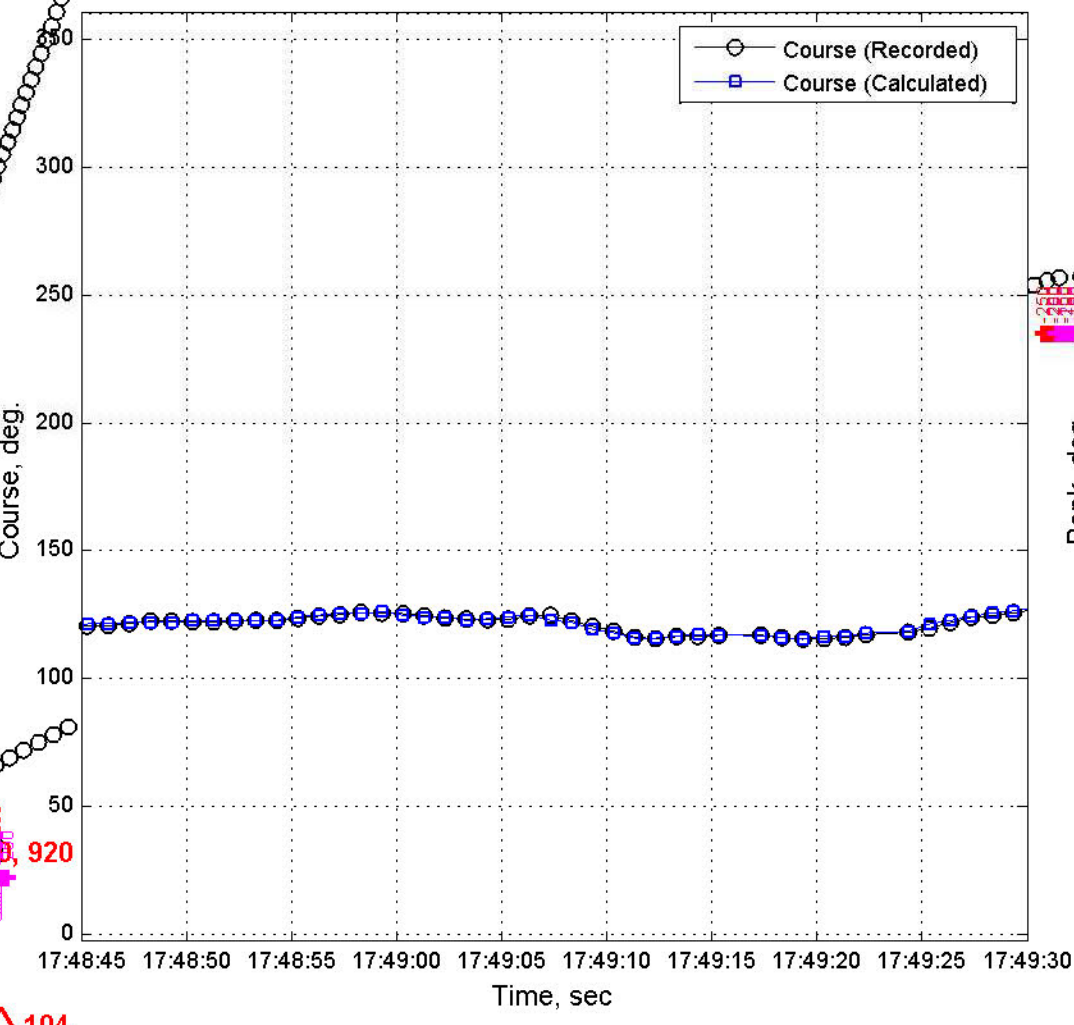
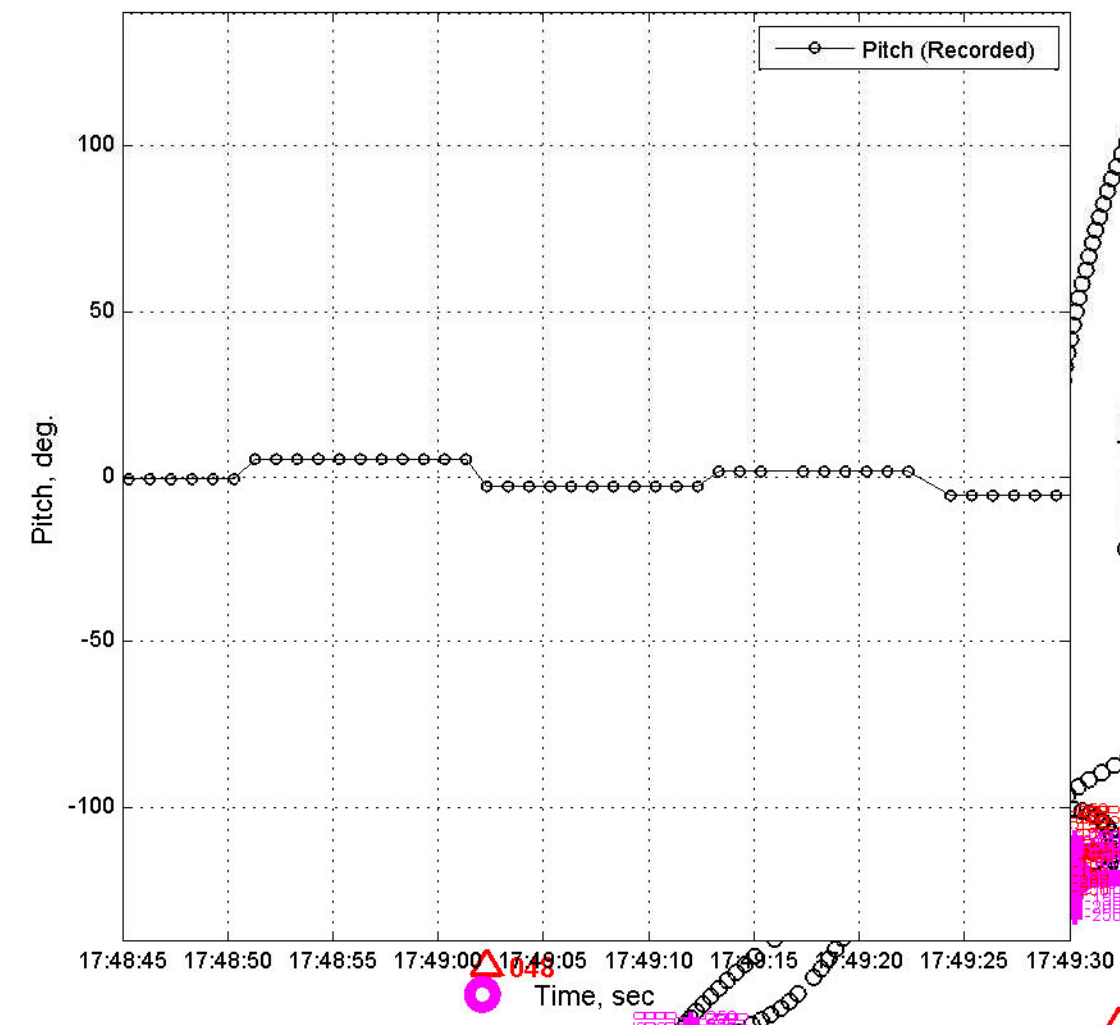
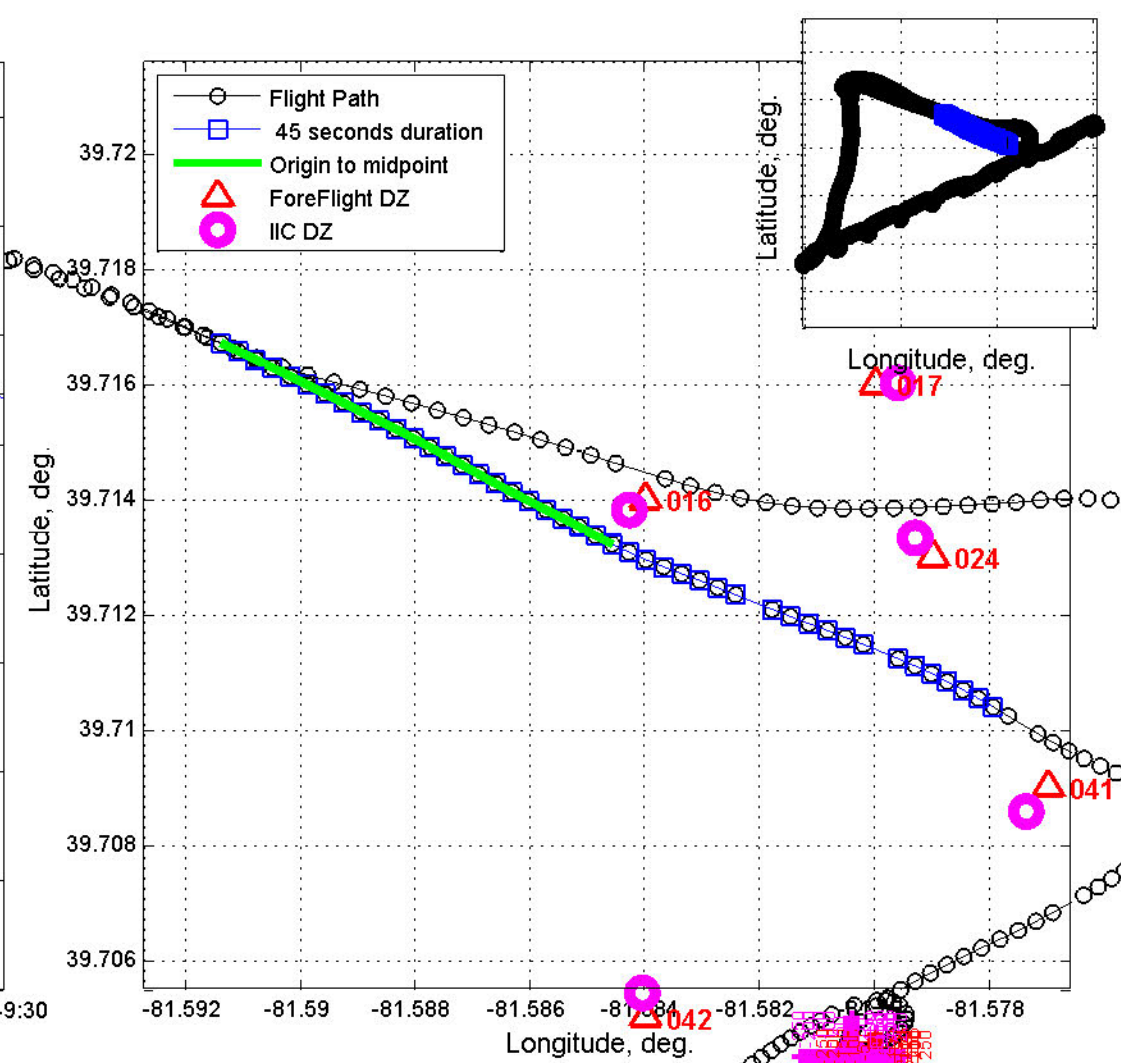
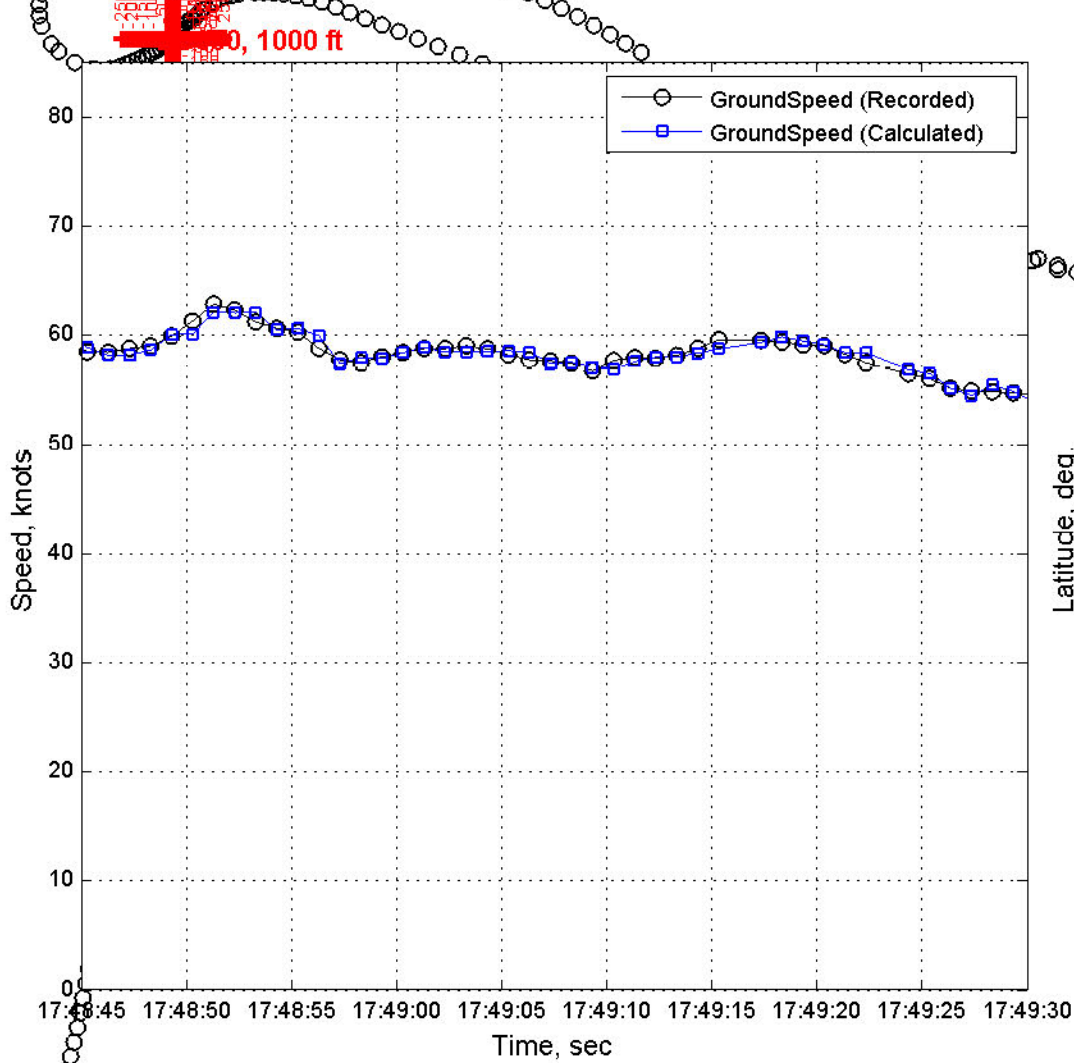
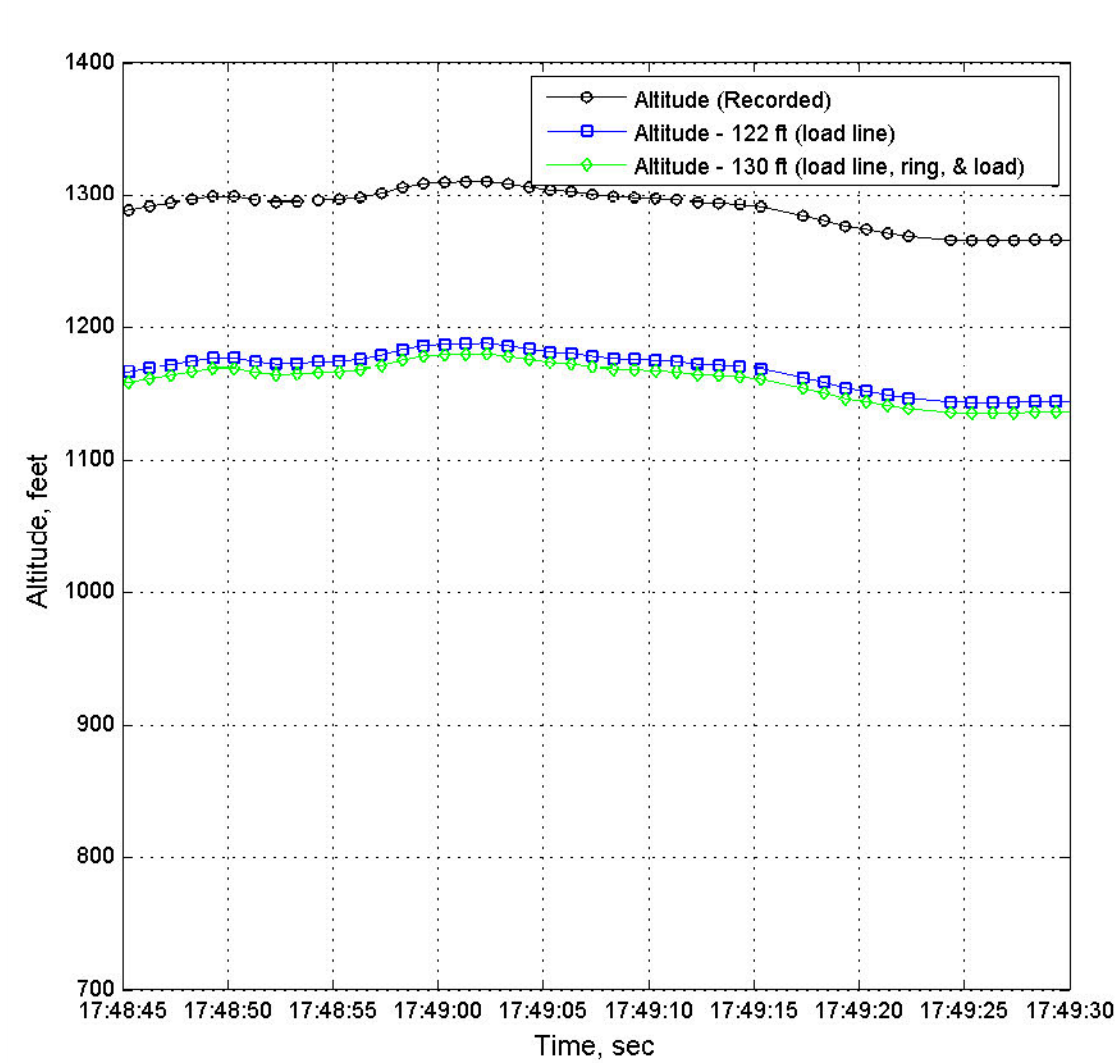


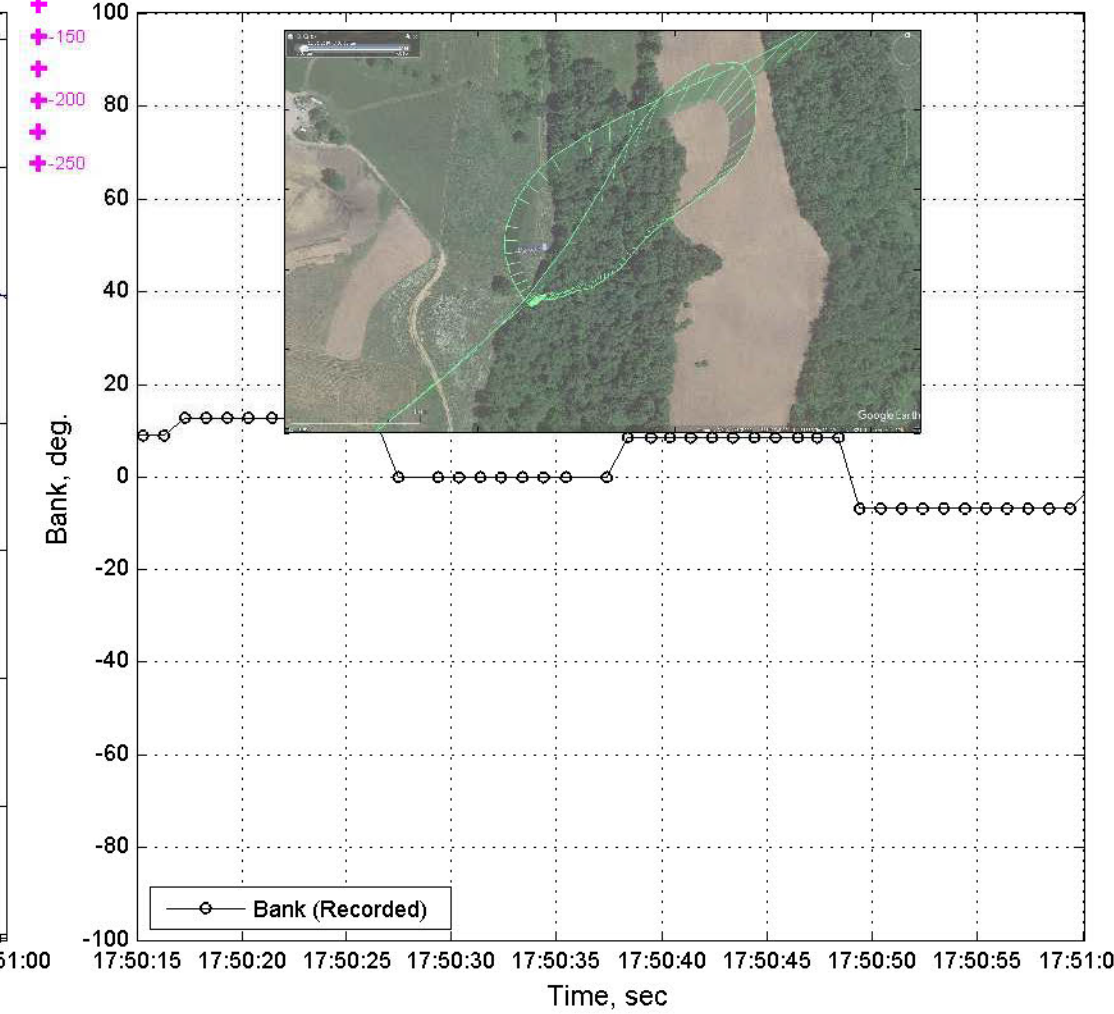
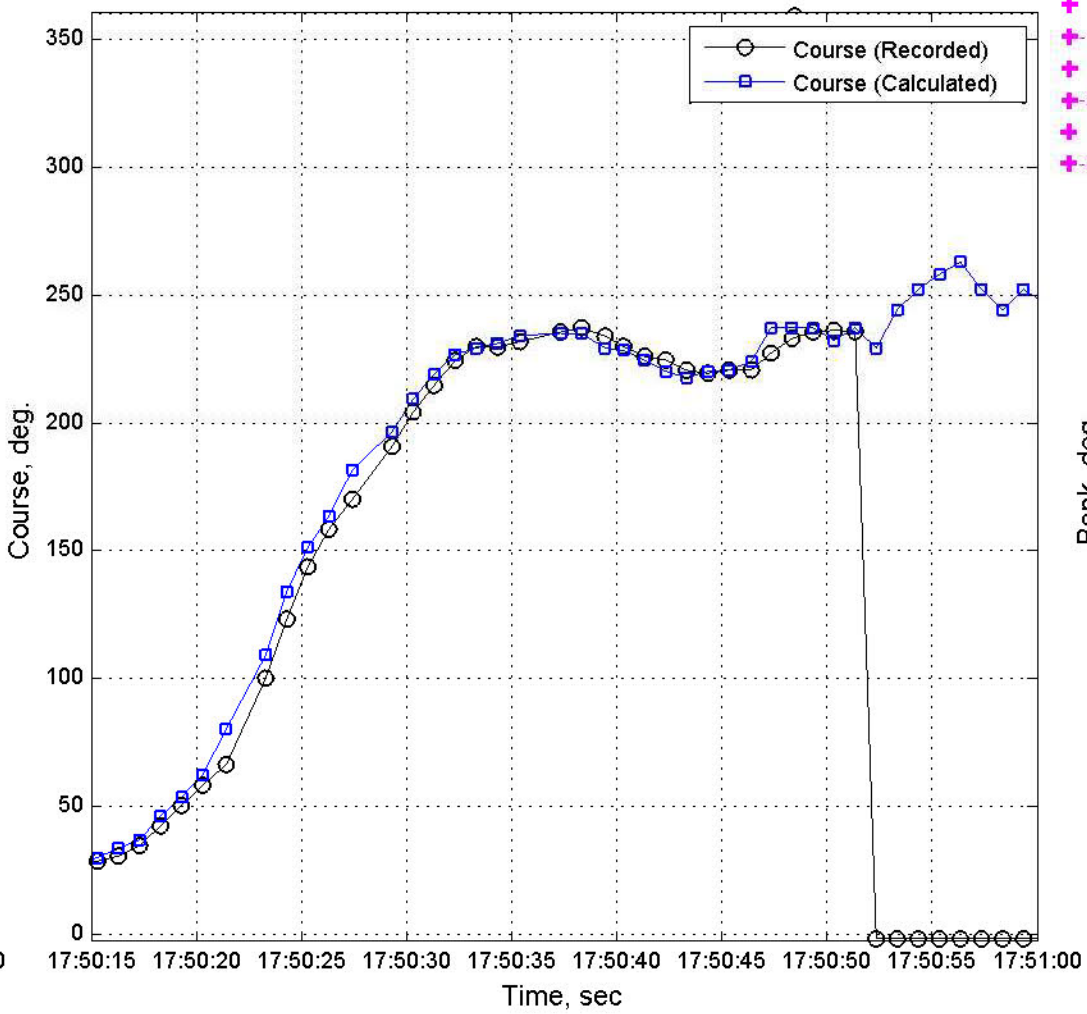
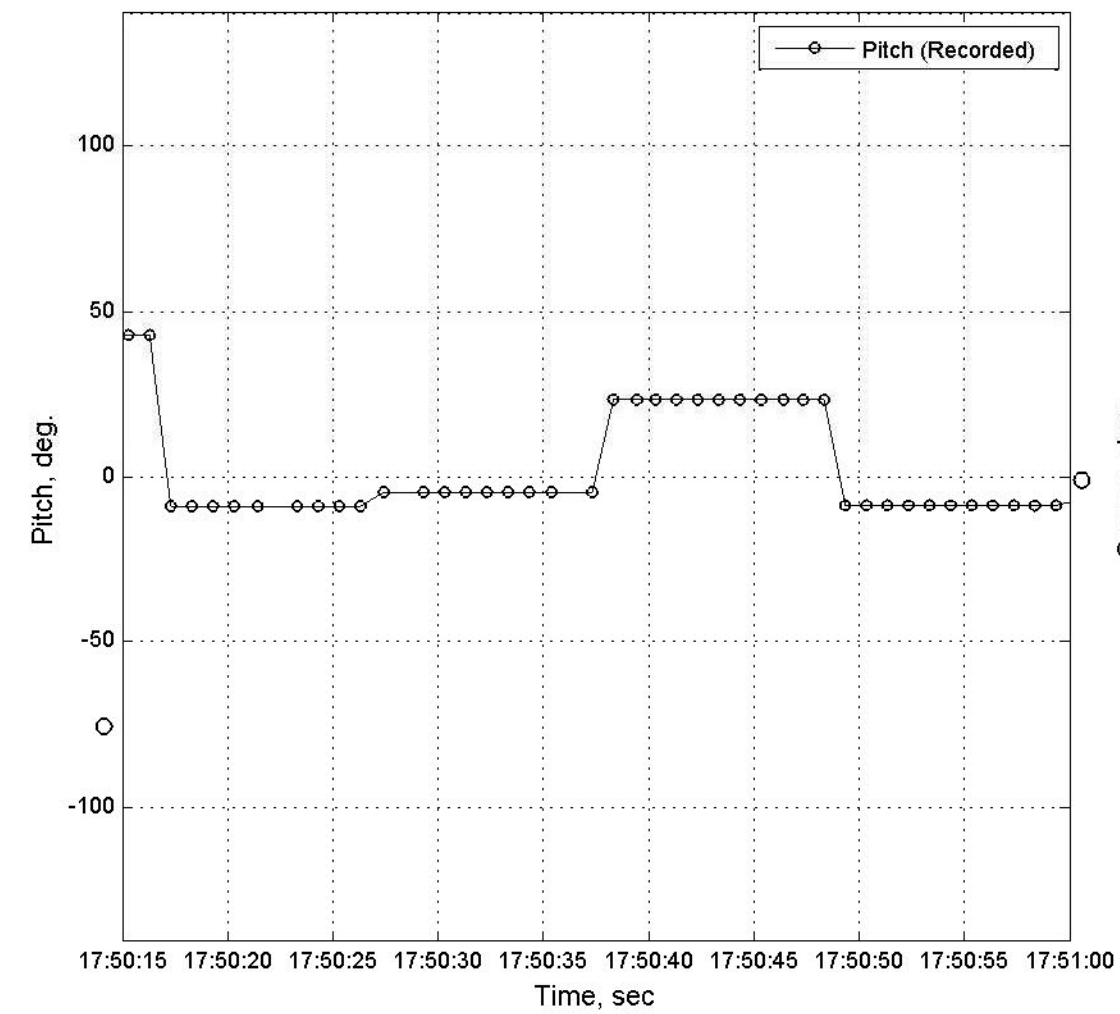
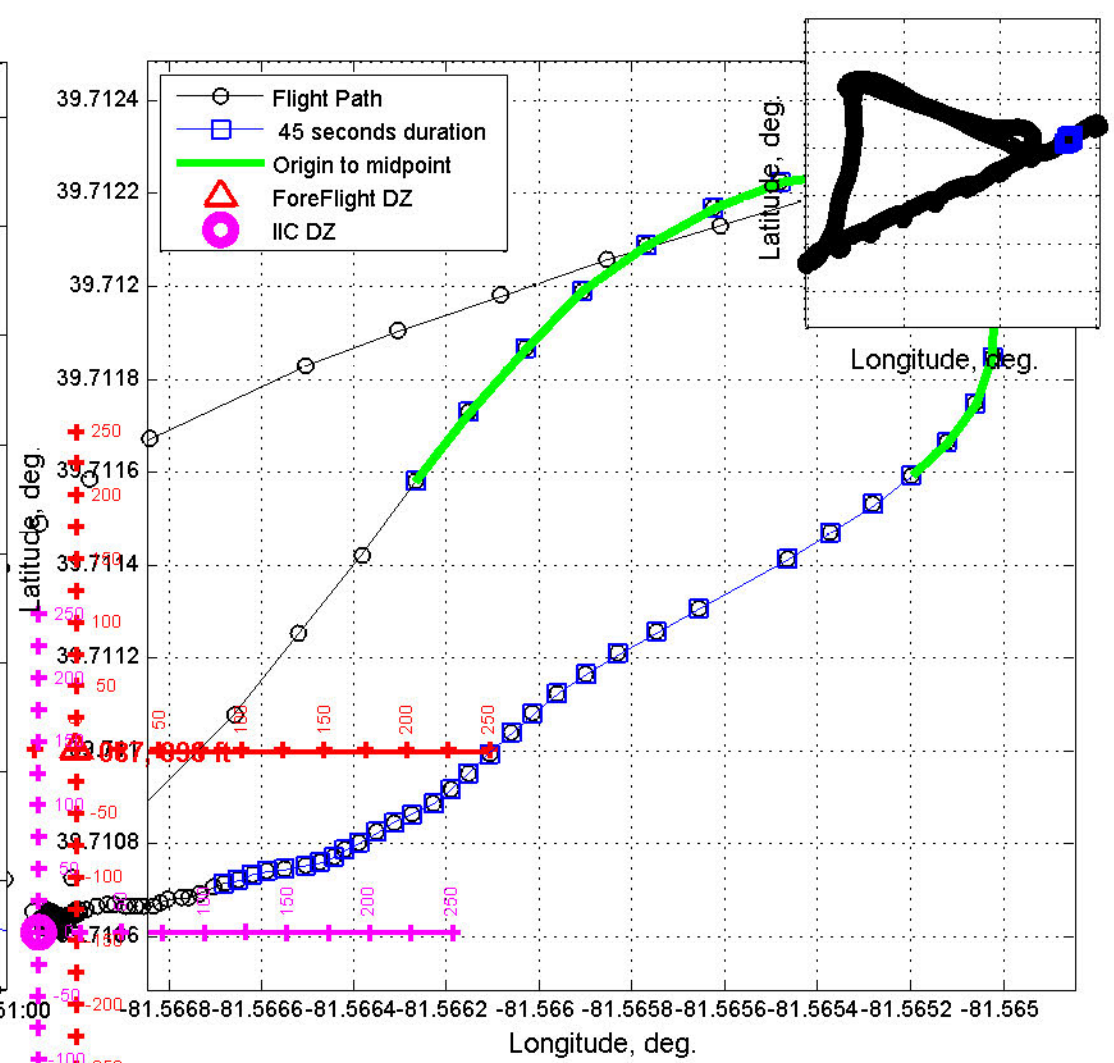
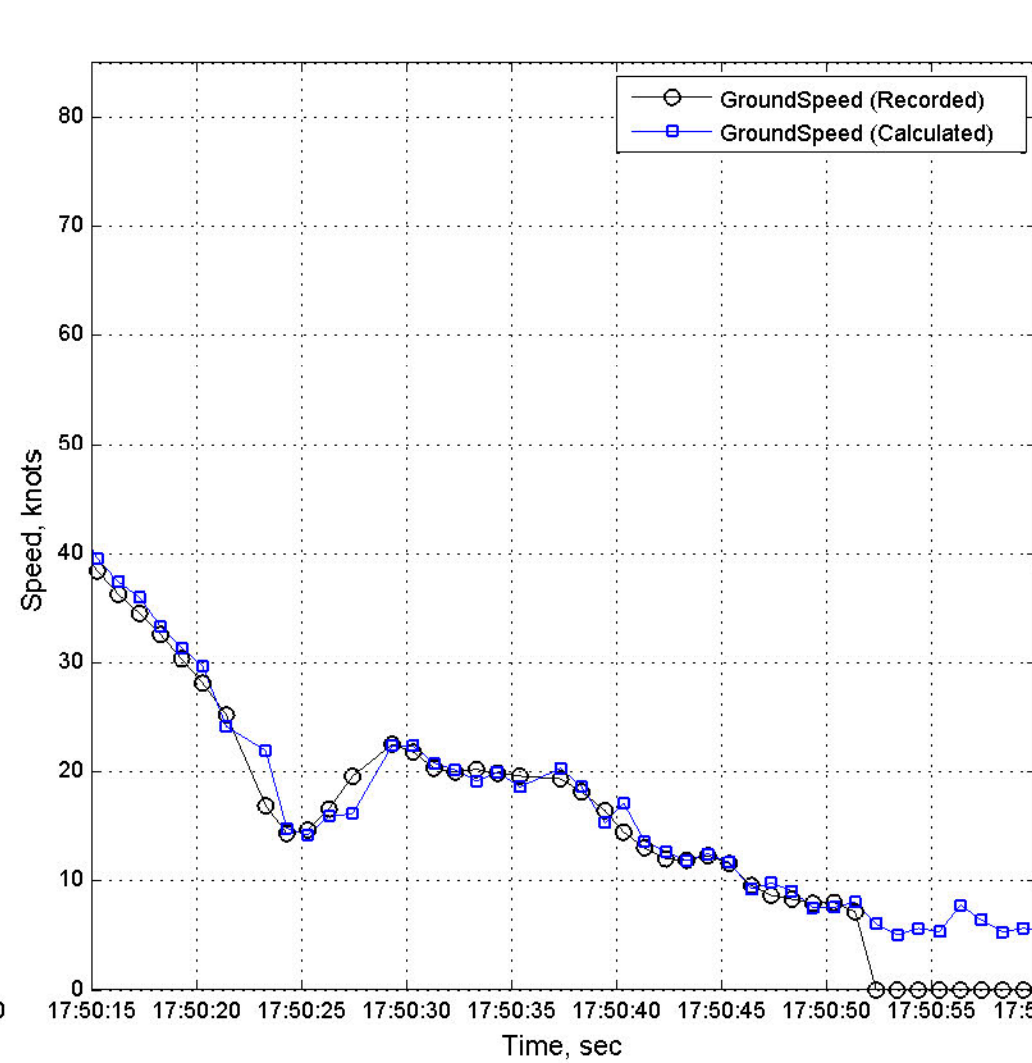
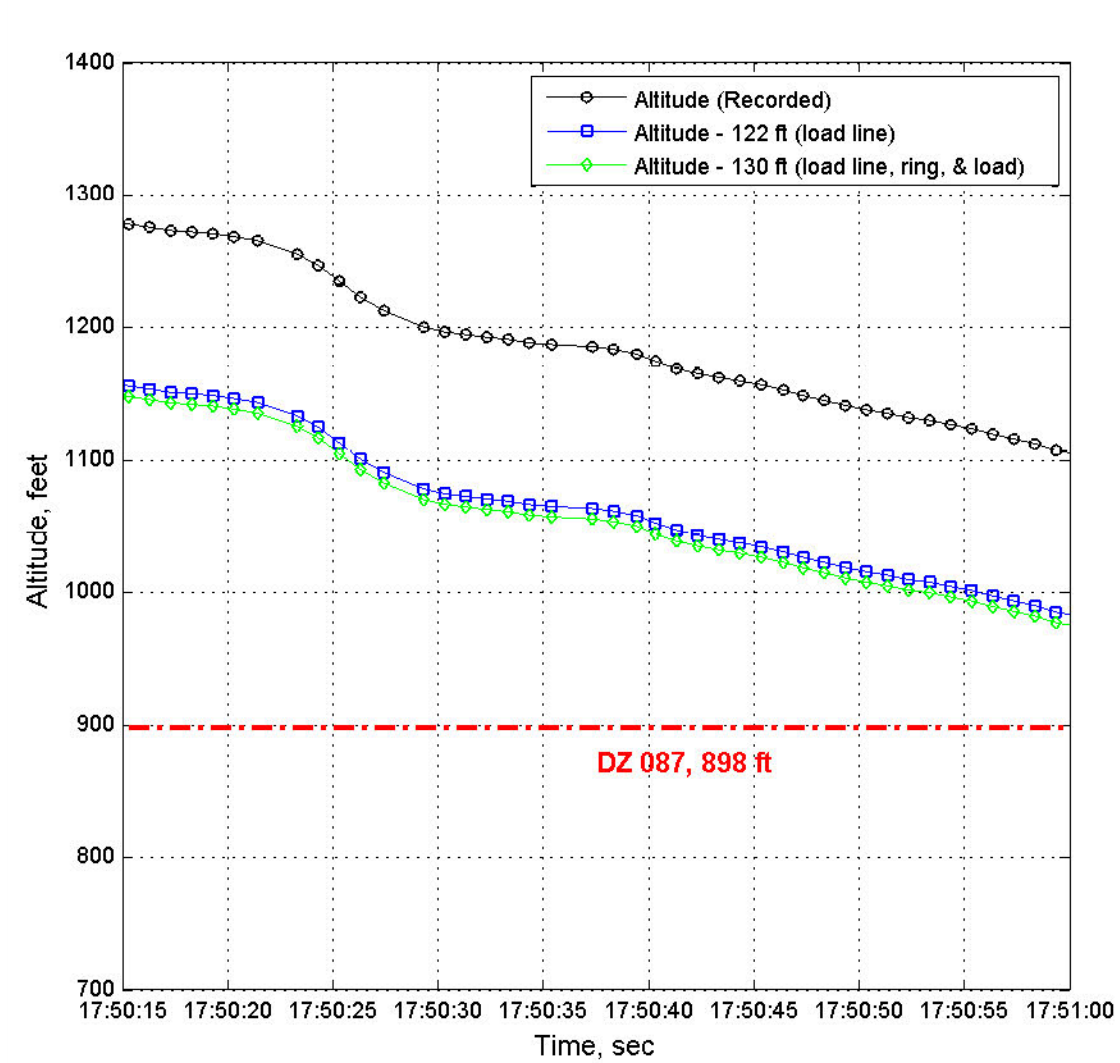


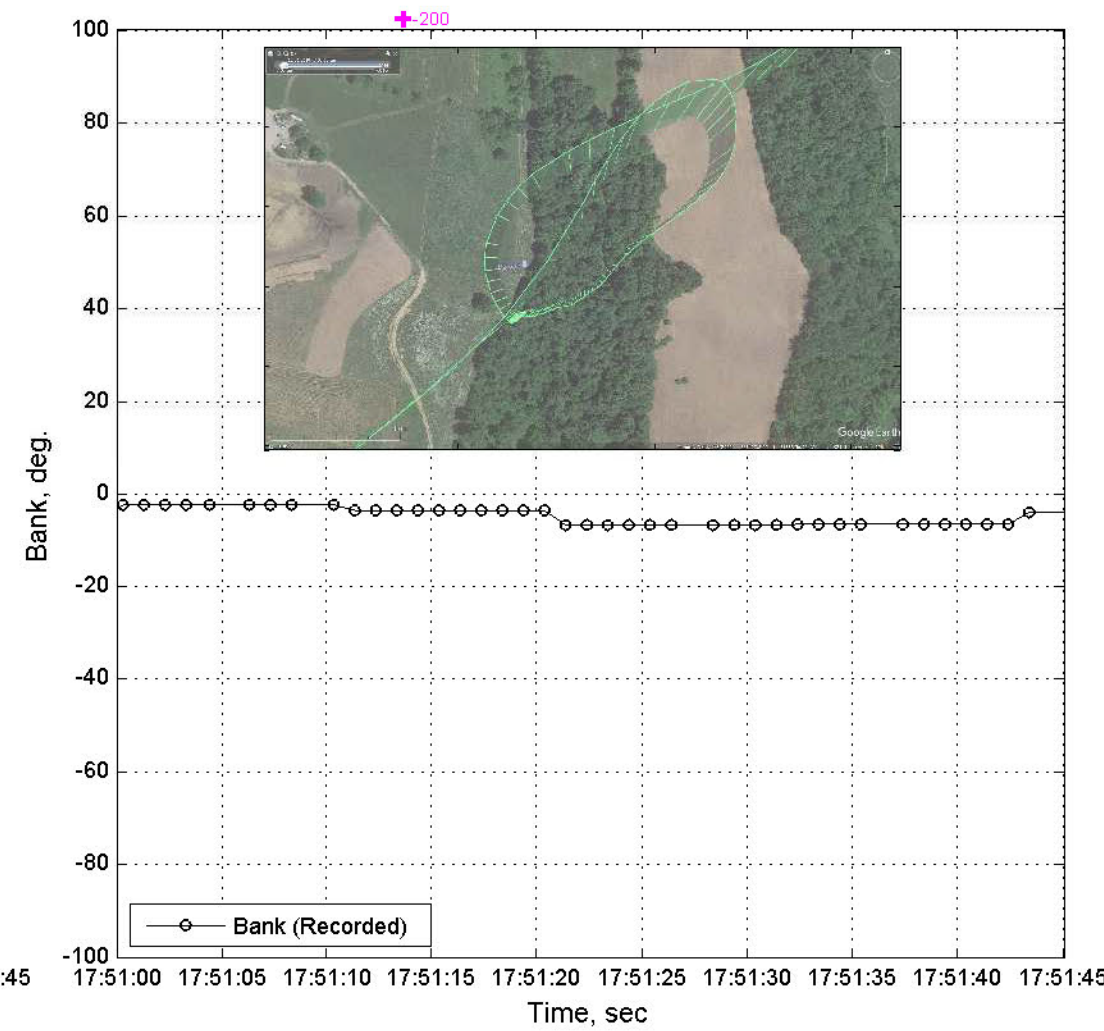
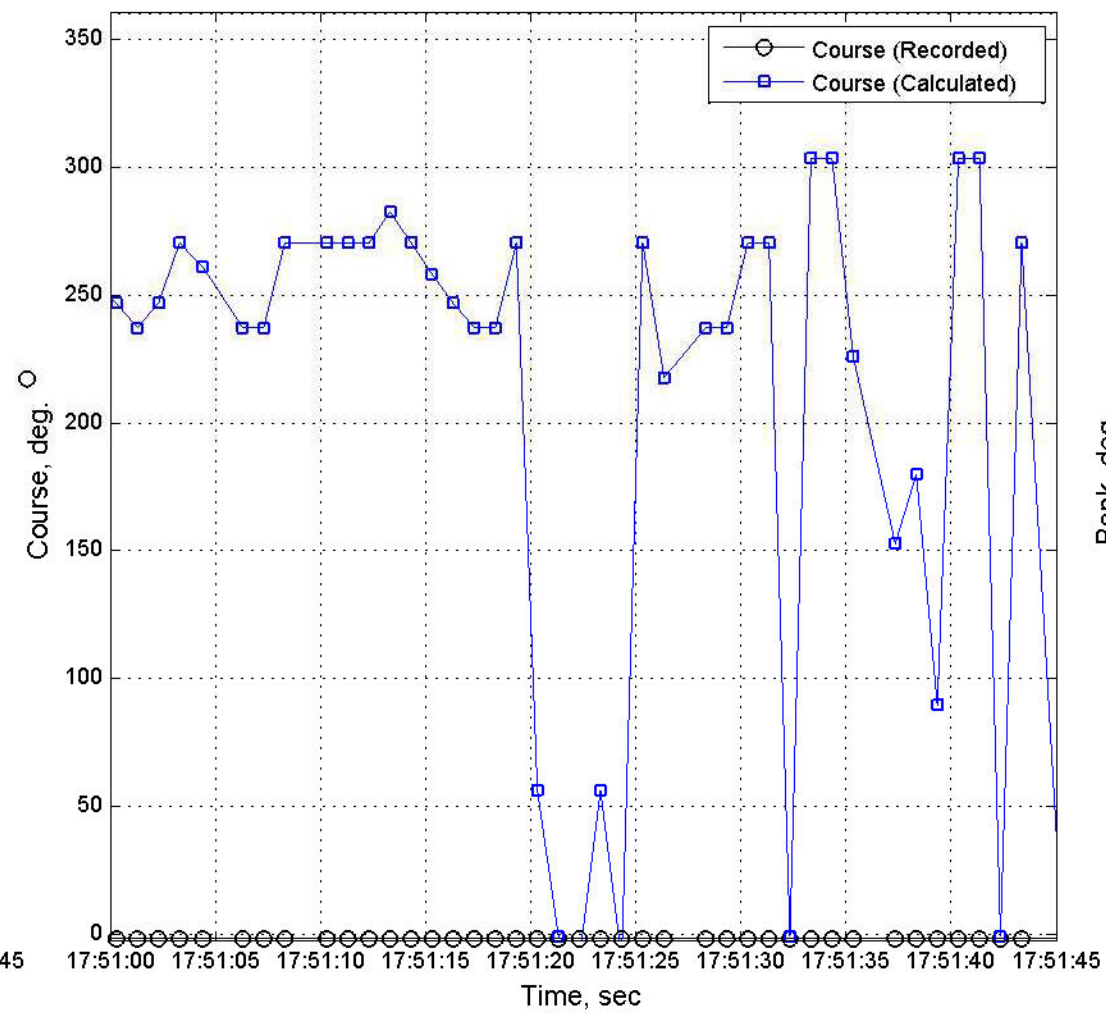
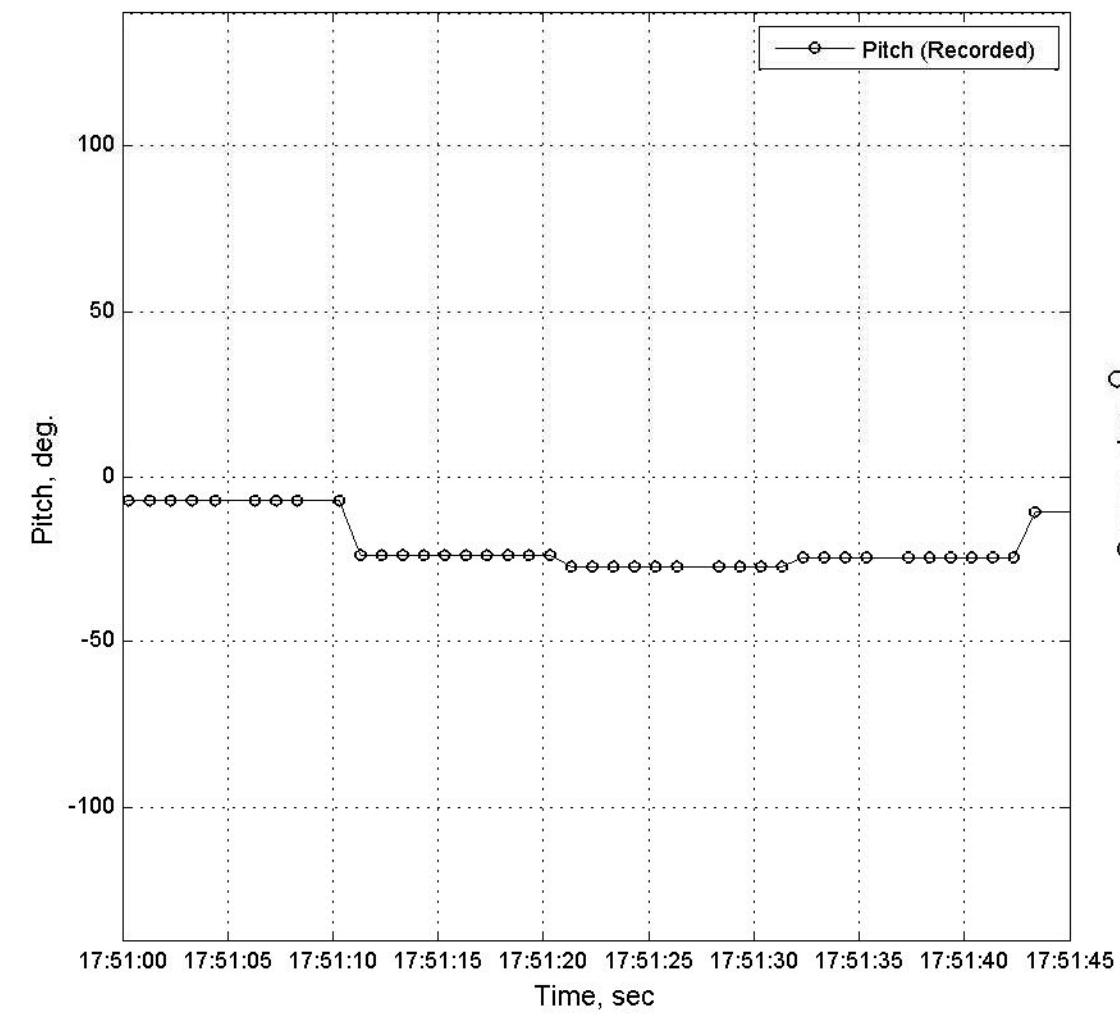
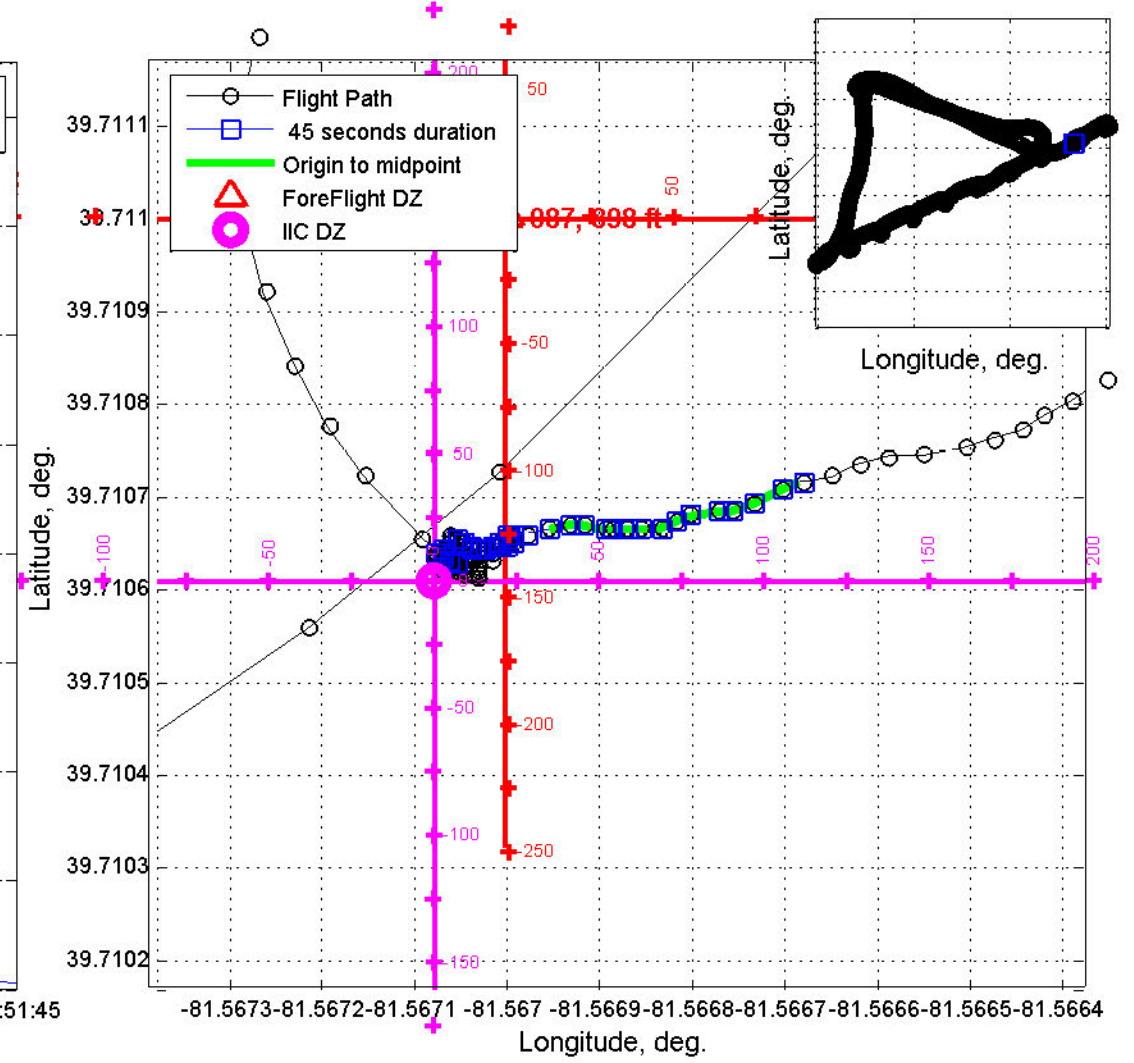
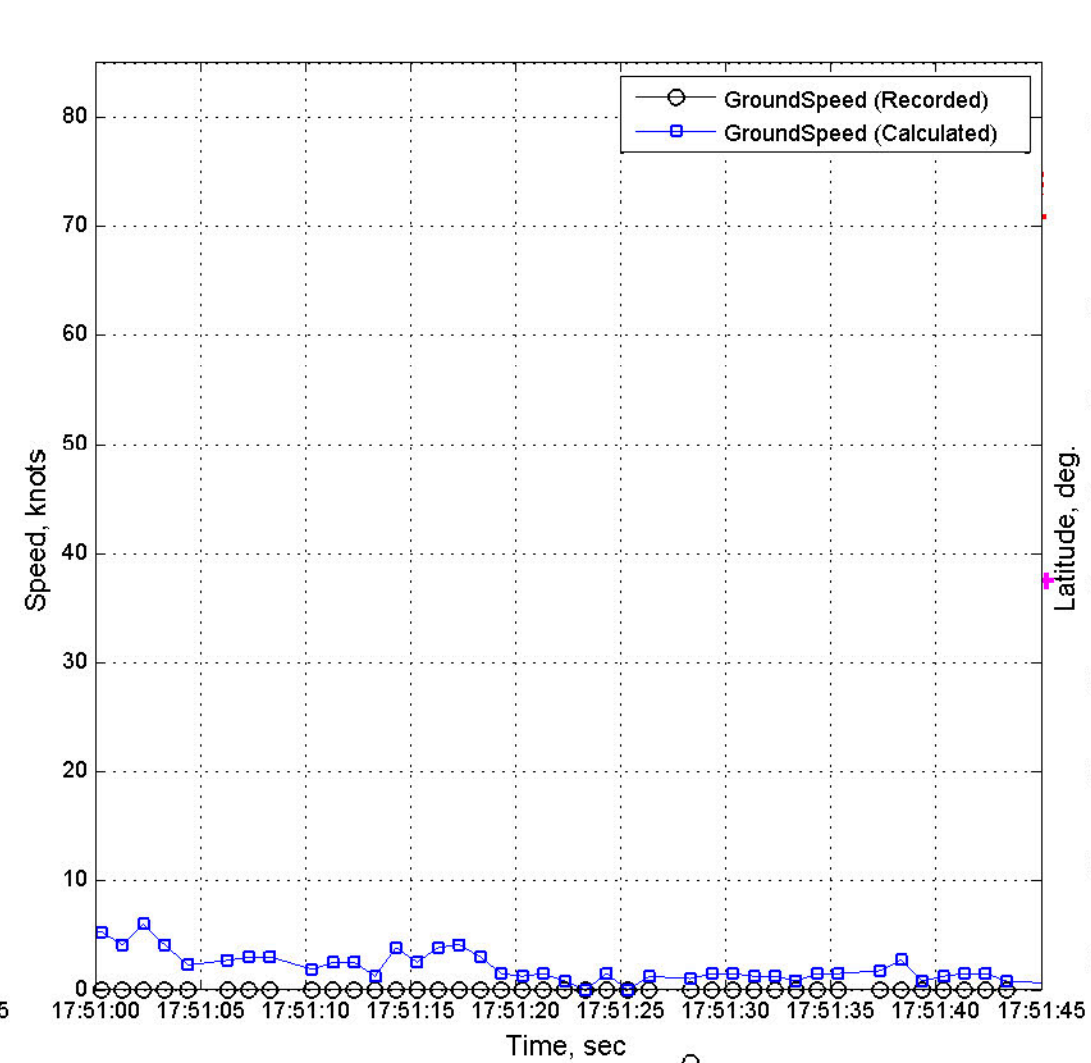
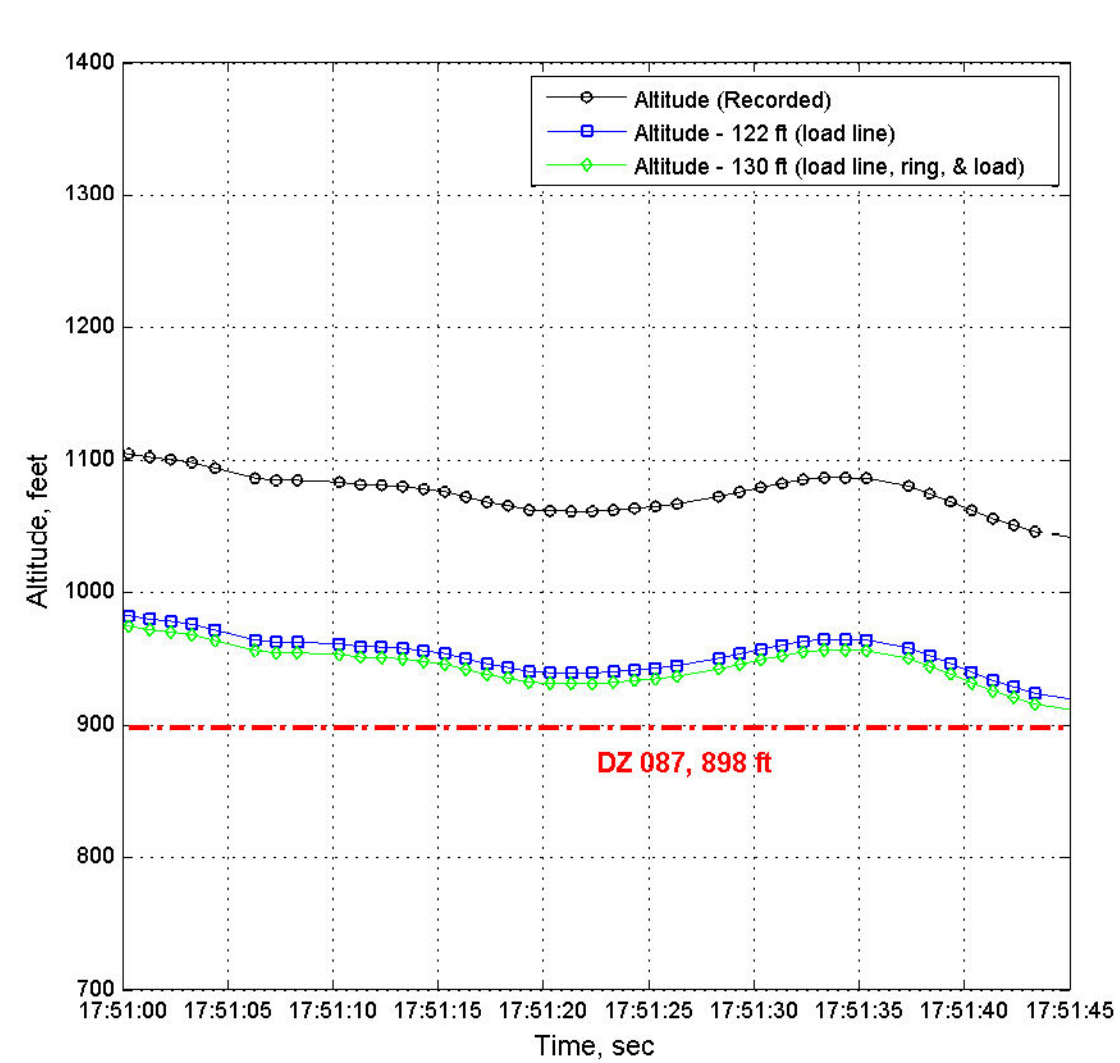


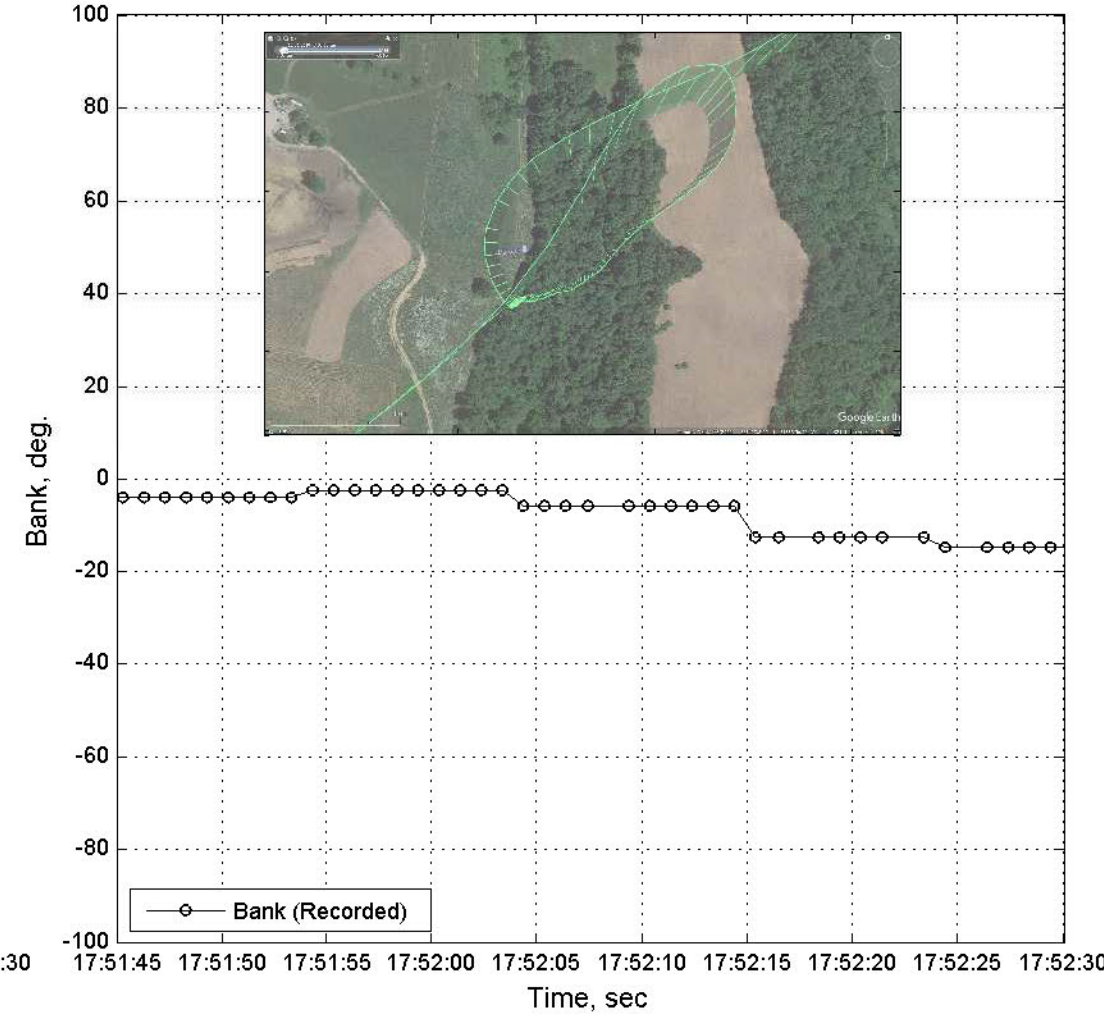
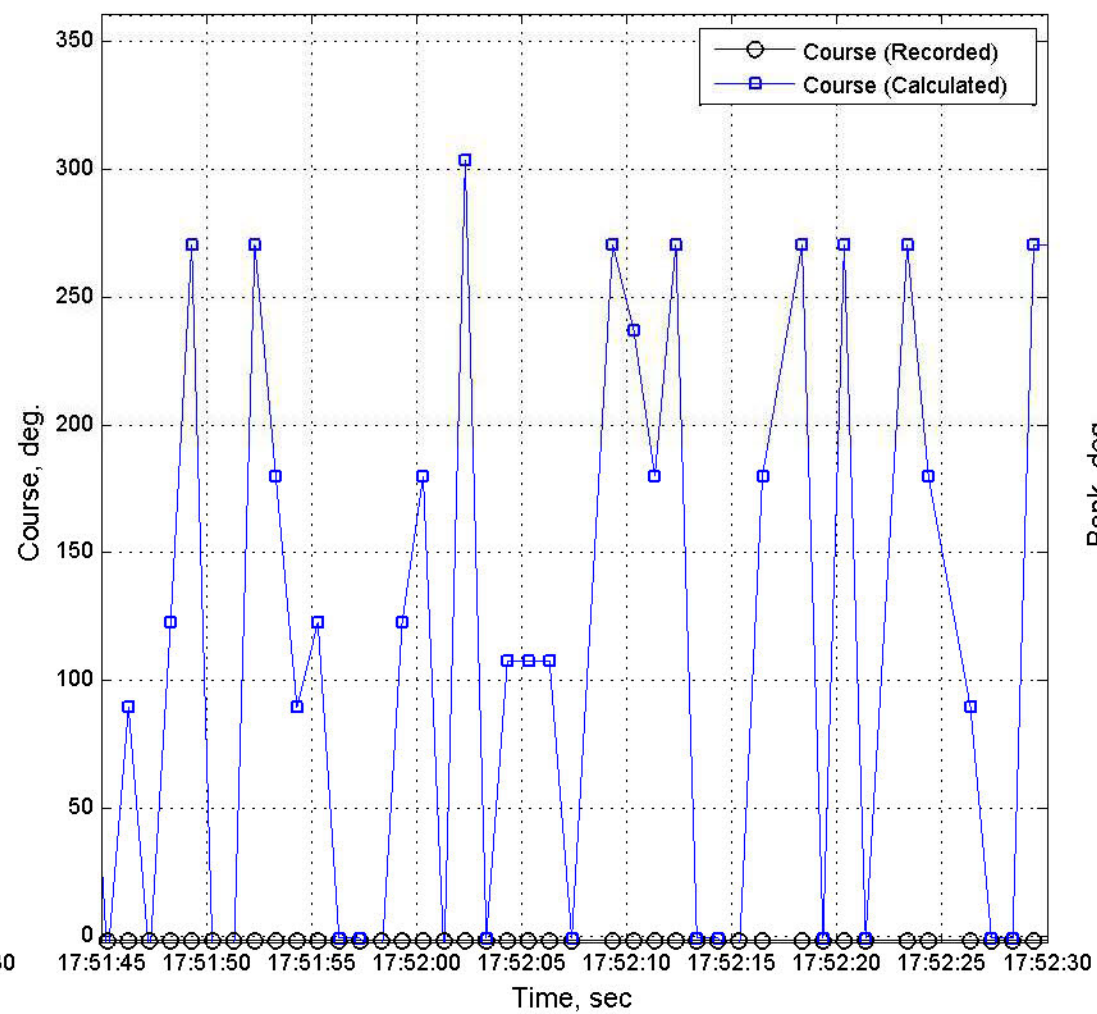
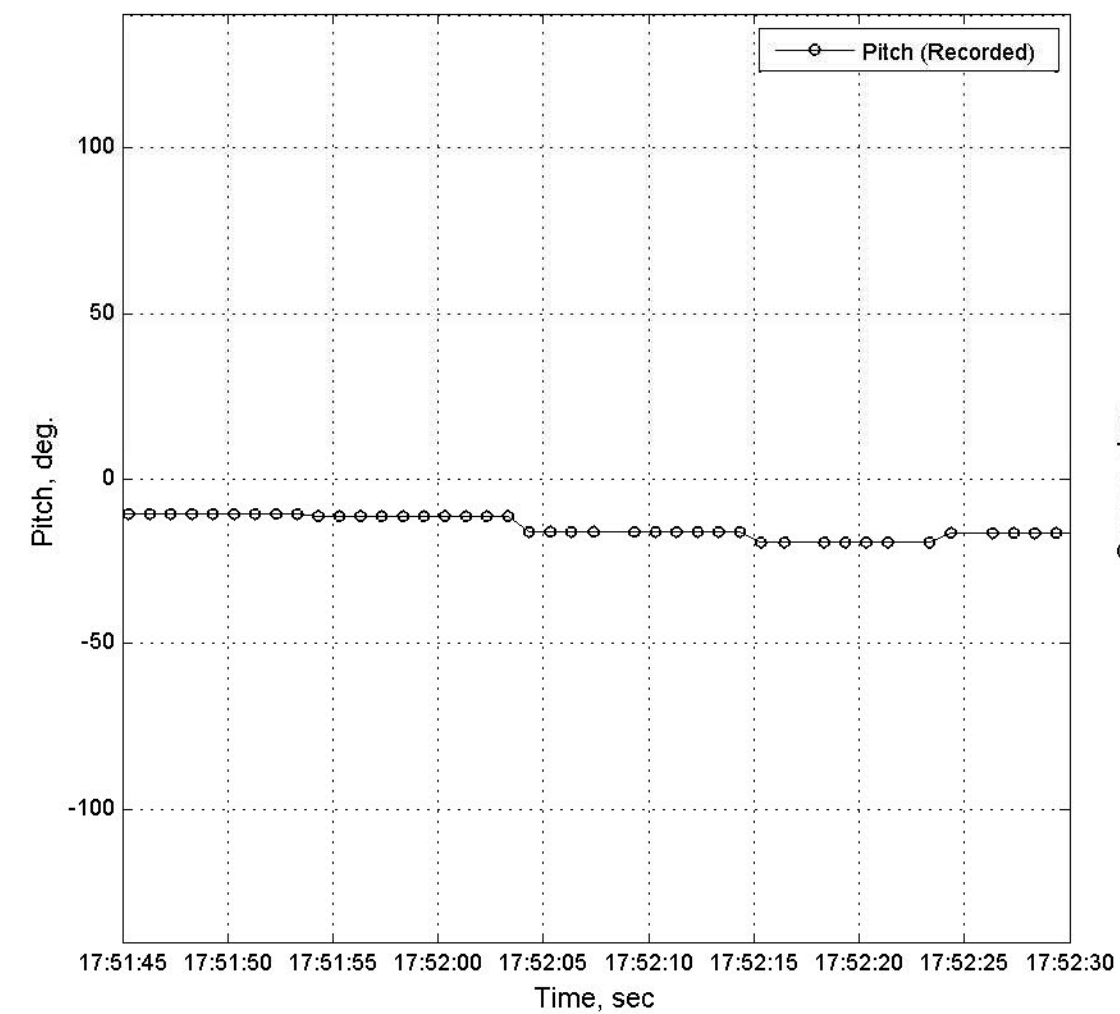
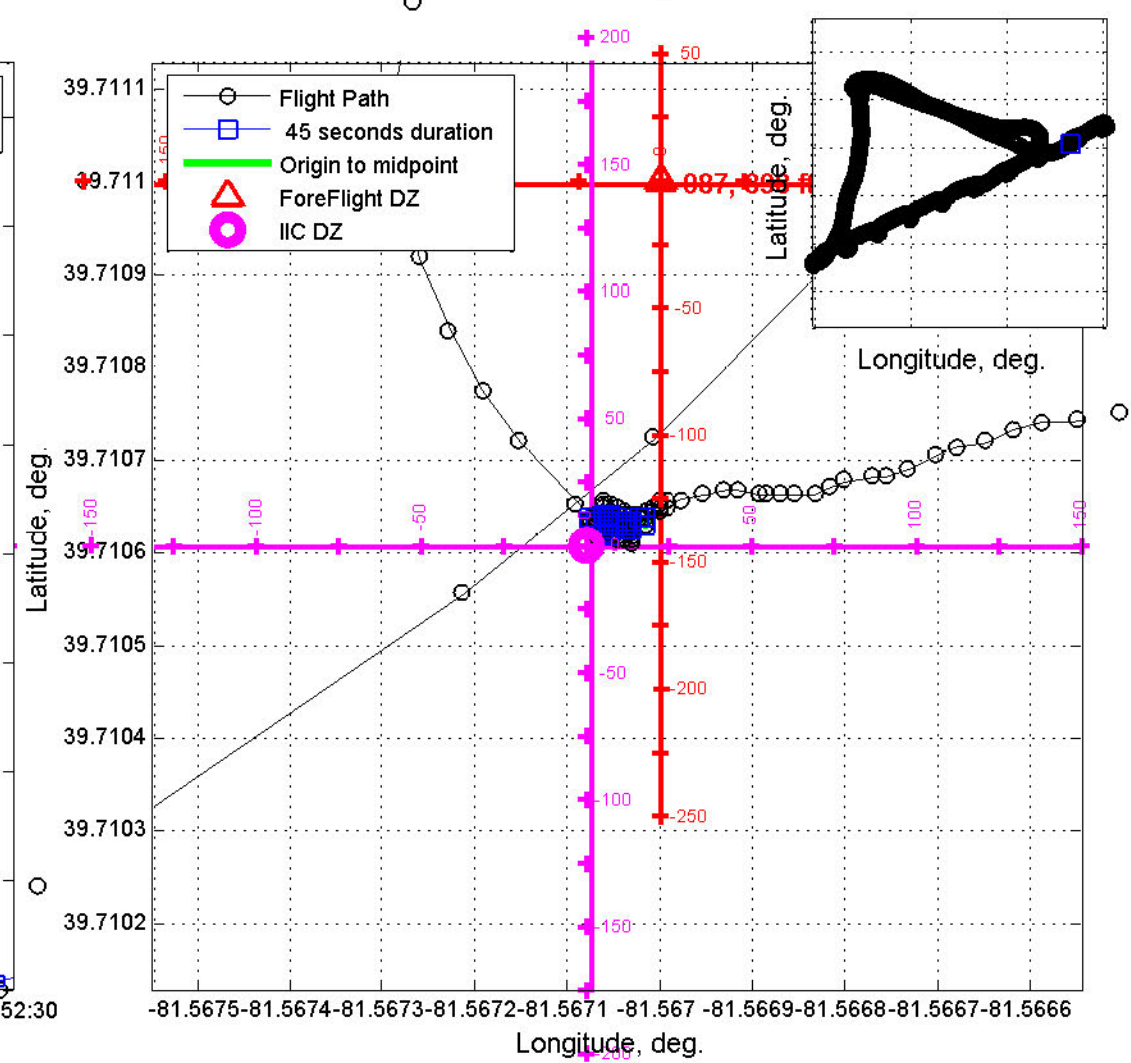
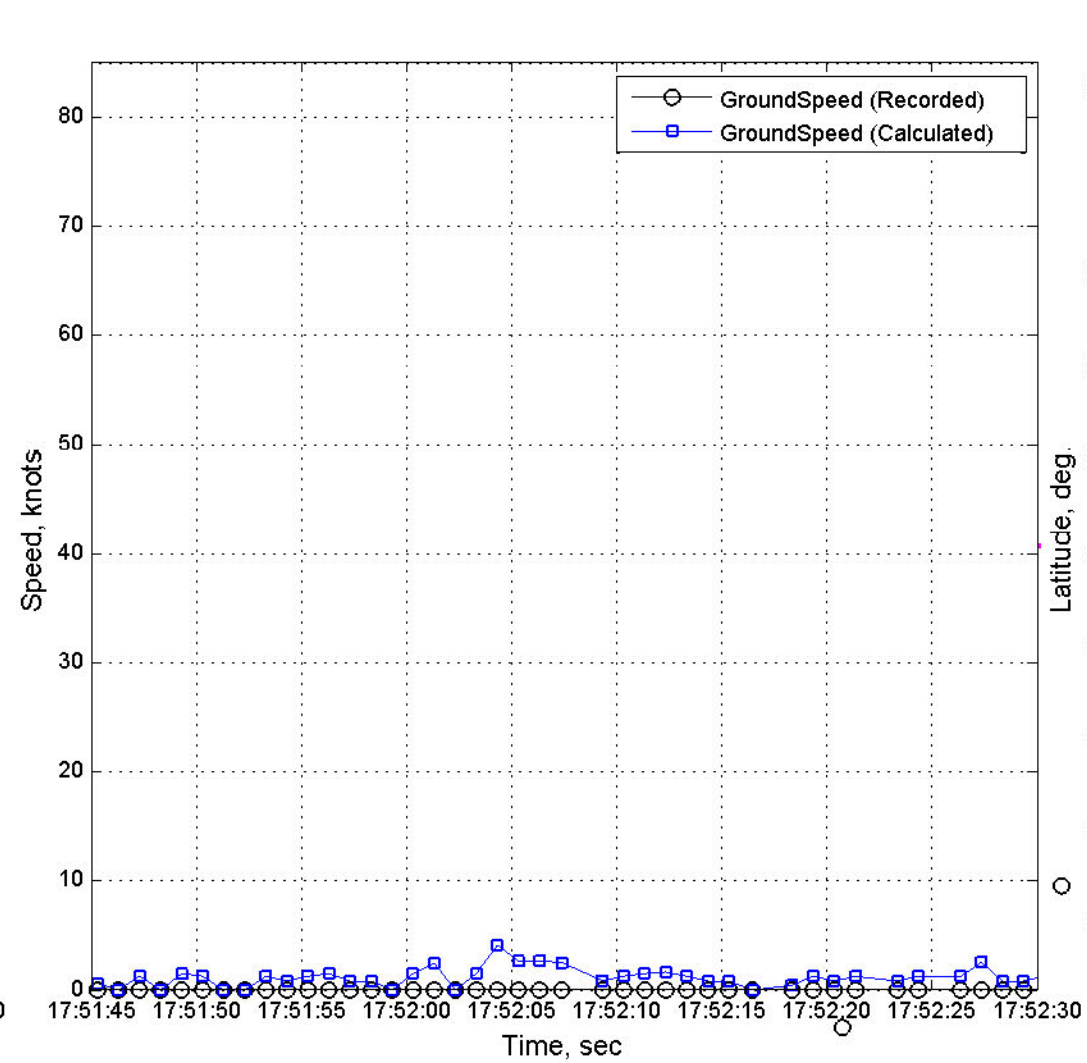
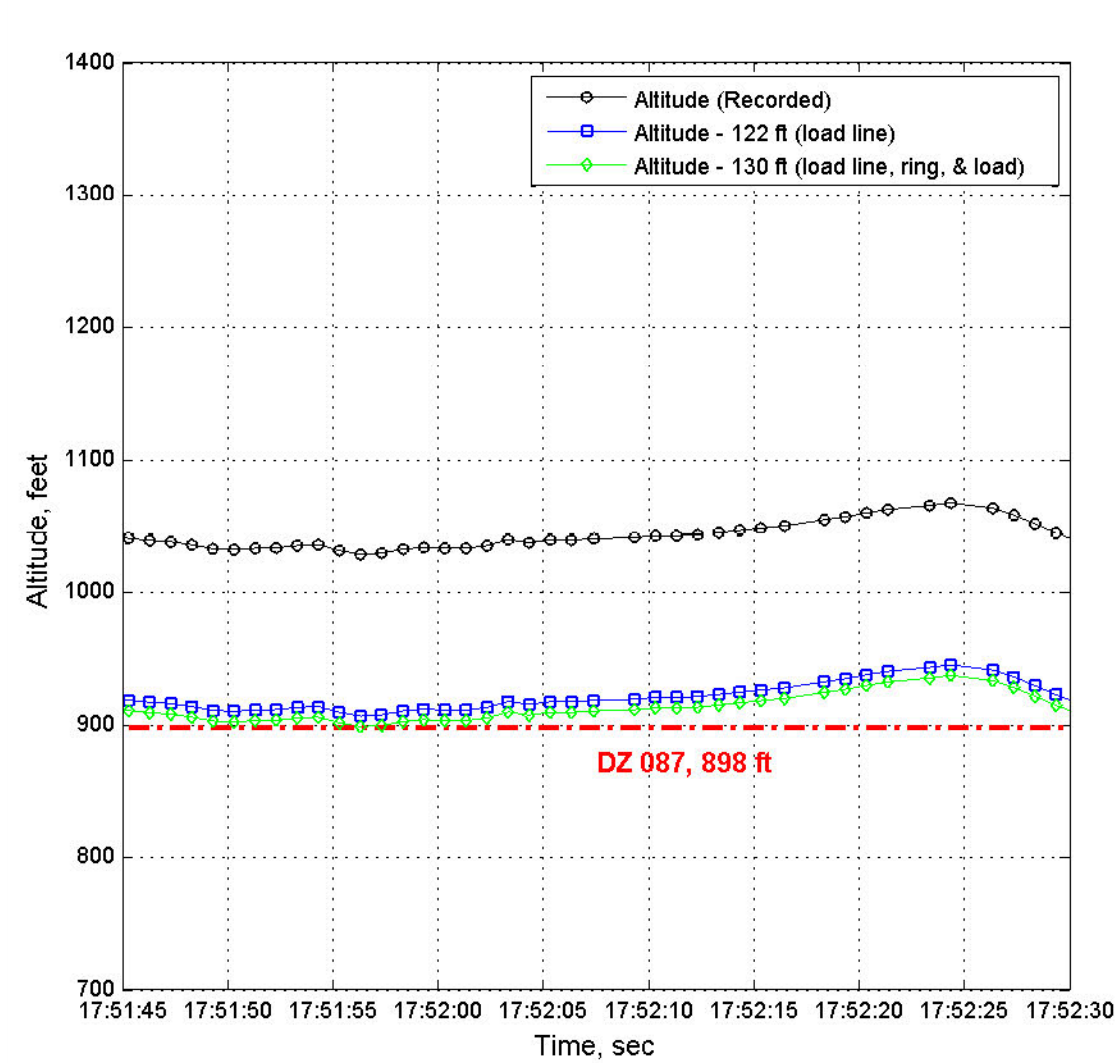


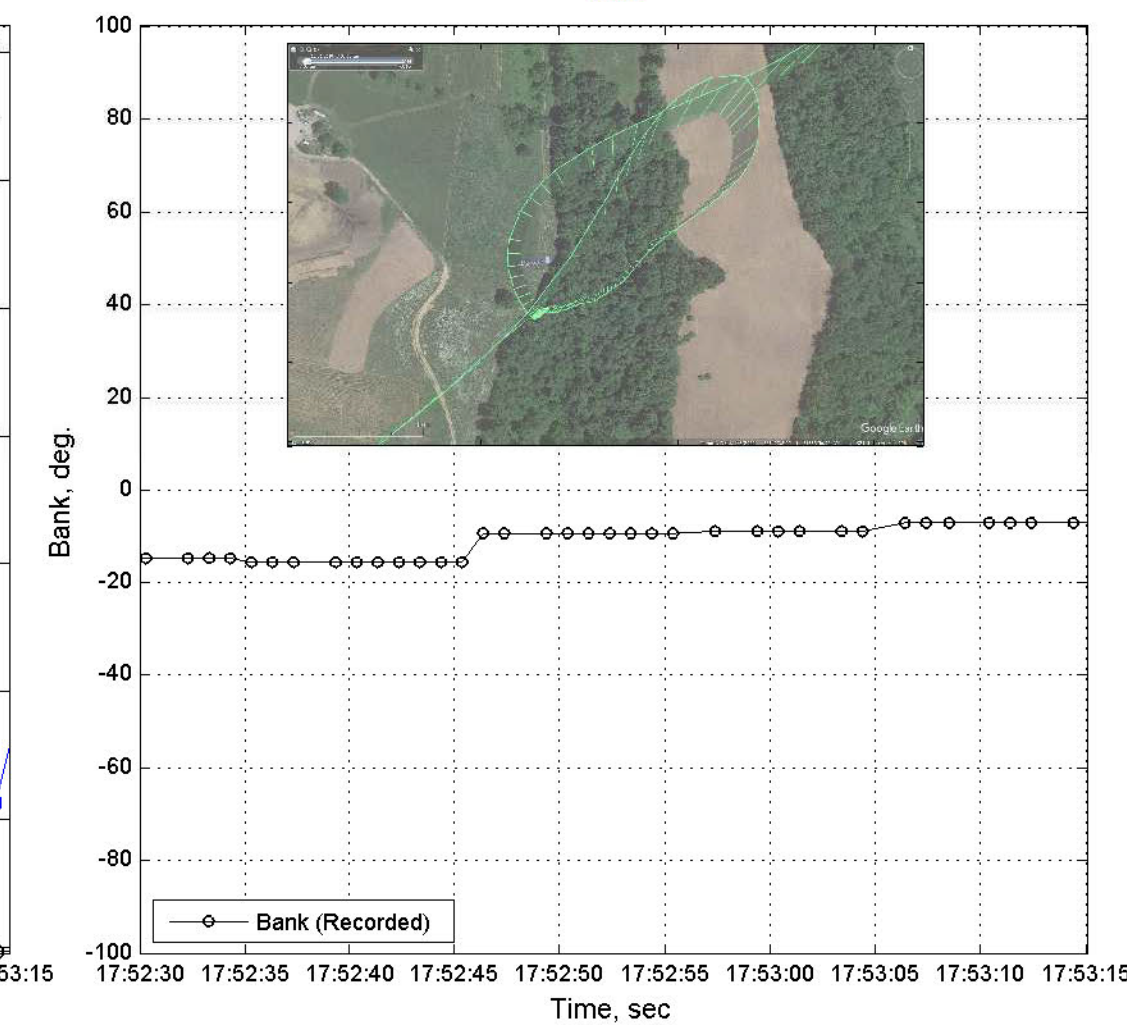


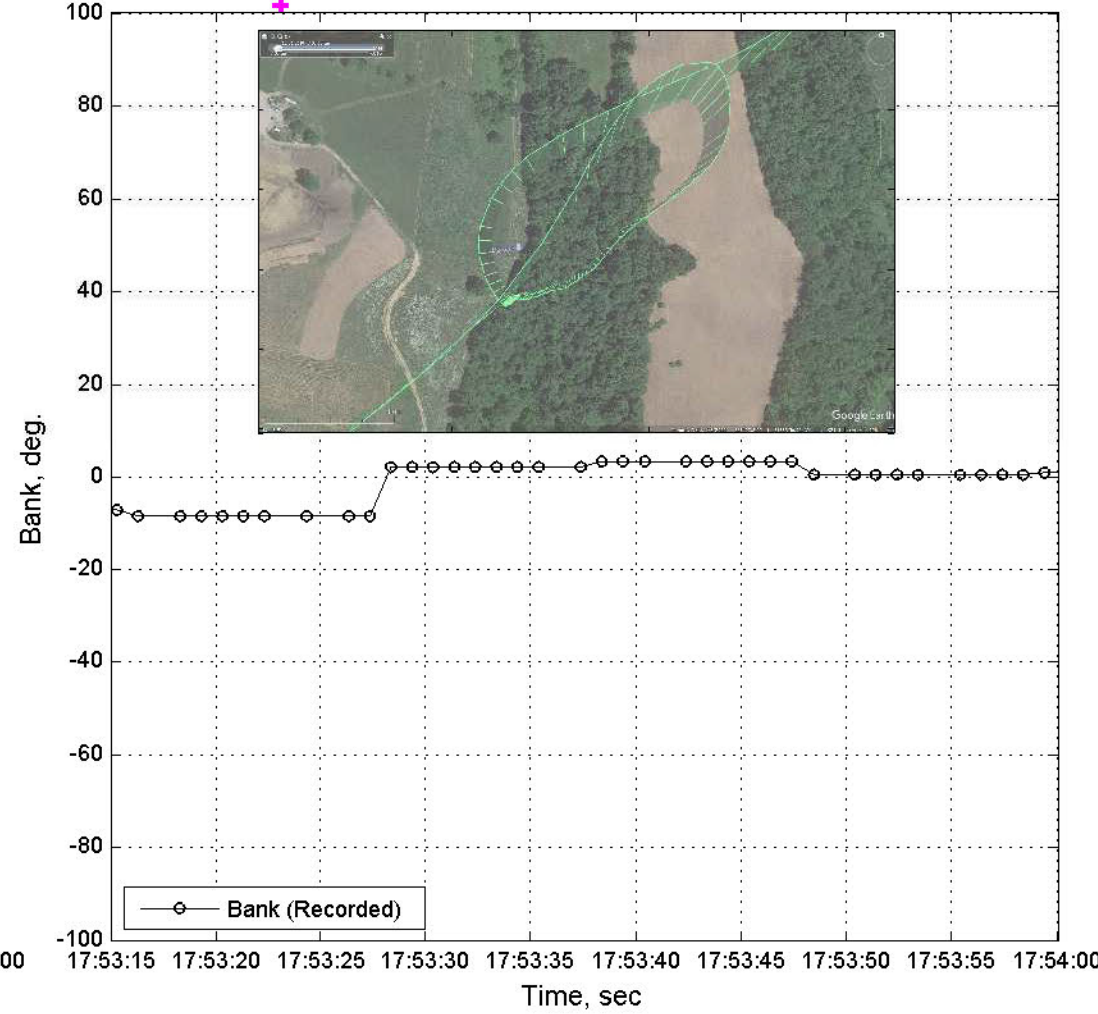
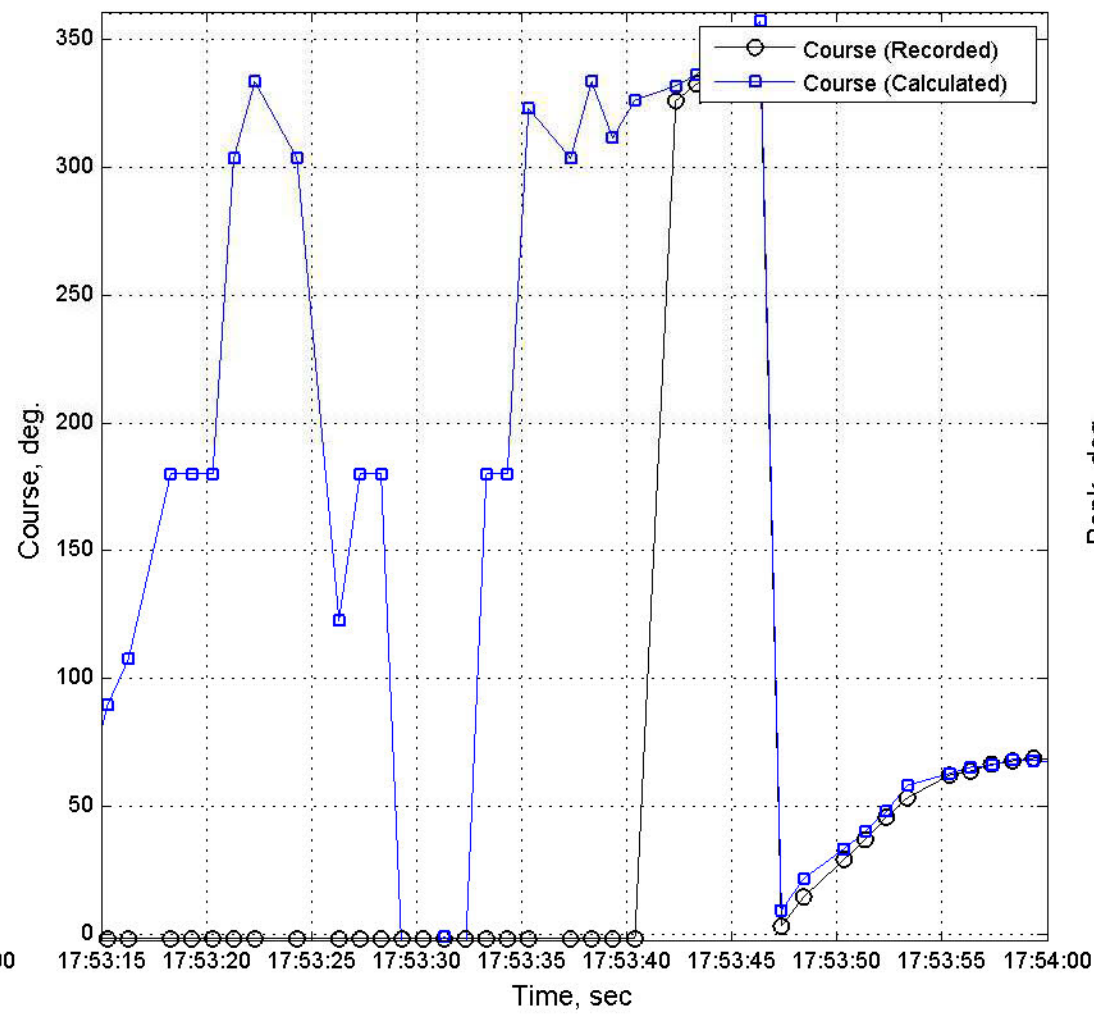
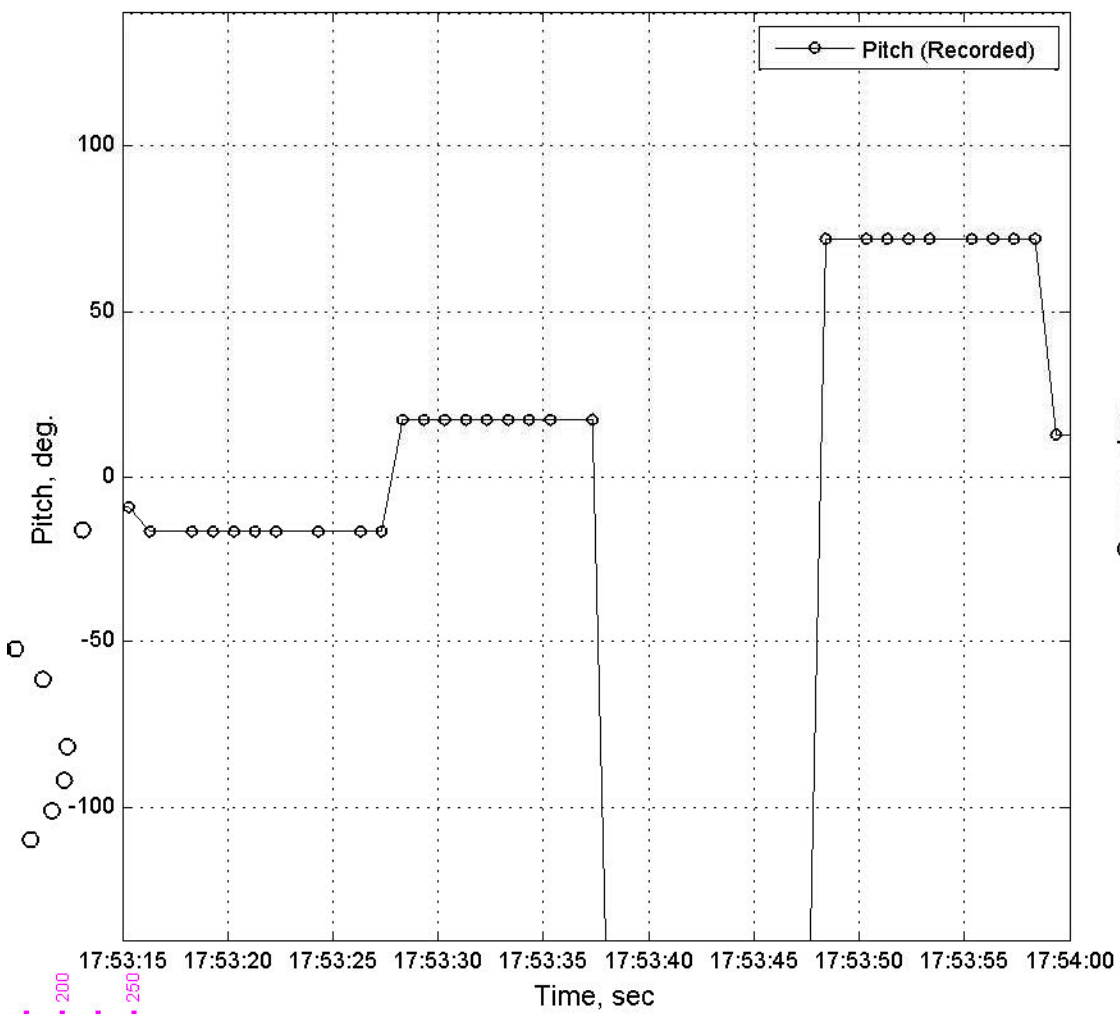
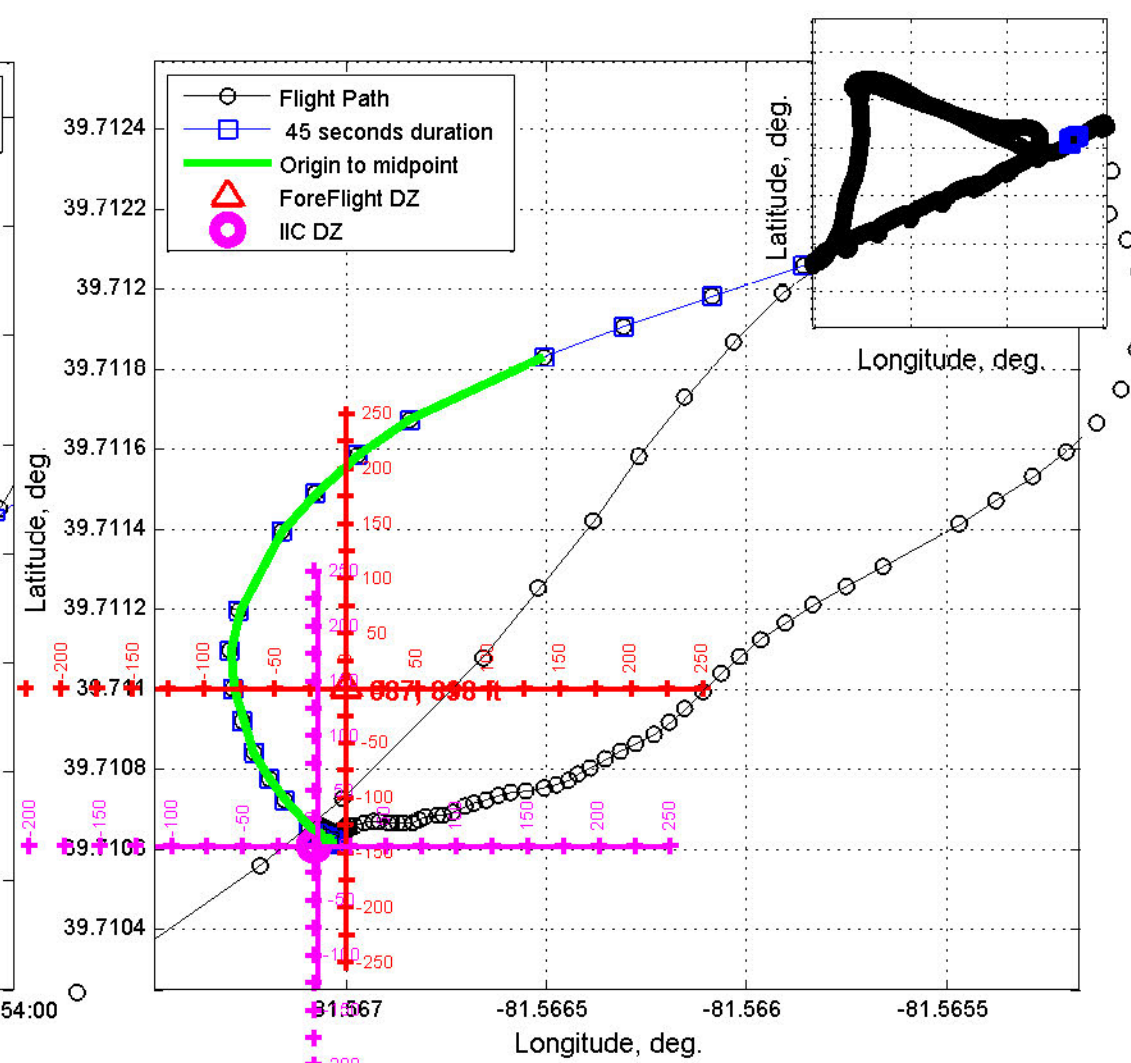
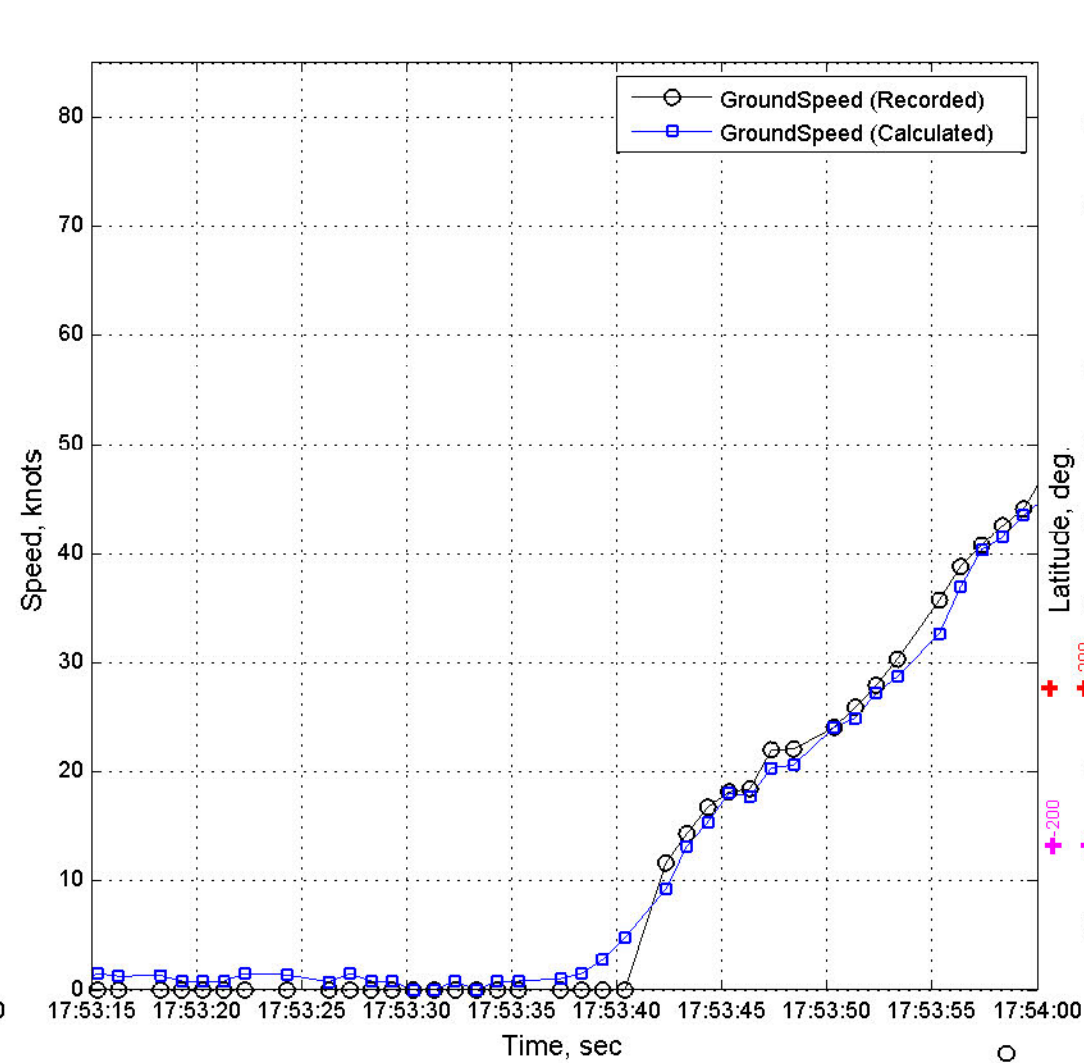
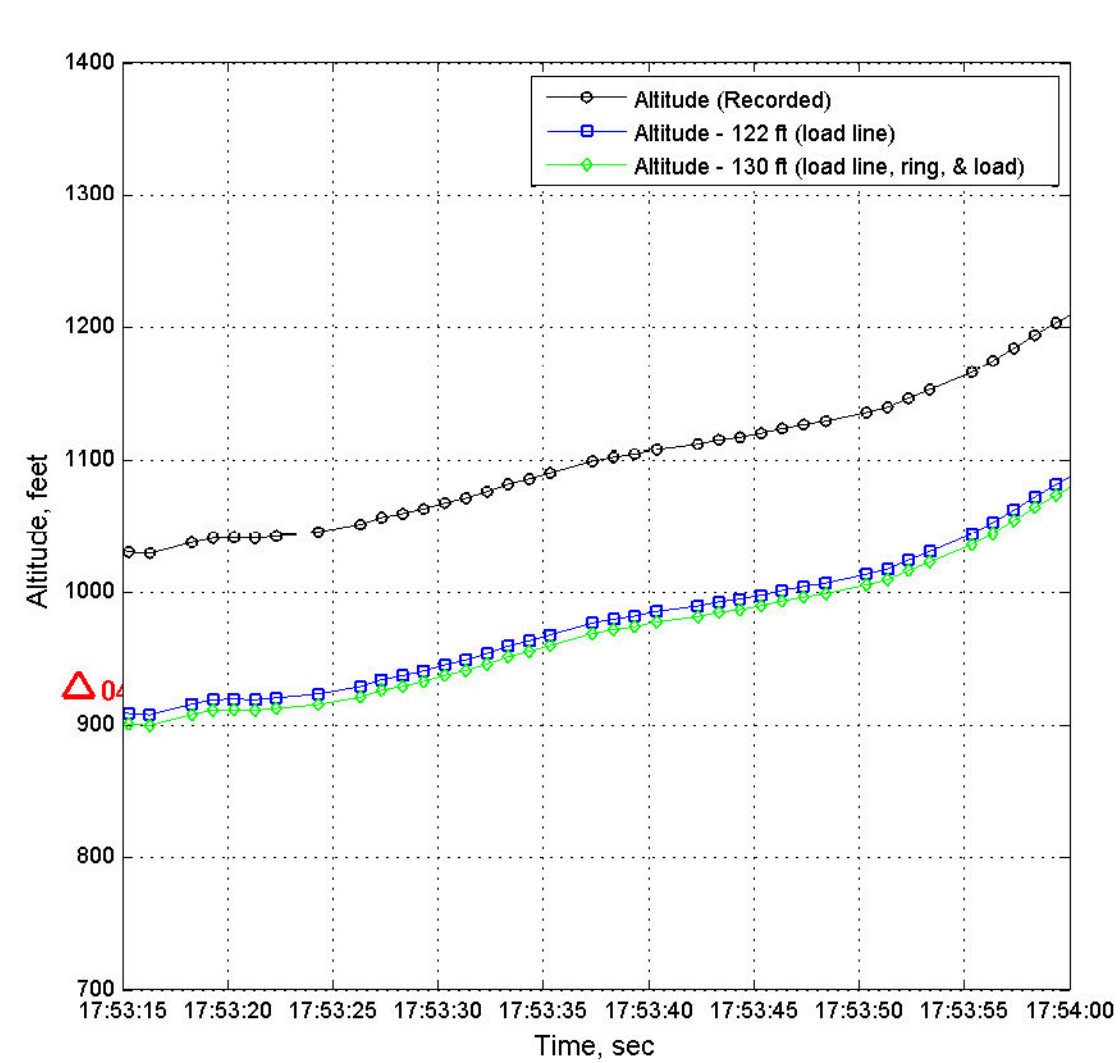


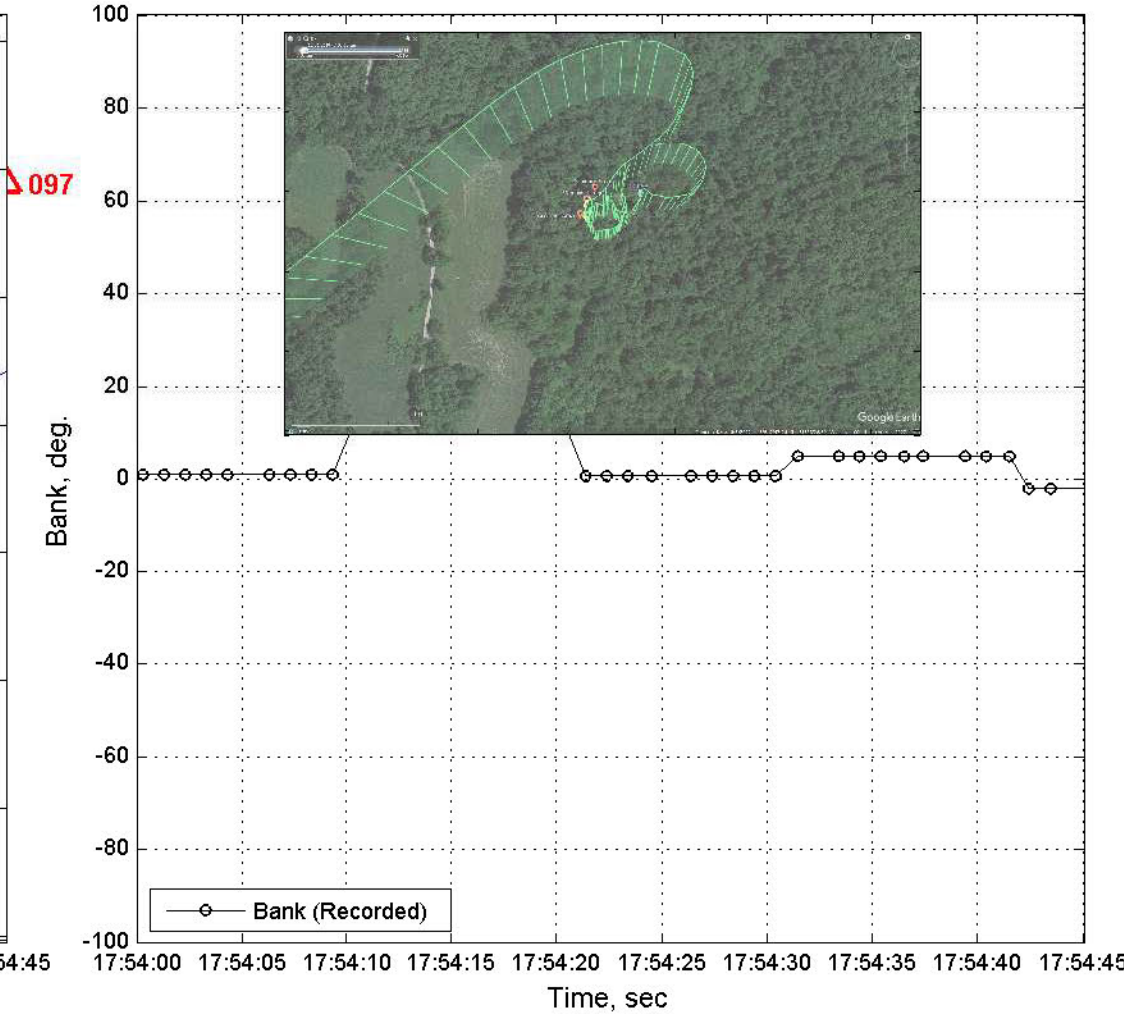
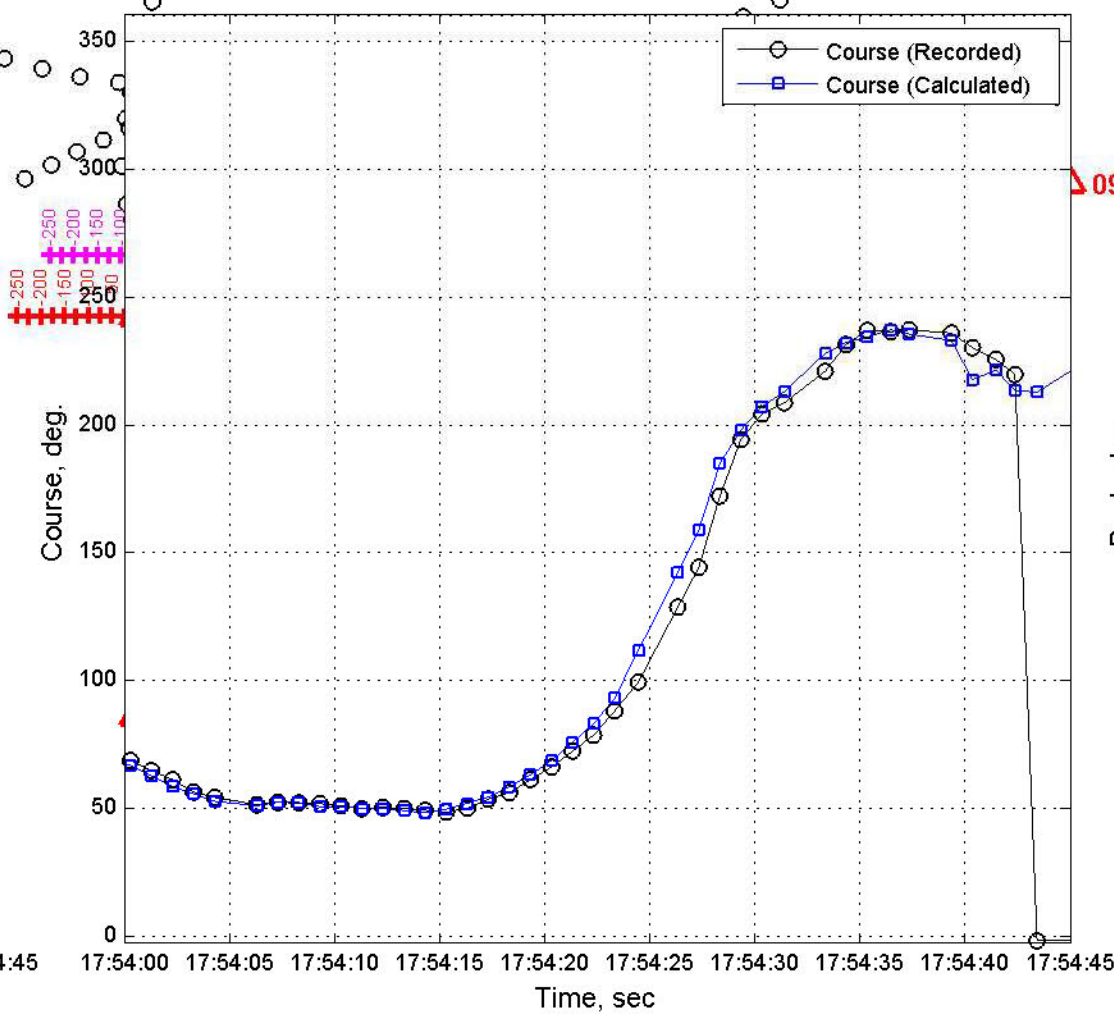
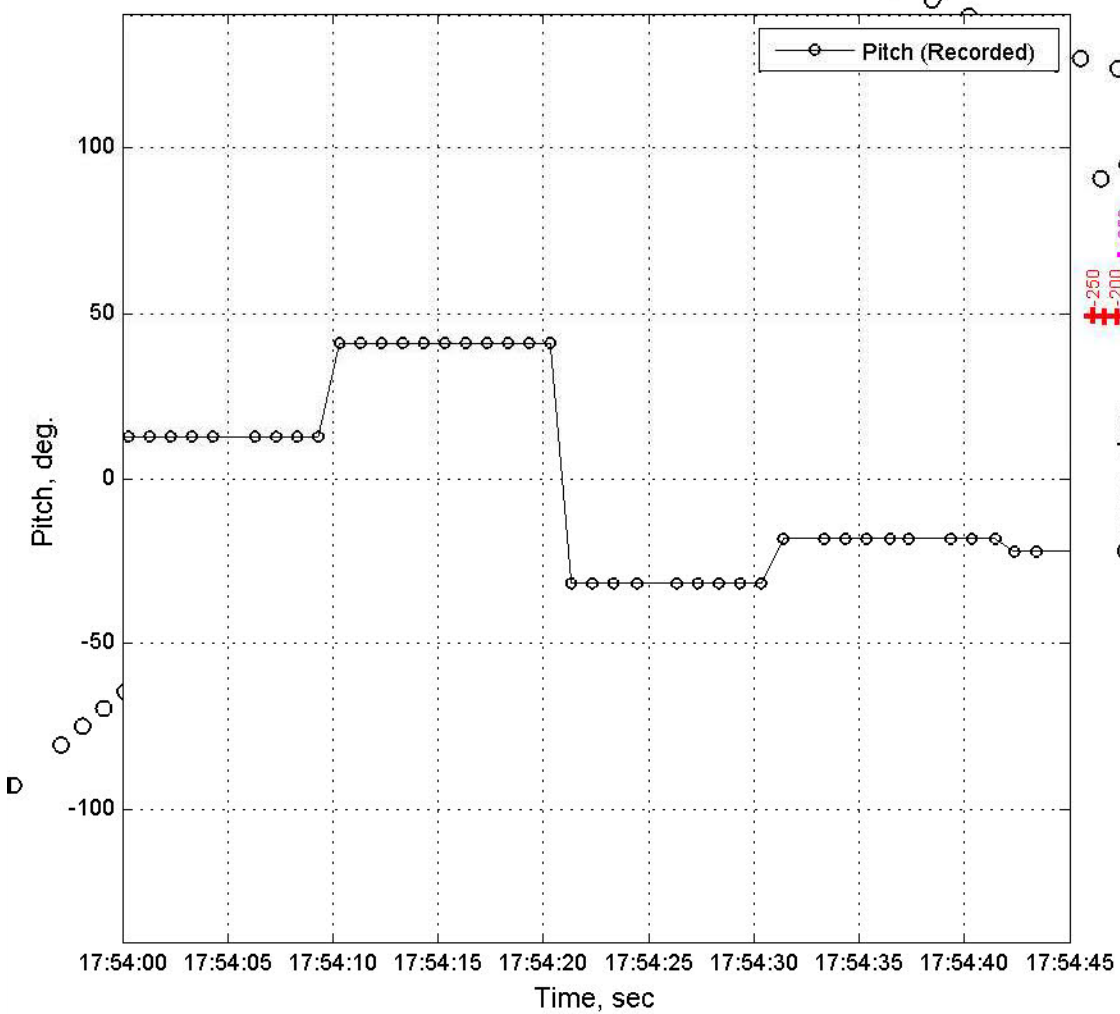
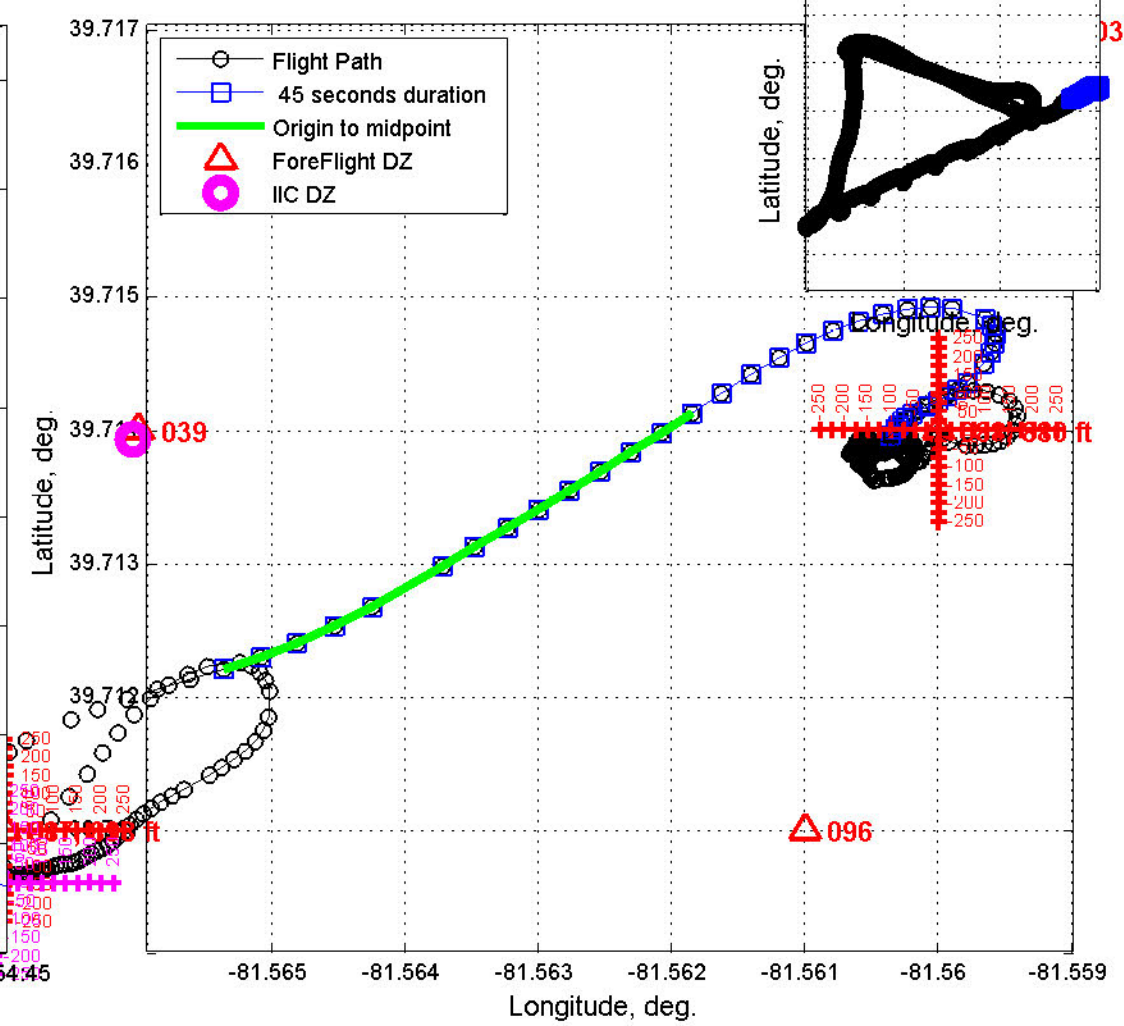
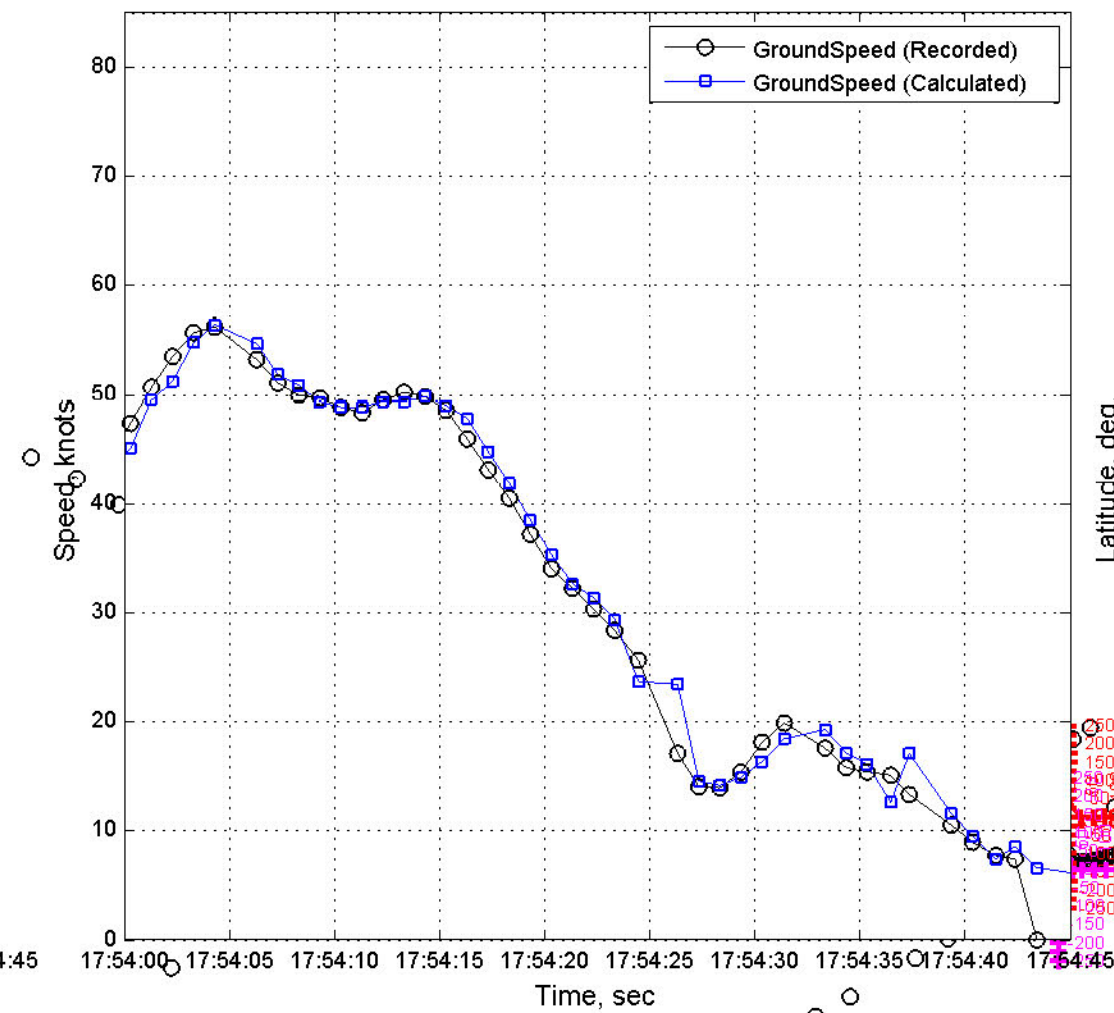
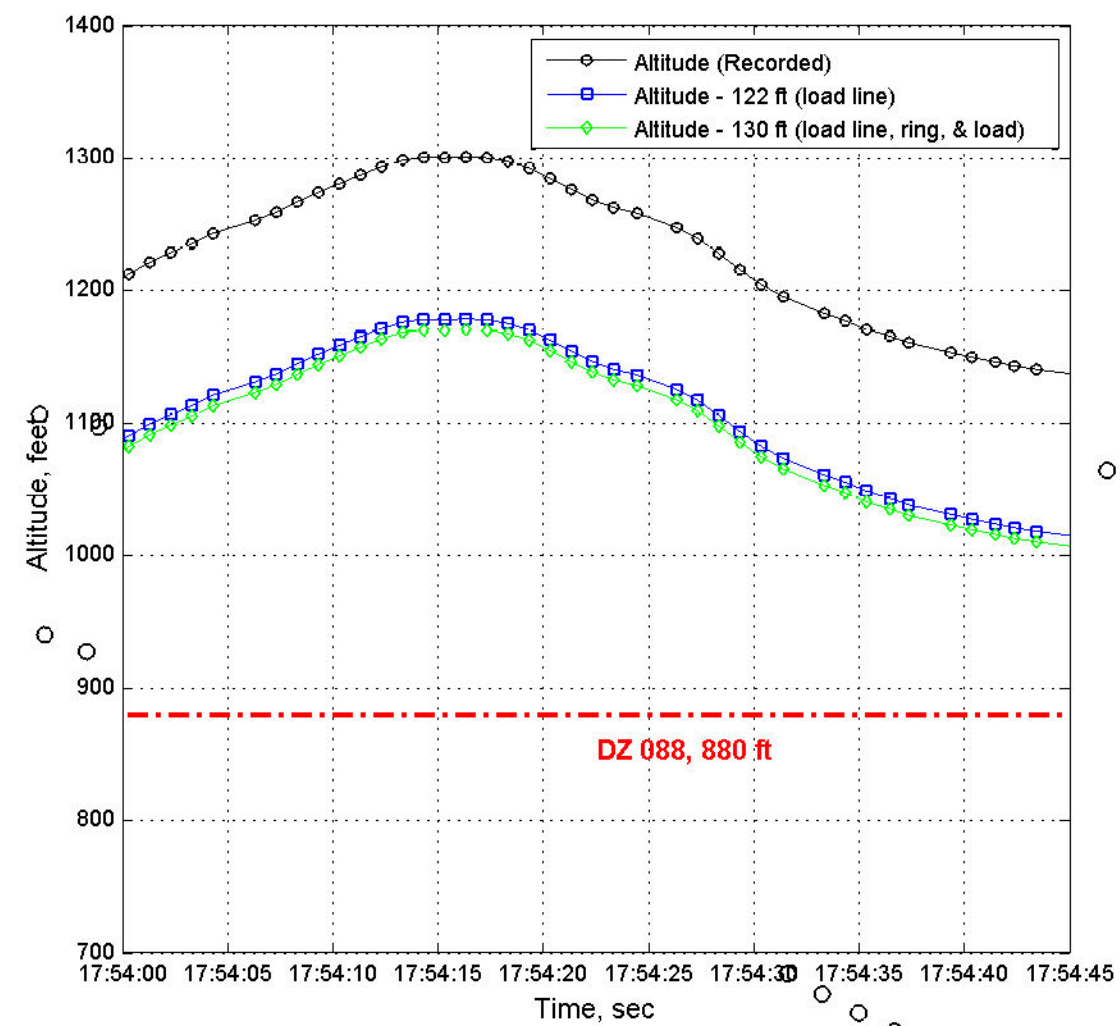


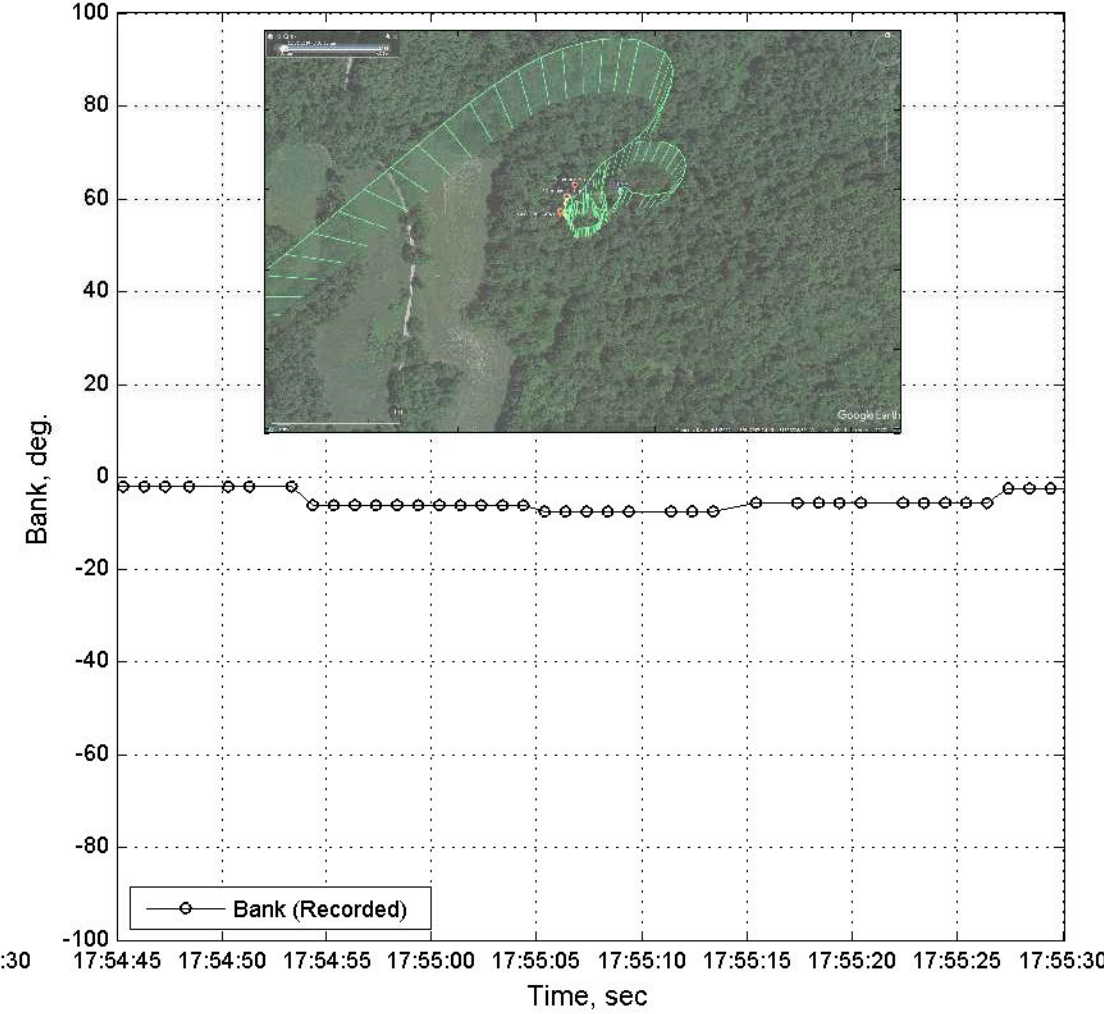
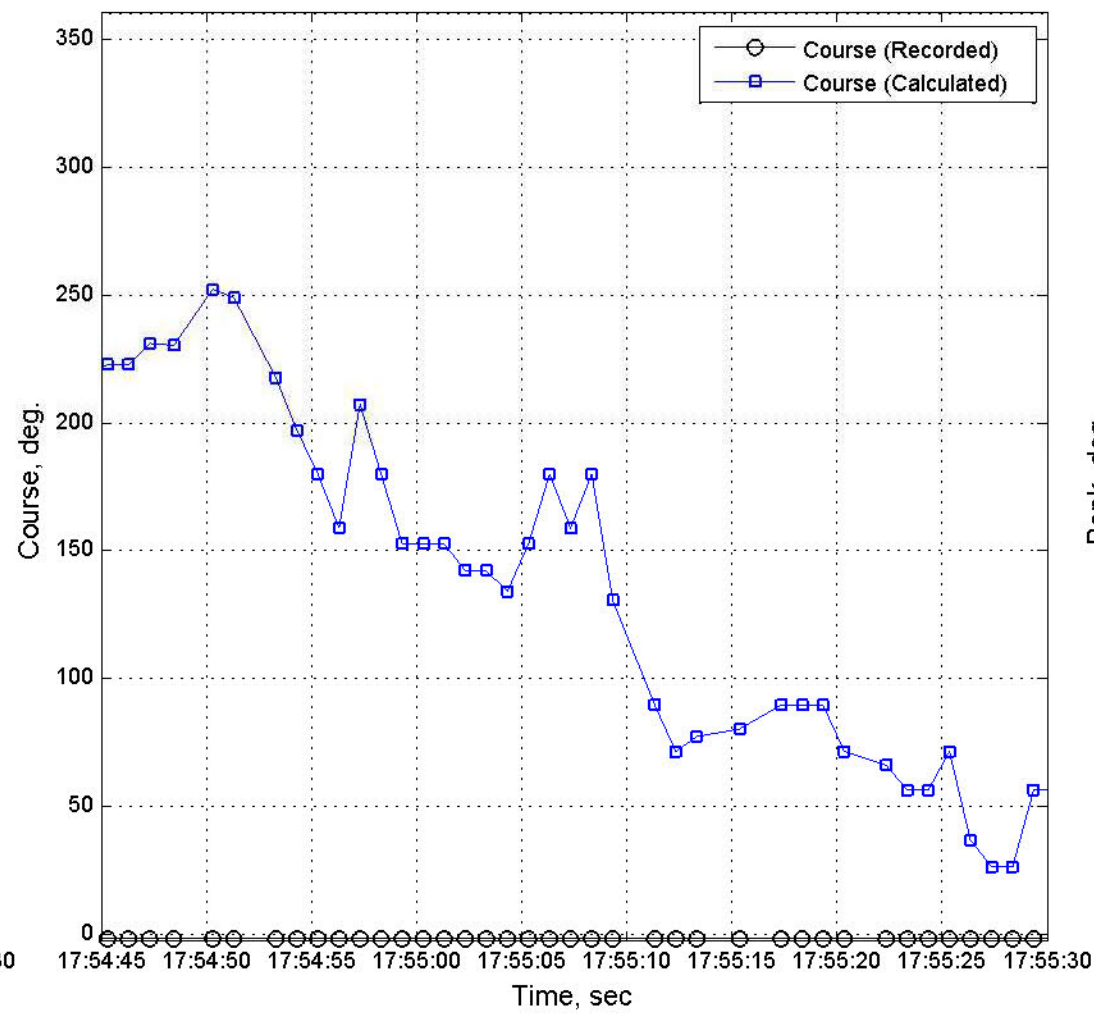
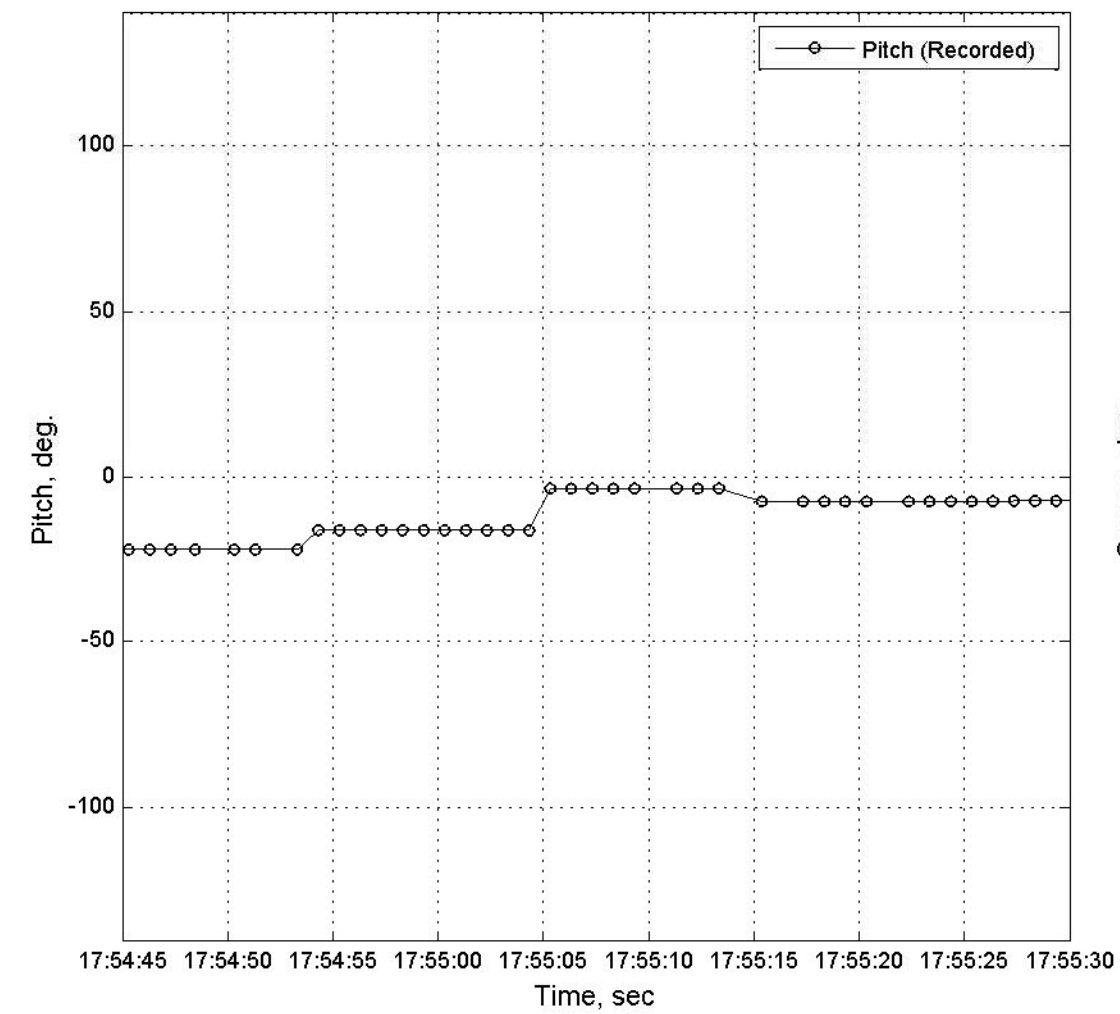
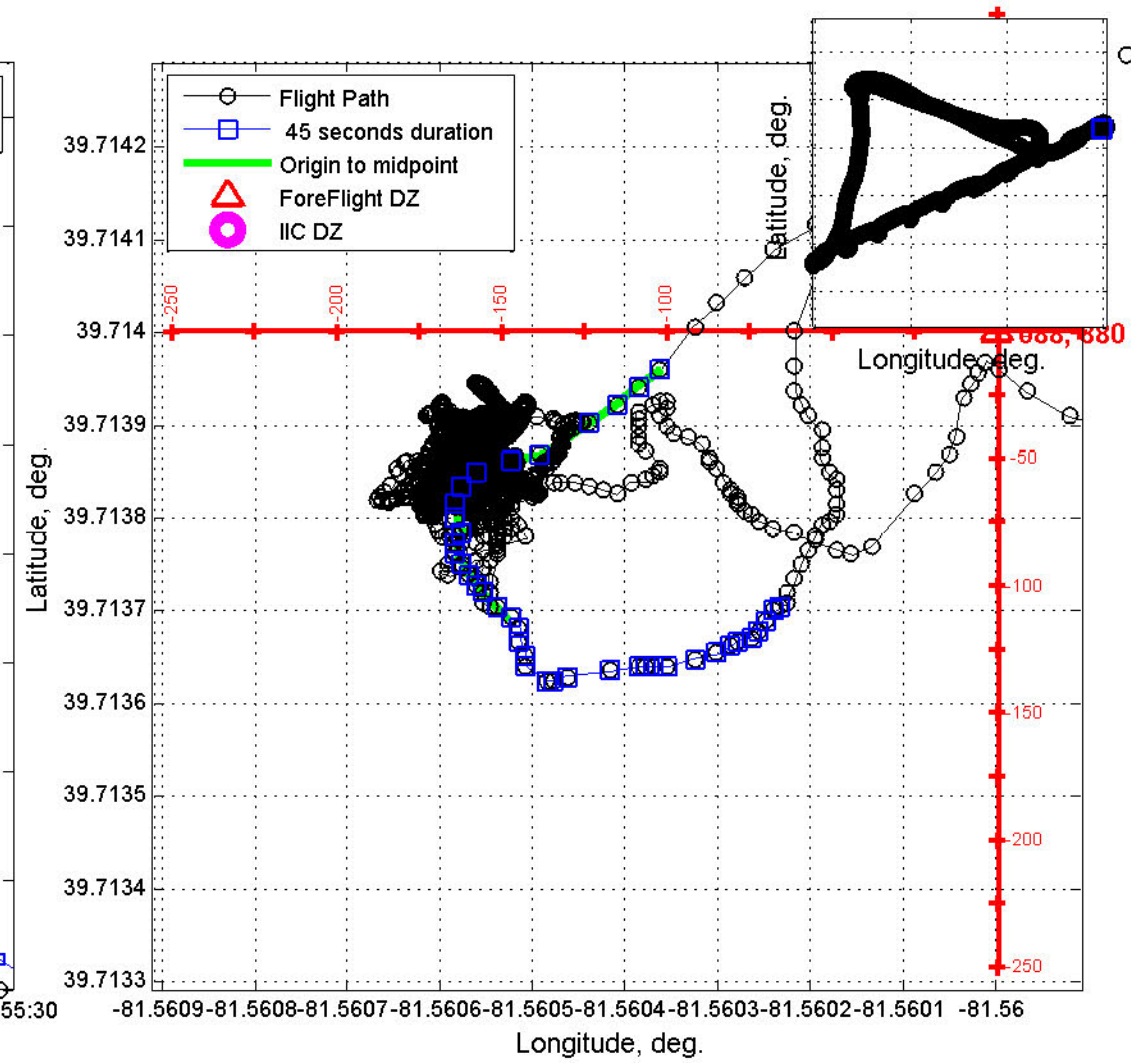
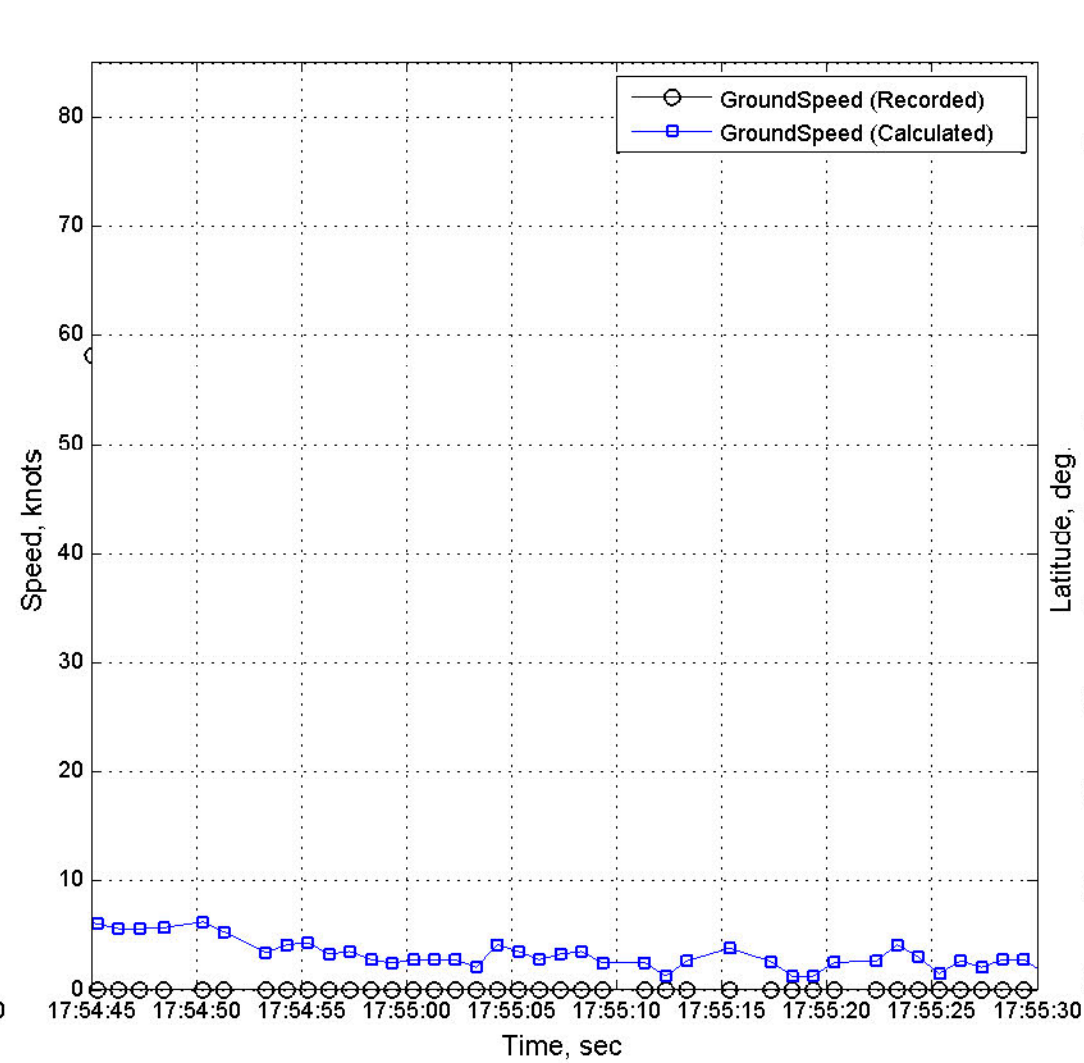
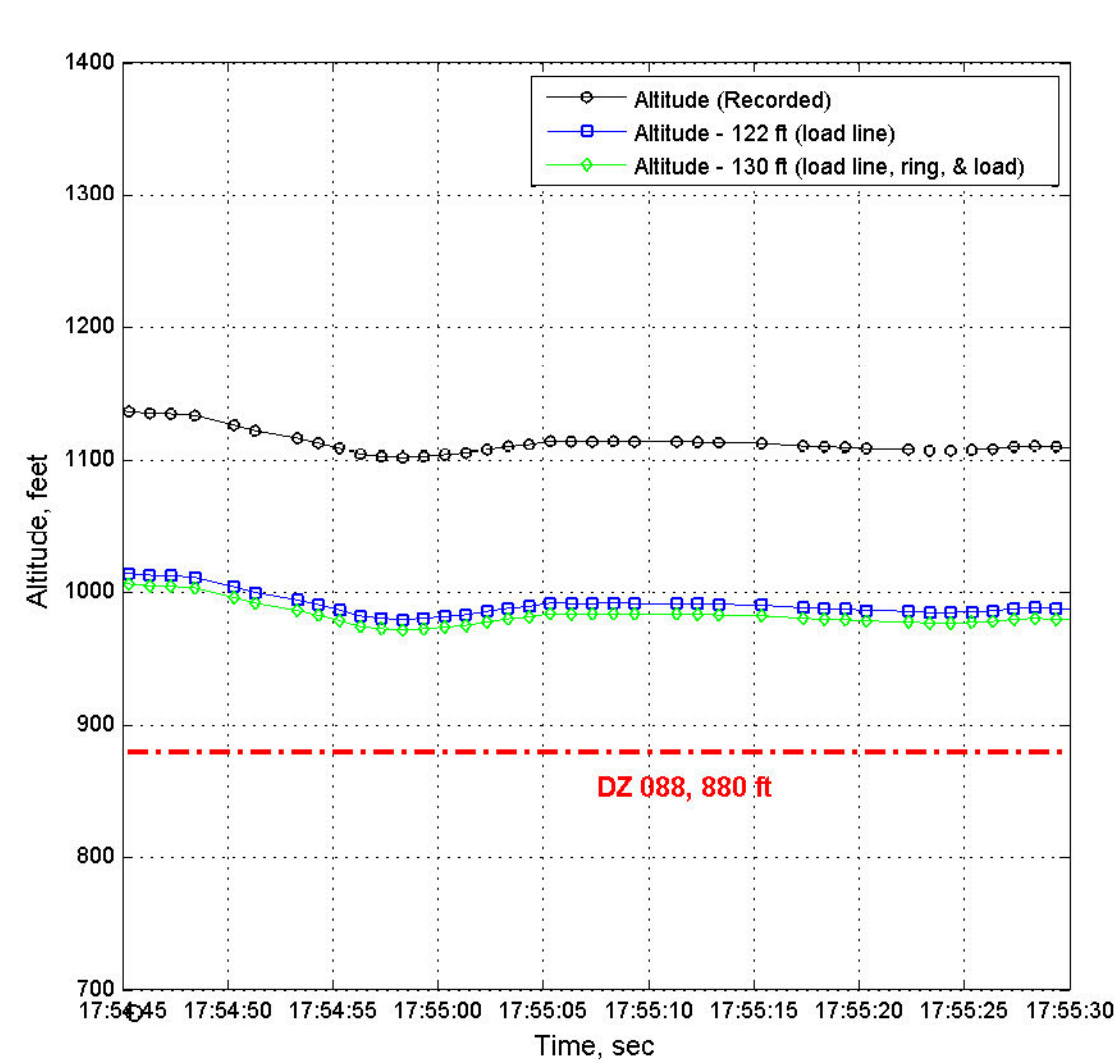


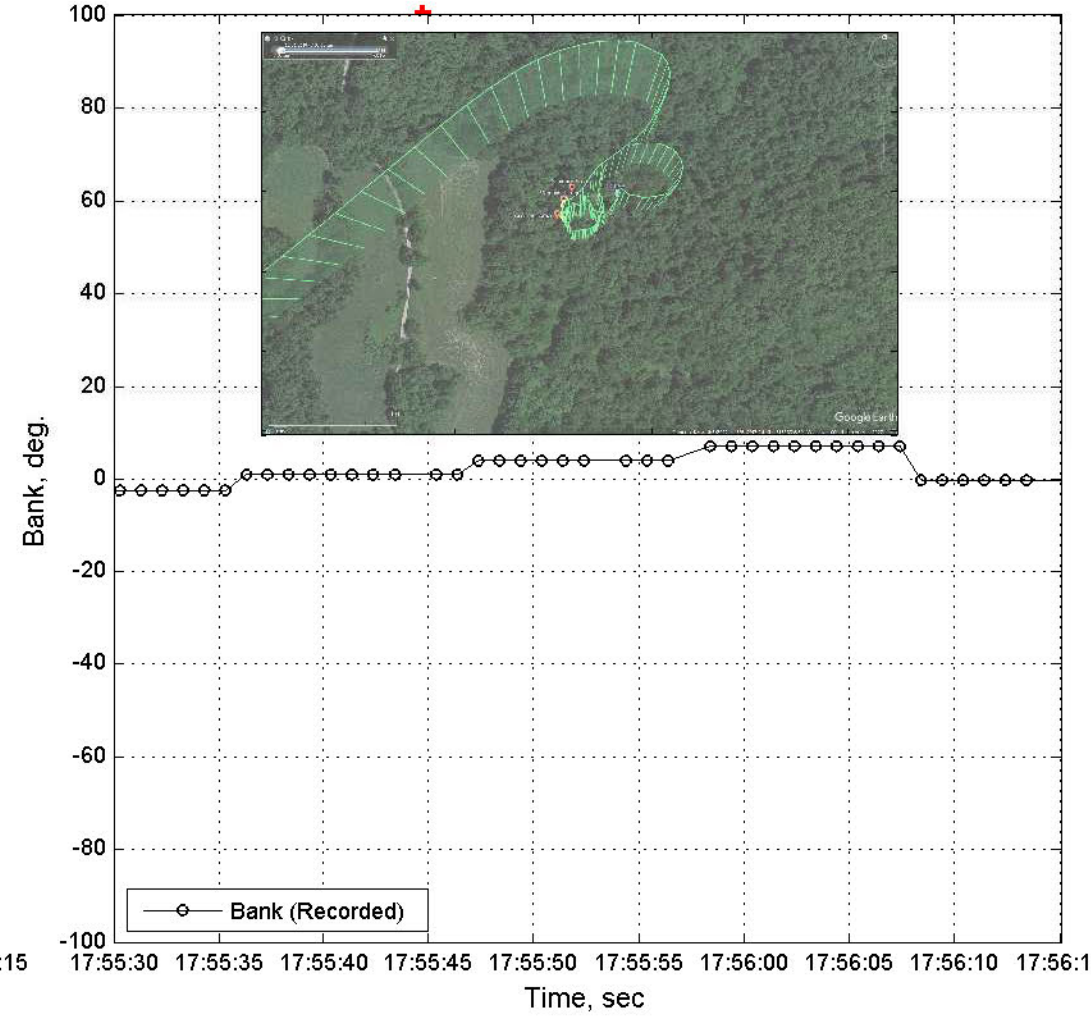
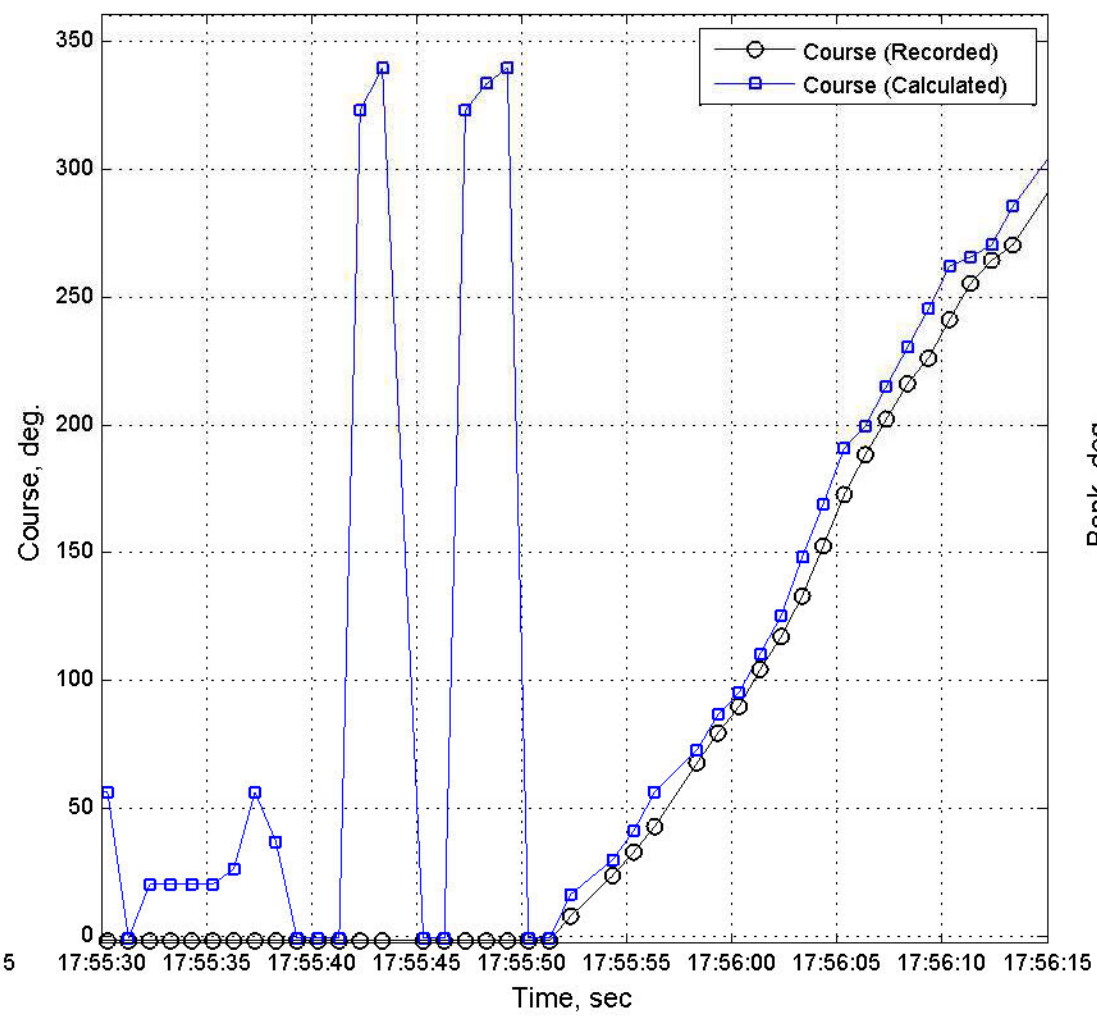
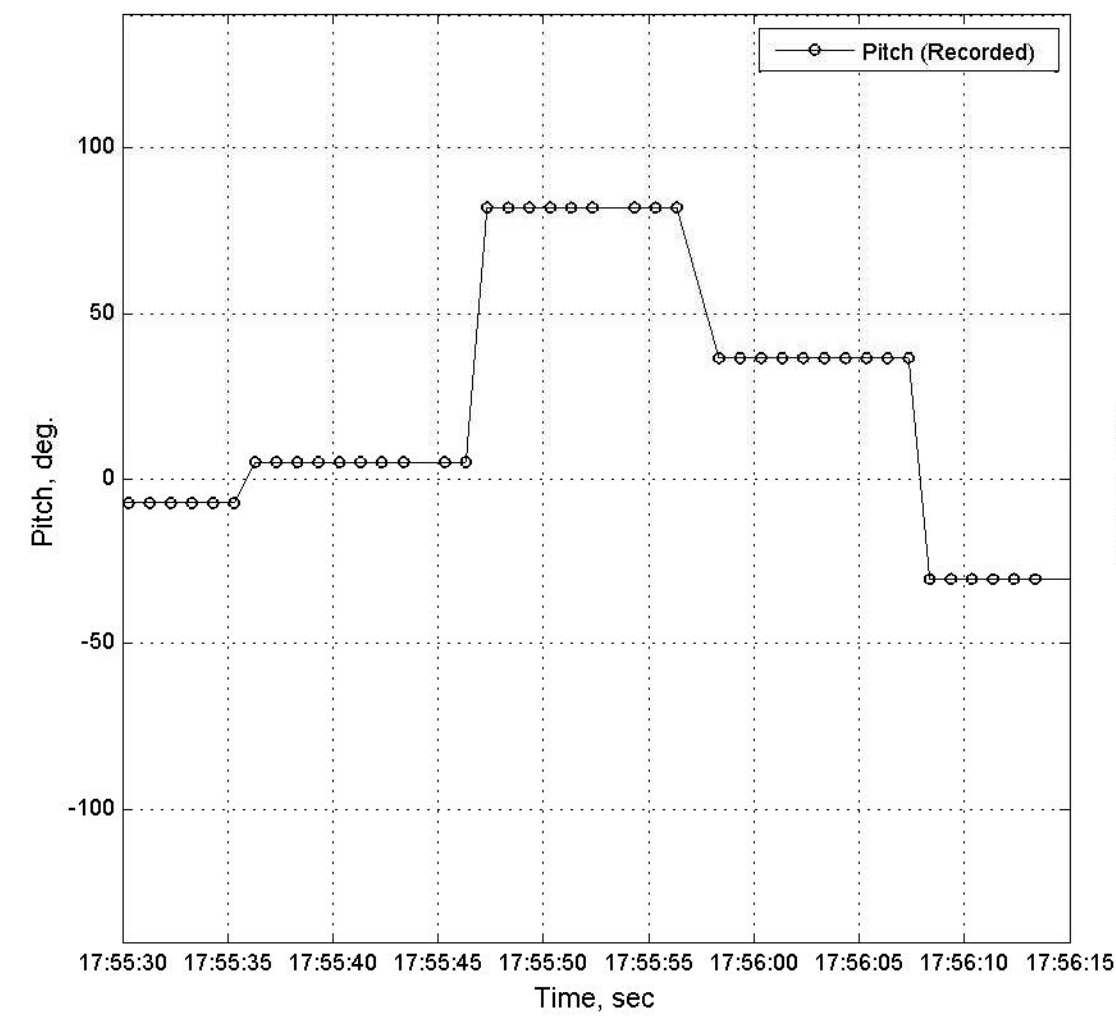
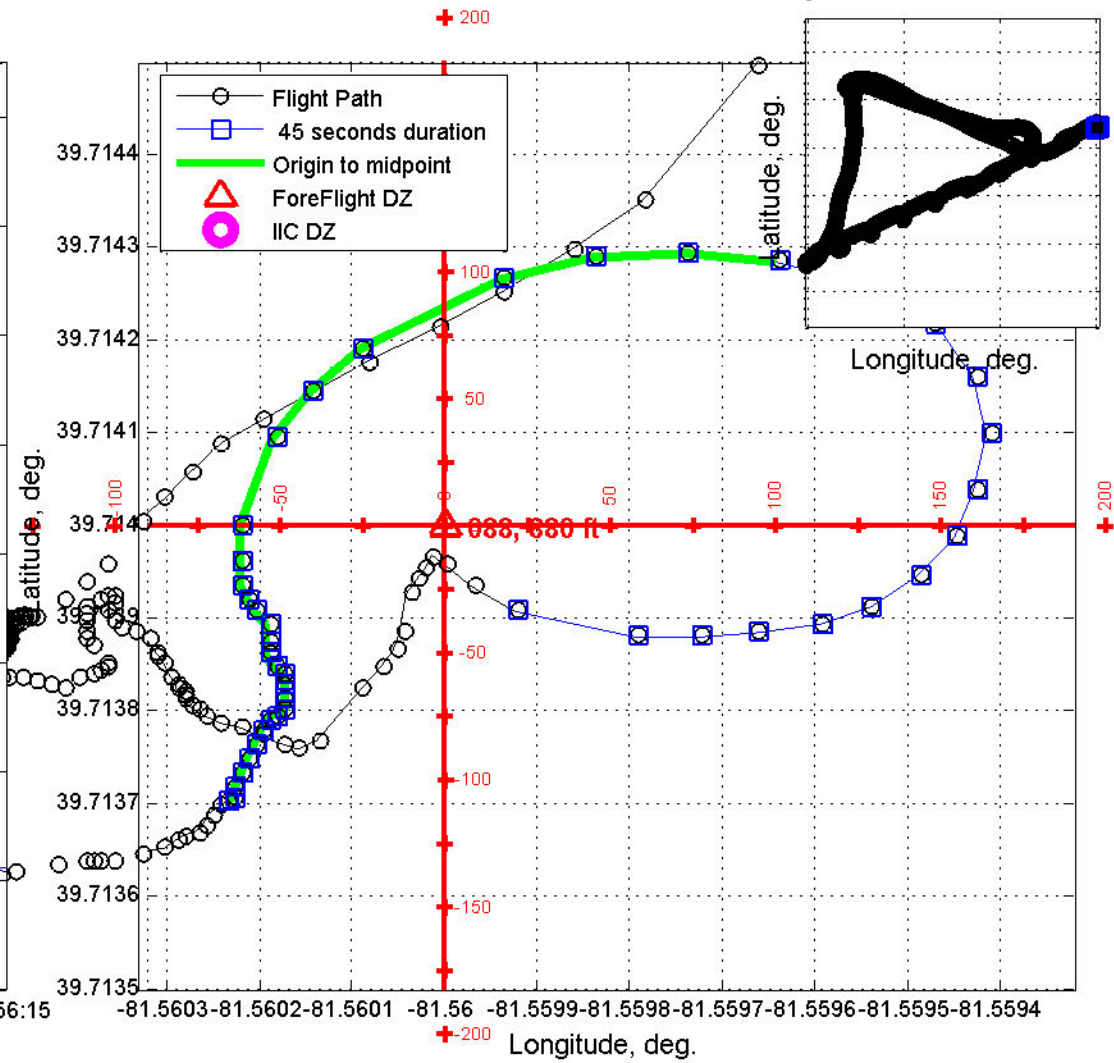
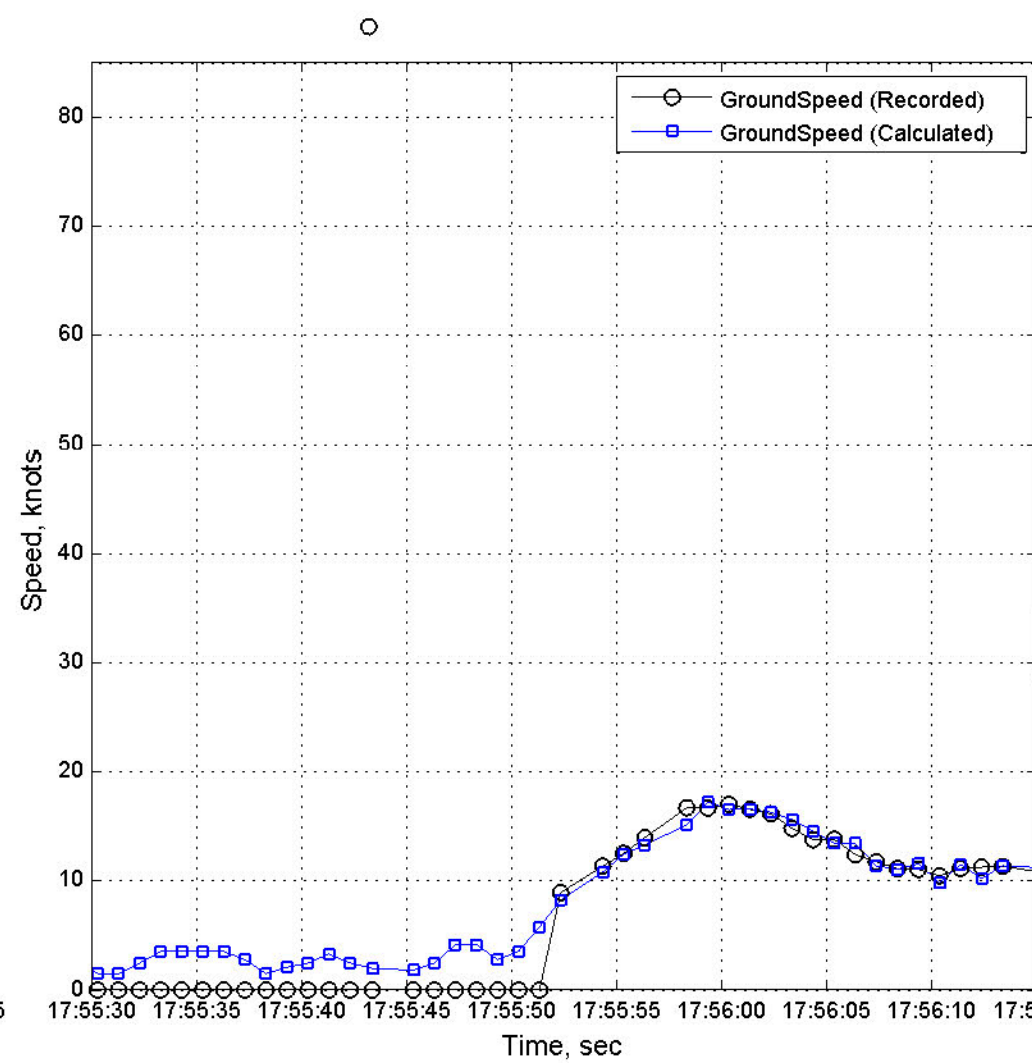
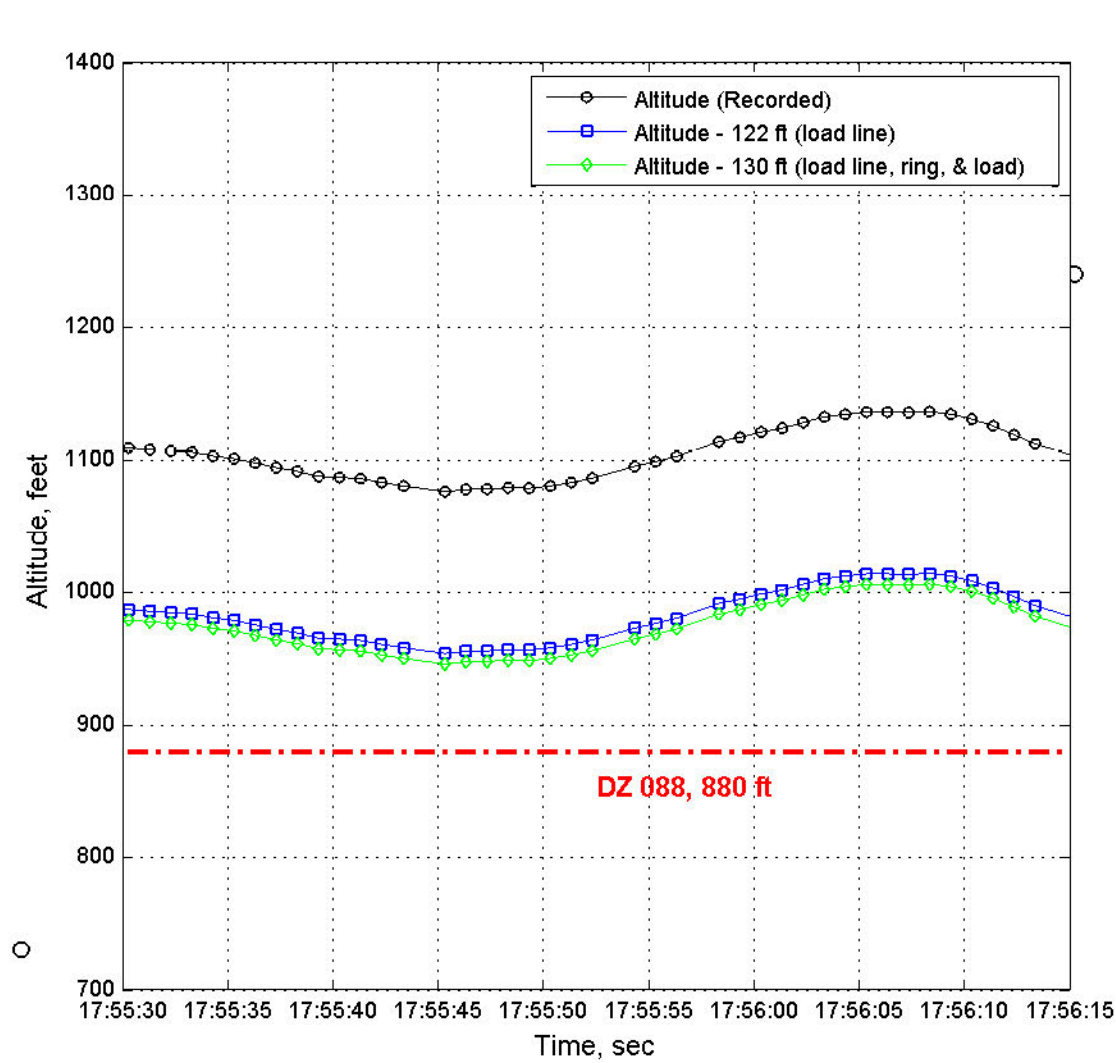


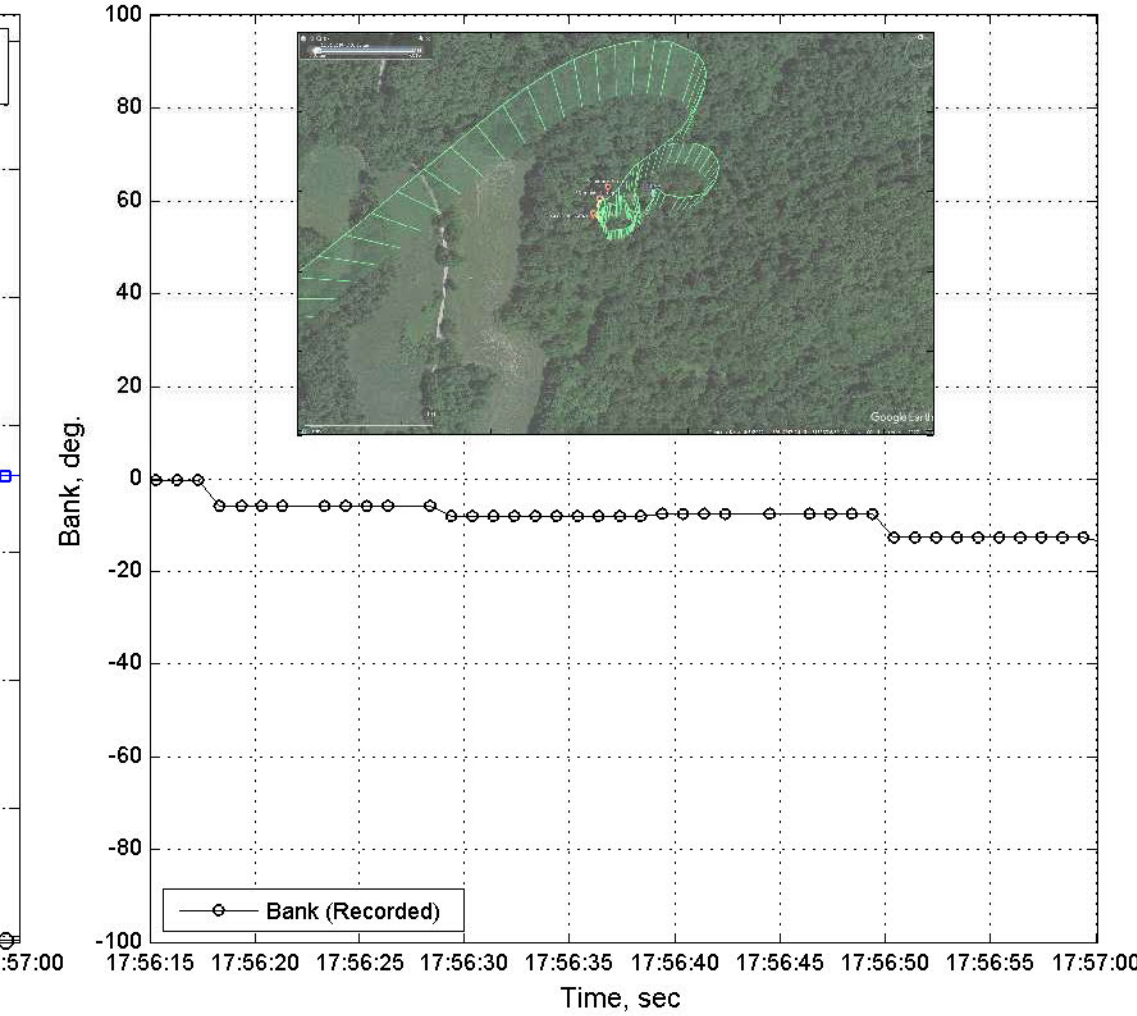
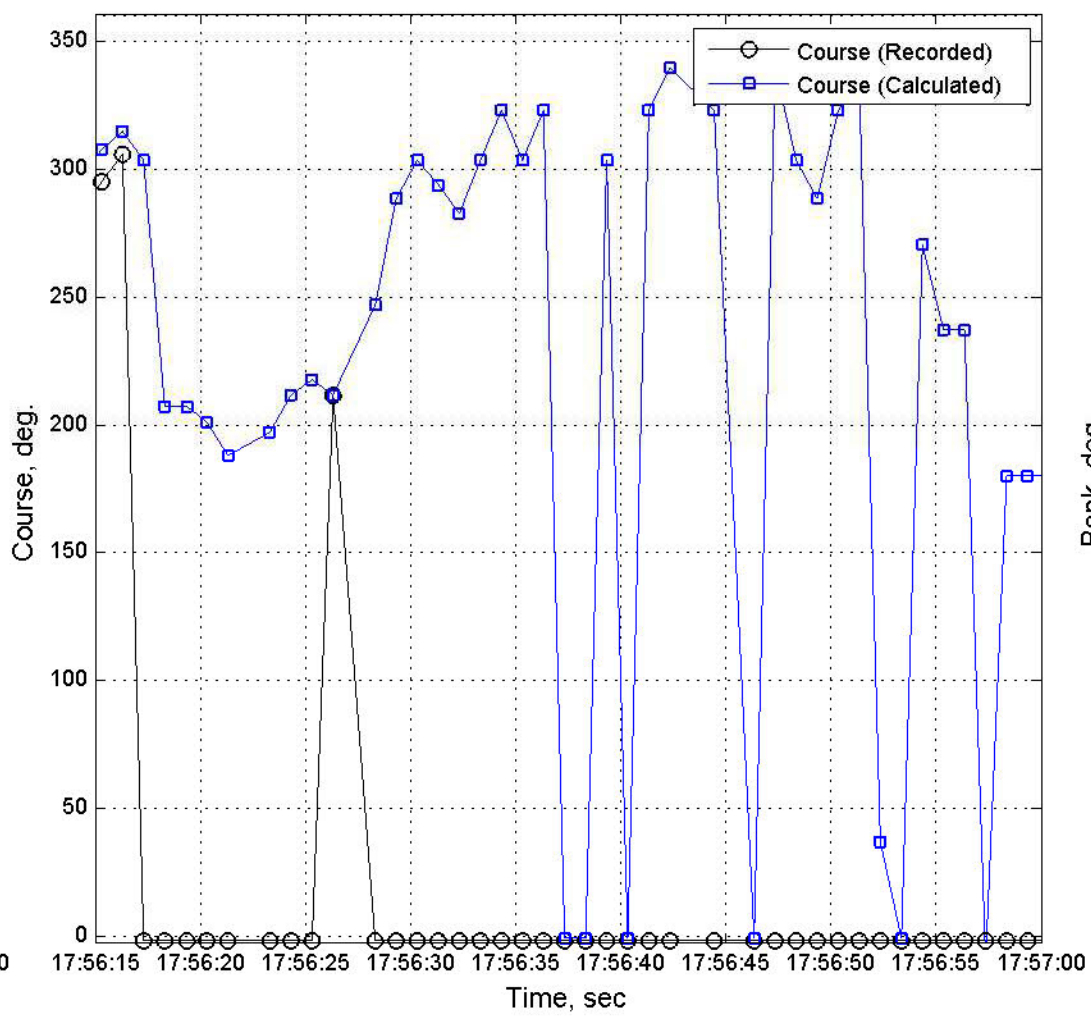
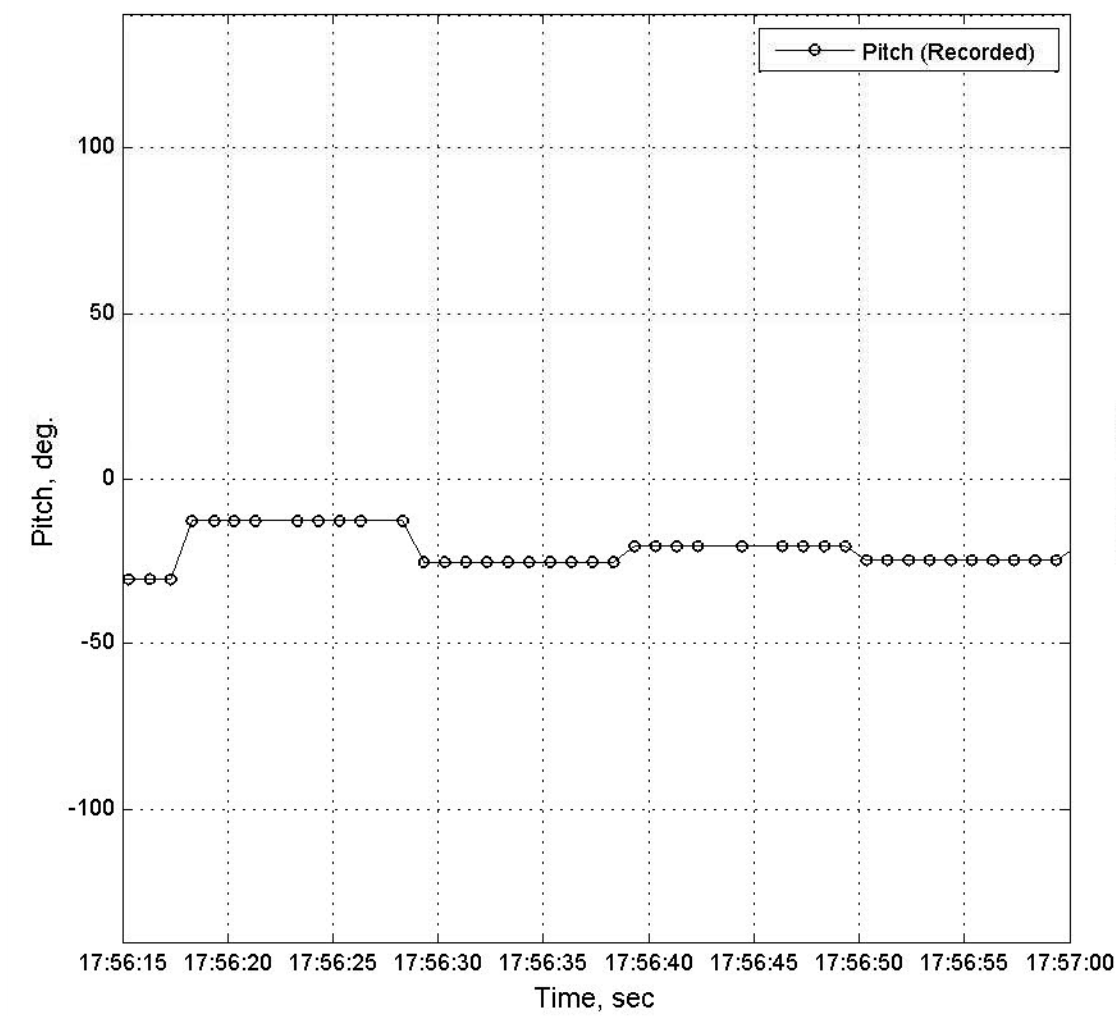
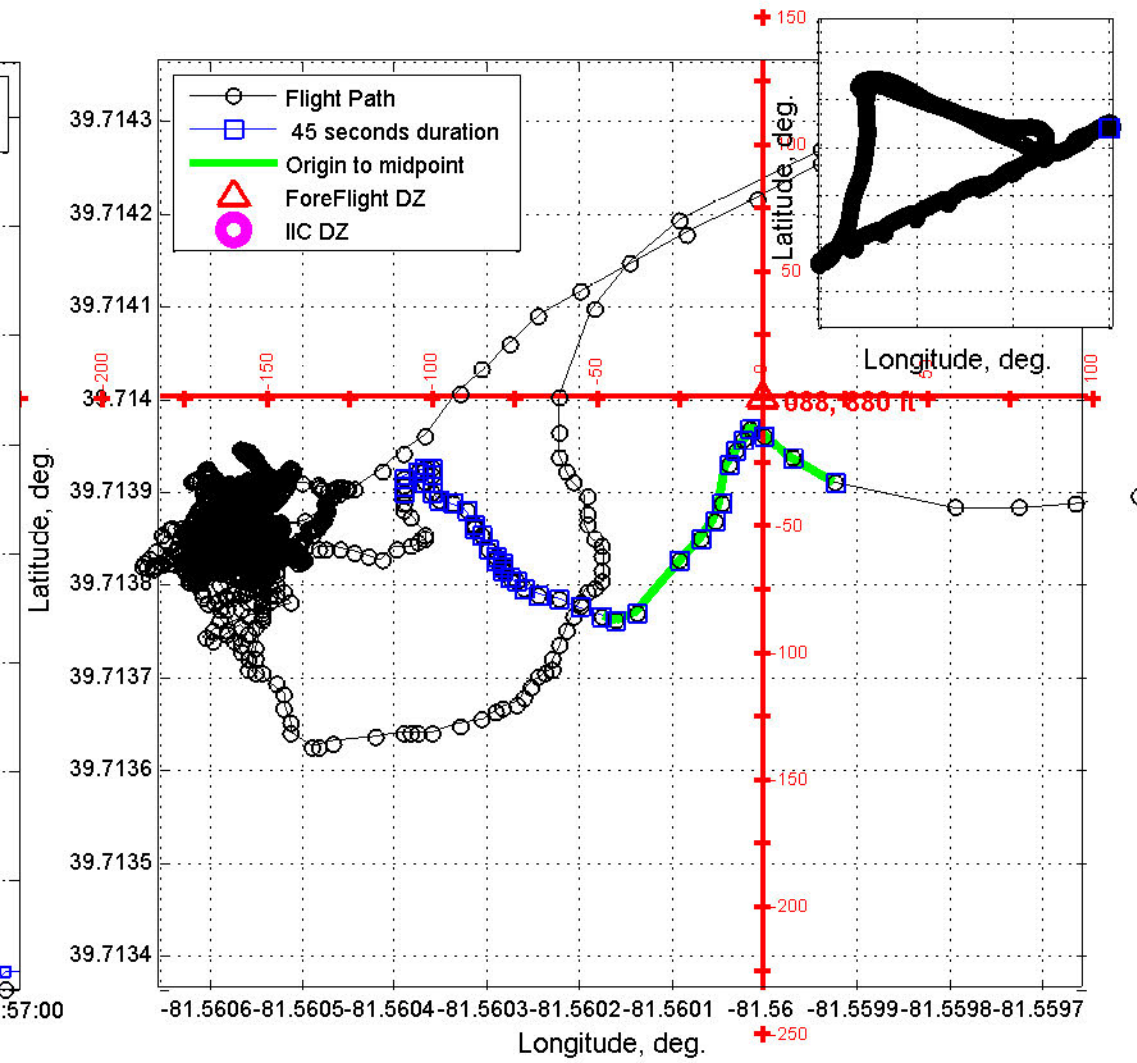
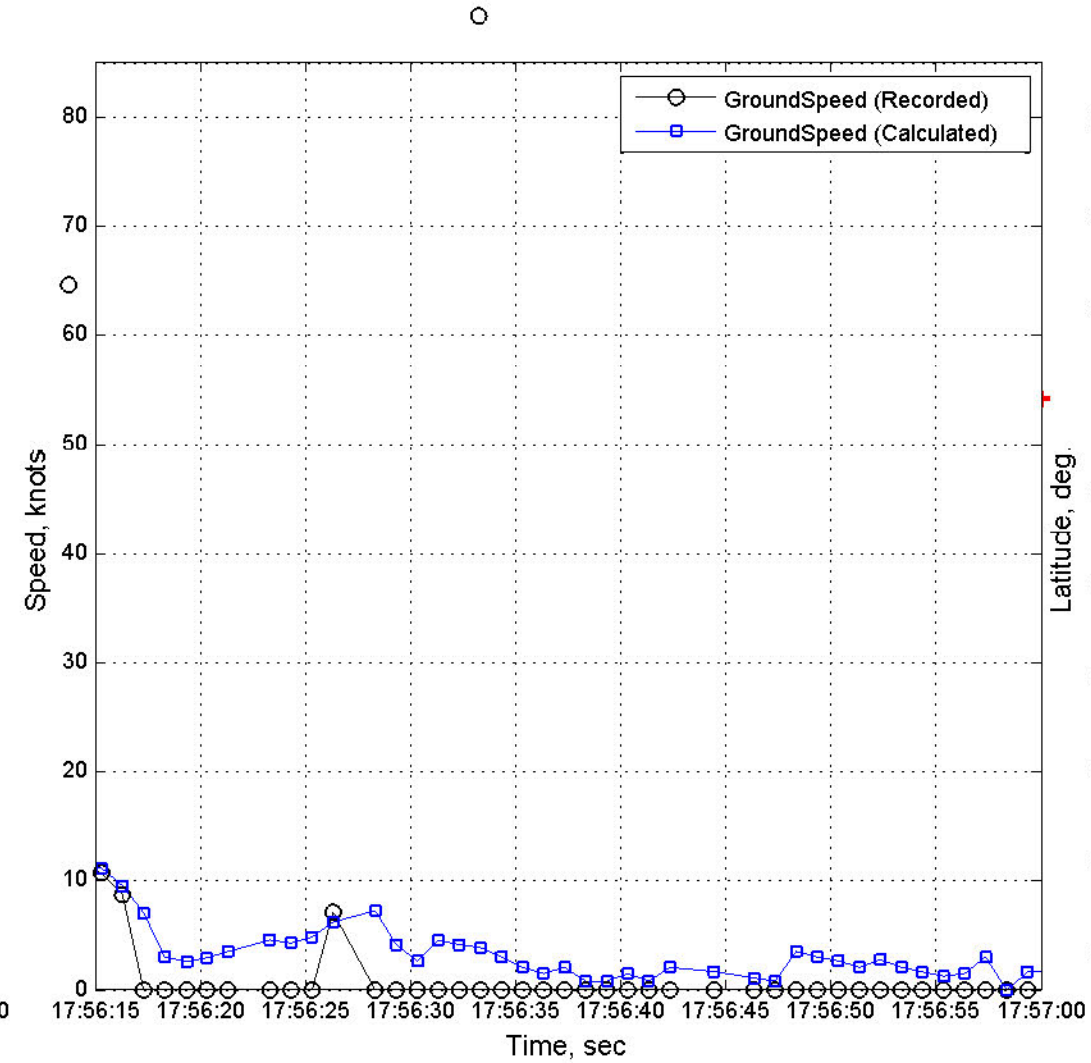
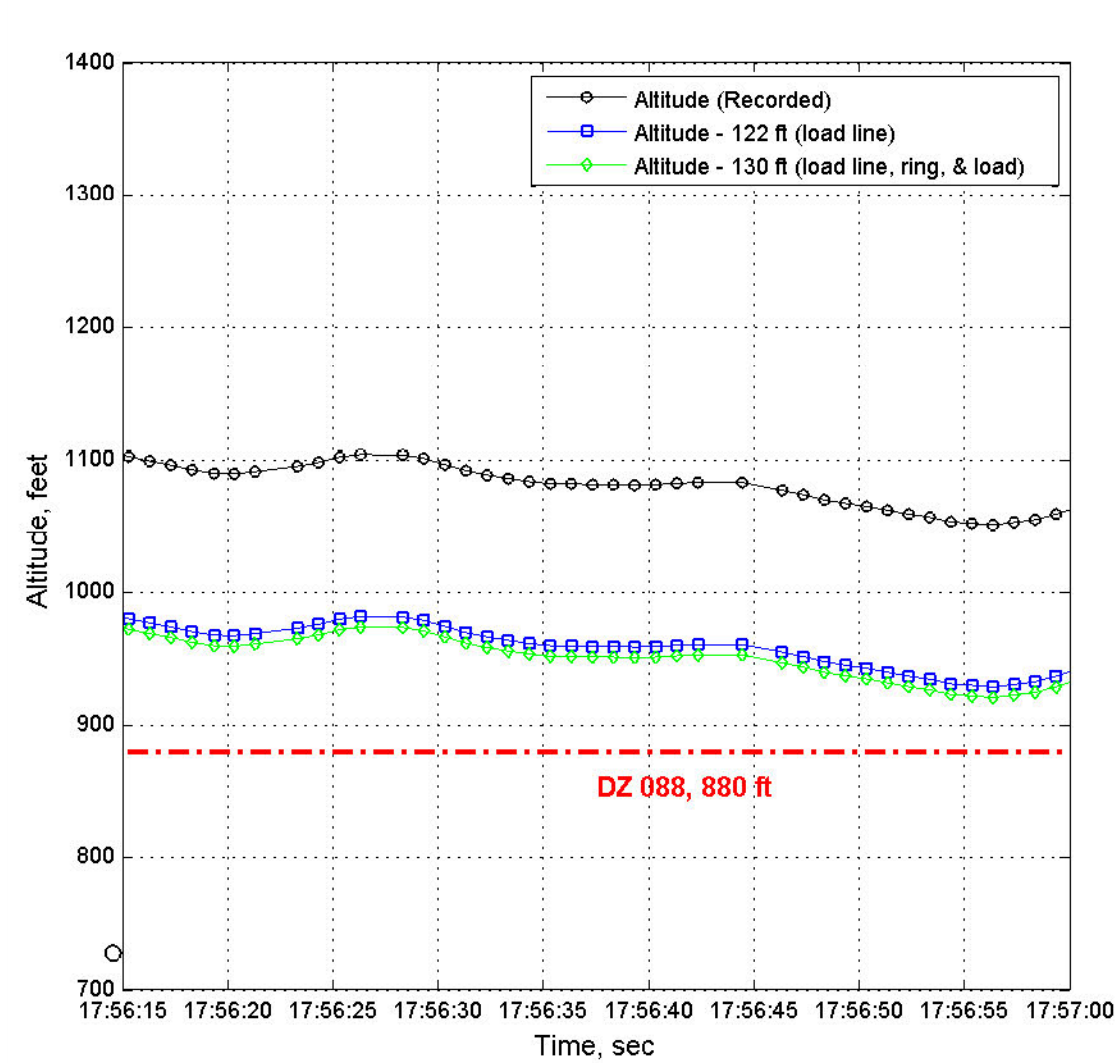


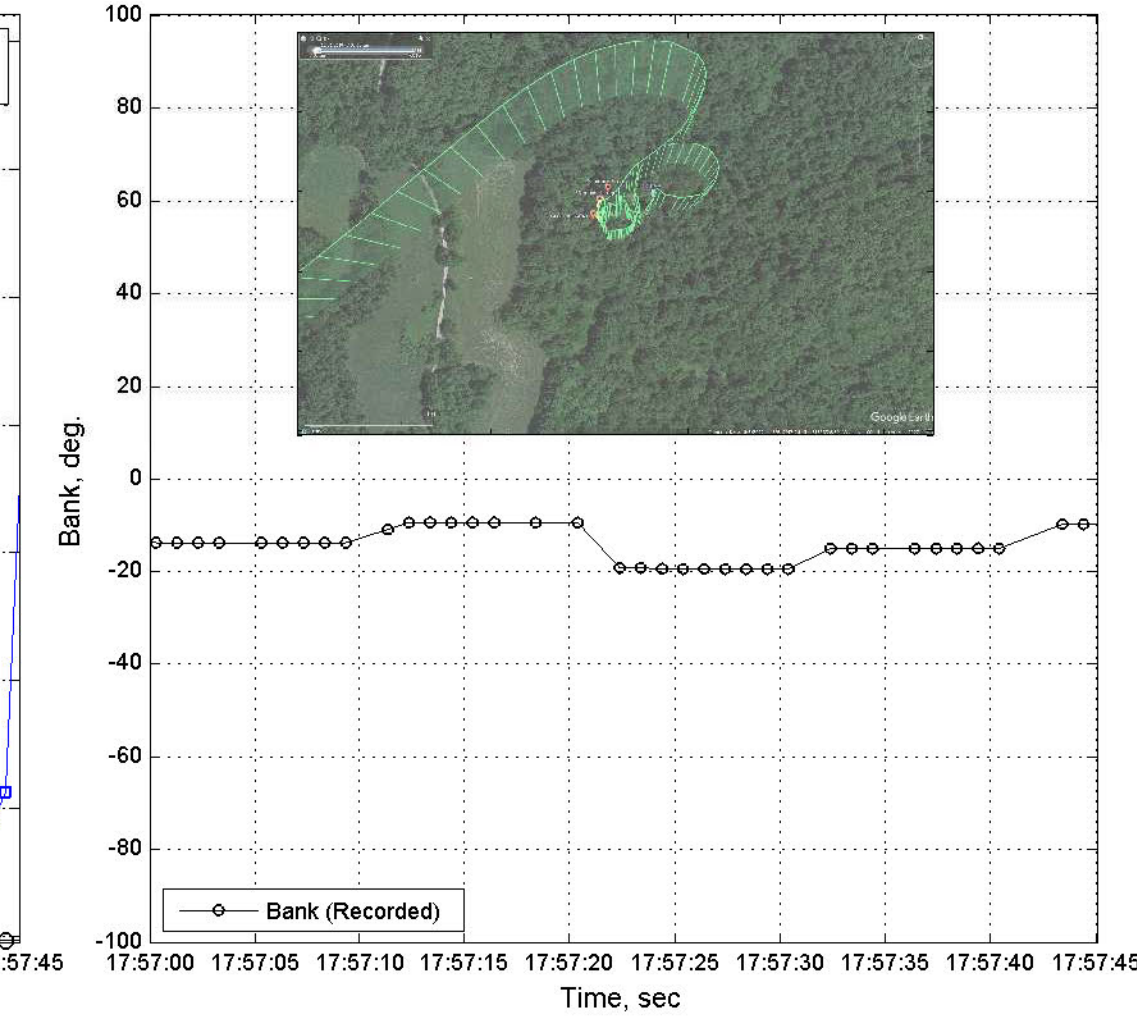
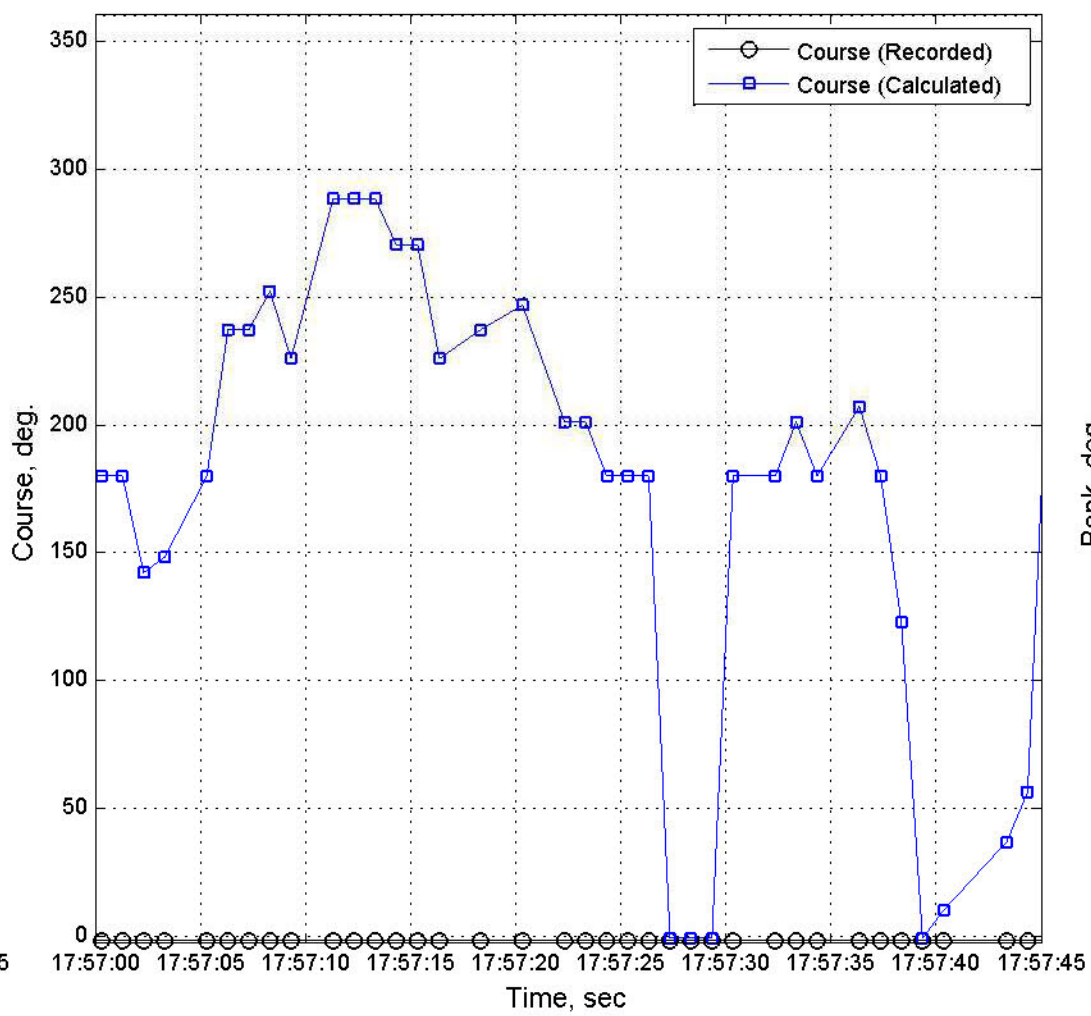
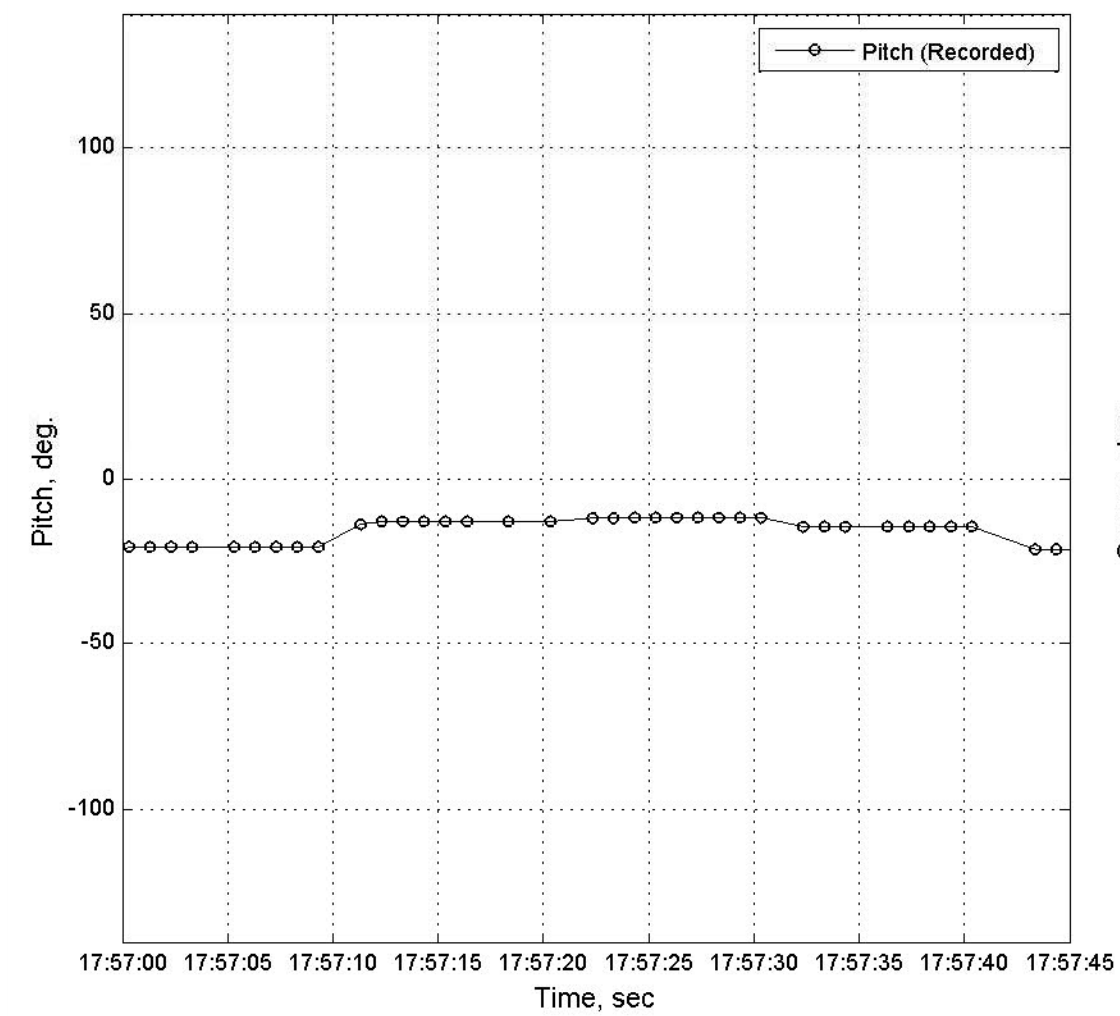
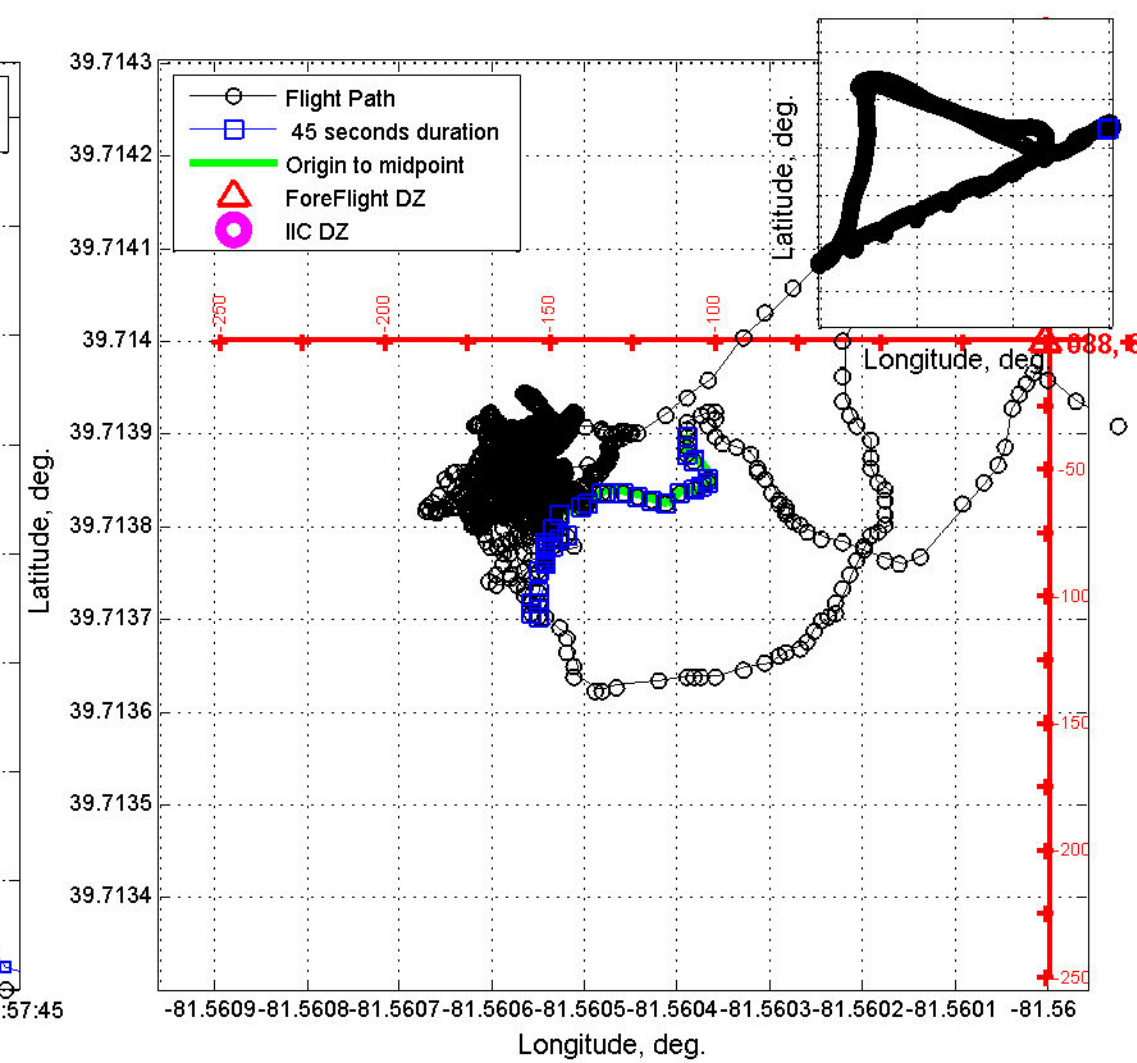
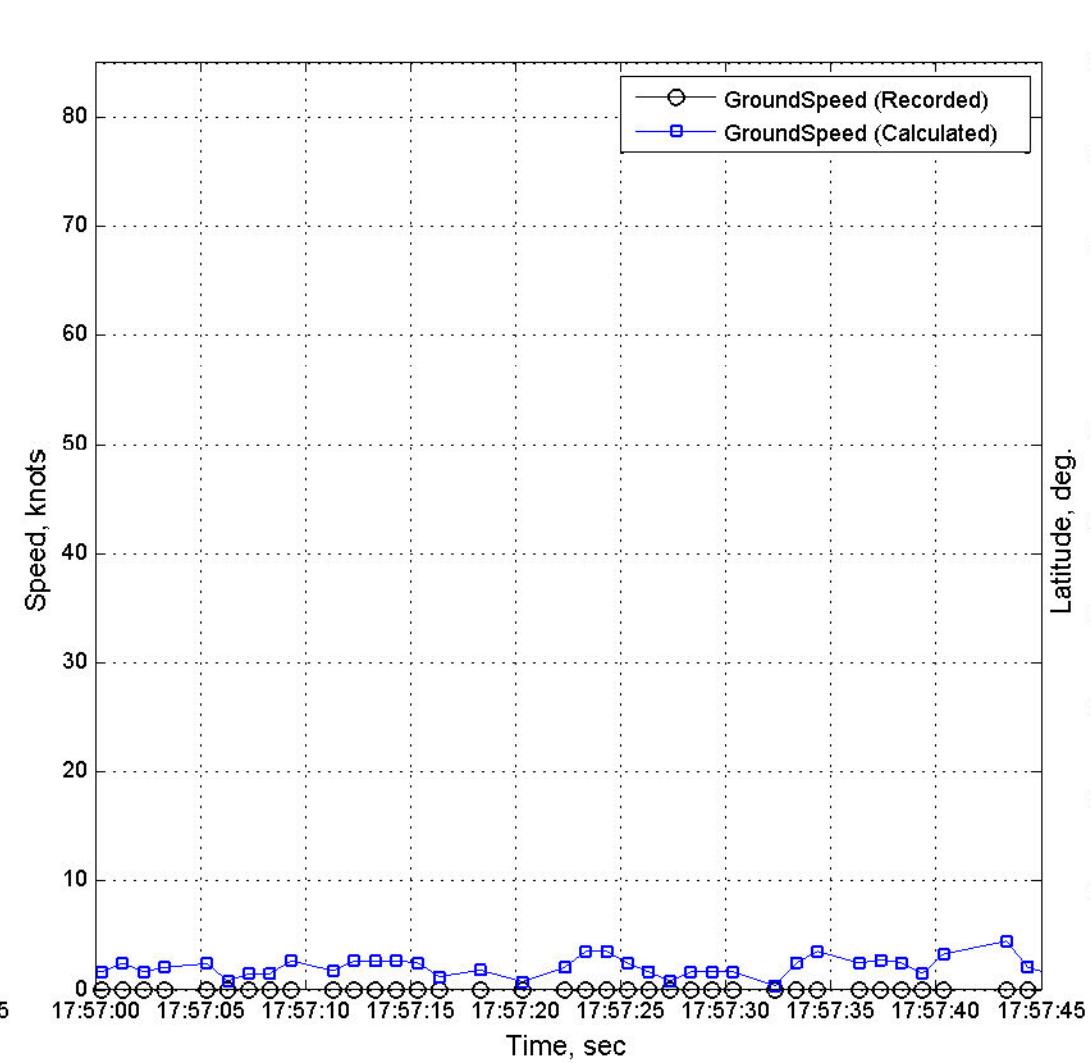
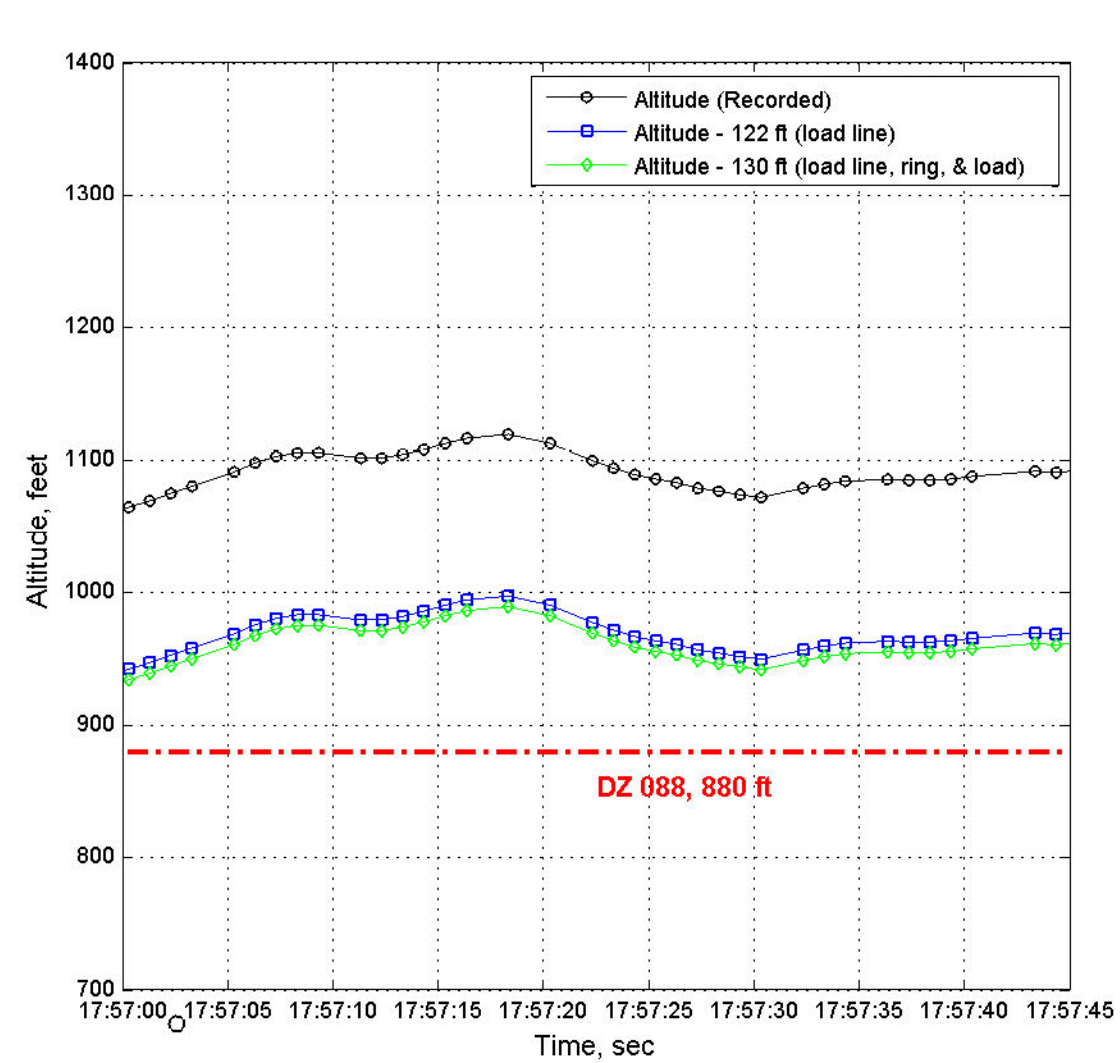


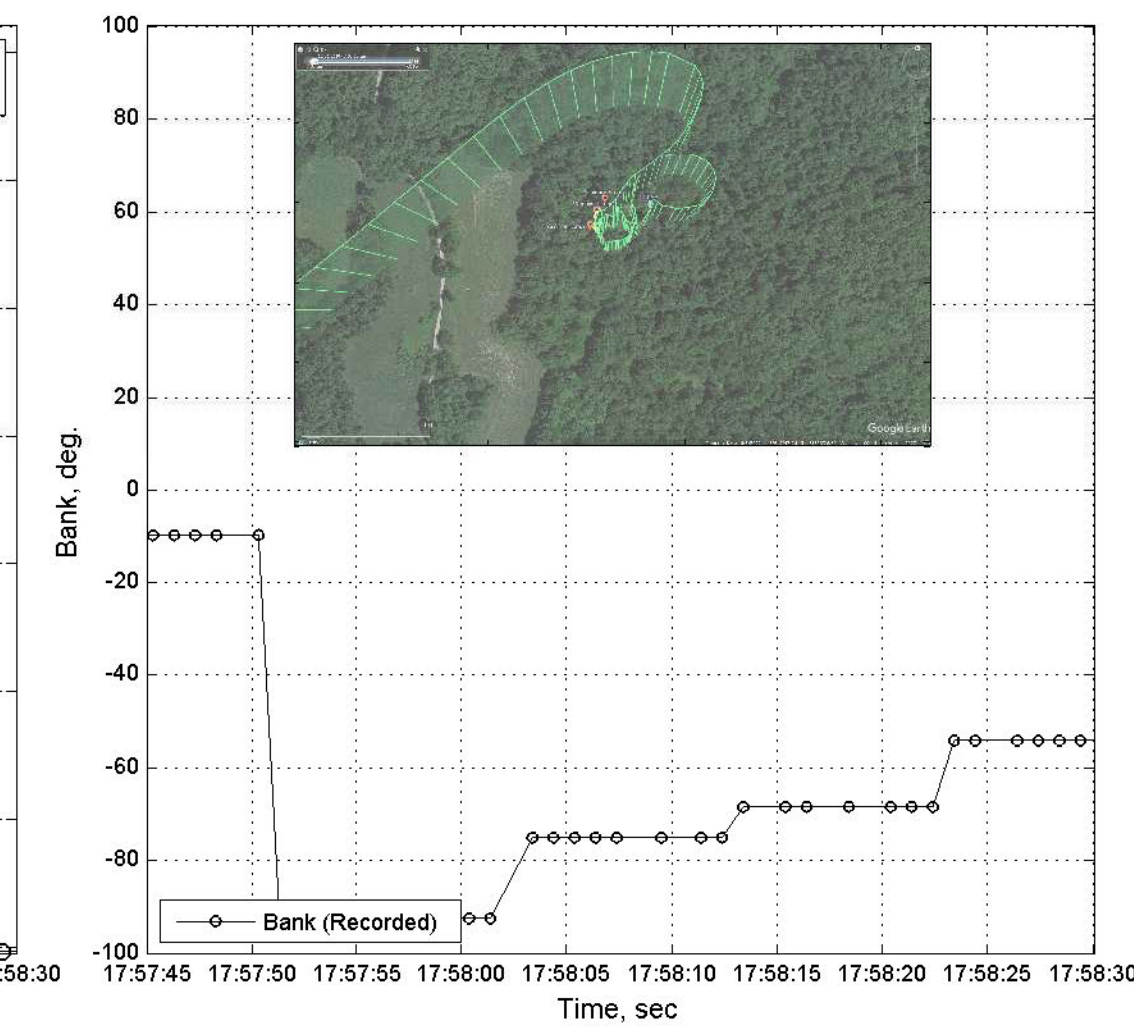
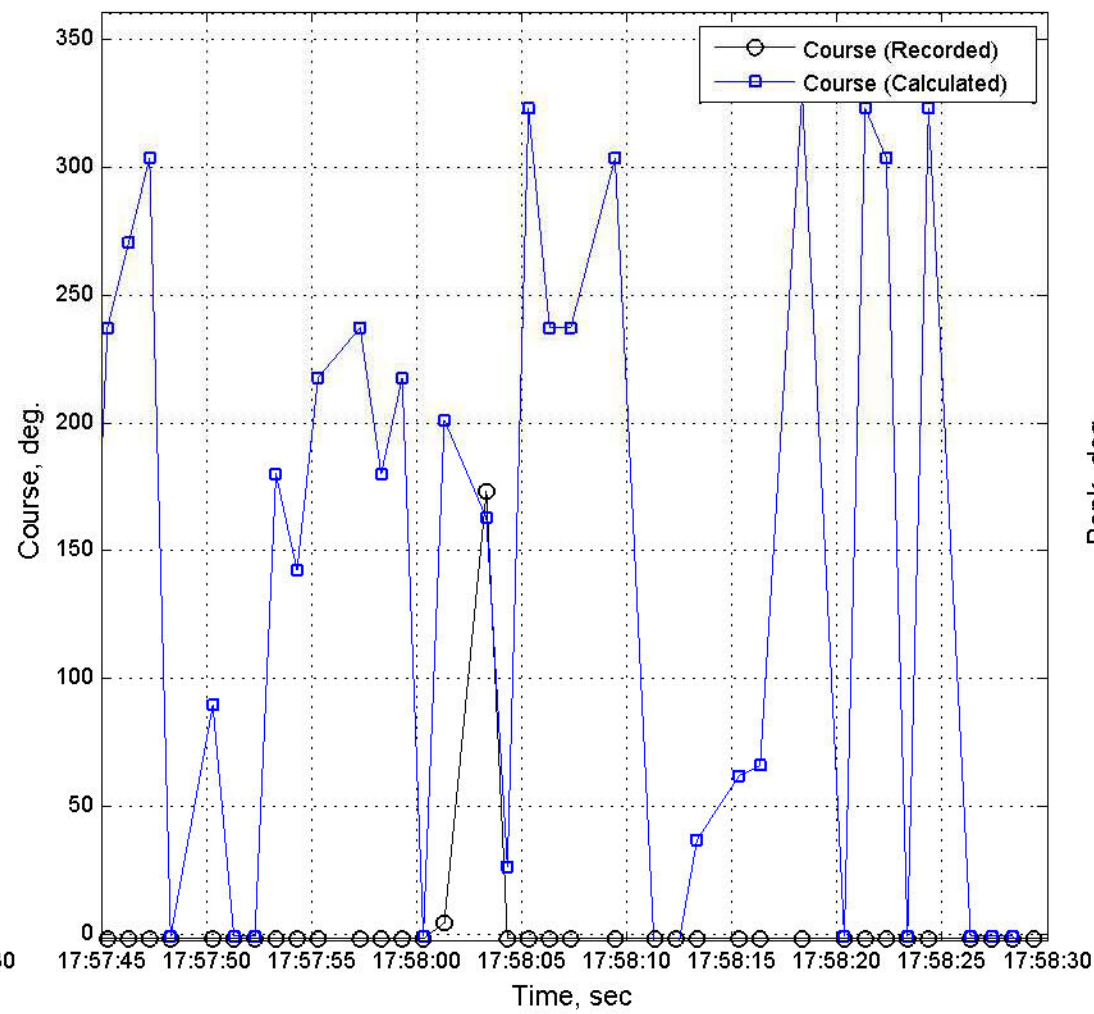
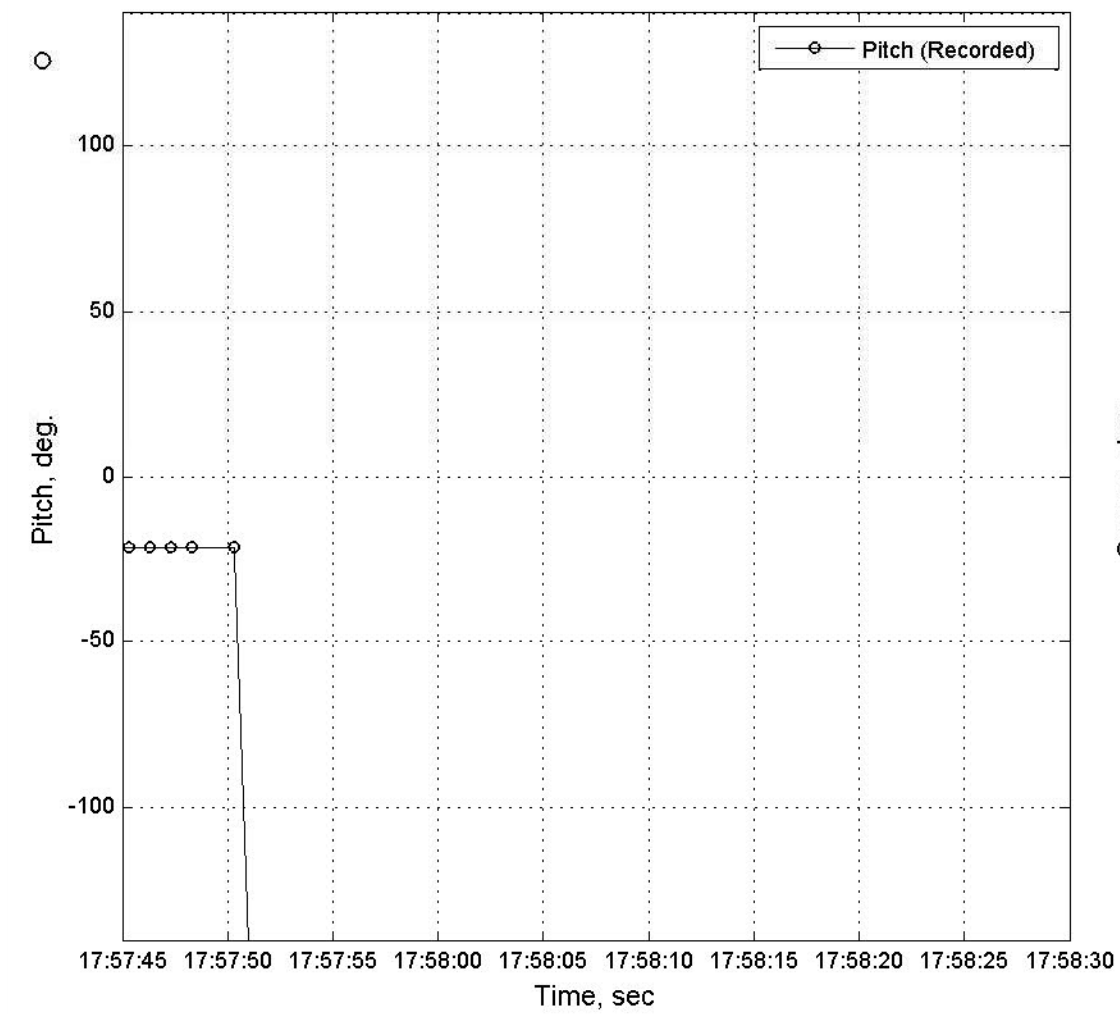
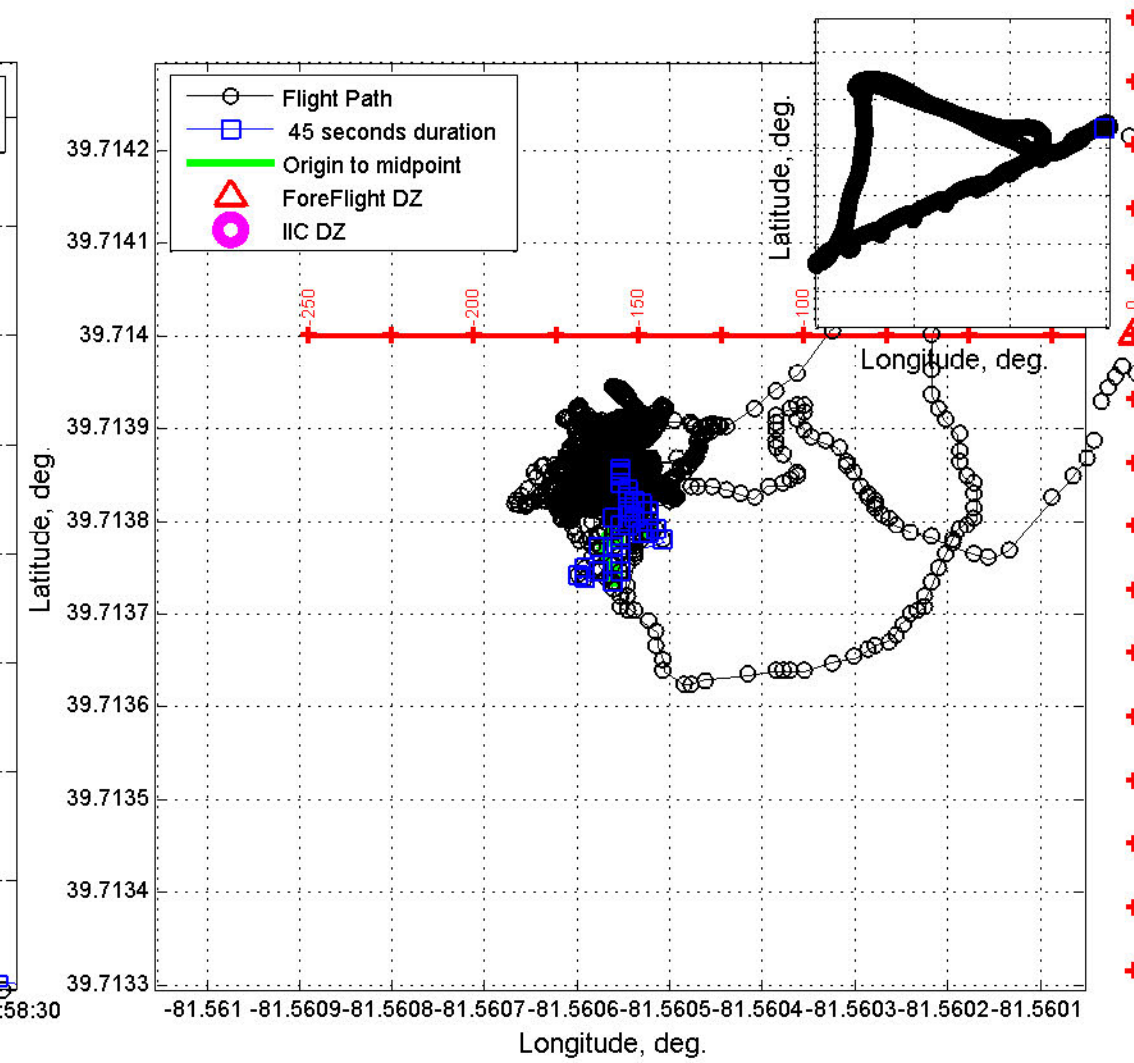
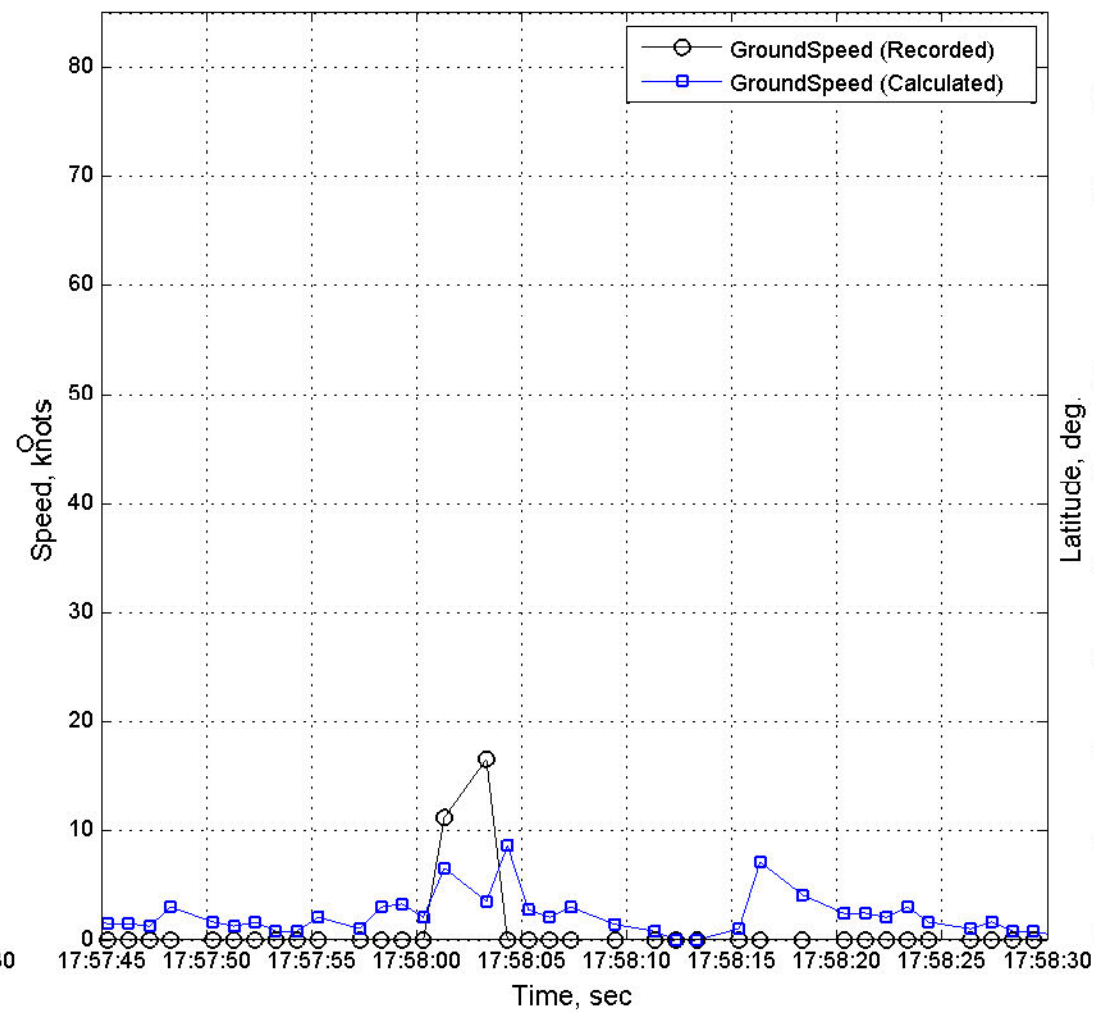
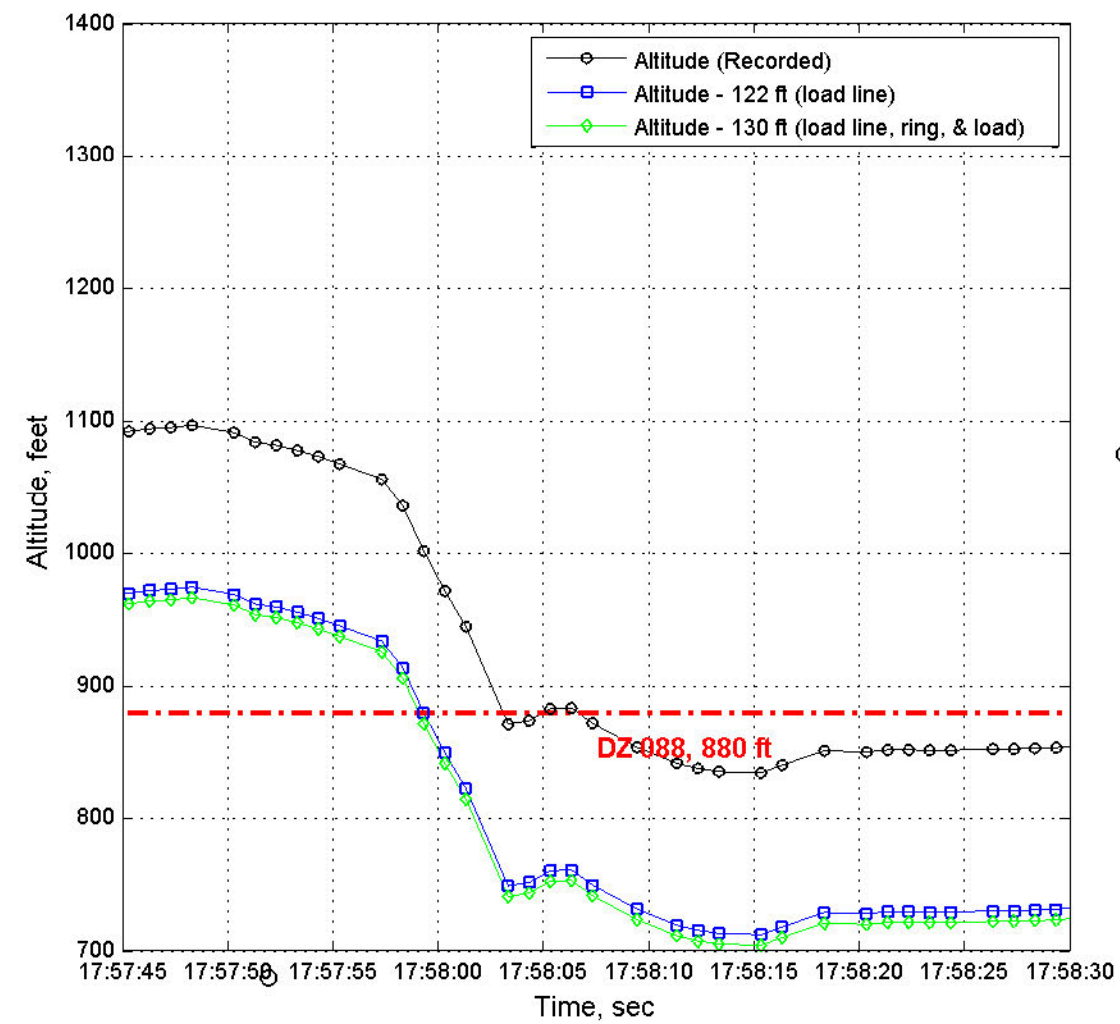


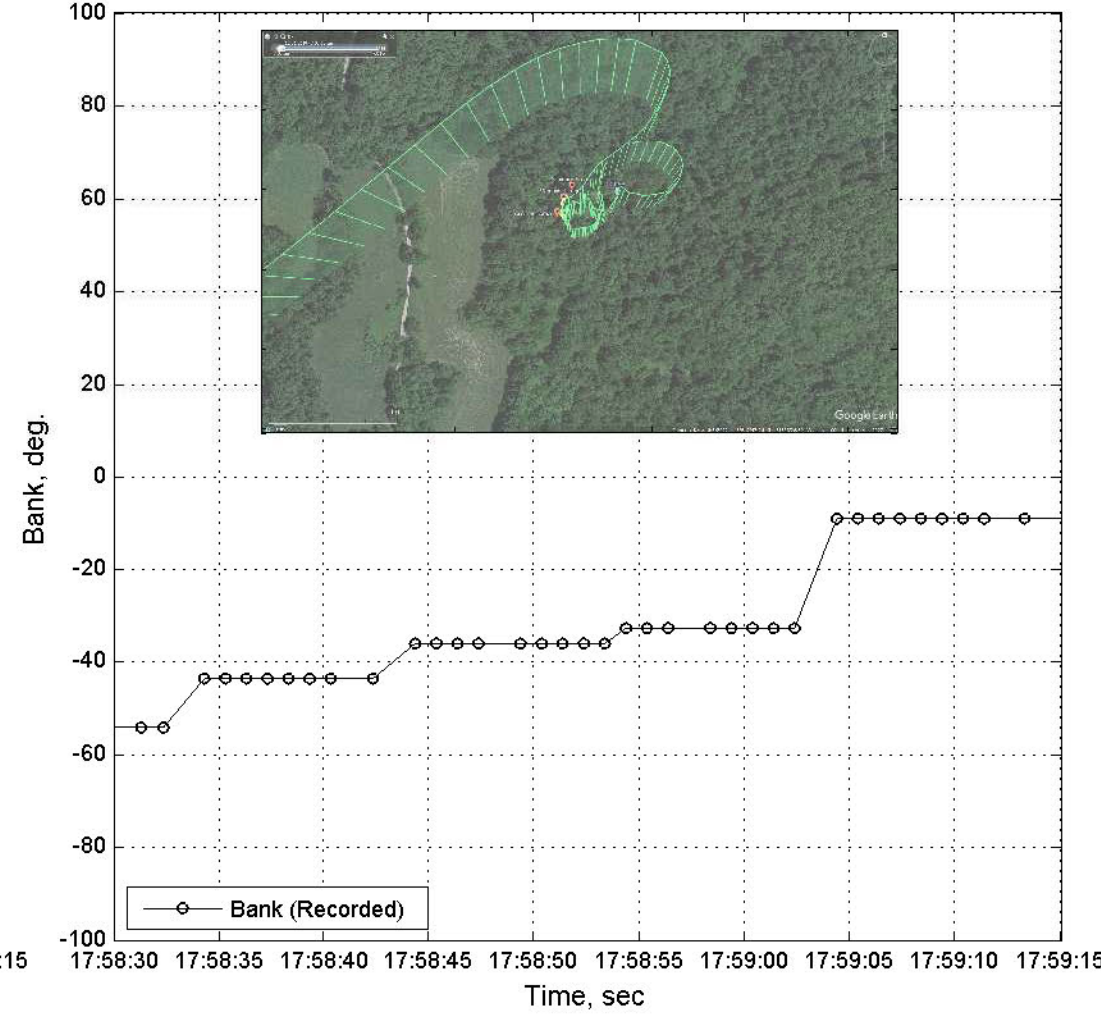
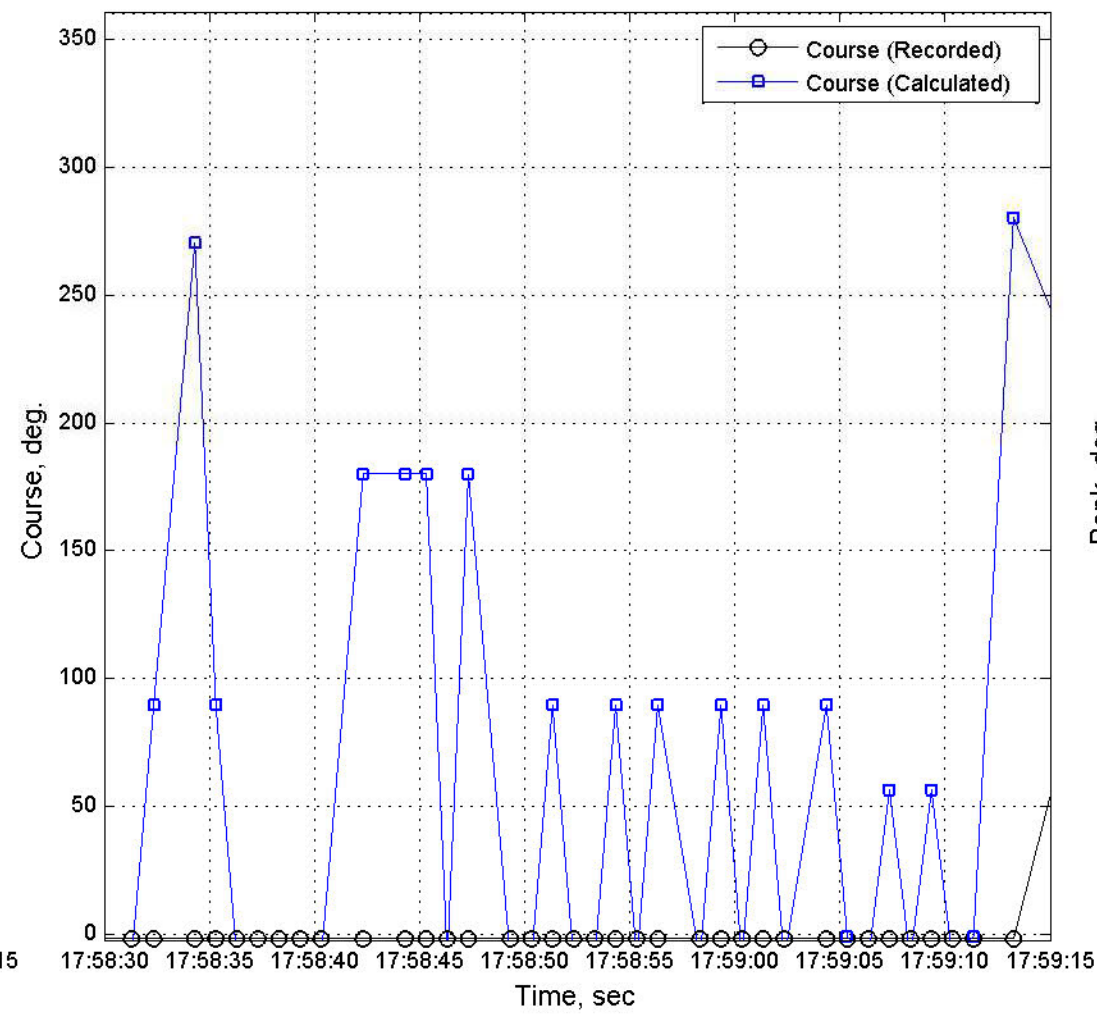
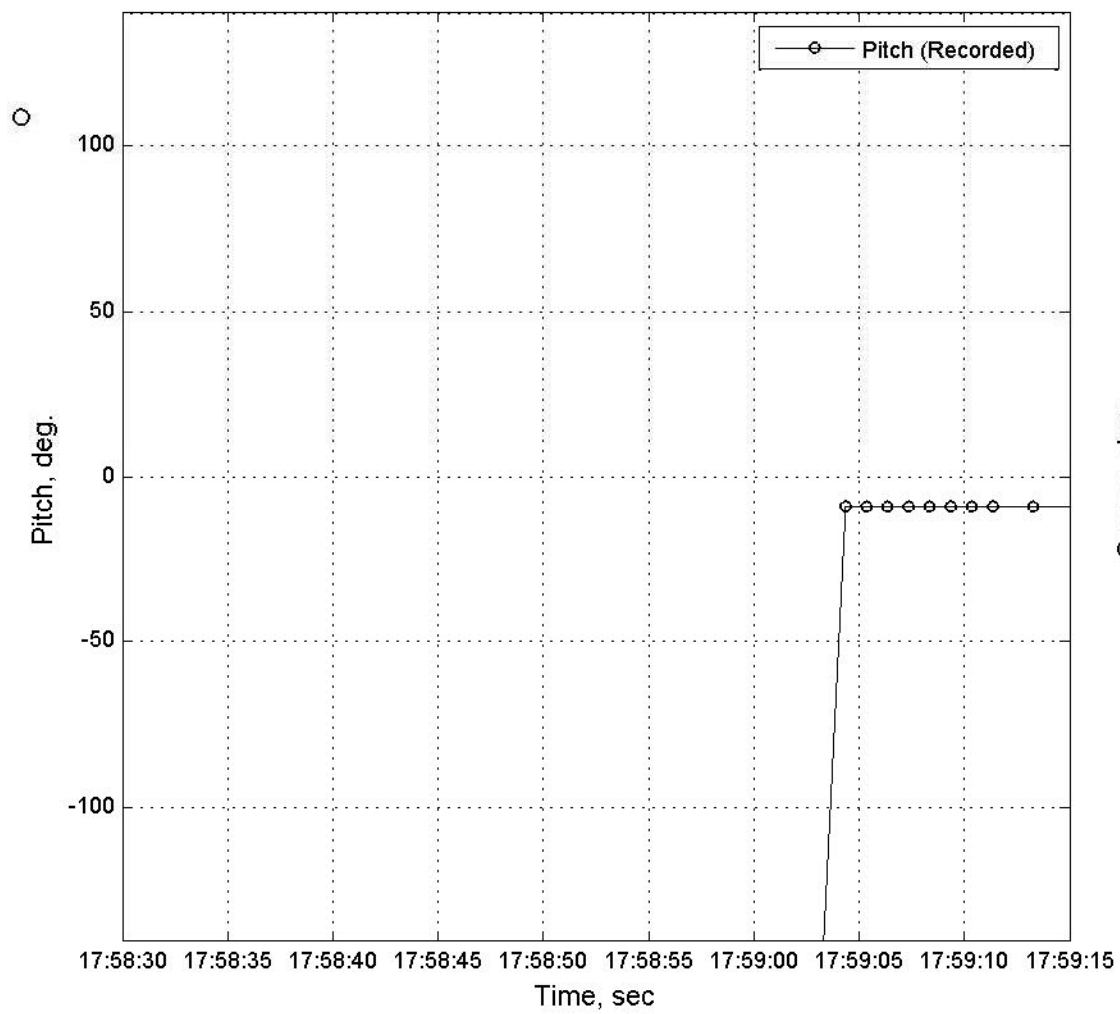
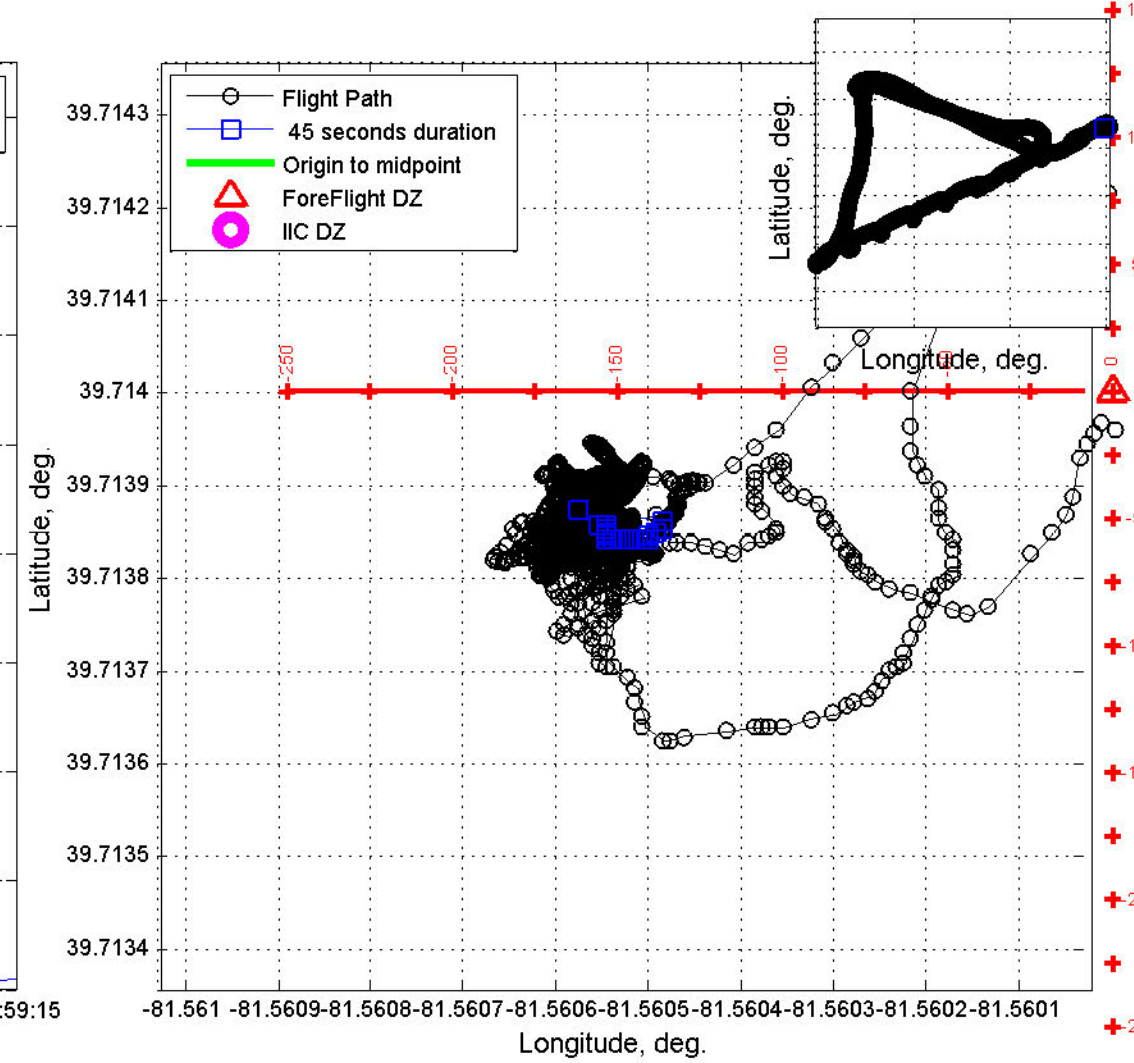
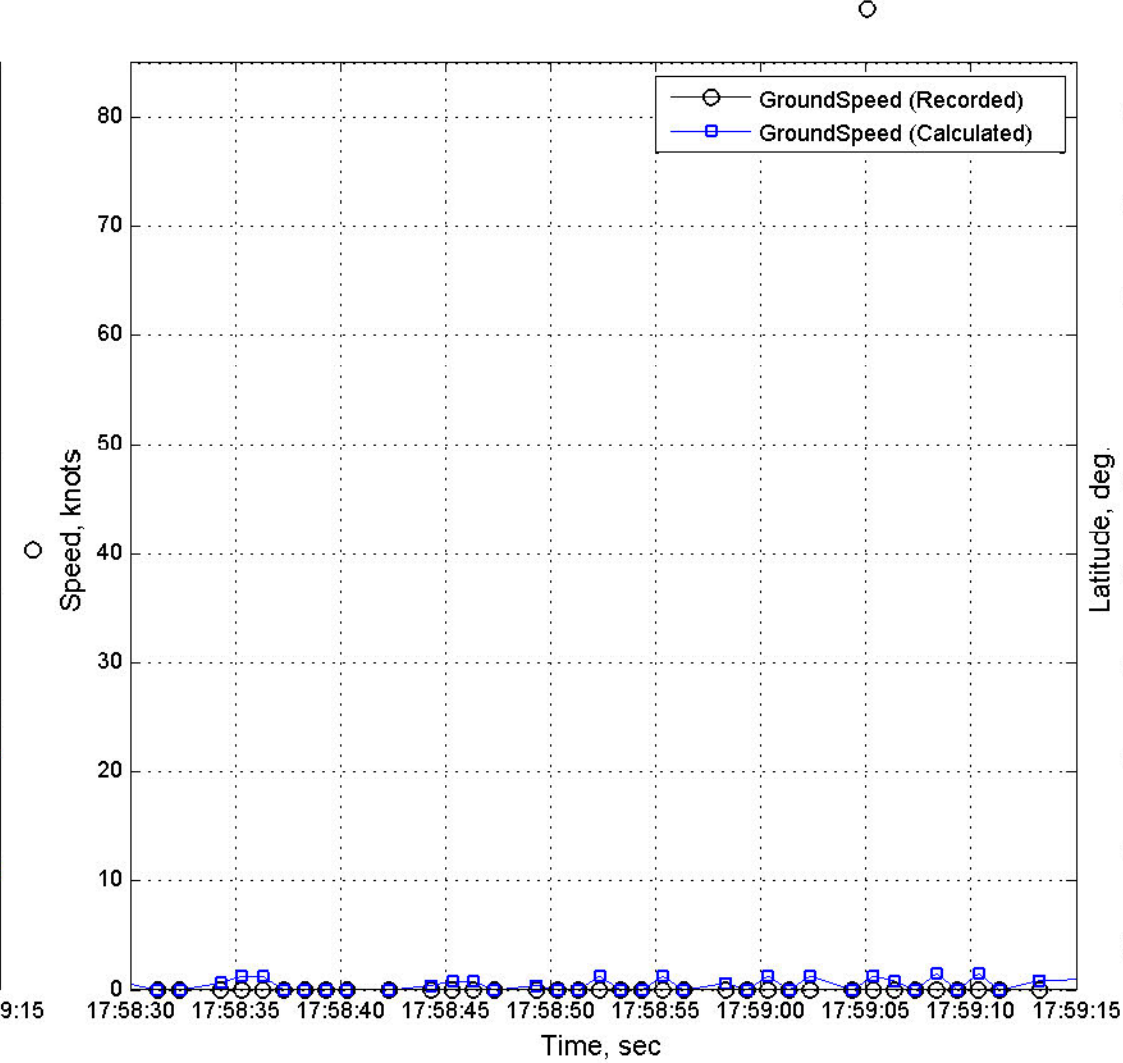
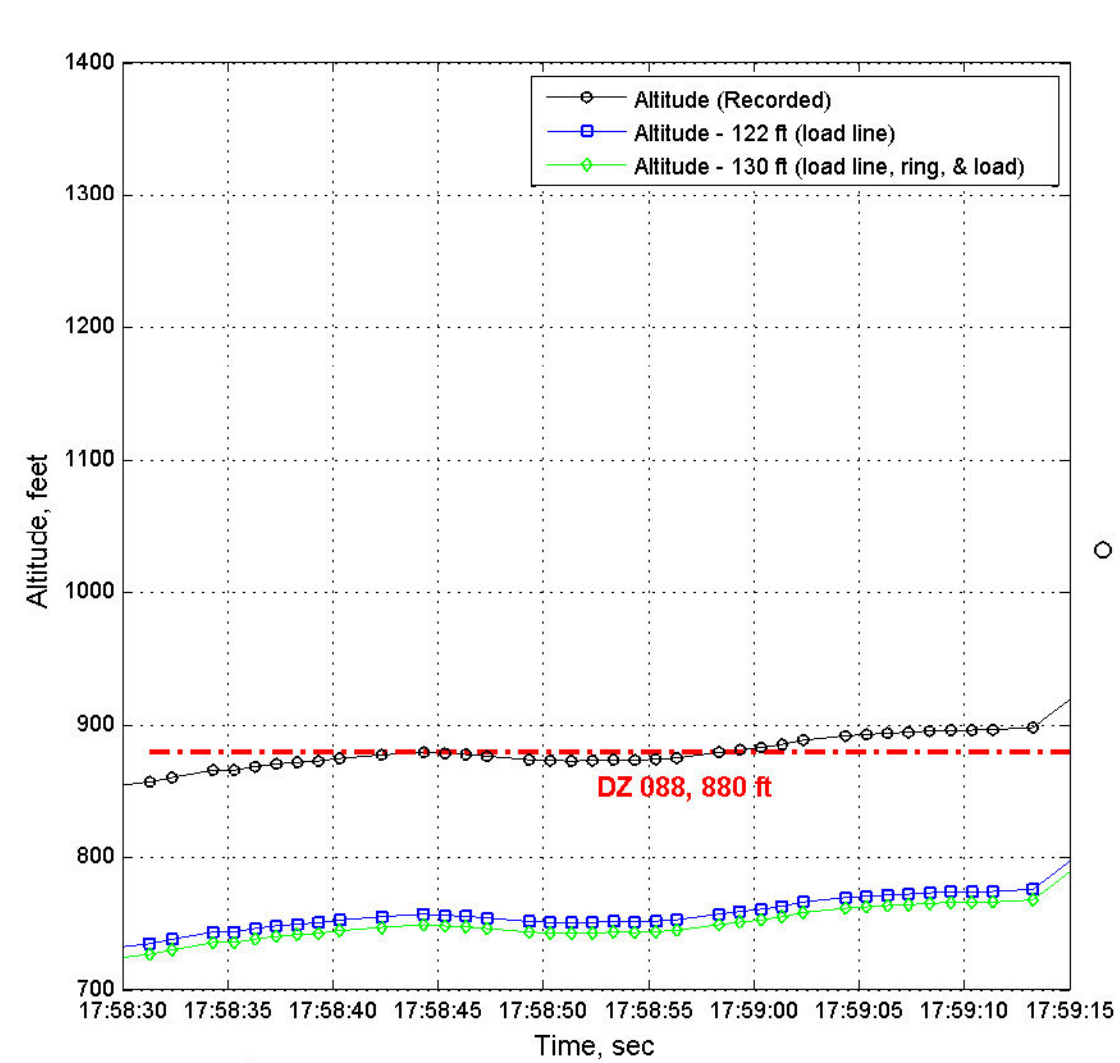


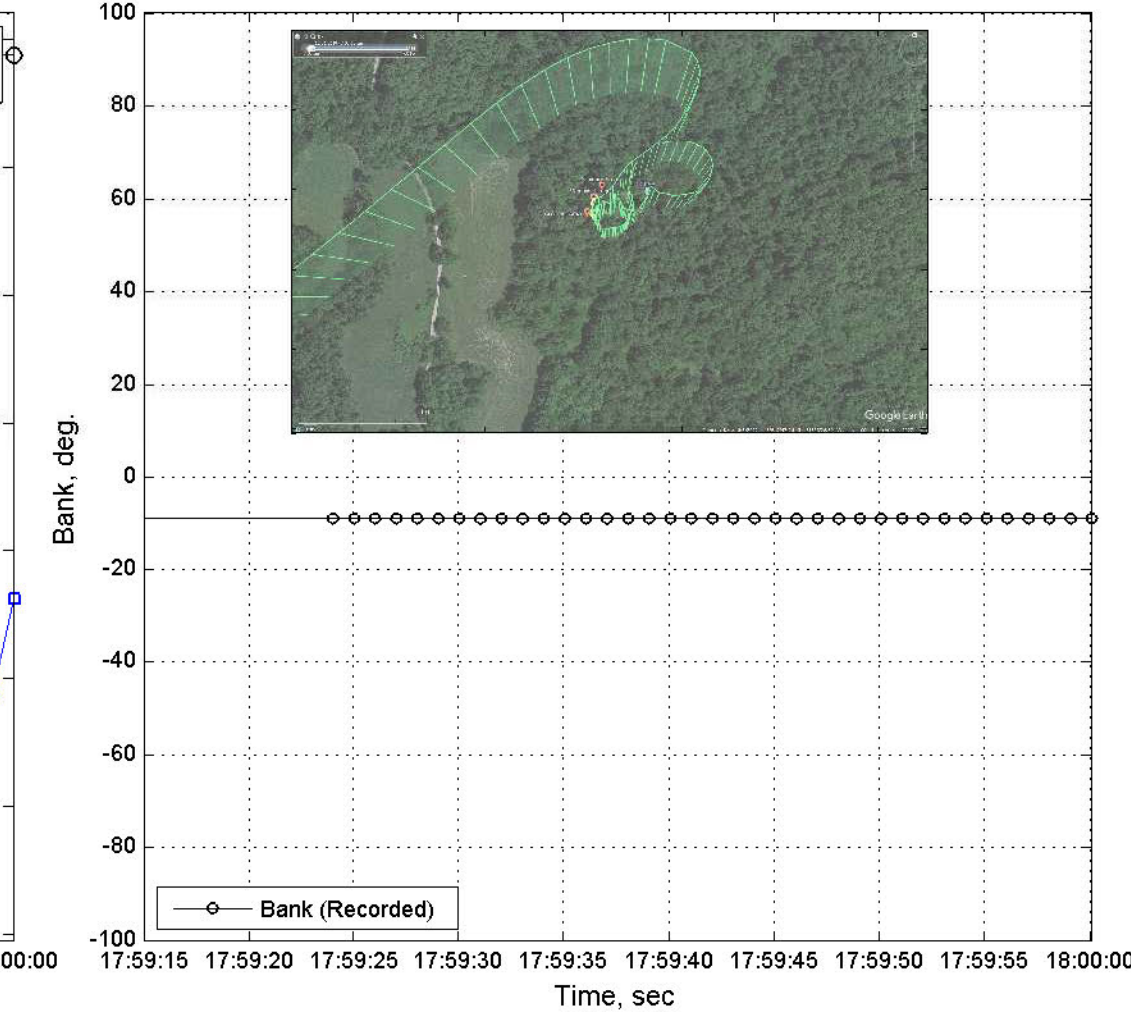
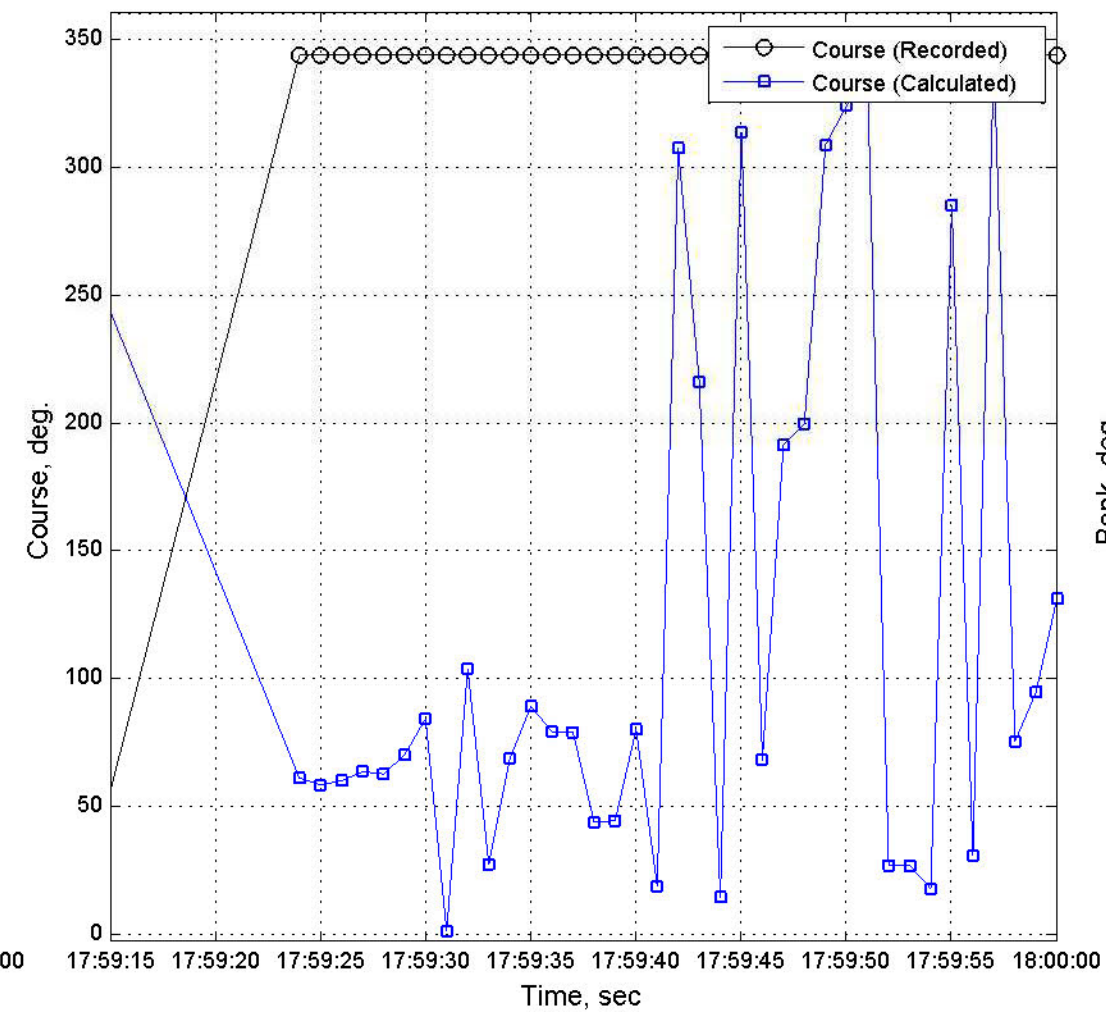
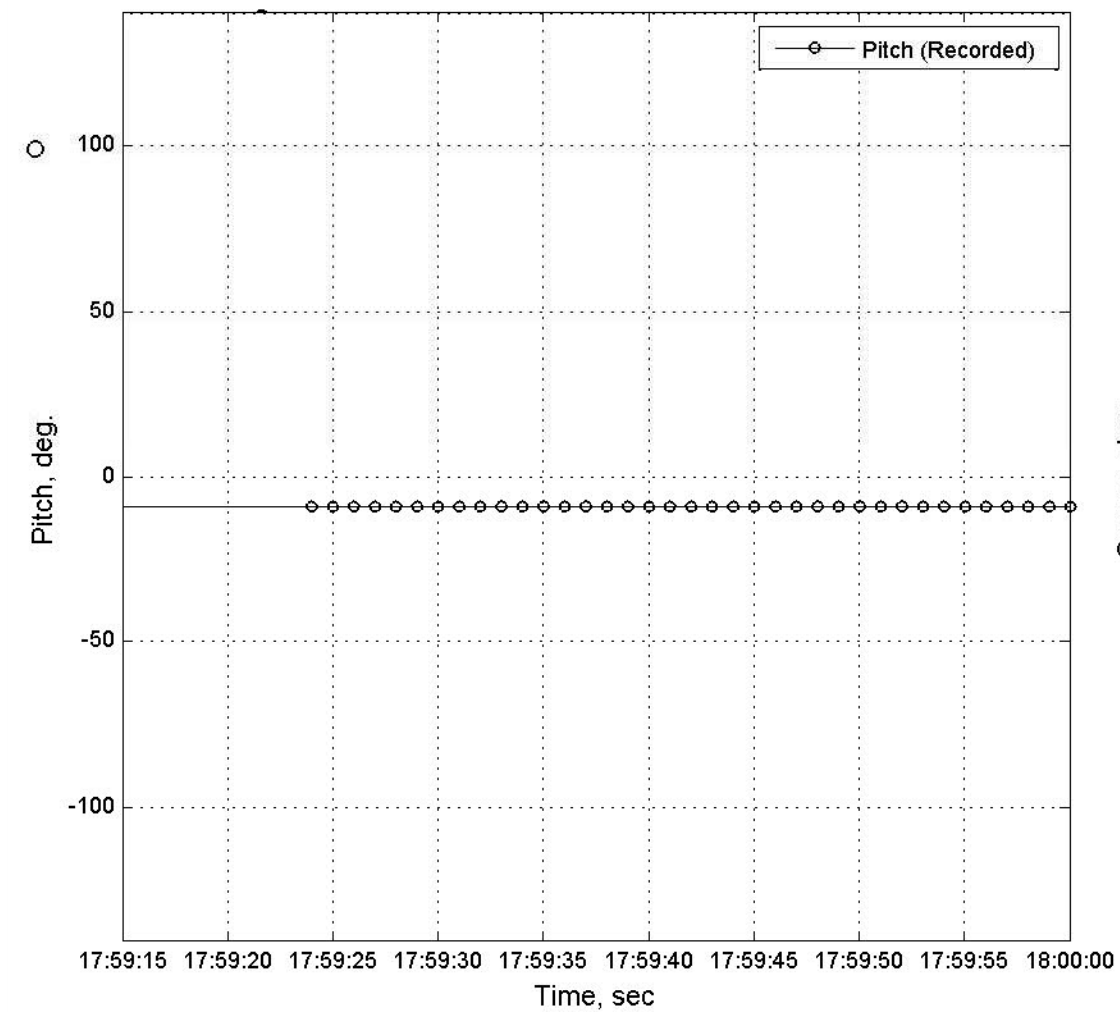
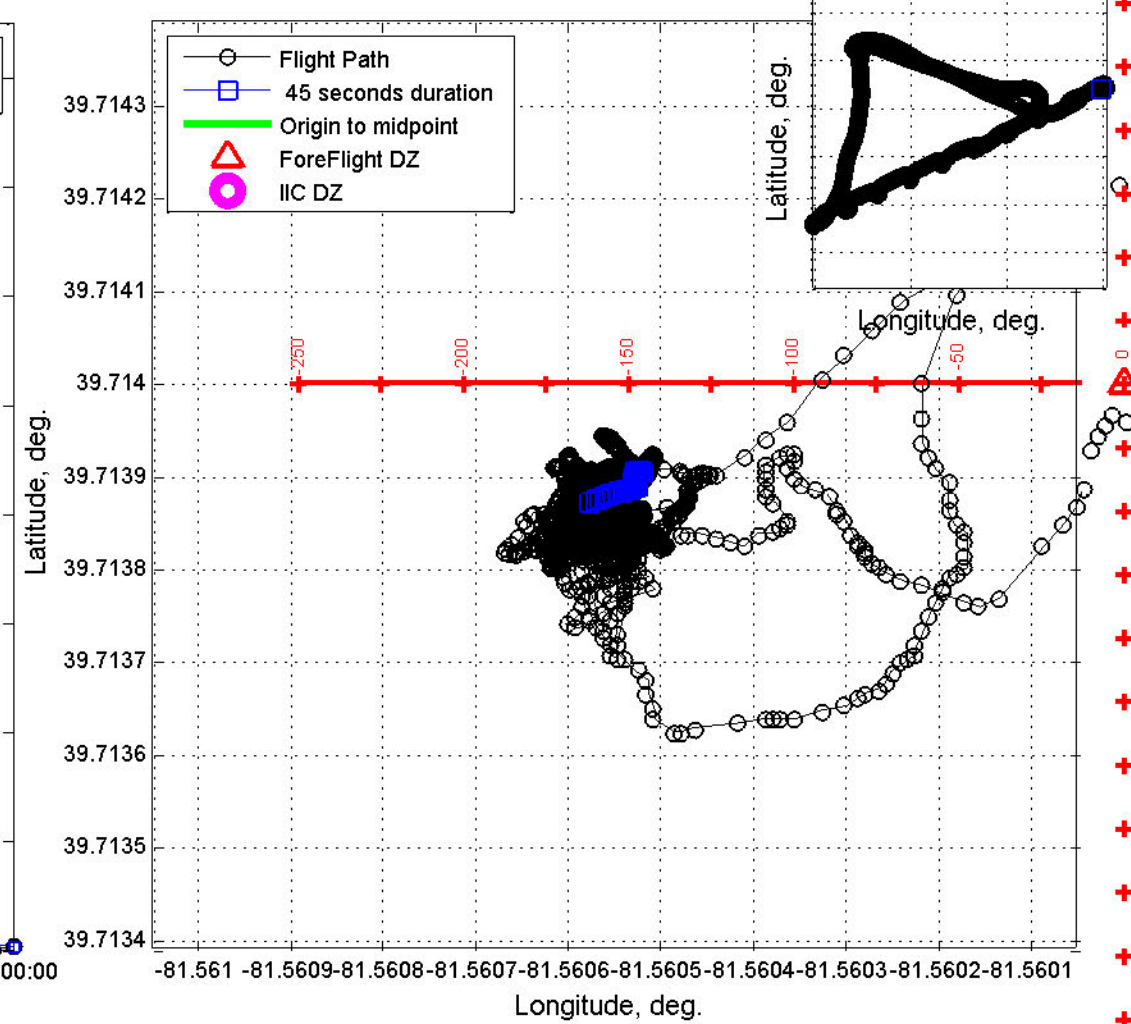
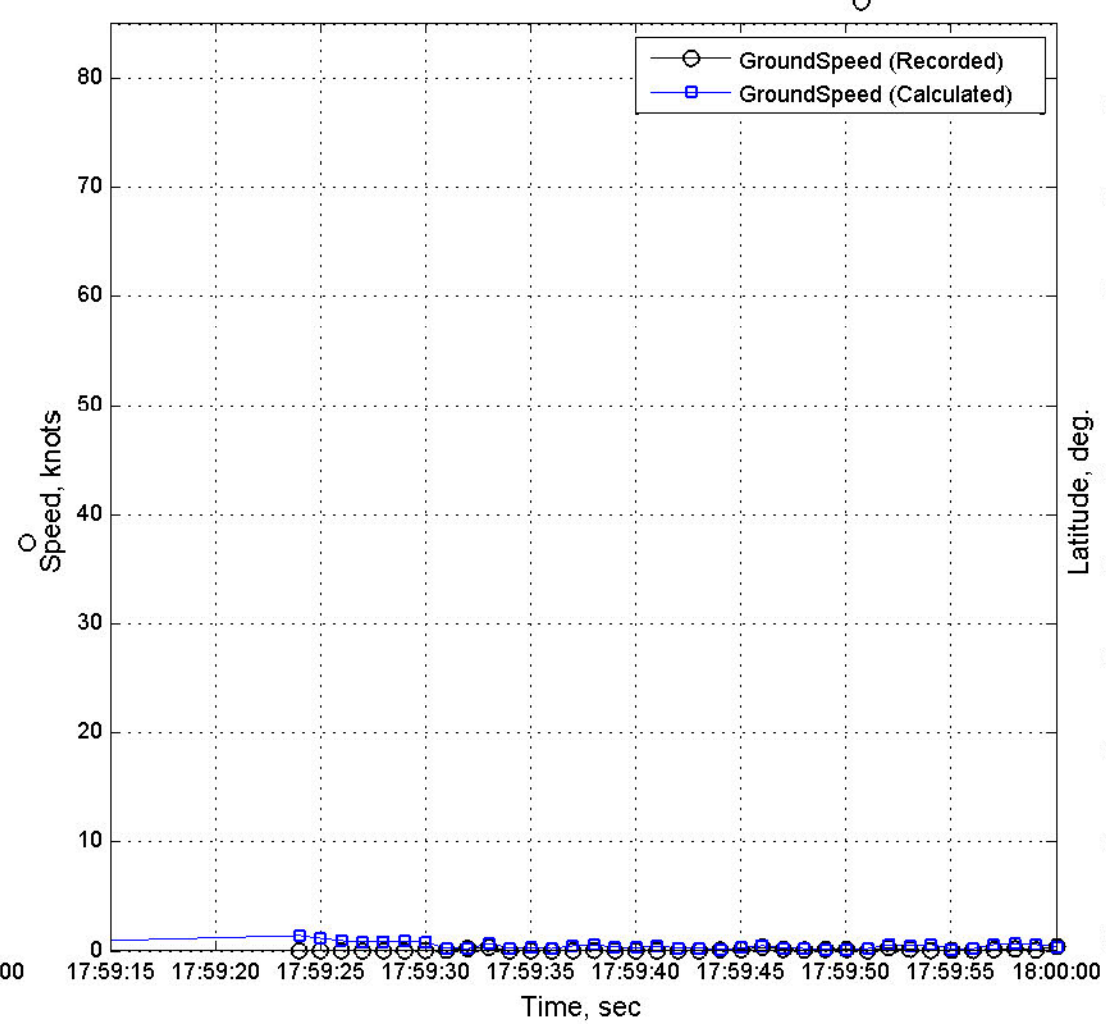
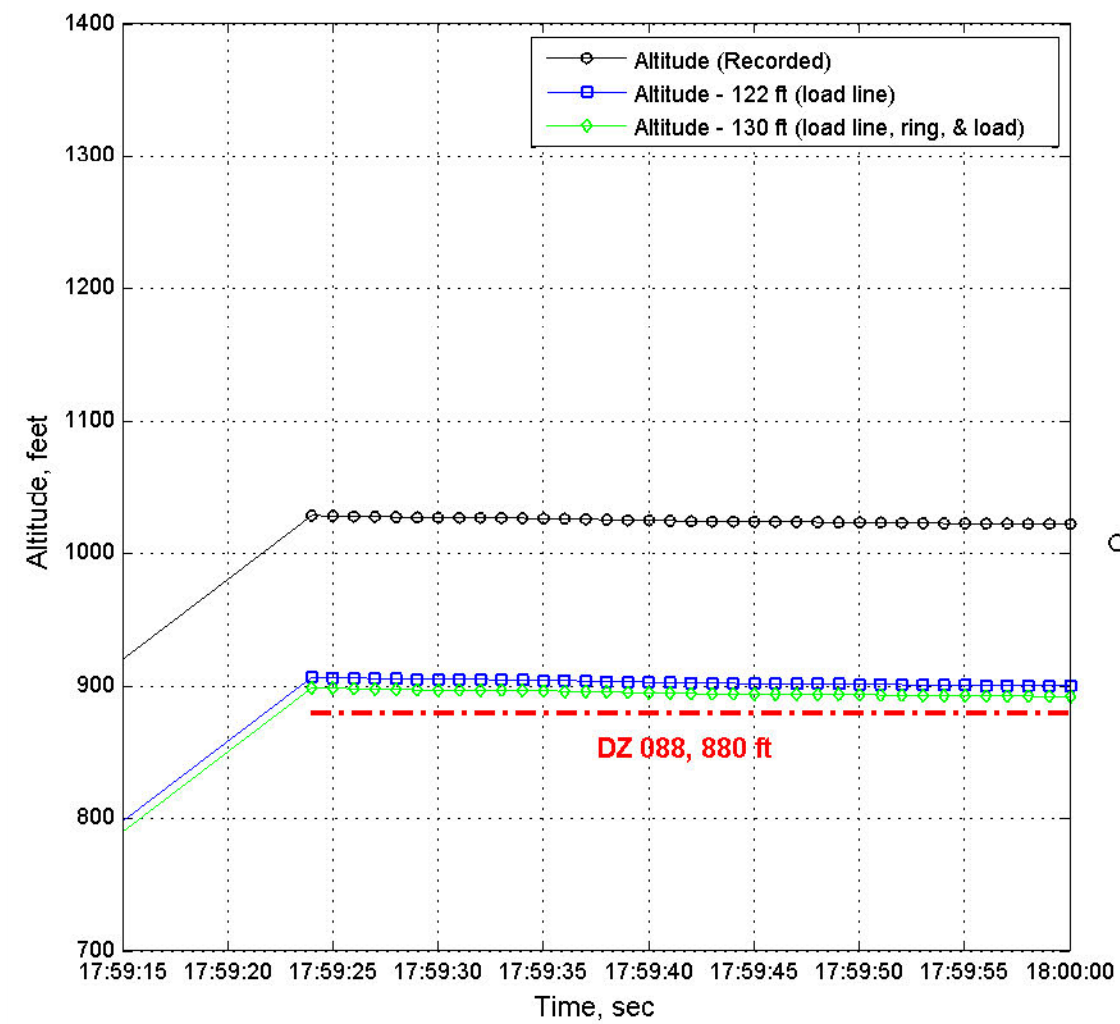


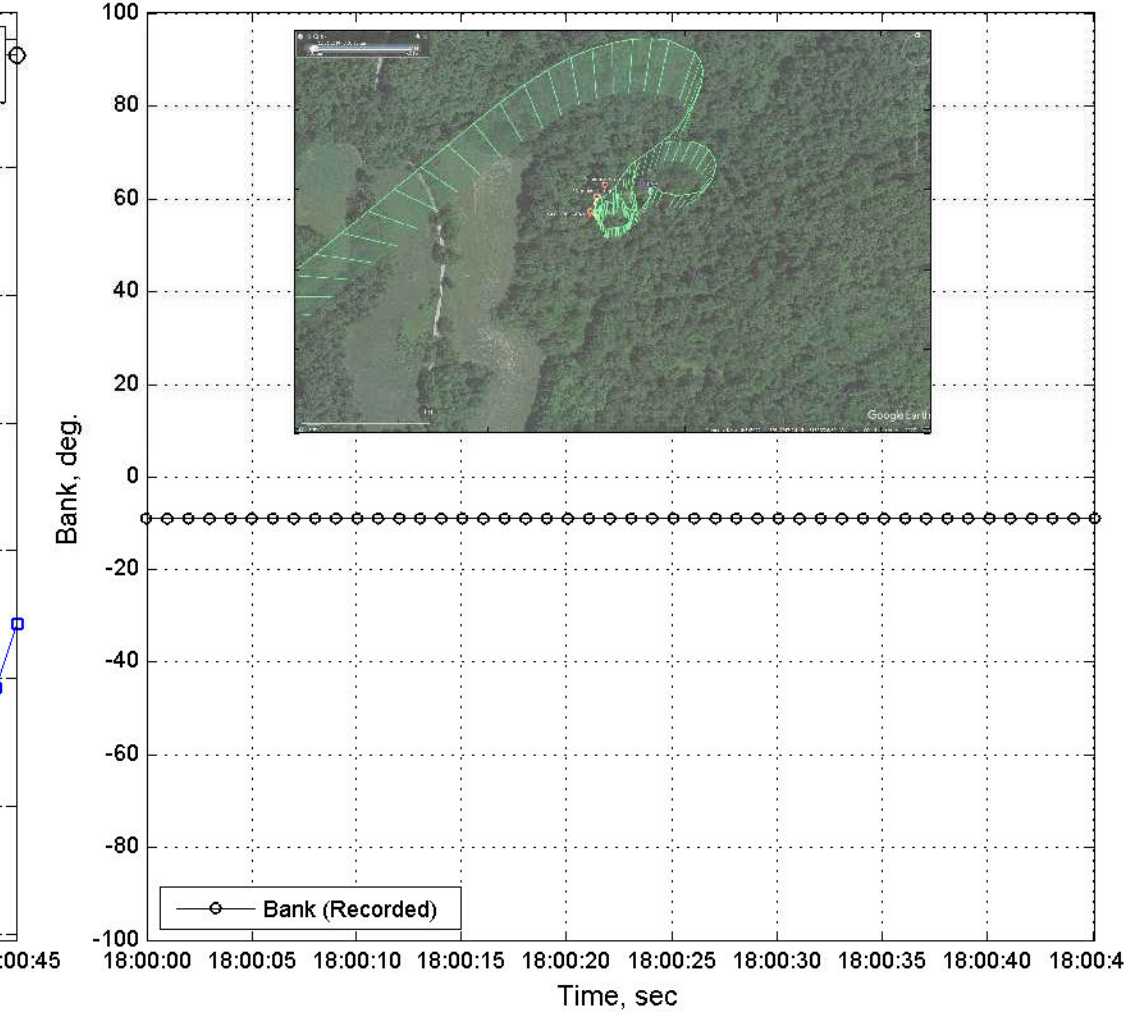
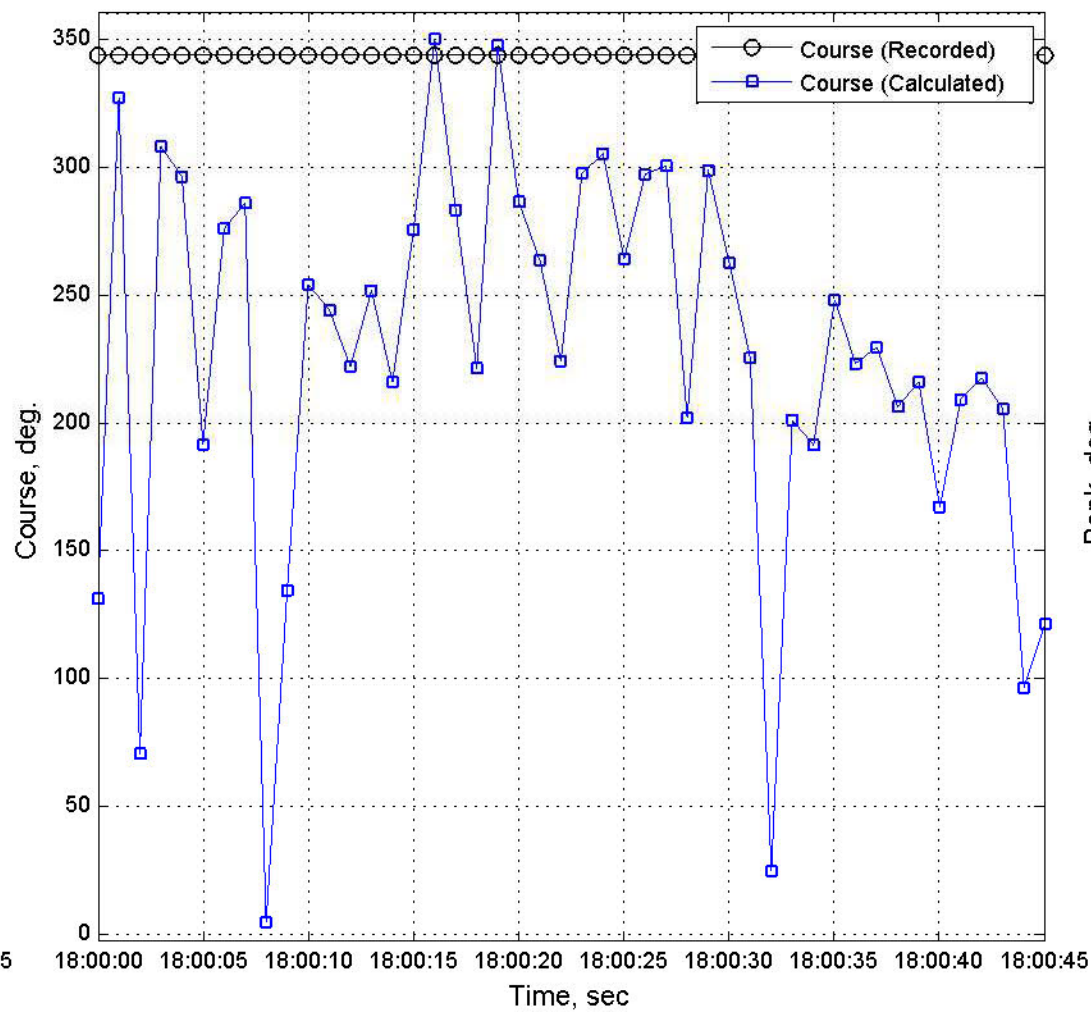
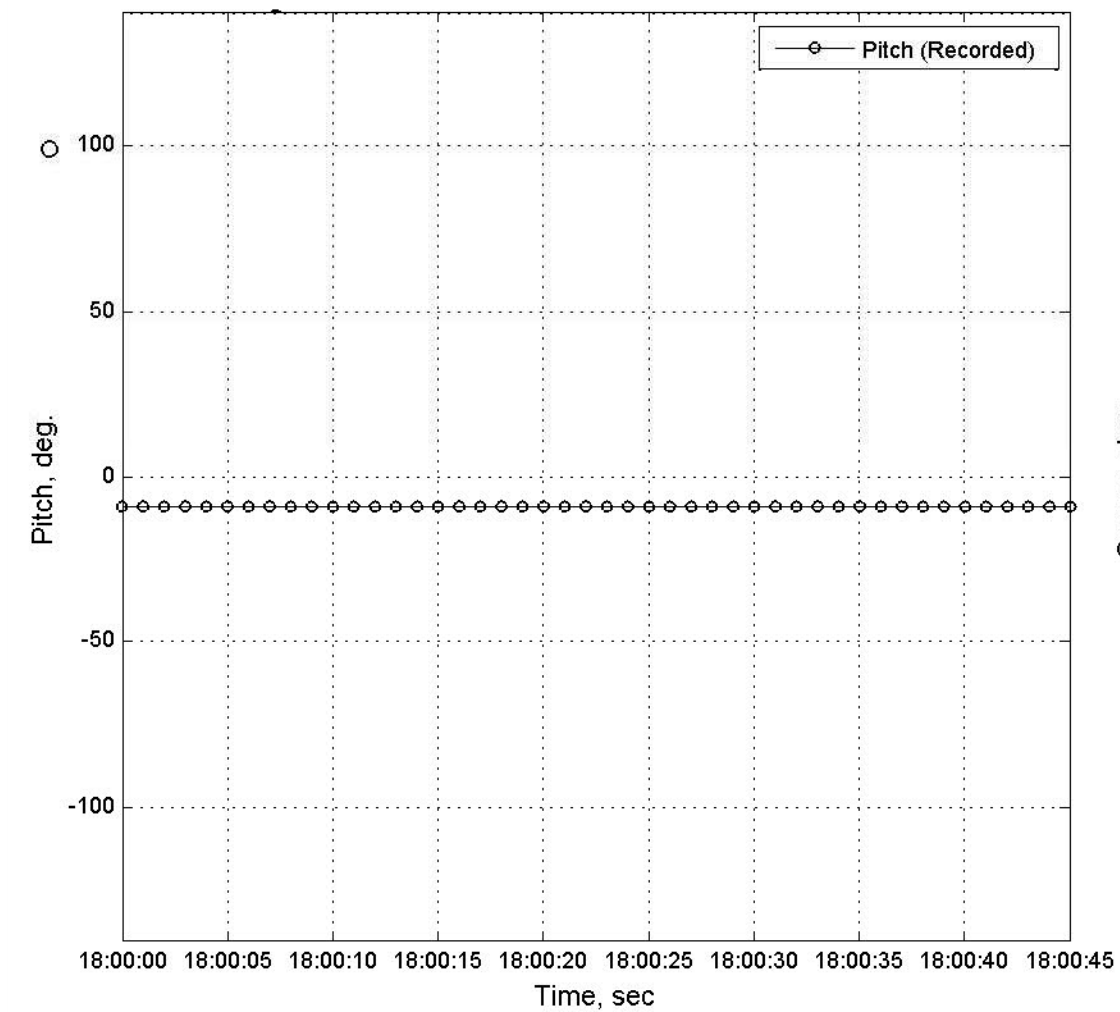
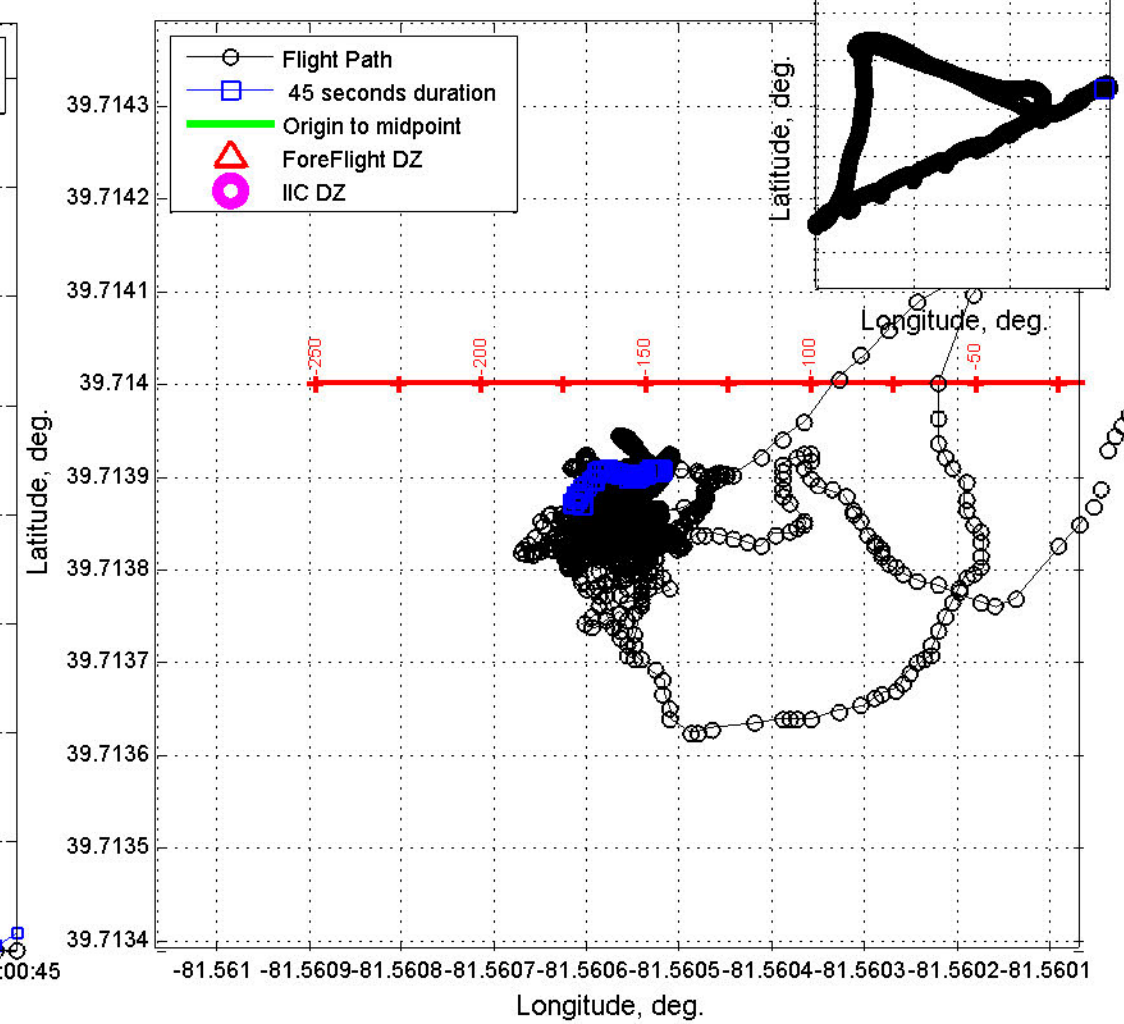
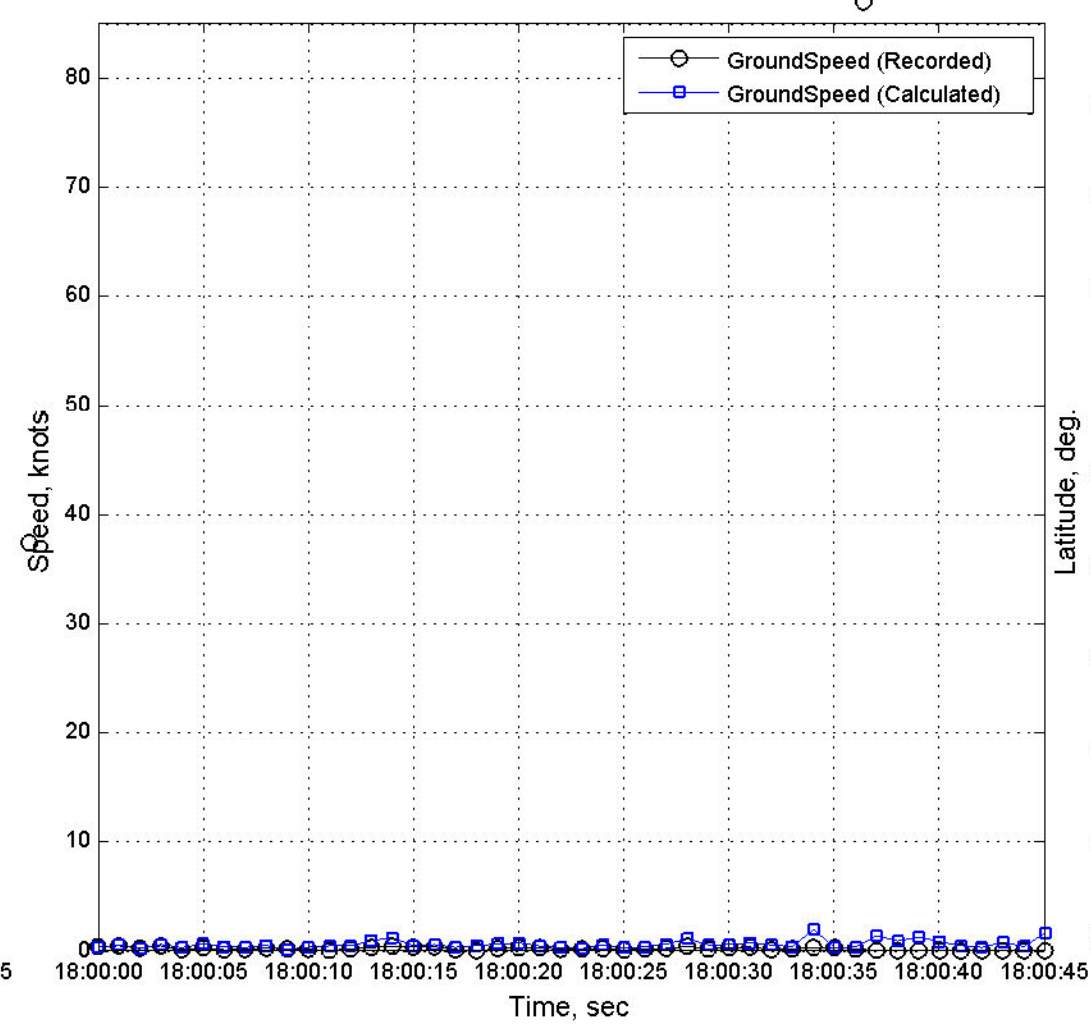
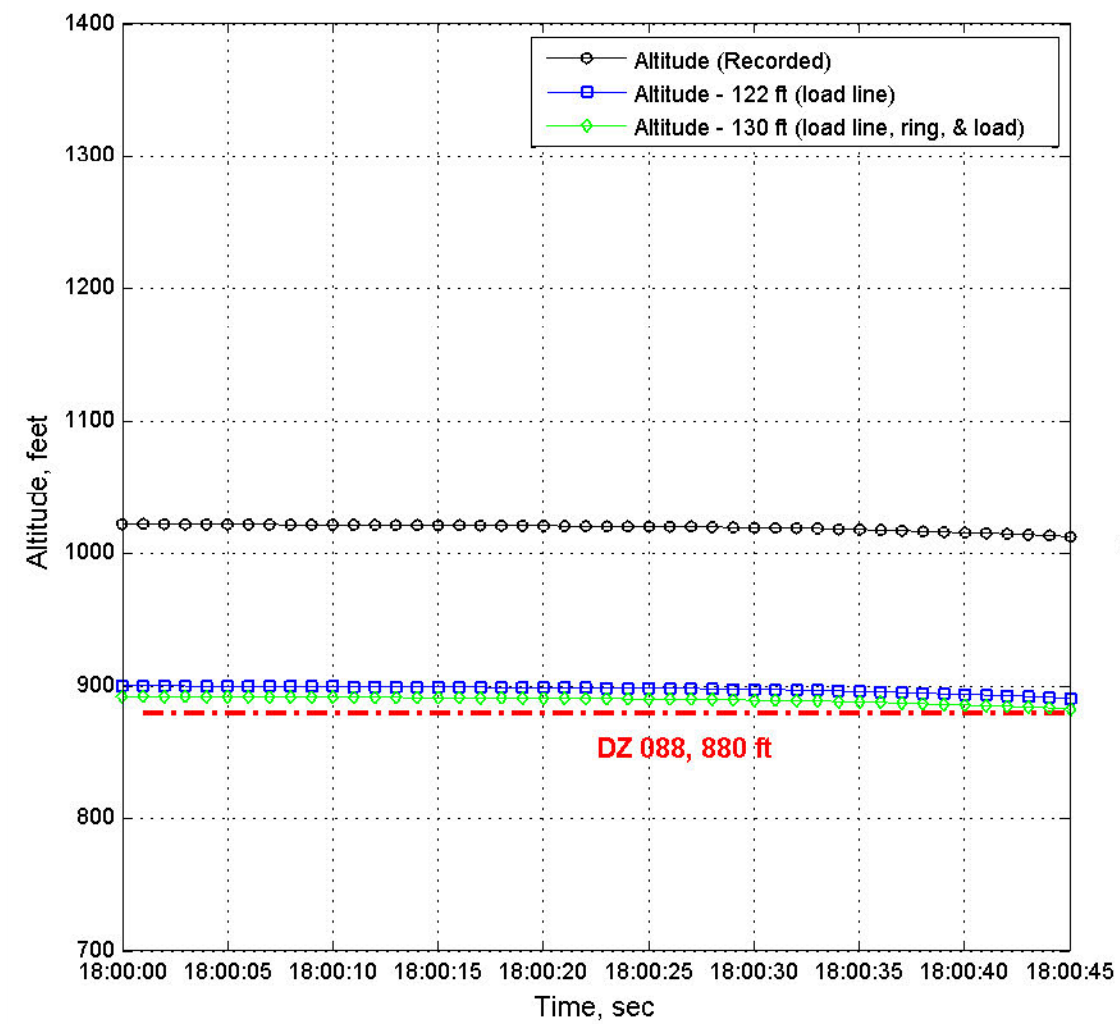


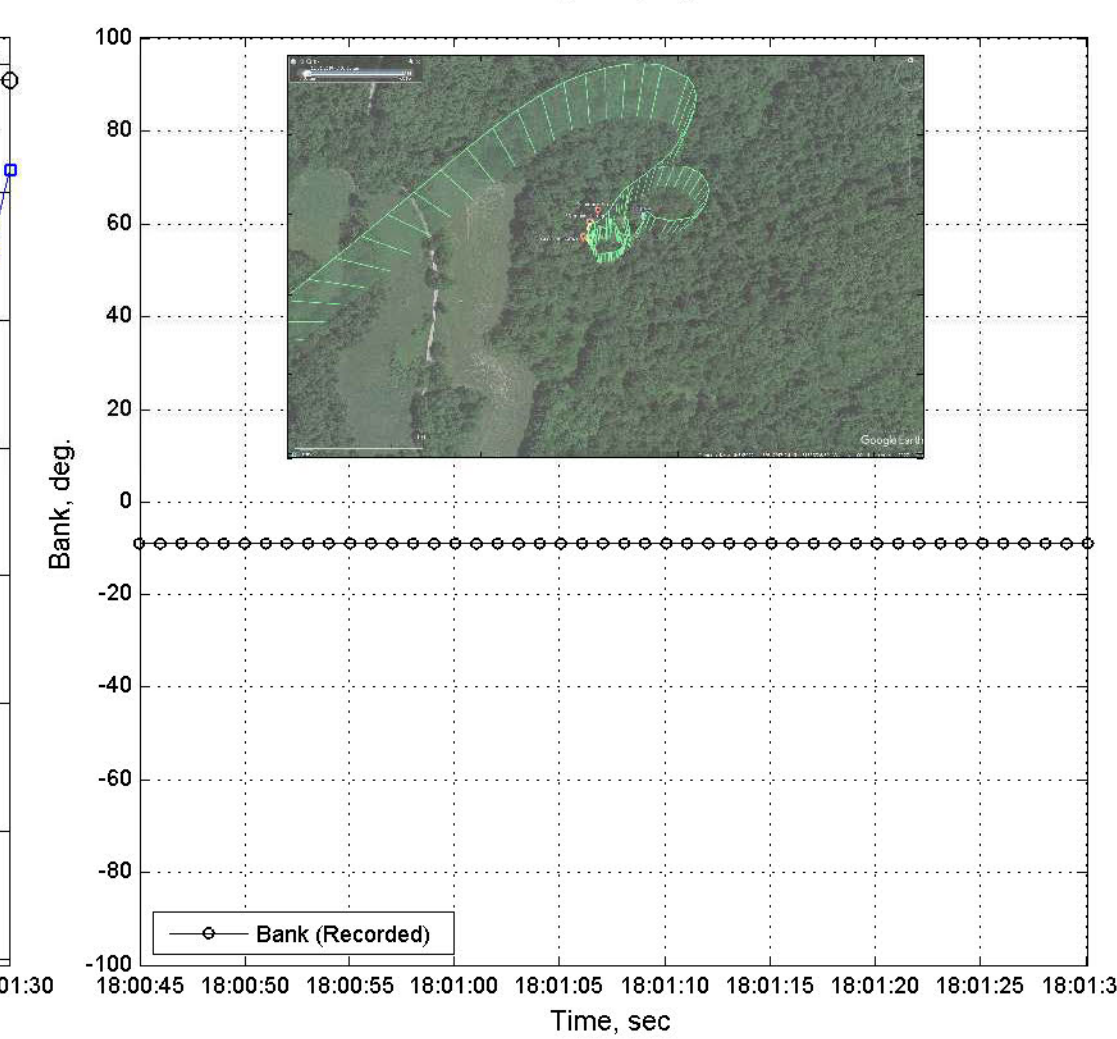
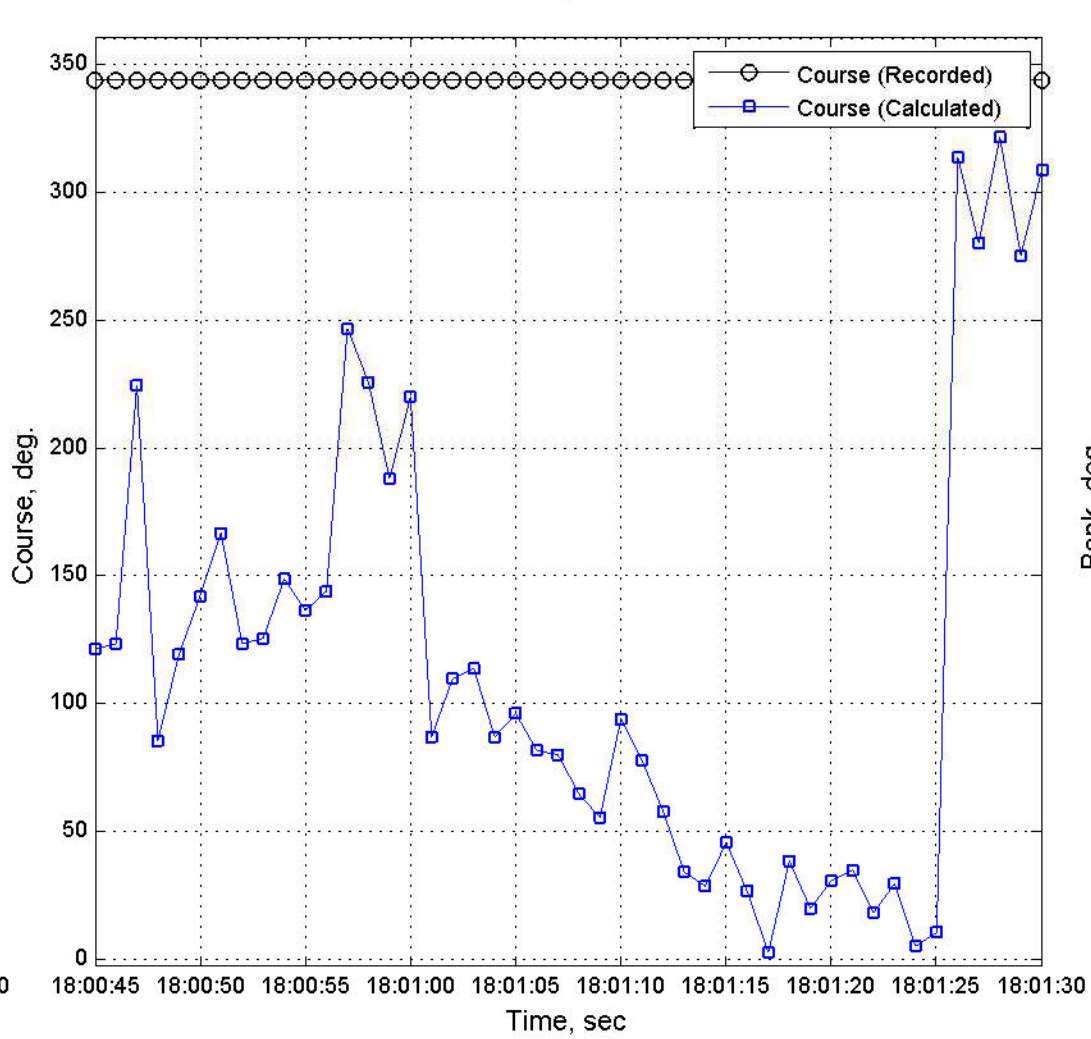
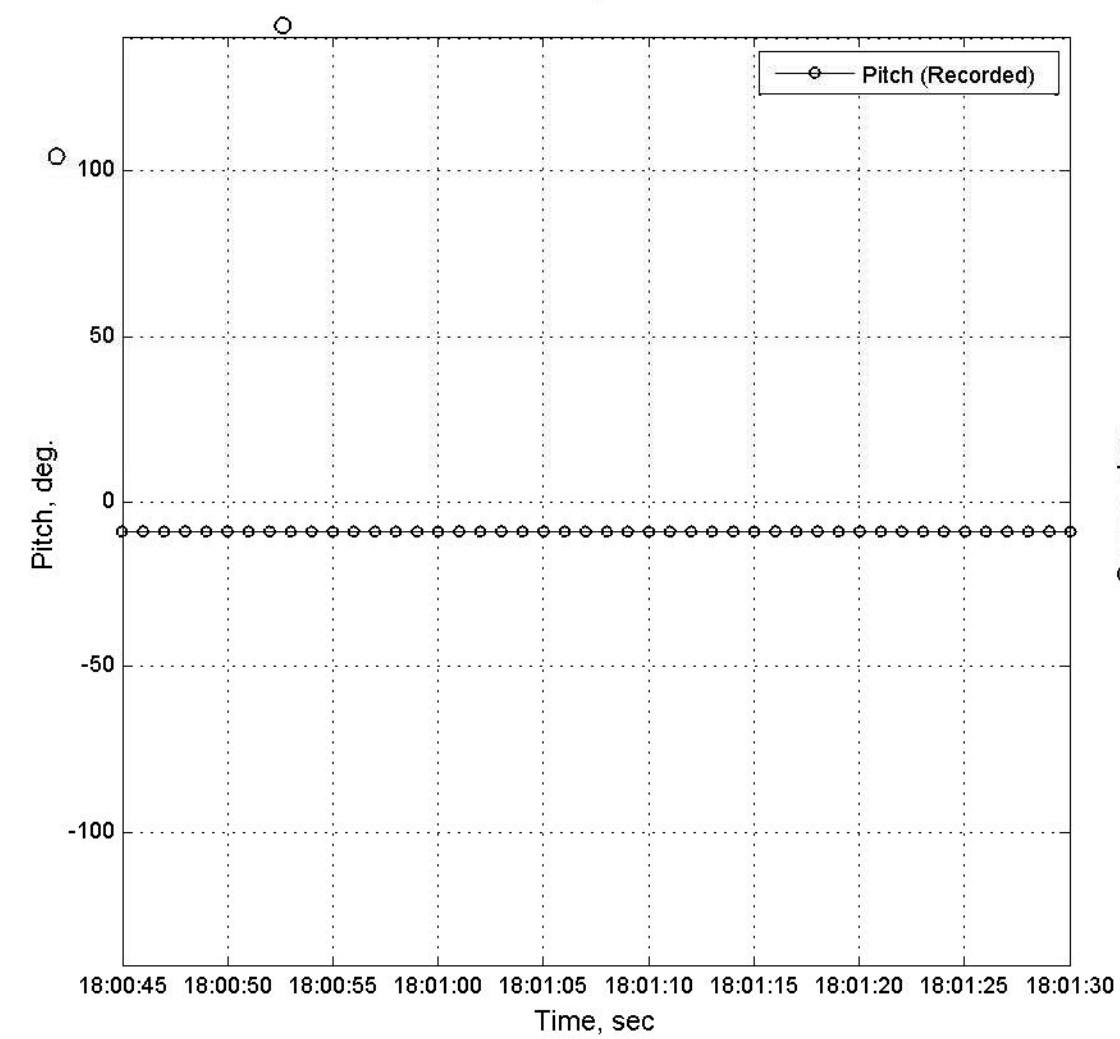
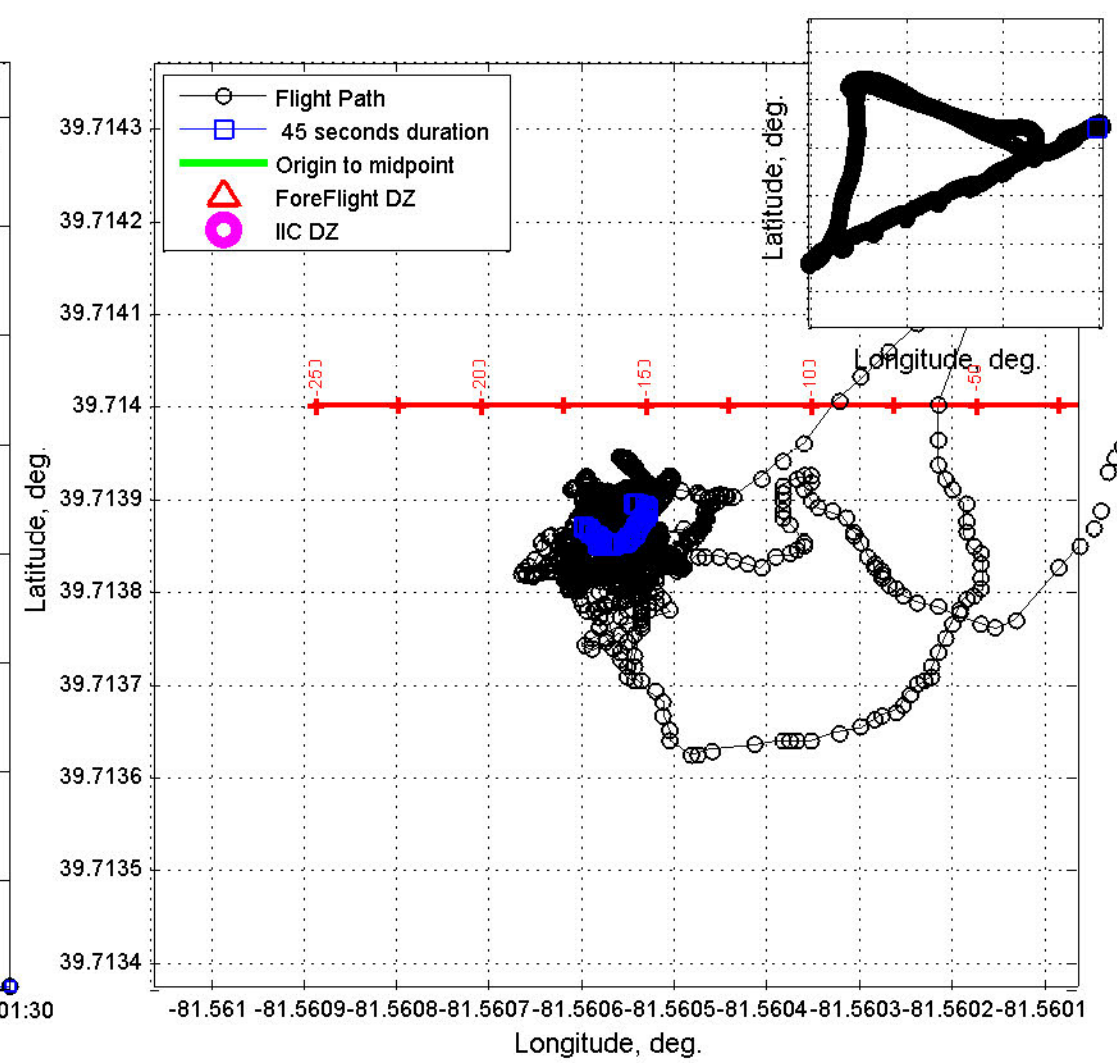
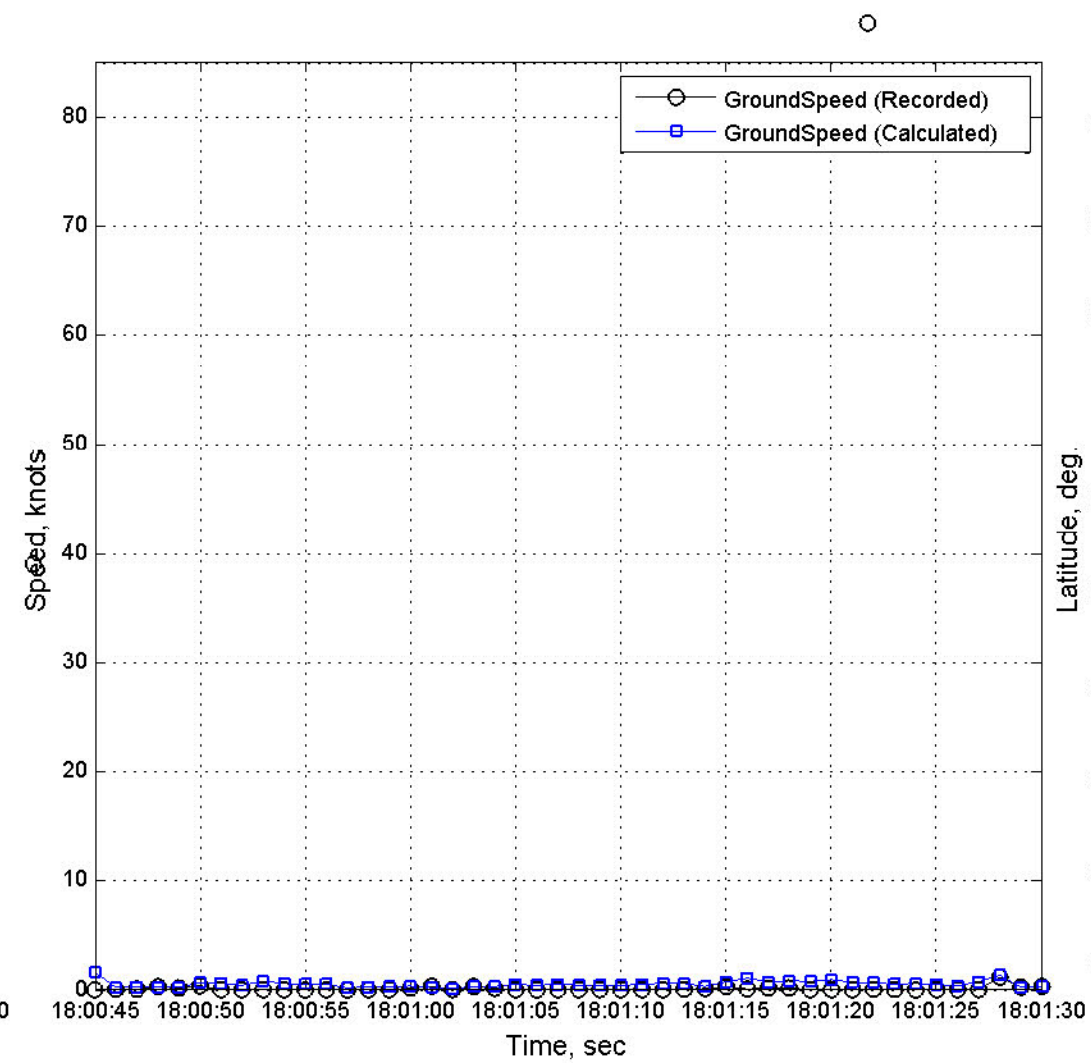
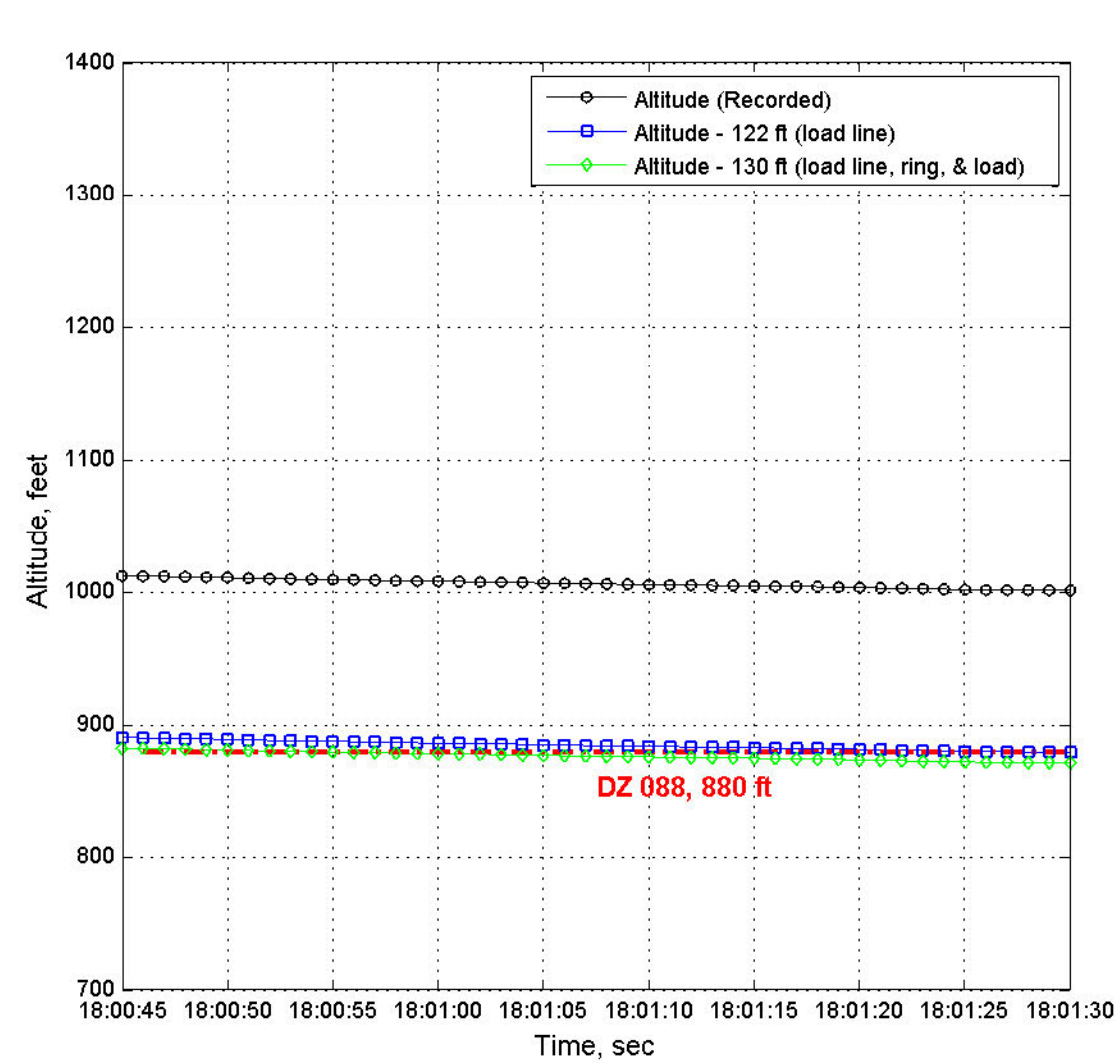


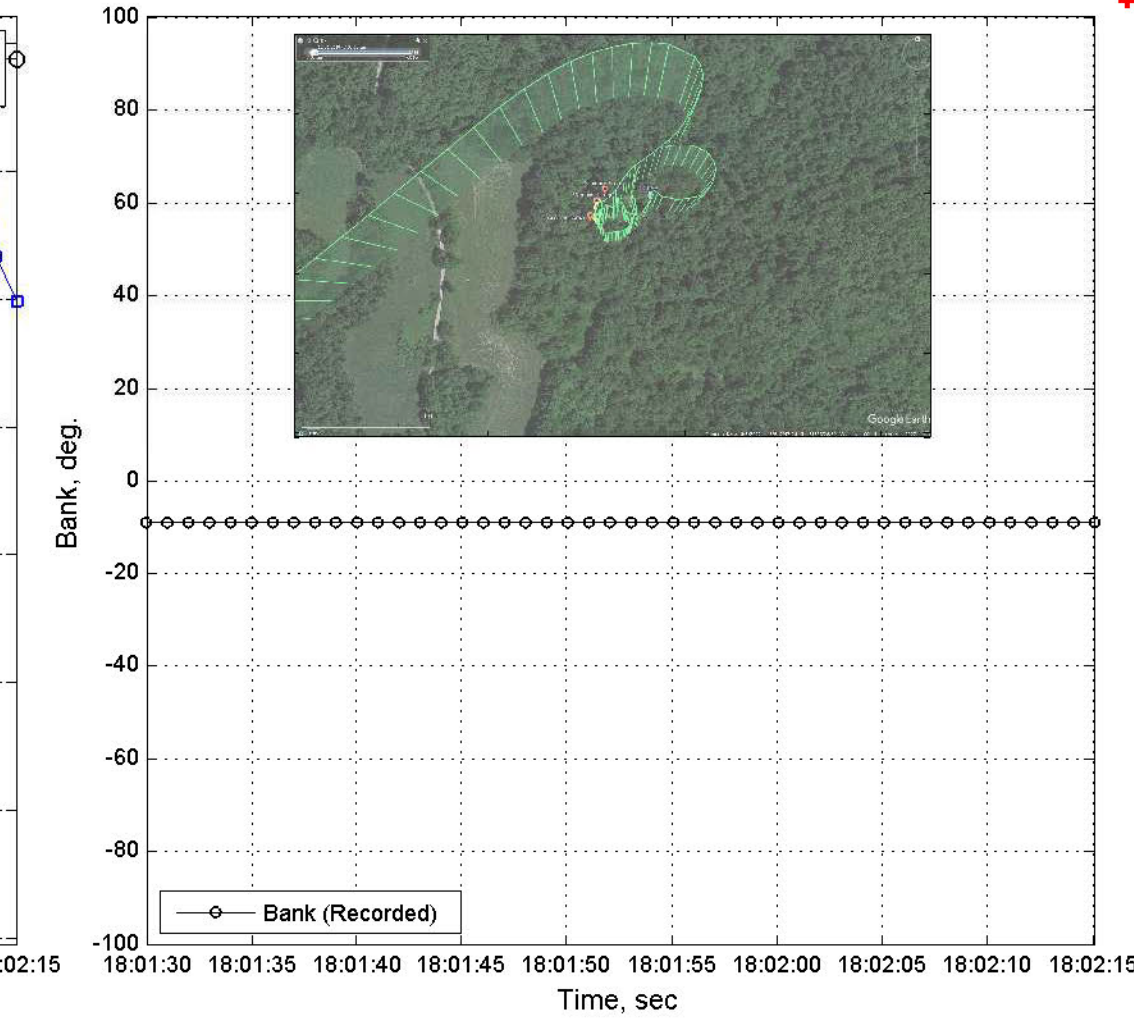
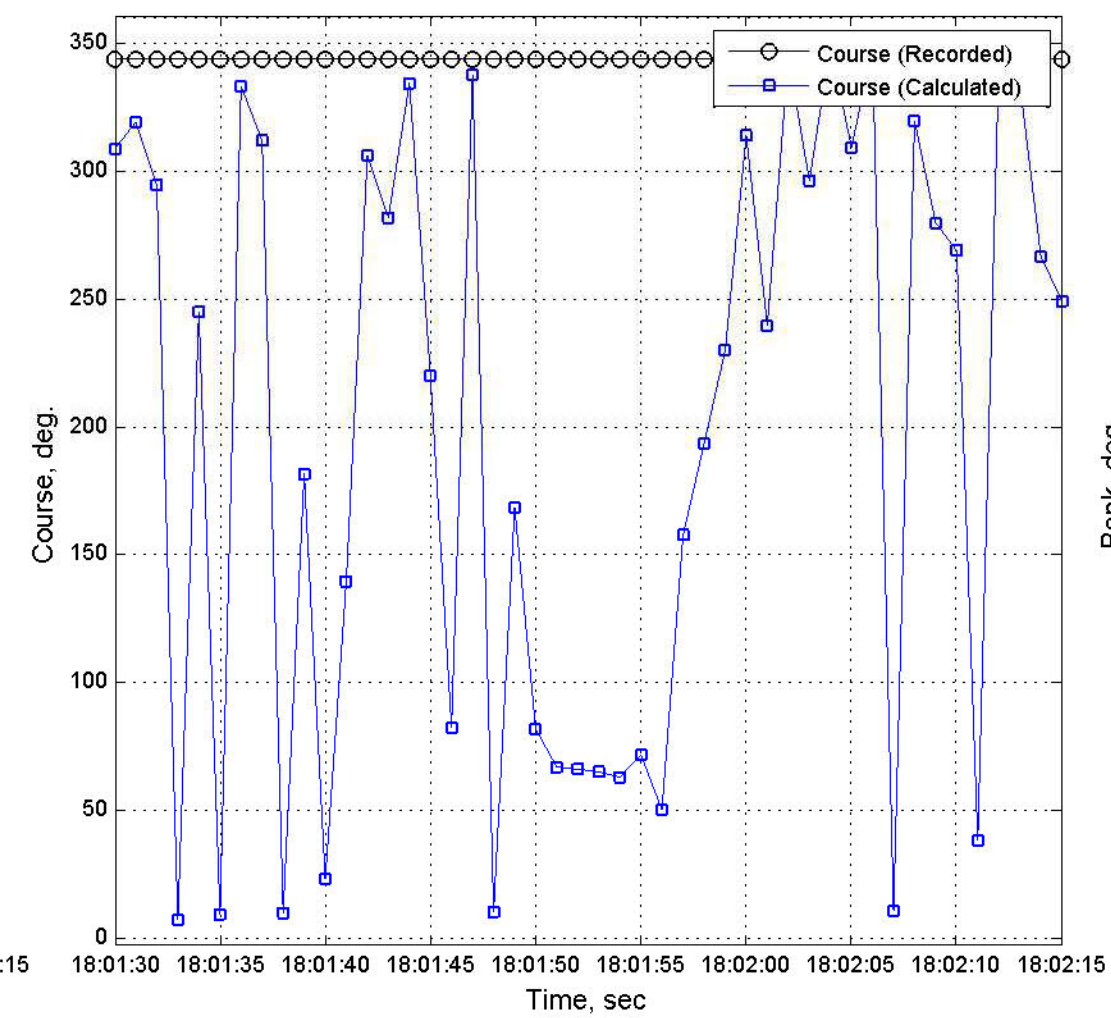
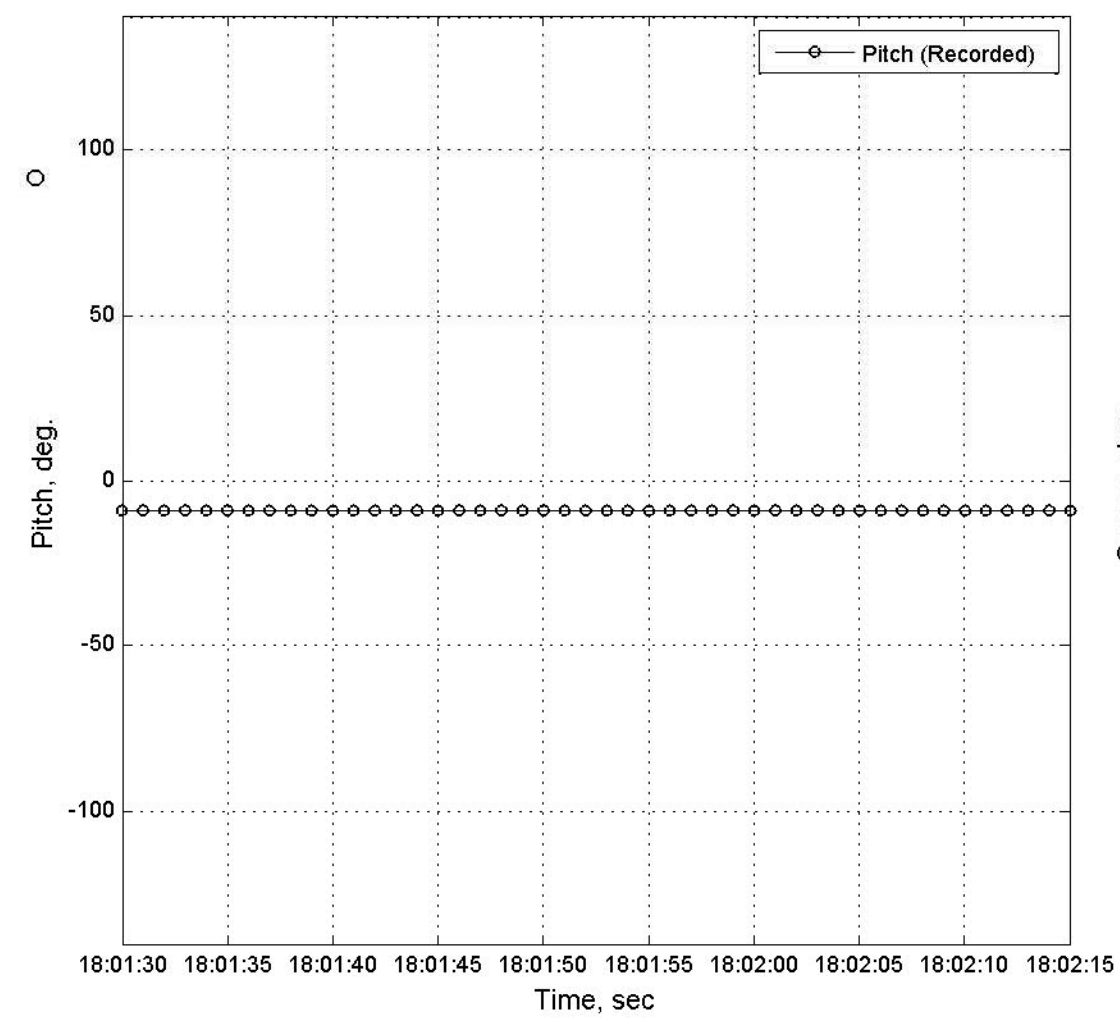
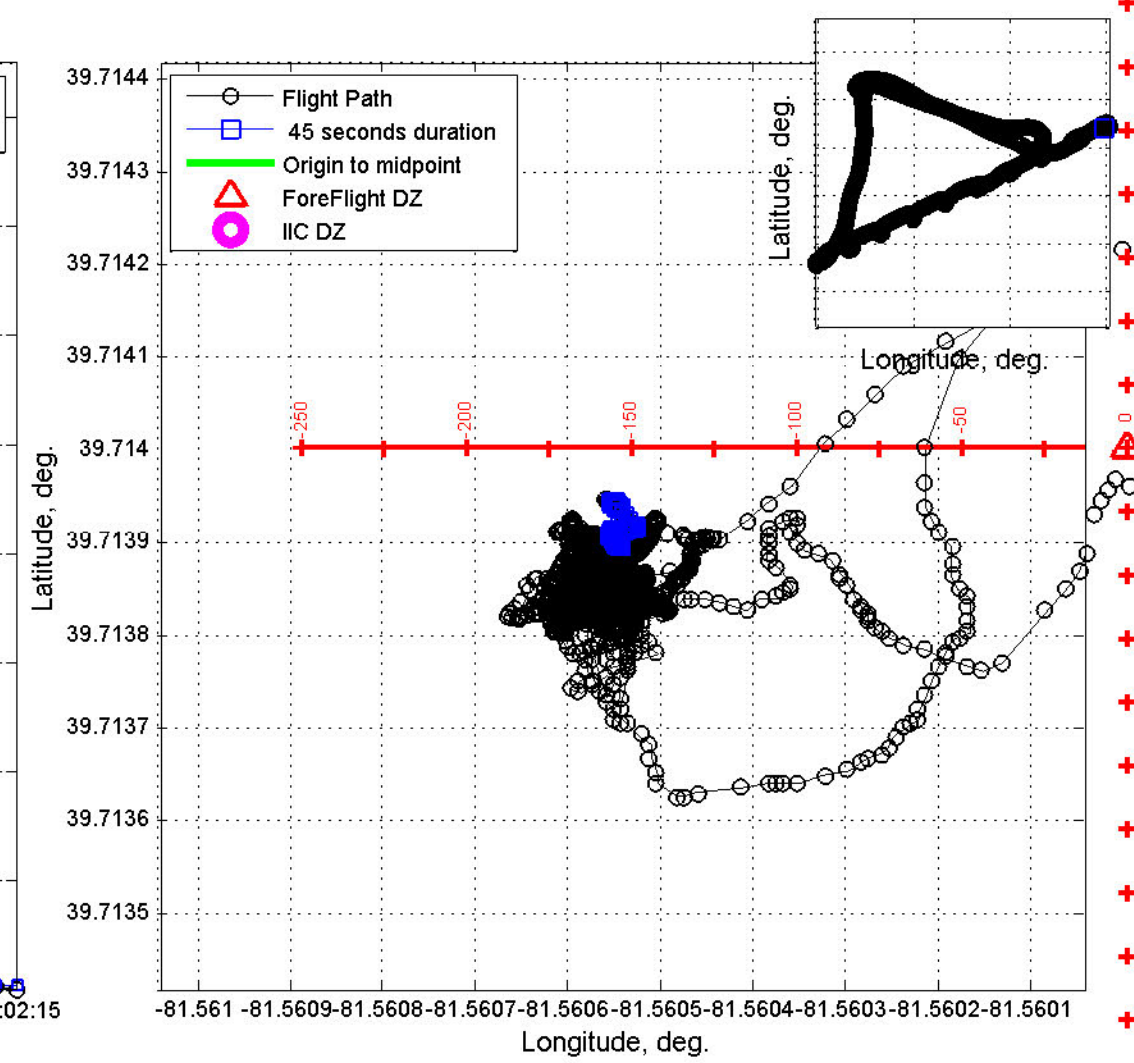
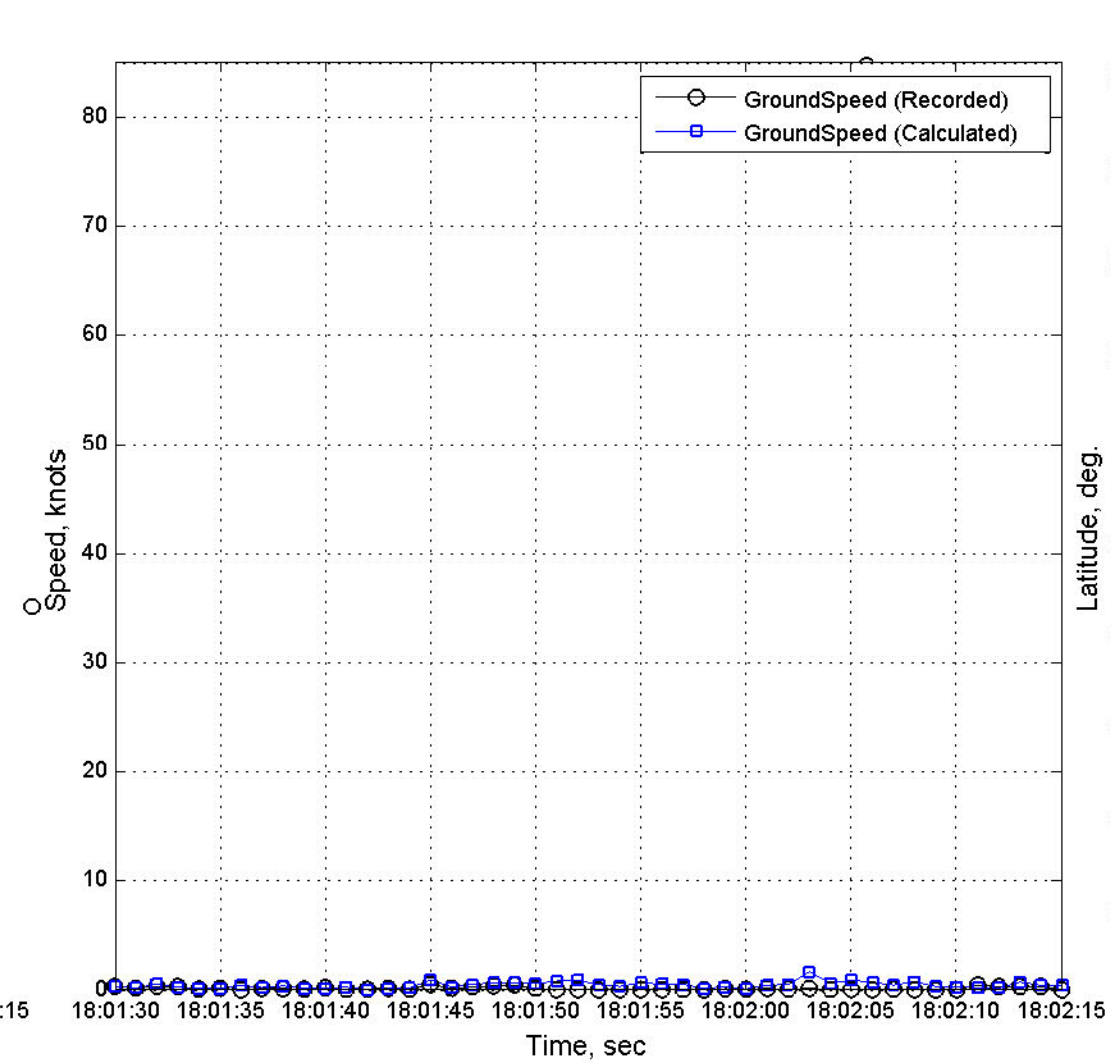
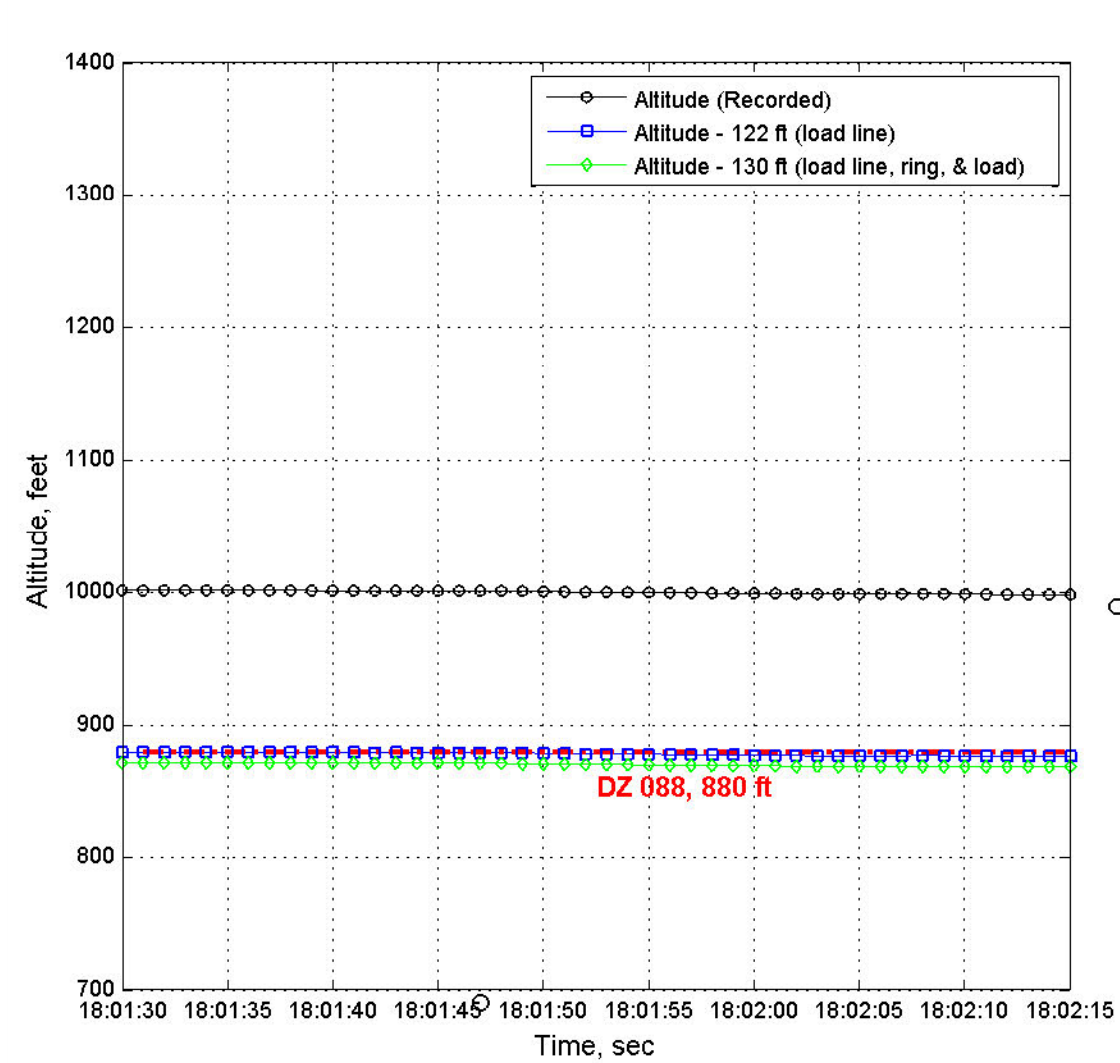


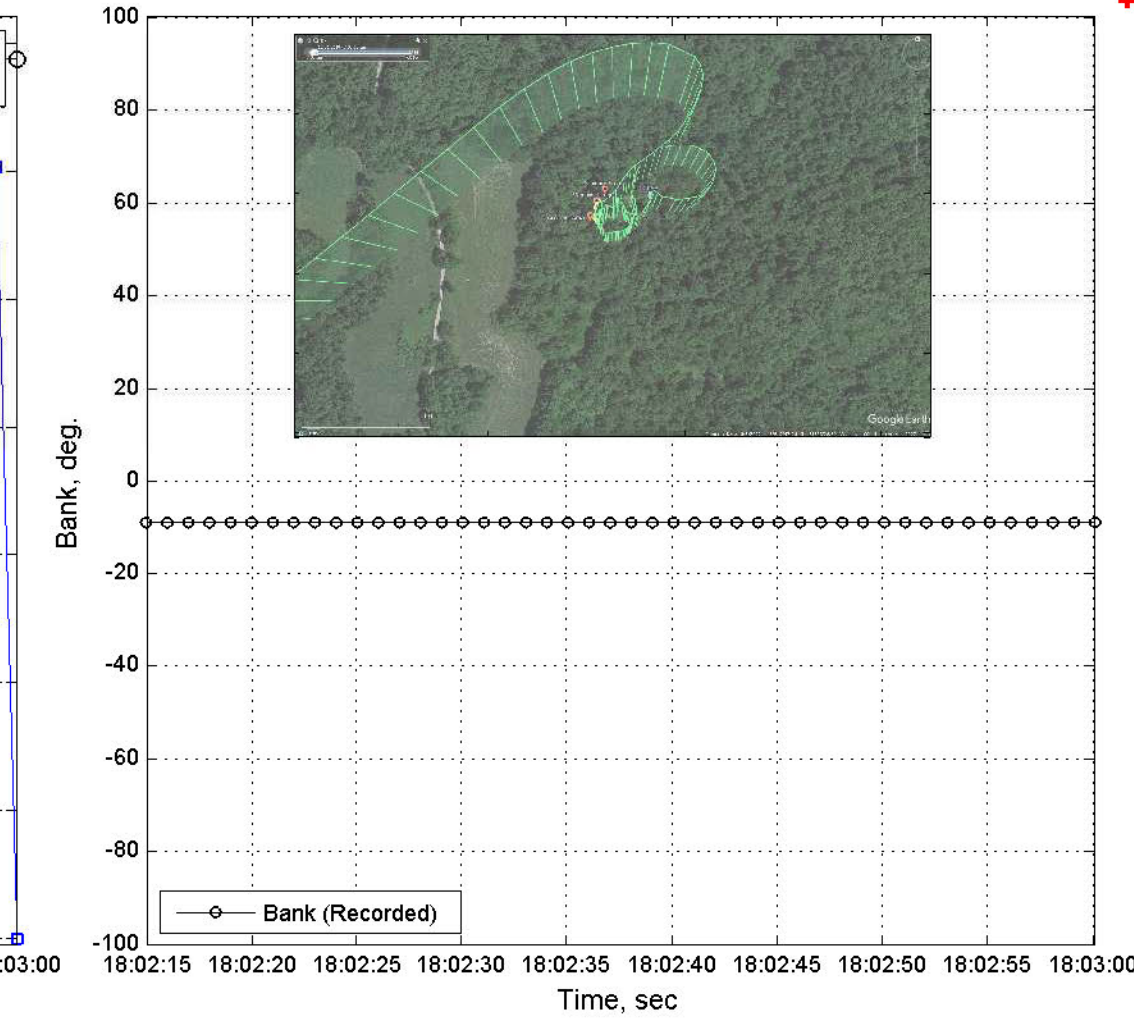
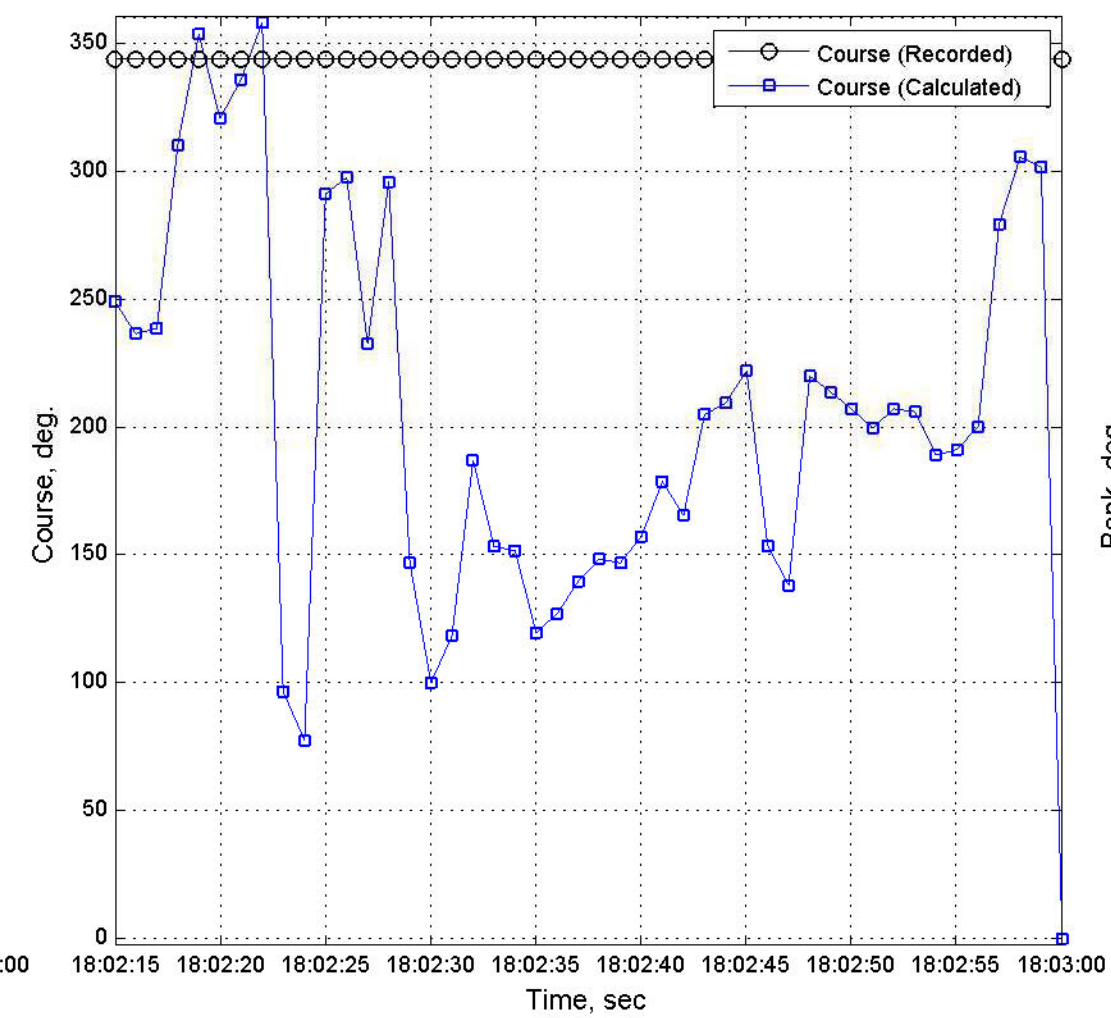
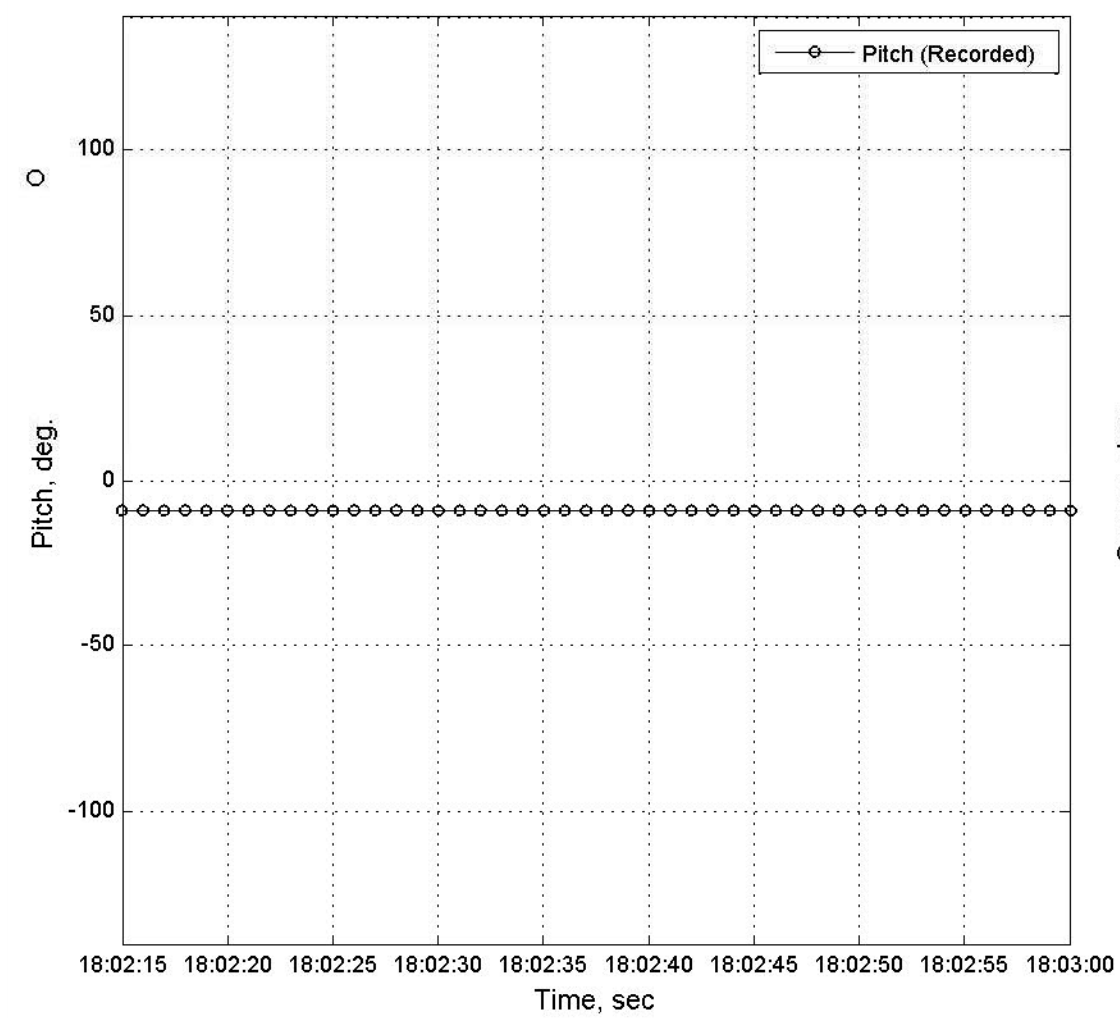
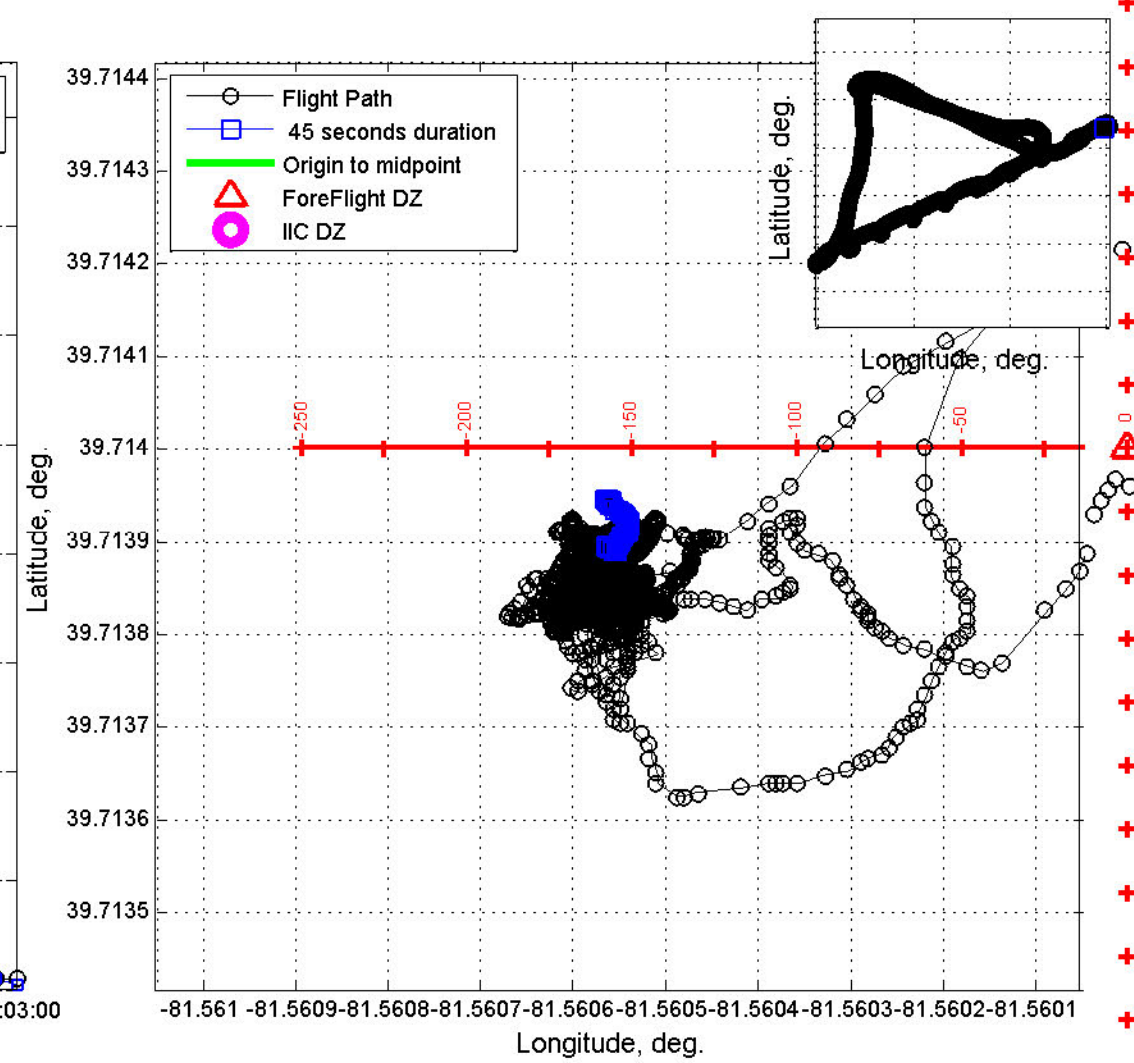
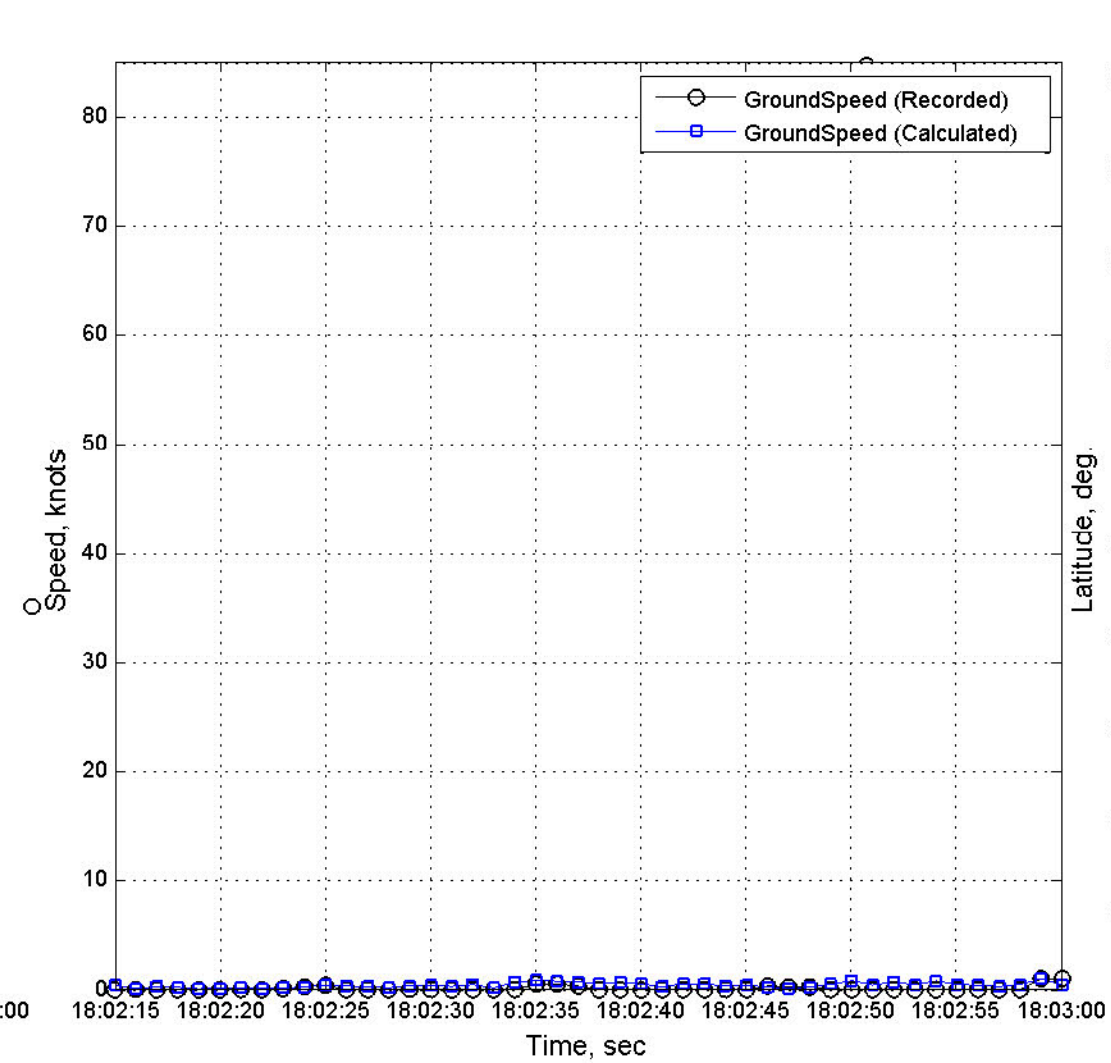
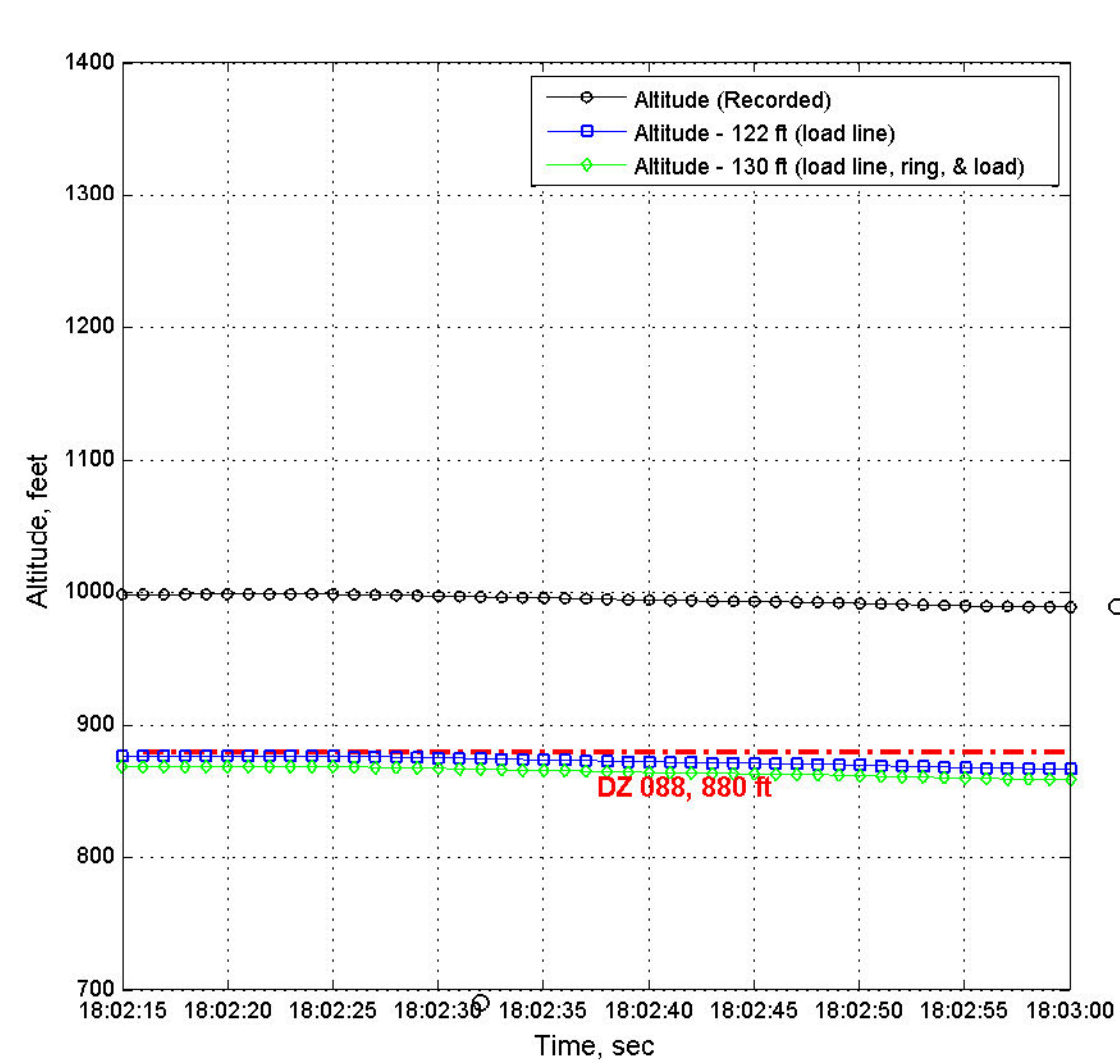


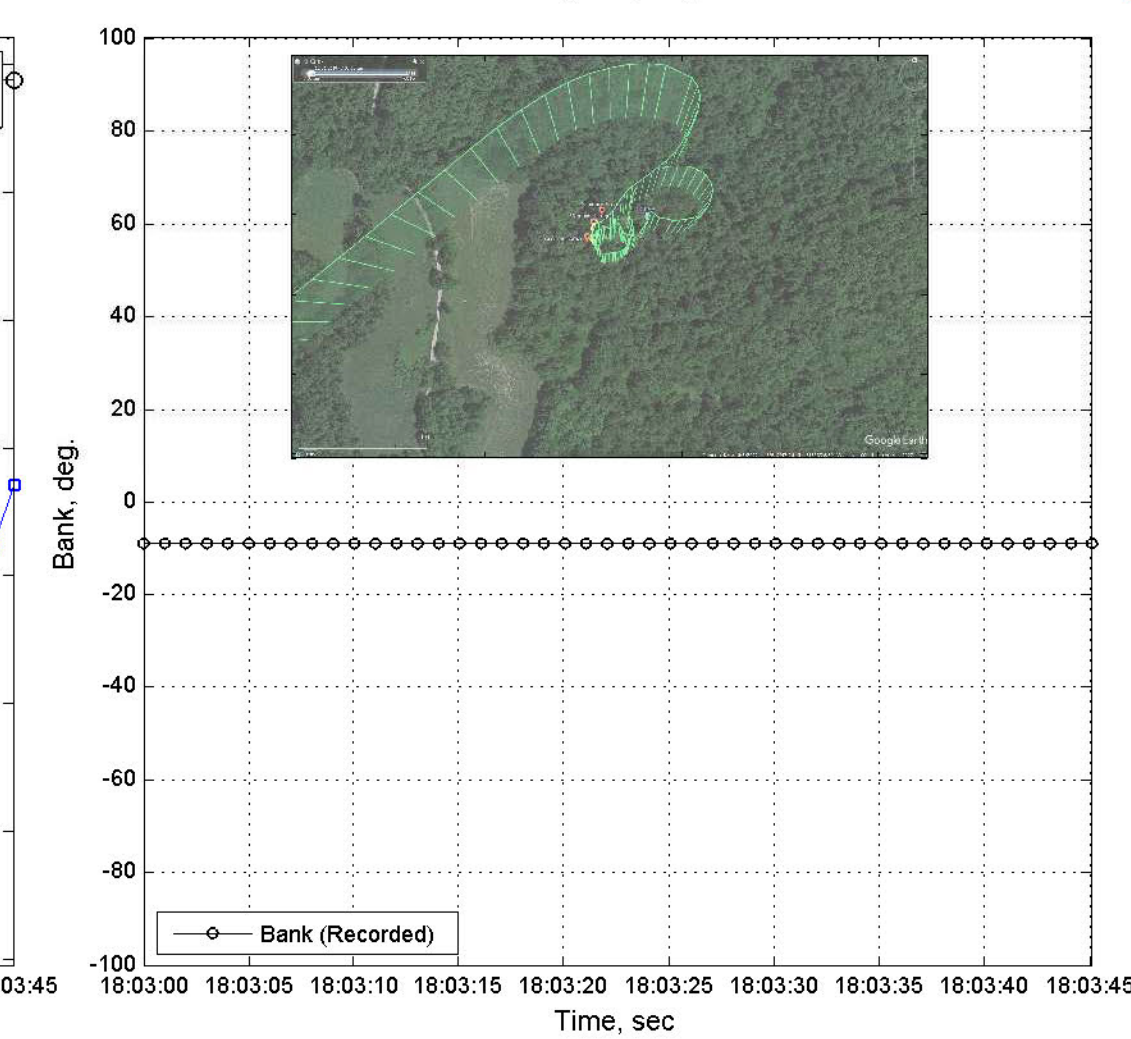
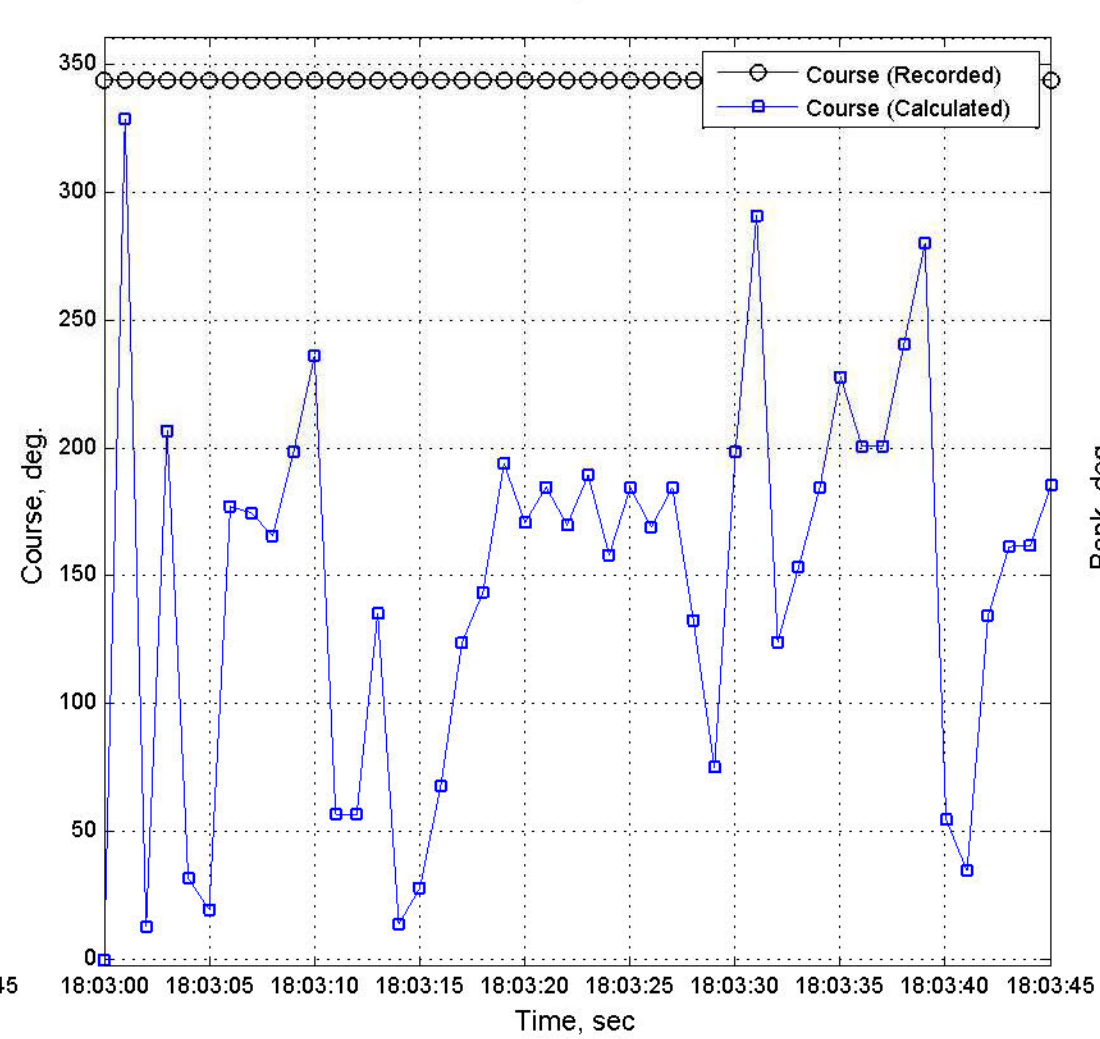
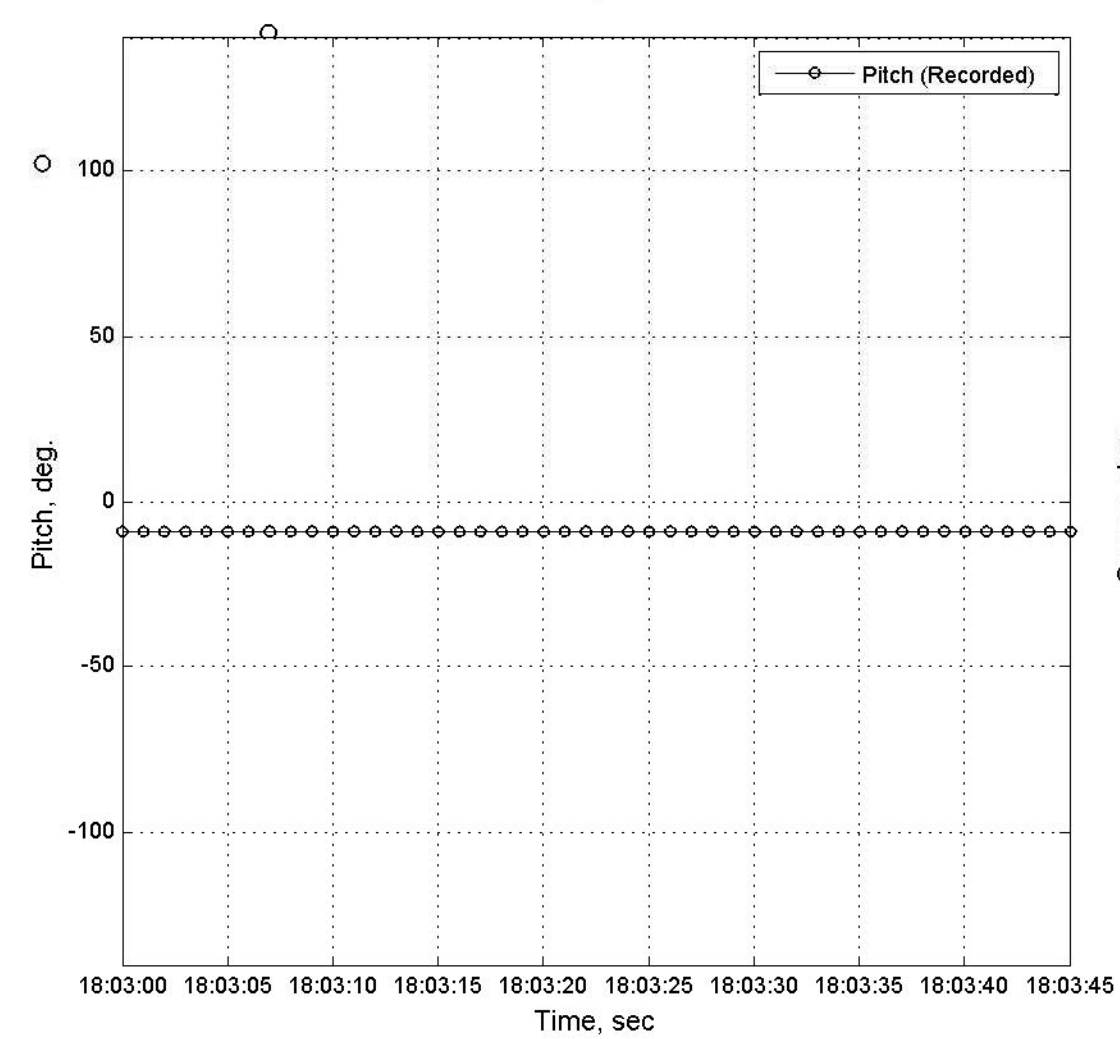
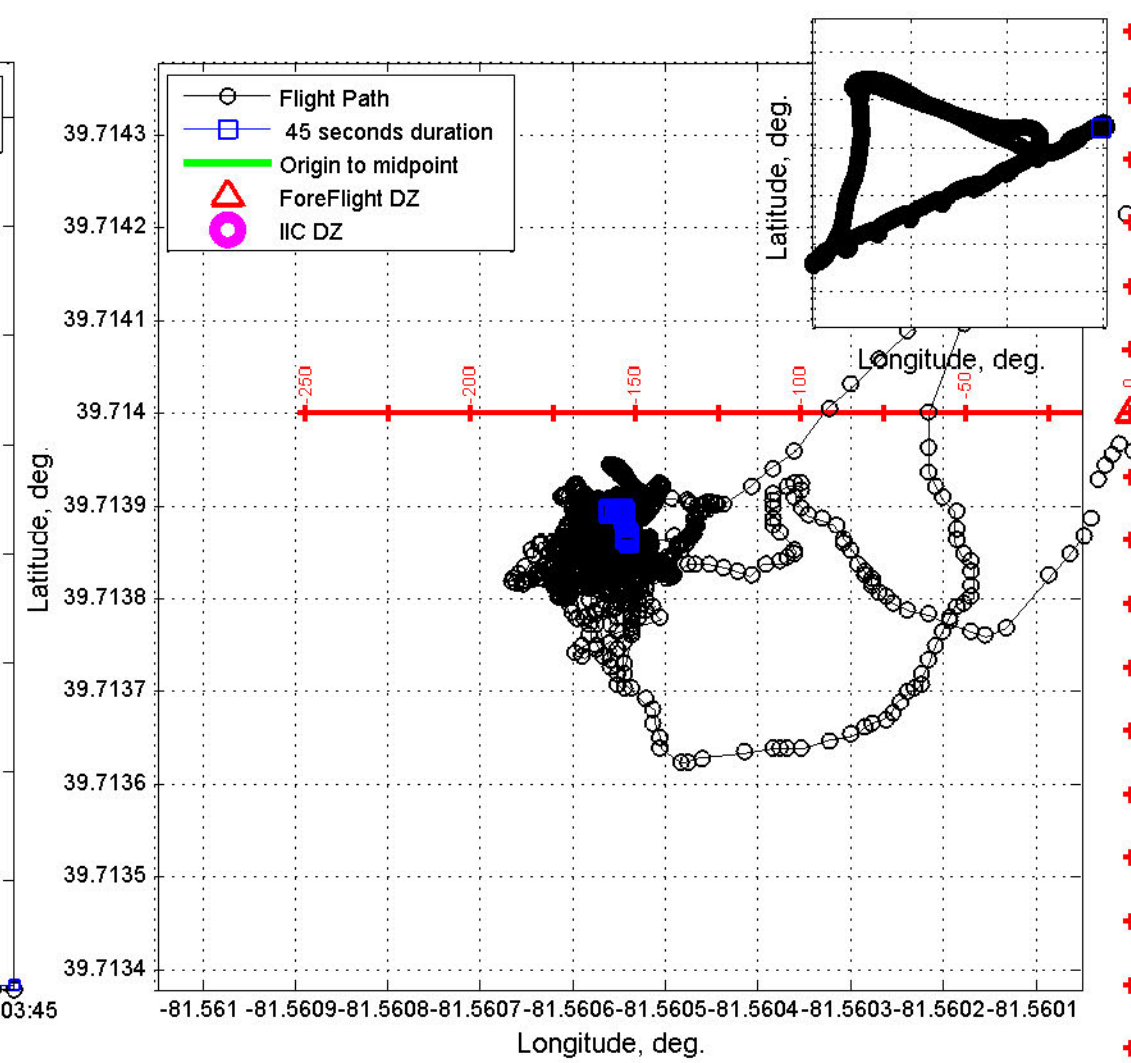
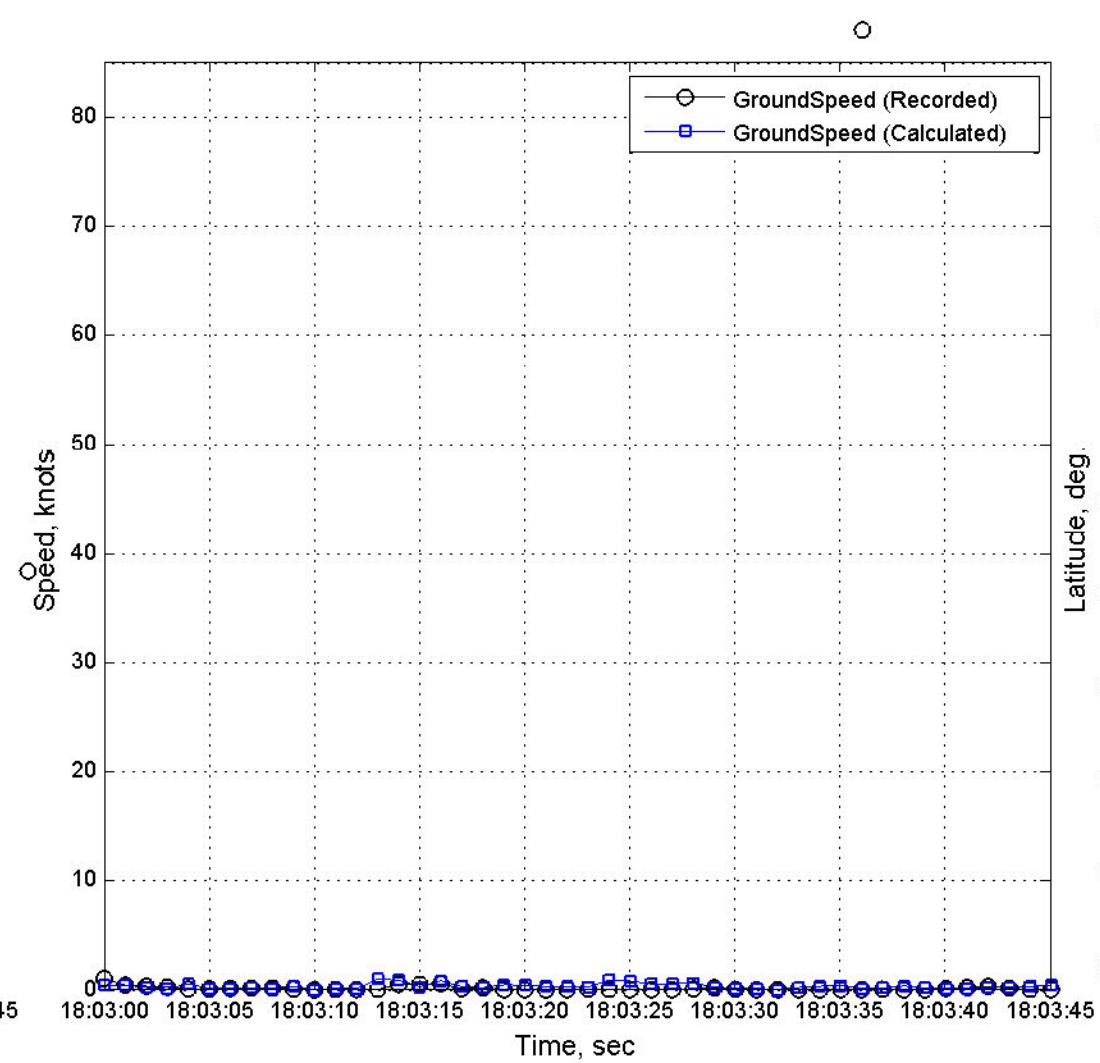
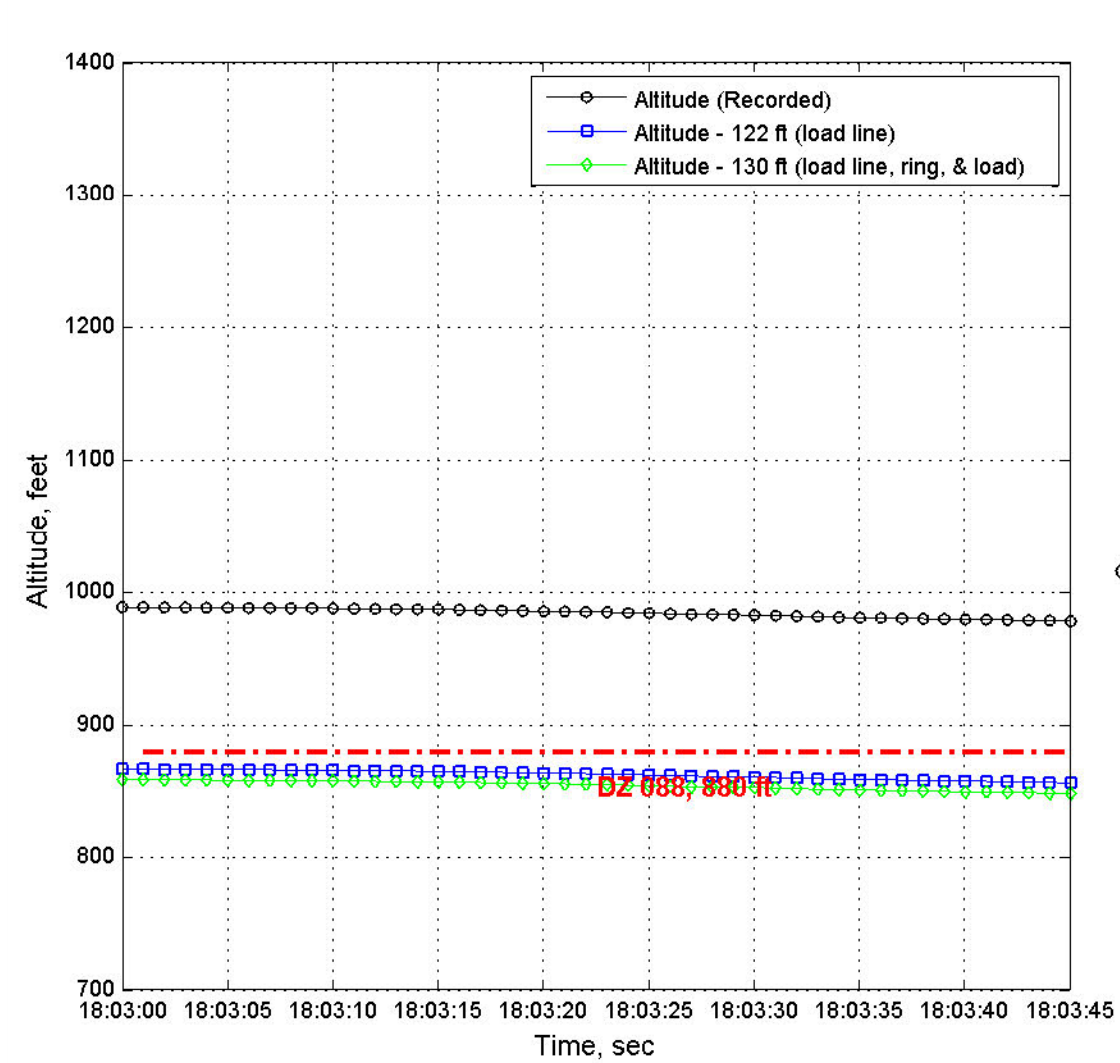


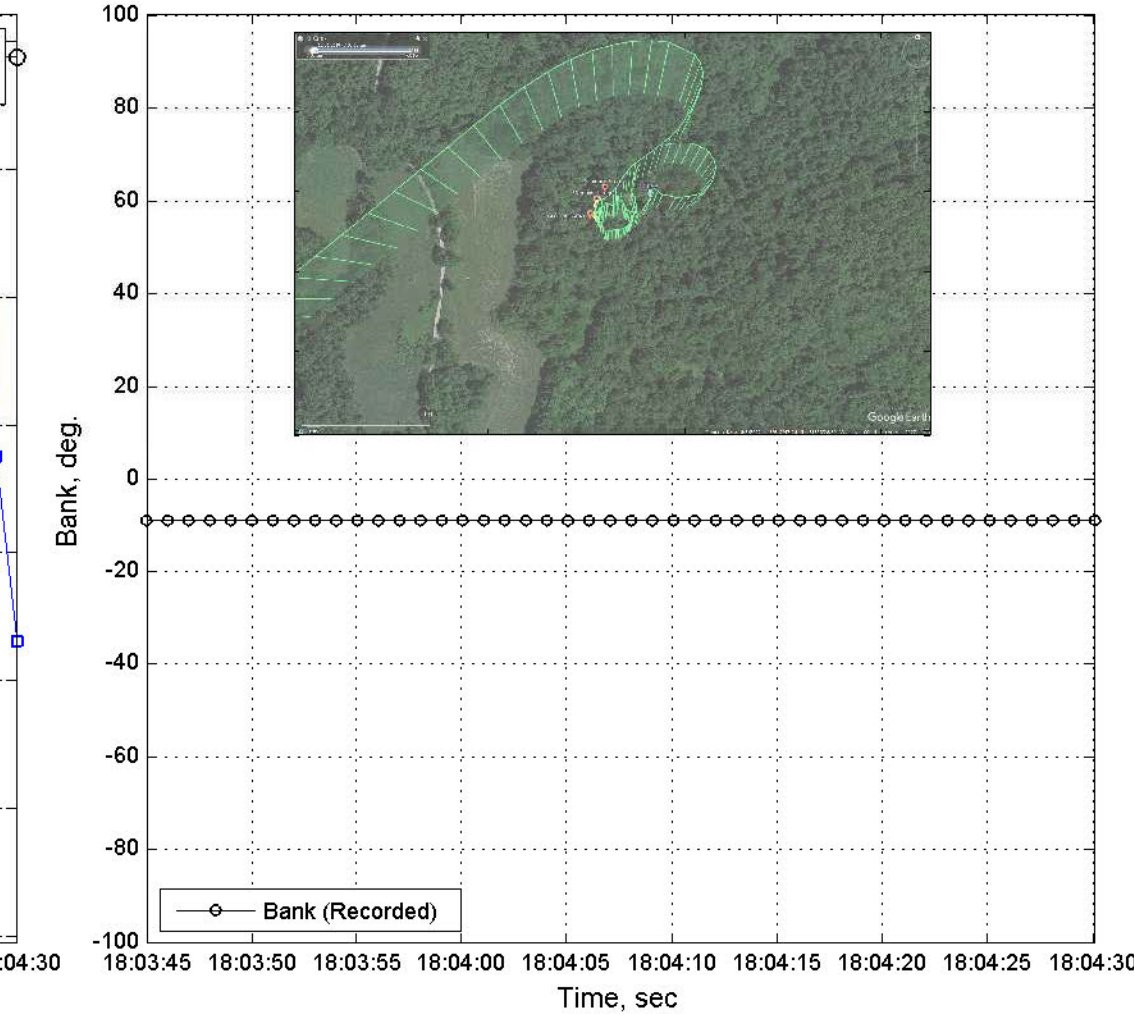
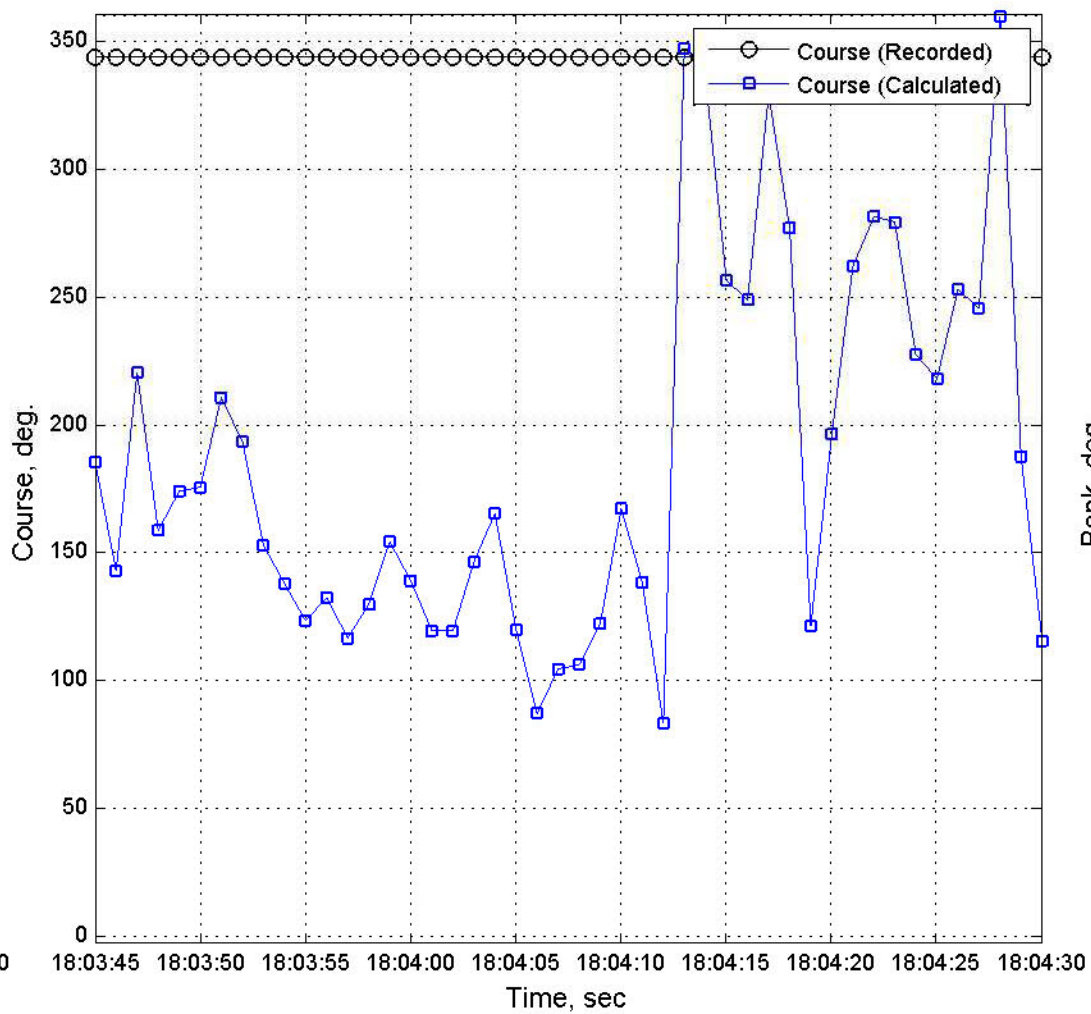
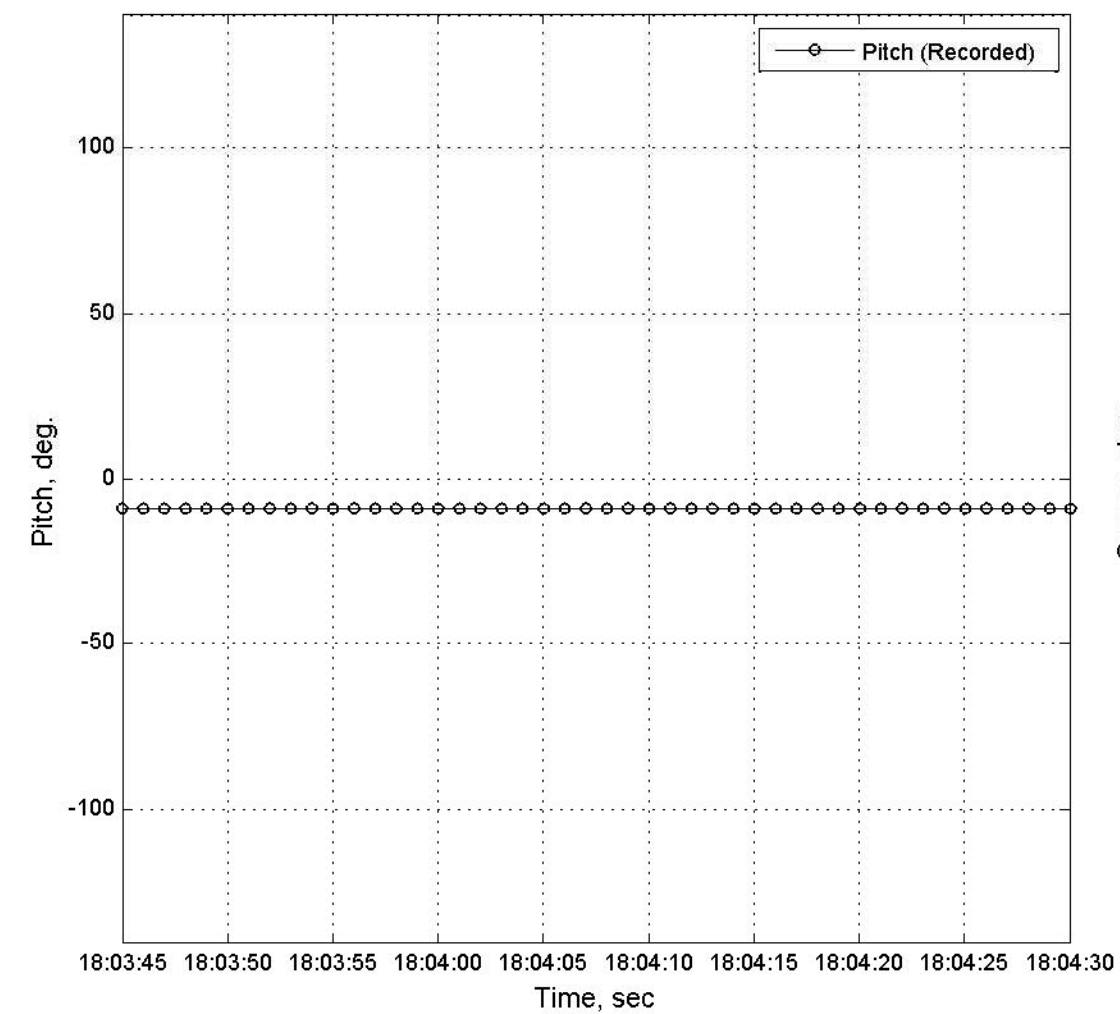
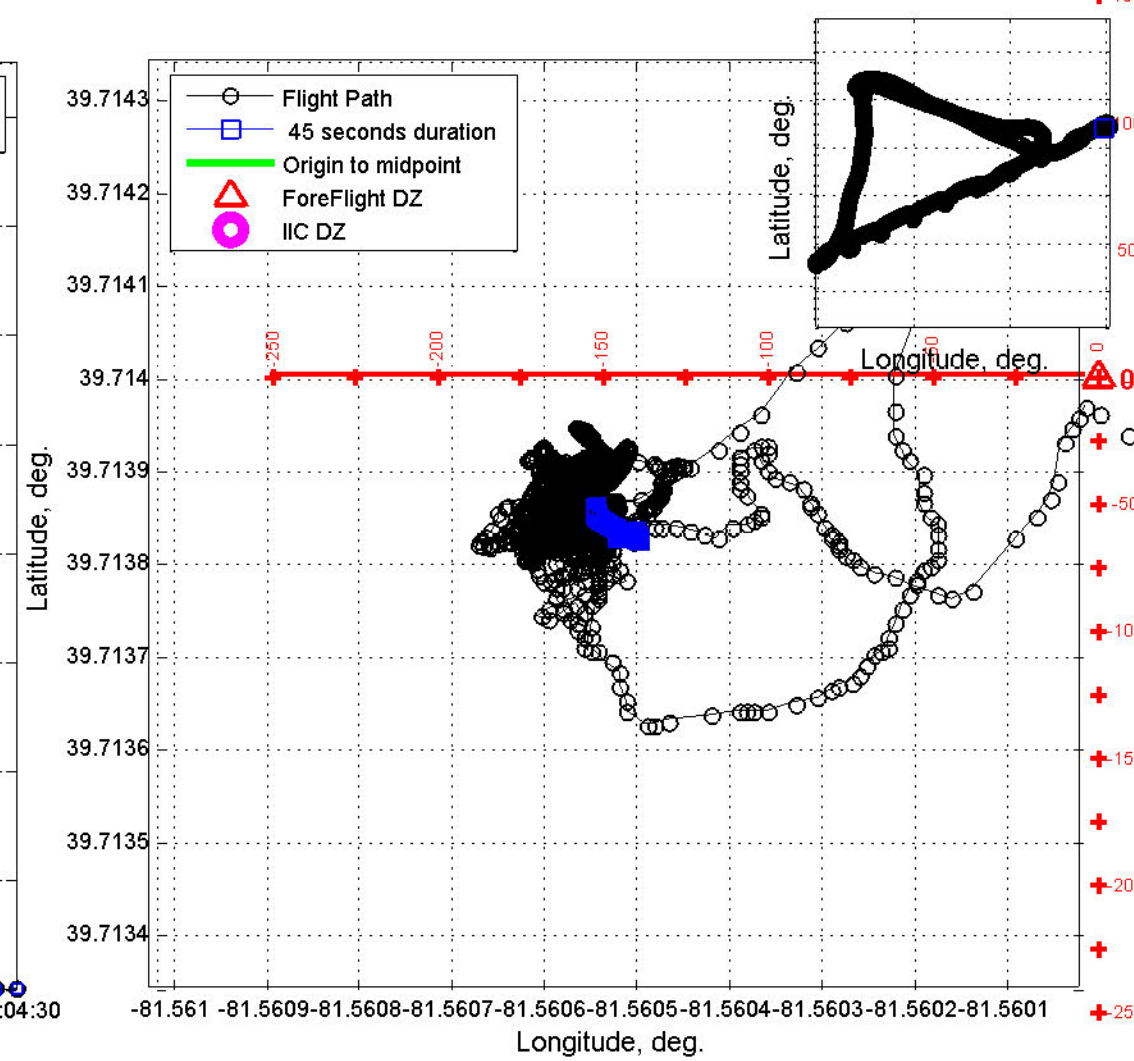
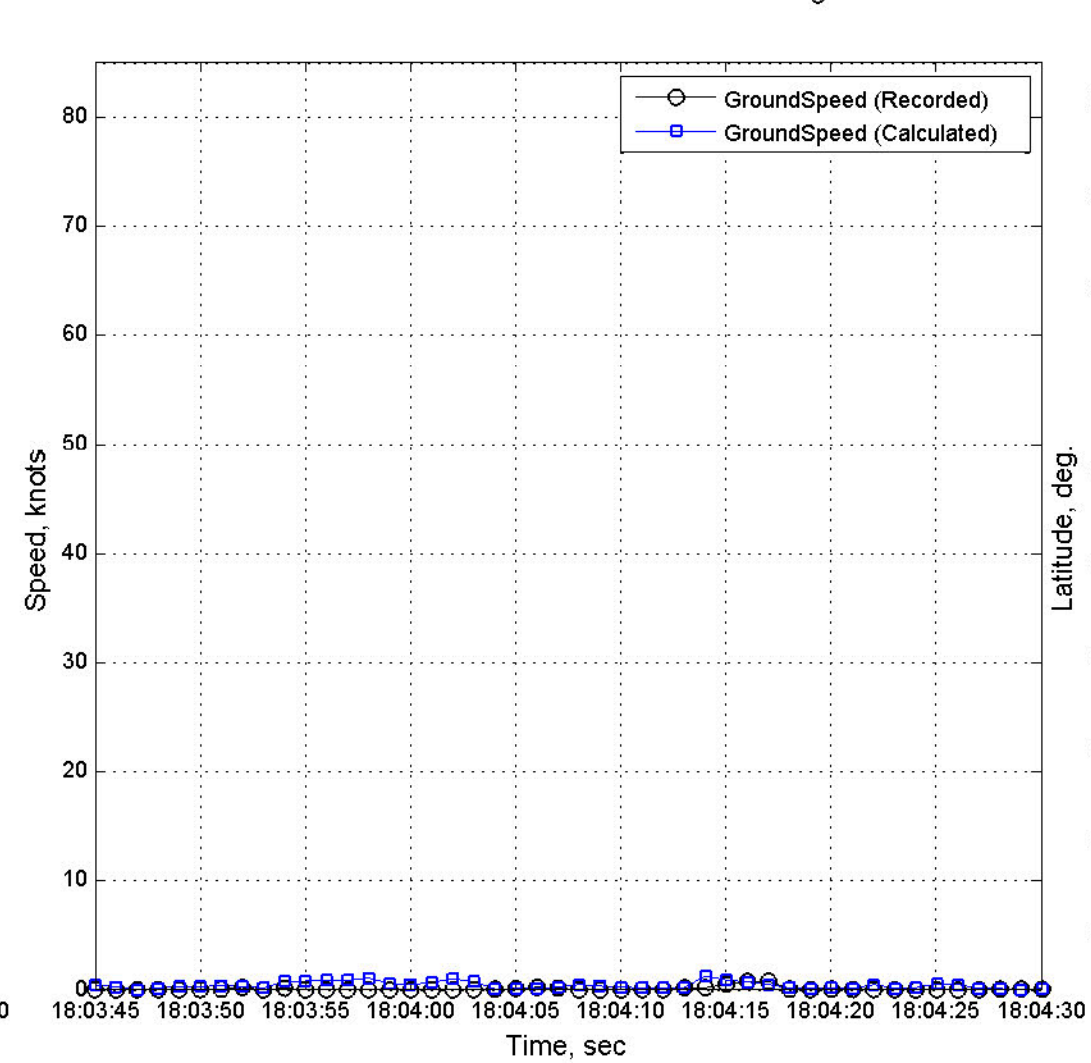
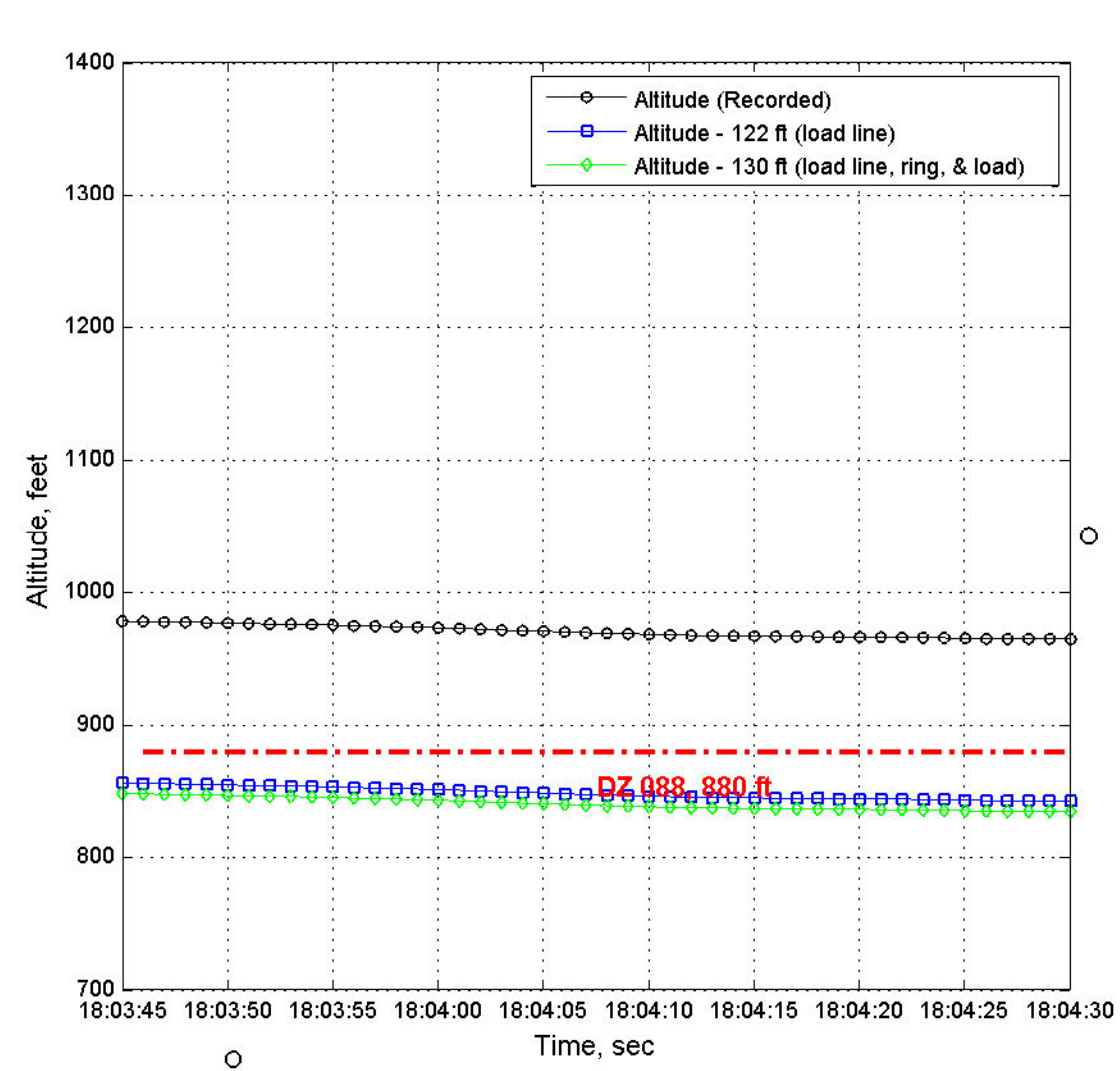


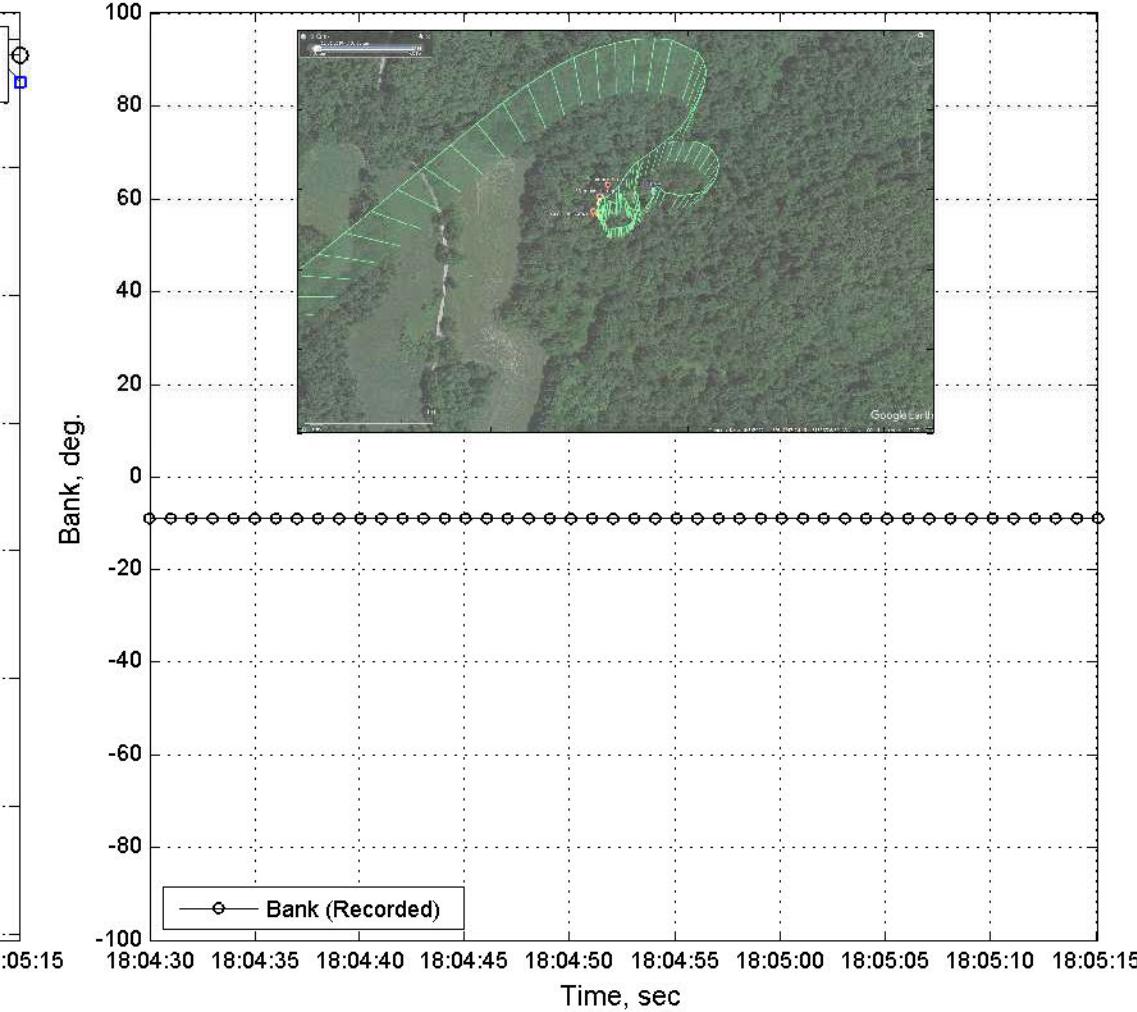
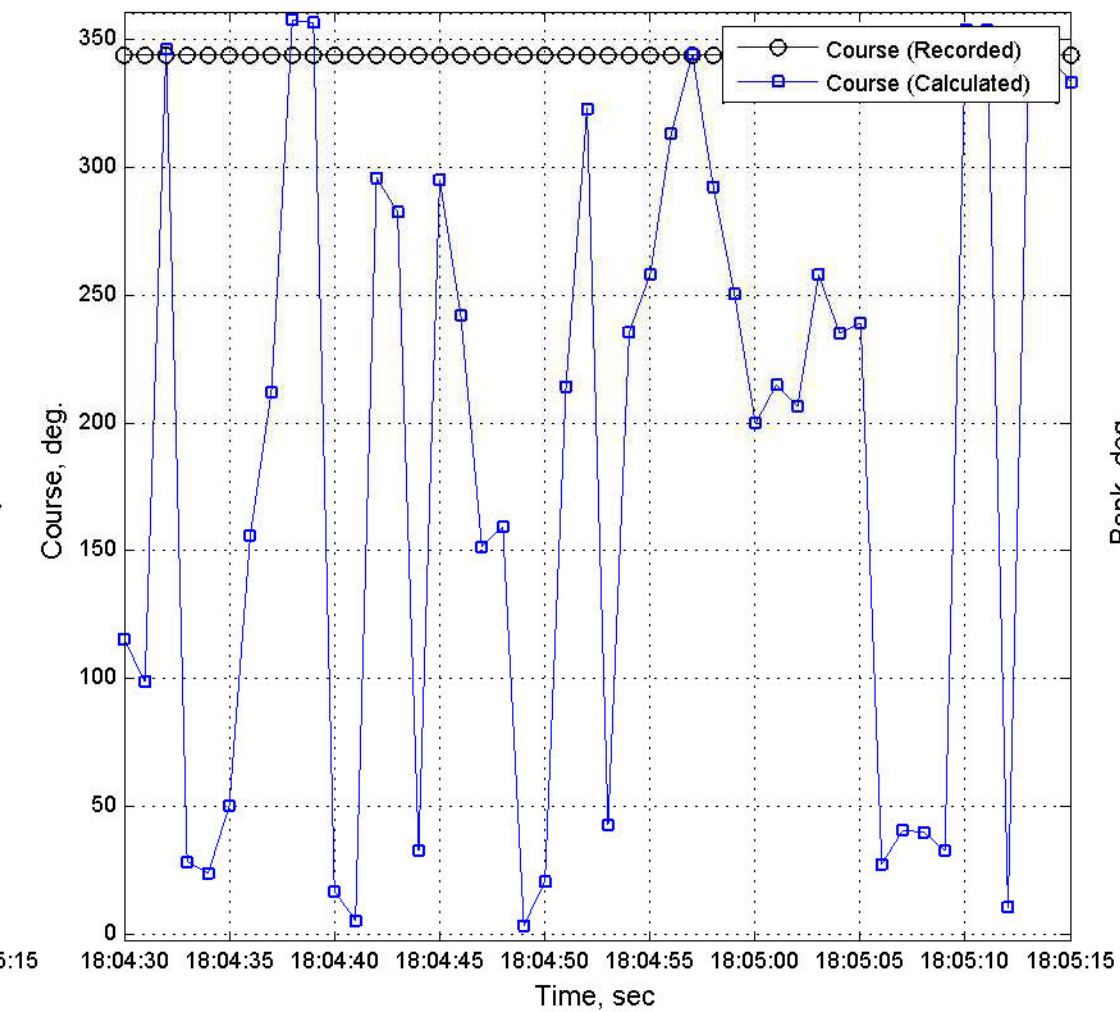
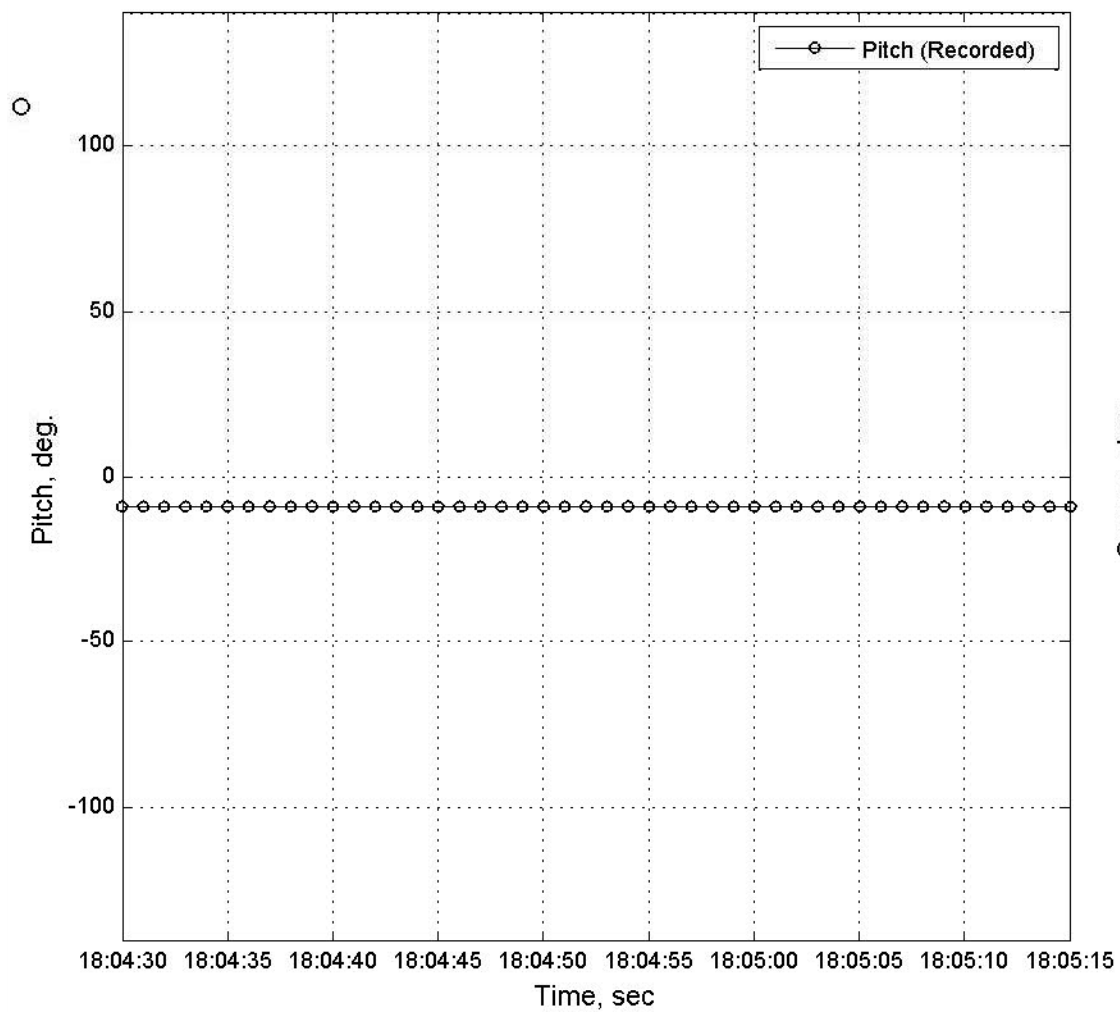
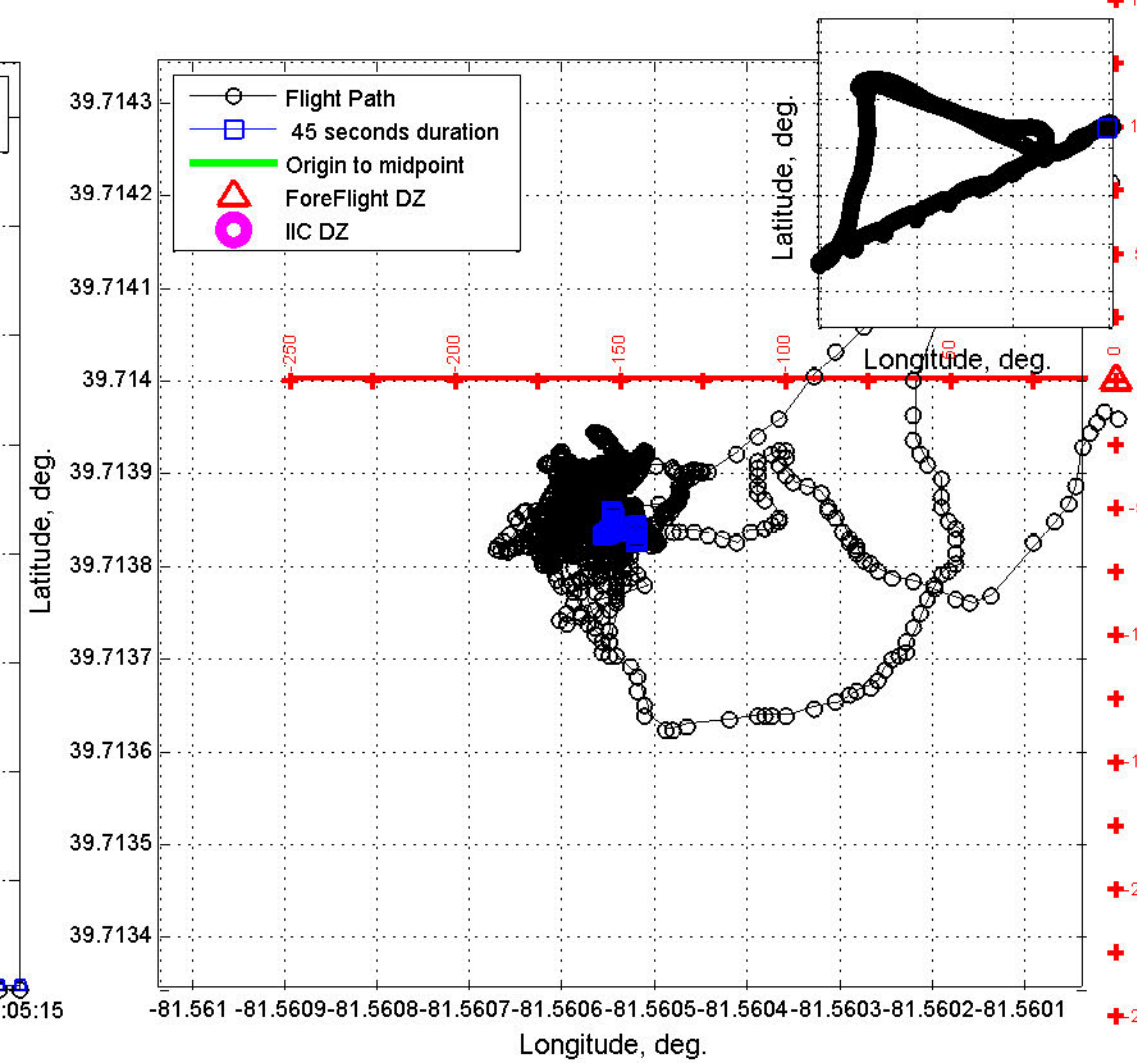
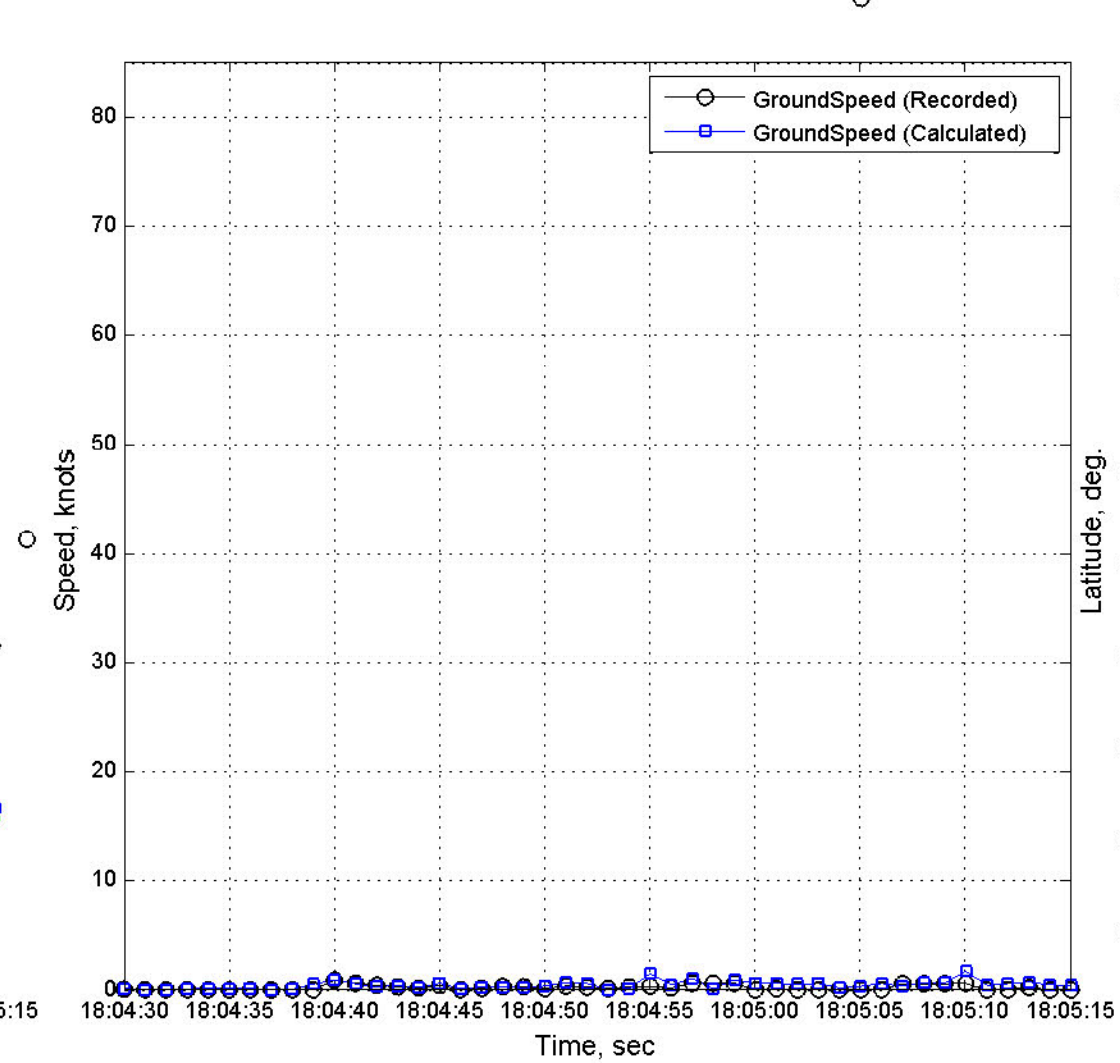
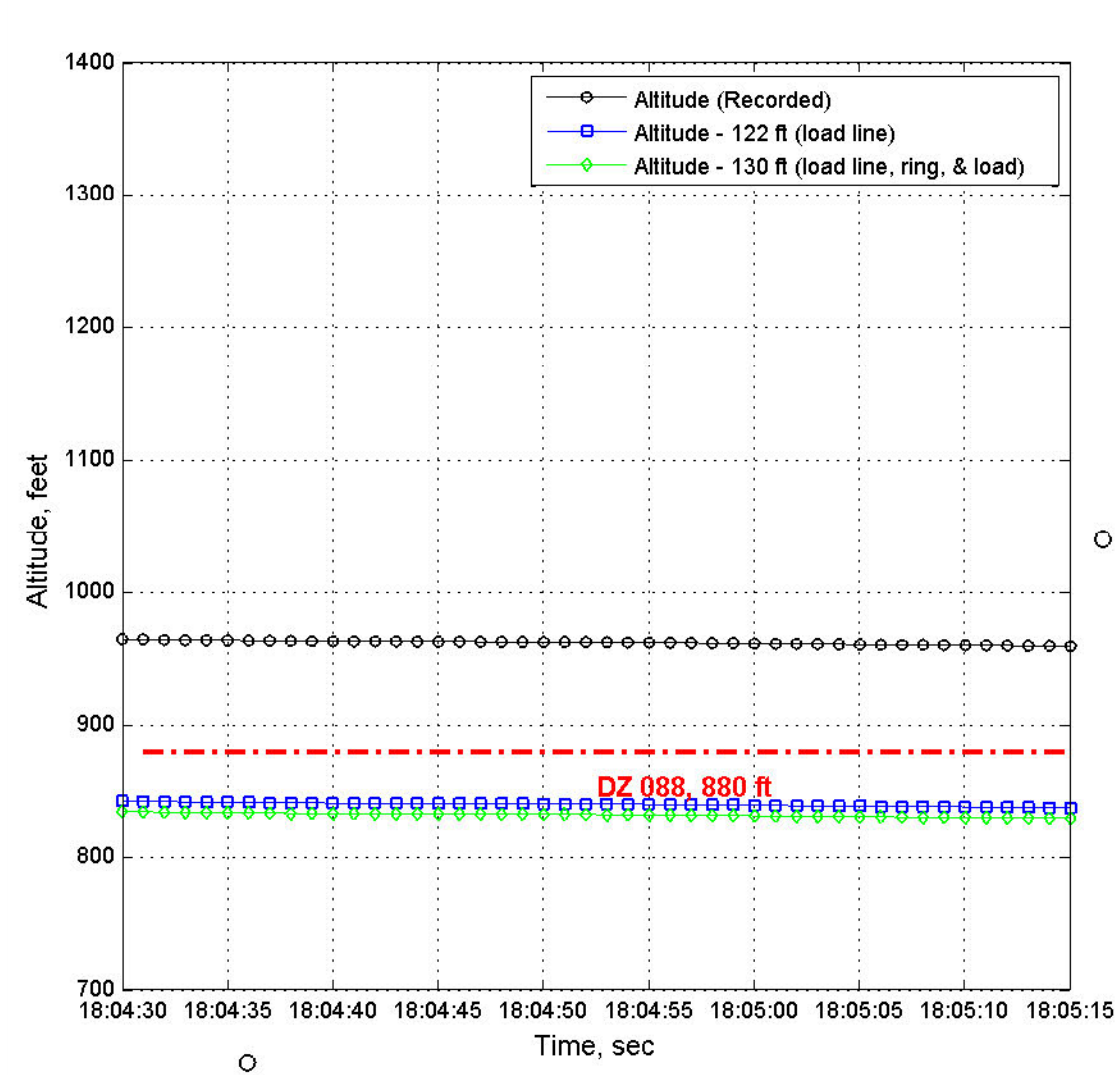


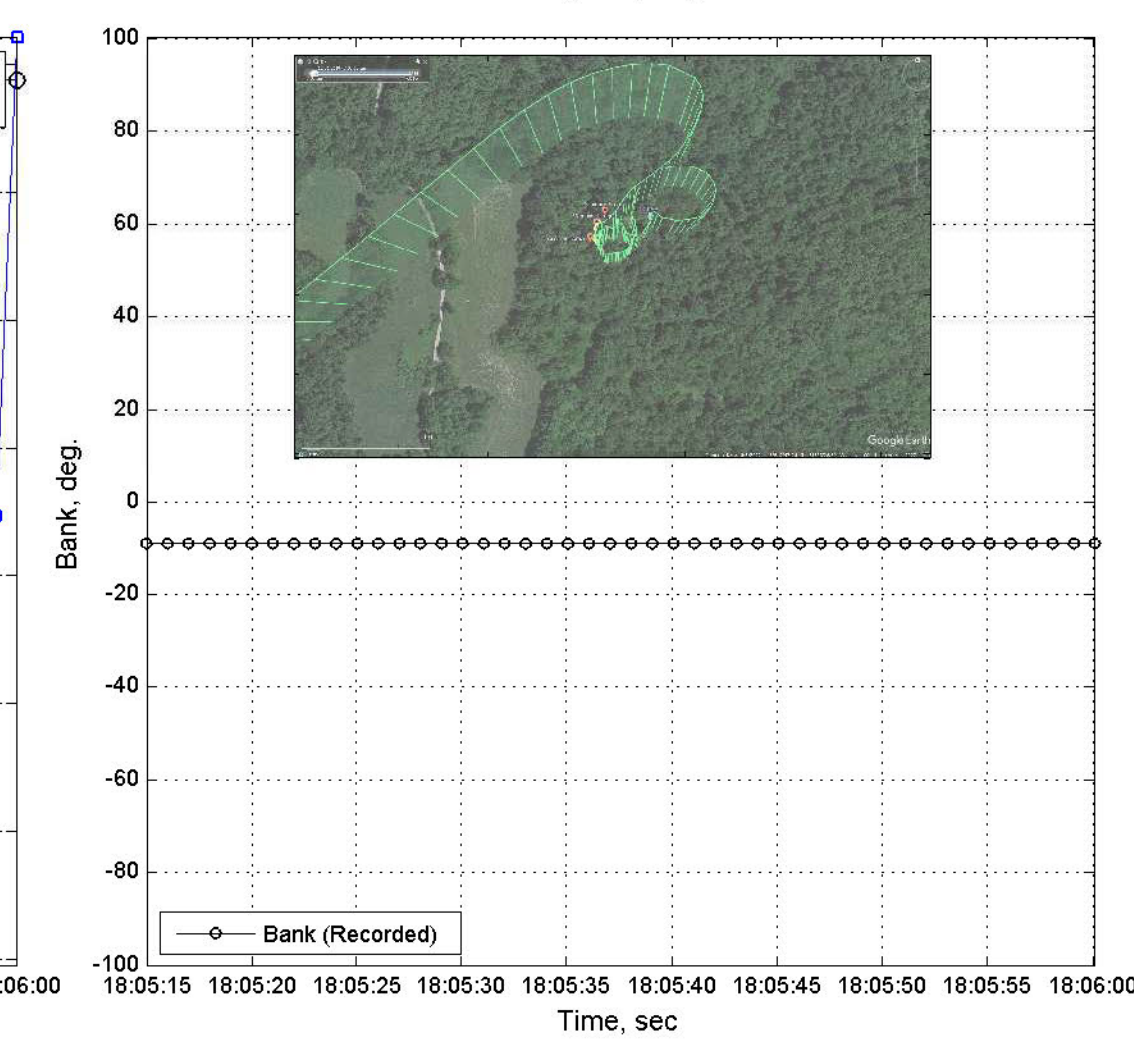
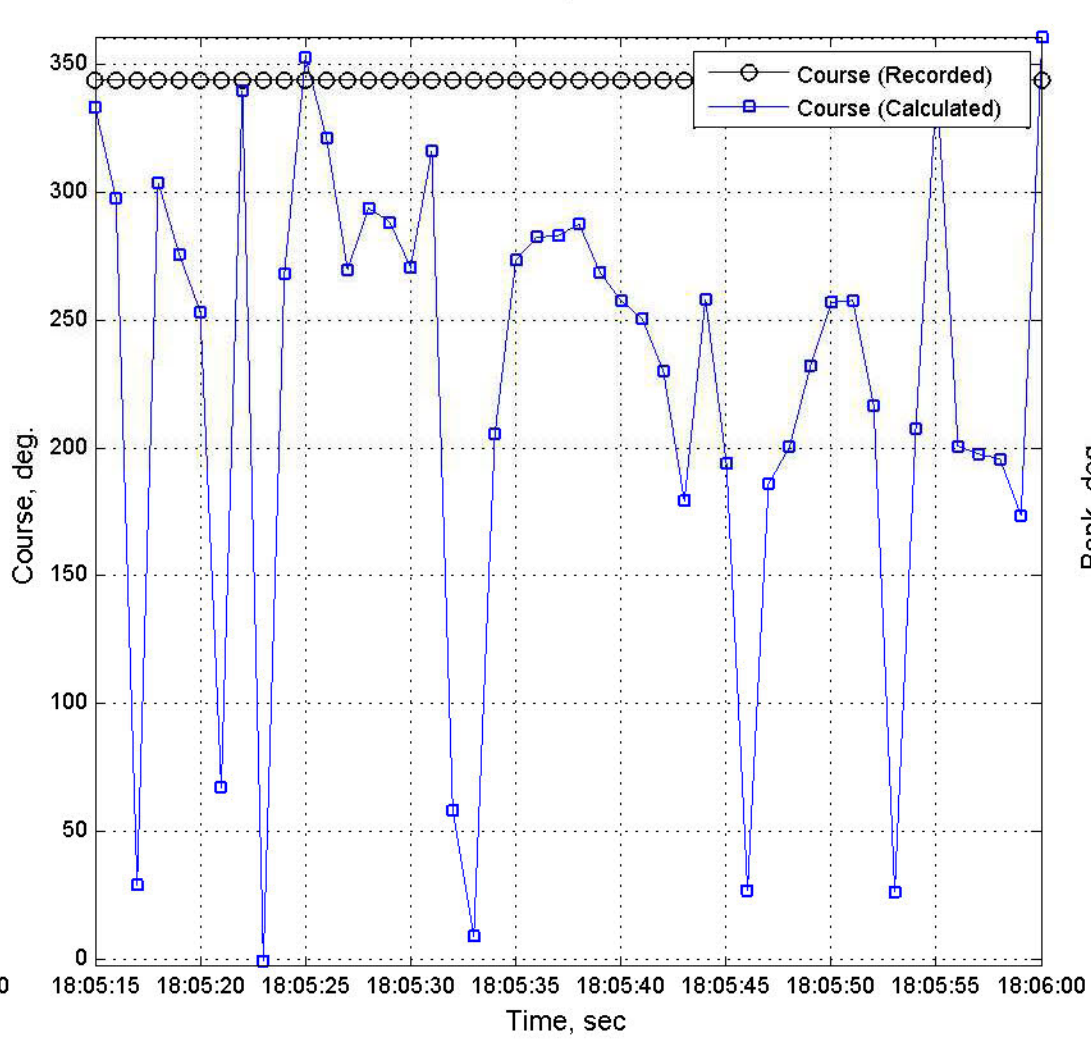
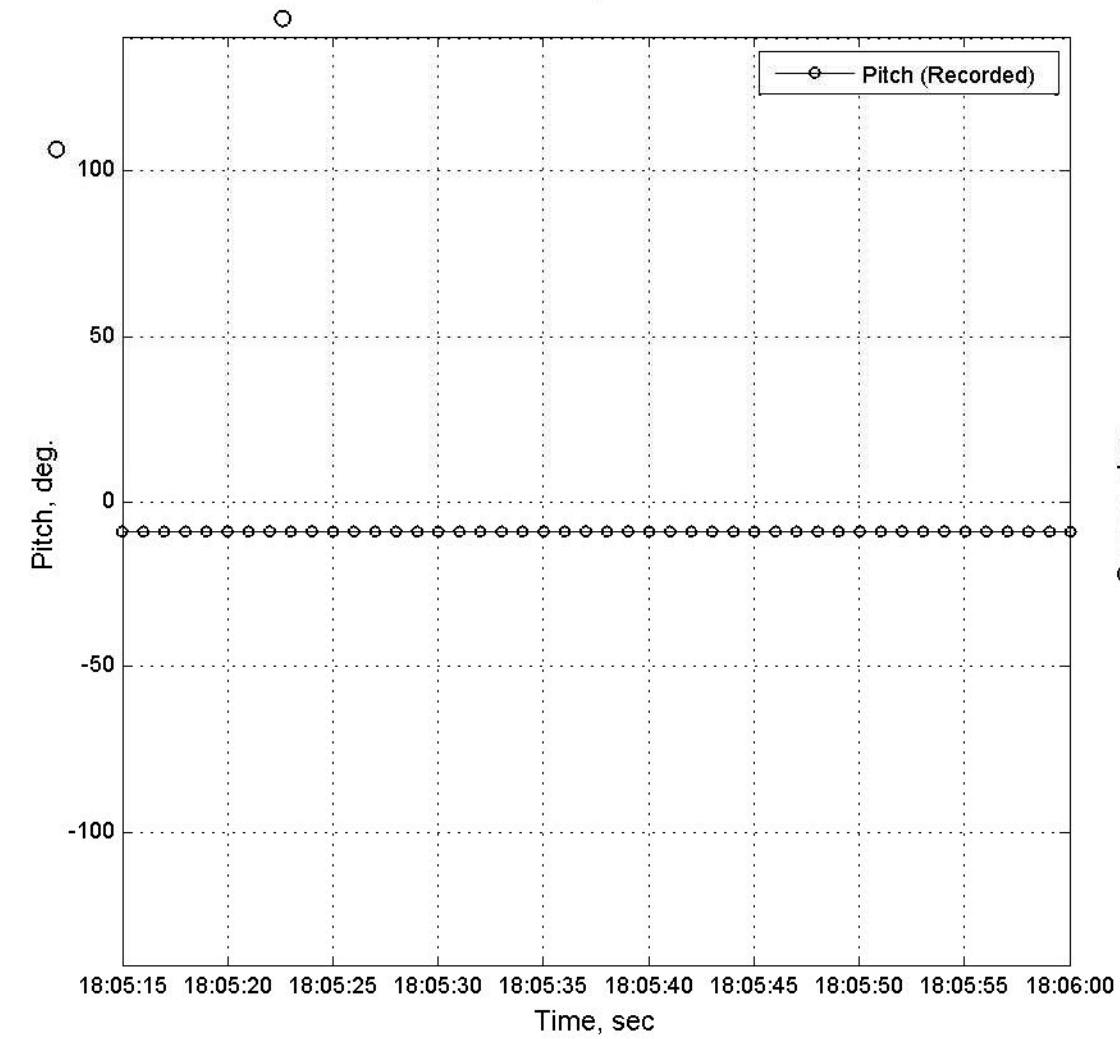
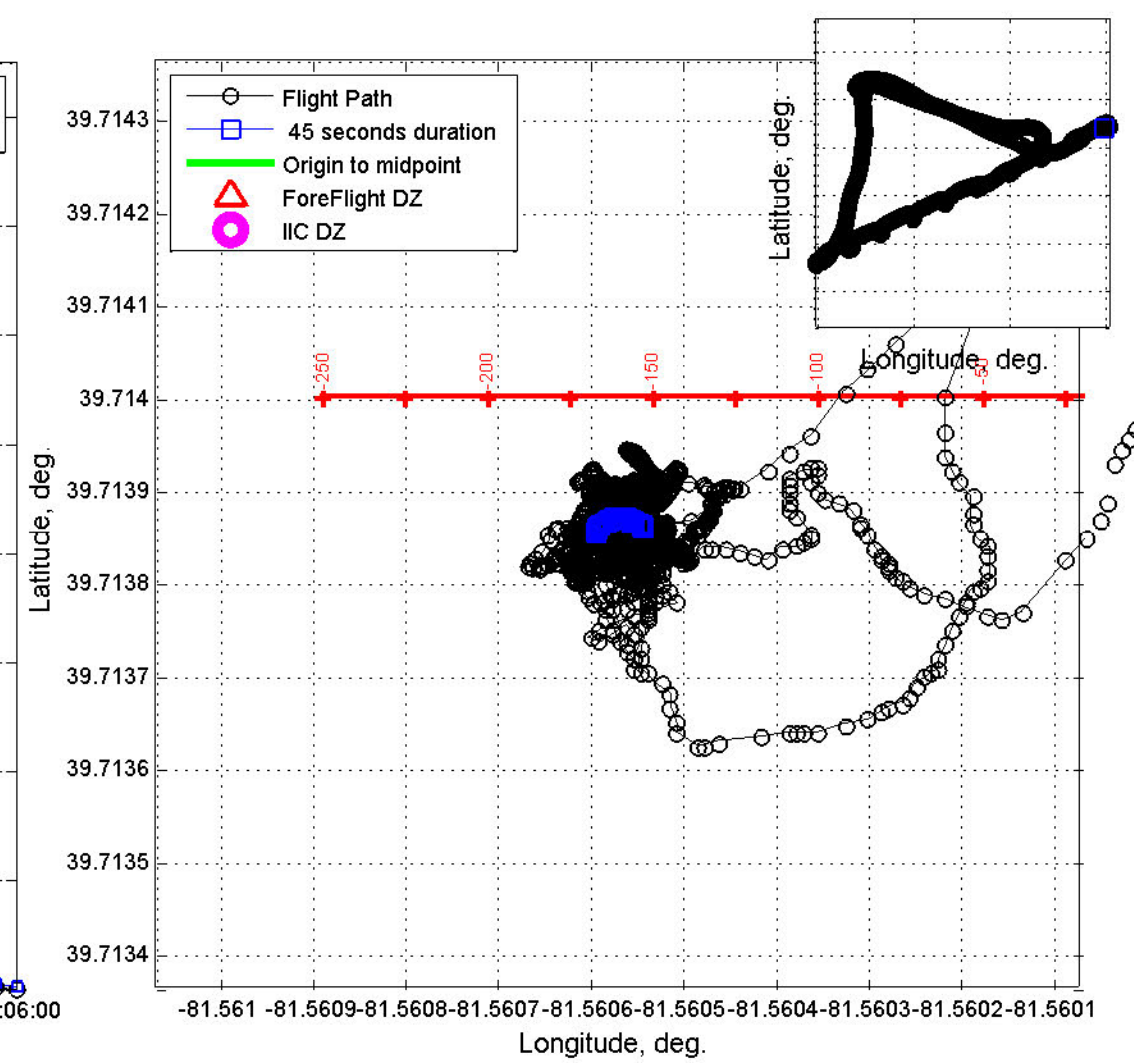
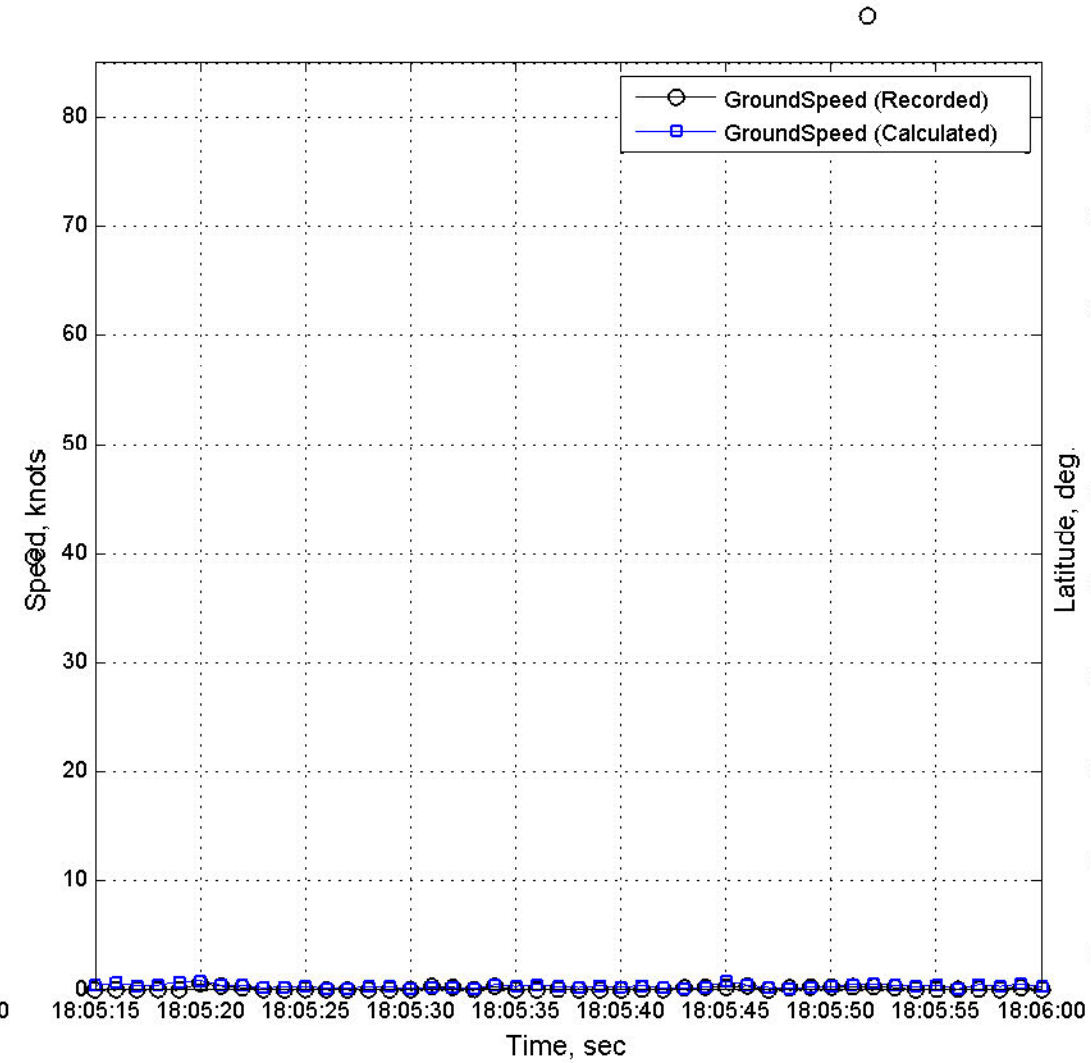
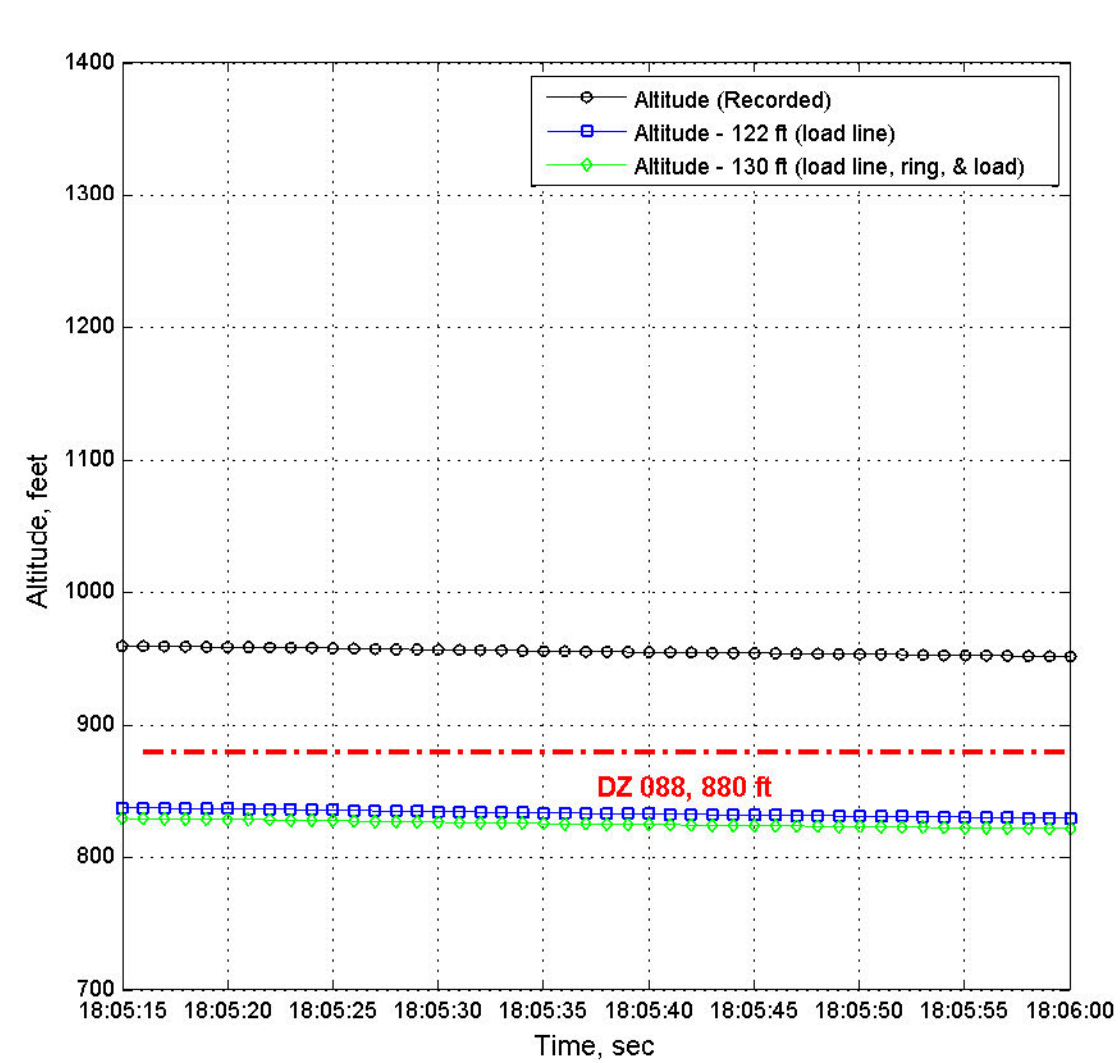


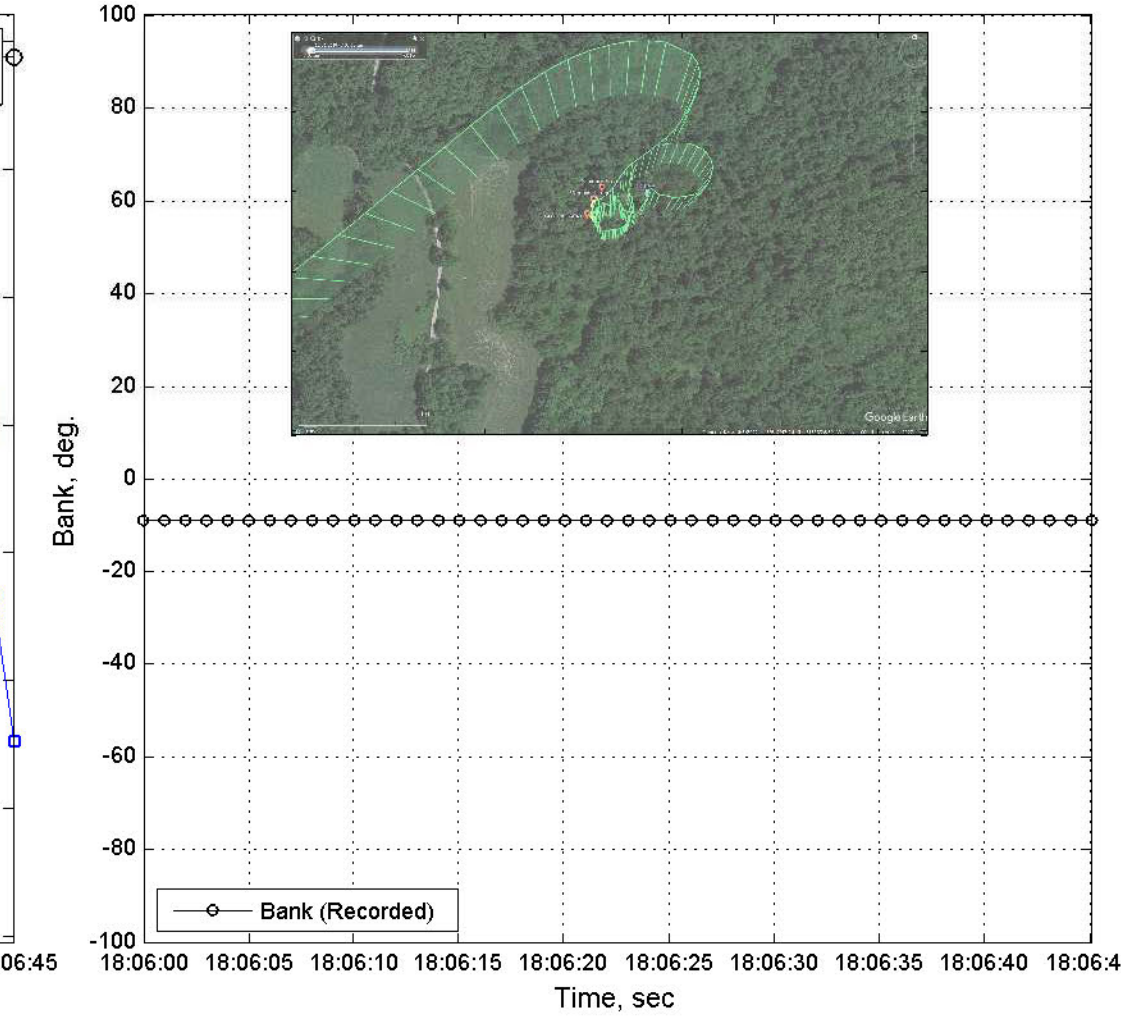
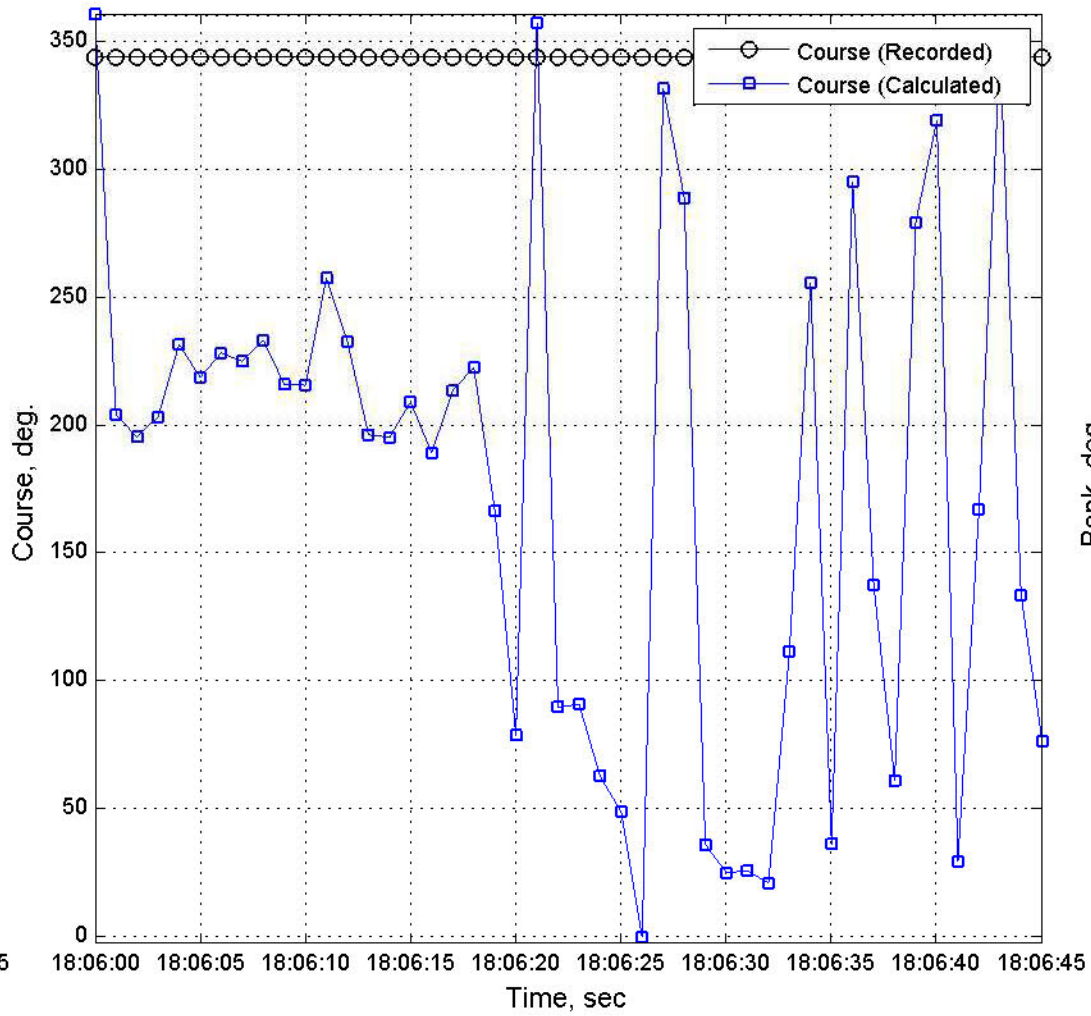
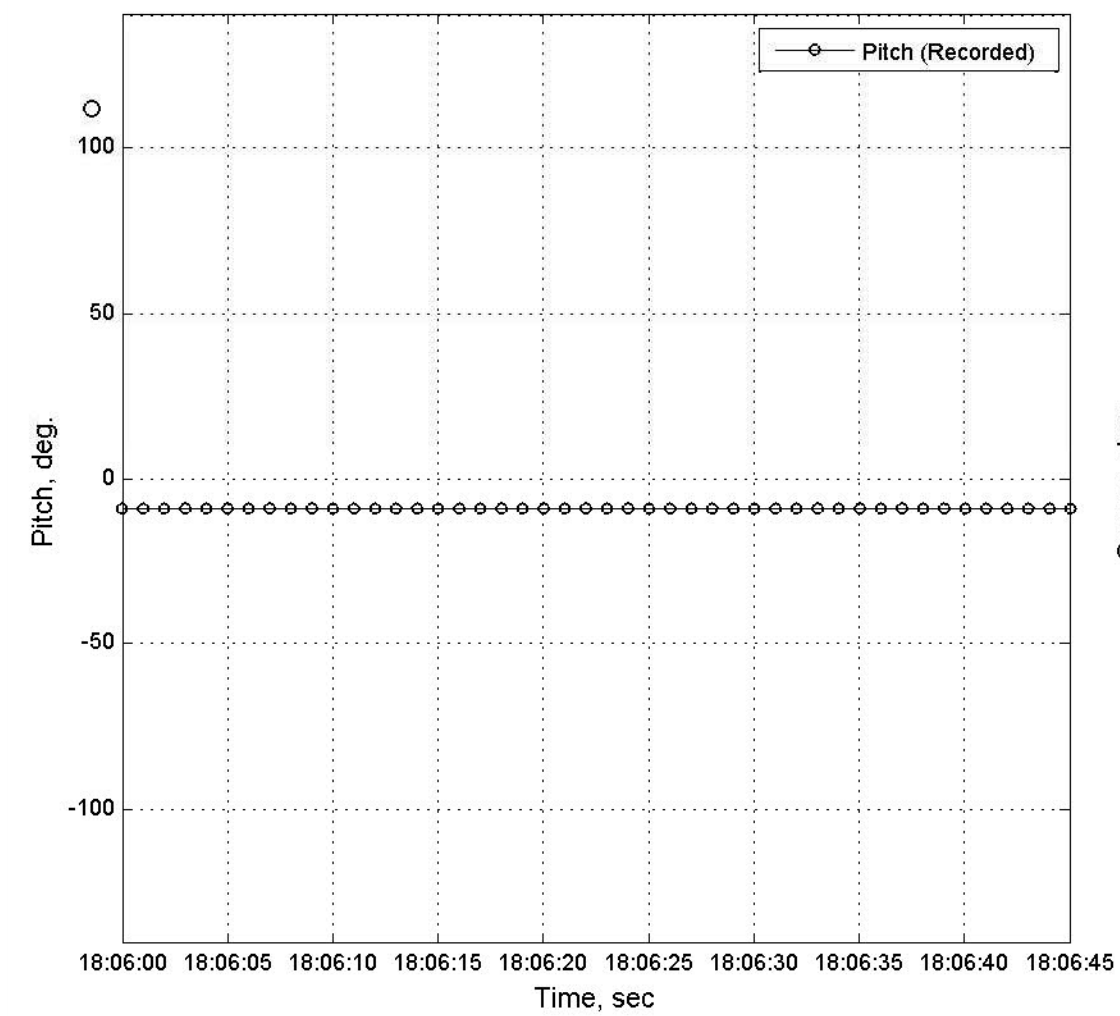
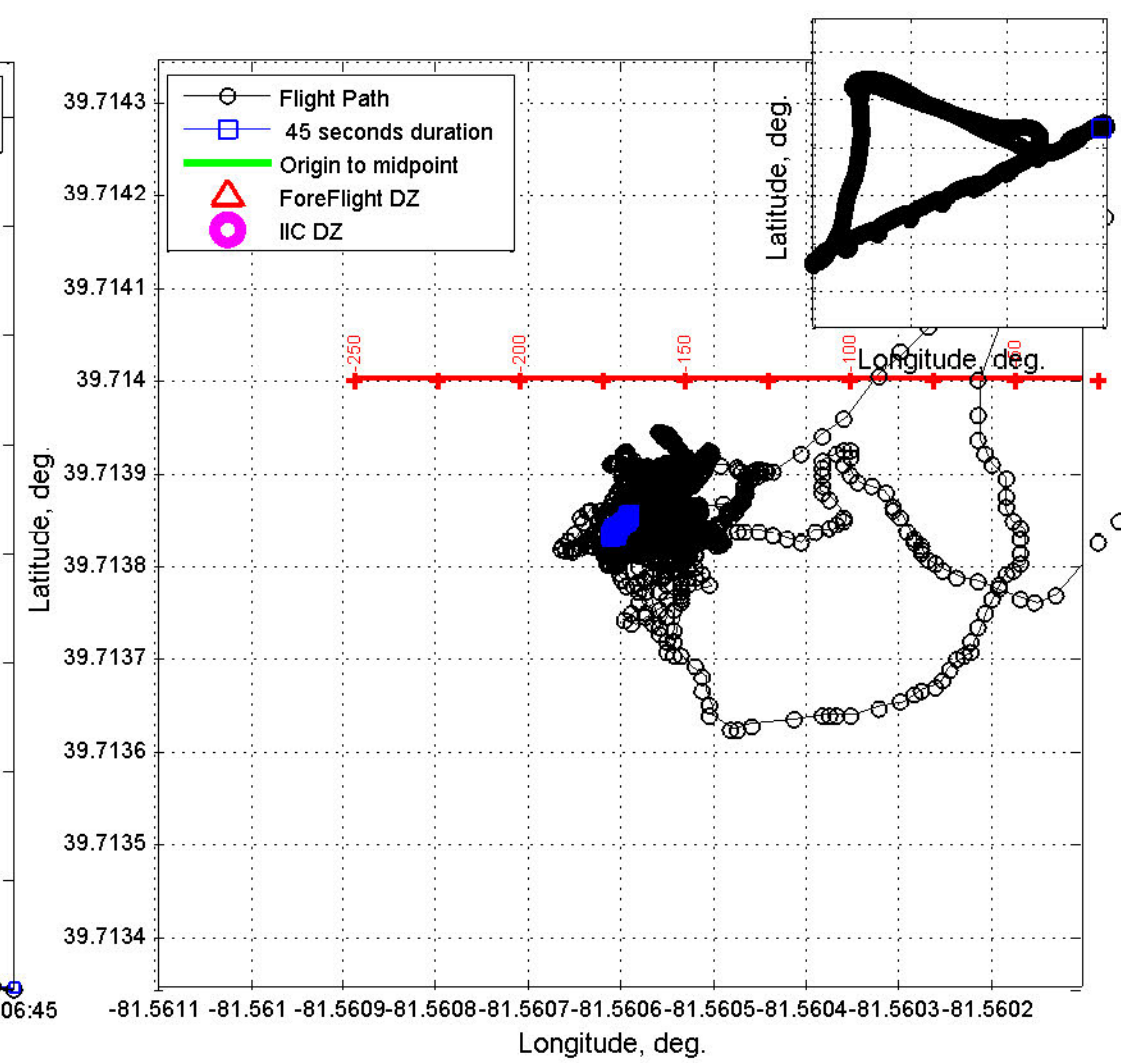
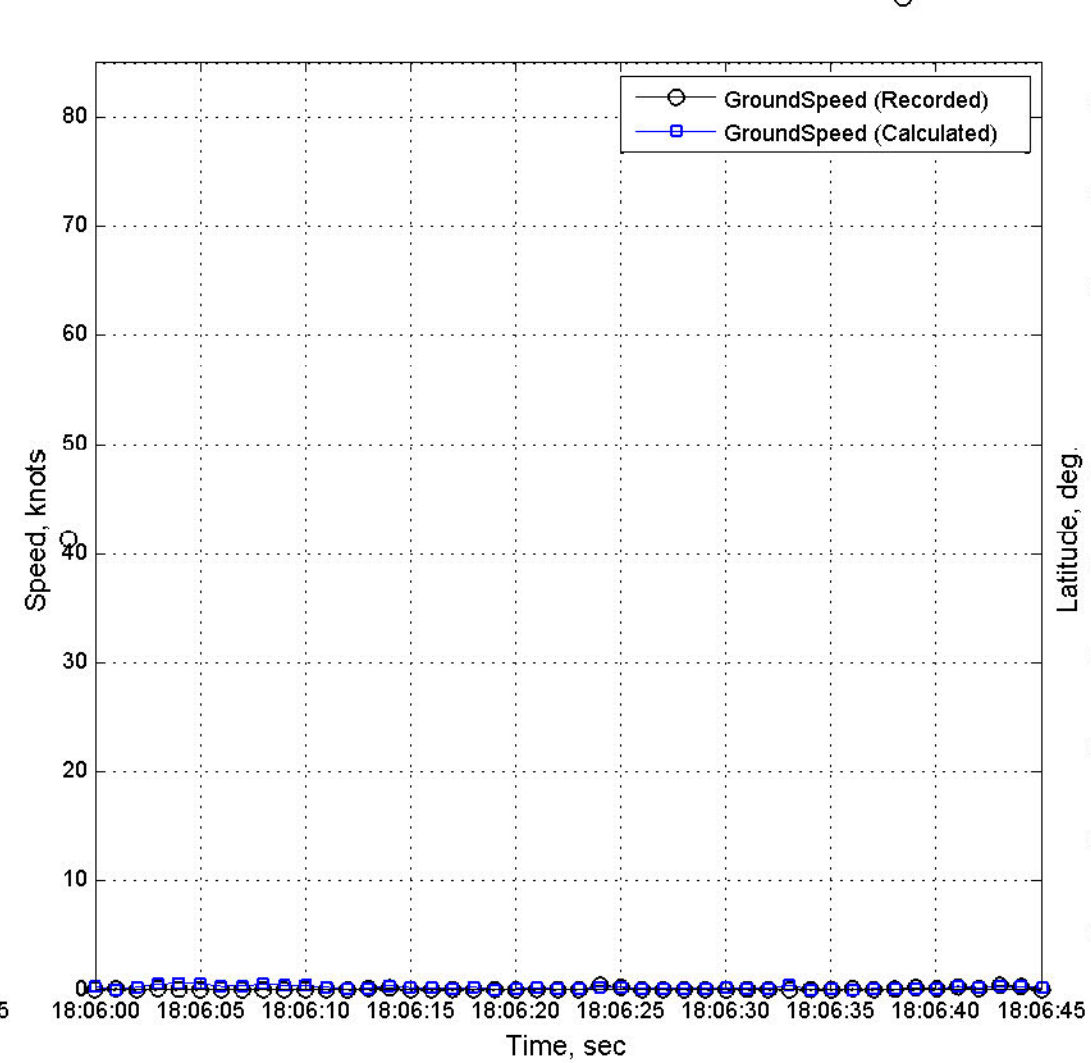
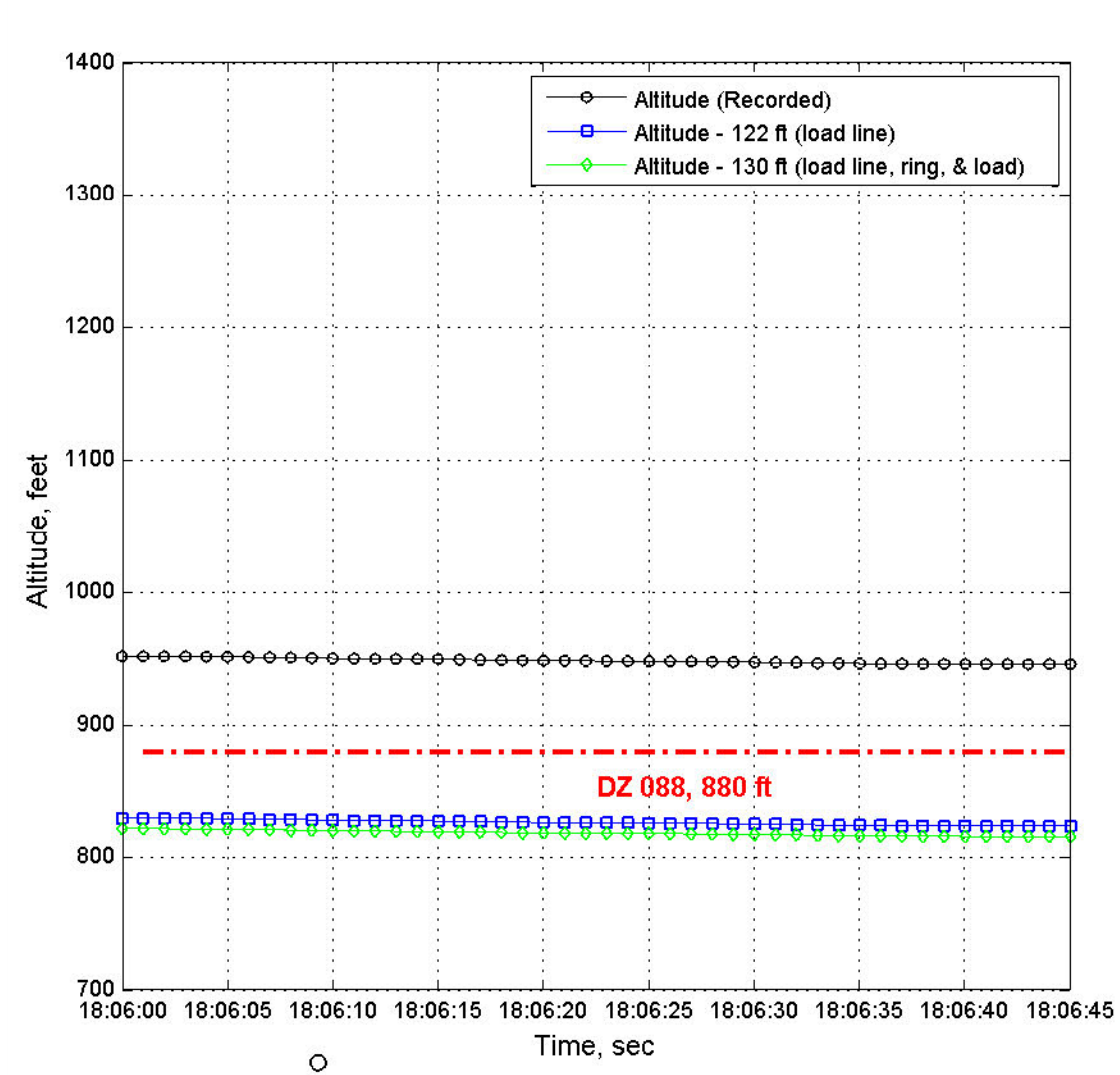


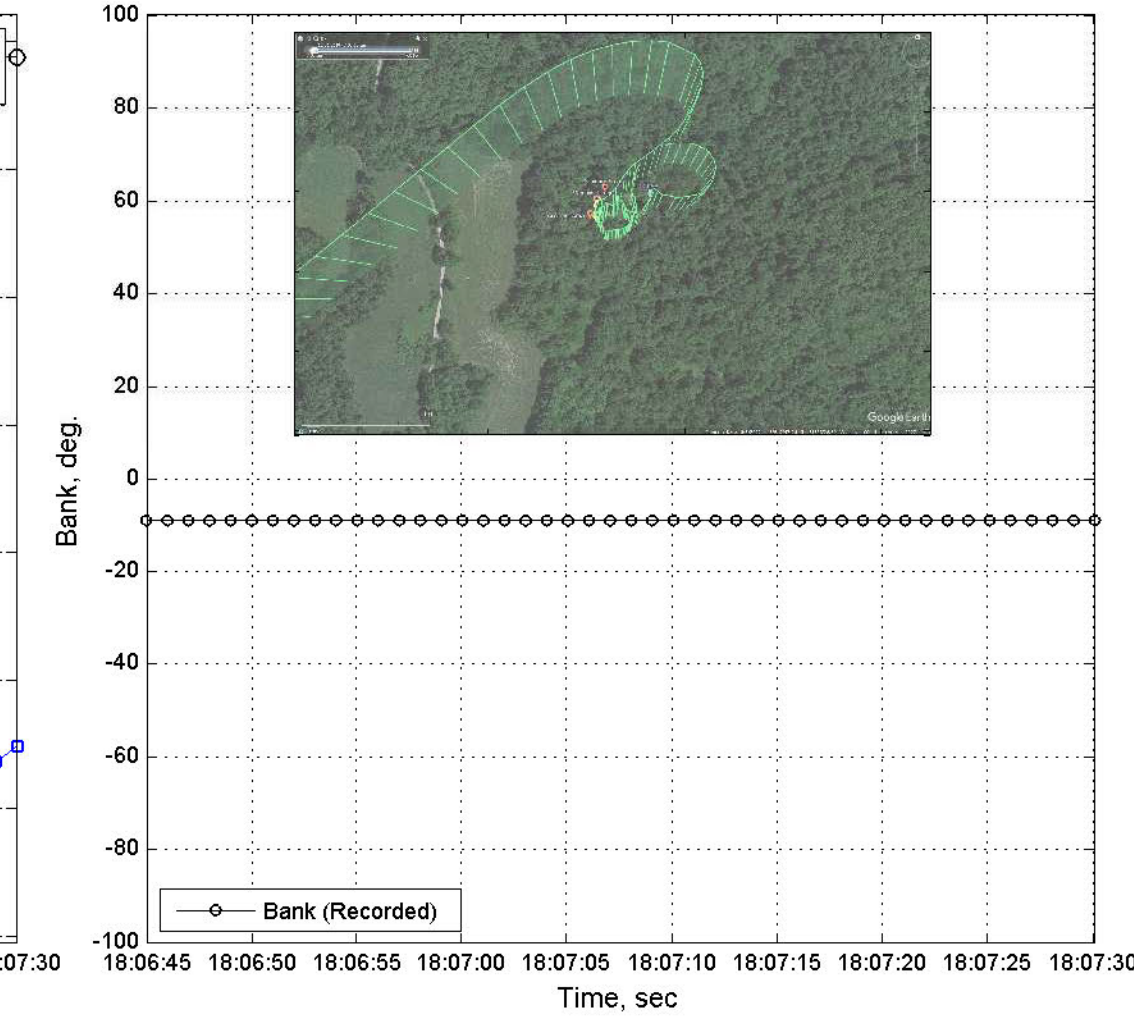
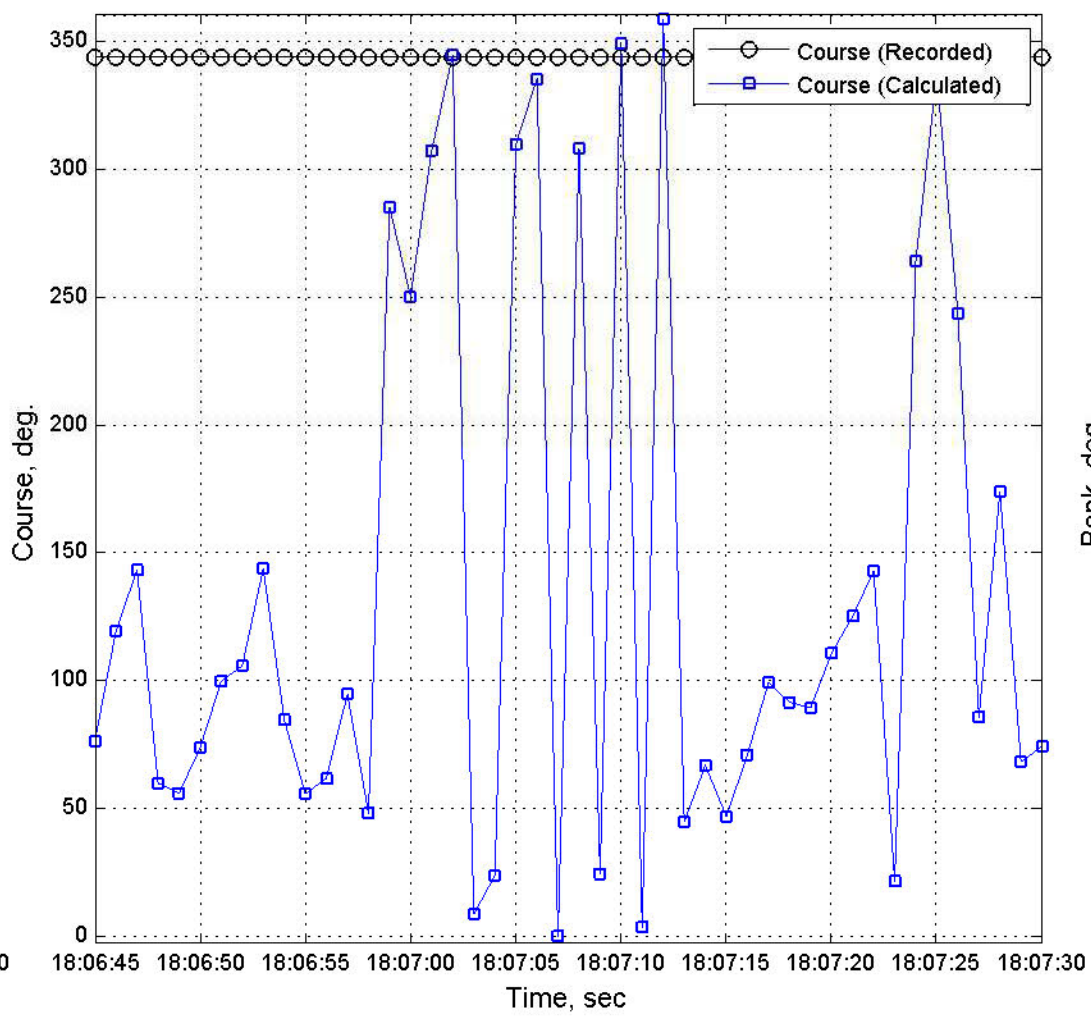
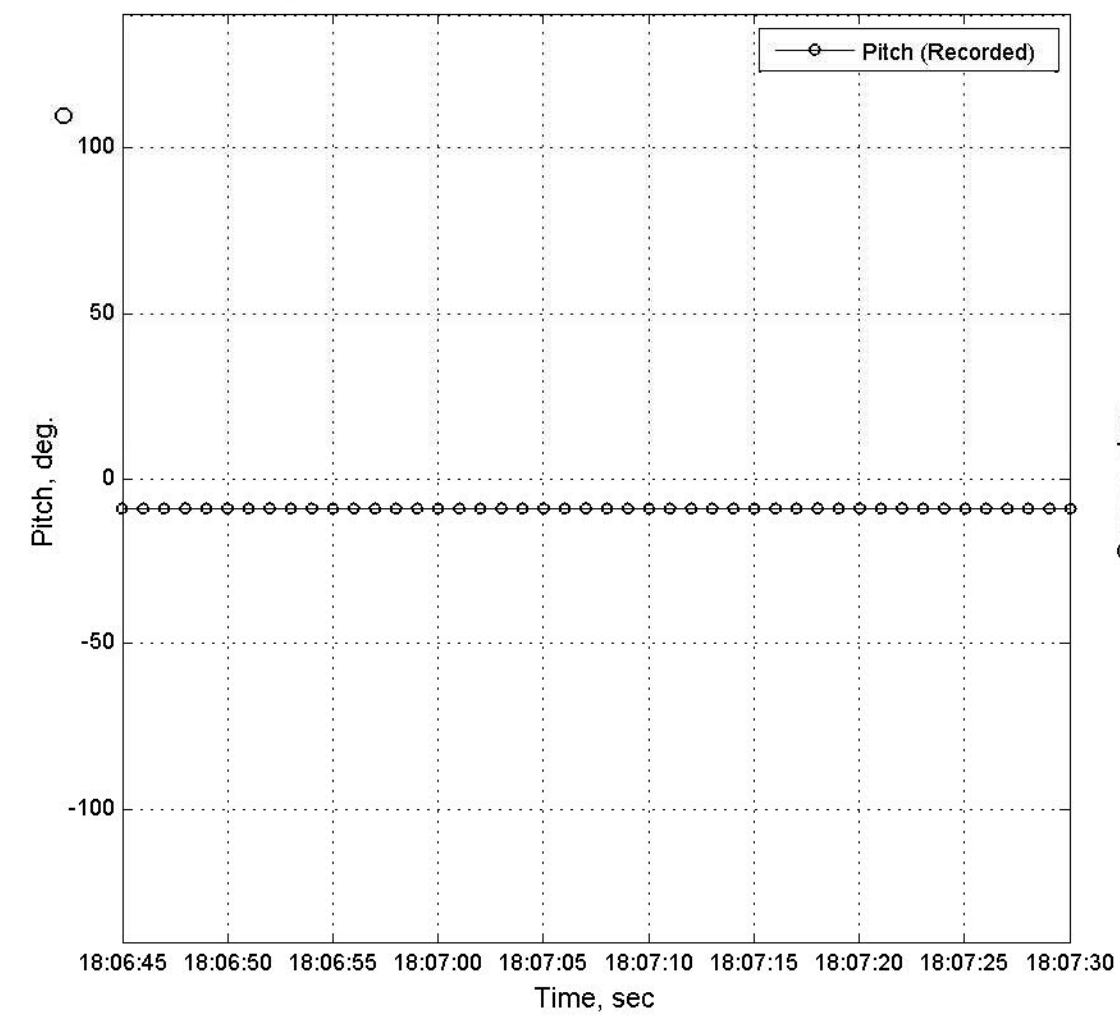
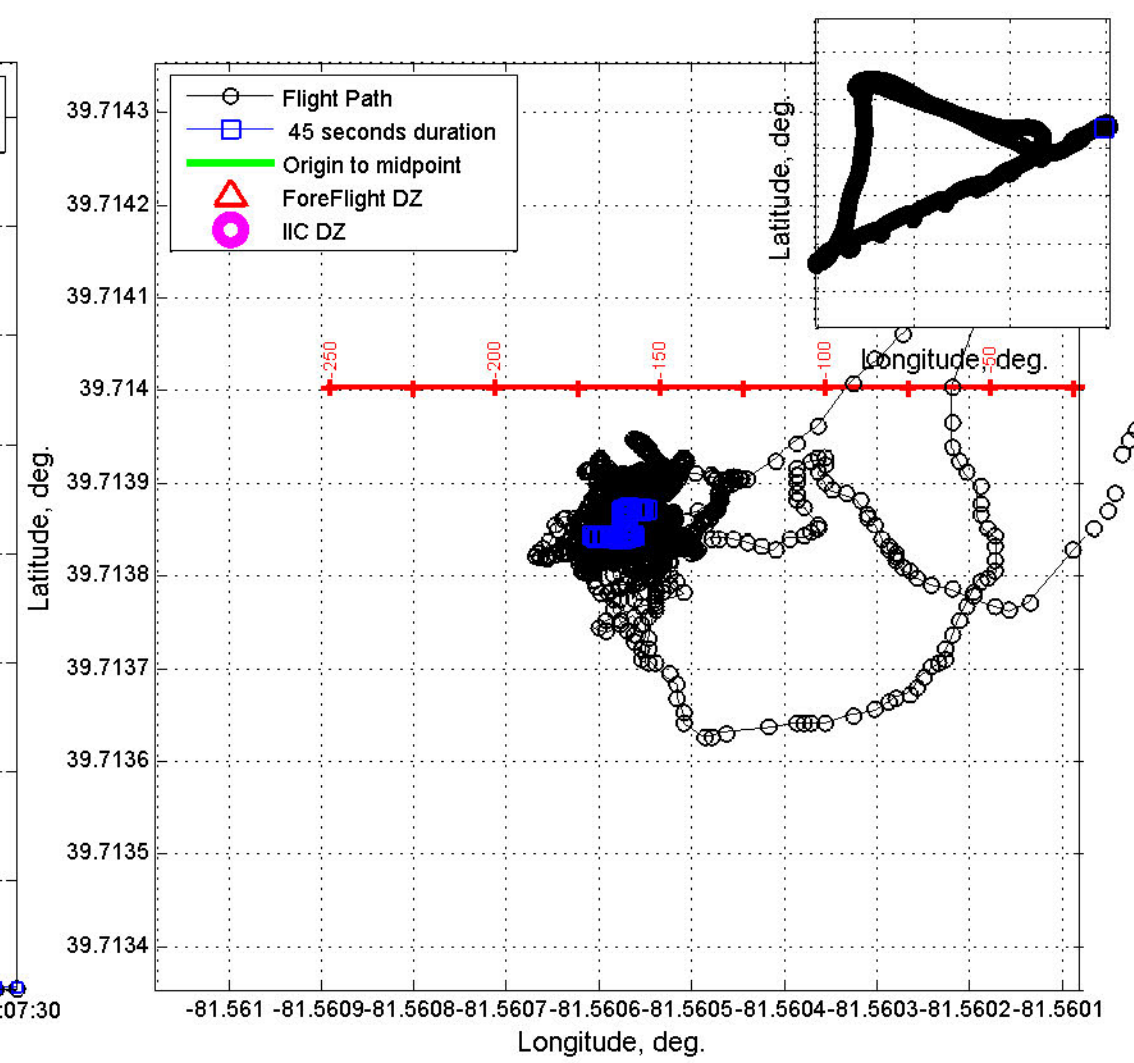
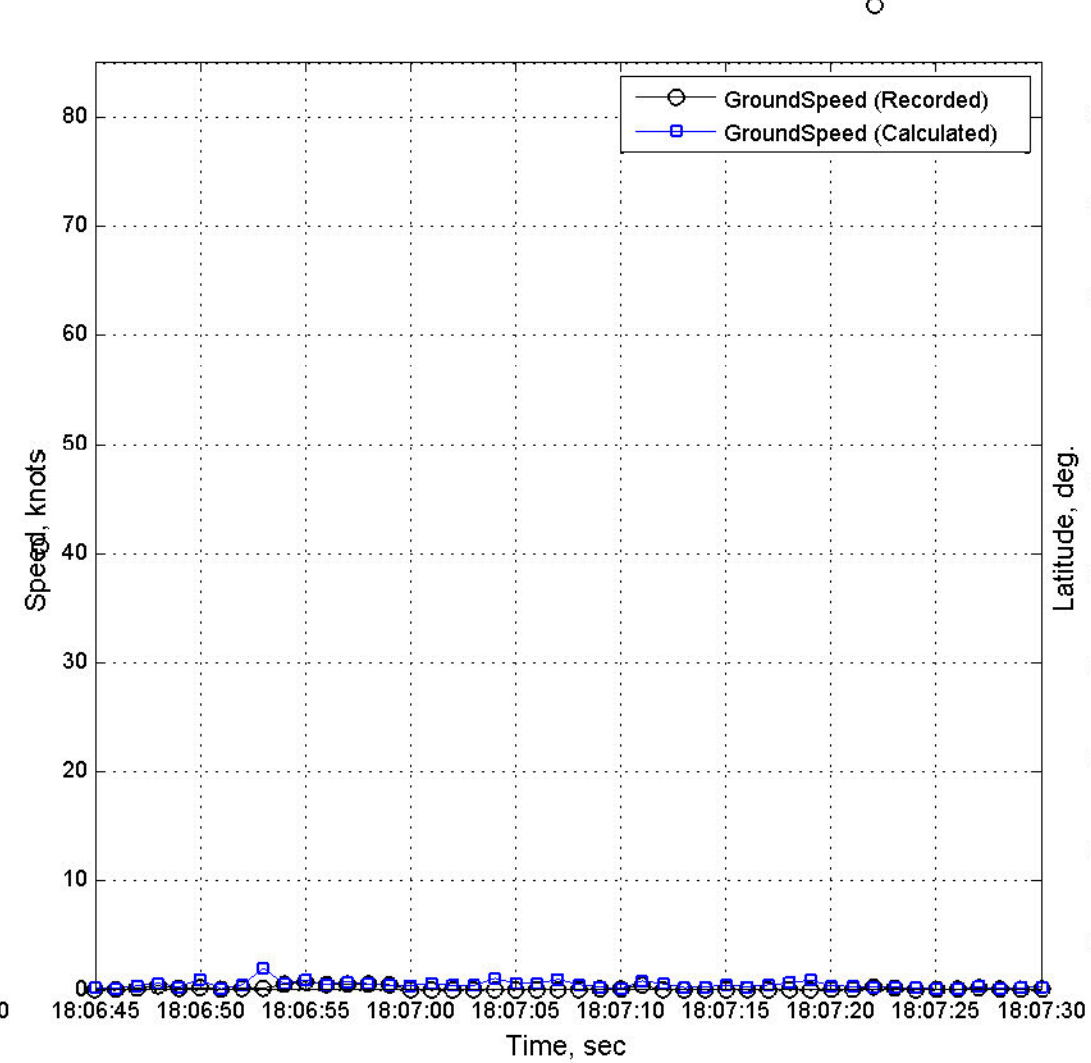
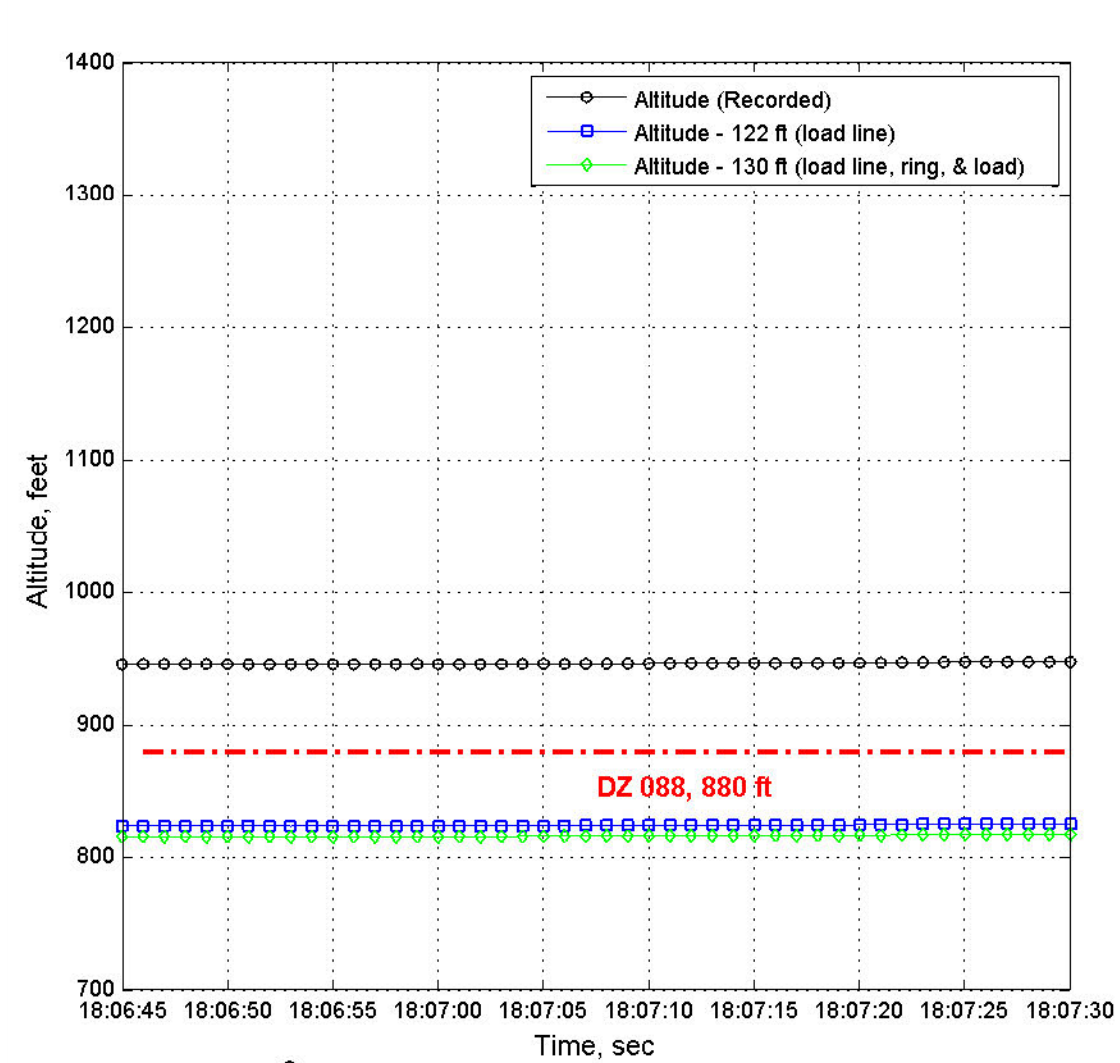


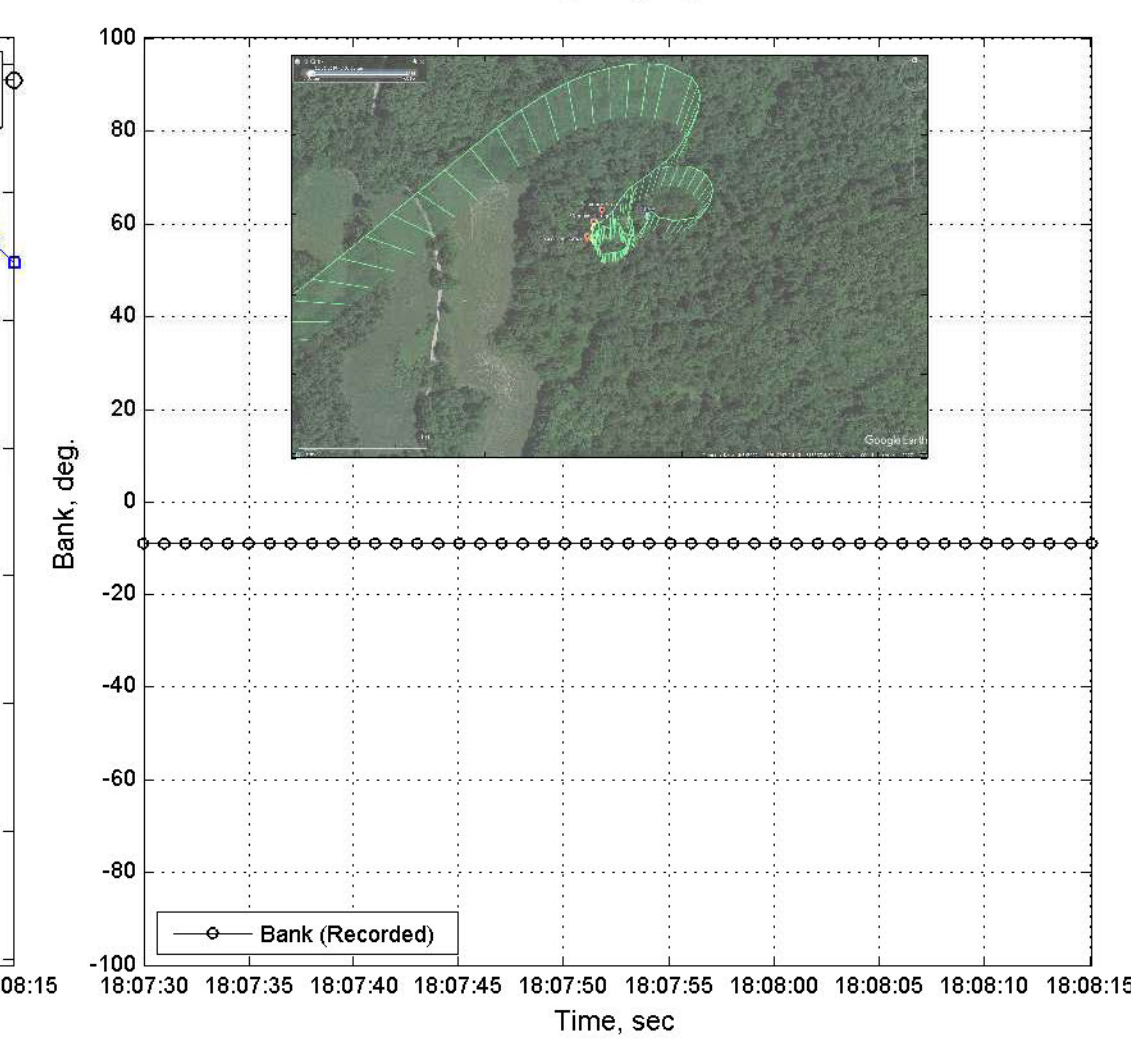
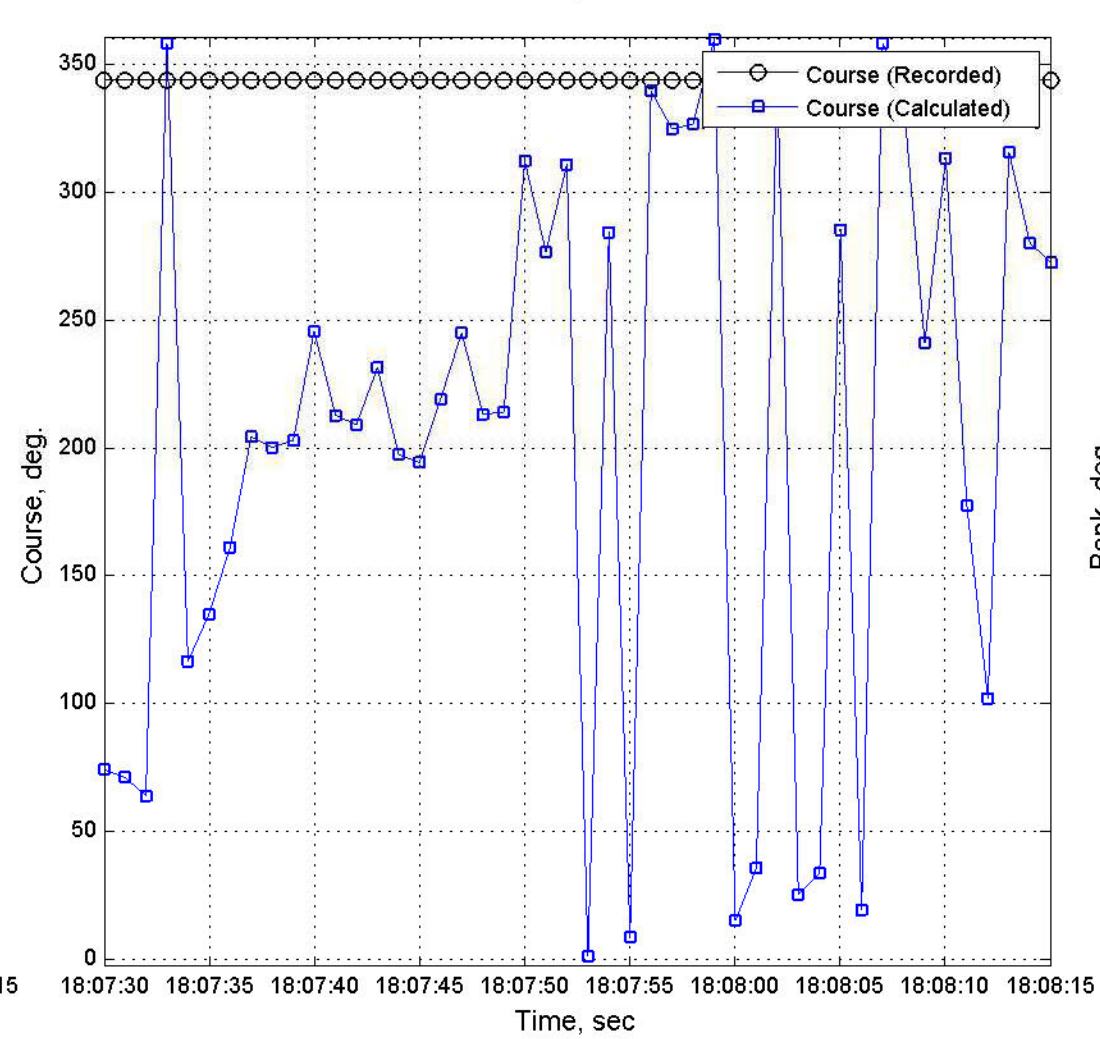
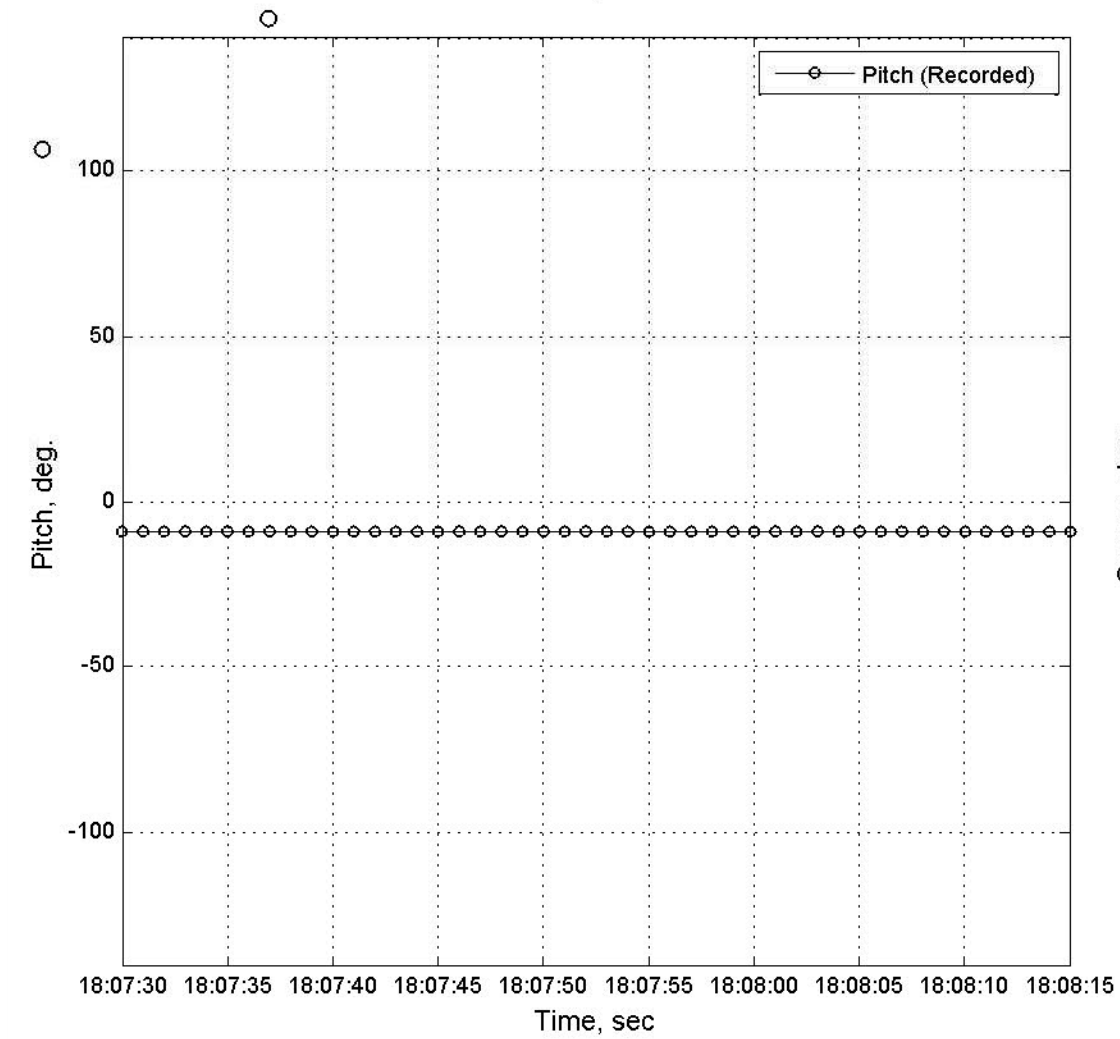
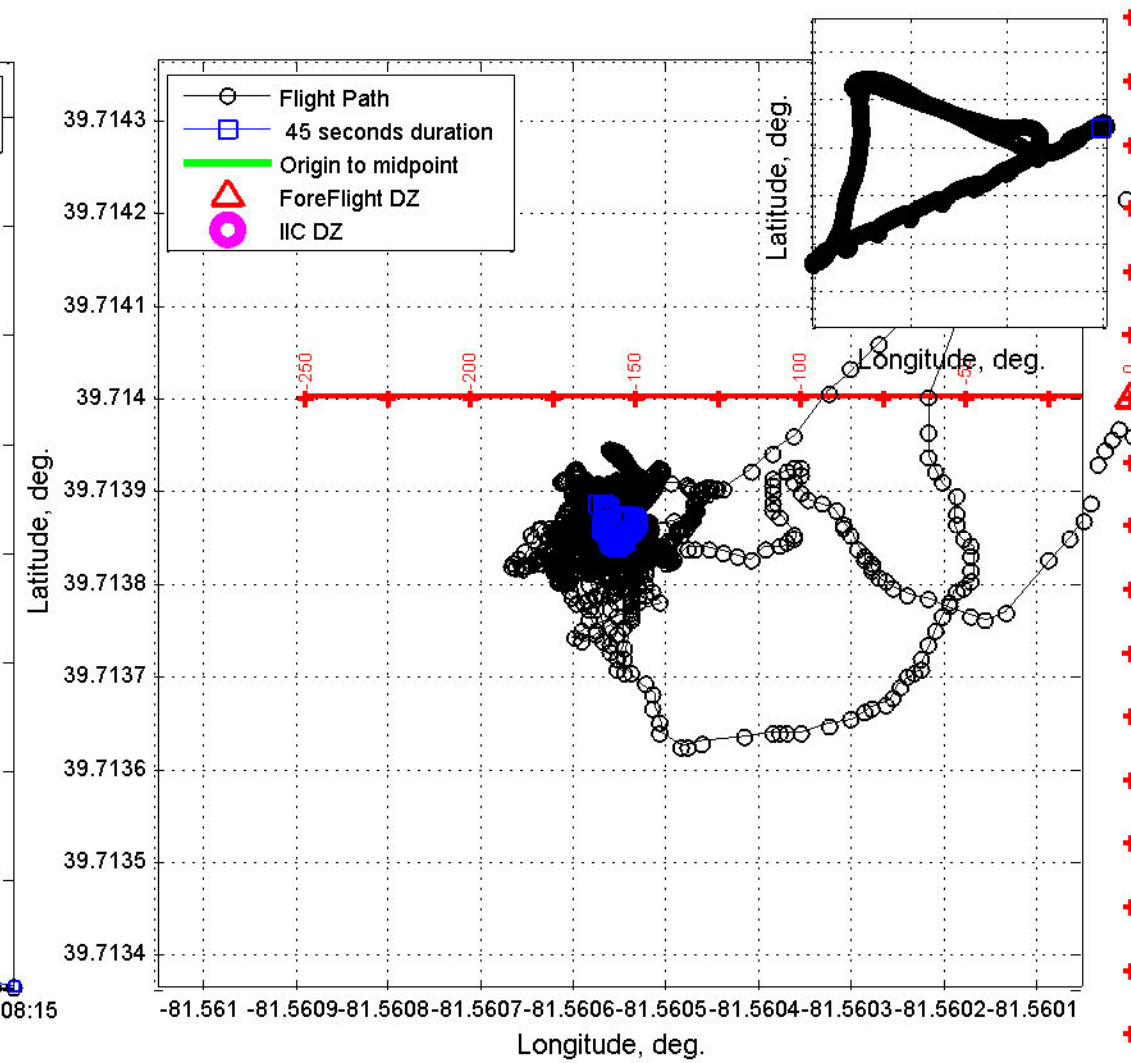
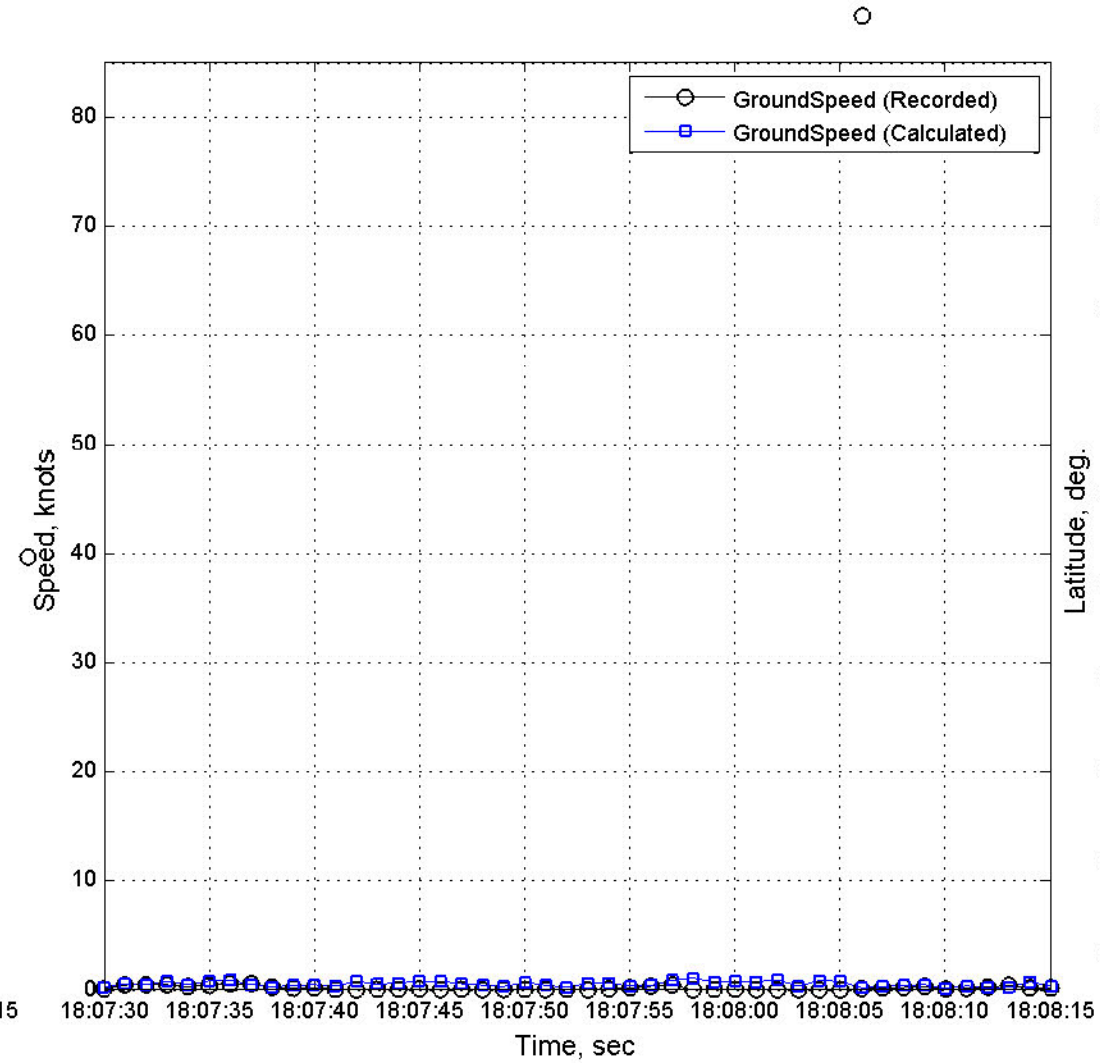
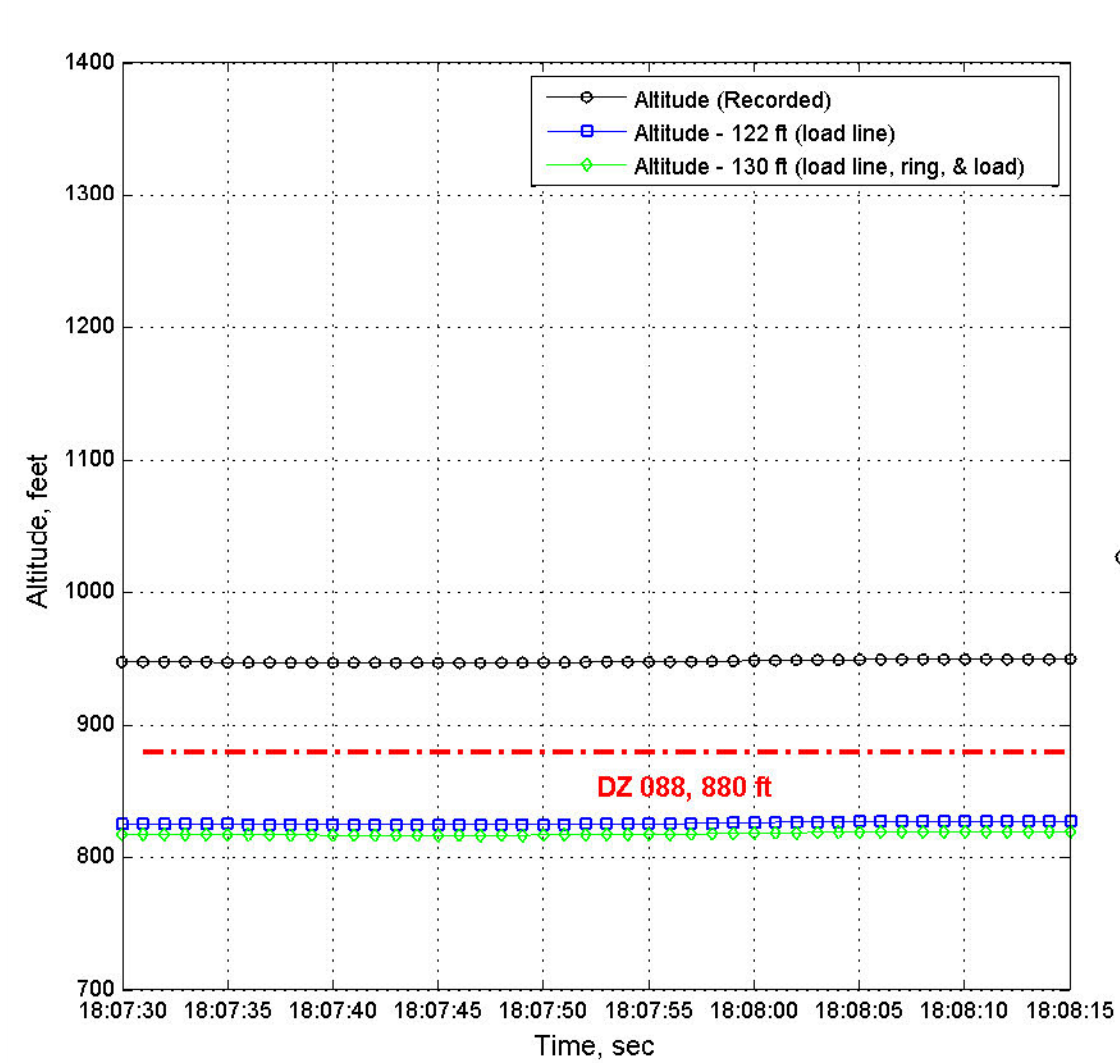


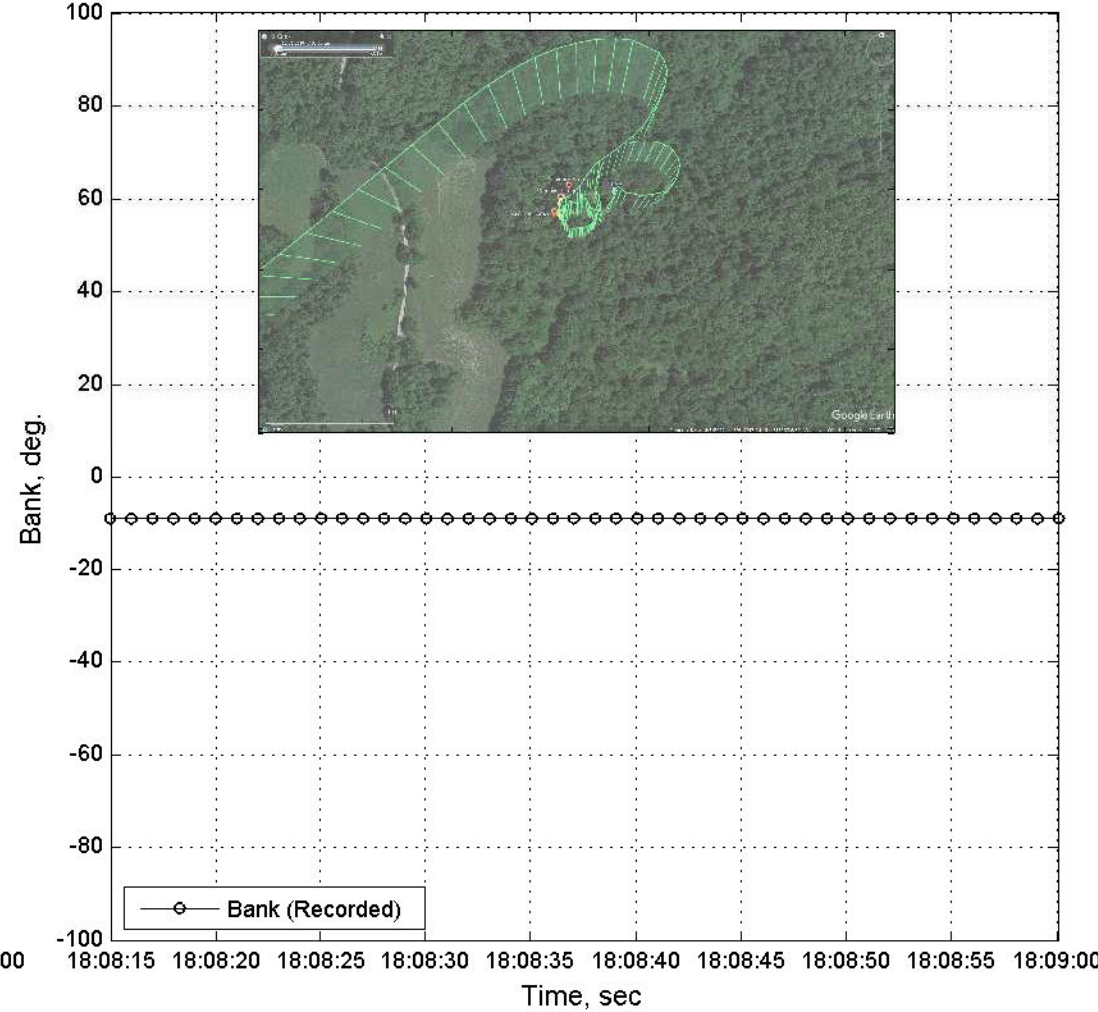
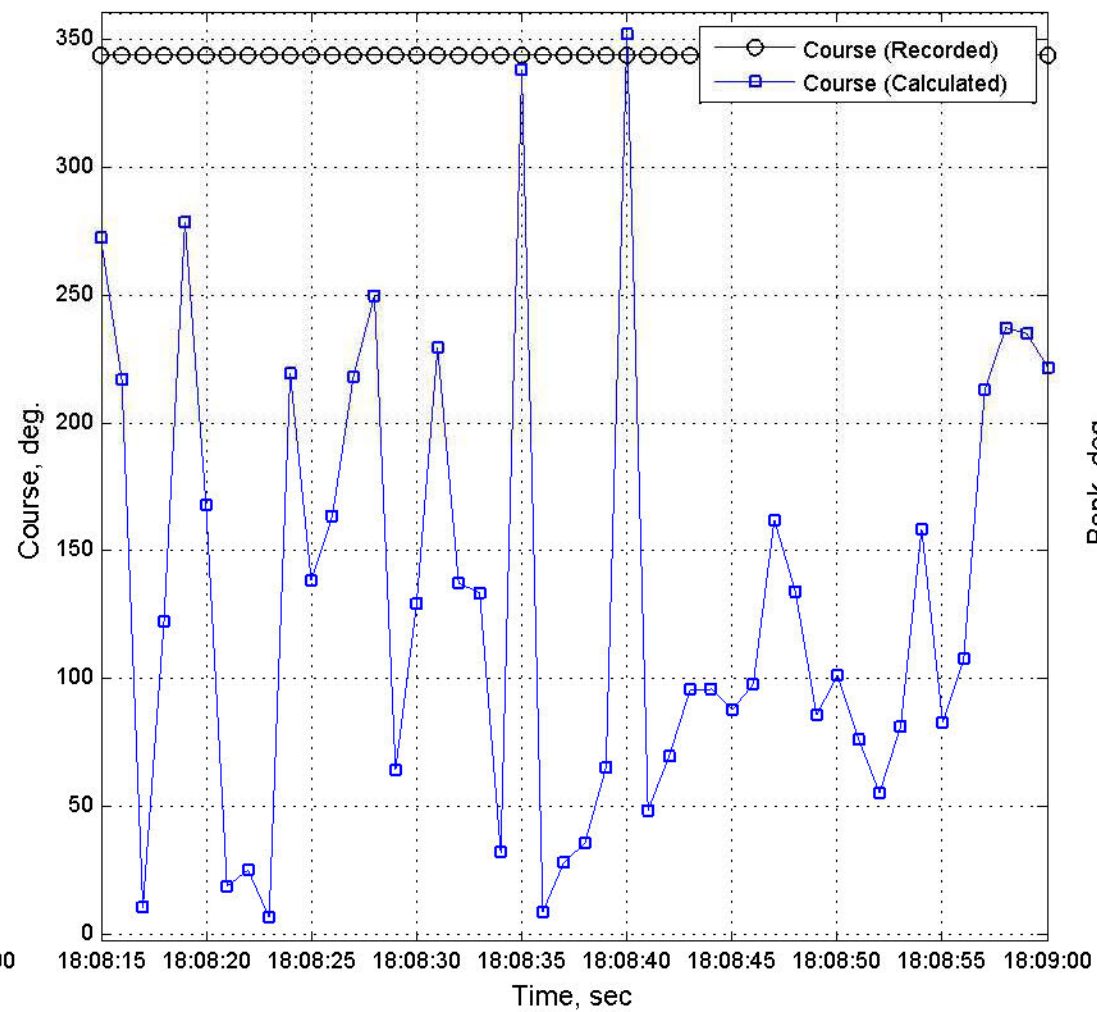
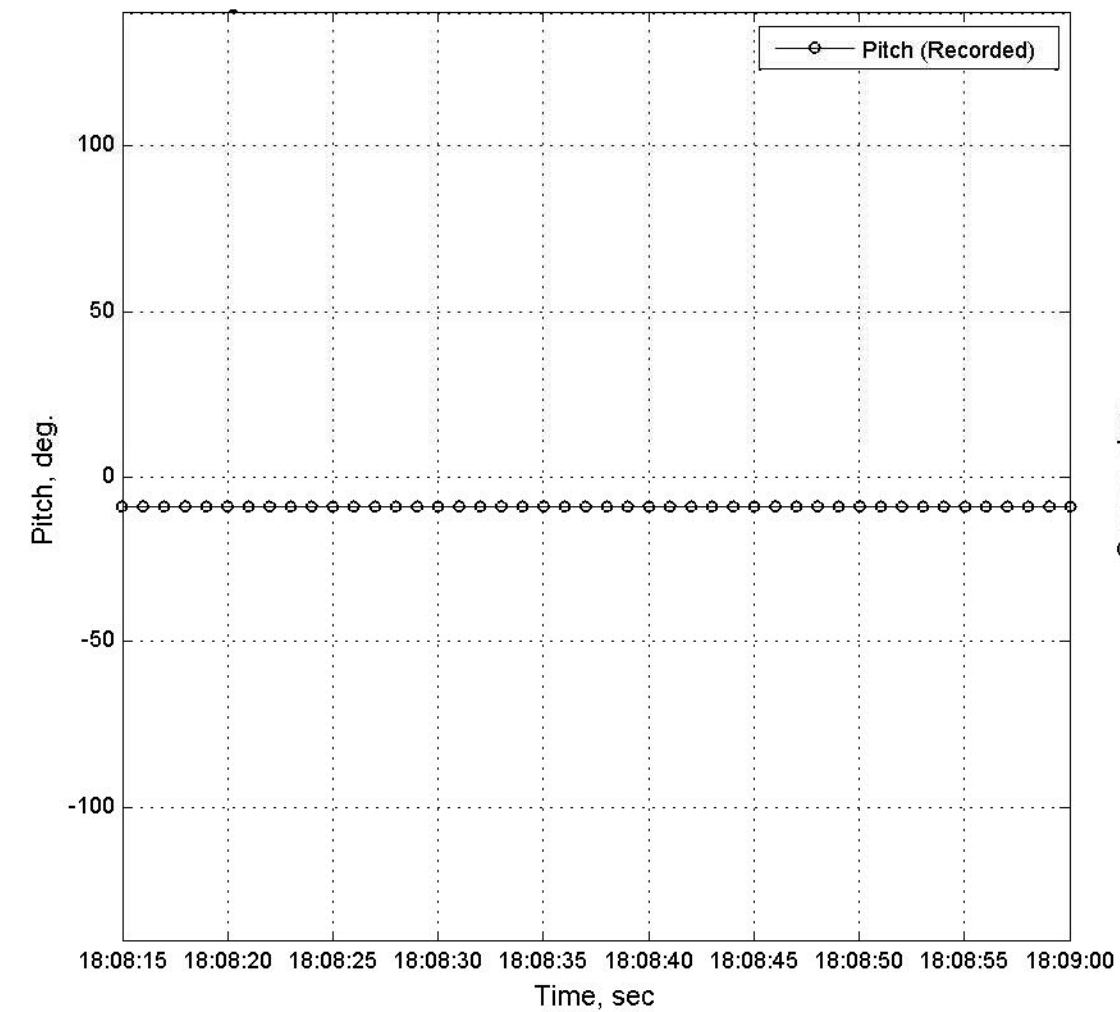
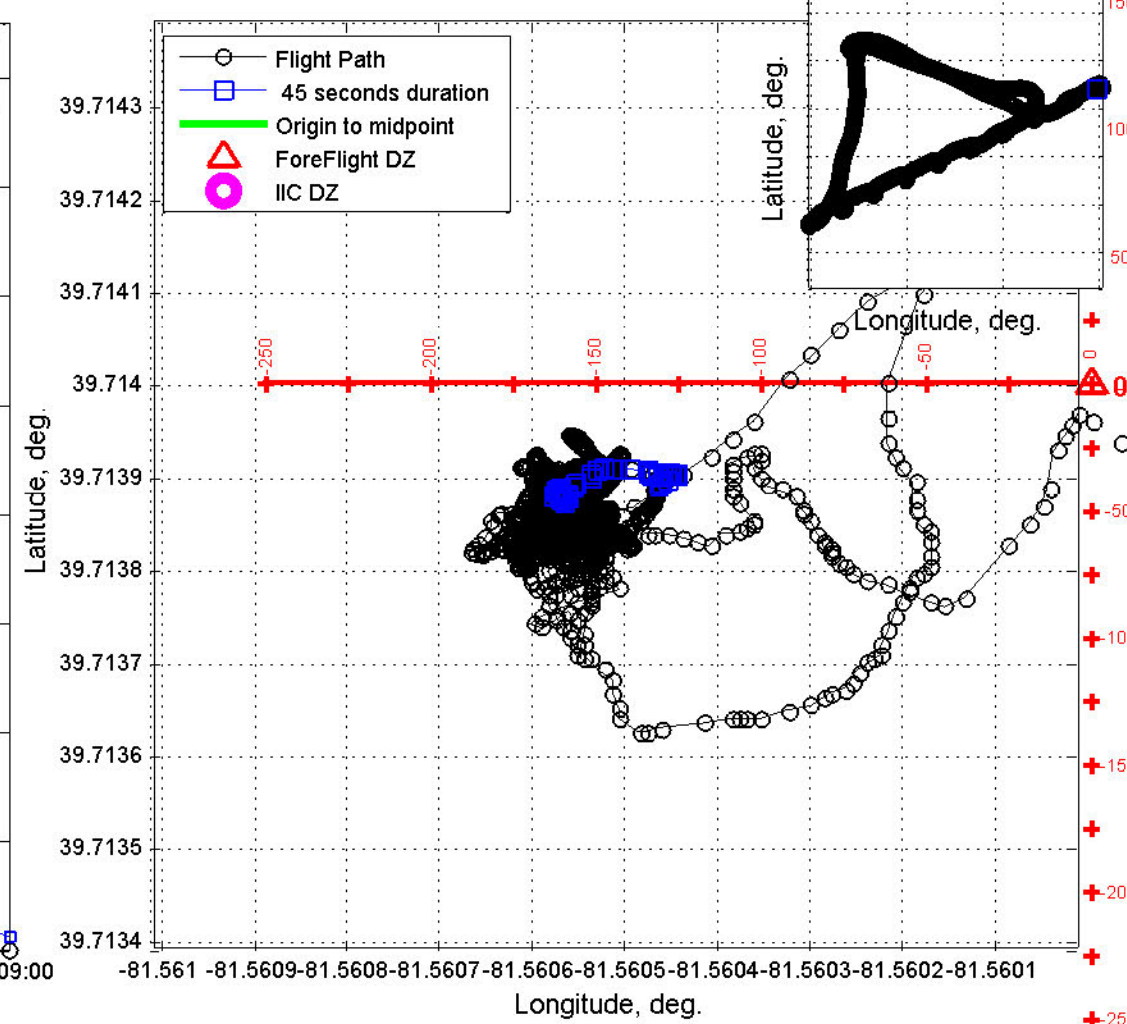
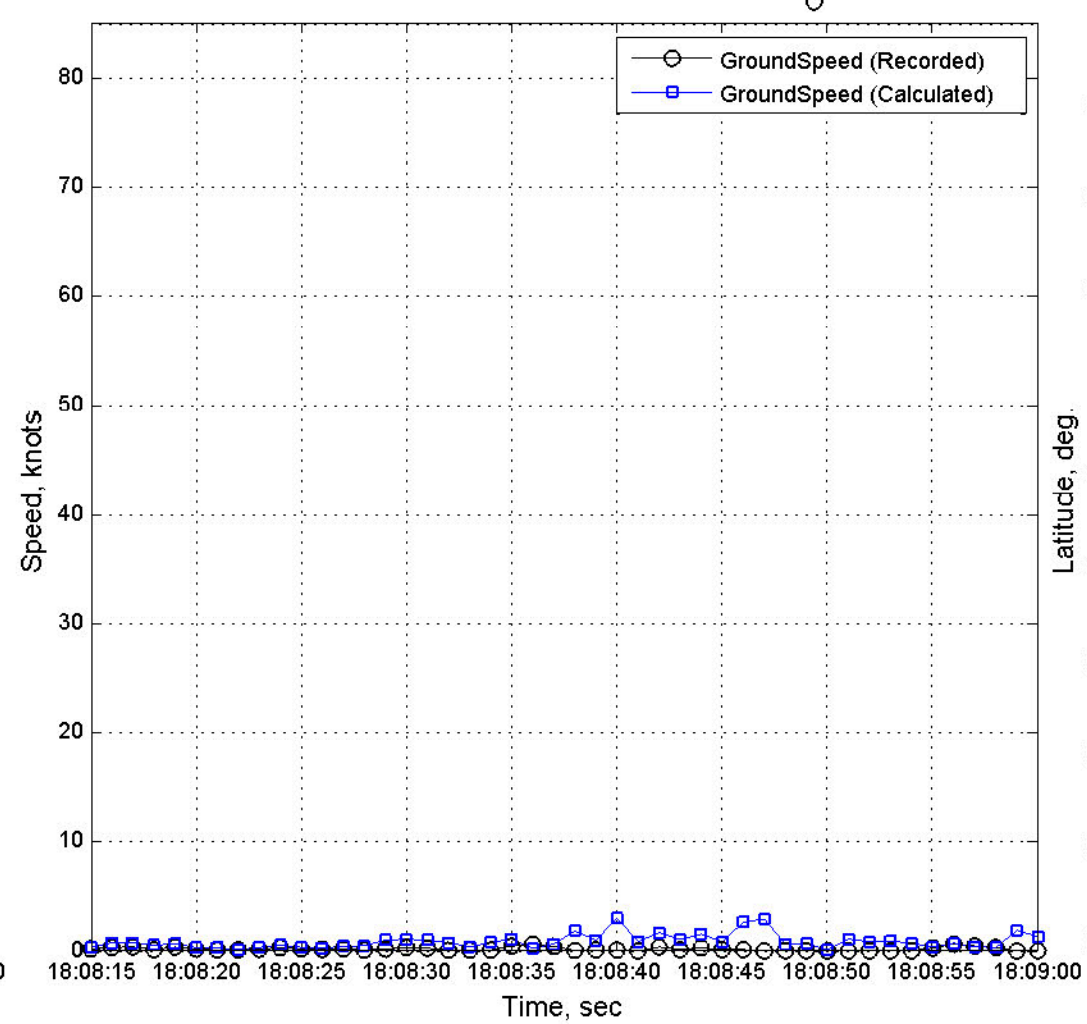
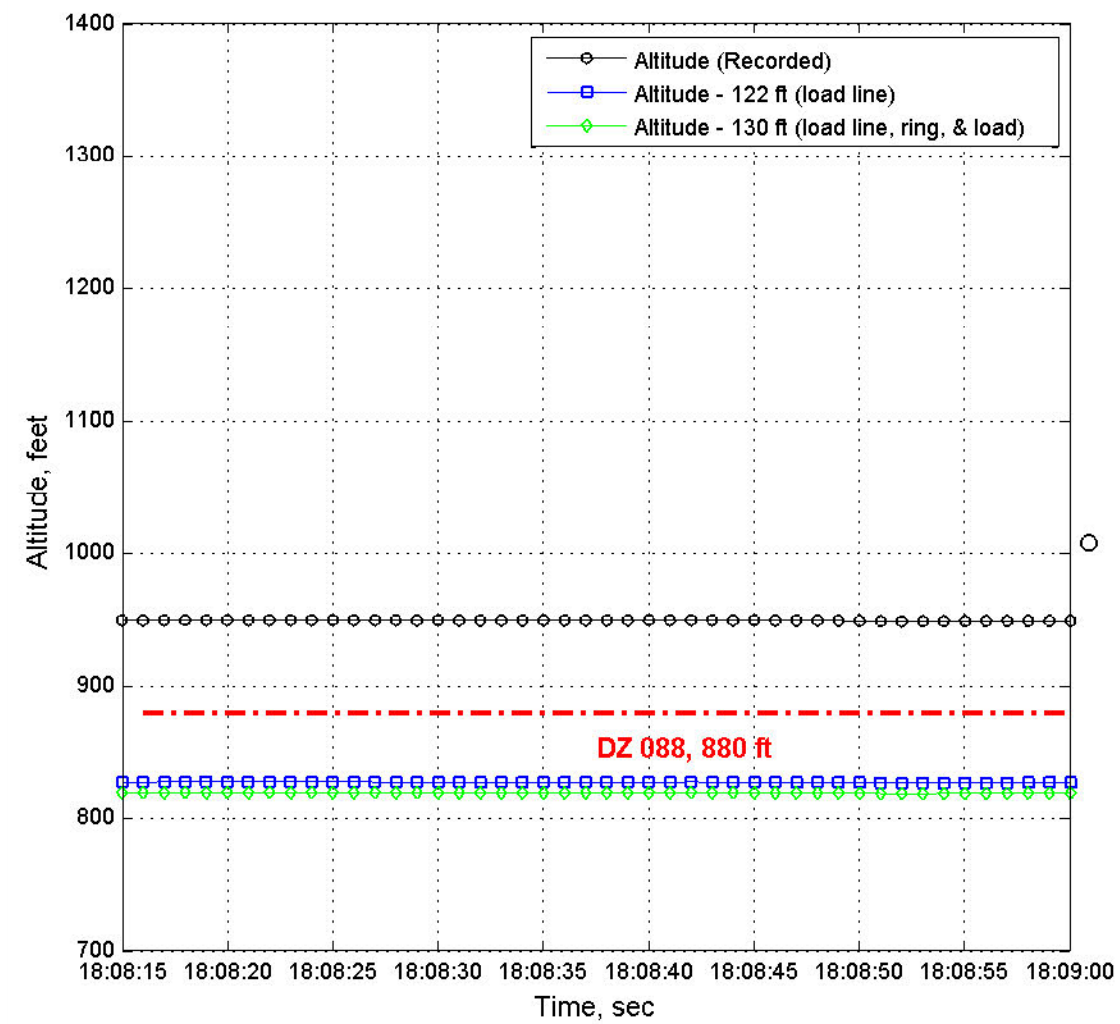


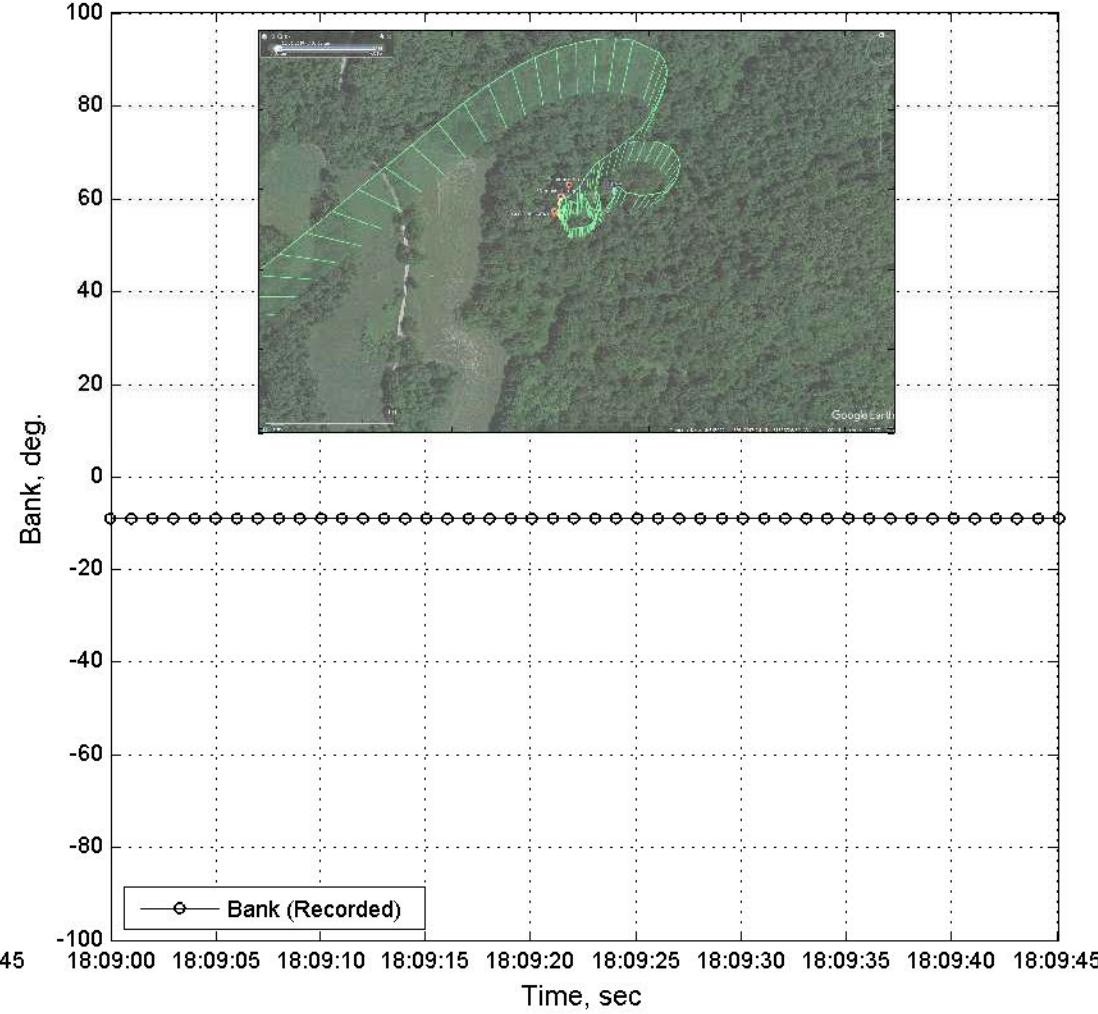
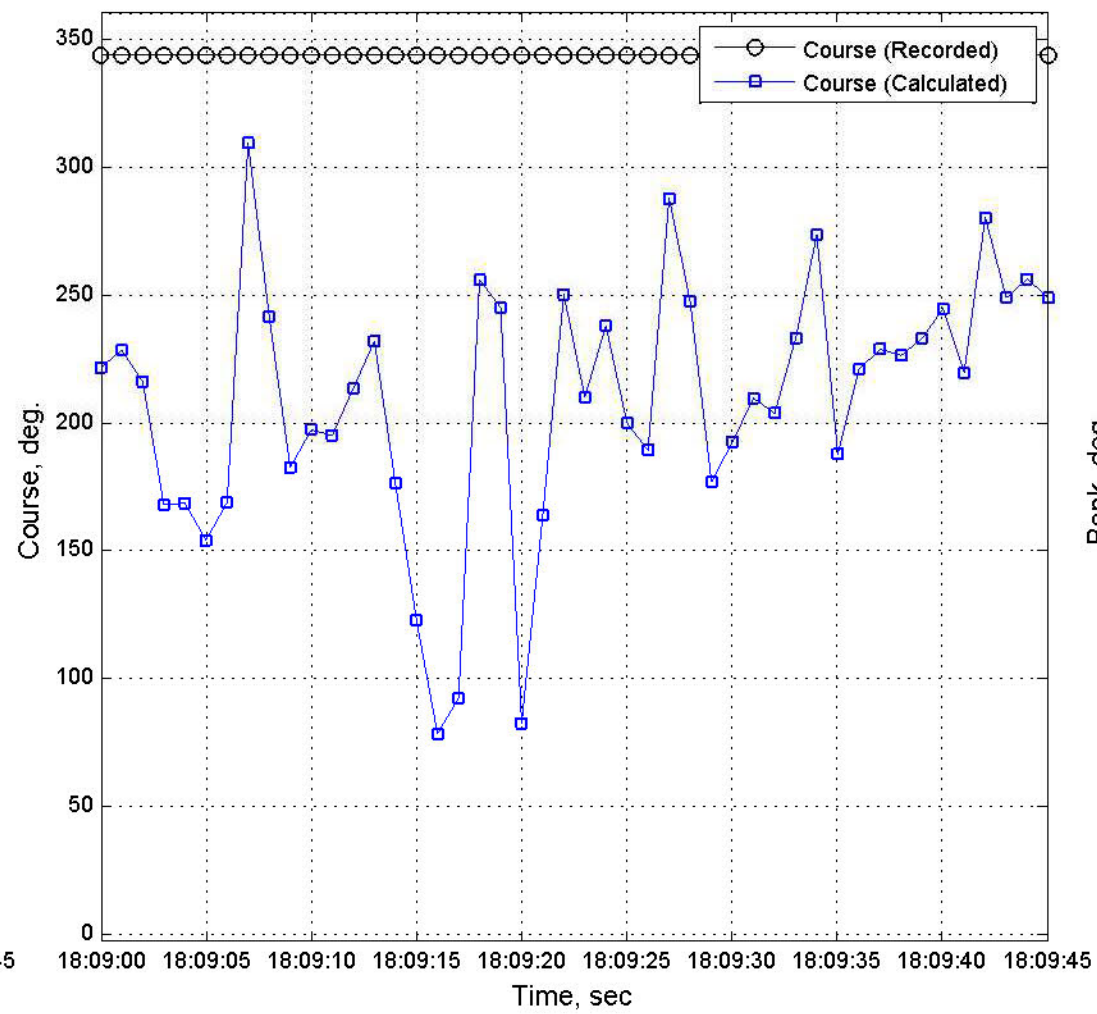
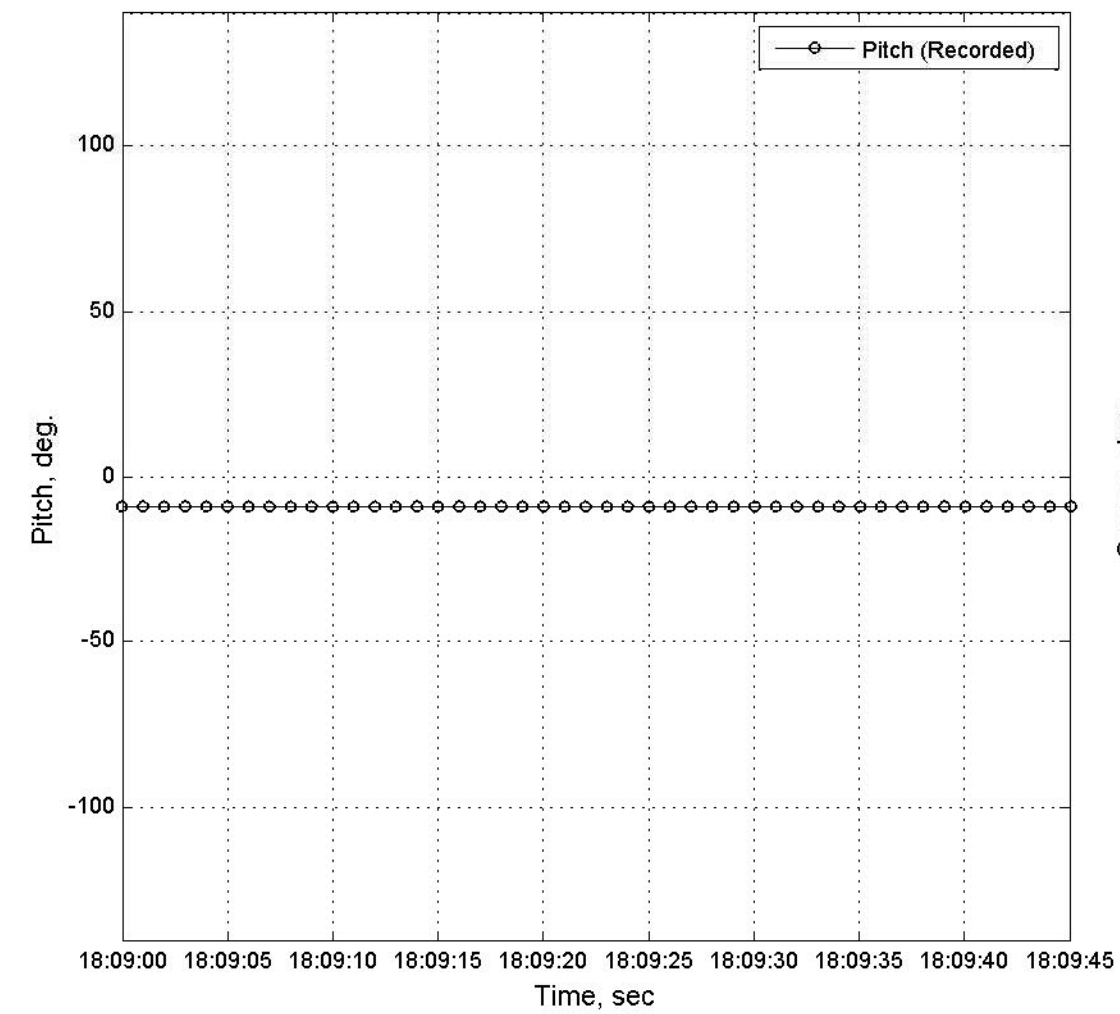
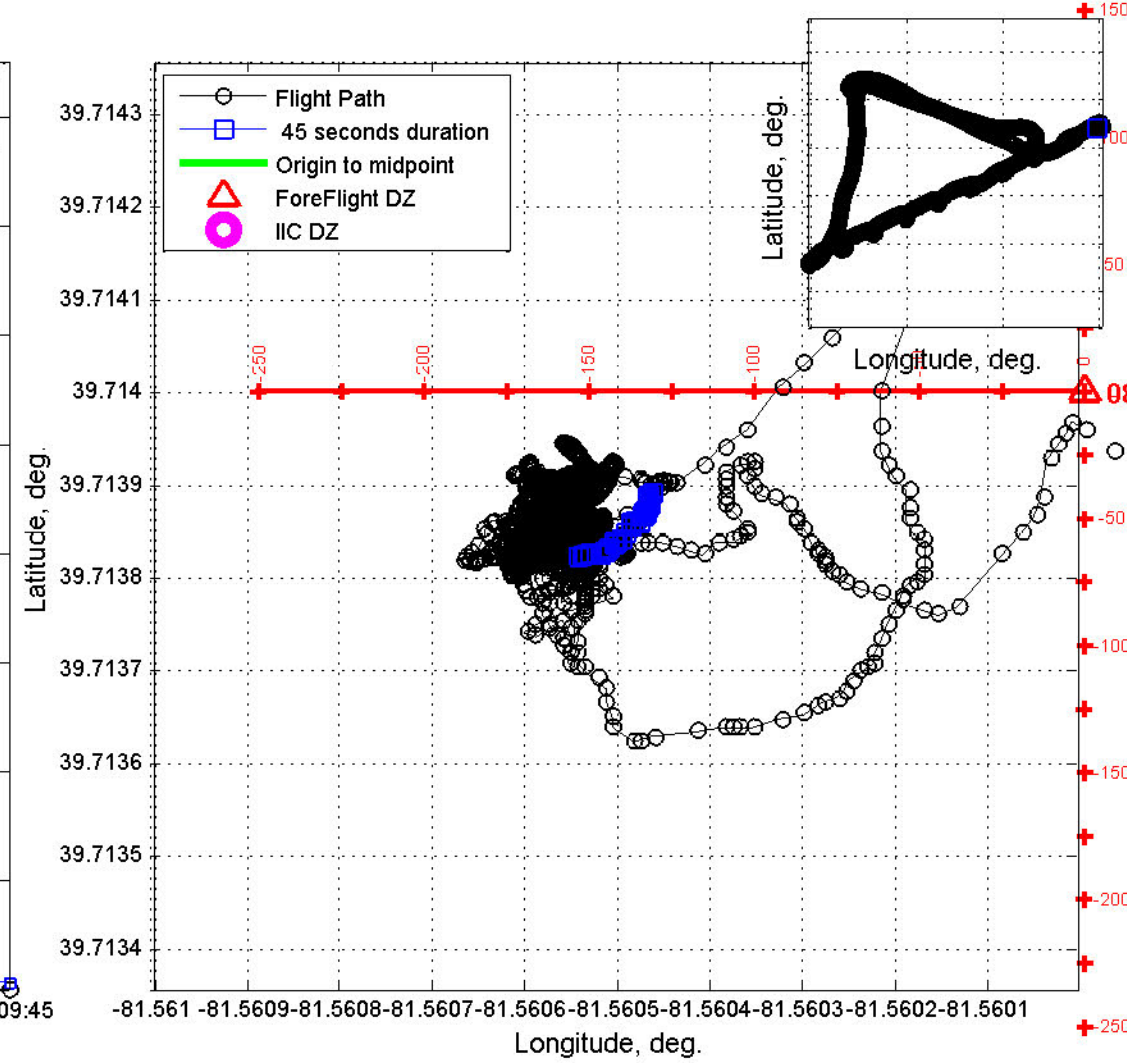
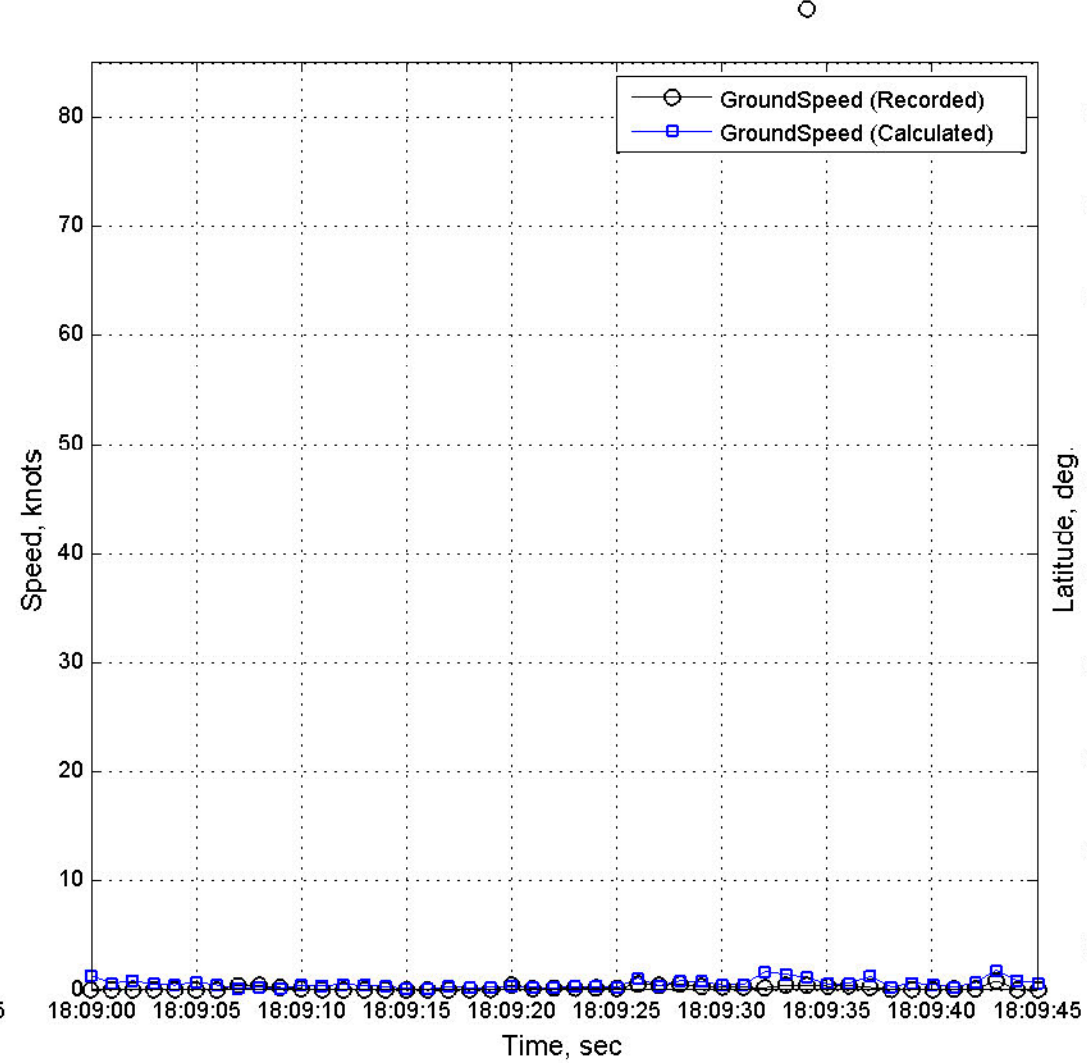
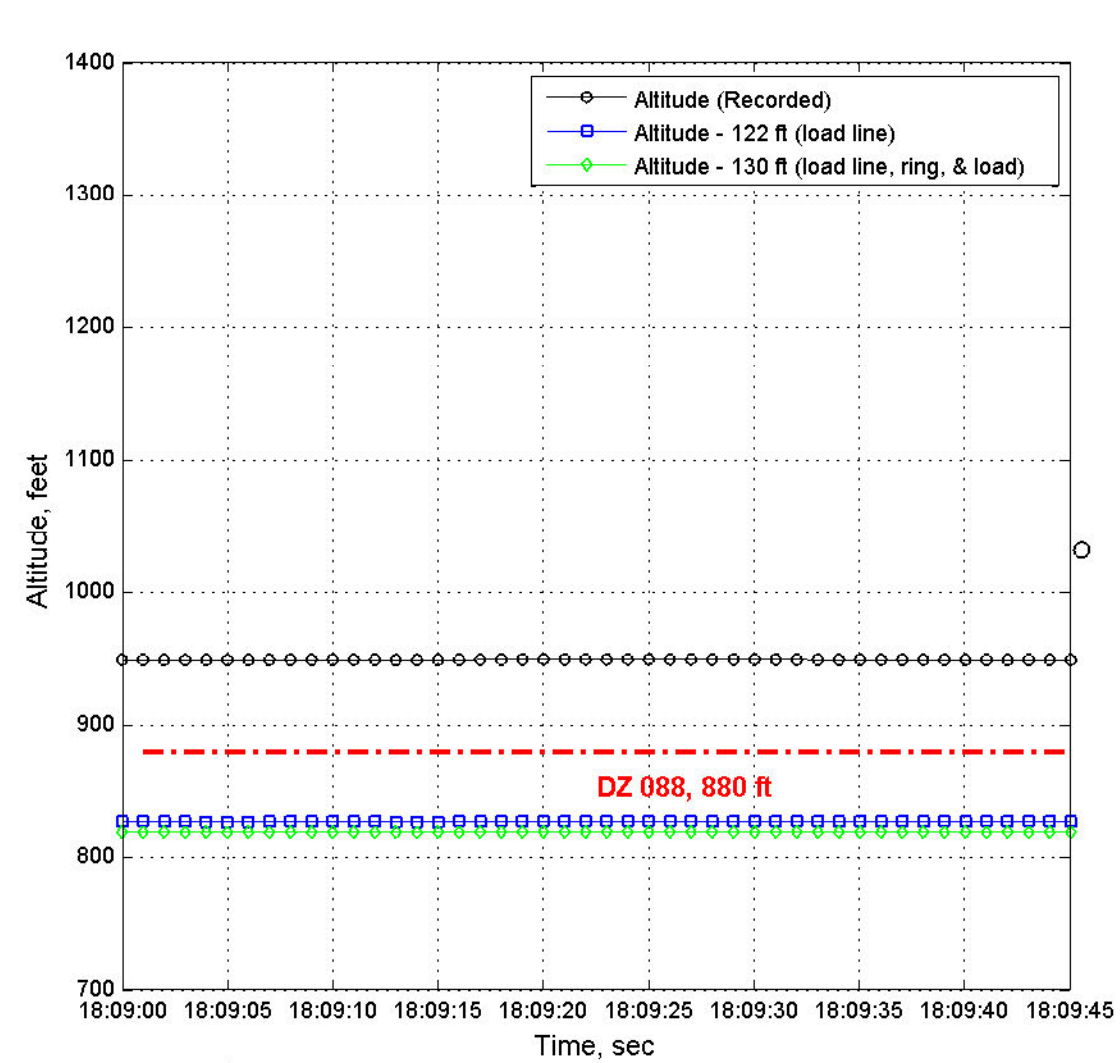


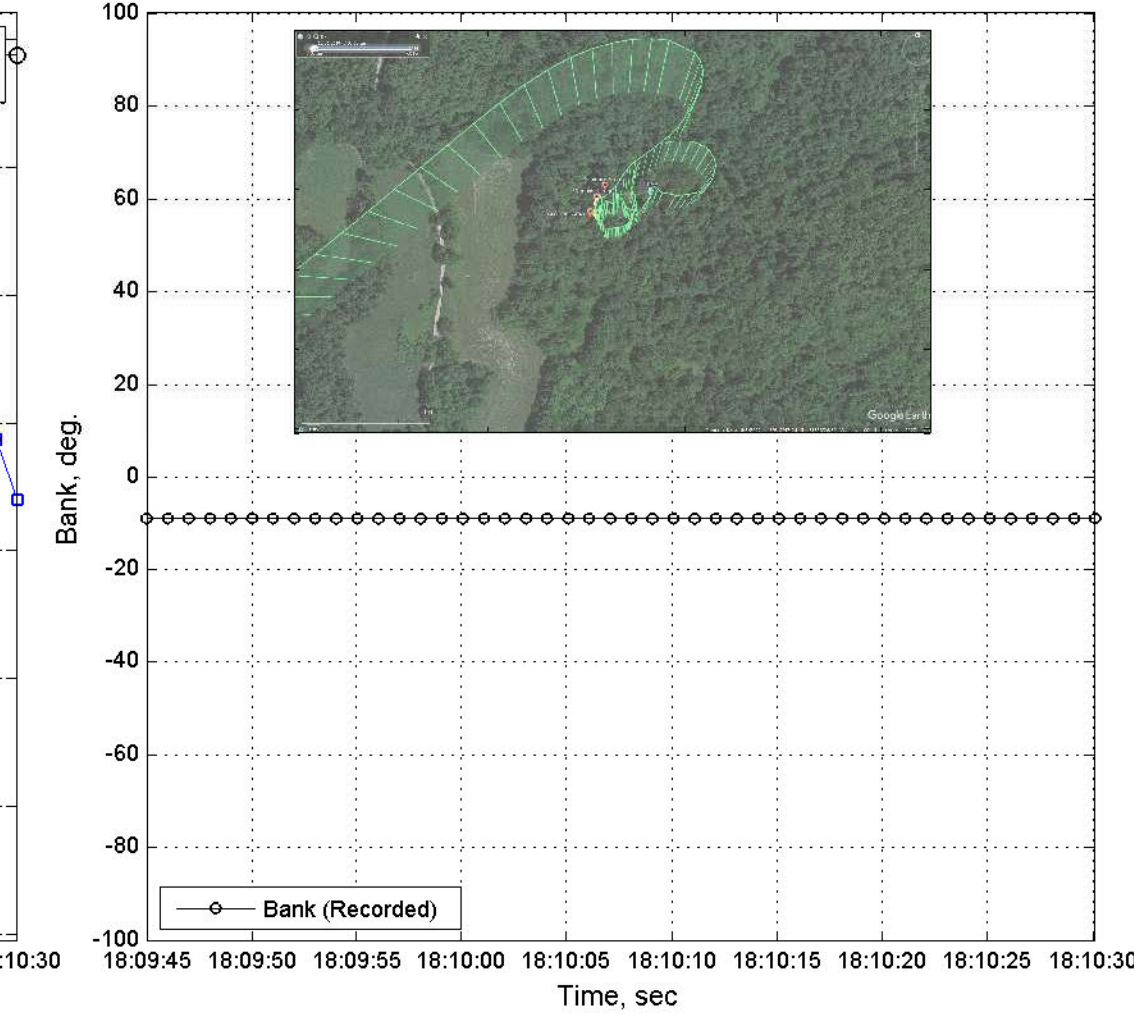
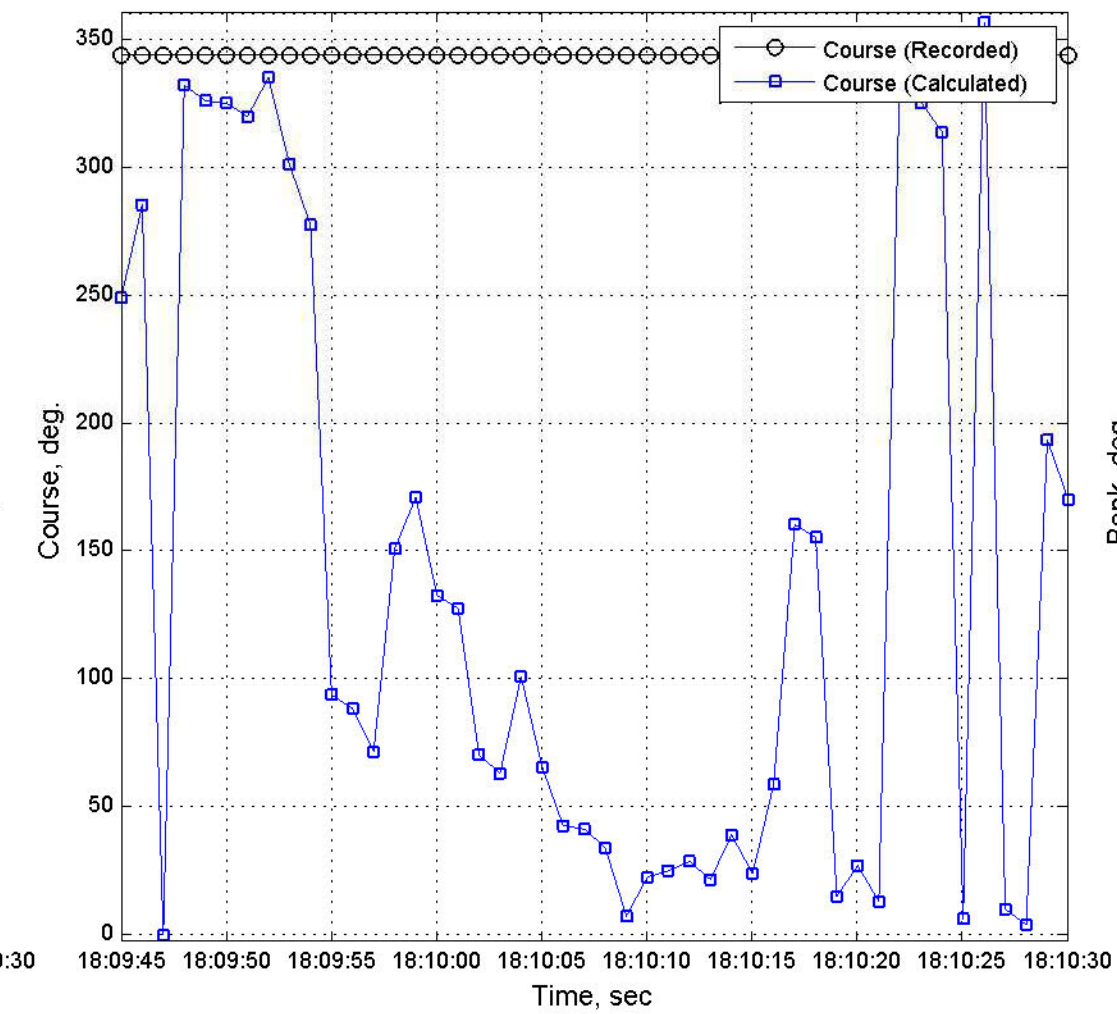
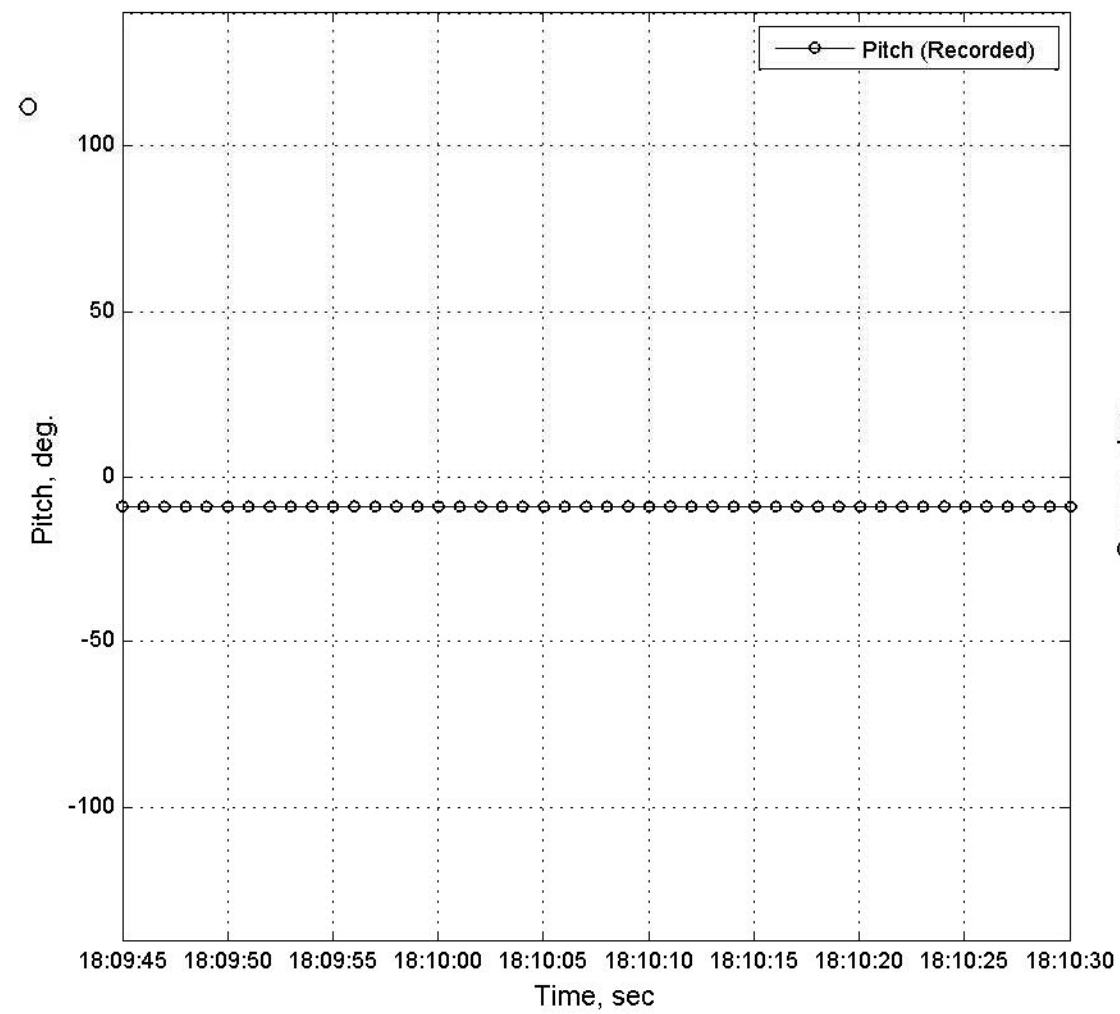
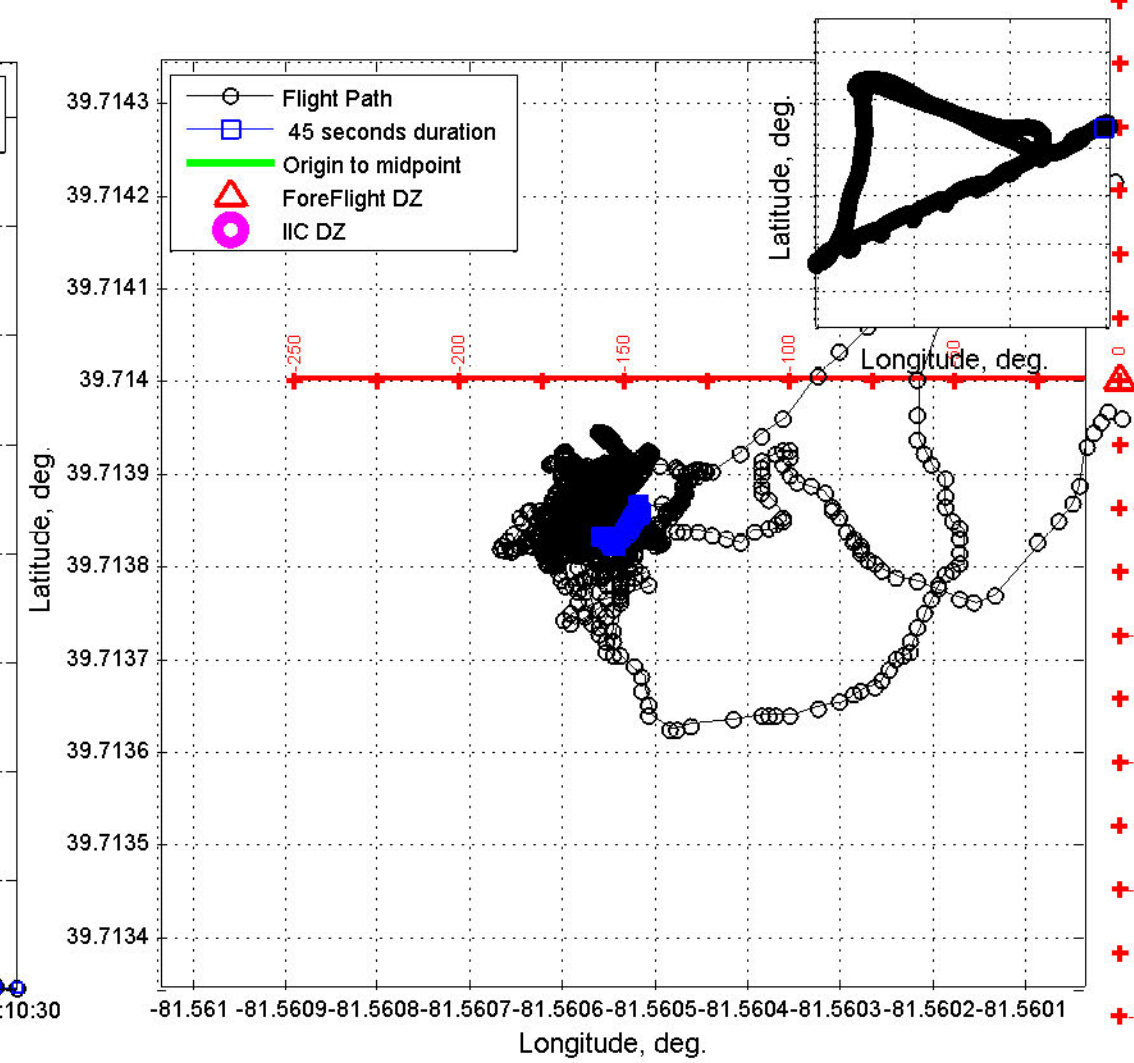
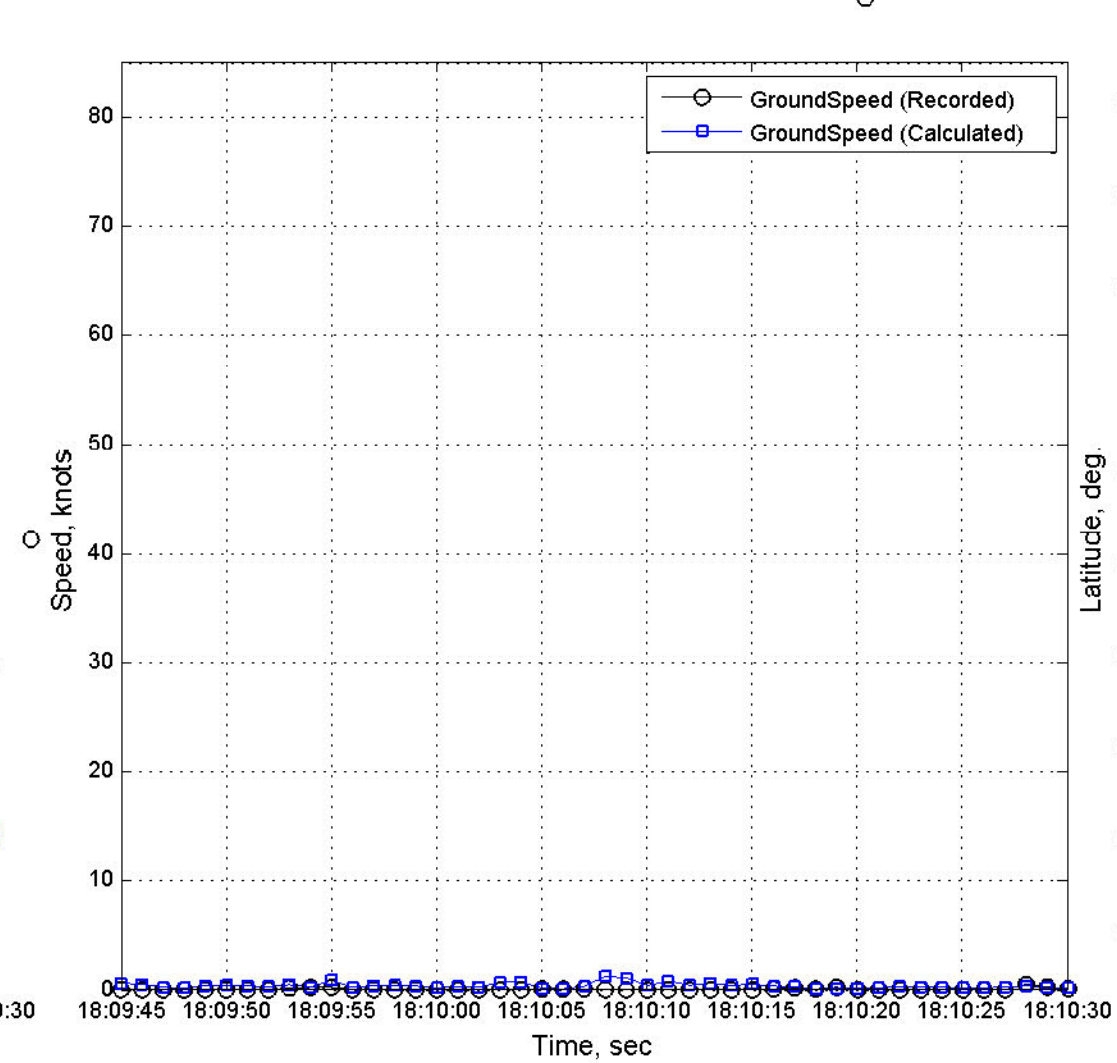
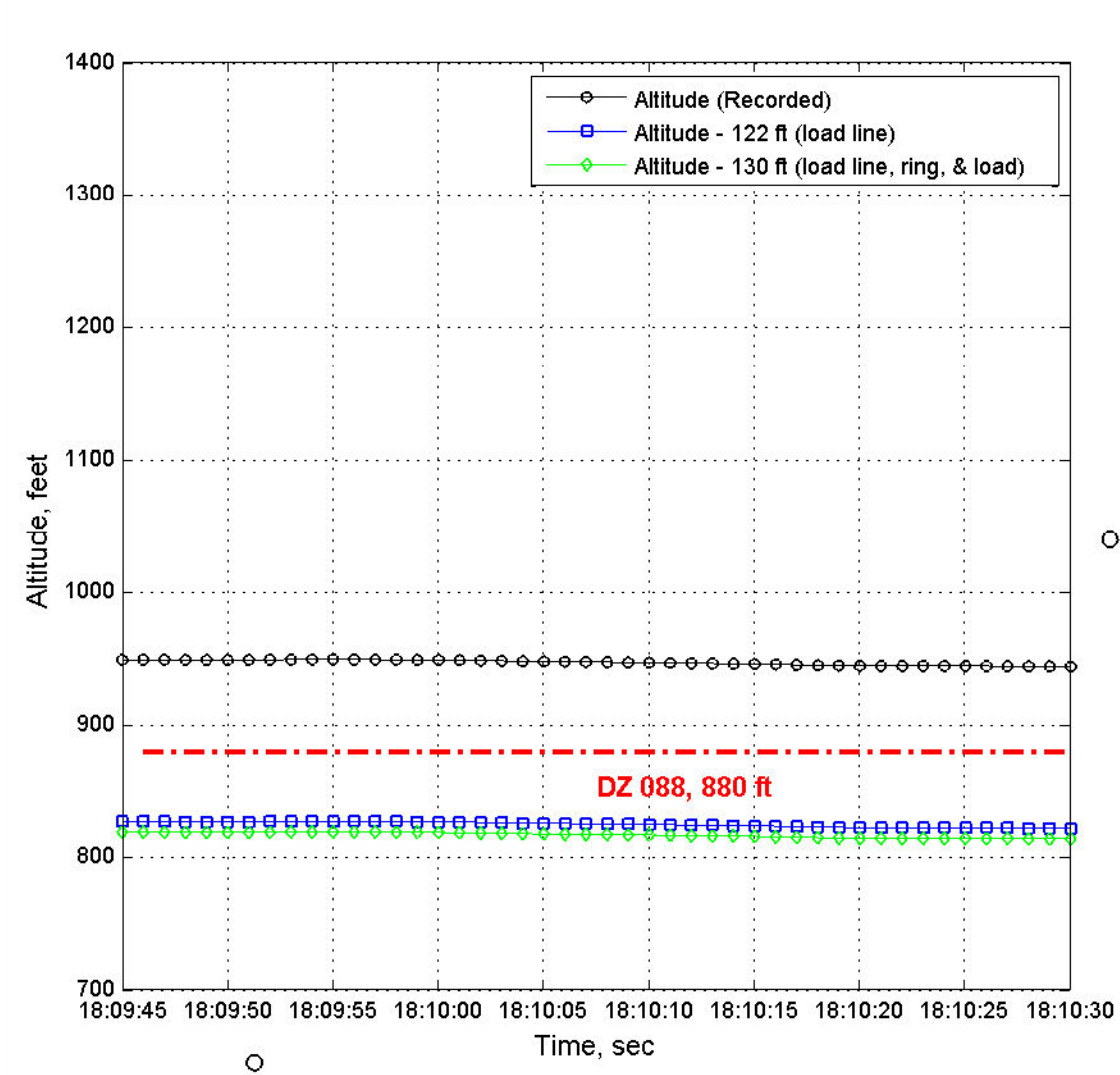


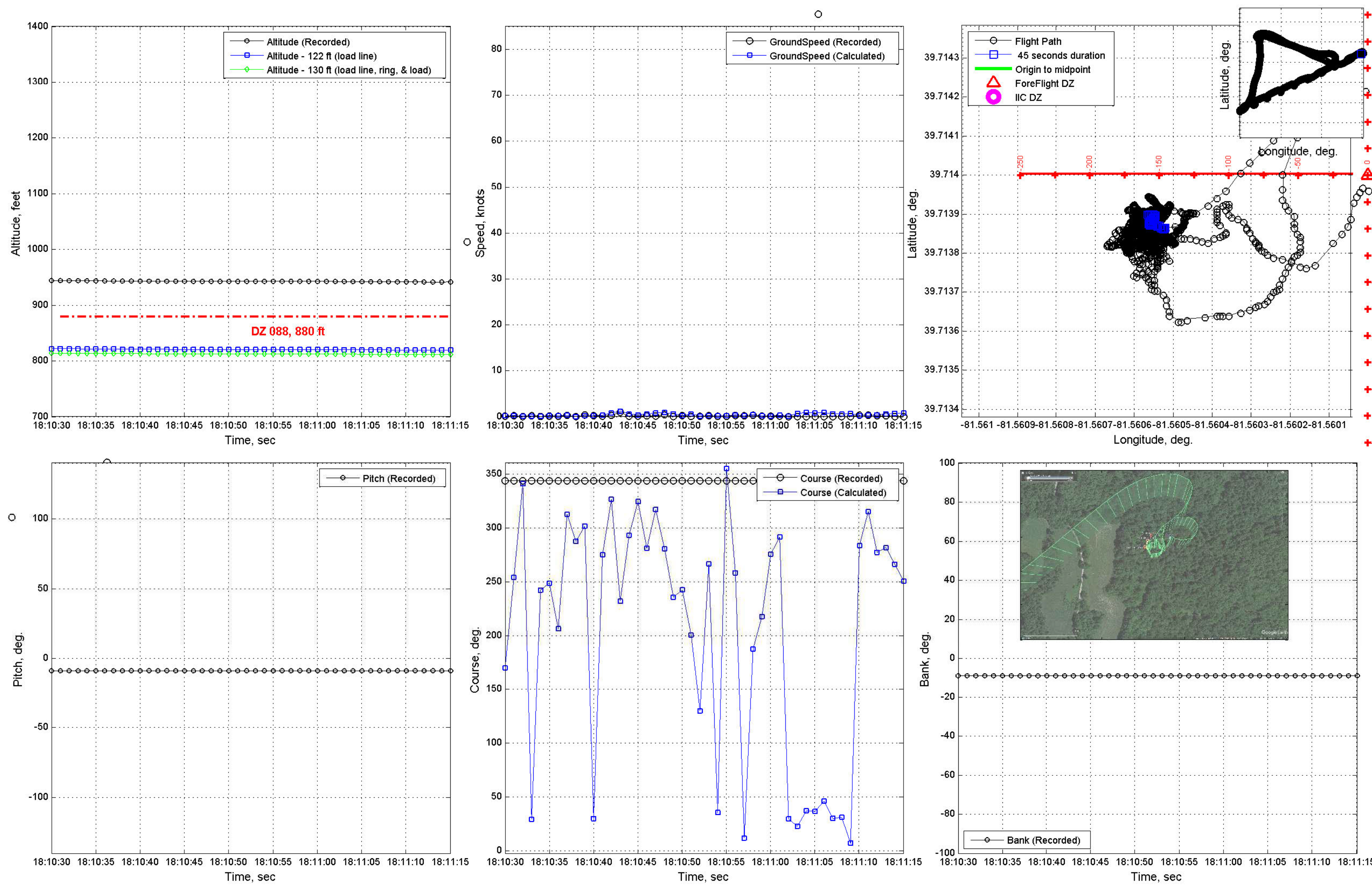


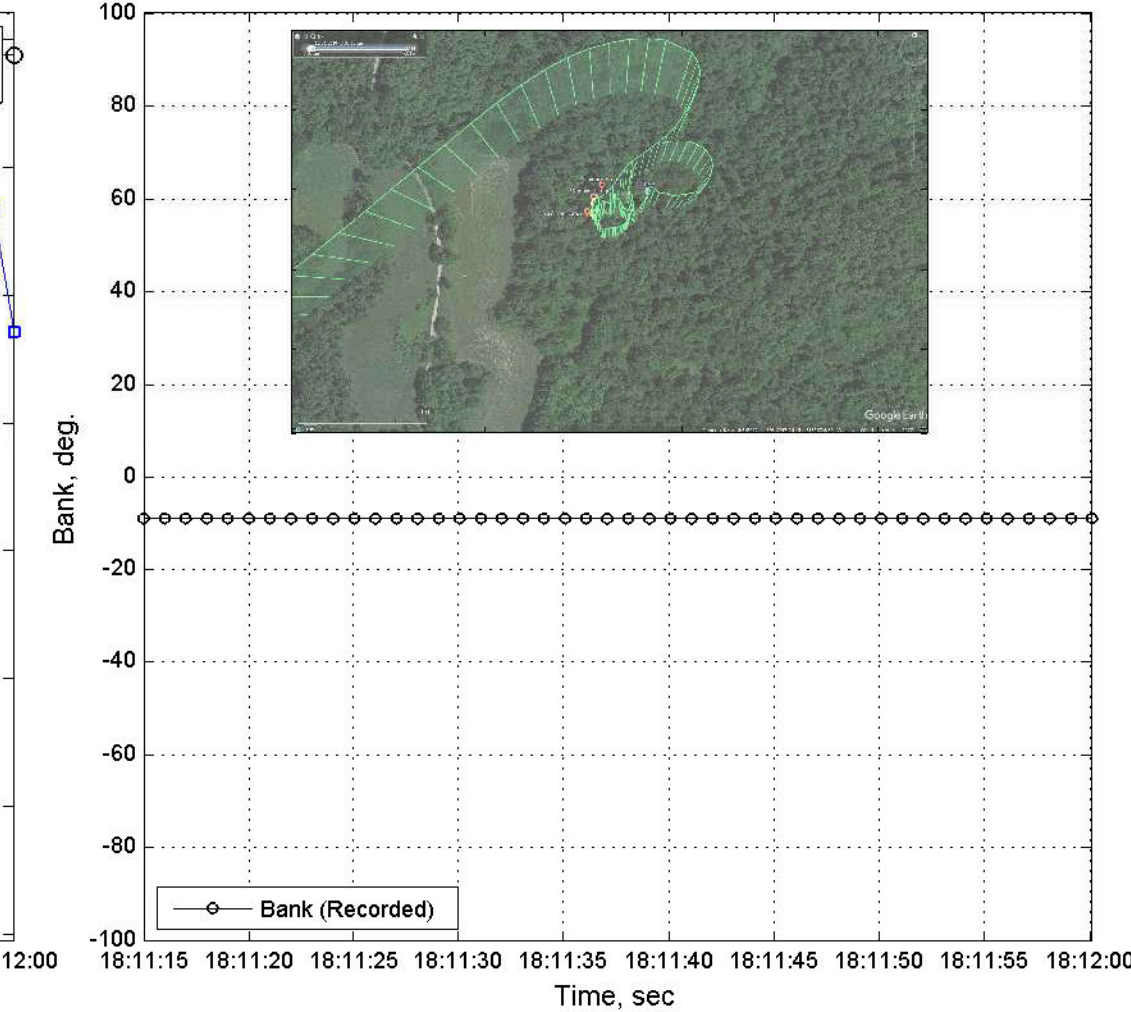
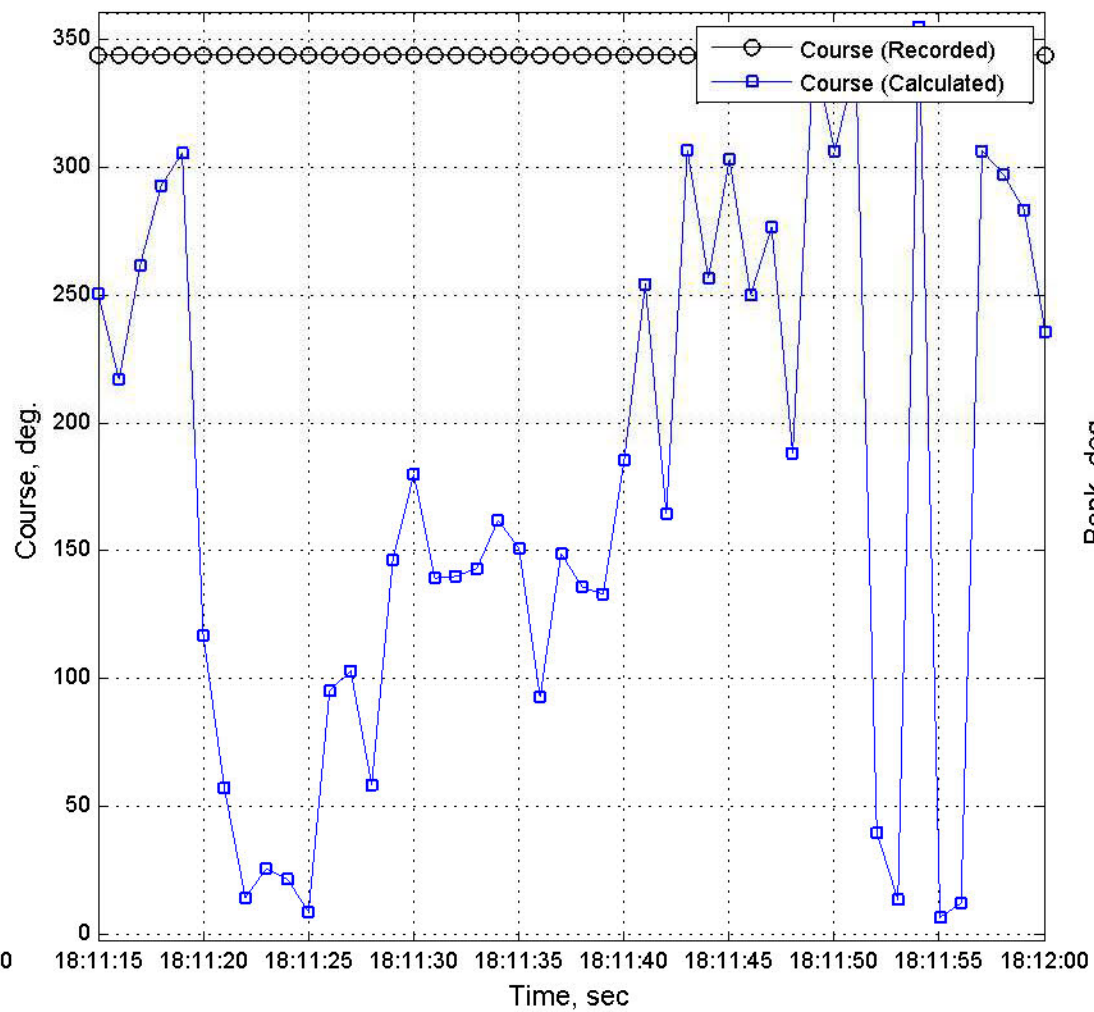
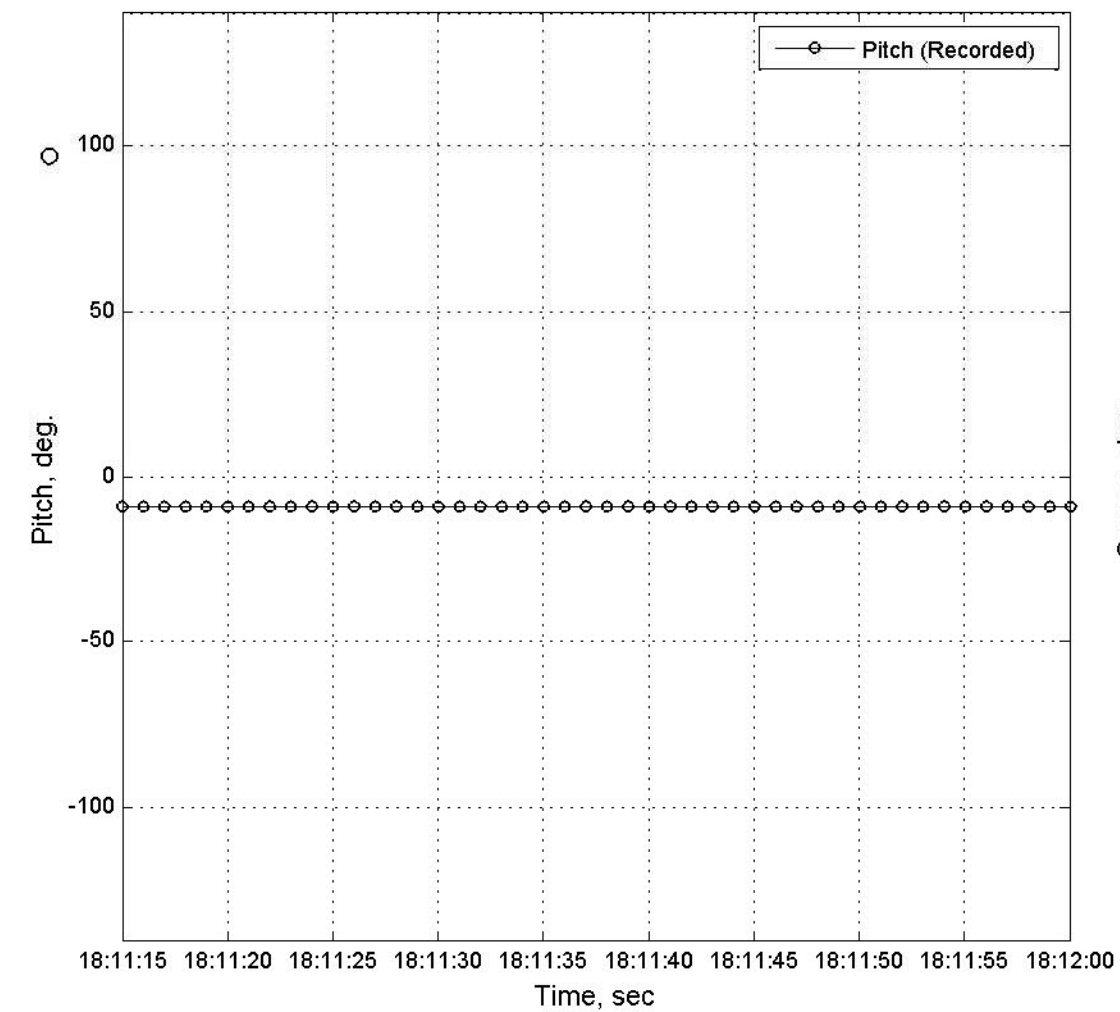
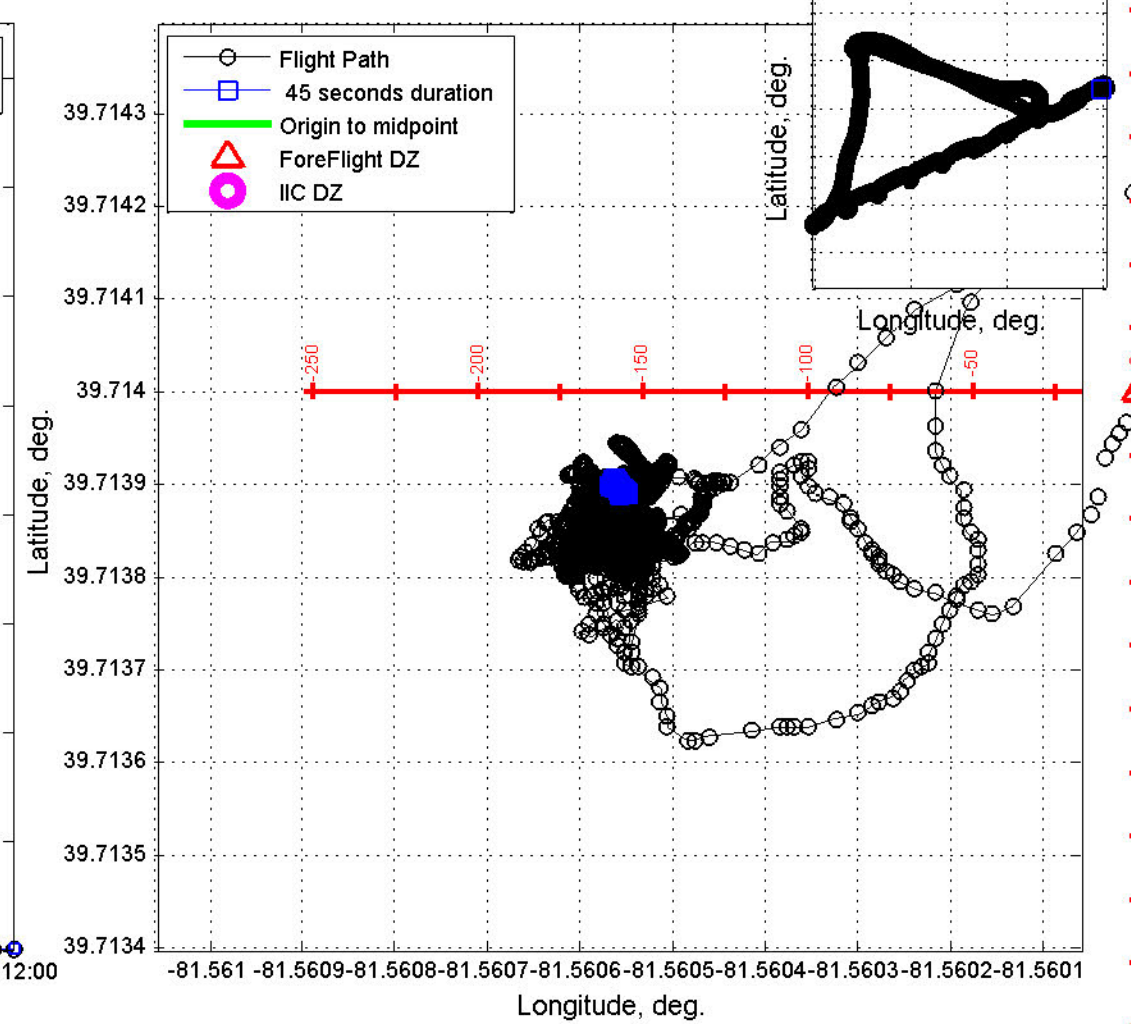
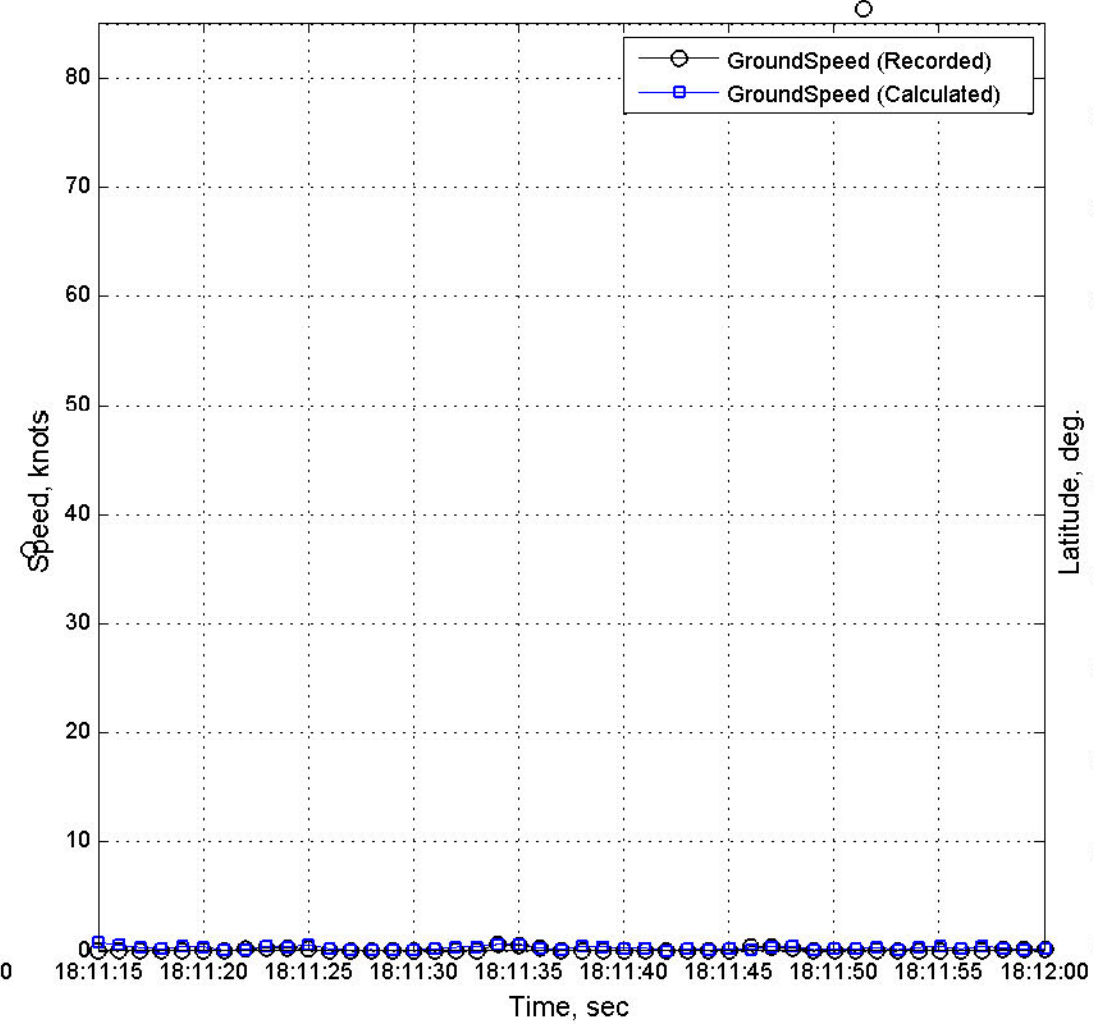
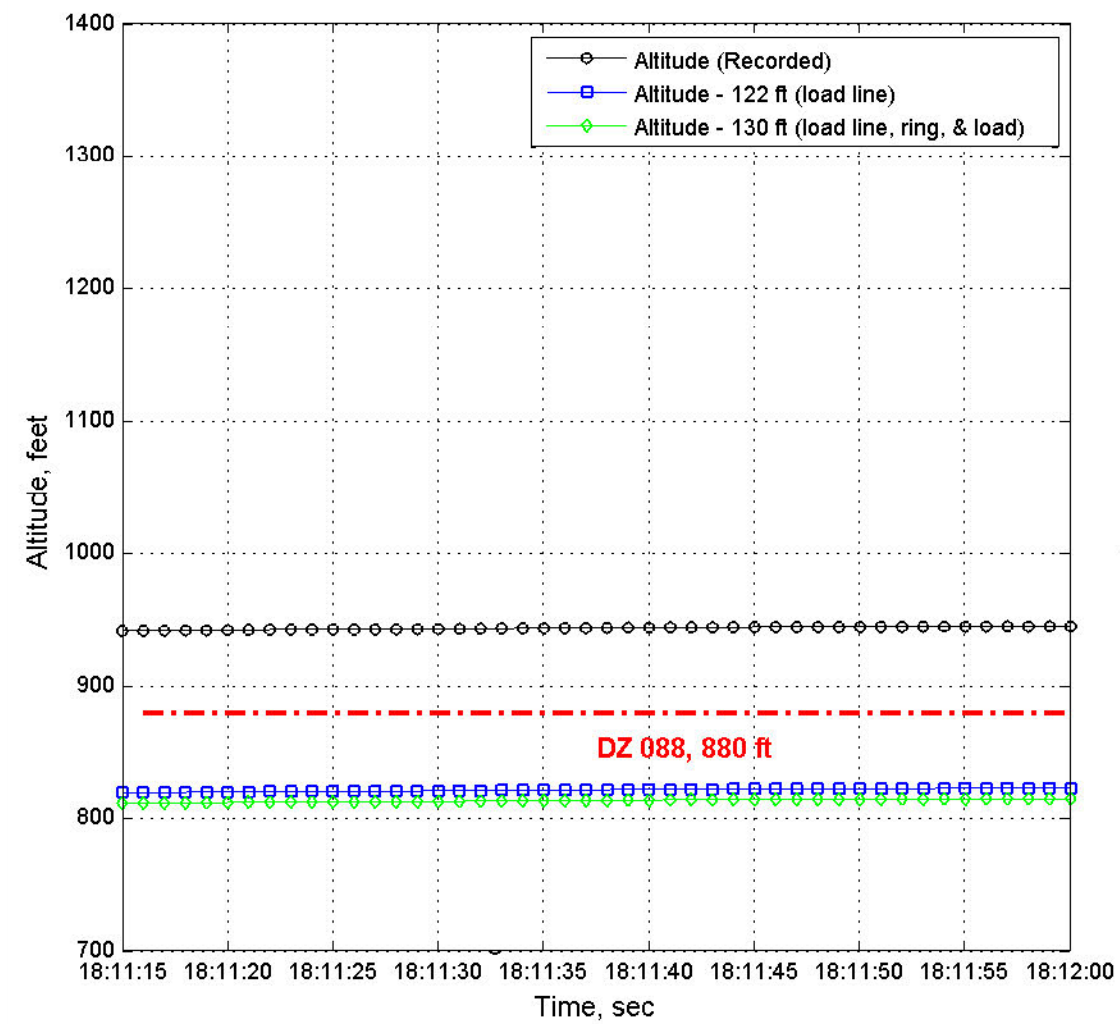


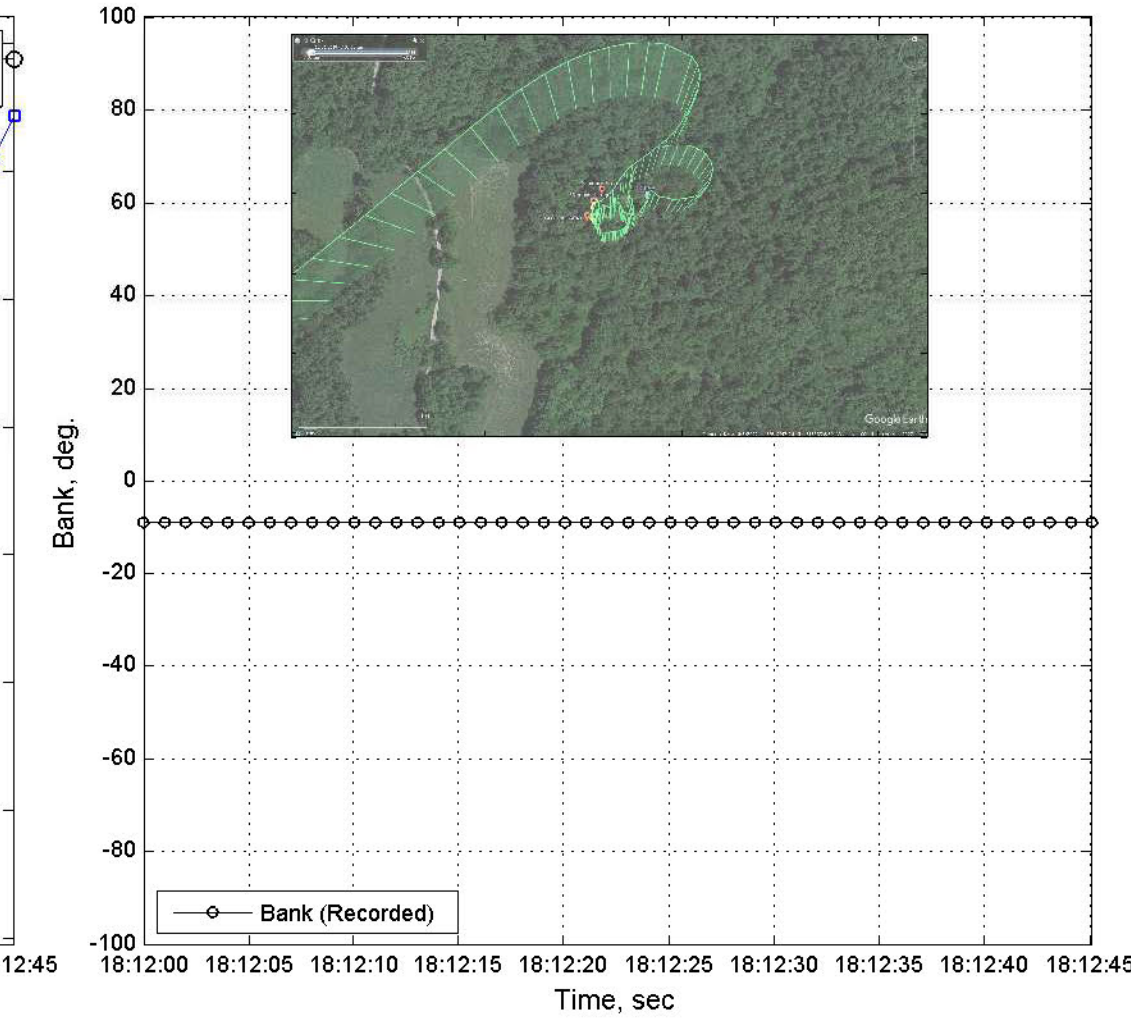
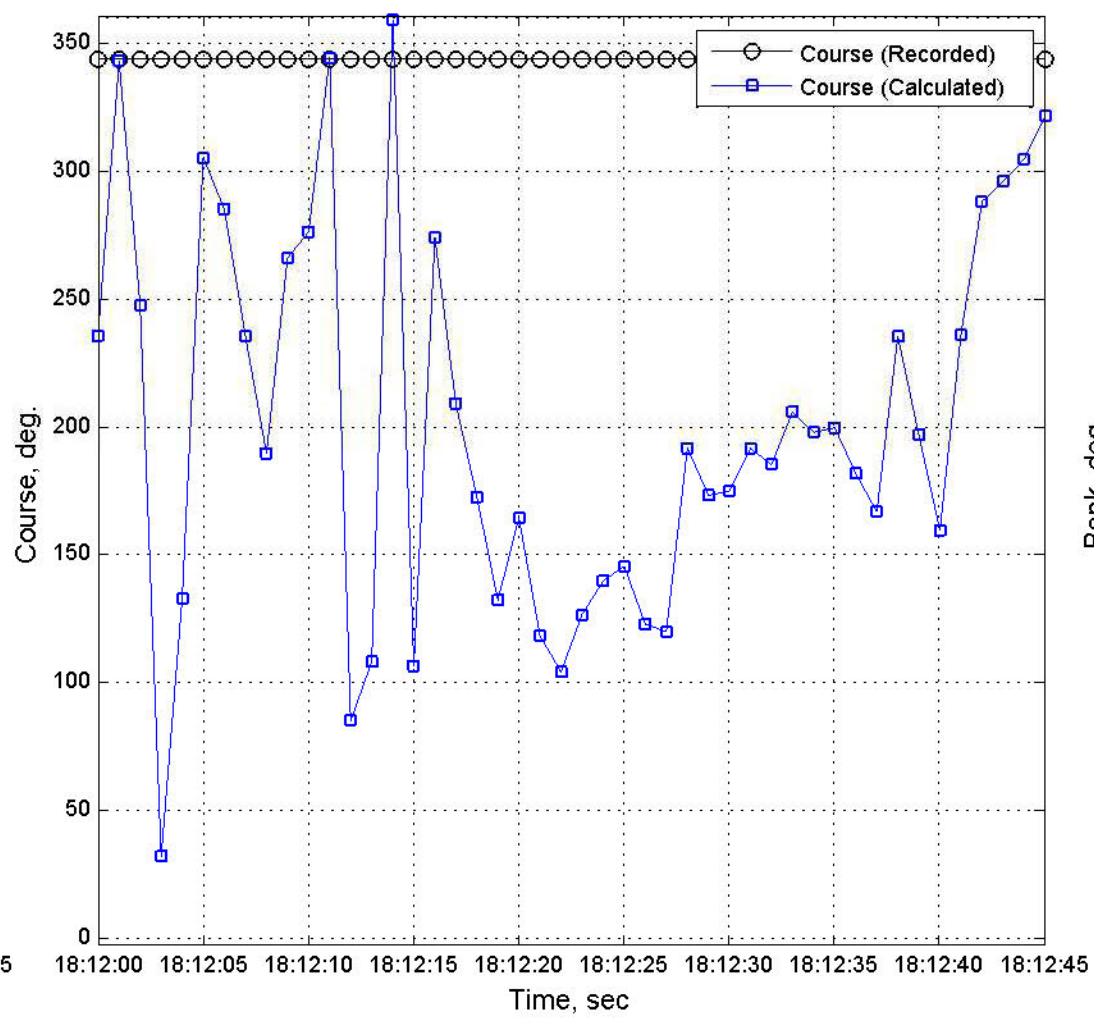
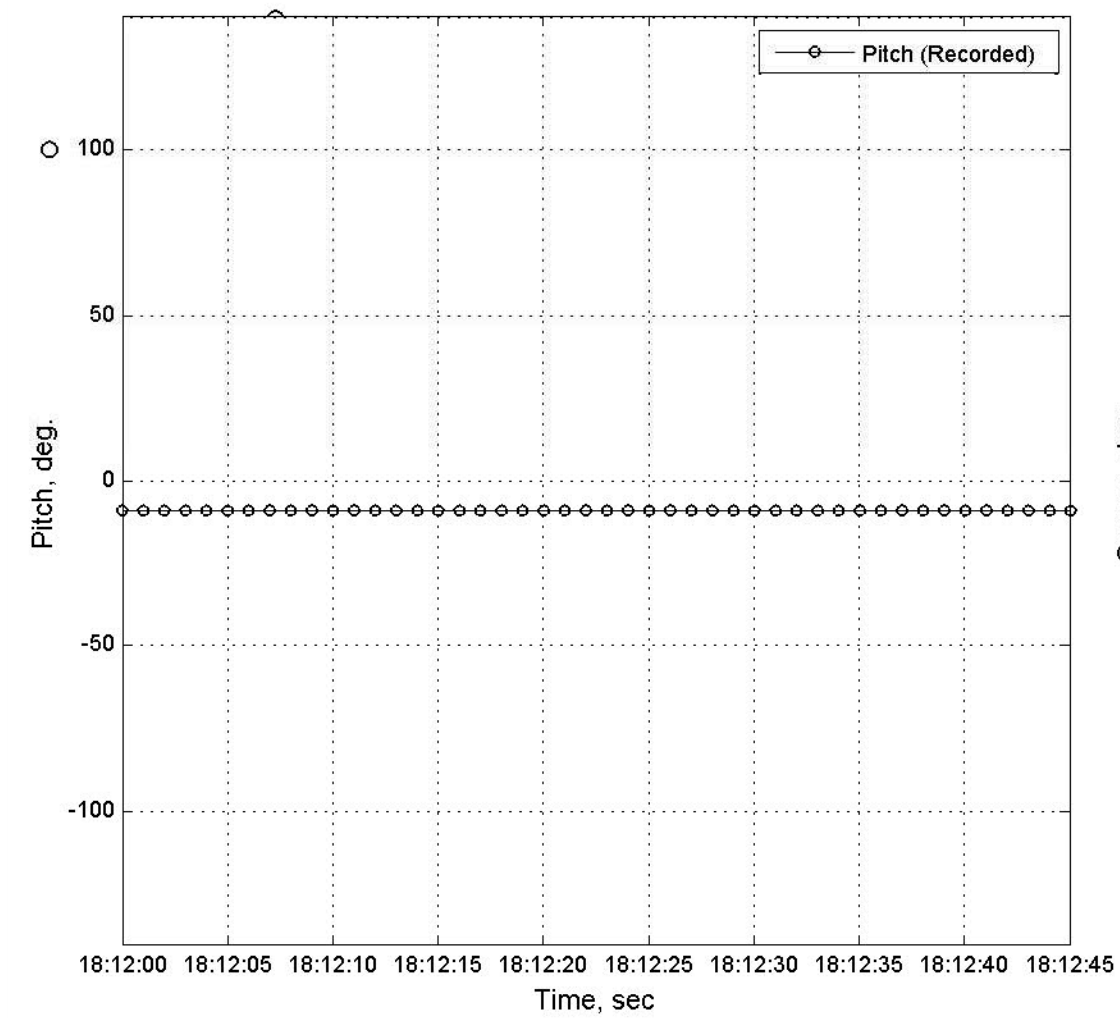
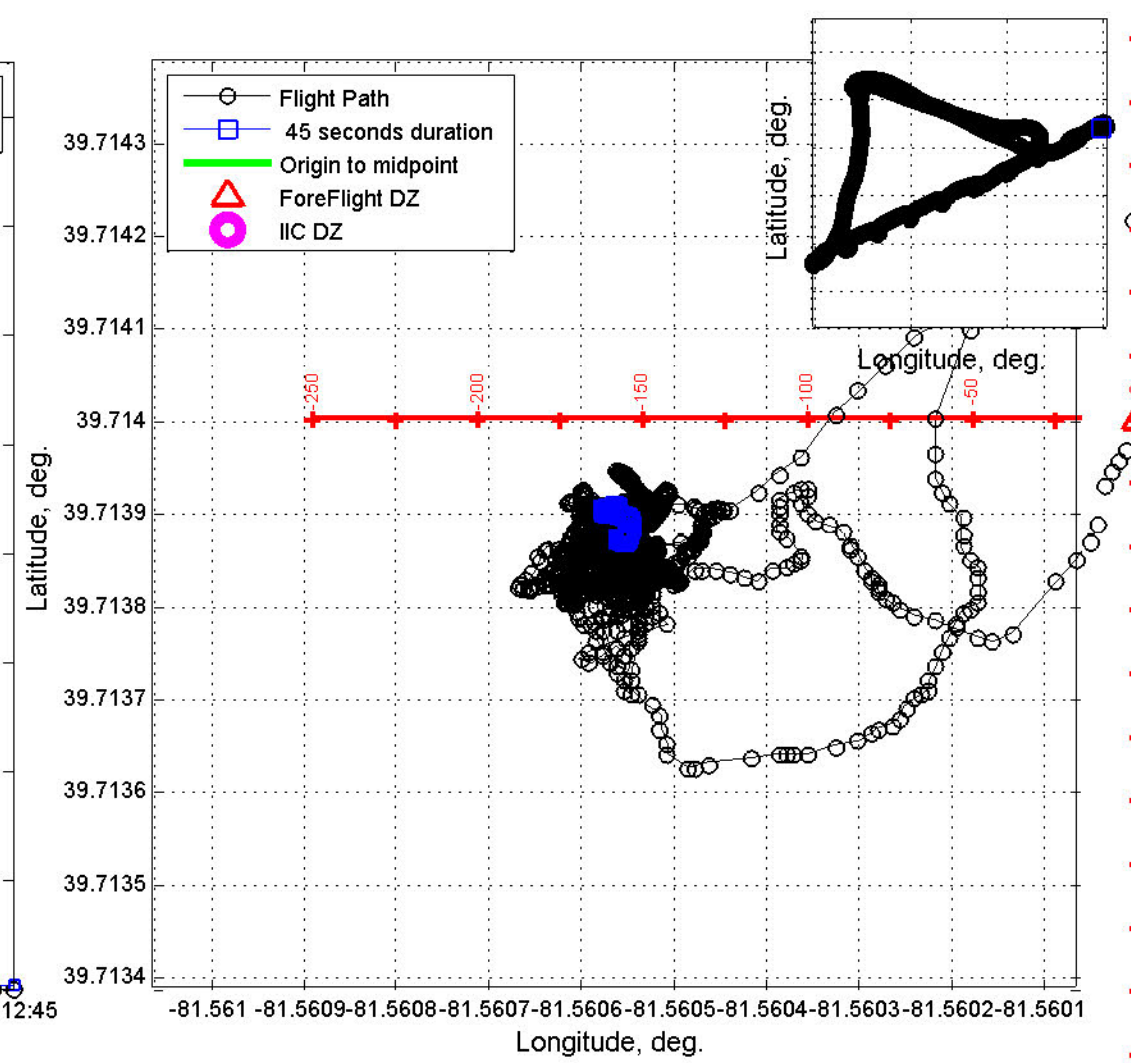
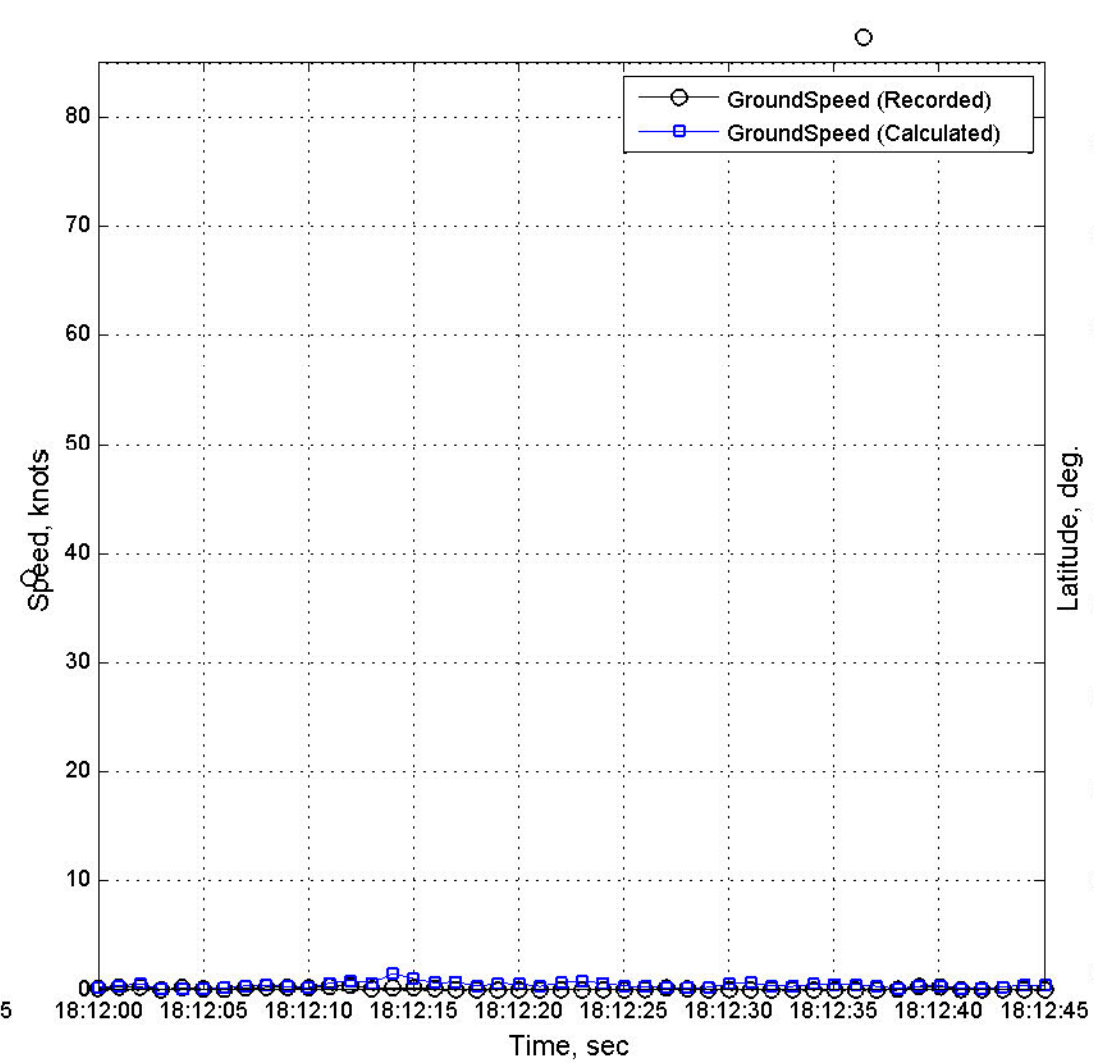
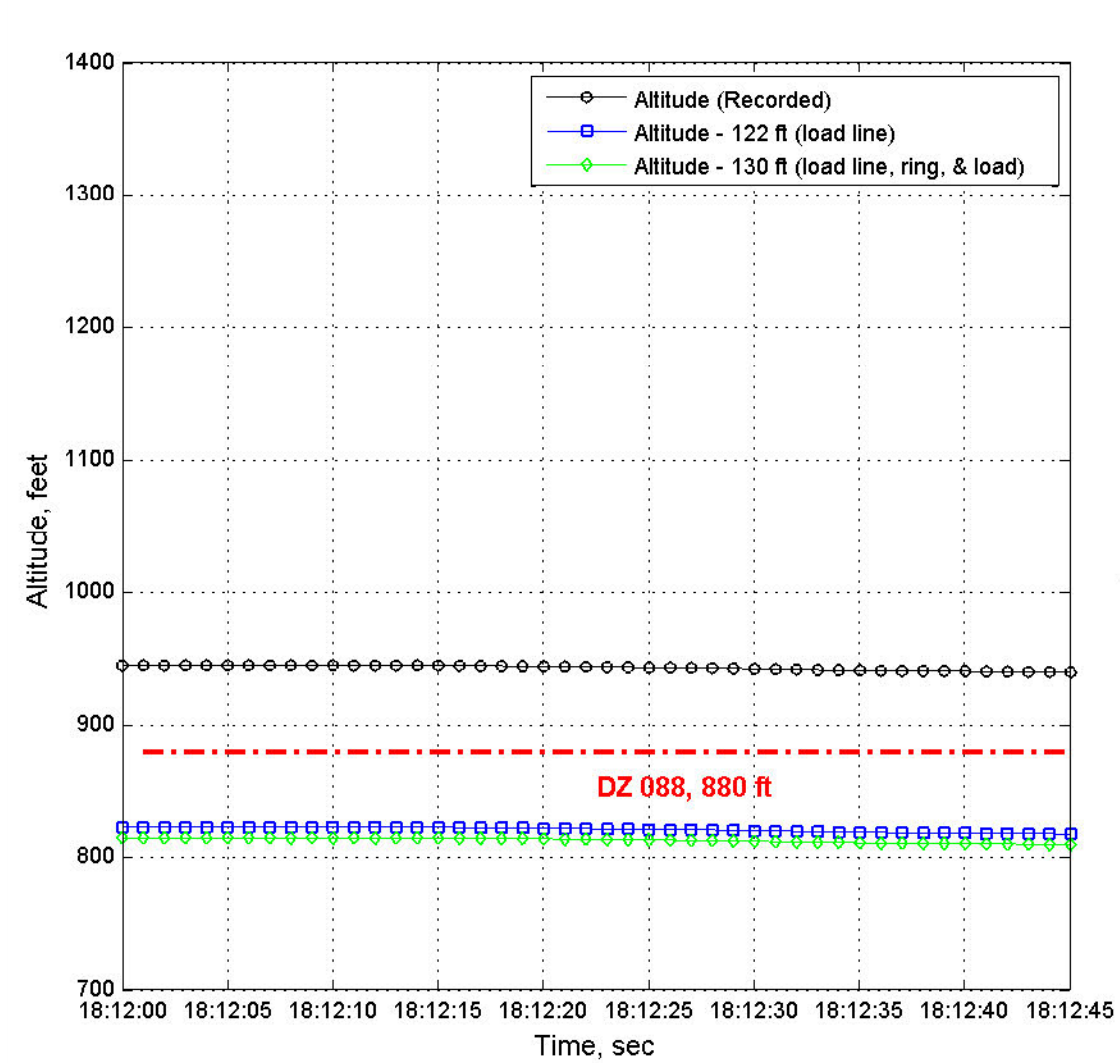


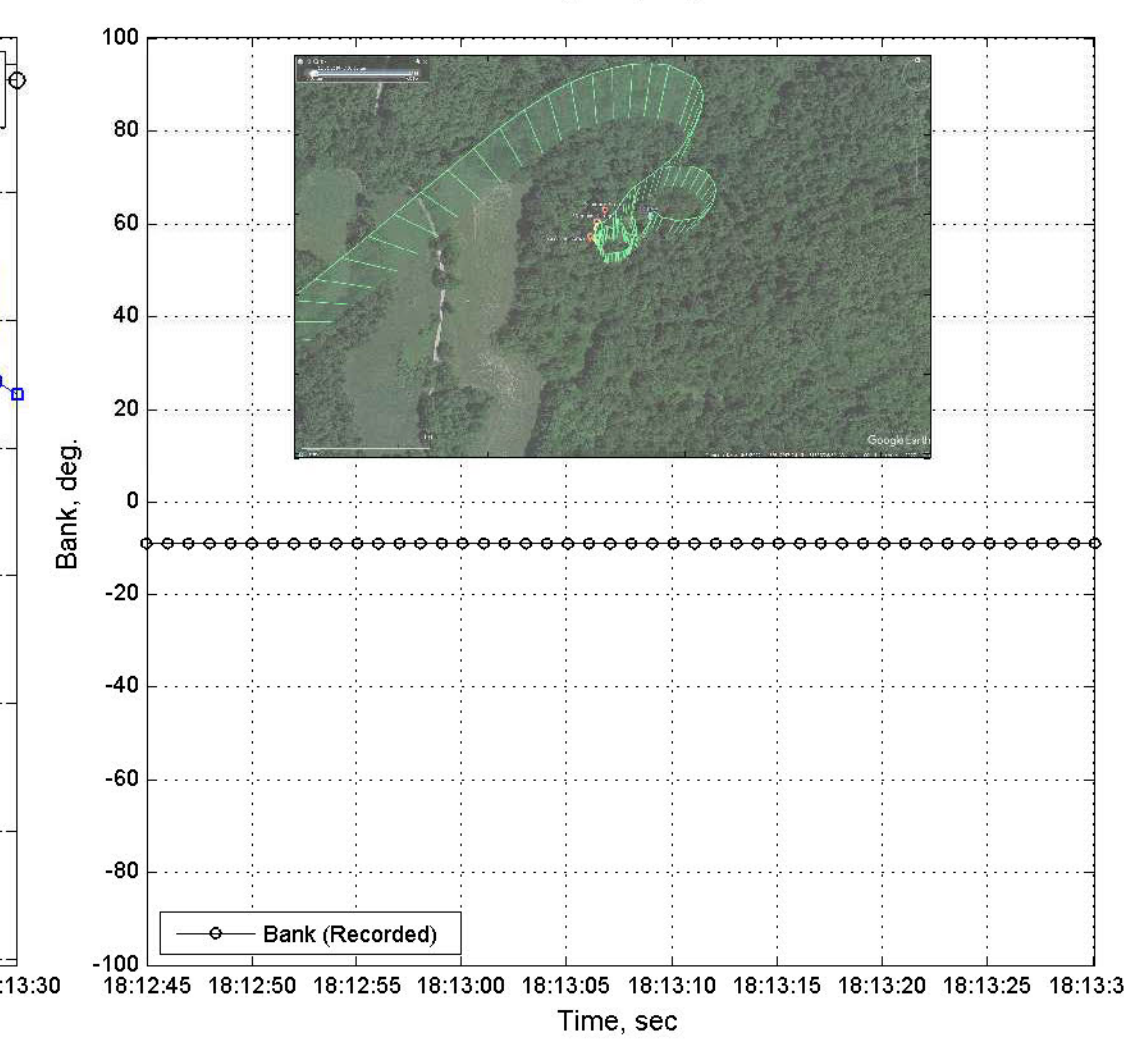
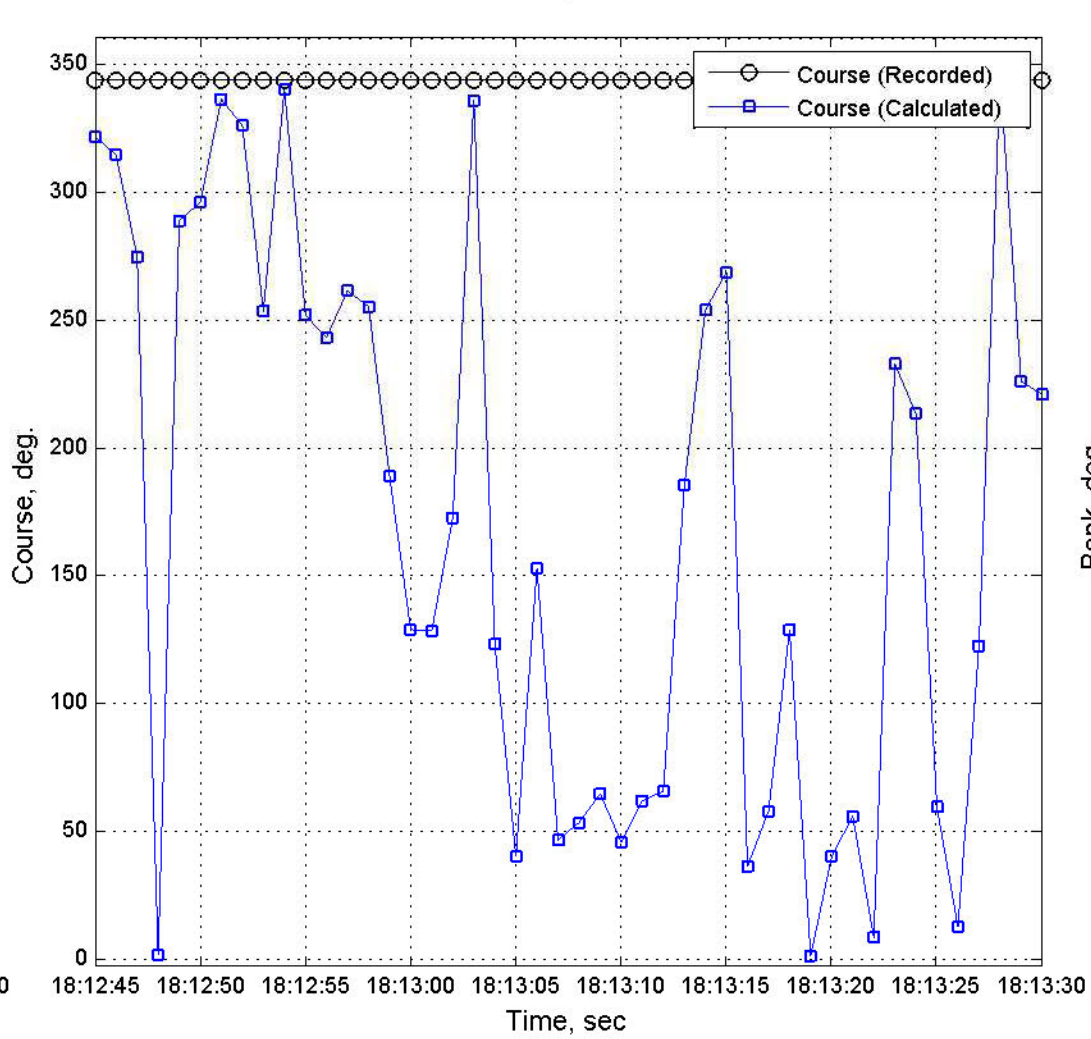
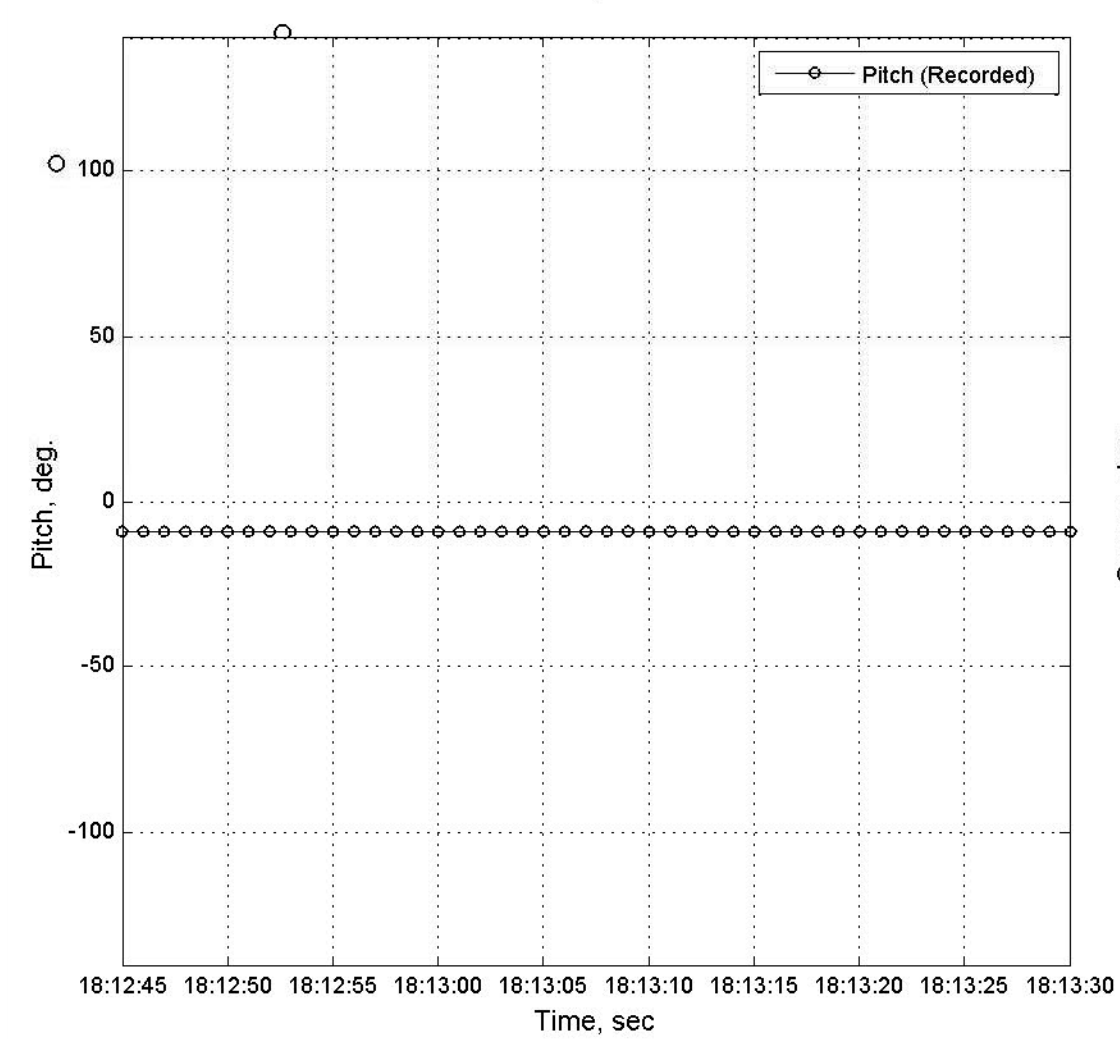
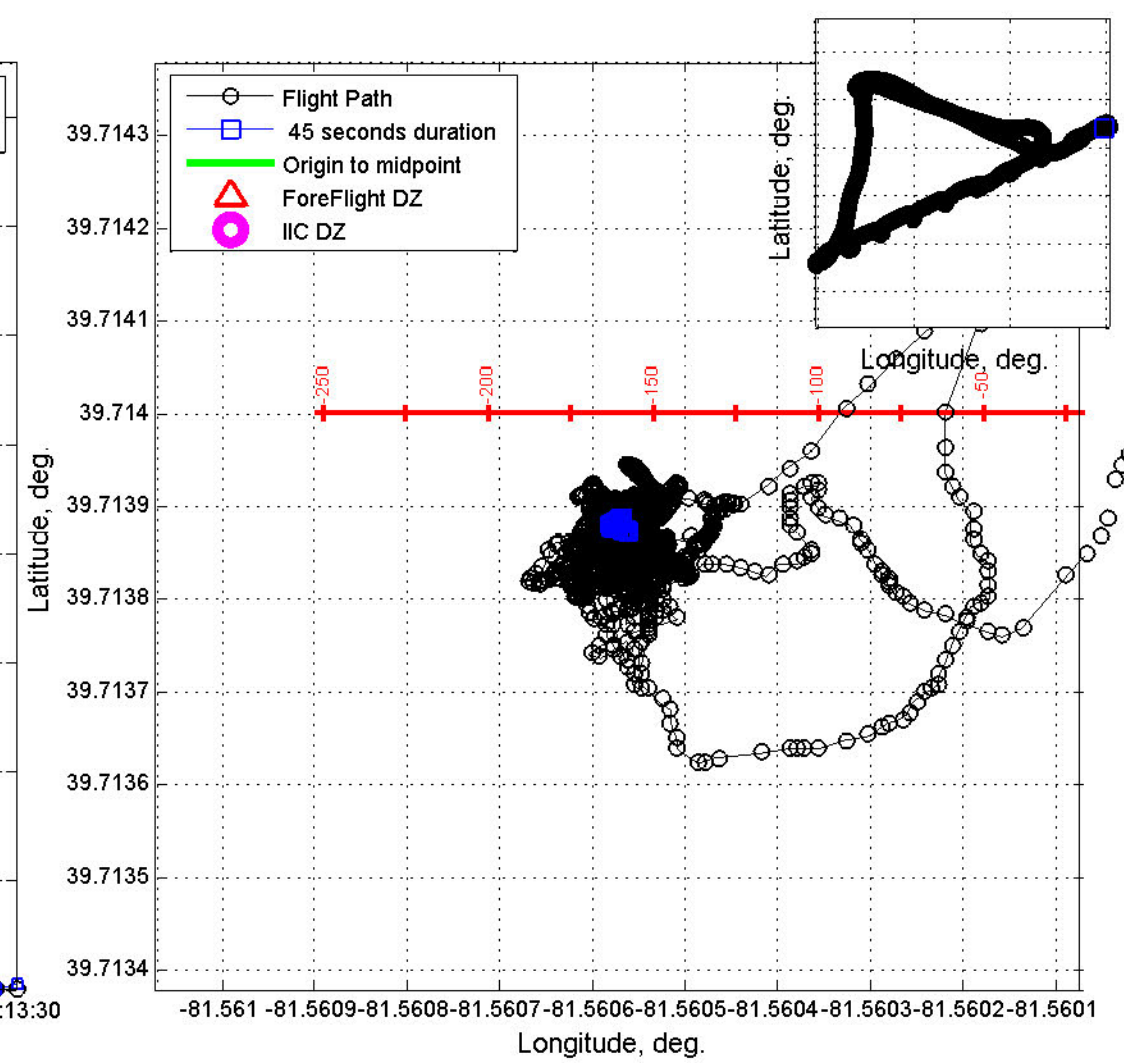
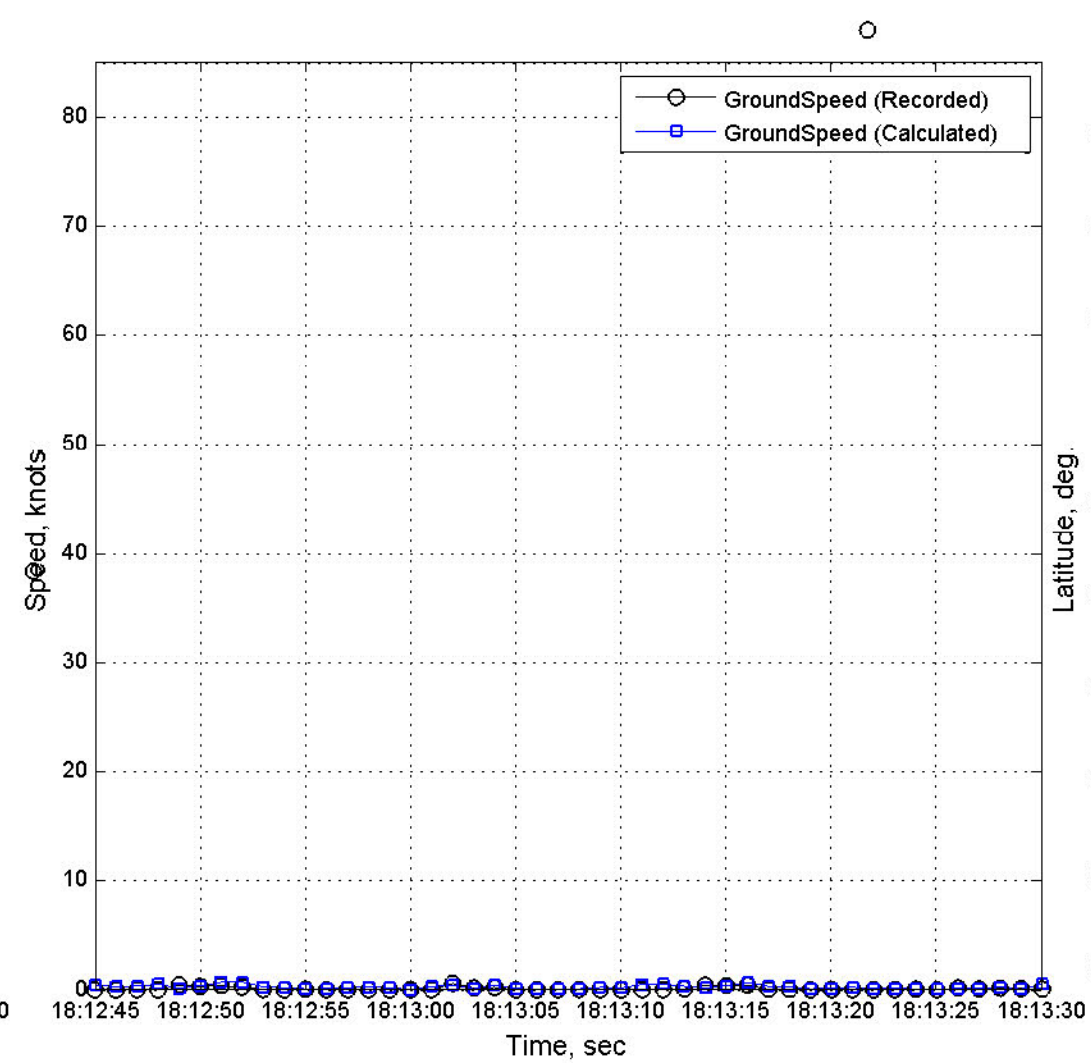
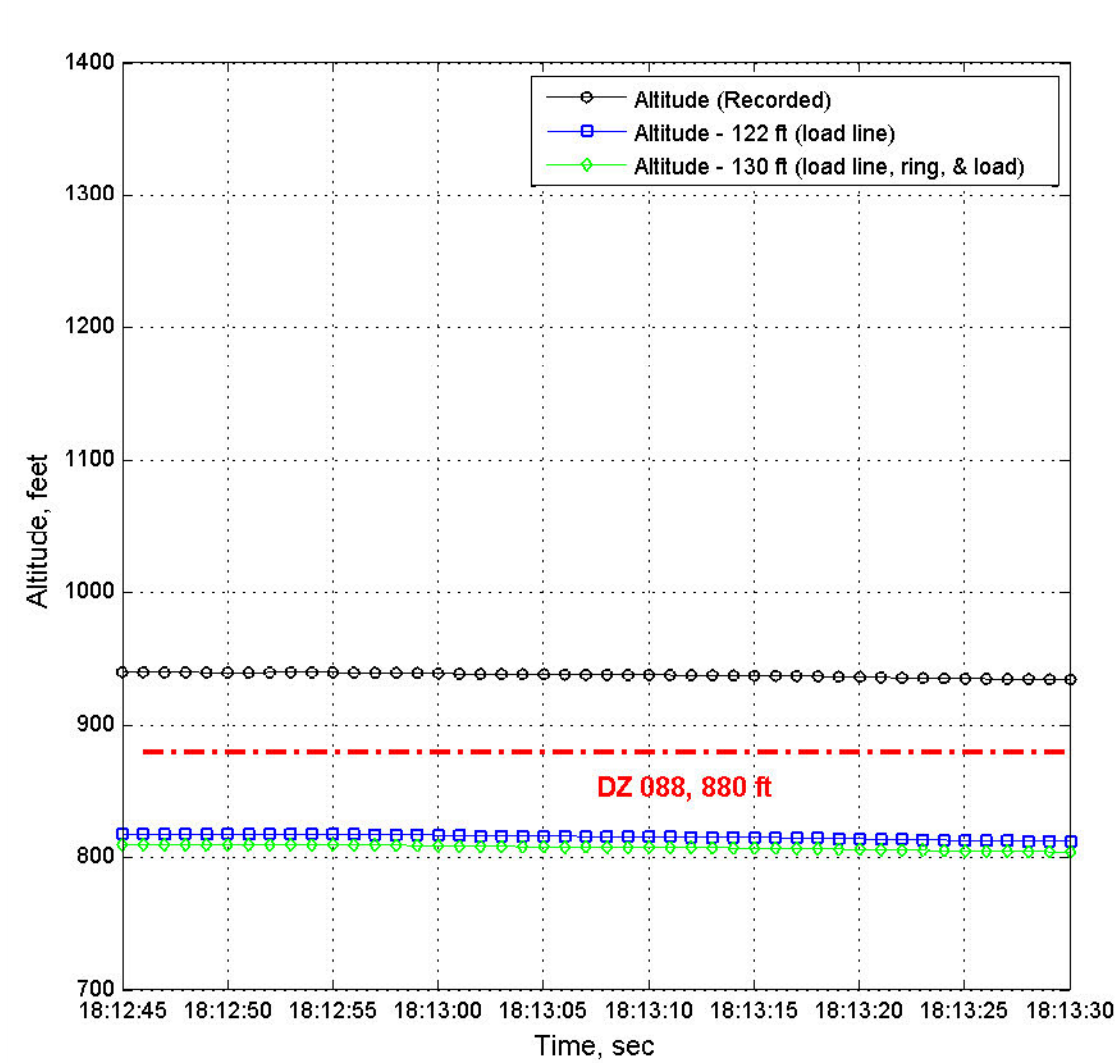


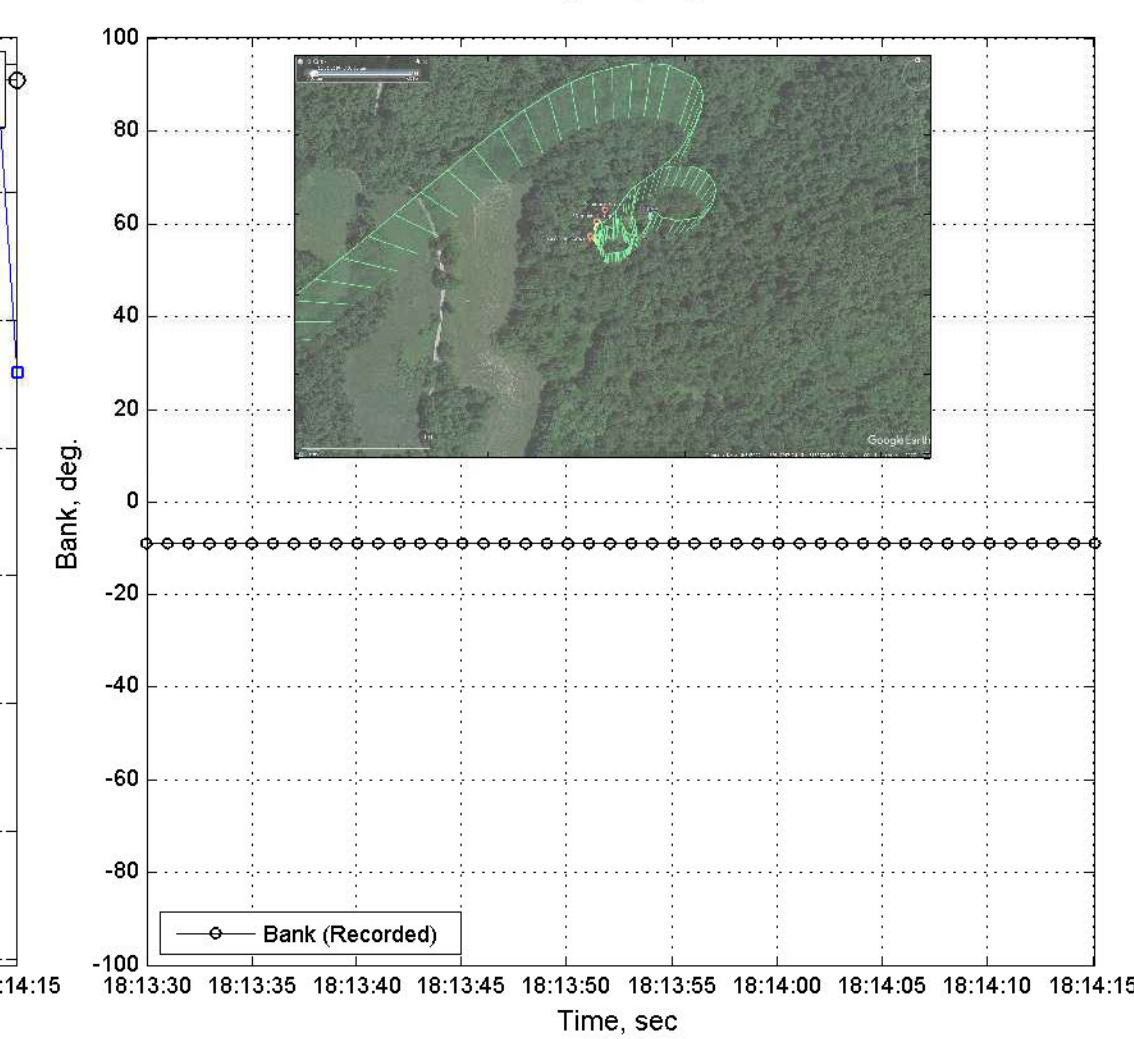
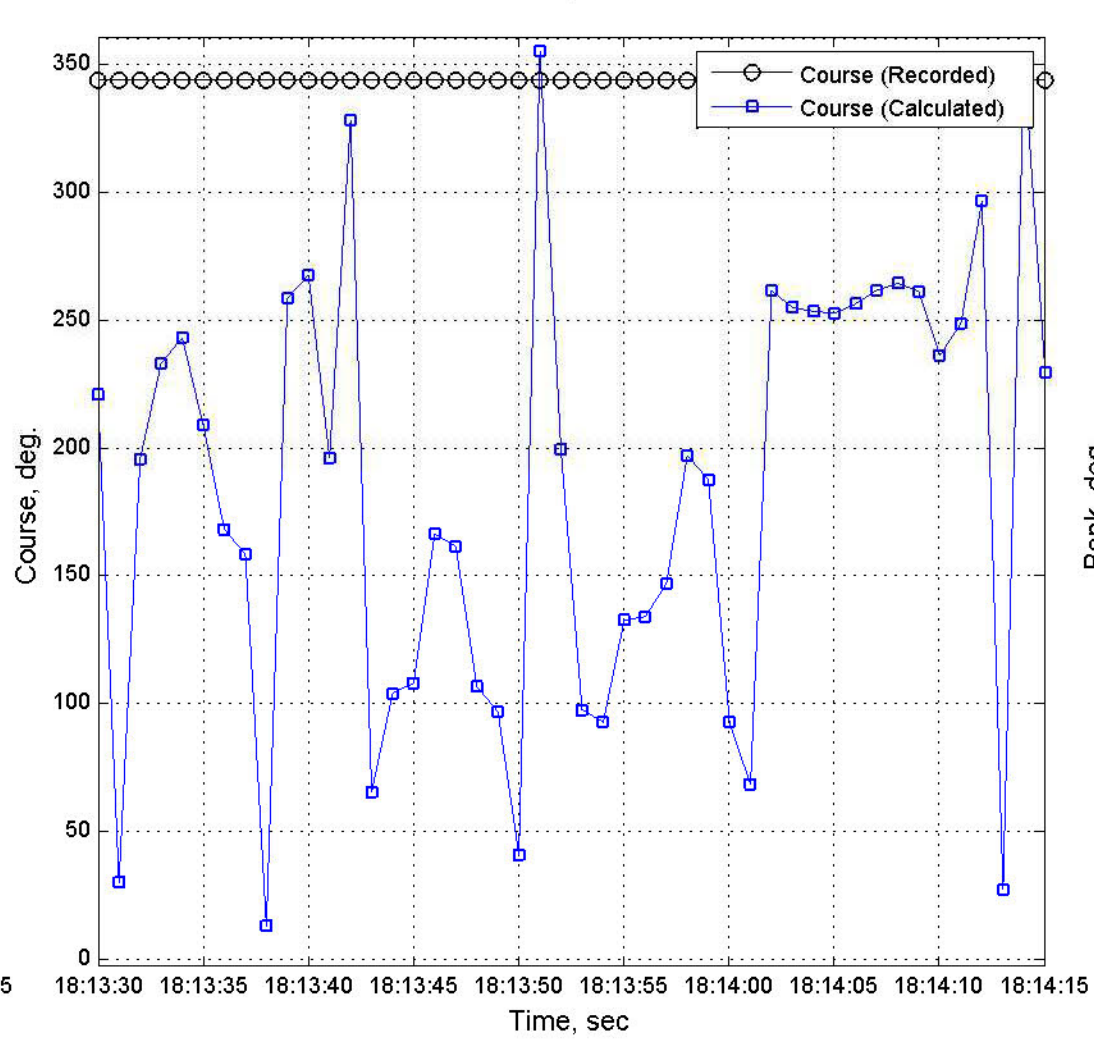
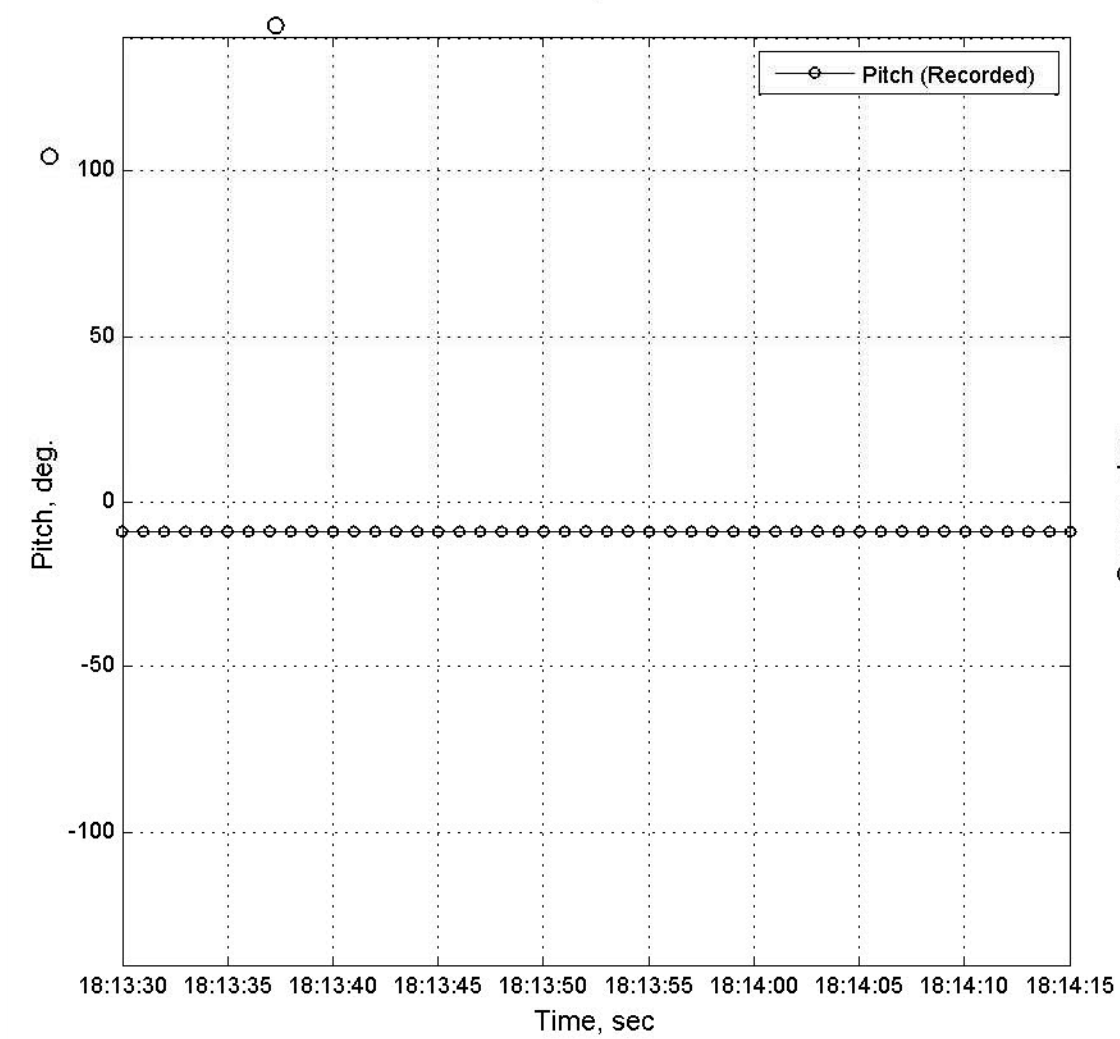
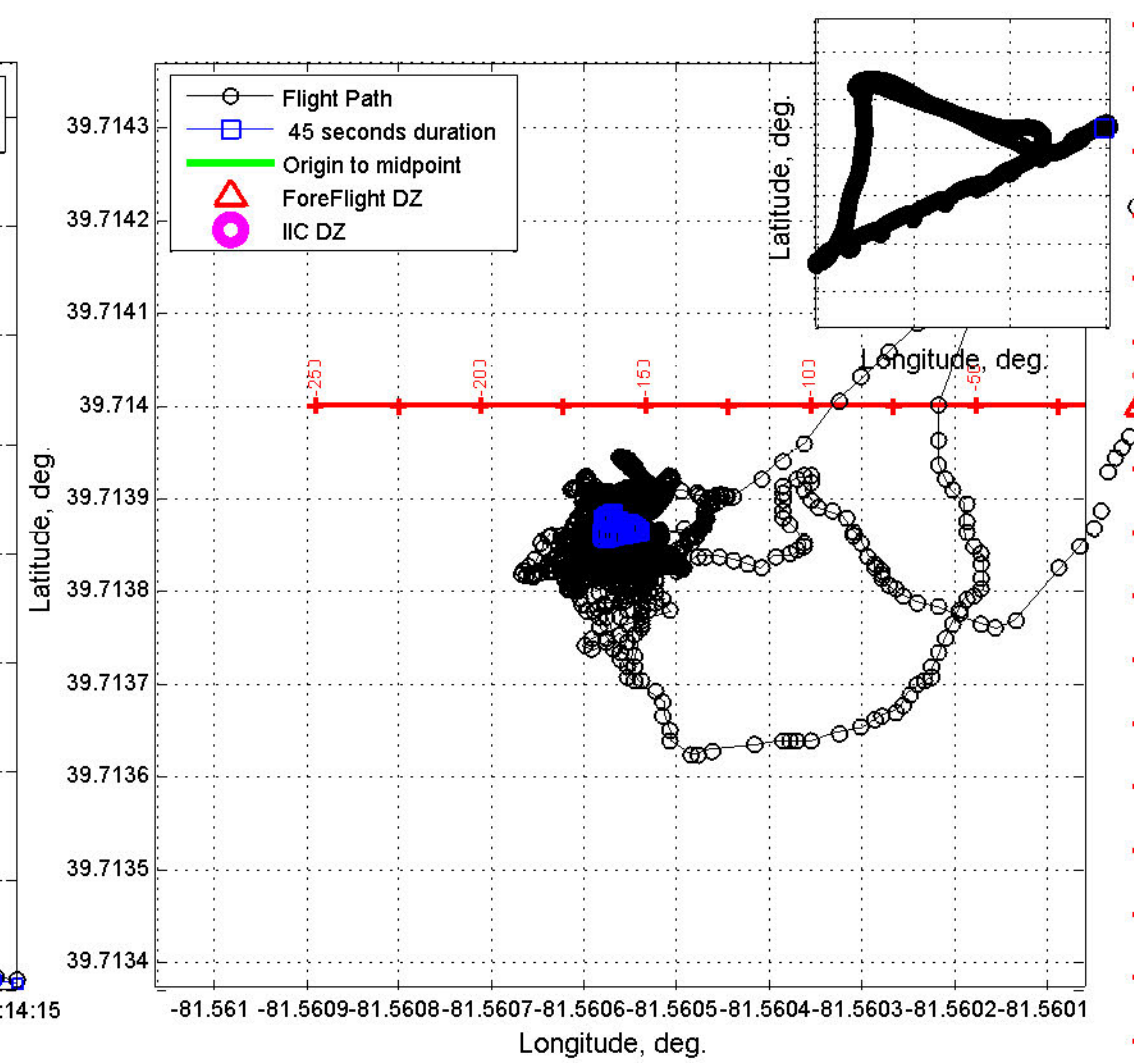
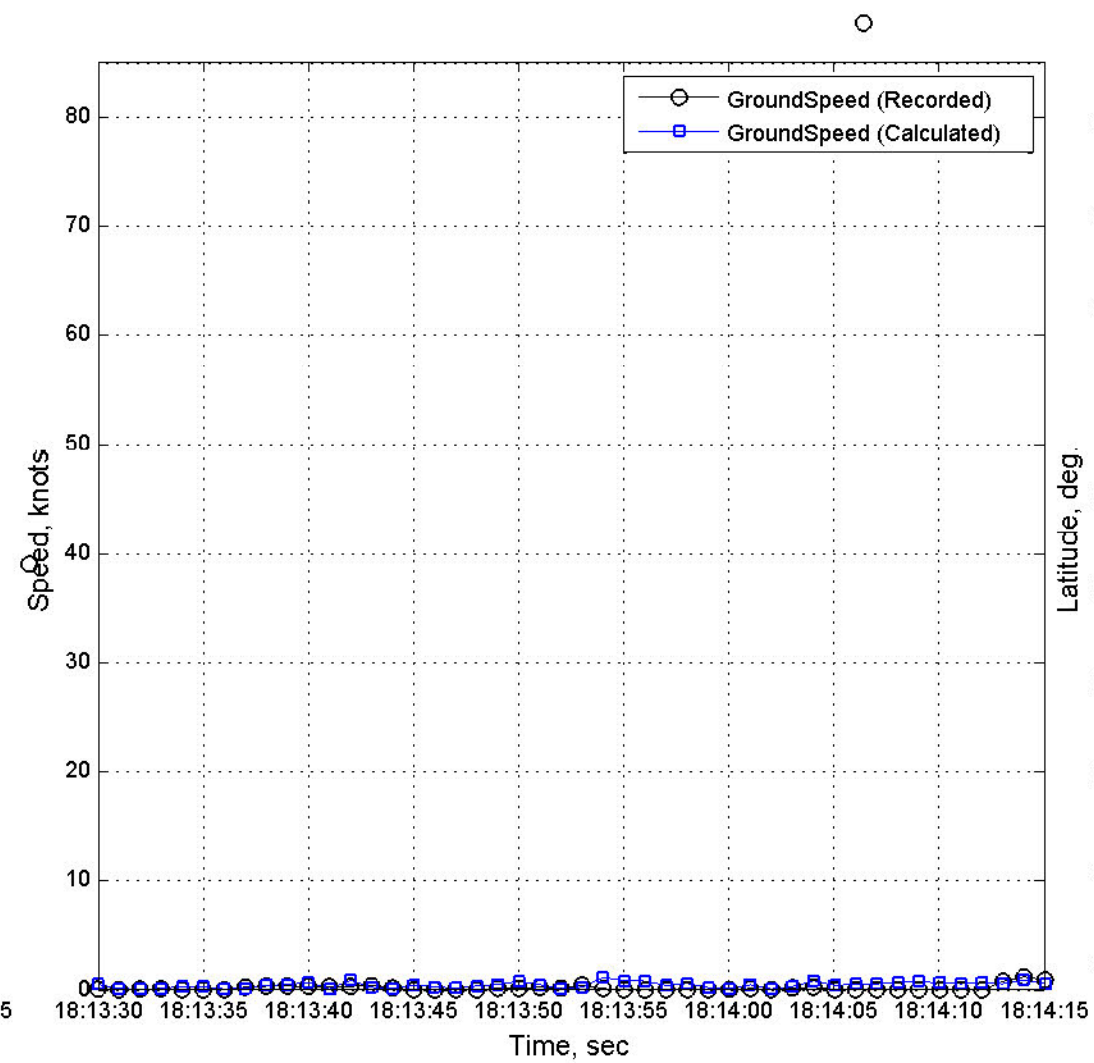
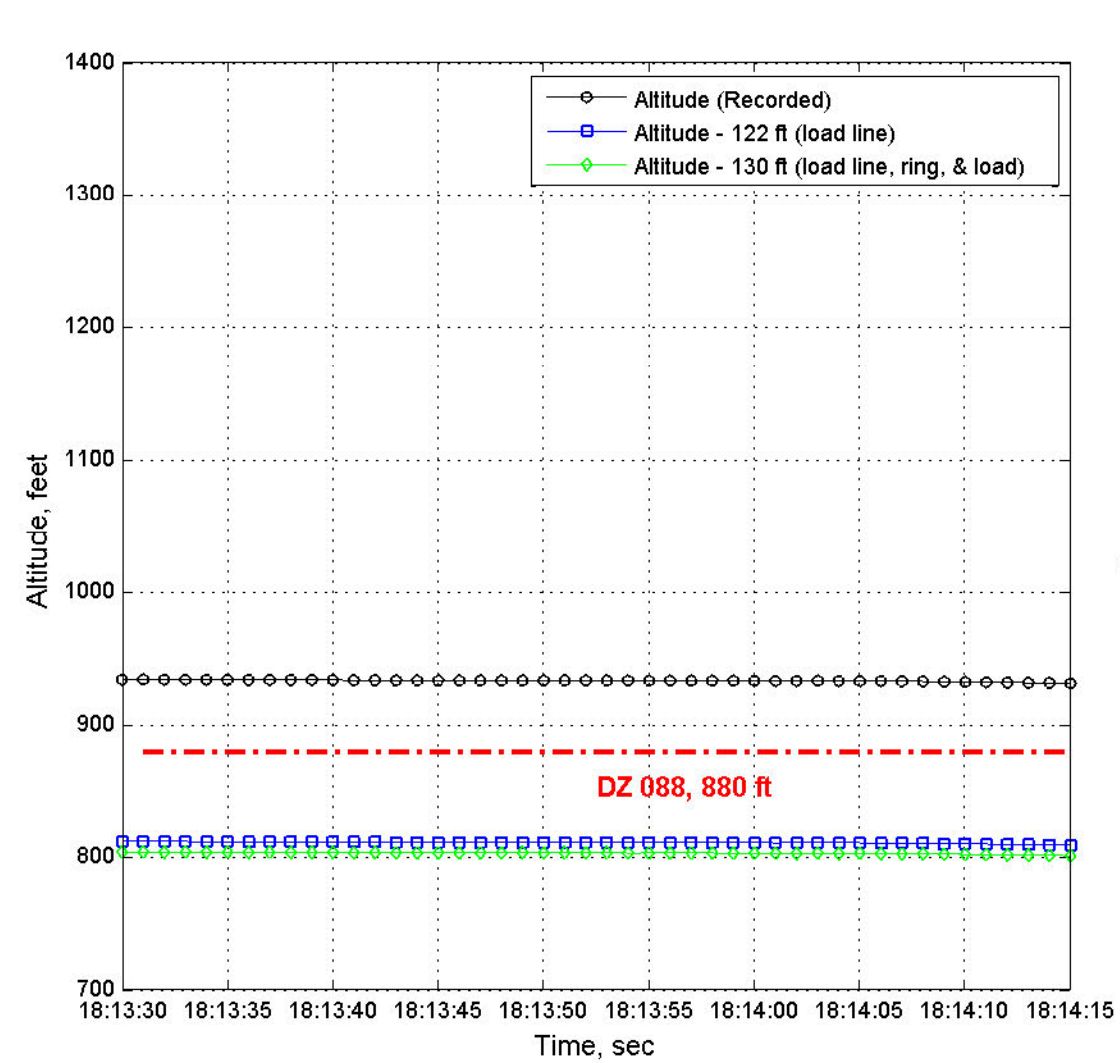


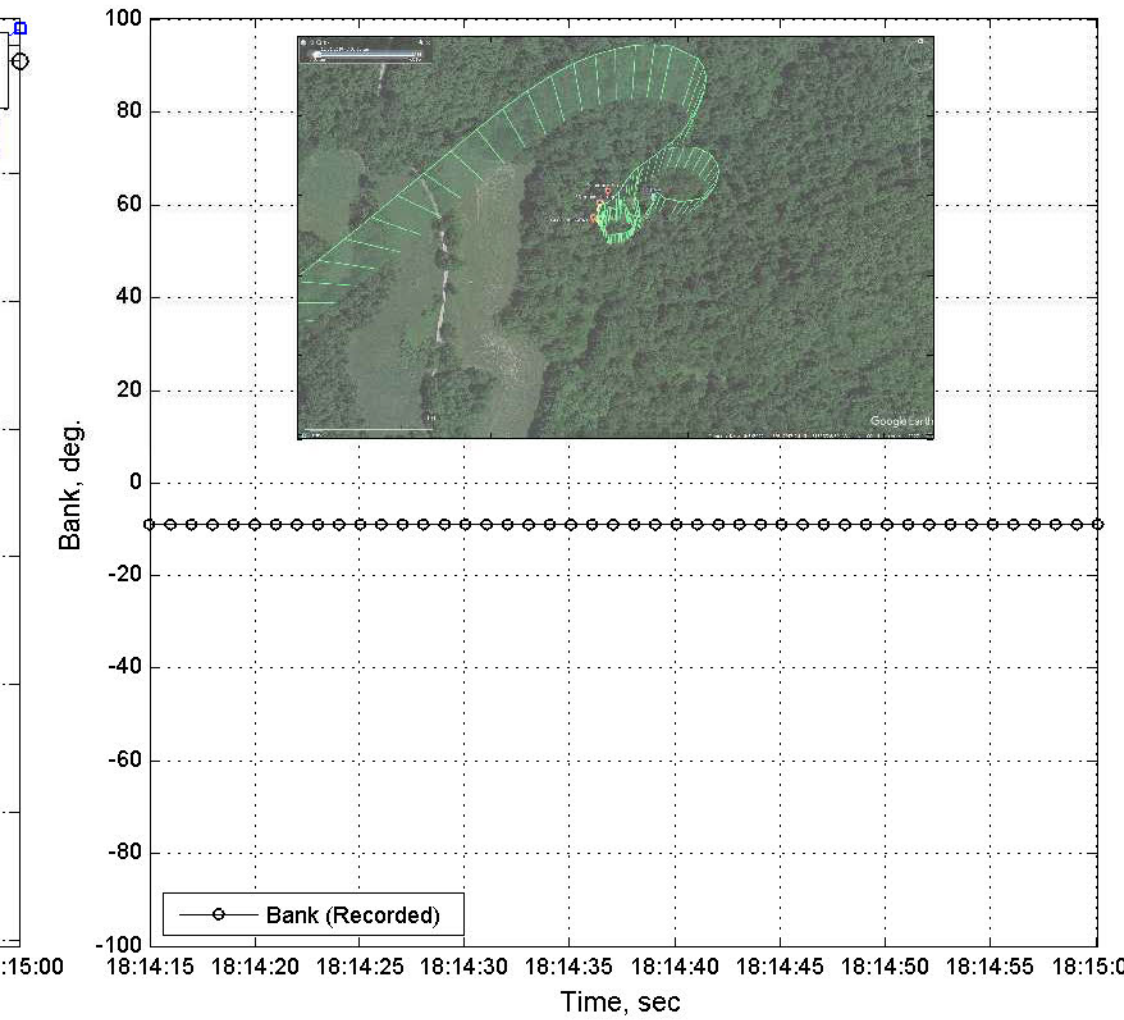
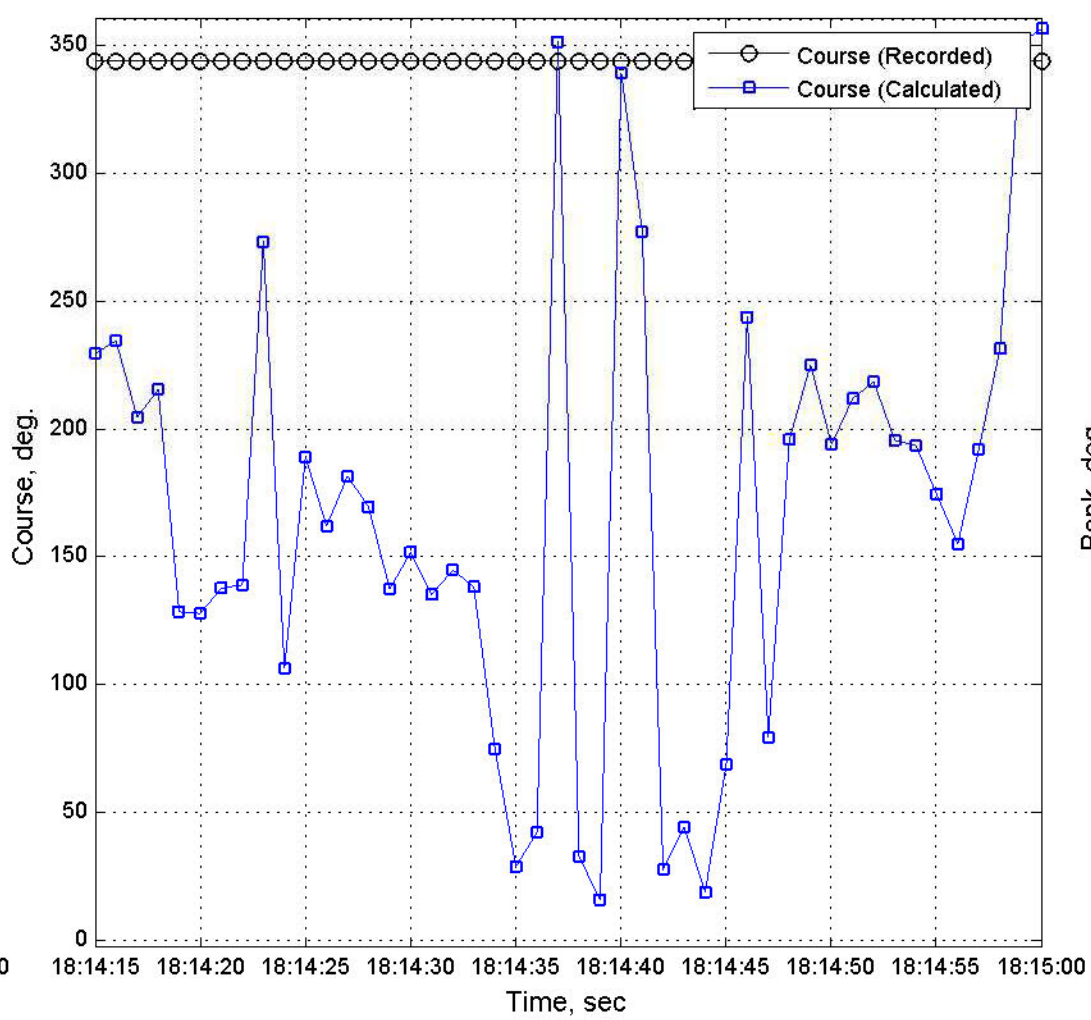
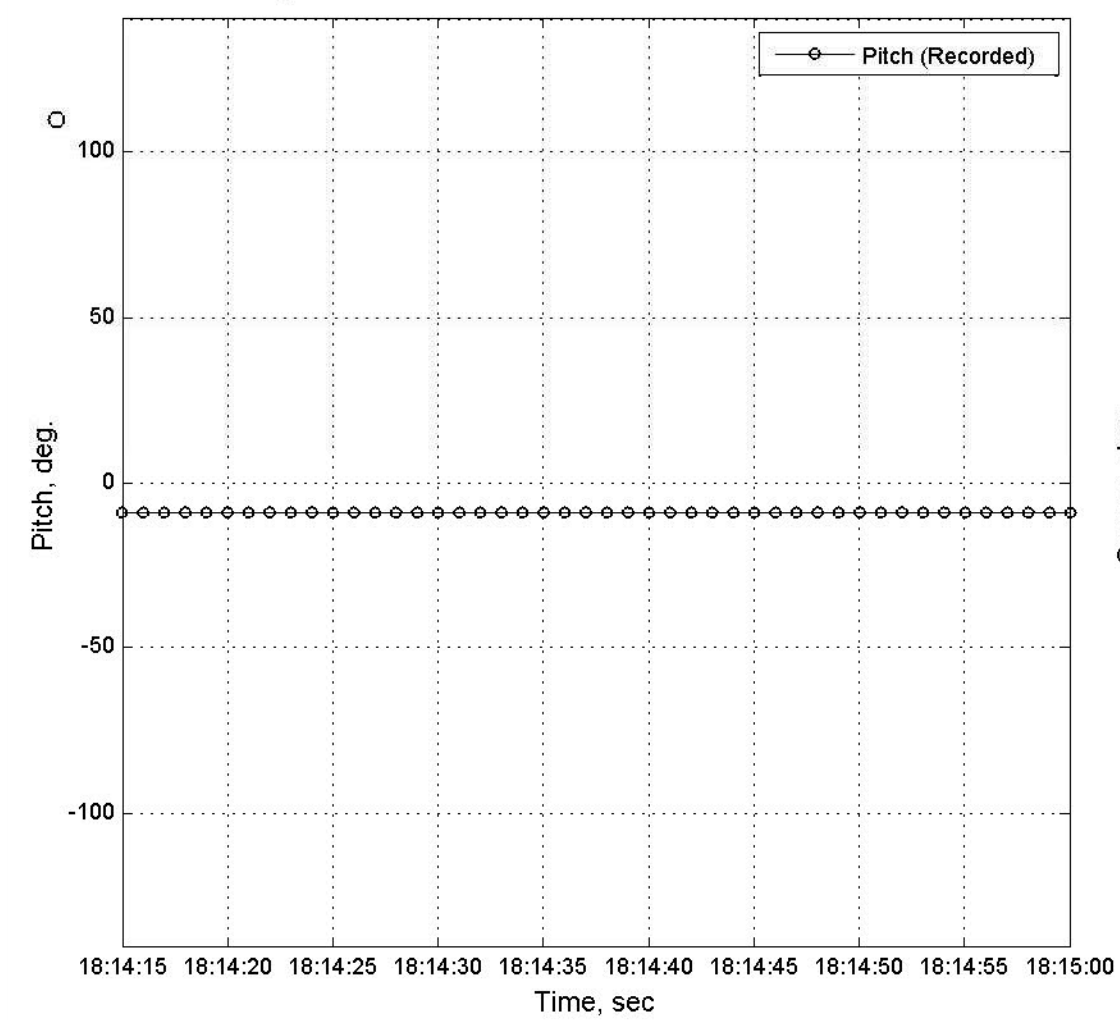
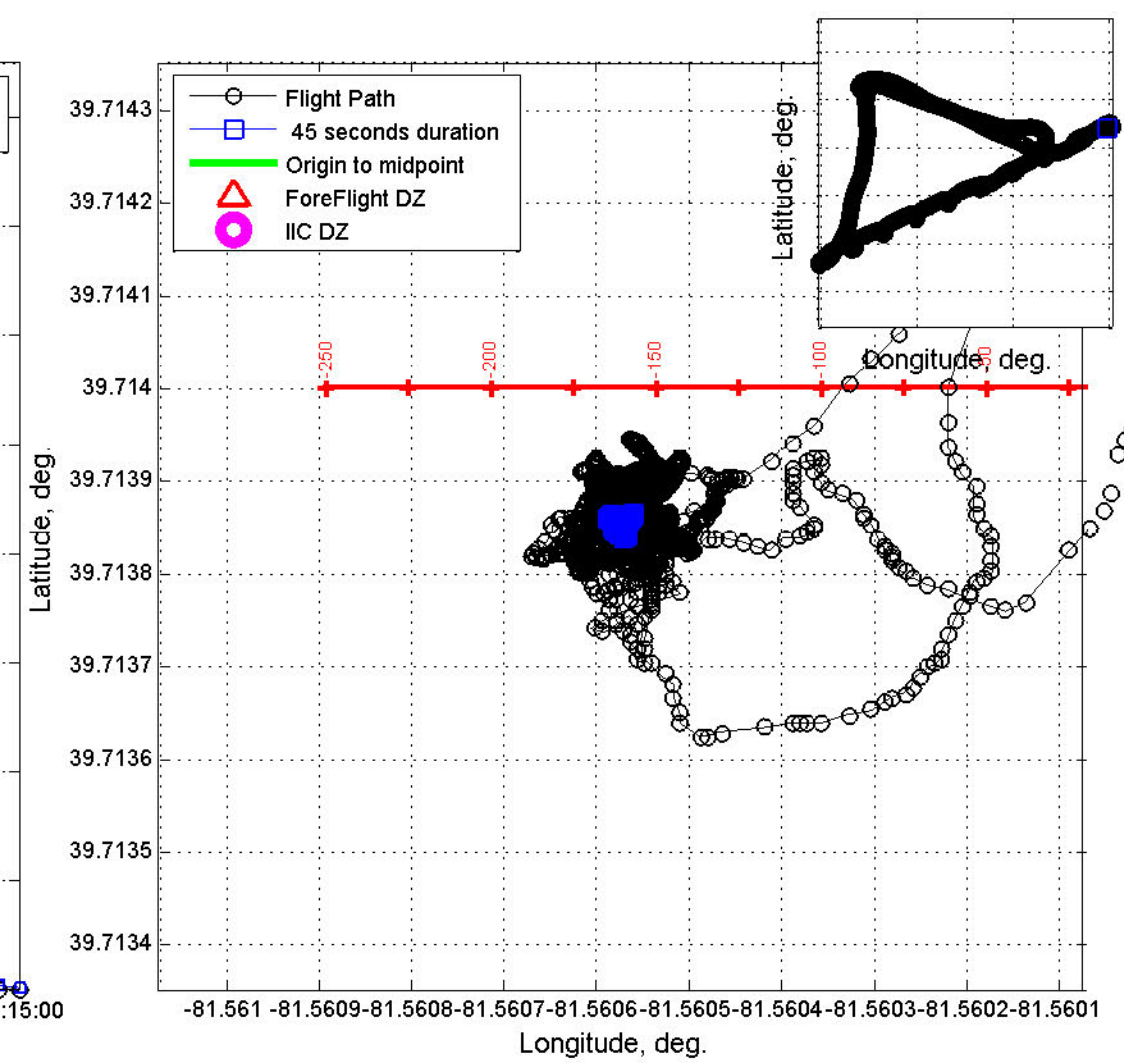
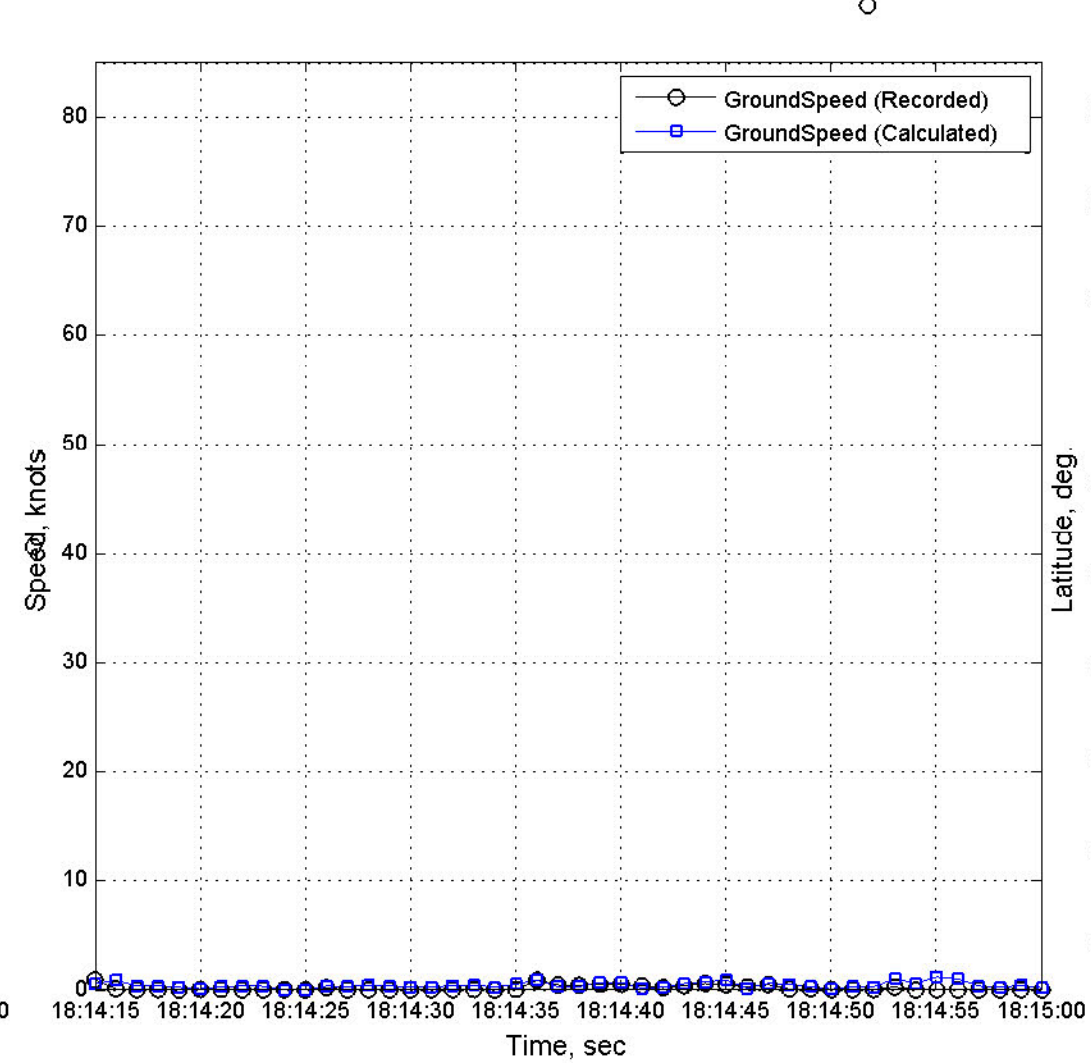
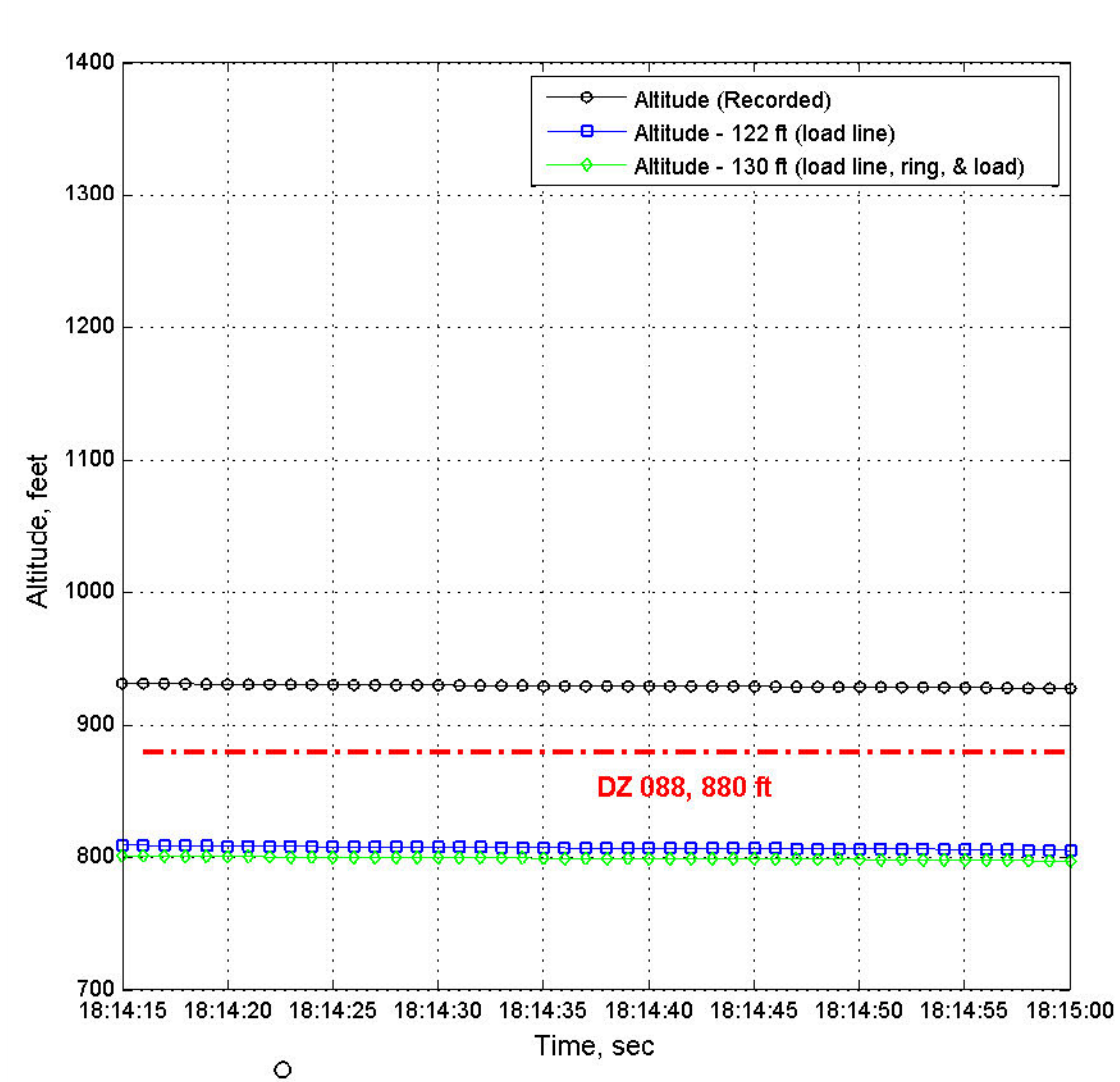


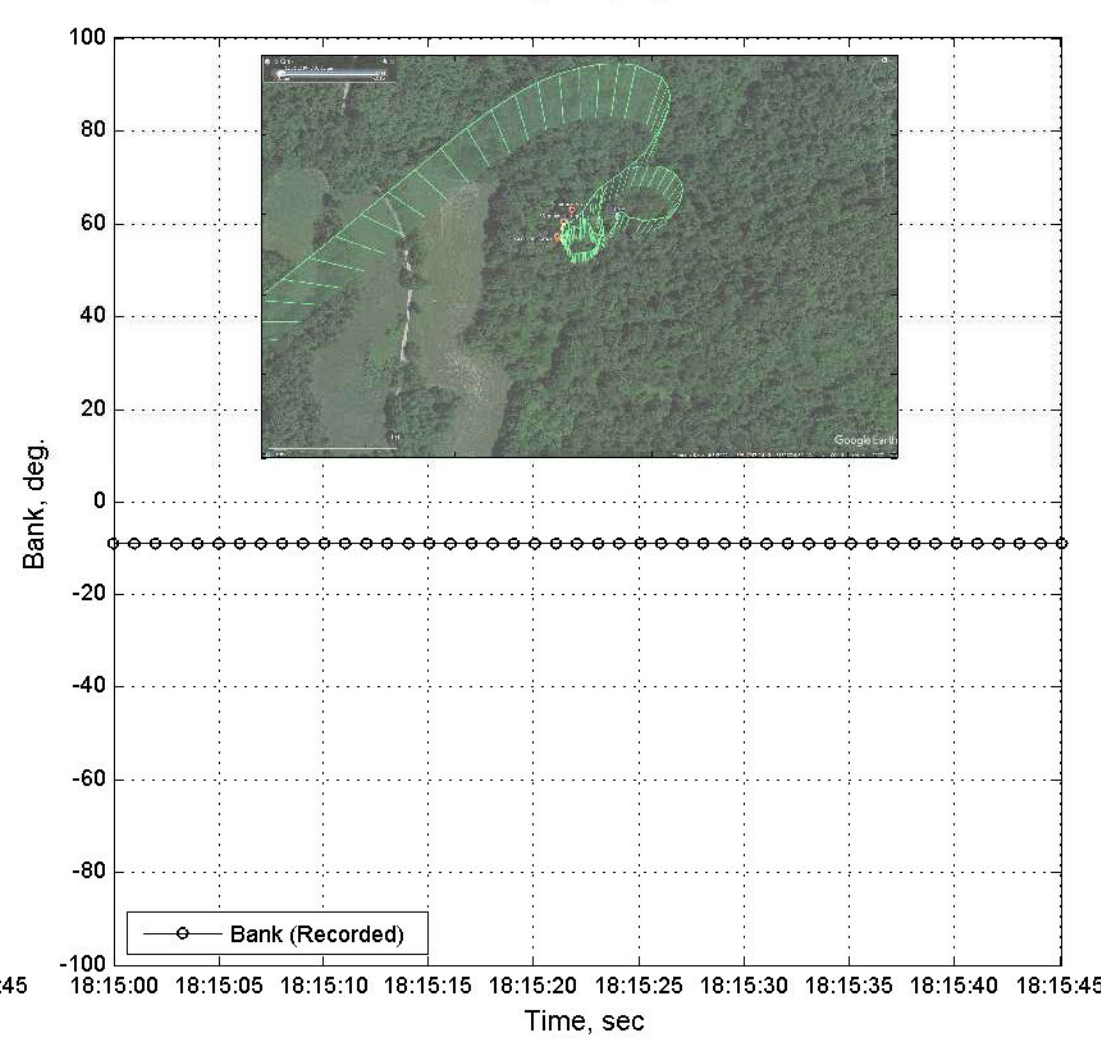
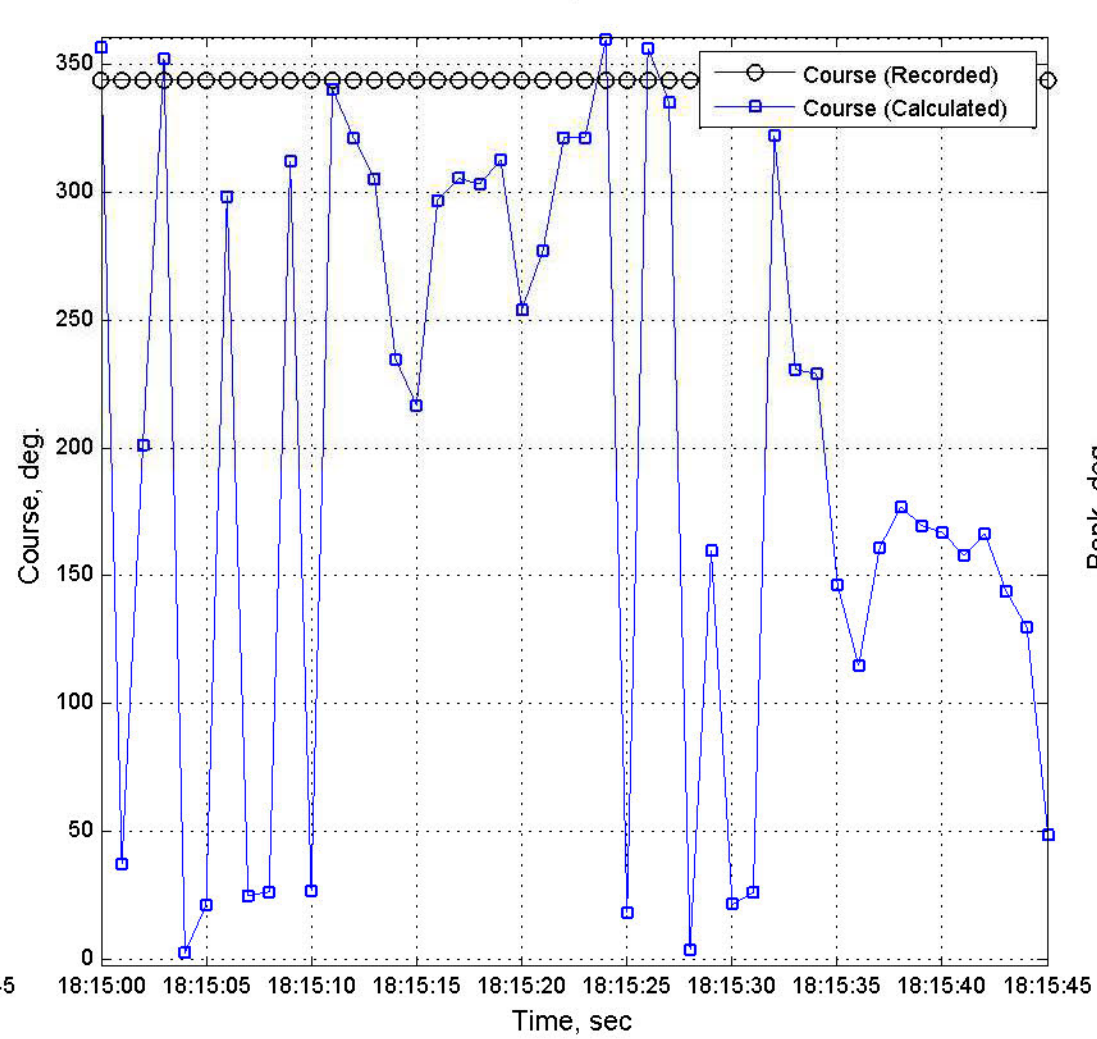
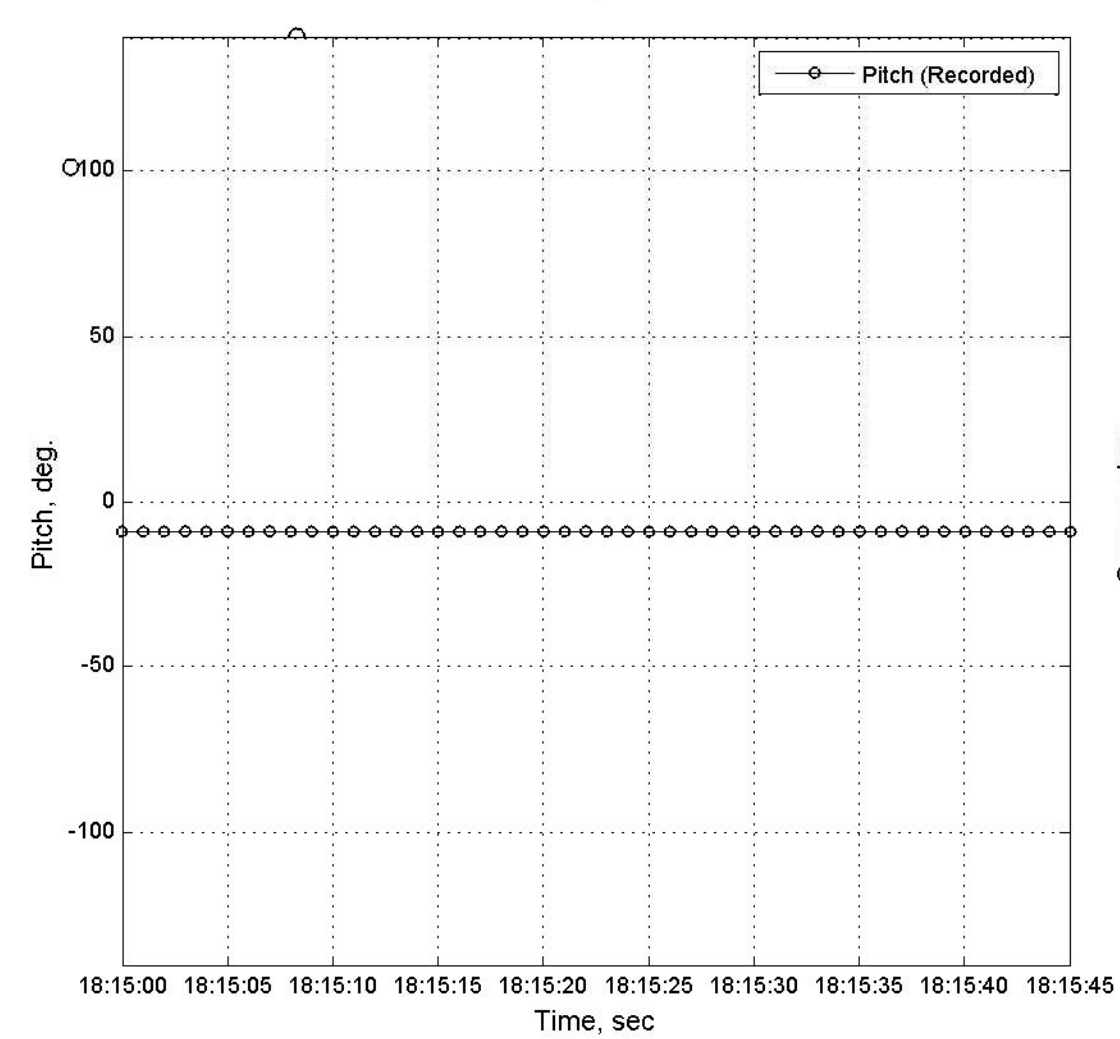
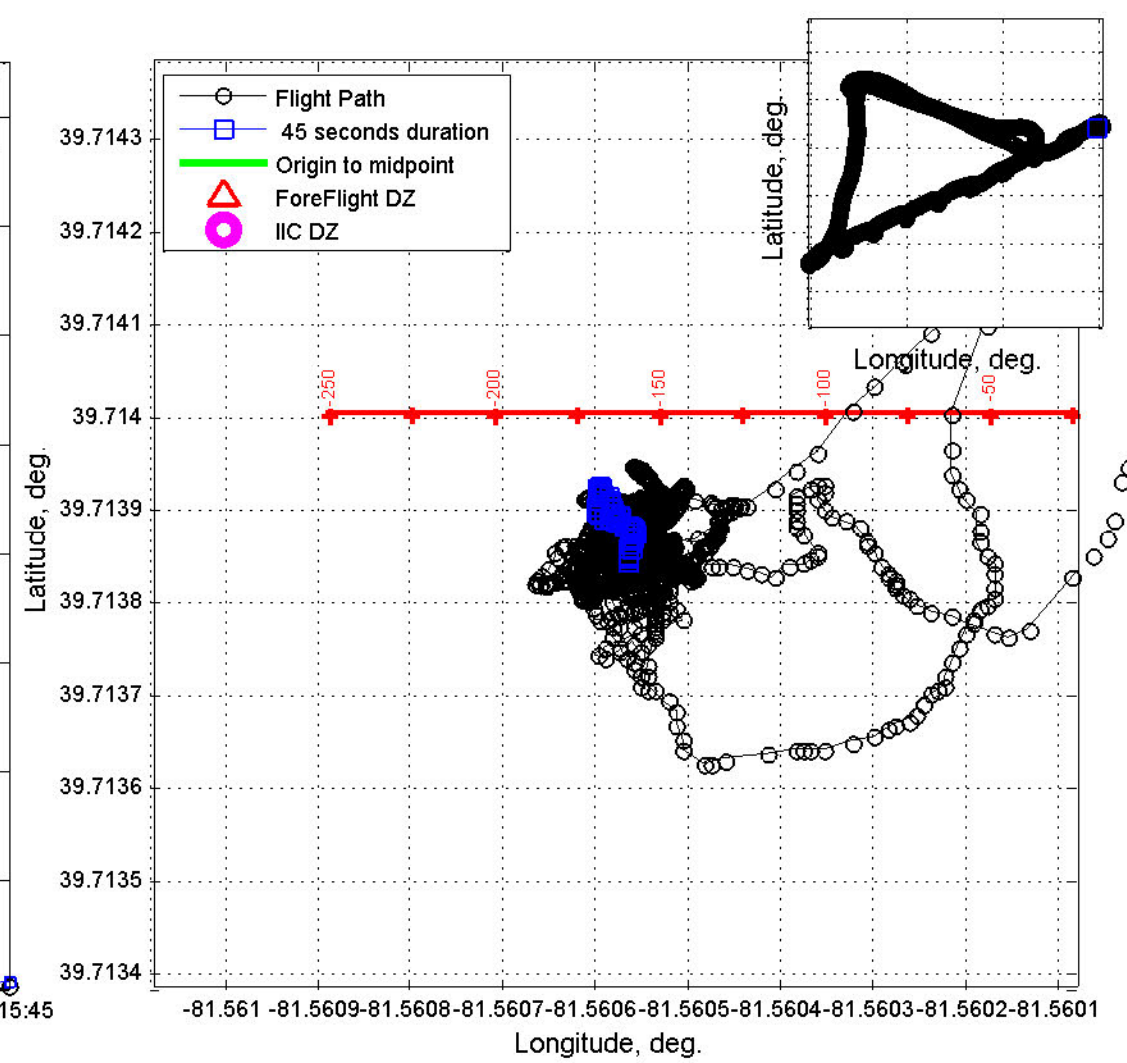
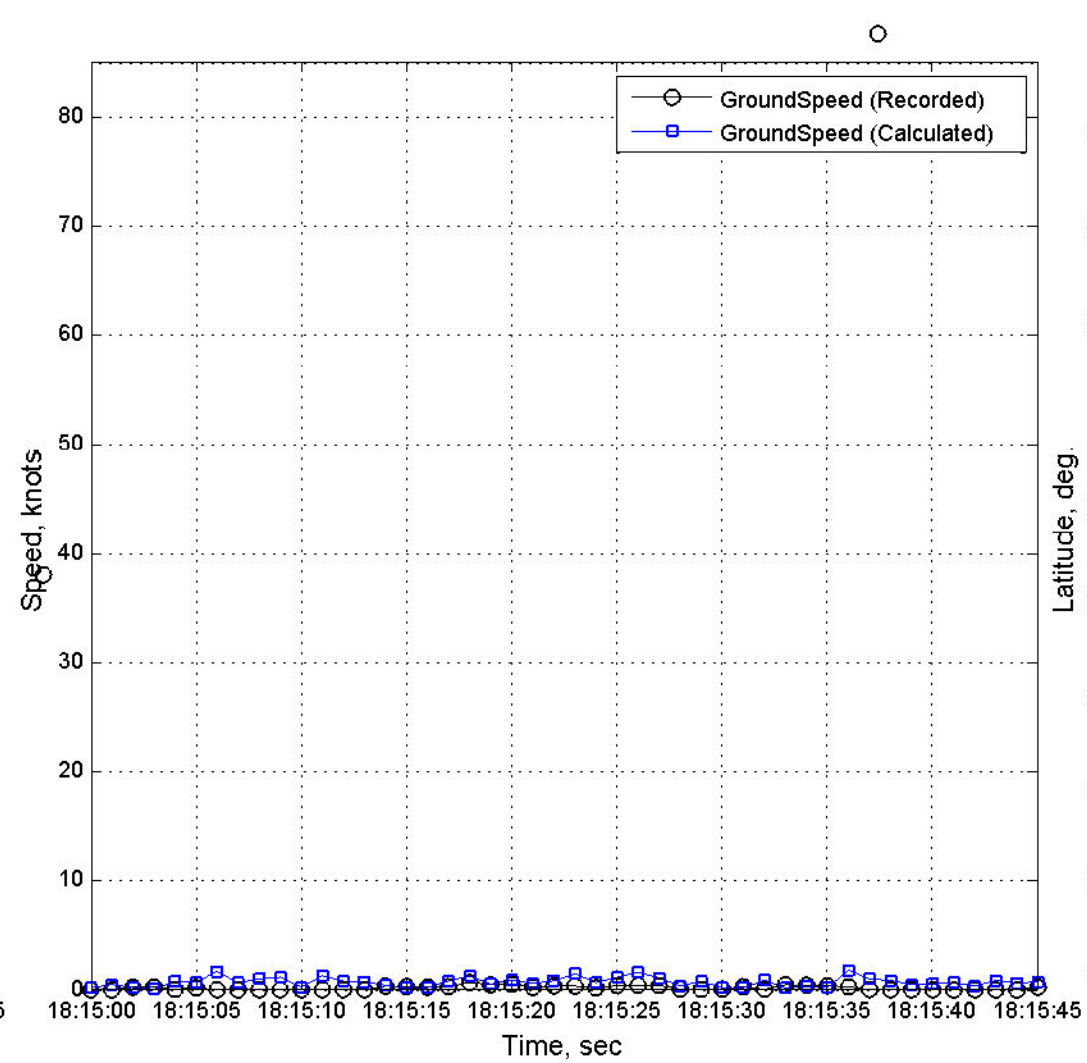
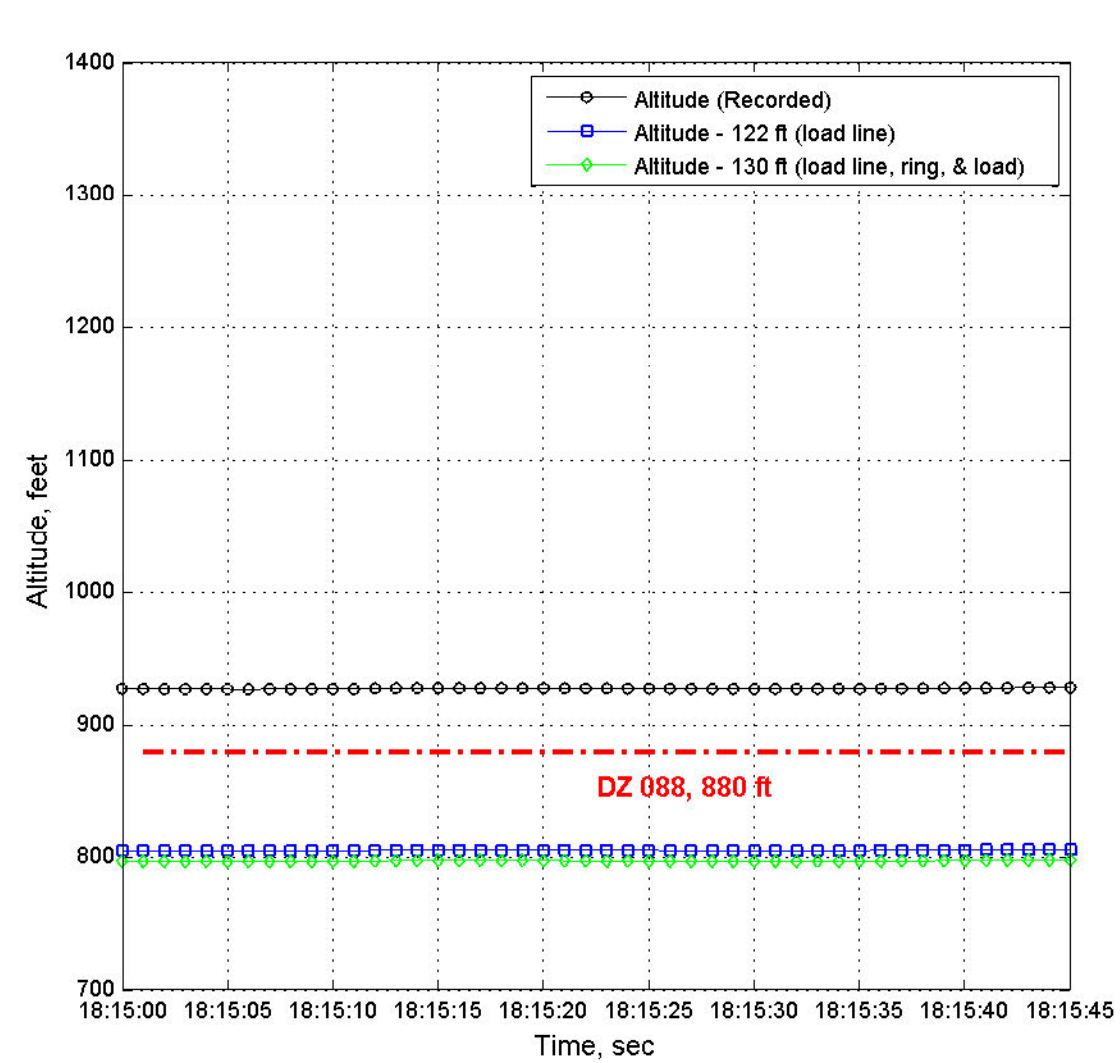


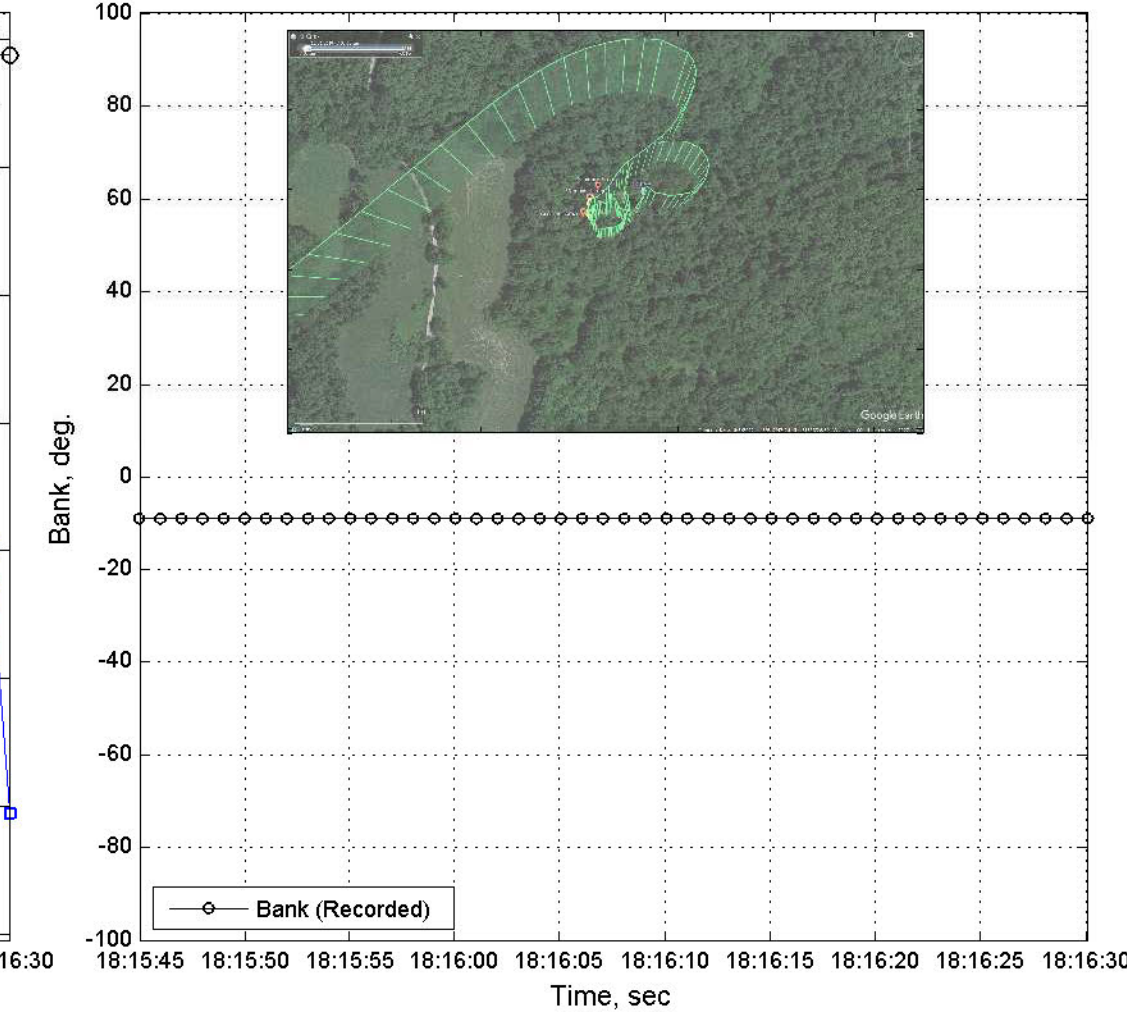
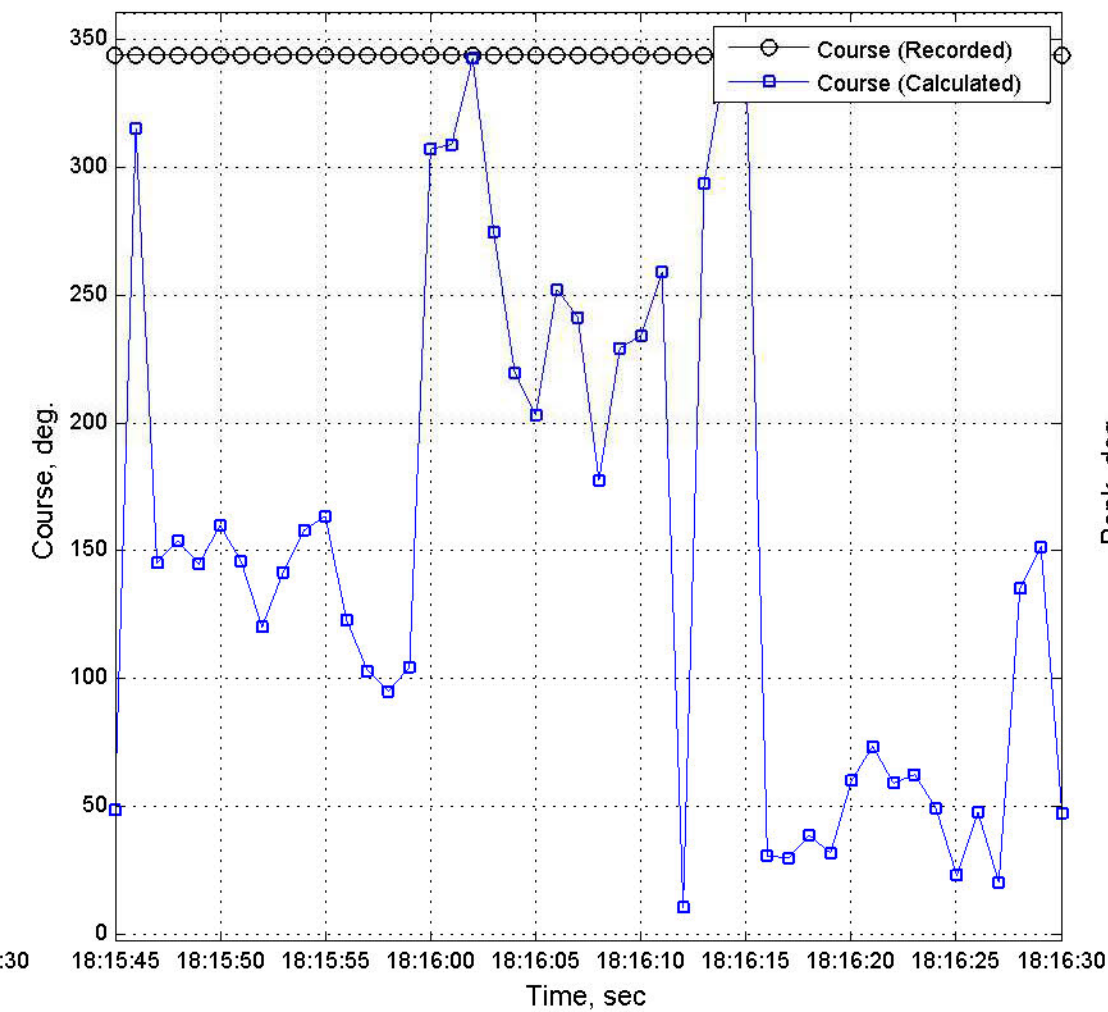
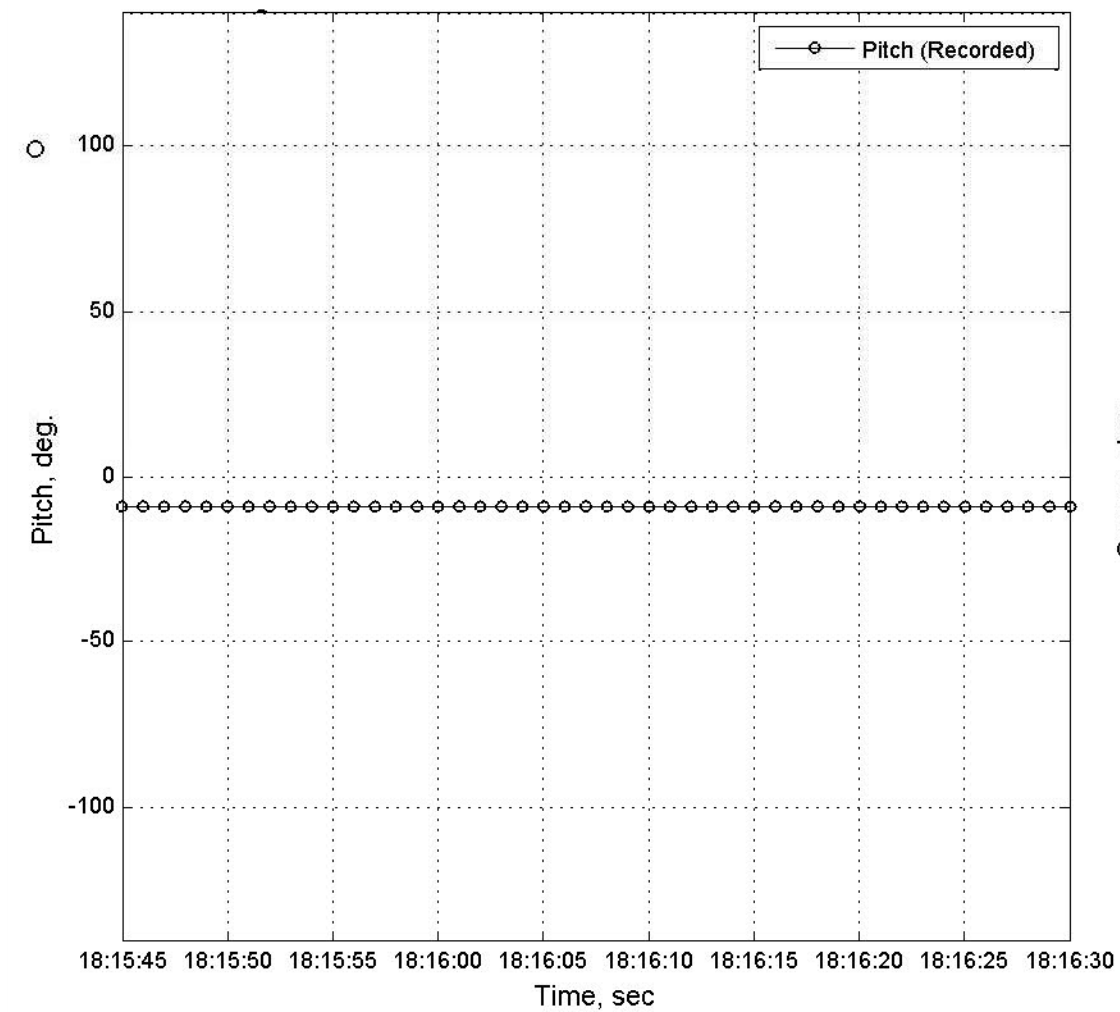
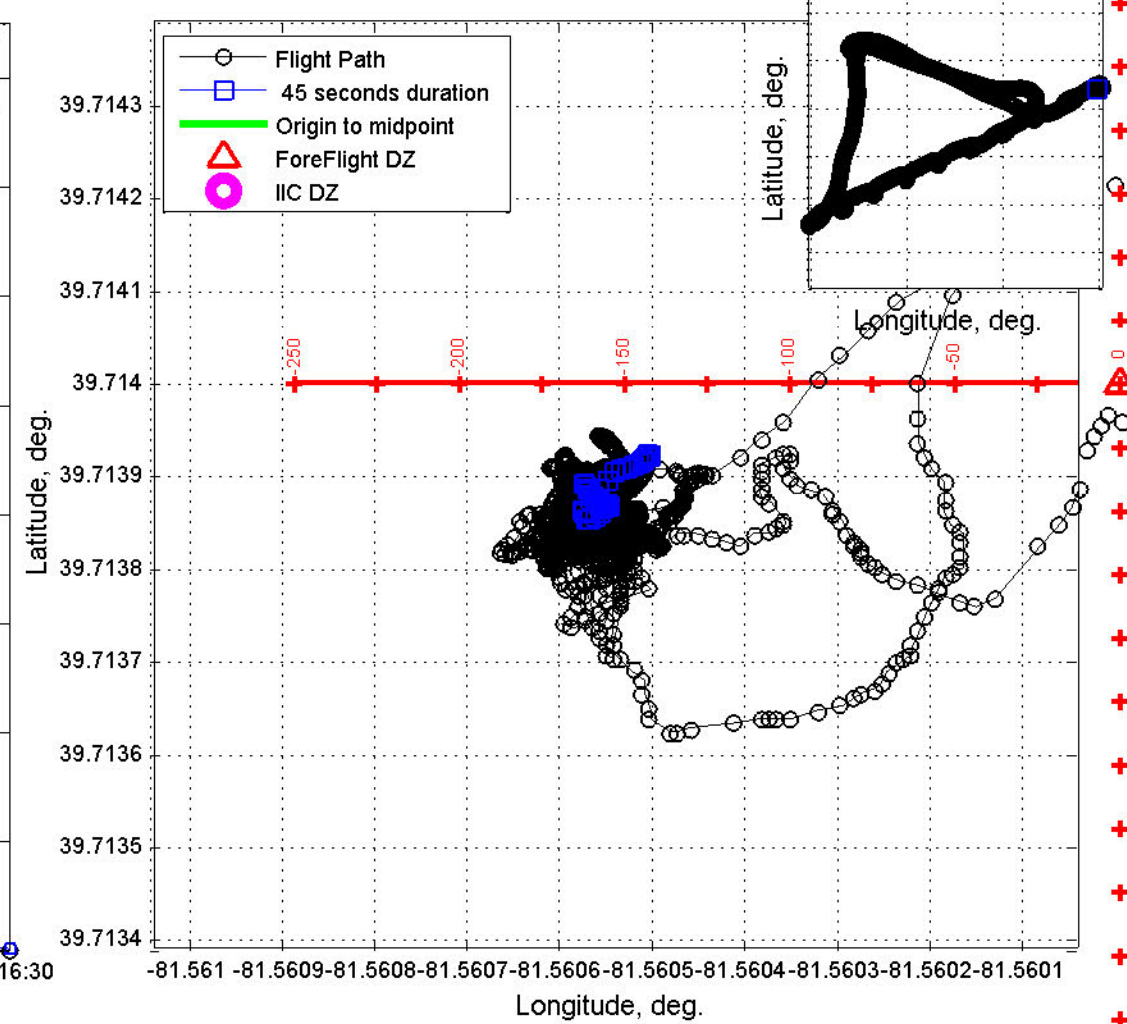
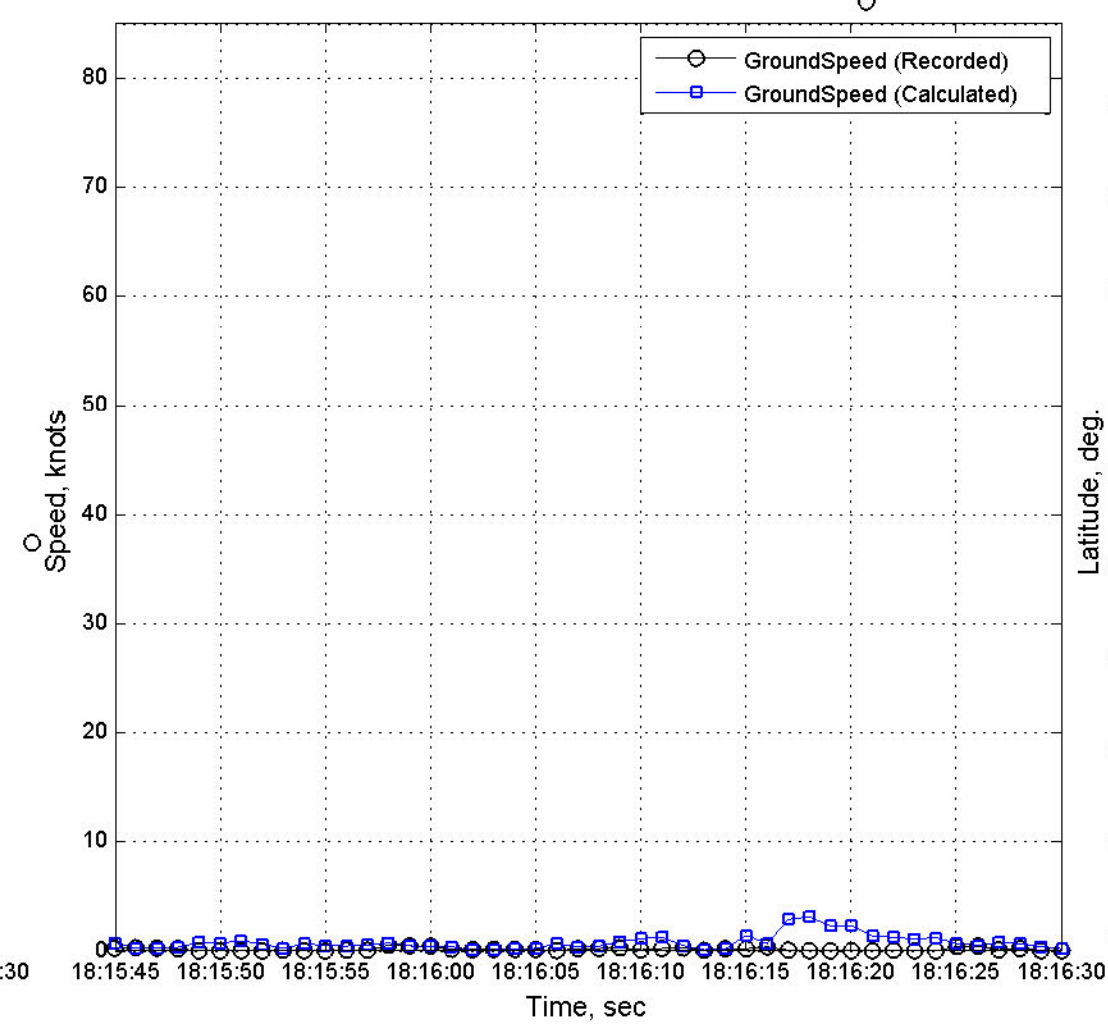
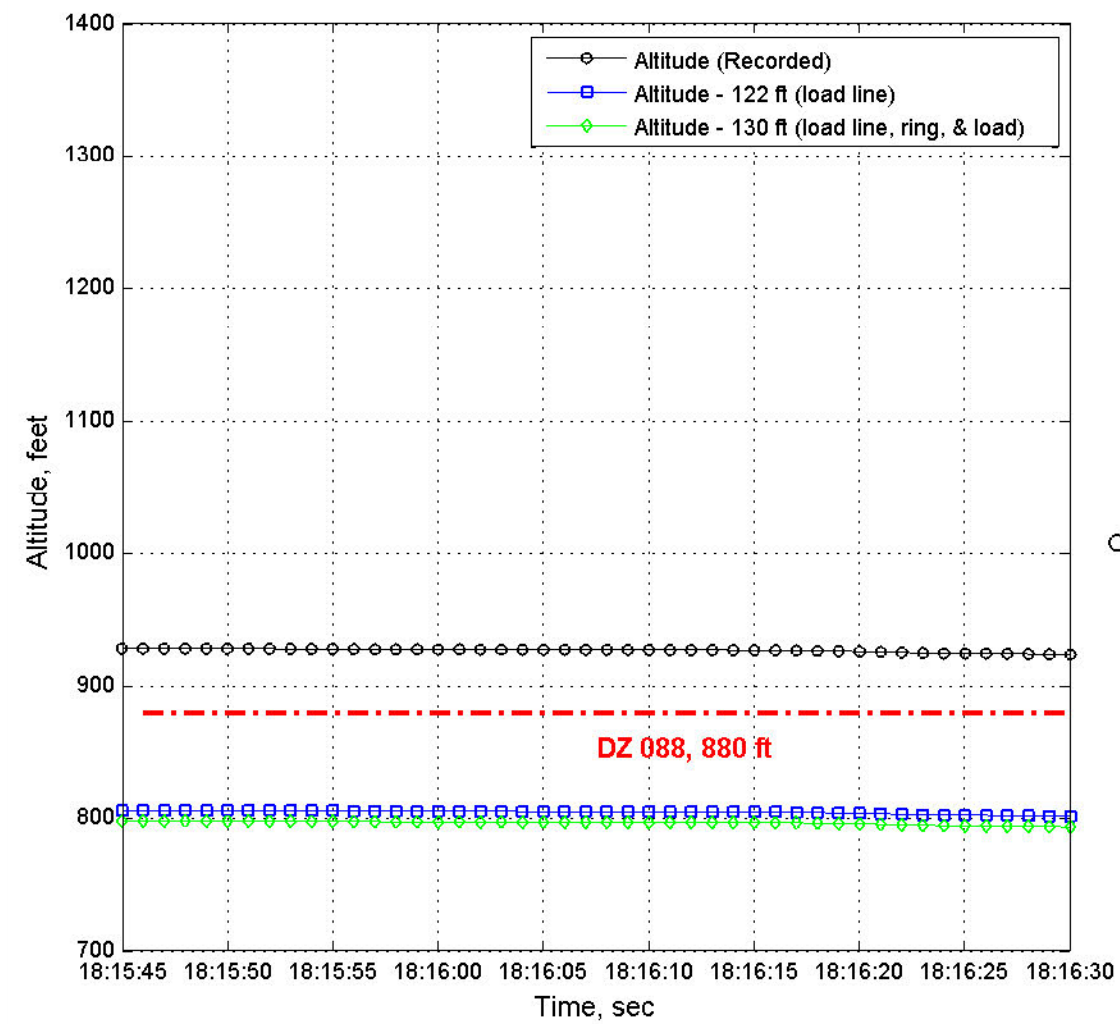


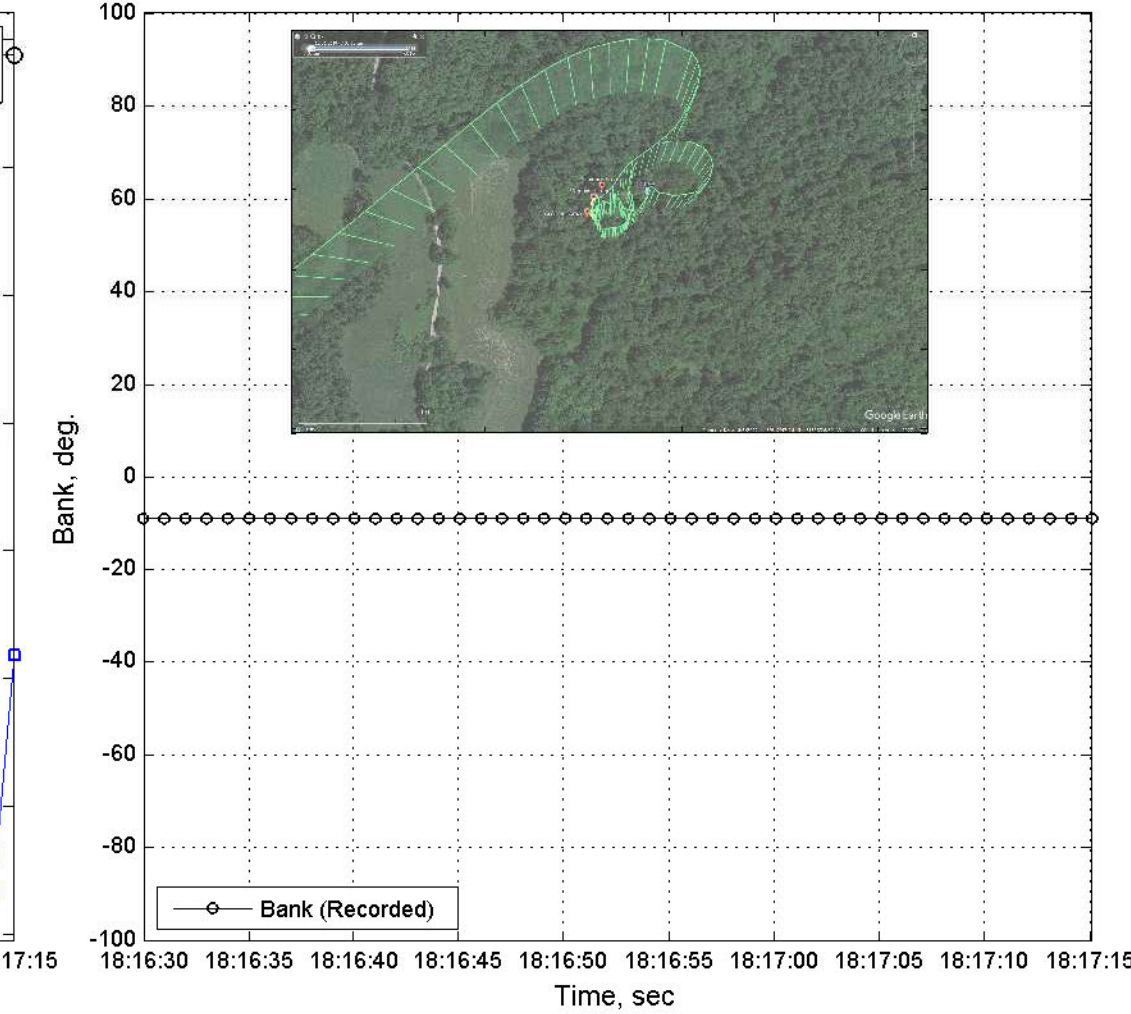
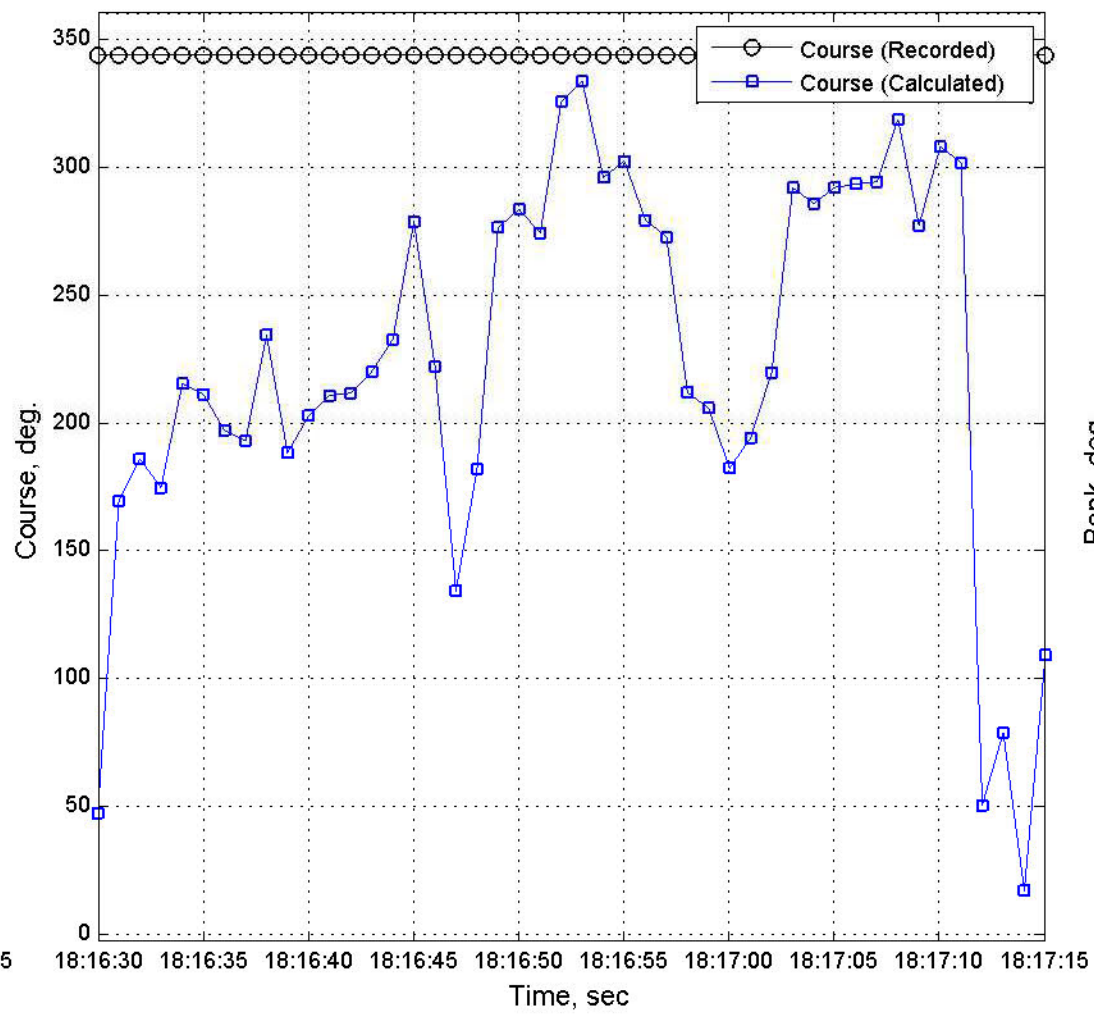
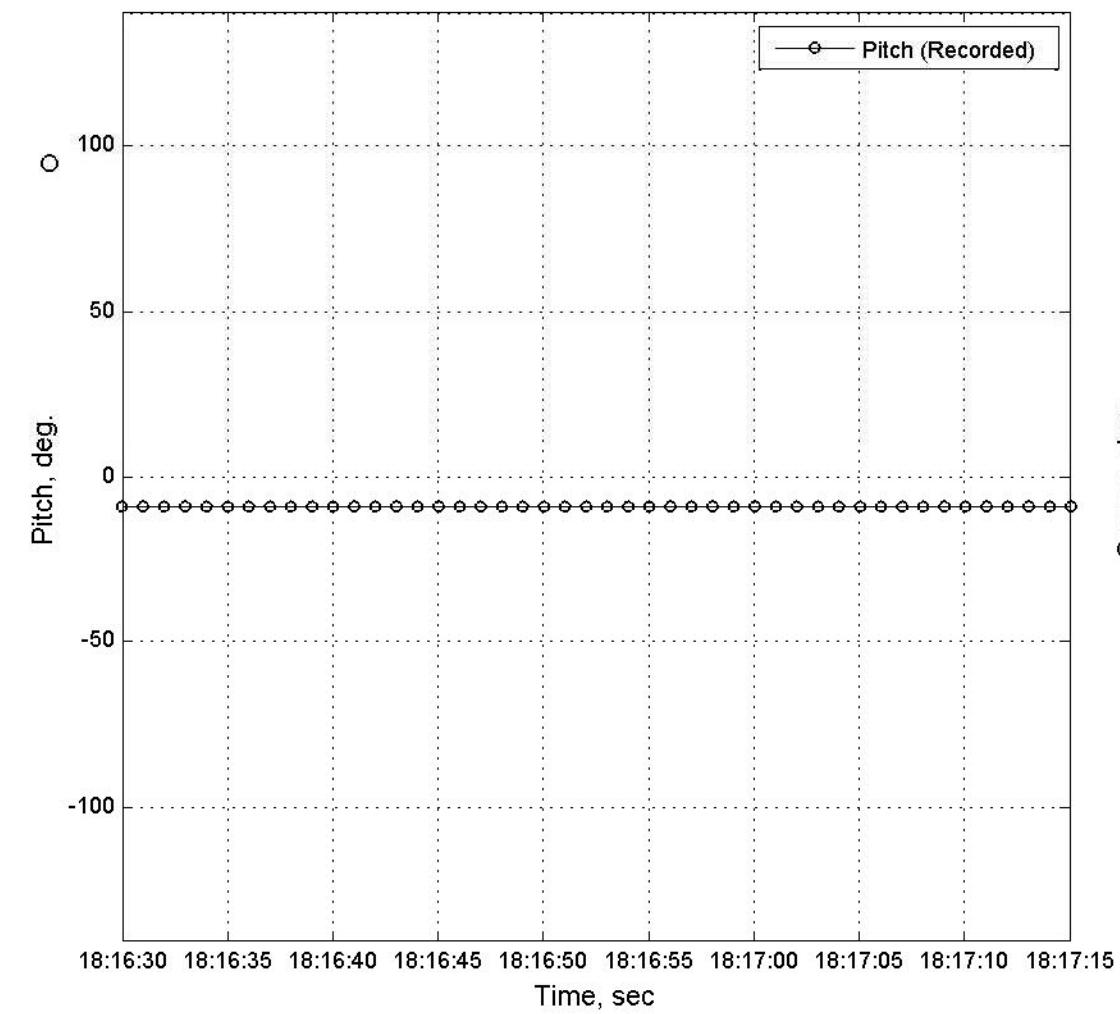
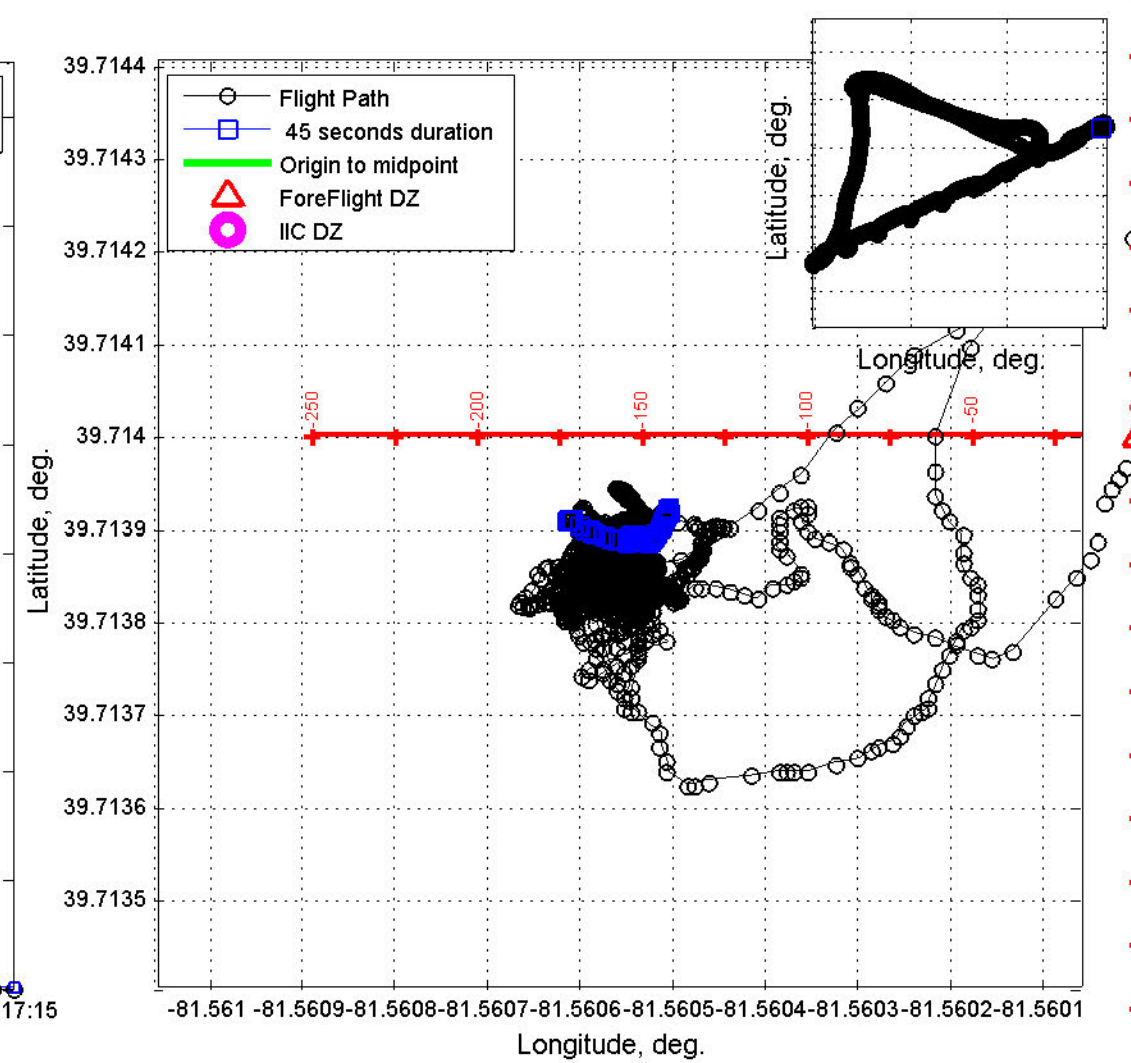
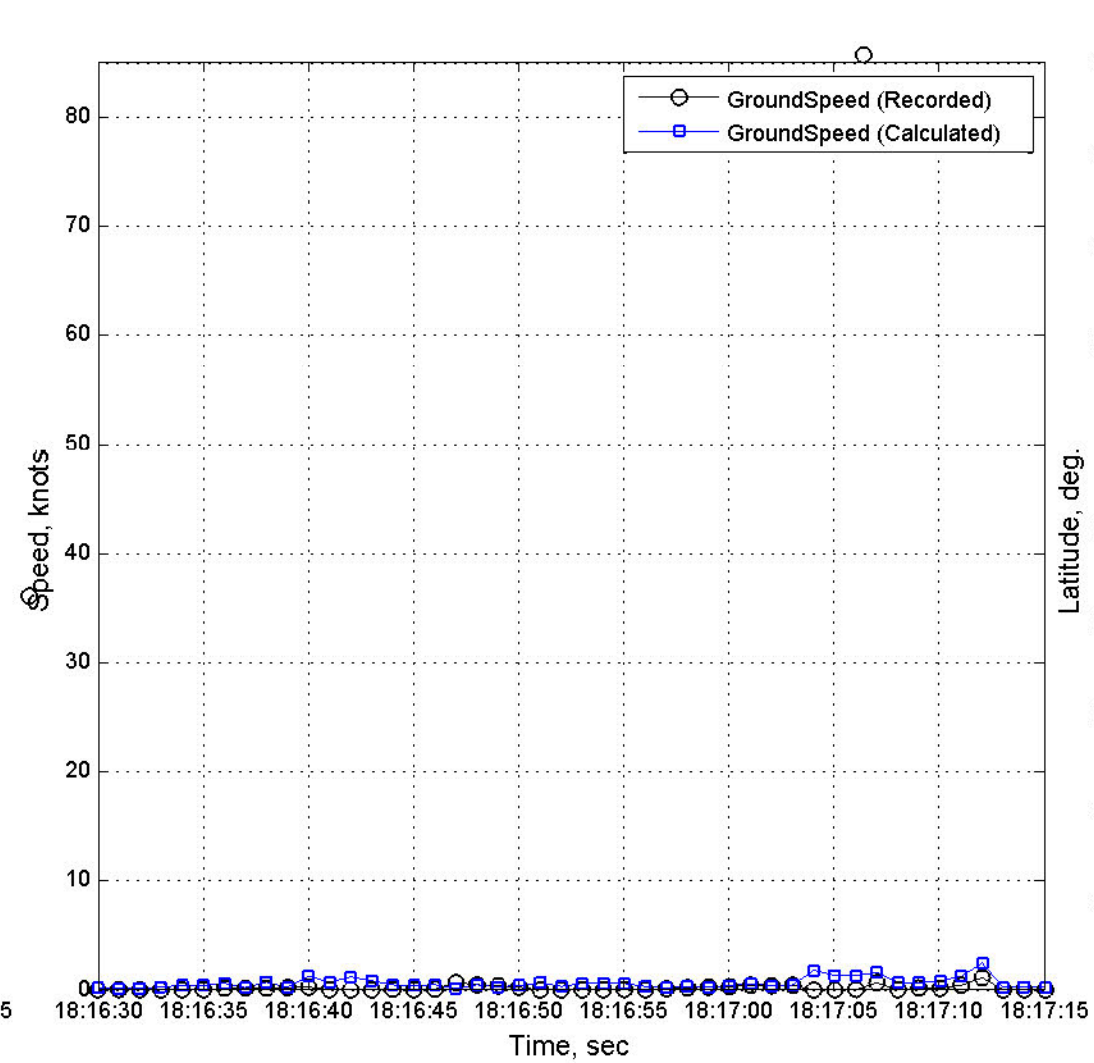
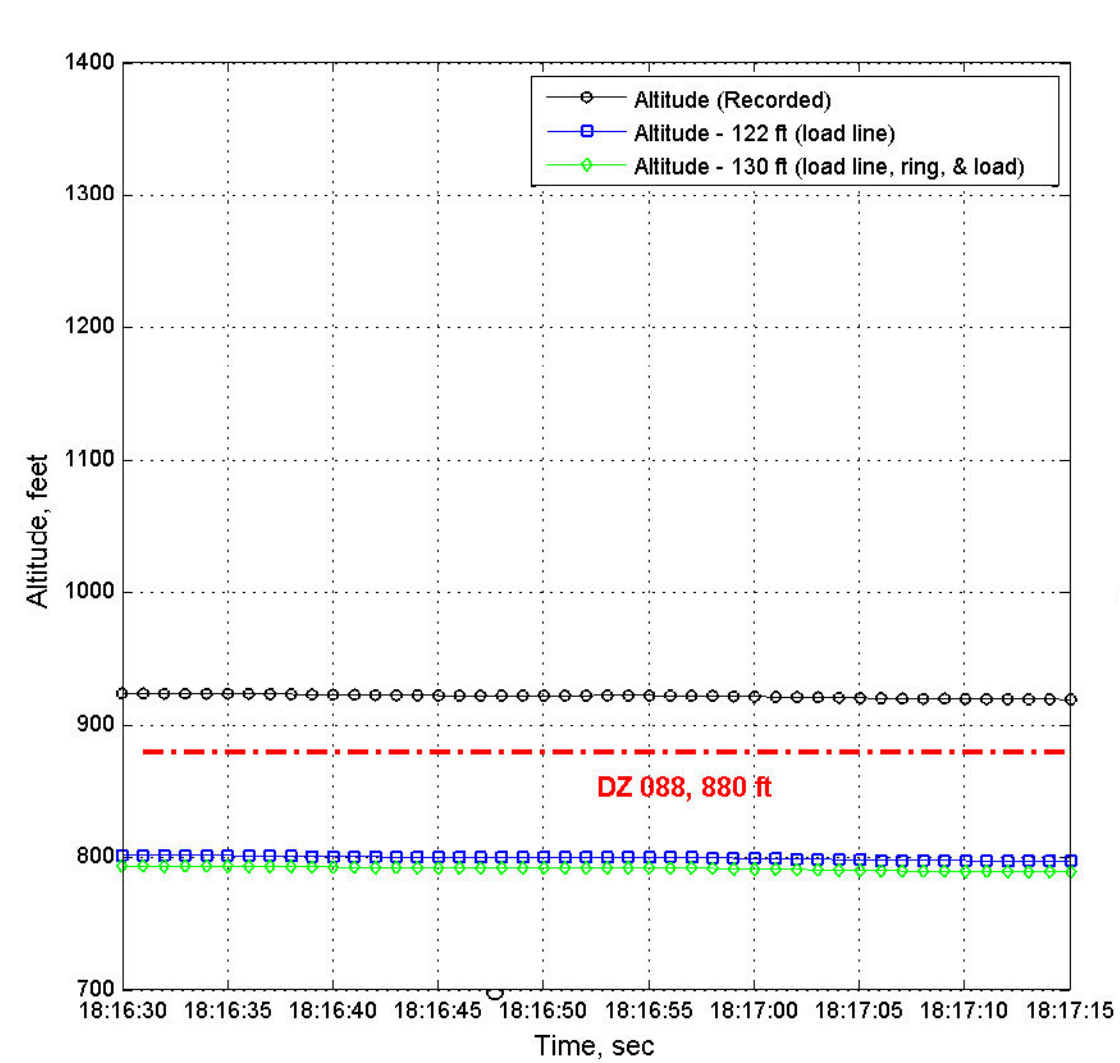


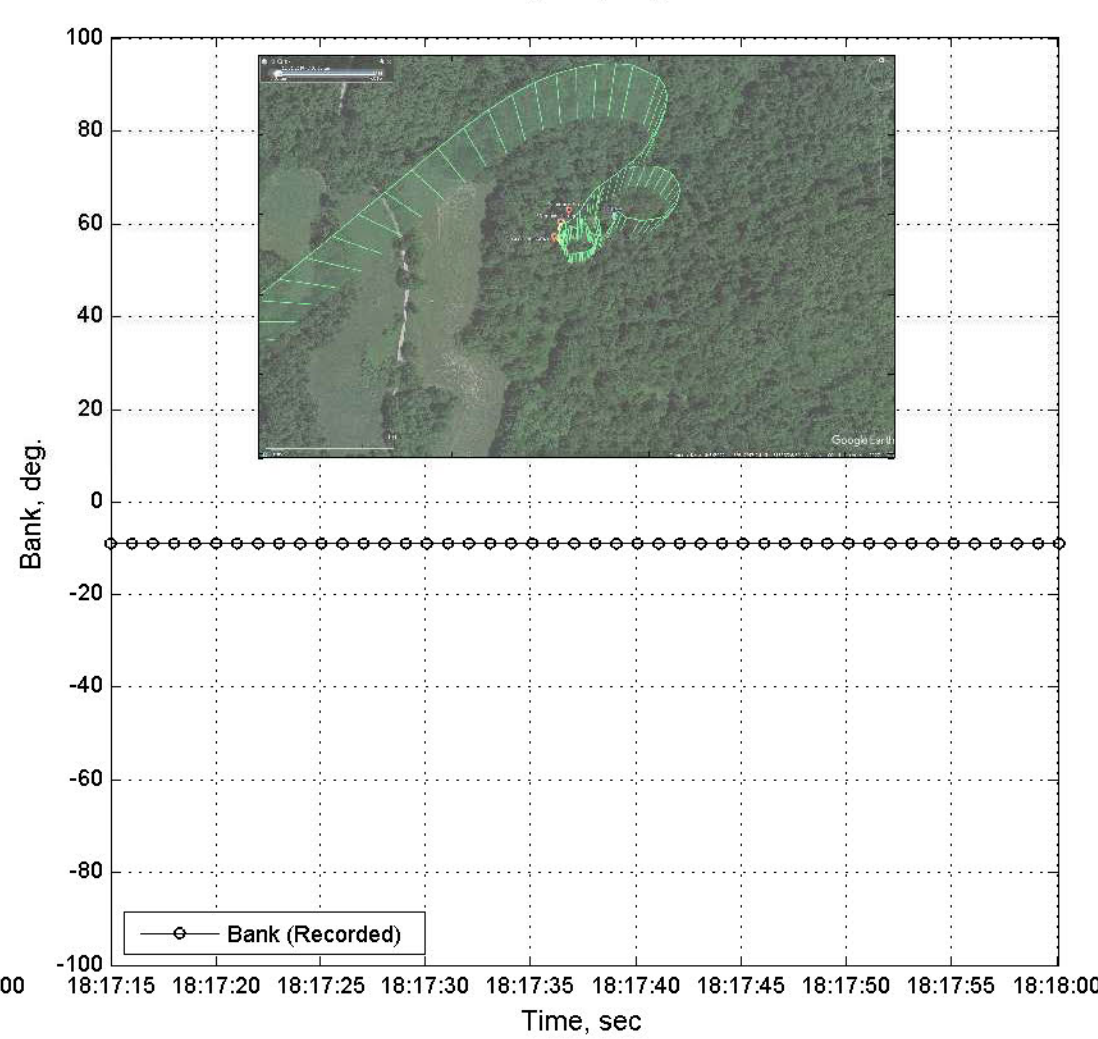
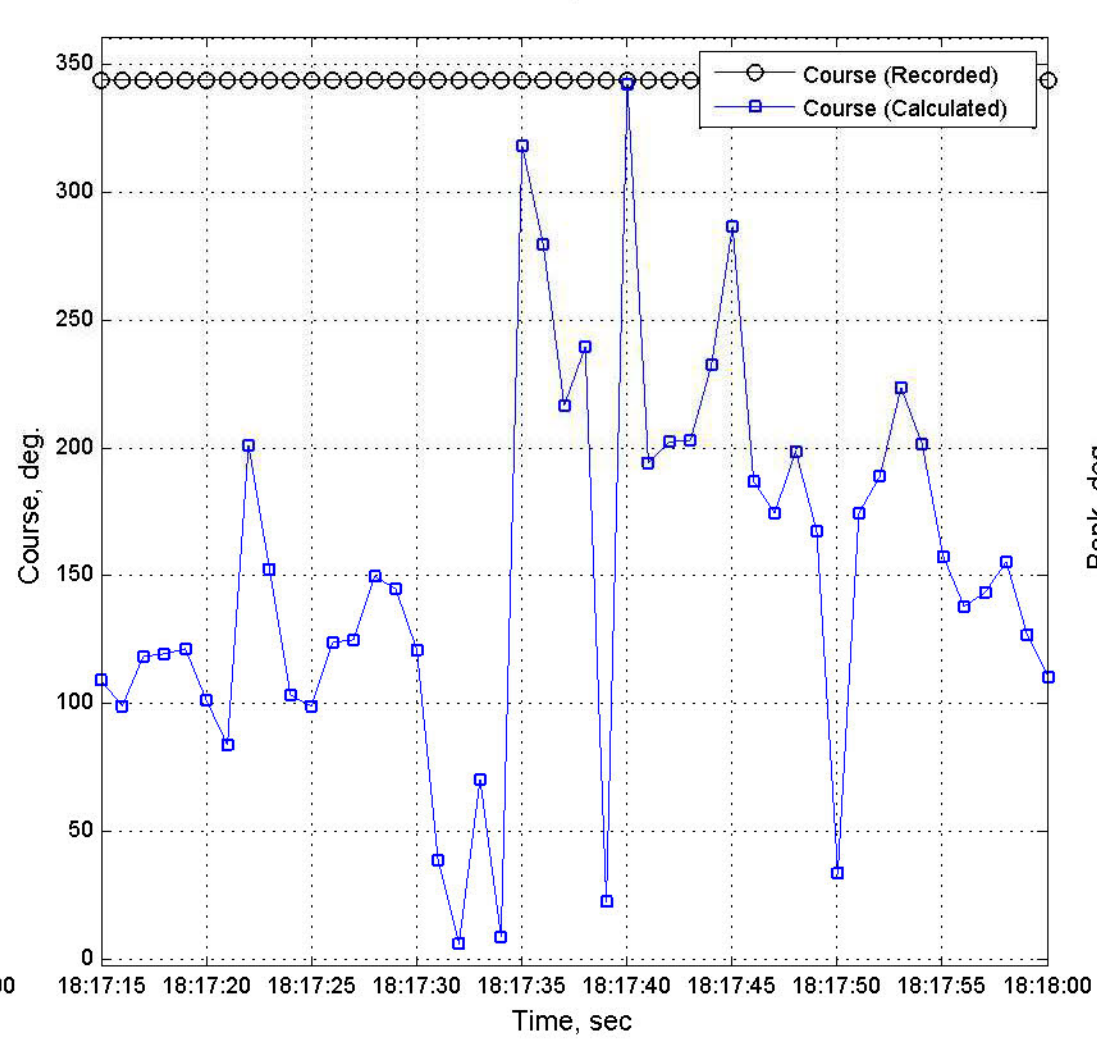
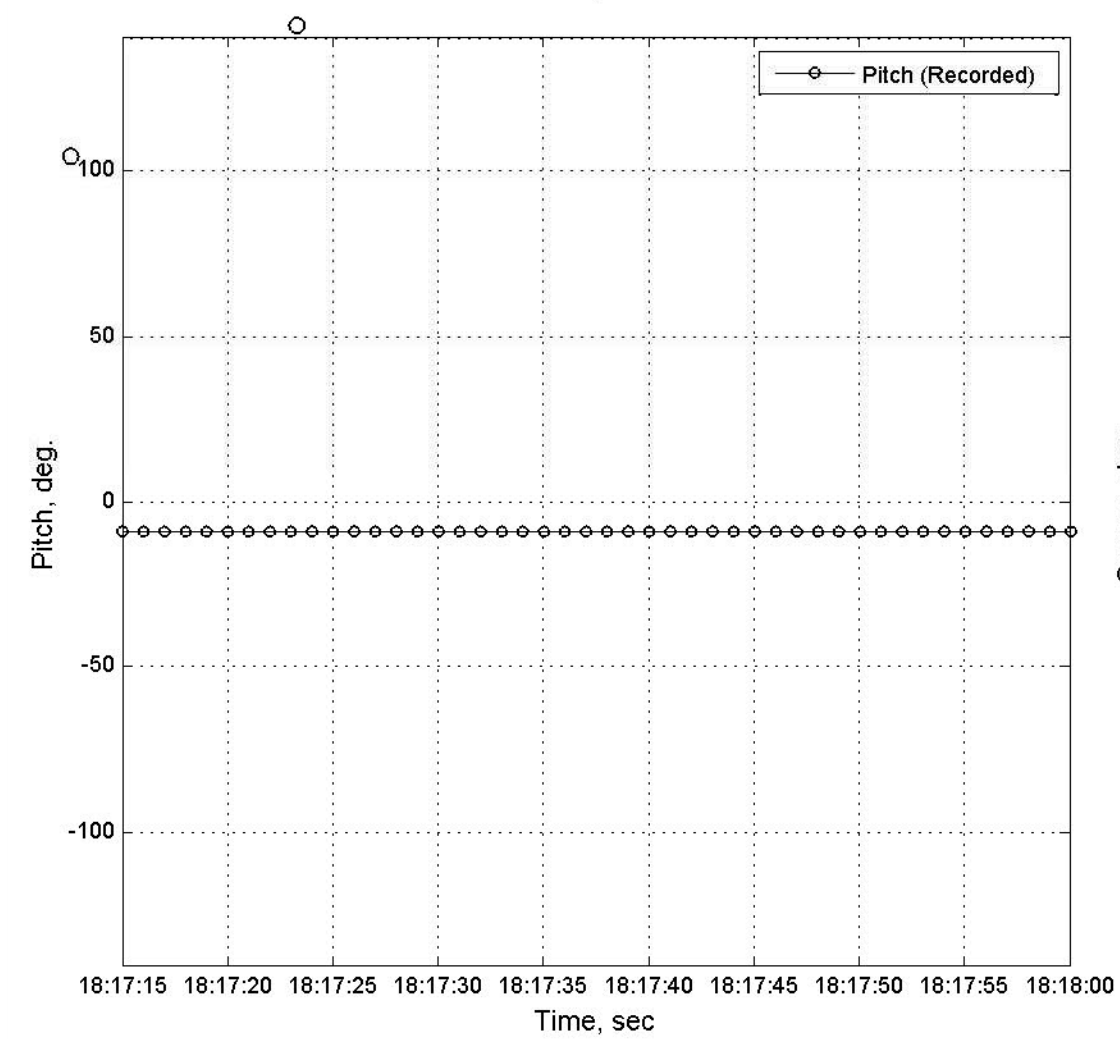
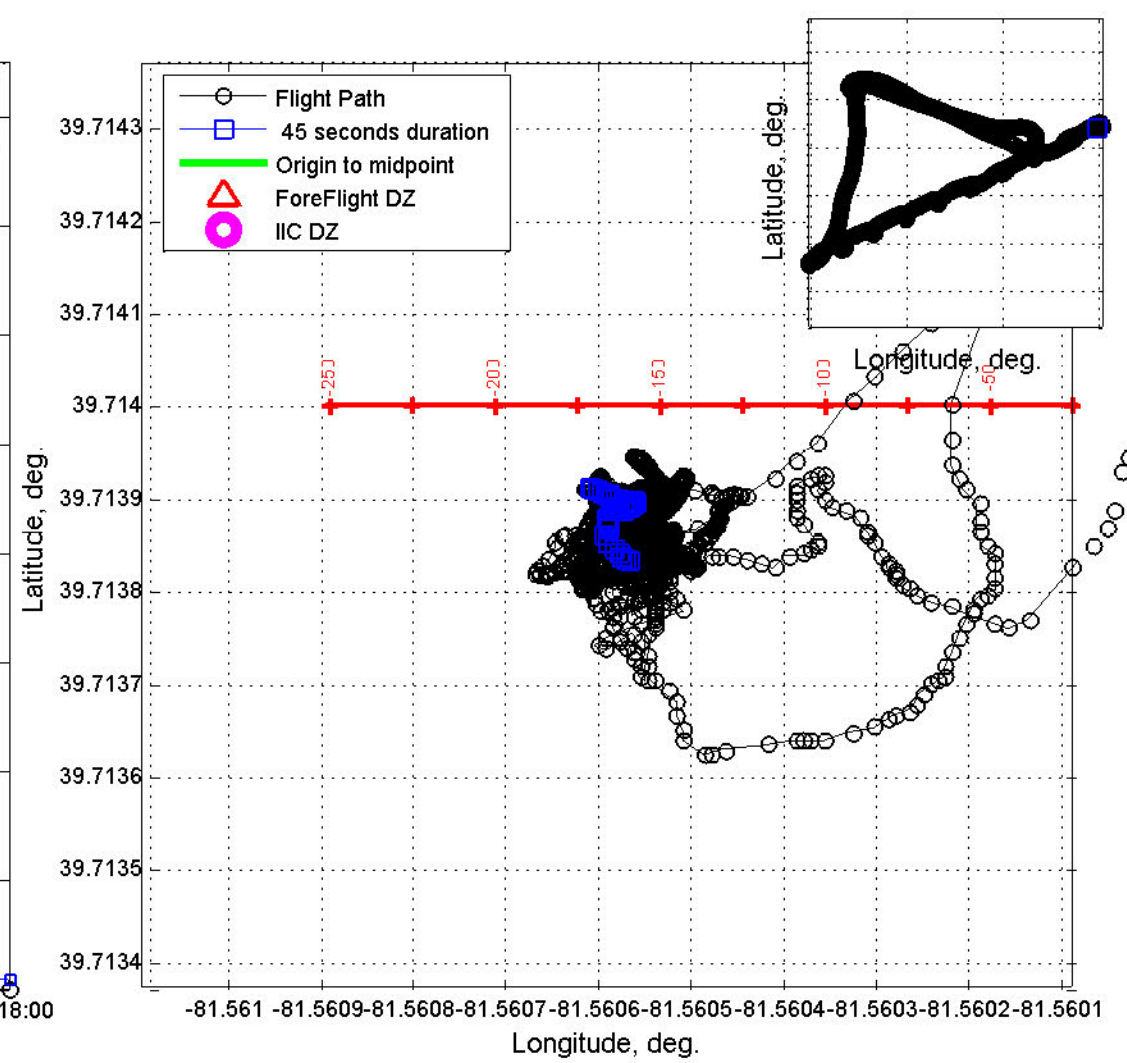
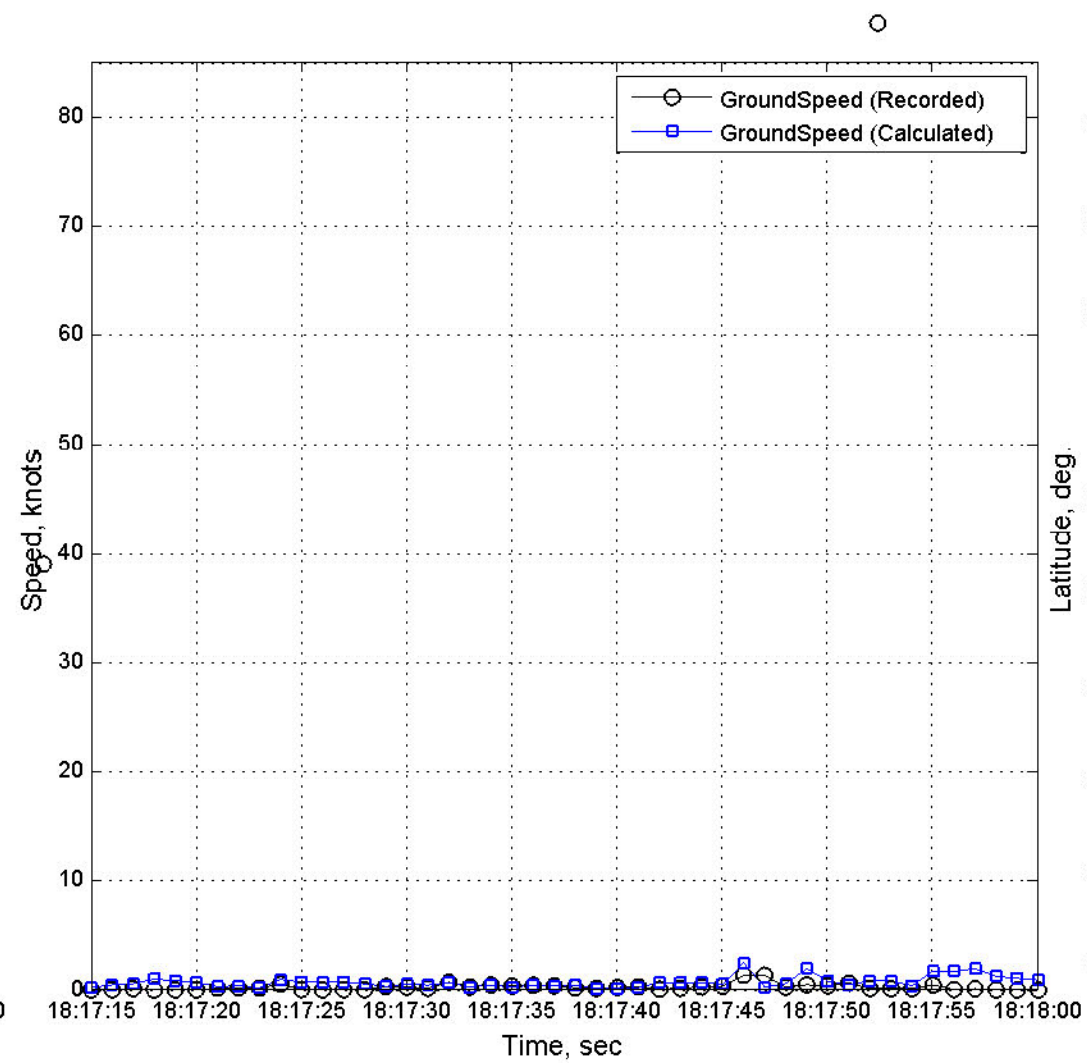
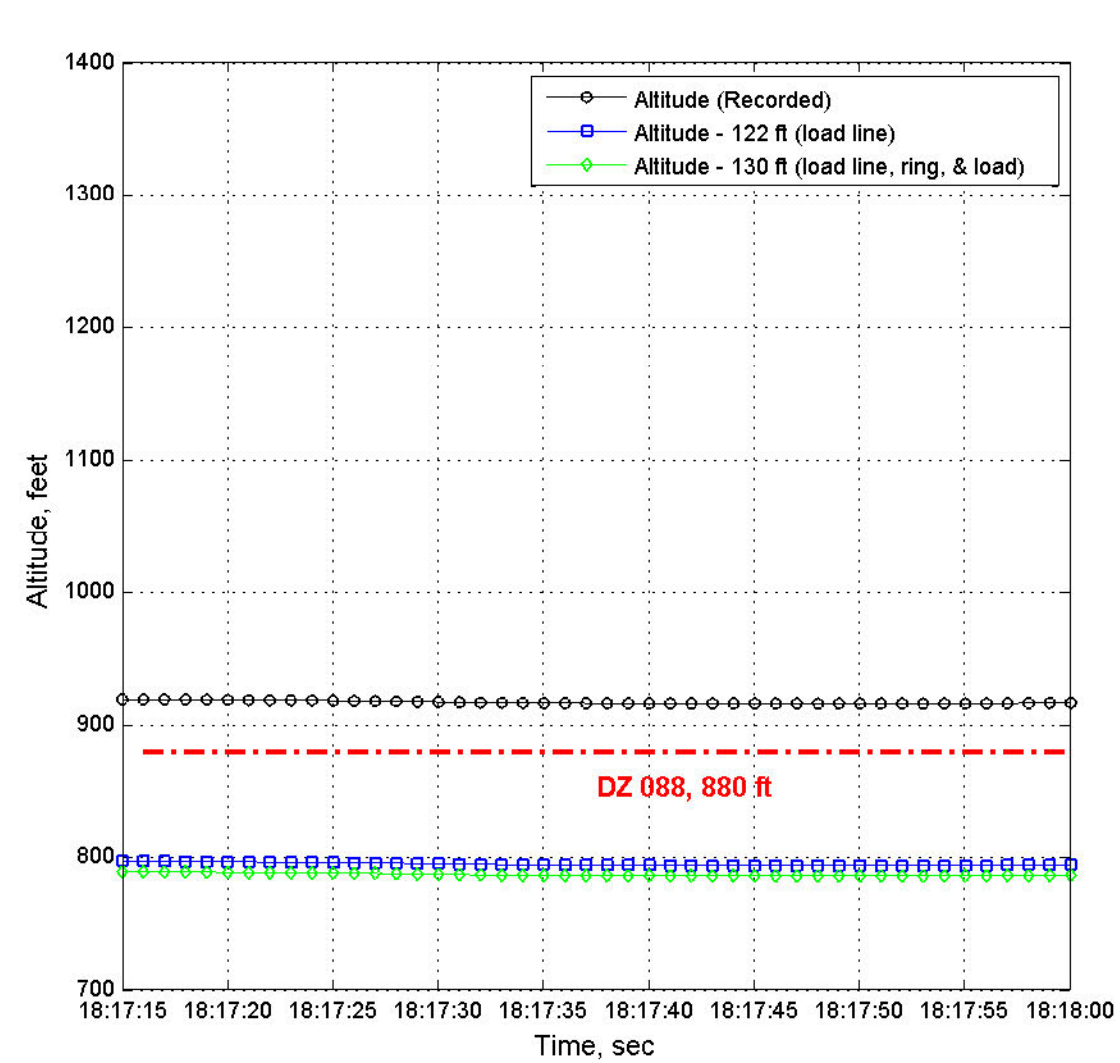


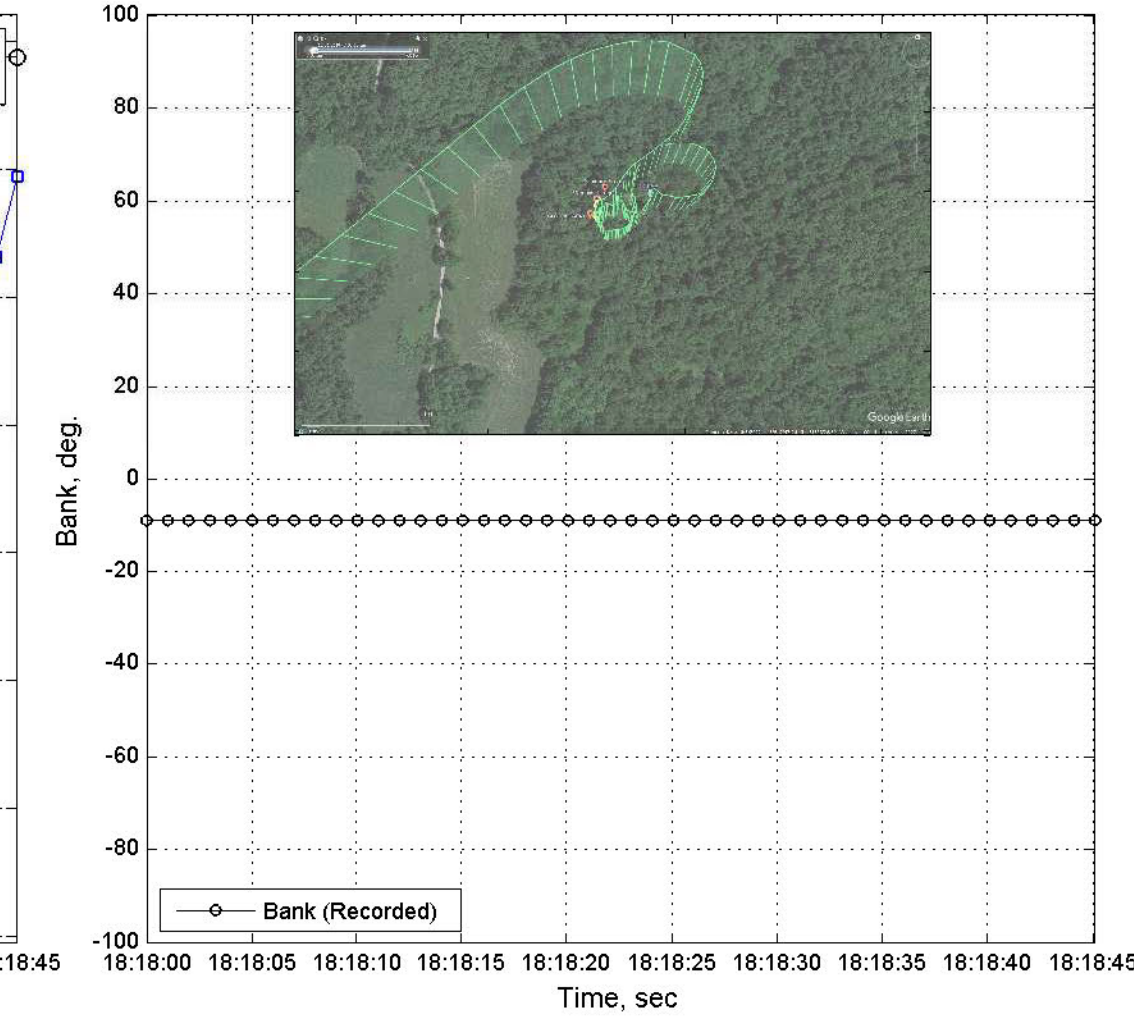
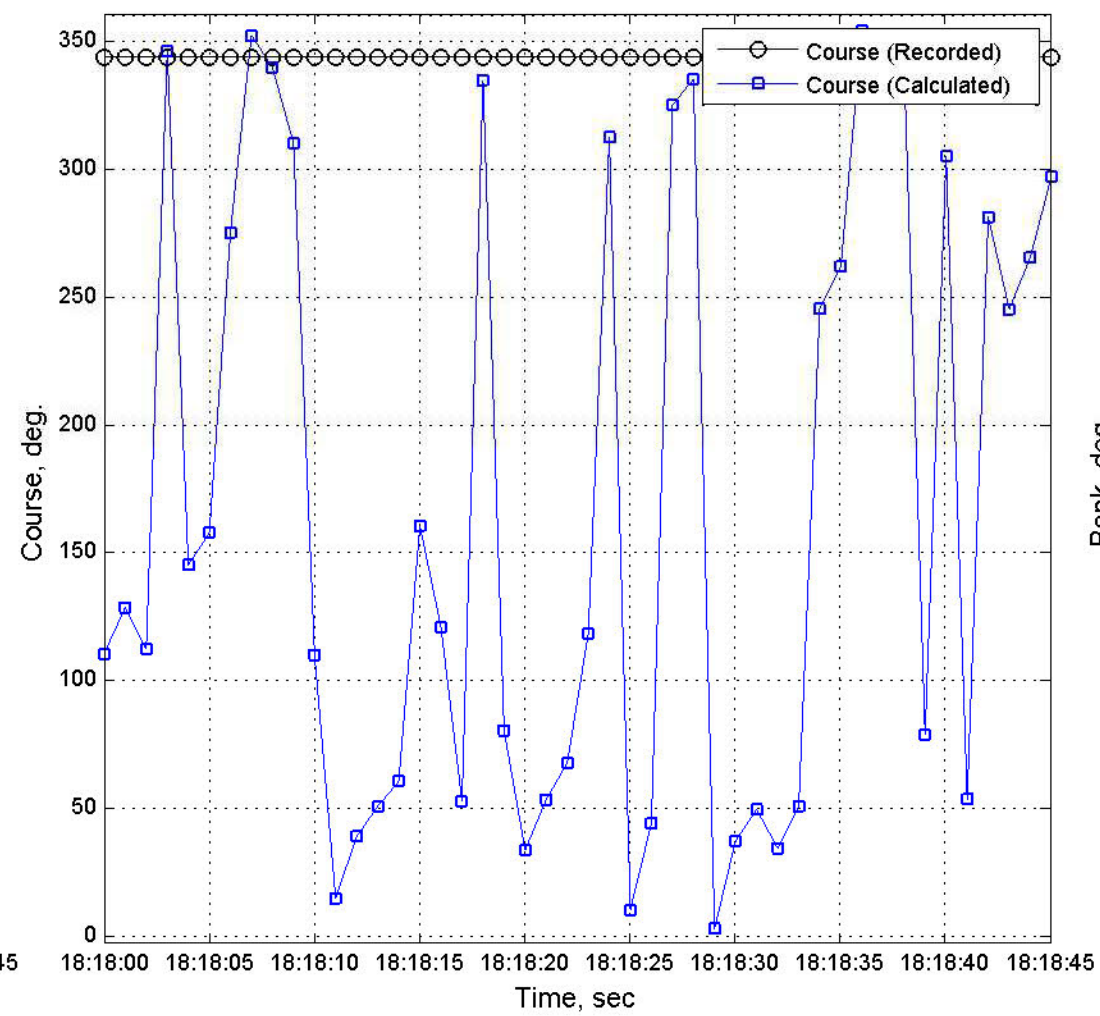
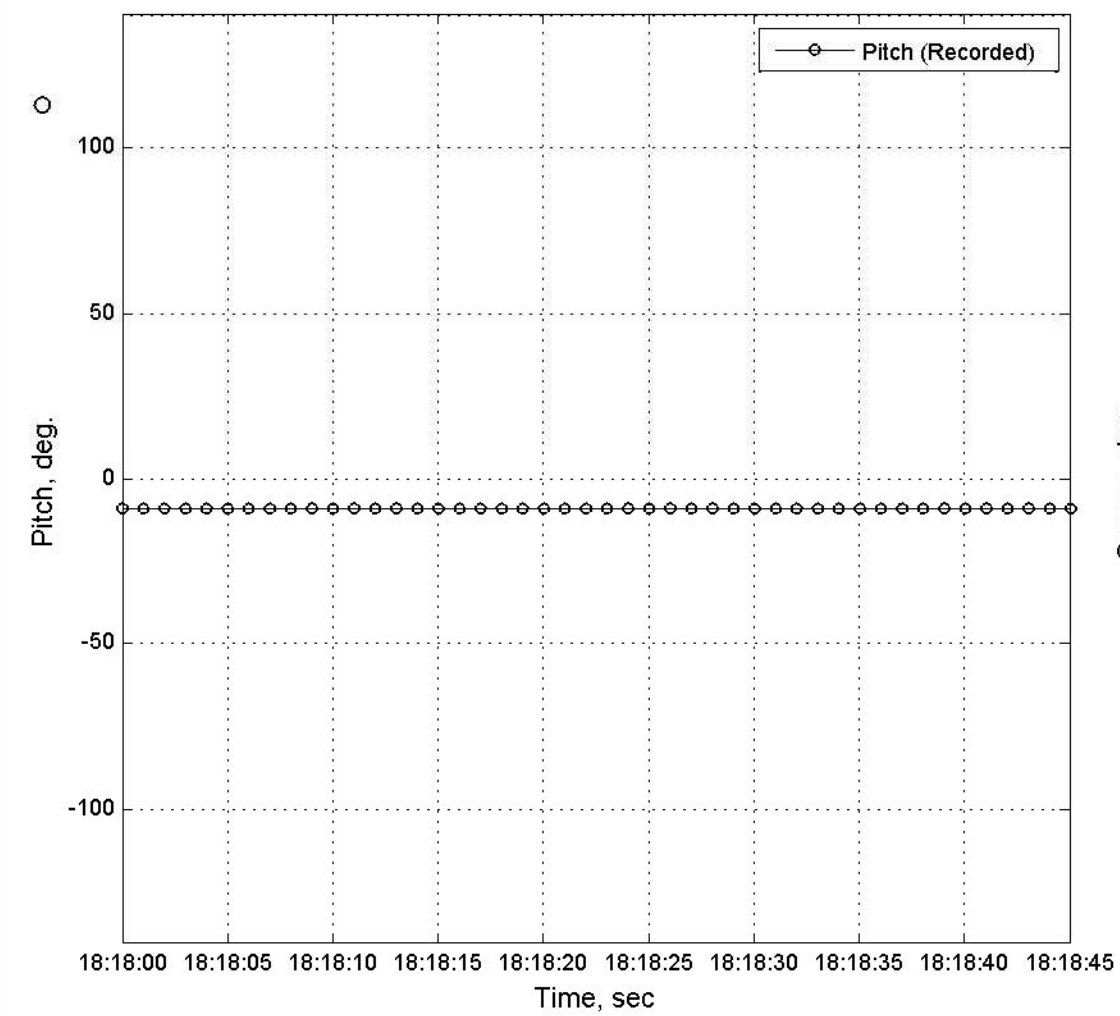
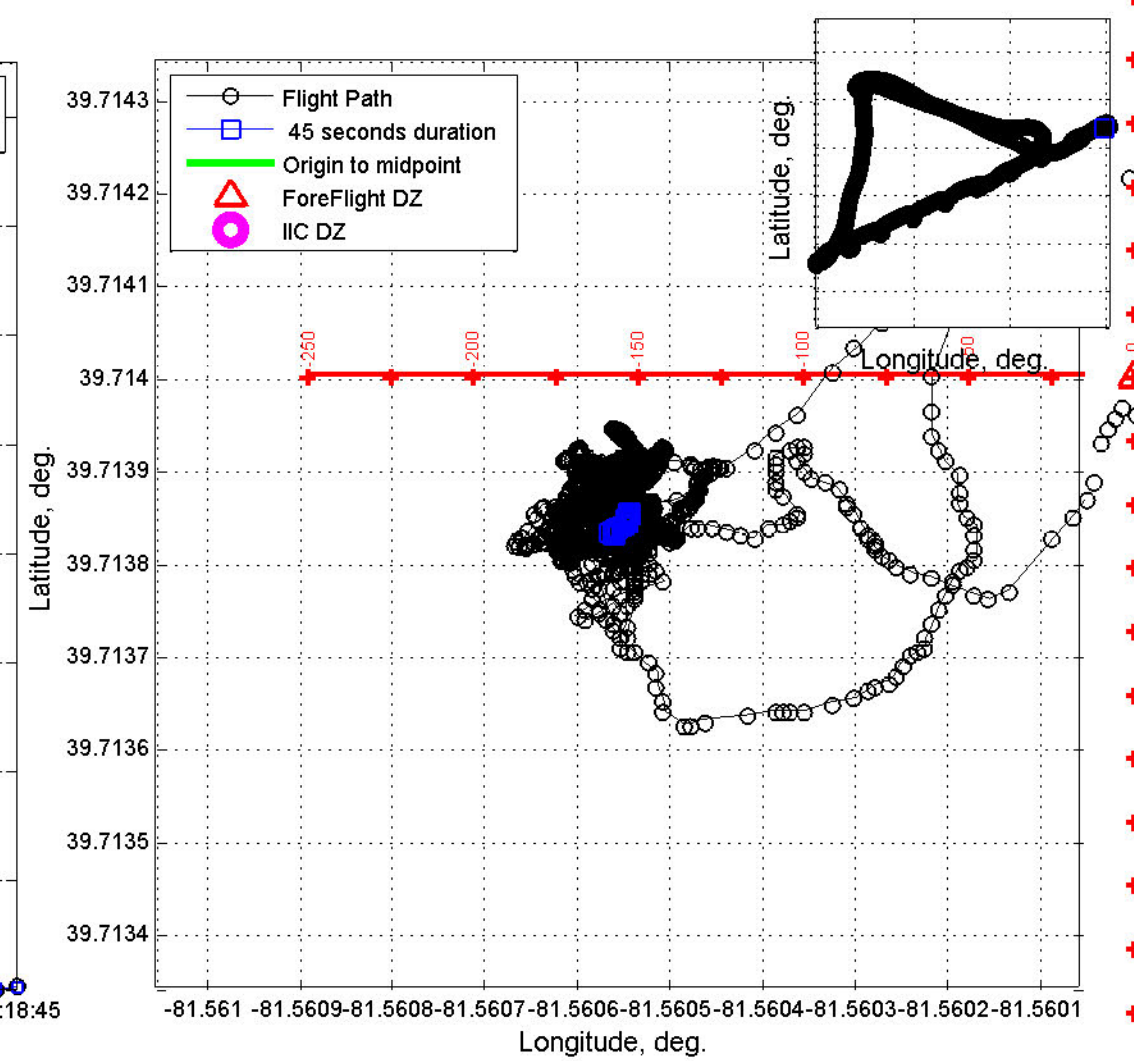
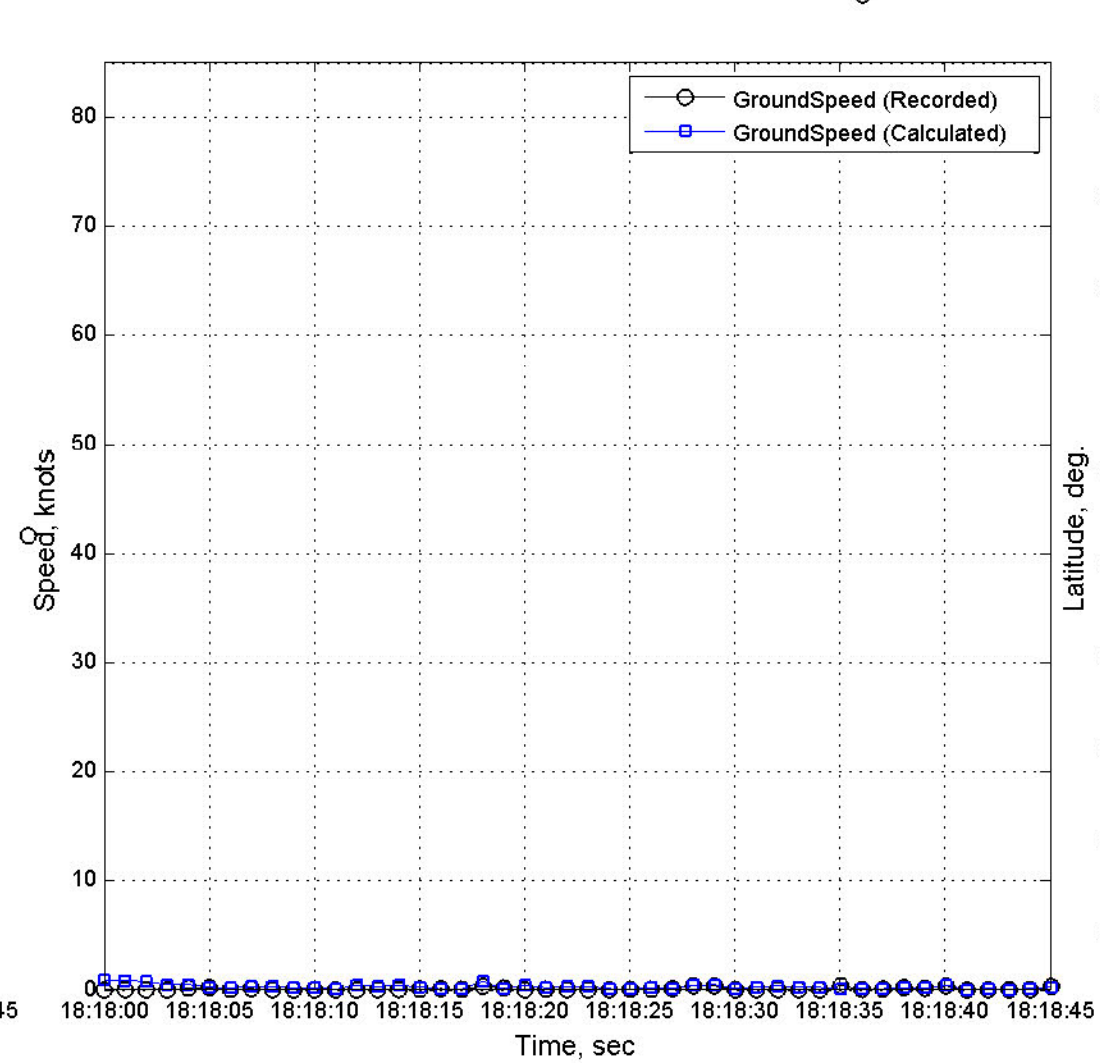
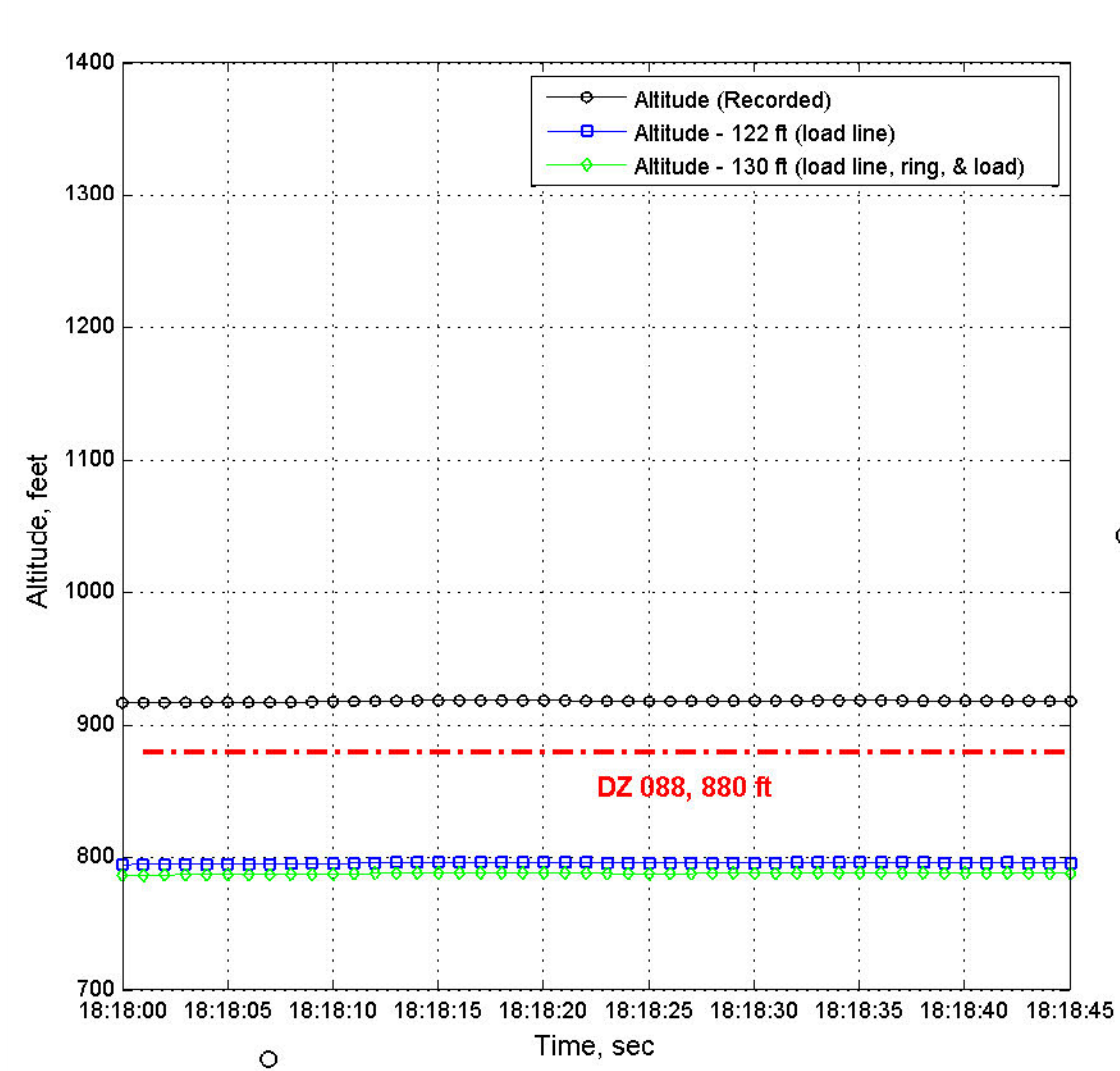


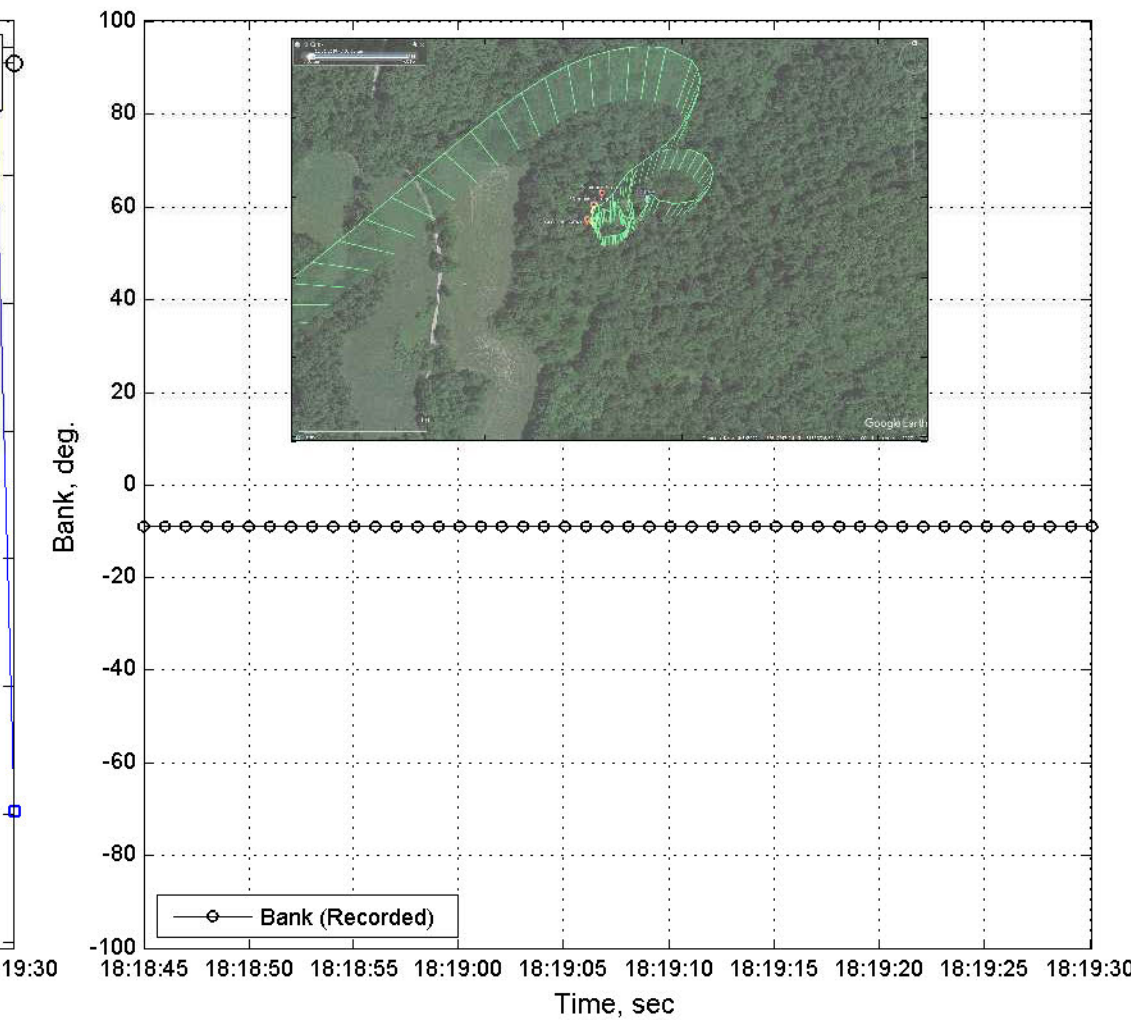
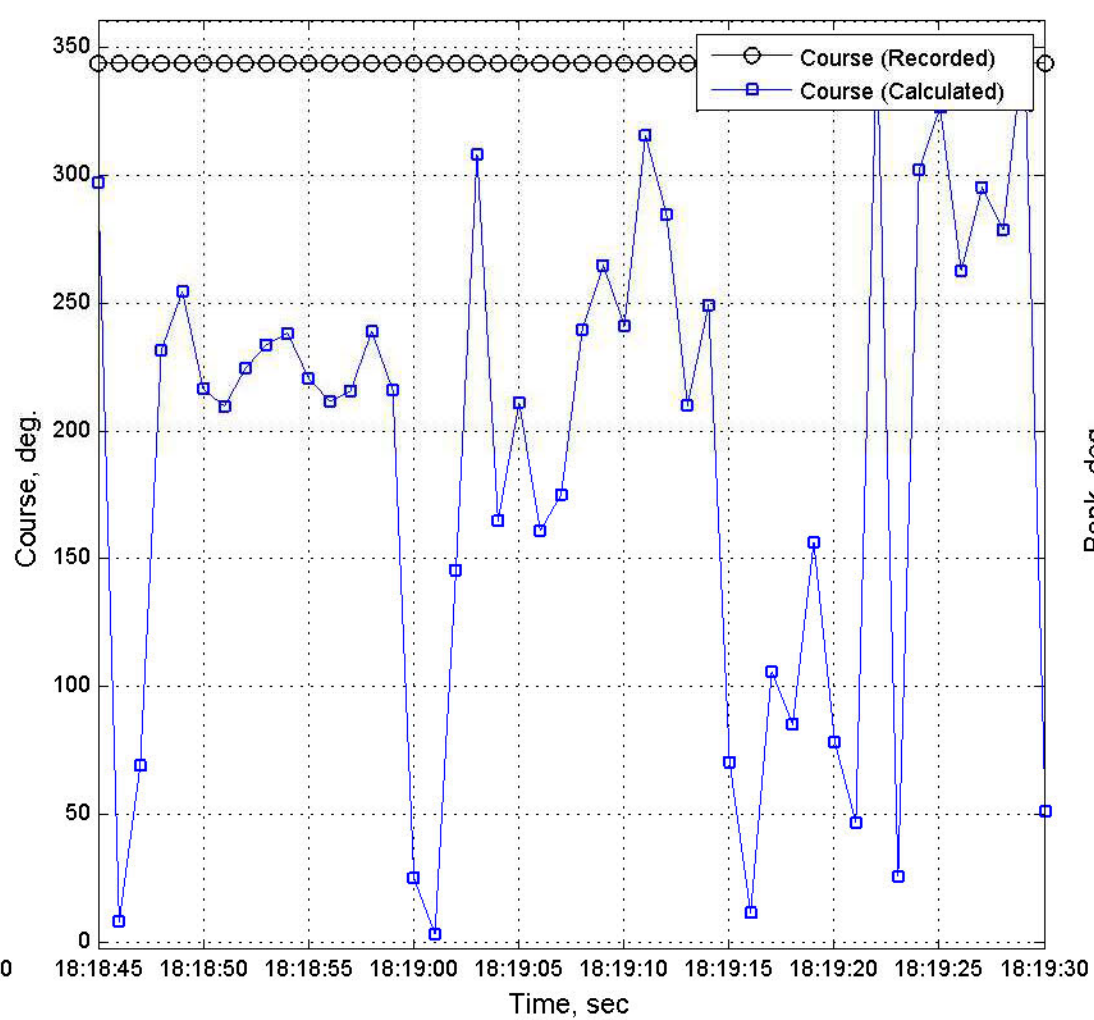
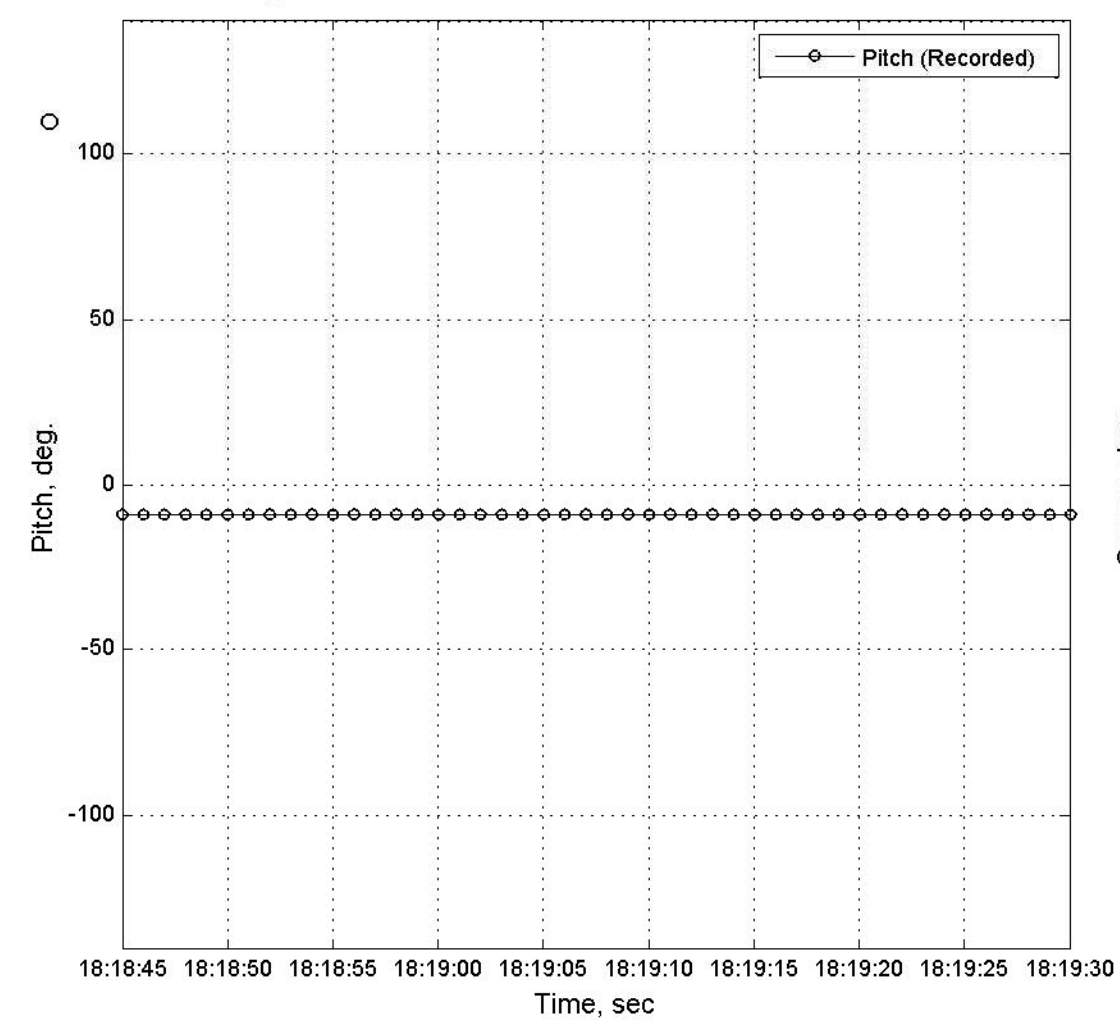
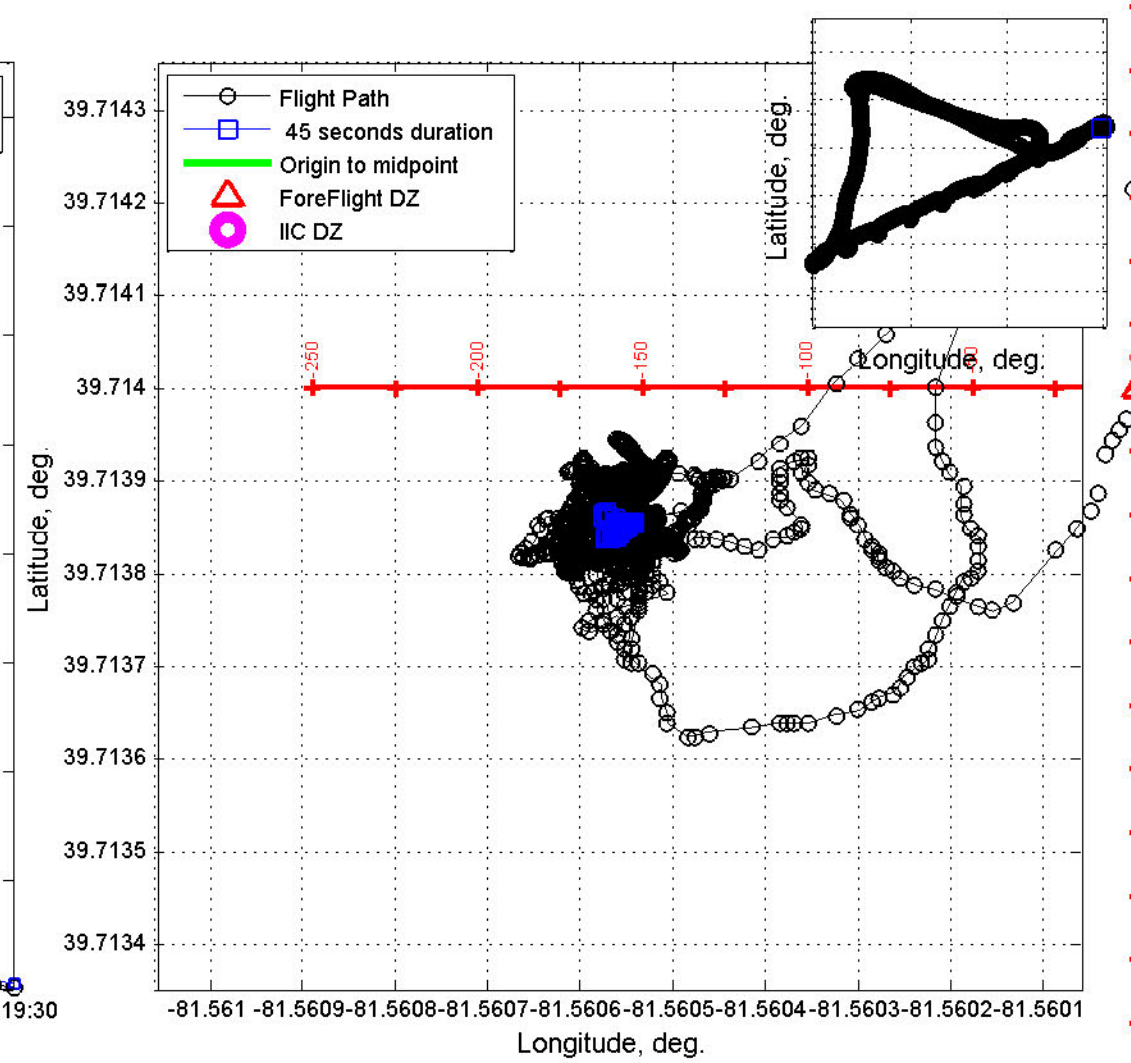
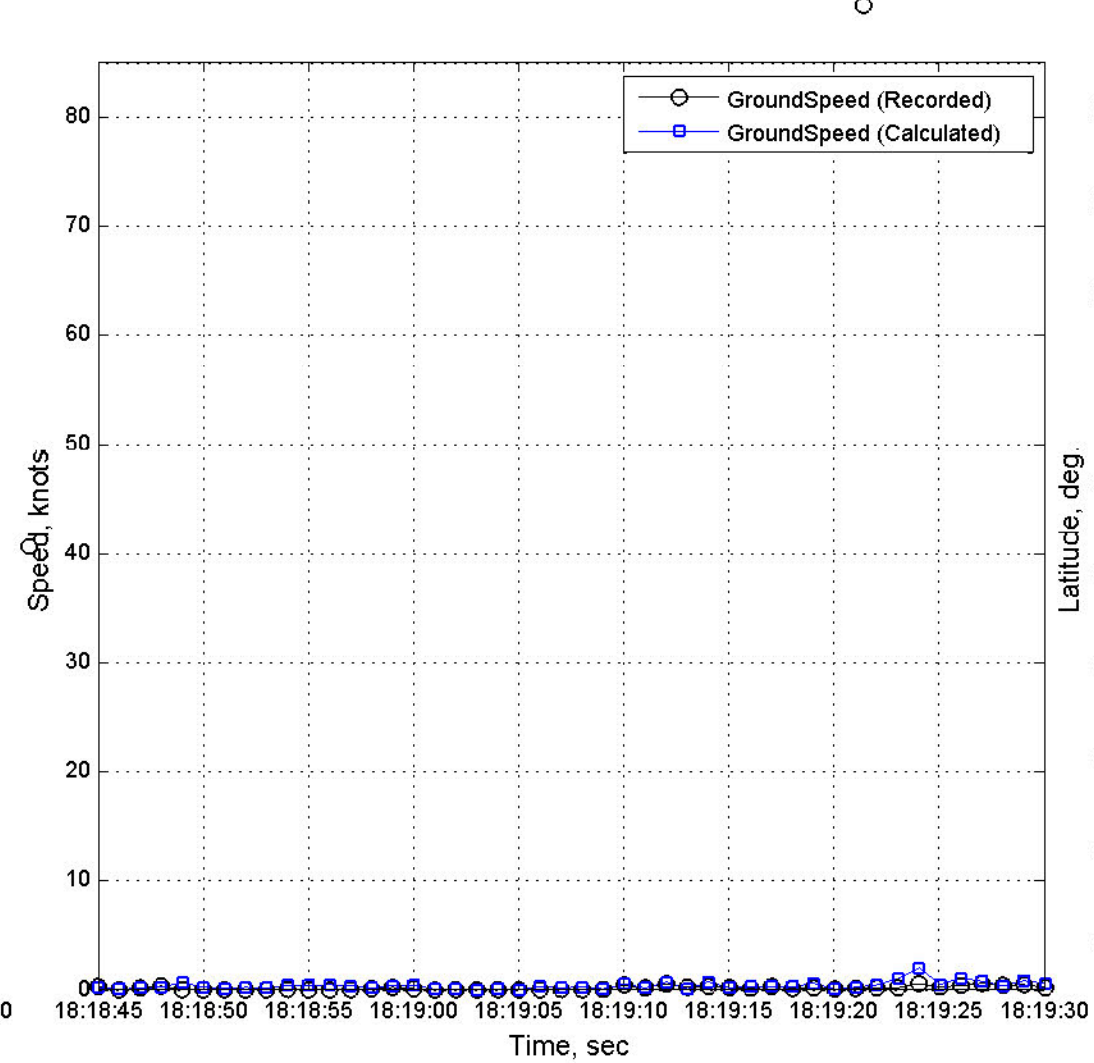
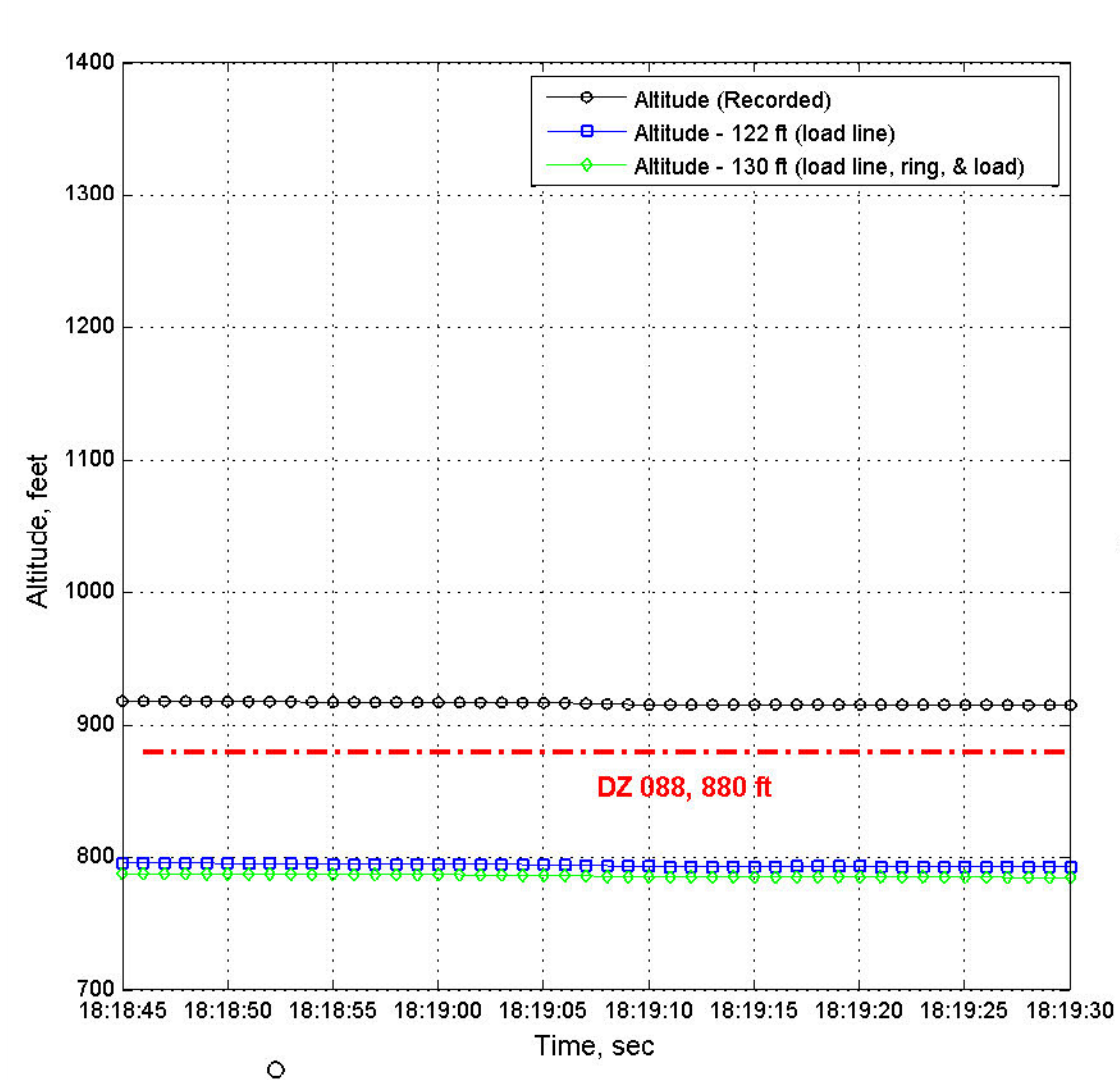


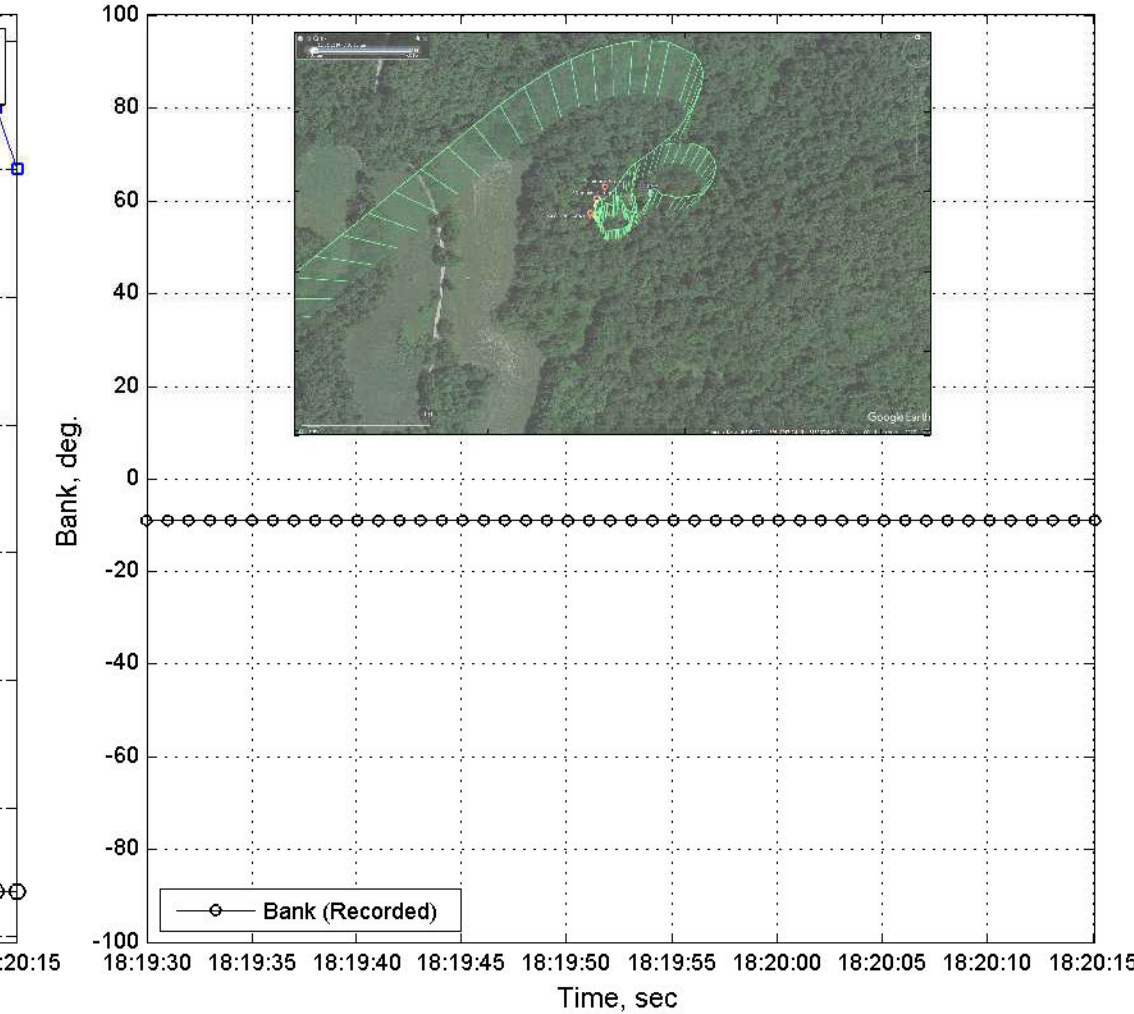
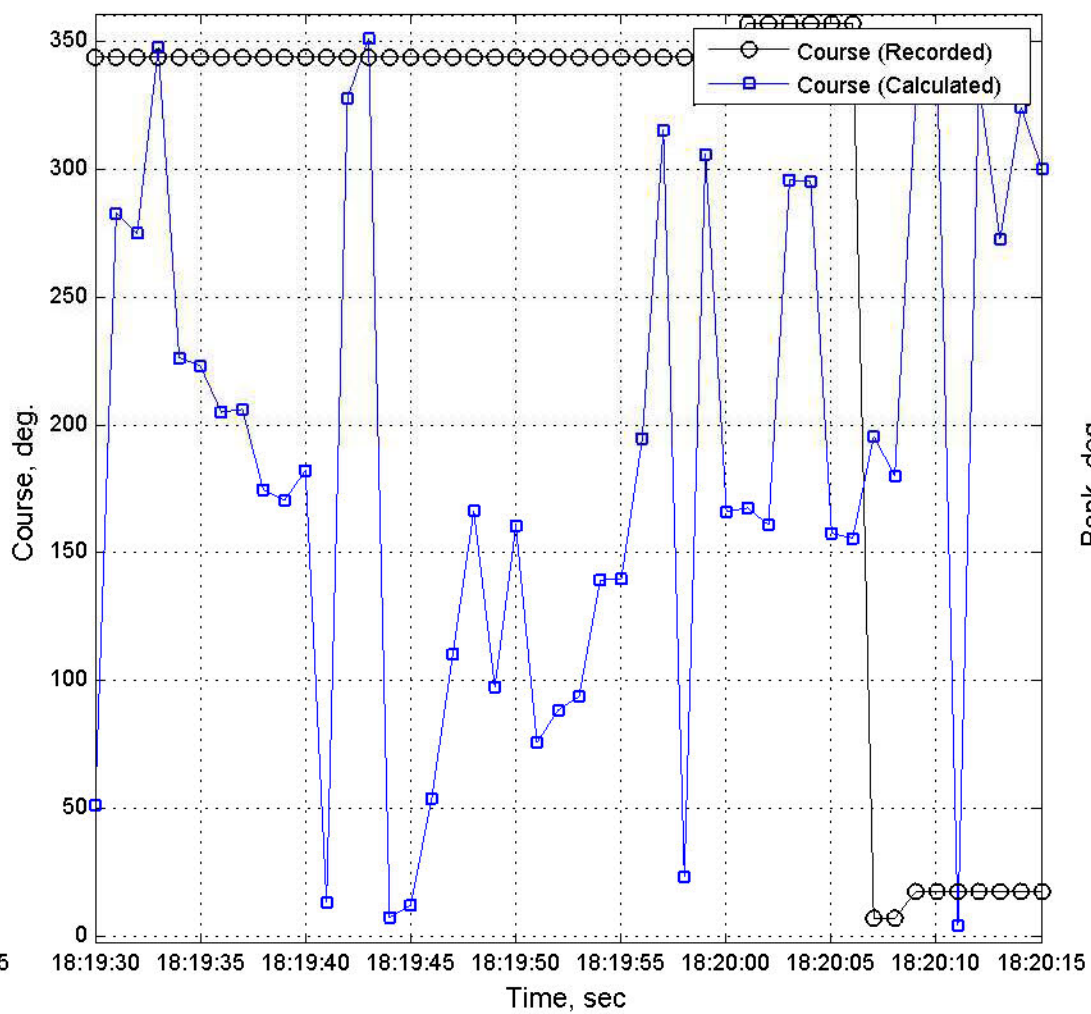
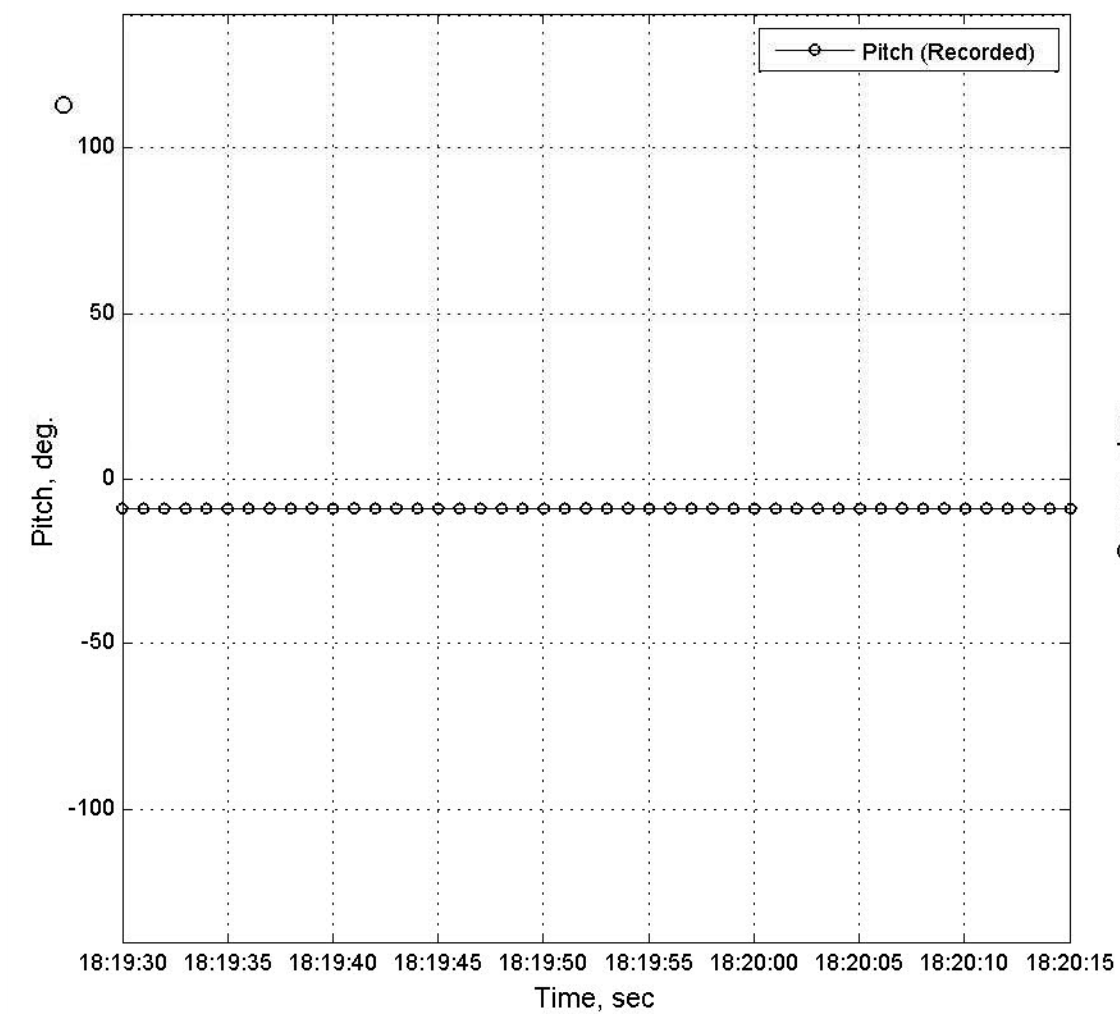
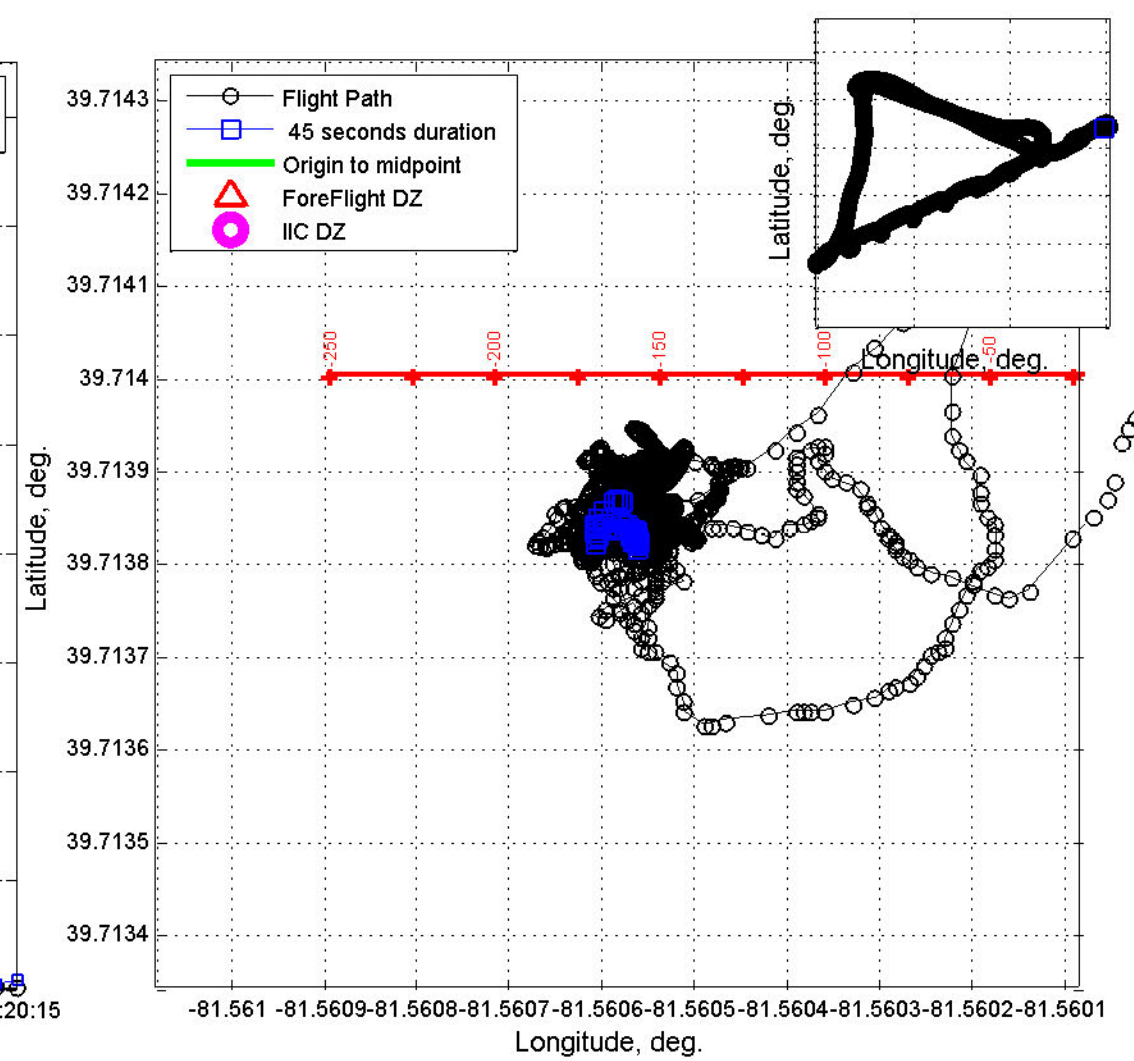
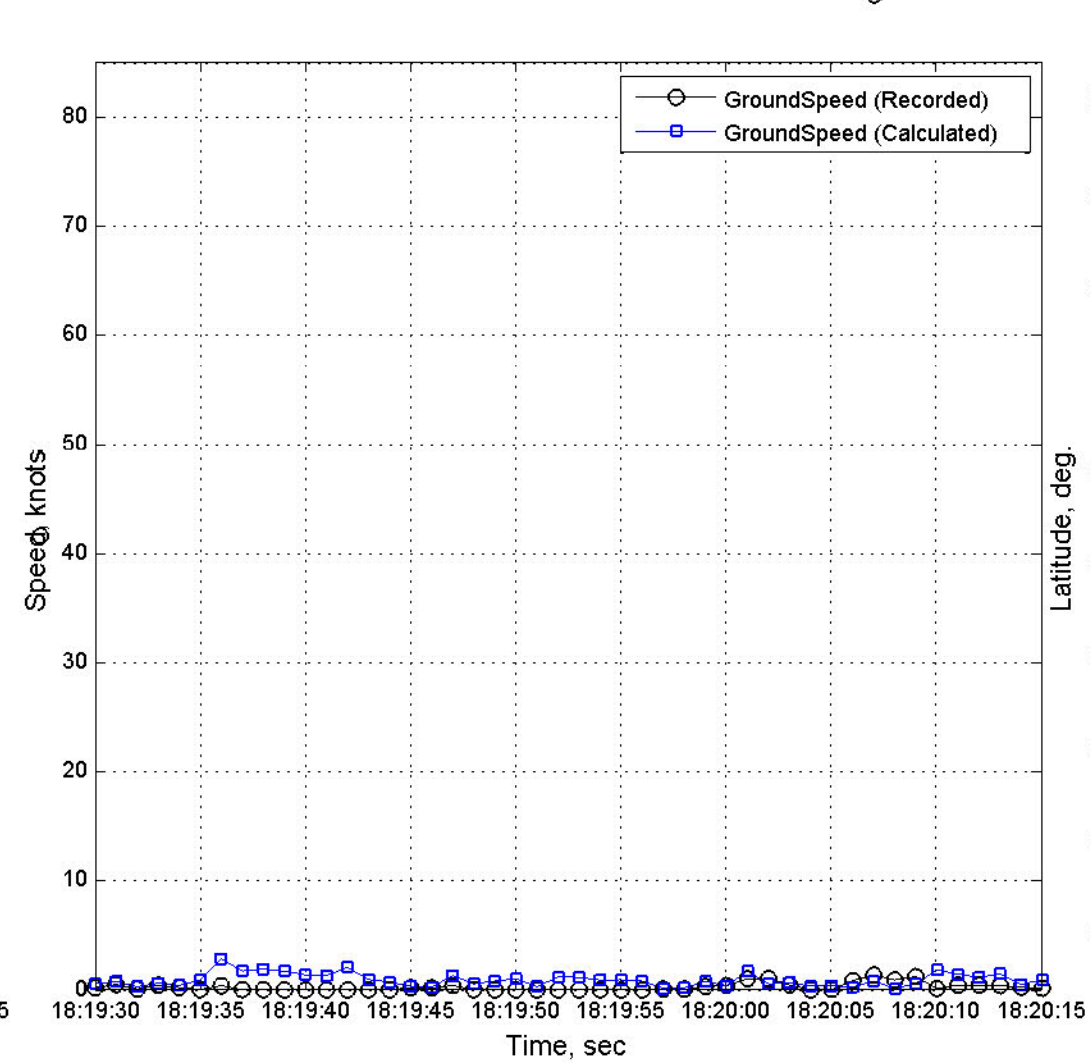
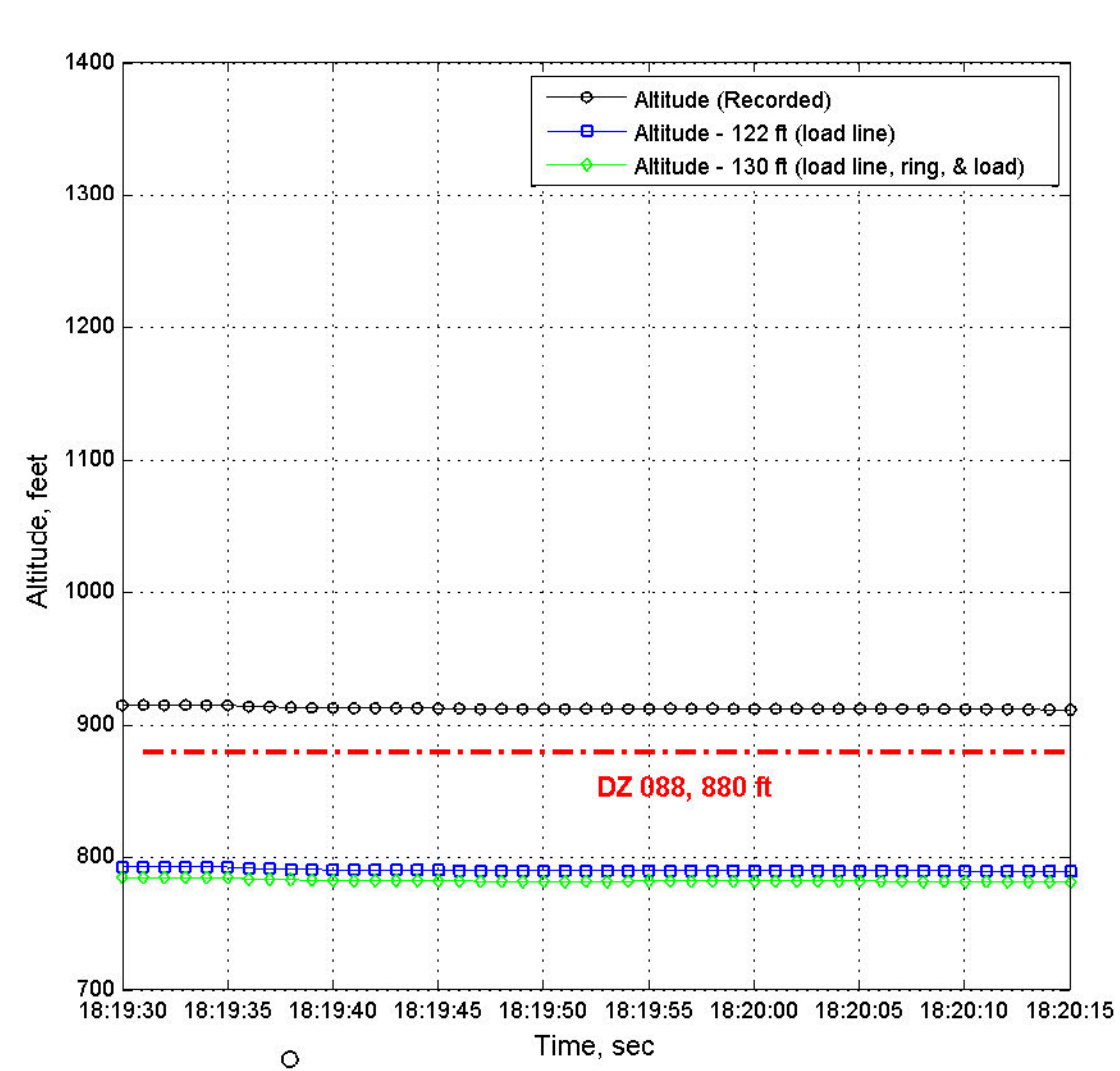


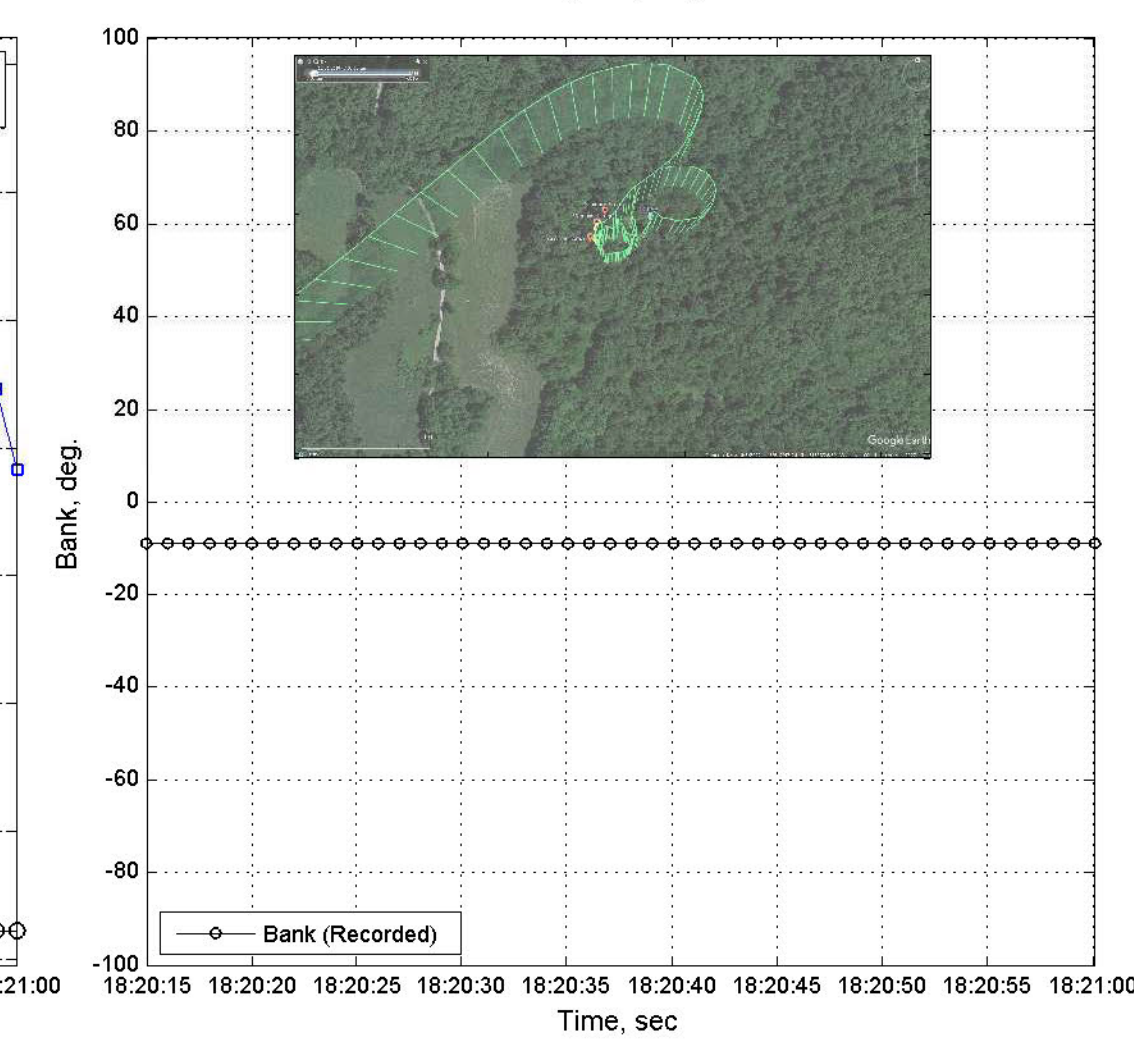
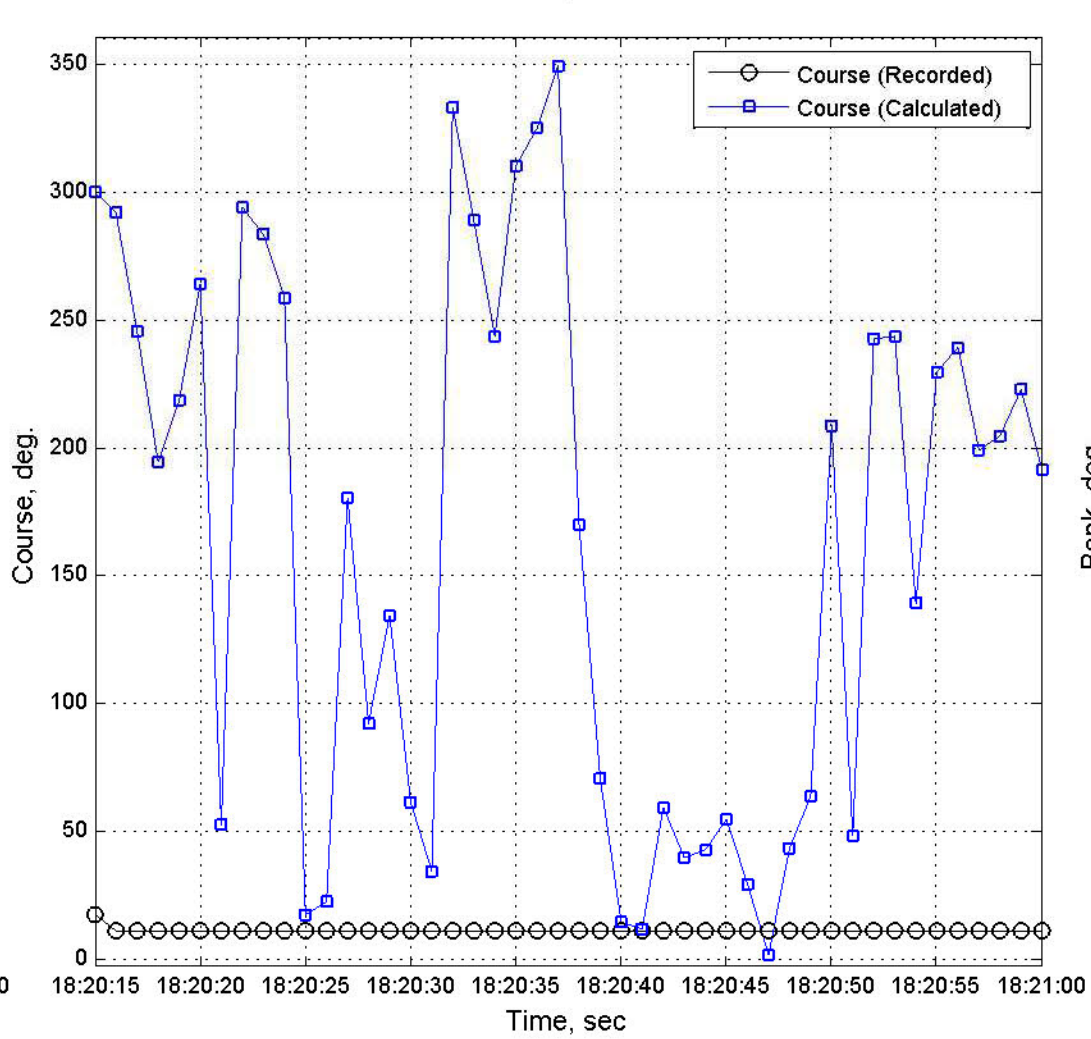
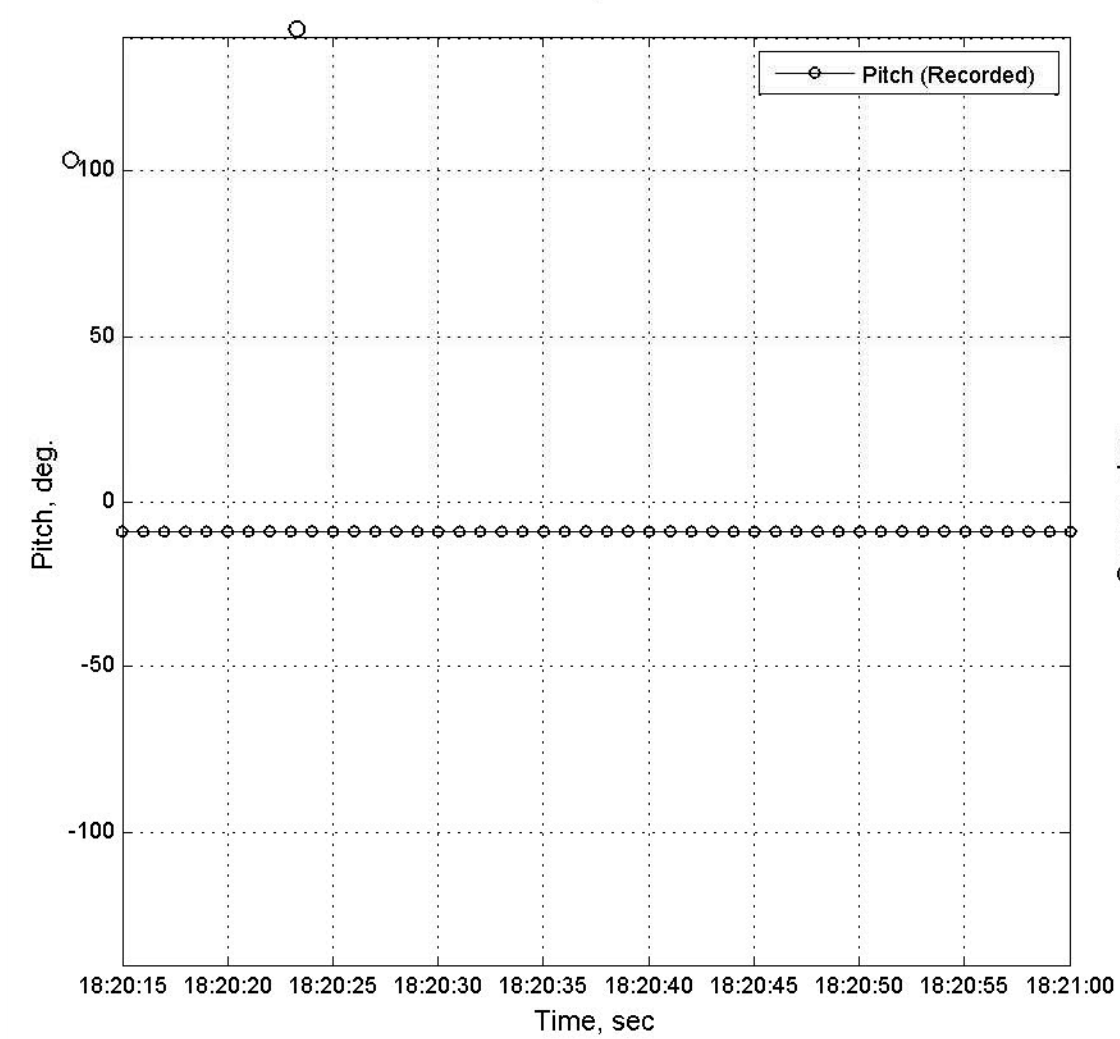
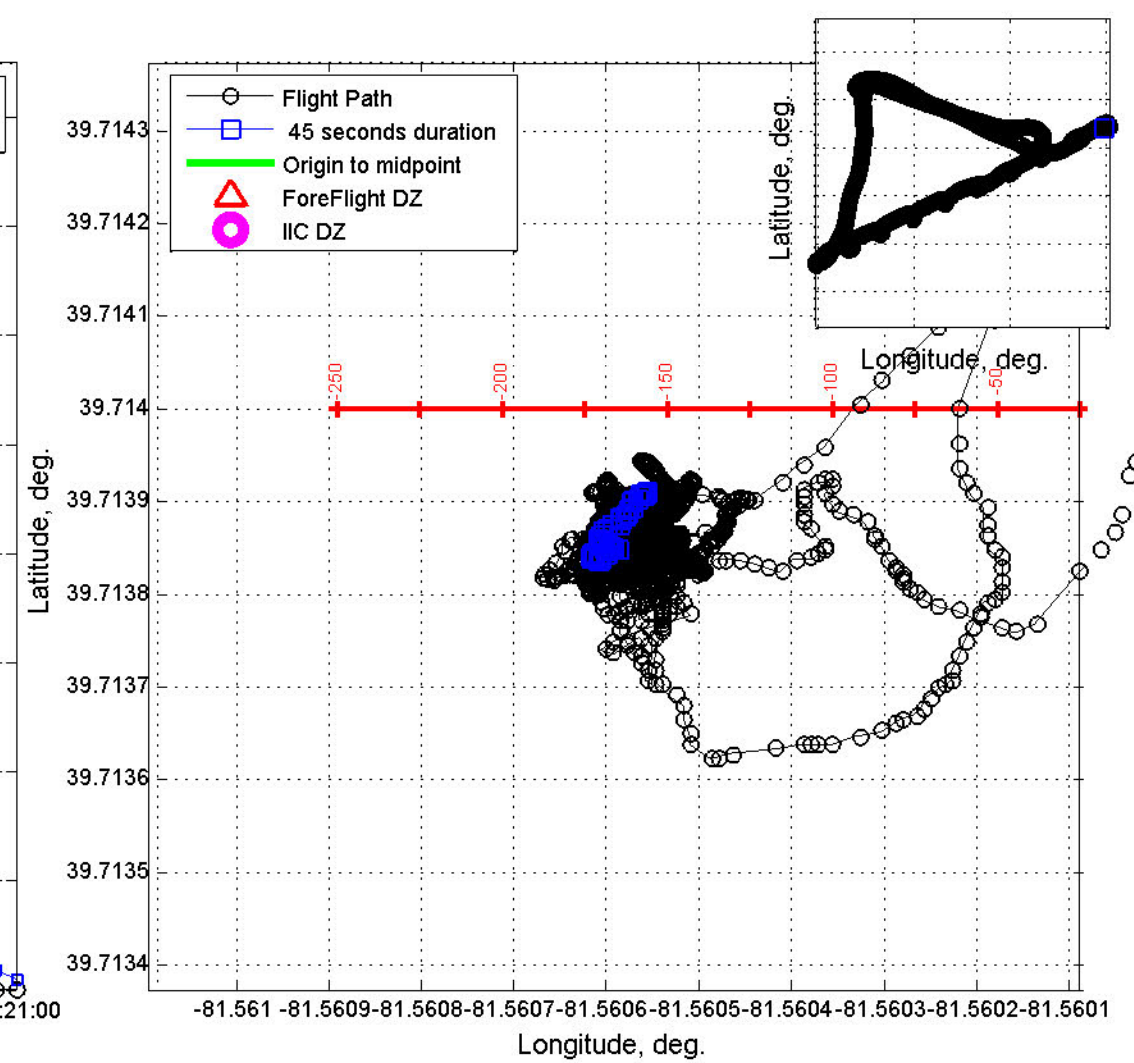
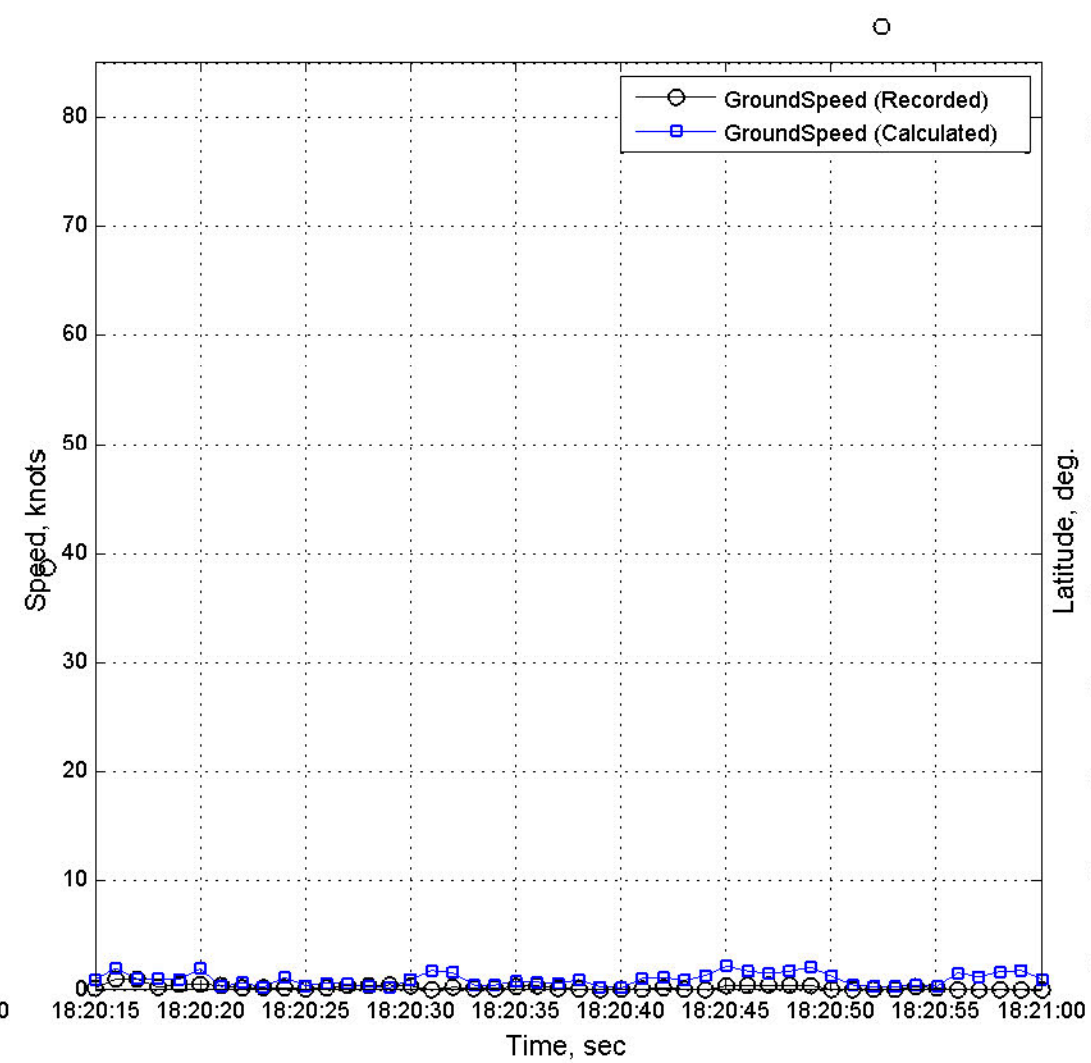
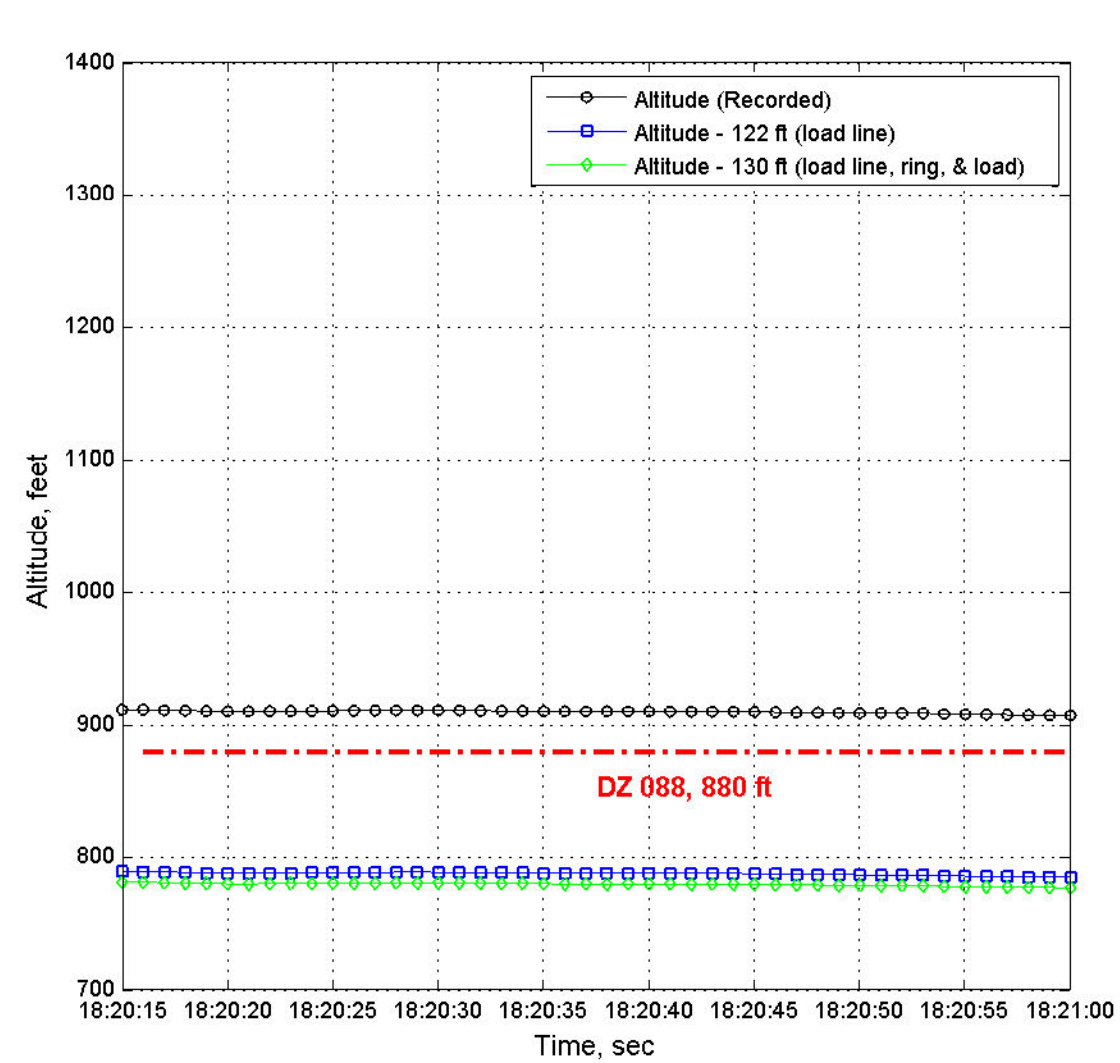


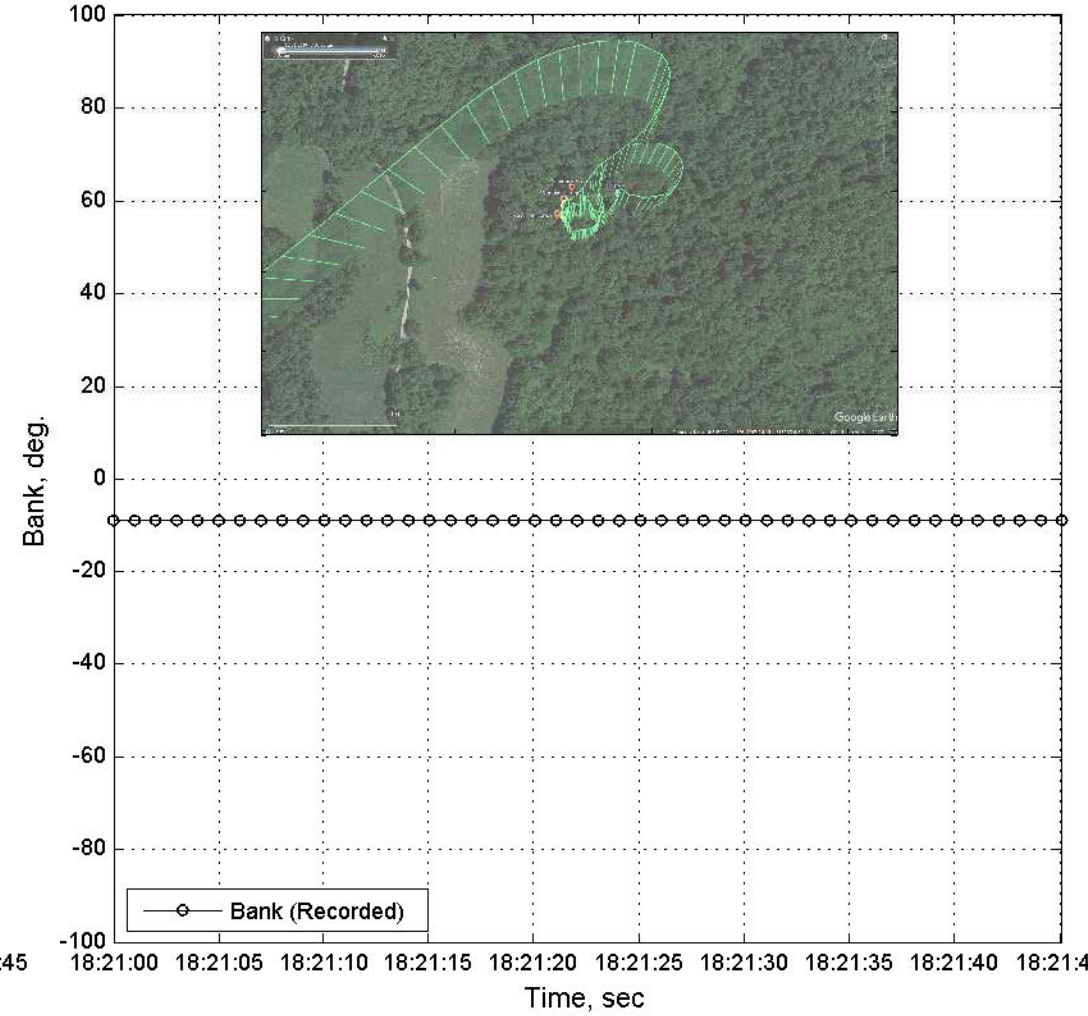
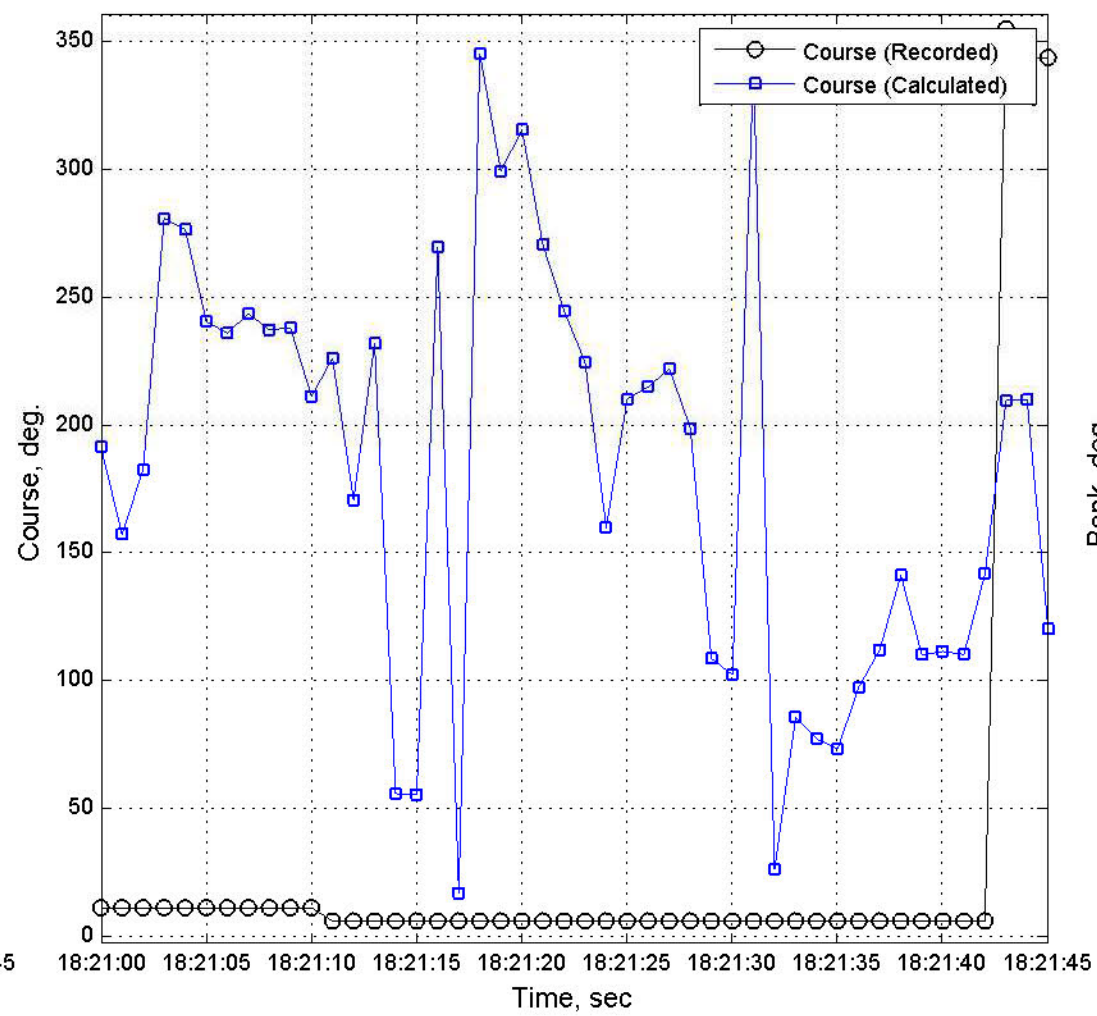
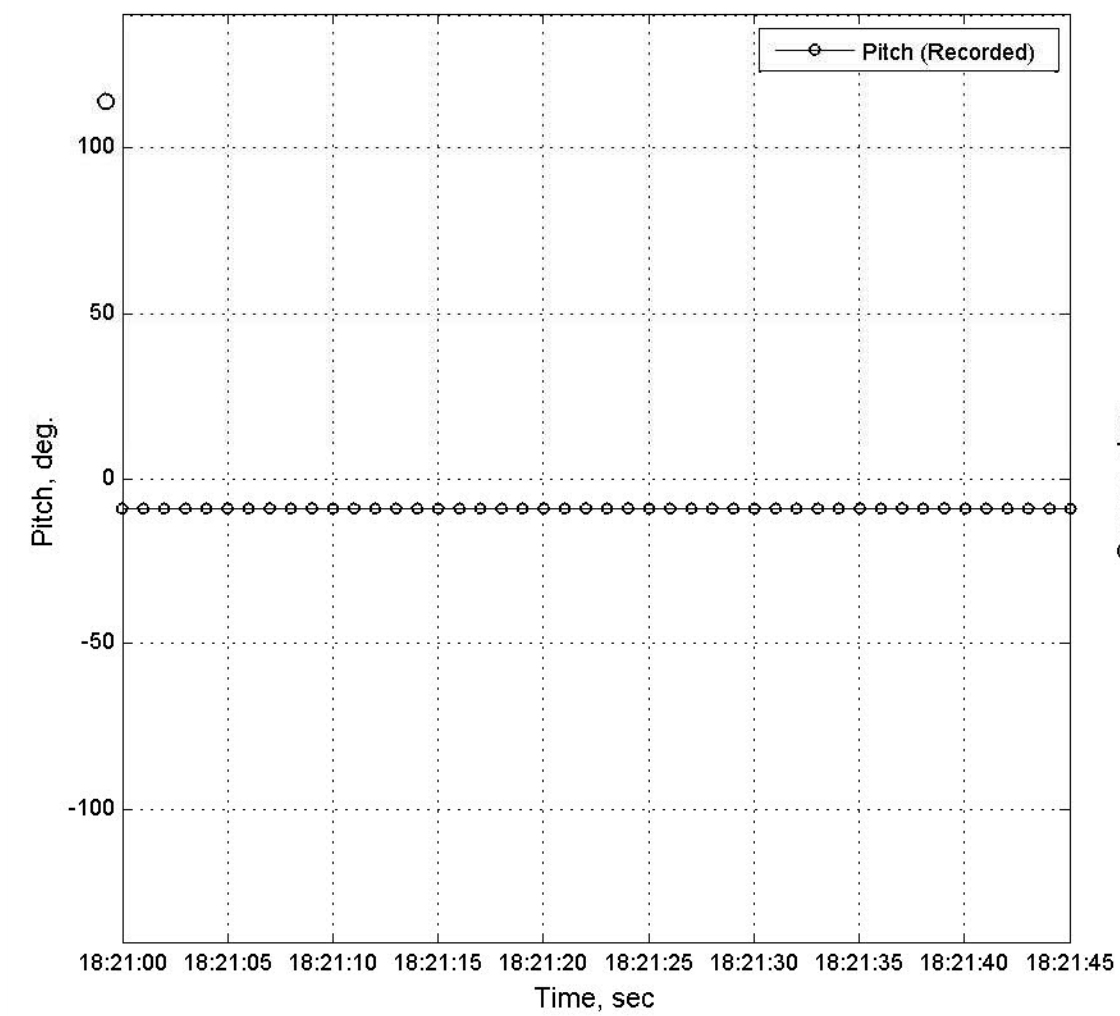
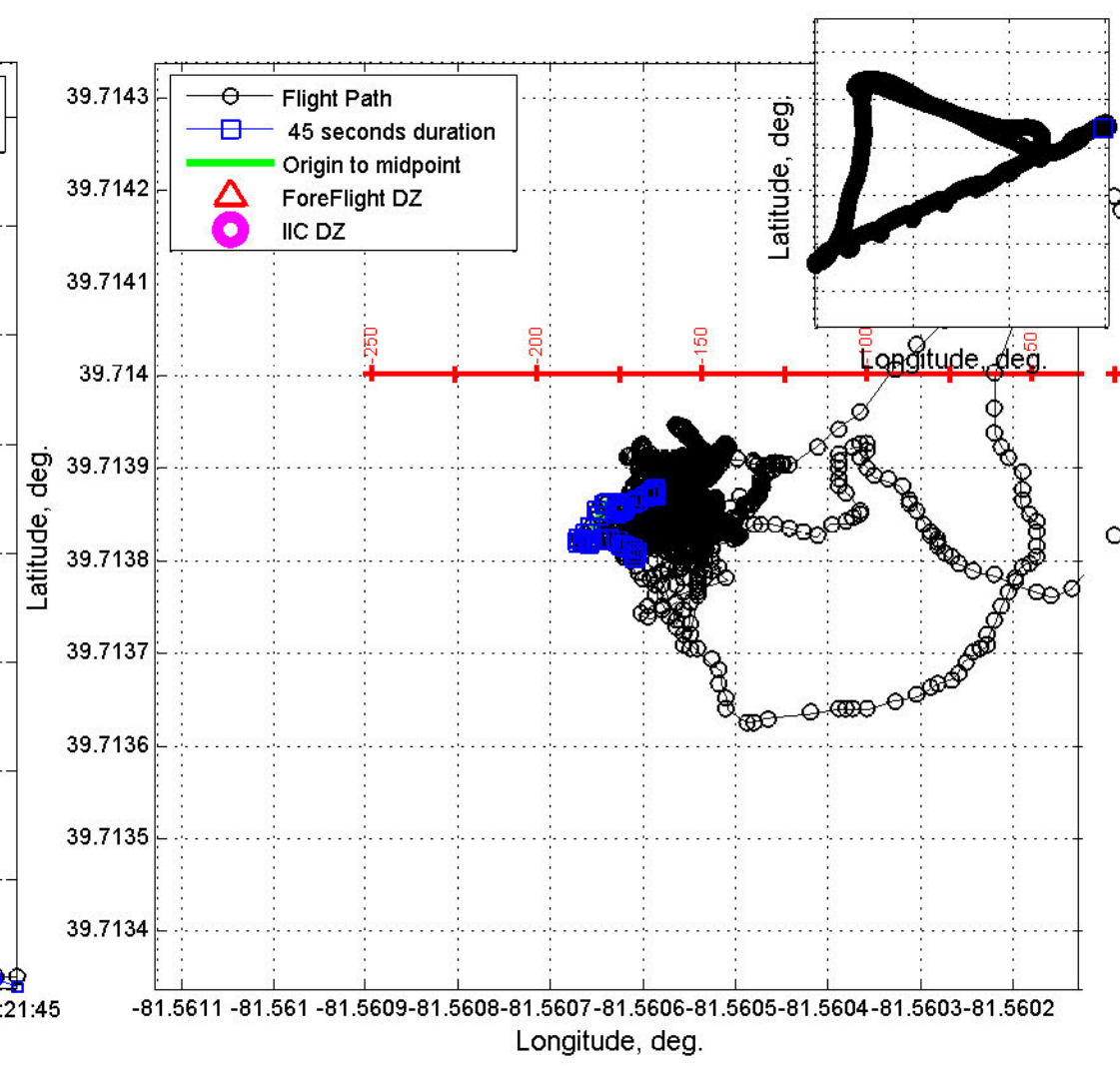
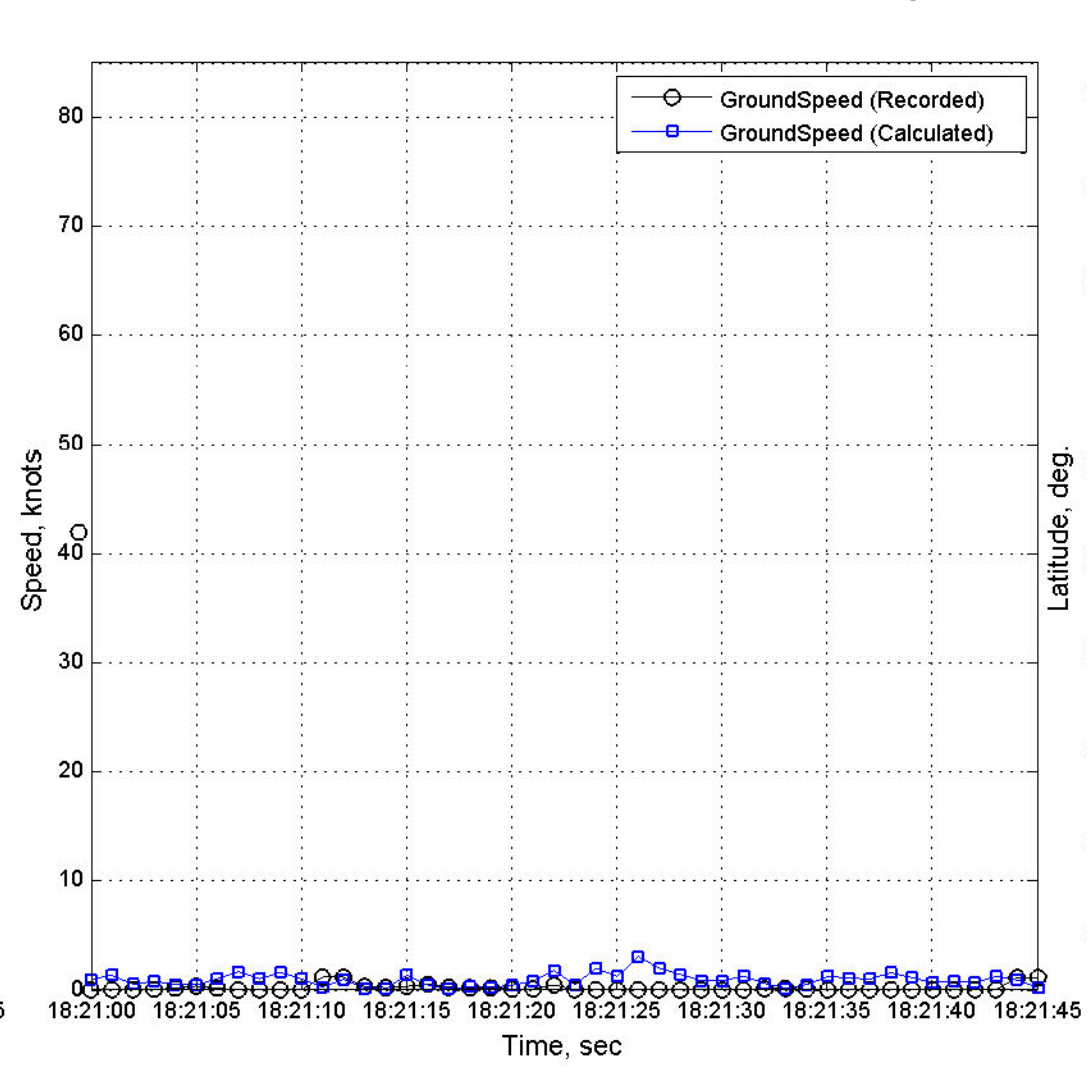
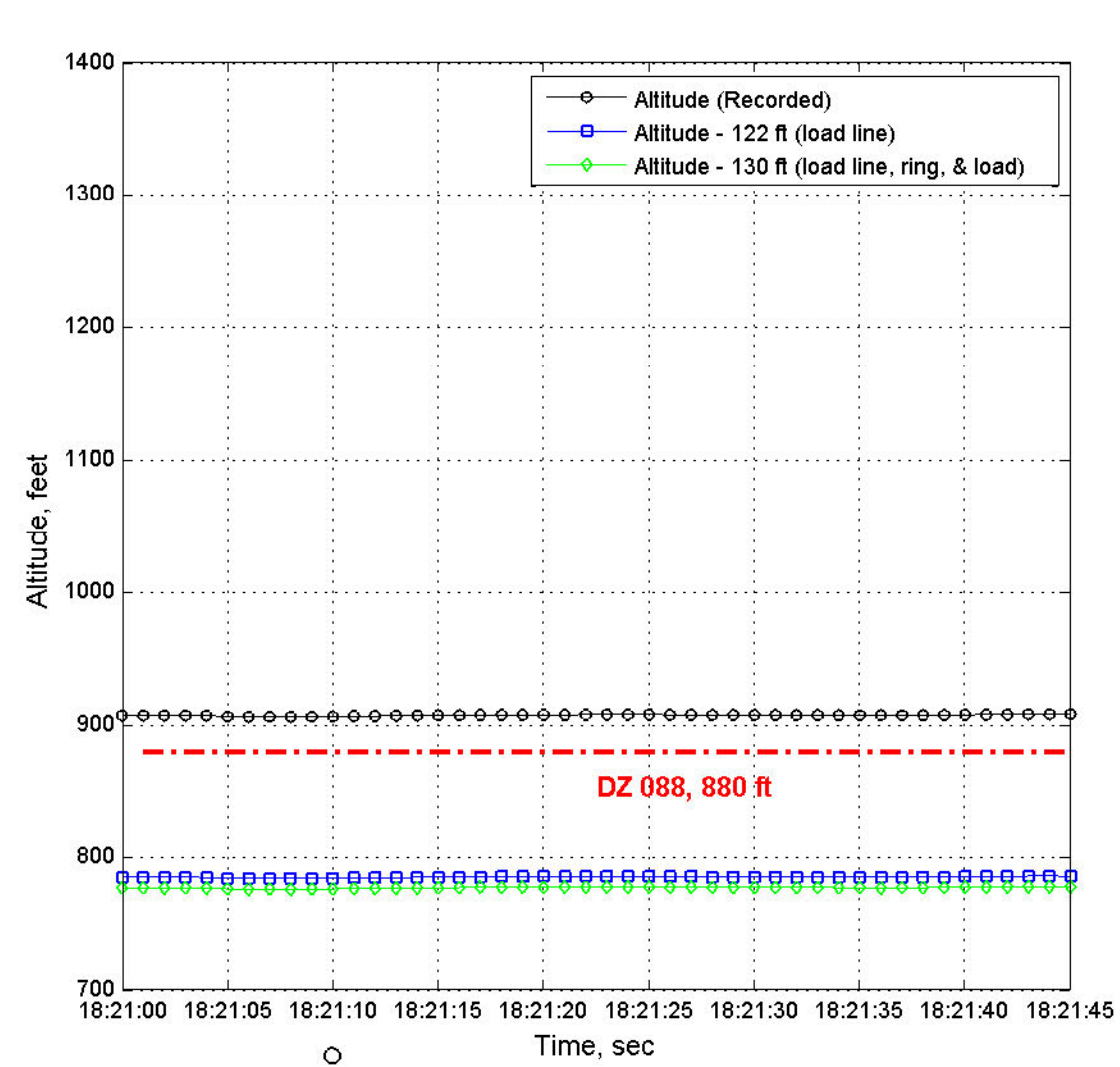


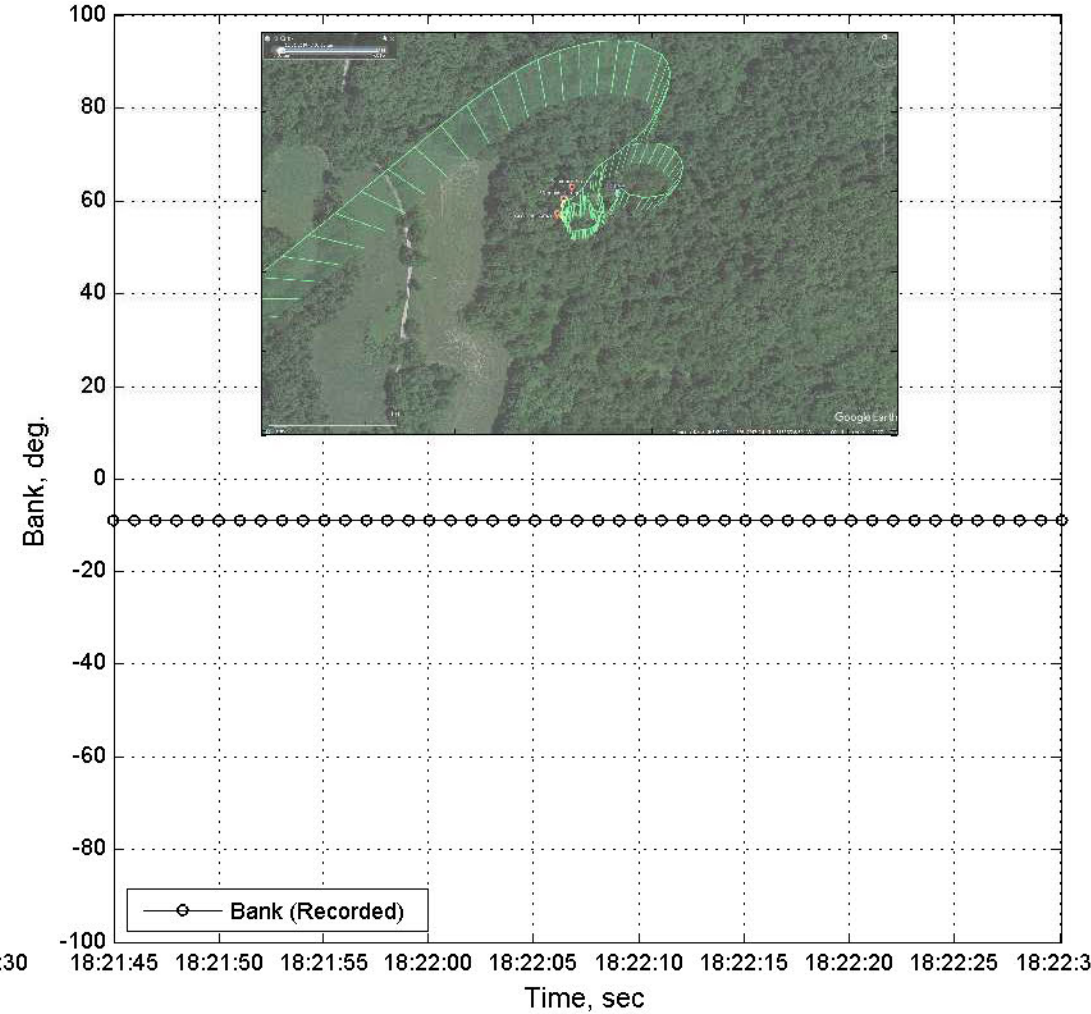
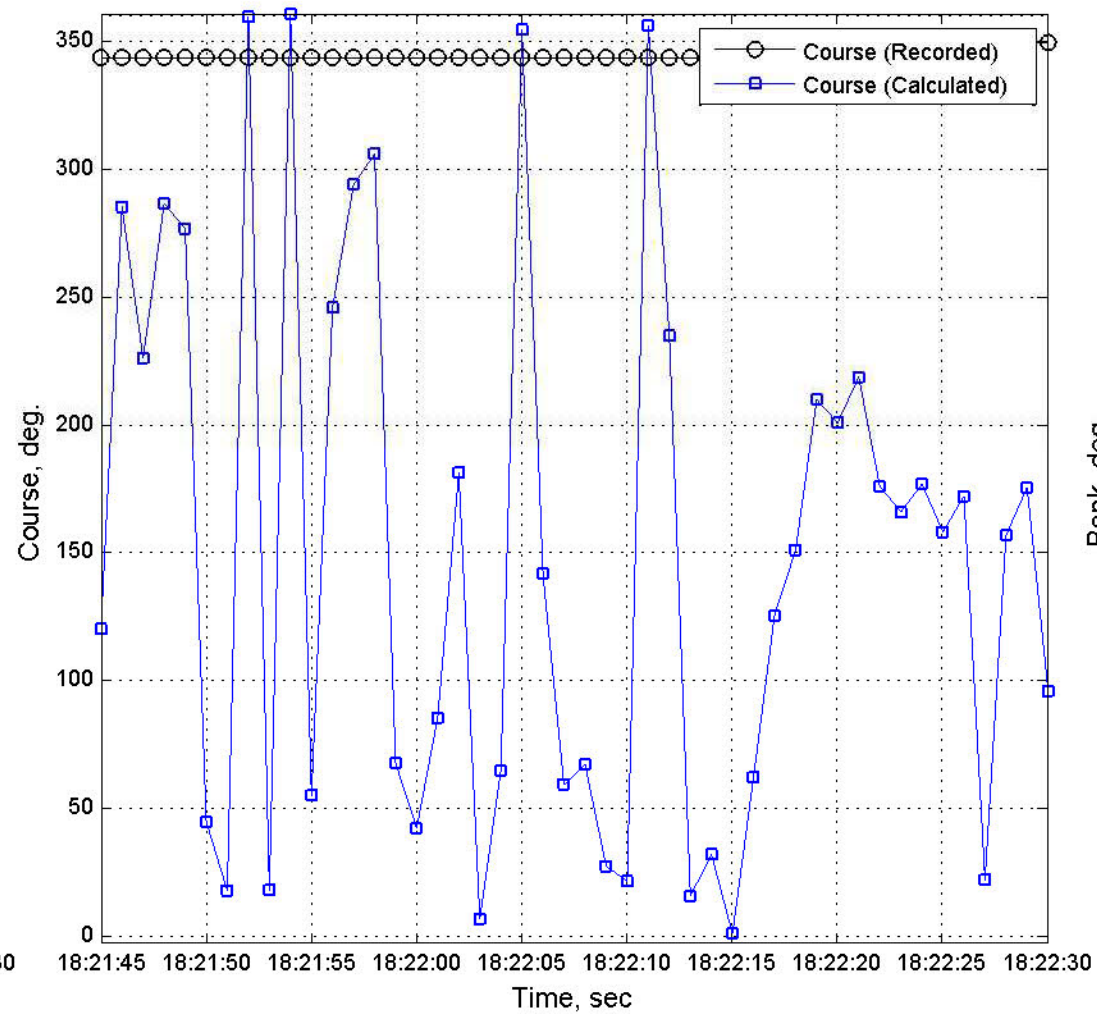
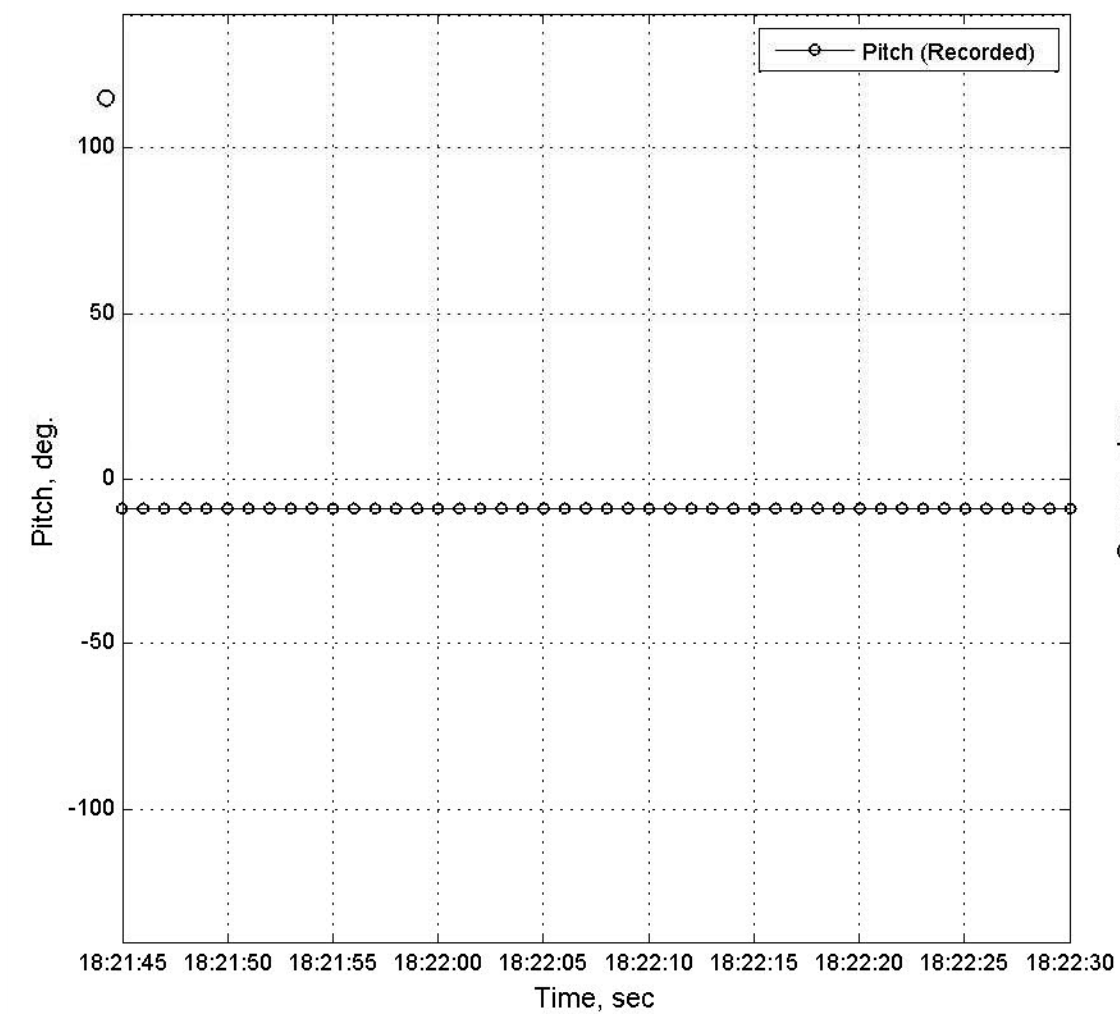
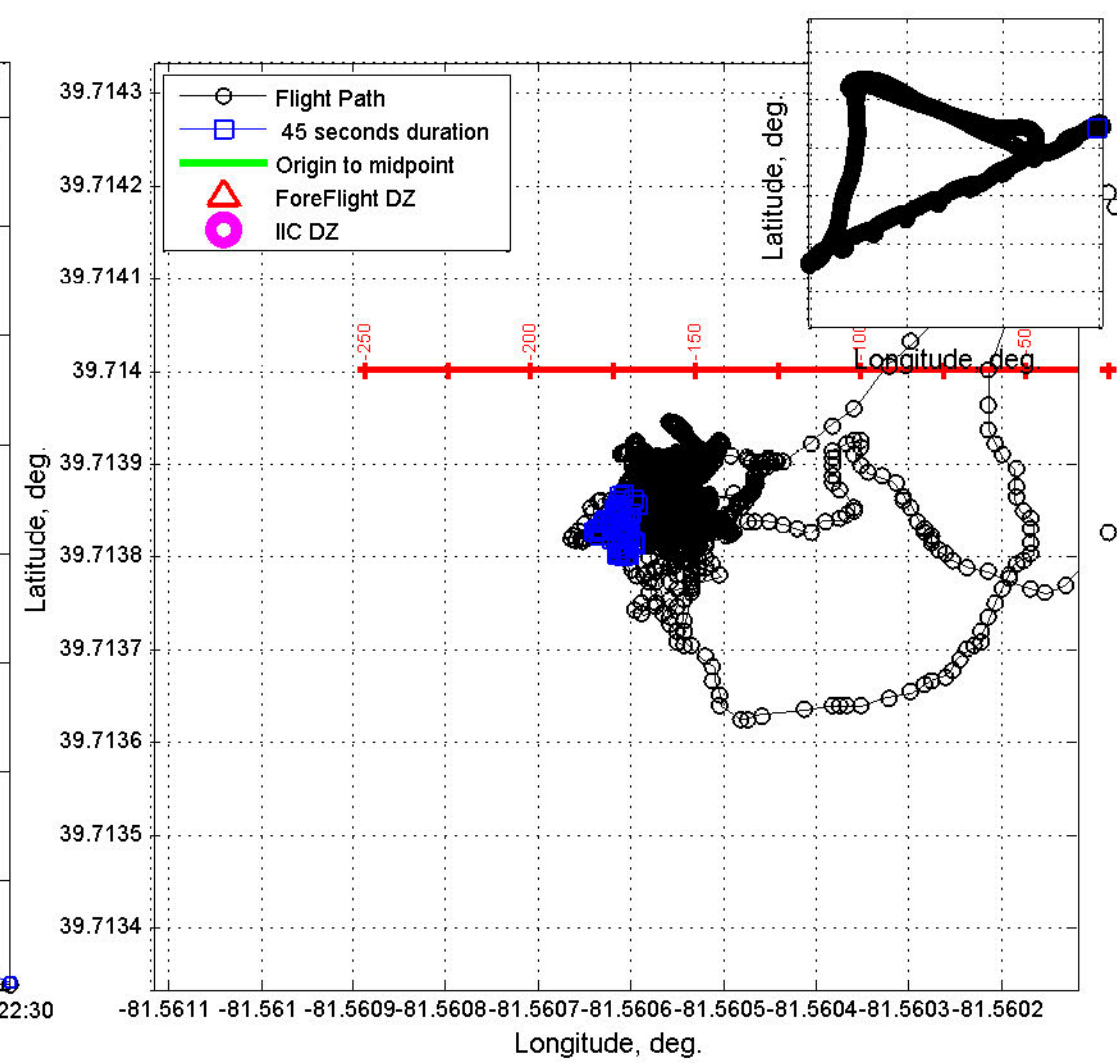
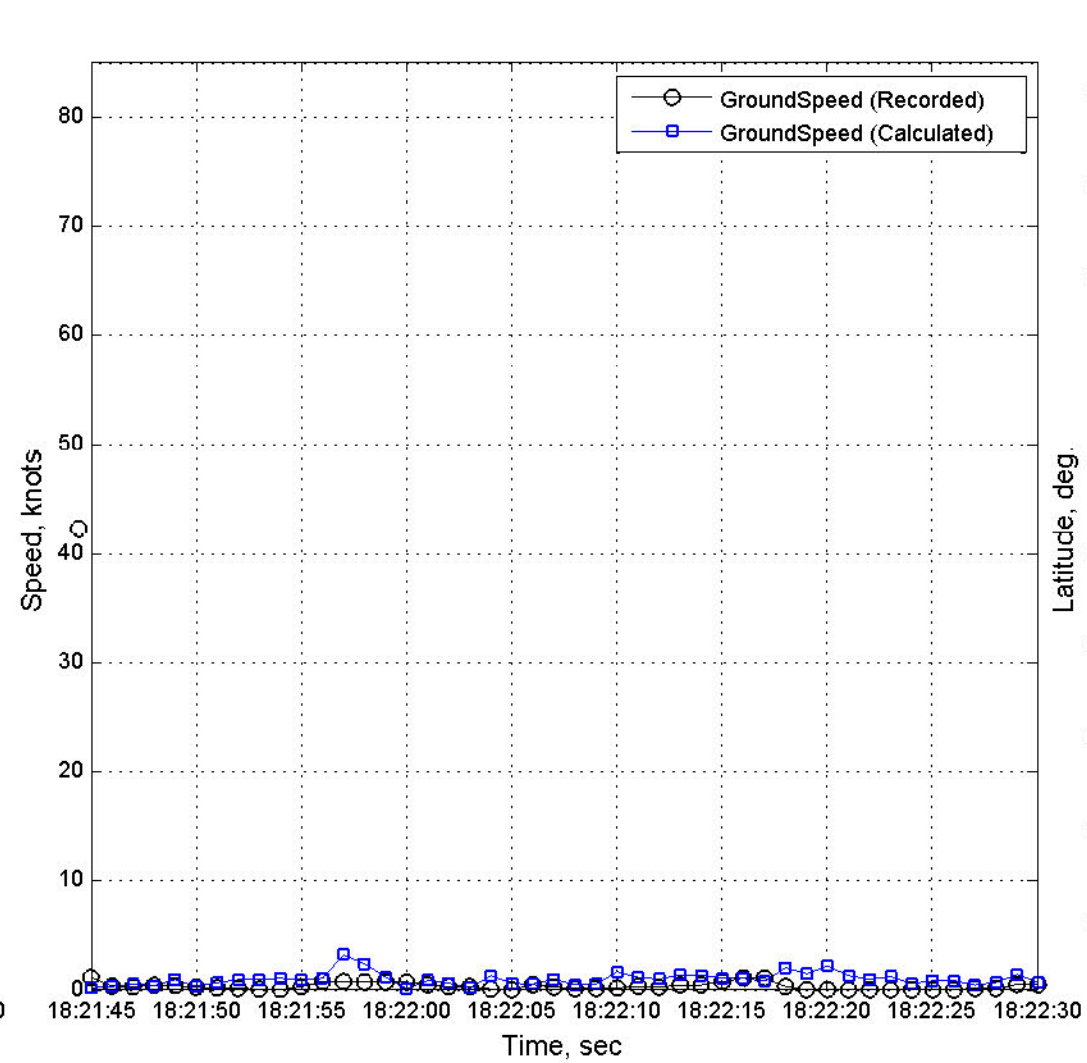
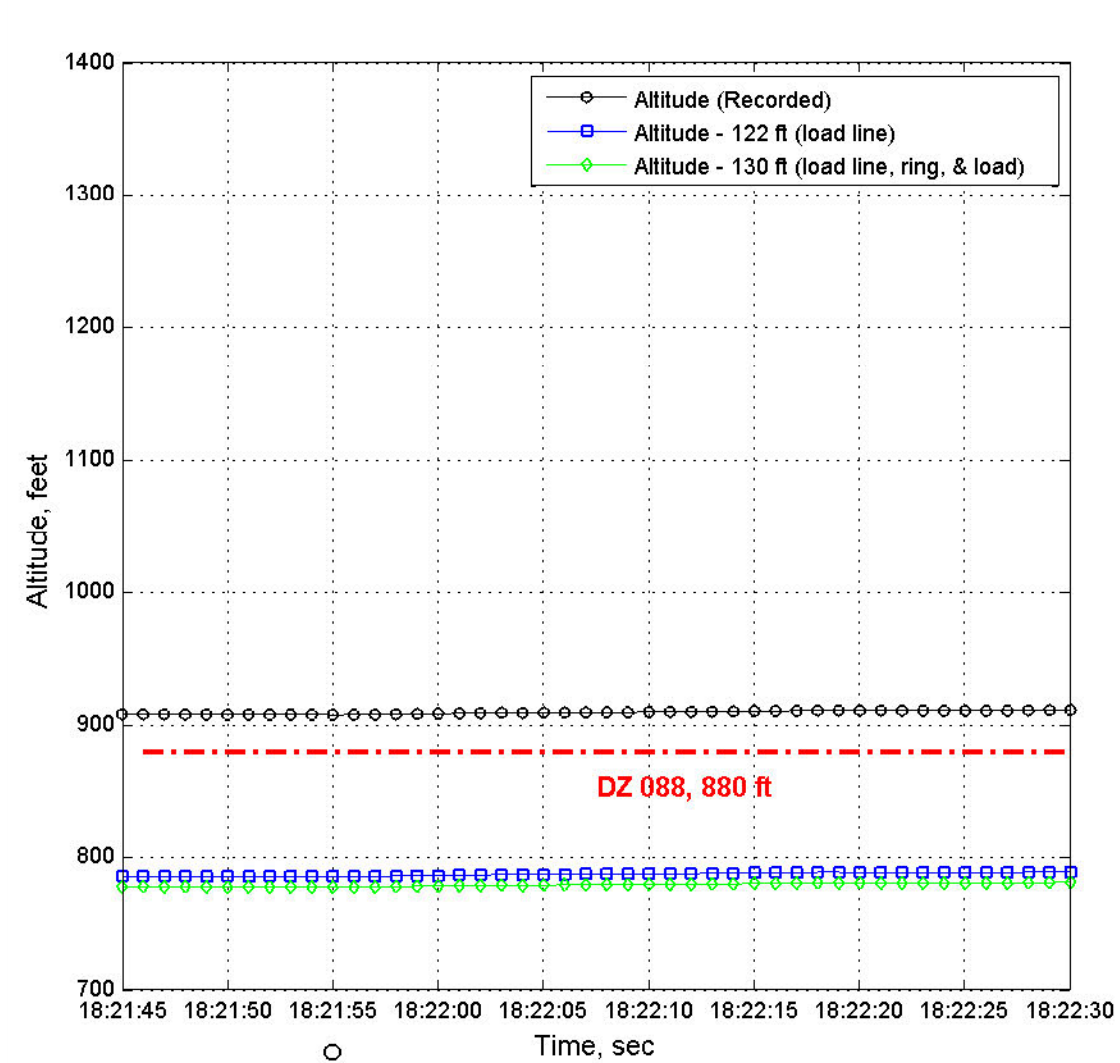


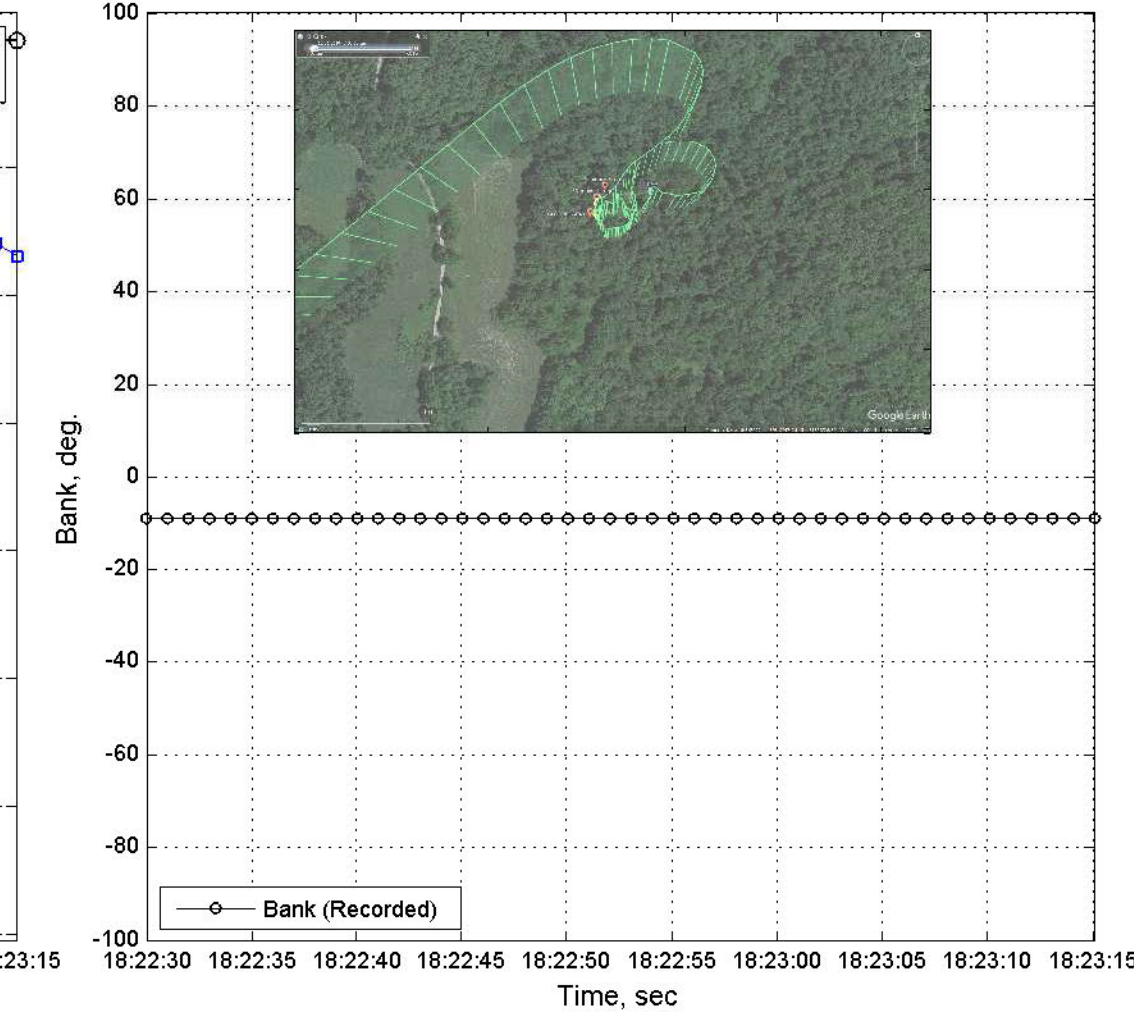
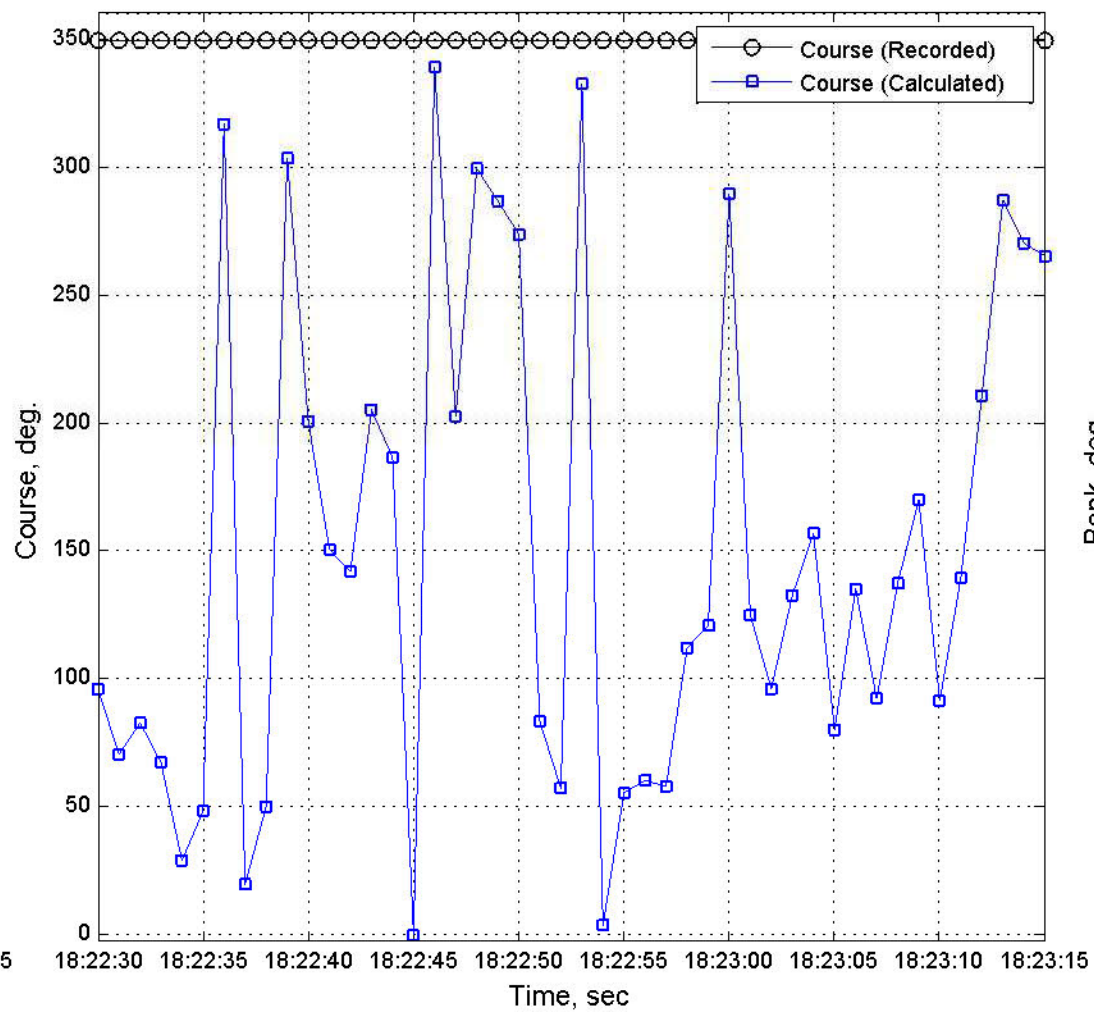
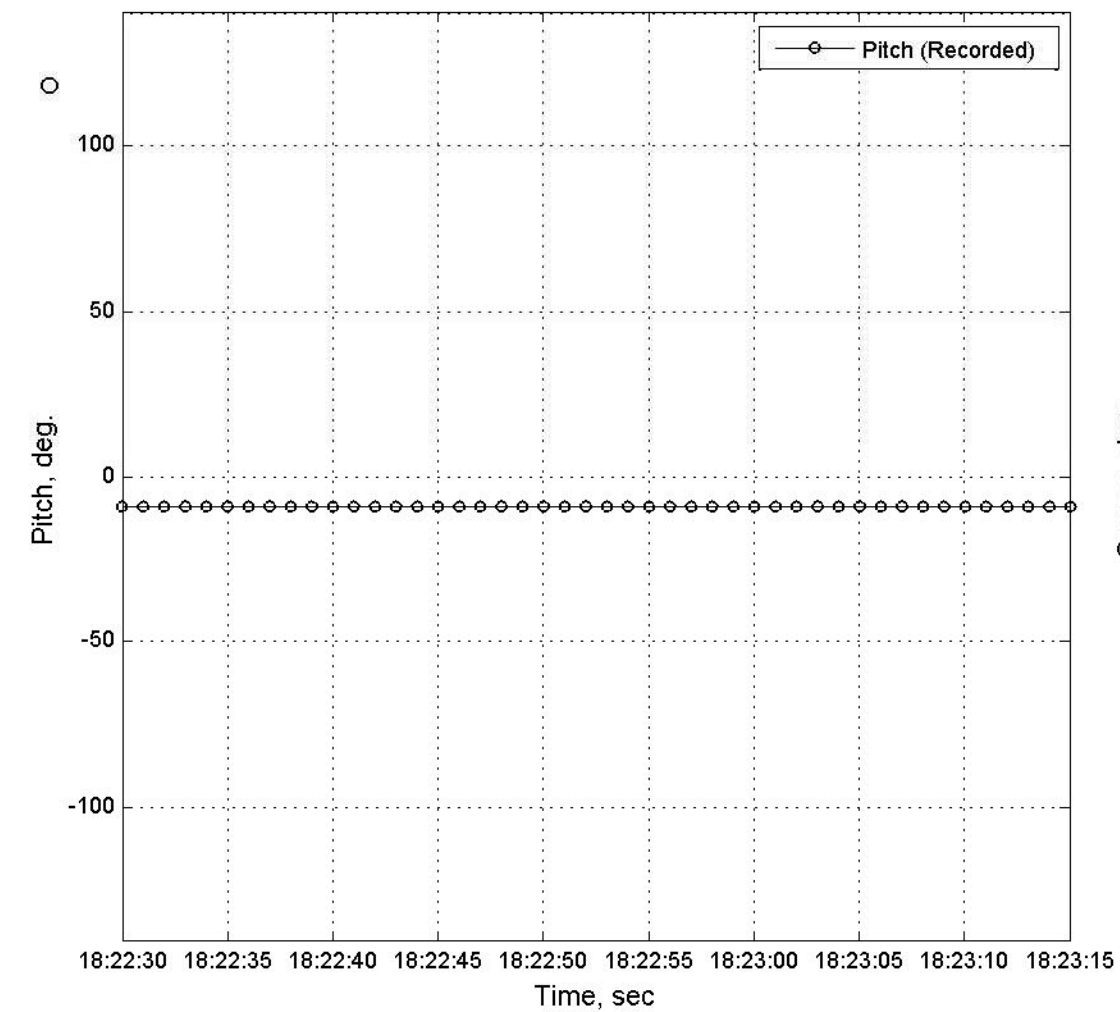
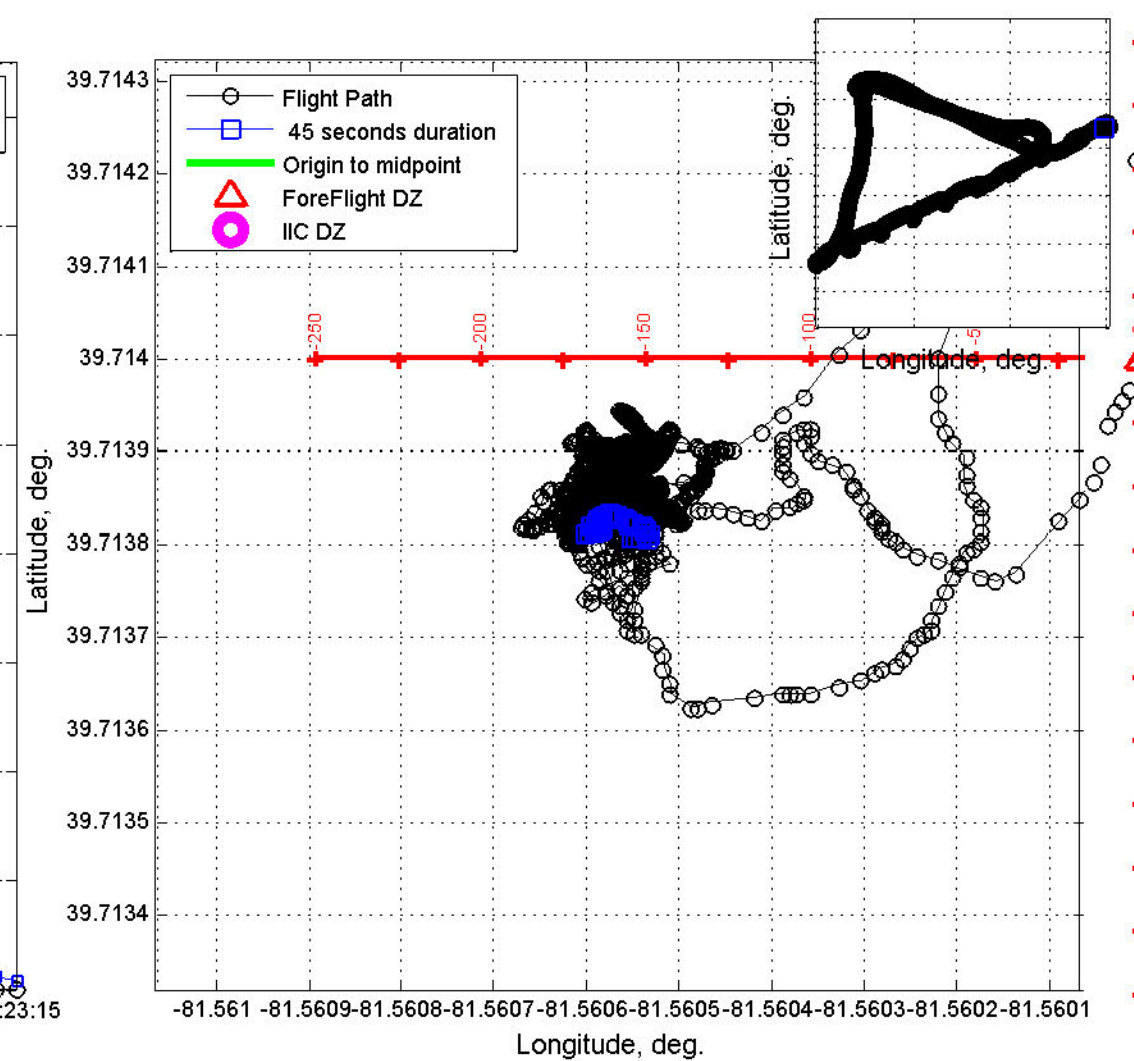
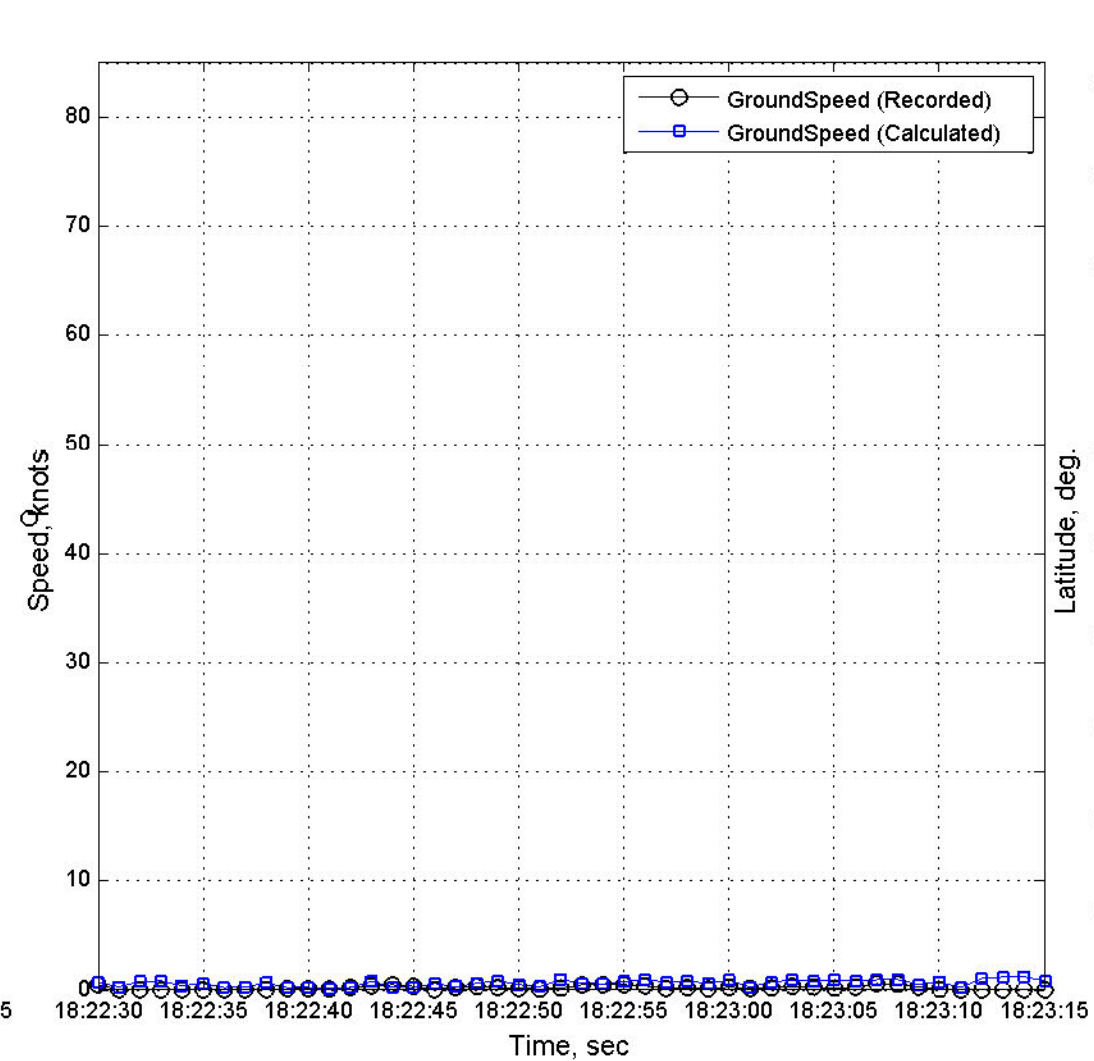
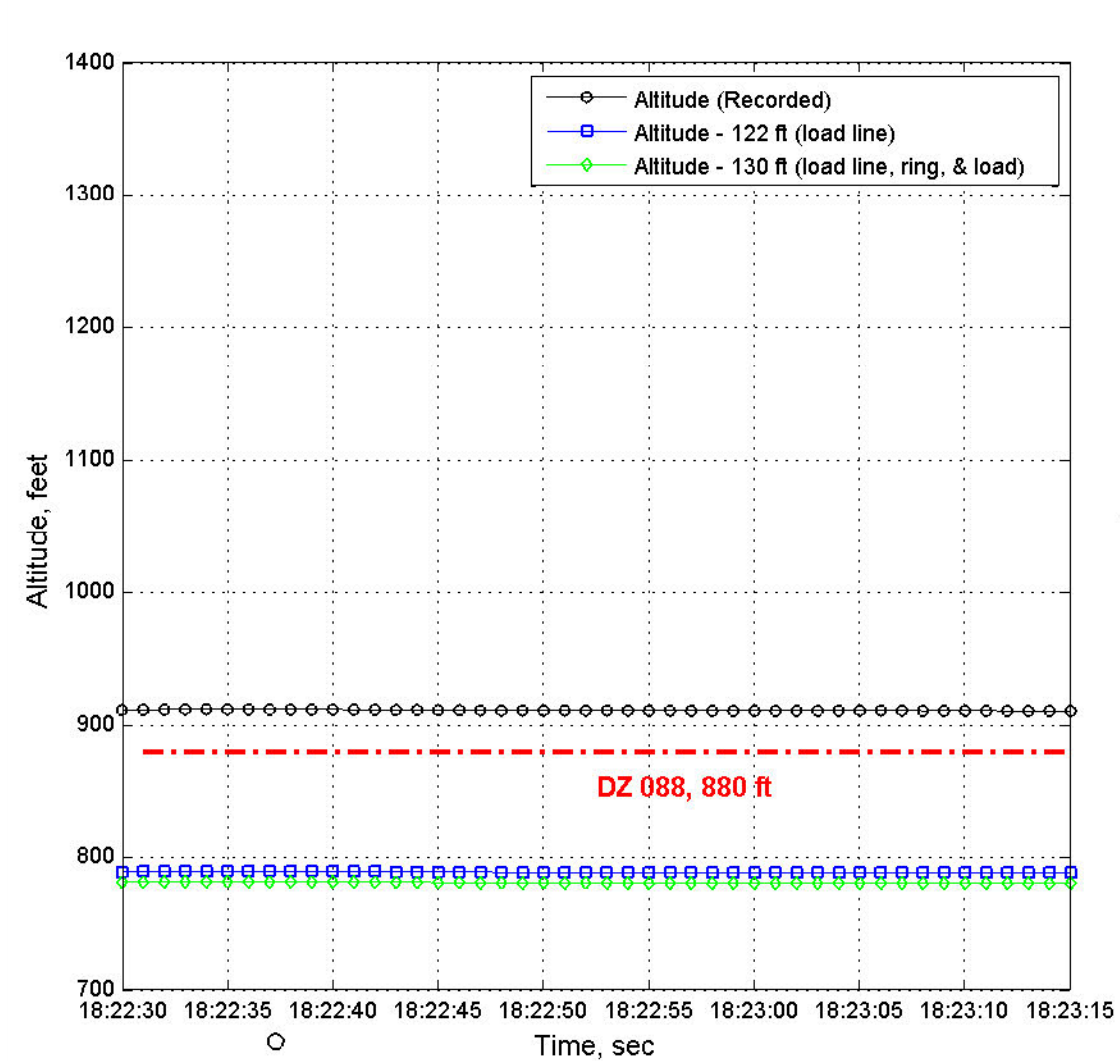


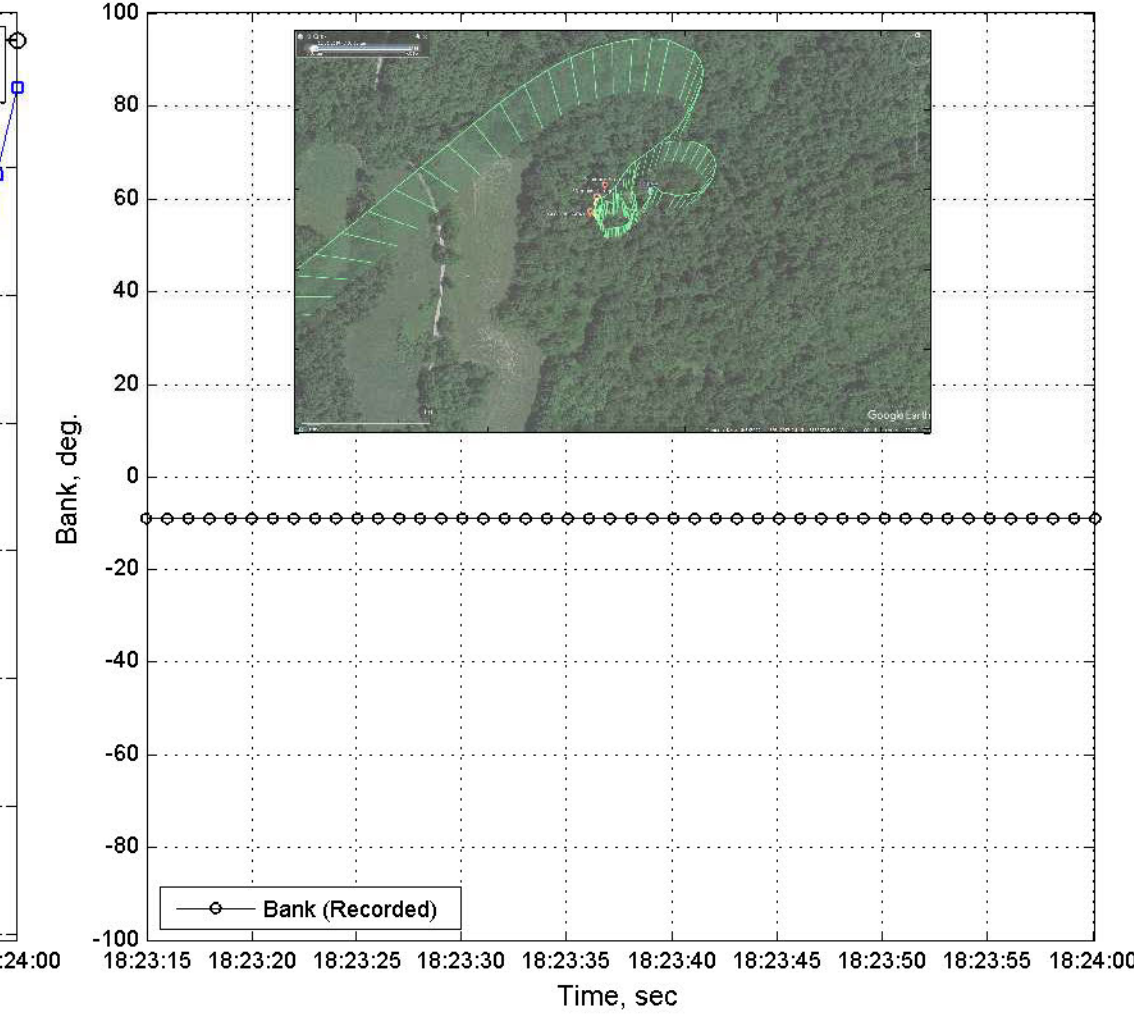
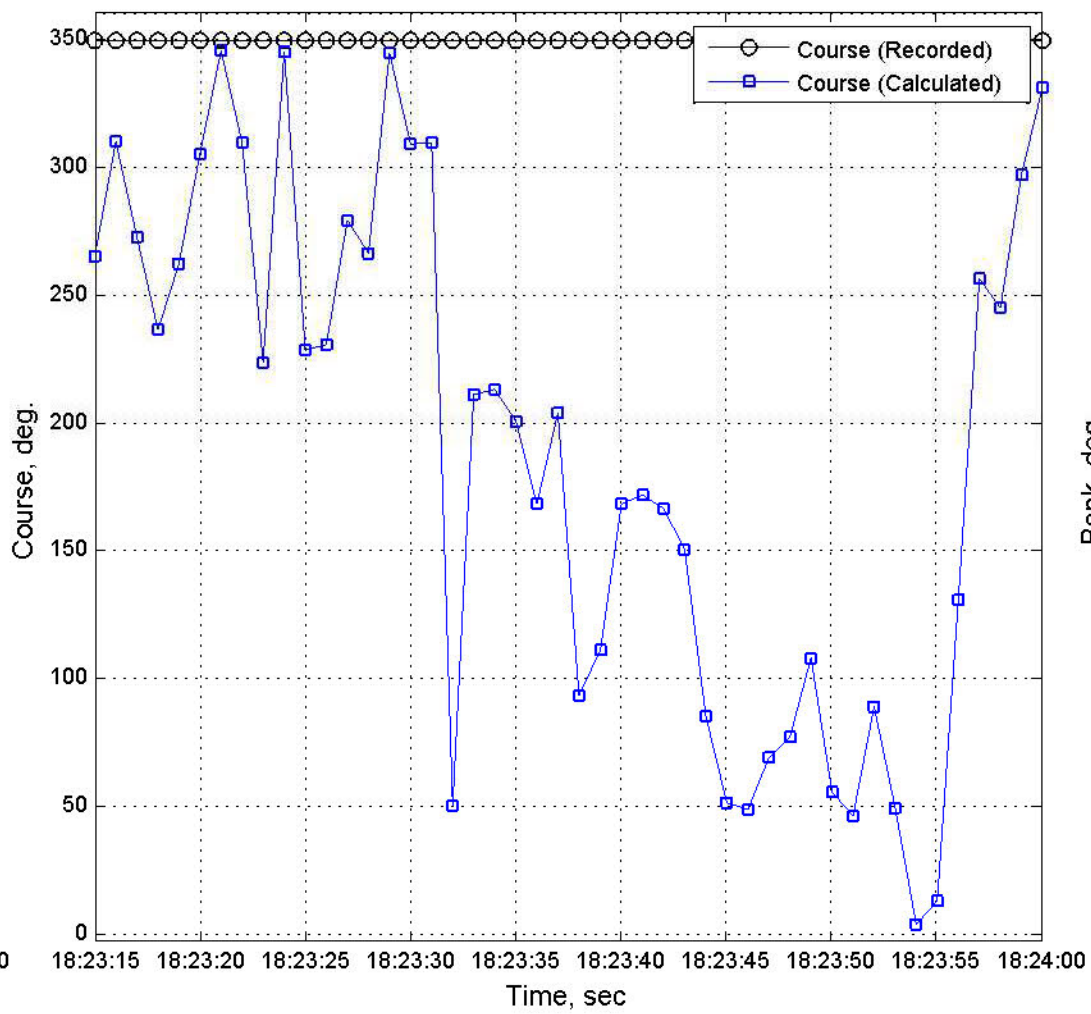
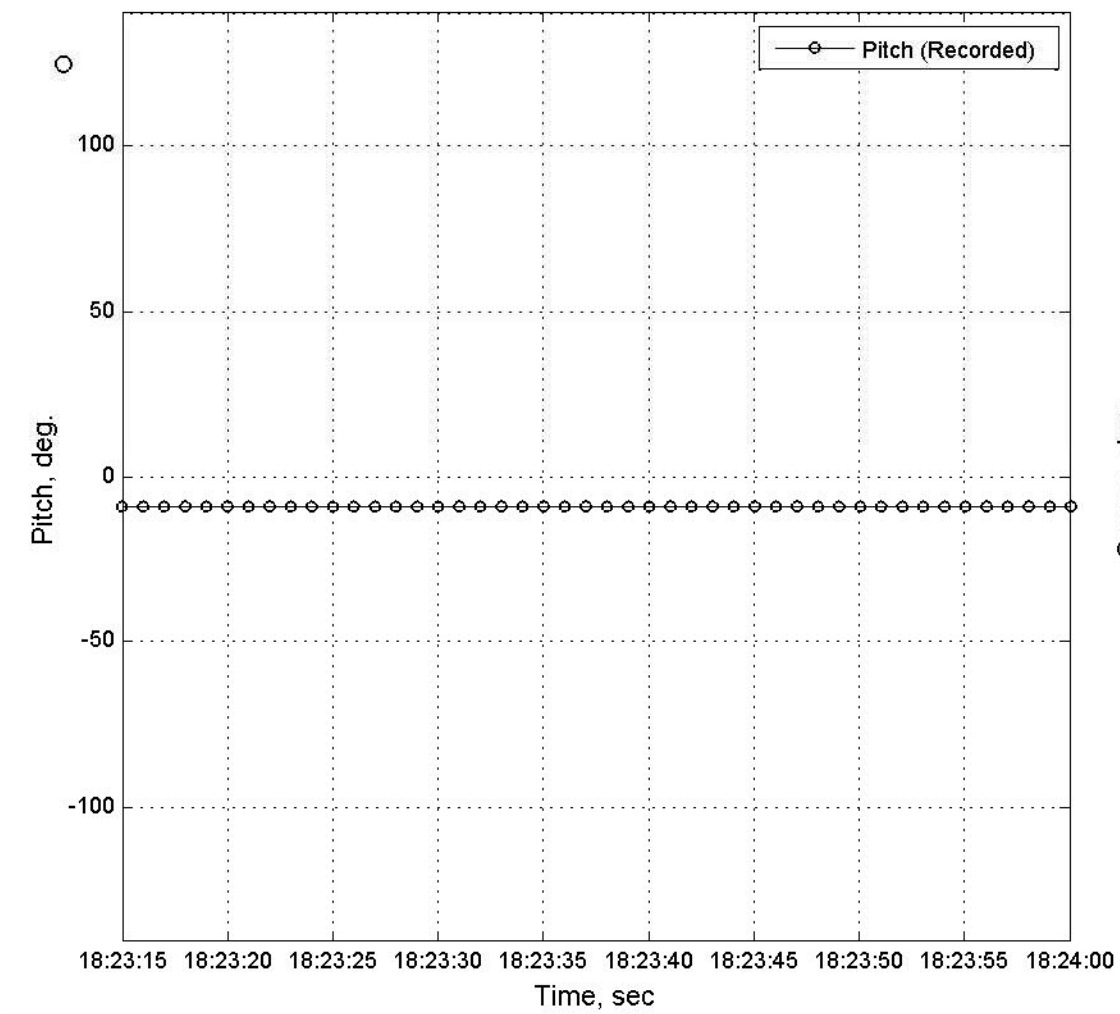
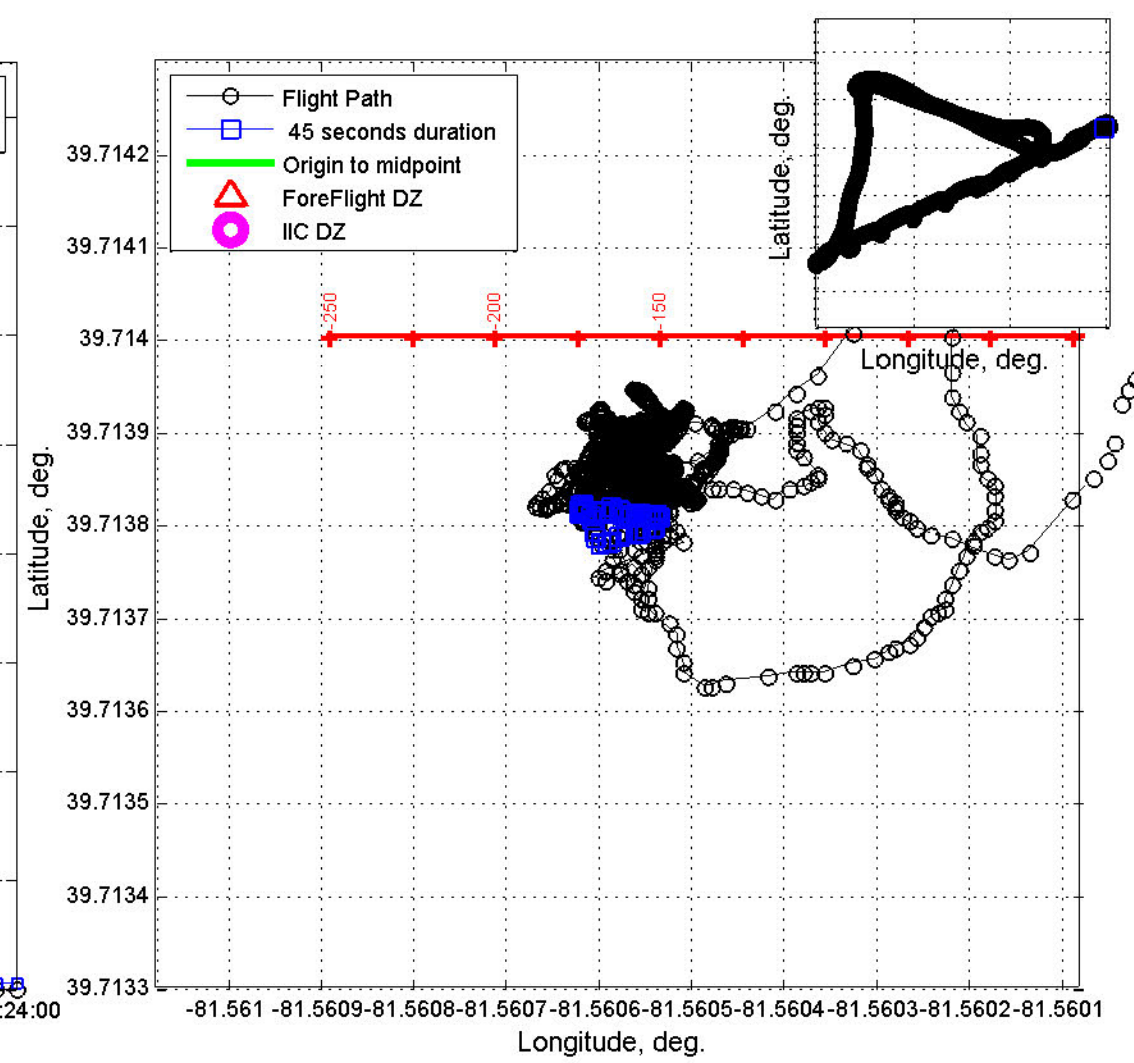
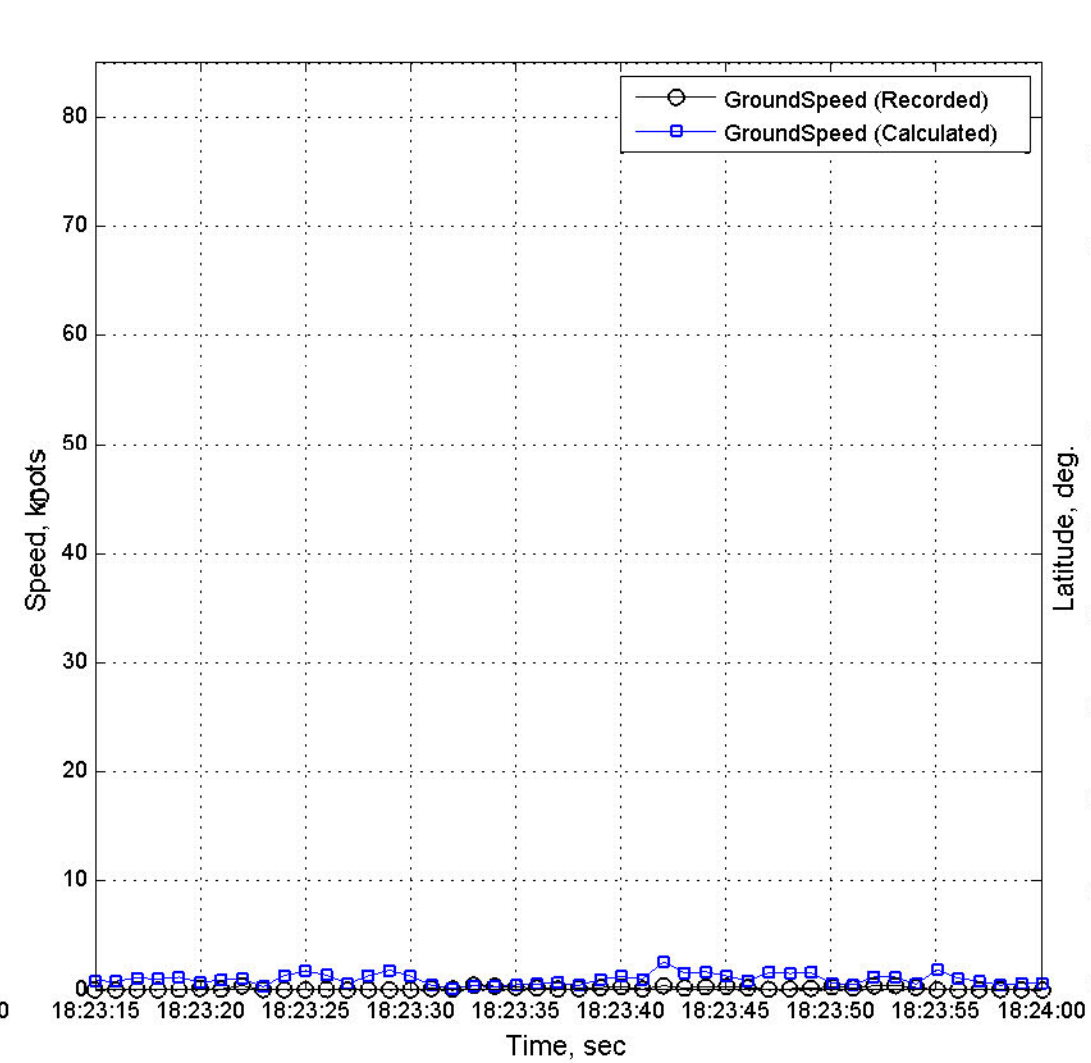
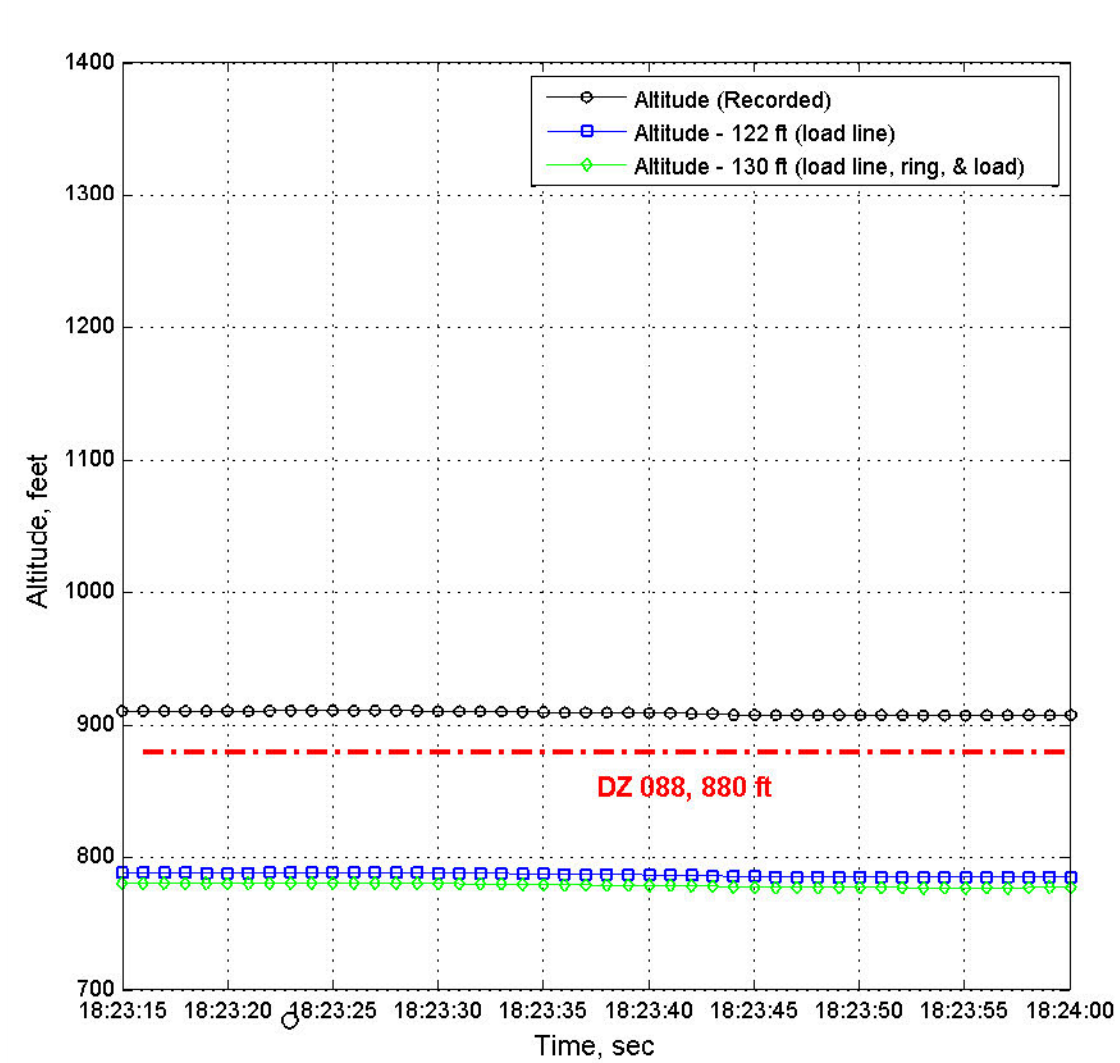


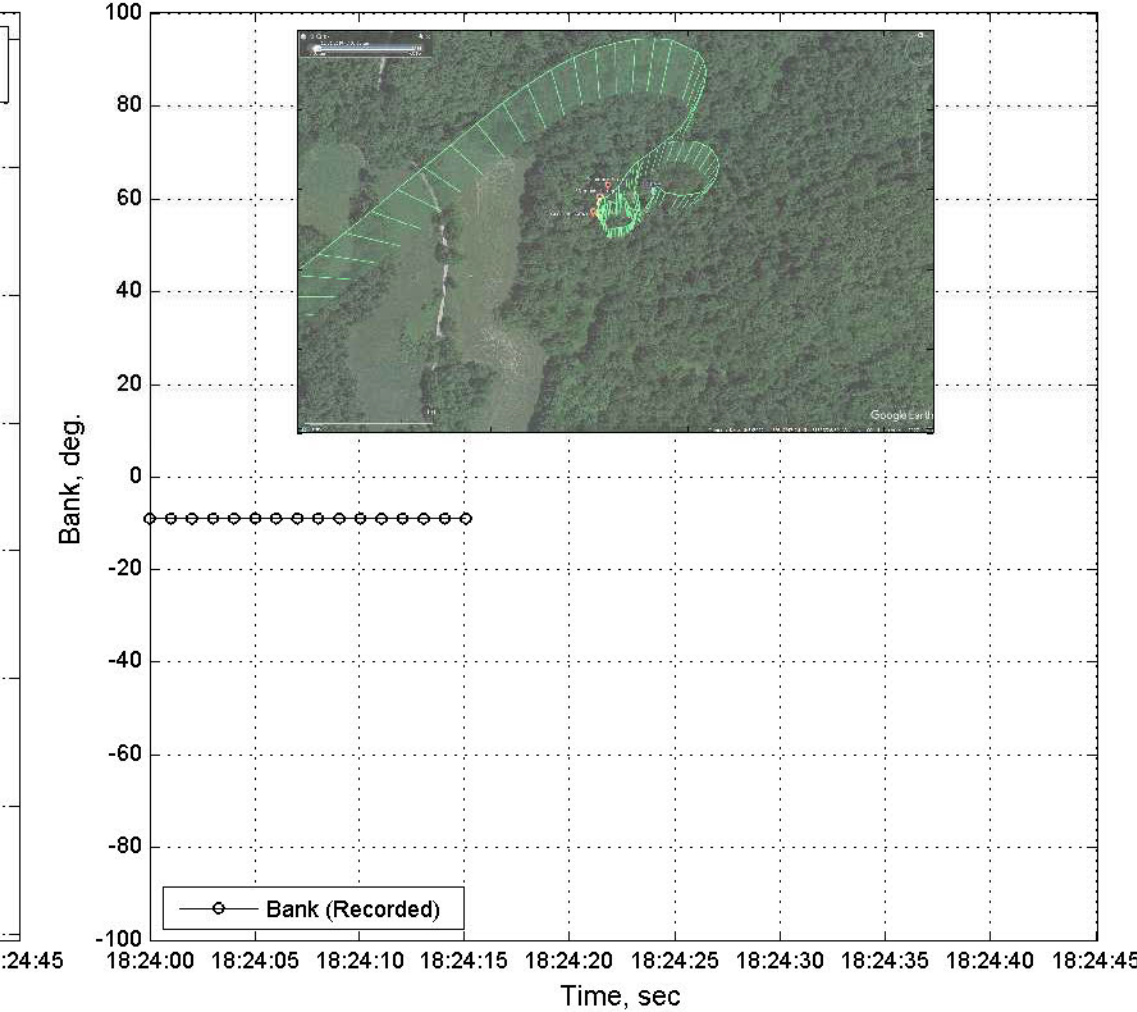
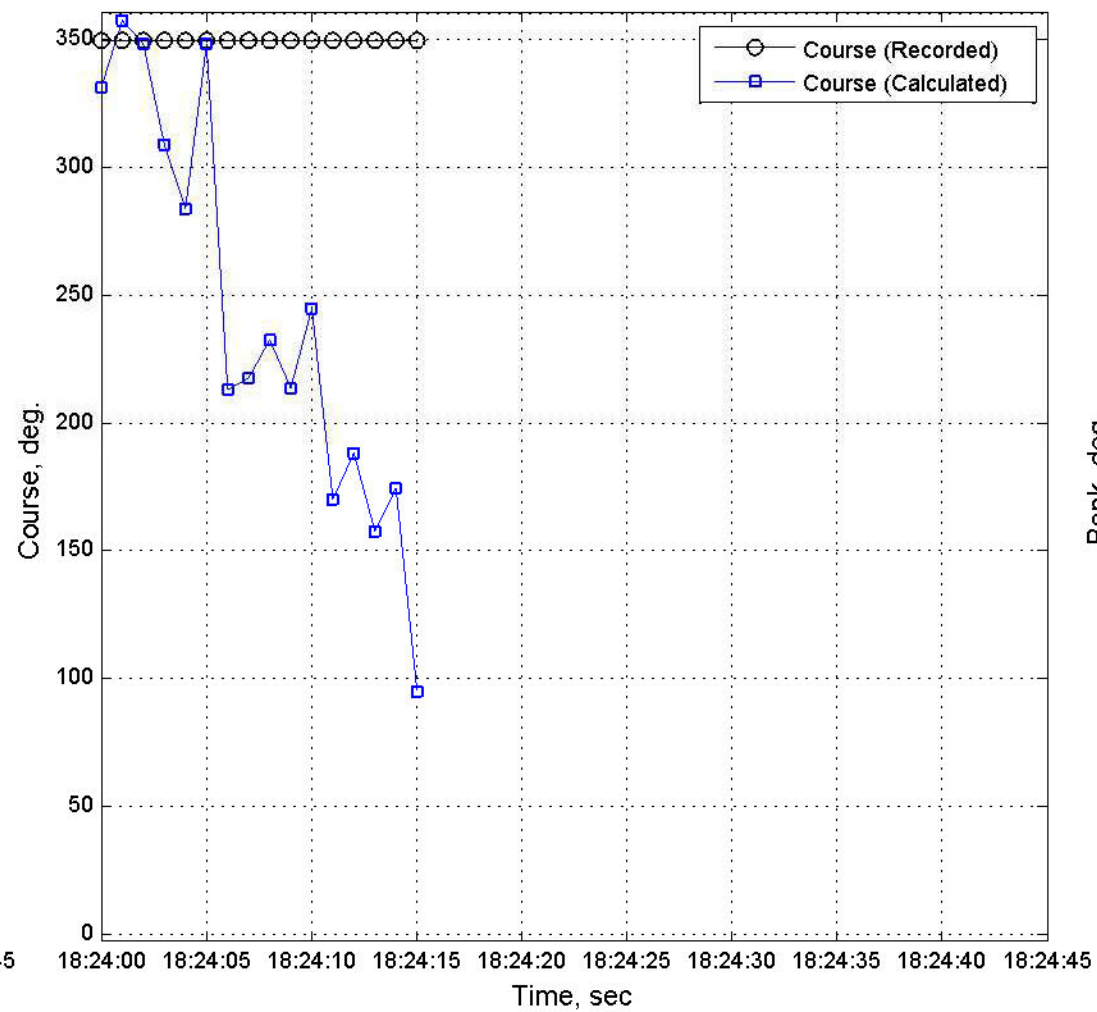
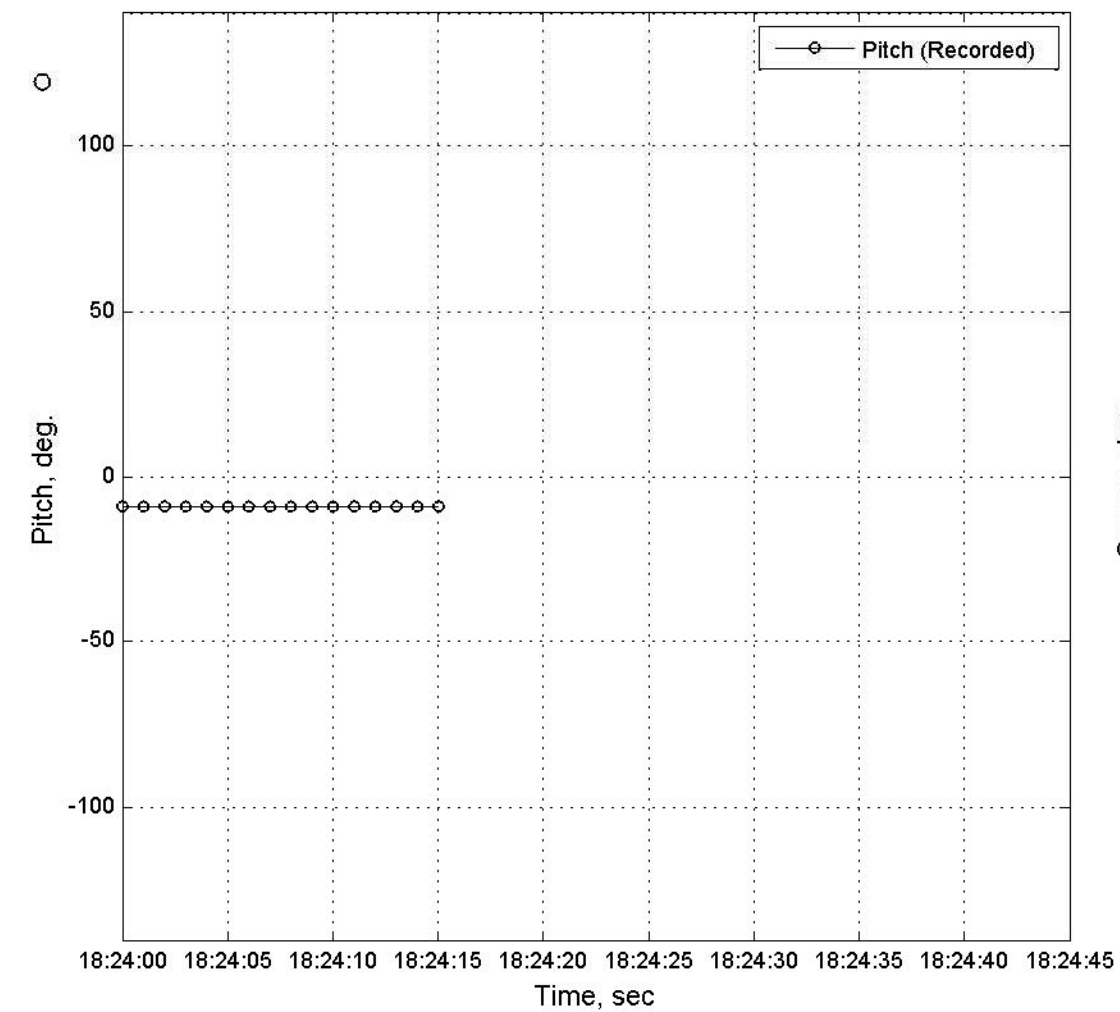
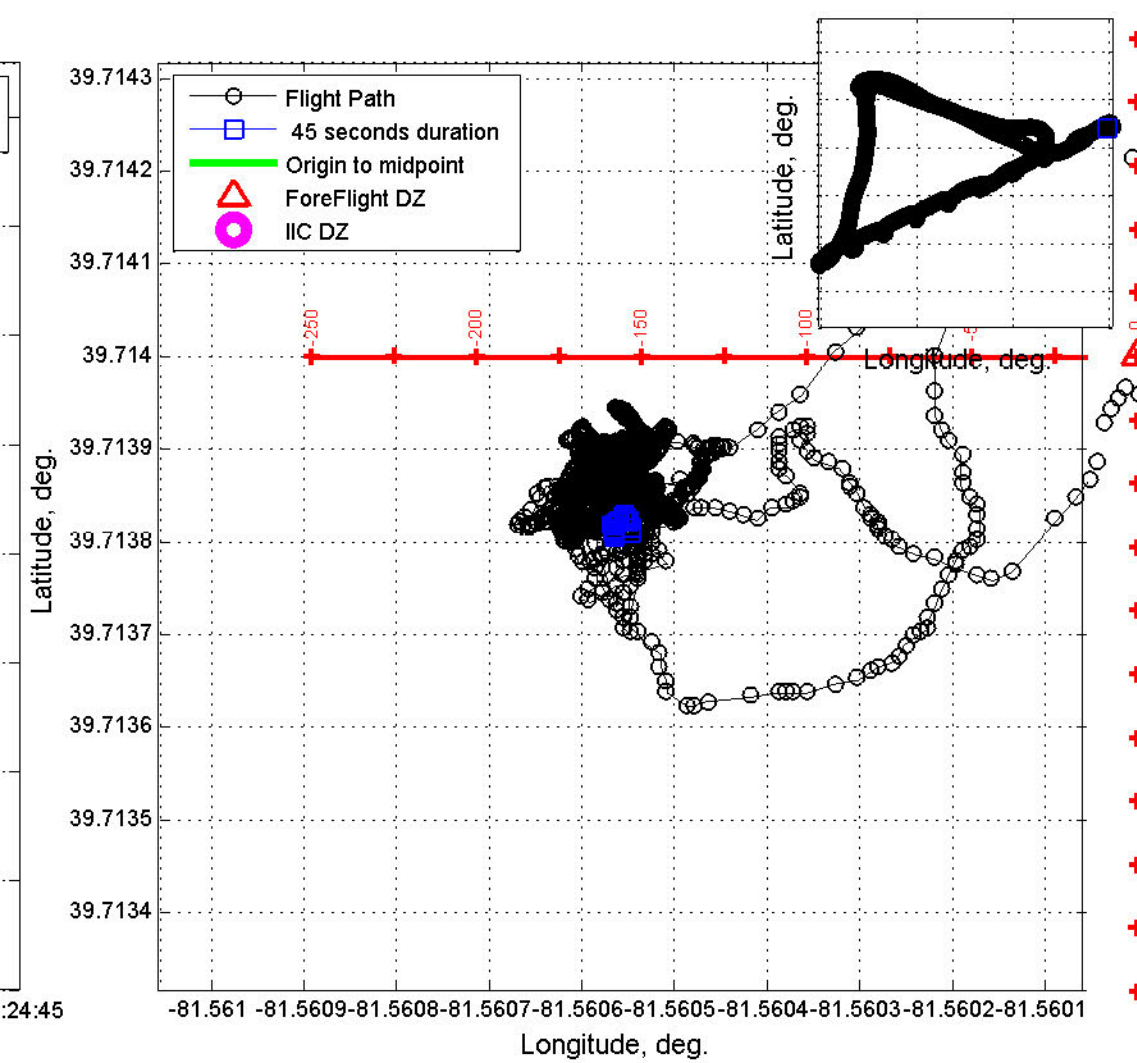
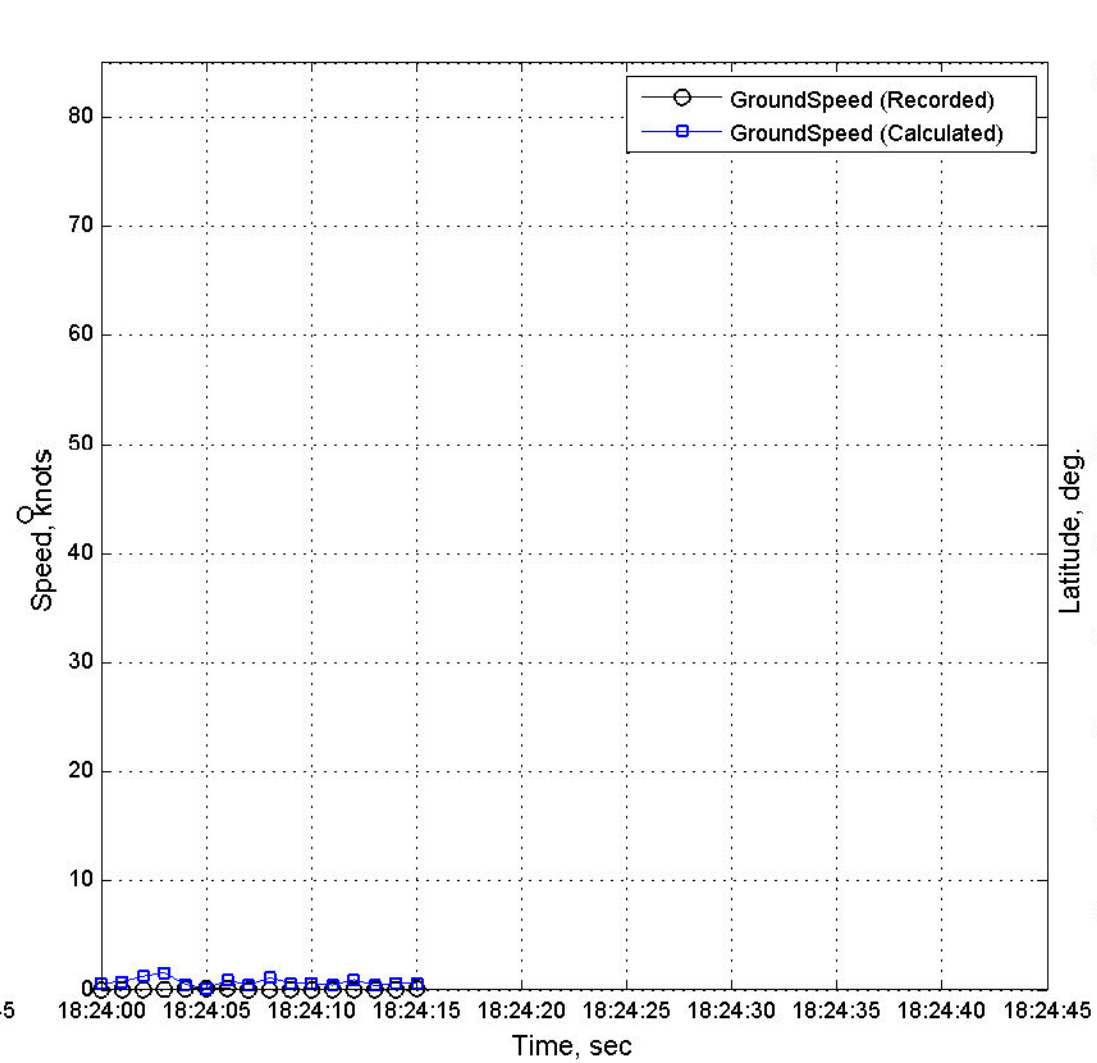
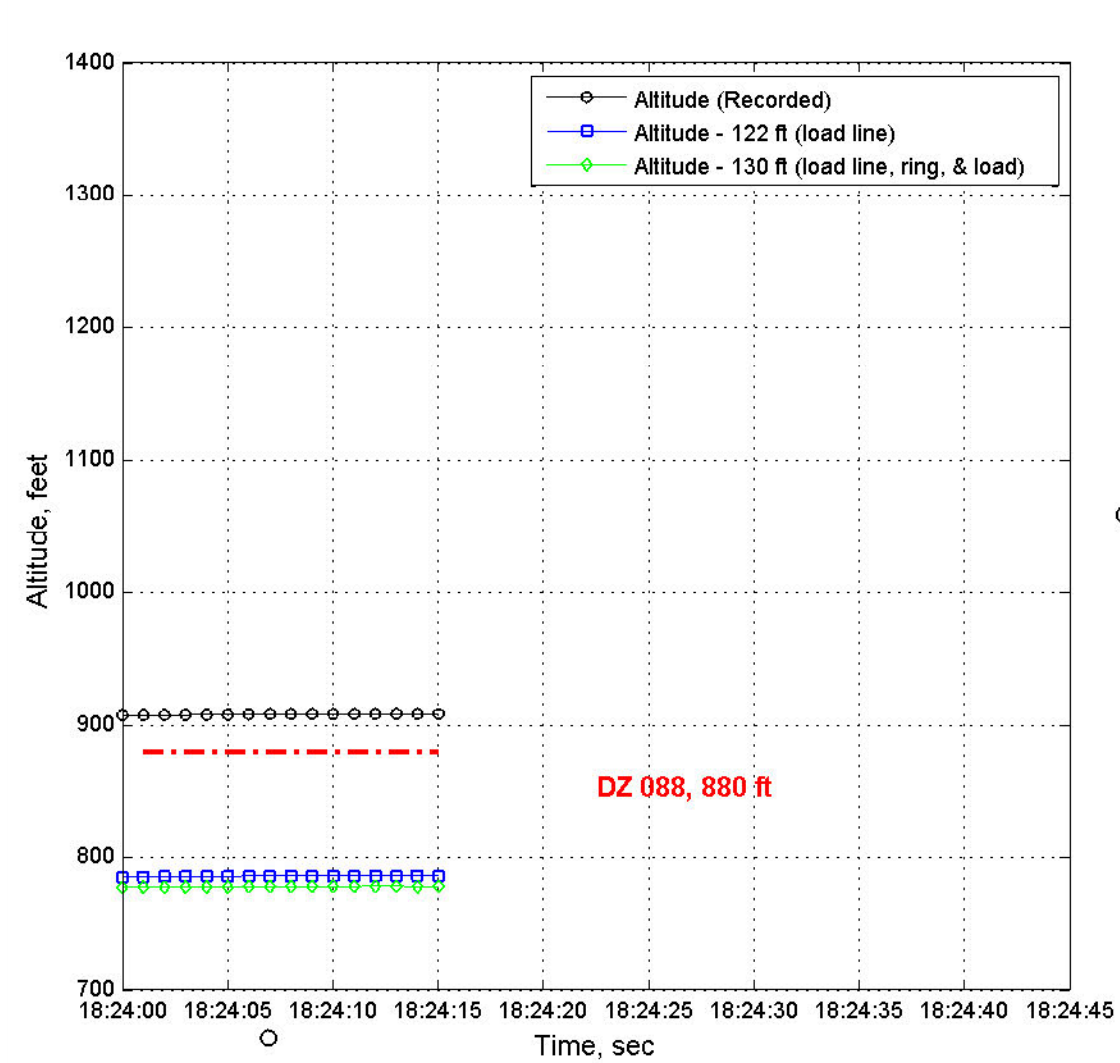












ATTACHMENT 4: AIRCRAFT FLIGHT PATH RECONSTRUCTION

Based on ForeFlight factual evidence

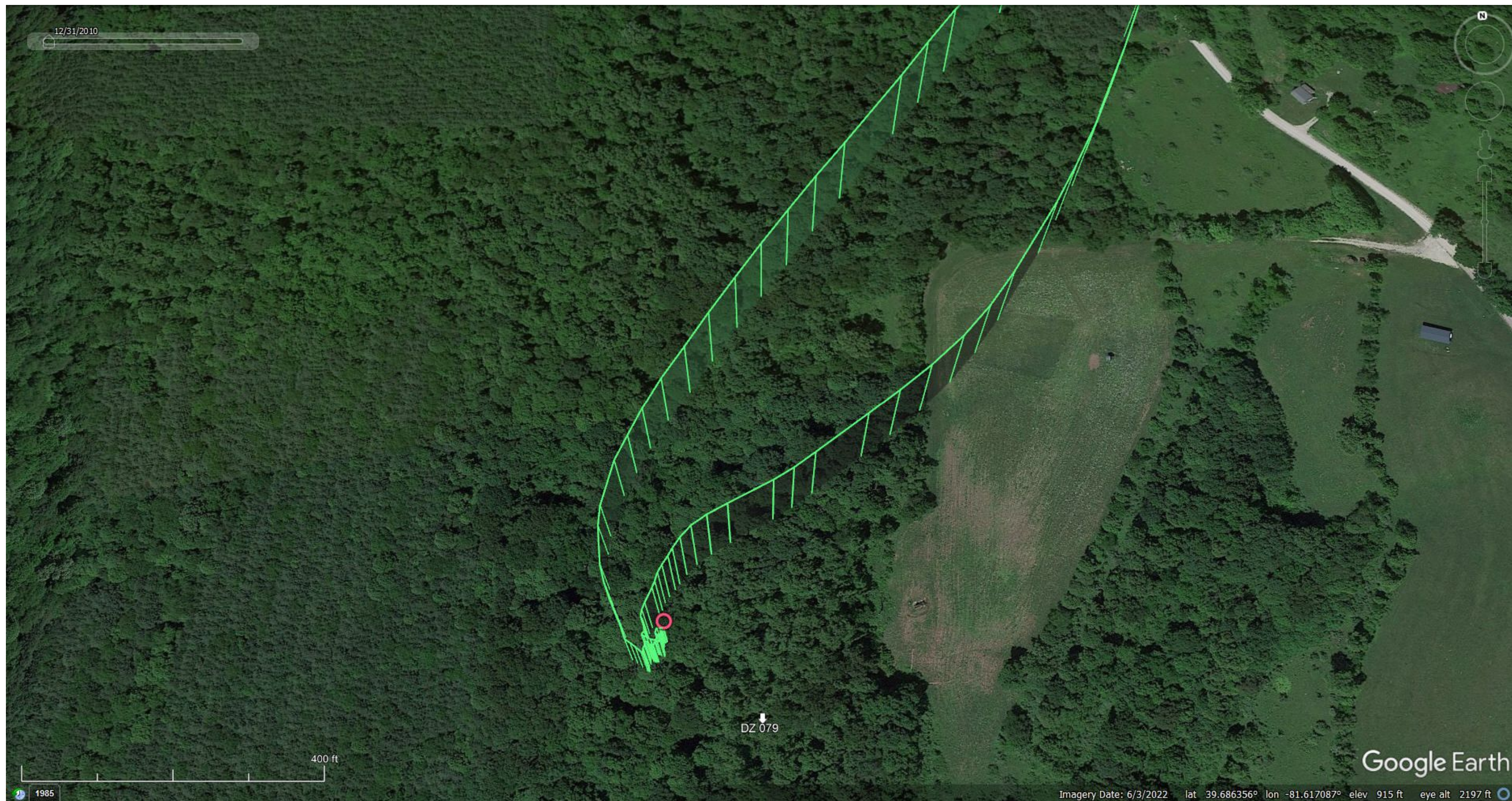


Figure A4.1: Flight path reconstruction (green lines) of N482TJ making clockwise approach to (and departure from) drop zone 079 during the pre-accident flight. Due north is toward the top of the page.



Figure A4.2: Flight path reconstruction (green lines) of N482TJ making clockwise approach to (and departure from) drop zone 080 during the pre-accident flight. Due north is toward the top of the page.



Figure A4.3: Flight path reconstruction (green lines) of N482TJ making clockwise approach to (and departure from) drop zone 081 during the pre-accident flight. Due north is toward the top of the page.



Figure A4.4: Flight path reconstruction (green lines) of N482TJ making clockwise approach to (and departure from) drop zone 082 during the pre-accident flight. Due north is toward the top of the page.

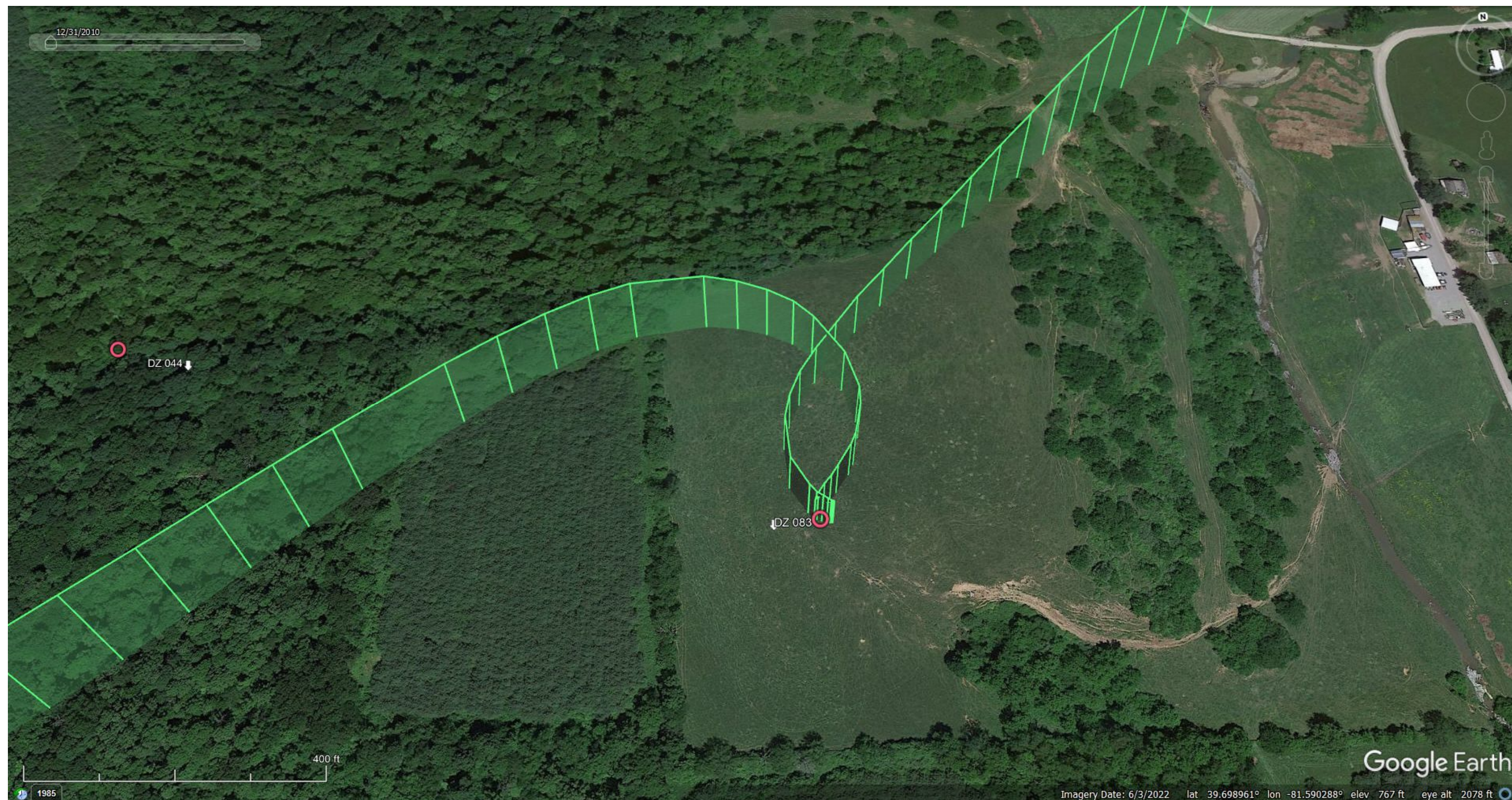


Figure A4.5: Flight path reconstruction (green lines) of N482TJ making clockwise approach to (and departure from) drop zone 083 during the pre-accident flight. Due north is toward the top of the page.



Figure A4.6: Flight path reconstruction (green lines) of N482TJ making clockwise approach to (and departure from) drop zone 084 during the pre-accident flight. Due north is toward the top of the page.

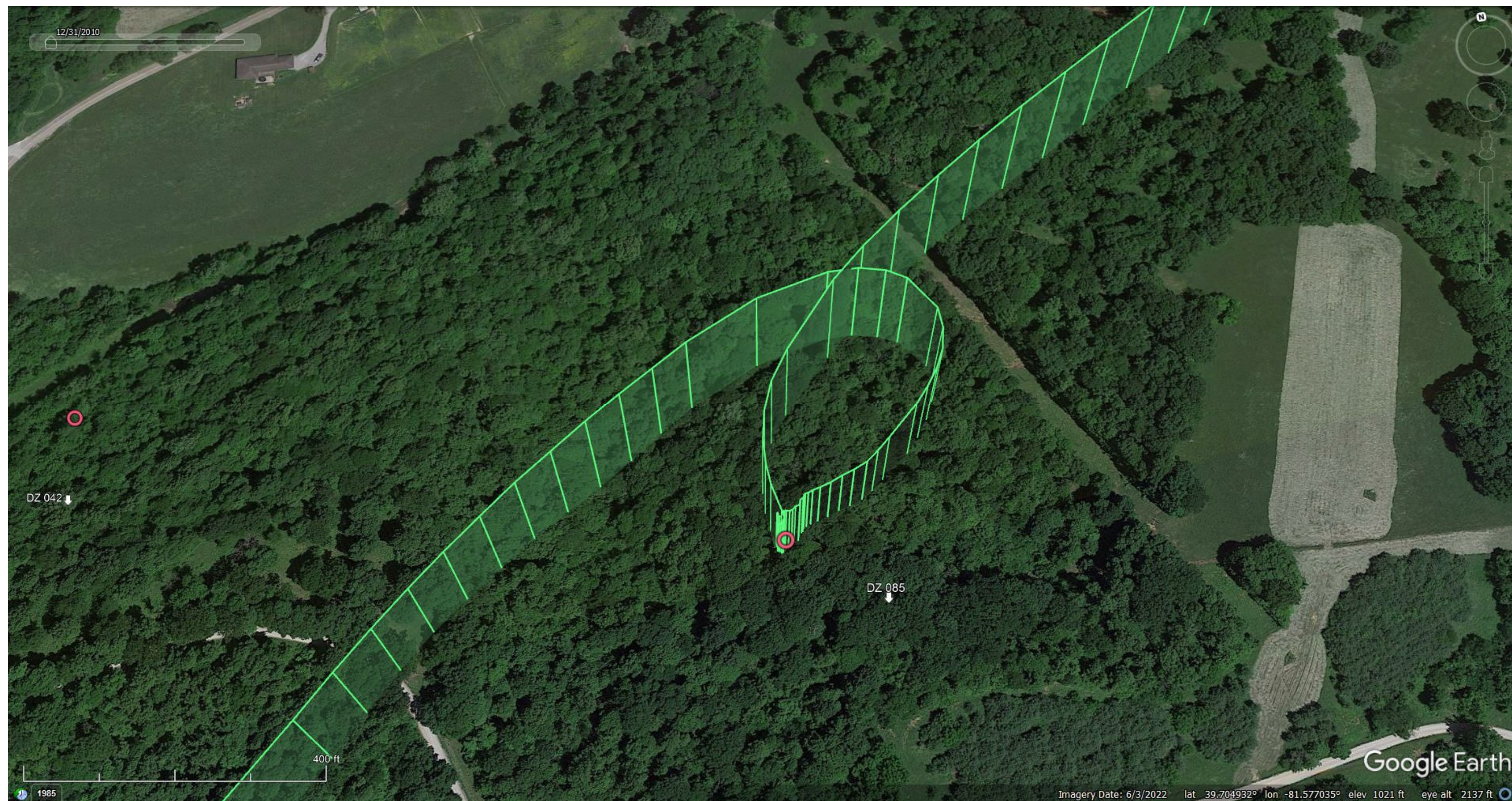


Figure A4.7: Flight path reconstruction (green lines) of N482TJ making clockwise approach to (and departure from) drop zone 085 during the pre-accident flight. Due north is toward the top of the page.

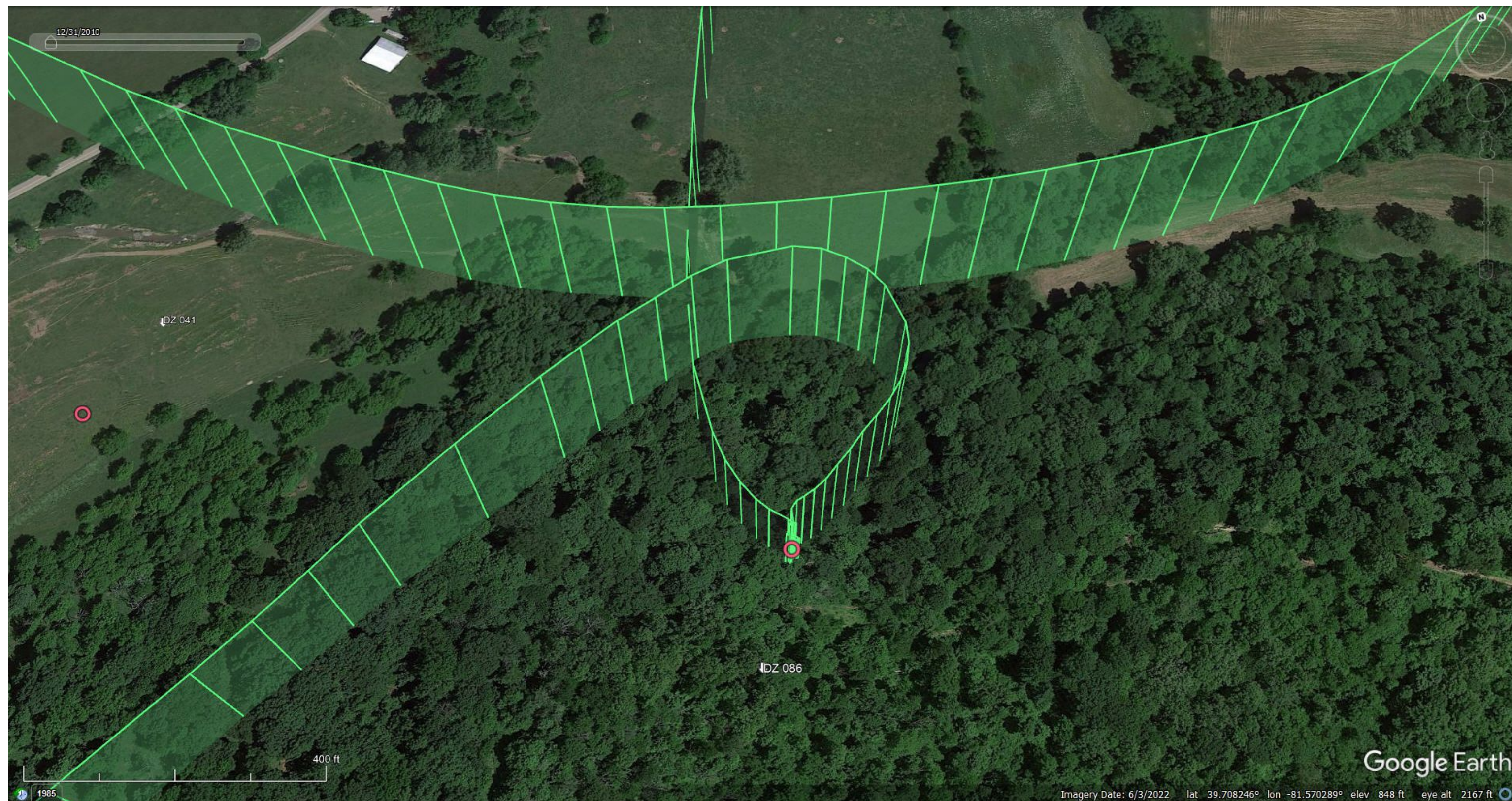


Figure A4.8: Flight path reconstruction (green lines) of N482TJ making clockwise approach to (and departure from) drop zone 086 during the pre-accident flight. Due north is toward the top of the page.



Figure A4.9: Flight path reconstruction (green lines) of N482TJ making clockwise approach to (and departure from) drop zone LZ2. Due north is toward the top of the page.



Figure A4.10: Flight path reconstruction (green lines) of N482TJ making clockwise approach to (and departure from) drop zone 087 during the accident flight. Due north is toward the top of the page.



Figure A4.11: Flight path reconstruction (green lines) of N482TJ making clockwise approach to drop zone 088 during the accident flight, maneuvering, and experiencing an uncontrolled vertical descent and terrain impact. Due north is toward the top of the page.



Figure A4.12: Flight path reconstruction (purple lines) of N482TJ maneuvering near drop zone 088 during the accident flight about 60 seconds prior to experiencing an uncontrolled vertical descent and terrain impact. Due north is toward the top of the page.



Figure A4.13: Flight path reconstruction (blue lines) of N482TJ maneuvering near drop zone 088 during the accident flight about 50 seconds prior to experiencing an uncontrolled vertical descent and terrain impact. Due north is toward the top of the page.



Figure A4.14: Flight path reconstruction (green lines) of N482TJ maneuvering near drop zone 088 during the accident flight about 40 seconds prior to experiencing an uncontrolled vertical descent and terrain impact. Due north is toward the top of the page.



Figure A4.15: Flight path reconstruction (yellow lines) of N482TJ maneuvering near drop zone 088 during the accident flight about 30 seconds prior to experiencing an uncontrolled vertical descent and terrain impact. Due north is toward the top of the page.

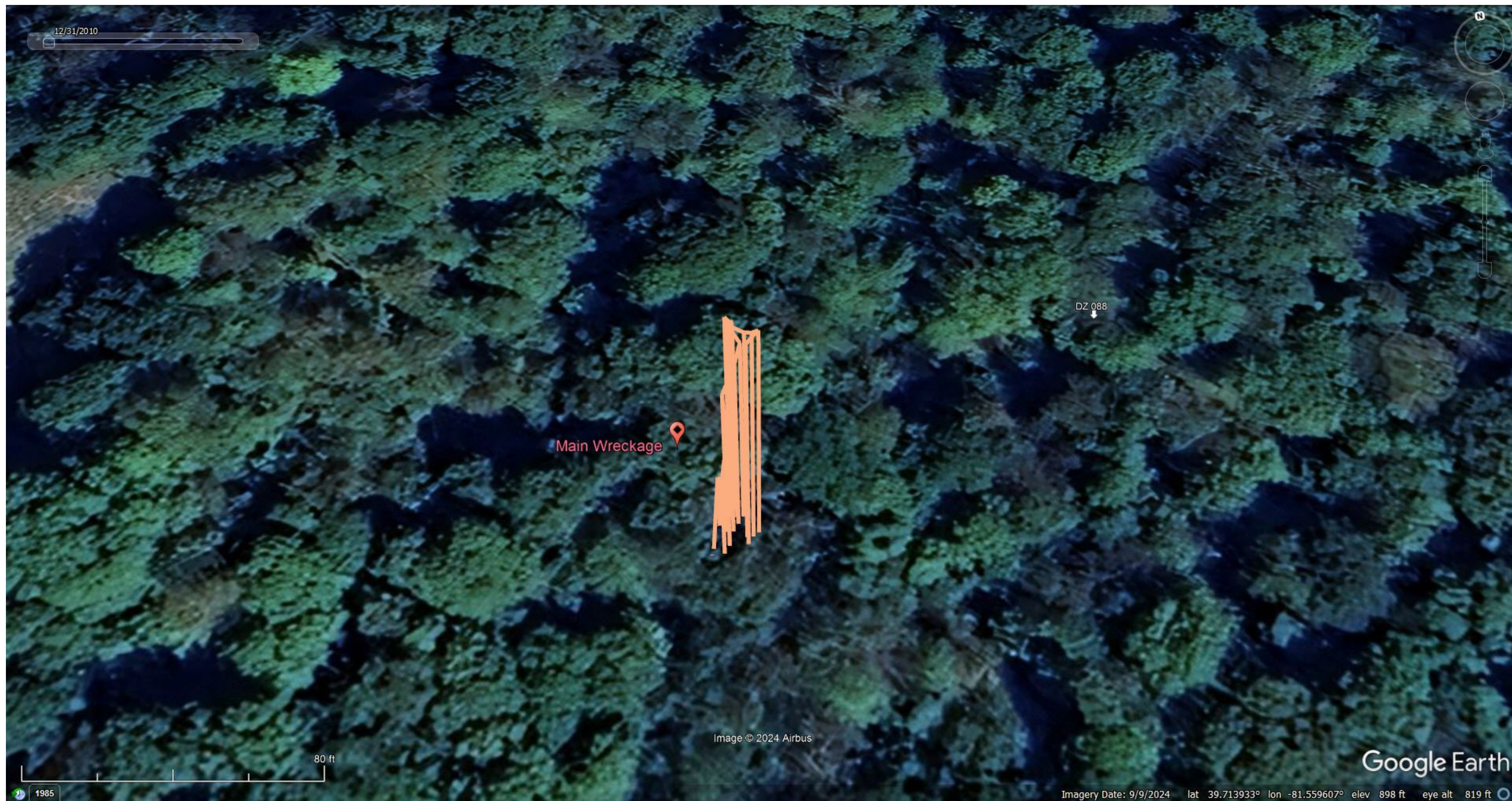


Figure A4.16: Flight path reconstruction (orange lines) of N482TJ maneuvering near drop zone 088 during the accident flight about 20 seconds prior to experiencing an uncontrolled vertical descent and terrain impact. Due north is toward the top of the page.

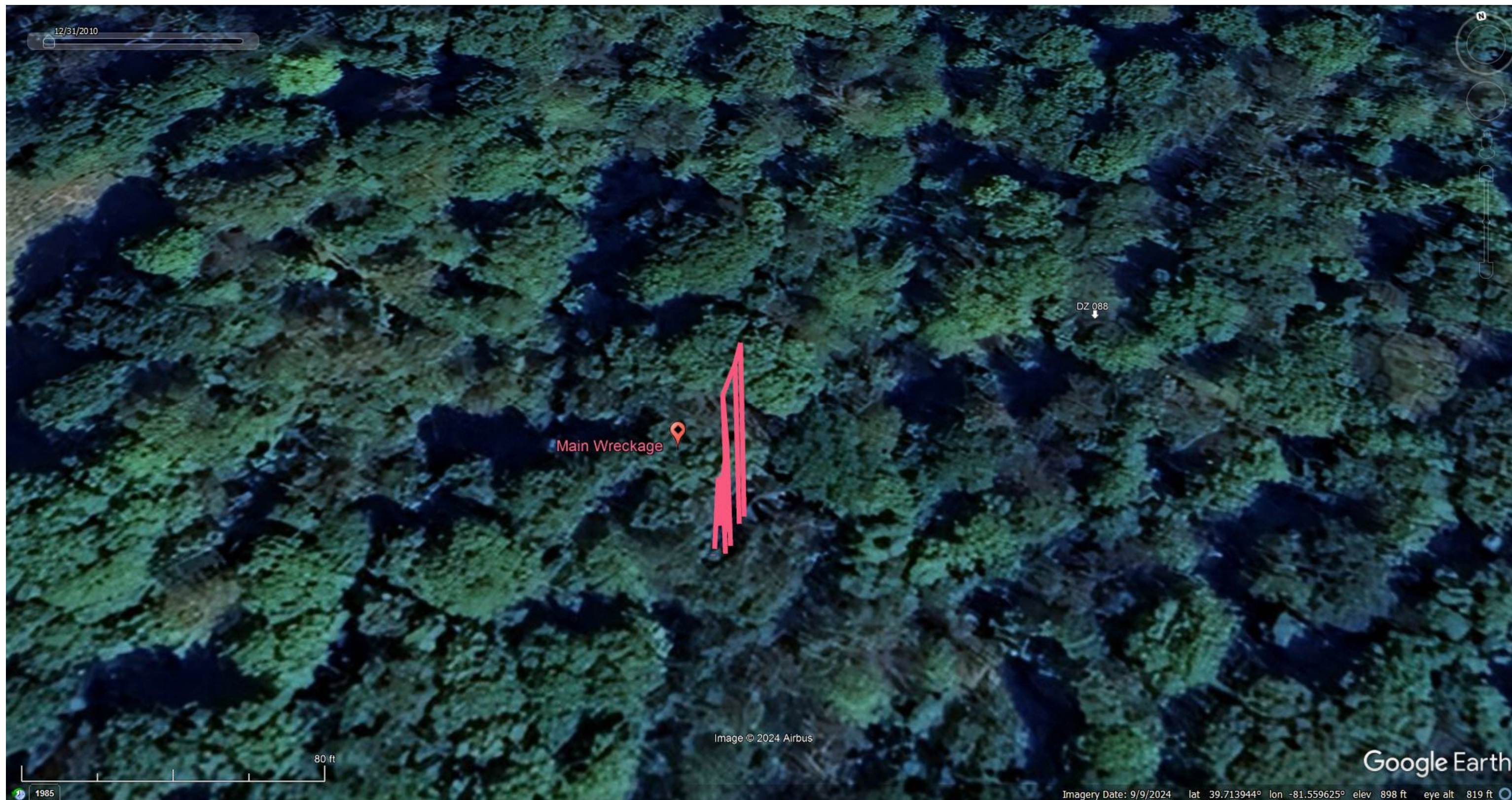


Figure A4.17: Flight path reconstruction (red lines) of N482TJ maneuvering near drop zone 088 during the accident flight about 8 seconds prior to experiencing an uncontrolled vertical descent and terrain impact. Due north is toward the top of the page.

ATTACHMENT 5: AIRCRAFT WEIGHT & BALANCE

Based on operator maintenance and load manifest records
and approved weight & balance procedures

**Aircraft Weighting Record
SKY AVIATION**

Date Weighed: 3-Feb-22	Model: BHT 206L4	Registration: N482TJ	Serial Number: 52174
Weighed By: Sky Aviation Corp. Worland, WY	Performed by: REDACTED	Sign/Number: REDACTED	
As Weighed Configuration: Aircraft weighed with full engine, gearbox(s), and hydraulic oils, unusable fuel onboard (Defueled with aircraft pumps)			

Datum: 55.16" forward of fwd. jack point centerline (1.0" fwd of AC nose)

Weigh Point	Arm	Weight	Tare	Net	Moment	Lateral	
						Arm	Moment
Left Front	55.16	679.00		679.00	37453.64	(16.82)	(11420.78)
Right Front	55.16	633.00		633.00	34916.28	16.82	10647.06
Center (Rear)	204.92	1270.00		1270.00	260248.40		
Totals		2582.00		2582.00	332618.32		(773.72)

	Weight	Arm	Moment	Arm	Moment
Empty Weight Configuration (As Weighed): Totals	2582.00	128.82	332618.32	(0.30)	(773.72)
Survival / First Aid Kit	6.00	157.00	942.00	(12.00)	(72.00)
Additional Food Kit	13.00	145.00	1885.00	8.00	104.00
Contract bag	10.20	145.00	1479.00	8.00	81.60
Covers / Tiedowns	3.50	160.00	560.00		
Fire Shelter	8.00	145.00	1160.00		
Equipped Empty Weight Configuration: Totals	2622.70	129.12	338644.32	(0.25)	(660.12)

Maximum Gross Weight - Internal Loading: 4,450 lbs.
Maximum Gross Weight - External Loading: 4,550 lbs.

Useful Load Empty Wt. Config.	1868.00	(Internal)
Useful Load Empty Wt. Config.	1968.00	(External)
Useful Load Equipped Wt. Config.	1827.30	(Internal)
Useful Load Equipped Wt. Config.	1927.30	(External)

Long. CG Limitations (F.S.)	Gross Weight	Forward	Aft	
	Up to 2800 lbs.	F.S. +118.0		(Internal)
	2800 to 4450 lbs.	F.S. +119.4		(Internal)
	Up to 2900 lbs.		F.S. +128.5	(Internal)
	2900 to 4450 lbs.		F.S. +126.4	(Internal)
	Up to 2800 lbs.	F.S. +118.0		(External)
	2900 to 4550 lbs.	F.S. +119.5		(External)
	Up to 2900 lbs.		F.S. +128.5	(External)
	2900 to 4550 lbs.		F.S. +126.3	(External)

Most Forward C.G.	Weight	Arm	Moment	Arm	Moment
Pilot	170.00	65.00	11050.00	14.00	2380.00
Passenger, Front, Crew	170.00	65.00	11050.00	(11.00)	(1870.00)
Passengers, Mid (2 X 170 lbs.)	340.00	91.00	30940.00		
Passengers, Aft (2 X 170 lbs.)	340.00	129.00	43860.00		
Fuel most Forward (59.9 Gals.)	407.3	117.6	47898.48		
Totals: Empty Weight Configuration	4009.30	119.08	477416.80	(0.07)	(263.72)
Totals: Equipped Weight Configuration	4050.00	119.37	483442.80	(0.04)	(150.12)

Most Aft C.G.	Weight	Arm	Moment	Arm	Moment
Pilot	170.00	65.00	11050.00	14.00	2380.00
Fuel (110.7 Gals.)	719.60	131.70	94771.32		
Aft Passengers (2 X 170 lbs.)	340.00	129.00	43860.00		
Totals: Empty Weight Configuration	3811.60	126.53	482299.64	0.42	1606.28
Totals: Equipped Weight Configuration	3852.30	126.76	488325.64	0.45	1719.88

Scale Certification	Scale Make:	Model:	Aircraft weighed on scales and leveled in accordance with BHT-206L4-MM-2 using a spirit level
3/2/2021	JAWS	M2400-4-10CS	
Load Cell S/N's: SA906385, SA906377, SA906373			

EQUIPMENT LIST - Equipment installed

Registration#: N482TJ	Model: BHT 206L4	SN: 52174	Page: 1 of 3		
Revised/Checked:	Mechanic:	Sign:	Lisc. #REDACTED		
3-Feb-22	REDACTED				
Part Number	Item Description	Weight	Arm	In	Out
	Aircraft: As Weighed	2582.0	128.82		

INDICATORS

206-070-263-101	Altimeter	1.4	37.0	x	
RAD-40	Radar ALT Display	0.6	36.0	x	
206-075-725-001	Airspeed	0.9	38.0	x	
206-075-681-123	Dual Tach	2.3	37.2	x	
206-075-682-107	N1 Tach	1.0	37.4	x	
206-075-676-119	Fuel Press & Loadmeter	1.0	37.4	x	
206-063-633-103	Fuel Quantity	0.8	37.4	x	
206-075-739-113	Torque	0.6	38.0	x	
206-375-007-103	T.O.T.	1.0	37.1	x	
206-075-677-103	Eng Oil Press & Temp	1.0	36.9	x	
MC-NS5/A	Mag Compass	0.7	33.1	x	
M800-6-BATT	Clock	0.2	39.6	x	
206-075-678-107	Trans Oil Press & Temp	1.0	37.1	x	
75-0285-17	Master Caution Panel	2.0	39.1	x	
206-062-200-113	Starter/Generator	20.7	165.8	x	
RG 222	Battery (Concorde Sealed)	36.3	15.8	x	

LIGHTING

A470-D-R	Strobe Light	0.4	392.0	x	
A490A, TS-DF	Strobe Power Supply	1.5	185.8	x	
206-075-303-001	Landing Light (2)	1.6	12.0	x	
A-2064-1683	Tail Light	0.2	398.6	x	
AN3033-12	Position Light L/H	0.3	284.9	x	
AN3033-13	Position Light R/H	0.3	284.9	x	
90-004-4	Map Light	0.6	79.0	x	

SAFETY BELTS

222-320-823-119	Pilot	2.2	70.0	x	
222-320-823-119	CoPilot/Fwd Passenger	2.2	70.0	x	
206-072-841-113	Mid Passenger, L/H	1.7	87.0	x	
206-072-841-113	Mid Passenger R/H	1.7	87.0	x	
206-072-841-111	Aft Passenger L/H	1.8	138.0	x	
206-072-841-115	Aft Passenger Center	1.6	138.0	x	
206-072-841-111	Aft Passenger R/H	1.8	138.0	x	

Misc. Equipment

BHT-206L4-FM-1	Flight Manual	3.1	36.0	x	
600W	Fire Extinguisher	2.6	75.0	x	

Doors

Manuf.	Aircraft Door - LH Front	14.0	62.0	x	
Manuf.	Aircraft Door - RH Front	14.0	62.0	x	
Manuf.	Aircraft Door - LH Rear	18.5	120.0	x	
Manuf.	Aircraft Door - RH Rear	18.5	120.0	x	

OPTIONAL EQUIPMENT

STC# SR00898SE	Load Cell Indicator	0.5	38.0	x	
STC# SR00033DE	Paravion Cargo Mirror	2.1	32.6	x	

EQUIPMENT LIST - Equipment installed (Cont.)

Registration#: N482TJ	Model: BHT 206L4	SN: 52174	Page: 2 of 3		
Revised/Checked:	Mechanic:	Sign:	Lisc. #REDACTED		
3-Feb-22	REDACTED				
Part Number	Item Description	Weight	Arm	In	Out
OPTIONAL EQUIPMENT (Cont.)					
STC# SH3319NM	Precise Flight Pulse Light	18.0	1.0	x	
STC# SR00898SE	Cargo Hook w/ Load Cell	12.5	122.9	x	
206-706-043-101	Soundproofing	14.2	116.4		x
206-706-127-113	Dual Controls (sticks)	3.5	47.8		x
206-706-141-103	Bleed Air Heater	15.0	102.5	x	
STC# SH3887NM	Defroster Kit	2.3	50.9	x	
STC# SR00180SE	FDC Aero Filter	18.0	139.7	x	
206-706-323-107	Flight Instruments	10.2	38.5	x	
STC# SR00513AT	Tail Rotor Pedal Lock-out Kit	Negl.		x	
206-706-502-101	Rotor Brake	13.9	130.6	x	
206-706-504-105	High Skid Gear	101.0	107.0	x	
206-898-876-101	Crew Seat	7.8	71.0	x	
STC# SH1322SO	Flight Step Left	14.5	113.5		x
STC# SH1322SO	Flight Step Right	14.5	113.5		x
STC# SR00103SE	ADC Oil Filter	4.5	185.5	x	
STC# SH1173SO	Bristol WSPS	16.4	33.5	x	
STC# SH1173SO	Lower WSPS extension	0.5	5.0	x	
Fabricated / 337	Snow Pads (Locally Fabricated)	36.0	168.0		x
STC# SH1031NE	Dart (Bear Paw) Snow Pads	13.0	157.0		x
Paravion	Snow Deflectors	4.9	130.0		x
206-031-370-005/6	Forward step assembly	2ea. = 4.0	61.0		x
206-031-370-007/8	Aft step assembly	2ea. = 4.0	122.5		x
206-149-001	Rappelling Kit, LH mtd. (Permanent)	0.5	122.5	x	
206-149-001	Rappelling Kit, LH Plate (Removeable)	1.75	122.5	x	
70202-01	AERO Flight Step/Cargo Basket Provisions	19.9	113.3		x
69810-01	AERO Flight Cargo Basket	45.0	114.1		x
80010-7475	AERO Design Detachable Flight Step	8.2	114.1		x
62302-01	AERO Design Auxilliary step (RH side, pilot)	1.0	68.6		x
	Cineflex Camera	68.0	4.0		x
	Airfilm G-1 Camera Mount	7.2	1.5		x
Sky Av.	Survival and first aid kit	6.0	157.0		x
Sky Av.	Emergency food kit	13.0	145.0		x
Sky Av.	Contract Publications Bag	10.2	145.0		x
Sky Av.	AC Covers and Tiedowns	3.5	160.0		x

EQUIPMENT LIST - Equipment installed (Cont.)

Registration#: N482TJ	Model: BHT 206L4	SN: 52174	Page: 3 of 3		
Revised/Checked:	Mechanic:	Sign:	Lisc. #REDACTED		
3-Feb-22	REDACTED				
Part Number	Item Description	Weight	Arm	In	Out

AVIONICS

AM142F	NAT AM142F Audio Panel	2.3	38.0	x	
#1 FM Radio	TDFM 136B	3.5	38.0	x	
FM belly mounted	Comat 292-3 FM antenna	0.5	50.0	x	
G430	Garmin 430	6.5	38.0	x	
KX 196A	Bendix King KX 196A	2.8	38.0	x	
GTX335	Garmin GTX 335	3.1	38.0	x	
GA 56	Garmin GA 56 GPS Antenna	0.2	86.0	x	
CI 405	CI 405 GPS Antenna	0.2	86.0	x	
NY-146	BFG NY-146 Antenna	1.0	199.0	x	
CI 122	Comat CI 122 VHF Antenna	0.8	78.0	x	
CI 122	Comat CI 122 VHF Antenna	0.8	78.0	x	
Wulfsberg ME406HM	Emergency Locator Transmitter	2.1	34.0	x	
RA-4000	Radar Alt	1.9	136.8	x	
S67-2002	RAD ALT ANT W/MOUNT	1.4	222.2	x	
S67-2002	RAD ALT ANT W/MOUNT	1.4	243.4	x	
Rar ALT Coaxs	Rar ALT Coaxs	0.3	179.0	x	
	ELT Antenna	0.5	207.0	x	
FM belly mounted	Comat 292-3 FM antenna	0.5	50.0	x	
#2 FM Radio	TDFM 136B	3.5	37.4	x	
Gardian Map trax	Skytrack	1.5	22.0	x	

From Sky Aviation Records (Aircraft Weighing Record and Basic Weight and Balance Record)	
All values in lbs.	
2622.7	Empty Weight
170	Pilot (General Weight)
394	Fuel (Estimate @ T/O)
3186.7	Internal Weight @ T/O
940	External Load
4126.7	Weight w/external load @ time of accident.
External Load	940
Fuel	394
Max Gross Wt (External)	4550

ATTACHMENT 6: BELL 206L4 HOVER PERFORMANCE CAPABILITY

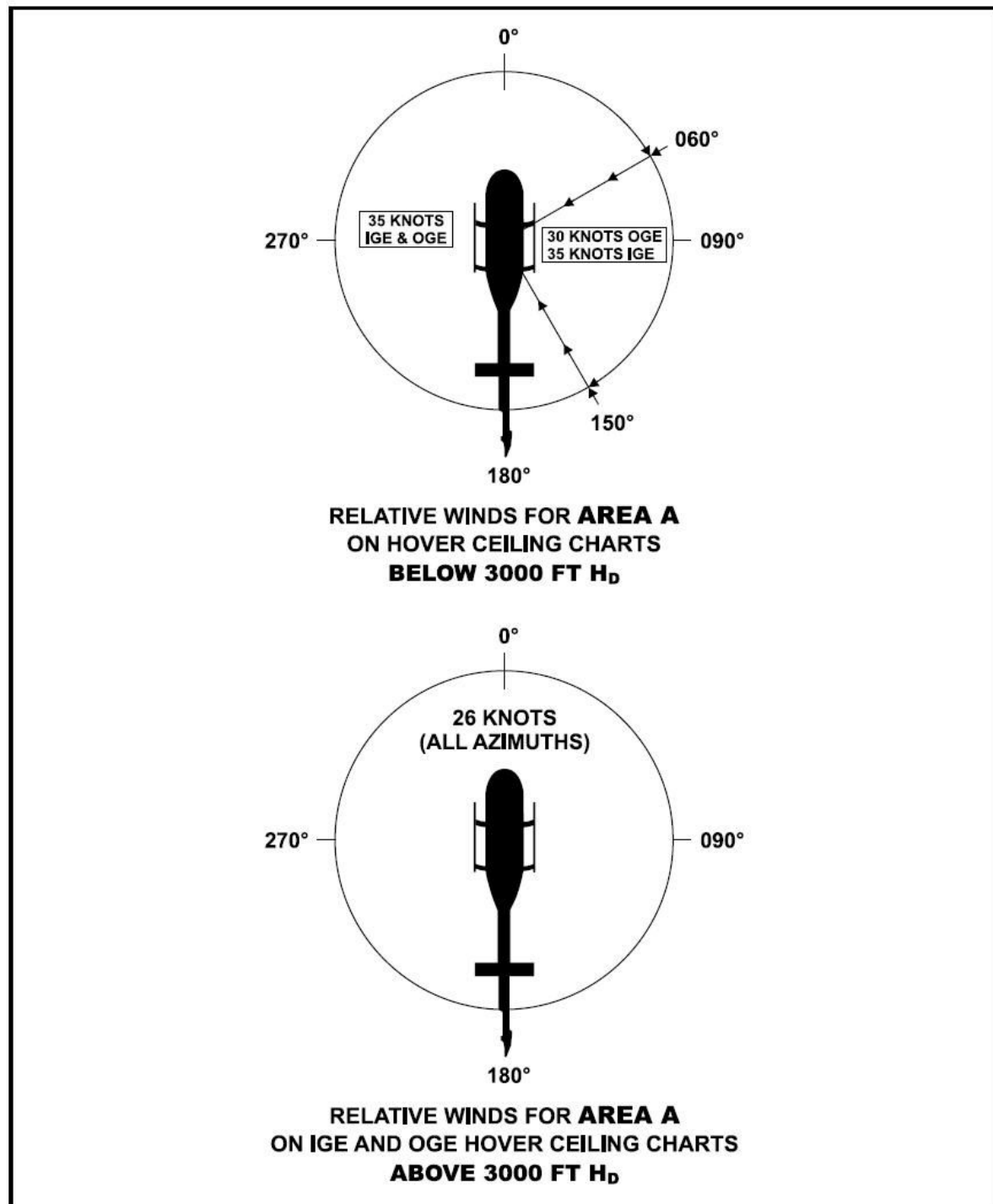


Figure 4-5. Maximum Safe Relative Winds (Sheet 1 of 2)

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Figure A6.1: TBD text

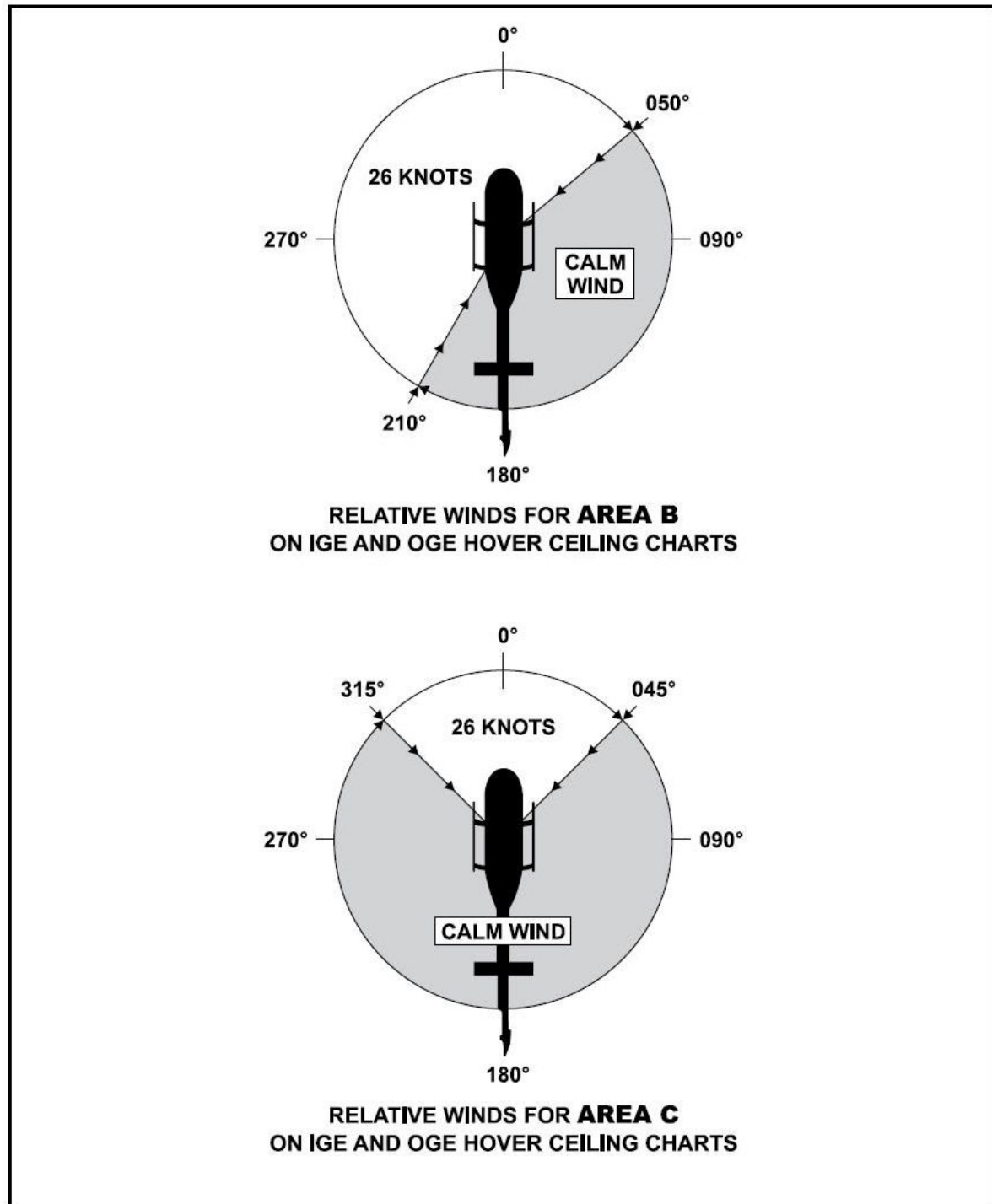


Figure 4-5. Maximum Safe Relative Winds (Sheet 2 of 2)

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Figure A6.2: TBD text

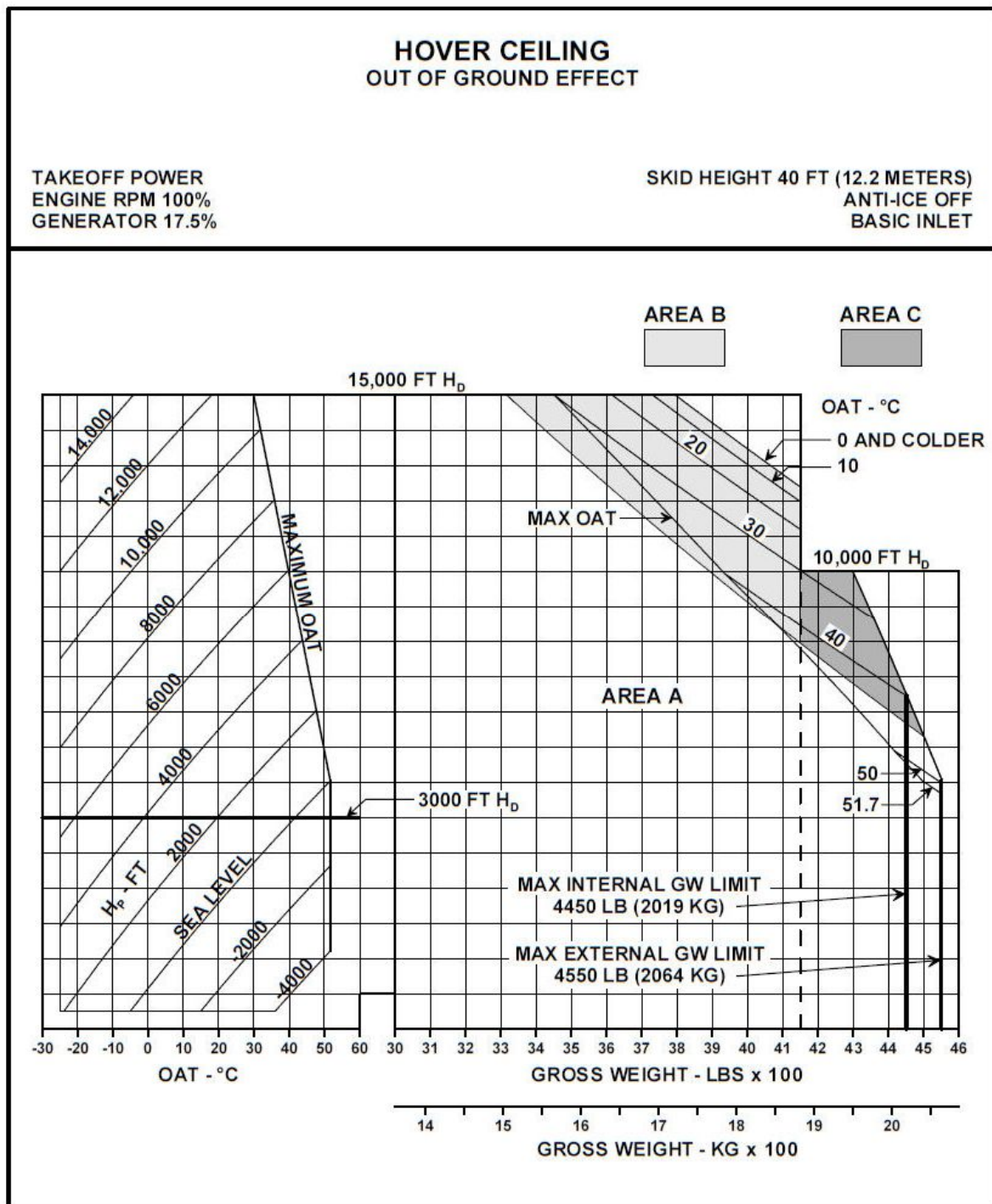


Figure 4-7. OGE Hover Ceiling (Sheet 1 of 2)

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Figure A6.3: TBD text

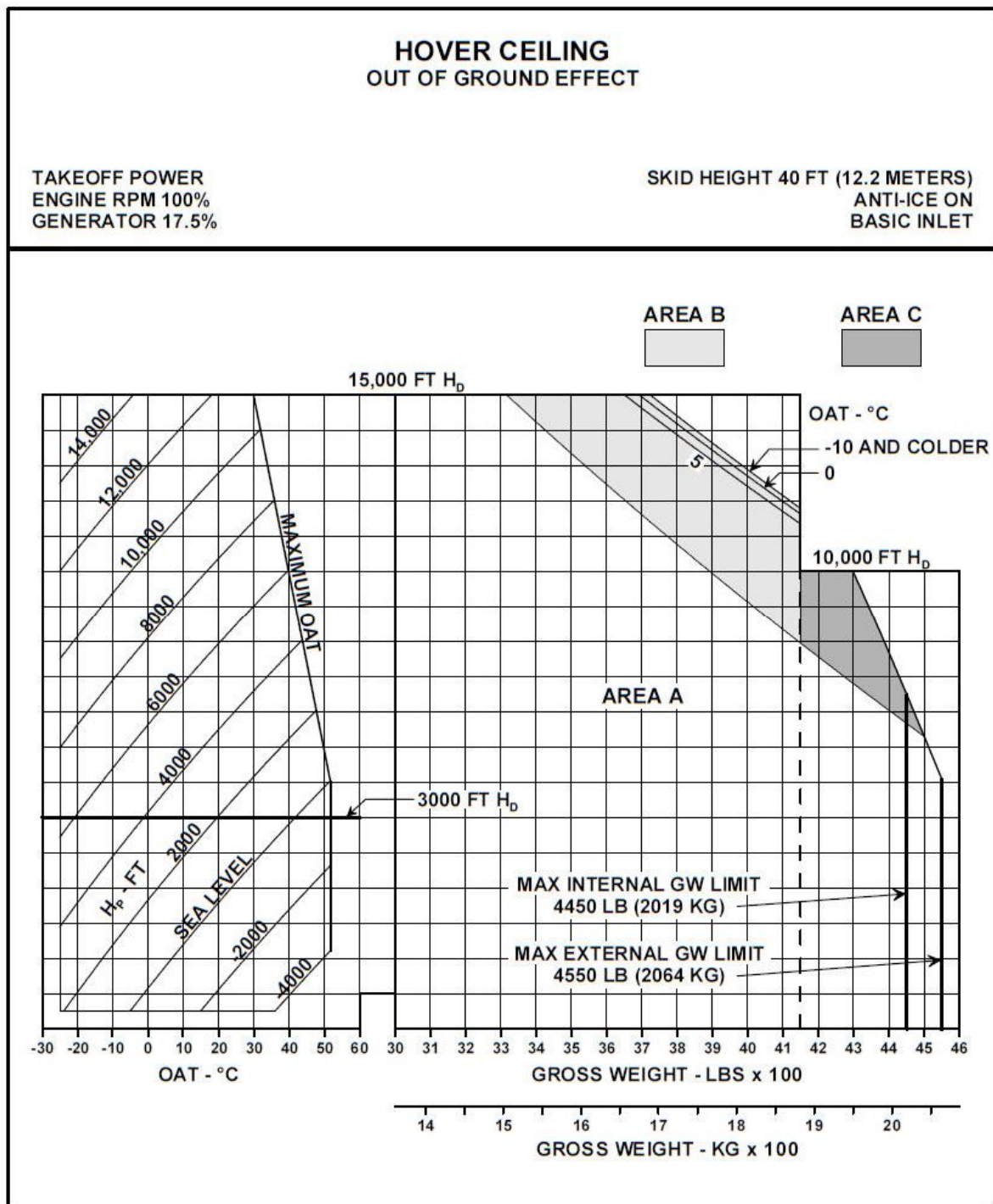


Figure 4-7. OGE Hover Ceiling (Sheet 2 of 2)

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Figure A6.4: TBD text