

MALLARD

LOADING CHART

Airplane Weighing Data:

Date Weighed - 10-1-86

Hull sta. 203.38

86.48"
M.A.C. (projected)

Hull sta. 233.647

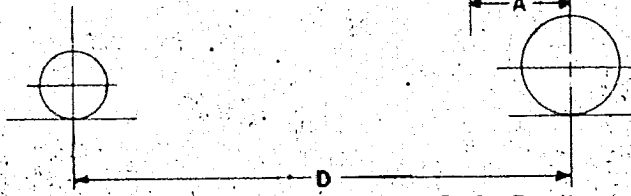
3027"
L.E.M.A.C.

Plumb line dropped from rear face of main beam which is \perp centerline of airplane & keel line.

C = 3.85 ins. (3.85" approx.)
 D = 177.87 ins. (177.50" approx.)

NOTE:-

Fore & Aft level lugs located in left wheel pocket accessible from ground. Spanwise level lugs mounted on fwd. face of bulkhead at Sta. 428.



Reactions	Scale Reading	Tare	Corrected Reading
Right Wheel - W_R	4104		4104
Left Wheel - W_L	4109		4109
Nose Wheel - W_N	815		815
	<u>9022</u>		<u>9022</u>

A = C.G. (ins.) forward of centerline Main Wheels = $W_N \times D$

$$\frac{W_R + W_L + W_N (\text{Corrected})}{9022} = \frac{815 \times 177.87}{9022} = 16.07$$

B = C.G. (ins.) fwd. of Rear Face Main Beam = $A - C = 16.07 - 3.85 = 12.22$

C.G. inches aft of Reference Datum = $233.65 - B = 233.65 - 12.22 = 221.43$

CORRECTION FOR MISSING ITEMS

	Weight	Arm	Moment
Airplane as Weighed	9022	221.43	1997741
Add'l Trapped Fuel in Flight	+30	220	6600
Ash Trays	6	230	1380
Wash Water (4 Gals.)	33.3	390	12987
Console Table	5.8	425	2465
Divan Cushions	28.5	188	5358
Divan Pillows	8.6	188	1617
Remove: Slip Covers	-18.5	222.8	-4122

Empty Weight 9145.7 222.04 2024026

Empty Wt. C.G. = $\frac{222.04 - 203.38}{86.48} \times 100 = 21.58$ M.A.C.

Witnessed: *Henry Smith*
 C.A.A. Inspector

9-3-46

5012-5000-12-42