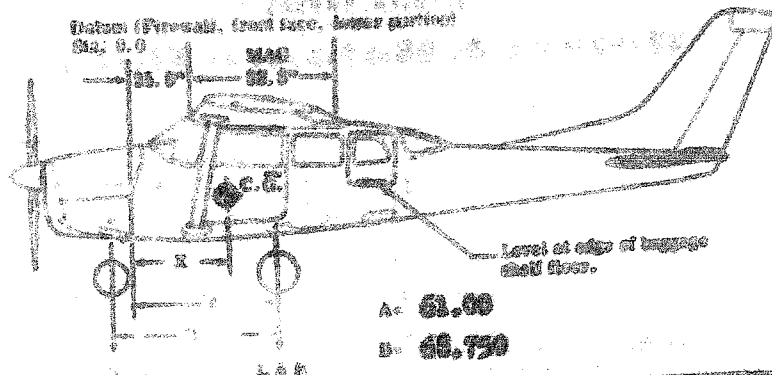


WEIGHT & BALANCE DATA

MODEL 210C



Scale Position	Scale Reading	Tare	Symbol	Net Weight
Left Wheel	606	0	L	606
Right Wheel	595	0	R	595
Nose Wheel	760	0	N	760
Aircraft Empty Weight (As Weighed)			W	1951

$X = \text{ARM} = \frac{(A) - (N) \times (B)}{W}$

$X = \text{ARM} = \frac{(51.00) - (760) \times (48.750)}{1951} = 34.2 \text{ inches}$

WEIGHING PROCEDURE

1. Preparation:
  - a. Inflate tires to recommended operating pressures.
  - b. Remove all wing tank and accumulator tank drain plugs to remove all fuel.
  - c. Remove oil sump drain plug to drain all oil.
2. Levelling:
  - a. Place scales under each wheel (1000<sup>lb</sup> min. capacity for scales).
  - b. Deflate nose tire to center bubble on level (See Diagram).
3. Weighing:
  - a. With the airplane level and brakes released, record the weight shown on each scale. Deduct the tare, if any, from each reading.
4. Measuring:
  - a. Obtain measurement "A" by measuring horizontally (Along A/C C) from a line stretched between the main wheel centers to a plumb bob dropped from the firewall.
  - b. Obtain measurement "B" by measuring horizontally from center of nose-wheel axle, left side, to a plumb bob dropped from the line between the main wheel centers. Repeat on right side and average the measurements.
5. Completing the Form:
  - a. Using weights from (3) and measurements from (4) the airplane weight and C.G. can be determined.
  - b. Obtain licensed empty weight by adding weight and moment of unusable fuel (see other side) to airplane empty weight and moment.

MAX GROSS WT. 3000 lbs      J.R. Madson ACP1594711  
 weighed 9/20/2015      FUEL drained      OIL FULL 12 QTS