Your W&B

	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
2		**WEIGHT AND BALANCE**													
3		---Weighing Procedures---													
4															
5															
6	1	Date:	05/08/05												
7	2	Aircraft Type:	KR2S												
8	3	Owner's name:	Mark Langford												
9	4	DATUM: (Location-Wing LE or--?)	back of prop hub (which is 28.375" in front of firewall measured at top of hul												
10															
11			Scale					C of G		**Flight Conditions:**				**C of G**	
12	5	**Measured Weights**	Reading	Tare	Weight	STA	Moment	Location				**Moment**	**Weight**	**Location**	
13		Left wheel			367.0	47	17,249.00			Fuel Tank #1	Fuel Tank #2				
14		Right wheel			353.0	47	16,591.00			Full	Full	68,734	1200	57.3	
15		Nose or tail wheel			12.0	186	2,227.56			Full	Empty	65,491	1153	56.8	
16															
17	6	**Totals: aircraft enpty weight**			732		36,068	49.3		Empty	Full	65,491	1153	56.8	
18										Empty	Empty	62,248	1106	56.3	
19															
20	7	STA and weight for the major stuff:	Gallons												
21		ballast	0	----------	0	171	-								
22		--Fuel Tank #1 (No. of gallons & STA):	7.5	----------	47	69	3,243								
23		--Fuel Tank #2 (No. of gallons & STA):	7.5	----------	47	69	3,243								
24		--Pilot:	----------	----------	147	70	10,290								
25		--Passenger	----------	----------	227	70	15,890								
26		--Baggage	----------	----------		88	-								
27															
28		**Totals: aircraft Weight & Balance)**			1,200		68,734	57.3							
29															
30															
31		range with pilot and empty to full fuel is 16.4% - 19.8%, out of 15% - 30% chord allowable													
32		add 227 lb passenger to get to 1200lb gross and 26% chord. Total range 4.5" or less than 10%													
33		at 1200 lb gross weight, fuel shift is only 1" full to empty, moving forward													
34															