



WEIGHT AND BALANCE REPORT

FORM LAA/WB (IMPERIAL)
Date: APRIL 2009

Aircraft Type _____ Serial No. _____ Reg _____

Datum _____ Levelling Reference _____

CofG: Fwd Limit _____ inches. Aft Limit _____ inches. *Fwd/Aft of datum
(Delete as required)

MTOW _____ lbs Max Empty Weight _____ lbs (Microlights only)

Cockpit placards regarding loading limitations _____

EMPTY WEIGHT CALCULATIONS

| ITEM | SCALE READING (lbs) | CORRECTION (lbs) | NET WEIGHT (lbs) | ARM (inches) | MOMENT (lb.inches) |
|---------------------|------------------------|---------------------|---------------------|---------------------|-----------------------|
| LEFT WHEEL | | | | | |
| RIGHT WHEEL | | | | | |
| NOSE/TAILWHEEL | | | | | |
| LESS USABLE FUEL | | | - | | |
| EMPTY WEIGHT | | | | TOTAL MOMENT | |

EMPTY CofG = $\frac{\text{TOTAL MOMENT}}{\text{EMPTY WEIGHT}}$ = _____ = _____ inches *Fwd/Aft of Datum
(Delete as required)

BALLAST AND OPTIONAL EQUIPMENT INSTALLED AT TIME OF WEIGHING

(For example: Fixed ballast, Ballistic parachute, Fire Extinguisher, First Aid Kit etc.)

| ITEM | TYPE | WEIGHT | ARM | MOMENT |
|------|------|--------|-----|--------|
| | | | | |
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| | | | | |

Aircraft Weighed By: _____

Scales Calibration Date: _____

Supervising LAA Inspector: _____
Or Licensed Engineer

Signature: _____

LAA Inspectors Number: _____
Or CAA Approval No.

Date of Weighing: _____

Next Weighing due: _____

IT IS MANDATORY THAT MICROLIGHTS ARE RE-WEIGHED AT INTERVALS NOT EXCEEDING 5 YEARS.
IT IS RECOMMENDED THAT GROUP "A" AIRCRAFT ARE RE-WEIGHED AT INTERVALS NOT EXCEEDING 10 YEARS.
AIRCRAFT MUST BE RE-WEIGHED AND A NEW WEIGHT AND BALANCE SHEET SHOULD BE CREATED AFTER SIGNIFICANT MODIFICATION OR AFTER RE-COVERING OR PAINTING AND AT INTERVALS TO MONITOR WEIGHT GROWTH.



VARIABLE LOAD ITEMS

| ITEM | QTY | WEIGHT (lbs) | ARM (inches) | MOMENT (lb.inches) |
|-----------------------------|----------|--------------|--------------|--------------------|
| PILOT | 1 | ----- | | ----- |
| PASSENGER | | ----- | | ----- |
| PASSENGER | | ----- | | ----- |
| MAXIMUM FUEL – MAIN TANK | IMP GALL | | | |
| MAXIMUM FUEL – Aux. TANK(S) | IMP GALL | | | |
| MAXIMUM ALLOWED BAGGAGE | | | | |
| MAXIMUM ALLOWED BAGGAGE | | | | |
| OTHER | | | | |

| WEIGHT AND BALANCE CHANGES IN SERVICE | WEIGHT (lbs) | CG/ARM (inches) | MOMENT (lb.inches) |
|---------------------------------------|---------------|--------------------------------|--------------------|
| DATA FROM LAST WEIGHING = | | | |
| CHANGE DUE TO: | (± wt change) | (item CG position) X | = |
| CHANGE DUE TO: | (± wt change) | (item CG position) X | = |
| CHANGE DUE TO: | (± wt change) | (item CG position) X | = |
| REVISED EMPTY WEIGHT = | | REVISED TOTAL MOMENT = | |

REVISED EMPTY CofG = $\frac{\text{TOTAL MOMENT}}{\text{EMPTY WEIGHT}}$ = _____ = _____ inches *Fwd/Aft of Datum (Delete as required)

LOADING EXAMPLES

NOTE: For loading examples to show compliance with CS-VLA or BCAR Section S a pilot weight of between 121lbs and 189lbs, and a passenger weight of 0 to 189lbs must be able to be accommodated with a minimum of 1 hour's fuel. See Guidance on Weight and Balance and example sheets.

| MOST FORWARD CofG LOADING | | | |
|----------------------------|---------------------------------------|---------------------------------|--------------------|
| ITEM | WEIGHT (lbs) | ARM (inches) | MOMENT (lb.inches) |
| A/C EMPTY WEIGHT | | | |
| PILOT | | | |
| PASSENGER | | | |
| BAGGAGE | | | |
| OTHER | | | |
| ZERO FUEL TOTALS | | | |
| ZERO FUEL CG = | $\frac{\text{MOMENT}}{\text{WEIGHT}}$ | | |
| FUEL (TO GROSS WEIGHT MAX) | | | |
| TOTALS | | | |
| LOADED CofG = | $\frac{\text{MOMENT}}{\text{WEIGHT}}$ | | |

| MOST REARWARD CofG LOADING | | |
|---------------------------------------|---------------------------------|--------------------|
| WEIGHT (lbs) | ARM (inches) | MOMENT (lb.inches) |
| | | |
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| | | |
| | | |
| | | |
| | | |
| $\frac{\text{MOMENT}}{\text{WEIGHT}}$ | | |
| | | |
| | | |
| $\frac{\text{MOMENT}}{\text{WEIGHT}}$ | | |

SIGNATURE

DATE