Weight and Balance Table **N8502V Seneca PA-34-200**

	LOADING	WEIGHT lbs	Arm Aft Datum Inches	MOMENT lbs-inch/1000
1	Licensed Basic Weight	2807.62	85.49	240030.56
2	Pilot and Front Passenger			
3	Passengers (Center Seats)			
4	Passengers (Rear Seats)			
5	Passenger (Jump Seat)			
6	Useable Fuel (6lbs/Gallon) Standard Tanks 93 Gal. Maximum			
7	Baggage (Forward)			
8	Baggage (Aft)			
10	Total Loaded Airplane		C of G	
	*It is the responsibility of the pilot to ensure that the airplane is loaded properly.			

In order to achieve the performance, safety and good flying characteristics which are designed into the aircraft, the Seneca must be flown with the weight and center of gravity (C.G./CofG) position within the approved envelope. The aircraft offers a tremendous flexibility of loading. You can carry a large payload (distributed in a variety of combinations of passengers and cargo) or a large amount of fuel. However, you cannot fill the aircraft with seven adults and full fuel tanks. With the flexibility comes responsibility. The pilot must ensure that the airplane is loaded within the loading envelope before the pilot makes a take-off.

Misloading carries consequences for any aircraft. An overloaded airplane will take off, climb or cruise and well as when it is properly loaded. The heaver the airplane is loaded the less single-engine performance it will have, and the pilot may be deprived of one of the safety advantages of twin-engine flight.

Center of gravity is determining factor in flight characteristics. If the C.G. is too far aft, the airplane may rotate prematurely on take-off or try to pitch up during climb. Longitudinal stability will be reduced. This can lead to inadvertent stalls and even spins; and spin recovery becomes more difficult as the center of gravity moves aft of the approved limit.

A properly loaded aircraft, however, will perform as intended. The Seneca is designed to provide excellent performance and safety within the flight envelope. Using the basic weight and C.G. location, the pilot can easily determine the weight and C.G. position for the loaded airplane by means of a plotter which is furnished with the aircraft or compute the total weight and moment and then determine whether they are within the approved envelope.

IT IS THE RESPONSIBILITY OF THE PILOT TO ENSURE THAT THE AIRPLANE IS LOADED PROPERLY.

_____ _____ _____

Student Name Flight Date and Time Instructor Name

Weight and Balance Report
Amendment #8
Information taken from report dated June 10,2016

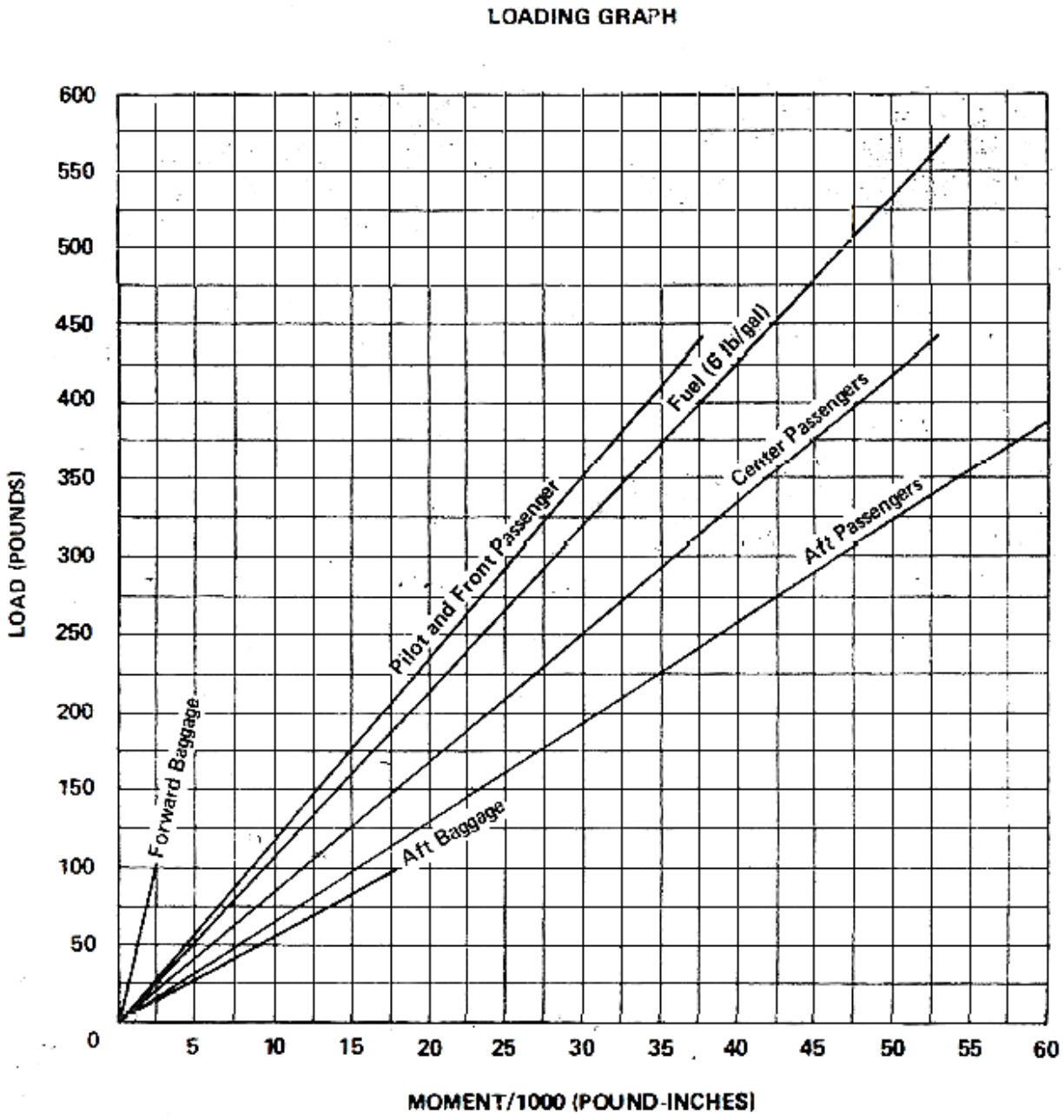
Registration C-FCIR PA34-200 S/N 34-7350252

	Weight	Arm	Moment
	2815.32	85.37	240269.2
Remove 4220 starter	17.0	33.2	547.4
ADD Skytec 149NLR	9.3	33.2	308.76
total	2807.62	85.49	240030.56

The new empty weight is 2807.62 lbs and centre of gravity is 85.49" aft of datum. The maintenance described above has been performed IAW applicable airworthiness requirements.

Robert Evans
M294373

Eagle rock Aviation Ltd
June 24,2016


LOADING GRAPH
LOAD (POUNDS)
600
550
500
450
400
350
300
250
200
150
100
50
0
5
10
15
20
25
30
35
40
45
50
55
60
MOMENT/1000 (POUND-INCHES)
Forward Baggage
Pilot and Front Passenger
Fuel (6 lb/gal)
Center Passengers
Aft Passengers
Aft Baggage

C.G. Range and Weight Graph

IT IS THE RESPONSIBILITY OF THE PILOT TO ASCERTAIN THAT THE AIRPLANE ALWAYS REMAINS WITHIN THE ALLOWABLE WEIGHT VS. CENTER OF GRAVITY ENVELOPE WHILE IN FLIGHT.