

BELL MODEL 206LS4 (206L-3 with BHT-206-SI-2052)
WEIGHT AND BALANCE

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Step 1.

Make: Bell
 Aircraft "N" Number: N236PH Model: 206LS4 Aircraft S/N: 51345
 Equipment installed when weighed:
 Type of Landing Gear: High Skid Gear/Apical Floats
 Name of Scales: Road Runner Scale S/N: TE-1384
 Scale Calibration Date: 09/2012
 Location of Weighing: Lafayette, LA Hangar
 Weighed with unusable fuel, all oils serviced full and No Ballast? Yes

Make a note here of weight & arm if weighed with ballast. Do not enter in the white blocks (Step 3 below)

Step 2.

Scale Weight Area

Enter all scale readings here.

Note: Enter scale corrections in the 2nd column (S/C) if required.

SCALE READINGS (3 EACH JACKPOINTS)	SCALE	S/C	NET
A. (FS 55.16, BL -16.82) Enter the L/H Fwd (Red) jack reading here ----->	683.0	0.0	683.0
B. (FS 55.16, BL +16.82) Enter the R/H Fwd (Green) jack reading here ----->	736.0	-2.0	738.0
C. (FS 204.92, BL 0) Enter the Aft (Yellow) jack reading here ----->	1414.0	0.0	1414.0
	TOTAL		TOTAL
	2833.0		2835.0

LONGITUDINAL C.G. AS WEIGHED:

FS 55.16 in X (1421.0) LB + FS 204.92 in X (1414.0) LB = 368139.24 = 129.86
 Total Weight (lbs) 2835.0

LATERAL C.G. AS WEIGHED:

For Lateral C.G.: Left (-), Right (+)

FS +16.82 in X (738.0) LB + FS -16.82 in X (683.0) LB = 925.10 = 0.33
 Total Weight (lbs) 2835.0

D. Note: Review C.G. Chart.

Step 3.

Ballast Area

When the actual C.G. (Arm) is not within the forward and aft limits on the C.G. Chart, determine the C.G. (Arm) required and enter the desired C.G. in the Blue "Desired C.G." block in this section. Note the weight in the "Lndg Light, Battery, Console's or Midboom" blocks and enter the appropriate ballast in the corresponding BLUE box to the right. Recheck the C.G. Page and verify that you are within the forward and aft limits. If not correct, make appropriate correction.

	As Weighed	Weighted Arm	Current Weight	Current Arm	Desired C.G.
Empty Weight =	2835.0	129.86	2869.0	128.48	
Landing Light Ballast	0.0				
Battery Ballast	0.0				
Fwd Console Ballast	0.0				
Aft Console Ballast	0.0				
Midboom Ballast	0.0				

DESCRIPTION	WEIGHT	LONGITUDINAL		LATERAL	
Units of measure	Weight, Lbs	ARM, IN	MOMENT, in-lb	ARM, in	MOMENT, in-lb
Empty Weight	2835.0	129.86	368139	0.33	925
Add unusable fuel		94.00	0	0.00	0
Land Light Ballast	28.0	13.00	364	-2.50	-70
Battery Ballast	6.0	16.40	98	4.60	28
Fwd Console Ballast		29.80	0	1.00	0
Aft Console Ballast		35.80	0	1.00	0
Midboom Ballast			0	0.00	0
			0		0
Total	2869.0	128.48	368602	0.31	883

Notes

- Note 1: To maintain a standard. It is better to remove weight than add weight if it is possible.
- Note 2: Fwd Fuselage and Mid tailboom ballast should not be installed at the same time.
- Note 3: Unusable fuel: Weight = 7.6 pounds, Arm = 94.0 inch.
- Note 4: If Lateral arm exceeds 1 inch, contact Lafayette QA.
- Note 5: Aircraft S/N 51390 and Subsequent, total weight of ballast not to exceed 20 pounds.
- Note 6: Aircraft S/N 51001 thru 51389, total weight of ballast not to exceed 30 pounds
- Note 7: Total weight of ballast not to exceed 20 pounds with a maximum height of 0.75 inch.
- Note 8: Possible arms for midboom ballast are 279.15, 282.70, 286.25, 287.75, 294.85 & 291.30 -- Please refer to Maintenance Manual for details and possible combinations. The recommended ballast on this sheet is figured from station 291.30, you must enter the longitudinal arm you use, here. Slight ballast (weight) adjustments may be required if you use an arm less than 291.30. Lateral midboom ballast arm is always 0.

August 10, 2013
Date Aircraft Weighed

August 11, 2013
Date Weight & Balance Checked

Roger Dale Burchett
 Roger Dale Burchett Signature CRS HEER617E Certificate Number
 Of Person doing the weighing.

D.L. Ellyson
 D.L. Ellyson Signature CRS HEER617E Certificate Number
 Of Person checking the math and CG.