

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

[Click here to clear sheet](#)



**Step 1.**

Aircraft "N" Number: N231PH      Make: Bell      Model: 206LS4      Aircraft S/N: 51540  
 Equipment installed when weighed:  
 Type of Landing Gear: High Gear Apical Floats      Scale S/N: TE-1384  
 Name of Scales: Roadrunner  
 Scale Calibration Date: 06/2017  
 Location of Weighing: Cameron  
 Weighed with unusable fuel, all oils serviced full and No Ballast? No      ← 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.

SCALE READINGS (3 EACH JACKPOINTS)      Note: Enter scale corrections in the 2nd column (S/C) if required.

	SCALE	S/C	NET
A. (FS 55.16, BL -16.82) Enter the L/H Fwd (Red) jack reading here ----->	709.0		709.0
B. (FS 55.16, BL +16.82) Enter the R/H Fwd (Green) jack reading here ----->	769.0		769.0
C. (FS 204.92, BL 0) Enter the Aft ( ) jack reading here ----->	1420.0		1420.0
<b>TOTAL</b>	<b>1478.0</b>		<b>1478.0</b>
<b>TOTAL</b>	<b>2898.0</b>		<b>2898.0</b>

**LONGITUDINAL C.G. AS WEIGHED:**

$$FS\ 55.16\ in\ X\ (1478.0\ )\ LB\ +\ FS\ 204.92\ in\ X\ (1420.0\ )\ LB\ =\ 372512.88\ =\ 128.54$$

Total Weight (lbs) 2898.0

**LATERAL C.G. AS WEIGHED:**

Ex: Lateral C.G. - Left (L), Right (R)

$$FS\ +16.82\ in\ X\ (769.0\ )\ LB\ +\ FS\ -16.82\ in\ X\ (709.0\ )\ LB\ =\ 1009.20\ =\ 0.35$$

Total Weight (lbs) 2898.0

**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 "Landing Light, Battery, Console's or Midboom" blocks and enter the appropriate ballast in the corresponding BLUB 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 =	2898.0	128.54	2924.0	127.51	
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	
		Weight, Lbs	ARM, IN	ARM, in	MOMENT, in-lb
Empty Weight	2898.0	128.54	372513	0.35	1009
Add unusable fuel		94.00	0	0.00	0
Landing Light Ballast	26.0	13.00	338	-2.50	-65
Battery Ballast		16.40	0	4.60	0
Fwd Console Ballast		29.80	0	1.00	0
Aft Console Ballast		35.80	0	1.00	0
Midboom Ballast			0	0.00	0
<b>Total</b>	<b>2924.0</b>	<b>127.51</b>	<b>372851</b>	<b>0.32</b>	<b>944</b>

**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.

February 7, 2018  
Date Aircraft Weighed

William L. Gray *William L. Gray*      A&P 2697214  
Print Name      Signature      Certificate Number  
Of Person doing the weighing.

February 7, 2018  
Date Weight & Balance Checked

James M. Berglund *James M. Berglund*      A&P 2720950  
Print Name      Signature      Certificate Number  
Of Person checking the math and CG.

