

WEIGHT AND BALANCE REPORT

Piper Cub J3C - 65S (Seaplane)  
 Continental A65 engine  
 Edo - Model 60-1320 floats

CF-DHB

1. The aircraft was weighed in Halifax Flying Club hangar at Waverly, N.S. on June 21, 1949 by G. B. Rayner #A756 ' B & D'.
2. When weighed the aircraft was equipped with all standard equipment and instruments. The fuel tank was full (10 gals.) and the oil tank was full (1 gal.).
3. The seaplane was weighed using two scales, one forward and one aft, with cross beams under the floats, which transferred the loads to the scales.
4. The datum used was the leading edge of the wing. The distance from the datum to the C/L of the front scale was 40.5".  
 The distance from the datum to the C/L of the rear scale was 101.00".

5. Actual weighing -

	<u>Weights</u>	<u>Tare</u>	<u>Net</u>
Front Scale	608	9	599
Rear scale	375	40	<u>335</u>
NET WEIGHT			934
Less weight of 10 gal. fuel and 1 gals. Oil 72/9			<u>81</u> 853 lbs.

6. Center of Gravity as weighed:

	<u>Weight</u>	<u>Arm</u>	<u>Moment</u>
Front Scale	599	-40	- 23960
Rear Scale	<u>335</u>	101	<u>33835</u>
	934		/ 9875
Less fuel	-72	-18	/ 1296
	<u>862</u>		<u>11171</u>
Less oil	- 9	-29	/ 261
	<u>853</u>	<u>13.40"</u>	<u>11432</u>

C of G 13.40" in rear of datum

	<u>Weight</u>	<u>Arm</u>	<u>Moment</u>
7. Aircraft empty weight	853		11432
LANDPLANE - less floats	<u>- 171</u>	/17	<u>- 2907</u>
	682		8525
Main Undercarriage	32	/ 3	96
Tail skid	4	/190	760
Tail wheel	<u>4</u>	/197	<u>788</u>
	722		<u>10169</u>

C/G as landplane empty 14.08