

TABLE OF CONTENTS
SECTION 6
WEIGHT AND BALANCE

Paragraph No.		Page No.
6.1	General	6-1
6.3	Airplane Weighing Procedure	6-2
6.5	Weight and Balance Data and Record	6-5
6.7	Weight and Balance Determination for Flight	6-9
	Equipment List	Supplied with aircraft paperwork.

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SECTION 6
WEIGHT AND BALANCE**6.1 GENERAL**

In order to achieve the performance and flying characteristics which are designed into the airplane, it must be flown with the weight and center of gravity (C.G.) position within the approved operating range (envelope). Although the airplane offers flexibility of loading, it may not be able to be flown with the maximum number of adult passengers and full fuel tanks. With the flexibility comes responsibility. The pilot must ensure that the airplane is loaded within the loading envelope prior to performing a takeoff.

Misloading carries consequences for any aircraft. An overloaded airplane will not take off, climb or cruise as well as a properly loaded one. The heavier the airplane is loaded, the less climb performance it will have.

Center of gravity is a determining factor in flight characteristics. If the C.G. is too far forward in any airplane, it may be difficult to rotate for takeoff or landing. If the C.G. is too far aft, the airplane may rotate prematurely on takeoff or tend 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 airplane, however, will perform as intended. Before the airplane is certified, a basic empty weight and C.G. location is computed (basic empty weight consists of the standard empty weight of the airplane plus the optional equipment). Using the basic empty weight and C.G. location, the pilot can easily determine the weight and C.G. position for the loaded airplane by computing the total weight and moment and then determining whether they are within the approved envelope.

6.1 GENERAL (continued)

The basic empty weight and C.G. location are recorded in the Weight and Balance Data Form (Figure 6-5) and the Weight and Balance Record (Figure 6-7). The current values should always be used. Whenever new equipment is added or any modification work is done, the mechanic responsible for the work is required to compute a new basic empty weight and C.G. position and to write these in the Aircraft Log Book and the Weight and Balance Record. The owner should make sure that it is done.

A weight and balance calculation is necessary in determining how much fuel or baggage can be boarded so as to keep within allowable limits. Check calculations prior to adding fuel to ensure against improper loading.

The following pages are forms used in weighing an airplane in production and in computing basic empty weight, C.G. position, and useful load. Note that the useful load includes usable fuel, baggage, cargo and passengers. Following this is the method for computing takeoff weight and C.G.

6.3 AIRPLANE WEIGHING PROCEDURE

At the time of licensing, Piper provides each airplane with the basic empty weight and center of gravity location. This data is supplied by Figure 6-5.

The removal or addition of equipment or airplane modifications can affect the basic empty weight and center of gravity. The following is a weighing procedure to determine this basic empty weight and center of gravity location:

- (a) Preparation
 - (1) Be certain that all items checked in the airplane equipment list are installed in the proper location in the airplane.
 - (2) Remove excessive dirt, grease, moisture, foreign items such as rags and tools from the airplane before weighing.
 - (3) Defuel airplane. Then open all fuel drains until all remaining fuel is drained. Operate engine on each tank until all undrainable fuel is used and engine stops. Then add the unusable fuel (2.0 gallons total, 1.0 gallons each wing).

6.3 AIRPLANE WEIGHING PROCEDURE (continued)

CAUTION

Whenever the fuel system is completely drained and fuel is replenished it will be necessary to run the engine for a minimum of 3 minutes at 1000 RPM on each tank to ensure no air exists in the fuel supply lines.

- (4) Fill with oil to full capacity.
 - (5) Place front seats in the fourth (4th) notch, aft of forward position. Put flaps in the fully retracted position and all control surfaces in the neutral position. The tow bar should be in the proper location and the door closed.
 - (6) Weigh the airplane inside a closed building to prevent errors in scale readings due to wind.
- (b) Leveling
- (1) With airplane on scales, block main gear oleo pistons in the fully extended position.
 - (2) Level airplane (refer to Figure 6-3) deflating nose wheel tire, to center bubble on level.
- (c) Weighing - Airplane Basic Empty Weight
- (1) With the airplane level and brakes released, record the weight shown on each scale. Deduct the tare, if any, from each reading. (Refer to Figure 6-1)

Scale Position and Symbol	Scale Reading	Tare	Net Weight
Nose Wheel (N)			
Right Main Wheel (R)			
Left Main Wheel (L)			
Basic Empty Weight, as Weighed (T)			

WEIGHING FORM

Figure 6-1

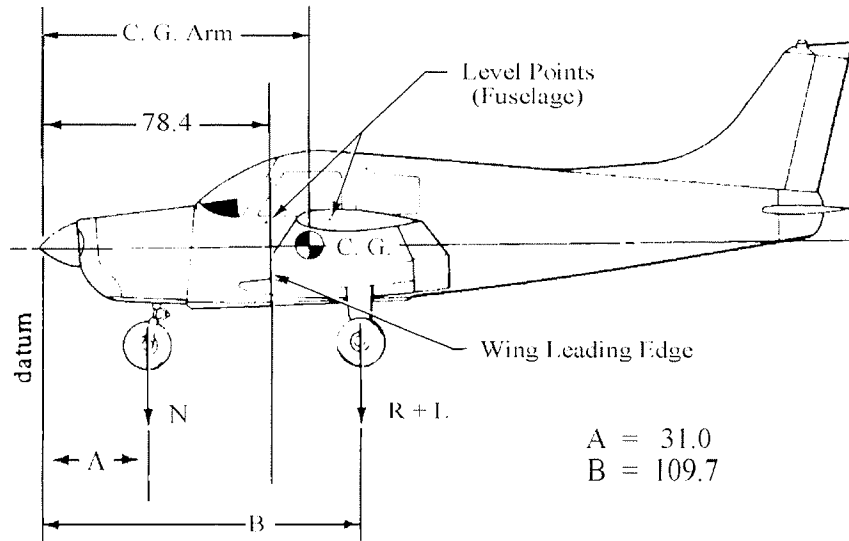
6.3 AIRPLANE WEIGHING PROCEDURE (continued)

(d) Basic Empty Weight Center of Gravity

- (1) The following geometry applies to the PA-28-181 airplane when it is level. Refer to Leveling paragraph 6.3 (b).
- (2) The basic empty weight center of gravity (as weighed including optional equipment, full oil and unusable fuel) can be determined by the following formula:

$$\text{C.G. Arm} = \frac{N(A) + (R + L)(B)}{T} \quad \text{inches}$$

Where: $T = N + R + L$



LEVELING DIAGRAM

Figure 6-3

6.5 WEIGHT AND BALANCE DATA AND RECORD

The Basic Empty Weight, Center of Gravity Location and Useful Load listed in Figure 6-5 are for the airplane as certified at the factory. These figures apply only to the specific airplane serial number and registration number shown.

The basic empty weight of the airplane as certified at the factory has been entered in the Weight and Balance Record (Figure 6-7). This form is provided to present the current status of the airplane basic empty weight and a complete history of previous modifications. Any change to the permanently installed equipment or modification which affects weight or moment must be entered in the Weight and Balance Record.

**SECTION 6
WEIGHT AND BALANCE**

PA-28-181, Piper Pilot

MODEL PA-28-181 PIPER PILOT

Airplane Serial Number 28020061

Registration Number N461FA

Date 03/15/2022

AIRPLANE BASIC EMPTY WEIGHT

Item	Weight (Lbs)	C.G. Arm x (Inches Aft of Datum)	= Moment (In-Lbs)
Standard Empty Weight* Computed ^{Actual}	1606.2	86.9063	139586.3
Optional Equipment	0.0	0.0000	0.0
Basic Empty Weight	1606.2	86.9063	139586.3

*The standard empty weight includes full oil capacity and 2.0 gallons of unusable fuel.

AIRPLANE USEFUL LOAD

(Ramp Weight) - (Basic Empty Weight) = Useful Load

(2558 lbs) - (**1606.2** lbs) = **951.8** lbs.

THIS BASIC EMPTY WEIGHT, C.G. AND USEFUL LOAD ARE FOR THE AIRPLANE AS CERTIFIED AT THE FACTORY. REFER TO APPROPRIATE AIRCRAFT RECORD WHEN ALTERATIONS HAVE BEEN MADE.

WEIGHT AND BALANCE DATA FORM

Figure 6-5

PA-28-181	Serial Number	28020061	Registration Number N461FA			Page Number
			Weight Change			
Date	Description of Article or Modification	Added (+) Removed (-)	Wt.	Arm	Moment	Running Basic Empty Weight
			(Lb.)	(In.)	/100	
03/15/2022	As licensed					1606.2

WEIGHT AND BALANCE RECORD

Figure 6-7

SECTION 6
WEIGHT AND BALANCE

PA-28-181, Piper Pilot

PA-28-181	Serial Number		Registration Number			Page Number	
	Date	Item No.	Description of Article or Modification	Added (+) Removed (-)	Wt. (Lb.)	Arm (In.)	Moment /100
				Weight Change	Wt. (Lb.)	Moment /100	Running Basic Empty Weight

WEIGHT AND BALANCE RECORD (cont)
 Figure 6-7 (cont)

6.7 WEIGHT AND BALANCE DETERMINATION FOR FLIGHT

- (a) Add the weight of all items to be loaded to the basic empty weight.
- (b) Use the Loading Graph (Figure 6-13) to determine the moment of all items to be carried in the airplane.
- (c) Add the moment of all items to be loaded to the basic empty weight moment.
- (d) Divide the total moment by the total weight to determine the C.G. location.
- (e) By using the figures of item (a) and item (d) (above), locate a point on the C.G. range and weight graph (Figure 6-15). If the point falls within the C.G. envelope, the loading meets the weight and balance requirements.

	Arm Aft		Moment (In-Lbs)
	Weight (Lbs)	Datum (Inches)	
Basic Empty Weight	1582.0	86.5	136843
Front Seat Occupants	500.0	80.5	40250
Rear Seat Occupant (If Installed)	188.0	118.1	22203
Fuel (48 Gallon Maximum)	288.0	95.0	27360
Ramp Weight	2558.0	88.6	226656
Fuel Allowance For Engine Start, Taxi and Run Up	-8	95.0	-760
Takeoff Weight	2550.0	88.6	225896

The center of gravity (C.G.) of this sample loading problem is at 88.6 inches aft of the datum line. Locate this point (88.6) on the C.G. range and weight graph. Since this point falls within the weight - C.G. envelope, this loading meets the weight and balance requirements.

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

SAMPLE LOADING PROBLEM (NORMAL CATEGORY)

Figure 6-9

ISSUED: November 16, 2020

REPORT: VB-2960

6-9

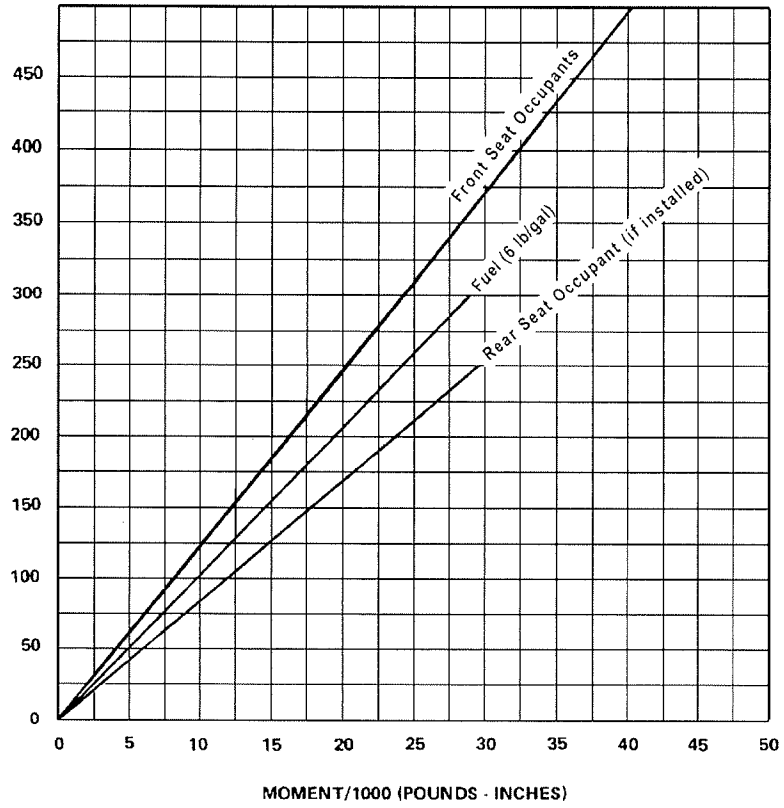
SECTION 6
WEIGHT AND BALANCE

PA-28-181, Piper Pilot

	Weight (Lbs)	Arm Aft Datum (Inches)	Moment (In-Lbs)
Basic Empty Weight			
Front Seat Occupants		80.5	
Rear Seat Occupant (If Installed)		118.1	
Fuel (48 Gallon Maximum)		95.0	
Ramp Weight			
Fuel Allowance For Engine Start, Taxi and Run Up	-8	95.0	-760
Takeoff Weight			

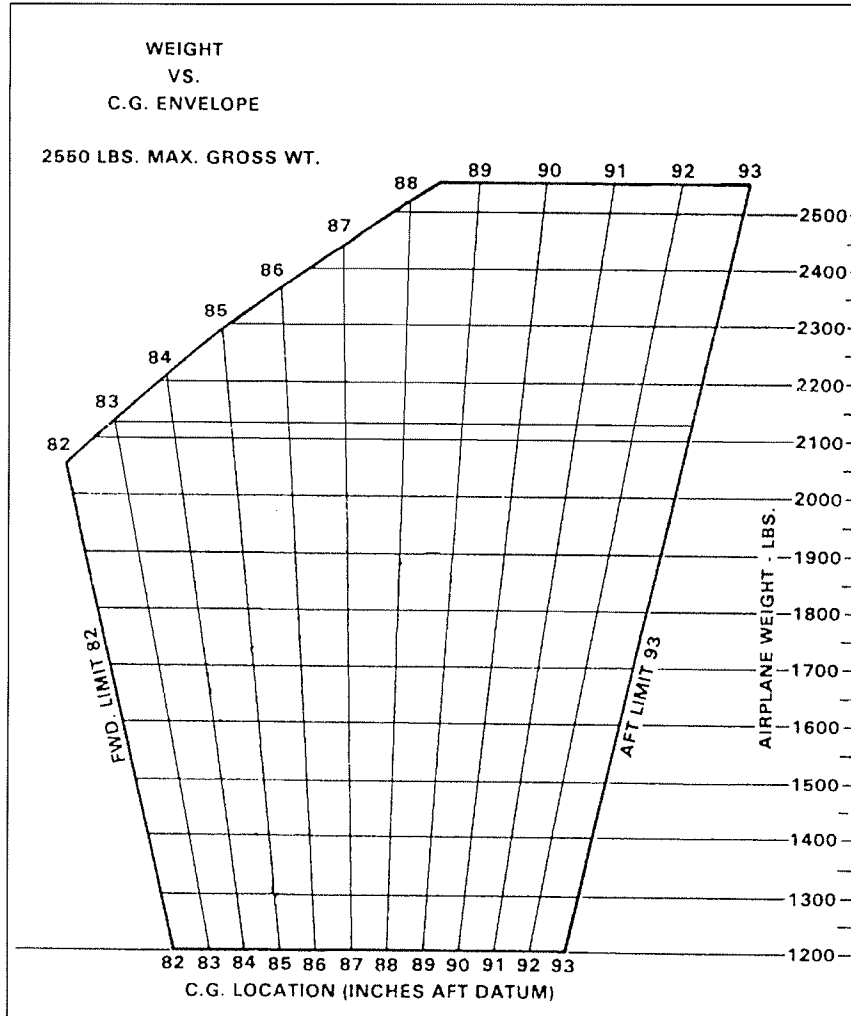
Totals must be within approved weight and C.G. limits. It is the responsibility of the airplane owner and the pilot to ensure that the airplane is loaded properly. The Basic Empty Weight C.G. is noted on the Weight and Balance Data Form (Figure 6-5). If the airplane has been altered, refer to the Weight and Balance Record for this information.

WEIGHT AND BALANCE LOADING FORM
Figure 6-11



LOADING GRAPH

Figure 6-13



C.G. RANGE AND WEIGHT
Figure 6-15