

Kelin Eberly

I talked to Kelin in the late afternoon of 20 Oct. 2015, after having flown with him that morning.

He weighs 215 pounds.

Training conducted by Alan with him included: slow flight, stalls, turns about a point, various emergency procedures.

Kelin flew with Alan last on 29 Sep. 2015. He remembers that a weight and balance was calculated, that the fuel load was 16 gallons, and that fuel remaining at the flight's end was 5 gallons, distributed 2 left/3 right.

MyFlightTrain indicates that the flight lasted 1.2 hours. Estimated fuel burn for that length of time, at 6.5 gallons per hour, would have been 7.8 gallons, leaving 8.2 gallons on board.

The next flight occurred on 30 Sep. 2015, and appears to have been a proficiency flight, probably with Nathan Stoddard. 6 gallons of fuel were added. The flight lasted .9 hours.

Joseph Quilter

6449M was flown by Joseph Quilter on 1 Oct. 2015.

On that occasion, 6 gallons of fuel were added, bringing the total to 20 gallons, as measured by sticking the tanks. The flight was for 1.6 hours, which implies a fuel burn of 10.4 gallons, leaving an estimated 9.6 gallons.

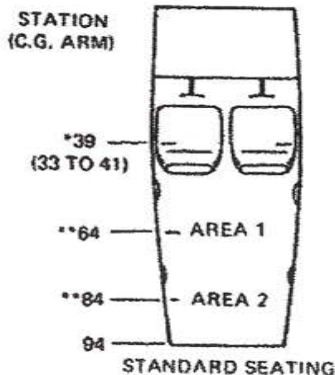
Alan Carver

Alan took 6449M on a proficiency flight with Nathan on 5 Oct. 2015. 14 gallons of fuel were added, making the total an estimated 23 gallons.

*projected for 5 Oct 2015*  
 C-152 *6449M*  
 Pre-Flight Data Card  
 Weight and Balance

	Take Off	Landing			
Aircraft #			Max Take Off Weight <u>1704</u>		
Field Elevation			<b>Take Off</b>	Weight	x Arm = Moment
Altimeter Setting			Basic Weight	<u>1228</u>	x <u>    </u> = <u>38804.8</u>
Temp Celsius			Fuel	<u>138</u>	x <u>42</u> = <u>5796.0</u>
Pressure Altitude			Front Seat	<u>338</u>	x <u>39</u> = <u>13182.0</u>
Density Altitude			Rear Seat	<u>N/A</u>	x <u>    </u> = <u>    </u>
Runway Length			Baggage 1		x <u>    </u> = <u>    </u>
			Baggage 2		x <u>    </u> = <u>    </u>
			Totals	<u>1704</u>	x <u>    </u> = <u>57,782.8</u>
			CG is	<u>33.99</u>	inches aft of datum

	Take Off	Landing			
Take Off Distance			Max Landing Weight <u>1670</u>		
T/O over 50 obstacle			<b>Landing</b>	Weight	x Arm = Moment
Landing Distance			Basic Weight		x <u>    </u> = <u>    </u>
Land over 50 obstacle			Fuel		x <u>    </u> = <u>    </u>
Range 9000 ft			Front Seat		x <u>    </u> = <u>    </u>
Time 9000 ft			Rear Seat		x <u>    </u> = <u>    </u>
			Baggage 1		x <u>    </u> = <u>    </u>
			Baggage 2		x <u>    </u> = <u>    </u>
			Totals		x <u>    </u> = <u>    </u>
(take off, landing and range figures are in a no-wind condition)			CG is	<u>    </u>	inches aft of datum
			CG = total moment / total weight		



- NOTES:
- The usable fuel C.G. arm for standard tanks is located at station 42.0; the C.G. arm for usable fuel in long range tanks is station 39.5.
  - The aft baggage wall (approximate station 94) can be used as a convenient interior reference point for determining the location of baggage area fuselage stations.

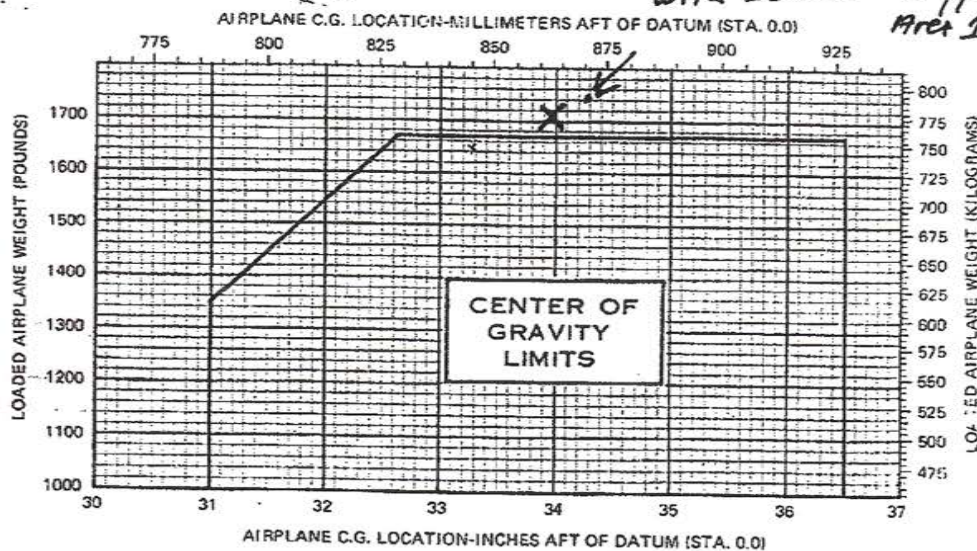
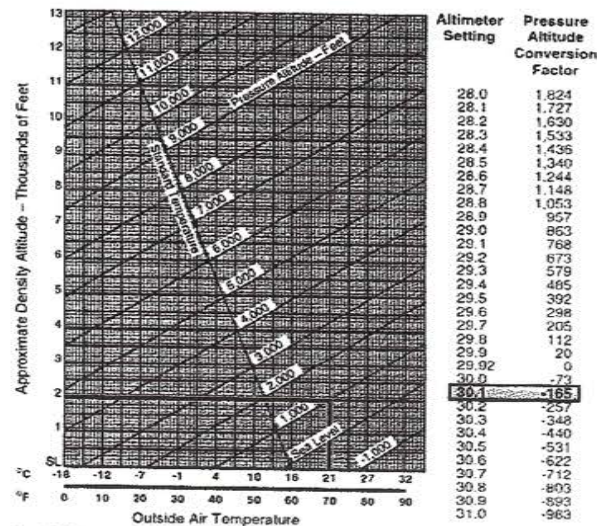


Figure 6-9. Center of Gravity Limits