

BELL HELICOPTER TEXTRON
ACTUAL WEIGHT RECORD
MODEL 212

DATE WEIGHED 8-13-74SERIAL NUMBER 30XXX

SCALE READINGS (LBS.)	SKID	CONFIGURATION	SCALE	TARE	NET	
FORWARD JACKPOINT, F.S.	61.69	B.L. - 30.0	480	95	385	*IN LATERAL CALCULATIONS - IS LEFT + IS RIGHT
FORWARD JACKPOINT, F.S.	61.69	B.L. + 30.0	2087	100	1987	
AFT JACKPOINT, F.S.	211.58	B.L. ± 14.53	3495	199	3296	
TOTAL			6062	394	5668	

LONGITUDINAL C.G., AS WEIGHED

$$C.G. = \frac{61.69 (2372) + 211.58 (3296)}{5668} = \frac{843696}{5668} = 148.85 \text{ IN.}$$

LATERAL C.G., AS WEIGHED*

$$C.G. = \frac{-30.0 (385) + 30.0 (1987) - 14.53 (3296)}{5668} = \frac{+169}{5668} = +0.03 \text{ IN.}$$

WEIGHT EMPTY DERIVATION	WEIGHT	LONGITUDINAL		LATERAL*	
		ARM	MOMENT	ARM	MOMENT
AS WEIGHED	5668.0	148.85	843696	+0.03	+169
ADD: Unusable Fuel	+ 28.3	142.8	+4041	0	0
Undrainable Oil	+ 7.1	230.7	+1630	0	0
Combining G/B Oil	+ 13.7	220.2	+3017	0	0
Xmsn & G/B Oil	+ 27.3	172.9	+4721	0	0
Hydraulic Fluid	+ 15.6	129.4	+2018	-1.9	-30
Crew Seats	+ 73.6	54.0	+3974	0	0
Passenger Seats	+ 121.4	104.3	+12662	0	0
BALLAST	+108.0	-4.5	-488	0	0
WEIGHT EMPTY, SKID	6063.0	144.36	875271	+0.02	+139

MOST FORWARD C.G.

WEIGHT EMPTY	6063.0	144.36	875271	+0.02	+139
+ PILOT AND COPILOT	+ 340.0	47.0	+ 15980	0	0
+ PASSENGERS (4), CENTER SEAT, FACING AFT	+ 680.0	87.0	+ 59160	0	0
+ PASSENGERS (5), BACK SEAT, FACING FWD.	+ 850.0	117.0	+ 99450	0	0
+ OIL, ENGINE	+ 24.5	169.1	+ 4146	0	0
+ FUEL, MOST FORWARD	+ 472.0	127.6	+ 60227	0	0
	8429.5	132.2	1114234	+0.02	+139

MOST AFT C.G.

WEIGHT EMPTY	6063.0	144.36	875271	+0.02	+139
+ PILOT	+ 170.0	47.0	+ 7990	+ 22.0	+ 3740
+ OIL, ENGINE	+ 24.5	169.1	+ 4146	0	0
+ FUEL @ 6.5 #/GAL.	+ 1409.2	153.3	216066	0	0
	7666.7	143.9	1103473	+0.51	+3879

Figure 8-16. Actual weight record sample