

Reg. Marks	Type	Serial Number	C. N. n°	Operator	Place and Date
<b>N982DS</b>	<b>V1.0</b>	<b>1025</b>	<b>-</b>	<b>-</b>	<b>NAPLES 22/10/19</b>
Division		N. Passengers		Without de-icing the wings and tail	
-		0			

Reason for Weighing: DETERMING WEIGHT AND CENTER OF GRAVITY AFTER CONSTRUCTION

Measuring instrument used: CAPTELS ORA10 MVN

Position of airplane: LEVELLED

Weighing point used: NOSE WHEEL AND MAIN WHEELS

Reference plane of longitudinal distance: VERTICAL TANGENT LEADING EDGE WING

Mean aerodynamic chord (MAC) Length **L 53,5 in**

Datum **Y= 0 in**

Weighing point	Net Weight Lb	Arm in	Moment Lb x in
Left	716,5	26,38	18901,27
Right	694,45	26,38	18319,59
Nose	308,64	-42,52	-13123,37
<b>TOTAL</b>	<b>A 1719,59</b>		<b>E 24097,49</b>
Weights to be added	<b>B 15,87 =</b>	<b>25,59</b>	<b>F 406,11 =</b>
<b>A + B ⇒</b>	<b>1735,46</b>	<b>E + F ⇒</b>	<b>24503,60 -</b>
Weights to be subtracted	<b>C 0,00 =</b>	<b>0,65</b>	<b>H 0,00 =</b>
<b>BASIC EMPTY WEIGHT G=A+B-C</b>	<b>1735,5</b>	<b>BASIC EMPTY WEIGHT MOMENT M=E+F-H</b>	<b>24503,602</b>

Comments : The basic empty weight is related to the aircraft configuration Standard.  
Weight to point A includes engine oil and hydraulic fluids of all system

Basic Empty weight Arm X = M/G =	<b>14,119</b>	% MAC = (X-Y)/L =	<b>26,4%</b>
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