

RAAus Aircraft Weighing Summary

Information provided by Alan Searle
RAAus member & CASA Approved Weight
Control Authority holder.

Sheet 1

Aircraft type:	<input type="text"/>	Registration marking:	<input type="text"/>
Owner/builder:	<input type="text"/>	Aircraft serial number:	<input type="text"/>
Aircraft datum:	<input type="text"/>	Scales Identification:	<input type="text"/>
Date of weighing:	<input type="text"/>	Weighing location:	<input type="text"/>

Determination of empty weight:

Note : Two consecutive weighings are required and the difference between two gross weights must not exceed 0.2% or 10 kg, which ever is greater.

Jack point or wheel	First weighing					Second weighing					Average weight
	Cell	Scale reading	Zero set	Calib. correction	Actual weight	Cell	Scale reading	Zero set	Calib. correction	Actual weight	
Port											
Stbd											
Nose/Tail											
Gross Total	First weighing					Second weighing					
						Average of both weighings					

Deductions:

If the aircraft has been weighed with full fuel, deduct usable fuel here.
Deduct weighing gear, levelling blocks or removable equipment.

Description	+ or -	Moment arm	Weight		
				Total deductions:	

Additions:

If the aircraft has been weighed with full fuel, deduct usable fuel here.

Description	+ or -	Moment arm	Weight		
				Total additions:	

Gross Total (average of both weighings)	<input type="text"/>
Net adjustment + or -	<input type="text"/>
Aircraft Empty Weight Kg	<input type="text"/>



Aircraft configuration at time of weighing:

Remarks:
<input type="text"/>

Signature of person conducting the weighing:

(If you type your name it will be accepted as your signature)

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Sheet 3

Equipment List:

Aircraft	
Registration	
Date weighed	
Valid for Load Data Sheet number	



Engine		Fuel Tanks	
Propeller		Main quantity	
Compass		Auxiliary	
Instruments			
Stall warning		Restraint Equipment	
Undercarriage (position)		Seat belts	
		Inertia reels	
Lights		Lap sash	
Landing		4 point	
Anti collision		5 point	
Map reading			
Navigation		Electrical	
Strobes		Alternator	
		Generator	
Radio Equipment		Batteries	
Transponder		Starter	
ADF			
VOR		Miscellaneous	
COM		Dual controls	
COM		Fire extinguisher	
ELT		Fixed ballast	
Auto pilot		Hyd. pumps	
Head phones		U/C warning	
Cabin speakers		Pilot Heaters	
DME		Vacuum pump	
		Crash axe	
		Control lock	
		First aid	
		Torch	

Signature of person conducting the weighing:
(If you type your name it will be accepted as your signature)

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Load Sheet Data:

Aircraft :	
Aircraft registration mark:	
Serial number:	



Date weighed	Date of expiry	Issue number

AIRCRAFT WEIGHT AND CENTRE OF GRAVITY DATA

Item	Weight	Arm	Moments	Consideration
Empty				
Datum:				

Note: Empty Weight includes Unusable Fuel and Full Engine Oil.

It is the responsibility of the Pilot and Operator to ensure that the aircraft is loaded correctly.

Load in accordance with the limitations defined in the approved Flight Manual.

I, (name)..... Certify that I am authorised by the rules and approvals of the RAAus to weigh this aircraft and to determine the weight and centre of gravity.

Signature of person conducting the weighing:
(If you type your name it will be accepted as your signature)

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Sheet 5



Notes:

Sheet 1:

Scales Identification - means the serial number of the scales equipment if quoted. If not quoted, identify the scales by another method eg. RAAus scales.

Weighing Location - means the town or airport where the aircraft is weighed.

Cell - is the identification of the individual scale pad. It may be a colour that the pad is painted or some other identification such as "LF" "RF" etc.

Calib. Correct'n - enter the Calibration correction of the scales if such is supplied with the scales. Some manufacturers quote corrections of less than one pound over the scale range and may not supply a calibration sheet. If this is so then leave the field blank.

Deductions and Additions - to the measured weight, such as the addition of unusable fuel if the aircraft was weighed with empty tanks (as described on sheet).

Aircraft Configuration - means the state of the aircraft at the time of weighing eg. "Two seats, No Fuel, Full Engine Oil and Coolant (without wheel fairings)"

Sheet 2:

Weight Item - Port/Stbd/Nose/Tail means the position of the weighing pad. This column is the place to enter "Additions/ Deductions" such as unusable fuel to be included in calculations.

Load Data sheet - "issue number" for a new aircraft will obviously be "ONE". Any subsequent weighings at a later date will follow sequentially.

Sheet 3:

Equipment List - Load Data Sheet Number is as page 2 above.

The list requires the designation of the type of equipment installed. Note that serial numbers are NOT required. Eg. For propeller it may be "Hartzell HC-C2YK-1BL".

Similarly radio entry may be "ADF- King KR87" just the number installed is required eg. "TWO." or for "Dual Controls" a "yes" or "no" is suitable.

Sheet 4:

LOAD DATA SHEET - "Date of Expiry" for single engined aircraft below 2000 kg all up weight shall enter "Indefinite subject to CAO 100.7"

Issue Number - as per reference page 2.

The Empty Weight - must be quoted in metric measurements. However if it is convenient for your operations, the Imperial conversion may be entered in the second line.

Notes - The Australian (CASA) definition of Empty Weight includes unusable fuel and full engine oil plus other fluids such as full coolant. Please include as appropriate for your aircraft..