

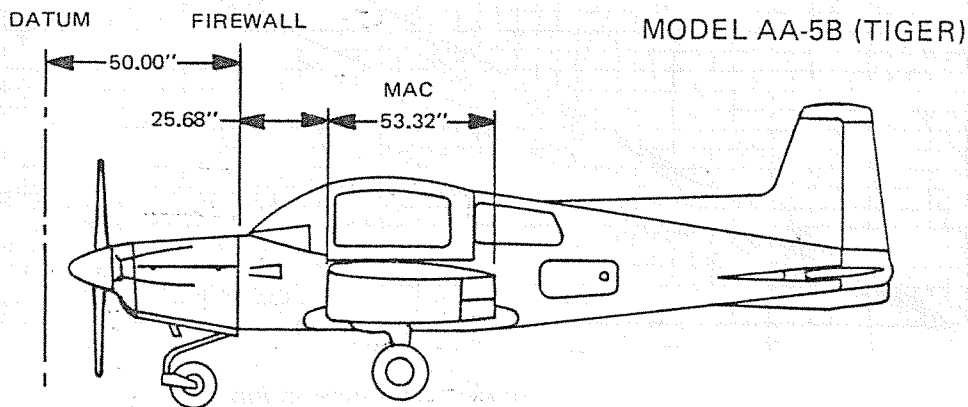


Gulfstream American

GULFSTREAM AMERICAN CORPORATION

WEIGHT AND BALANCE DATA

DATE: March 12, 1979 ORIGINAL CALCULATION: A.P.D.
 SERIAL NO.: AA5B-1145 RECHECK CALCULATION: W.H.J.
 "N" NO. N4529D TYPE PROOF: N.N.D. (COMPUTED)



ITEMS	WEIGHT (LBS)	CG ARM (INS)	MOMENT (IN. LBS)
NET WEIGHT	1421.35	83.41	118548
UNUSABLE FUEL	9.6	94.81	910
OIL (8 QTS)	15.0	32.0	480
A/C BASIC EMPTY WEIGHT	1445.95	82.95	119938

Superseded by A.A.P. Inc. 311-9

MAX. RAMP WEIGHT - A/C BASIC EMPTY WEIGHT = USEFUL LOAD

2408 LBS - (1445.95 LBS.) = 962.05 LBS. USEFUL LOAD

SAMPLE LOADING PROBLEM			
	WEIGHT(LBS)	ARM(INS)	MOMENT (IN LBS/1000)
A/C BASIC EMPTY WEIGHT	1445.95	82.95	119.938
FUEL (IN EXCESS OF UNUSABLE)	306.0	94.81	29.012
PILOT AND COPILOT	340.0	90.60	30.804
REAR SEAT PASSENGERS	316.05	126.00	39.822
BAGGAGE (IN BAGGAGE COMPARTMENT)*			
MAX. ALLOWABLE = 120 LBS		151.00	
CARGO AREA**			
MAX. ALLOWABLE = 340 LBS		116.4	
RAMP WEIGHT (SUBTOTAL)	2408.0	91.19	219.576
LESS FUEL FOR START, TAXI & RUN UP	-8.0	94.81	-0.758
TOTAL AIRPLANE TAKEOFF WEIGHT ***	2400	91.17	218.818

* Maximum allowable 120 lbs. if C.G. is within center of gravity envelope.

** Change in moment from upright to fold-down rear seat is negligible.

*** Locate this point (2400/ 218.8) on the center of gravity envelope graph, and if the point falls within the envelope, the above loading meets all balance requirements.

It is the responsibility of the airplane owner and the pilot to insure that the airplane is loaded properly. The empty weight C.G. and useful load are noted above for this airplane as delivered from the factory. If the airplane has been altered, refer to the latest approved repair and alteration form (FAA 337) for this information.