

Canadian Aviation Maintenance Inc.
 AMO 55-95
 Amendment to Weight and Balance and Equipment List Reports

Aircraft:
 Dated:
 Supersedes previous Weight and Balance dated:

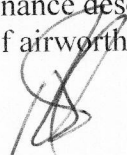
C-GCVO
 February 26, 2009
 May 11, 2004

		WEIGHT	ARM	MOMENT
PREVIOUS	Report dated May 11, 2004	1,681.5	39.13	65,811.4
REMOVED	ELT	- 2.0	113.0	- 226.0
	ELT antenna	- .5	122.0	- 61.0
	ELT hardware	.1	118.3	-11.83
Sub Total		1,678.9	39.02	65,512.57
ADDED	ME-406 PN: 453-6603 With Tray PN: 452-3042	2.5	113.0	282.5
	Whip Antenna – PN: 110-773	.45	122.0	54.9
	Buzzer PN: 452-6505, Coax cable PN: 611-6013-04, Installation kit PN: 455-7423	.75	122.0	91.5
	Remote switch kit PN: 455-6196	.1	16.5	1.65
Total		1,682.7	39.19	65,943.12

Current	Aircraft empty weight	1,682.7
	Empty weight C of G	39.19
	Useful load	867.3
	Moments	65,943.12

The maintenance described above has been performed in accordance with the applicable standards of airworthiness

Signature:



Licence No:



Date: February 26, 2009

Ottawa Flying Club
1 Lindbergh Place
Ottawa Ontario
K1V 1H7

Weight and Balance Amendment
And
Equipment List Amendment

Amendment #2
Date: 11 may 2004
Aircraft Reg: C-GCVO
Manufacturer: Cessna
Model: 172 R
Serial #: 17280290

SPRINT

This amendment is to cover the installation of Cessna Single Engine Modification kit # MK172-25-07.
(Crew seat recline modification)

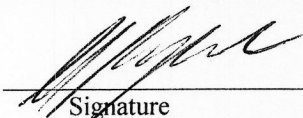
	Weight (lbs.)	Arm (in.)	Moment (in/lbs.)
From Previous Weight & Balance. Dated 24 July 2002	1681.5	39.1342	65804.2
Add: MK172-25-07	0.2	36	7.2
<hr/>			
	1681.7	39.1339	65811.4

New Empty Weight: 1681.7

Aircraft Gross Weight: 2550

New useful load: 868.3

I certify that this data has been prepared in accordance with the provisions of the Airworthiness Manual,
and to the best of my knowledge represents the true empty weight and centre of gravity of this aircraft.



Signature

17392843

Licence no.



11 May 2004
Date

Ottawa Flying Club
1 Lindbergh Place
Ottawa Ontario
K1V 1H7

Weight and Balance Amendment
And
Equipment List Amendment

Amendment #1
Date: 24 July 2002
Aircraft Reg: C-GCVO
Manufacturer: Cessna
Model: 172 R
Serial #: 17280290

This amendment is to cover the installation of the Air Plains 180 hp. Engine conversion as per S.T.C. # SA4428SW

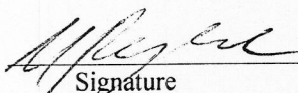
	Weight (lbs.)	Arm (in.)	Moment (in/lbs.)
From Previous Weight & Balance. Dated 12,16,97	1681.5	39.1342	65.8042
Add: 180 HP. Engine	nil	nil	nil
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	1681.5	39.1342	65.8042

New Empty Weight: 1681.5

Aircraft Gross Weight: 2550

New useful load: 868.5

I certify that this data has been prepared in accordance with the provisions of the Airworthiness Manual, and to the best of my knowledge represents the true empty weight and centre of gravity of this aircraft.


Signature

24 July 2002
Date

17392843
Licence no.

WEIGHT SHEET



MODEL 172R DATE: 12-16-97
 SERIAL NUMBER 17280290
 REGISTRATION C-GCVO LATEST A.O. CHANGE # 7
TYPE OF WEIGHT
 FINAL WEIGHT REWEIGH C.G. WEIGHT FUEL VERIFICATION

AIRCRAFT CONFIGURATION

PAINT (Y/N)	Y
INTERIOR (Y/N)	Y
BATTERY (Y/N)	Y
LOOSE EQPT (Y/N)	N

ENGINE OIL	8 qts
ALCOHOL	N/A
HYDRAULIC OIL	N/A

FUEL R/H	-0-
FUEL L/H	-0-
FUSELAGE TANK	N/A
UNUSABLE FUEL	-0-

SCALE READINGS AND MEASUREMENTS

WEIGHING POINTS ON LND GR ON JACKS

SCALE POSITION	SCALE READING	SCALE CORRECTION	NET WT	A = REF. PT TO M.L.G. <u>58.15</u> IN	B = NOSE GEAR TO M.L.G. <u>64.65</u> IN
L/H	585	-0-	585	CG ARM (INCHES)	MOMENT (INCH-POUNDS/1000)
R/H	582	-0-	582		
NOSE/TAIL	493	-0-	493		
AIRPLANE (CALCULATED OR AS WEIGHED) (INCLUDES ALL UNDRAINABLE FLUIDS AND FULL OIL)			1660.0	38.9497	64.6565
DRAINABLE UNUSABLE FUEL AT 6.0 POUNDS PER GALLON			18	46.0	828.00
BAGGAGE NET			.5	95.0	47.5
TOW BAR			1.7	124.0	210.8
POH & FAA AFM			1.2	50.0	60.0
FUEL SAMPLING CUP			.1	14.3	1.43
BASIC EMPTY WEIGHT			1681.5	39.1342	65.8042

ALL ITEMS MUST BE IN THEIR STANDARD LOCATION AND LOOSE ITEMS SUCH AS TOOLS, FLOOR MATS, SPARE PARTS, BAG NET, TOOLBAR, FAA APPROVED FLIGHT MANUAL (POH), ECT. MUST BE REMOVED FROM THE AIRCRAFT. "STOWED EQUIPMENT" IS TO BE TREATED AS LOOSE EQUIPMENT AND, THEREFORE, REMOVED FROM THE PLANE PRIOR TO WEIGHING.

COMMENTS/REMARKS/SHORTAGE: Aircraft weight determined with fuel cells empty and all sumps drained.

ACCEPTANCE: Chad Brownlee
Original Signed by

INSP: CB 224