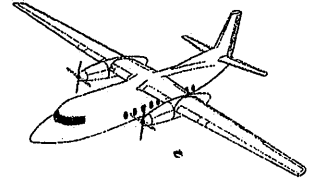


11 PARADISE COURT
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LOAD DATA SHEET

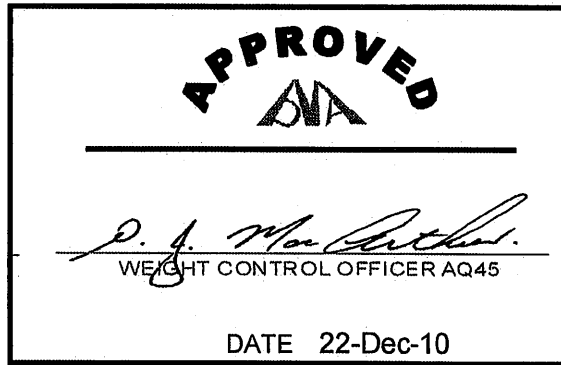


D. MacArthur & Associates
 (NAME OF ORGANISATION)

Aircraft Type Partenavia P-68B S/N 119 Aircraft Reg VH-IYC

Approved Loading System Trim Sheet JL-63 OR Approved Flight Manual

AUTHORISED	DATE	DATE OF EXPIRY	ISSUE
D. J. MacArthur	22-Dec-10	INDEFINITE SUBJECT TO C.A.O. 100.7	FIVE



ITEM	WEIGHT Kg	ARM mm	MOMENT	INDEX * (IU)	CONFIGURATION (ALSO SEE EQUIPMENT LIST)
EMPTY WEIGHT	1376	401	551786	124	SIX SEATS TOTAL
IMPERIAL					
	WEIGHT Lbs	ARM Inches	MOMENT		SIX SEATS TOTAL
EMPTY WEIGHT	3033.6	15.8	47893	Flight Manual	

THE ABOVE WEIGHTS INCLUDE:
 EMPTY WEIGHT: UNUSABLE FUEL & FULL ENGINE OILS

LOAD SYSTEM

- REFER TO FLIGHT MANUAL & SUPPLEMENTS FOR LOAD LIMITATIONS.
- LOAD AIRCRAFT USING LOAD SYSTEM JL-63 Issue 4
- CHECK LOADING AT ZERO FUEL AND TAKE OFF WEIGHTS.

NOTE:

LOAD SYSTEM JL-63 IS BASED ON A NON STANDARD DATUM 311mm AFT OF THE STANDARD DATUM.

DO NOT USE DATA RELATING TO THE STANDARD DATUM.



Trim Sheet Formula = $Wight \times (Arm - 311) / 1000$

WORK ORDER WB-4774	DATUM Wing Leading Edge
-----------------------	--------------------------------

PARTENAVIA P68B LOAD SHEET VH - IYC

LOAD SYSTEM JL - 63 Issue 4

FLIGHT No: _____ DATE: _____
 FROM: _____ TO: _____
 CAPTAIN: _____
 FIRST OFFICER: _____

	WEIGHT-KG	INDEX
AIRCRAFT BASIC WEIGHT		
SEATS - ROW 1 (Crew)	77 KG	77
SEATS - ROW 2	77 KG	77
SEATS - ROW 3	77 KG	77
STRETCHER	N/A	
BAGGAGE	20 KG	20
HAT RACK (30 KG MAX)	10 KG	10
ZERO FUEL WEIGHT		
FUEL	50 KG	50
TAKE OFF WEIGHT		
FUEL BURN OFF		
LANDING WEIGHT		

PILOTS CERTIFICATE.

I AM SATISFIED THAT THE AIRCRAFT IS CORRECTLY LOADED FOR SAFETY IN ACCORDANCE WITH REGULATIONS SPECIFIED BY THE DEPARTMENT OF AVIATION.

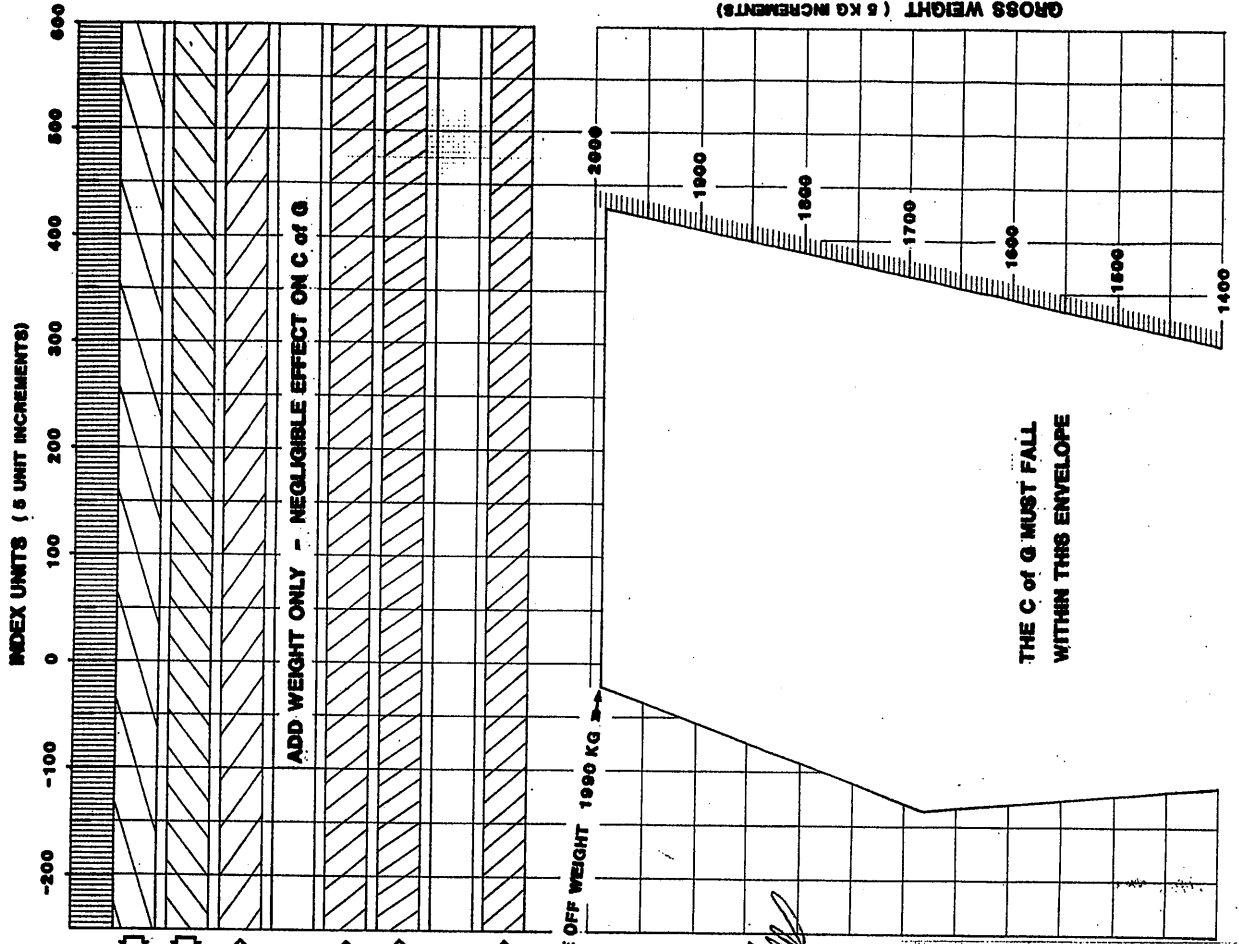
CAPTAIN..... TIME.....
 DATE.....

NOTE:
 THIS TRIM SHEET INCORPORATES A NON-STANDARD DATUM.
 DO NOT USE EMPTY OR BASIC DATA RELATING TO THE STANDARD AIRCRAFT DATUM.

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 J. W. Liddle
 6 Peringa Street
 COOPERS PLAINS, 4109,
 AUSTRALIA

METHOD OF USE

1. Obtain the basic index and starting from this point on the appropriate index scale drop a vertical line to the scale for first compartment in use. Move horizontally along this scale in the indicated direction for the appropriate load increment, before dropping vertically to the other scales in use, moving along each line in the same manner.
2. Draw a vertical line from the last compartment scale in use down to the CG checking diagram (neglecting the fuel scale) stopping at the appropriate weight. This point shows the CG at Zero fuel weight.
3. The CG at take-off may be found by returning to the fuel scale and making the appropriate allowance for fuel before dropping another vertical line to the CG checking diagram, stopping at the take-off weight.

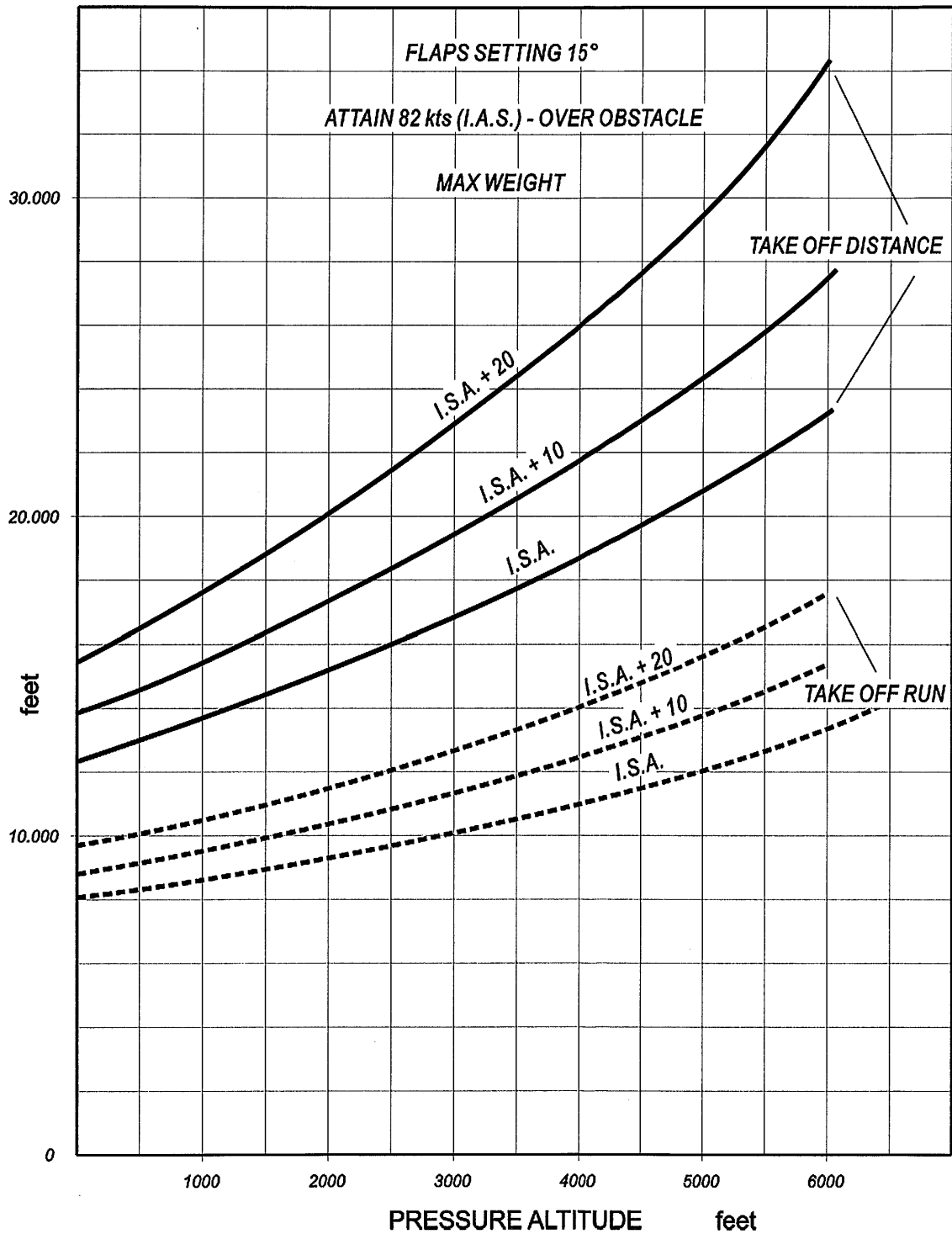


THE C of G MUST FALL WITHIN THIS ENVELOPE

PARTENAVIA P68B VICTOR

SECTION IV – PERFORMANCE

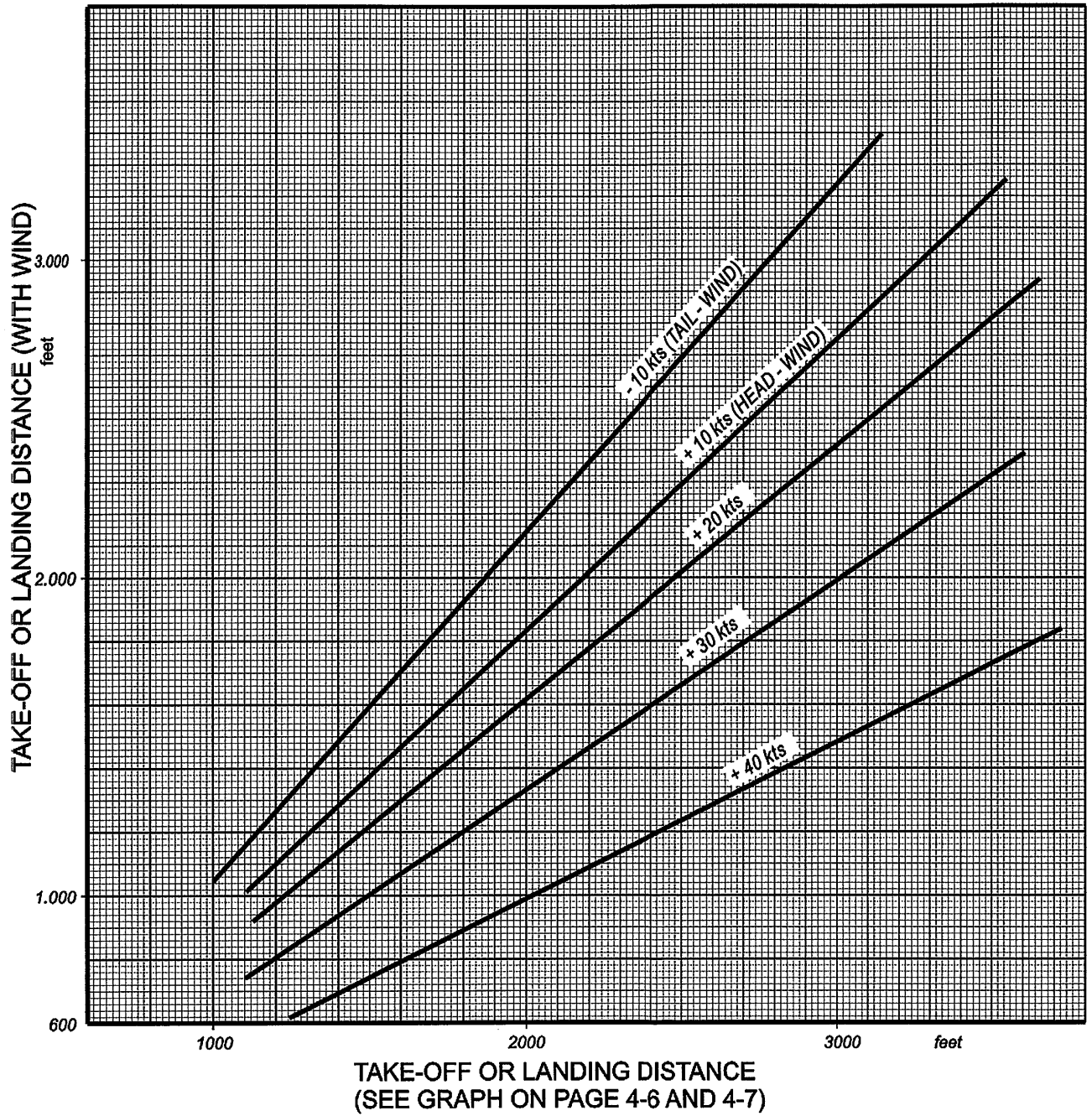
TAKE-OFF RUN AND TAKE-OFF DISTANCE OVER 50 FOOT OBSTACLE
VERSUS PRESSURE ALTITUDE



PARTENAVIA P68B VICTOR

SECTION IV – PERFORMANCE

TAKE-OFF AND LANDING DISTANCE WIND CORRECTION

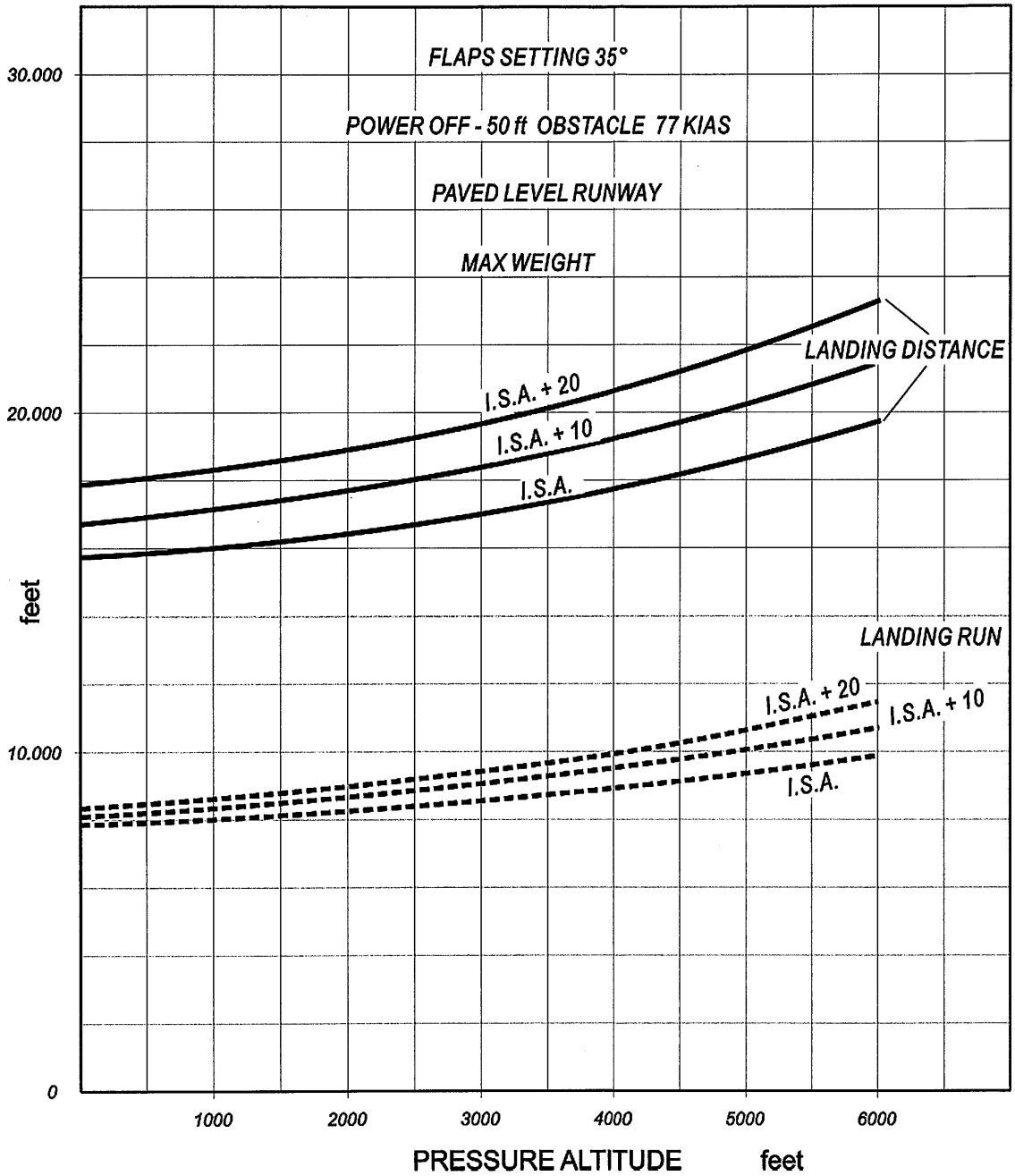


INCREASE TAKE-OFF RUN BY 10 TO 25 PERCENT FOR OPERATION ON A GRASS RUNWAY (ROLL CO-EFFICIENT APPROXIMATELY 0.06 TO 0.1). USUAL VALUE 15 PERCENT

PARTENAVIA P68B VICTOR

SECTION IV – PERFORMANCE

LANDING RUN AND LANDING DISTANCE OVER 50 FOOT OBSTACLE
VERSUS PRESSURE ALTITUDE



LANDING DISTANCE SHOULD BE INCREASED UP TO 13 PERCENT WHEN OPERATING FROM A SHORT, DRY, GRASS SURFACE