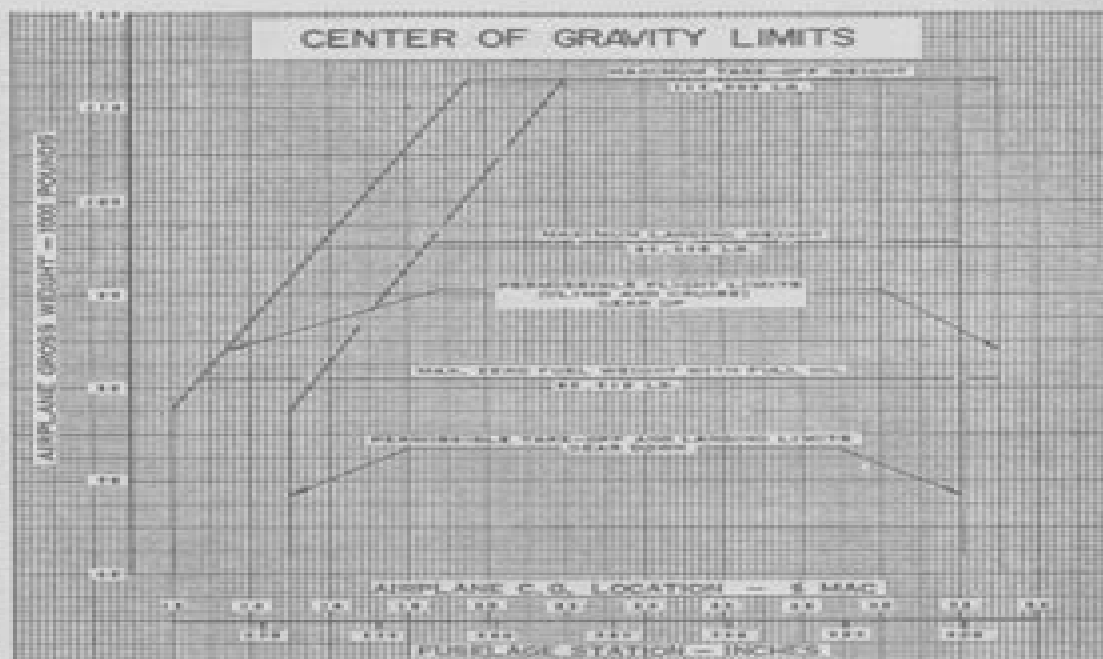


LIMITATIONS



EAL C.G. COMPLIANCE METHOD

ENGINEERING COMPUTATIONS

The Engineering Department makes basic computations to determine the C.G. location for each type airplane considering crew, fuel, oil, and all operational equipment to be at their normal stations; i.e., the C.G. with everything aboard except payload.

The preceding data are combined with separate computations to determine the effect on C.G. caused by loading varying groups of passengers (0-5 passengers, 7-10 passengers, etc., till the maximum passenger capacity is reached). Two sets of computations are made for each passenger grouping: One assumes all passengers to be seated from the rear forward and a minimum weight is established which, when loaded in the aft cargo compartment, will balance the plane about the rear C.G. limit; the other assumes all passengers to be seated from the front toward the rear to establish a maximum weight which, when loaded in the aft cargo compartment, will balance the plane about the forward C.G. limit. Thus, for a passenger complement of almost any number, whether they be in the rear or the front of the plane, a minimum and a maximum rear cargo compartment load is established which will keep the plane balanced within C.G. limits. Certain rearward groupings of passengers, however, require a given weight in the forward baggage

compartment to balance the plane about the aft C.G. limit. This is specified as a "minimum front weight".

WEIGHT CHARTS AND CARGO MANIFEST

The Engineering data derived above are tabulated on WEIGHT CHARTS which are distributed to all EAL stations for use by our Operations Agents. From these charts the agents read off that for a passenger load of any given number, either the rear cargo compartment must contain a weight between a given minimum and maximum figure, or the forward baggage compartment must contain a "minimum front weight" of a given figure. From the Weight Charts, the agent will enter on line 3 of the CARGO AND WEIGHT MANIFEST (form EAL-010), either Min.-Max. rear weight, or the Min. front weight required to keep the plane in balance limits. On the same line of form 010 he also enters the actual weight, whether cargo or ballast, loaded in the cargo bin specified.

COMPLIANCE WITH C.G. LIMITATIONS

For the flight crew to determine that the C.G. of the loaded airplane is within limits, it is only necessary to inspect the form EAL-010 to see that the actual cargo compartment load entered under "TOTAL REAR/FRONT WEIGHT" is either between the min.-max. aft limits, or is equal to or greater than the min. front weight as entered thereon by the operations agent.

Lockheed 10 Flight Manual

A Gutmann



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