

From: [PK Carlton](#)
To: [Gallo Mitchell](#)
Cc: [dale.w.shue](#) [REDACTED]
Subject: RE: N181AL Weight and Balance and Crosswind Info
Date: Monday, August 14, 2017 7:50:04 PM

Mitchell

The primary weight and balance was burned up in the aircraft. You may be able to find a generic one for the Glasair 2, but every aircraft is unique in the experimental world. From both my memory and the owners, the aircraft had a 600 pound useful load. There were no hard CG measurements like you would find in a Cessna POH. The fuel and passengers are roughly the moment arm from the CG, so all weight has the same CG affect.

The only exception to this is the 40 pounds allowable behind the seats in the "baggage area."

That day, we had:

Front pax: 360 pounds

Fuel: Approx 18 Gallons (consistent with my statement): 108 pounds

Baggage area: 10 pounds

Total weight: 478 pounds

Glasair demonstrated crosswind component is 15 knots, per the owner. I had a 10 knot personal limit as I continued to learn and garner experience.

Paul Carlton

[REDACTED]

From: Gallo Mitchell [REDACTED]
Sent: Monday, August 14, 2017 9:46 AM
To: PK Carlton
Cc: dale.w.shue [REDACTED]
Subject: N181AL Weight and Balance and Crosswind Info

Dear Mr. Carlton,

Please provide the weight and balance information for the airplane so that CG can be calculated and the maximum demonstrated crosswind velocity of the airplane?

Thank you,

Mitchell Gallo

[REDACTED]

[REDACTED]

