

Hodges Michael

From: Barclay, Jennifer [REDACTED]
Sent: Wednesday, January 26, 2022 10:08 AM
To: Hodges Michael
Subject: RE: CEN22FA082 (N5798T) - Weight and Balance Request
Attachments: N5798T Weight and Balance, Full Fuel.pdf; N5798T Weight and Balance, Half Fuel.pdf; Delivery Documents.pdf

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Good morning Mike,

See the attached weight and balance sheets at full fuel and half fuel and the original delivery documents for your records. I added 5 pounds to each of the passenger weights to account for clothing/shoes. I split the baggage up as well since the suitcases were in the rear seat and not sure if there was anything in the baggage compartment. Let me know if you want any additional iterations, but it looks like they were well within the envelope.

Thanks,

Jennifer Barclay
Air Safety Investigator, Air Safety Investigations
[REDACTED]

P [REDACTED] | M [REDACTED]
Textron Aviation | [REDACTED] | Wichita, Kansas 67215 USA | txtav.com

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From: Hodges Michael [REDACTED]
Sent: Wednesday, January 19, 2022 10:32 AM
To: Barclay, Jennifer [REDACTED]
Cc: Centinaro, Paul J (FAA) [REDACTED]
Subject: CEN22FA082 (N5798T) - Weight and Balance Request

Hi Jennifer,

When able, no rush, can you please do a few weight and balance sheets for the accident with N5798T? Perhaps with different fuel loads?

I would like something to put in the public docket please.

I had FAA CAMI reach out to the coroner's office recently and they received the weights of the two occupants:

1. Pilot – Bradley Dunham, 148 pounds.
2. Passenger – Christina Price, 127 pounds.

The onboard baggage that was collected weighed 152 pounds (142 pounds plus the 10 pounds of the purse and medication bags that was retrieved by LEOs).

Thank you so much.

Mike

Mike J. Hodges, MS, CHP
Air Safety Investigator
National Transportation Safety Board

4760 Oakland Street, Suite 500
Denver, Colorado 80239-2793

Cellular/SMS: [REDACTED]
Facsimile: [REDACTED]
Response Operations Center (24/7): 1-844-373-9922
Work Hours: Monday-Friday, 0900-1730 Mountain Time

"We always need to prepare ourselves for handling the unexpected." – Neil A. Armstrong

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1964 Cessna 172E

S/N: 17251698, N5798T

D/A: 12/26/21, Hardy, AR

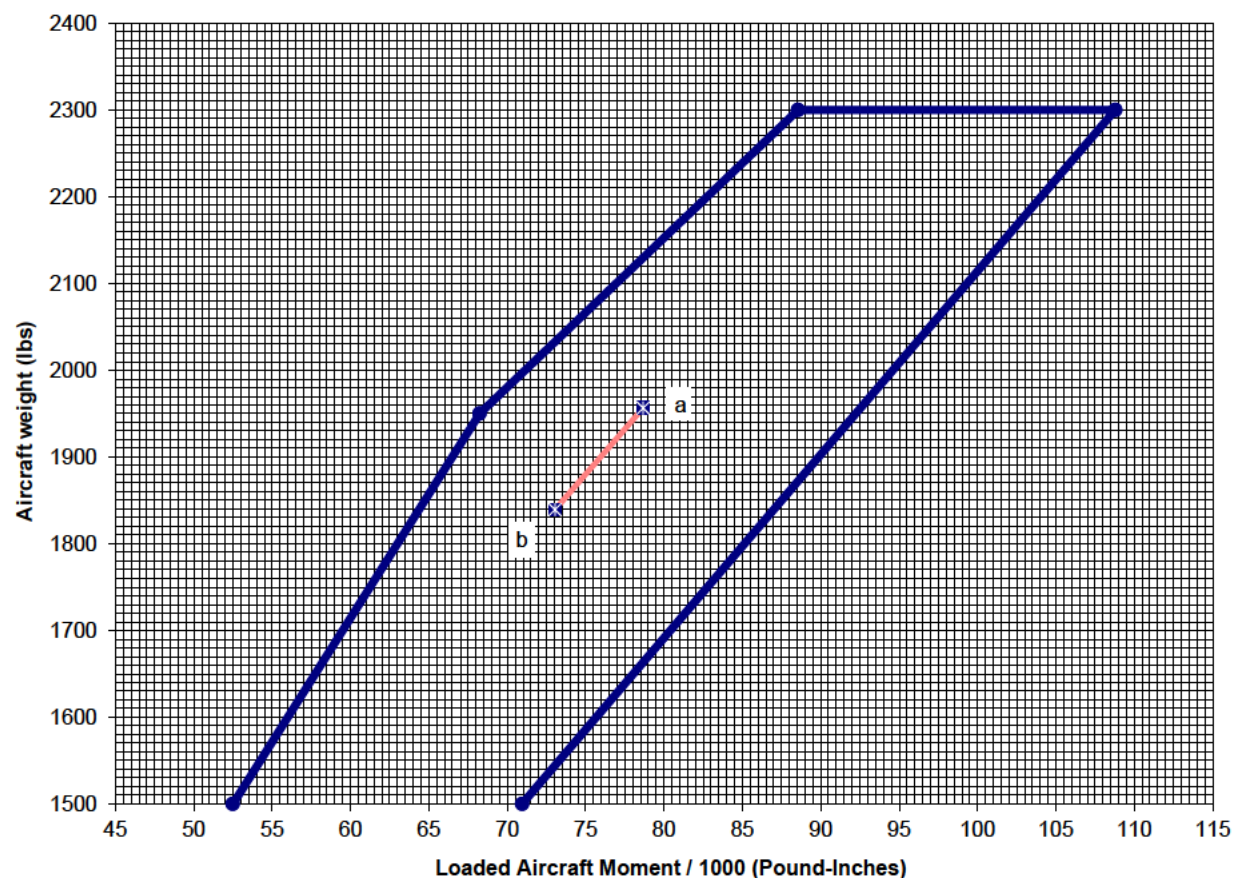
max gross wt 2300

useful load = 913

Loaded Aircraft				
	wt	arm	mom/1000	C.G.
empty wt	1387	37.1	51.4	
fuel	117	48.0	5.6	20 gallons
oil	15	-20.0	-0.3	8 quarts
front seat # 1	153	36	5.5	
front seat # 2	132	36	4.8	
rear seat # 3	55	70	3.9	
rear seat # 4	55	70	3.9	
aft baggage	42	95	4.0	
Total Wt.	1956	40.21	78.7	-344 lbs.

PLOT DATA					
Envelope		Actual Data			
mom/1000	wt				
52.5	1500	78.7	1956.41	a	Loaded a/c
68.25	1950	73.1	1839.4	b	empty fuel
88.55	2300				
108.79	2300				
70.95	1500				

CENTER OF GRAVITY MOMENT ENVELOPE WORKSHEET



1964 Cessna 172E

S/N: 17251698, N5798T

D/A: 12/26/21, Hardy, AR

max gross wt 2300

useful load = 913

Loaded Aircraft				
	wt	arm	mom/1000	C.G.
empty wt	1387	37.1	51.4	
fuel	234	48.0	11.2	39 gallons
oil	15	-20.0	-0.3	8 quarts
front seat # 1	153	36	5.5	
front seat # 2	132	36	4.8	
rear seat # 3	55	70	3.9	
rear seat # 4	55	70	3.9	
aft baggage	42	95	4.0	
Total Wt.	2073	40.65	84.3	-227 lbs.

PLOT DATA					
Envelope		Actual Data			
mom/1000	wt				
52.5	1500	84.3	2073.41	a	Loaded a/c
68.25	1950	73.1	1839.4	b	empty fuel
88.55	2300				
108.79	2300				
70.95	1500				

CENTER OF GRAVITY MOMENT ENVELOPE WORKSHEET

