



MELBOURNE FLIGHT TRAINING BE76 LOAD SHEET & FUEL PLANNING

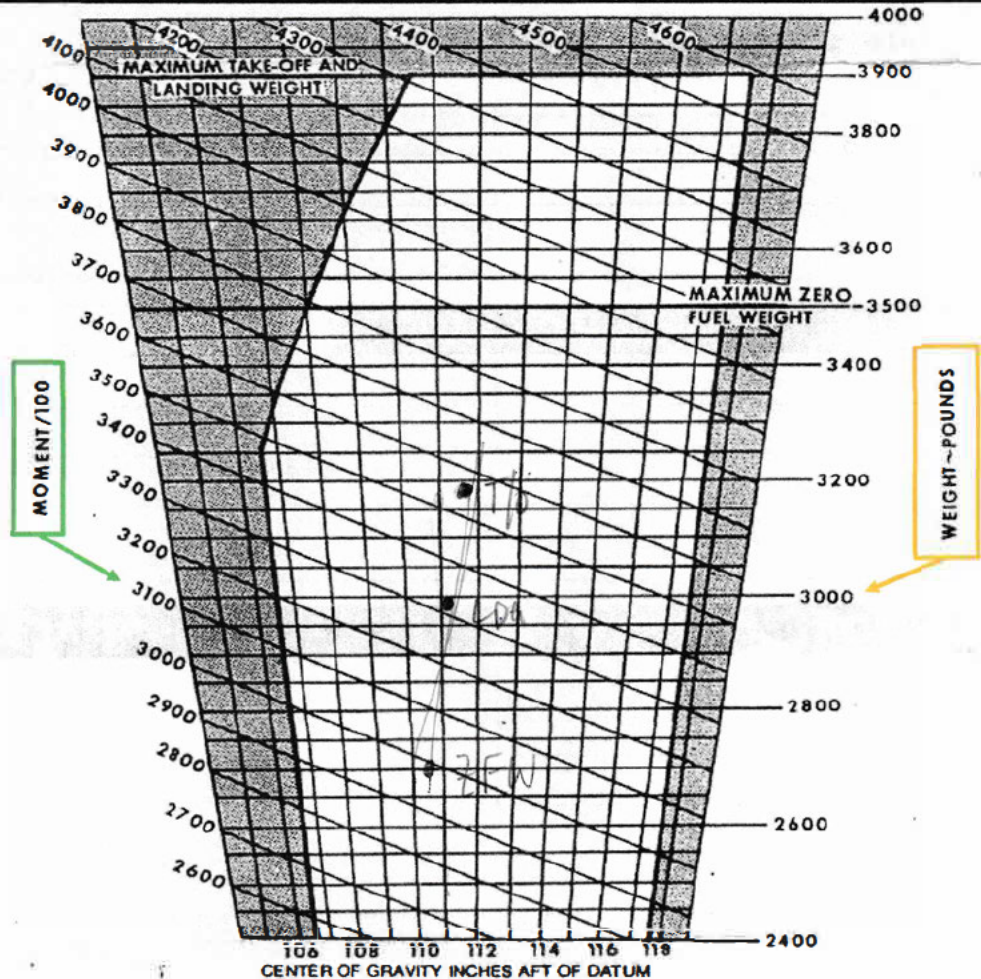
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Version Number: 1.1
Effective Date: 31/Oct/2024
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AIRCRAFT REGISTRATION	DATE	PREPARED BY	SIGNATURE
N76NW	12/26	Blake	

	WEIGHT	ARM	MOMENT	FUEL PLANNING	Quantity
In accordance with FAR 91.9 & 91.103				FAR 91.151 and FAR 91.167	
BASIC EMPTY WEIGHT (BEW)	2570.96	110.61	284,363.26	Start/Taxi/Run-Up Fuel	2.2
PILOT & CO-PILOT	390	108.0	42,120	Takeoff and climb to initial cruising level	
REAR PASSENGER	10	144.0	1,440	Enroute (Duration)	30
MAIN BAGGAGE	10	167.0	1,670	Top of Descent to landing	
ZERO FUEL WEIGHT Max 3,900 Lbs.	= 2980.96	110.6	329,593.26	Alternate (Duration)	
TOTAL USABLE FUEL 1 USG = 6 Lbs.	600	117.0	70,200	MFT minimum fuel VFR	
RAMP WEIGHT Max 3,900 Lbs.	= 3580.96	111.6	399,792.26	MFT minimum fuel IFR	
MINUS TAXI & RUN-UP FUEL 2.2	-13.2	117.0	-1,544.4	Subtotal	
TAKE-OFF Max 3,980 Lbs.	= 3567.8	111.6	398,247.86	+ Extra Fuel	
MINUS TRIP FUEL	-186	117.0	-21,762	TOTAL USABLE FUEL	
LANDING Max 3,900 Lbs.	= 3381.8	111.3	376,485.86	Units used:	Pounds
1 USG = 6 Lbs. The Basic Empty Weight includes an allowance for unusable fuel (1.5 or 2 US Gals) & full oil.				Endurance:	hours
NO UNSECURED BAGGAGE ALLOWED WHEN STALLING, PRACTICING RECOVERY FROM UNUSUAL ATTITUDES OR SIMILAR MANEUVERS.					

V speeds

V _{SO}
V _{S1}
V _{MC}
65
V _R
71
V _{SSE}
71
V _x
71
V _{YSE}
85
V _y
85
V _G
95
V _A
132
V _{LE}
140
V _{LO}
112
V _{NO}
154
V _{NE}
194





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Departure Airport METAR		K	
ATIS		Time	
Wind	01005	Visibility	10
Sky Condition	CLR		
Temperature	18	Dewpoint	16
Altimeter	3011	Airport Elevation	33
Approach in use		Runway in use	
Headwind comp.		Crosswind comp.	
Pressure altitude		Density altitude	
Freezing level		Sunset	
Remarks/NOTAMS TFRs			

Takeoff Distance	
Ground roll	50 ft. Obstacle
1400	2000
Accelerate Stop Distance Available	1700
Accelerate Go Distance	N/A
Multi Engine Climb Rate	
All engine operating	One engine inoperative
1400	700
Single Engine Service Ceiling 8000	
Landing Distance	
Ground roll	50 ft. Obstacle
1400	2000

Alternate Airport TAF		K	
Airport elevation		Time	
Wind		Visibility	
Sky condition		Approach in use	Runway in use
Remarks/NOTAMS TFRs		Headwind comp.	Crosswind comp.
		Freezing level	Sunset

Arrival Airport TAF		K	
Airport elevation		Time	
Wind		Visibility	
Sky condition		Approach in use	Runway in use
Remarks/NOTAMS TFRs		Headwind comp.	Crosswind comp.
		Freezing level	Sunset

Notes/Taxi	
FRAT score	14
Instructor signature	
Date and time	12/26

WEIGHT SHIFT CALCULATION:

$$\text{CHANGE IN CG} = \frac{\Delta \text{WEIGHT} \times \text{DISTANCE OF CHANGE RELATIVE TO OLD CG}}{\text{NEW TOTAL WEIGHT}}$$

NOTE: 'Δ WEIGHT' REFERS TO ONE OF THE FOLLOWING: 1. WEIGHT ADDED 2. WEIGHT SUBTRACTED 3. WEIGHT MOVED