

| | | | | | | | | | |
|--|------|--------------------------------|-------|--|-------|-------------------|----------------------|----------------|----------|
| CAA | | QUICK LOAD SHEET D-KILO | | | | | | | |
| (This document shall be carried onboard at all times during flight, taxi and during maintenance operations.) | | Type: | | LA-92 | | | | | |
| | | Approved for: | | Ava. | Float | Wheel | Ski | Norm. | |
| | | | | X | | | | X | |
| Please note: | | | | | | | | | |
| Pilot in Command must always ensure centre of gravity is within limits before commencing flight. | | | | | | | | | |
| It is not permissible to operate this aircraft at a bank angle in excess of 60 degrees. Maximum load factor during all operations is +3,78 G. Minimum load factor is 0 G. | | | | | | | | | |
| Mass distribution table | | | | Time, fuel and distance to climb (MTOW) | | | | | |
| | Mass | Mom | M-M | P.Altitude | Temp. | V/S ft/min | Time min | Fuel liter | Dist. Nm |
| BEM | 750 | 105,0 | 78750 | 2000 | 11 | 345 | 5 | 9 | 8 |
| Front | | 133,2 | | 4000 | 7 | 280 | 12 | 15 | 18 |
| Rear | | 185,1 | | 6000 | 3 | 220 | 20 | 22 | 31 |
| Bag | | 204,6 | | 8000 | -1 | 160 | 30 | 30 | 49 |
| Fuel | | 128,3 | | All figures assume zero wind, ISA condition. | | | | | |
| Quick Reference Table – Fuel Consumption | | | | | | | | | |
| Press.Alt | RPM | 20°C below ISA | | ISA-temp | | 20°C above ISA | | 30°C above ISA | |
| | | Power % | L/h | Power % | L/h | Power % | L/h | Power % | L/h |
| 2000 | 2400 | 68 | 31 | 63 | 28 | 59 | 26 | 57 | 24 |
| | 2300 | 60 | 26 | 56 | 24 | 53 | 22 | 50 | 20 |
| | 2200 | 54 | 22 | 49 | 20 | 46 | 18 | 43 | 17 |
| 4000 | 2400 | 64 | 29 | 60 | 26 | 56 | 23 | 54 | 21 |
| | 2300 | 57 | 25 | 53 | 22 | 50 | 20 | 47 | 18 |
| | 2200 | 50 | 20 | 47 | 18 | 44 | 16 | 41 | 14 |
| 6000 | 2400 | 60 | 26 | 57 | 24 | 54 | 22 | 52 | 24 |
| | 2300 | 53 | 22 | 51 | 20 | 49 | 19 | 46 | 20 |
| | 2200 | 47 | 19 | 44 | 17 | 41 | 16 | 41 | 14 |
| 8000 | 2400 | - | - | - | - | - | - | - | - |
| | 2300 | 51 | 21 | 51 | 21 | 47 | 18 | - | - |
| | 2200 | 46 | 18 | 46 | 18 | 42 | 16 | 39 | 13 |
| Note: All figures assume mixture lean according to POH procedure. Rich mixture could result in up to 30% more fuel consumption. For TAS-figures, please consult POH. | | | | | | | | | |
| Weigh-in done: | | Sign: | | Basic Empty Mass | | Centre of Gravity | | Mass-moment | |
| 2001-07-31 | | Martin Trankell | | 750 kg | | 105,0 cm | | 78750 kg-cm | |
| Max TOM | | Max LM | | Usable fuel full tank | | | Usable fuel standard | | |
| 1200 kg | | 1200 kg | | 156 kg (220 l) | | | 107 kg (150 l) | | |
| Max weight in baggage | | | | Max usable load: | | | | | |
| 75 kg | | | | 450 kg | | | | | |
| Max usable load with full tanks: | | | | Max usable load with standard tank: | | | | | |
| 294 kg | | | | 343 kg | | | | | |
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