PIEDMONT AVIATION NEWS

NEW JOB FORMS

The new job forms have arrived and are now being used. It will take full co-operation on the part of all mechanics and the stockroom personnel to make the use of the forms work smoothly. If we all make an earnest effort to give these forms a chance by observing the following rules, there should be no confusion:

1. Every job, large or small, must have a job form.
2. Whenever a job is accepted, the customer should be directed to Mr. Ponish's office, where the form will be filled in.
3. The foreman will hand the form to the crew a ssigned to the particular job. A fter the repair work is started the form must at all times stay with the plane.
4. When any parts are required for a job, the job form must be taken to the stockroom. The stockroom personnel has been instructed not to issue any parts without the job form.
5. When the job is completed, the job form and all papers (319, 20-hr check etc.,) must be handed in at Mr. Ponish office AT ONCE.

These forms will NOT be used on PA jobs.

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PERSONALS

P A Flying Club is grieving over the crack up of their plane. With all members "pitching in", the Club plane should be back on the line in the near future.

Mrs. Emch is on a two-weeks vacation. We are hoping she has a big time.

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WEIGHT AND BALANCE
BY F.H. Ponish

To find the C G Aft Extreme, the airplane must be loaded in such a manner that all items will exert the extreme aft moment. Let us continue with the example given on Page 2 of last week's P. A. News. The first line will be the same as before: Wt(lbs) Arm(in) Moment

AEW   650   16   10400

The specifications require a J3 C-65 Cub to be flown solo from the rear seat only. The rear seat is on an arm of $+$ 36 and the front seat on an arm of $+$ 9. It is obvious that the most rearward moment will be exerted when the airplane is flown solo. The second line, therefore, will be:

Pilot   170   36   6120

The fuel tank is located on an arm of -18. The less gas there is in the tank, the greater will be the total aft moment. We use, therefore; the minimum fuel in our calculation. This is found, according to the C A M 18, by dividing the Maximum Except Take-off HP by 12. The Maximum Except Take-off HP of the plane in question is found in the Operation Record of the plane or the pertinent specifications. For a J3 C-65 Cub it is 50 HP. 50 divided by 12 equals 4 1/6 gals of fuel. The third line we put down is:

Fuel(min) 4 1/6 gals 25 lbs -18 -450

Oil must be included in all calculations as explained last week.

The fourth line will be:

Oil 1 gal.   7.5 lbs   -29   -217.5

The baggage on an arm of 49 will give a