

upon his return. Happy hunting, Herb.
Mrs. Emch is back from her vacation.
Welcome home, Elin.

FLIGHT DEPARTMENT

They say nothing ever happens in this department but they are always on the move:

Gurney Smith spent Monday and Tuesday on a trip to New York.

Charlie Vestal has been out all week demonstrating the Super Cruiser.

Frank Groat was in Raleigh Wednesday, and in Elizabeth City on Thursday.

Has a certain very popular young man moved from Purity Hall to the vicinity of the Fairgrounds? Slow down, Junior.

WEIGHT AND BALANCE

By F. H. Ponish

When the C G Location of a passenger falls between the approved C G limits, the weight of the passenger may be omitted in the calculation of the C G Forward and Aft Extreme. If the fuel tank is installed in such a manner that its arm falls between the approved limits, minimum fuel may be used in both forward and aft C G Extreme calculations.

Any item which is installed between the approved C G limits does not require a weight and balance report. (A Form 337, stating the item installed and the method of installation will have to be submitted for the approval of the C A A Inspector. The Inspector records such item on Page 3 of operation record above his signature).

The C G Limits on some older type airplanes are sometimes not listed in the specifications or operation records. In that case, they may be calculated by assuming the limits to be 18% and 30% of the MAC (mean aerodynamic chord) for low-wing and mid-wing monoplanes and 22% and 34% of the MAC for high-wing monoplanes and biplanes.

For this week's assignment, study carefully page 104 to page 109 inclusive of C A Manual 18.

** *****