

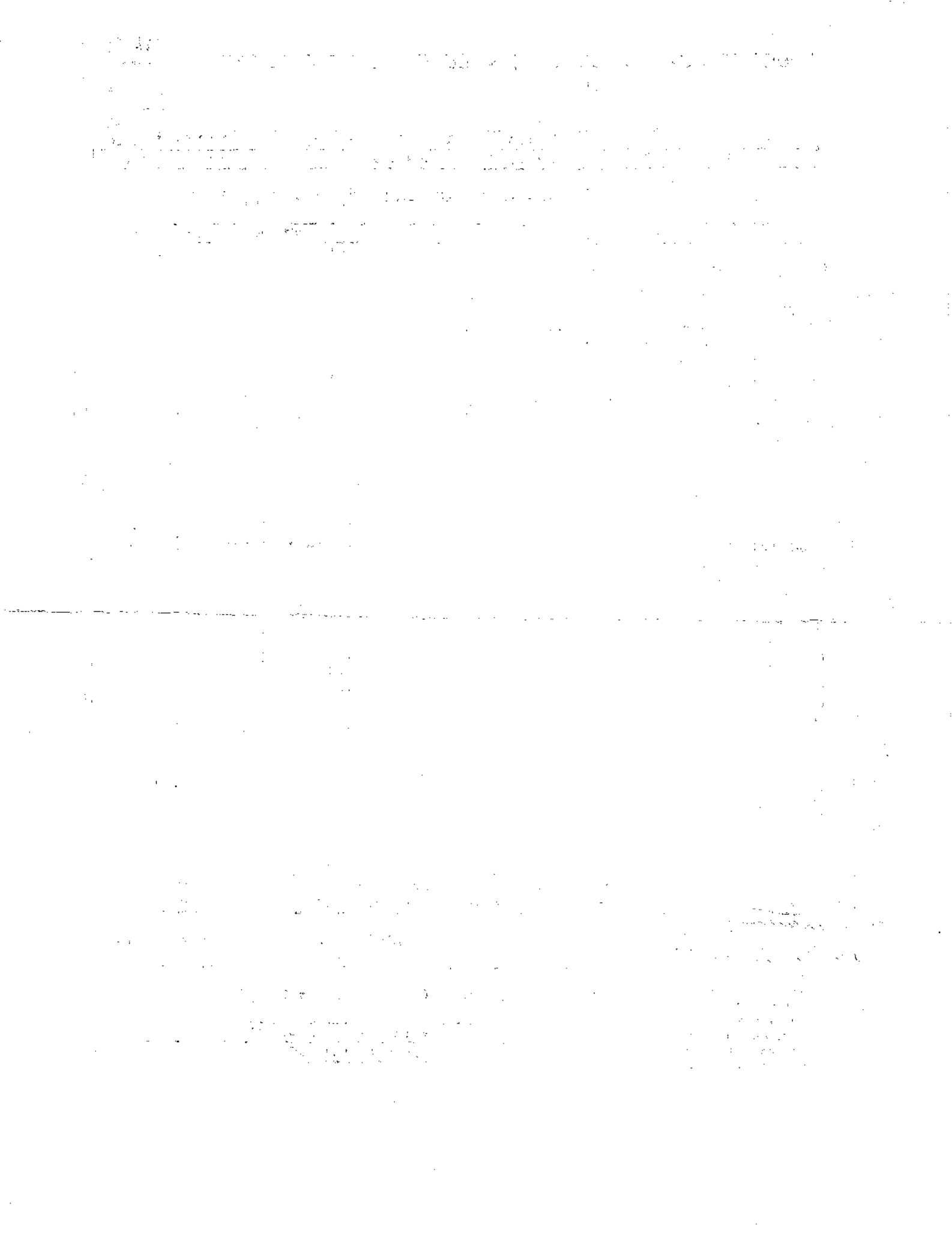
**Updated Weight and Balance
and
Revised Equipment List
for
N298ME**

10-Feb-17

New Empty Weight	1692.77
New Empty Moment	68177.84
New Empty CG	40.28
New Useful Load	863.60

<u>Item</u>	<u>Weight</u>	<u>Arm</u>	<u>Moment</u>
Aircraft	1692.70	40.26	68149.00
Removed			
KMA26 Audio Panel	-1.70	14.80	-25.16
KX155A Nav/Com	-3.50	12.50	-43.75
KT76C Transponder	-2.40	13.50	-32.40
KLN94 GPS	-3.30	12.40	-40.92
KR87ADF	-3.20	11.40	-36.48
KI227 ADF Indicator	-0.70	15.80	-11.06
SSD120 Encoder	-0.63	10.90	-6.87
MD41-22B Annunciator	-0.24	15.80	-3.79
KA92 GPS Antenna	-0.17	46.20	-7.85
Installed			
GMA35c Audio Panel	2.20	14.00	30.80
GTN750 GPS/Nav/Com	9.30	12.40	115.32
GA35 GPS Antenna	0.50	46.20	23.10
NGT9000 Transponder/ADSB	2.96	13.50	39.96
AV801 WAAS Antenna	0.50	45.00	22.50
A30.9 Encoder	0.32	10.90	3.49
TA102 USB Port	0.13	15.00	1.95
Total	1692.77	40.28	68177.84

Ray Chestwood
A/P 585122484



WEIGHT & BALANCE AND INSTALLED EQUIPMENT DATA

CESSNA AIRCRAFT COMPANY
SINGLE ENGINE DIVISION



Cessna
A Textron Company

MODEL	SERIAL & REGISTRATION		WEIGHT	ARM	MOMENT
172S	172S8557	N298ME	(lbs)	(in)	(lb-in)
(calculated)	STANDARD EMPTY WEIGHT		1,625.7	39.642	64,446
INSTALLED EQUIPMENT			Net Change from Standard Aircraft		
Altimeter, Sensitive, InHg			-	-	-
Audio Panel, Bendix/King, KMA 26			-	-	-
Engine, Textron Lycoming, IO-360-L2A			-	-	-
Gyros, Attitude, Directional & Turn Coordinator			-	-	-
NAV/COM #1, Bendix/King, KX 155A			-	-	-
Propeller, McCauley, 1A170E/JHA7660			-	-	-
Transponder, Bendix/King, Mode C, KT 76C			-	-	-
Vacuum Pump, Dual, Engine Driven			-	-	-
Wheel Fairings			16.5	46.100	761
Leather Seats			7.0	61.750	432
ADF, Bendix/King, KR-87			7.7	27.010	208
GPS, Bendix/King, KLN 8994			4.4	19.320	85
NAV/COM #2, Bendix/King, KX 155A			8.2	18.410	151
-			-	-	-
-			-	-	-
DUAL AXIS A/P			19.7	104.400	2057
ALTITUDE PRESELECT			0.0	0.000	0
MILLENNIUM OPTION			3.5	2.760	10
<p><i>SUPPLEMENTED</i> <i>10 FEB. 2017</i></p>					

The weight and balance data shown in this report are computed on the basis of Federal Aviation Administration approved procedures for establishing fleet weight averages. [Far 23.327(f)(2)]

Weighed: 07/06/00
Printed: 07/06/00

This list contains all installed optional equipment and avionics. All weights and arms are the installed difference from a standard equipped aircraft. For a detailed list of aircraft equipment weight and balance data please refer to the comprehensive equipment list in the pilots operating handbook.

BASIC EMPTY WEIGHT	1,692.7	40.261	68,149
USEFUL LOAD	865.3		
MAXIMUM RAMP WEIGHT	2,558.0		
MAXIMUM TAKE-OFF WEIGHT	2,550.0		

Revised 23 Feb. 1999

Airplane Order

OPERATIONS

CHANGE 1



INVOICE TO Single Engine Mkt.	SHIP TO Domestic	CONTROL NO. 172S8557 310557
CUSTOMER ORDER NO.	MODEL Skyhawk SP	DATE 06-01-00 LOCK NO. ENGINE NUMBER FORE/L.H. AFT/R.H.
SERIAL NO. 172S8557	REGISTRATION W/A N298ME TEMP 01 07-05-00 01	PROPELLER NUMBER FORE/L.H. AFT/R.H.

INSTALL EQUIPMENT AS FOLLOWS

ITEM	F.K. NUMBER	DESCRIPTION	CHANGE	
			NO.	TYPE
OPTIONAL EQUIPMENT				
1	605A	Avionics Package - Two Axis Autopilot Without HSI		
2	606	Altitude Pre-Select		
3	015C	Wheel Fairings		
4	510A	ME-Metallic		

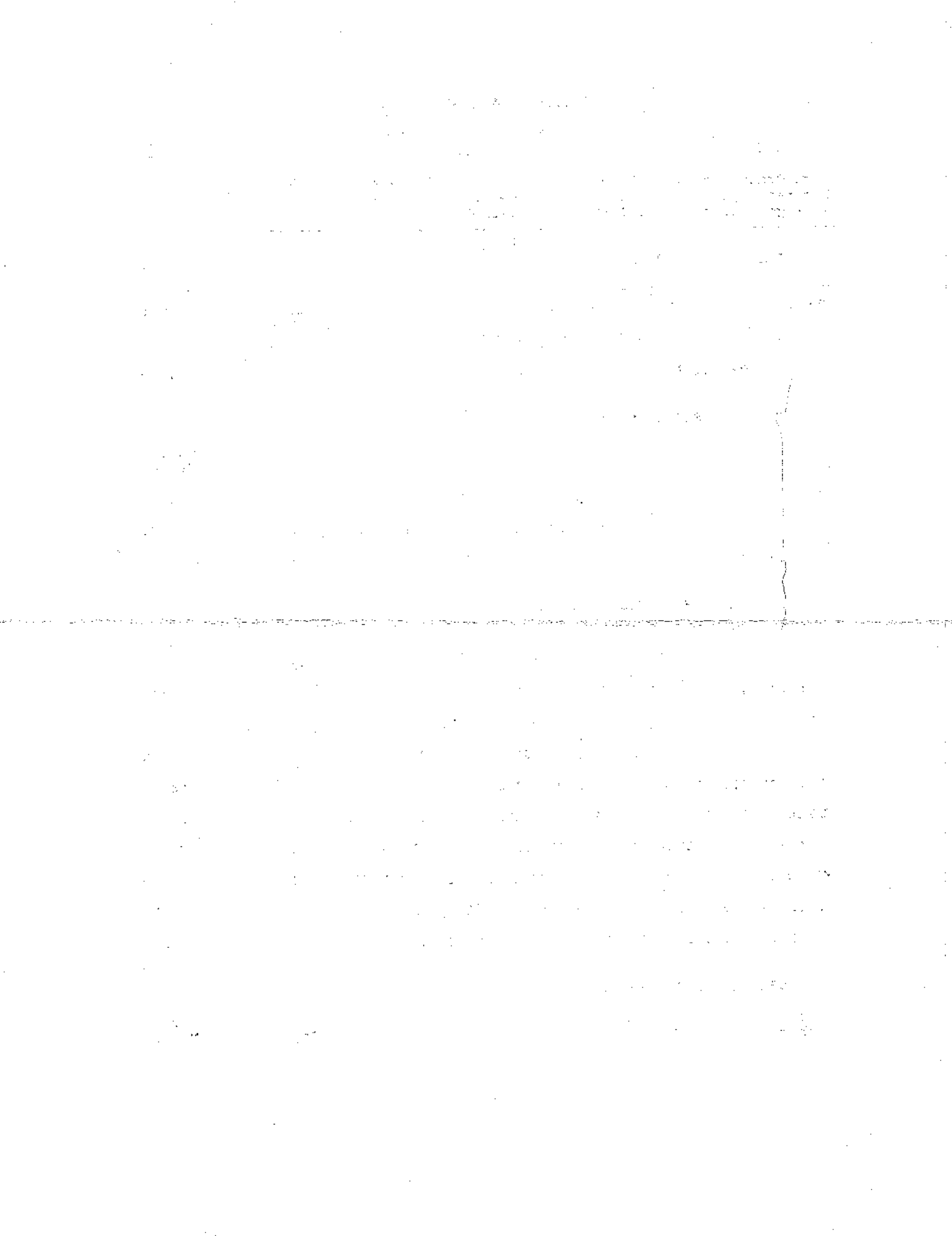
PAINT	UPHOLSTERY AND TRIM	CLEAN UP
PRODUCTION DATE	DELIVERY DATE Per Prod Schedule	

A WORD ABOUT LEATHER

Real leather is a natural product, and as such will always bear the markings of its natural origin. It is these "marks of life" that make each hide entirely unique.

These marks in no way detract from the finished product - in fact, they enhance it by providing it with character and individuality. Combined with its amazingly graceful aging properties, leather can actually improve with time and wear.

Because no two hides are alike and textures vary, dye and finish penetrations will differ, however carefully applied. It takes two hides for Model 172, three hides for Model 182, and four hides for Model 206. While every attempt is made to achieve uniformity, some variation in color may occur: but this, like many natural marks and features on a hide, forms part of the natural charm of the finished seat.



PRINTED 9/05/2000

10:06:40

Work Order Number 172S8557 Aircraft Serial# 172S8557
Aircraft Type 172 Cessna 172
Package Option 172IFR/7702 172NAV3

DELIVERY SET A Antennas

Unit Number	Part Number	Description	Qty	Serial Number
KA 0044B	071-01234-0000	ANTENNA LOOP/SENSE	1	74243
KA 0092	071-01553-0200	GPS ANTENNA	1	31080

DELIVERY SET I Indicators

Unit Number	Part Number	Description	Qty	Serial Number
KI 0208	066-03056-0002	VOR/LOC IND W/ANTI REFLECT	1	70753
KI 0209A	066-03056-0011	VOR/LOC/GS IND W/GPS DISPLAY	1	6072
KI 0227	066-03063-0000	INDICATOR KR 87	1	48232

DELIVERY SET P Stack/Panels

Unit Number	Part Number	Description	Qty	Serial Number
KC 0140	065-00176-7702	FLT COMPUTER-2AXISW/ALTPRE	1	4353
KCM0100	071-00073-5000	CONFIGURATON MODULE	1	6811
KLN0089	071-00094-0103	KLN89/B AMERICAS DATA CARD	1	N/A
KLN0089B	066-01148-0102	KLN 89B BRNAV GPS TSO	1	2569 16363
	94 069-01034-0101	94		2569
KMA0026	066-01155-0201	AUDIO PANEL W/MKR &INT SC PLUS	1	005229
KR 0087	066-01072-0014	DIGITAL ADF EFIS SC PLUS	1	74201
KT 0076C	066-01156-0101	XPDR ATCRBS DIGITAL SC PLUS	1	10759
KX 0155A	069-01032-0101	NAV/COM 25KHZ/28V G/S	1	18156
KX 0155A	069-01032-0201	NAV/COM, 25KHZ 28V (NO G/S)	1	18147

DELIVERY SET S Servos

Unit Number	Part Number	Description	Qty	Serial Number
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1. The first part of the document discusses the importance of maintaining accurate records of all transactions. This is essential for ensuring the integrity of the financial statements and for providing a clear audit trail. The records should be kept up-to-date and should be easily accessible to all relevant parties.

2. The second part of the document outlines the various methods used to collect and analyze data. These methods include interviews, surveys, and focus groups. Each method has its own strengths and weaknesses, and it is important to choose the most appropriate method for the specific research objectives.

3. The third part of the document describes the process of data analysis. This involves identifying patterns and trends in the data, and then interpreting these findings in the context of the research objectives. It is important to be objective and to avoid drawing conclusions that are not supported by the data.

4. The fourth part of the document discusses the importance of reporting the results of the research. This involves writing a clear and concise report that summarizes the findings and provides recommendations for future action. The report should be written in a way that is accessible to all relevant parties, and it should be reviewed and approved by the appropriate authorities.

5. The fifth part of the document discusses the importance of maintaining the confidentiality of the data. This is particularly important when the data contains sensitive information, such as personal details or financial records. It is important to ensure that the data is stored securely and that access is restricted to only those who need it.

6. The sixth part of the document discusses the importance of maintaining the accuracy of the data. This involves ensuring that the data is collected and recorded correctly, and that any errors are identified and corrected. It is important to be thorough and to double-check the data before it is used for analysis.

7. The seventh part of the document discusses the importance of maintaining the integrity of the data. This involves ensuring that the data is not tampered with or altered in any way. It is important to have a clear system in place for identifying and preventing any unauthorized changes to the data.

8. The eighth part of the document discusses the importance of maintaining the security of the data. This involves ensuring that the data is protected from unauthorized access, theft, or loss. It is important to have a clear system in place for identifying and preventing any security breaches.

9. The ninth part of the document discusses the importance of maintaining the availability of the data. This involves ensuring that the data is accessible to all relevant parties when it is needed. It is important to have a clear system in place for identifying and preventing any downtime or unavailability of the data.

10. The tenth part of the document discusses the importance of maintaining the consistency of the data. This involves ensuring that the data is collected and recorded in a consistent manner across all relevant parties. It is important to have a clear system in place for identifying and preventing any inconsistencies in the data.

(MKTRJT35)

ALLIED SIGNAL AEROSPACE
COMMERCIAL AVIONICS SYSTEMS
PIR ATTACHMENT REPORT
(FINAL)

PAGE 2

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Work Order Number 172S8557 Aircraft Serial# 172S8557
Aircraft Type 172 Cessna 172
Package Option 172IFR/7702 172NAV3

KM 0275	065-00030-0000	SERVO MOUNT	1	48015
KM 0275	065-00030-0000	SERVO MOUNT	1	48344
KM 0275	065-00030-0002	SERVO MOUNT	1	47167
KS 0270C	065-00178-2200	PITCH SERVO, DUAL SG-2.40 RPM	1	3415
KS 0271C	065-00179-0300	PRIMARY SERVO-1.2RPM	1	5020
KS 0272C	065-00180-0400	TRIM SERVO - 2.40 RPM	1	3136

