

Comm. ASEL Add-on Practical Test William Baumheuter Pilot Examiner #CE03153 618-337-9846

- I use ACRA to generate the test result documents. If you have ACRA (version 2.03 or newer) it will save us lots of time inputting your data into the computer.
- **Fee for this Exam is \$160.** If you retest with me, it's \$50/hr. (fees are as of March 2002) I don't take personal checks. The test fee is collected in advance of the test.
- There are 3 outcomes to this test. 1. Temporary Airman Certificate issued (probably what you want!) 2. Discontinuance of the test (weather or maintenance problems) 3. Notice of Disapproval (more dual needed!).
- Make sure you have all sign-offs in your logbook, a record of the GROUND TRAINING received, you have all documents, including picture ID issued by a US or state government agency.
- The test I administer is based entirely on the FAA Commercial Airplane PTS.
- This plan of action is required by the FAA when I give you a flight test to ensure my testing is consistent from one applicant to another.
- I you don't understand a question; please tell me so I can try asking it a different way. If you don't know, just tell me you don't know.
- When we are in the aircraft, I will help you look for traffic, I will ask you to perform various tasks. If you are unsure of what I asked, ask me again. If you aren't ready to do something, tell me. I am also looking for good judgment, like NOT continuing a bad approach, leveling off PRIOR to MDA, etc.
- Transfer of controls is done by verbalizing "I have the controls"; "you have the controls".
- Radio communications are your responsibility. Remember YOU are PIC, not me!

I. PREFLIGHT PREPARATION

F. Performance and Limitations

- Compute Wt&Bal.
- Use of Charts, Data.
- Effect of exceeding limits.
- Describe effect of atmospheric conditions (hot/cold)(high/low)

G. Operation of Systems

- 5 of the following:
 1. Primary flight controls and trim.
 2. Flaps, leading edge devices, and spoilers.
 4. Powerplant and propeller.
 5. Landing gear.
 6. Fuel, oil, and hydraulic.
 7. Electrical.
 8. Avionics.
 9. Pitot-static, vacuum/pressure and associated flight instruments.
 10. Environmental.
 11. Deicing and anti-icing.

Pre-Flight Briefing: You are PIC, How to simulate engine failures, do not descend below 500 agl during any simulated emergency, how we will transfer controls, rundown of the sequence of tasks.

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

- A. Normal and Crosswind Takeoff and Climb** (flight controls, centerline, $V_Y \pm 5$ kias, wind drift, checklist)
- B. Normal and Crosswind Approach and Landing** (stabilized, ± 5 kias, touchdown near stall, 200ft, on centerline, checklist)
- C. Soft-Field Takeoff and Climb** (without stopping, flight controls, centerline, earliest liftoff, ground effect to $V_Y + 5-0$ kias, gear up after 50 ft., wind drift, checklist)
- D. Soft-Field Approach and Landing** (stabilized, ± 5 kias, touchdown smoothly, flight controls, centerline, no drift, checklist)
- E. Short-Field Takeoff and Maximum Performance Climb** (best position, centerline, flight controls, brakes, max power, $V_X + 5/-0$ kias, gear and flaps after 50ft., no drift, on centerline, checklist)
- F. Short-Field Approach and Landing** (stabilized, ± 5 kias, touchdown ~minimum control speed, 100ft, no float, no drift, on centerline, max brakes, checklist)
- K. Power-Off 180° Accuracy Approach and Landing** (abeam touchdown no more than 1000 AGL, close throttle, glide speed, final configuration, touchdown within 200ft., checklist)

V. PERFORMANCE MANEUVER

- B. Steep Spiral** (altitude for 3 turns min., select ground point, constant radius around point, not to exceed 60° bank, speed ± 10 kias, heading on rollout $\pm 10^\circ$)
- C. Chandelles** (altitude no less than 1500 feet, bank 30°, power and pitch to 90°, rollout to 180° $\pm 10^\circ$, just above stall, maintain for a moment)
- D. Lazy Eights** (altitude no less than 1500 feet, bank 30° at steepest point, constant change of pitch and roll, altitude tolerance ± 100 ft at each 180°, ± 10 kias at each 180°, heading $\pm 10^\circ$ at each 180°, at least one complete set of loops)

VI. GROUND REFERENCE MANEUVER

- Eights on Pylons** (at pivotal altitude, 2 points that allow S&L between, 30° to 40° bank at steepest point, hold the pylons without slips or skids.)

IX. EMERGENCY OPERATIONS

- A. Emergency Approach and Landing (Simulated)** (best glide ± 10 kias, troubleshoot, select LZ, **do not descend below 500 AGL**, checklist)
- B. Systems and Equipment Malfunctions**
 - 5 of the following:
 - a. partial or complete power loss.
 - b. engine roughness or overheat.
 - c. carburetor or induction icing.
 - d. loss of oil pressure.
 - e. fuel starvation.
 - f. electrical malfunction.
 - g. vacuum/pressure, and associated flight instruments malfunction.
 - h. pitot/static.
 - i. landing gear or flap malfunction.
 - j. inoperative trim.
 - k. inadvertent door or window opening.
 - l. structural icing.
 - m. smoke/fire/engine compartment fire.
 - n. any other emergency appropriate to the airplane.
 - Follows the appropriate checklist or procedure.

Debrief and Files