

Commercial Flight Review

Name _____ Date _____ TOT _____

START _____ OFF _____ ON _____ IN _____

AIRCRAFT _____

- ⇒ Normal and Crosswind Takeoff
(Heading +5 degrees, Airspeed +-5 Kts.)
- ⇒ Steep Turns (Visual or Simulated IFR)
45 Degree Bank Altitude +- 5 Degrees Heading +-10
degrees Altitude +-100' Airspeed +-10 Knots
- ⇒ Steep Spiral (Not exceed 60 Degree Bank; at least 3-360
Degree Turns; Airspeed +-10 Knots; Roll out toward object
or specified heading +- 10 Degrees)
- ⇒ Chandelles (Min 1500' AGL; 30 Bank; constant pitch,
continually decreasing speed; constant rate rollout & pitch +-
10° just above a stall airspeed, maintaining that airspeed
momentarily avoiding a stall)
- ⇒ Lazy 8's (1500' AGL; Approx 30° at steepest point; constant
change of pitch, roll rate, airspeed)
Altitude @180° point + - 100'
Airspeed @180° point + - 10;
Heading @180° point + - 10°
- ⇒ Eights on Pylons (Pivotal Altitude; Straight-Level between;
Bank not to exceed 40°; Line-of-sight remains on pylon;
Avoid slips and skids)
- ⇒ Maneuvering During Slow Flight 1500' or 3000' MEL

(Alt+-50' Hdg. +-5° Aspd. +5 -0 Bank +-5°.)

- ⇒ Power Off Stalls 1500' or 3000' MEL (Heading within
10° or at least 10° not to exceed 20° bank + - 5°)
- ⇒ Power On Stalls 1500' or 3000' MEL (Heading within
10° or at least 10° not to exceed 20° bank + - 5°)
- ⇒ Accelerated Stalls 3000' (Not exceed Va; 45° bank)
- ⇒ Power Off 180 Degree Accuracy Approach and
Landing (Checklist, Calls, Configuration,; -0 +200' from
specified touchdown point)
- ⇒ High Altitude Oxygen, High Altitude Pressurization
- ⇒ Emergency Descent (30°-45° Bank; +0 -10Kts; Level-
off at specified altitude + - 100')
- ⇒ Go-Around or Missed Approach (Heading +-10°
Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)
- ⇒ Emergency Approach and Landing (Best Glide
Airspeed 10°. +-10Kts.)
- ⇒ Abnormal Procedures
- ⇒ Pilotage, Diversion, Spin Awareness, Lost Procedures
- ⇒ Emergency Equip and Survival Gear
- ⇒ After Landing, Parking, Securing, Post flight

NOTES: