

## Commercial Check Ride

### GUMPS - Check

#### Steep Turns

- cowl flaps open
- clearing turn
- 50\* Bank
- 2500 MSL
- MP 23 / RPM 25
- 100 - 106 KT

#### Steep Spiral

- Clearing turn
- 5000 MSL
- do not exceed 60\* bank
- power off 25 MP
- 70 - 80 KT

#### Chandells

- clearing turn
- open cowl flaps
- 2500 MSL (1500 AGL)
- 25 MP 25 RPM
- VA entry speed

#### Lazy Eights

- clearing turn
- open cowl flaps
- 3000 MSL (1500 AGL)
- 18 MP 25 RPM

#### Eights on Pylons

- clearing turns
- open cowl flaps
- Pivotal Altitude 2000 - 2200 MSL ( $GS \times GS / 11.3 = PA + \text{elevation}$ )
- 20 MP 25 RPM
- VA entry speed

#### Slow Flight

- clearing turn
- open cowl flaps
- MCA 55 KT
- 2500 MSL
- gear and flaps down

### Power-off Stalls

- clearing turns
- cowl flaps open
- landing configuration
- Entry altitude 3000 MSL 1500 AGL
- power off
- recover at the onset
- recovery 1 notch of flaps first

### Power-on Stalls

- clearing turn
- cowl flaps open
- take off configuration
- 2500 MSL 1500 AGL
- 65 KT
- recover at onset (buffeting)

### Accelerated Stalls

- clearing turn
- cowl flaps open
- 4000 MSL 3000 AGL
- 45\* bank
- entry speed 65 KT
- recover at onset (buffeting)

### 180 Power Off Accuracy Landing

- position on downwind
- not more than 1000' AGL (1937 MSL)
- GUMPS
- touchdown within 200' of specified touchdown point

### Short Field Takeoff and Landing

- 0 degrees flaps
- Vx till obstacle cleared
- Vy after obstacle cleared

### Soft Field Takeoff and Landing

- 10 degrees flaps
- don't slow down
- lift nose wheel asap
- on landing - maintain power so as not to bog down