

Commercial ASEL Scenario

You are employed as a corporate pilot for Horseshoe World based in Custer County, South Dakota. Your home base is KCUT. You are flying the company salesman to sales calls for horseshoes in Southern Minnesota. This is the last sales call and you have been on the road for the last seven days. You are anxious to get home.

For this mission you are flying your company aircraft that has been updated with brand new advanced avionics. Plan your weight and balance. You are flying from _____ to KCUT

Pilot: (your weight)

Sales person (passenger): 200lbs

Baggage: 50lbs (2 suitcases), 100lbs (horseshoe samples)

(TOTAL: 150 lbs)

Fuel: Full tanks

Environmental conditions:

Departure airport: Wind 250/15, Altimeter 29.78, Temp 38 C

On the morning of departure your passenger announces that he met someone at the hotel this morning who happens to live in the Custer, South Dakota area and wants a ride back home. He graciously offered a ride on the company aircraft as there was a lot of room on the aircraft. The passenger is a musician and has offered to play at the company party this weekend for no charge. This passenger weighs 180lbs and has 50lbs of baggage with him.

Prepare a second weight and balance for this new configuration. Include the extra passenger and his bags. Can we take this passenger? Support your decision with appropriate references to FAR's. Under what conditions may we carry this passenger?

Calculate takeoff and landing distance for the flight (origin and final destination airports only).

Calculate fuel required and appropriate VFR altitude along the entire flight. Note if there are any stops along the way.

Environmental conditions:

Arrival airport:

KCUT: Wind calm, Altimeter 29.96, Temp 35 C

NOTAM: Last 500 feet of Runway 26 closed due to construction. Use caution for equipment on the closed portion of the runway.

Notes:

1. There should be a total of 3 weight and balance calculations. For the actual check ride flight please plan my weight at 152lbs.
2. Prepare takeoff and landing distances for the scenario as well as for the check ride flight.
3. A paper nav log is recommended, however an EFB is acceptable.
4. Current charts and NOTAMs are your responsibility.
5. For planning purposes use the forecasted weather. You can update the day of the check ride. For departure and destination airports use the weather given on the scenario.

Any questions? Please call, text, email:

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