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FLIGHT REVIEW



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1. (61.3) You flew to KMOV for lunch with three friends. Your friends are not pilots. When you return to the FBO, FAA personnel are doing ramp checks and you get selected. When asked for your Pilot's certificate you tell them you left it in the airplane. Is this a violation of the FARs?

- a. Yes
- b. No

2. (61.23) For a 35-year-old pilot, how long is a third class medical good for, and when does it expire?

- a. It is valid if the private pilot certificate is current.
- b. It expires two years to the date it was issued.
- c. It expires at the end of the last day of the 24th month after the month of the date of examination shown on the medical certificate.
- d. It expires at the end of the last day of the 60th month after the month of the date of examination shown on the medical certificate.

3. (61.31) What is the definition of a high-performance airplane?

- a. An airplane with two 180 horsepower engines.
- b. An airplane with retractable landing gear, constant speed propeller and flaps.
- c. An airplane with an engine with more than 200 horsepower.
- d. None of these.

4. (61.15) If a pilot is convicted or received an administrative action on a DWI offense, he or she...

- a. Need not notify the FAA.
- b. Must notify the FAA in writing within 60 days.
- c. Must notify the doctor when renewing a first, second or third class medical.
- d. Will automatically receive a 60-day suspension of their certificate.

5. (61.56 & 61.57) Which of the following describes the necessary recent flight experience to carry passengers during the day in an airplane with a tail wheel?

- a. The pilot must have had a flight review within the last two years and made 3 take offs and 3 landings within the last 90 days.
- b. The pilot must have had a flight review within the last year if he/she has less than 400 hours & made 3 takeoffs and 3 landings within the last 90 days.
- c. The pilot must have a flight review within the last 3 years if he/she is less than 40 years old and made 3 takeoffs and 3 landings within the last 90 days.
- d. The pilot must have had a flight review within the preceding 24 calendar months and made 3 takeoffs and 3 landings to a full stop within the last 90 days.

6. (91.151) When operating an aircraft VFR during the daytime, how much fuel is required?

- a. You must have enough to reach your alternate plus 30 minutes at normal cruising speed.
- b. You must have enough to fly to the first point of intended landing plus 30 minutes at normal cruising speed.
- c. You must have enough to reach your destination plus 45 minutes at normal cruising speed.
- d. You must have enough to reach your destination then fly to your alternate plus 45 minutes at normal cruising speed.

7. (61.57) A pilot who is only current for day VFR lands his plane 61 minutes after sunset and he is carrying a passenger, is there a violation of an FAR?

- a. Yes
- b. No

8. (91.215) If an airplane is equipped with a Mode-C transponder, when must it be turned on?

- a. Inside class F airspace.
- b. Inside class D airspace.
- c. In all controlled airspace.
- d. Only in class B airspace.

9. (91.209) The aircraft's anti-collision lights must be on:

- a. One hour after sunset to one hour before sunrise.
- b. From sunset to sunrise.
- c. When flight visibility is less than 3 statute miles
- d. Always, unless due to operating conditions, the pilot determines that it would be safer to turn them off.

10. (91.403) Who is primarily responsible for maintaining an aircraft in airworthy condition?

- a. The owner or operator.
- b. The pilot.
- c. The flight school or FBO.
- d. The mechanic.

11. (91.409) How often does an aircraft need to be inspected if it is used for flight instruction by an FBO or a Flight School?

- a. Annual.
- b. Annual plus every 100 hours.
- c. Annual plus every 50 hours.
- d. Every 24 calendar months.

12. (PHAK – Weight & Balance) To determine an airplane’s center of gravity, you must

- a. Divide the total moment by the total weight.
- b. Divide the total weight by the total moment.
- c. Multiply the weight by the arm.
- d. Subtract the empty weight from the gross weight.

13. (PHAK - Weight & Balance) An airplane that is overloaded will:

- a. Use more runway to take off.
- b. Use more runway to land.
- c. Be more difficult to handle.
- d. All the above.

14. (PHAK - Chapter 1) NOTAMS are available through

- a. Flight Service Station (FSS).
- b. ForeFlight.
- c. www.1800wxbrief.com
- d. all the above.

15. (PHAK - Chapter 1) Is it important for a private pilot to check NOTAMS prior to every flight?

- a. Yes, because the weather can change rapidly, and all pilots need up to date information.
- b. No, because NOTAMS pertain only to commercial flight operations.
- c. Yes, because national security issues may require sudden Temporary Flight Restrictions (TFRs).
- d. No, because a local VFR flight should not be affected by NOTAMS.

16. (PHAK - Aeronautical Decision Making) Hazardous attitudes occur to every pilot to some degree at some time. What are some of these hazardous attitudes?

- a. Poor situational awareness, snap judgements, and lack of decision making progress.
- b. Poor risk management and lack of stress management.
- c. Antiauthority, Impulsivity, Invulnerability, Macho, Resignation
- d. None of these

17. (PHAK – Aviation Weather Services) Using the following METAR, what possible hazard exists at Block Island for departure on Runway 28 for a flight back to Robertson?

KBID 281437Z AUTO 36015G25KT 3SM OVC30 15/08 A2996 RMK AO2 SLP146 T01170100

- a. Strong crosswinds.
- b. Low ceilings.
- c. Possibility of fog.
- d. Low visibility.

18. Calculate the cruising ground speed for a flight from 4B8 to KSWF (Newburgh NY) using the following information:

True Course: 260°

Pressure Altitude: 4500' MSL

Forecast wind: 225° at 32 knots

Variation: 14° W

True Air Speed: 105 knots

- a. 81 knots
- b. 137 knots
- c. 77 knots
- d. 73 knots

19. (AIM 3-2-2, 71.33) What is the maximum altitude at which a non-instrument rated pilot can fly?

- a. 17,999 AGL
- b. 14,500 MSL
- c. 17,999 MSL
- d. 14,500 AGL

20. (AIM 3-2-3, 91.131) Before entering class B airspace, a pilot must:

- a. Obtain a clearance from approach control.
- b. Obtain a clearance from the tower.
- c. Be instrument rated.
- d. File a flight plan.

21. (AIM 3-2-4, 91.130) Before entering class C airspace, a pilot must:

- a. Obtain a clearance from approach control.
- b. Establish two-way communication with approach control.
- c. Contact the tower.
- d. Receive a special VFR clearance

22. (AIM 3-2-5, 91.129) Which of following is correct:

- a. Two-way communication is not required for VFR flight in Class D airspace.
- b. A clearance is required prior to entering Class D airspace.
- c. Two-way communication must be established with ATC prior to entering Class D airspace.
- d. ADSB OUT is required to enter Class D airspace.

23. (AIM 4-1-9) Some control towers are not open 24 hours a day. What procedure should a pilot use when landing at an airport when the tower is closed?

- a. The pilot should make position reports on the UNICOM Frequency 122.95.
- b. The pilot should make position reports on 121.5.
- c. The pilot should make position reports on the CTAF frequency.
- d. The airport closes when the tower closes, so the pilot cannot land.

24. (91.155, AIM 3-1-4) What are the Basic Weather Minimums for Class E airspace below 10,000 feet MSL?

- a. 3 SM visibility, 500 feet below, 1,000 feet above & 2,000 feet horizontally from the clouds
- b. 5 SM visibility, 1000 feet below, 1,000 feet above & 1 SM horizontally from the clouds.
- c. 1 SM visibility & clear of clouds.
- d. 3 NM visibility, 500 feet below, 1,000 feet above and 2,000 feet horizontally from the clouds.

25. (91.155, AIM 3-1-4) What are the Basic Weather Minimums for Class G airspace below 1,200 feet AGL (regardless of MSL altitude) during the day?

- a. 3 SM visibility, 500 feet below, 1,000 feet above & 2,000 feet horizontally from the clouds.
- b. 5 SM visibility, 1000 feet below, 2,000 feet above and 1 mile horizontally from the clouds.
- c. 1 SM visibility and clear of clouds.
- d. 3 SM visibility and 1,000-foot ceiling.

26. (AIM 4-1-15 thru 4-1-19) - When flying a VFR cross-country trip are pilots required to call ATC for Radar Services (Flight Advisories)?

- a. Yes definitely.
- b. No, but it can be beneficial.

27. (PHAK – Airport Operations) To reduce the chances of a runway incursion, a pilot should:

- a. Read back all runway crossing and/or hold instructions.
- b. Have a copy of the airport diagram in the cockpit.
- c. Request progressive taxi instructions from ATC when unsure of the taxi route.
- d. All the above.

28. (AFH Chapter 8) If a pilot experiences an in-flight engine failure, the first thing to do is:

- a. Adjust the pitch attitude to maintain the proper airspeed for maximum glide.
- b. Look for the best possible landing sight.
- c. Run the engine restart check list, call ATC and declare an emergency.
- d. Extend flaps and landing gear and turn the Master Switch OFF.

29. (PHAK – Flight Instruments) If the Pitot tube becomes blocked, which instrument(s) will be affected?

- a. The altimeter.
- b. The altimeter and vertical speed indicator.
- c. The airspeed indicator.
- d. The altimeter, airspeed indicator and vertical speed indicator.

30. (AIM 7-3-6) When landing behind a large jet on the same runway, pilots of smaller airplanes should:

- a. Fly a steep approach and land near the runway threshold.
- b. Fly a shallow approach and touch down at least one third of the way down the runway.
- c. Use a slightly slower than normal approach speed to minimize the effect of wake turbulence.
- d. Stay at or above the jet's approach path and land beyond the jet's touchdown point.

31. (AIM 4-3-3, AC 90-66B 9.5) Is it legal to make a straight-in approach to an uncontrolled airport?

- a. Yes
- b. No

32. (61.16) A refusal to submit to a test to indicate the percentage by weight of alcohol in the blood, when requested by a law enforcement officer is grounds for:

- a. The suspension or revocation of any certificate or rating.
- b. Denial of an application for any certificate, rating, or authorization issued under this part for a period of up to 1 year after the date of that refusal.
- c. Both answers a & b.
- d. A verbal warning.

33. (91.7) No person may operate a civil aircraft unless:

- a. It has full fuel tanks.
- b. It is in an airworthy condition.
- c. The windows are clean.
- d. It has all the above.

34.(91.119) What is the minimum safe altitude that a person may operate an aircraft anywhere?

- a. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- b. 1000 feet AGL
- c. 500 feet AGL
- d. There is no minimum altitude.

35. (PHAK – Airport Operations) In what publication will one find the direction of the traffic pattern for a given runway at a particular airport?

- a. NTSB830
- b. ACS
- c. CHART SUPPLEMENT (formerly the AFD)
- d. FAR/AIM

36. (91.3) Assume an in-flight emergency occurs which requires immediate action. As the pilot in command, you may

- a. not deviate from any FARs.
- b. not deviate from FARs unless permission is obtained from ATC.
- c. deviate from FARs to the extent required to meet that emergency.
- d. deviate from FARs to the extent required to meet the emergency but must then submit a written report to the Administrator within 24 hours.

37. Use the Compass Correction Card and the following information to calculate the Compass Heading for a flight from Robertson Field (4B8) to Westerly RI (KWST).

True Course: 113°

Winds: 280° at 12 knots

Variation: 14° W

True Air Speed: 105 knots

For	N	30	60	E	120	150
Steer	0	27	56	85	116	148
For	S	210	240	W	300	330
Steer	181	214	244	274	303	332

Figure 1 Compass Correction Card

- a. 116°
- b. 124°
- c. 132°
- d. 148°

38. (91.203) From the list of required certificates or documents specified in the regulations, the one that must be displayed at the cabin or cockpit entrance and within view of passengers and crew is the

- a. Registration Certificate.
- b. Weight & Balance document.
- c. Airworthiness Certificate.

39. (91.3) The final authority as to the operation of an aircraft is

- a. The owner or operator.
- b. The Pilot in Command.
- c. The flight school or FBO.
- d. The mechanic.

40. (91.17) You may not act as pilot in command of an aircraft while under the influence of alcohol or while

- a. under stress.
- b. taking any prescription drug.
- c. under the care of a physician.
- d. using any drug that affects your faculties contrary to safety.

41. (91.17) No person may act as a crewmember of a civil aircraft within eight hours after the consumption of any alcoholic beverage or while having an alcohol concentration of

- a. detectable in a blood or breath specimen.
- b. 0.04 or greater in a blood or breath specimen.
- c. 0.05 or greater in a blood or breath specimen.
- d. 0.09 or greater in a blood or breath specimen.

42. Pilots can now fly with BASICMED. What are the requirements to fly with BASICMED...

- a. Any aircraft authorized under federal law to carry not more than 6 occupants and has a maximum certificated takeoff weight of not more than 6,000 pounds.
- b. Carry not more than five passengers, operates under VFR or IFR, within the United States, at less than 18,000 feet MSL, not exceeding 250 knots. Flight not operated for compensation or hire.
- c. Comply with the general BasicMed requirements (possess a U.S. driver's license, have held a medical after July 14, 2006). Get a physical exam with a state-licensed physician, using the Comprehensive Medical Examination Checklist and completes a BasicMed medical education course.
- d. All of the above.

BasicMed References and regulations:

https://www.faa.gov/licenses_certificates/airmen_certification/basic_med/

61.23(c)(3), 61.113(i), 68.1 to 68.11

43. (91.209) Aircraft position lights are required to be illuminated from

- a. sunset to sunrise.
- b. 1 hour before sunset to 1 hour after sunrise.
- c. 30 minutes after sunset to 30 minutes before sunrise.
- d. 1 hour after sunset to 1 hour before sunrise.

44. (91.211) Assume that you are planning to cruise at a cabin pressure altitude of 13,500 feet MSL for 1 hour and 45 minutes. For how long are you required to use supplemental oxygen?

- a. 1 hour
- b. 1 hour and 15 minutes
- c. 1 hour and 30 minutes
- d. 1 hour and 45 minutes

45. (91.211) All occupants of an aircraft must be provided with supplemental oxygen if the flight will be above a cabin pressure altitude of

- 1. 10,000 feet MSL.
- 2. 12,500 feet MSL.
- 3. 14,000 feet MSL.
- 4. 15,000 feet MSL.

46. (91.159) Compliance with the VFR cruising altitudes is required

- a. at any altitude.
- b. above 3,000 feet AGL.
- c. above 5,000 feet AGL.
- d. above 10,000 feet MSL.

47. (91.151) For VFR flight at night, you must carry enough fuel to fly to the first point of intended landing and, at normal cruising speed, fly for at least another

- a. 30 minutes
- b. 45 minutes
- c. 60 minutes
- d. 75 minutes

48. (91.119) Except when necessary for takeoff and landing, when you are flying over congested areas you must maintain an altitude of at least

- a. 500 feet from any obstacle.
- b. 1,500 feet above any obstacle.
- c. 1,000 feet vertically and 1,000 feet horizontally from the nearest obstacle.
- d. 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

49. (91.113) While on the base leg of the airport traffic pattern, you sight another airplane on a two-mile final approach. The airplane that has the right-of-way is the one

- a. that is the least maneuverable.
- b. which is closest to the landing threshold.
- c. on final, regardless of altitude.
- d. you are flying, provided you are at the lowest altitude.

50. (91.225, 91.227) As of January 1, 2020, ADS-B Out performance is required to operate in:

- a. Class A, B, and C airspace.
- b. Class E airspace within the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and below 2,500 feet above the surface.
- c. Class E airspace at and above 3,000 feet MSL over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles.
- d. Within 30 nautical miles of those airports identified in 14 CFR part 91, Appendix D. Otherwise known as the Mode C veil.
- e. All the above

ADDITIONAL RESOURCES:

FAA FLIGHT REVIEW PREPARATION COURSE:

https://www.faasafety.gov/gslac/ALC/course_content.aspx?pf=1&cid=25

FLIGHT REVIEW FLIGHT ACTIVITIES

I. PREFLIGHT PREPERATION

- A. Weather Information
- B. Cross-Country Flight Planning
- C. Performance and Limitations
- D. Operations of Systems

II. PREFLIGHT PROCEDURES

- A. Preflight Inspection
- B. Cockpit Management
- C. Before Takeoff Checklist

III. AIRPORT OPERATIONS

- A. Radio Communication
- B. Airport, Runway, Taxiway Signs, Markings, & Lighting

IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS

- A. Normal and Crosswind Takeoff/Climb
- B. Normal and Crosswind Approach/Landing
- C. Soft-Field Takeoff/Climb
- D. Soft-Field Approach/ Landing
- E. Short Field Takeoff
- F. Short Field Approach
- G. Go-Around/ Rejected Landing

V. PERFORMANCE MANEUVER

- A. Steep Turns

VI. NAVIGATION

- A. Pilotage and Dead Reckoning
- B. Navigation Systems & Radar Services
- C. Diversion
- D. Lost Procedures

VII. SLOW FLIGHT AND STALLS

- A. Maneuvering During Slow Flight
- B. Power-Off Stalls
- C. Power-On Stalls
- D. Spin Awareness

VIII. BASIC INSTRUMENT MANEUVERS

- A. Straight and Level Flight
- B. Turns to Headings
- C. Recovery from Unusual Flight Attitudes
- D. Radio Communications/ Nav Systems

IX. EMERGENCY OPERATIONS

- A. Emergency Approach and Landing
- B. Systems and Equipment Malfunctions

X. POSTFLIGHT PROCEDURE

- A. After Landing, Parking, Securing