

FAA “ORAL” STUDY QUESTIONS – Randy’s Favorites:

- Maintenance logs: What is the difference between an annual and a 100hr – how long are they valid? When can you fly over these times?
- What are the minimum safe altitudes for our checkride maneuvers today?
- What if your annual inspection expires?
- How do you find density altitude?
- How do you find pressure altitude?
- Which way to turn if approaching another aircraft head on?
- Can a student fly into Bravo airspace?
- What would you do if you got lost?
- What type of medical certificate do you have and how long is it valid?
- How would you recover from a spin?
- What is the maximum baggage weight for this airplane?
- Which way to enter S-turns?
- What are the following values for your aircraft? V_a , V_{fe} , V_{ne} , V_{so} , V_{s1} ?
- What is an isogonic line? How do we use it?
- How much of a takeoff roll do we need today?
- How much horsepower is this aircraft?
- What instruments would be affected by loss of suction?
- What does the ELT antennae do?
- How do you activate runway lighting at night?
- What instruments do the pitot-static system drive?
- How would you find the frequency for Flight Service when departing the airport today?
- Could you ever fly with a passenger who was drunk or injured?
- What do you look for in the air filter and inside engine cowl?
- What color is hydraulic fluid?
- What does each aircraft control work? If you push the left rudder pedal where does the nose go? How does the trim control work. If you have fully UP trim what is the position of the tab on the tail? Incidentally, is the tab on the right or left elevator? Why?
- How many horsepower does the engine have in the C172 we fly? How many spark plugs? Does it have a carburetor or is it fuel injected? Why do we have carb heat?
- What is the significance of 29.92 barometric pressure to aviators?
- Is the engine/propellor direct drive or gear driven in this aircraft? How many cylinders? How many spark plugs in each cylinder?
- What is an aircraft MEL. Does the C172 we fly have one? What is “Kinds of Operation” and how does that relate to the MEL?
- What are your responsibilities as a Private Pilot to remain current? What is required to remain so?
- What do aircraft FLAPS do? Are they absolutely necessary? Could you land without them?
- How many pilot hours in the logbook are required for you to fly for a charity?
- In order for you to take up a passenger what are your responsibilities as a pilot?

- What happens if the alternator systems fails and you are drawing current from directly from the battery without replenishing?
- What do the magnetos do? How many are there? How do they work?
- Can the aircraft engine still run if you turn the master OFF?
- If you encountered a bad mag check (more than 125 rpm drop and it runs rough), what are your steps to decide if the aircraft is airworthy?
- What weather sources should you use to prepare for an upcoming flight VFR day?
- What is the difference between TRUE NORTH AND MAGNETIC NORTH? Are VORs TRUE or MAGNETIC? Are runways aligned to TRUE OR MAGNETIC? What are the correction lines called on a map?
- What is the difference between UTILITY AND NORMAL categories of aircraft operation?
- What is a microburst? How do you fly in such a thing?
- Where do you get your wind information at different altitudes? Do you trust one source for that information?
- How do you calculate the fuel required for a trip with an E6B circular slide rule?
- What is the difference between "Currency" and "Proficiency"?
- What are the three "Pillars" of aviation? AVIGATE, NAVIGATE, and COMMUNICATE in that order. (Gave you an answer!)
- Do you know all of the abc's of Airspace? You must know these? Please study.
- Why are "Clearing Turns" required before each maneuver?
- What aircraft control controls PITCH? What does POWER control?
- What is CTAF?
- Are both the restrictions for MOAs and Restricted Areas shown on a sectional chart? IF so Where?
- What is a constant rate climb? What is a constant rate turn?
- Why do you need your right foot handy when doing a power on stall to a break?
- How do you recover from a SPIN?
- What does "VOR" stand for? Do they have different power levels? How far away can you receive a typical VOR such as PSK?
- What is Mode "A", Mode "C" and mode "S"? What is ADS-B and what is it used for?
- What does it mean when an Instrument pilots reports that he is doing a "LOW APPROACH"? Do you need to be concerned when you are flying nearby or in the pattern?
- Describe "UNUSUAL ATTITUDES". What can you as a pilot do to get out of one of those?
- Describe how you would compensate for "CROSSWINDS".
- Describe how to do a "FORWARD SLIP". Why would you ever want to do one of those?
- What does "AWOS" stand for? What does "ASOS" stand for?
- Why do you slow the aircraft prior to doing a "POWER-ON STALL"?
- What CTAF frequency do you use when a "CLASS D" airport tower is closed?
- What is minimally required when you fly over a Class C airport above the "top" of the stated Class C control area?
- What is "TURNS AROUND A POINT" and how do you do them according to the ACS? What are your safety concerns in doing them?

- What are “S-TURNS ACROSS A ROAD (or something straight)? How do you do them? What are safety concerns?
 - What is the minimum altitude you must keep when doing at altitude maneuvers such as STALLS? What are safety concerns?
 - While flying, how do you know which way the forecast wind is coming at you?
 - What is meant by a “Controlled Descent”?
 - What is meant by “A DIVERSION” as referenced by the ACS? What is expected of you?
 - What is an “AD”? Who is responsible for making sure they are accomplished?
 - What is a “TC” and what is an “STC”? LOOK UP “FAA TCDS” for the aircraft we fly.
 - What is “PAVE”? Explain.
 - You see an FAA SAFETY INSPECTOR on the ramp. He walks up and wants to inspect your license and your aircraft. What are your considerations? He then asks to see your logbooks. What are your considerations?
 - How long do you have to report an incident? an accident? What are the time-limits and concerns?
 - What are Category and Class when referencing your Pilot’s license (certificate). Note: The FAA does not issue “LICENSES” only “CERTIFICATES”. Subtle but important distinction.
 - You just received your ASEL Pilot’s Certificate. What is required for you to fly a Conventional Gear airplane if you only trained in a nose wheel aircraft?
 - What must you do after two years of having your pilot’s certificate in order to retain your privilege to fly?
 - What type or types of medical can you acquire to meet your pilot privileges? If you lose your medical, can you continue to be a PIC?
 - IS a Pilot Certificate good for life? Explain.
- A FEW SCENARIOS:
 1. WE are flying along and the battery seems to be discharging. The ammeter is suddenly showing a discharge. What do we do?
 2. WE are flying along and both gas tanks show empty gauges. What do we do?
 3. WE are deciding whether to make a trip or not. There are lots of thunderstorms in the area but it looks like our flight might work. What should you do?
 4. WE taxi out to take-off and find that one Magneto is running rough. What do we do?
 5. WE smell smoke in the cabin and suspect a fire could be imminent. What do we do?
 6. WE have a passenger that is feeling very hot and reports not feeling so well. What do we do?
 7. You have a parachutist friend who wants to jump out of your aircraft. Can you allow that?
 8. You have another friend (strange friends..but I digress) that wants to drop human ashes out of your plane. Can you allow that? Considerations?

9. What do you do if you have not flown for over a year and you want to get your privileges to carry passenger back?
10. The FAA controller calls you up and asks you to call the tower when you land for a possible violation. He gives you the phone number. What do you do and what are your concerns?
11. A friend offers to pay you to take him or an object of some kind to a location several miles away. What are your considerations?