

American Flight Schools

13000 E. Control Tower Rd, Unit K-16

Englewood, CO 80112

Tel: 303-799-6794

www.aspenflyingclub.com



PRE-SOLO WRITTEN TEST

Student Pilot: (Print Name) _____

Instructor: (Print Name) _____

The following written test is designed to meet the minimum requirements of the Federal Aviation Regulations, Subpart C; Student and Recreational Pilots; and the appropriate parts of subsections 61.81, 61.85, 61.87, 61.89, 61.91, 61.93 and 61.95. In addition, this written test is to demonstrate that you, as a student, have satisfactory knowledge of the appropriate portions of Parts 61 and 91 of the FARs that are applicable to student pilots. For additional information, read the Aeronautical Information Manual (AIM).

The questions on the following pages will test your knowledge to handle situations that you may encounter during solo flight. The conditions set forth in this test are not meant to be all-inclusive, but the questions, when answered correctly, will help establish the needed knowledge for a successful solo flight.

1. What is the ATIS frequency?
2. What is the ground control frequency at this airport?
4. At what point on the airport is it necessary to contact the ground controller?
5. What is a "movement area" and to whom do you talk to before entering a movement area?
6. Where does the movement area start at this airport?
7. What is the **hold line** and where is it located on the airport?
9. In the space provided below, draw the best representation of the hold line that you can.
What is the color of the **hold line**? _____.

IN THE BOX DRAW OUT WHAT THE **HOLD LINE** LOOKS LIKE:

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10. What does the statement from the tower "**Line up and wait**" mean?

11. What does the term "**cleared for immediate takeoff**" mean, and who would issue such a directive?

12. What are the minimum safe altitudes as described by the FAR's?

13. List the privileges and limitations placed on student pilots by the FAR's and American Flight Schools.

14. What are the minimum aircraft equipment requirements for day VFR flight?

15. How many degrees of flaps has your instructor stated as appropriate for a safe takeoff and landings?
To be used for takeoff? _____ To be used for landings? _____
16. Prior to soloing you must have documents on your person, which of documents are needed?
 - (a) A current pilot certificate and your medical license.
 - (b) The instructor must have made proper endorsements in your logbook.
 - (c) You must also have the endorsed logbook in the airplane with you.
 - (d) All of the above.
17. At the time you are to depart the airport and prior to your takeoff roll, the tower controller tells you to, "**fly runway heading and I'll call your turn**", this means:
 - (a) The tower controller is unsure of what you are to do and wants time to think.
 - (b) There is traffic on a right downwind and you are to takeoff into the wind.
 - (c) There probably is potentially conflicting traffic with your planned departure and the tower controller wants to ensure traffic separation.
 - (d) The tower likes to "burn up" your money.
18. What is the meaning of "**enter right downwind**"?
 - (a) The traffic pattern you are to fly is on the left of the airplane.
 - (b) The traffic is flying to the right on all the runways.
 - (c) The tower controller wants you to enter the **downwind** such that all turns toward the runway of intended landing will be **right turns**.
 - (d) The tower controller is right handed and it is easier for him/her to turn you to the right.

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19. While you are performing your solo in the traffic pattern, the radio stops working and you can no longer communicate with the tower. What are you expected to do?
- (a) Continue in the pattern as I have been doing previously.
 - (b) I will watch carefully for other traffic and fly a normal pattern as I had been doing, but I will look for conflicting traffic and check to see if the tower is using light-gun signals to communicate with me.
 - (c) I will land, bringing the airplane to a complete stop off the runway "BEYOND THE HOLD LINE" onto a taxi way and then look for light gun signals from the tower before proceeding to my parking area. I will flash my Landing/taxi light while pointed at the tower to attract the ground controller's attention.
 - (d) I will do b, and c. When I have determined that I have received permission from the tower or other airport authority, I will taxi as necessary to parking.
20. In the space provided write the meaning of the light-gun signals indicated below: (see 91.125)
- (a) Steady GREEN on the ground. _____
 - (b) Steady RED in the air. _____
 - (c) Steady GREEN in the air. _____
 - (d) Flashing RED when you are the Ground. _____
21. When you took off to do your solo, the tower frequency you were using was 118.9 MHZ. While doing your touch-and-goes, and you are monitoring the radio, you hear the tower telling various aircraft to "**change frequency to 123.7 and contact the tower**". What can you anticipate next?
- (a) The tower will call you and tell you to change to 123.7 since that is the frequency for the touch-and-go traffic will be using until told by the tower to change again.
 - (b) The tower frequency of 118.9 is getting congested and this is how the air traffic controller can ease the workload on him/her.
 - (c) All traffic operating on the touch-and-go runway will be using 123.7 MHZ. This means you will have to switch radio frequencies when told to change by tower.
 - (d) All of the above.
22. There are Class B airspace limits placed on me as a student pilot. Which of these apply?
- (a) I must have had training in the Class B airspace with my flight instructor
 - (b) I cannot enter the Class B airspace unless I received appropriate clearance from Air Traffic Control services.
 - (c) The Class B is controlled airspace and student pilots require an endorsement to enter it.
 - (d) All the above.
23. Which of the following best addresses what is meant by the term "solo flight"?
- (a) Means flight time during which I, as a student pilot, am the sole occupant flying the airplane.
 - (b) Solo means, I only have one friend with me during the flight.
 - (c) When the instructor is in the airplane with me.
 - (d) Solo means when I am close to the ground, or the opposite of "so high."
24. If on final approach to land or to do "touch-n-goes," I see that an airplane is on the runway for which I intend to land or touch-n-go, I will:
- (a) Plan to stop the my airplane before I get to the airplane on the runway in front of me.
 - (b) Plan to execute a go-around to the side of the runway that is not closest to the parallel runway.
 - (c) Listen to the tower for instructions, and/or call the tower and tell them I am going around due to traffic on the runway.
 - (d) Both (b) and (c).

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26. If at any time you do not understand the tower controller's instructions, what should you do?
- (a) Ignore the information that I am receiving from the tower on my radio.
 - (b) Answer "Wilco" or Roger", since it sounds like pilot talk.
 - (c) Request "XXXX Tower, say again for "Aircraft model XXXX." (Whatever make and number your aircraft is; e.g., Skyhawk 34HY)
 - (d) Tell the tower you received and understand all of the information.
27. FAR §91.3 Responsibility and authority of the pilot in command, states:
- (a) The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.
 - (b) In an in-flight emergency requiring immediate action, the pilot in command may deviate from any rule of this part to the extent required to meet that emergency.
 - (c) Each pilot in command who deviates from a rule under paragraph (b) of this section shall, upon the request of the Administrator, send a written report of that deviation to the Administrator.
 - (d) All of the above
28. §91.113 Right-of-way rules: states that powered airplanes should give way to the right except:
- (a) When approaching head on
 - (b) When on approach to landing
 - (c) When overtaking another aircraft
 - (d) When converging with another aircraft
29. §91.123 Compliance with ATC clearances and instructions: states:
- (a) When an ATC clearance has been obtained, no pilot in command may deviate from that clearance unless an amended clearance is obtained, an emergency exists, or the deviation is in response to a traffic alert and collision avoidance system resolution advisory.
 - (b) Except in an emergency, no person may operate an aircraft contrary to an ATC instruction in an area in which air traffic control is exercised.
 - (c) Each pilot in command who, in an emergency, or in response to a traffic alert and collision avoidance system resolution advisory, deviates from an ATC clearance or instruction shall notify ATC of that deviation as soon as possible.
 - (d) All of the above
30. §91.155 Basic VFR weather minimums for operations in Class D airspace are:
- (a) 3sm visibility; Clear of Clouds
 - (b) 3sm visibility; 500' below, 1000' above, 2000' horizontal from clouds
 - (c) 1sm visibility; Clear of Clouds
 - (d) 5sm visibility; 1000' below, 1000' above, 1sm horizontal
31. Weather minimums to takeoff or land at a controlled airport are:
- (a) 3sm visibility; Clear of Clouds
 - (b) 3sm visibility; 500' below, 1000' above, 2000' horizontal from clouds
 - (c) 3sm visibility; 1,000' ceilings
 - (d) 1sm visibility; Clear of Clouds

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32. §91.209 Aircraft lights. No person may:
- (a) Operate an aircraft unless it has lighted position lights between the hours of sunset and sunrise.
 - (b) Operate an aircraft that is equipped with an anti-collision light system unless it has lighted anti-collision lights.
 - (c) The anti-collision lights need not be lighted when the PIC determines that it would be in the interest of safety to lights off.
 - (d) All of the above
33. A stall will occur anytime the aircraft:
- (a) Exceeds the critical angle of attack
 - (b) Is slowed below the bottom of the green arc on the airspeed indicator
 - (c) Has a pitch attitude of more than 20 degrees nose-up
 - (d) Is banked more than 50 degrees
34. Crosswind landings should be performed with:
- (a) Ailerons away from the wind, opposite rudder.
 - (b) Ailerons neutral, rudder into the wind.
 - (c) Ailerons into the wind, rudder neutral.
 - (d) Ailerons into the wind, opposite rudder.
35. Which checklist should be performed during taxi?
- (a) Before takeoff
 - (b) After landing
 - (c) CGUMPS
 - (d) None, the pilot should be looking outside for traffic
36. Shortly after takeoff, at an altitude of 400' AGL, you have an engine failure. You should:
- (a) Try and make a 180-degree turn back to the runway.
 - (b) Get out the checklist and attempt to restart
 - (c) Prepare for an off-airport landing and land straight ahead.
 - (d) Abandon the plane and jump out
37. What is the proper procedure for entering class D airspace after a radio failure?
- (a) Flash your lights and rock your wings while circling above the airport.
 - (b) Land on any runway not in use
 - (c) Circle the tower and wait for instructions
 - (d) Approach the field from the east or west at 500' above pattern elevation and orbit clear of traffic until you receive light gun signals from the tower.
38. When should the mixture be set for altitude?
- (a) Before taxi
 - (b) Before takeoff
 - (c) Before landing
 - (d) During cruise
 - (e) All of the above

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39. My flight instructor has had me visit the Control Tower and had me get a tour and briefing from the tower personnel on duty at the time of my visit.

TRUE []

FALSE []

40. I agree that if during my solo flight, if the winds are reported to be greater than 16 knots or 8 knots at 90-degrees to the runway, that I will bring the airplane to a full-stop landing the next touchdown or as soon as I have received clearance from the tower to touch-n-go. I will tell the tower controller of my intentions to land at my earliest opportunity.

TRUE []

FALSE []

41. If there is a **CHECKLIST** in the airplane, I will check to ensure that the CHECKLIST is appropriate for the airplane that I will use for solo. To do this I will check the CHECKLIST against what is in the approved airplane flight manual, usually called the Pilots Operating Handbook (POH) to ensure CHECKLIST accuracy. If I find that there is a discrepancy, I will use the POH as my source for the CHECKLIST.

TRUE []

FALSE []

42. I know the flight path to be flown, going to the practice area, and the altitude.

(a) This does not apply to me.

(b) Yes, I know there are directions and altitudes for safety, these are _____ going out to the practice area, and _____ coming back to _____ (my home airport)

43. The radio frequency to use in the practice area is: _____

44. What are the suggested ground reference points used to contact _____ tower, when coming back from the practice area?

From the S.E. _____ From the S.W. _____

CERTIFICATION

I _____, Pilot # _____, certify that I have been given instruction on each of the areas for which I have provided answers to the above questions and fully understand the nature, intent, and extent of the question. I have also been instructed on the runway numbers and directions from which I must approach the runways to land or take off. My Instructor has had me read the EMERGENCY SECTION in the Pilots Operating Handbook (POH) and discussed the procedures with me. I understand the procedures as they relate to my solo flight. I have read appropriate sections of FAR 91, subparts A, B, C, D, and E.

Student SIGNATURE _____, DATE _____.

I _____, _____ CFI, have reviewed and discussed the test answers with Mr./Ms. _____, a student applicant for a private pilot certificate. We have discussed those questions that were incorrectly answered. The answers to those missed questions have been clarified using FAR's, the AIM, and other appropriate training materials.

Instructor SIGNATURE _____, DATE _____.