

**GACE FLYING CLUB PILOT GROUND REVIEW**

Date: \_\_\_\_\_

Name: \_\_\_\_\_ GACE # \_\_\_\_\_ Score: \_\_\_\_\_

Checked by: \_\_\_\_\_ CFI # \_\_\_\_\_ Exp Date \_\_\_\_\_

***Circle the correct letter. Test will be corrected to 100%***

1. The maximum wind gust factor for which licensed GACE pilots are permitted to takeoff or land is \_\_\_\_\_.
  - A - 20 knots.
  - B - 15 knots.
  - C - 10 knots.
  
2. What is the required procedure before making flights leaving Long Island in a GACE aircraft?
  - A - The GACE operations officer must be notified of the itinerary.
  - B - The itinerary needs to be written on the white board in the GACE office and it is strongly recommended that a VFR flight plan be filed
  - C - A GACE flight instructor must approve the flight plan.
  
3. You have scheduled a GACE airplane for a flight. Which is true?
  - A - Notice of cancellation needs to be received not less than 2 hours prior to departure
  - B - Cancellation is automatic if aircraft is not used by 30 minutes after scheduled start time
  - C - A & B
  
4. What illusion can cause the pilot to fly a lower than normal approach?
  - A - Down sloping runway.
  - B - Narrower than normal runway.
  - C - Wider than normal runway.
  
5. The danger of spatial disorientation during flight in poor visual conditions may be reduced by:
  - A - Shifting the eyes quickly between the exterior visual field and the instrument panel.
  - B - Having faith in the instruments rather than taking a chance on the sensory organs.
  - C - Leaning the body in the opposite direction of the motion of the aircraft.

6. You are cleared from the A&P ramp to RWY 33R via the Whiskey and Sierra taxiways. While approaching RWY 33L, you observe the red sign with white lettering "33L-APCH." You:
- A - Are required to hold at this sign because it is a mandatory Instruction sign.
  - B - Are required to hold at this sign only if instructed by ground control.
  - C - Not required to hold at this sign at any time, because it is for information only.
7. You are at the A&P ramp on a departing flight with a clearance. You are cleared to taxi to runway 33R via the Whiskey taxiway and runway 10. Runways 33L&R are active. In addition to staying clear of runway 33R, you:
- A - Must hold at runways 6-24 and 33L-15R.
  - B - May proceed directly to runway 33R without holding.
  - C - Must hold at runway 33L.
8. You have scheduled a local day only VFR flight in 28E and have determined that the green navigation light on the right wing is not working. According to the FAR's you may
- A - Make the flight
  - B - Not make the flight
  - C - Make the flight as long as you notify ATC that the light is not working
9. What do runway holding position markings on runways designate?
- A - The runway is used for LAHSO operations.
  - B - The runway can be used as a taxiway.
  - C - It designates a displaced threshold.
10. If ISP Class C airspace controller acknowledges your aircraft call sign but you receive no further communication, you:
- A- May enter the Class C airspace, squawk 7600 and proceed to ISP airport, and enter the traffic pattern.
  - B - May enter the Class C airspace, proceed directly to ISP airport, and land.
  - C - Should exit Class C, Squawk 7600 and land at Brookhaven
11. You are pre-flighting N5928E and a FAA inspector appears to make a ramp check. You must show him which documents?
- A - None.
  - B - Your license, medical certificate; airworthiness certificate and registration certificate for 28E.
  - C - Your license and medical, logbook and the logbooks for 28E.

12. What is the wait time controllers are required to use to separate small aircraft departing from the same threshold as other aircraft?
- A - 3 minutes if the previous aircraft is a large non-heavy aircraft.
  - B - 2 minutes if the previous aircraft is a heavy aircraft.
  - C - 3 minutes if the previous aircraft is a heavy aircraft, but the pilot may request a waiver to the 3 minute interval.
13. When departing behind a heavy aircraft, the pilot should avoid wake turbulence by maneuvering the aircraft:
- A - Below and downwind from the heavy aircraft.
  - B - Above and upwind from the heavy aircraft.
  - C - Below and upwind from the heavy aircraft.
14. An aircraft on approach encountering a headwind changing to a tailwind will experience what?
- A - A decrease in performance followed by an increase in indicated airspeed and rise in pitch.
  - B - An increase in performance followed by a decrease in indicated airspeed and increasing sink rate.
  - C - No performance changes as long as the pilot maintains a constant pitch.
15. What is the most important factor in recovering from any stall?
- A - Adding sufficient power to maintain altitude.
  - B - Reducing the angle of attack to below stall.
  - C - Maintaining wings level with the rudder.
16. When taxiing with strong quartering tailwinds, which aileron position should be used?
- A - Aileron down on the downwind side.
  - B - Ailerons neutral.
  - C - Aileron down on the side from which the wind is blowing.
17. What is the maneuvering speed  $V_a$ ?
- A - The speed above which abrupt maneuvers or flight loads will cause damage to the airframe.
  - B - The speed at which steep turns must be performed.
  - C - The speed below which abrupt maneuvers or flight loads will cause damage to the airframe.
18. A significant factor which may cause inadvertent stalls is:
- A - Darkness.
  - B - Instrument failure.
  - C - Distraction.

19. Which instrument will become inoperative if the pitot tube becomes clogged?
- A - Altimeter.
  - B - Vertical speed
  - C - Airspeed indicator.
20. Applying carburetor heat will:
- A - Result in more air going through the carburetor.
  - B - Enrich the fuel/air mixture.
  - C - Not affect the mixture.
21. Which of the characteristics of a spin is not characteristic of a steep spiral?
- A - Rapid loss of altitude.
  - B - Stalled wing.
  - C - High rate of rotation.
22. As the altitude increases, the indicated airspeed at which a given airplane stalls in a particular configuration will:
- A - Decrease as the true airspeed decreases.
  - B - Decrease as the true airspeed increases.
  - C - Remain the same regardless of altitude.
23. Which would provide the greatest gain in altitude in the shortest distance during climb after takeoff?
- A -  $V_y$
  - B -  $V_a$
  - C -  $V_x$
24. Why is frost considered hazardous to flight?
- A - Frost changes the basic aerodynamic shape of the airfoils, thereby decreasing lift.
  - B - Frost slows the airflow over the airfoils, thereby decreasing control effectiveness.
  - C - Frost spoils the smooth flow of air over the wings, thereby decreasing lifting capability.
25. What would decrease the stability of an air mass?
- A - Warming from below.
  - B - Cooling from below.
  - C - Decrease in water vapor.

26. If a flight is made from an area of high pressure into an area of lower pressure without the altimeter setting being adjusted, the altimeter will indicate:
- A - Lower than the actual altitude above sea level.
  - B - Higher than the actual altitude above sea level.
  - C - The actual altitude above sea level.
27. Except in Alaska, during what time period should lighted position lights be displayed on an aircraft?
- A - End of evening civil twilight to beginning of morning civil twilight.
  - B - 1 hour after sunset to 1 hour before sunrise.
  - C - Sunset to sunrise.
28. In addition to other preflight actions, for a VFR flight away from the vicinity of the departure airport, regulations specifically require the pilot in command to:
- A - Review traffic control light signal procedures.
  - B - Check the accuracy of the navigation equipment and the emergency locator transmitter (ELT).
  - C - Determine runway lengths at airports of intended use and the aircraft's takeoff and landing distance data.
29. According to regulations pertaining to general privileges and limitations, a private pilot may:
- A - Be paid for the operating expenses of a flight if at least three takeoffs and three landings were made by the pilot within the preceding 90 days.
  - B - Share the operating expenses of a flight with the passengers.
  - C - Not be paid in any manner for the operating expenses of a flight.
30. To act as pilot in command of an aircraft carrying passengers, the pilot must have made three takeoffs and landings within the preceding 90 days in an aircraft of the same:
- A - Make and model.
  - B - Category and class, but not type.
  - C - Category, class and type.

**Instrument Rated Pilots Only**

1. Pilots should receive a LAHSO clearance only under what weather conditions?
  - A - 1 mile visibility and clear of clouds, or better.
  - B - 3 miles visibility and 1000 foot ceiling, or better.
  - C - 5 miles visibility and 3000 foot ceiling, or better.
  
- 2 . FDC NOTAMs concern:
  - A - Information that is regulatory in nature.
  - B - Information that, while not regulatory, may affect the flight.
  - C - Information that concerns all facilities that are part of the National Airspace System (NAS).
  
3. Which of the following reports is not a F.A.A. mandatory requirement to be relayed to ATC at all times?
  - A – Entering or leaving any assigned hold
  - B – Impairment of air/ground communications capability
  - C – Leaving the outer marker inbound
  
4. Which of the following has to be relayed to ATC during the execution of a missed approach
  - A – Fuel Status
  - B – Reason for the missed approach
  - C- Nothing has to be relayed to ATC while in radar contact.
  
5. The accuracy of the altimeter is generally considered to be out of limits if on the ramp your indicated altitude and the altitude at the reported local altimeter setting differ by more than \_\_\_\_ ft.
  - A . 50
  - B. 75
  - C. 100
  - D. 200
  
6. An airport is reporting 1600 RVR. An ILS is in use with published minimums of 200 ft and 1/2 mile. Is a pilot operating under FAR 91 legal to fly the published ILS approach procedure even though the weather is below minimums?
  - A. Yes, you may fly the instrument approach but may not land unless the ceiling and visibility are at or above minimums.
  - B. Yes, you may fly the instrument approach but you may not land unless the flight visibility is at or above minimums.
  - C. No, you may not fly the instrument approach procedure unless the visibility is reported to be at or above minimums.

7. What action should be taken when you are "cleared for approach" while being radar vectored on an unpublished route?
- A. Descend to minimum safe altitude.
  - B. Remain at last assigned altitude until established on a published route segment.
  - C. Descend to initial approach fix altitude.
8. Prior to departure, an acceptable range of accuracy when checking your VOR receiver by the use of a VOT signal is \_\_\_\_\_ with a \_\_\_\_\_ indication.
- A. 174 deg to 186 deg; TO
  - B. 358 deg to 002 deg; FROM
  - C. 176 deg to 184 deg; TO
  - D. 356 deg to 004 deg; TO