

ROCKY MOUNTAIN FLIGHT SCHOOL

Pre-Solo Written Exam

1. If the outside air temperature (OAT) at a given altitude is warmer than standard, the density altitude is
 - A equal to pressure altitude.
 - B lower than pressure altitude.
 - C higher than pressure altitude.
2. Which combination of atmospheric conditions will reduce aircraft takeoff and climb performance?
 - A Low temperature, low relative humidity, and low-density altitude.
 - B High temperature, low relative humidity, and low-density altitude.
 - C High temperature, high relative humidity, and high-density altitude.
3. If the temperature/dew point spread is small and decreasing, and the temperature is 62°F, what type of weather is most likely to develop?
 - A Freezing precipitation.
 - B Thunderstorms.
 - C Fog or low clouds.
4. What conditions are necessary for the formation of thunderstorms?
 - A Sufficient water vapor, unstable air, and a lifting mechanism.
 - B High humidity, high temperature, and cumulus clouds.
 - C Lifting force, moist air, and extensive cloud cover.
5. Which type of weather briefing should a pilot obtain, when departing within the hour, if no preliminary weather information has been acquired?
 - A An outlook briefing.
 - B An abbreviated briefing.
 - C A standard briefing.

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6. Who is responsible for making the go-no-go decision for each flight?
- A The Pilot-in-Command.
 - B A Certified Flight Instructor.
 - C The Chief Flight Instructor.

For questions 7. & 8. The definition of “Official” means to have a record of, or proof of the weather briefing that is recognized by the FAA.

7. To obtain “Official” preflight weather briefing information, pilots should use
- A the current METAR & TAF.
 - B DUATS, www.1800wxbrief.com, or call 1-800-WXBRIEF.
 - C www.aviationweather.gov.
8. When using ForeFlight to obtain “Official” preflight weather briefing information you should use
- A the Weather tab on the Airports page.
 - B the Briefing button on the Flights page.
 - C do nothing, ForeFlight has taken care of it for you.
9. What information is necessary to make go-no-go decision?
- A Permission from chief flight instructor, your instructor, and weather briefer.
 - B Acceptable weather conditions, an airworthy aircraft, and an airworthy pilot.
 - C Permission from the weather briefer, an airworthy aircraft, and an airworthy pilot.
10. Two-way radio communication must be established with the Air Traffic Control facility having jurisdiction over the airspace prior to entering which class airspace(s)?
- A Class C & D.
 - B Class E.
 - C Class B, C, & D.

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- 11.** An Air Traffic Control clearance is required prior to entering which class airspace(s)?
- A** Class B airspace.
 - B** Class B, C, & D airspace.
 - C** Class E airspace.
- 12.** An Air Traffic Control clearance is required for landings and takeoffs at
- A** Class B airports.
 - B** Class B, C, & D airports.
 - C** Class E airports.
- 13.** Which is the correct traffic pattern departure procedure to use at a non-controlled airport?
- A** Comply with any FAA traffic pattern established for the airport.
 - B** Depart in any direction consistent with safety, after crossing the airport boundary.
 - C** Make all turns to the left.
- 14.** Although not regulatory, an airport's rotating beacon operated during daylight hours indicates
- A** the weather at the airport is below three miles ground visibility and/or the ceiling is less than 1000.
 - B** there are obstructions on the airport.
 - C** that at least one runway is closed.
- 15.** The official source of sunrise and sunset times is
- A** the Aeronautical Information Manual.
 - B** the American Air Almanac.
 - C** the Federal Aviation Regulations.
- 16.** You are calling 1-800-WXBRIEF for a flight briefing from KBJC. You plan to depart on your flight at 3:45PM MDT. The briefer asks for your departure time in Coordinated Universal Time. What should you tell them?
- A** 0945Z
 - B** 2145Z
 - C** 2245Z

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17. To comply with Private Pilot-Airman Certification Standards (ACS), students must perform Turns Around a Point and S-Turns

- A** at traffic pattern altitude, while maintaining altitude ± 100 feet, and airspeed ± 5 knots, while maintaining coordinated flight.
- B** between 600 and 1,000 feet AGL, while maintaining altitude ± 100 feet, and airspeed ± 10 knots, while maintaining coordinated flight.
- C** at traffic pattern altitude, while maintaining altitude ± 50 feet, and airspeed ± 10 degrees, while maintaining coordinated flight.

18. To comply with Private Pilot-Airman Certification Standards (ACS), the student must perform the Steep Turns maneuver

- A** between 600 and 1,000 feet AGL, roll into a 45° bank, while maintaining altitude ± 100 feet, airspeed ± 10 knots, and bank $\pm 5^\circ$ while maintaining coordinated flight.
- B** while always above 1,500 feet AGL, roll into a 45° bank, while maintaining altitude ± 100 feet, airspeed ± 10 knots, and bank $\pm 5^\circ$ while maintaining coordinated flight.
- C** while always above 1,500 feet AGL, roll into a 50° bank, while maintaining altitude ± 100 feet, airspeed ± 10 knots, and bank $\pm 5^\circ$ while maintaining coordinated flight.

19. In headwind conditions, the groundspeed will _____ the airspeed.

- A** exceed
- B** be less than
- C** be the same as

20. To maintain a desired track over the ground, apply

- A** a wind correction angle into the wind.
- B** a wind correction angle out of the wind.
- C** power and a steeper bank angle.

21. The numbers 9 and 27 on a runway indicate that the runway is oriented approximately

- A** 009° and 027° true.
- B** 090° and 270° true.
- C** 090° and 270° magnetic.

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- 22.** If two-way radio communication fails at an airport with a control tower and cannot be restored, the recommended procedure is to
- A** make an off-airport landing.
 - B** turn on your landing light, enter the airport traffic pattern on final approach, and land as soon as possible.
 - C** observe the traffic flow, enter the traffic pattern on the downwind, look for light signals from the tower, and squawk 7600 on your transponder.
- 23.** In an in-flight emergency requiring emergency action, the pilot-in-command
- A** may deviate from any rule of FAR Part 91 to the extent required to meet that emergency.
 - B** must not deviate from any rule of FAR Part 91.
 - C** may deviate from any rule of FAR Part 91 but only after receiving prior permission from ATC.
- 24.** When approaching another aircraft head-on, each pilot must alter his/her course
- A** to the left.
 - B** to the right.
 - C** with a descent.
- 25.** For your first solo flight maximum winds should be
- A** below 10 knots.
 - B** as PIC it is up to your discretion.
 - C** at or below the winds stated in your solo endorsement.
- 26.** When you fly as a student pilot solo, you are pilot-in-command, and you are required to have in your personal possession a (Pick two)
- A** student pilot certificate, medical certificate, and photo ID.
 - B** current 90-day solo endorsement and a copy of the FAR/AIM.
 - C** current 90-day solo endorsement and your logbook.
- 27.** Student pilots are responsible for all relevant information, rules, and regulations in FAR Parts
- A** 61 and 91.
 - B** 91 and 121.
 - C** 1 and 67.

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- 28.** A person may not act as a crewmember of a civil aircraft if alcoholic beverages have been consumed by that person within the preceding
- A** 8 hours and/or with a blood alcohol concentration of 0.08 or greater.
 - B** 8 hours and/or with a blood alcohol concentration of 0.04 or greater.
 - C** 12 hours and/or with a blood alcohol concentration of 0.04 or greater.
- 29.** In Colorado and several other states recreational use of marihuana is legal. As a pilot what procedure should you follow?
- A** Colorado law has set the THC blood level at 5 nanograms for operation of a vehicle, you should use that as your guide line.
 - B** Federal law has not published any THC blood level limits, so you should set a cautionary level of marihuana use as your guide line.
 - C** Aviation is governed by Federal law, you must comply with FAR §91.17.
- 30.** As a Student Pilot how far away can you fly solo from the airport of departure without a cross-country endorsement?
- A** 10 Nautical miles.
 - B** 25 Nautica miles.
 - C** 49 Nautical miles.
- 31.** As a solo Student Pilot what airport(s) can you land at without a specific endorsement?
- A** Any airport that you have landed at with your instructor.
 - B** Your home airport (the airport where you receive your training).
 - C** Any airport within 25 Nautical miles of your home airport.
- 32.** May a student pilot fly to another airport to practice solo takeoff and landings?
- A** Yes, with the proper endorsement.
 - B** No
- 33.** You are using a WASS GPS unit to track an inbound radial of a VOR. To receive the correct information on the OBS you must set the CDI on the GPS unit to
- A** GPS
 - B** VLOC
 - C** either setting, the GPS unit will know what to do.

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34. When entering a waypoint into a GPS unit what is the difference between KBJC & BJC?
- A BJC is an airport and KBJC is a VOR
 - B KBJC is an airport and BJC is a VOR
 - C Both the same, BJC is an abbreviation for KBJC
35. During ground operations in an airplane equipped with ADS_B OUT the transponders Mode should be set to
- A SBY
 - B ON
 - C ALT

36. Complete the table below:

Symbol or Task	Speed	Definition
V _{S1}		
V _{S0}		
V _A		
V _X		
V _Y		
V _{FE}		
V _{NO}		
V _{NE}		
Best Glide		
Maneuver entry		
Normal Landing		
Normal Takeoff		
Short-field Landing		
Short-field Takeoff		
Soft-field Landing		
Soft-field Takeoff		

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Student Pilot

I have completed this Per-Solo Written Exam to the best of my ability using all information available to me and have reviewed the corrected exam with my flight instructor.

I have completed an Aircraft Check-Out form for the make and model aircraft to be used for solo flight. I have read, understand, and agree to comply with the POH or AFM and will operate the aircraft within the limitations established by the manufacture.

Student Pilot signature

Date

Print Student Pilot name

Flight Instructor

I have personally reviewed and corrected this Pre-Solo Written Test to 100% with the student, and find the above named Student Pilot's knowledge adequate to safely conduct solo flight.

I have personally reviewed and corrected the above named Student Pilot's Aircraft Check-Out form for the make and model aircraft to be used for solo flight.

Instructor signature

Date

Print instructor name