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Bank: (Commercial Pilot)

Airman Knowledge Test Question Bank

The FAA computer-assisted testing system is supported by a series of supplement publications. These publications, available through several aviation publishers, include the graphics, legends, and maps that are needed to successfully respond to certain test items. Use the following URL to download a complete list of associated supplement books:

http://www.faa.gov/training_testing/testing/airmen/test_questions/

The Learning Statement Reference Guide for Airman Knowledge Testing contains listings of learning statements with their associated codes. It can be located at: http://www.faa.gov/training_testing/testing/airmen/media/LearningStatementReferenceGuide.pdf

1 PLT312 COM

(Refer to figure 5.) The vertical line from point D to point G is represented on the airspeed indicator by the maximum speed limit of the

- A) green arc.
- B) yellow arc.
- C) white arc.

2 PLT018 COM

If the airspeed is decreased from 98 knots to 85 knots during a coordinated level 45° banked turn, the load factor will

- A) remain the same, but the radius of turn will decrease.
- B) decrease, and the rate of turn will decrease.
- C) remain the same, but the radius of turn will increase.

3 PLT159 COM

Superheat is a term used to describe the condition which exists

- A) when the surrounding air is at least 10° warmer than the gas in the envelope.
- B) when the Sun heats the envelope surface to a temperature at least 10° greater than the surrounding air.
- C) relative to the difference in temperature between the gas in the envelope and the surrounding air caused by the Sun.

4 PLT242 COM

Lift on a wing is most properly defined as the

- A) force acting perpendicular to the relative wind.
- B) differential pressure acting perpendicular to the chord of the wing.
- C) reduced pressure resulting from a laminar flow over the upper camber of an airfoil, which acts perpendicular to the mean camber.

5 PLT477 COM

In which situation is a hazardous stall more likely to occur if inadequate airspeed allowance is made for wind velocity gradient?

- A) During the approach to a landing.
- B) While thermalling at high altitudes.
- C) During takeoff and climb while on aerotow.

6 PLT240 COM

Recovery from a stall in any airplane becomes more difficult when its

- A) center of gravity moves forward.
- B) elevator trim is adjusted nosedown.
- C) center of gravity moves aft.

7 PLT257 COM

The reason for retaining water ballast while thermals are strong, is to

- A) decrease forward speed.
- B) decrease cruise performance.
- C) increase cruise performance.

8 PLT123 COM

Minimum sink speed is the airspeed which results in the

- A) least loss of altitude in a given time.
- B) least loss of altitude in a given distance.
- C) shallowest glide angle in any convective situation.

9 PLT257 COM

The maximum airspeed at which abrupt and full deflection of the controls would not cause structural damage to a glider is called the

- A) speed-to-fly.
- B) maneuvering speed.
- C) never-exceed speed.

10 PLT304 COM

What factors affect glider performance during launch?

- A) Density altitude at the launch airport and towline strength.
- B) Pressure altitude at the launch airport and the temperature sounding at 1,000 feet AGL.
- C) Power output of the launch mechanism and aerodynamic efficiency of the glider.

11 PLT011 COM

The spoilers should be in what position when operating in a strong wind?

- A) Extended during both a landing roll or ground operation.
- B) Retracted during both a landing roll or ground operation.
- C) Extended during a landing roll, but retracted during a ground operation.

12 PLT140 COM

Once a pilot-in-command accepts a `land and hold short` (LAHSO) clearance, the clearance must be adhered to, just as any other ATC clearance, unless

- A) an amended clearance is obtained or an emergency occurs.
- B) the wind changes or Available Landing Distance decreases.
- C) Available Landing Distance decreases or density altitude increases.

13 PLT141 COM

(Refer to figure 60.) Sign "1" is an indication

- A) of an area where aircraft are prohibited.
- B) that the taxiway does not continue.
- C) of the general taxiing direction to a taxiway.

14 PLT445 COM

Which of the following elements should be considered when preparing to assemble a glider for flight?

- A) Whether seat belts and shoulder harnesses are fastened and tightened.
- B) Availability of water for ballast.
- C) Checklists that detail the appropriate assembly procedures.

15 PLT040 COM

(Refer to figure 52, point 5) The floor of the Class E airspace over University Airport (005) is

- A) the surface.
- B) 700 feet AGL.
- C) 1,200 feet AGL.

16 PLT161 COM

The thinner outer magenta circle depicted around Class B Airspace is

- A) the outer segment of Class B Airspace.
- B) an area within which an appropriate transponder must be used from outside of the Class B Airspace from the surface to 10,000 feet MSL.
- C) a Mode C veil boundary where a balloon may penetrate without a transponder provided it remains below 10,000 feet MSL.

17 PLT170 COM

A rule of thumb for flying a final approach is to maintain a speed that is

- A) twice the glider's stall speed, regardless of windspeed.
- B) twice the glider's stall speed plus half the estimated windspeed.
- C) 50 percent above the glider's stall speed plus half the estimated windspeed.

18 PLT208 COM

If an airship should experience failure of both engines during flight and neither engine can be restarted, what initial immediate action must the pilot take?

- A) Immediate preparations to operate the airship as a balloon are necessary.
- B) The airship must be driven down to a landing before control and envelope shape are lost.
- C) The emergency auxiliary power unit must be started for electrical power to the airscoop blowers so that ballonet inflation can be maintained.

19 PLT481 COM

What is the proper sequence in which the instructor should employ the four basic steps in the teaching process?

- A) Explanation, demonstration, practice, and evaluation.
- B) Explanation, trial and practice, evaluation, and review.
- C) Preparation, presentation, application, and review and evaluation.

20 PLT295 COM

What is the primary consideration in determining the length and frequency of flight instruction periods?

- A) Fatigue.
- B) Mental acuity.
- C) Physical conditioning.

21 PLT103 COM

Hazardous attitudes which contribute to poor pilot judgment can be effectively counteracted by

- A) taking meaningful steps to be more assertive with attitudes.
- B) early recognition of hazardous thoughts.
- C) redirecting that hazardous attitude so that appropriate action can be taken.

22 PLT103 COM

Most pilots have fallen prey to dangerous tendencies or behavior problems at some time. Some of these dangerous tendencies or behavior patterns which must be identified and eliminated include:

- A) Deficiencies in instrument skills and knowledge of aircraft systems or limitations.
- B) Peer pressure, get-there-itis, loss of positional or situation awareness, and operating without adequate fuel reserves.
- C) Performance deficiencies from human factors such as, fatigue, illness or emotional problems.

23 PLT104 COM

While on an IFR flight, a pilot emerges from a cloud to find himself within 300 feet of a helicopter. Which of the following alternatives best illustrates the 'MACHO' reaction?

- A) He is not too concerned; everything will be alright.
- B) He flies a little closer, just to show him.
- C) He quickly turns away and dives, to avoid collision.

24 PLT161 COM

(Refer to figure 54, point 5) A balloon drifts over the town of Brentwood on a magnetic course of 185° at 10 knots. If wind conditions remain the same, after 1 hour 30 minutes the pilot

- A) with no radio aboard, must be above 2,900 feet MSL and must have an operating transponder aboard.
- B) must remain above 600 feet MSL for national security reasons.
- C) with no radio aboard, must be above 2,900 feet MSL.

25 PLT494 COM

Which thermal index would predict the best probability of good soaring conditions?

- A) -10.
- B) -5.
- C) 20.

26 PLT475 COM

What wind conditions would you anticipate when squalls are reported at your destination?

- A) Rapid variations in windspeed of 15 knots or more between peaks and lulls.
- B) Peak gusts of at least 35 knots combined with a change in wind direction of 30° or more.
- C) Sudden increases in windspeed of at least 16 knots to a sustained speed of 22 knots or more for at least 1 minute.