

CP Aviation Pre-Solo Cross Country Exam

1. Describe the procedure to a VOR from an unknown position.

2. Basic VFR weather minimums for takeoff and landing in Class D airspace are _____

3. Describe the emergency procedures for the following conditions:
 - a. Low oil pressure: _____
 - b. Over-voltage light illuminates _____

4. The weight of oil is _____.
5. The weight of fuel is _____.

6. Assume on your cross country flight you make an authorized fuel stop. The grade of fuel for your airplane is not available. What grade of fuel should be used and why?

7. To compute moment for weight and balance, you need to:
 - a. Add all weights.
 - b. Multiply weight by moment.
 - c. Multiply weight by arm.
 - d. Multiply arm by CG.

8. As your airplane gets lighter (due to fuel consumption) how is the maneuvering speed (V_a) affected?
 - a. No change.
 - b. V_a becomes higher.
 - c. V_a becomes lower.

9. What special equipment, requirements, and pilot certificates are required for flight in Class B & C airspace?

10. Give a brief description of the following:
 - 1) Prohibited Area

 - 2) MOA (Military Operations Area)

 - 3) Restricted Area

 - 4) Warning Area

11. When a pilot deviates from a FAR because of an emergency, a written report is required by the Administrator:
 - a. Upon request only.
 - b. Within 48 hours.
 - c. Within 30 days.
 - d. Only in controlled airspace.

12. How do you determine the traffic pattern altitude at a destination airport?
13. To determine the direction to fly the traffic pattern at an airport not having a control tower, FSS or Unicom, you should:
- Call the closest tower in the area and ask.
 - Observe the tetrahedron.
 - Observe the segmented circle.
 - Observe the wind sock.
14. Surface winds reported by the tower are:
- True winds.
 - Winds corrected for deviation.
 - Magnetic winds.
 - Corrected for latitude.
15. Certain factors must be considered when selecting a VFR cruising altitude that conforms to regulations. After determining your True course, which of the following would be irrelevant in selecting your cruising altitude?
- The elevation of the terrain over which you fly.
 - The terrain clearance, which you plan to maintain.
 - Whether or not the flight is conducted on Federal Airways.
 - The magnetic variation in the area over which you fly.
16. Regulations state that when flying VFR, a pilot on a landing approach to a runway where a visual approach slope indicator (VASI, PAPI, etc.) and traffic control tower are in operation:
- May make an approach utilizing the VASI only if declaration of the intent is made to the tower.
 - May make an approach using any glide slope desired if the tower gives a landing clearance.
 - Will be authorized to use VASI only in conjunction with simulated ILS approaches.
 - Shall maintain an altitude at or above the VASI glide slope until a lower altitude is necessary for a safe landing, unless otherwise authorized by ATC.
17. What are the basic flight visibility and cloud clearance requirements for flight in controlled airspace below 10,000 feet MSL?
18. You can expect carburetor icing to be **least** probable when:
- The humidity is high.
 - The outside air temperature is around 70 ° F.
 - The outside air temperature is well below freezing.
 - The engine is running at low RPM.
19. In answer to your request for landing instructions, the control tower replies: "SKYHAWK THREE SEVEN BRAVO, MAKE LEFT TRAFFIC RUNWAY ONE THREE, REPORT DOWNWIND ABEAM. WIND ONE SIX ZERO AT ONE TWO." At the downwind abeam position, your magnetic heading and your position relative to the runway are:
- MH 310 °, SW of the runway
 - MH 130 °, NE of the runway.
 - MH 310 °, NE of the runway.
 - MH 130 °, SW of the runway.
20. The width of a federal airway from either side of the centerline is:
- 6 nautical miles
 - 4 nautical miles
 - 8 nautical miles
21. Pre-flight action, as required for all flights away from the vicinity of an airport, shall include:
- A study of arrival procedures at airports of intended use.
 - An alternate course of action in the flight cannot be completed as planned.
 - The designation of an alternate airport.

22. Except when necessary for takeoff or landing, what is the minimum safe altitude required for a pilot to operate an aircraft over congested airspace?
- An altitude of 1,000 feet above any person, vessel, vehicle, or structure.
 - An altitude of 500 feet above the highest obstacle with a horizontal radius of 1,000 feet of the aircraft.
 - An altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
23. A blue segmented circle on a Sectional Chart depicts which class of airspace?
- Class B
 - Class C
 - Class D
24. The current ATIS reports the wind is 190 ° at 15 knots and the altimeter is 29.92. Using the most favorite runway, your aircraft's performance charts say your takeoff roll should be how long? Write your answer to the nearest foot.
25. The ground controller clears you to "Taxi to Runway 17." With this clearance you...
- Must hold short of all runways and taxiways
 - Must hold short of all active runways.
 - May cross all runways and taxiways except the assigned takeoff runway.
 - May cross all runways and taxiways.
26. The tower controller clears you to "Taxi into position and hold, Runway 17." This authorizes you...
- To cross the hold-short line.
 - To taxi onto the departure runway.
 - To takeoff.
 - both A and B.
27. You contact the nearest Flight Service Station and receive a standard weather briefing. Which of the following elements can you expect the briefer to include in your briefing without your specific request for them?
- Military Operations Activity.
 - ATC delays.
 - Distant NOTAMS.
 - None of the above.
28. Assume a TAS of 90 knots, wind calm, and a cruising altitude of 6,500 feet. You want to be at 2,000 feet MSL 5 miles from your destination. When should you begin your descent?
29. At your destination you hear on the tower frequency that Beech Baron has an emergency. It has an engine fire and will land in front of you on Runway 17. The Baron lands without problems, damage, or injury. How much time does the Baron pilot have to notify the NTSB of this incident?
- Immediately.
 - Seven days.
 - Ten days.
 - Only if requested
30. When must the Baron pilot submit a report to the nearest NTSB field office?
- Immediately.
 - Seven days.
 - Ten days.
 - Only if requested.