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Bank: (Private 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. PLT215 PVT

In the Northern Hemisphere, the magnetic compass will normally indicate a turn toward the south when

- A) a left turn is entered from an east heading.
- B) a right turn is entered from a west heading.
- C) the aircraft is decelerated while on a west heading.

2. PLT401 PVT

Under what conditions may objects be dropped from an aircraft?

- A) Only in an emergency.
- B) If precautions are taken to avoid injury or damage to persons or property on the surface.
- C) If prior permission is received from the Federal Aviation Administration.

3. PLT023 PVT

Under which condition will pressure altitude be equal to true altitude?

- A) When the atmospheric pressure is 29.92 inches Hg.
- B) When standard atmospheric conditions exist.
- C) When indicated altitude is equal to the pressure altitude.

4. PLT256 PVT

(Refer to figure 54.) How is the CG affected if radio and oxygen equipment weighing 35 pounds is added at station 43.8? The glider weighs 945 pounds with a moment of 78,000.2 pound-inches prior to adding the equipment.

- A) CG shifts forward 0.79 inch - out of limits forward.
- B) CG shifts forward 1.38 inches - within limits.
- C) CG shifts aft 1.38 inches - out of limits aft.

5. PLT184 PVT

The windspeed is such that it is necessary to deflate the envelope as rapidly as possible during a landing. When should the deflation port (rip panel) be opened?

- A) The instant the gondola contacts the surface.
- B) As the balloon skips off the surface the first time and the last of the ballast has been discharged.
- C) Just prior to ground contact.

6. PLT219 PVT

How should a roundout from a moderate-rate ascent to level flight be made?

- A) Reduce the amount of heat gradually as the balloon is approaching altitude.
- B) Cool the envelope by venting and add heat just before arriving at altitude.

C) Vent at altitude and add heat upon settling back down to altitude.

7. PLT125 PVT

What is a hazard of rapid descents?

- A) Wind shear can cavitate one side of the envelope, forcing air out of the mouth.
- B) The pilot light cannot remain lit with the turbulent air over the basket.
- C) Aerodynamic forces may collapse the envelope.

8. PLT219 PVT

A pilot unintentionally enters a steep diving spiral to the left. What is the proper way to recover from this attitude without overstressing the glider?

- A) Apply up-elevator pressure to raise the nose.
- B) Apply more up-elevator pressure and then use right aileron pressure to control the overbanking tendency.
- C) Relax the back pressure and shallow the bank; then apply up-elevator pressure until the nose has been raised to the desired position.

9. PLT158 PVT

To check the gas pressures (pressure height) of an airship during a climb, the air damper valves should be

- A) opened forward and closed aft.
- B) opened aft and closed forward.
- C) closed.

10. PLT011 PVT

(Refer to figure 40.) Determine the total takeoff distance required for a gyroplane to clear a 50-foot obstacle if the temperature is 95 °F and the pressure altitude is 1,700 feet.

- A) 1,825 feet.
- B) 1,910 feet.
- C) 2,030 feet.

11. PLT259 PVT

Ground resonance is most likely to develop when

- A) on the ground and harmonic vibrations develop between the main and tail rotors.
- B) a series of shocks causes the rotor system to become unbalanced.
- C) there is a combination of a decrease in the angle of attack on the advancing blade and an increase in the angle of attack on the retreating blade.

12. PLT401 PVT

When, if ever, may a recreational pilot act as pilot in command in an aircraft towing a banner?

- A) If the pilot has logged 100 hours of flight time in powered aircraft.
- B) If the pilot has an endorsement in his/her pilot logbook from an authorized flight instructor.
- C) It is not allowed.