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Bank: (Light Sport Pilot)

Airman Knowledge Test Question Bank

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1. H303 LSP
(Refer to figure 68.) The horizontal dashed line from point C to point E represents the
A) ultimate load factor.
B) positive limit load factor.
C) airspeed range for normal operations.

2. H317 LSP
What must a pilot be aware of as a result of ground effect?
A) Wingtip vortices increase creating wake turbulence problems for arriving and departing aircraft.
B) Induced drag decreases; therefore, any excess speed at the point of flare may cause considerable floating.
C) A full stall landing will require less up elevator deflection than would a full stall when done free of ground effect.

3. H302 LSP
An airplane said to be inherently stable will
A) be difficult to stall.
B) require less effort to control.
C) not spin.

4. H912 LSP
The angle of attack at which an airfoil stalls will
A) increase if the CG is moved forward.
B) remain the same regardless of gross weight.
C) change with an increase in gross weight.

5. J18 LSP
Entries into traffic patterns while descending create specific collision hazards and

- A) should be avoided.
- B) should be used whenever possible.
- C) are illegal.

6. J16 LSP

During departure, when visual separation is employed by Air Traffic Control (ATC), traffic is no longer a factor when

- A) the other aircraft turns away or is on a diverging course.
- B) visual contact with the other aircraft is lost.
- C) the other aircraft is passed.

7. H317 LSP

What effect, if any, does high humidity have on aircraft performance?

- A) It increases performance.
- B) It decreases performance.
- C) It has no effect on performance.

8. H317 LSP

What effect does an uphill runway slope have on takeoff performance?

- A) Increases takeoff speed.
- B) Increases takeoff distance.
- C) Decreases takeoff distance.

9. H312 LSP

What is absolute altitude?

- A) The altitude read directly from the altimeter.
- B) The vertical distance of the aircraft above the surface.
- C) The height above the standard datum plane.

10. H307 LSP

Filling the fuel tanks after the last flight of the day is considered a good operating procedure because this will

- A) force any existing water to the top of the tank away from the fuel lines to the engine.
- B) prevent expansion of the fuel by eliminating airspace in the tanks.
- C) prevent moisture condensation by eliminating airspace in the tanks.

11. H308 LSP

What effect does high density altitude, as compared to low density altitude, have on propeller efficiency and why?

- A) Efficiency is increased due to less friction on the propeller blades.
- B) Efficiency is reduced because the propeller exerts less force at high density altitudes than at low density altitudes.
- C) Efficiency is reduced due to the increased force of the propeller in the thinner air.

12. J13 LSP

You have just landed at a towered airport and the tower tells you to contact ground control when clear of the runway. You are considered clear of the runway when

- A) all parts of the aircraft have crossed the hold line.
- B) the aircraft cockpit is clear of the hold line.
- C) the tail of the aircraft is clear of the runway edge.

13. J05 LSP

(Refer to figure 62.) That portion of the runway identified by the letter A may be used for

- A) landing.
- B) taxiing and takeoff.
- C) taxiing and landing.

14. H311 LSP

How should an aircraft preflight inspection be accomplished for the first flight of the day?

- A) Quick walk around with a check of gas and oil.
- B) Any sequence as determined by the pilot-in-command.
- C) Thorough and systematic means recommended by the manufacturer.

15. H516 LSP

When taxiing an airplane with strong quartering tailwinds, which aileron position should be used?

- A) Neutral.
- B) Aileron down on the side from which the wind is blowing.
- C) Aileron up on the side from which the wind is blowing.

16. B08 LSP

Which is the correct traffic pattern departure procedure to use at a noncontrolled airport?

- A) Depart in any direction consistent with safety, after crossing the airport boundary.
- B) Make all turns to the left.
- C) Comply with any FAA traffic pattern established for the airport.

17. J34 LSP

(Refer to figure 66, area 2 and legend 1.) For information about the parachute jumping and glider operations at Silverwood Airport, refer to

- A) notes on the border of the chart.
- B) the Airport/Facility Directory.
- C) the Notices to Airmen (NOTAM) publication.

18. J27 LSP

What wind condition prolongs the hazards of wake turbulence on a landing runway for the longest period of time?

- A) Light quartering headwind.
- B) Direct tailwind.
- C) Light quartering tailwind.

19. H335 LSP

Sport Pilot minimum flight visibility for Class E airspace less than 10,000 feet mean sea level (MSL) is

- A) 2,000 feet horizontal.
- B) 3 statute miles.
- C) 3 nautical miles.

20. B08 LSP

Airspace at an airport with a part-time control tower is classified as Class D airspace only

- A) when the prevailing visibility is below 3 statute miles.
- B) when the associated control tower is in operation.
- C) when the associated Flight Service Station is in operation.

21. J10 LSP

The purpose of Military Training Routes, charted as VFR Military Training Routes (VR) and IFR Military Training Routes (IR) on sectional charts, is to ensure the greatest practical level of safety for all flight operations and to allow the military to conduct

- A) low altitude, high-speed training.
- B) radar instrument training.
- C) air-to-air refueling training.

22. J11 LSP

An ATC radar facility issues the following advisory to a pilot flying on a heading of 270°: `TRAFFIC 3 O`CLOCK, 2 MILES, EASTBOUND...` Where should the pilot look for this traffic?

- A) North.
- B) South.
- C) West.

23. J09 LSP
(Refer to figure 56 area 4.) What hazards to aircraft may exist in restricted areas such as R-5302B?
A) Unusual, often invisible, hazards such as aerial gunnery or guided missiles.
B) Military training activities that necessitate acrobatic or abrupt flight maneuvers.
C) High volume of pilot training or an unusual type of aerial activity.

24. J37 LSP
(Refer to figure 60, point 6) The floor of the Class E airspace over the town of Commerce is
A) 1,200 feet MSL.
B) 700 feet AGL.
C) 1,200 feet AGL.

25. J29 LSP
Guy wires, which support antenna towers, can extend horizontally; therefore, the towers should be avoided horizontally by at least
A) 2,000 feet horizontally.
B) 300 feet horizontally.
C) 1,000 feet horizontally.

26. H311 LSP
Consistent adherence to approved checklists is a sign of a
A) disciplined and competent pilot.
B) pilot who lacks the required knowledge.
C) low-time pilot.

27. H942 LSP
Climb performance depends upon the
A) reserve power or thrust.
B) maximum L/D ratio.
C) cruise power setting.

28. H334 LSP
To scan properly for traffic, a pilot should
A) slowly sweep the field of vision from one side to the other at intervals.
B) concentrate on any peripheral movement detected.
C) use a series of short, regularly spaced eye movements that bring successive areas of the sky into the central visual field.

29. H317 LSP

Maximum endurance is obtained at the point of minimum power to maintain the aircraft

- A) in steady, level flight.
- B) in a long range descent.
- C) at its slowest possible indicated airspeed.

30. J21 LSP

Pilots who become apprehensive for their safety for any reason should

- A) request assistance immediately.
- B) reduce their situational awareness.
- C) change their mindset.

31. H946 LSP

Density altitude, and its effect on landing performance, is defined by

- A) pressure altitude and ambient temperature.
- B) headwind and landing weight.
- C) humidity and braking friction forces.

32. H533 LSP

Name the four fundamentals involved in maneuvering an aircraft.

- A) Power, pitch, bank, and trim.
- B) Thrust, lift, turns, and glides.
- C) Straight-and-level flight, turns, climbs, and descents.

33. H935 LSP

To avoid missing important steps, always use the

- A) appropriate checklists.
- B) placarded airspeeds.
- C) airworthiness certificate.

34. B11 LSP

The pilot in command is responsible for ensuring that each person on board applicable U. S. registered aircraft is briefed and instructed on how and when to

- A) fasten and unfasten their seat belt and shoulder harness.
- B) adjust their seat.
- C) operate the fire extinguisher.

35. H300 LSP

The direct cause of every stall is excessive

- A) angle of attack.
- B) density altitude.
- C) upward vertical velocity.

36. H946 LSP

The most critical conditions of takeoff performance are the result of some combination of high gross weight, altitude, temperature, and

- A) unfavorable wind.
- B) obstacles surrounding the runway.
- C) powerplant systems.

37. J27 LSP

The greatest vortex strength occurs when the generating aircraft is

- A) light, dirty, and fast.
- B) heavy, dirty, and fast.
- C) heavy, clean, and slow.

38. H945 LSP

When range and economy of operation are the principal goals, the pilot must ensure that the airplane will be operated at the recommended

- A) specific endurance.
- B) long-range cruise performance.
- C) equivalent airspeed.

39. L05 LSP

What is the antidote when a pilot has the hazardous attitude of `Invulnerability`?

- A) It can not be that bad.
- B) It could happen to me.
- C) It will not happen to me.

40. J31 LSP

The most effective method of scanning for other aircraft for collision avoidance during daylight hours is to use

- A) regularly spaced concentration on the 3-, 9-, and 12-o'clock positions.
- B) a series of short, regularly spaced eye movements to search each 10-degree sector.
- C) peripheral vision by scanning small sectors and utilizing offcenter viewing.

41. H344 LSP

True course measurements on a Sectional Aeronautical Chart should be made at a meridian near the midpoint of the course because the

- A) values of isogonic lines change from point to point.
- B) angles formed by isogonic lines and lines of latitude vary from point to point.
- C) angles formed by lines of longitude and the course line vary from point to point.

42. J37 LSP

(Refer to figure 57, area 7.) The airspace overlying Mc Kinney (TKI) is controlled from the surface to

- A) 700 feet AGL.
- B) 2,900 feet MSL.
- C) 2,500 feet MSL.

43. J11 LSP

The Federal Aviation Administration publication that provides the aviation community with basic flight information and Air Traffic Control procedures for use in the National Airspace System of the United States is the

- A) Aeronautical Information Manual (AIM).
- B) Airport/Facility Directory (A/FD).
- C) Advisory Circular Checklist (AC 00-2).

44. H966 LSP

For a complete listing of information provided in an Airport/Facility Directory (A/FD) and how the information may be decoded, refer to the

- A) "Directory Legend Sample" located in the front of each A/FD.
- B) Aeronautical Information Manual (AIM).
- C) legend on sectional, VFR terminal area, and world aeronautical charts.

45. H966 LSP

NOTAM-Ls (local NOTAMS) include items of a local nature. NOTAM-Ls are maintained at each Flight Service Station (FSS) for facilities in their area only. NOTAM-L information for other FSS areas must be specifically requested from the FSS

- A) that has responsibility for the airport concerned.
- B) with which the pilot communicates.
- C) where the flight plan is filed.

46. A108 LSP

How long does the Airworthiness Certificate of an aircraft remain valid?

- A) As long as the aircraft has a current Registration Certificate.
- B) Indefinitely, unless the aircraft suffers major damage.

C) As long as the aircraft is maintained and operated as required by Federal Aviation Regulations.

47. A14 LSP

May a pilot operate an aircraft that is not in compliance with an Airworthiness Directive (AD)?

- A) Yes, AD's are only voluntary.
- B) Yes, if allowed by the AD.
- C) Yes, under VFR conditions only.

48. B08 LSP

Except when necessary for takeoff or landing, what is the minimum safe altitude for a pilot to operate an aircraft anywhere?

- A) An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- B) An altitude of 500 feet above the surface and no closer than 500 feet to any person, vessel, vehicle, or structure.
- C) An altitude of 500 feet above the highest obstacle within a horizontal radius of 1,000 feet.

49. G13 LSP

How many days after an accident is a report required to be filed with the nearest NTSB field office?

- A) 2.
- B) 7.
- C) 10.

50. H320 LSP

What should pilots state initially when telephoning a weather briefing facility for preflight weather information?

- A) Tell the number of occupants on board.
- B) Identify themselves as pilots.
- C) State their total flight time.

51. I30 LSP

Thunderstorms which generally produce the most intense hazard to aircraft are

- A) squall line thunderstorms.
- B) air mass thunderstorms.
- C) warm front thunderstorms.

52. I30 LSP

What conditions are necessary for the formation of thunderstorms?

- A) High humidity, lifting force, and unstable conditions.

B) High humidity, high temperature, and cumulus clouds.

C) Lifting force, moist air, and extensive cloud cover.

53. H102 LSP

Problems caused by overloading an aircraft include

A) reduced climb rate, excessive structural loads, and shortened cruising range.

B) increased service ceiling, increased angle of climb, and increased cruising speed.

C) slower takeoff speed, increased maneuverability, and shorter takeoff roll.

54. H300 LSP

What is the relationship of lift, drag, thrust, and weight when the airplane is in straight-and-level flight?

A) Lift equals weight and thrust equals drag.

B) Lift, drag, and weight equal thrust.

C) Lift and weight equal thrust and drag.

55. J23 LSP

If faced with an emergency where Air Traffic Control (ATC) assistance is desired and not already in contact, which frequency can be used to establish communications?

A) 121.5 MHz.

B) 122.5 MHz.

C) 128.725 MHz.

56. Z03 LSP

An electrical system failure (battery and alternator) occurs in a magneto equipped aircraft during flight. In this situation, you would

A) probably experience engine failure due to the loss of the engine-driven fuel pump and also experience failure of the radio equipment, lights, and all instruments that require alternating current.

B) probably experience failure of the engine ignition system, fuel gauges, aircraft lighting system, and avionics equipment.

C) experience avionics equipment failure.

57. J13 LSP

Pilots must operate the anti-collision lights

A) at night or in inclement weather.

B) at night when the visibility is less than three miles and flying in Class B airspace.

C) day and night, except when the pilot-in-command determines that they constitute a hazard to safety.

58. H536 LSP

The best speed to use for a glide is one that will result in the greatest glide distance for a given amount of

- A) altitude.
- B) fuel.
- C) drag.

59. H239 LSP

The positive three-step process in the exchange of flight controls between pilots includes these verbal steps: (1) You have the flight controls, (2) I have the flight controls and (3)

- A) You have the flight controls.
- B) I have the aircraft.
- C) I have the flight controls.

60. J31 LSP

Haze creates which of the following atmospheric illusions?

- A) Being at a greater distance from the runway.
- B) Being at a closer distance from the runway.
- C) Haze creates no atmospheric illusions.

61. J37 LSP

(Refer to figure 59, area 1.) Identify the airspace over Lowe Airport.

- A) Class G airspace - surface up to but not including 18,000 feet MSL.
- B) Class G airspace - surface up to but not including 700 feet MSL, Class E airspace - 700 feet to 14,500 feet MSL.
- C) Class G airspace - surface up to but not including 1,200 feet AGL, Class E airspace - 1,200 feet AGL up to but not including 18,000 feet MSL.

62. A66 LSP

Unless otherwise specified, Federal Airways include that Class E airspace extending upward from

- A) 700 feet above the surface up to and including 17,999 feet MSL.
- B) 1,200 feet above the surface up to and including 17,999 feet MSL.
- C) the surface up to and including 18,000 feet MSL.

63. H307 LSP

One purpose of the dual ignition system on a two-cycle engine is to provide for

- A) system redundancy in the ignition system.
- B) uniform heat distribution.
- C) balanced cylinder head pressure.

