

- S2-69. What is the leg of the pattern called right after take off as you are going straight in the same direction of the runway?
 A. Departure. B. Cross wind. C. Downwind.
- S2-70. What part of the pattern has the greatest chance of engine failure?
 A. Departure. B. Cross wind. C. Downwind.
- S2-71. What is the pattern leg called after you take off and make your first 90-degree turn?
 A. Departure. B. Cross wind. C. Downwind.
- S2-72. During what two legs of the pattern are you normally climbing?
 A. Crosswind and base.
 B. Departure and crosswind.
 C. Downwind and base.
- S2-73. What is the pattern leg called when you are flying parallel to the runway in the opposite direction you plan on landing?
 A. Departure. B. Cross wind. C. Downwind.
- S2-74. What should you be doing during your downwind leg?
 A. Landing checklist, locate all air traffic, sequence into traffic, adjust airspeed as required
 B. Radio the control tower you are ready to land.
 C. Climb to safe pattern altitude.
- S2-75. What is the traffic leg called as you are flying perpendicular to the runway ready to turn onto final approach?
 A. Base. B. Crosswind. C. Downwind.
- S2-76. What should you be doing during your base leg?
 A. Check for approaching traffic on final, adjust speed and throttle for desired landing spot, final checklist for landing.
 B. Landing checklist, focus on instruments for this critical time.
 C. Radio the control tower you are ready to land.
- S2-77. What is the pattern leg called as you are headed directly down the runway to land?
 A. Base. B. Crosswind. C. Final.
- S2-78. What should you do while on final approach?
 A. Hold appropriate approach speed, position the aircraft down the center of the runway.
 B. Focus on your airspeed indicator to avoid stalls near the ground.
 C. Sequence into air traffic.
- S2-79. What is a "go-around"?
 A. The turn off onto the taxi way from the main runway.
 B. Going around the pattern another time without landing typically from an aborted landing.
 C. Another turn about a specified point.

Communications

- S2-80. Why are radio communications necessary?
 A. Safety, and they are required in some airspaces.
 B. To radio any Maydays.
 C. Aircraft without radios are not required to use radios.
- S2-81. What specific air space requires radio communications?
 A. Class A, B, C, and D airspace.
 B. Class B, C, D, and E airspace.
 C. Class C, D, E, and G airspace.
- S2-82. What specific airspace does not require communications but encourages it for safety?