

- S2-44. Who is responsible for making the go/no go decision for each flight?
 A. The pilot in command, which is the student when flying solo.
 B. A Certificated Flight Instructor (CFI).
 C. The chief flight instructor.
- S2-45. What information is necessary to make a go/no go decision?
 A. Permission from the chief flight instructor, chief mechanic, and weather briefer.
 B. Acceptable weather conditions, an airworthy aircraft, and an airworthy pilot.
 C. Permission from the weather briefer, an airworthy aircraft, and an airworthy pilot.
- S2-46. When approaching another aircraft head-on, each pilot must alter his/her course?
 A. To the left. B. To the right. C. With a descent.
- S2-47. Student pilots are responsible for all information, rules, and regulations in FAR Parts
 A. 61, and 91. B. 91, and 121. C. 1, and 67.
- S2-48. List the grade and capacity of the fuel and oil to be used in the training aircraft for solo flight:

	Grade	Capacity
Fuel	_____	_____
Oil	_____	_____

- S2-49. What does a student need to fly solo?
 A. A student pilot certificate with instructor's endorsement and limitations.
 B. Any instructor's endorsement in a student's logbook.
 C. Students ability to meet aeronautical knowledge and skill for safe solo flight.
- S2-50. What are the limitations on solo flight by a student?
 A. No limitations if the student goes through a training course by a qualified instructor.
 B. As specified under FAR 61.89 and limitations from instructor.
 C. No serious cross-country flying is allowed by the student solo.

Airport Operations

- S2-51. Before taxiing onto the main runway, what is the most important safety task to do?
 A. Make sure your engine temperatures are good.
 B. Look for approaching traffic before you taxi onto the runway.
 C. Recheck your critical pre flight items
- S2-52. What do you need to do at airports to get clearance to enter the runway?
 A Go when it looks clear.
 B. Announce to UNICOM or wait for clearance at towered airports.
 C. Stop at the hold-short line until the runway is clear.
- S2-53. When do you radio the UNICOM (with no control tower) as you approach the airport?
 A. Right after you enter the controlled airspace.
 B. As you are approaching the airport a minimum 10 miles out.
 C. Whenever you want to before final approach.
- S2-54. How do you enter a pattern if there is no control tower?
 A. Straight in final approach spaced properly.
 B. Midfield on the downwind leg at a 45-degree angle.
 C. Anywhere you want because there is no control tower.
- S2-55. What must you be aware of in the airport pattern?
 A. Other aircraft. B. Your engine instruments. C. Closing out your flight plan.