***VFR/FLIGHT REVIEW IFRSIMCLUB.COM***

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| Personal items required to act as PIC  |   | Certificate, Medical, Photo ID  |
| When is a Commercial Pilot Req'd to hold a type rating  |   | Weight > 12,500lbsEngine is a turbo-jetAircraft specified by the Administrator requiring a type rating  |
| Category of Aircraft  |   | Airplane, Rotorcraft, Glider, Ballon  |
| Class of Aircraft  |   | Single Engine (Land & Sea)Multi-Engine (Land & Sea)  |
| Type of Aircraft  |   | Model or name as specified by the manufacturer  |
| Can a Commercial Pilot with a multi-engine rating exercise the privileges of a Commercial Pilot in a single engine aircraft  |   | NO  |
| When can "Night Flight Time" be logged  |   | Between the end of Evening Civil Twilight and Morning Civil Twilight  |
| Commercial Pilot currency req's  |   | Within the past 90 daysDAY-3 TO and Landings as the sole manipulator of the controlsNIGHT-3 TO and Landings to a FULL STOP as the sole manipulator of the controls  |
| Minimum Medical Certificate required for Commercial Pilot Privileges  |   | 2nd Class Medical  |
| Required aircraft documents to be on-board  |   | **A**irworthiness Certificate**R**egistration**O**perating Limitations**W**eight & Balance & **E**quipment list  |
| How can a pilot determine if the aircraft's transponder is Mode C equipped  |   | By referencing the aircraft's Weight & Balance sheet  |
| What are the two operational categories of an aircraft  |   | -Normal (able to sustain <3.8G's)-Utility (able to sustain <4.4G's, spins permitted)  |
| Minimum Req'd Equipment for day VFR  |   | **TOMATOFLAMES (CFR 91.205)**-Tach, Oil Press, Magnetic Compass, Altimeter, Temp Gauge (Liquid Cooled Only), Oil Temp, Fuel Gauge, Landing Gear Indicator, Airspeed Indicator, Manifold Press, ELT, Seat Belts  |
| Minimum Req'd Equipment for night VFR  |   | Collision/Position Lights, Landing Light (for hire only), Spare Fuses  |
| Who is responible for airworthiness of aircraft  |   | Owner/Operator  |
| Who is responsible for determining the aircraft is safe for flight  |   | Pilot in Command  |
| When can an aircraft be operated with a known equipment failure  |   | If the equipment is not required by the Minimum Equipment List (MEL), or by 14 CFR 91.205  |
| What is the first action that must be taken when a piece of equipment is removed or installed  |   | The aircraft Weight & Balance must indicate the change/ form 337/Logbook endorsement  |
| What action must be taken when a piece of equipment becomes inoperative  |   | Equipment must be placarded "IN-OP"  |
| What are the minimum maintenance inspections for aircraft for hire  |   | 100hr and Annual Inspections  |
| Can a 100hr be substituted for an Annual Inspection  |   | No, but an Annual Inspection can be substituted for a 100hr Inspection  |
| Static Press System Inspection Req's  |   | Every 24 calendar months  |
| Transponder Inspection Req's  |   | Every 24 calendar months  |
| Altimeter Inspection Req's  |   | Every 24 calendar months  |
| VOR Inspection Req's  |   | Every 30 calendar days- + or - 4 degrees at field test position-Air + or - 6 degrees of estimated position-Field Test Location180 degree w/ TO indication360 degree w/ FROM indication |
| What is the only maintenance a pilot may perform  |   | Preventive Maintenance as described in CFR 43  |
| Types of Weather Briefings offered by FSS  |   | -Standard, Abbreviated, Outlook, In-Flight  |
| Define EFAS  |   | Enroute Flight Advisory Service- Provides route specific weather advisories to aircraft between 5000'AGL & 17500'MSL  |
| Define HIWAS  |   | Hazardous In-Flight Weather Advisory Service- Summarized weather advisories such as SIGMETS, AIRMETS, PIREPS, and Hazards broadcasted over NAVAIDs  |
| Define ATIS  |   | Automated Terminal Information Service- Recorded broadcast of airport information such as Current Weather, Rwy In-Use, Instrument Approaches, etc.  |
| Define TAF  |   | Terminal Area Forecast- Weather forecasted within a 5 SM radius of an airport-Valid for 24hrs-Issued 4 times daily  |
| Define SIGMET  |   | Non-Convective weather that is potentially hazardous to all aircraft in the area  |
| Define AIRMET and types  |   | Advisory of significant weather, hazardous to light and small aircraft-SIERRA- IFR or Obscurations-TANGO- Turbulence or winds>30kts-ZULU- Icing  |
| Define Convective-SIGMET  |   | Areas of severe icing or turbulence, and/or Low Level Wind Shear  |
| Suface Analysis Chart  |   | Depicts current frontal locations, winds, temps, & dew point spreads  |
| Radar Summary Chart  |   | Depicts areas of precipitation, radar echoes, cell intensity & movement  |
| What are the 4 types of NOTAMs  |   | -(D) NOTAMs-FDC NOTAMs-POINTER NOTAMs-MILITARY NOTAMs  |
| What are the 2 classes of T-Storms  |   | -Steady-state T-Storms-Air-mass T-Storms  |
| Define Microbursts  |   | Small, but strong downdrafts reaching upto 6000'fpm, that upon reaching the surface, disperse in all directions  |
| How are NON-fly by wire flight control surfaces actuated  |   | Either by cable or rods, interconnected by a system of pulleys connected to the pilot's yoke or stick  |
| Describe the electrical Flaps system operation  |   | The wing flaps are actuated by a single electric motor by a switch in the cockpit. A single motor system allows for complete failure of both flaps, so there is no partial operation. It is generally a 15amp circuit located on the Main Electrical Bus  |
| Describe Leading Edge Lift Devices  |   | Slots- A slot in the leading edge to redirect air from underneath the wing to atop the wingSlats- A miniature airfoil on the leading edge, that when actuated, changes the chord line of the wing  |
| Describe Spoilers  |   | Device located on the topside of a wing, that when actuated, reduce lift and increase drag  |
| Describe the components of the Pitot-Static System  |   | -Airspeed Indicator- Measures differential pressure from the pitot tube and static ports-Altimeter- A sealed Aneroid wafer barometer that measures increases and decreases in ambient pressure-Vertical Speed Indicator- A sealed Aneroid wafer barometer with a calibrated leak that measures increases and decreases in pressure  |
| What errors is an Altimeter subject too  |   | Temperature and pressure errors  |
| What errors is an Airspeed indicator subject too  |   | Position Error, Density Error, Compressibility Error  |
| What are the types of Airspeeds  |   | True, Indicated, Calibrated, Equivalent  |
| What are the different Airspeed limitations  |   | Vs0- Stall dirtyVs1- Stall cleanV1- Decision speedVa- Maneuvering speedVno- Structural Cruising speedVle- Landing Gear Extended speedVne- Never Exceed speedVmc- Minimum Control speed (ME)Vx- Best Angle ClimbVy- Best Rate  |
| What are the Gyro Instruments  |   | Attitude Indicator, Directional Gyro, Turn Coordinator  |
| What are the Vacuum Instruments  |   | Attitude Indicator, DG, Vacuum Gauge  |
| How is the the Turn Coordinator operated, and why  |   | Turn coordinator is an electrically operated gyro. It is electrically operated, that in the event of a vacuum pump failure in IMC, level flight along the lateral axis can be sustained  |
| What errors is the Magnetic Compass ANDS & OSUN  |   | Oscillation, Deviation, Variation, Acceleration, Northerly Turning  |