***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 > 12,500lbs Engine is a turbo-jet Aircraft 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 days DAY -3 TO and Landings as the sole manipulator of the controls NIGHT -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 Location 180 degree w/ TO indication 360 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 wing Slats- 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 dirty Vs1- Stall clean V1- Decision speed Va- Maneuvering speed Vno- Structural Cruising speed Vle- Landing Gear Extended speed Vne- Never Exceed speed Vmc- Minimum Control speed (ME) Vx- Best Angle Climb Vy- 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 |