

## Student Pilot Written Exam

Name: \_\_\_\_\_ CFI: \_\_\_\_\_ Date: \_\_\_\_\_  
Aircraft Make and Model: \_\_\_\_\_

*Instructions:* Answer each question in the space provided using using a current FAR/AIM, Chart Supplement U.S., and POH/AFM.. Use the space to the left of the question number to **list the reference for each question**. The instructor may pick and choose particular questions to shorten the length of the test.

True/False Questions: (Indicate with a T or F) (30)

1. When overtaking another aircraft from behind, you should pass to the right. \_\_\_\_\_
2. You may be denied a student pilot certificate if you refuse to submit to an alcohol test or furnish test results. \_\_\_\_\_
3. A student pilot may log all solo flight time as PIC time. \_\_\_\_\_
4. A student pilot must have their logbook, student pilot certificate and medical certificate for each solo flight. \_\_\_\_\_
5. A student pilot may exercise their pilot privileges any time after alcohol has been consumed as long as blood alcohol content does not exceed 0.04%. \_\_\_\_\_
6. As a student pilot flying under day VFR, you must only carry enough fuel to reach the first point of intended landing. \_\_\_\_\_
7. An ELT that has been activated can be monitored on 121.5. \_\_\_\_\_
8. A pilot must maintain separation from other aircraft as to not create a hazard or collision with other aircraft. \_\_\_\_\_
9. If two aircraft of the same category are converging, the aircraft to the other's left has the right of way. \_\_\_\_\_
10. The FAA must be notified within 90 days of a permanent address change. \_\_\_\_\_
11. The owner/operator of an aircraft is responsible for determining whether that aircraft is airworthy. \_\_\_\_\_
12. Over sparsely populated areas, an aircraft must be operated at least 500 ft. AGL. \_\_\_\_\_
13. Class C airspace normally extends vertically to 4000 ft. AGL. \_\_\_\_\_
14. A student pilot may operate an aircraft in Class B airspace provided they have received and logged instruction in that airspace. \_\_\_\_\_
15. A pilot must receive a clearance before entering Class C airspace. \_\_\_\_\_
16. In Class E airspace below 10,000 ft. MSL, you must keep a distance of 500 ft. below, 1000 ft. above and 2000 ft. horizontal of any clouds and have at least 3 SM visibility. \_\_\_\_\_
17. While on a cross country flight above 3000 ft. AGL, an odd altitude plus 500 ft. should be maintained while on a magnetic heading of 220°. \_\_\_\_\_
18. You may legally enter Class C airspace under VFR with 1 SM visibility and clear of clouds. \_\_\_\_\_
19. Student pilots receiving dual instruction must have a current medical. \_\_\_\_\_
20. You must notify the NTSB immediately if you experience an engine failure in flight. \_\_\_\_\_
21. For every flight, the pilot in command must become familiar with the runway lengths of intended use at each airport as well as takeoff and landing data contained within the POH/AFM. \_\_\_\_\_
22. Pilots may never fly within the limits of prohibited or restricted airspace. \_\_\_\_\_

23. Prior to each solo flight, a pilot needs to ensure that the airplane has onboard: an airworthiness certificate, registration, POH/AFM, weight and balance documents and airframe logbooks. \_\_\_\_\_
24. Any flight exceeding 25 NM from the home based airport can be logged as cross country flight time. \_\_\_\_\_
25. A "line up and wait" clearance from an air traffic controller allows a pilot to enter onto the runway and hold their position. \_\_\_\_\_
26. In an emergency, a pilot may deviate from any part in the Federal Aviation Regulations to the extent to meet that emergency. \_\_\_\_\_
27. If priority has been given to an aircraft in an emergency, the pilot is required to submit a written report of the incident to that facility within 48 hours. \_\_\_\_\_
28. If two aircraft are approaching a non-towered airport to land, the faster aircraft has the right of way. \_\_\_\_\_
29. The minimum operating altitude anywhere is 500 ft. AGL. \_\_\_\_\_
30. An aircraft may not be moved on the surface unless each occupant has properly secured about them a seatbelt and, if installed in the aircraft, a shoulder harness. \_\_\_\_\_

Free Response Questions (10)

*Instructions:* Answer each question in the space provided using the FAR/AIM, Chart Supplement U.S., Pilot Controller Glossary, and POH/AFM.

1. While lined up on 16L to takeoff out of Reno, power is set for takeoff and you notice the oil pressure is below the green arc. What will you do and how do you advise ATC?
2. During the engine runup, a mag check resulted in no drop in engine RPM. What is the appropriate response?
3. When on final approach for runway 26 at Stead, you observe the airspeed at 100 KIAS and 3 lights on the PAPI are white. Describe an appropriate response to capture the glideslope at the correct approach speed.
4. Before turning left base to runway 8 at Stead, you observe the airspeed at 59 KIAS and three red on the PAPI. Describe an appropriate response to capture the glideslope at the correct approach speed.

5. After touching down the airplane starts to veer off the right side of centerline. How do you correct this?
  
6. On left downwind for runway 8 at Stead, you observe that the oil pressure is below the green arc and the oil temperature is abnormally high. What should you do? What is this indicative of?
  
7. While soloing at Reno, the winds unexpectedly pick up to 12 kts from the west (090) while you are landing runway 16L.. How do you compensate for the crosswind?
  - a. If the crosswind is beyond your capability and you are still having a difficult time lining up with the runway, what are your options.
  
8. When 10 NM north of RNO on the straight in approach to runway 16L, you hear from Reno Tower “N2291C cleared to land Runway 16L, traffic 1 o’clock, five mile final for the parallel is a Heavy MD-11, maintain visual separation caution wake turbulence”. What is the recommended procedure for the approach? What makes this approach particularly hazardous?
  
9. While in left closed traffic for runway 16L at Reno, you notice you’re unable to hear ATC. You suspect a complete radio failure. What are two ways to troubleshoot the situation? What do you do if still unable to establish two way radio communications with the controller?

10. Define the Following ATC Clearances:

- a. "Hold Short" : \_\_\_\_\_
- b. "Line Up And Wait" : \_\_\_\_\_
- c. "Cleared for Takeoff" : \_\_\_\_\_
- d. "Cleared for Option" : \_\_\_\_\_
- e. "Cleared to Land" : \_\_\_\_\_
- f. "Contact" vs. "Monitor" : \_\_\_\_\_
- g. "Go Around" : \_\_\_\_\_
- h. "Standby" : \_\_\_\_\_

Short Answer

Instructions: Answer each question in the space provided using the POH/AFM and Chart Supplement U.S. The instructor may pick and choose particular questions to shorten the length of the quiz.

1. List the following speeds for your aircraft:

V<sub>S0</sub>: \_\_\_\_\_ V<sub>X</sub>: \_\_\_\_\_ V<sub>A</sub>: \_\_\_\_\_  
V<sub>S1</sub>: \_\_\_\_\_ V<sub>Y</sub>: \_\_\_\_\_ V<sub>NO</sub>: \_\_\_\_\_  
V<sub>R</sub>: \_\_\_\_\_ V<sub>FE</sub>: \_\_\_\_\_ V<sub>NE</sub>: \_\_\_\_\_

Best Glide (in still air): \_\_\_\_\_

2. Maximum Takeoff Weight: \_\_\_\_\_ Empty Weight: \_\_\_\_\_

3. Fuel Capacity (USG): \_\_\_\_\_ Pounds: \_\_\_\_\_ \*( ) = \_\_\_\_\_

Usable (USG): \_\_\_\_\_ Pounds: \_\_\_\_\_ \*( ) = \_\_\_\_\_

4. Oil Capacity: Maximum: \_\_\_\_\_ Minimum: \_\_\_\_\_

5. Maximum Useful Load with Full Fuel: \_\_\_\_\_

6. Calculate the CG during a solo flight with Full Fuel:

Within Limits? Y N

7. Takeoff Distance (Full Fuel) Including CFI

Altitude: \_\_\_\_\_

Temperature: \_\_\_\_\_

Ground Roll: \_\_\_\_\_

Over 50 ft. Obstacle: \_\_\_\_\_

8. Landing Distance (2550 lbs.)

Altitude: \_\_\_\_\_

Temperature: \_\_\_\_\_

Ground Roll: \_\_\_\_\_

Over 50 ft. Obstacle: \_\_\_\_\_

9. Radio Frequencies at RNO

Description	MHz	Description	MHz
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

10. Radio Frequencies at RTS / CXP

Description	MHz	Description	MHz
_____	_____	_____	_____
_____	_____	_____	_____