

**PLEASE DO NOT MARK ON THIS TEST**

# **ELMENDORF AERO CLUB**

## **PRE-SOLO Exam**

**1 MAY 2020**

***THIS TEST IS REQUIRED, ALONG WITH THE ELMENDORF AERO CLUB SOP AND AIRCRAFT TESTS, PRIOR TO INITIAL SOLO***

### ***Exam Instructions:***

- 1. Provide your answers on AF Form 1584C (Knowledge Exam Record)***
- 2. References for this test include:***

***14 CFR Part 91  
ANC Sectional Chart  
AIM***

***3WI 13-204  
Aero Club SOP***

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**Questions 1-4 Reference the FAR, Part 91.**

1. (True/False) - When two aircraft are approaching to land at the same time, the aircraft closest to the runway has the right-of-way.
2. If an altimeter setting is not available at an airport, what setting should you use before departing on a local flight?
  - a. Set field elevation.
  - b. Call FSS for the current altimeter setting at the nearest airport (within 100nm).
  - c. Either a or b is acceptable.
3. (True/False) - Two-way radio communications with the control tower must be established and maintained prior to and within Class "D" airspace.
4. What equipment is required to operate in Class "C" airspace?
  - a. Transponder with Mode C altitude encoding and ADS-B capability.
  - b. 2-way radio communications.
  - c. Both a & b.

**LOCAL AREA QUESTIONS**

***For the remaining questions, refer to the Anchorage Sectional Chart, AIM, 3WI 13-204 or the Club SOP.***

***Questions 5 – 6 Reference the ANC Sectional Chart***

5. At what altitude does Class E airspace start above BCV?
  - a. 700'
  - b. 1200'
  - c. There is no magenta line around BCV, so it is class G airspace.
6. (True/False) - On a Sectional chart, a dashed magenta line around an airport indicates Class "E" airspace starting at 700' AGL.

***Questions 7 – 12 Reference the AIM***

7. (True/False) - A large "X" painted on a runway indicates that you are required to land on that "X".
8. How far out should you make your initial radio call prior to entering an airport traffic pattern?
  - a. Within 10nm for either towered or non-towered airports.
  - b. Within 15nm for towered and within 10nm for non-towered airports.
  - c. Not specified.

9. The upper limit of Class "D" airspace is normally?
- 4000' MSL.
  - 2500' AGL.
  - Not specified.
10. (True/False) – You have called ATC prior to entering Class "C" airspace and the controller responds with your call sign and tells you to, "Standby." You are now allowed to enter Class "C" airspace without any further instructions.
11. What radio calls are recommended in the traffic pattern at a non-towered airport?
- Base, final, touch-and-go.
  - Downwind, base, final.
  - Downwind, base, final, crosswind.
12. What is the recommended pattern altitude at a non-towered airport like BCV, BGQ or IYS?
- 1000' AGL.
  - As published in the airport directory (AK Supplement).
  - Either a or b, as applicable.

**Questions 13 – 18 Reference 3WI 13-204**

13. If Elmendorf Tower does not give you an altitude deviation on departure, what is the maximum altitude you can climb to until clear of the EDF segment?
- 800' AGL
  - 800' MSL
  - 500' AGL
14. If you are returning to EDF and your radio is inoperative prior to entering EDF airspace?
- Land at a non-towered airport (BCV, IYS, etc) and call the Aero Club for further instructions.
  - Enter EDF airspace at 2000,' hold at the antennae farm, wait for the light gun signal (alternating red and green), and land.
  - Squawk 7700, proceed to the nearest EDF runway, clear for other aircraft on final, land, and taxi back to the club.
15. If you are returning to EDF and you lose communications after entering the Class D airspace, you should:
- Proceed to the antenna farm and hold at 800' MSL, awaiting light gun signals from tower.
  - Once you receive a steady green light, proceed direct to the runway of your choice and land while continuing to transmit your position and intentions until clear of the runway and taxiing back to parking.
  - Both of the above.

16. Aircraft instructed by tower to GO AROUND after starting their turn to final will:
- Continue and complete their turn to final.
  - Once on final, they will overfly the runway and maintain at or below 1200' until the departure end.
  - Both of the above.
17. (True/False) Unless otherwise advised by ATC, Aero Club Aircraft will enter EDF Class D airspace through KULIS at pattern altitude.
18. An approval by tower for an altitude deviation during departure means:
- You may climb unrestricted to your filed altitude.
  - You may climb unrestricted to your filed altitude, but must remain at or below 1200' MSL until the departure end of the runway.
  - You must remain at or below 1200' MSL until departing Elmendorf's Class D airspace, and then climb unrestricted to your filed altitude.

**Questions 19 – 30 Reference the SOP**

19. To operate an Aero Club aircraft in solo flight, your instructor must have endorsed your logbook for the specific make and model of aircraft to be flown in solo flight within the last 90 days and:
- Your instructor has endorsed your grade folder for solo flight within the last 30 days.
  - You have not flown more than 10 hours solo, or exceeded 30 days, without a dual proficiency flight.
  - Both of the above.
20. The maximum winds specified in the SOP for student solo flight are: **(These may be adjusted downward by your Instructor)**
- 15Kts total wind; 10Kts crosswind.
  - 10kts total wind; 5Kts crosswind.
  - 15Kts total wind; 15kts crosswind.
21. The weather minimums for student solo flight (local area) are:
- 1500 foot ceiling; 3 miles visibility
  - 2500 foot ceiling; 10 miles visibility
  - 1500 foot ceiling; 10 miles visibility
22. (True/False) - Solo student pilots are not authorized to do touch-and-go landings.
23. When should the phrase "Student Pilot" be used when you are flying?
- During initial contact with Ground.
  - During initial contact with any controlling agency (Ground, Tower, Approach, etc).
  - The Phrase "Student Pilot" is not required.

24. You planned a 2 hour flight. You noticed on the maintenance status board that your aircraft has 1.8 hours tac time left prior to the next inspection.
- You may only fly a 1.8 hour flight (Hobbs time).
  - You may fly as planned since 1.8 hours tac multiplied by 1.2 hours Hobbs equals 2.16 hours total Hobbs time left.
  - You may not fly since the tac time is less than your scheduled flight.
25. When taxiing behind jet/large aircraft or helicopters, remain at least \_\_\_\_\_ behind to avoid being blown over.
- 150 feet (2 taxiway lights) behind similar sized (BE 1900 aircraft).
  - 250 feet (3 taxiway lights) behind jets, large aircraft, or helicopters.
  - Both of the above.
26. The minimum runway length for Aero Club aircraft is 2000'x50'. You are directed by Ground to taxi to N1 for a RWY 24 intersection departure due to winds observed at 240/12. The BAK 12 barrier for the approach end of RWY 06 is up and operational.
- You may proceed to N1 for takeoff since N1 is over 2000' from the end of RWY 06/24.
  - You have to abort the flight since takeoffs on RWY 24 from N1 are prohibited in the SOP.
  - You should request taxi to taxiway B to takeoff on RWY 24.
27. Ground reference maneuvers (rectangular course, S-turns, turns around a point) may be practiced no lower than:
- 600' AGL
  - 600' MSL
  - 800' AGL
28. You are returning from a solo flight to the local area and have an altitude deviation from EDF tower. As you approach EDF, tower tells you to hold at the Antenna Farm due to arriving traffic. You should enter holding at:
- Any altitude you want since you have an altitude deviation.
  - 1200 MSL or below.
  - 800 MSL.
29. During your return, you are informed that EDF is not usable due to either runway closures or the weather has deteriorated below your minimums. You should:
- Contact ATC (EDF TWR, Approach, Flight Services) and state your intentions to divert.
  - Divert to the nearest suitable airport.
  - After landing, close your flight plan and contact the Aero Club for further instructions.
  - All of the above.

30. You want to use a video recording device to record your flight for future study reference. Use of a video recording device:

- a. Is only allowed if it is mounted internally so you can turn it off/on at the appropriate times.
- b. Is only allowed if it is mounted externally so you are not distracted by turning it off/on.
- c. Is not allowed on aero club aircraft regardless of why you want to use it or where it is mounted.

