CERTIFIED FLIGHT INSTRUCTOR - FLIGHT INSTRUCTOR AIRPLANE PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

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How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

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Questions

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1. **What is the approximate lift/drag ratio at a 2° angle of attack compared to a 17.2° angle of attack?**

   A. 9.75° angle of attack

   B. 10.5° angle of attack

   C. 17.2° angle of attack

   D. 20.0° angle of attack

2. **What is a requirement before a commercial airplane pilot may fly solo?**

   A. Three takeoffs and three landings within the preceding 90 days in an airplane

   B. Satisfactorily accomplished a flight review in any aircraft within the preceding 24 calendar months

   C. Satisfactorily accomplished a flight review specifically in an airplane within the last 24 months

   D. Completion of 10 training hours in the preceding 12 months

3. **What indicates that a particular VORTAC station is undergoing routine maintenance?**

   A. Removal of the identification feature.

   B. Removal of the voice feature of the TACAN.

   C. Transmitting a series of dashes after each identification signal.

4. **Motion sickness is primarily caused by?**

   A. Continued stimulation of the tiny portion of the inner ear which controls sense of balance.

   B. An instability in the brain cells affecting balance.

   C. The movement of an aircraft causing stomach acid production.

   D. Increased pressure in the inner ear during flight.

5. **Changes in the center of pressure of a wing affect the aircraft's:**

   A. Lift/drag ratio.

   B. Lifting capacity.

   C. Aerodynamic balance and controllability.

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6. What scenario best describes an accelerated stall?

A. A stall during straight and level flight

B. A stall while climbing

C. A stall during a banked turn

D. A stall during descent

7. What effect does raising a wing in a turn have on the bank angle?

A. Increases the turn radius.

B. Decreases the turn radius.

C. Increases the stall speed.

D. Decreases the lift.

8. Which element is a risk factor in the decision-making process?

A. The aircraft.

B. The weather conditions.

C. The planned flight route.

D. The aircraft's fuel weight.

9. What is the primary cause of marginal weather in central Kentucky?

A. Low visibility

B. Ceiling and visibility

C. Ceiling

D. Wind shear

10. Which regulatory provision outlines requirements for a pilot to operate as pilot in command?

A. 14 CFR Part 91

B. 14 CFR Part 61

C. 14 CFR Part 141

D. 14 CFR Part 135

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Answers

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1. C
2. B
3. A
4. A
5. C
6. C
7. A
8. A
9. C
10. B

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Explanations

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1. What is the approximate lift/drag ratio at a 2° angle of attack compared to a 17.2° angle of attack?

A. 9.75° angle of attack

B. 10.5° angle of attack

C. 17.2° angle of attack

D. 20.0° angle of attack

The lift-to-drag ratio is a critical parameter in aerodynamics that varies with the angle of attack. At lower angles of attack, such as 2°, the aircraft generally experiences a relatively high lift-to-drag ratio due to efficient airflow over the wings and lower induced drag. As the angle of attack increases, like at 17.2°, the lift-to-drag ratio begins to decrease due to increased drag from flow separation and turbulence, which occur as the wings operate beyond their optimal angle of attack. By comparing these two angles, it is understood that while the lift-to-drag ratio at the lower angle (2°) is more favorable, the lift-to-drag ratio at the higher angle (17.2°) is less efficient due to the factors mentioned. Generally, the exact lift-to-drag ratios can be situation-specific and depend on the airfoil design, Reynolds numbers, and other aerodynamic considerations. Thus, interpreting the surrounding context of the question indicates that the approximate lift-to-drag ratio at 2° is indeed much higher than that at 17.2°. This understanding confirms that the greater angle (17.2°) reflects a benchmark for comparison, supporting choice C as the appropriate selection for understanding the relative aer

2. What is a requirement before a commercial airplane pilot may fly solo?

A. Three takeoffs and three landings within the preceding 90 days in an airplane

B. Satisfactorily accomplished a flight review in any aircraft within the preceding 24 calendar months

C. Satisfactorily accomplished a flight review specifically in an airplane within the last 24 months

D. Completion of 10 training hours in the preceding 12 months

A commercial airplane pilot must have satisfactorily accomplished a flight review in any aircraft within the preceding 24 calendar months before flying solo. This requirement ensures that the pilot has demonstrated the necessary competence, safety awareness, and familiarity with the operational aspects of flying. The flight review serves as an essential refresher for pilots, covering various maneuvers and procedures, ensuring they remain proficient and up-to-date with regulations and best practices in aviation. The flexibility of being able to complete the review in any aircraft type underscores the importance of overall pilot proficiency rather than just specific aircraft. This foundational knowledge is critical for maintaining safety during solo flights. Other options focus on different aspects of flight training but do not fulfill the specific requirement regarding solo flight. For example, while three takeoffs and landings within the preceding 90 days are important for currency, they do not replace the need for a comprehensive flight review. The aircraft-specific flight review, while relevant, is not a standalone requirement since the broader flight review in any aircraft suffices, emphasizing a more holistic assessment of the pilot's abilities. Lastly, completion of a set number of training hours does not guarantee proficiency and may not be relevant if the review has not been conducted.

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3. What indicates that a particular VORTAC station is undergoing routine maintenance?

A. Removal of the identification feature.

B. Removal of the voice feature of the TACAN.

C. Transmitting a series of dashes after each identification signal.

The correct answer indicates that when a VORTAC station is undergoing routine maintenance, it may remove the identification feature. This is an important protocol as it allows pilots to know that the station is not operational or may not be providing reliable navigation services. The identification feature is typically a Morse code signal that informs pilots about the identity of the station. By removing this signal, it provides a clear warning to aircrews that they should not rely on that VORTAC for navigation purposes. In the context of the other options, while removing the voice feature of the TACAN or transmitting a series of dashes may also signal an issue, they do not universally indicate routine maintenance specifically. The removal of the identification feature directly communicates to pilots that the station is temporarily offline or potentially unreliable. This clear understanding is crucial for flight safety.

4. Motion sickness is primarily caused by?

A. Continued stimulation of the tiny portion of the inner ear which controls sense of balance.

B. An instability in the brain cells affecting balance.

C. The movement of an aircraft causing stomach acid production.

D. Increased pressure in the inner ear during flight.

Motion sickness is primarily caused by the continued stimulation of the tiny portion of the inner ear, specifically the vestibular system, which is responsible for our sense of balance. This system detects changes in motion and position, allowing the body to maintain equilibrium. When a person is in an aircraft, the rapid changes in speed and direction can confuse the vestibular system. The brain receives conflicting signals from the inner ear, eyes, and deeper body parts, leading to a sense of disorientation and the symptoms associated with motion sickness, such as nausea and dizziness. The other options do not accurately describe the primary cause of motion sickness. While brain instability and increased pressure in the inner ear may have some effects related to balance and equilibrium, they are not the primary mechanism causing motion sickness. Additionally, the idea that stomach acid production is directly linked to the movement of the aircraft does not account for the underlying sensory conflict that is at the heart of motion sickness. Understanding the role of the inner ear in balance is crucial in recognizing why it serves as the primary trigger for this condition during flight.

5. Changes in the center of pressure of a wing affect the aircraft's:

A. Lift/drag ratio.

B. Lifting capacity.

C. Aerodynamic balance and controllability.

The center of pressure is the point on the wing where the total lift force is considered to act. When the position of the center of pressure changes, it influences the distribution of aerodynamic forces on the aircraft, which directly affects aerodynamic balance and controllability. For instance, if the center of pressure moves forward or backward as the angle of attack changes, this can shift the effective location of lift relative to the center of gravity. Such shifts can result in changes to the pitching moments experienced by the aircraft, requiring the pilot to exert more control inputs to maintain stable flight. Therefore, stability and the ease of control are closely tied to the behavior of the center of pressure, particularly in response to variations in angle of attack, speed, and configurations like flap deployment. In contrast, while changes in the center of pressure can indirectly impact lift/drag ratio and lifting capacity, those effects are secondary to the primary influence on controllability and balance. Hence, the most accurate answer relates to how changes in the center of pressure specifically affect the aerodynamic balance and controllability of the aircraft.

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6. What scenario best describes an accelerated stall?

A. A stall during straight and level flight

B. A stall while climbing

C. A stall during a banked turn

D. A stall during descent

An accelerated stall occurs when an aircraft experiences a stall not simply due to a reduction in airspeed, but rather as a result of increased load factor typically associated with maneuvers such as turns. When an aircraft is in a banked turn, the increased angle of attack required to maintain level flight increases the load factor acting on the wings, leading to a stall at higher airspeeds than the aircraft's normal stall speed. In a banked turn, the pilot must maintain sufficient lift to counteract the increased gravitational force acting on the aircraft due to the bank, which often leads to a situation where the angle of attack can exceed the critical angle needed to maintain lift, resulting in an accelerated stall. This phenomenon highlights the importance of being aware of the load factor during maneuvers and understanding that the stall speed is not a constant but is affected by the aircraft's configuration and the maneuver it is performing. Stalls during straight and level flight or during climb are scenarios of classical stalls where speed is the primary factor. A stall during descent, while still a stall event, does not typically involve the same increased load factor considerations that define an accelerated stall. Therefore, the scenario that best describes an accelerated stall is indeed the one involving a stall during

7. What effect does raising a wing in a turn have on the bank angle?

A. Increases the turn radius.

B. Decreases the turn radius.

C. Increases the stall speed.

D. Decreases the lift.

When a pilot raises a wing in a turn, this action effectively increases the bank angle of the airplane. As the bank angle increases, the aircraft's turn radius also increases. This is due to the relationship between bank angle and centripetal force; a greater bank angle results in a tighter turn due to the increased load factor, allowing for a larger turn radius. Conversely, a lower bank angle would result in a smaller turn radius, as less lateral lift would be required to maintain the turn. The physics of flight dictates that as the bank is increased, more lift is needed to counteract the weight of the aircraft and maintain altitude, which can sometimes contribute to performance issues such as an increased stall speed if the angle increases too much without proper management. Thus, raising a wing leads to an increase in bank angle, which, in turn, results in an increase in the turn radius.

8. Which element is a risk factor in the decision-making process?

A. The aircraft.

B. The weather conditions.

C. The planned flight route.

D. The aircraft's fuel weight.

In the decision-making process, the aircraft as an element represents a significant risk factor. This encompasses various aspects such as the aircraft's airworthiness, performance capabilities, and limitations. Pilots must constantly evaluate whether the aircraft is suited for the planned flight given its current maintenance status, load factors, and any peculiarities associated with the specific model being flown. Each of these considerations directly impacts the safety and feasibility of the flight, making the aircraft itself a critical factor in decision-making. While the other elements like weather conditions, the planned flight route, and the aircraft's fuel weight are certainly important and can introduce risks, the core decision-making process begins with a thorough assessment of the aircraft. This assessment informs the pilot's understanding of how various external factors will affect the flight. Proper decision-making is rooted in ensuring that the aircraft is capable and ready to handle the conditions and route intended, thus highlighting why this factor is paramount.

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9. What is the primary cause of marginal weather in central Kentucky?

A. Low visibility

B. Ceiling and visibility

C. Ceiling

D. Wind shear

The primary cause of marginal weather in central Kentucky can be attributed to ceiling, which specifically refers to the height of the lowest layer of clouds or obscuring phenomena above the earth's surface. Low ceilings can lead to reduced visibility in the area, particularly when combined with other weather phenomena, but the term "marginal weather" is particularly linked to low cloud layers that can affect flight operations. In regions like central Kentucky, a variety of factors such as moisture from nearby bodies of water and prevailing weather patterns can contribute to the development of low ceilings, which can create challenging flying conditions. While visibility is undoubtedly an important factor in weather assessments, the problem is compounded significantly by low cloud ceilings that restrict the altitude at which pilots can navigate safely. Recognizing that ceiling is a crucial element in defining marginal weather helps understand the implications for flight planning and safety.

10. Which regulatory provision outlines requirements for a pilot to operate as pilot in command?

A. 14 CFR Part 91

B. 14 CFR Part 61

C. 14 CFR Part 141

D. 14 CFR Part 135

The correct choice highlights that 14 CFR Part 61 specifically addresses the qualifications and requirements for pilot certification, including the privileges and limitations of a pilot with respect to acting as pilot in command (PIC). This part delves into various aspects of pilot qualifications such as obtaining different pilot certificates, endorsements, and the necessary flight experience required to serve as PIC for specific types of operations or aircraft. Understanding the regulatory framework is crucial for pilots, as it defines the standards they must meet to ensure safety and compliance in aviation operations. For instance, Part 61 lays out the requirements for training, flight time, and medical certification necessary for a pilot to act as PIC, making it essential knowledge for any flying professional. While other options reference important regulatory frameworks, they tackle different aspects of aviation regulation. For example, 14 CFR Part 91 deals with general operating and flight rules, and 14 CFR Part 141 governs pilot schools and their operations, focusing more on the training environment rather than individual pilot requirements. Furthermore, 14 CFR Part 135 pertains to commuter and on-demand operations, specifying rules applicable to those types of commercial services rather than general pilot qualifications.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

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We wish you the very best on your exam journey. You've got this!

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