CFI FLIGHT INSTRUCTOR AIRPLANE (FIA) PRACTICE TEST (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 recommended procedure for a go-around?

A. Reduce power and descend

B. Increase power, establish a positive climb rate, and retract landing gear and flaps as required

C. Bank to the left and descend

D. Maintain altitude and slow down

2. What should be the focus of a CFI during a student's solo flight?

A. Monitoring all radio communications

B. Assessing the student's independence and decision-making skills

C. Taking over in an emergency without warning

D. Providing constant instructions through the flight

3. Which factors can affect aircraft performance?

A. Weight and balance

B. Flight time and fuel

C. Altitude and pilot experience

D. Weather and visibility

4. During flight debriefing, what should be emphasized to the student?

A. Highlighting all mistakes without offering solutions

B. Providing constructive feedback and improvement strategies

C. Only discussing successful maneuvers

D. Not addressing any areas of concern

5. What role does weather play in a pilot's learning experience?

A. It complicates all operations

B. It is irrelevant to flight training

C. It impacts safety and necessitates preparation

D. It only affects advanced students

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6. Which of the following actions is NOT required when a person is found to have cheated during a knowledge test?

A. The person is required to report it to the NTSB

B. The person cannot retake a knowledge test for 1 year

C. The person may lose their ability to take the test altogether

D. The person must undergo additional training

7. How is a stall recognized in flight?

A. By a distinct stall warning or buffet

B. By an increase in altitude

C. By the absence of any noise from the aircraft

D. By smooth control surface movement

8. How long should a person wait after scuba diving without a controlled ascent before flying to cabin pressure altitudes of 8,000 feet or less?

A. 24 hours

B. 12 hours

C. 6 hours

D. 30 minutes

9. What is the minimum fuel requirement for VFR flight during daylight hours?

A. Enough to fly to the first intended landing plus 15 minutes of extra flight

B. Enough to fly to the first point of intended landing plus 30 minutes at normal cruise

C. Enough to fly for 2 hours beyond the first point of intended landing

D. Enough to fly to the alternate airport plus 30 minutes at normal cruise

10. What action can a pilot take to cool an overheating engine during a climb?

A. Increase the climb rate

B. Reduce airspeed

C. Reduce the rate of climb and increase airspeed

D. Descend immediately

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Answers

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

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Explanations

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1. What is the recommended procedure for a go-around?

A. Reduce power and descend

B. Increase power, establish a positive climb rate, and retract landing gear and flaps as required

C. Bank to the left and descend

D. Maintain altitude and slow down

The recommended procedure for a go-around emphasizes the importance of maintaining a safe trajectory and ensuring the aircraft can achieve a positive climb rate. Increasing power is critical for overcoming any drag and obtaining the necessary thrust to climb away safely from the runway. Establishing a positive climb rate is essential in preventing any risk of stall and ensuring the aircraft gains altitude, which is particularly important when encountering unexpected situations during landing. Retracting the landing gear and flaps as required helps to reduce drag and enhances climb performance. The approach to retraction should be done gradually and only after confirming a positive climb rate to ensure that the aircraft remains stable and controllable during this critical phase. The other options do not align with the safety priorities involved in a go-around. Reducing power and descending, for example, would be contrary to the goal of gaining altitude and ensuring safe clearance from the runway and surrounding obstacles. Banking to the left and descending fails to consider the necessity of lifting off safely and could lead to loss of control. Maintaining altitude while slowing down can also result in an unstable configuration that may not allow for a safe go-around, compromising performance during an already critical maneuver.

2. What should be the focus of a CFI during a student's solo flight?

A. Monitoring all radio communications

B. Assessing the student's independence and decision-making skills

C. Taking over in an emergency without warning

D. Providing constant instructions through the flight

The focus of a Certified Flight Instructor (CFI) during a student's solo flight should primarily be on assessing the student's independence and decision-making skills. The purpose of a solo flight is to allow the student to apply everything they have learned during their training without direct instruction. This is a critical step in the student's development as a pilot, as it tests their ability to make safe and sound judgments while flying on their own. During solo flights, the CFI's role shifts from active instruction to observation. The instructor needs to evaluate how well the student manages their flight operations, reacts to changing conditions, and stays within the confines of safe practice. This assessment helps ensure that the student is ready for the responsibilities that come with flying solo. While it's important for the CFI to maintain some level of oversight, particularly with respect to safety, the emphasis should be on allowing the student to demonstrate their capability to operate autonomously. This experience boosts the student's confidence and solidifies their skills, paving the way for their progression to more advanced flying activities.

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3. Which factors can affect aircraft performance?

A. Weight and balance

B. Flight time and fuel

C. Altitude and pilot experience

D. Weather and visibility

Weight and balance are crucial factors that directly influence aircraft performance. The overall weight of the aircraft affects its lift, drag, and fuel efficiency. An aircraft that is too heavy may require a longer distance to take off and land, as well as increased power settings to maintain climb performance. Similarly, the aircraft's balance, which refers to the distribution of weight within the aircraft, affects its center of gravity. An improperly balanced aircraft can lead to issues such as difficulty in controlling the aircraft, increased stall risks, and overall unsafe flight characteristics. While the other factors listed can impact performance in various ways—such as altitude affecting air density and engine performance, fuel influencing weight, and weather impacting lift and drag—weight and balance specifically play a foundational role in ensuring safe and efficient aircraft operation.

4. During flight debriefing, what should be emphasized to the student?

A. Highlighting all mistakes without offering solutions

B. Providing constructive feedback and improvement strategies

C. Only discussing successful maneuvers

D. Not addressing any areas of concern

Focusing on providing constructive feedback and improvement strategies during flight debriefing is essential for the development of a student pilot. This approach not only acknowledges the areas where the student performed well but also targets specific mistakes or weaknesses with practical advice on how to improve. Constructive feedback is vital as it encourages a growth mindset, allowing the student to understand that mistakes are opportunities for learning rather than just failures. By discussing ways to improve and offering strategies for future flights, the instructor helps the student build confidence and competence. This method fosters an environment where the student feels supported and engaged in their learning, which can significantly enhance their flying skills over time. Discussing only successful maneuvers can lead to a lack of awareness regarding crucial areas needing improvement. Highlighting all mistakes without solutions may overwhelm the student and discourage them, while ignoring concerns completely fails to equip them with the necessary tools to progress. Thus, the emphasis should always be on constructive feedback and strategies for improvement, creating a balanced and effective learning experience.

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5. What role does weather play in a pilot's learning experience?

A. It complicates all operations

B. It is irrelevant to flight training

C. It impacts safety and necessitates preparation

D. It only affects advanced students

Weather plays a critical role in a pilot's learning experience, particularly regarding safety and preparation. Understanding and managing weather conditions are essential skills that contribute to a pilot's overall competence. In flight training, pilots are taught to interpret weather reports, recognize various weather phenomena, and make informed decisions based on changing conditions. Weather can affect flight operations in multiple ways, including visibility, wind, turbulence, and precipitation, which can all impact safety. Therefore, preparation for weather-related challenges is a fundamental aspect of flight training. This preparation helps pilots learn to assess the risks associated with specific weather conditions, develop alternate plans, and make decisions that prioritize safety. Critical to training is ingraining the habit of checking weather conditions before and during flights, as well as understanding how to respond to weather changes while airborne. This knowledge not only reinforces essential technical flying skills, but also builds critical thinking and situational awareness, which are vital for safe aviation practices.

6. Which of the following actions is NOT required when a person is found to have cheated during a knowledge test?

A. The person is required to report it to the NTSB

B. The person cannot retake a knowledge test for 1 year

C. The person may lose their ability to take the test altogether

D. The person must undergo additional training

The correct choice highlights the action that is not mandated when a person is found to have cheated on a knowledge test. In general, while there are repercussions for cheating that can include a delay in retaking the test, potential loss of testing privileges, and the requirement for additional training, reporting the incident to the National Transportation Safety Board (NTSB) is not a stipulated requirement in the process. Upon being found in violation for cheating, individuals might face a suspension or disqualification from future testing, and they may be subject to added education to ensure they have the necessary knowledge for safe aviation practices. However, the obligation to report to the NTSB does not align with established FAA policies regarding test integrity and cheating. Thus, this particular action does not fall within the consequences as defined by regulatory guidelines.

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7. How is a stall recognized in flight?

A. By a distinct stall warning or buffet

B. By an increase in altitude

C. By the absence of any noise from the aircraft

D. By smooth control surface movement

A stall is primarily recognized in flight by experiencing a distinct stall warning or buffet. The aerodynamic stall occurs when the airflow over the wings becomes turbulent and detached, resulting in a significant loss of lift. Most aircraft are designed with built-in warning systems, such as a horn or light that activates at a certain angle of attack, alerting the pilot to the impending stall condition. Additionally, pilots often feel a buffet, a vibration or shaking sensation that indicates the wings are no longer generating sufficient lift. These cues are crucial for a pilot to react promptly and execute stall recovery procedures. The other options do not provide relevant indicators of a stall. For instance, increases in altitude do not correlate with stall conditions; in fact, they may suggest other flight dynamics at play. The absence of any noise from the aircraft is neither a reliable indicator of a stall nor a typical condition resulting from one, as stalls typically produce a change in sound profile. Lastly, smooth control surface movement does not indicate a stall condition, as stalls usually arise from abrupt or inadequate control inputs combined with excessive airflow angles. Understanding these characteristics helps promote flight safety and effective stall recovery techniques.

8. How long should a person wait after scuba diving without a controlled ascent before flying to cabin pressure altitudes of 8,000 feet or less?

A. 24 hours

B. 12 hours

C. 6 hours

D. 30 minutes

After scuba diving without a controlled ascent, a person should ideally wait at least 12 hours before flying to cabin pressure altitudes of 8,000 feet or less. This guideline is based on the principle of allowing sufficient time for the body to eliminate nitrogen that may have been absorbed during the dive. When a diver ascends rapidly, nitrogen can form bubbles within the body, which, if not allowed enough time to dissipate, can lead to decompression sickness ('the bends'). Although the specific time required can vary based on multiple factors such as the depth and duration of the dive, it is generally recommended that a minimum of 12 hours be observed to minimize the risk of decompression illness. This precaution is critical, especially since flying exposes the body to lower atmospheric pressure, which could exacerbate any potential issues related to nitrogen bubbles. A longer wait time, such as 24 hours, might be recommended particularly after deeper or more prolonged dives, but in the context of flying to altitudes of 8,000 feet or less, 12 hours is recognized as a safe minimum.

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9. What is the minimum fuel requirement for VFR flight during daylight hours?

A. Enough to fly to the first intended landing plus 15 minutes of extra flight

B. Enough to fly to the first point of intended landing plus 30 minutes at normal cruise

C. Enough to fly for 2 hours beyond the first point of intended landing

D. Enough to fly to the alternate airport plus 30 minutes at normal cruise

The minimum fuel requirement for VFR (Visual Flight Rules) flight during daylight hours states that a pilot must have enough fuel to reach the first point of intended landing, plus an additional 30 minutes of flight time at normal cruise speed. This regulation is designed to ensure that pilots have a sufficient fuel reserve to deal with any unforeseen circumstances that may arise during their flight, such as air traffic delays, unexpected weather changes, or the need to circle the airport before landing. By requiring an extra 30 minutes of fuel, the regulation aims to enhance safety and reduce the risk of fuel exhaustion, especially since visual flight can often involve navigating by sight in variable conditions. This additional reserve provides margin for error and helps ensure that pilots can respond to changes in their flight situation without compromising safety. The other options either do not meet the specified fuel reserve requirements or are designed for different flight conditions. For example, the requirement for flights under IFR (Instrument Flight Rules) or those needing alternate airports brings different considerations into play that aren't applicable for basic VFR day flight. Thus, the chosen answer provides the appropriate guideline that aligns with safety regulations for VFR operations during daylight.

10. What action can a pilot take to cool an overheating engine during a climb?

A. Increase the climb rate

B. Reduce airspeed

C. Reduce the rate of climb and increase airspeed

D. Descend immediately

When an engine is overheating during a climb, one effective action a pilot can take is to reduce the rate of climb and increase airspeed. This approach helps in several ways. Firstly, reducing the rate of climb allows the engine to operate at a lower power setting relative to its demands during steep climbs. High power settings generate more heat, and by easing back, the engine can cool down more effectively. Secondly, increasing airspeed enhances the airflow over the engine. A higher speed means that there's more cool air passing through the engine's cooling system and surrounding components, which helps dissipate heat. This optimizes the engine's cooling efficiency, resulting in a better ability to manage its temperature. In contrast, increasing the climb rate would demand more power and increase heat output, which can exacerbate overheating. Reducing airspeed might not provide sufficient airflow to keep the engine cool, and descending immediately could be inappropriate without further assessing the situation, as it might not resolve the overheating issue effectively and could compromise safety. Therefore, the combination of reducing the rate of climb while increasing airspeed strikes a balance that helps manage engine temperature during critical phases of flight.

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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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