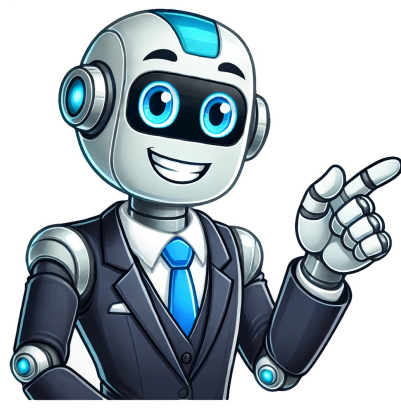


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Pilot written exam

The pilot written exam is a crucial step in the journey towards becoming a licensed pilot. It tests your knowledge and understanding of aviation principles, regulations, and procedures. A thorough preparation is essential to ensure success in this exam. In this article, I will provide you with essential tips to help you pass the pilot written exam with flying colors.

Importance Of Studying For The Pilot Written Exam

Studying for the pilot written exam is of paramount importance. It not only demonstrates your commitment to safety and professionalism but also equips you with the knowledge and skills necessary to become a competent pilot. The exam covers a wide range of topics including meteorology, aerodynamics, navigation, regulations, and more. By studying diligently, you will develop a solid foundation of knowledge that will serve as the backbone of your aviation career.

Understanding The Different Types Of Pilot Written Exams

Before you embark on your study journey, it is important to understand the different types of pilot written exams. The two most common types are the commercial pilot license written exam and the private pilot license written exam. The commercial pilot license written exam is more comprehensive and covers advanced topics, while the private pilot license written exam focuses on the basics. Familiarize yourself with the specific requirements and content of each exam to tailor your study plan accordingly.

How To Study Effectively For The Pilot Written Exam

Studying effectively is the key to success in any exam, and the pilot written exam is no exception. Here are some tips to help you study efficiently and comprehensively:

- Create a study schedule:** Develop a study schedule that suits your lifestyle and allows for regular and consistent study sessions. Break down the topics into manageable chunks and allocate specific time slots for each.
- Use varied study materials:** Utilize a combination of textbooks, online resources, practice exams, and study guides to gain a comprehensive understanding of the subjects. This will help you grasp the concepts from different perspectives and reinforce your learning.
- Take practice exams:** Practice exams are invaluable in assessing your knowledge and identifying areas that require further study. Make use of reputable online platforms or practice exams provided by flight schools to simulate the actual exam environment.

Essential Study Materials For The Pilot Written Exam

To maximize your chances of success in the pilot written exam, it is crucial to have the right study materials at your disposal. Here are some essential study materials that you should consider:

- Textbooks:** Invest in high-quality textbooks that cover the syllabus comprehensively. Look for books that are recommended by aviation professionals and have positive reviews.
- Online courses:** Online courses offer flexibility and convenience in learning. Look for reputable online platforms that provide structured courses specifically designed for pilot written exam preparation.
- Study guides:** Study guides condense the information into a concise and easy-to-understand format. They are particularly useful for last-minute revision and quick reference.

Tips For Managing Exam Anxiety And Stress

It is natural to feel anxious and stressed before any exam, including the pilot written exam. However, excessive anxiety can hinder your performance. Here are some tips to help you manage exam anxiety and stress:

- Practice relaxation techniques:** Deep breathing exercises, meditation, and visualization can help calm your mind and reduce anxiety. Incorporate these techniques into your study routine to build resilience.
- Stay physically active:** Regular exercise is a proven stress reliever. Engage in physical activities such as jogging, yoga, or swimming to release tension and boost your mood.
- Get enough rest:** A good night's sleep before the exam is crucial for optimal cognitive function. Aim for at least 7-8 hours of sleep to ensure you are well-rested and mentally sharp.

Common Mistakes To Avoid During The Pilot Written Exam

Even with thorough preparation, it is easy to make mistakes during the pilot written exam. Being aware of these common pitfalls will help you avoid unnecessary errors. Here are some mistakes to watch out for:

- Rushing through questions:** Take your time to read and understand each question before answering. Rushing can lead to misinterpretation and errors.
- Not managing time effectively:** The pilot written exam is time-constrained. Allocate time for each section and stick to the schedule. If you get stuck on a difficult question, move on and come back to it later.
- Neglecting to review answers:** Always leave some time at the end to review your answers. Check for any mistakes or omissions before submitting your exam.

Strategies For Answering Multiple-choice Questions

The pilot written exam often includes multiple-choice questions. These questions can be tricky, but with the right strategies, you can increase your chances of selecting the correct answer. Here are some strategies to keep in mind:

- Read all options:** Carefully read all the answer options before making a choice. Sometimes, the correct answer may not be the most obvious one.
- Eliminate wrong options:** If you are unsure of the correct answer, start by eliminating the options that are clearly incorrect. This narrows down your choices and increases the probability of selecting the right answer.
- Use context clues:** Pay attention to keywords and context clues within the question and the answer options. These can provide valuable hints to help you arrive at the correct answer.

Additional Resources For Preparing For The Commercial Pilot License Written Exam

If you are preparing for the commercial pilot license written exam, there are additional resources available to aid your preparation. Here are some resources you may find helpful:

- FAA publications:** The Federal Aviation Administration (FAA) publishes various handbooks and manuals that cover the topics tested in the private pilot license written exam. These publications can be accessed for free on the FAA website.
- Private pilot ground school courses:** Consider enrolling in a private pilot ground school course. These courses provide comprehensive instruction and guidance specifically tailored for the private pilot license written exam.
- Flight instructor guidance:** Seek guidance from a certified flight instructor. They can provide personalized study plans, clarify difficult concepts, and offer insights based on their own experience.

Conclusion: Key Takeaways for Success on the Pilot Written Exam

The pilot written exam is a significant milestone in your journey towards becoming a licensed pilot. By understanding the importance of studying, utilizing effective study materials, managing exam anxiety, and employing strategic techniques for answering multiple-choice questions, you can increase your chances of success. Remember to utilize the additional resources available for both the commercial pilot license written exam and the private pilot license written exam. With dedication, perseverance, and a well-rounded study approach, you will be well-prepared to ace the pilot written exam and embark on an exciting career in aviation.

Prepare for the pilot written exam with confidence by implementing these essential tips. Start your journey with GARC AVIATIONS towards becoming a licensed pilot today!

1. What is the wind speed and direction at KINK? 2. What kind of weather is being reported at KJFK? 3. What is the Angle of Attack? 4. What altitude does the altimeter 1 read? 5. According to 91.151 what are the fuel requirements for a VFR night flight? 6. What is the runway length at Chesapeake Regional Airport (section 2)? 7. You are taking off on runway 21 and the wind is 180 degrees at 20 knots. What is your crosswind component? 8. You just passed your checkride and received your PPL. When will you need to do your first flight review to continue to act as PIC? 9. The angular difference between true north and magnetic north is 10. What minimum pilot certification is required in order to operate in Class B airspace? 11. You are flying through Class D airspace at 3,000' AGL. What are the minimum visibility requirements? 12. To act as Pilot in Command carrying passengers, the pilot must have made three takeoffs and landings in the same class, category, and type (if required) in the preceding 13. The pilot of an aircraft that has been involved in an accident is required to file an NTSB report within how many days? 14. A 26 year old female is issued a Third-Class Medical Certificate on August 15th. How long will her medical allow her to exercise the privileges of her Private Pilot Certificate? 15. Which aircraft has the right of way over the other aircraft listed? 16. How often must your transponder be tested and inspected? 17. Filling the tanks after the last flight of the day is a good idea because... 18. In the Northern Hemisphere, a magnetic compass will normally show a turn toward the north if. 19. How should the flight controls be held while taxiing if there's a right quartering tailwind (R)? 20. You fly from an area of high pressure to an area of low pressure without adjusting your altimeter. Your altimeter will read... 21. What are the 3 ingredients needed in order for a thunderstorm to develop? 22. What action should a pilot take before entering Class B airspace? 23. Over a congested area, you must remain _____ feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft. 24. Vno is defined as... 25. When carrying passengers what obligation does the PIC have when it comes to the use of safety belts? 26. The four fundamentals involved in maneuvering an aircraft are... 27. The greatest vortex strength occurs when the generating aircraft is 28. During operations outside controlled airspace at altitude of more than 1,200 feet AGL, but less than 10,000 feet MSL, the minimum flight visibility for day flight is ... 29. The pre-takeoff briefing of passengers about the use of seat belts for a flight is the responsibility of... 30. What action should be taken by the pilot when operating VFR in a Military Operations Area (MOA)? 31. This sign confirms your position on 32. The pilot loses communications while in the air. What squawk code should be selected? 33. How far will an aircraft travel in 7.5 minutes with a ground speed of 144 knots? 34. What does the red line on an airspeed indicator represent? 35. What is one purpose of wing flaps? Practice for your FAA Private Pilot Written Exam below. These example questions will help you decide if you are prepared. METAR KINK 121845Z 11012G18KT 15SM SKC 25/17 A3000 Reset Question SPECI KJFK 121853Z 18004KT 1/2SM FG R04/2200 OVC005 20/18 A3006 FG = Fog Special report reads: at KFKJ on the 12th day at 1853Z the wind was 180 degrees at 4 knots. There is a half SM of visibility. FG = Fog. On runway 4 the visibility is 2200 meters. The clouds are overcast at 500 feet AGL. Temperature is 20 degrees celsius and dew point is 18 degrees celsius and the altimeter setting is 30.06 Reset Question The angle of attack is the angle between the chord line of an airfoil and the relative wind Reset Question Altimeter one reads 10,500' indicated altitude. The long arm pointed at the 5 shows us altitude in 500's of feet. The short skinny hand pointed at the 1 shows us altitude in 10,000's. Then, the short fat hand shows us altitude in 1,000's. Reset Question 14 CFR 91.151 tells us that no person may begin a flight in an airplane under VFR conditions at night unless there is enough fuel to fly to the first point of intended landing and for at least 45 minutes past that point, assuming normal cruise. Reset Question The runway length is depicted in the airport description in 100's of feet. The "55" in the airport description tells us the runway at Chesapeake Airport is 5,500 feet. Reset Question To calculate the crosswind component using the chart, you take the angular difference between the wind and the runway, in this case it is 30 degrees. So you see the red line drawn from 30 degrees at the top down to 20 knots. The 20 knots represents the wind speed. From the intersection of 30 degrees and 20 knots we can get our crosswind component of 10 knots at the bottom of the chart. Reset Question According to part 61.56 to act as PIC you need to have completed a flight review within the last 24 calendar months. Reset Question Magnetic Variation is the angular difference between true and magnetic north. Magnetic Deviation is a compass error caused by local magnetic fields. Reset Question According to 91.131 a pilot wanting to enter Class B airspace must have at least a private pilot certificate or a student pilot certificate with the appropriate endorsement. Reset Question According to part 91.155 the minimum visibility requirements in Class D is 3 SM. Reset Question According to Part 61.57 to act as PIC carrying passengers you must have made at least 3 takeoffs and 3 landings in the past 90 days. Reset Question According to § 830.15 the NTSB requires the pilot of an aircraft involved in an accident to file an NTSB report within 10 days. Reset Question According to part 61.23: a third class medical certificate expires the "60th month after the month of the date of examination shown on the medical certificate". Reset Question According to Part 91.113 a glider has right of way over an airship and an airplane. Reset Question According to part 91.413 the transponder needs to be inspected within the preceding 24 months of your flight. Reset Question Filling the tanks at the end of the day is common practice so you are not leaving room for moisture condensation which could result in water at the bottom of your tanks. Reset Question The acceleration/deceleration compass error states that if you accelerate while on a east or west heading, the weight in the compass will lag and the card will rotate towards the North. Reset Question The whole point of aileron deflection while taxiing is to prevent the wind from picking up a wing or the tail so to remedy that during a right quartering tailwind, the pilot will need to put the right aileron down and the elevator down. Reset Question When flying from a high pressure area to a low pressure area your aircraft's altitude will decrease slowly while the altimeter reading will remain constant, therefore your altimeter is indicating higher than your aircrafts actual altitude. Reset Question The three ingredients to a thunderstorm are: moisture, a lifting mechanism, and instability. More detailed explanation on how thunderstorms develop in the FAA's Pilot's Handbook of Aeronautical Knowledge. Reset Question According to part 91.131 no person may operate an aircraft in Class B airspace without receiving clearance from ATC first. Reset Question According to part 91.119, over a congested area an aircraft must remain 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft. Reset Question The Vno speed is defined as the maximum structural cruise speed. Where the green arc ends and the yellow arc begins on the airspeed indicator Reset Question According to part 91.107 the PIC has the obligation to brief the passengers on the use of safety belts and to fasten their safety belts during taxi, takeoff, and landing. Reset Question The fundamentals of maneuvering an aircraft are, as defined in the Airplane Flying Handbook, Straight-and-level flight, turns, climbs, and descents Reset Question According to AC 90-23G the greatest vortex strength occurs when the generating aircraft is heavy, clean, and slow since a "dirty" configured plane hastens wake decay. Reset Question According to part 91.155 the minimum visibility requirements in uncontrolled airspace at an altitude of more than 1,200' AGL and less than 10,000' MSL is 1 SM. Reset Question According to part 91.107, the Pilot in Command is responsible for giving a pre-takeoff briefing of passengers about the use of seatbelts for a flight. Reset Question VFR traffic can fly through an MOA without clearance but should exercise extreme caution when military activity is being conducted. Reset Question This black sign with a 22 written in yellow is a location sign and shows that you are on Runway 22. Typically taxiways are depicted with letters and not numbers. A sign that would direct you towards a runway is a yellow sign with the number of the runway and an arrow giving you direction written in black. Reset Question Squawk code for loss of communications is 7600. Squawk codes 7500 and 7700 are for hijacking and emergencies, respectively. Reset Question 144/60 = 2.4 2.4 * 7.5 = 18 Reset Question Maneuvering speed is not depicted on the airspeed indicator as it changes with the weight of the aircraft. The red line on the top of the airspeed indicator indicates the never exceed speed. The maximum structural cruising speed is the top of the green arc on the airspeed indicator. Reset Question One purpose of wing flaps is to enable the pilot to make steeper approaches to a landing without increasing the airspeed. Trim is what relieves pilots of maintaining continuous pressure on the controls. Flaps do not decrease the wing area. Reset Question (Scroll down to start your test) Test your Private Pilot Knowledge King Schools' test question database covers all the FAA subjects that you'll be tested on including — airspace, aerodynamics and sectional charts. Warning: You can't just memorize test questions and expect to pass your FAA Private Pilot Written Test. Why? The FAA used to make their question banks publicly available; however, they have not done so for many years. In fact, the FAA has recently gone through their entire database and changed every single test question and answer in order to eliminate test question memorization. No one, including test prep educators, has access to the FAA question banks. To be a safe and competent pilot-in-command, and to pass your required tests, there is no shortcut. You must acquire the necessary pilot knowledge. King Schools has over 40 years of experience creating aviation courses. In fact, KING courses are so effective that 98.8% of our customers pass their FAA exams on the first try — Check out our 5-star rating and excellent customer reviews here. King Schools Private Pilot Video Group School & Test Prep course will provide you with all the knowledge you need, FAST—and at about the cost of a single hour of flight instruction. Why not try it now—you have nothing to lose with our no-risk, 30-day, 100% money-back guarantee. KINGs Free Testing Site provides the answer explanations for the first question result. You can purchase the Private Pilot Video Ground School & Test Prep course which includes all the test answer explanations and upon completion you will receive an endorsement to take your FAA test. See the questions before the actual test! Try our free private pilot practice test. The written practice test will show you exact questions from the real FAA Written Test.Your actual Private Pilot Written Exam will consist of:60 questionsLast 2.5 hoursRequire a 70% or higher score to pass the testClick the picture or Click Here to take the free practice test.Ready for some IFR written test prep? Take our Free instrument rating practice written test. On the practice IFR written exam you will see real questions from the FAA test.Your actual FAA written exam will:60 questionsBe 2.5 hours to complete itRequire a 70% or higher to pass the testClick the picture or Here to take the free practice test for IFR. The Commercial Pilot Written Test is very similar to the Private Pilot test, however knowledge is tested to a deeper level of FAA regulations, aerodynamics, airspace, and weather.On the FAA test you will have:100 questions3.0 hours to complete it70% or higher score to Pass the TestTake our Free FAA Written Test Prep Here Hear it directly from our students! Our study methods work! If you want to jump right into one of the practice written exams, you can click one of the three links above. Those links will take you to the FAA Pilot Practice Test for that rating or certificate. If you want to learn more about how to study properly for the FAA written exam, you can click the button above to download our free guide and learn how to boost your up to 20% in 2 hours or less!The FAA written test is:FAA TestTimePrivate Pilot Test2.5 hoursInstrument Rating Test2.5 hoursCommercial Pilot Test3.0 hoursFlight Instructor Test2.5 hoursDrone Pilot Test2.0 hoursDrone Pilot Test (recurrent)1.5 hoursMost folks do not need the full amount of time to complete the FAA test, however, there is no penalty or advantage to finishing early. Your score is based solely on the questions you get right and wrong.Each FAA Written Test has a different number of questions:FAA TestQuestionsPrivate Pilot Test60 questionsInstrument Rating Test60 questionsCommercial Pilot Test100 questionsFlight Instructor Test100 questionsDrone Pilot Test60 questionsDrone Pilot Test (recurrent)40 questionsThe national average is 78% on the FAA written exam, our students here at www.flybma.com have an average of 94%!If you fail any FAA written test (receive a score below 70%), you can retake the test, but first, you will have to:Pay the retest fee (usually \$165)Receive ground instruction from a Certified Instructor and have them give you a written "endorsement" stating you are prepared to retake the test.Keep your failed knowledge test results sheet to show at the testing center when you go for your retake.But hey, you can always make things simple and sign up for our Written Prep Bootcamp Course here. We guarantee you will pass on your first try, or we'll pay for your test PLUS \$175.One of the best things you can do to prepare for the "knowledge test" or Written Exam as it is common referred to is exactly what you are doing right now, take practice tests and find you strong and weak spots of knowledge.We also have a free guide you can download here that lays out a study plan to ensure you are successful on the FAA written exam. The guide is made for the Private Pilot Written Test, but applies the same to all FAA exams as they are all structured the same way, multiple-choice with three possible answers.The most common mistakes are due to three things:Not reading the question carefullyThe provided figures not being to scaleNot using the scratch paper to help draw out your work to solve the questionThe first is easy, slow down, pay attention to words like and, or, beside, under, and not. These small conditional statements are placed there for a reason, they are not trying to trick you. The FAA simply is testing not only your knowledge but your attention to detail.The second is quite frankly, very annoying. For many years the FAA has provided test supplements (books with figures and pictures in them) that are not to scale. If you try to use a ruler or chart plotter to measure distance, the maps shown in the FAA booklet are often off by about 10% or so. You can "calibrate" your chart plotter scale against the scale printed on the map and do the math conversion in your head. We walk you through that process in our "Take the test the right way" lesson here.Third is generally from folks rushing and not taking the time to draw out questions to help visualize the location of the aircraft in relation to some reference on the ground. Our Written Prep BootCamps will walk you through how to "draw out" certain types of questions so you will be prepared for them on the test.Well, that depends what you mean by "important". You can't be a private pilot or any type of pilot for that matter without taking the written exam. I guess that makes is sort of important.Now that being said, if someone gets a 70% on the written and someone gets a 100% score, you would still call both of those people "pilots" (almost).So once you're a pilot does your score matter, no not really. What's the (almost) part all about? The written exam is the first of three "tests" to become a pilot.There is the written, the oral exam, and the flight test (the oral and flight test are conducted on the same day back to back and commonly referred to as your FAA Checkride). If you walk into the oral exam (which you guessed it, is you and someone from the FAA talking for two hours while they quiz you on your knowledge) and you got a 100% on your written exam, the oral is typically much shorter and easier.Note: many of the questions on the oral exam are centered around the questions you missed on the written exam, thus the lower your score, the longer your oral questioning will be.Some folks fail the oral, and thus fail their checkride (a very expensive fail, the retraining and retesting is generally around \$1,000+). So, if you score high on the written exam, your oral will be shorter, easier, less time for you to mistakenly say the wrong thing, and you're much more likely to pass the checkride, becoming a pilot, and saving more time and money in the process.