

## GACE 2017 GROUND TEST

NAME \_\_\_\_\_ DATE \_\_\_\_\_ SCORE \_\_\_\_\_

CHECKED BY: \_\_\_\_\_ DATE \_\_\_\_\_ CFI# \_\_\_\_\_

**Circle the correct answer or write in where applicable. Test will be corrected to 100%**

1. Which medical certificate are YOU required to possess? \_\_\_\_\_  
(14CFR 61.23)
2. What documents are you required to have in your possession to act as PIC? A \_\_\_\_\_ B \_\_\_\_\_ C) \_\_\_\_\_ (14CFR 61.3)
3. What are the currency requirements to carry passengers for DAY VFR? \_\_\_\_\_, \_\_\_\_\_ & \_\_\_\_\_ (14 CFR 61)
4. What are the currency requirements to carry passengers for NIGHT VFR? \_\_\_\_\_ (14 CFR 61.7)
5. What is the DAY VFR fuel requirement? \_\_\_\_\_, \_\_\_\_\_, & \_\_\_\_\_ ( 14 CFR 91.151 )
6. What is the NIGHT VFR fuel requirement? \_\_\_\_\_ ( 14 CFR 91.151 )
- 7 You are cleared from the A & P ramp to RWY 33L via Whiskey and Sierra Taxiways. While approaching RWY 33L, you observe the red sign with white lettering "33-APCH". You:
  - A) Are required to hold at this sign because it is a mandatory instruction sign.
  - B) Are required to hold at this sign only if instructed by ground control.
  - C) Not required to hold at this sign at any time, because it is for information only. (AIM 2-3-7 thru 2-3-13)

8. You have scheduled a local day only VFR flight in 28E and have determined that the green navigation light on the right wing is not working. According to the 14 CFR 91.205 you may:

- A) Make the flight
- B) Not make the flight
- C) Make the flight as long as you notify ATC that the light is not working

9. As a part owner in GACE aircraft, you are permitted to perform preventive maintenance on club aircraft. (14 CFR 43 Appendix A)

- A) True
- B) False

10. You are on a DAY VFR flight and land at KOXC for lunch at Club 121 off G taxiway. During your preflight you observe fluid dripping from the compass. It is a clear day with unlimited visibility; you have a mini-iPad with ForeFlight on it. Can you fly back to KISP and have the compass serviced? ( 14 CFR 91.205)

- A) Yes
- B) No

11. What is the wait time controllers are required to use to separate small aircraft departing from the same THRESHOLD as other aircraft? ( 14 CFR 91.3/AIM 7-3-9 )

- A) 3 minutes from if the previous aircraft is a large non-heavy aircraft
- B) 2 minutes when departing behind a heavy jet

12. What is the wait time controllers are required to use to separate small aircraft departing from an INTERSECTION on the same runway as a heavy jet? ( 14 CFR 91.3/AIM 7-3-9 )

- A) 3 minutes from the previous aircraft if it is a heavy jet
- B) 2 minutes from the previous aircraft is a heavy jet

13. When departing behind a heavy aircraft, the pilot should avoid wake turbulence by maneuvering the aircraft: ( 14 CFR 135.345; 135.351; AIM 7-3-1 to 7-3-39; AC 90-23D )

- A) Below and downwind from the heavy aircraft
- B) Above and upwind from the heavy aircraft
- C) Below and upwind from the heavy aircraft

14. Wind shear is defined as an abrupt change in wind speed and direction. It is generally recommended that when wind shear is reported, that you should carry a little extra airspeed on final approach. ( AIM 4-3-7; 7-1-24 )

- A) True
- B) False

15. When taxiing with a strong quarter tailwind, which aileron position should be used? (Cessna POH , thumbs into the wind, thumbs away from the wind )

- A) Aileron down on the downwind side
- B) Ailerons neutral
- C) Aileron down on the side from which the wind is blowing

16. What is the most important factor in recovering from ANY stall (Cessna POH )

- A) Adding sufficient power to maintain altitude
- B) Reducing the angle of attack to below stall
- C) Maintaining wings level with the rudder

17. The spin recovery mnemonic is: (PARE )

- A) POWER----- IDLE
  - B) AILERONS---- NEUTRAL
  - C) RUDDER-----OPPOSITE DIRECTION OF SPIN
  - D) ELEVATOR-----BRISKLY FORWARD
- I True
  - li False

18. A significant factor which may cause inadvertent stalls is: ( AC 61-67C )
- A) Darkness
  - B) Instrument failure
  - C) Distraction
19. Traffic pattern entries while descending create specific collision hazards and should be avoided. What is the proper procedure to enter and join the traffic pattern? ( AIM 4-3-1 thru 4-3-5; 14 CFR 91.126 & 91.127; AC 90-66A )
- A) Enter at the pattern altitude
  - B) Enter below the pattern altitude
  - C) Turn on the landing and strobe lights while descending to enter the traffic pattern
20. What action should be taken during a flight at night, if a pilot observes a steady green light, a steady red light, and a steady white light? ( 14 CFR 91.113 (f) )
- A) The pilot of the other aircraft should give way
  - B) The pilot should give way to the right, the other aircraft is approaching head on
  - C) The pilot should alter course to the right to pass clear
21. Temporary Flight Restrictions are published as NOTAMS pursuant to 14 CFR 91.137 thru 91.145 and are a strict liability for the PIC to be aware of.
- A) True
  - B) False

#### **INSTRUMENT RATED PILOTS ONLY**

22. The accuracy of the altimeter is generally considered to be out of limits if on the ramp your indicated altitude and the altitude at the reported local altimeter setting differ by more than \_\_\_\_\_ feet. ( AIM 7-2-1 thru 7-2-5 )
- A) 50'
  - B) 75'
  - C) 100'
  - D) 200'

23. An airport is reporting 1600 RVR. An ILS is in use with published minimums of 200' and ½ mile. Is a pilot operating under 14 CFR 91 legal to fly the published ILS approach procedure even though the weather is below minimums?
- A) Yes, you may fly the instrument approach but may not land unless the ceiling and visibility are at or above minimums
  - B) Yes, you may fly the instrument approach but you may not land unless the flight visibility is at or above minimums
  - C) No, you may not fly the instrument approach procedure unless the visibility is reported to be at or above minimums
24. What action should be taken when you are “cleared for approach” while being radar vectored on an unpublished route?
- A) Descend to minimum safe altitude
  - B) Remain at the last assigned altitude until established on a published route segment
  - C) Descend to initial approach fix altitude
25. As part of your GPS preflight planning, RAIM prediction should be verified. This means that ( AIM 5-5-15 )
- A) RAIM availability is assured for your entire route of flight including the GPS approach at your destination.
  - B) RAIM is predicted to be available for your entire route of flight including the GPS approach at your destination.
  - C) If RAIM is predicted to be available, you must still have ILS capability to use a GPS approach.
26. Hand-held GPS systems, and GPS systems certified for VFR operation, may be used during IFR operations as; ( AIM 1-1-19 )
- A) The principal reference to determine enroute waypoints
  - B) An aid to situational awareness
  - C) The primary source of navigation

27. During IFR operation using an approved GPS system for navigation, ( AIM 1-1-19 )

- A) No other navigation systems required
- B) Active monitoring of an alternate navigation system is always required
- C) The aircraft must have an approved and operational alternate navigation system appropriate for the route

28. On a GPS approach, the GPS/HIS shows an LNAV/VNAV DA flag. What should you do? ( AIM 1-1-20 )

- A) Descent to the LNAV MDA missed approach point
- B) Follow the glide slope to the LNAV/VNAV DA
- C) Execute the missed approach

### **CFI TALKING POINT**

*(The following information was obtained from 1-800-WX-BRIEF primarily for General Aviation Aircraft and not Commercial Carriers)*

**FEC 4/3621**.....defines a sports TFR as a stadium, race track, etc., with seating of 30,000 or more and when active, a pilot must avoid over flying this event by 3 NM horizontal and above 3,000', 1 hour before and 1 hour after. There are 'permanent' TFRs, DC ADIZ, DISNEY WORLD, etc., PRESIDENTIAL TFRs and lesser OFFICIAL TFRs (VP 1 NM horizontal and 1,500'AGL) unless under ATC control.

GACE CLUB PILOTS are in a unique area of operation, in that, the NYC metropolitan and surrounding Hampton and New England areas present numerous TFRs. The Hampton and New England TFRs are more or less straight forward with prior warning and pilots must be aware of their existence prior to each and every flight. 1-800-WX-BRIEF (01-01-17) advised this writer that calling them for preflight information is the safest way to go. Also, attempt to stay with flight following. Where pilots get in trouble is usually in a 'freeze zone' where they are on an IFR flight plan and cancel to go VFR. In the air, the best protection from violating and TFR or 'pop-up' TFR is being on an IFR flight plan under ATC control.

Additional NOTAMS local Long Island Pilots must be aware of is that there are advisories for firework displays, noise abatement procedures & uncontrolled airfields where the airport manager files a NOTAM advising if his/her airport is still open when inclement weather strikes (some airport managers 'forget' to file this NOTAM).

The HUDSON RIVER VFR CORRIDOR is another source of careful 'due diligence' for the GACE pilot. Obvious UN, Governmental & Special Event (fireworks, air shows, etc.) are easily obtained during pre-flight; HOWEVER, maintaining the 1 hour before and 1 hour after the Shea & Yankee Stadiums, Giants, Jets, Nets, Army/Navy Games are not easily obtained. This is due to the fact that ALL of these game could go into 'OVERTIME'; therefore, 1-800-WX-BRIEF will not provide this sports information. It is advised that the sports schedules be obtained from their prospective websites, local NYC radio stations or as a last ditch method, LGA is the controlling authority and a GACE pilot may wish to call them prior to a Hudson River Tour Flight.

Unlike other GA pilots, GACE pilots are well aware that if a TFR is violated, the local FSDO does the primary investigation and turns it over to Homeland Security Legal in Jamaica, Queens, NY. Prior to this, FSDO will scrutinize each and every entry in the pilot's and aircraft's logbooks as well as the medical certificate expiration date. A check of the Pilot's Right's specifically spells out what additional violations can be addressed during this investigation.

GACE pilots are known for their due diligence and professionalism.

**END OF TEST**