

HQ AFSVA/SVPAR
Annual Certified Flight Instructor (CFI)
Exam

1 May 2009

(Required passing score: 80%)

(Supplement with 2 local CFI specific questions)

Please do not mark on booklet

USAF AERO CLUB KNOWLEDGE EXAM RECORD

Name: _____

Date Taken: _____

Type Exam: Standardization Instrument Make & Model _____ Recurrency
 Initial Solo Solo Cross Country Other: **CFI**

Raw Score (%): _____

Date Corrected to 100%: _____

I certify all items were thoroughly debriefed and all questions answered

Pilot's Signature

Instructor's Signature

Pilot's Signature					Instructor's Signature						
	T	F				T	F				
1.	(A)	(B)	(C)	(D)		26.	(A)	(B)	(C)	(D)	
2.	(A)	(B)	(C)	(D)		27.	(A)	(B)	(C)	(D)	
3.	(A)	(B)	(C)	(D)		28.	(A)	(B)	(C)	(D)	
4.	(A)	(B)	(C)	(D)		29.	(A)	(B)	(C)	(D)	
5.	(A)	(B)	(C)	(D)		30.	(A)	(B)	(C)	(D)	
6.	(A)	(B)	(C)	(D)		31.	(A)	(B)	(C)	(D)	
7.	(A)	(B)	(C)	(D)		32.	(A)	(B)	(C)	(D)	
8.	(A)	(B)	(C)	(D)		33.	(A)	(B)	(C)	(D)	
9.	(A)	(B)	(C)	(D)		34.	(A)	(B)	(C)	(D)	
10.	(A)	(B)	(C)	(D)		35.	(A)	(B)	(C)	(D)	
11.	(A)	(B)	(C)	(D)		36.	(A)	(B)	(C)	(D)	
12.	(A)	(B)	(C)	(D)		37.	(A)	(B)	(C)	(D)	
13.	(A)	(B)	(C)	(D)		38.	(A)	(B)	(C)	(D)	
14.	(A)	(B)	(C)	(D)		39.	(A)	(B)	(C)	(D)	
15.	(A)	(B)	(C)	(D)		40.	(A)	(B)	(C)	(D)	
16.	(A)	(B)	(C)	(D)		41.	(A)	(B)	(C)	(D)	
17.	(A)	(B)	(C)	(D)		42.	(A)	(B)	(C)	(D)	
18.	(A)	(B)	(C)	(D)		43.	(A)	(B)	(C)	(D)	
19.	(A)	(B)	(C)	(D)		44.	(A)	(B)	(C)	(D)	
20.	(A)	(B)	(C)	(D)		45.	(A)	(B)	(C)	(D)	
21.	(A)	(B)	(C)	(D)		46.	(A)	(B)	(C)	(D)	
22.	(A)	(B)	(C)	(D)		47.	(A)	(B)	(C)	(D)	
23.	(A)	(B)	(C)	(D)		48.	(A)	(B)	(C)	(D)	
24.	(A)	(B)	(C)	(D)		49.	(A)	(B)	(C)	(D)	
25.	(A)	(B)	(C)	(D)		50.	(A)	(B)	(C)	(D)	

Annual Certified Flight Instructor (CFI) Exam Questions (20)

(Questions 1 - 5 reference FAA-H-8083-9A, *Aviation Instructor's Handbook*)

1. With regard to the characteristics of a well-planned lesson, each lesson should contain
 - A. new material that is related to the lesson previously presented
 - B. one basic element of the principle, procedure or skill appropriate to that lesson
 - C. every bit of information needed to reach the objective of the training syllabus

2. The following characteristics emphasize professionalism which each instructor should strive to practice
 - A. Complete all education/professional development before beginning your instructor career; Test the student by saying one thing but doing another; Criticize constructively
 - B. Criticize constructively; Practice safety and accident prevention at all times; Approach each student as an individual
 - C. As Aero Club instructors, Air Force policy for instructors is to teach through fear, sarcasm and ridicule--especially for IFS students

3. Which obstacle to learning is a greater deterrent to learning pilot skills than is generally recognized?
 - A. Anxiety
 - B. Impatience
 - C. Physical discomfort

4. What is the primary consideration in determining the length and frequency of flight instruction periods?
 - A. Fatigue
 - B. Mental acuity
 - C. Instructor preparation

5. Aviation instructors should be constantly alert for ways to improve their _____, _____ and the services they provide to their students
 - A. appearance, attitude
 - B. qualifications, effectiveness
 - C. demeanor, attire

(Questions 6 – 12 reference 14 CFR Part 61)

6. Who is authorized to endorse a student pilot logbook authorizing flight in Class B airspace?

- A. Any flight instructor
- B. Only the flight instructor who conducted the training
- C. Any flight instructor who has personal knowledge of the ground and flight training received

7. [For training NOT conducted in Alaska.] Your student has received 3.0 hours of night flight training including five takeoffs and landings. Is your student eligible to take the Private Pilot practical test? [Part 61]

- A. No.
- B. Yes, but the pilot certificate would bear the limitation, "Night Flying Prohibited."
- C. Yes, but the pilot certificate would bear the restriction, "Holder does not meet ICAO requirements."

8. To endorse a student pilot's logbook for solo flight, an instructor is required, in part, to have

- A. given that student adequate cross-country flight training.
- B. given that student the flight training required.
- C. at least 5 hours of experience as a pilot in command in the aircraft involved.

9. The type and date of each student pilot endorsement given shall be maintained by the endorsing flight instructor. For what period of time is this record required to be retained?

- A. 1 year
- B. 2 years
- C. 3 years

10. The holder of an expired Flight Instructor Certificate may exchange that certificate for a new one by

- A. passing the appropriate practical test
- B. presenting a satisfactory record of training
- C. successfully completing a flight instructor refresher course

11. A flight review will consist of
- A. a minimum of 1 hour ground training and 1 hour flight training
 - B. at least 1 hours of flight time to include at least three takeoffs and landings
 - C. three takeoffs and landings and a review of those maneuvers necessary for the pilot to demonstrate the appropriate pilot privileges
12. A person who the Administrator finds has cheated or committed any unauthorized act while taking a knowledge test may not take another knowledge test within
- A. 90 days
 - B. 1 year
 - C. 2 years

(Question 13 and 14 references 14 CFR Part 91)

13. Which preflight action is required for every flight?
- A. Check weather reports and forecasts.
 - B. Determine runway length at airports of intended use.
 - C. Determine alternatives if the flight cannot be completed.
14. Which maneuvers require each occupant of the aircraft to wear an approved parachute?
- A. A nose-up or nose-down attitude greater than 25 degrees relative to the horizon
 - B. Spins or other flight maneuvers required for any certificate or rating when given by a flight instructor
 - C. Exceeding a bank of 60 degrees relative to the horizon

(Questions 15 - 18 reference FAA-H-8083-3)

15. To avoid an accelerated stall, how should a student be taught to correct for a nose-low attitude during a steep turn?
- A. Apply back elevator pressure to attain the desired pitch attitude.
 - B. Reduce the angle of bank, then apply back elevator pressure to attain the desired pitch attitude.
 - C. Apply back elevator pressure to attain the desired pitch attitude, then reduce the angle of bank.

16. Whenever landing conditions are not satisfactory, a go-around
- A. should not be attempted unless circumstances make it absolutely necessary.
 - B. is warranted.
 - C. should not be attempted after the landing flare has been initiated regardless of airspeed.
17. What usually results from excessive airspeed on final approach?
- A. Floating
 - B. Bouncing
 - C. Ballooning
18. The pivotal altitude for eights-on-pylons is dependent upon the
- A. groundspeed
 - B. true airspeed
 - C. distance from the pylon

(Question 19 references AC 60-22, Aeronautical Decision Making)

19. When should a flight instructor begin teaching aeronautical decision making (ADM) to a student?
- A. Beginning with the first lesson.
 - B. After the student has completed the initial solo flight but before conducting cross country flights.
 - C. As soon as the student has the ability to control the aircraft during most basic maneuvers.

(Question 20 references AIM)

20. Various complex motions and forces and certain visual scenes encountered in flight can create illusions of motion and position. Spatial disorientation from these illusions can be prevented only by
- A. Visual reference to reliable, fixed points on the ground or flight instrument
 - B. Avoiding steep turns and rough control movements.
 - C. Reducing head and eye movements to the greatest extent possible.

(Question 21-25 references AFMAN 34-232)

21. Which of the following statements is true?
- A. The Chief Flight Instructor shall administer all initial flight instructor proficiency checks.
 - B. The Chief Flight Instructor shall administer all annual flight instructor proficiency checks
 - C. The Assistant Chief Flight Instructor or Check Instructor can administer annual flight checks as required by 34-232 to the Chief Flight Instructor.
22. Flight instructors may accomplish a simulated engine failure during climb-out in multi-engine aircraft by retarding a throttle
- A. not below recommended V_{sse} or V_{yse} , whichever is lower
 - B. not below 500 feet AGL
 - C. not below 3000 feet MSL
23. A student pilot will not fly solo if
- A. the actual or forecast surface winds exceed 20 knots
 - B. the actual or forecast crosswinds exceed 20 knots
 - C. the actual or forecast surface winds exceed 10 knots
24. Early in a student's training you demonstrate a turn around a point. The student then takes control of the aircraft and performs the maneuver flawlessly with your verbal assistance. This maneuver should be graded as
- A. D – Demonstrated
 - B. A – Accomplished
 - C. P - Proficient
25. A student receives an overall grade of "4" on a flight.
- A. The Chief Flight Instructor shall fly with the applicant on applicant's the next flight
 - B. The Flight Instructor who gave the grade must fly with the applicant on the applicant's next flight
 - C. The Chief Flight Instructor shall review the applicant's performance with the flight instructor prior to the applicant's next flight.

(Questions 26 and 27 are local CFI specific)

(Question 26 references AFMAN 34-232)

26. Your Private Pilot student completed the Stage 1 check two weeks ago. The weather moved in and today is the first day with conditions allowing a solo. Birchwood is closed due snow plow operations. Though you have never been there with this student, Wasilla is open, plowed and has a NOTAM indicating braking action is good. Before you solo the student at Wasilla you must:
- A. Have the student perform a minimum of 3 landings and a go-around at Wasilla.
 - B. Ensure the student is proficient before you let them solo.
 - C. Both A and B

(Question 26 references SOP)

27. You and your Private Pilot student flew a dual cross-country EDF-ENA-TKA-EDF. This is the only cross-country flown by the student to date. Your student had a short notice military trip and it has been 15 days since the cross-country. The student has a short cross-country planned EDF-SKW-EDF. Before the student can fly this cross-country:
- A. A renewal may be accomplished by reviewing cross-country procedures/requirements on a local dual flight and documenting the renewal in the student's logbook and training folder.
 - B. A ground review if planning and procedures for the route must be accomplished and the student's logbook must be endorsed for the cross country.
 - C. Student cannot fly this cross-country solo until you first fly to SKW dual.