



## Pre Refresher Flight Quiz

***The purpose of this quiz is to help you to prepare for your refresher flight with an instructor and refresh a few things you may have forgotten. Please use any reference material you have to help you complete the quiz, any questions you can't answer ask your instructor for help during the pre flight brief. This is not a pass or fail quiz, and is not mandatory.***

- 1) Which of the following instruments requires both a static and dynamic source for its function**
  - a) Both the Altimeter and the Vertical Speed Indicator.
  - b) The Air Speed Indicator.
  - c) The Vertical Speed indicator.
  - d) The Attitude Indicator.
  
- 2) In relation to the UK CAA topographical charts which of the following is correct?**
  - a) The Maximum Elevation Figure (MEF) is a safety height allowing a clearance of 500' above known features and obstacles in a defined quadrangle.
  - b) The Maximum Elevation Figure (MEF) is the altitude above MSL of the highest known feature and obstacles in a defined quadrangle.
  - c) The Maximum Elevation Figure (MEF) is the altitude above MSL of the highest known feature and obstacles in a defined quadrangle allowing for unknown obstacles not shown on the chart.
  - d) The Maximum Elevation Figure (MEF) is a safety height allowing a clearance of 1,000' above known features and obstacles in a defined quadrangle.

**3) When two aircraft are converging, the one which has the other on its right shall give way. What shall the other normally do:**

- a) Increase speed and cross ahead of the other aircraft.
- b) Stand off and decrease speed.
- c) Maintain heading and speed.
- d) Orbit to the right.

**4) You are overtaking another aircraft, which suddenly alters course to starboard. Who is responsible for altering course to avoid collision?**

- a) The other aircraft because you are on the right.
- b) You are because yours is the overtaking aircraft.
- c) The other aircraft because it is no longer being overtaken.
- d) In these circumstances each aircraft is equally responsible for collision avoidance.

**5) A pilot flying at a constant indicated altitude and heading into an area of decreasing pressure will be doing one of the following things, which one:**

- a) Steadily increasing his altitude.
- b) Maintaining altitude.
- c) Decreasing altitude.
- d) Varying altitude in both directions.

**6) The frequency monitoring codes (listening squawks) for Stansted, Manchester, & Bournemouth, are**

- a) 4572, 7011, 5050
- b) 4517, 7013, 5077
- c) 0013, 7013, 6170
- d) 7013, 7366, 0011

**7) With reference to the stalling speed of an aircraft, which of the following scenarios will give the lowest stalling speed for a given all up weight:**

- a) When full flap is used, with the throttle closed in level flight.
- b) When the aircraft is gliding, without the use of flap.
- c) When full power is used, and a 45 degree bank turn is executed.
- d) When the aircraft is gliding, and executing a 40 degree bank turn.

**8) As part of the re-validation requirement by experience for a Single Engine Piston (Land) Class Rating, (not LAPL) the minimum number of flying hours a pilot must complete are:**

- a) 12 in the 2 years prior to rating expiry date, which will include 6 hours Pilot in Command and 12 take off and landings and one hour of refresher training.
- b) 12 in the year prior to rating expiry date, which will include 6 hours Pilot in Command and 12 take off and landings and one hour of refresher training.
- c) 5 in the previous 13 months prior to rating expiry date, which will include 2 hours Pilot in Command and 3 take offs and landings in the previous 90 days.
- d) 12 in the previous calendar year, which will include 6 hours Pilot in Command and 12 take offs and landings and include one hour of refresher training.

**9) When flying during conditions of high humidity, with the outside air temperature up to 20°C, you may encounter:**

- a) A loss of power due to condensation on the spark plug electrodes.
- b) Engine overheating.
- c) A lean mixture condition.
- d) Carburettor icing.

**10) Given the following figures, what is the magnetic variation:**

HDG (T)	HDG (M)	HDG (C)
280°	270°	273°

- a) 3° W
- b) 10° E
- c) 10° W
- d) 3° E

**11) Using the figures already given in question 10, what is the magnetic deviation:**

- a) 10° E
- b) 3° E
- c) 3° W
- d) 10° W

**12) An aircraft is flying from point A to B, a distance of 250 nm on a track (T) of 330°. The wind is forecast to be from 040° at 25knts at 3000ft (your planned altitude). Using a TAS of 115 knots, what will be the Ground Speed and the Magnetic Heading, if there is a 2°W variation throughout the route:**

- a) 112 kts            352°M
- b) 96 kts             352°M
- c) 104 kts            344°M
- d) 96 kts             338°M

**13) Compute the time spent on course in question 12 and using a fuel consumption of 7 gallons an hour, how much fuel would be used (to the nearest gallon) on the flight. Ignore fuel used taxiing, take-off and landing:**

- a) 19 galls
- b) 14 galls
- c) 20 galls
- d) 17 galls

**14) The forecast temperature at 3000ft above mean sea level is +5°C, what is the difference between this temperature and the International Standard Atmosphere temperature for the same height:**

- a) ISA +5°
- b) ISA -4°
- c) ISA -6°
- d) ISA -5°

15) What is the validity period for your medical certificate for (A) PPL privileges and (B) LAPL privileges?

--	--

16) What is the definition of Landing Distance required?

- a) The distance used in landing and braking to a stop after crossing the runway threshold at 50 feet.
- b) The amount of runway used expressed in metres.
- c) The Landing Distance required is the amount of runway used by the aircraft whilst its wheels are on the ground.
- d) The Landing Distance required is the amount of runway used expressed as a fraction of the length of the runway.

17) Flying at and below FL100 below 140 knots in Class D airspace, in a fixed wing aircraft the Visual Flight Rules state that the "In Flight Visibility" must not be less than:

- a) 1500 m
- b) 8 km
- c) 5 km
- d) 3 km

18) As above but you are on a SVFR clearance: The visibility must be not less than:

- a) 1500 m
- b) 8 km
- c) 5 km
- d) 3 km

**19) In regard to Aerodrome Weather Report codes (METARs) and Aerodrome Forecast (TAF) codes, CAVOK refers to the following weather minima:**

- a) Visibility is 10nm or more  
No cloud below 5000ft or below the highest Minimum Sector Altitude, whichever is the greater and no Cumulo-Nimbus
- b) Visibility is 5NM or more  
No cloud below 5000ft or below the highest Minimum Sector Altitude, whichever is the greater and no Cumulo-Nimbus  
No significant weather phenomena at or in the vicinity of aerodrome
- c) Visibility is 10km or more  
No cloud below 5000ft or below the highest Minimum Sector Altitude, whichever is the greater and no Cumulo-Nimbus
- d) Visibility is 10km or more  
No cloud below 5000ft or below the highest Minimum Sector Altitude, whichever is the greater and no Cumulo-Nimbus, or Towering Cumulus  
No significant weather phenomena at or in the vicinity of the aerodrome.

**20) If you see “Nosig” in an aviation weather report. it means no significant change is expected to the reported conditions within the next:**

- a) 30 minutes.
- b) 2 hours.
- c) 1 hour.
- d) 40 minutes.

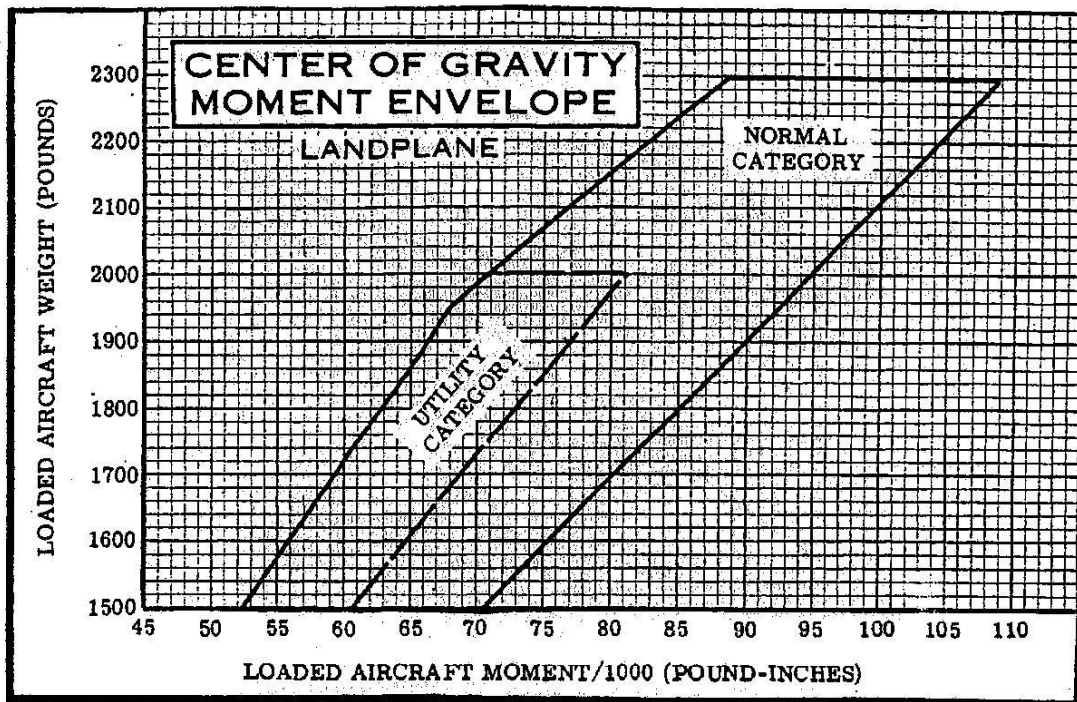
**21) When approaching a Military Air Traffic Zone (MATZ), in order to request a transit, R/T contact should be made:**

- a) 15 NM or 5 minutes before entry, whichever is the greater.
- b) 10 nm or 5 minutes before entry, whichever is the greater.
- c) 15nm or 10 minutes before entry, whichever is the greater.
- d) 17nm or 10 minutes before entry, whichever is the greater.

22) Referring to the mass and balance graph below, select the correct answer from the following:

- a) With an all up weight of 2150 lbs and an aircraft moment of 109/1000 lbs-ins the aircraft is perfectly safe to fly.
- b) If the all up weight is 2200 lbs and the aircraft moment is 91/1000 lbs-ins the aircraft is safe to fly, but manoeuvres are limited to those in the "Normal Category".
- c) With an all up weight of 1950 lbs and aircraft moment of 82/1000 lbs-ins the aircraft can be used in the "Utility Category".
- d) If the all up weight is 2350 lbs and the aircraft moment is 90/1000 lbs-ins the aircraft is permitted to fly, but the airspeed must be kept within the caution range as indicated by the green arc on the airspeed indicator.

3-6



**23) With reference to the aircraft you will be using for your refresher flight what are the following speeds.**

- a)  $V_x$  &  $V_y$
- b)  $V_{S0}$  &  $V_{S1}$
- c) Best Glide
- d)  $V_a$


**24) The most up to date Information on a Restricted Area Temporary (RA(T) can be obtained from which of the sources below;**

- a) Notams.
- b) Air Information Circulars (AIC)
- c) AIS Information line on 08085 354802 or if overseas on +44 1489 887515.
- d) a & c are correct.

**25) To cross a TMZ without an air traffic clearance you must have:**

- a) A serviceable Transponder.
- b) A serviceable mode S transponder.
- c) A serviceable mode C transponder.
- d) No transponder is required.

**26) To be safe flying VFR realistically you should spend:**

- a) At least 50% of your time looking out.
- b) At least 60% of your time looking out.
- c) At least 80 % of our time looking out.
- d) 100% of your time looking out.

**27) "Take 2" is a safety initiative to help reduce infringements. It states**

- a) You should remain 200 feet below controlled airspace and 2km from controlled airspace.
- b) You should remain a minimum of 200 feet above controlled airspace and 2 Km horizontally from CAS.
- c) You should remain at least 200 feet above or below controlled airspace and at least 2 NM horizontally from CAS.
- d) You should remain 200m above or below controlled airspace and 2km horizontally from CAS.



**28) With reference to the use of devices with an electronic map (GPS, Sky Demon or similar) which answer or answers are correct?**

- a) An approved paper topographical aviation chart should be carried as a back up.
- b) An alternative back up power supply should be carried.
- c) Consideration must be given to the possibility of a lithium battery overheat and fire when using portable independently powered devices.
- d) All above are correct.

**29) With reference to logging P1C under supervision PIC(US) which of the following are correct;**

- a) P1C(US) time would be logged as P2.
- b) P1C(US) can be logged with an Instructor when conducting a dual training flight with an Instructor for club check outs.
- c) P1C(US) can only be logged after passing a CAA test with a designated examiner and countersigned by the P1C.
- d) P1C(US) can be logged after completing a refresher flight with an Instructor for the purpose of re-validating a PPL by experience.

30) For your refresher flight please be prepared to give the Instructor a Threat and Error Management pre-flight brief, this is now recommended by the CAA prior to each flight.

For reference on TEM see some links to documents below;

<http://www.ftnonline.co.uk/2018/11/02/teaching-threat-and-error-management>

[https://www.skybrary.aero/index.php/Threat\\_and\\_Error\\_Management\\_\(TEM\)#Introduction\\_to\\_TEM](https://www.skybrary.aero/index.php/Threat_and_Error_Management_(TEM)#Introduction_to_TEM)

[https://www.faa.gov/about/initiatives/maintenance\\_hf/losa/training/media/full\\_awareness\\_2\\_2012-cami\\_v3.pdf](https://www.faa.gov/about/initiatives/maintenance_hf/losa/training/media/full_awareness_2_2012-cami_v3.pdf)

<https://www.smartcockpit.com/docs/threat-and-error-management-tem.pdf>