

## Summary of Private Pilot Oral Examination and Checkride

### **The Oral Exam Topics and Example Questions**

#### General Questions on Rules and Regulations

1. Pretend the weather outside is not so good and you have one mile visibility and the clouds are at 1000ft and you want to go from Atlantic City back to BWI how can we accomplish this?
2. If you have a head cold, how might that affect you when you are flying? Are you allowed to fly?
3. Can you take Benadryl and then go flying? What if you only had a headache, could you take Aspirin or Acetaminophen?
4. How do you know what medications you can take and still go flying and what medications can you not take? Where do you find this information?
5. If your sinuses and inner ear are blocked up due to your head cold and you get into the clouds what could happen? How would you handle the situation?
6. If you started flying into rain and it starts freezing right after it hits the windshield, what do you do? If you turn around and it is still raining and freezing to the windshield, what can you do? Should you climb or descend?
7. If you want to do pattern work on a day with 1 mile visibility and low clouds where can you go to practice? What kind of airspace is that? Can you do that at a Class B, C, or D airport?
8. What are the weather minimums in Class B, C, and D?
9. Can you fly the Cessna 150 into icing conditions? Why not?
10. Today you are taking your checkride exam and you have chosen a Cessna 150, I have access to a Cessna 210 outside that has 310 hp engine and is much faster, can we fly that plane instead today? Why or why-not?
11. Well, the Cessna 210 is a really nice plane, we could cruise at 20,000ft all the way to Atlantic City can't we do that?
12. What if we stayed at 13,500 ft all the way to Atlantic City? Do we need anything to accomplish that flight?
13. Well instead of the 210 I have a nice Piper outside that has a constant speed propeller and retractable landing gear, can we take that one instead?
14. OK then well if you don't want to fly the 210 or the Piper, I have a beautiful Cessna 150 that is exactly the same as the Cessna 150 you want to fly, but it is a tail-dragger, it would be much nicer to land on a grass strip so can we take that instead?
15. How high can the Cessna 150 go?
16. If we were flying at 12,650ft and you started getting dizzy and lightheaded what does that mean? What would you do? Is it an emergency? (I told him that I would start descending)
17. Why wouldn't you descend at 1000ft per minute or 1500ft per minute?
18. What is preventing you from descending that fast? (Vne)
19. Could you descend at 130 mph if you were also getting turbulence?
20. How fast would you descend then?
21. What if you had to pull up abruptly while you were descending at 120mph?
22. If you anticipated that you might have to pull up abruptly or do some sort of evasive maneuver while descending what speed should you stay under?
23. If we are flying and we are just getting over Hart Miller Island and the radio goes dead what would you do? (He wanted to know what airport I would go to and if I would squawk 7600)

24. Why would you *not* want to go back to BWI? (The examiner suggested that going back to BWI would disrupt operations at the airport and so therefore going back to BWI would be a bad option)
25. Why would you *not* want to go to MTN? (The examiner again said that going to MTN would disrupt operations at the airport and isn't safe due to potential A-10 in the pattern)
26. The examiner suggested that in the event of a radio failure, you should first go to an airport like Essex, Fallston, or Ridgley and call Potomac Approach or MTN on the phone in advance and tell them you would like to come back to BWI or MTN and advise them of a time you will be coming back so they know who you are and can give you a squawk code before coming back.
27. On your way back to BWI with no radios you see a flashing green light from the tower, what does that mean?
28. After the flashing green light, you see a steady green light, what does that mean?
29. After the flashing green light, you see an alternating green and red light, can you still land?
30. Once you land and exit the runway, the tower gives you a steady red light, what do you do?
31. Your friend wants you to take him flying and he has never been in an airplane before, should you take him with you when you go out for the preflight? (he said the right answer is 'no' because the guy will ask you lots of questions and will distract you while you are doing the pre-flight and you might miss something)
32. Once you are done with the pre-flight and you get in the plane, what are you responsible for telling him before and while you are getting in the airplane? (how to get in/out, open and close the door, seat belt and harness, "sterility" of the cockpit meaning no talking or asking questions while you are trying to talk with controllers and during takeoff and landing, not to touch anything, avoiding putting feet on the rudder pedals)
33. Immediately after takeoff, your friend tells you he is getting light headed and you notice he is breathing heavy, what do you do? Is it an emergency? Should you come back and land?
34. Is there anything you can do to help him? Why is he experiencing this? (breathing into a paper bag, he is hyperventilating)
35. How can you warn passengers and inform them about hyperventilation while on the ground?
36. After your friend's first flight to Atlantic City, he realizes how much fun he had and wants to go back to Atlantic City every weekend to gamble. He says he will pay for all the expenses if you will promise to fly him there, can you do this?
37. After you tell your friend that he is only allowed to pay the pro rata share he says that he will pay the pro rata share every weekend instead as long as you promise to fly him to ACY, can you do this now?
38. Is this flying for hire even if you are not being compensated? Does the FAA care?
39. How does the vacuum system work on the airplane?
40. What instruments are driven by the vacuum? Which are electric? Why is the turn coordinator not driven by the vacuum?

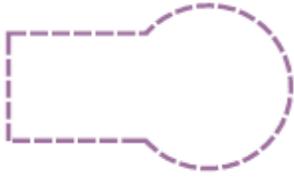
#### Questions on my Flight Plan to ACY

1. Your flight plan looks like a strait line to ACY, why did you decide this?
2. You are using pilotage and dead reckoning so what decisions went into choosing your checkpoints?
3. Choosing checkpoints that are equally spaced apart isn't as good as choosing highly visible checkpoints because if the weather is only 3 miles visibility then you probably won't see most of them what other ways can you navigate to ACY?
4. Why doesn't your flight plan start AT the BWI airport?

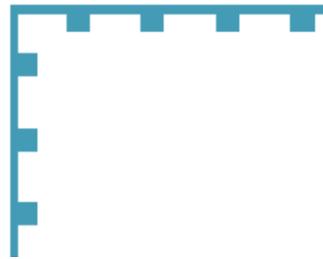
5. Your flight plan brings us through R-4001B why did you still choose to go through it?
6. Can we just fly through it? Do we need to talk to anyone?
7. Where can we find out if R-4001B is active?
8. Are there any TFRs we should know about? (He wanted to know if I knew where the TFR was over Wilmington Delaware)
9. Why is there a TFR at Wilmington Delaware?
10. What are our alternate airports in case we encounter bad weather?
11. Why would you go to Easton if the weather is bad on the way to ACY? Why not go back to BWI or MTN?
12. Can we land at Kennersley (pvt) as an alternate?
13. If we get lost half way there what can we do? Should we start circling? Should we turn around?
14. How can we use the VORs to help us out? (intersecting two VOR radials)
15. What ATC resources do we have during the cross country? (flight following)
16. What kind of airspace is at ACY?
17. What do we need to do to enter Class C airspace? Do we need any special equipment?
18. If we call ACY APR and they say "Cessna N18167 standby" can we still enter the airspace?
19. What runway should we expect at ACY?
20. How do you know this? What resource did you check to find this out? Can't you request any runway you want?
21. Do they have Land and Hold Short Operations at ACY? Which runways?
22. Do we have to accept a land and hold short clearance?
23. If they tell us to taxi to General Aviation parking and we don't know how to get there what resource should we use?
24. If we don't have the airport map then what do we do? (progressive taxi)
25. If they tell us to taxi across runway 4 do we have to stop and wait for them to tell us to cross or can we just cross?
26. How much fuel is it going to take us to get there? How did you determine this?
27. Did you do a weight and balance for the trip? Are we going to take off in GC? Are we going to land in CG? What if we run out of fuel half way there, are we still going to be in CG?
28. If the CG is too far forward, how would you know when you are flying? How will the plane handle?
29. If the CG is too far back, how would you know when you are flying? How will the plane handle?
30. If the CG is too far back and you stall what would you experience?
31. On your flight plan you did an SFRA flight plan, how is this different from a VFR flight plan?
32. Under rout of flight for a VFR flight plan, what should you write?
33. If you were going from VOR to VOR then what would you write on your VFR flight plan under the rout of flight section?
34. How do you activate a VFR flight plan? How long do they keep it open for?
35. If we are running late and we are near Dover who do we tell that we are running late?
36. If the FSS is not answering on 122.2 then what do we do?
37. Can we use the VOR to contact FSS? What does the number 122.1R above the box for ENO mean?
38. If we can hear the ATIS on the VOR frequency does that mean the VOR is working?
39. How do we know if the VOR is working?

Questions About Symbols on the Chart

1. What do the following symbols mean?



Why do they put this around some airports



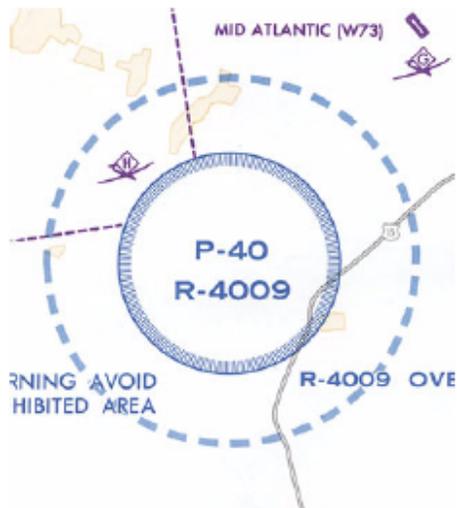
What do we need to do in order to enter this area?



Are obstructions exactly where they appear on the chart?

**135**

What does this set of numbers mean?



The arrow points the the example for question 36 and 37 above

What is this and what does the segmented circle mean?

Identify the FRZ

What do we need to do in order to fly to College Park airport and other airports in the FRZ?

## **The Flight Portion of the Examination**

### Questions While Walking Around the Airplane

1. How much fuel do the tanks hold?
2. How much usable fuel do we have?
3. Why are those two numbers different
4. How much air should the nose strut have?
5. What happens when it is over inflated?
6. What is the metal tube sticking out on the left wing? (the pitot tube)
7. What instruments does the pitot tube affect?
8. What color is the starboard nav light?
9. When do we turn on the beacon?
10. What is the trim tab for?
11. NOTE: He did not like the fact that I turned the prop even though I secured the cockpit

### Once We Got Into the Airplane

No questions were asked while I listened to the ATIS, talked to Clearance Del, or when I talked to the Ground Controllers. While we were taxiing he asked me about all the airport markings we saw. He also asked about the runway and taxiway markings we could see while we were taxiing. He did not say anything to me during run-up or during the before takeoff checklist. Before we called the Tower, he told me that we would do a simulated soft field takeoff and asked me to explain the procedure for the soft field takeoff. I checked base leg, and final before calling the tower, the tower then cleared me for take off. As I lined up on the runway holding full up elevator and without stopping I checked compass, DG, full mixture, gently full power while checking the engine instruments. A very nice soft field takeoff (I also hit my timer just before going full power). Upon direction from the tower, turned 060 and contacted Potomac Departure upon passing 1000ft to 2000ft. The examiner told me to go to 3000ft and I requested 3000ft from Pot. Dep. They cleared me for 3000ft and told me to turn right to a heading of 090 then cleared me on course. I aimed for the marina across the bay. When we were about 2 miles from Hart Miller Island the examiner asked me what I would do if I noticed that my Oil Pressure gauge going down to zero but my Oil Temperature gauge was not moving? Was this considered an emergency? I told him it *could* indicate that the gauge went bad but I would most likely turn back to BWI to be safe. He then brought my throttle back about half way and indicate that I was “starting to loose engine power” I told him that MTN was only about 4 miles away and I started heading towards MTN. He then pulled the throttle back to idle and said “your engine quit, now where do you go?”. I saw Essex Skypark about a mile and a half to my left and behind me and I turned towards Essex and since I was still on the radio with Pot. Dep. I also informed them we were diverting to Essex. I was at 3000ft and made a very gentle 360 deg circle at 70mph so that I would end the circle at 1500ft and allow myself time to enter a midfield downwind at 1000ft. I turned base at about 800ft and 10 deg flaps. Then turned short final at about 500ft and put 20deg flaps. I was high on final and put in 30deg flaps, when I was still high on final I put in 40deg flaps and safely landed. He then told me we would stay in the pattern at Essex Skypark and do our short field takeoff and short field landing. I did the short field takeoff and stayed in the pattern but I turned base and final too high and did a go-around to set myself up again. I extended my downwind much further but still found myself too high again but with 30 deg flaps I was able to come back down on glide slope and made the runway again. He challenged me on why I elected not to use 40 deg flaps but I re-assured him that I did not find 40 deg flaps necessary as 30 deg allowed me to descend at my desired rate and I was still able to land on the first 1/3 of the runway. We did another short field takeoff and departed the pattern leveling off at 1000ft and heading towards Hart Miller Island (I don't remember exactly when, but we had already told MTN that we would be doing maneuvers over Essex and Hart Miller). When we got to Hart Miller he pointed

out a building and told me we would do a turn around a point using the building as our point. After that he told me to make a slow turning climb up to 1500ft where we would do our other maneuvers. First we did a 45 deg steep turn to the right using our famous power plant as our reference point for starting and ending the maneuver. Then he wanted me to demonstrate slow flight with full 40deg flaps at 55mph. We hit some downdrafts while in slow flight and I had to increase the throttle to full power in order to maintain 1500ft altitude. We then did 10deg banking turns in slow flight. After that with the flaps still at 40deg he wanted me to demonstrate a full stall, power off. I did and recovered with only about 100-150 ft of altitude loss. We then brought the flaps up and accelerated back to cruise and did a power on stall in a 10 deg left bank. This was also done to a full stall. After that he told me that he had the airplane and to put on the Foggles as we would do recovery from unusual attitudes. The first unusual attitude was a climbing right bank and I allowed the nose of the airplane to drop, leveled the wings, and recovered the airplane. We did it again and this time the unusual attitude was a descending bank to the left. The airspeed was quickly approaching the yellow arc and so I decreased the throttle while leveling the wings and the nose came up on its own and I recovered the airplane. He then told me to turn to 150 and after flying for 2 min told me to go direct BWI. I made sure the NAV radio was selected to 115.1 and pulled out the nob to identify the Morse code. Once identified I turned the OBS to get a FROM indication told him we were on that radial from the station and that tuning the reciprocal would bring us direct to BWI and I did so. He then told me to tune to the SFRA Approach Controller and I did and got the squawk code, then got the Bravo clearance from 119.7 after that (still under the Foggles and still tracking the VOR inbound to BWI) I remember that we were on the 270 radial. I flew under the Foggles until we got to the blue water tower when he told me I could take them off. I then told Pot. Apr. I had the airport in sight and they switched me to the tower on 119.4 and I called the tower to tell them I was with them at 1500ft. They cleared me to land runway 33R. We were at 1500ft still and he told me to stay at 1500 ft until he directed me to descend. When we were about 3 miles out he said that he wanted me to simulate that my flaps were stuck in the UP position and that because I was high it would be advisable for me to do a forward slip to a soft field landing on runway 33R. He then told me I could start descending. I then allowed the wind to drift me to a longer final thus extending my final for runway 33R so I wouldn't have to do a slip. With my throttle first at 1700rpm and then as we got closer down to 1400rpm I was set up perfectly for the landing and found no need to slip and made a strait in down to the runway and only landed about 400ft past the numbers using a soft field landing technique. We then taxied back to our parking spot on the tower frequency.

### The Post Flight Brief

There were a couple of things that he really stressed to me. The first was that whenever I do a takeoff of any kind, one hand should always be on the throttle. He said he noticed that I correctly did this on landings but not during takeoff and it was just as important to do on takeoff as it was on landing. He also said that I probably should not have done the large circle to descend to 1500ft during the engine out from 3000ft and that I could have just done a very long downwind and very long final to land at Essex. He also said that upon reaching 70mph on the short field takeoff I should keep my flaps down until I reach 100ft or am 100% certain I cleared all obstructions before bringing flaps up and then climb out at 76mph. He also said that when I turn base from downwind at Essex, I should be at 800ft turning base and 400ft turning final. He also emphasized that whenever I am too high I should really consider doing a forward slip to bleed off airspeed and get back on glide slope. He told me that when we were doing slow flight and I noticed we were starting to loose altitude (due to the downdrafts), instead of incrementally increasing the throttle, I should have gone full throttle immediately. Lastly he said that my soft field landing at BWI was almost perfect but that he really wanted to see me to a forward slip to a landing because he purposely put me high and that I shouldn't have extended my final but just slipped it in instead. He said that I did an OK job on my engine out landing, a great job on the go-around, a great job on the turn around a point, a terrific job on my stalls, a terrific job on my unusual

attitudes. He said I spoke very professionally on the radio but that I should have known the frequency for Essex in advance of the the flight since I knew we would be passing relatively close to it. He said that I did outstanding under the Foggles in general and that I did an overall good job.