

1. When you get to the airport you pull out your logbook to make sure that you are current for the intended flight.
 - a. It looks good.
 - b. You need one more day takeoff and landing.
 - c. You need one more night takeoff and landing.
 - d. You need two more night takeoffs and landings.

2. When is the last possible day you can use your medical?
 - a. February 28, 2008
 - b. February 28, 2009
 - c. February 10, 2009
 - d. None of the above.

3. When preflighting the aircraft you notice that the VSI is indicating a 450 fpm climb. According to the regulations you must:
 - a. Have a mechanic fix it.
 - b. Placard the VSI inoperative and then go flying
 - c. Go flying you're not instrument rated so it doesn't matter.
 - d. Don't worry about it, if you get questioned tell them it broke in flight.

4. Looking at the sectional you notice that the Oregon Flight Service Station is located in McMinnville. What is the name of the Pilot Education Program that encourages pilots to visit their local FSS?
 - a. Operation Takeoff
 - b. Operation Raincheck
 - c. Operation...you're the doctor
 - d. Operation Lights On

5. You finally get airborne at 9:10, a little behind schedule but no worries the weather still looks good. Anne is anxious to get to Pacific City to see the Chief Kiawanda Haystack Rock, the largest monolith on the west coast and asks you how long it will take you to get there today. Your head is still a little foggy from last night and it takes you a while to figure it out, but eventually you respond, "From takeoff to touchdown we'll be in the air for ___minutes___seconds":

6. Where will you reach top of climb?
 - a. One mile prior to Mach – O airport.
 - b. One mile past Mach – O airport.
 - c. Four miles west of the edge of McMinnville.
 - d. Over a north south road.

7. You are trying to figure out how long your takeoff ground roll will be from McMinnville and discover that it will be _____ ft longer than the "Spruce Goose" wingspan.

8. The first leg is going rather smoothly and as you near Pacific City Anne looks at the sectional and asks you what the four blue dots with circles around them are just south of the airport. You respond:
 - a. That they are lighthouses used to keep ships away from the Chief Kiawanda Haystack.
 - b. That they are towers used for spotting forest fires.
 - c. Arrh! There be treasure at them there spots!
 - d. None of the above.

9. Looking at the AFD for Pacific City, Anne is startled to see just how short the runway is, not to mention that it could be under water! You tell her not to worry. After all it's the summer and you are the recently crowned NIFA short field landing champ! This seems to put her mind at ease and until she sees S-7 after the runway type. You calmly tell her that this is the maximum landing weight for the runway and that you are _____lbs below this weight.

10. You also start to get a little nervous about the short runway in Pacific City and decide to figure out your landing ground roll. It is _____ft:

You land safely at Pacific City and enjoy a leisurely stroll down to the water to look at the Chief Kiawanda Haystack. After two hours on the ground you and Anne decide that you'd better get going.

11. Pacific City is an unattended airport and thus does not have any fuel services. You know that you should have more than enough fuel to make the trip. How much fuel do you have in the tanks before you start up for the second leg?
 - a. 33.2 gallons
 - b. 35.6 gallons
 - c. 31.4 gallons
 - d. 38.1 gallons
12. How long will it take you from takeoff until you're in cruise?
 - a. 10 minutes
 - b. 8 minutes 30 seconds
 - c. 3 minutes 42 seconds
 - d. 6 minutes 20 seconds
13. You look up at your compass once you get into cruise and it says:
 - a. 343
 - b. 004
 - c. 019
 - d. 355
14. On this leg you will be over flying the Three Arch Rocks National Wildlife Refuge home to more than 230,000 nesting seabirds. They are so loud that you think you can almost hear them over the drone of the engine. You wish you could remember what the AIM says about where most bird strikes occur at or below:
 - a. 2000 ft AGL.
 - b. 3000 ft AGL.
 - c. 6000 ft AGL
 - d. 7000 ft AGL
15. On the way to Astoria you tune in the VOR frequency. At what point would you be guaranteed reception?
 - a. Three miles past Nehalem Bay State Airport (3S7).
 - b. When crossing over the 45°30' line of latitude.
 - c. Just north of the town of Garibaldi.
 - d. Three miles prior to crossing some power lines.
16. While flying up the coast you try to remember what equipment you might need if you went beyond gliding distance from the shore.
 - a. Life vests for everyone on board.
 - b. Life vests for everyone on board and a life raft.
 - c. Life vests for everyone on board and a pyrotechnic signaling device.
 - d. None of the above.
17. While flying up the coast you try to remember what you learned about weather during your private pilot training. You always found local winds to be confusing. A sea breeze occurs when:
 - a. The wind blows from the land to the sea.
 - b. The wind blows from the sea to the land.
 - c. The wind blows down a valley to the sea.
 - d. The wind blows down a mountain to the sea.
18. Speaking of coastal weather. What causes advection fog?
 - a. Clear skies, no wind and a small temp/dew point spread.
 - b. Moist air moves over cold ground or water.
 - c. Moist stable air being cooled adiabatically as it moves up a slope.
 - d. Warm rain or drizzle falls through cool air.
19. All of the following decrease induced drag except:
 - a. Increasing aspect ratio
 - b. Increase in airspeed
 - c. Flush mounted rivets
 - d. Ground Effect

20. Looking down at the fuel gauges you wonder just how accurate they are. Just as you begin your descent to Astoria the gauges indicate that you have 30 gallons total. In actuality you have:
- 3.74 gallons less
 - 1.13 gallons less
 - 2.07 gallons more
 - 3.05 gallons more
21. You noticed in the Operating Limitations chapter of the POH that banks up to 90 degrees are approved in the DA40. You decide to test this out over Astoria to get a good look at the city hall. Then you recall something you learned in Private Pilot Ground School and decide against it. What did you remember?
- You'd need parachutes.
 - You shouldn't be over a city.
 - You shouldn't be this close to the airport.
 - All of the above.
22. Looking at the METAR for AST you notice that there is a peak wind noted. When will a peak wind be reported in a METAR?
- Winds in excess of 20 knots
 - Winds 20 knots or greater
 - Winds in excess of 25 knots
 - Winds 25 knots or greater
23. When you land in Astoria you ask the FBO to top off the tanks for the last two legs home. At the astronomical price of \$4.45/gal, how much does it cost?
- \$60.34
 - \$51.26
 - \$39.43
 - \$44.96

You and Anne decide to stick around Astoria for a few hours and enjoy the sights and sounds. After a leisurely afternoon you grab a bite to eat and finally get back to the airport around 7pm. After the required flight planning you are wheels up by 7:30pm on your way to Troutdale to pick up some supplies for Anne's scrap booking business.

24. One of the things you calculated before you took off was weight and balance. What is the takeoff weight and CG?
- 2320lbs at 99.13 inches
 - 2120lbs at 98.13 inches
 - 2120lbs at 99.13 inches
 - 2220lbs at 98.13 inches
25. Just after takeoff on this beautiful calm evening you see a hot air balloon just off the end of the runway. Just as you're about to point it out to Anne she excitedly points out a glider to you that is on final heading straight for the balloon. Who has the right of way?
- The balloon, it's less maneuverable
 - The glider, it's on final.
 - You, you just took off.
 - The balloon, unless the glider declares an emergency
26. You are just south of the town of St. Helens on course to Troutdale when you notice your compass bouncing around 6 degrees either side of the desired compass heading. What is going on?
- You've had the RPM set at the same speed for too long.
 - A magnetic disturbance, I guess it can happen in the air too!
 - You tell Anne to quit tapping the compass.
 - It doesn't matter; you're not on an IFR flight plan.
27. Speaking of St. Helens, you see Mount Saint Helens off to the East and begin to start thinking about volcanic eruptions. What weather source would disseminate information about volcanic eruptions?
- HIWAS
 - SIGMET
 - PIREPS
 - All of the above.

28. You look up the Portland Approach frequency in the AFD and notice an R with a circle around it to the left of the frequency. What does this indicate?
- That Portland can only receive over this frequency; you need to listen over the VOR.
 - That Portland can only transmit on this frequency; you need to talk to them over the RCO.
 - That this is a radar approach control.
 - None of the above.
29. What frequency do you contact Portland approach on?
- 118.1
 - 119.1
 - 123.45
 - 124.35
30. When you finally get in touch with Portland approach they inform you that they cannot seem to pick up an altitude return from your transponder. What do you do?
- You cannot enter the Class C airspace.
 - You must make a request at least an hour in advance to enter Class C.
 - You can make a request to deviate from the transponder requirement at any time to enter Class C.
 - It doesn't matter; a transponder is not required for Class C.
31. Speaking of Class C, what kind of services can you expect to receive from approach?
- Limited sequencing, safety alerts, limited vectoring, traffic advisories
 - Limited sequencing, safety alerts, limited vectoring, traffic advisories, sequencing of VFR arrivals to primary airport and separation of IFR and VFR traffic
 - Nothing you're VFR
 - Limited sequencing, safety alerts, limited vectoring, traffic advisories and separation of IFR and VFR traffic

Anne's supplier is running a little bit late, so you don't leave for McMinnville until 9:30pm local time.

32. You hope to get to McMinnville by 10pm. Will you get there by 10PM?
- You will be about 15 minutes early.
 - You will be about 9 minutes early.
 - You will be 5 minutes late.
 - You will get there right on time.
33. Will you have to contact the Troutdale tower when departing for this leg?
- Yes
 - No
34. Which one of the following is not required for your flight from Troutdale to McMinnville?
- Anti-collision Lights
 - Landing light
 - Position lights
 - Oil temperature gauge.
35. How far out from McMinnville should you make you begin monitoring the CTAF?
- 10 miles out.
 - 15 miles out
 - 20 miles out
 - 30 miles out
36. When you make your first transmission a flight service specialist comes back and gives you the local weather and traffic in the area. What is this service called?
- Remote Airport Advisory
 - Operation Raincheck
 - Operation Takeoff
 - Local Airport Advisory

37. You're almost there now. Where did you begin your descent into McMinnville?
- 10 nautical miles out
 - 13 nautical miles out
 - 16 nautical miles out
 - Top of descent? You never reached cruise!
38. As you begin your descent into McMinnville you notice that the light ahead of you that you've been tracking towards starts to move. As you start to realign the aircraft with this light you look down and notice that you are in a nose low unusual attitude. What illusion have you just experienced?
- False horizon
 - The leans
 - Coriolis illusion
 - Auto kinesis
39. As you roll onto final you find yourself squinting because the HIRL have been turned all the way up. What is the danger here?
- You could land long if you're not careful.
 - You could land short if you're not careful.
 - You could go blind.
 - You could land on the wrong runway.
40. How much time did you log for today's flight?
- 1.8 hrs.
 - 2.3 hrs.
 - 2.6 hrs.
 - 3.0 hrs.
41. How much fuel do you have left in the tanks when you shutdown in McMinnville?
- 23.4 gallons
 - 28.7 gallons
 - 32.9 gallons
 - 35.2 gallons
42. What did you do wrong on this flight. Mark all that apply.
- Flew while under the influence.
 - Flew an unairworthy aircraft
 - Flew at the wrong VFR cruising altitude.
 - You flew through restricted airspace.