

1. After reviewing the aircraft records, do you find that they represent an airworthy aircraft?
  - A. No, you need an ELT inspection.
  - B. No, you need a pitot-static inspection.
  - C. No, you need a transponder inspection.
  - D. Yes, everything is in order.
  
2. Based on the information provided in the personal records, are you legal to fly today?
  - A. Yes, with no restrictions.
  - B. Yes, provided you are not carrying any passengers.
  - C. Yes, provided you only carry passengers during the day.
  - D. No, you need a biennial flight review.
  
3. Arriving at the Seward airport around 7:30am local time, you use your handy iPhone to get a weather briefing on DUATS. Which of the following is true about the current weather conditions at Seward?
  - A. The actual temperature is 3.9 degrees, Celsius.
  - B. The actual temperature is 3.9 degrees, Fahrenheit.
  - C. The METAR was issued at 6:56am local time.
  - D. None of the above.
  
4. Given further consideration to the weather, what does METAR stand for?
  - A. Meteorological Aviation Report.
  - B. Meteorological Aeronautical Report.
  - C. Aviation Routine Weather Report.
  - D. Meteorological Airport Report.
  
5. You throw your 16 pound flight bag, 6 pound tackle box and 5 pound empty cooler in baggage area 1, then begin your preflight inspection. During the inspection, you realize that you only have 17 gallons of usable fuel on board. What will be your takeoff weight and center of gravity on takeoff from Seward?
  - A. Takeoff weight 1448 pounds, center of gravity 32.48"
  - B. Takeoff weight 1443 pounds, center of gravity 32.46"
  - C. Takeoff weight 657 kilograms, center of gravity 32.46"
  - D. Takeoff weight 655 kilograms, center of gravity 32.48"
  
6. Because of the distance from Seward to Igiugig, you decide to stop for fuel in Kenai (ENA/PAEN.) Which of the following statements about Kenai airport is false?
  - A. You can expect to have float planes operating on a water runway.
  - B. You can expect to land on either runway 1L or 1R.
  - C. You will need to contact the tower at Kenai before landing.
  - D. There is patchy thin ice on the ramp at Kenai.
  
7. Due to the terrain between Seward airport and Kenai, you decide follow a valley instead of going directly over terrain. You decide that your route of flight is going to be from Seward direct to N60 22, W150 00, then direct to Kenai at a cruising altitude of 6500 feet. Given this information, how long do you expect your flight to Kenai to be?
  - A. 21:05
  - B. 22:33
  - C. 38:40
  - D. 44:29
  
8. How much fuel will it take to top off your tanks to their full capacity of 24 gallons usable upon arrival in Kenai?
  - A. 11.9 gallons
  - B. 11.4 gallons
  - C. 10.7 gallons
  - D. 10.0 gallons

9. To save on taxi time, you decide to attempt a departure off runway 16 at Seward. What will be your ground roll and distance to clear a 50 foot obstacle if you depart off that runway?
- A. 625' ground roll/1162' to clear obstacle
  - B. 640' ground roll/1190' to clear obstacle
  - C. 689' ground roll/1279' to clear obstacle
  - D. 705' ground roll/1310' to clear obstacle
10. Finally, you're ready to go, but because you're going to be flying over some rugged terrain, you decide to file a flight plan. Your internet connection on your iPhone isn't that great, so you decide to call instead. What phone number would you use to contact Kenai flight service station?
- A. 1-800-WXBREIF
  - B. 1-800-238-7527
  - C. 1-866-238-7527
  - D. 1-866-864-1737
11. After engine start, taxi and run-up, you finally get going on your way to Kenai. As soon as you cross the runway's departure threshold you start your turn on course. What kind of hazards should you be looking out for as you climb out of Seward?
- A. Flocks of migrating birds within 10 nautical miles of the airport.
  - B. Extensive hang gliding activity in the vicinity.
  - C. Strong wind currents and excessive up and downdrafts below 1000' AGL.
  - D. Extensive military training operations in the vicinity.
12. What do you expect to see off the left side of your aircraft as you reach the top of your climb?
- A. The southern edge of Skilar Lake.
  - B. The northern tip of a branch of the Harding Ice Field.
  - C. A cabin.
  - D. High tension power lines.
13. On the same note as the previous question, near what landmark will you begin your descent?
- A. Over Skilar Lake.
  - B. Crossing the Kenai River.
  - C. Abeam Soldotna Airport.
  - D. Over Mackeys Lakes.
14. Just as you're turning onto the taxiway after landing, you notice a moose wander onto the runway you just vacated. Who, if anyone, should you report this to?
- A. No one, you're clear of the runway now.
  - B. Kenai Flight Service Station
  - C. The airport manager at 907-283-7951.
  - D. The department of wildlife.
15. Who would you contact to close your VFR flight plan after landing on leg 1?
- A. No one, Kenai Tower closed it automatically when you landed.
  - B. Kenai Flight Service at 866-864-1737.
  - C. Airport management at 907-283-7879.
  - D. Anchorage Center on 125.7.

16. After getting your aircraft refueled, you start planning for the next leg of your trip to Igiugig. Since you have more rugged terrain to cross, you decide on a cruising altitude of 10500 feet. If you take off from Kenai at 9:15am local time, what time do you expect to arrive in Igiugig?
- A. 10:10am local time
  - B. 11:12am local time
  - C. 18:17 UTC
  - D. 18:58 UTC
17. Near what landmark will you be reaching the top of your climb? (Choose the closest answer.)
- A. The southwestern tip of Kalgin Island.
  - B. Over cabins on the western shore of the Cook Inlet.
  - C. Just north of Iliamna Volcano.
  - D. Abeam Chisik Island.
18. Satisfied with your route of flight and cruising altitude, you decide to get going. You file your flight plan, start engines and you're soon taking off. Since you're accustomed to living at sea level, you become concerned about the possibility of hypoxia as you cruise at 10500 feet. Which of the following symptoms should you be watching for?
- A. Impaired alertness.
  - B. Headache.
  - C. Sense of euphoria.
  - D. All of the above.
19. At what cabin altitude would a healthy pilot expect to experience the symptoms of hypoxia on this flight?
- A. 5000 feet.
  - B. 10000 feet.
  - C. 12000 feet.
  - D. 15000 feet.
20. True or false? Certain medications can cause the effects of hypoxia to begin at a much lower altitude than what would be normal for a healthy pilot.
- A. True
  - B. False
21. Fortunately, you don't seem to be encountering any symptoms of hypoxia, so you turn your mind to other matters. As approach the western coast of the Cook Inlet, you notice the Iliamna Volcano ahead and to your left and Redoubt Volcano to your right. What should you do if you were to observe either of these volcanoes suddenly erupt?
- A. Nothing at all. Consider yourself lucky to be able to witness such an awesome event.
  - B. Remain upwind of the ash cloud and contact ATC as soon as possible to report the location and nature of the eruption.
  - C. Remain downwind of the ash cloud and contact ATC as soon as possible to report the location and nature of the eruption.
  - D. Nothing if operating VFR. If IFR, request ATC to provide vectors around the eruption or use onboard radar (if equipped) to avoid the ash cloud.
22. If you were to inadvertently encounter a volcanic ash cloud on your flight, what would you expect to experience?
- A. A complete loss of engine power.
  - B. Unreliable airspeed indications.
  - C. St. Elmo's fire or other static discharges.
  - D. A complete loss of electrical power.

23. If you wanted to obtain VFR flight following while enroute to Igiugig, who could you contact for this service?
- A. Kenai Flight Service Station
  - B. Anchorage Approach Control
  - C. Kenai Tower
  - D. Anchorage Center
24. What will be your magnetic heading in cruise between Kenai and Igiugig?
- A. 238
  - B. 219
  - C. 261
  - D. 257
25. Looking at the chart, what is the dashed magenta line marked 19E signify?
- A. An isogonic line signifying the variation between magnetic and true north.
  - B. The boundary of special use airspace.
  - C. An RNAV airway.
  - D. The boundary of a large area of class E airspace.
26. As you clear the Chigmit Mountains and approach the eastern shore of Iliamna Lake, you realize that there is a solid layer of clouds below you. No problem, you're an experienced airline pilot so you can just get an IFR clearance to descend through the clouds. Which of the following agencies would be the best to contact for this type of assistance?
- A. Kenai Flight Service Station on 121.2
  - B. Iliamna Flight Service Station on 123.6
  - C. Anchorage Approach on 118.8
  - D. Kenai Tower on 121.3
27. How far from Igiugig should you start your descent?
- A. 20.6 nautical miles
  - B. 20.6 statute miles
  - C. 33.2 kilometers
  - D. 12.8 kilometers
28. After successfully getting below the cloud deck, you cancel your IFR clearance and resume VFR. As you near Igiugig, what frequency will you use to announce your position in the pattern?
- A. None, this airport is so remote, it doesn't even have a CTAF.
  - B. 122.7
  - C. 122.8
  - D. 122.9
29. Which of the following hazards do you need to be aware of at Igiugig airport?
- A. Soft runway.
  - B. 6 inch circular ruts near the runway 23 threshold
  - C. Non-standard runway markings
  - D. All of the above
30. What will be your landing roll and distance to clear a 50 foot obstacle in Igiugig? (Assume landing on gravel has the same effect as landing on dry grass.)
- A. 703' ground roll/1462' to clear obstacle
  - B. 683' ground roll/1406' to clear obstacle
  - C. 652' ground roll/1582' to clear obstacle
  - D. 471' ground roll/1194' to clear obstacle

31. After you land and park your aircraft, you get a ride from a local villager to the fishing site. The fish are really biting today, and it looks like you might have a heavy haul. How many pounds of fish can you load in the baggage compartment and still be legal to takeoff? (Your maximum takeoff weight is 1670 pounds.)
- A. 241.2 pounds
  - B. 120 pounds
  - C. 93 pounds
  - D. 88.2 pounds
32. After catching the maximum amount of fish that you determined in question 31, you load it all in your cooler and place it back in baggage area 1. What will be your takeoff weight and C.G. from Igiugig?
- A. Takeoff weight 1670 pounds, center of gravity 36.95"
  - B. Takeoff weight 1548.8 pounds, center of gravity 34.83"
  - C. Takeoff weight 1521.8 pounds, center of gravity 34.31"
  - D. Takeoff weight 1517 pounds, center of gravity 34.22"
33. Due to yet more rugged Alaskan terrain and a long stretch over the freezing waters of the Cook Inlet, you elect to fly back to Seward at 11500 feet. In addition, you want to minimize your time over the Harding Ice Field, so instead of flying direct from Igiugig to Seward, you instead plan your route to fly Igiugig direct to N59 55 W149 25 then direct Seward. For purposes of this leg, you will also not start your descent until reaching N59 55 W149 25. On the descent, your TAS will be the same as your cruise TAS and your fuel flow will be 50% of your cruise fuel flow. Your winds on the descent will be the same as on the first two legs. Given this information, how long do you expect it to take you to fly from Igiugig to Seward?
- A. 2:28:10
  - B. 1:21:42
  - C. 1:31:55
  - D. 2:48:38
34. Thinking about how you'll have a long stretch of over water flying on the way home, and knowing your aircraft has roughly a 10 to 1 glide ratio, how far would you be able to glide if your aircraft's engine failed at 11500 feet over the Cook Inlet? (Assume no wind.)
- A. 18.9 nautical miles
  - B. 18.9 statute miles
  - C. 21.8 nautical miles
  - D. 25 statute miles
35. What is your indicated airspeed in cruise on this leg? (Use altimeter setting at Igiugig to determine pressure altitude.)
- A. 93 knots
  - B. 75 knots
  - C. 65 knots
  - D. 80 knots
36. As you cross back over land on the east side of the Cook Inlet, you contemplate stopping in Homer (HOM/PAHO) to top off your tanks before returning to Seward. What, if any, issues do you need to be aware of before attempting to land at Homer?
- A. From 1200 UTC on 23May, there is a forecast ceiling of 8000 overcast.
  - B. There is a temporary tower in place at the Homer airport.
  - C. There are people and equipment working on the airport grounds.
  - D. None of the above.

37. After deciding not to stop in Homer, you start refreshing your memory on things to be aware of at your home airport of Seward. You're planning on landing on runway 16. Are there any visual approach aids to that runway?
- A. Yes, a VASI on the left side of the runway.
  - B. Yes, a VASI on the right side of the runway.
  - C. Yes, there is a PAPI.
  - D. There are no visual approach aids to runway 16 at Seward.
38. What rate of descent do you need to maintain in order to start your descent at N59 55 W149 25 while still maintaining your cruise TAS? (Choose the closest answer.)
- A. 1000 feet per minute
  - B. 1300 feet per minute
  - C. 1500 feet per minute
  - D. 2000 feet per minute
39. What do you need to make sure you avoid flying over as you enter the pattern at Seward airport?
- A. A heliport located southwest of the airport.
  - B. A prison.
  - C. The main residential area of Seward.
  - D. The port facilities at Seward.
40. What did you do wrong on this flight?
- I. Turned on course too early after takeoff on leg 1.
  - II. Hit a mountain on leg 2.
  - III. Flew into a cloud on leg 3.
  - IV. Landed in Seward with less than required VFR fuel reserves.
- A. II and III
  - B. I, II and III
  - C. II and IV
  - D. I, III and IV