


# FLIGHT TECH'S GROUND SCHOOL DEMONSTRATION SUPPLEMENT


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 **3421.** The boundary between two different air masses is referred to as a


- A. frontolysis.
- B. frontogenesis.
- C. front.

← STEM (Body)


← RESPONSES (only ONE is correct)

 **3444.** If the temperature/dewpoint spread is small and decreasing, and the temperature is 62°F, what type weather is most likely to develop?


- A. Freezing precipitation.
- B. Thunderstorms.
- C. Fog or low clouds.

 **3397.** What is meant by the term "dewpoint"?


- A. The temperature at which condensation and evaporation are equal.
- B. The temperature at which dew will always form.
- C. The temperature to which air must be cooled to become saturated.

 **3415.** The suffix "nimbus," used in naming clouds, means


- A. a cloud with extensive vertical development.
- B. a rain cloud.
- C. a middle cloud containing ice pellets.

 **3417.** An almond or lens-shaped cloud which appears stationary, but which may contain winds of 50 knots or more, is referred to as


- A. an inactive frontal cloud.
- B. a funnel cloud.
- C. a lenticular cloud.

 **3416.** Clouds are divided into four families according to their


- A. outward shape.
- B. height range.
- C. composition.

 **3419.** What clouds have the greatest turbulence?


- A. Towering cumulus.
- B. Cumulonimbus.
- C. Nimbostratus.

 **3418.** Crests of standing mountain waves may be marked by stationary, lens-shaped clouds known as

- A. mammatocumulus clouds.
- B. standing lenticular clouds.
- C. roll clouds.

 **3452.** Which weather phenomenon is always associated with a thunderstorm?

- A. Lightning.
- B. Heavy rain.
- C. Hail.

 **3446.** What types of fog depend upon wind in order to exist?

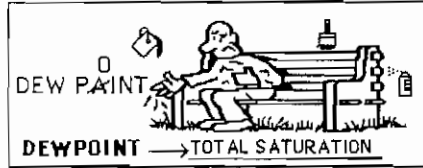
- A. Radiation fog and ice fog.
- B. Steam fog and ground fog.
- C. Advection fog and upslope fog.

WEATHER THEORY

**VISIBILITY** - IS AFFECTED BY AIRBORNE OBSTRUCTIONS SUCH AS DUST, HAZE, SMOKE ... AND THE AMOUNT OF **WATER VAPOR** IN THE AIR. ONE WAY TO DETERMINE EXPECTED VISIBILITY IS COMPARING AMBIENT (REGULAR) TEMPERATURE WITH THE AIR'S "DEWPOINT" TEMPERATURE. METEOROLOGISTS BROADCAST "AMBIENT" AND "DEWPOINT" TEMPERATURES IN ROUTINE WEATHER REPORTS.

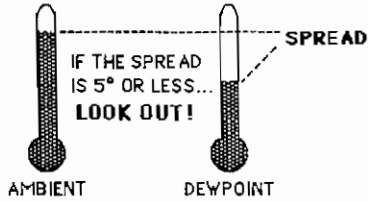
**A** "DEWPOINT" MEANS ...

**THE TEMPERATURE TO WHICH AIR MUST BE COOLED TO BECOME SATURATED (WITH MOISTURE)**

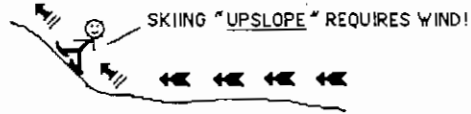


**DEWPOINT**  
MEANS  
**SATURATED**

**B** THE DIFFERENCE BETWEEN AMBIENT AND DEWPOINT TEMPERATURES IS CALLED THE "SPREAD" AND IF THE SPREAD IS 5° OR LESS - EXPECT ... **FOG OR LOW CLOUDS**

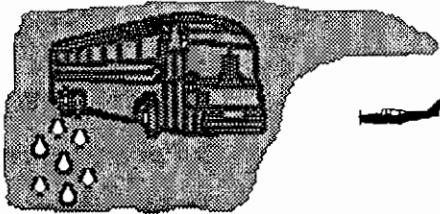


**C** WHICH TYPES OF FOG DEPEND ON WIND IN ORDER TO EXIST? **ADVECTION AND UPSLOPE**



**CLOUD TYPES -**

**D** CLOUDS ARE DIVIDED INTO FAMILIES ACCORDING TO THEIR ... **HEIGHT RANGE**



**E** THE SUFFIX **NIMBUS** USED IN NAMING CLOUDS, MEANS ... **A RAIN CLOUD**

**F** WHICH CLOUDS HAVE THE GREATEST TURBULENCE? **CUMULONIMBUS**

**STANDING LENTICULAR CLOUDS** - FOUND ABOVE "RIDGES" OVER MOUNTAINOUS TERRAIN. THEY INDICATE "STANDING MOUNTAIN WAVES" WHICH WILL BE ENCOUNTERED ON THE LEEWARD SIDE, THEREFORE, VIOLENT DOWNDRAFTS AND OTHER TURBULENCE MAY BE ENCOUNTERED ON THE LEEWARD SIDE.

**G** A **LENS** OR "ALMOND SHAPED" CLOUD WHICH APPEARS TO REMAIN STATIONARY - BUT MAY CONTAIN WINDS OF 50 KTS OR MORE AND IS REFERRED TO AS



FEDERAL AVIATION REGULATIONS

REQUIRED PERSONAL CERTIFICATES - "YOUR PILOT LICENSE AND MEDICAL CERTIFICATE..."

**A** PRIVATE PILOTS ACTING AS PILOT-IN-COMMAND, OR IN ANY OTHER CAPACITY AS A FLIGHT CREWMEMBER, MUST HAVE IN THEIR PERSONAL POSSESSION... **A CURRENT...**

**MEDICAL CERTIFICATE AND AN APPROPRIATE PILOT CERTIFICATE**

**B** THE PILOT CERTIFICATE NEVER EXPIRES ... BUT THE MEDICAL DOES! FOR PRIVATE PILOT OPERATIONS, MEDICAL CERTIFICATES (1st, 2nd, or 3rd CLASS) ARE VALID UNTIL THE **END** OF THE MONTH IN WHICH IT WAS ISSUED ...

**3 YEARS LATER FOR PILOTS UNDER 40 YEARS OLD (ON THE DAY OF THE EXAM) OR...**  
**2 YEARS LATER FOR PILOTS 40 YEARS OR OVER (ON THE DAY OF THE EXAM) OR...**

**C** SO - A 3rd CLASS MEDICAL, ISSUED TO A 36-YEAR-OLD ON AUG 10th OF THIS YEAR, WILL REMAIN VALID UNTIL ...

**AUGUST 31, 3 YEARS LATER**

**D** AND - A 3rd CLASS MEDICAL, ISSUED TO A 51-YEAR-OLD ON MAY 3rd OF THIS YEAR, WILL REMAIN VALID UNTIL ...

**MAY 31, 2 YEARS LATER**

CHANGE OF MAILING ADDRESS - "SO THE FAA CAN FIND YOU IF NEED BE..."

**E** IF YOUR PERMANENT MAILING ADDRESS CHANGES, THE FAA AIRMAN CERTIFICATION BRANCH MUST BE NOTIFIED IN WRITING - OR YOU CANNOT ACT AS PILOT-IN-COMMAND ...

**30 DAYS AFTER THE DATE OF THE MOVE**

*"IF YOU MOVE - YOU GOT A MONTH!"*

PRIVATE PILOT PRIVILEGES AND LIMITATIONS -

A PRIVATE PILOT CANNOT EARN MONEY FOR FLYING. HOWEVER,

**F** ACCORDING TO REGULATIONS, A PRIVATE PILOT MAY ...

**SHARE THE OPERATING EXPENSES OF A FLIGHT WITH A PASSENGER**

**G** ANOTHER EXCEPTION (TO THE RULE) IS THAT A PRIVATE PILOT MAY CARRY PASSENGERS WHO PAY FOR THE FLIGHT ...

**IF A DONATION IS MADE TO A CHARITABLE ORGANIZATION FOR THE FLIGHT**

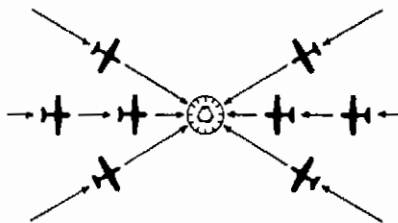
NIGHT-FLYING VISION PROBLEMS


**H** WHAT PREPARATION SHOULD A PILOT MAKE TO ADAPT THE EYES FOR NIGHT FLYING?

**AVOID BRIGHT WHITE LIGHTS AT LEAST 30 MINUTES BEFORE THE FLIGHT**


**i** THE MOST EFFECTIVE WAY TO USE THE EYES WHILE FLYING AT NIGHT IS TO ...

**SCAN SLOWLY TO PERMIT OFF-CENTER VIEWING**




 **3018.** Private pilots acting as pilot in command, or in any other capacity as a required pilot flight crewmember, must have in their personal possession while aboard the aircraft a current


- A. logbook endorsement to show that a flight review has been satisfactorily accomplished.
- B. medical certificate and an appropriate pilot certificate.
- C. endorsement on the pilot certificate to show that a flight review has been satisfactorily accomplished.

 **3016.** What document(s) must be in your personal possession while operating as pilot in command of an aircraft?


- A. Certificates showing accomplishment of a checkout in the aircraft and a current biennial flight review.
- B. A pilot certificate with an endorsement showing accomplishment of an annual flight review and a pilot logbook showing recency of experience.
- C. An appropriate pilot certificate and an appropriate current medical certificate.

 **3020.** A Third-Class Medical Certificate is issued to a 36-year-old pilot on August 10, this year. To exercise the privileges of a Private Pilot Certificate, the medical certificate will be valid until midnight on


- A. August 10, 2 years later.
- B. August 31, 3 years later.
- C. August 31, 2 years later.

 **3021.** A Third-Class Medical Certificate is issued to a 51-year-old pilot on May 3, this year. To exercise the privileges of a Private Pilot Certificate, the medical certificate will be valid until midnight on


- A. May 3, 1 year later.
- B. May 31, 1 year later.
- C. May 31, 2 years later.

 **3064.** In regard to general privileges and limitations, a private pilot may


- A. act as pilot in command of an aircraft carrying a passenger for compensation if the flight is in connection with a business or employment.
- B. share the operating expenses of a flight with a passenger.
- C. not be paid in any manner for the operating expenses of a flight.

 **3035.** If a certificated pilot changes permanent mailing address and fails to notify the FAA Airmen Certification Branch of the new address, the pilot is entitled to exercise the privileges of the pilot certificate for a period of only


- A. 30 days after the date of the move.
- B. 60 days after the date of the move.
- C. 90 days after the date of the move.

 **3066.** What exception, if any, permits a private pilot to act as pilot in command of an aircraft carrying passengers who pay for the flight?


- A. If the passengers pay all the operating expenses.
- B. If a donation is made to a charitable organization for the flight.
- C. There is no exception.

 **3184.** Before passengers can be carried in an aircraft that has been altered in a manner that may have appreciably changed its flight characteristics, it must be flight tested by an appropriately-rated pilot who holds at least a

- A. Commercial Pilot Certificate with an instrument rating.
- B. Private Pilot Certificate.
- C. Commercial Pilot Certificate and a mechanic's certificate.


 **3849.** What preparation should a pilot make to adapt the eyes for night flying?

- A. Wear sunglasses after sunset until ready for flight.
- B. Avoid red lights at least 30 minutes before the flight.
- C. Avoid bright white lights at least 30 minutes before the flight.

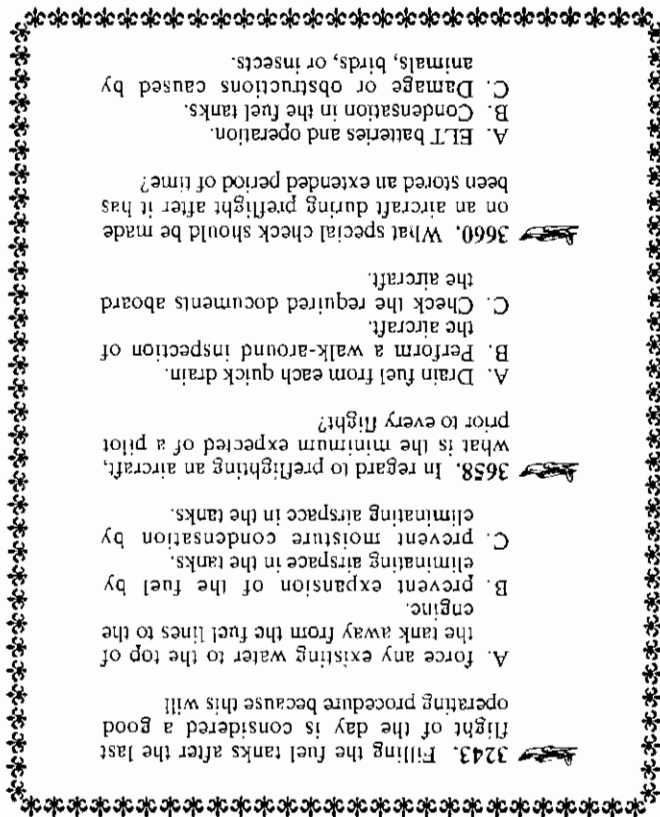
 **3712.** What is the most effective way to use the eyes during night flight?

- A. Look only at far away, dim lights.
- B. Scan slowly to permit offcenter viewing.
- C. Concentrate directly on each object for a few seconds.

THE AIRPLANE'S PREFLIGHT INSPECTION

- A** PRIOR TO EVERY FLIGHT, THE PILOT SHOULD AT LEAST ...  
**PERFORM A WALK-AROUND INSPECTION OF THE AIRCRAFT**
- B** FILLING THE FUEL TANKS AFTER THE LAST FLIGHT OF THE DAY IS CONSIDERED A GOOD OPERATING PROCEDURE BECAUSE THIS WILL ...  
**PREVENT MOISTURE CONDENSATION BY ELIMINATING AIRSPACE IN THE TANKS**
- C** WHAT SPECIAL CHECK SHOULD BE MADE ON AN AIRCRAFT DURING PREFLIGHT AFTER IT HAS BEEN STORED FOR AN EXTENDED PERIOD OF TIME?  
**DAMAGE OR OBSTRUCTIONS CAUSED BY ANIMALS, BIRDS OR INSECTS**
- IF YOU DON'T PICK THE ANSWER WITH ANIMALS, BIRDS AND INSECTS - YOU ARE ...  ...ED!

INTENTIONALLY "UPSIDE" DOWN!



3243. Filling the fuel tanks after the last flight of the day is considered a good operating procedure because this will

A. force any existing water to the top of the tank away from the fuel lines to the engine.  
B. prevent expansion of the fuel by eliminating moisture condensation by eliminating airspace in the tanks.  
C. prevent moisture condensation by eliminating airspace in the tanks.

3658. In regard to preflighting an aircraft, what is the minimum expected of a pilot prior to every flight?

A. Drain fuel from each quick drain.  
B. Perform a walk-around inspection of the aircraft.  
C. Check the required documents aboard the aircraft.

3660. What special check should be made on an aircraft during preflight after it has been stored an extended period of time?

A. ELT batteries and operation.  
B. Condensation in the fuel tanks.  
C. Damage or obstructions caused by animals, birds, or insects.

ANSWERS TO QUESTIONS YOU MAY HAVE:

- Q. AFTER PASSING THE FAA COMPUTERIZED WRITTEN TEST ... HOW LONG ARE THE RESULTS VALID?  
A. FROM THE DATE OF THE WRITTEN TEST, YOU HAVE 24 MONTHS IN WHICH TO COMPLETE FLIGHT TRAINING AND APPLY FOR THE FAA "CHECKRIDE" FLIGHT TEST.
- Q. DOES FLIGHT TECH'S CASSETTE GROUND SCHOOL MEET FAA LEGAL REQUIREMENTS FOR COMPUTERIZED WRITTEN TEST PREPARATION?  
A. YES! UPON COMPLETION OF FLIGHT TECH'S COURSE .. AND PASSING THE FAA TEST - NO FURTHER GROUND SCHOOL OR WRITTEN TESTS ARE EVER REQUIRED.
- Q. AFTER COMPLETING FLIGHT TECH'S COURSE, WILL I NEED MY FLIGHT INSTRUCTOR'S AUTHORIZATION TO TAKE THE FAA WRITTEN TEST?  
A. NO! THE PROVEN EFFECTIVENESS OF FLIGHT TECH'S PRESENTATION... AND HIGH-SCORE PASSING RATE... ALLOWS US TO AUTHORIZE OFFICIAL FAA TESTING WITHOUT ADDITIONAL AUTHORIZATION FROM A FLIGHT INSTRUCTOR OR AN FAA INSPECTOR!
- Q. WILL I BE GIVEN AN ORAL EXAM? IF SO - WHEN? WHAT TYPE QUESTIONS WILL BE ASKED?  
A. YES! PRIOR TO, AND DURING, THE FAA FLIGHT TEST (COMMONLY CALLED "CHECKRIDE") ... THE EXAMINER WILL ASK NUMEROUS QUESTIONS PERTAINING TO ALL PHASES OF PRIVATE PILOT OPERATIONS. (THE ACCOMPANYING BROCHURE DESCRIBES THE "ORAL" EXAM AND FLIGHT TEST.)
- Q. SOME COMPANIES OFFER "VIDEO" COURSES. WHY DOESN'T FLIGHT TECH?  
A. EVEN WITH MASS-PRODUCTION, AN **EFFECTIVE** VIDEO COURSE WOULD COST THE PILOT SEVERAL HUNDRED DOLLARS. TO MINIMIZE PRODUCTION COST, SOME COMPANIES SELL VIDEO COURSES WHICH INCLUDE **ONLY** 6 TO 12 HOURS OF INSTRUCTION. **NO** TEACHER CAN PROVIDE **ADEQUATE** KNOWLEDGE OF WRITTEN TEST SUBJECT MATTER IN THAT LENGTH OF TIME! SUCH PRESENTATIONS CAN ONLY HOPE TO "GET-YOU-PAST-THE-WRITTEN." THERE ARE WELL OVER 600 POTENTIAL QUESTIONS ON THE WRITTEN TEST. IT WOULD TAKE SEVERAL HOURS JUST TO **RECITE THE CORRECT ANSWERS** - LET ALONE EXPLAIN THE SUBJECT! SHOULD YOU CONSIDER BUYING A VIDEO COURSE, MAKE CERTAIN YOU RECEIVE A WRITTEN MONEY-BACK GUARANTEE - BECAUSE YOU WILL PROBABLY WANT TO RETURN IT! **MOST PEOPLE DO!** THE **PRIMARY** OBJECTIVE OF **FLIGHT TECH'S** COURSE IS TO PROVIDE **IN-DEPTH** LEARNING ... AND THAT ... SIMPLY **CANNOT BE DONE** IN 6 TO 12 HOURS!

**AT 30 HOURS, FLIGHT TECH'S AUDIO PRESENTATION PROVIDES OVER THREE TIMES THE AMOUNT OF INSTRUCTION AS THE AVERAGE (10-HOUR) VIDEO COURSE!**

- Q. APPROXIMATELY HOW MUCH TIME WILL IT TAKE TO COMPLETE FLIGHT TECH'S COURSE?  
A. THOUGH MANY PILOTS FINISH IN 5-7 DAYS, THE AVERAGE IS 15. HOWEVER, JUST ONE OF THE UNBEATABLE ADVANTAGES IS THAT YOU MAY SET WHATEVER PACE SUITS YOU! OUR FAIL-SAFE GUARANTEE ALLOWS **ONE FULL YEAR** TO PREPARE FOR AND PASS THE FAA TEST.
- Q. AFTER ORDERING, APPROXIMATELY HOW LONG WILL IT TAKE TO RECEIVE MY COURSE?  
A. ALL ORDERS ARE SHIPPED (BARRING HOLIDAYS/WEEKENDS) ON THE DAY THEY ARE RECEIVED.
- Q. HOW MAY I ORDER?  
A. USE THE ENCLOSED ORDER FORM OR...



CALL TOLL - FREE  
**1-800-221-0348**



BETWEEN  
7 AM AND 5 PM - WEEKDAYS  
7 AM AND 3 PM - SATURDAYS  
(MOUNTAIN TIME)

<b>100% 2-WAY MONEY-BACK GUARANTEE</b>	
1. If you are dissatisfied with the course for any reason whatsoever, return it within ten days...for a full refund of the purchase price of the course!	2. Should you fail the FAA written test within one year after purchasing the course, return it with a copy of test results for a full refund of the purchase price of the course!

THE WELL INFORMED PILOT IS A MUCH SAFER PILOT AND CAN SIGNIFICANTLY REDUCE FLYING EXPENSES

