



## Scenario Based Mock Oral

### CHI Aerospace

1. Your good friend has requested you to fly as a safety pilot in his retractable gear piper arrow while he practices flight by reference to instruments. What do regulations require for you to be able to do this?
2. What personal items will you take with you to ensure that you are legal for this flight, carrying a passenger?
3. How do you know that the aircraft is airworthy? How can you prove it?
4. On your planned cross country, explain your reasoning for choosing true course, route, and altitude?
5. Immediately after takeoff, you're at 100ft AGL when your kneeboard falls onto the floor. You reach down to get it and suddenly become aware of a buffeting feeling. What should you be concerned about?
6. Along your cross country, explain the different airspaces, airspace equipment requirements and weather minimums for each airspace you will be flying through or flying near.
7. Why is a navigation log important?
8. When planning a cross country that would require a fuel stop, what are some important factors to consider when choosing an airport for the stop?



9. Consider your calculated takeoff and landing distances for your flight. How would they change if it were 20 degrees warmer? What about 20 degrees cooler?

10. How did you or would you obtain a weather briefing for your flight?

11. Explain the weather along your route of flight.

12. Explain the different weather charts you used and how you used them.

13. How could you obtain weather information while enroute?

14. You have chosen to divert to an airport that you were not intending to visit. How will you obtain the needed information about your alternate airport?

15. What anti-ice and de-icing equipment is your airplane equipped with?

16. Explain the fuel system in your aircraft.

17. What are the different methods of navigation and which one will you be using for your cross country?

18. Explain a passenger briefing you would give before a flight with passengers.



19. Enroute you notice a discharge on the ammeter. What will you do?

20. As you approach the airport of intended landing with your battery dead, are we in danger of the engine quitting? If not, what problems might we encounter while landing with a dead battery? How will you know if it's ok to land?

21. Explain your techniques for collision avoidance.

22. While enroute you have an engine failure, what would you do?

23. Hazardous weather causes you to delay your return flight home by a few days. As a result, the annual inspection and transponder check are now both out of date. Do regulations permit you to fly home with these items out of date?

24. You are planning a cross country but need more storage. You are planning to take the back seat out for extra space. Are you allowed to take it out yourself? How would that affect the weight and balance?

25. It's Saturday morning and you are ready for the flight home. During your preflight, you find that the position lights are inoperative. Will this affect your ability to fly home?

26. During your preflight you notice small, white, puffy clouds with taller ones in the distance along your route of flight. What does that say about atmospheric stability? Is it hazardous?



27. During your preflight weather check you notice the dewpoint and temperature is the same. What type of weather can be expected?

28. What happens when you show up to an airport and there are other aircraft in the pattern that are paying no attention to wind and landing/departing on a runway with a tailwind (practicing instrument procedures, perhaps?) Do you oppose current traffic? Do you attempt to land opposite the flow of traffic or into the wind, as you're taught?

29. What happens if you're flying a night XC and upon landing, you do a run-up to depart again, and one mag shows a drop of 200 and the other a drop of 50? Do you take off?

30. What do you do if you are approaching the Mode C veil of Class B, and have been in contact with a tower. They tell you to expect runway 3 and a descent, but don't clear you into Class B. You can't get a word in because they're too busy and you keep getting stepped on? What about class C/D?

31. Above what altitude do you need to provide supplemental oxygen to your passengers?