FLY
AVIATION

Training aid only, not flight instruction. Review it with your CFI and get their approval before you use it in training or in the airplane. Check every number against the POH and current FAA sources. Last reviewed Nov 7, 2026.

PRIVATE PILOT ORAL EXAM PREP

Private pilot checkride · Ground portion · Tap a question to see the answer

HOW THE ORAL WORKS

The examiner works from the Private Pilot – Airplane ACS and can ask about anything in it. Most of it comes as a scenario: plan a trip, then talk through the decisions.

- **It is scenario-based.** Expect "You want to take a friend to Monroe on Saturday. Walk me through it." The answers below are the facts you will need inside that story.
- **Know where to look it up.** You may use the POH, the FAR/AIM, charts and the Chart Supplement. Finding the right answer fast counts. Guessing does not.
- **Bring the airplane's papers and your own.** The examiner checks both before you start. See the list at the end.
- **Say "I don't know, but here is where I would find it."** Then find it.
- **Answer the question asked.** Short and correct beats long and wandering.
- Tap or click any question to see the answer. Try to say yours out loud first.

PILOT QUALIFICATIONS, CURRENCY AND PRIVILEGES

What you may do with the certificate, and what keeps it valid.

– What documents must you have on you to act as pilot in command?

Your pilot certificate, a medical certificate (or BasicMed documents: the completed checklist and course certificate, with your driver's license), and a government-issued photo ID (14 CFR 61.3).

– How long is a third-class medical valid?

Under age 40 on the exam date: 60 calendar months. Age 40 or over: 24 calendar months (14 CFR 61.23).

– What is a flight review and how often is it required?

At least 1 hour of ground and 1 hour of flight training with a CFI, logged and endorsed. You may not act as PIC unless you have done one in the previous 24 calendar months (14 CFR 61.56). A checkride for a new certificate or rating counts.

– What do you need to carry passengers?

Three takeoffs and landings in the preceding 90 days, as sole manipulator of the controls, in the same category and class (14 CFR 61.57(a)).

– What do you need to carry passengers at night?

Three takeoffs and three landings to a full stop in the preceding 90 days, during the period from 1 hour after sunset to 1 hour before sunrise, in the same category and class (14 CFR 61.57(b)).

– Can you share the cost of a flight with a passenger?

Yes, but you must pay at least your pro rata share of the fuel, oil, airport expenses and rental fees, and you must have a common purpose for the trip (14 CFR 61.113(c)). You may not fly for compensation or hire.

– Can you fly for a charity event or search and rescue?

Yes, within the limits of 14 CFR 61.113(d) and (e): charity flights under 91.146 rules, and search and location operations with only the expense rules applied.

– You moved. How soon must you tell the FAA?

Within 30 days, or you may not use your certificate after that (14 CFR 61.60).

– What endorsements would you need to fly a high-performance or complex airplane?

A one-time logbook endorsement for each: high-performance is more than 200 hp; complex has retractable gear, flaps and a controllable-pitch propeller (14 CFR 61.31). Our Cherokee needs neither.

– How long after drinking alcohol may you fly?

At least 8 hours "bottle to throttle", and with a blood alcohol concentration below 0.04, and not under the influence (14 CFR 91.17). Many pilots use 12 to 24 hours.

– Can you take a medication and still fly?

Not if you know or suspect a condition, or the medication, makes you unable to meet the medical standards (14 CFR 61.53). Check the FAA's guidance and ask an AME when in doubt.

AIRWORTHINESS REQUIREMENTS

Is this airplane legal to fly today, and how do you know?

– What documents must be in the airplane?

ARROW: Airworthiness certificate (displayed), Registration, Radio station license (only for international flights), Operating limitations (the POH/AFM, placards and markings), Weight and balance (14 CFR 91.203, 91.9).

– Which inspections must be current for VFR flight in our Cherokee?

Annual within 12 calendar months (91.409), transponder within 24 calendar months (91.413), ELT within 12 calendar months with an in-date battery (91.207), and all applicable ADs. A 100-hour is only required if the airplane carries people for hire or gives flight instruction for hire.

– Where do you find proof of those inspections?

In the airframe, engine and propeller logbooks, signed by the mechanic or inspector. You may not need to carry them, but you must be able to verify them.

– When must the ELT battery be replaced?

After 1 hour of cumulative use, or when 50 percent of its useful life (or charge, for rechargeable batteries) has expired (14 CFR 91.207).

– What is an Airworthiness Directive?

A legally enforceable FAA rule that corrects an unsafe condition in an aircraft, engine, propeller or appliance. Some are one-time, some recurring. Compliance is recorded in the logbooks (14 CFR Part 39).

– What instruments and equipment are required for day VFR?

Under 14 CFR 91.205(b): airspeed indicator, tachometer, oil pressure and oil temperature gauges, manifold pressure gauge (only for altitude engines), altimeter, fuel gauges, landing gear position indicator (retractables), anti-collision lights (aircraft certificated after March 11, 1996), magnetic compass, ELT, safety belts, and shoulder harnesses where required. Mnemonic: A TOMATO FLAMES.

– What is added for night VFR?

Position lights, approved anti-collision lights, a landing light if flying for hire, an adequate electrical energy source, and spare fuses if fuses are used (14 CFR 91.205(c)). Mnemonic: FLAPS.

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– The tail strobe is broken. Can you fly?

By day, possibly, under 91.213(d): if it is not required by the VFR-day type certificate, 91.205, the equipment list or an AD, it can be deactivated or removed and placarded "inoperative", and the pilot or a mechanic decides it is no hazard. At night, no: anti-collision lights are required (91.205(c)). Some pilots also keep strobes as a firm personal requirement.

– Walk through the 91.213(d) decision for any inoperative item.

Is it required by the VFR-day type certificate or the equipment list (KOEL)? By 91.205 or another rule for this flight? By an AD? If yes to any, do not fly. If no, deactivate or remove it, placard it "inoperative", and decide it is not a hazard. Log the maintenance.

– How could you fly an airplane that is not airworthy to a repair shop?

With a special flight permit (ferry permit) from the FAA (14 CFR 21.197).

– Who is responsible for keeping the airplane airworthy?

The owner or operator (14 CFR 91.403). The pilot in command decides whether it is airworthy for each flight (91.7).

– What preventive maintenance may a private pilot do?

The items in 14 CFR Part 43, Appendix A, on an airplane the pilot owns or operates, not used in air carrier service, with a logbook entry (43.3(g), 43.9). Examples: change oil, replace tires, service landing gear struts, replace bulbs.

WEATHER INFORMATION

Where the weather comes from, what it means, and when to say no.

– What types of weather briefing are there?

Standard (no prior briefing), abbreviated (update or specific items), and outlook (6 or more hours before departure). Use 1800wxbrief.com or 1-800-WX-BRIEF, or an approved provider.

– Decode: METAR KONZ 071555Z AUTO 30009G14KT 10SM OVC023 06/03 A3002

KONZ, 7th day at 1555Z, automated. Wind 300° true at 9 knots gusting 14. Visibility 10 miles. Overcast at 2,300 ft AGL (the ceiling). Temperature 6 °C, dew point 3 °C. Altimeter 30.02.

– What does a TAF cover?

An airport forecast for about a 5 statute mile radius, usually for 24 or 30 hours, issued four times a day. Change groups: FM (rapid change), TEMPO (temporary, under an hour at a time), PROB30/40, BECMG.

What replaced the text Area Forecast?

The Graphical Forecasts for Aviation (GFA) on aviationweather.gov.

What is the difference between an AIRMET and a SIGMET?

AIRMETs warn of weather hazardous mainly to light aircraft: Sierra (IFR, mountain obscuration), Tango (moderate turbulence, 30 kt surface winds, low-level wind shear), Zulu (moderate icing, freezing levels). SIGMETs cover hazards to all aircraft: severe icing, severe or extreme turbulence, dust storms, volcanic ash. Convective SIGMETs cover thunderstorms.

Why are PIREPs valuable?

They are the only real-time report of conditions aloft: cloud tops, icing, turbulence. Give them as well as read them.

What does it take to form a thunderstorm?

Moisture, unstable air and a lifting force. Stay at least 20 nm from a severe one.

When is carburetor ice most likely in our Cherokee?

In humid air from about 20 to 70 °F, especially at low power on descent or in the pattern. The first sign is a slow loss of RPM. Apply full carb heat; expect it to run rougher before it clears.

Where can you find the weather at KONZ before you leave home?

The AWOS on 119.675 or by phone, the METAR on aviationweather.gov, and the DTW and KTTF reports nearby. KONZ has no TAF; use DTW's.

What are your personal minimums?

Have real numbers ready: ceiling, visibility, wind, crosswind, night and fuel reserve. They should be well above the legal minimums. The examiner wants to see that you have set them and will keep them.

CROSS-COUNTRY PLANNING

How you plan a trip, from the route to the fuel.

What preflight information must you get before a cross-country?

All available information, including weather reports and forecasts, fuel requirements, alternatives if the flight can't be completed, known ATC delays, runway lengths, and takeoff and landing distance data (14 CFR 91.103). Mnemonic: NWKRAFT.

What is the VFR fuel requirement?

Enough to reach the first point of intended landing and then fly 30 minutes at normal cruise by day, 45 minutes at night (14 CFR 91.151).

How much fuel does our Cherokee hold, and what do you plan for burn?

48 gallons usable in two tanks. Plan 8.5 to 9 gallons per hour, so about 5 hours to empty. Plan to land with at least an hour left.

Walk the chain from true course to compass heading.

True course, plus or minus wind correction, gives true heading. Add west variation or subtract east (about 7° W here) to get magnetic heading. Apply deviation from the compass card to get compass heading.

What VFR cruising altitudes apply?

Above 3,000 ft AGL: magnetic course 0–179°, odd thousands plus 500; 180–359°, even thousands plus 500 (14 CFR 91.159).

Should you file a VFR flight plan?

It is not required, but it starts search and rescue if you don't close it within 30 minutes of your ETA. Open it after takeoff with Flight Service. Flight following is separate and does not replace it.

What do you do if you get lost?

Climb, communicate, confess, comply, conserve. Ask ATC or Flight Service for help. Squawk 7700 if it is an emergency.

What is a good way to plan a diversion in flight?

Turn toward the new destination first. Estimate the heading and distance on the chart, note the time, then refine groundspeed, ETE and fuel. Keep flying the airplane.

NATIONAL AIRSPACE SYSTEM

What each class needs, and what sits over and around KONZ.

What airspace is KONZ in?

Class G at the surface up to the Class E floor, with the Detroit Class B shelf above. Check the Detroit Terminal Area Chart for the exact floors overhead and nearby. It is also inside the 30 nm Mode C veil.

What do you need to enter Class B?

An explicit ATC clearance ("cleared into the Class Bravo"), a two-way radio, a Mode C transponder and ADS-B Out (14 CFR 91.131, 91.215, 91.225). A private pilot certificate, or a student with the right endorsements.

What do you need to enter Class C and D?

Two-way radio communication established before entering. ATC must reply with your call sign. Class C also requires a Mode C transponder and ADS-B Out (14 CFR 91.130, 91.129).

What are the VFR weather minimums in Class B, C and D, and in Class E below 10,000 MSL?

Class B: 3 sm, clear of clouds. Class C, D and E below 10,000: 3 sm, 500 below, 1,000 above, 2,000 horizontal (14 CFR 91.155).

What are the Class G minimums at 1,200 AGL or below?

Day: 1 sm, clear of clouds. Night: 3 sm, 500 below, 1,000 above, 2,000 horizontal (with a pattern exception of 1 sm and clear of clouds within ½ mile of the runway).

What is the Mode C veil?

The airspace within 30 nm of a Class B primary airport, from the surface to 10,000 MSL. A Mode C transponder and ADS-B Out are required (14 CFR 91.215, 91.225). KONZ is inside DTW's.

What speed limits apply near KONZ?

250 KIAS below 10,000 MSL, and 200 KIAS in the airspace under a Class B shelf or in a VFR corridor (14 CFR 91.117). The Cherokee will not reach either.

What is Special VFR?

An ATC clearance to operate in a surface area of Class B, C, D or E below 10,000 MSL with 1 sm flight visibility and clear of clouds. At night it needs an instrument rating and an IFR-equipped airplane (14 CFR 91.157).

Can you fly through a restricted area? A MOA?

A restricted area only with permission of the controlling agency when it is active. A MOA, yes, without a clearance, but use caution and check its status.

What do you need to cross into Canada from KONZ?

A flight plan, a transponder code, two-way radio, customs arrangements on both sides (eAPIS for the US), and the right documents for you and the airplane. Don't drift across the river by accident.

Where do you find TFRs?

In the NOTAMs and on the FAA's TFR list. Check them before every flight. Stadium and VIP TFRs are common near Detroit.

What are the minimum safe altitudes?

Anywhere: high enough for an emergency landing without undue hazard. Congested areas: 1,000 ft above the highest obstacle within 2,000 ft. Elsewhere: 500 ft above the surface, or 500 ft from any person, vessel, vehicle or structure over open water or sparse areas (14 CFR 91.119).

When is supplemental oxygen required?

For required crew above 12,500 ft cabin altitude up to 14,000 for more than 30 minutes; at all times above 14,000. Above 15,000, every occupant must be provided oxygen (14 CFR 91.211).

PERFORMANCE AND LIMITATIONS

Can the airplane do this flight today, with this load?

What is our Cherokee's maximum gross weight?

2,150 lb in the normal category, 1,950 lb in the utility category.

Two 190 lb adults and full fuel: are you under gross?

Work it with the airplane's current weight and balance. On the last recorded numbers (useful load 766 lb), full fuel is 300 lb, leaving 466 lb, so two 190 lb adults (380 lb) leave 86 lb for bags. Check the CG too.

What happens if the CG is too far aft?

The airplane is less stable, stall and spin recovery get harder or impossible, and it may pitch up. Too far forward: higher stall speed, more elevator needed to flare, longer takeoff.

What is density altitude and why does it matter?

Pressure altitude corrected for non-standard temperature. High, hot and humid air means a longer takeoff roll, a slower climb and less power from a normally aspirated engine like ours.

How do you find pressure altitude?

Set 29.92 in the Kollsman window and read the altimeter, or add (29.92 – altimeter setting) × 1,000 to field elevation.

What are our Cherokee's V-speeds?

From the 1975 Cruiser manual, in mph: Vso 55, Vs1 64, Vx 78, Vy 89, best glide 80, Vfe 115, Va 129 at gross, Vno 140, Vne 171.

Why is Va lower when the airplane is lighter?

A lighter airplane accelerates more with a gust or control input, so it reaches its load limit at a lower speed. Slow down more in turbulence when light.

What does a tailwind do to takeoff distance?

It lengthens it a lot. A common rule is about 10 percent longer for each 2 knots of tailwind. Use the POH charts, then add a margin.

What is ground effect?

Within about one wingspan of the ground, induced drag drops. The low-wing Cherokee floats a long way if it is fast in the flare. On takeoff you can lift off before you can climb out of it.

What is the load factor limit, and what does a 60° bank do?

+3.8 g in the normal category. A level 60° bank puts 2 g on the airplane and raises the stall speed about 41 percent.

OPERATION OF SYSTEMS

Our Cherokee, system by system.

Describe the engine.

A Lycoming O-320-E3D: four cylinders, horizontally opposed, air-cooled, carbureted, 150 hp at 2,700 RPM, driving a fixed-pitch propeller.

How does the ignition system work?

Two engine-driven magnetos, each firing one of two spark plugs in every cylinder. They need no electrical power. That is why the engine keeps running if the alternator or battery fails.

Describe the fuel system.

Two 25-gallon wing tanks (48 usable), a selector with LEFT, RIGHT and OFF (no BOTH), an engine-driven fuel pump, and an electric boost pump used for takeoff, landing and tank switches. A gascolator on the firewall is drained with the tank drains.

Why does the Cherokee have an electric fuel pump when a 172 doesn't?

The tanks are in the low wings, below the engine, so fuel can't flow by gravity. The engine-driven pump does the work; the electric pump backs it up.

What fuel does it use?

100LL avgas, which is dyed blue.

Describe the electrical system.

A 14-volt system with an engine-driven alternator and a battery, a master switch, and circuit breakers. An ammeter and annunciator light show alternator trouble.

– Which instruments run on vacuum, and which on the pitot-static system?

Vacuum (engine-driven pump): the attitude indicator and heading indicator. Pitot-static: the airspeed indicator, altimeter and vertical speed indicator. The turn coordinator is usually electric.

– The pitot tube ices over. What does the airspeed indicator do?

If the pitot tube is blocked but its drain hole is open, airspeed drops to zero. If both the pitot tube and drain are blocked, it acts like an altimeter: reading higher in a climb and lower in a descent.

– The static port is blocked. What happens?

The altimeter freezes, the VSI reads zero, and the airspeed indicator reads wrong in climbs and descents. Use the alternate static source if installed, or break the VSI glass as a last resort.

– How do the flaps work?

A manual lever between the seats with 10, 25 and 40 degree positions. Extend only below 115 mph (Vfe). Ease the lever down; it is spring-loaded up.

– What is a stabilator?

An all-moving horizontal tail that does the job of both the stabilizer and the elevator. An anti-servo tab moves the same way as the trailing edge to add feel and provide trim.

– How do you lean the mixture?

At 75 percent power or less, pull the mixture back until the engine runs rough, then enrich until smooth. Go rich before adding power and for landing.

HUMAN FACTORS

The pilot is part of the system.

– How do you check yourself before a flight?

IMSAFE: Illness, Medication, Stress, Alcohol, Fatigue, Emotion (some add Eating).

– How do you assess the risk of the whole flight?

PAVE: Pilot, Aircraft, enVironment, External pressures.

– Name the five hazardous attitudes and their antidotes.

Anti-authority ("Follow the rules"), impulsivity ("Not so fast, think first"), invulnerability ("It could happen to me"), macho ("Taking chances is foolish"), resignation ("I'm not helpless, I can make a difference").

What is hypoxia, and what are its types?

Not enough oxygen reaching the body. Hypoxic (altitude), hypemic (blood can't carry it, such as carbon monoxide), stagnant (poor circulation, such as high g) and histotoxic (cells can't use it, such as alcohol).

What do you do if you smell exhaust in the cabin?

Suspect carbon monoxide. Cabin heat off, fresh air vents open, land as soon as possible. A CO detector helps; the heater shroud wraps the exhaust.

What is spatial disorientation and how do you avoid it?

Your inner ear gives false signals without a visual horizon. Avoid clouds and dark nights over water or unlit terrain, and trust the instruments if you lose the horizon.

What is hyperventilation, and how do you treat it?

Breathing too fast, often from stress, which drops carbon dioxide. Slow your breathing, or talk out loud.

What is aeronautical decision-making?

A systematic way to choose the best action for the circumstances, such as DECIDE: Detect, Estimate, Choose, Identify, Do, Evaluate.

What is "get-there-itis"?

Pressure to complete a flight that makes a pilot ignore warning signs. Set your go/no-go limits on the ground and stick to them.

PREFLIGHT PROCEDURES

From the walkaround to the runway.

How many fuel sump points does our Cherokee have, and how do you drain the lines?

Three: each tank's quick drain and the gascolator. Drain the gascolator with the electric pump on and each tank selected in turn, to clear both lines.

What are you looking for in a fuel sample?

Blue 100LL, no water (it sinks to the bottom as clear bubbles), and no dirt or debris. Keep draining until it is clean.

What do you brief passengers on?

Seat belts and shoulder harnesses, how to use them, no smoking, the door and emergency exit, and what to do in an emergency (14 CFR 91.107 requires the belt briefing).

How do you position the controls when taxiing in wind?

Headwind from ahead: turn into the wind with the yoke neutral (or slightly back). Tailwind from behind: "dive away" from the wind, yoke forward and aileron down on the windward side. Our stabilator works the same way.

What are the run-up numbers for our Cherokee?

2,000 RPM. Each magneto may drop up to 175 RPM, with no more than 50 RPM difference between them. Vacuum about 5.0 in. Hg. Carb heat gives an RPM drop. Gauges in the green.

What do you check before takeoff that a 172 pilot might forget?

Fuel on the fullest tank, electric fuel pump ON, trim set, flaps set, and both door latches closed.

AIRPORT OPERATIONS

Non-towered fields, markings, signs and lights.

How do you arrive at KONZ?

Listen to the AWOS (119.675) about 10 miles out, call on CTAF 123.0, and enter on the 45° to midfield downwind at pattern altitude. Runway 22 is left traffic, Runway 4 right traffic. 17/35 is closed.

Runway 22 at KONZ has a displaced threshold. What may you do on that pavement?

Taxi and take off on it, and use it for landing rollout from the other direction, but not land on it. Touch down past the white threshold bar. The arrows mark the displaced part.

What does a rotating beacon of white and green mean?

A lighted civilian land airport. White-white-green is military; white-yellow is a water airport.

How do you turn on the runway lights at KONZ?

They are pilot-controlled on CTAF 123.0. Key the mic: the usual standard is 7 clicks in 5 seconds for high, 5 for medium, 3 for low. Confirm in the Chart Supplement.

What do the airport sign colors mean?

Red with white letters: mandatory (hold short, runway entrance). Black with yellow letters: you are here (location). Yellow with black letters: direction or destination. Black with white numbers: distance remaining on the runway.

What are the runway hold-short markings?

Two solid yellow lines and two dashed lines across the taxiway. Stop on the solid side. You may cross from the dashed side to exit.

How does a PAPI show you on glidepath?

Two white and two red lights. More white means high; more red means low. KONZ's PAPIs are reported inoperative, so check the NOTAMs.

How do you avoid wake turbulence behind a larger airplane?

Vortices sink and drift with the wind. Land beyond its touchdown point, take off before its rotation point, and stay at or above its flight path. Near KONZ, DTW arrivals can be below the Class B shelf floor.

Who has the right of way?

An aircraft in distress first. Then balloon, glider, airship, airplane, rotorcraft in that order of who gives way to whom. Head-on: both turn right. Converging: the aircraft on the right has the right of way. Landing aircraft have the right of way; the lower one when two are landing (14 CFR 91.113).

What does a flashing green light gun signal mean on the ground? In the air?

On the ground: cleared to taxi. In the air: return for landing (14 CFR 91.125).

What does a steady red light mean in the air?

Give way to other aircraft and continue circling.

EMERGENCY OPERATIONS

Fly the airplane first.

The engine quits in cruise. What do you do?

Pitch for 80 mph and trim. Pick a field. Fuel selector to the other tank, electric pump ON, mixture rich, carb heat ON, primer locked, mags left, right, both. Declare on 121.5 or the current frequency and squawk 7700. If it won't restart, secure the engine and land.

The engine quits just after takeoff, low. What do you do?

Lower the nose to glide speed at once and land more or less straight ahead, with small turns only. Don't try to turn back unless you have briefed and practiced it at altitude.

What causes most Cherokee engine stoppages?

Fuel: an empty or wrong tank, or carburetor ice.

– What are the transponder emergency codes?

7500 hijack, 7600 lost communications, 7700 emergency.

– Your radio fails near a towered airport. What do you do?

Squawk 7600, stay outside the airspace until you know the traffic flow, then enter the pattern and watch the tower for light gun signals. Rock the wings to acknowledge in the air (AIM 4-2-13, 6-4-2).

– The alternator fails. What happens, and what do you do?

The ammeter shows zero or a discharge and the ALT light comes on. The engine keeps running on the magnetos. Shed electrical load, try resetting the alternator per the POH, and land soon while the battery lasts.

– You smell burning insulation. What do you do?

Electrical fire: master OFF, vents open, cabin heat off, and land as soon as possible. Restore only what you need, one item at a time.

– The door pops open on takeoff. What do you do?

Fly the airplane. It is loud but not dangerous. Continue the climb, fly the pattern and land, then latch it.

– When must you report an accident or incident to the NTSB?

Immediately for an accident (death, serious injury or substantial damage) and certain listed incidents such as a flight control failure or an in-flight fire (49 CFR 830.5). A written report is due within 10 days after an accident (830.15).

NIGHT OPERATIONS

What changes after dark.

– When must the position lights be on?

From sunset to sunrise (14 CFR 91.209).

– What color are the position lights, and where?

Red on the left wingtip, green on the right, white on the tail. If you see red and green together, the other airplane is coming toward you.

– How long does it take your eyes to adapt to the dark?

About 30 minutes. Avoid bright lights before and during the flight, and use dim red or white cockpit light.

– How should you look for traffic at night?

Use off-center vision. The rods around the center of the eye see better in low light than the cones in the center, so look slightly to one side of an object.

– What is the black-hole approach illusion?

On approach over water or dark ground to a lit runway, with no lights in between, you feel too high and tend to fly too low. Fly a normal glidepath with the instruments and the visual cues you have.

– What is autokinesis?

A single light stared at in the dark appears to move. Keep your eyes moving.

– What would you carry for a night flight?

A flashlight with a red mode and spare batteries, charts that work in low light, and the airport lighting information. Check that all required lights work during preflight.

SCENARIO: PLAN A FLIGHT FROM KONZ TO KTTF

A short trip the examiner might hand you. Talk it through out loud.

1. **The flight:** you and one passenger, KONZ to Custer Airport (KTTF) in Monroe, about 15 nm southwest, on a Saturday afternoon.
2. **You:** certificate, medical and ID on you. Flight review within 24 calendar months. Three takeoffs and landings in the last 90 days to carry the passenger (61.57).
3. **The airplane:** ARROW documents on board. Annual, transponder and ELT current. No inoperative equipment, or handled under 91.213(d).
4. **Weather:** a standard briefing. METARs at KONZ and KTTF, the DTW TAF, winds aloft, AIRMETs, PIREPs. Check the crosswind for 4/22 at KONZ and 3/21 at KTTF against your limits.
5. **NOTAMs and TFRs:** for both fields and the route. Note KONZ's closed runway and inoperative PAPIs.
6. **Weight and balance:** two people, bags and fuel against the current numbers. Under 2,150 lb and inside the CG range.
7. **Performance:** takeoff and landing distances at today's density altitude, with a margin. Both runways are about 5,000 ft.
8. **Route and altitude:** southwest along the shoreline, staying under the Detroit Class B shelves and away from Fermi. Below 3,000 AGL, so no odd/even rule. Plan for the Class E and G weather minimums.
9. **Fuel:** a few gallons for the trip, plus the 30-minute day reserve (91.151) and your own bigger reserve.
10. **Radio:** AWOS 119.675 and CTAF 123.0 at KONZ; AWOS 119.075 and CTAF 122.7 at KTTF. Optional flight following with Detroit Approach on 134.3.
11. **Passenger brief:** belts, door, no distractions near the ground, what to do in an emergency.
12. **Go or no-go:** state the decision and why. Know your alternate if KTTF goes bad.

The Cross-Country Planning Aid has the full nav log and fuel math for this route.

DOCUMENTS AND REFERENCES TO BRING

Have these with you, organized so you can find things fast.

- Government photo ID, student pilot certificate and medical (or BasicMed documents).
- Your logbook with all required endorsements, including the endorsement for the practical test and the knowledge test results.
- The completed FAA Form 8710-1 application in IACRA.
- The airplane's logbooks, with the inspections and ADs flagged.
- The POH, the airplane's current weight and balance, and its checklist.
- Current sectional and Detroit Terminal Area Chart, and the Chart Supplement.
- Your completed nav log, weather briefing and weight and balance for the planned trip.
- A current FAR/AIM, plotter, E6B or flight computer, and a pencil.
- The examiner's fee, if paid on the day.

SOURCES

- FAA Private Pilot – Airplane Airman Certification Standards (FAA-S-ACS-6C).
- Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25) and Airplane Flying Handbook (FAA-H-8083-3).
- Aeronautical Information Manual.
- 14 CFR Parts 39, 43, 61 and 91, and 49 CFR Part 830.
- Piper PA-28-140 Cherokee Cruiser Pilot's Operating Manual 761 555 for the airplane numbers.
- Rules and the ACS change. Verify every answer against the current ACS, regulations and your airplane's POH before the checkride.

Training aid only, not flight instruction. The POH in the airplane and its placards win: check every number against them, and fly with your CFI.