



Update to Sport Pilot Test

Sport Pilot Test Prep

November 2011

ASA-TP-SPORT

With the following changes, ASA's *Sport Pilot Test Prep* provides complete preparation for the FAA Sport Pilot Knowledge Exams.

About the Test Changes

The FAA exams are “closed tests” which means the exact database of questions is not available to the public. The question and answer choices in this book provide the largest sampling of representative FAA questions available and they are derived from history and experience with the FAA testing process. You might see similar although not exactly the same questions on your official FAA exam. Answer stems may be rearranged from the A, B, C order you see in this book. Therefore, be careful to fully understand the intent of each question and corresponding answer while studying, rather than memorize the A, B, C answer. You may be asked a question that has unfamiliar wording; studying and understanding the information in this book and the associated reference documents will give you the tools to answer all types of questions with confidence.

We invite your feedback. After you take your official FAA exam, let us know how you did. Were you prepared? Did the ASA products meet your needs and exceed your expectations? We want to continue to improve these products to ensure applicants are prepared, and become safe aviators. Send feedback to: cfi@asa2fly.com

The next FAA test change is expected in June 2012.

| Page Number | Question Number | Correct Answer | Explanation |
|-------------|------------------|----------------|--|
| xiii | Test-Taking Tips | | <p><i>Item #14 is added to read:</i></p> <p>Your test will be graded immediately upon completion and your score will display on the computer screen. You will be allowed 10 minutes to review any questions you missed. You will see the question only; you will not see the answer choices or your selected response. This allows you to review the missed areas with an instructor prior to taking the Practical exam.</p> |
| 1-12 | Chapter Text | | <p><i>Fourth paragraph is changed to read:</i></p> <p>Over other than congested areas—An altitude of 500 feet above the surface must be maintained, except over open water or sparsely populated areas. In that case, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle or structure. A powered parachute or weight-shift control can be operated at less than this minimum.</p> |
| 1-22 | Chapter Text | | <p><i>Fifth paragraph is changed to read:</i></p> <p>Notices to Airmen (NOTAMs) provide the most current information available. They provide time-critical information on airports and changes that affect the national airspace system and are of concern to instrument flight rule (IFR) operations. NOTAM information is classified into four categories: NOTAM (D) or distant, Flight Data Center (FDC) NOTAMs, pointer NOTAMs, and military NOTAMs.</p> <p>NOTAM-Ds are attached to hourly weather reports and are available at flight service stations (AFSS/FSS). FDC NOTAMs are issued by the National Flight Data Center and contain regulatory information, such as temporary flight restrictions or amendments to instrument approach procedures.</p> <p>Pointer NOTAMs highlight or point out another NOTAM, such as an FDC or NOTAM (D). This type of NOTAM will assist pilots in cross-referencing important information that may not be found under an airport or NAVAID identifier. Military NOTAMs pertain to U.S. Air Force, Army, Marine, and Navy NAVAIDs/airports that are part of the NAS.</p> <p>NOTAM-Ds and FDC NOTAMs are contained in the Notices to Airmen publication, which is issued every 28 days. Prior to any flight, pilots should check for any NOTAMs that could affect their intended flight.</p> |

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|-------------|-----------------|----------------|---|
| 1-24 | 2122 | [A] | <p><i>The question and explanation are changed to read:</i></p> <p>ALL</p> <p>2122. NOTAM-Ds are maintained at each Flight Service Station (FSS) for facilities in their area only. NOTAM-D information for other FSS areas must be specifically requested from the FSS</p> <p>A—that has responsibility for the airport concerned. B—with which the pilot communicates. C—where the flight plan is filed.</p> <p>NOTAM-Ds include items of a local nature, such as taxiway closures or construction near a runway. These NOTAMs are maintained by the FSS nearest the affected airport. NOTAM-Ds must be requested from the FSS for which the NOTAM was issued. (PLT323) — FAA-H-8083-25</p> |
| 2-6 | 2369 | [C] | <p><i>A new question is added to read:</i></p> <p>ALL</p> <p>2369. Moisture is added to air by</p> <p>A—sublimation and condensation. B—evaporation and condensation. C—evaporation and sublimation.</p> <p>Evaporation is the changing of liquid water to invisible water vapor. Sublimation is the changing of ice directly to water vapor. (PLT512) — AC 00-6A</p> <p>Answers (A) and (B) are incorrect because condensation removes moisture from the air.</p> |
| 2-15 | 2368 | [B] | <p><i>A new question is added to read:</i></p> <p>ALL</p> <p>2368. When may hazardous wind shear be expected?</p> <p>A—When stable air crosses a mountain barrier where it tends to flow in layers forming lenticular clouds. B—In areas of low-level temperature inversion, frontal zones, and clear air turbulence. C—Following frontal passage when stratocumulus clouds form indicating mechanical mixing.</p> <p>Hazardous wind shear can occur near the ground with either thunderstorms or a strong temperature inversion. (PLT518) — AC 00-6A</p> <p>Answer (A) is incorrect because turbulence can be expected when stable air crosses a mountain barrier. Answer (C) is incorrect because turbulence can be expected following frontal passage when stratocumulus clouds form, indicating mechanical mixing.</p> |
| 2-19 | 2365 | [A] | <p><i>A new question is added to read:</i></p> <p>ALL</p> <p>2365. The position of fronts and pressure systems (as of chart time) is best determined by referring to a</p> <p>A—Surface Analysis Chart. B—Radar Summary Chart. C—Weather Depiction Chart.</p> <p>The position of fronts and pressure systems is shown on a Surface Analysis Weather Chart by the use of broken lines to represent the fronts. A space between the warm or cold pips indicates frontogenesis—the front is building up. A dash between the warm or cold pips indicates frontolysis—the front is dissipating. (PLT071) — AC 00-45</p> |
| 2-21 | 2154 | [C] | <p><i>Explanation is changed to read:</i></p> <p>You should request a standard briefing any time you are planning a flight and you have not received a previous briefing. (PLT514) — AC 00-45</p> |

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| 2-21 | 2363 | [C] | <p><i>A new question is added to read:</i></p> <p>ALL</p> <p>2363. Which type of weather briefing should a pilot request to supplement mass disseminated data?</p> <p>A—An outlook briefing. B—A supplemental briefing. C—An abbreviated briefing.</p> <p>Request an abbreviated briefing when you need information to supplement mass disseminated data, update a previous briefing, or when you need only one or two specific items. (PLT514) — AC 00-45</p> |
| 4-5 | 2370 | [A] | <p><i>A new question is added to read:</i></p> <p>ALL</p> <p>2365. The term “angle of attack” is defined as the angle</p> <p>A—between the wing chord line and the relative wind. B—between the airplane’s climb angle and the horizon. C—formed by the longitudinal axis of the airplane and the chord line of the wing.</p> <p>The angle of attack is the acute angle between the relative wind and the chord line of the wing. (PLT168) — FAA-H-8083-25</p> <p>Answer (B) is incorrect because there is no specific aviation term for this. Answer (C) is incorrect because this is the definition of the angle of incidence.</p> |
| 4-5 | 2366 | [C] | <p><i>A new question is added to read:</i></p> <p>AIR, GLI, WSC, PPC</p> <p>2366. The angle of attack at which an airplane wing stalls will</p> <p>A—increase if the CG is moved forward. B—change with an increase in gross weight. C—remain the same regardless of gross weight.</p> <p>When the angle of attack is increased to between 18° and 20° (critical angle of attack) on most airfoils, the airstream can no longer follow the upper curvature of the wing because of the excessive change in direction. The airplane will stall if the critical angle of attack is exceeded. The indicated airspeed at which stall occurs will be determined by weight and load factor, but the stall angle of attack is the same. (PLT168) — FAA-H-8083-25</p> |
| 4-5 | 2371 | [C] | <p><i>A new question is added to read:</i></p> <p>ALL</p> <p>2371. (Refer to Figure 68.) The positive limit load factor is represented by the</p> <p>A—vertical dashed line from E to F. B—vertical solid line from D to G. C—horizontal dashed line from C to point E.</p> <p>C to E is the maximum positive load limit. In this case it is 3.8 Gs, which is appropriate for normal category airplanes. (PLT074) — FAA-H-8083-25</p> <p>Answer (A) is incorrect because the vertical dashed line from E to F is the never-exceed airspeed (V_{NE}). Answer (B) is incorrect because the vertical solid line from D to G is the high end for normal operations.</p> |
| 4-20 | 2351 | [B] | <p><i>The last sentence of the explanation is changed to read:</i></p> <p>These figures fall outside the permitted weight and CG.</p> |

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| 4-22 | 2364 | [B] | <p><i>A new question is added to read:</i> AIR, RTC, WSC, PPC 2364. Concerning the advantages of an aircraft generator or alternator, select the true statement. A—A generator always provides more electrical current than an alternator. B—An alternator provides more electrical power at lower engine RPM than a generator. C—A generator charges the battery during low engine RPM; therefore, the battery has less chance to become fully discharged, as often occurs with an alternator.</p> <p>One of the basic differences between a generator and an alternator used on an aircraft engine is the number of magnetic poles used to produce the electricity. Generators normally have 2 or 4 poles, while alternators have between 8 and 14 poles. Because of the greater number of poles, an alternator can provide more electrical power at a lower engine RPM than a generator. (PLT207) — FAA-H-8083-25</p> |
| 4-27 | 2347 | [A] | <p><i>The question is changed to read:</i> 2347. One of the functions of the wing's crossbar is to</p> |
| 4-35 | 2332 | [B] | <p><i>Answer stem C now reads:</i> C—in sequence to the same angle of incidence.</p> |
| 5-21 | 2367 | [B] | <p><i>A new question is added to read:</i> ALL 2367. (Refer to Figure 59.) The floor of the Class E airspace over the Jamestown airport is A—1,200 feet MSL. B—700 feet AGL. C—1,200 feet AGL.</p> <p>The magenta shading around Jamestown indicates the floor of the Class E airspace starts 700 feet above the surface. (PLT064) — Sectional Chart Answer (A) is incorrect because 1,200 feet AGL (not MSL) is indicated with blue shading. Answer (C) is incorrect because 1,200 feet AGL would require blue shading around the airport.</p> |
| 6-12 | 2004 | [A] | <p><i>In the explanation, "2182 kHz" is changed to "406 MHz."</i></p> |
| 7-18 | Chapter Text | | <p><i>Step 4 of the CX-2 procedures is changed to read:</i> 4. GS input 174 kts ground speed, and press ENT.</p> |

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