

Civil Aviation

Sample Examination

Recreational Pilot Permit and
Private Pilot Licence

Aeroplane

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FOREWORD

This sample examination has been developed by Transport Canada to assist candidates in preparing for the Recreational Pilot Permit or Private Pilot Licence written examinations.

The questions contained in the sample paper are selected to indicate the form and type of questions that may be encountered.

The Recreational Pilot Permit examination consisting of 80 questions and the Private Pilot Licence examination consisting of 100 questions are set out in much the same proportion and order as in this sample paper.

Candidates are referred to the Study and Reference Guide titled *Recreational Pilot Permit - Aeroplane* (TP 12467E) or, *Private Pilot Licence, including Helicopter to Aeroplane Pilot Licence - Aeroplane* (TP 12880E) which specifies the subject areas from which questions may be set.

ABBREVIATIONS

NOTE: The abbreviations and acronyms listed below may be used throughout this guide.

ADF	- automatic direction finding	SM	- statute mile(s)
AGL	- above ground level	SVFR	- special VFR flight
AME	- aircraft maintenance engineer		
ASL	- above sea level	TAF	- terminal aerodrome forecast
ATC	- Air Traffic Control	TAS	- true airspeed
ATS	- Air Traffic Services	TCA	- terminal control area
C	- Celsius	UTC	- co-ordinated universal time (Z)
CARs	- Canadian Aviation Regulations		
CAS	- calibrated airspeed	VFR	- visual flight rules
CDI	- course deviation indicator	VHF	- very high frequency
C of A	- Certificate of Airworthiness	VNC	- VFR Navigation Chart
		VOR	- VHF Omnidirectional Range
DF	- direction finding	VORTAC	- combination of VOR and TACAN
ELT	- emergency locator transmitter		
ETA	- estimated time of arrival		
GFA	- graphical area forecast		
gph	- gallons per hour		
IAS	- indicated airspeed		
IFR	- instrument flight rules		
in. Hg.	- inches of mercury		
kHz	- kilohertz		
kt.	- knot(s)		
lb.	- pound(s)		
M	- magnetic		
mb	- millibar(s)		
METAR	- aviation routine weather report		
MHz	- megahertz		
NM	- nautical mile(s)		
OAT	- outside air temperature		
OBS	- omnibearing selector		

1: AIR LAW

1. A Control Zone is
 - (1) the same as a Control Area.
 - (2) controlled airspace about an airport that extends upward, vertically from the surface to 3,000 feet AGL.
 - (3) always Class D Airspace.
 - (4) controlled airspace along airways above 2,200 feet ASL.

2. Would the regulations be violated, if a pilot voluntarily landed an aeroplane in bright moonlight at an aerodrome where the length of the landing area was indicated by a single row of white lights?
 - (1) There would be no violation, provided the lights were in the centre of the landing area.
 - (2) There would be no violation, provided the aeroplane was equipped with a functioning landing light.
 - (3) Yes, the CAR for aerodrome minimum lighting would have been violated.
 - (4) There would be no violation, provided air to ground communication was available.

3. No person shall fly an aeroplane in Canada unless
 - (1) it is registered.
 - (2) there is in force with respect to the aircraft a flight authority or permit.
 - (3) its nationality and registration marks are affixed to the aircraft in a proper manner, and are clear and visible.
 - (4) all of the above conditions are met.

4. No person shall, walk, drive or park a vehicle on any part of an uncontrolled aerodrome used for the movement of aircraft except in accordance with permission given by
 - (1) the operator of the aerodrome.
 - (2) a qualified representative of a commercial air service being operated from the aerodrome.
 - (3) a Federal Peace Officer.
 - (4) the aerodrome UNICOM operator.

5. No person shall fly or attempt to fly as a flight crew member of an aircraft if that person
 - (1) is less than 18 years of age.
 - (2) has consumed alcohol or drugs within the 72 hour period prior to take-off.
 - (3) is aware of being under any physical disability that might render that person unable to meet the requirements for the issue or renewal of their licence or permit.
 - (4) is over 60 years of age.

6. A person may conduct aerobatic manoeuvres in an aircraft
 - (1) only when no passengers are carried.
 - (2) over the suburban area of a city above 2,000 feet AGL.
 - (3) within Class F advisory airspace when visibility is 3 miles or greater.
 - (4) within Class C advisory airspace when the visibility is greater than 1 mile.

7. When two aircraft are converging at approximately the same altitude, the aircraft that has the other on its right shall give way excepting that
 - (1) aeroplanes shall give way to rotary wing aircraft.
 - (2) helicopters shall give way to aeroplanes.
 - (3) gliders shall give way to aeroplanes.
 - (4) power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons.

8. When two aircraft are approaching head-on or approximately so and there is danger of collision, each pilot shall
 - (1) alter heading to the right.
 - (2) alter heading to the left.
 - (3) avoid the other by changing altitude.
 - (4) turn on the anti-collision lights.

9. Except as provided by the CARs, unless taking off, landing or attempting to land, no person shall fly an aeroplane over a built-up area or over any open air assembly of persons unless the aeroplane is operated at an altitude from which, in the event of an emergency necessitating an immediate landing, it would be possible to land the aeroplane without creating a hazard to persons or property on the surface, and, in any case, at an altitude that is not lower than above the highest obstacle within a radius of from the aeroplane.
 - (1) 500 feet, 500 feet.
 - (2) 1,000 feet, 2,000 feet.
 - (3) 2,000 feet, 1,000 feet.
 - (4) 3,000 feet, 1 mile.

10. The amount of fuel and oil carried on board any aeroplane, except an ultra-light, at the commencement of any day VFR flight shall be sufficient, anticipated wind and other weather conditions having been considered, to fly
 - (1) from point of departure to destination at minimum cruising speed.
 - (2) to the destination, and thereafter for 45 minutes at normal cruising speed.
 - (3) to the destination, and thereafter for 30 minutes at normal cruising speed.
 - (4) to the destination, thence to a specified alternate, and thereafter for 45 minutes at normal cruising speed.

11. The ground signal given to an aircraft in flight which means "give way to other aircraft and continue circling" is
- (1) a steady red light.
 - (2) a series of green flashes.
 - (3) an intermittent white light.
 - (4) a succession of pyrotechnics showing red and green stars on bursting.
12. Any person holding a licence, permit or certificate issued under the authority of the CARs shall produce such document for inspection, upon demand by
- (1) an airport owner or operator.
 - (2) any pilot holding a senior licence.
 - (3) a peace officer, or immigration officer.
 - (4) a pilot holding a valid instructor rating.
13. If your Private Pilot Licence is endorsed for night flying you may carry passengers at night provided you have completed at least take-offs and landings by night in the same category and class of aircraft during the months immediately preceding the flight.
- (1) 2, 3.
 - (2) 3, 4.
 - (3) 5, 6.
 - (4) 10, 12.
14. An ATC clearance authorizing SVFR
- (1) relieves the pilot of the responsibility for avoiding weather conditions beyond the pilot's own flying capabilities.
 - (2) relieves the pilot of the responsibility of avoiding other aircraft.
 - (3) relieves the pilot of the responsibility of complying with the CARs.
 - (4) permits a pilot to fly in below VFR weather conditions without complying with the instrument flight rules.
15. An aircraft is in level cruising VFR flight above 3,000 feet AGL in Class E airspace. As the track is 315°, the aircraft shall be operated at an
- (1) even thousand foot altitude.
 - (2) odd thousand plus 500 foot altitude.
 - (3) odd thousand foot altitude.
 - (4) even thousand plus 500 foot altitude.

16. The minimum flight visibility for VFR flight in a Control Area is
- (1) 1 mile.
 - (2) 2 miles.
 - (3) 3 miles.
 - (4) 4 miles.
17. Pilots of aircraft are responsible for taking such action as is necessary to avoid a collision
- (1) unless flying in accordance with an ATC clearance.
 - (2) only when flying in VFR conditions.
 - (3) except when within visual range of the control tower.
 - (4) at all times.
18. When in VFR flight within an "Altimeter Setting Region", the altimeter should be set to
- (1) the current altimeter setting of the nearest station along the route of flight.
 - (2) 29.92 in. Hg. or 1013.2 mb.
 - (3) the station pressure of the nearest weather reporting station.
 - (4) the standard altimeter setting.
19. Runways at Canadian airports and aerodromes in the Southern Domestic Airspace are numbered to indicate, to the nearest even 10°, the runway bearing in degrees
- (1) true.
 - (2) magnetic.
 - (3) compass.
 - (4) grid.
20. Unless otherwise authorized, a pilot on a VFR flight operating within a Class C TCA must
- (1) request SVFR whenever the weather deteriorates below VFR limits.
 - (2) establish radio contact with the appropriate ATC unit only when transiting the associated Control Zone.
 - (3) receive a clearance from the appropriate ATC unit.
 - (4) contact Radar Service only when taking off or landing at the major airport concerned.

2: NAVIGATION

21. The east end of a runway oriented east and west is numbered
- (1) 090.
 - (2) 09.
 - (3) 270.
 - (4) 27.
22. If a heading of 250°M maintains your outbound track of 242°M, the required heading to maintain the reciprocal track back to your departure point would be
- (1) 078°M.
 - (2) 070°M.
 - (3) 062°M.
 - (4) 054°M.

NOTE: For Questions 23 to 40 inclusive, refer to appendix #1 CROSS-COUNTRY FLIGHT.

23. Refer to Appendix: CFS - Lindsay, Ont. (CNF4)

Select the correct statements regarding the aerodrome information.

- A. Circuits are right hand on runways 13 and 20.
 - B. Aircraft radio controlled aerodrome lighting is available.
 - C. There are PAPI lights on both runways 31 and 13.
 - D. Customs service is available.
 - E. The Control Zone extends for 7 NM.
 - F. There is an FSS at the aerodrome.
 - G. Aviation gasoline is available.
- (1) A, B, D, G.
 - (2) B, E, F.
 - (3) B, D, E, F.
 - (4) A, D, C.

24. Refer to VNC

The hypsometric tinting on the chart indicates that between the Lindsay airport and Gananoque airport the flight will be conducted over ground which is mostly between

- (1) sea level and 1,000 feet.
- (2) sea level and 1,500 feet.
- (3) 1,000 feet and 2,000 feet.
- (4) sea level and 2,000 feet.

29. Average fuel consumption 5.5 gph
 Total flight time 1 hour and 50 minutes

NOTE: Add 2.0 gal for taxi, take-off and climb at Oshawa.
 Add 2.0 gal for taxi, take-off and climb at Lindsay.

Using the above information, calculate the day VFR fuel requirements for a flight from Oshawa to Gananoque with a stop at Lindsay.

- (1) 18.1 gal.
 (2) 16.9 gal.
 (3) 14.1 gal.
 (4) 12.8 gal.
30. Given:
- Pressure altitude 5,500 feet
 Outside Air Temperature (OAT) + 15° C
 Indicated airspeed (IAS) 100 kt.
- Assuming indicated airspeed (IAS) is equal to calibrated airspeed (CAS), the true airspeed (TAS) would be closest to
- (1) 90 kt.
 (2) 94 kt.
 (3) 107 kt.
 (4) 110 kt.
31. Refer to VNC
- The highest obstacle within 5 NM either side of your track from Lindsay to Gananoque is
- (1) 1,600 feet ASL.
 (2) 1,449 feet ASL.
 (3) 1,275 feet ASL.
 (4) 1,246 feet AGL.
32. While on track abeam Peterborough you wish to obtain the latest weather for Kingston to get some indication of what conditions will be at Gananoque. What would be the most appropriate station and frequency to call for this information?
- (1) Peterborough UNICOM 122.8 MHz.
 (2) Toronto/Buttonville Radio 126.7 MHz.
 (3) Campbellford Radio 113.5 MHz.
 (4) Trenton Tower 128.7 MHz.

33. Your aircraft crosses the town of Bridgenorth (N44°23' W78°23') at 1810Z. At 1822Z your aircraft is over the town of Norwood (N44°23' W77°59'). Your ETA at Gananoque airport will be closest to

- (1) 1902Z.
- (2) 1908Z.
- (3) 1914Z.
- (4) 1920Z.

34. You note your position north of track over the town of Marlbank (N44°26' W77°05'). Using the opening and closing angles method, you would alter heading to the right

- (1) 2°.
- (2) 5°.
- (3) 8°.
- (4) 10°.

35. Refer to VNC

What class of airspace would you be flying through when your aircraft is at 5,500 ASL, over Marlbank (N44°26' W77°05')?

- (1) D.
- (2) E.
- (3) F.
- (4) G.

36. Refer to VNC

With the VOR receiver tuned to the Coehill VOR, when you are over the town of Marlbank (N44°26' W77°05') the CDI should be

- (1) centred with a FROM indication when the OBS is 123°.
- (2) centred with a FROM indication when the OBS is 303°.
- (3) deflected full left when the OBS is 123°.
- (4) deflected full right when the OBS is 303°.

37. Refer to VNC

Due to poor weather you decide to divert to Kingston (CYGK), but you become disoriented and lost. To help you find the airport, Kingston FSS could provide you with a

- (1) radar vector.
- (2) ADF steer.
- (3) DF steer.
- (4) VOR vector.

38. Where a VFR flight plan has been filed and no search and rescue time has been specified in the flight plan, the pilot-in-command shall report the arrival to the appropriate ATS unit not later than

- (1) 30 minutes after the last reported ETA.
- (2) 1 hour after the last reported ETA.
- (3) 12 hours after landing.
- (4) 24 hours after landing.

39. Refer to VNC

What class of airspace is CYR 503 located 3 NM east of the Kingston (CYGK) airport?

- (1) D.
- (2) E.
- (3) F.
- (4) G.

40. The reported ceiling is 1,000 feet broken and visibility is 4 miles. To remain VFR, an aircraft cleared to the circuit must join

- (1) at 500 feet below cloud base.
- (2) at 700 feet AGL.
- (3) in accordance with special VFR.
- (4) as high as possible without entering cloud.

3: METEOROLOGY

41. Relative humidity is the

- (1) amount of moisture present in the air.
- (2) weight of water present in the air.
- (3) amount of moisture present in the air compared to the amount the air could hold at that temperature and pressure.
- (4) temperature to which the air must be lowered to bring about saturation.

42. The cloud type usually associated with steady rain is

- (1) altostratus.
- (2) altocumulus.
- (3) stratocumulus.
- (4) nimbostratus.

43. Clouds form when moist warm air overruns cold air because the warm air

- (1) is cooled by the cold air underneath.
- (2) is cooled by the surrounding cold air aloft.
- (3) becomes unstable as a result of cooling from below.
- (4) cools as a result of expansion as it rises.

44. Advection fog forms when
- (1) moist air moves from a warm surface to a colder surface.
 - (2) the cold ground cools the air in contact with it at night.
 - (3) moist air is influenced by Orographic effect.
 - (4) moist cool air moves from a cold surface to a warm surface.
45. In the northern hemisphere, the winds blow
- (1) clockwise around a high and a low.
 - (2) counter-clockwise around a high and a low.
 - (3) clockwise around a high and counter-clockwise around a low.
 - (4) counter-clockwise around a high and clockwise around a low.
46. During a descent from 2,000 feet AGL to the surface, you will usually find that the wind
- (1) veers and increases.
 - (2) backs and increases.
 - (3) veers and decreases.
 - (4) backs and decreases.
47. An aircraft flying an approach into a strong head wind encounters a sudden tailwind near the ground. The wind shear hazard to be expected is a sudden
- (1) increase in groundspeed and increase in lift.
 - (2) decrease in groundspeed and loss of lift.
 - (3) increase in airspeed and increase in lift.
 - (4) decrease in airspeed and loss of lift.
48. The conditions required for the formation of thunderstorms are
- (1) moist air, high temperature, and an inversion.
 - (2) Stratus cloud, high humidity and a lifting force.
 - (3) unstable air, high humidity and a lifting force.
 - (4) a mixing of two different air masses.
49. A condition when the air temperature aloft is higher than that of the lower atmosphere is generally referred to as
- (1) a low pressure area.
 - (2) an inversion.
 - (3) a reverse temperature condition.
 - (4) an inverse convection condition.

50. Air masses which are being cooled from below are characterised by
- (1) strong winds, cumulus cloud and good visibility.
 - (2) uniform temperature and good visibility.
 - (3) continuous rain and freezing temperature.
 - (4) fog, poor visibility and layer cloud.
51. A front is a
- (1) narrow zone of fog between a cyclone and an anticyclone.
 - (2) line of thunderstorms.
 - (3) narrow transition zone between two air masses.
 - (4) mass of layer cloud which is very thick and which covers a wide area.
52. During the passage of a cold front
- (1) warm air is compressed as cold air rides over it.
 - (2) temperature rises owing to increased pressure.
 - (3) fog will always form from the interaction of warm and cold air.
 - (4) warm air is lifted as colder air pushes under it.
53. Radiation fog forms as a result of the
- (1) passage of cold air over a warm surface.
 - (2) air becoming moist as it moves over the sea.
 - (3) clouds becoming cold and heavy at night so that they settle to the ground.
 - (4) ground becoming cold at night and cooling the air in contact with it.
54. The following sequence of clouds is observed at an airport: cirrus, altostratus, nimbostratus. The observer should expect
- (1) the passage of a cold front.
 - (2) anticyclonic weather.
 - (3) the passage of a warm front.
 - (4) clearing skies and a decrease in temperature.
55. Cloud heights in Canadian Aerodrome Forecasts (TAF) are given in
- (1) feet AGL.
 - (2) feet ASL.
 - (3) metres AGL.
 - (4) metres ASL.

56. Given:

Pressure Altitude 4,500 feet
Temperature 20°C

The density altitude will be nearest to

- (1) 7,300 feet.
 - (2) 6,100 feet.
 - (3) 5,400 feet.
 - (4) 4,500 feet.
57. Failure to adjust the altimeter when flying from an area of low pressure to an area of higher pressure will result in the aircraft indicated altitude reading
- (1) higher than the actual altitude.
 - (2) lower than the actual altitude.
 - (3) the actual true altitude.
 - (4) the actual pressure altitude.
58. Refer to Appendix: WEATHER SYNOPSIS #100 (FD)
- The average wind applicable to a direct flight from Winnipeg (CYWG) to Brandon (CYBR) at 5,500 feet would be
- (1) 290°M at 30 kt.
 - (2) 290°T at 30 kt.
 - (3) 310°M at 31 kt.
 - (4) 310°T at 31 kt.
59. The forecast surface wind will be included in a GFA if it has a sustained speed of at least
- (1) 5 kt.
 - (2) 10 kt.
 - (3) 15 kt.
 - (4) 20 kt.
60. Refer to Appendix: WEATHER SYNOPSIS # 100 (GFA)
- The center of the low pressure system is between 1800Z and 0000Z.
- (1) stationary.
 - (2) moving south-easterly.
 - (3) moving north-westerly.
 - (4) moving easterly.

61. Refer to Appendix: WEATHER SYNOPSIS # 100 (GFA)
This forecast is valid for a period of and includes a IFR outlook.
- (1) 24 hours, 12 hour.
 - (2) 24 hours, 6 hour.
 - (3) 12 hours, 12 hour.
 - (4) 12 hours, 24 hour.
62. Refer to Appendix: WEATHER SYNOPSIS # 100 (TAF)
The cloud condition at Churchhill (CYYQ) is forecast to
- (1) remain clear.
 - (2) thicken and lower.
 - (3) remain scattered until 0900Z.
 - (4) become overcast at 200 feet.
63. Refer to Appendix: WEATHER SYNOPSIS # 100 (TAF)
The forecast visibility at Churchhill (CYYQ) between 1500Z and 2100Z is
- (1) 15 SM in wet snow.
 - (2) 15 NM in wet snow.
 - (3) greater than 6 NM.
 - (4) greater than 6 SM.
64. Refer to Appendix: WEATHER SYNOPSIS # 100 (TAF)
The Gillam (CYGX) aerodrome forecast covers a period of
- (1) 24 hours.
 - (2) 12 hours.
 - (3) 10 hours.
 - (4) 6 hour.
65. Refer to Appendix: WEATHER SYNOPSIS # 100 (TAF)
The Gillam (CYGX) 1800Z wind is forecast to be
- (1) 260°T at 10 kt.
 - (2) 260°M at 10 kt.
 - (3) variable at 3 kt.
 - (4) calm.

66. Refer to Appendix: WEATHER SYNOPSIS # 100 (METAR/TAF)

The 1500Z Portage La Prairie (CYPG) METAR indicates that the

- (1) visibility is greater than forecast.
- (2) ceiling is lower than forecast.
- (3) winds are lower than forecast.
- (4) ceiling is as forecast.

67. Refer to Appendix: WEATHER SYNOPSIS # 100 (METAR)

The ceiling at Brandon (CYBR) at 1500Z is

- (1) 200 feet.
- (2) 1,000 feet.
- (3) 2,000 feet.
- (4) 10,000 feet.

68. Refer to Appendix: WEATHER SYNOPSIS # 100 (METAR)

The 1500Z temperature/dewpoint spread at Portage La Prairie (CYPG) is

- (1) minus 20°C.
- (2) minus 24°C.
- (3) minus 15°C.
- (4) 4° C.

69. Refer to Appendix: WEATHER SYNOPSIS # 100 (METAR)

The altimeter setting at Winnipeg (CYWG) is

- (1) 30.43 in. Hg.
- (2) 30.43 mb.
- (3) 933.2 in. Hg.
- (4) 1332.0 mb.

70. A METAR describes the weather

- (1) expected at a station at a given time.
- (2) expected at a station over a twelve hour period.
- (3) observed at a station at the time of the report.
- (4) observed at a station during the previous day.

4: AERONAUTICS - GENERAL KNOWLEDGE

71. The primary reason for developing proficiency in "slow" flight is
- (1) because this speed range is used to achieve maximum range.
 - (2) because this speed range is used to achieve maximum endurance.
 - (3) because this speed range is used in flight under all conditions of reduced visibility.
 - (4) to recognize the symptoms indicating the approach of a stall.
72. The manoeuvring speed for an aeroplane is the maximum
- (1) speed at which the aeroplane can be safely operated in smooth air.
 - (2) speed at which full travel of the flight controls may be used without exceeding the design load factor.
 - (3) speed at which the aeroplane may be flown with the flaps lowered.
 - (4) safe speed at which the aeroplane should be operated.
73. The use of low octane fuel in a high compression engine may result in
- (1) too lean a mixture for best operation.
 - (2) carburettor icing.
 - (3) fouling of the spark plugs.
 - (4) detonation.
74. If ice has accumulated on an aerofoil in flight, the stalling speed will
- (1) remain unchanged.
 - (2) decrease in all flight conditions.
 - (3) increase in level flight only.
 - (4) increase in all flight conditions.
75. The indicated stalling speed of an aeroplane
- (1) is higher when flying downwind than upwind.
 - (2) increases with altitude.
 - (3) decreases with altitude.
 - (4) does not change with change of altitude.

76. The stalling speed of an aeroplane
- (1) is the same in a co-ordinated turn as in straight and level flight.
 - (2) is less in a co-ordinated turn than in straight and level flight.
 - (3) is greater in a co-ordinated turn than in straight and level flight.
 - (4) increases in climbing turns, decreases in gliding turns.
77. If one magneto should fail on an engine equipped with dual ignition
- (1) a slight loss of power would result.
 - (2) there would be no effect on the engine.
 - (3) the engine would stop.
 - (4) half of the cylinders would not fire.
78. The use of carburettor heat will
- (1) increase manifold pressure and enrich the mixture.
 - (2) increase manifold pressure and lean out the mixture.
 - (3) decrease manifold pressure and enrich the mixture.
 - (4) decrease manifold pressure and lean out the mixture.
79. Under which conditions would the most serious carburettor icing be expected? Outside air temperature range of and humidity.
- (1) -5°C to 15°C , high.
 - (2) 5°C to 27°C , low.
 - (3) -21°C to 0°C , low.
 - (4) -21°C to 0°C , high.
80. It is possible for carburettor icing to occur
- (1) in clear air with high relative humidity at above freezing temperatures.
 - (2) only when precipitation is present at freezing temperatures.
 - (3) only in cloud with high relative humidity.
 - (4) only when water droplets are in suspension in the air.
81. The use of carburettor heat while taxiing should be kept to a minimum because the heated air entering the induction system will
- (1) cause plug fouling.
 - (2) cause pre-ignition.
 - (3) cause overheating.
 - (4) not be filtered.
82. A sudden increase in RPM with the application of carburettor heat could be caused by
- (1) too rich a mixture.
 - (2) water in the fuel.
 - (3) a fouled spark plug.
 - (4) too lean a mixture.

83. Prolonged idling of an aircraft engine would most likely cause
- (1) detonation.
 - (2) backfiring in the induction system.
 - (3) fouled plugs.
 - (4) pre-ignition.
84. Ground effect will enable an aeroplane to become airborne below normal flying speed primarily due to
- (1) a decreased lift/drag ratio.
 - (2) a decrease in induced drag.
 - (3) an increase in downwash.
 - (4) an increase in wing tip vortices.
85. The correct height above sea level is indicated on a pressure altimeter set to 29.92 in. Hg. only when
- (1) the conditions of a Standard Atmosphere exist.
 - (2) a standard lapse rate exists.
 - (3) set to the local barometric pressure setting.
 - (4) the barometric pressure is 29.92 in. Hg.
86. The altimeter setting is 29.70 in. Hg. If the pilot inadvertently sets 30.70 in. Hg on the altimeter subscale, the altimeter will read
- (1) 1,000 feet high.
 - (2) 1,000 feet low.
 - (3) 100 feet high.
 - (4) 100 feet low.
87. A major early symptom of hypoxia (lack of sufficient oxygen) is
- (1) drowsiness.
 - (2) dizziness.
 - (3) euphoria (increased sense of well being).
 - (4) hyperventilation (overbreathing).
88. The tendency of the human eye to focus at a point three to five feet away, due to lack of stimulation, is called
- (1) retinitis.
 - (2) tunnel vision.
 - (3) empty-field myopia.
 - (4) far-sighted myopia.

89. The effects of one drink of alcohol at sea level will
- (1) increase with an increase in altitude.
 - (2) decrease with an increase in altitude.
 - (3) remain the same with an increase in altitude.
 - (4) remain constant to 6,000 feet ASL.
90. During an approach to land on an upsloping runway, the pilot may experience the illusion that the aeroplane is
- (1) higher than it actually is.
 - (2) lower than it actually is.
 - (3) closer in than it actually is.
 - (4) approaching faster than it actually is.
91. When turning from downwind to into-wind at low altitude, a pilot may experience an illusion of
- (1) slipping and decreasing airspeed.
 - (2) skidding and decreasing airspeed.
 - (3) slipping and increasing airspeed.
 - (4) skidding and increasing airspeed.
92. Wheelbarrowing on landing may result from a
- (1) low approach speed.
 - (2) shallow approach angle.
 - (3) high approach speed.
 - (4) strong cross-wind.
93. The upper limit of the white arc on an airspeed indicator is the maximum
- (1) normal operating speed.
 - (2) flap extension speed.
 - (3) manoeuvring speed.
 - (4) range speed.
94. Refer to Appendix: TURN CO-ORDINATOR (DIAGRAM #1)
- The turn co-ordinator indicates that the aeroplane is in a
- (1) slipping left turn.
 - (2) skidding left turn.
 - (3) slipping right turn.
 - (4) skidding right turn.

95. Deceleration errors in the magnetic compass would be most pronounced on headings of

- (1) North and South.
- (2) East and North.
- (3) East and West.
- (4) West and South.

96. Given:

Aerodrome elevation	4,600 feet ASL
Altimeter Setting	29.52 in. Hg.

The pressure altitude is

- (1) 5,000 feet.
- (2) 4,640 feet.
- (3) 4,600 feet.
- (4) 4,200 feet.

97. Refer to Appendix: CROSS-WIND GRAPH #2

For a take-off on runway 31 at Lindsay with the wind from 270°M at 20 kt., the aircraft would be subject to head wind and cross-wind components respectively of

- (1) 20 and 15 kt.
- (2) 15 and 13 kt.
- (3) 15 and 20 kt.
- (4) 13 and 15 kt.

98. Refer to Appendix: TAKE-OFF DISTANCE (Table #1)

Runway	level, dry grass
Aerodrome Pressure Altitude	4,000 feet
Temperature	20° C
Head wind component	9 kt.
Aeroplane weight	1600 lbs.

Using the above data, the total distance to clear a 50 foot obstacle is

- (1) 1,912 feet.
- (2) 2,063 feet.
- (3) 2,199 feet.
- (4) 2,444 feet.

99. Refer to Appendix: LOADING GRAPH #4
 CENTRE OF GRAVITY MOMENT ENVELOPE #6

<u>Load Details</u>	<u>Weight lb.</u>	<u>Moment 1000/lb-in.</u>
Basic empty weight (includes full oil/unusable fuel)	1,365	51.0
Usable fuel at take-off - 38 U.S. gal	—	—
Pilot & Front Passenger	360	—
Two rear seat passengers	282	—
Baggage	50	—

Using the above data the aeroplane

- (1) is within the weight limits for the utility category only.
 - (2) is within the weight limits but is not within the C of G limits.
 - (3) exceeds both the weight limits and the C of G limits.
 - (4) is within both the weight and the C of G limits.
100. Wake turbulence caused by a departing aeroplane is most severe immediately
- (1) following full power application.
 - (2) before rotation.
 - (3) following rotation.
 - (4) above its flight path.

APPENDIX

For

Sample Examination

Recreational Pilot Permit
and
Private Pilot Licence

Aeroplane

Third Edition
September 2000

APPENDIX 1

CROSS-COUNTRY FLIGHTChart:

This navigational exercise is based on the Toronto VFR Navigation Chart AIR 5000, 18th Edition dated March 2000 or Toronto VFR Navigation Chart AIR 1827, 16th Edition July 1998 labeled FOR EXAMINATION PURPOSES ONLY.

Flight Planning Details:

The cross-country is based on a day VFR flight from Oshawa Airport (CYOO) to Gananoque Airport (CNN8) via Lindsay Airport (CNF4).

Depart Oshawa Airport and set course overhead direct to Lindsay Airport at an altitude of 3,500 feet ASL with a planned stop at Lindsay. Depart Lindsay and set course overhead direct to Gananoque Airport at an altitude of 5,500 feet ASL.

<u>Identifier</u>	<u>Aerodrome Name</u>	<u>Geographical Co-ordinates</u>
CYOO	Oshawa	N43°55' W78°54'
CNF4	Lindsay	N44°22' W78°47'
CNN8	Gananoque	N44°24' W76°15'

**A list of Chart distributors are available from the*

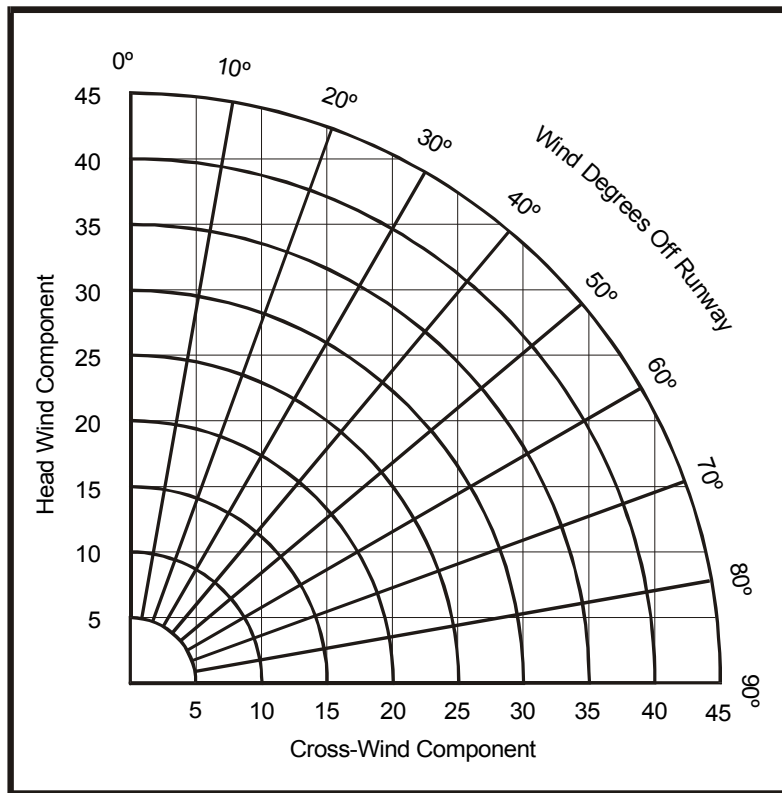
Canada Map Office

615 Booth Street, Ottawa, Ontario K1A 0E9
Telephone: 1-800-465-6277 or (613) 952-7000

Fax: 1-800-661-6277 or (613) 957-8861

<http://aero.mcan.gc.ca/>

CROSS-WIND GRAPH #2



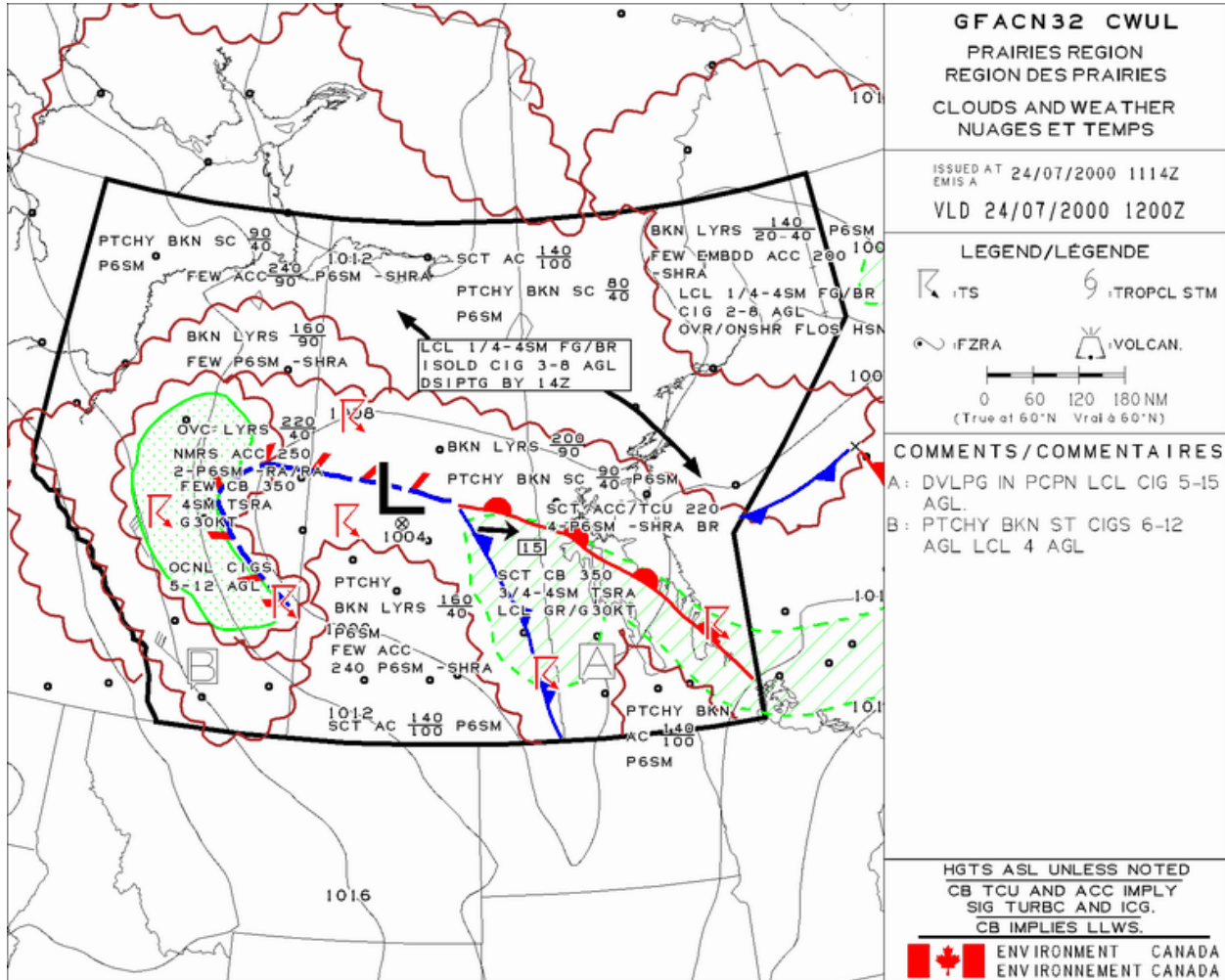
Appendix 0048

CFS - LINDSAY, Ont.

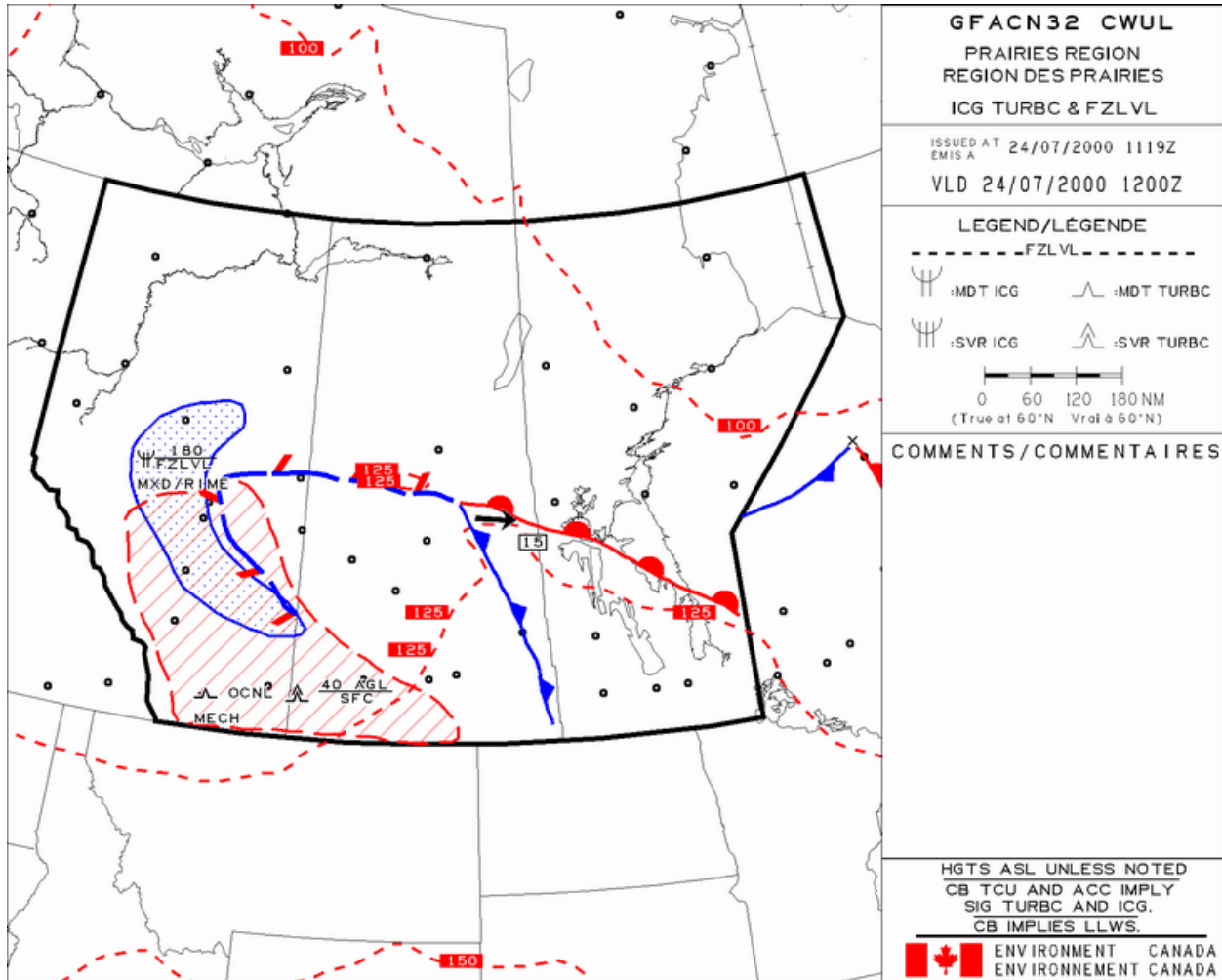
LINDSAY ON		CNF4	
REF	N44 21 53 W78 47 02 1.1WNW 11°W UTC-5(4) Elev 882' A5000 F-21 LO6 CAP		
OPR	Lindsay Airpark Ltd. 705-324-8921 Cert ltd hrs		
PF	B-1,2 C-3,4,5,6		
CUST	AOE-X 888-226-7277 14-22Z Mon-Fri exc hols		
FLT PLN	NOTAM FILE CYQA CXYZ		
FSS	W1 800-INFO FSS		
SERVICES	FUEL 80, 100LL, Nov-Apr 14-22Z†, May-Oct 13-23Z† OIL All S 3		
RWY DATA	Rwy 13/31 3500x75 asphalt Rwy 0220 2642x75 turf Thld 02 displ 360' RCR Opr No win maint rwy 02/20		
LIGHTING	13-(TE LO), 31-(TE LO) ARCAL-122.8 type J; rotating bcn inop after 0459Z (DT 0359Z).		
COMM	ATF unicom ltd hrs O/T t/c 122.8 5NM 3900 ASL ARR Toronto Centre 134.25 DEP Toronto Centre 134.25		
NAV	VOR/DME SIMCOE YSO 117.35 Ch 120(Y) N44 14 19 W79 10 18 (931') 076° 18.4NM to A/D		
PRO	Rgt hand circuits rws 13 & 20		

Appendix 0312

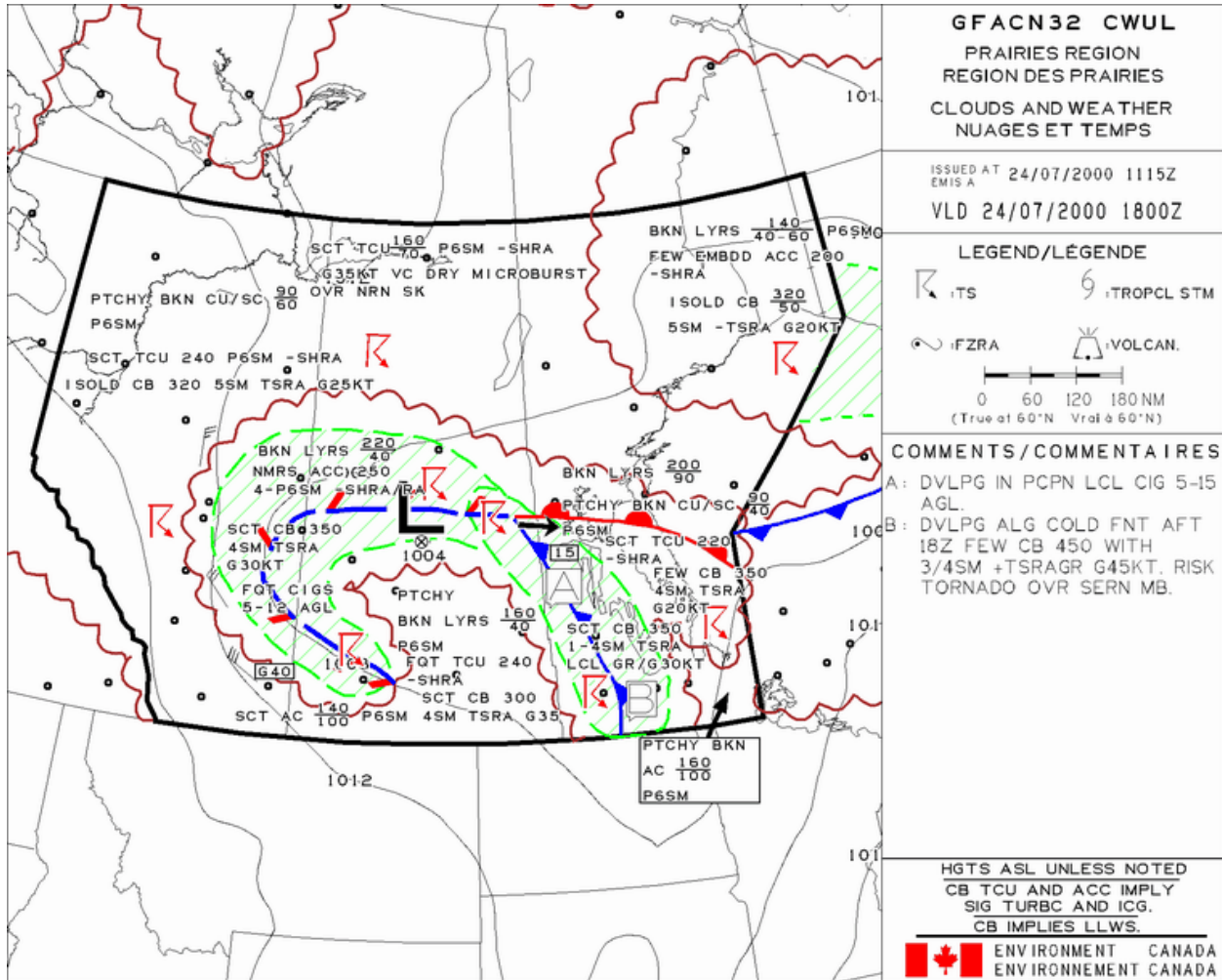
WEATHER SYNOPSIS #100 (Page 1 of 7)



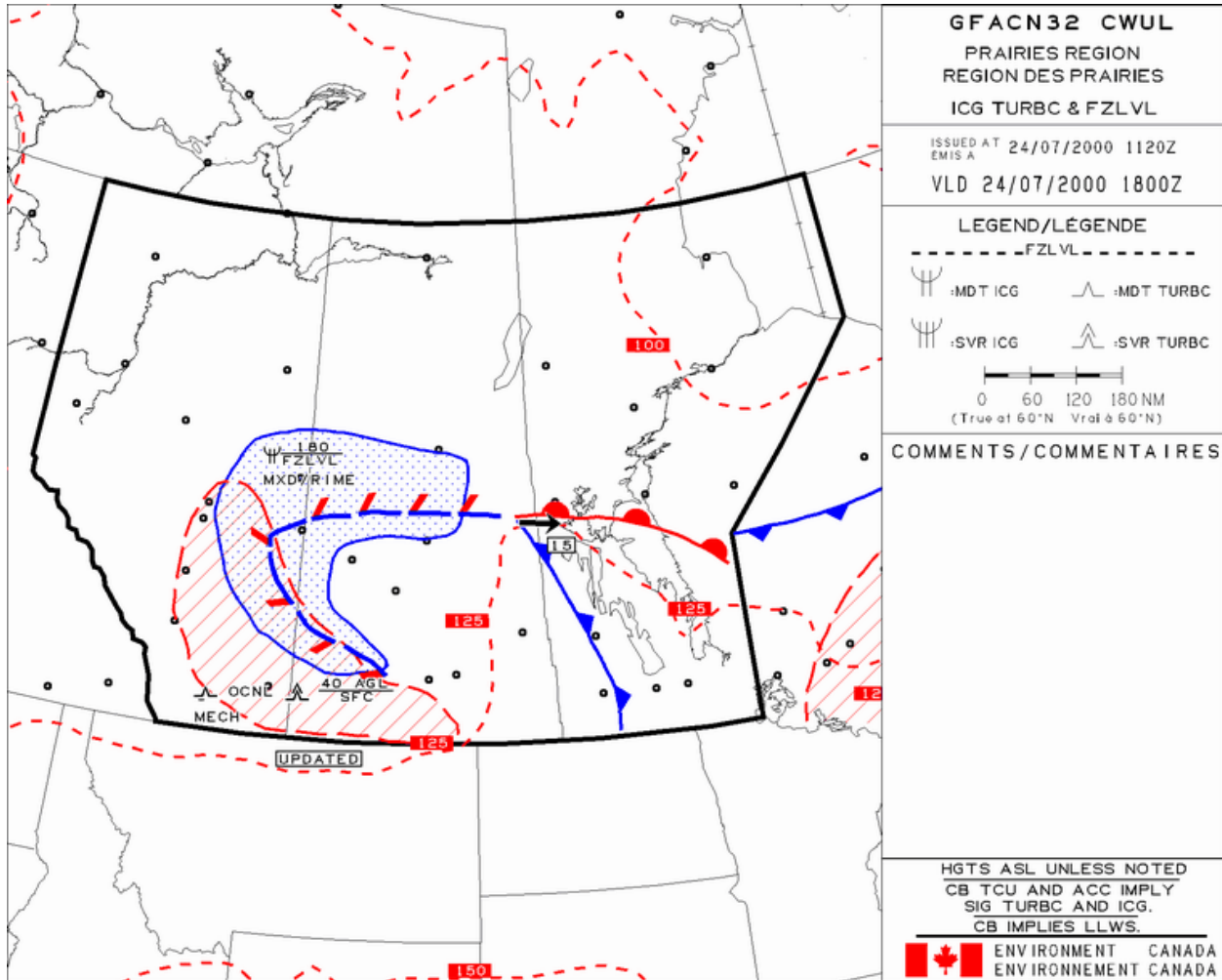
WEATHER SYNOPSIS #100 (Page 2 of 7)



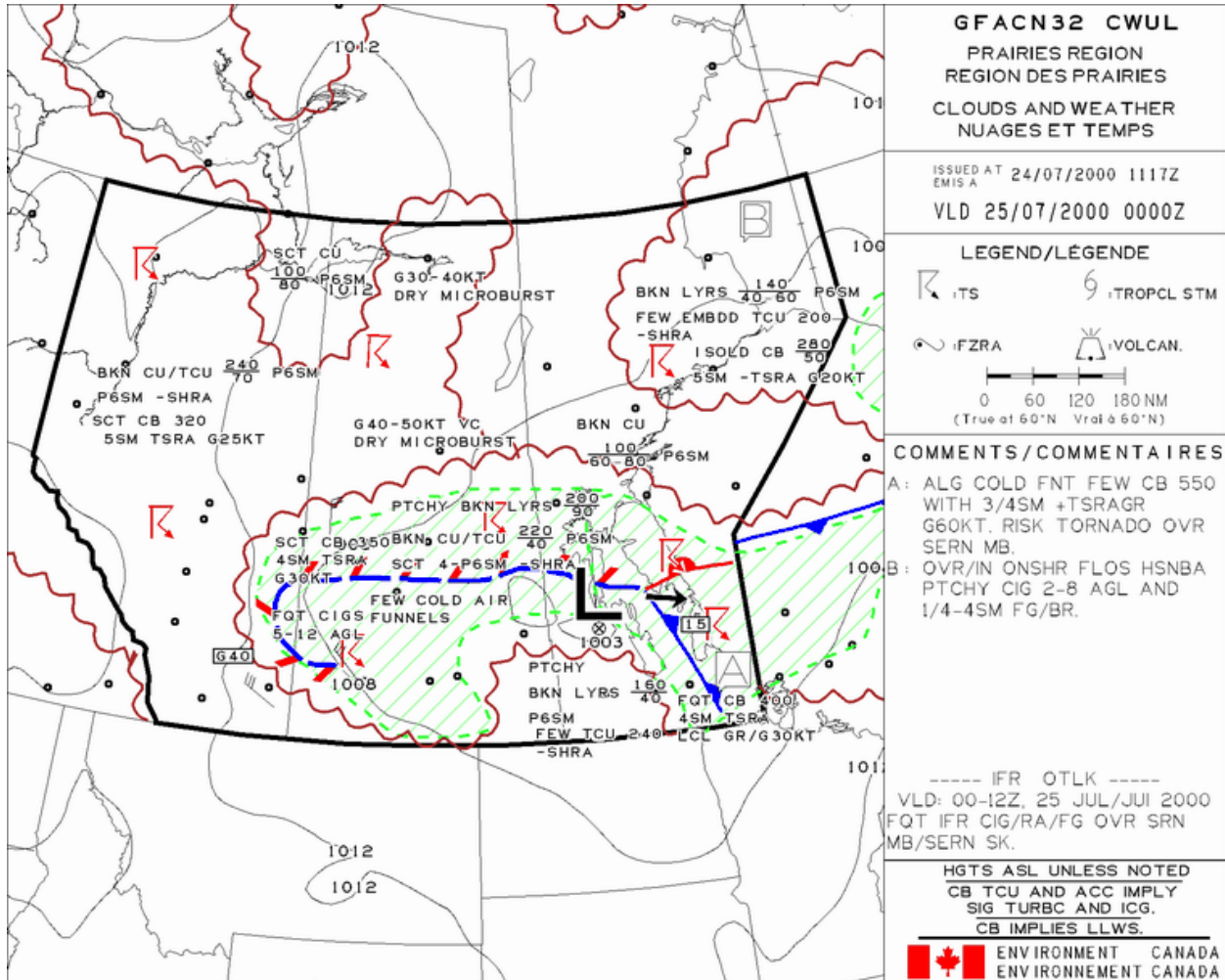
WEATHER SYNOPSIS #100 (Page 3 of 7)



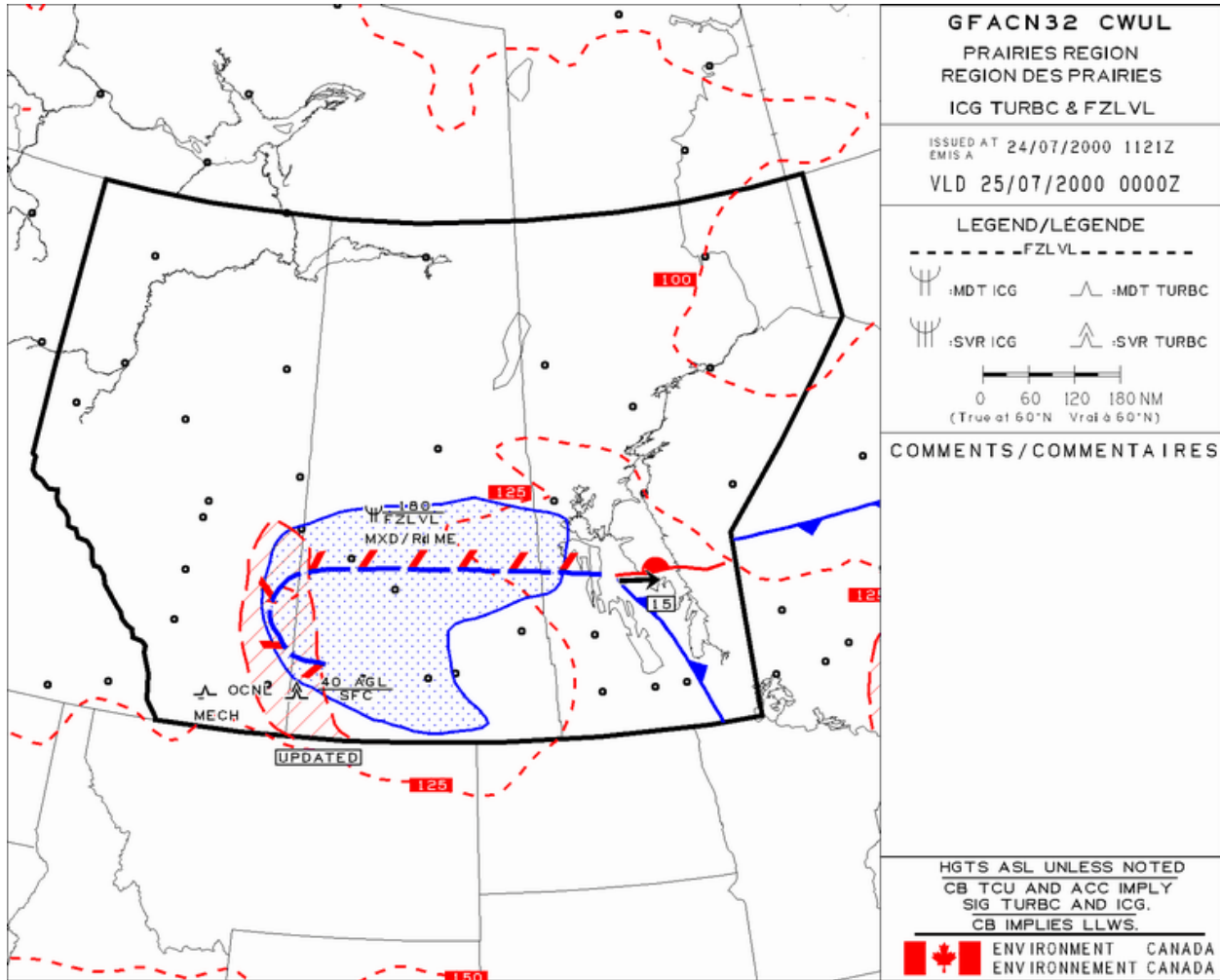
WEATHER SYNOPSIS #100 (Page 4 of 7)



WEATHER SYNOPSIS #100 (Page 5 of 7)



WEATHER SYNOPSIS #100 (Page 6 of 7)



WEATHER SYNOPSIS #100 (Page 7 of 7)

FTCN34 CWEG 071000

TAF CYBR 071030Z 071123 27010KT P6SM SCT020 RMK NXT FCST BY 17Z=

TAF CYPG 071245Z 071323 34015KT P6SM SCT010 SCT020 RMK NXT FCST BY 17Z=

TAF CYWG 071030Z 071111 36015KT P6SM SCT010 SCT020 FM1200Z 36015KT P6SM SCT020 BECMG 2300 27010KT RMK NXT FCST BY 17Z=

TAF CYGX 071245Z 071323 VRB03KT P6SM IC SKC FM1800Z 26010KT P6SM SCT100 SCT250 RMK NXT FCST BY 17Z=

TAF CYYQ 071030Z 071111 30010KT WS015/35030KT P6SM IC SCT250 FM2100Z 26010KT WS015/35030KT P6SM SCT030 SCT100 BKN250 FM0200Z 33015KT P6SM BKN030 BKN100 TEMPO 0209 3SM -SN FM0900Z 34020KT 3SM BLSN OVC020 TEMPO 0911 1SM -SN BLSN OVC020 RMK NXT FCST BY 17Z=

SACN31 CWA0 071500

METAR CYBR 071500Z 29012KT 15SM SCT020 BKN 100 M21/M25 A3043 RMK SLP351=

METAR CYPG 071500Z 34010KT 15SM FEW015 FEW250 M20/M24 A3045 RMK SC1CI1 SLP342=

METAR CYWG 071500Z 34008KT 15SM SKC M24/M28 A3043 RMK SLP332=

METAR CYGX 071500Z 26006KT 15SM SKC M29/M34 A3027 RMK SLP275=

METAR CYYQ 071500Z 25006KT 15SM IC FEW090 M30/M35 A3023 RMK AC1 SLP249=

FDCN CWA0 061920

ISSUED 1200Z 07 FEB 1995 FOR USE 6-17Z

	3000	6000	9000	12000	18000	24000
YWG	2825	2728-07	2932-10	2935-15	2939-26	2841-38
YBR	3030	3132-06	3133-10	3135-15	3041-28	2948-40
YYQ	3529	3428-13	3229-14	3130-19	3032-32	2733-42
YYL	3327	3435-10	3338-14	3337-19	3136-31	3038-44

STATION IDENTIFIERS

CYBR - Brandon

CYWG - Winnipeg

CYTH - Thompson

CYYL - Lynn Lake

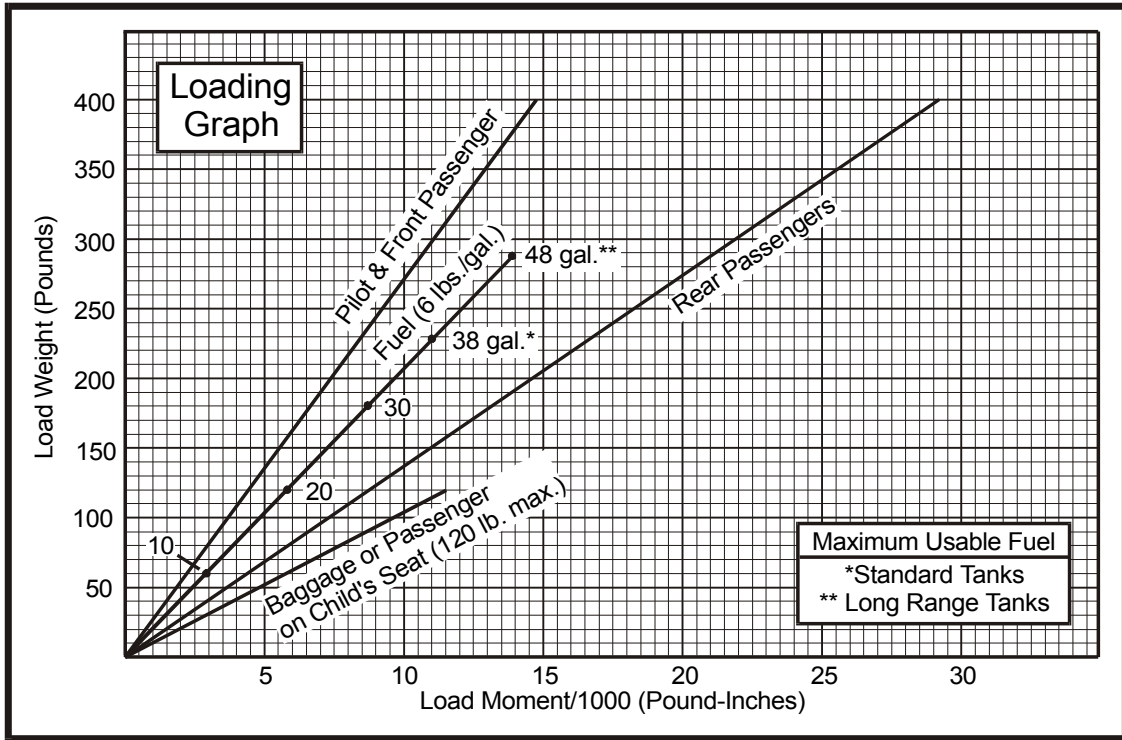
CYPG - Portage La Prairie

CYQD - The Pas

CYGX - Gillam

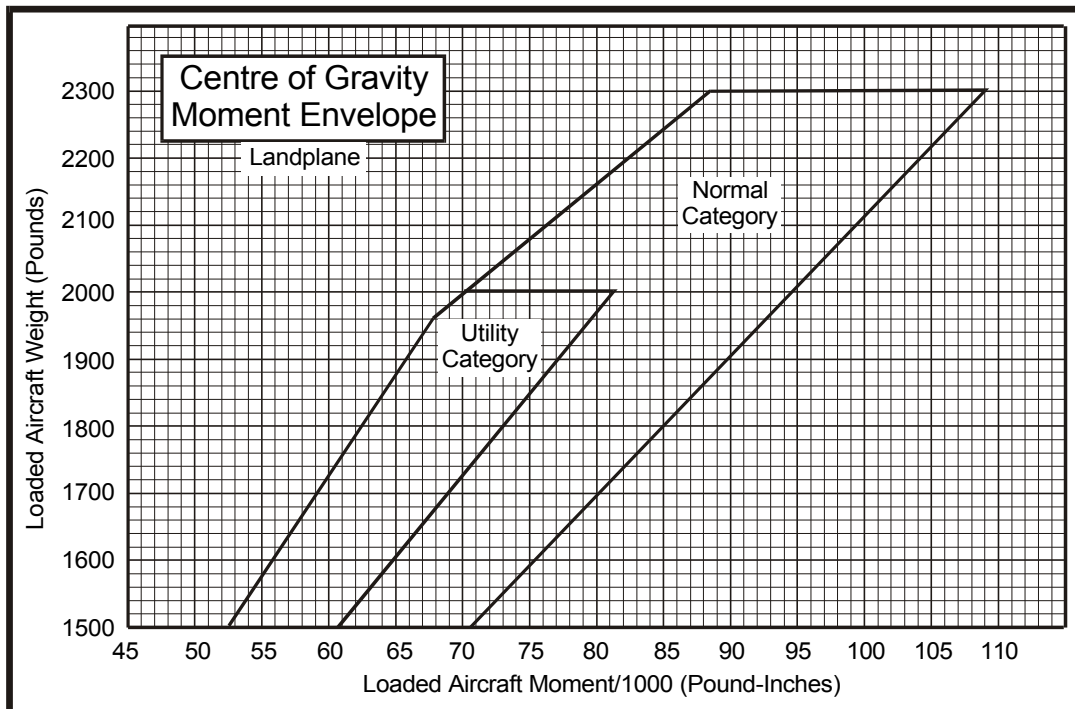
CYYQ - Churchill

LOADING GRAPH #4



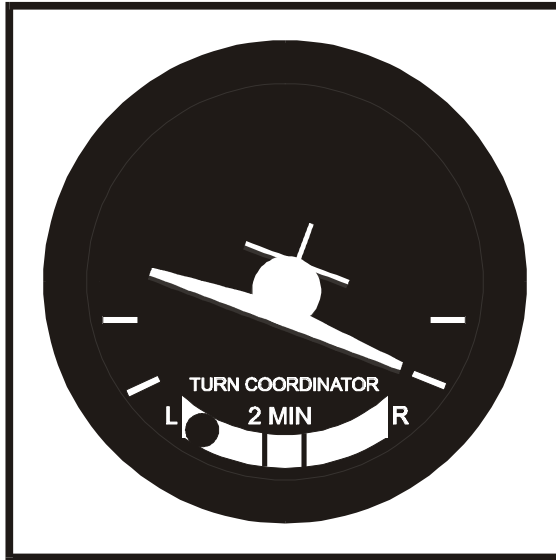
Appendix 0306

CENTRE OF GRAVITY MOMENT ENVELOPE #6



Appendix 0307

TURN COORDINATOR (Diagram #1)



Appendix 0038

TAKE-OFF DISTANCE (Table #1)

CONDITIONS:

- Zero Wind
- Paved, Level, Dry Runway
- Full Throttle Prior to Brake Release
- Flaps Up

NOTES:

1. Maximum performance technique as specified.
2. Prior to takeoff from fields above 5000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static runup.
3. Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
4. Where distance value has been deleted, climb performance after lift-off is less than 150 fpm at takeoff speed.
5. For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
1600	53	60	S.L.	655	1245	710	1335	765	1435	820	1540	880	1650
			1000	720	1365	775	1465	835	1575	900	1690	970	1815
			2000	790	1500	855	1615	920	1735	990	1865	1065	2005
			3000	870	1650	935	1780	1010	1915	1090	2065	1170	2225
			4000	955	1820	1030	1965	1115	2125	1200	2290	1290	2475
			5000	1050	2015	1140	2185	1230	2360	1325	2555	1430	2770
			6000	1160	2245	1255	2435	1360	2640	1465	2870	1580	3120
			7000	1285	2510	1390	2730	1505	2970	1625	3240	---	---
			8000	1420	2820	1540	3080	1670	3370	---	---	---	---

Appendix 0051

APPENDIX II

ANSWER KEY

1-(2)	26-(2)	51-(3)	76-(3)
2-(3)	27-(4)	52-(4)	77-(1)
3-(4)	28-(2)	53-(4)	78-(3)
4-(1)	29-(2)	54-(3)	79-(1)
5-(3)	30-(4)	55-(1)	80-(1)
6-(3)	31-(1)	56-(2)	81-(4)
7-(4)	32-(2)	57-(2)	82-(4)
8-(1)	33-(3)	58-(2)	83-(3)
9-(2)	34-(2)	59-(4)	84-(2)
10-(3)	35-(2)	60-(2)	85-(1)
11-(1)	36-(1)	61-(3)	86-(1)
12-(3)	37-(3)	62-(2)	87-(3)
13-(3)	38-(2)	63-(4)	88-(3)
14-(4)	39-(3)	64-(3)	89-(1)
15-(4)	40-(1)	65-(1)	90-(1)
16-(3)	41-(3)	66-(3)	91-(2)
17-(4)	42-(4)	67-(4)	92-(3)
18-(1)	43-(4)	68-(4)	93-(2)
19-(2)	44-(1)	69-(1)	94-(4)
20-(3)	45-(3)	70-(3)	95-(3)
21-(4)	46-(4)	71-(4)	96-(1)
22-(4)	47-(4)	72-(2)	97-(2)
23-(1)	48-(3)	73-(4)	98-(2)
24-(1)	49-(2)	74-(4)	99-(4)
25-(3)	50-(4)	75-(4)	100-(3)