



## PRE-SOLO WRITTEN TEST - HELICOPTER

- 1) (1) The second after you set the helicopter down, you feel vibrations that are getting stronger, you...
  - ...immediately close the throttle and pull the fuel shutoff valve.
  - ...immediately pick up in a hover, stabilize and try again with more caution.
  - ...do nothing, vibrations after set-down are normal.
  
- 2) (1) *True/False*. On every descent for landing apply carburetor heat (fuel boost if applicable).
  
- 3) (1) On your way back from the practice area to the airport, the low Voltage light comes on. After checking the alternator (on/off - no reaction) you realize that the alternator has failed, what are you going to do?
  - You land immediately.
  - You continue to fly to the airport without delay.
  - You land next to a road to give maintenance good access to the helicopter.
  
- 4) (1) Upon startup an inadvertent overspeed occurs. The engine needle has NOT reached 2,000 rpm. \_\_\_\_\_ maintenance action is required.
  
- 5) (5) Fill in the blanks:
  - Max. gross weight: \_\_\_\_\_
  - Max. cabin weight: \_\_\_\_\_
  - Max. weight in glove box: \_\_\_\_\_
  - Fuel type: \_\_\_\_\_
  - Min/Max. oil level: \_\_\_\_\_
  
- 6) (5) Light gun signals. Allot appropriate answers:
  - A) Flashing red light: \_\_\_\_\_
  - B) Steady red light: \_\_\_\_\_
  - C) Steady green light: \_\_\_\_\_
  - D) Flashing green light: \_\_\_\_\_
  - E) Alternating red/green light: \_\_\_\_\_
  - 1) *Continue circling, give way to other aircraft.*
  - 2) *Airport unsafe, do not land!*
  - 3) *Return for landing.*
  - 4) *Exercise extreme caution!*
  - 5) *Clear to land!*



- 7) (1) You are located on the Hangar 7 ramp (runway 24 is in use) and you request taxi clearance over to taxiway Charlie next to the tower; you hear the following clearance from Ground/Tower control: "...taxi on Juliet right on alpha to RWY 31, hold short, landing traffic" You...
- ...taxi as cleared and wait ON the Runway 31/ Alpha taxiway intersection for the traffic to land on Runway 24.
  - ...taxi as directed on Juliet and Alpha then you will hold short IN FRONT of Runway 31 and wait for additional clearances.
  - ...taxi as directed on Juliet and Alpha, than you cross Runway 31 and wait on the other side (still on Taxiway Alpha) until the traffic has landed and you receive further clearance.
- 8) (1) Before you (re-) enter class C airspace, you give the initial call to the controlling ATC facility (Allentown Approach e.g.). They reply: "Helicopter N152CC standby".
- You can proceed inbound, because ATC has established 2-way radio contact with you and will get back to you as soon as they have handled the other traffic.
  - You immediately enter a holding pattern, because they do not have you cleared to proceed.
  - You announce that you're a student pilot and request priority handling.
- 9) (1) You filed a Flight plan with a departure time of 15:00 zulu. What is the latest time this Flight plan must be opened/ activated?
- 15:59 zulu
  - 15:29 zulu
  - 16:29 zulu
- 10) (1) A fixed wing airplane is at your altitude converging from the left. Who has the right of way?
- Fixed wing always have the right of way over helicopter
  - The fastest.
  - You, because you are to his right.
- 11) (1) When the Ground control has cleared you "Helicopter 152CC cross Runway 06/24 to taxiway charly, no delay!" As you are a student pilot and you feel unsafe to expedite the instruction from the tower; you answer: "Helicopter 152CC \_\_\_\_\_".
- 12) (1) *True/ False.* You are in the traffic pattern, the tower asks you if you have the traffic at your 11 o'clock position in sight; as you can see the other aircraft, you reply to tower that you have traffic in sight. From now on YOU are responsible for separation with that traffic.



- 13) (1) After landing at an unfamiliar airport you request “progressive taxi instructions”. You’ll get:
- Special clearance to proceed straight to the ramp with or without using taxiways at an altitude less than 100 ft and an airspeed of min 50 knots.
  - Taxi instructions give you priority over other traffic.
  - Step by step instructions for each taxiway intersection.
- 14) (4) Squawk Codes: allot appropriate answers
- A) 7700 ----
  - B) 1200 ----
  - C) 7500 ----
  - D) 7600 ----
- 1) *VFR*  
2) *Emergency*  
3) *Radio Failure*  
4) *Hijacking*
- 15) (3) Conditions to get into Settling with power (Vortex ring state) are: \_\_\_\_\_ applied, airspeed \_\_\_\_\_ and vertical airspeed \_\_\_\_\_.
- 16) (1) As you approach for a normal landing, you suddenly feel vibrations. You’re most likely about to encounter:
- Loss of ETL.
  - Engine Failure.
  - Ground Resonance.
- 17) (1) When you pick up the helicopter, you should expect to apply...
- ...more left pedal to counter the torque effect.
  - ...more right pedal to counter the torque effect.
  - ...more left pedal to counter for translating tendency.
- 18) (1) Climbs and descents are usually performed at what airspeed?
- 50 kt.
  - 70 kt.
  - 60 kt.
- 19) (1) You are practicing a steep approach in the traffic pattern, when you realize that you are not going to make it safely. After terminating the approach and establishing a climb (Remember: “*Aviate, Navigate, Communicate*”) you tell tower control that you will...
- ...go home.
  - ...go ahead.
  - ...go around.



- 20) (1) Thunderstorms are dangerous when flying right through them. Strong turbulence may still be encountered up to...
- 5 sm away
  - 10 sm away
  - 20 sm away
- 21) (1) *True/ False.* Some thunderstorms do not have lightning.
- 22) (1) A cold front is about to cross eastern Pennsylvania from the NW to the SE. Right now it's located over center PA. Would you attempt to fly for a cross country to Somerville Airport, New Jersey (35 nm east of KABE) and back?
- Yes, because cold fronts are not hazardous.
  - Yes, because I have never seen a cold front moving that fast - I can make it.
  - No, because it is possible that bad weather could hinder my return trip.
- 23) (1) In a METAR report, the term "VRB" means:
- Variable Wind Direction
  - Variable Cloud Base
  - Variable Wind Speed
- 24) (1) A Terminal Aerodrome Forecast (TAF) is
- Issued every hour and gives you a good overview about the weather in the area
  - Issued four times daily and is an observation of the weather at that time.
  - Issued four times daily and is a forecast for the area, valid for 24 hours.

Student: \_\_\_\_\_

Datum: \_\_\_\_\_

Grade (37): \_\_\_\_\_

Instructor: \_\_\_\_\_