AManeuver 10 Normal Takeoff and Climb

If you are cleared to taxi into position and hold, what should you do?
When the tower clears you to taxi into position and hold, the tower expects you to taxi into position for takeoff on the runway and wait for takeoff clearance.

Maneuver 10 Normal Takeoff and Climb

What can you do to help counteract an increase in engine torque?

An increase in engine torque normally causes an airplane to yaw to the left. You can help counter this effect by adding right rudder.
Maneuver 10 Normal Takeoff and Climb

During the takeoff roll, where should you normally keep your right hand?

During the takeoff roll, you should leave your right hand on the throttle to keep it from sliding back. This also lets you close the throttle quickly if you need to abort the takeoff.
Maneuver 10 Normal Takeoff and Climb

During a normal takeoff, what should you do when you reach takeoff speed?
When you reach takeoff speed, you should lift the nosewheel slightly off the pavement. As you hold this attitude, the airplane will lift off the runway.
Maneuver 10 Normal Takeoff and Climb

Your engine fails at 300 feet AGL as you pass the departure end of your takeoff runway. What is your best course of action?
Your best course of action is to land straight ahead. In a typical single-engine training airplane, you would not make it back to the runway using a standard-rate turn. A steeper turn not only increases the rate of descent, but also increases the chances of entering a stall/spin.
Maneuver 11 Crosswind Takeoff and Climb

As speed increases during the takeoff roll, what happens to control surface effectiveness?
As speed increases during the takeoff roll, control surfaces become more effective due to greater airflow. Because the surfaces become more effective, smaller crosswind corrections are required to maintain directional control.
Maneuver 11 Crosswind Takeoff and Climb

How should the yoke be positioned during takeoff with a crosswind from the left?
Turning the yoke into the wind helps prevent the wind from lifting the upwind

wing of the airplane.
Maneuver 11 Crosswind Takeoff and Climb

At rotation during a crosswind takeoff, you should neutralize the rudder and ailerons to ensure runway alignment.
At the point of rotation, you should maintain aileron control into the wind with the rudder deflected downwind. This crosswind correction allows you to maintain runway alignment and helps prevent side loads on the landing gear.
Maneuver 11 Crosswind Takeoff and Climb

Select the true statement regarding crosswind takeoffs.
At airports with parallel runways, wake vortices from large aircraft may drift downwind over another runway. In addition, improper drift correction on climbout may result in conflict with traffic departing the downwind runway.
Maneuver 11 Crosswind Takeoff and Climb

The amount of crosswind in which you should attempt a takeoff primarily depends on your own personal limits.
Performing a crosswind takeoff safely depends on your ability. Your personal crosswind limit should be determined with instructor guidance.
Maneuver 12 Traffic Patterns

Although right-hand patterns are normally used at most airports, a left-hand pattern may be used to help aircraft avoid terrain, restricted airspace, or another runway.
A left-hand pattern is normally used since it provides you with a better view of the runway from the left seat. A right-hand pattern may be used if a left-hand pattern is prevented by factors such as restricted airspace, another runway, or terrain.
Maneuver 12 Traffic Patterns

What action should you take prior to landing at an airport which does not have an FSS, UNICOM operator, or operating control tower?
To avoid conflicting with other traffic in the pattern, you should stay above traffic pattern altitude when overflying an uncontrolled airport.
Maneuver 12 Traffic Patterns

Select the radio call that corresponds to the pattern entry shown in the illustration.
The airplane shown in the illustration is entering the pattern on a base leg for Runway 35 and will make a right turn from base to final.
Maneuver 12 Traffic Patterns

Traffic pattern altitude is normally how many feet AGL?
The Aeronautical Information Manual recommends a traffic pattern altitude of 1,000 feet AGL unless established otherwise.

Maneuver 12 Traffic Patterns

At what angle to the downwind should you normally enter the traffic pattern?
Advisory Circular 90-66 recommends that you enter the downwind leg of the traffic pattern at a 45 angle.
Maneuver 12 Traffic Patterns

Special traffic pattern procedures can be found in what publications?
You can find special traffic pattern procedures in the Airport/Facility Directory, Aeronautical Information Manual, FAR Part 93, and NOTAMs. FAR Part 61 deals with the certification of pilots and flight instructors. The Pilot's Operating Handbook contains information pertinent to a particular make and model of airplane.
Maneuver 12 Traffic Patterns

At approximately what distance from the airport should you contact the control tower to inform them of your intention to land?
According to the Aeronautical Information Manual, you should make your initial call to a control tower about 15 miles from the airport.
Maneuver 12 Traffic Patterns

You may need to delay your descent for landing if you have to extend your downwind leg to follow traffic.
If you extend your downwind leg to follow traffic, you will be flying further away from your intended point of landing. Unless you delay your descent in this situation, you normally will be low on final approach.
Maneuver 12 Traffic Patterns

Select the correct procedure for avoiding wake turbulence when landing behind a large airplane.
Since wingtip vortices tend to sink below the flight path of the generating airplane, you should stay above the airplane's flight path and land beyond its touchdown point.
Maneuver 13 Normal Approach and Landing

If your POH does not list an approach speed, at what airspeed should you fly on final approach?
In the absence of the manufacturer's recommended airspeed, a speed equal to 1.3VS0 should be used on final approach; that is, if VS0 is 60 knots, the speed should be 78 knots.
Maneuver 13 Normal Approach and Landing

If you are low at the key position, what corrective action should you take?
If you are low at the key position, you should add power. Do not raise the flaps. The sudden loss of lift might cause you to descend even more.
Maneuver 13 Normal Approach and Landing

How will the apparent shape of the runway change if your descent angle becomes shallower?
If your descent angle becomes shallower, the runway will look shorter and wider. If you are maintaining a constant descent angle, the apparent shape of the runway won't change. If your descent angle gets steeper, the runway will seem to be longer and narrower.
Maneuver 13 Normal Approach and Landing

At approximately what height above the runway should you begin the normal landing flare?
In a normal descent, you should begin the flare 10 to 20 feet above the runway to achieve a smooth and slow transition to landing.
Maneuver 13 Normal Approach and Landing

When executing a forward slip, how should you position the rudder?
In a forward slip, you position the rudder opposite the direction of the low wing. If the rudder is neutral or positioned in the same direction as the low wing, the airplane will turn toward the low wing.
Maneuver 13 Normal Approach and Landing

Normally, at what speed should you climb out after a go-around?

After establishing a positive rate of climb on a go-around, you should accelerate to, and climb out at, VY.
Maneuver 13 Normal Approach and Landing

Even if your airplane is not damaged after a bird strike, you should file a report.
To help control the bird strike problem, airport managers and wildlife biologists need to obtain as much information as possible. So, even if your airplane isn't damaged after a bird strike, you should file a report.
Maneuver 13 Normal Approach and Landing

Historically, during which phase of flight is an accident most likely to occur?
Historically, 24.1% of accidents occur during the landing phase of flight, 15.7% occur during cruise, and 13% occur while maneuvering.
Maneuver 14 Crosswind Approach and Landing

You are using aileron and rudder deflection to correct for a crosswind during landing. As the airplane slows down in the flare, you normally need to decrease control deflection to maintain runway centerline.
As the airplane slows down in the flare, the controls become less effective so you normally need more aileron and rudder deflection to stay on the runway centerline.
Maneuver 14 Crosswind Approach and Landing

In a left downwind with the wind from your left, your airplane will drift closer to the runway.
In a left downwind with the wind from your left, your airplane will drift farther away from the runway. As a result, you will need to establish a crab toward the runway to maintain the proper distance from the runway on downwind.
Maneuver 14 Crosswind Approach and Landing

You are on a left base in the traffic pattern setting up an approach to a runway which has a crosswind from the right. How much must you change course when turning from the base leg to final approach?
A right crosswind requires that you establish a right crab angle on final. Turning less than 90 you will be facing the plane into the wind, establishing the proper crab angle. Turning 90 from a left base will position you on final with no crab into the wind. Turning more than 90 will point the airplane downwind.
Maneuver 14 Crosswind Approach and Landing

During gusty and turbulent conditions, what advantage is gained by flying at a higher-than-normal approach speed?
Flying an approach at a higher-than-normal airspeed improves control surface effectiveness, providing greater controllability.
Maneuver 14 Crosswind Approach and Landing

If a crosswind is present, why is the wing-low method of landing preferable to the crab method of landing?
The wing-low method keeps the longitudinal axis of the airplane aligned with the runway. As a result, there is less likelihood of landing in a drift and imposing side loads on the landing gear at touchdown.