AVIT 221 BASIC ATTITUDE INSTRUMENT FLYING BLOCK 1 PRACTICE TEST (SAMPLE)

STUDY GUIDE

SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

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How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

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Questions

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1. The Special Flight Rules Area (SFRA) imposes what type of regulations?

A. Regulations that may differ from normal airspace

B. Regulations identical to normal airspace

C. Only applies to military aircraft

D. Requires all flights to be above 50,000 ft

2. ELT Checks are performed how often?

A. Checked every 12 months or half of battery used, or 1 hr continued use

B. Only during annual inspections

C. Every 24 months

D. On demand by the pilot

3. If the attitude indicator shows a bank with the wings level, what is the appropriate immediate action?

A. Ignore the discrepancy and maintain attitude.

B. Recenter the heading indicator.

C. Cross-check with other instruments and reestablish wings-level attitude.

D. Increase bank further to confirm AI.

4. Class D airspace requires which of the following to enter?

A. Surface to 4000 AGL; require IFR flight plan

B. Surface to 2500 AGL; need two-way radio communication to enter

C. Surface to 1000 AGL; no radio required

D. Surface to 2000 AGL; require two-way radio

5. What is the purpose of the slip/skid indicator in the instrument system?

A. To show whether the aircraft is in coordinated flight; the ball should be centered for coordinated flight.

B. To indicate bank angle.

C. To show vertical speed.

D. To indicate turn rate.

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6. Which color indicates a normal aircraft registration (white)?

A. Pink

B. Blue

C. White

D. Green

7. According to NASA, what percentage of errors leading to accidents begin in preflight?

A. 50%

B. 60%

C. 80%

D. 90%

8. How do you determine the approximate bank angle for a standard-rate turn at typical speeds?

A. It varies with airspeed; common values are around 15-20 degrees at light to moderate speeds, increasing with higher speeds

B. It is always 30 degrees

C. It is 45 degrees at cruise

D. It is 5 degrees at all speeds

9. Which item is a document used in preflight planning?

A. Passengers

B. Navaids

C. Weather

D. POH

10. What does SRM stand for in aviation training?

A. Single-Pilot Resource Management

B. Self-Resource Management

C. System Resource Management

D. Stimulus Resource Management

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Answers

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1. A
2. A
3. C
4. B
5. A
6. C
7. C
8. A
9. D
10. A

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Explanations

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1. The Special Flight Rules Area (SFRA) imposes what type of regulations?

A. Regulations that may differ from normal airspace

B. Regulations identical to normal airspace

C. Only applies to military aircraft

D. Requires all flights to be above 50,000 ft

SFRA rules are a special set of procedures that may differ from normal airspace. Within the SFRA, flights must follow requirements such as filing a flight plan (DVFR for VFR, IFR otherwise), maintaining two-way radio communication, and operating with a discrete transponder code that provides altitude reporting, all while staying in contact with ATC. These requirements show that the regulations are not identical to ordinary airspace; they're tailored to a specific area and purpose. The other options don't fit because the SFRA rules are not identical to normal airspace, they apply to both civil and military operations rather than only military, and they do not require all flights to be above 50,000 feet.

2. ELT Checks are performed how often?

A. Checked every 12 months or half of battery used, or 1 hr continued use

B. Only during annual inspections

C. Every 24 months

D. On demand by the pilot

ELT checks ensure the emergency locator transmitter will function when needed. They are performed at least every 12 calendar months, and sooner if the battery has been used for half of its rated life or after one hour of continuous use, whichever comes first. This arrangement keeps the unit reliable by monitoring battery health and limiting unnecessary wear from frequent testing. Other options don't fit because checks aren't only during annual inspections, 24 months is too long, and checks on demand by the pilot don't meet the maintenance requirement.

3. If the attitude indicator shows a bank with the wings level, what is the appropriate immediate action?

A. Ignore the discrepancy and maintain attitude.

B. Recenter the heading indicator.

C. Cross-check with other instruments and reestablish wings-level attitude.

D. Increase bank further to confirm AI.

In instrument flying, you must rely on more than one instrument because any single gauge can be faulty or off. If the attitude indicator shows a bank while the airplane is actually wings level, treat the AI as unreliable and verify your attitude with other references. The best immediate action is to cross-check with other instruments and reestablish wings-level attitude. Use the standby attitude indicator or turn coordinator (and the heading indicator or magnetic compass) to confirm the true attitude, then roll the airplane back to wings level and maintain that reference while you continue to monitor all instruments for consistency. This approach prevents following a potentially faulty AI into an incorrect bank or pitch. Ignoring the discrepancy risks a loss of control; simply recentering the heading indicator doesn't fix the angular attitude; increasing bank to test the AI could worsen the situation and doesn't address the instrument error.

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4. Class D airspace requires which of the following to enter?

A. Surface to 4000 AGL; require IFR flight plan

B. Surface to 2500 AGL; need two-way radio communication to enter

C. Surface to 1000 AGL; no radio required

D. Surface to 2000 AGL; require two-way radio

Class D airspace is a controlled area surrounding many local airports where ATC provides traffic advisory services. The key requirement to enter is establishing two-way radio communication with the controlling facility before you enter, and you must maintain that two-way communication while you're inside. The ceiling of Class D is from the surface up to 2,500 feet above the airport (often referred to as 2,500 ft above the airport). That makes the option stating surface to 2,500 ft and the need for two-way radio communication the correct one. The other choices either misstate the vertical extent or omit the radio communication requirement, or wrongly mention IFR flight plans.

5. What is the purpose of the slip/skid indicator in the instrument system?

A. To show whether the aircraft is in coordinated flight; the ball should be centered for coordinated flight.

B. To indicate bank angle.

C. To show vertical speed.

D. To indicate turn rate.

The slip/skid indicator is all about keeping flight coordinated. It uses a small ball that slides in a curved tube to sense sideways (lateral) acceleration. When the airplane is in coordinated flight, the lift, weight, and centripetal forces balance in the turn, so there's no sideways force on the airplane and the ball sits centered. If you're not coordinating properly—perhaps you're banked but not enough rudder, or you're applying too much rudder—the ball moves to one side, indicating a slip (ball to the inside of the turn) or a skid (ball to the outside). The pilot uses rudder and aileron to bring the ball back to the center, restoring coordinated flight. This instrument doesn't show bank angle (that's the job of the attitude indicator), vertical speed (that's the vertical speed indicator), or turn rate (that's shown by the turn indicator/turn coordinator). Its purpose is specifically to reveal whether the turn is coordinated by centering the ball.

6. Which color indicates a normal aircraft registration (white)?

A. Pink

B. Blue

C. White

D. Green

Registration markings must be easily readable from a distance in all lighting conditions. The color is chosen to provide high contrast with the aircraft surface. White is used for normal registrations because it stands out against most paint schemes and background colors, making the numbers easy to read quickly. Colors like pink, blue, or green typically don't offer the same reliable contrast, so they aren't standard for normal registrations.

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7. According to NASA, what percentage of errors leading to accidents begin in preflight?

A. 50%

B. 60%

C. 80%

D. 90%

Preflight planning and preparation shape the entire flight; NASA reports that about 80% of errors that lead to accidents begin before the aircraft leaves the ground. This shows why thorough preflight checks are crucial in attitude instrument flying: you're confirming weather and route, fuel requirements, weight and balance, and that all instruments and systems are functioning and correctly configured (altimeter setting, pitot-static system checks, etc.). When something isn't right during preflight, it can set up hazardous conditions that cascade once you're airborne, especially in instrument conditions where you rely on precise readings and procedures. Catching and correcting issues on the ground greatly reduces the likelihood of in-flight errors and risky situations.

8. How do you determine the approximate bank angle for a standard-rate turn at typical speeds?

A. It varies with airspeed; common values are around 15-20 degrees at light to moderate speeds, increasing with higher speeds

B. It is always 30 degrees

C. It is 45 degrees at cruise

D. It is 5 degrees at all speeds

A standard-rate turn is a turn at three degrees per second, and the bank angle you need to hold that rate depends on your airspeed. The faster you fly, the more bank is required to generate the same rate of turn, because you need more horizontal lift to provide the centripetal force at higher speeds. So, the approximate bank angle isn't fixed; at light to moderate speeds you'll typically see about 15–20 degrees, and it increases as speed increases. The other options imply a single fixed bank angle for all speeds, which won't produce a standard-rate turn across the speed range. Five degrees is far too shallow to achieve 3° per second except at very slow speeds, while 30 or 45 degrees would produce much faster-than-standard turns at most typical speeds.

9. Which item is a document used in preflight planning?

A. Passengers

B. Navaids

C. Weather

D. POH

Preflight planning centers on aircraft-specific data found in the Pilot's Operating Handbook. The POH contains performance charts, weight and balance data, and all operating limits for the airplane, which you use to determine takeoff and landing distances, climb performance, and the appropriate V speeds under the expected conditions. By consulting the POH, you can verify that the planned weight with passengers, baggage, and fuel is within limits and that the runway and weather conditions meet the aircraft's requirements. The other options aren't documents used in planning: passengers are people; nav aids describe equipment rather than a document; weather is information obtained from reports and forecasts, not a single aircraft manual.

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10. What does SRM stand for in aviation training?

A. Single-Pilot Resource Management

B. Self-Resource Management

C. System Resource Management

D. Stimulus Resource Management

Single-pilot resource management means using all available resources—aircraft, automation, navigation and weather information, radios, checklists, and your own abilities—effectively when flying solo. The aim is to maintain situational awareness, manage workload, anticipate problems, and make timely, safe decisions. In practice this involves planning the flight thoroughly, using automation to reduce workload when appropriate, staying ahead of the airplane, sticking to checklists, and having contingency plans in place. This terminology is standard in aviation training for solo pilots. Other phrases listed aren't used in this context, so they don't match the established term for how a single pilot optimizes resources during flight.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

https://avit221block1.examzify.com

We wish you the very best on your exam journey. You've got this!

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