Canada Private Pilot License (PPL) Checkride Oral Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

Questions

1. In the event of an electrical fire during flight, which action is NOT required?

A. Turn off the master switch

B. Activate the fire extinguisher

C. Close vents, cabin air, and heat

D. Keep all switches on

2. In the event of a total electrical failure, which element remains unaffected?

A. The avionics system

B. The magnetos

C. The alternator

D. The battery

3. Why is it considered good practice to obtain current weather information to the west and northwest before a cross-country flight?

A. Weather moves from right to left

B. Weather moves from left to right

C. To avoid flying into thunderstorms

D. To ensure visual flight rules

4. What is the first step to recover from a spin?

A. Throttle idle

B. Full opposite rudder

C. Neutral ailerons

D. Forward briskly with the control yoke

5. What are the minimum fuel requirements for daytime VFR flight?

A. 45 minutes reserve fuel in cruise flight

B. 30 minutes reserve fuel in cruise flight

C. 1 hour reserve fuel in cruise flight

D. No specific requirement for daytime VFR

6. Which document confirms the maximum gross weight of an aircraft?

A. Weight and Balance

B. Certificate of Airworthiness

C. Pilot Operating Handbook

D. Journey Log

7. What is the maximum load factor for the utility category flaps-down in the test aircraft?

A. 3.8g

B. 4.4g

C. 3.0g

D. 2.5g

8. How does the cockpit heater system function in the aircraft?

A. By electric heating

B. By channeling heated air from the engine

C. Using warm oil

D. With a gas heating system

9. In what direction does the trim tab move compared to the elevator?

A. In the same direction

B. In the opposite direction

C. It does not move

D. Only during landing

10. What is the unusable fuel amount for the aircraft?

A. 2 gallons

B. 3 gallons

C. 4 gallons

D. 5 gallons

Answers

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

Explanations

1. In the event of an electrical fire during flight, which action is NOT required?

A. Turn off the master switch

B. Activate the fire extinguisher

C. Close vents, cabin air, and heat

D. Keep all switches on

When an electrical fire occurs during flight, it's crucial to take immediate and decisive actions to mitigate the danger. Keeping all switches on is not required and is, in fact, highly dangerous in this scenario. The reason for this is that turning off all electrical equipment helps to eliminate the source of the fire and prevents further complications that could arise from an electrical malfunction. Switching off the master switch is necessary to cut off electrical power to the circuits, while activating the fire extinguisher and closing vents and cabin air helps to contain and extinguish the fire, as well as prevent the spread of smoke into the cockpit. In summary, maintaining all switches in the on position during an electrical fire is contradictory to the procedures designed to ensure the safety of both the pilot and the aircraft, making it the action that is not required.

2. In the event of a total electrical failure, which element remains unaffected?

A. The avionics system

B. The magnetos

C. The alternator

D. The battery

In the event of a total electrical failure, the magnetos remain unaffected because they operate independently of the aircraft's electrical system. Magnetos generate their own electrical current to ignite the fuel-air mixture in the engine's cylinders, which is crucial for the engine's operation. This self-contained functionality ensures that even if the electrical system fails, the magnetos can still produce the necessary spark to keep the engine running. In contrast, the other options rely on the aircraft's electrical systems. The avionics system requires electrical power to function, meaning it would be inoperative during a total electrical failure. The alternator is an essential component that converts mechanical energy into electrical energy to charge the battery and power electrical systems; thus, it would also be non-functional in this scenario. Lastly, the battery, which stores electrical energy, would not be helpful during a total electrical failure because it could either be depleted or itself be part of the failure. This reinforces the importance of the magnetos in maintaining engine operation, even when all other electrical components fail.

3. Why is it considered good practice to obtain current weather information to the west and northwest before a cross-country flight?

A. Weather moves from right to left

B. Weather moves from left to right

C. To avoid flying into thunderstorms

D. To ensure visual flight rules

It is good practice to obtain current weather information to the west and northwest before a cross-country flight primarily because weather patterns in Canada generally move from west to east. By gathering this information, a pilot can anticipate changes in weather conditions that could affect their planned route. Monitoring the weather in these directions allows for proactive planning and decision-making, ensuring that the pilot is prepared for any incoming weather systems. Specifically, obtaining this weather information helps the pilot assess potential risks such as thunderstorms, low visibility, and other adverse conditions that could develop along the flight path. Understanding the anticipated weather changes is essential for maintaining safety and complying with visual flight rules, which require pilots to have sufficient visibility and a clear understanding of existing weather conditions.

4. What is the first step to recover from a spin?

A. Throttle idle

B. Full opposite rudder

C. Neutral ailerons

D. Forward briskly with the control yoke

The first step to recover from a spin is to reduce the power by bringing the throttle to idle, which is critical for several reasons. Reducing the throttle minimizes the engine thrust, which can contribute to maintaining the spin. High power settings can exacerbate the situation by increasing the aerodynamic drag and keeping the aircraft in the spin longer. Once the power is reduced, the next steps typically include neutralizing the ailerons, applying opposite rudder to counteract the rotation, and then pushing forward on the control yoke to break the stall condition that is sustaining the spin. Each of these subsequent steps relies on the initial action of reducing throttle, as it helps to gradually regain control of the aircraft and transition out of the spin safely.

5. What are the minimum fuel requirements for daytime VFR flight?

A. 45 minutes reserve fuel in cruise flight

B. 30 minutes reserve fuel in cruise flight

C. 1 hour reserve fuel in cruise flight

D. No specific requirement for daytime VFR

For daytime VFR (Visual Flight Rules) flights in Canada, the minimum fuel reserve requirement is 30 minutes of fuel during cruise flight. This regulation ensures that pilots maintain a safety margin, allowing sufficient fuel to account for unexpected situations, such as a need to divert or hold for a landing, as well as to ensure a safe return to the intended destination or an alternate airport if necessary. This requirement promotes safety and helps minimize the risk of being caught in a situation where fuel runs low, which could lead to emergencies. While flying, the objective is not just to reach the destination but to do so with adequate reserves, ensuring that unforeseen circumstances do not compromise flight safety. Other options present varying amounts of reserve fuel that exceed the necessary requirement or imply that there are no specific regulations, which does not align with established safety practices and regulations governing VFR flight operations. Understanding and adhering to the 30 minutes reserve rule is crucial for pilots to ensure both their safety and that of their passengers.

6. Which document confirms the maximum gross weight of an aircraft?

A. Weight and Balance

B. Certificate of Airworthiness

C. Pilot Operating Handbook

D. Journey Log

The Certificate of Airworthiness is the document that confirms the maximum gross weight of an aircraft. This certificate is issued by the aviation regulatory authority and indicates that the aircraft meets the necessary safety and operational requirements. Part of the information documented in the Certificate of Airworthiness often includes the maximum gross weight, which is essential for ensuring that operations comply with the standards for safe flight. In the context of aircraft operation, knowing the maximum gross weight is crucial for considerations such as takeoff and landing distances, fuel requirements, and overall flight safety. While the other options provide valuable information regarding the operation and management of the aircraft, they do not specifically serve to confirm the maximum gross weight in the same manner as the Certificate of Airworthiness does. The Weight and Balance document, for instance, provides a detailed assessment of how the aircraft's load should be distributed, but it relies on the maximum gross weight as specified in the Certificate of Airworthiness. The Pilot Operating Handbook contains operational limits and performance data but does not serve as an official confirmation of maximum gross weight. The Journey Log is used to record the aircraft's operational history but does not include weight specifications.

7. What is the maximum load factor for the utility category flaps-down in the test aircraft?

A. 3.8g

B. 4.4g

C. 3.0g

D. 2.5g

In the context of aircraft design and certification, the maximum load factor refers to the maximum amount of stress that an aircraft can withstand without structural failure during various attitudes and configurations, including the flaps-up and flaps-down positions. For utility category aircraft, which are designed for a limited range of aerobatic maneuvers, the load factors are different than those of aircraft in other categories like normal or acrobatic. When the flaps are extended, the stall speed typically increases due to the additional lift they provide at lower speeds, and the aircraft's ability to withstand load factors is reduced compared to when the flaps are retracted. For a utility category aircraft, the structural integrity is designed to support a maximum load factor of 3.0g with the flaps down. This means that the aircraft can safely endure loads up to 3 times the force of gravity while in this configuration. This load factor limitation is critical for ensuring the safety of the aircraft during maneuvers executed with flaps extended, taking into account that the increased lift and drag conditions can significantly affect how the aircraft responds to various forces during flight. The correct answer reflects this maximum permissible load which the manufacturer has established based on rigorous testing and compliance with aviation regulations.

8. How does the cockpit heater system function in the aircraft?

A. By electric heating

B. By channeling heated air from the engine

C. Using warm oil

D. With a gas heating system

The cockpit heater system in most aircraft functions by channeling heated air from the engine. This method utilizes the engine's cooling system, where air is drawn through the engine compartment and then directed into the cabin. As the engine operates, it generates heat, and the airflow through the system warms the air before it is introduced into the cockpit. This approach is efficient, as it takes advantage of the heat produced during engine operation, allowing for effective warming of the cabin space, providing comfort for the pilots and passengers during flight. Electric heating, warm oil, and gas heating systems are all alternative methods of heating that may be used in different aircraft types or specific situations, but the primary and most common method in general aviation aircraft is through heated air from the engine.

9. In what direction does the trim tab move compared to the elevator?

A. In the same direction

B. In the opposite direction

C. It does not move

D. Only during landing

The trim tab moves in the opposite direction compared to the elevator in order to achieve aerodynamic balance and relieve the pilot's control pressure needed to maintain a given pitch attitude. When the elevator is deflected to pitch the nose of the airplane up or down, the trim tab is adjusted to create a small aerodynamic force that helps counteract the elevator's movement. For instance, if the elevator is pushed up to raise the nose of the aircraft, the trim tab will be deflected downwards. This downward deflection of the trim tab generates a force that pulls the tail down, opposing the elevator's effect and allowing the aircraft to maintain a steady pitch without constant pressure on the control yoke or stick. The trim tab acts as a small control surface that reduces pilot workload by minimizing the need to hold the elevator in a particular position for prolonged periods. Understanding this relationship is crucial for maintaining optimal control and comfort during flight, helping pilots to manage the aircraft more effectively.

10. What is the unusable fuel amount for the aircraft?

A. 2 gallons

B. 3 gallons

C. 4 gallons

D. 5 gallons

The unusable fuel amount for an aircraft is the minimum quantity of fuel that cannot be used by the engines during normal operations and must remain in the tanks to prevent damage to the fuel system or engine. The correct choice, which indicates 3 gallons, often represents a manufacturer’s specified amount that accounts for fuel not accessible due to the design of the fuel system and tank configuration. This unusable fuel amount is crucial for pilots to understand because it affects the actual fuel calculations needed for flight planning. If a pilot calculates the flight using the total fuel amount without considering the unusable fuel, they may overestimate their available fuel for the flight, leading to potential fuel starvation during flight. In the context of aircraft operations, knowing the correct unusable fuel amount enhances safety, ensuring pilots can make informed decisions about fuel reserves and routing. The listed options suggest various quantities, but 3 gallons typically aligns with the design and operational standards established by many aircraft manufacturers.