CERTIFIED FLIGHT INSTRUCTOR - FLIGHT INSTRUCTOR AIRPLANE PRACTICE EXAM (SAMPLE)

STUDY GUIDE

Prepare with structure. Pass with confidence

Table of Contents

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.

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!

Questions

1. What should occur at the 90° point of a lazy eight?

A. Airspeed and altitude should be the same as at entry.

B. Maximum pitch attitude, minimum airspeed, and minimum bank.

C. Steepest bank, minimum airspeed, maximum altitude, and level pitch attitude.

D. Minimum pitch attitude and maximum airspeed.

2. What is an effect of using fuel with a lower grade than specified?

A. Increased efficiency.

B. Detonation.

C. Lower operating temperatures.

D. Increased horsepower.

3. The fuel/air ratio refers to what measurement in an aircraft?

A. Volume of fuel to volume of air in the carburetor

B. Weight of fuel to weight of air entering the cylinder

C. Pressure of fuel to pressure of air in the fuel system

D. Volume of air to volume of fuel entering the engine

4. What is the approximate lift/drag ratio at a 2° angle of attack compared to a 17.2° angle of attack?

A. 9.75° angle of attack

B. 10.5° angle of attack

C. 17.2° angle of attack

D. 20.0° angle of attack

5. When is vertical visibility reported in Terminal Aerodrome Forecasts (TAF)?

A. When the sky is overcast

B. When the sky is obscured

C. When the sky is partially obscured

D. When visibility is greater than 3 miles

6. What is true regarding VFR operations in Class B airspace?

A. An operating VOR is required.

B. A Private Pilot Certificate is required.

C. Only certified flight instructors are allowed to fly.

D. Solo student pilots are authorized under specific conditions.

7. During an ascent, what typically happens to aircraft performance if the weight increases?

A. Rate of climb decreases

B. Stall speed decreases

C. Fuel consumption increases

D. Flight altitude is limited

8. What scenario best describes an accelerated stall?

A. A stall during straight and level flight

B. A stall while climbing

C. A stall during a banked turn

D. A stall during descent

9. What is the minimum requirement for a private pilot to act as pilot in command of an airplane towing a glider?

A. Ten actual or simulated glider tows.

B. At least six flights as pilot in command of a glider towed by an aircraft.

C. Three flights as pilot in command of a glider towed by an aircraft.

D. One successful glider tow under supervision.

10. Which of the following statements about longitude and latitude is accurate?

A. Lines of longitude are parallel to the Equator

B. Lines of longitude cross the Equator at right angles

C. The 0° line of latitude passes through Greenwich, England

D. Lines of latitude are referenced from the Prime Meridian

Answers

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

Explanations

1. What should occur at the 90° point of a lazy eight?

A. Airspeed and altitude should be the same as at entry.

B. Maximum pitch attitude, minimum airspeed, and minimum bank.

C. Steepest bank, minimum airspeed, maximum altitude, and level pitch attitude.

D. Minimum pitch attitude and maximum airspeed.

At the 90° point of a lazy eight maneuver, the correct scenario is characterized by the steepest bank angle, minimum airspeed, maximum altitude, and level pitch attitude. This is crucial as the lazy eight is designed to demonstrate the aircraft's coordination and piloting skills through coordinated turns and variations in pitch and bank. During this part of the maneuver, the aircraft is at its maximum bank angle as it transitions from the upward segment to the downward segment of the lazy eight. The minimum airspeed is a result of the aircraft reaching the peak of its climb where the lift component starts transitioning into descent, and it is important for the pilot to manage this airspeed while maintaining a coordinated flight. Achieving maximum altitude at this point indicates the culmination of the upward ascent before the aircraft starts descending in the forthcoming segment. Moreover, maintaining level pitch attitude ensures that the aircraft is properly configured to initiate the transition without excessive pitch, which can lead to uncoordinated flight or stalls. In summary, this configuration at the 90° point enables pilots to develop a comprehensive understanding of the aircraft's performance, control inputs, and energy management during complex maneuvers.

2. What is an effect of using fuel with a lower grade than specified?

A. Increased efficiency.

B. Detonation.

C. Lower operating temperatures.

D. Increased horsepower.

Using fuel with a lower grade than specified can lead to detonation. Detonation is an abnormal combustion process that occurs when the air-fuel mixture ignites prematurely, creating shock waves within the cylinder. This can cause an uncontrolled explosion instead of a smooth, controlled burn. Higher-octane fuels are formulated to withstand more compression before igniting, which is important in high-performance engines that operate under higher temperatures and pressures. When lower-grade fuel is used in such engines, it is more likely to ignite prematurely, leading to potential engine damage, reduced performance, and increased wear and tear. This abnormal combustion can cause knocking or pinging sounds and may result in long-term damage if not addressed. Therefore, using the specified fuel grade is critical for maintaining engine efficiency and overall performance.

3. The fuel/air ratio refers to what measurement in an aircraft?

A. Volume of fuel to volume of air in the carburetor

B. Weight of fuel to weight of air entering the cylinder

C. Pressure of fuel to pressure of air in the fuel system

D. Volume of air to volume of fuel entering the engine

The fuel/air ratio is a crucial measurement in aircraft engines that refers to the weight of fuel relative to the weight of air entering the cylinder. This ratio is significant because it directly affects the engine's performance, efficiency, and emissions. An optimal fuel/air mixture ensures that the combustion process occurs effectively, providing the necessary power for flight while minimizing the wastage of fuel and the emission of unburned hydrocarbons. When we express the fuel/air ratio in terms of weight, we account for the varying densities of fuel and air, which is important for achieving the desired combustion characteristics. In practical terms, this measurement helps pilots and engineers to tune the engine for different operating conditions, ensuring that it runs smoothly and efficiently across various altitudes and power settings. In contrast, the other options do not correctly represent the relationship encapsulated by the fuel/air ratio. Volume measurements do not account for the varying densities of the different substances, while pressure measurements relate to the delivery systems rather than the combustion process itself. Thus, the weight-based comparison is the most accurate and informative way to understand the fuel/air ratio in an aircraft engine.

4. What is the approximate lift/drag ratio at a 2° angle of attack compared to a 17.2° angle of attack?

A. 9.75° angle of attack

B. 10.5° angle of attack

C. 17.2° angle of attack

D. 20.0° angle of attack

The lift-to-drag ratio is a critical parameter in aerodynamics that varies with the angle of attack. At lower angles of attack, such as 2°, the aircraft generally experiences a relatively high lift-to-drag ratio due to efficient airflow over the wings and lower induced drag. As the angle of attack increases, like at 17.2°, the lift-to-drag ratio begins to decrease due to increased drag from flow separation and turbulence, which occur as the wings operate beyond their optimal angle of attack. By comparing these two angles, it is understood that while the lift-to-drag ratio at the lower angle (2°) is more favorable, the lift-to-drag ratio at the higher angle (17.2°) is less efficient due to the factors mentioned. Generally, the exact lift-to-drag ratios can be situation-specific and depend on the airfoil design, Reynolds numbers, and other aerodynamic considerations. Thus, interpreting the surrounding context of the question indicates that the approximate lift-to-drag ratio at 2° is indeed much higher than that at 17.2°. This understanding confirms that the greater angle (17.2°) reflects a benchmark for comparison, supporting choice C as the appropriate selection for understanding the relative aer

5. When is vertical visibility reported in Terminal Aerodrome Forecasts (TAF)?

A. When the sky is overcast

B. When the sky is obscured

C. When the sky is partially obscured

D. When visibility is greater than 3 miles

Vertical visibility is reported in Terminal Aerodrome Forecasts (TAF) specifically when the sky is obscured. This typically occurs in conditions where ground-based visibility is significantly reduced, such as during fog, heavy precipitation, or other atmospheric conditions that obscure the horizon and lower levels of the sky, rendering it challenging to determine the ceiling based on standard visibility measurements alone. In such scenarios, the visibility upwards—referred to as vertical visibility—gives an indication of the distance one can see vertically through the obscuring phenomenon. Reporting vertical visibility in these cases is crucial for pilots who need to assess the conditions for safe flight operations and navigation. In contrast, options describing conditions where the sky is overcast or partially obscured do not dictate that vertical visibility must be reported, as overcast typically refers to a cloud cover situation that does not obscure visibility altogether. Additionally, reporting visibility greater than 3 miles wouldn't necessitate vertical visibility being noted since such conditions are usually considered acceptable for flight operations without obscuring significant limitations. Therefore, the correct identification of when vertical visibility should be reported aligns closely with situations where visibility is impacted by obstructions that hinder both horizontal and vertical perspectives.

6. What is true regarding VFR operations in Class B airspace?

A. An operating VOR is required.

B. A Private Pilot Certificate is required.

C. Only certified flight instructors are allowed to fly.

D. Solo student pilots are authorized under specific conditions.

When considering VFR operations in Class B airspace, it is important to recognize that specific regulations govern who can operate within these airspace classifications and the requirements that must be met. In the context of VFR operations, solo student pilots are indeed authorized to operate in Class B airspace, provided they meet certain specific conditions. These conditions include obtaining the appropriate endorsement from their flight instructor, demonstrating the required knowledge of the surrounding Class B airspace, and adhering to any communication protocols with air traffic control. This means that they need to have been instructed on how to safely navigate and communicate within such busy airspace, where air traffic density is often high. The notion that only certified flight instructors can fly in Class B airspace is inaccurate, as this does not reflect the regulations that permit other qualified pilots, including solo student pilots who have received the necessary endorsements. Additionally, while a Private Pilot Certificate is typically required for most solo operations in controlled airspace, Class B does allow for certain exceptions under stipulated guidelines. Requirements regarding the operability of a VOR navigational aid are not categorized as prerequisites for conducting VFR flights in Class B airspace. Thus, the statement that solo student pilots are authorized under specific conditions accurately reflects the regulations governing VFR

7. During an ascent, what typically happens to aircraft performance if the weight increases?

A. Rate of climb decreases

B. Stall speed decreases

C. Fuel consumption increases

D. Flight altitude is limited

When the weight of an aircraft increases, the rate of climb generally decreases. This is due to the fact that all aircraft have a specific performance envelope, which is influenced significantly by weight. Heavier aircraft require more lift to remain airborne, which means that the wings need to produce greater lift at a given airspeed. If the aircraft is heavier, it requires a higher angle of attack to produce the necessary lift, which can lead to a reduced climb rate because the engine's thrust may not increase proportionately to the weight gain. In terms of the other options, while stall speed is affected by weight, it actually increases as weight goes up, because stall speed is a function of the square root of the aircraft's weight. Fuel consumption typically increases with a heavier load during cruise flight due to the need for more thrust, but during the initial ascent performance considerations are more critical. Lastly, flight altitude may be limited due to increased weight impacting the climb rate, but this is more of an outcome rather than a direct effect on performance during ascent. In summary, as weight increases, the aircraft's ability to climb effectively decreases, confirming that the rate of climb reduces with heavier loads.

8. What scenario best describes an accelerated stall?

A. A stall during straight and level flight

B. A stall while climbing

C. A stall during a banked turn

D. A stall during descent

An accelerated stall occurs when an aircraft experiences a stall not simply due to a reduction in airspeed, but rather as a result of increased load factor typically associated with maneuvers such as turns. When an aircraft is in a banked turn, the increased angle of attack required to maintain level flight increases the load factor acting on the wings, leading to a stall at higher airspeeds than the aircraft's normal stall speed. In a banked turn, the pilot must maintain sufficient lift to counteract the increased gravitational force acting on the aircraft due to the bank, which often leads to a situation where the angle of attack can exceed the critical angle needed to maintain lift, resulting in an accelerated stall. This phenomenon highlights the importance of being aware of the load factor during maneuvers and understanding that the stall speed is not a constant but is affected by the aircraft's configuration and the maneuver it is performing. Stalls during straight and level flight or during climb are scenarios of classical stalls where speed is the primary factor. A stall during descent, while still a stall event, does not typically involve the same increased load factor considerations that define an accelerated stall. Therefore, the scenario that best describes an accelerated stall is indeed the one involving a stall during

9. What is the minimum requirement for a private pilot to act as pilot in command of an airplane towing a glider?

A. Ten actual or simulated glider tows.

B. At least six flights as pilot in command of a glider towed by an aircraft.

C. Three flights as pilot in command of a glider towed by an aircraft.

D. One successful glider tow under supervision.

The minimum requirement for a private pilot to act as pilot in command of an airplane towing a glider is three flights as pilot in command of a glider towed by an aircraft. This requirement ensures that the pilot has adequate experience and familiarity with the specific dynamics involved in towing gliders, which can differ significantly from standard flight operations. The regulation is designed to promote safety and ensure that pilots are prepared for the unique responsibilities and challenges they will face while towing a glider. This includes understanding the effects of the tow line, managing the glider's behavior in response to pilot inputs, and maintaining appropriate airspeed and altitude during the tow. While some options suggest varying numbers of required flights or supervisory conditions, the three flights as pilot in command strikes a balance between experience and safety, ensuring that the pilot has had enough practical training to respond effectively during glider-towing operations.

10. Which of the following statements about longitude and latitude is accurate?

A. Lines of longitude are parallel to the Equator

B. Lines of longitude cross the Equator at right angles

C. The 0° line of latitude passes through Greenwich, England

D. Lines of latitude are referenced from the Prime Meridian

The accurate statement regarding longitude and latitude is that lines of longitude cross the Equator at right angles. This is a fundamental aspect of how geographical coordinates are defined. Lines of longitude, also known as meridians, run from the North Pole to the South Pole, and they are used to measure how far east or west a location is from the Prime Meridian, which is designated as 0° longitude. When these lines of longitude intersect the Equator, which is at 0° latitude, they do so at a right angle because of the perpendicular relationship between the vertical meridians and the horizontal line of latitude that constitutes the Equator. The other options do not accurately describe the relationship between latitude and longitude. Lines of latitude, unlike lines of longitude, run parallel to the Equator and measure how far north or south a location is from it, which makes the first option incorrect. The Prime Meridian is the reference point for lines of longitude, not latitude; it runs vertically and is different from latitude, which measures positions vertically. Thus, the idea that lines of latitude are referenced from the Prime Meridian is also incorrect. Finally, it is important to note that the 0° line of latitude does NOT pass through Greenwich, England; instead

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://certifiedflightinstructor-flightinstructorairplane.examzify.com

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