

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



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

<https://certifiedflightinstructor-flightinstructorairplane.examtify.com>



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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	16

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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.

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

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- 1. A propeller rotating clockwise, as seen from the rear, creates a spiraling slipstream that tends to rotate the aircraft to?**
 - A. The right around the vertical axis, and to the left around the longitudinal axis.
 - B. The left around the vertical axis, and to the right around the longitudinal axis.
 - C. The left around the vertical axis, and to the left around the longitudinal axis.
 - D. The right around both axes.
- 2. What is the purpose of training exercises that include steep turns?**
 - A. To practice emergency landings.
 - B. To improve navigation skills.
 - C. To enhance coordinated flight control.
 - D. To learn to perform aircraft inspections.
- 3. When is an aircraft operator required to submit an incident report to the NTSB?**
 - A. Within 7 days.
 - B. Within 10 days.
 - C. Only if requested to do so.
 - D. Immediately after the incident.
- 4. To be eligible for a practical test under 14 CFR Part 61, how long must an applicant have passed the appropriate knowledge test before the practical test?**
 - A. 6 calendar months
 - B. 12 calendar months
 - C. 24 calendar months
 - D. 18 calendar months
- 5. Until what time is the Chicago FA forecast valid?**
 - A. 1945Z
 - B. 0800Z
 - C. 1400Z
 - D. 1200Z

- 6. If an aircraft has negative dynamic and positive static stability, this will result in?**
- A. Undamped oscillations.
 - B. Divergent oscillations.
 - C. Convergent oscillations.
 - D. Steady flight.
- 7. Before a student can solo in Class B airspace, what kind of endorsement is required?**
- A. Received flight instruction from any authorized flight instructor
 - B. Received ground instruction and flight instruction specific to that airspace
 - C. Been found competent by any flight instructor within the last 90 days
 - D. Completed a written examination for Class B airspace
- 8. If an aircraft experiences an engine failure during takeoff, what is the first priority of the pilot?**
- A. Land on the remaining runway.
 - B. Maintain control of the aircraft.
 - C. Attempt to restart the engine.
 - D. Notify air traffic control.
- 9. What is the recommended action when a go-around is necessary due to a poor landing approach?**
- A. Not attempt it unless absolutely necessary
 - B. Prefer it to last-minute landing adjustments
 - C. Stop attempting after initiating the landing flare
 - D. Perform it immediately without assessing conditions
- 10. What instruments are primary for pitch, bank, and power when reducing power to change airspeed from high to low cruise?**
- A. Attitude indicator, heading indicator, and airspeed indicator.
 - B. Altimeter, heading indicator, and manifold pressure gauge.
 - C. Altimeter, attitude indicator, and airspeed indicator.
 - D. Attitude indicator, airspeed indicator, and tachometer.

Answers

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

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Explanations

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1. A propeller rotating clockwise, as seen from the rear, creates a spiraling slipstream that tends to rotate the aircraft to?

- A. The right around the vertical axis, and to the left around the longitudinal axis.
- B. The left around the vertical axis, and to the right around the longitudinal axis.**
- C. The left around the vertical axis, and to the left around the longitudinal axis.
- D. The right around both axes.

The correct answer describes the effects of a clockwise rotating propeller when viewed from the rear. A propeller's rotation causes the slipstream—the air accelerated by the propeller—to spiral backwards and around the aircraft. For an aircraft with a clockwise rotating propeller, the spiraling slipstream will have a tendency to move around to the left, creating a yawing motion in that direction. This is due to the fact that the left side of the propeller pushes more air downward and creates a higher pressure on that side compared to the right side, leading to a yaw to the left around the vertical axis. Additionally, the propeller's rotation and the resulting induced airflow can also result in a roll to the right around the longitudinal axis. This rolling tendency occurs because the right side of the propeller produces a greater lift as the increased airflow on the left side tends to create a downward force on that side, generating a right roll. Thus, the description of a left rotation around the vertical axis and a right rotation around the longitudinal axis is accurate regarding the effects of this specific propeller rotation and the characteristics exhibited during flight.

2. What is the purpose of training exercises that include steep turns?

- A. To practice emergency landings.
- B. To improve navigation skills.
- C. To enhance coordinated flight control.**
- D. To learn to perform aircraft inspections.

The purpose of training exercises that include steep turns is to enhance coordinated flight control. Steep turns require the pilot to maintain a specific bank angle, typically around 45 degrees or more, while controlling pitch, bank, and airspeed. This maneuver demands a precise balance of aileron and rudder inputs to ensure the aircraft remains coordinated and does not enter a skid or a skid. During steep turns, the pilot develops a greater understanding of the aircraft's handling characteristics, including how to counteract the increased load factor and how to manage the descent rate or altitude loss that can occur during the turn. The exercise helps pilots to refine their skills in making smooth and effective adjustments to the controls while also sharpening their situational awareness, which is crucial in maintaining safety during more advanced flying tasks. While the other options pertain to important aspects of flight training, they do not directly relate to the specific objectives of steep turn exercises. These exercises are not focused on emergency landings, navigation skills, or aircraft inspections, but rather on developing and honing the pilot's ability to fly the aircraft in an efficient and controlled manner during a demanding maneuver, thereby reinforcing the foundation of coordinated flight.

3. When is an aircraft operator required to submit an incident report to the NTSB?

- A. Within 7 days.
- B. Within 10 days.
- C. Only if requested to do so.**
- D. Immediately after the incident.

An aircraft operator is required to submit an incident report to the NTSB only if requested to do so. Incidents that need to be reported to the NTSB fall under specific categories defined by regulations, primarily concerning significant safety concerns or unusual situations that could affect aviation safety. In terms of the regulatory framework, an operator typically has the responsibility to report certain types of accidents and incidents promptly, but not all incidents require an immediate report. The NTSB may inquire about incidents, and upon their request, the operator must submit a detailed report. This practice ensures that the NTSB can maintain oversight of aviation safety while allowing operators some flexibility in report submission, as not all incidents necessitate immediate reporting without necessarily being prompted by an investigation need. The other options present specific timelines or conditions that do not align with the NTSB's reporting requirements for non-accident incidents, reinforcing that a report is conditional on an official request rather than a standard timeline for all incidents.

4. To be eligible for a practical test under 14 CFR Part 61, how long must an applicant have passed the appropriate knowledge test before the practical test?

- A. 6 calendar months
- B. 12 calendar months
- C. 24 calendar months**
- D. 18 calendar months

To be eligible for a practical test under 14 CFR Part 61, an applicant must have passed the appropriate knowledge test no more than 24 calendar months before the practical test. This requirement ensures that the applicant's knowledge is current and relevant, which is crucial for the safety and competence of pilots. The regulation emphasizes the need for recent knowledge in the subject matter of the practical test, as aviation regulations, procedures, and technologies can evolve over time. By allowing a maximum of 24 months, the rule provides a reasonable time frame for candidates to adequately prepare and keep their knowledge fresh without being overly restrictive. Understanding this timeframe is important for both instructors and students preparing for practical tests, as it helps in planning their training and testing schedules effectively, ensuring that they remain eligible and competent to demonstrate their skills.

5. Until what time is the Chicago FA forecast valid?

- A. 1945Z
- B. 0800Z**
- C. 1400Z
- D. 1200Z

The Chicago FA forecast, which stands for Flight Advisory forecast, is typically valid until a specified time. The reason the correct time is 0800Z is that this corresponds to the completion of standard issuance protocols for such aviation weather products. Specifically, forecasts are often designed to help aviators plan their routes and operations meaningfully, providing critical data up until a certain hour to facilitate safe decision-making. In practice, the timing of forecasts, including the Chicago FA, is aligned with flight operations and the schedules of significant airports in the surrounding regions. This means that many forecasts are designed to be most useful during the times of higher volume traffic or when a weather shift is expected, crucial for ensuring safety and efficiency. For other times mentioned, such as 1945Z, 1400Z, and 1200Z, these may not coincide with the regular issuance schedule for forecasts or can reflect times that are past the forecast validity for planning purposes. Therefore, knowing that 0800Z is the cutoff supports effective route planning for flights operating in and out of Chicago during peak hours.

6. If an aircraft has negative dynamic and positive static stability, this will result in?

- A. Undamped oscillations.
- B. Divergent oscillations.**
- C. Convergent oscillations.
- D. Steady flight.

When an aircraft exhibits negative dynamic stability paired with positive static stability, it means that while the aircraft's initial response to a disturbance tends to return to a stable equilibrium position (as indicated by positive static stability), the ongoing response to that disturbance becomes increasingly divergent over time (as indicated by negative dynamic stability). In this scenario, static stability reflects the aircraft's tendency to return to its original position after being disturbed — for example, if you pitch the nose up, the aircraft should eventually settle back down to its original attitude. However, negative dynamic stability implies that the aircraft continues to oscillate away from that position rather than returning to it in a controlled manner. As a result, over time, these oscillations grow larger instead of being dampened down to a calm state. Therefore, the result of this combination of stability characteristics is divergent oscillations, where the aircraft is unable to stabilize itself and instead starts to have increasingly larger deviations from its original flight path. This situation can lead to potentially hazardous flight conditions if not corrected promptly.

7. Before a student can solo in Class B airspace, what kind of endorsement is required?

- A. Received flight instruction from any authorized flight instructor
- B. Received ground instruction and flight instruction specific to that airspace**
- C. Been found competent by any flight instructor within the last 90 days
- D. Completed a written examination for Class B airspace

Before a student can solo in Class B airspace, the requirement for a specific endorsement is that they must have received both ground instruction and flight instruction tailored to that airspace. This is vital because Class B airspace has unique operating rules, and the student must fully understand both the aeronautical and practical aspects of flying in such an environment. This type of endorsement ensures that the student is not only familiar with the regulations regarding Class B airspace but has also had practical experience flying within it, which includes understanding how to communicate with air traffic control, the procedures for entering and exiting the airspace, and awareness of the traffic patterns dictated by the specific geography of the Class B area. The other options, while they may include components of the overall training process, do not sufficiently address the need for both theoretical knowledge and practical flying skills specifically tailored to Class B airspace operations. Hence, the requirement for the dual instructional endorsement is critical to ensuring student safety and compliance with aviation regulations in a more complex airspace system.

8. If an aircraft experiences an engine failure during takeoff, what is the first priority of the pilot?

- A. Land on the remaining runway.
- B. Maintain control of the aircraft.**
- C. Attempt to restart the engine.
- D. Notify air traffic control.

When an aircraft experiences an engine failure during takeoff, the first priority of the pilot is to maintain control of the aircraft. This is essential because losing an engine can significantly affect the aircraft's performance, especially right after liftoff when the aircraft is close to the ground and potentially in a critical phase of flight. Maintaining control involves ensuring that the aircraft remains stable and that the pilot can manage its attitude, airspeed, and directional control. Focusing on control allows the pilot to execute appropriate procedures and make timely decisions, which may include safely returning to the runway, attempting to glide to an open area, or managing any other specific actions based on the aircraft's altitude and speed. Attempting to restart the engine, landing on the remaining runway, or notifying air traffic control are important tasks, but they come after ensuring the aircraft is controlled to prevent loss of control, which could lead to a more dangerous situation. Prioritizing control allows for these other actions to be carried out more effectively and safely.

9. What is the recommended action when a go-around is necessary due to a poor landing approach?

- A. Not attempt it unless absolutely necessary
- B. Prefer it to last-minute landing adjustments**
- C. Stop attempting after initiating the landing flare
- D. Perform it immediately without assessing conditions

The recommended action when a go-around is necessary due to a poor landing approach is to prefer it to last-minute landing adjustments. This approach emphasizes the importance of prioritizing safety and maintaining control of the aircraft over attempting to salvage a landing that is already inadequately positioned. A go-around is a standard operating procedure that allows the pilot to abort the landing and climb away from the runway, thereby providing a fresh opportunity to set up for a safer, more stable approach. Attempting to make last-minute adjustments in a poorly configured landing scenario can lead to dangerous situations such as stalls or runway excursions. Therefore, opting for a go-around supports the practice of addressing issues proactively and helps ensure that the aircraft is in a suitable configuration for landing when conditions allow. This decision aligns with the concepts of risk management and maintaining situational awareness for a successful and safe landing.

10. What instruments are primary for pitch, bank, and power when reducing power to change airspeed from high to low cruise?

- A. Attitude indicator, heading indicator, and airspeed indicator.
- B. Altimeter, heading indicator, and manifold pressure gauge.**
- C. Altimeter, attitude indicator, and airspeed indicator.
- D. Attitude indicator, airspeed indicator, and tachometer.

The correct choice emphasizes the importance of using specific instruments that directly correlate with pitch, bank, and power management during airspeed reduction while transitioning from high to low cruise. In this context: - The altimeter is crucial for maintaining a proper altitude during the power reduction, as reducing power can lead to a descent if not managed properly. Pilots must monitor altitude to ensure they remain at a safe level while decreasing speed. - The heading indicator helps the pilot understand the aircraft's directional stability and ensures that the change in airspeed does not inadvertently cause an undesired yaw or bank, which could affect the flight path and control. - The manifold pressure gauge (or the equivalent instrument, such as a throttle position indicator for piston engines) is significant for managing power settings accurately. As the pilot reduces power, it's essential to monitor engine performance to ensure that the aircraft remains controllable and performs optimally at lower airspeeds. While attitude indicators, airspeed indicators, and tachometers are also vital instruments for flight operation, they do not completely address the specific elements of managing power, pitch, and bank while reducing airspeed in the same way as the chosen instruments. These instruments collectively provide the necessary information to maintain a stable flight path and safe handling characteristics

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!

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