

COMMERCIAL PILOT AIRPLANE (CAX) ORAL PRACTICE EXAM (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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THE FULL VERSION STUDY GUIDE**

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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. What happens to the aircraft's yaw during a turn due to adverse yaw?**
 - A. It yaws towards the direction of the turn
 - B. It remains neutral
 - C. It yaws in the opposite direction
 - D. It rolls without yawing

- 2. What do the terms "cross-control" and "adverse yaw" refer to?**
 - A. Methods for improving fuel efficiency
 - B. Control inputs that may lead to aerodynamic issues
 - C. Techniques for enhancing landing performance
 - D. Strategies for increasing climb rate

- 3. What is required to maintain instrument currency?**
 - A. Annual flight review
 - B. Completion of a training program
 - C. Instrument proficiency check every 6 months
 - D. Participation in a simulator training session every year

- 4. What is a Flux Gate in an aircraft?**
 - A. A fuel management system
 - B. A type of altimeter
 - C. A device that acts like a magnetometer
 - D. A secondary navigation tool

- 5. Why is maintaining situational awareness crucial for pilots during flight?**
 - A. It helps improve pilot comfort
 - B. It allows pilots to ignore minor distractions
 - C. It aids in effective task management and timely decision-making
 - D. It increases autopilot reliance

- 6. Which instruments utilize Pitot Static pressure?**
 - A. Airspeed and Altimeter
 - B. Altimeter and VSI
 - C. Airspeed, Altimeter, and VSI
 - D. Only Airspeed

7. What does the term "adverse yaw" describe?

- A. The tendency to roll towards the wing with more lift
- B. The tendency of an aircraft to yaw opposite to the direction of turn
- C. The effect of increased airspeed on flight stability
- D. The effect of turbulence on directed flight paths

8. Why are center of gravity limits important for an aircraft?

- A. They affect the color of the aircraft
- B. They are essential for flight speed
- C. They maintain aircraft stability and controllability
- D. They determine the seating arrangement

9. At what altitude is DME required?

- A. Above FL 180
- B. Above FL 240
- C. Above FL 260
- D. Above FL 300

10. How often are NOTAMs published?

- A. Every 10 days
- B. Every 7 days
- C. Every 30 days
- D. Every 28 days

Answers

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

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Explanations

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1. What happens to the aircraft's yaw during a turn due to adverse yaw?

- A. It yaws towards the direction of the turn
- B. It remains neutral
- C. It yaws in the opposite direction**
- D. It rolls without yawing

In a turn, adverse yaw occurs because of the differential lift produced by the wings. When the aircraft begins to roll into a turn, the wing that is raised (the outer wing) generates more lift and drag compared to the wing that is lowered (the inner wing). This additional drag on the outer wing causes the aircraft to yaw in the opposite direction of the intended turn. For example, if the airplane is turning left, the drag on the left wing will result in yawing to the right. This phenomenon can be counteracted by using coordinated controls, such as applying rudder in the direction of the turn to balance the yaw created by the adverse drag. Thus, the aircraft yaws in the opposite direction of the intended turn, which is the reason for the accuracy of the correct answer. Understanding adverse yaw is crucial for pilots as it directly impacts the effectiveness of control inputs during turns.

2. What do the terms "cross-control" and "adverse yaw" refer to?

- A. Methods for improving fuel efficiency
- B. Control inputs that may lead to aerodynamic issues**
- C. Techniques for enhancing landing performance
- D. Strategies for increasing climb rate

The terms "cross-control" and "adverse yaw" relate specifically to control inputs and their aerodynamic consequences during flight. Cross-control refers to a situation where the ailerons and rudder are used in opposing directions, such as when a pilot applies opposite control inputs to maintain coordinated flight during a turn. This can lead to a loss of control if not managed properly, as it may result in an increase in drag and potential stall conditions. Adverse yaw is the tendency of an aircraft to yaw away from the direction of a turn due to differential lift and drag created by aileron deflection. When the aircraft is turned, the upward-deflected aileron produces more lift and drag on that wing, causing it to yaw in the opposite direction—away from the turn. Understanding these concepts is essential for maintaining proper aircraft control and ensuring safe flight operations.

3. What is required to maintain instrument currency?

- A. Annual flight review
- B. Completion of a training program
- C. Instrument proficiency check every 6 months**
- D. Participation in a simulator training session every year

To maintain instrument currency, it is essential to complete an instrument proficiency check every six months. This requirement is outlined in the Federal Aviation Regulations, specifically under FAR 61.57, which details the recency of experience needed for pilots operating under instrument flight rules. The instrument proficiency check ensures that a pilot retains the necessary skills and knowledge to operate safely in instrument conditions. This involves demonstrating the ability to perform a variety of tasks, such as navigation, flight maneuvers, and adherence to instrument procedures, under the supervision of a qualified instructor or examiner. By completing this check every six months, pilots effectively ensure that their skills remain sharp and up to the standards expected for safe instrument flight operations. Other options, while they may contribute to overall proficiency and safety, do not satisfy the specific regulatory requirement for maintaining instrument currency.

4. What is a Flux Gate in an aircraft?

- A. A fuel management system
- B. A type of altimeter
- C. A device that acts like a magnetometer**
- D. A secondary navigation tool

A Flux Gate is a device that operates similarly to a magnetometer, which is employed in aircraft to measure the Earth's magnetic field. It utilizes the principles of magnetism to determine the direction of magnetic north, which is crucial for navigation. The Flux Gate sensor consists of core materials that respond to the magnetic field, allowing it to accurately detect changes in the intensity and direction of that field. This type of technology is important in aviation because it provides pilots with critical heading information, especially when other navigation systems may be compromised or when flying in areas where GPS signals are weak or unavailable. It essentially enhances the navigation capability of the aircraft, contributing to situational awareness and safety. The other options do not accurately describe a Flux Gate's function. A fuel management system focuses on monitoring and controlling fuel flow and usage, an altimeter measures altitude based on pressure differentials rather than magnetic fields, and a secondary navigation tool suggests an auxiliary function that does not reflect the primary use of a Flux Gate as a precise magnetic sensing device.

5. Why is maintaining situational awareness crucial for pilots during flight?

- A. It helps improve pilot comfort
- B. It allows pilots to ignore minor distractions
- C. It aids in effective task management and timely decision-making**
- D. It increases autopilot reliance

Maintaining situational awareness is vital for pilots during flight because it enables effective task management and timely decision-making. Situational awareness involves understanding the current environment and anticipating future conditions, which allows pilots to assess their surroundings, monitor aircraft systems, and make informed decisions based on the ongoing situation. When pilots are aware of other aircraft, weather conditions, air traffic control instructions, and the aircraft's performance, they can prioritize tasks effectively. This awareness helps them to react appropriately to any changes or challenges that arise during the flight, ensuring safety and efficiency. For example, recognizing an unexpected weather change prompts a pilot to consider alternatives, such as changing altitude or adjusting the route. This crucial aspect of flying underlies good judgment and decision-making, significantly affecting flight safety and operational integrity. Therefore, focusing on situational awareness equips pilots to manage their responsibilities and ensure successful flight outcomes.

6. Which instruments utilize Pitot Static pressure?

- A. Airspeed and Altimeter
- B. Altimeter and VSI
- C. Airspeed, Altimeter, and VSI**
- D. Only Airspeed

The correct answer is that airspeed, altimeter, and vertical speed indicator (VSI) all utilize Pitot Static pressure. Understanding how these instruments work in conjunction with the Pitot Static system is crucial for a commercial pilot. The airspeed indicator is directly connected to the Pitot tube, which measures dynamic air pressure as the aircraft moves through the air. This dynamic pressure is then compared to the static pressure from the static port, allowing the airspeed indicator to display the aircraft's speed relative to the surrounding air. The altimeter also relies on static pressure; it measures the atmospheric pressure outside the aircraft to determine altitude. As the aircraft ascends or descends, the change in static pressure is what allows the altimeter to provide an accurate reading of altitude above sea level. The VSI functions similarly, using static pressure to measure the rate of climb or descent. It detects changes in static pressure over time, providing the pilot with a visual indication of whether the aircraft is climbing or descending and at what rate. In summary, the integration of both dynamic and static pressures from the Pitot and static systems is essential for these instruments. They provide critical flight information necessary for safe aircraft operation.

7. What does the term "adverse yaw" describe?

- A. The tendency to roll towards the wing with more lift
- B. The tendency of an aircraft to yaw opposite to the direction of turn**
- C. The effect of increased airspeed on flight stability
- D. The effect of turbulence on directed flight paths

The term "adverse yaw" describes the tendency of an aircraft to yaw opposite to the direction of turn. This phenomenon occurs during a coordinated turn when one wing is generating more lift than the other, leading to a difference in drag between the two wings. When a pilot initiates a turn, the ailerons are used to roll the aircraft in the desired direction. However, as the aileron on the wing being raised (the one turning in the desired direction) creates more lift, it also increases drag on that wing. Conversely, the aileron on the opposite wing (the one being lowered) decreases lift and drag. Consequently, the increased drag on the rising wing causes the aircraft to yaw in the opposite direction of the turn, which is what is referred to as adverse yaw. Understanding adverse yaw is crucial for pilots, as it helps them manage and correct while performing turns, particularly to maintain aircraft control and ensure a smooth flight path. For instance, using coordinated rudder input can help counteract this effect, allowing for smoother turning maneuvers.

8. Why are center of gravity limits important for an aircraft?

- A. They affect the color of the aircraft
- B. They are essential for flight speed
- C. They maintain aircraft stability and controllability**
- D. They determine the seating arrangement

Center of gravity limits are crucial for an aircraft because they directly impact the aircraft's stability and controllability during flight. The center of gravity (CG) is the point where the total weight of the aircraft is considered to act, and its position affects how the aircraft behaves in response to control inputs. When the CG is within the specified limits, the aircraft will perform as expected, maintaining proper aerodynamic characteristics, stability, and control authority. An aircraft that is too far forward or too far aft in terms of CG can exhibit challenging handling qualities, potentially leading to situations such as excessive pitch sensitivity or difficulty in recovering from unusual attitudes. Maintaining the CG within the established limits ensures that the aircraft responds appropriately to controls, thus allowing the pilot to manage the flight safely and effectively. It also contributes to overall performance, including climb, cruise, and descent capabilities. In contrast, the other options do not accurately reflect the importance of CG limits in aviation: they do not influence the aircraft's color or determine seating arrangements, nor are they directly related to flight speed in a way that compromises stability and control. Thus, focusing on the impact of CG limits on aircraft stability and controllability provides a clear understanding of why they are vital to safe flight operations.

9. At what altitude is DME required?

- A. Above FL 180
- B. Above FL 240**
- C. Above FL 260
- D. Above FL 300

DME, or Distance Measuring Equipment, is a navigational tool used to determine the distance between an aircraft and a ground-based radio station. Its use is mandated above certain altitudes to ensure that pilots can navigate safely and maintain situational awareness, particularly in controlled airspace and during instrument flight rules (IFR). The requirement for DME becomes crucial above FL 240 (24,000 feet) since this is where aircraft operate in the more congested airspace, including en route and terminal operations. The higher altitude, combined with the speed of aircraft at these levels, necessitates accurate distance information to manage separation and navigation effectively. DME is typically used in conjunction with VOR (VHF Omnidirectional Range) systems, and its requirement at FL 240 helps ensure that pilots have reliable information to conduct approaches and navigate through regions where radar coverage may be limited or nonexistent. Ensuring accurate navigation at these altitudes is critical for flight safety, making DME a requirement for operations above FL 240.

10. How often are NOTAMs published?

- A. Every 10 days
- B. Every 7 days
- C. Every 30 days
- D. Every 28 days**

NOTAMs, or Notices to Airmen, are essential for providing crucial information about the status of airports, airspace, and flight operations that may affect flight safety. The automatic update cycle for NOTAMs is set based on the necessity to keep pilots informed of any relevant changes or temporary conditions that may arise. The correct answer indicates that NOTAMs are published every 28 days. This timeframe ensures that critical information remains current and accessible to pilots, who must remain aware of any changes in their flight environment. The 28-day cycle is consistent with the requirement for periodic updates to ensure safety and compliance with regulations, as well as to accommodate any changes in NOTAM information that would be relevant to flight operations. In contrast, the incorrect options suggest different, less frequent cycles which do not align with the regulations governing the timely dissemination of NOTAMs. Keeping NOTAMs updated every 28 days strikes a balance between keeping information relevant and manageable for publication, crucial for maintaining aviation safety standards.

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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://caxoral.examzify.com>

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

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