

FAA GENERAL PRACTICE TEST (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 is the outcome of solving the equation referenced in the flashcards?
 - A. 0.021
 - B. 0.042
 - C. 0.084
 - D. 0.004
2. Which inspections is a mechanic allowed to perform and approve for return to service?
 - A. Only a 100-hour inspection
 - B. Annual inspections under all circumstances
 - C. A 100-hour inspection and progressive inspections under specified conditions
 - D. Routine checks only
3. Which condition is NOT required for corrosion to occur?
 - A. The presence of moisture
 - B. The presence of a passive oxide film
 - C. The presence of an electrolyte
 - D. The presence of a metal
4. If all, or a significant part of a stall strip is missing on an airplane wing, what is a likely result?
 - A. Reduction in lift at all speeds
 - B. Increased lift at stall angles of attack
 - C. Asymmetrical lateral control at or near stall angles of attack
 - D. Improved roll control under all conditions
5. What is the ratio of 10 feet to 30 inches?
 - A. 2:1
 - B. 4:1
 - C. 1:3
 - D. 5:6

6. What amount of force must be applied to roll a 120-pound barrel up a 9-foot inclined plane to a height of 3 feet, ignoring friction?
- A. 20 pounds
 - B. 30 pounds
 - C. 40 pounds
 - D. 50 pounds
7. What is the aspect ratio of a wing defined as?
- A. The ratio of wingspan to the mean chord
 - B. The ratio of the area of the wing to its perimeter
 - C. The ratio of the wingspan to the total wing area
 - D. The ratio of wing weight to wingspan
8. How is the area of a trapezoid typically computed?
- A. By multiplying the base by height
 - B. By averaging the two bases and multiplying by height
 - C. By using the Pythagorean theorem
 - D. By summing all sides
9. If a vehicle travels 240 miles by using 8 gallons of gasoline, what is the fuel efficiency in miles per gallon?
- A. 28 MPG
 - B. 30 MPG
 - C. 35 MPG
 - D. 40 MPG
10. What is the primary concern when performing inspections on aircraft?
- A. Inspecting aesthetic qualities only
 - B. Ensuring that all systems are airworthy and function as intended
 - C. Documenting every minor scratch or dent
 - D. Performing repairs only when directed by the owner

Answers

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

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Explanations

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1. What is the outcome of solving the equation referenced in the flashcards?

- A. 0.021
- B. 0.042**
- C. 0.084
- D. 0.004

The outcome of solving the equation likely results in 0.042, which indicates that the calculations involved in arriving at this final value were done correctly. This can involve various mathematical operations, including addition, subtraction, multiplication, or division, depending on the context of the equation presented in the flashcards. Given that this result is 0.042, it highlights the importance of accurately following the order of operations and ensuring that each step of the calculation is executed properly. The precision of the answer to three decimal places suggests that a careful approach was taken during problem-solving, reflecting an understanding of how to manipulate numbers in mathematical expressions. The other options represent different numerical outcomes, suggesting that they resulted from either miscalculations or applying the wrong procedure to solve the equation. Therefore, verifying each step against the expected outcome is critical to arriving at the correct solution.

2. Which inspections is a mechanic allowed to perform and approve for return to service?

- A. Only a 100-hour inspection
- B. Annual inspections under all circumstances
- C. A 100-hour inspection and progressive inspections under specified conditions**
- D. Routine checks only

A mechanic can perform and approve for return to service a 100-hour inspection and progressive inspections under specified conditions due to the regulations set forth by the FAA. The 100-hour inspection is specifically designed for aircraft that are used for hire and is a critical requirement that ensures the aircraft is safe to fly after a certain number of operational hours. Progressive inspections are a series of smaller inspections spread over a period of time, rather than one large inspection, allowing for more frequent checks on aircraft components. When conducted under specified conditions, this enables mechanics to maintain an aircraft's airworthiness and ensure it meets safety standards more regularly without requiring the aircraft to be taken out of service for long periods. Annual inspections, while crucial, require an A&P mechanic with an Inspection Authorization (IA) to perform and approve them. Routine checks, on the other hand, typically involve visual checks or minor maintenance that does not require approval for return to service by a mechanic. Thus, the scope of a mechanic's authority to perform inspections encompasses both the 100-hour and progressive inspections as laid out by FAA regulations, validating that the answer highlighting these capabilities is indeed correct.

3. Which condition is NOT required for corrosion to occur?

- A. The presence of moisture
- B. The presence of a passive oxide film**
- C. The presence of an electrolyte
- D. The presence of a metal

Corrosion is an electrochemical process that typically involves the deterioration of metals when they react with their environment. For corrosion to occur, certain conditions must generally be present. The one condition that is NOT required for corrosion is the presence of a passive oxide film. A passive oxide film can actually protect metals from corrosion. When a metal is coated with a stable oxide, it prevents further oxidation by acting as a barrier between the metal and its corrosive environment. This is why aluminum and stainless steel, which readily form protective oxide layers, are often better at resisting corrosion compared to metals without such films. In contrast, moisture, an electrolyte (such as saltwater), and a metal component are typically necessary for corrosion to proceed. Moisture is essential as it facilitates the movement of ions, while electrolytes provide the necessary ions to participate in the electrochemical reactions. The presence of a metal is fundamental, as corrosion involves the oxidation of the metal itself. Thus, the presence of a passive oxide film is unique in that it generally inhibits rather than facilitates corrosion.

4. If all, or a significant part of a stall strip is missing on an airplane wing, what is a likely result?

- A. Reduction in lift at all speeds
- B. Increased lift at stall angles of attack
- C. Asymmetrical lateral control at or near stall angles of attack**
- D. Improved roll control under all conditions

A significant part of a stall strip missing from an airplane wing can have serious implications for flight safety and performance. The stall strip is designed to ensure that the stall occurs first at the root of the wing rather than the tip, promoting a more controlled and predictable stall behavior. When the stall strip is partially or completely missing, airflow over the wing tips can remain attached longer than over the root area, causing the wing to stall asymmetrically. This means that one part of the wing may stall while another does not, leading to a loss of control and possibly an uncommanded roll towards the side that is still generating lift. This scenario directly ties to the adverse effects of uneven aerodynamic behavior during stall conditions, which can lead to dangerous situations during low-speed maneuvers, especially in turns. Understanding this function of stall strips is essential for pilots, as it highlights the importance of aircraft wing design in maintaining stability and control during critical phases of flight, particularly when approaching or at stall angles of attack.

5. What is the ratio of 10 feet to 30 inches?

- A. 2:1
- B. 4:1**
- C. 1:3
- D. 5:6

To determine the ratio of 10 feet to 30 inches, it is essential first to convert the measurements to the same unit. Since 1 foot equals 12 inches, 10 feet can be converted to inches by multiplying by 12: $10 \text{ feet} \times 12 \text{ inches/foot} = 120 \text{ inches}$. Now, the ratio of 120 inches (from 10 feet) to 30 inches can be expressed as: 120 inches : 30 inches. Next, simplifying this ratio involves dividing both numbers by the greatest common factor. The greatest common factor of 120 and 30 is 30: $120 \div 30 = 4$, and $30 \div 30 = 1$. Therefore, the simplified ratio is 4:1. This shows that for every 4 parts of the original measurement (10 feet), there is 1 part of the second measurement (30 inches). Thus, the ratio of 10 feet to 30 inches is correctly expressed as 4:1.

6. What amount of force must be applied to roll a 120-pound barrel up a 9-foot inclined plane to a height of 3 feet, ignoring friction?

- A. 20 pounds
- B. 30 pounds
- C. 40 pounds**
- D. 50 pounds

To determine the amount of force required to roll a 120-pound barrel up a 9-foot inclined plane to a height of 3 feet, one must consider the relationship between the height of the incline and the length of the plane. The force needed to move the object up the incline can be calculated using the concept of gravitational force acting on the barrel, specifically the component of gravity acting parallel to the incline. First, we can find the slope of the incline by using the height and the length of the incline. The height (rise) is 3 feet, while the length of the incline is 9 feet. The angle of the incline can be determined by using the sine function, but we'll focus instead on the direct relationship to the weight of the barrel. The force required to lift the barrel directly upwards (ignoring friction) can be articulated through the sine of the angle of inclination. The formula for the force component acting upward along the incline is: $F = W \sin\left(\frac{\text{height}}{\text{length}}\right)$ Where: - W is the weight of the barrel, which is 120 pounds. - The height is 3 feet and the length is 9 feet

7. What is the aspect ratio of a wing defined as?

- A. The ratio of wingspan to the mean chord**
- B. The ratio of the area of the wing to its perimeter
- C. The ratio of the wingspan to the total wing area
- D. The ratio of wing weight to wingspan

The aspect ratio of a wing is defined as the ratio of the wingspan to the mean chord, which is indeed the correct understanding of this aerodynamic concept. In more detail, the wingspan is the distance from one wingtip to the other, while the mean chord represents the average width of the wing across its span. The aspect ratio is a crucial factor in aerodynamics because it influences the lift characteristics and performance of the aircraft. A higher aspect ratio generally signifies a more efficient wing design, which can lead to improved lift-to-drag ratios and better flight performance, especially in gliders and long-winged aircraft. Understanding the aspect ratio is essential for pilots and aeronautical engineers as it directly relates to the wing's aerodynamic efficiency and overall handling characteristics. The other definitions provided do not accurately represent the established aerodynamic definition of aspect ratio.

8. How is the area of a trapezoid typically computed?

- A. By multiplying the base by height
- B. By averaging the two bases and multiplying by height**
- C. By using the Pythagorean theorem
- D. By summing all sides

The area of a trapezoid is computed by averaging the lengths of the two parallel bases and then multiplying that average by the height of the trapezoid. This formula effectively accounts for the varying lengths of the bases, ensuring that the calculation reflects the shape of the trapezoid accurately. To elaborate, the average of the two bases is calculated as the sum of the lengths of the bases divided by two. This average length represents the "effective base" over the height of the trapezoid. Multiplying this average by the height gives the total area, which captures the trapezoidal shape more accurately than simply using one of the bases. This approach distinctly contrasts with the method used to calculate areas of other shapes, such as rectangles, where only one base is used. The trapezoid's unique geometry necessitates this averaging to yield the precise area measurement.

9. If a vehicle travels 240 miles by using 8 gallons of gasoline, what is the fuel efficiency in miles per gallon?

- A. 28 MPG
- B. 30 MPG**
- C. 35 MPG
- D. 40 MPG

To determine the fuel efficiency in miles per gallon (MPG), you divide the total distance traveled by the total gallons of gasoline used. In this case, the vehicle travels 240 miles and uses 8 gallons of gasoline. The calculation is straightforward: $\text{Fuel Efficiency (MPG)} = \text{Distance Traveled (miles)} / \text{Gallons Used (gallons)}$ Substituting the values: $\text{Fuel Efficiency} = 240 \text{ miles} / 8 \text{ gallons} = 30 \text{ MPG}$ This means the vehicle is able to travel 30 miles for every gallon of gasoline it consumes, which is the correct and appropriate measure of fuel efficiency. Thus, 30 MPG accurately reflects the vehicle's performance in terms of its fuel consumption relative to distance traveled.

10. What is the primary concern when performing inspections on aircraft?

- A. Inspecting aesthetic qualities only
- B. Ensuring that all systems are airworthy and function as intended**
- C. Documenting every minor scratch or dent
- D. Performing repairs only when directed by the owner

The primary concern when performing inspections on aircraft is to ensure that all systems are airworthy and function as intended. Aircraft inspections are critical to maintaining safety and compliance with regulations set forth by aviation authorities. During these inspections, technicians evaluate the aircraft's structural integrity, mechanical systems, avionics, and other crucial components to verify that they are operating correctly and safely. This focus on airworthiness is essential because any failure in a critical system can significantly jeopardize the safety of the aircraft and its occupants. Inspections not only help in identifying potential issues before they lead to malfunctions but also ensure that the aircraft adheres to the stringent standards required for safe operation. While aspects like aesthetic qualities, minor damage, and repairs may be part of the broader maintenance process, they are secondary to the fundamental goal of ensuring the aircraft's systems are fully operational and safe for flight. Therefore, the primary concern during inspections is to confirm that the aircraft meets all safety standards and is fit for operation in the air.

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://faageneral.examzify.com>

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

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