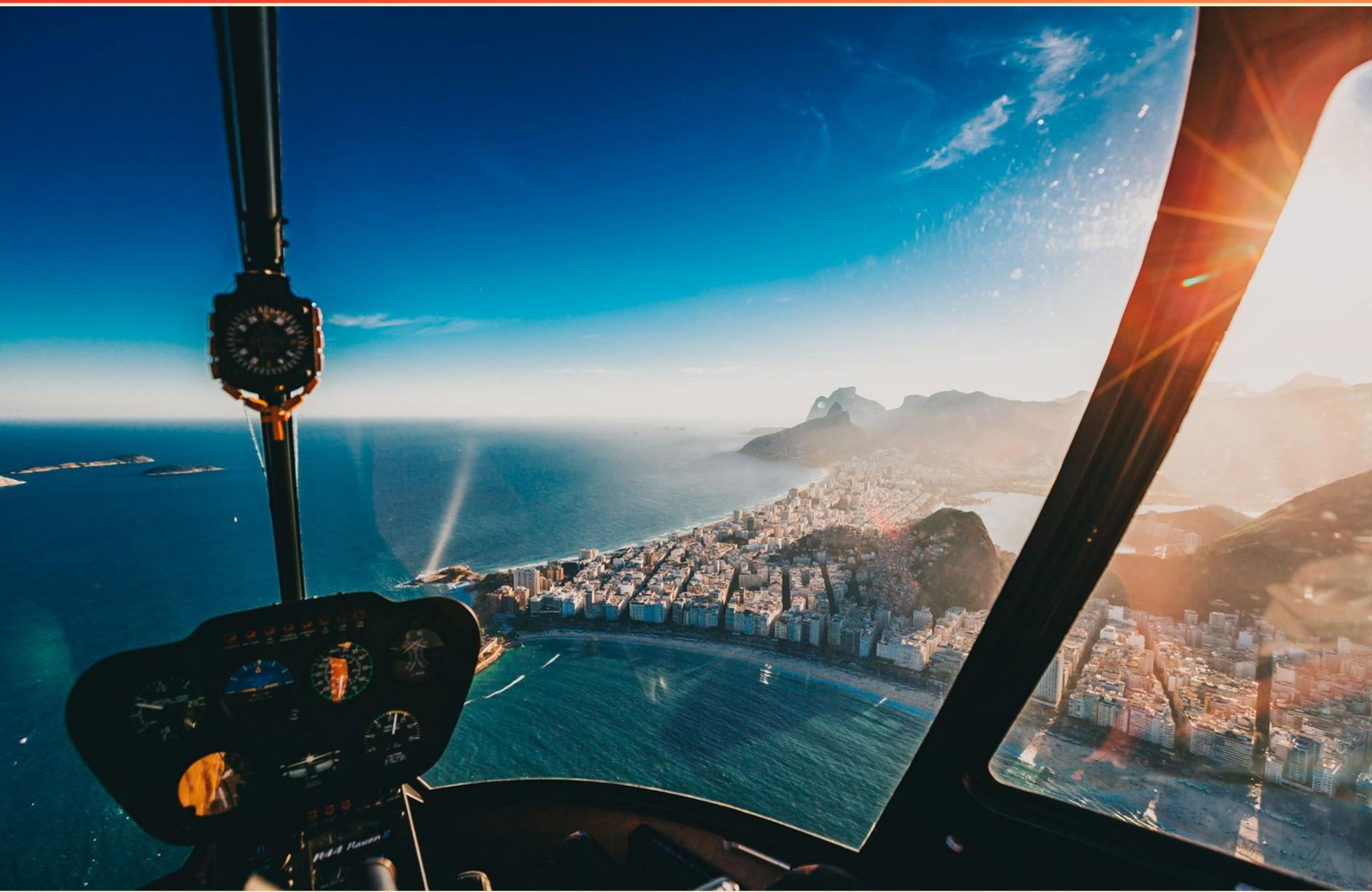


PRIVATE PILOT GLIDER PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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

<https://privatepilotglider.examzify.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	15

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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. Where must the minimum 200 hours of PIC time be entered to tow a glider?**
 - A. In the pilot's logbook
 - B. In the airman medical certificate file
 - C. In the flight plan
 - D. In the aircraft maintenance log
- 2. To update a previous weather briefing, a pilot should request:**
 - A. An abbreviated briefing
 - B. A standard briefing
 - C. An outlook briefing
 - D. A weather summary briefing
- 3. From a north heading, a left turn will cause the magnetic compass to indicate an initial turn toward which direction?**
 - A. Turn toward the East
 - B. Turn toward the West
 - C. Turn toward the North
 - D. Turn toward the South
- 4. Which incident requires an immediate notification be made to the nearest NTSB field office?**
 - A. An overdue aircraft that is believed to be involved in an accident
 - B. A routine maintenance check
 - C. A taxi collision on the ramp
 - D. A smooth landing per standard procedures
- 5. Who has the final authority as to the operation of an aircraft?**
 - A. The Aircraft Owner
 - B. The Pilot in Command
 - C. The FAA
 - D. The Air Traffic Controller

- 6. What is the correct method of stating 10,500 feet MSL to ATC?**
- A. ONE THOUSAND FIVE HUNDRED
 - B. ONE ZERO THOUSAND, FIVE HUNDRED
 - C. TEN THOUSAND, FIVE HUNDRED
 - D. ONE HUNDRED AND FIFTY
- 7. The minimum certificate for a pilot who conducts the post-modification flight test prior to passenger operations is**
- A. Private Pilot Certificate
 - B. Commercial Pilot Certificate
 - C. Airline Transport Pilot
 - D. Student Pilot Certificate
- 8. When is the next required flight review if the last flight review was completed on August 8?**
- A. August 31, 2 Years Later
 - B. August 31, 1 Year Later
 - C. August 8, 2 Years Later
 - D. August 7, 2 Years Later
- 9. While operating in Class D airspace, each pilot of an aircraft approaching to land on a runway served by a visual approach slope indicator (VASI) shall**
- A. Maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing
 - B. Descend below the glide slope as soon as possible
 - C. Maintain altitude at or below the glide slope
 - D. Adjust speed only
- 10. Regarding stall speed and altitude for a given configuration, which is true?**
- A. Indicated stall speed remains the same with altitude
 - B. Indicated stall speed increases with altitude
 - C. Indicated stall speed decreases with altitude
 - D. Indicated stall speed becomes unpredictable with altitude

Answers

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

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Explanations

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1. Where must the minimum 200 hours of PIC time be entered to tow a glider?

- A. In the pilot's logbook**
- B. In the airman medical certificate file
- C. In the flight plan
- D. In the aircraft maintenance log

The amount of PIC time required to tow a glider must be recorded in the pilot's logbook, which is the official record of a pilot's flight time and qualifications. This logbook entry is what regulators look at to verify that a pilot meets the minimum 200 hours of PIC time for towing operations. The other documents serve different purposes: the airman medical certificate file tracks medical fitness, the flight plan is for route and operational planning, and the aircraft maintenance log records airworthiness and maintenance history. So the logbook is the correct place to document this qualification.

2. To update a previous weather briefing, a pilot should request:

- A. An abbreviated briefing**
- B. A standard briefing
- C. An outlook briefing
- D. A weather summary briefing

Updating a previous weather briefing is best done with an abbreviated briefing because it's designed to refresh you on current conditions and forecast changes since your last briefing. It focuses on the new or altered information you need for the flight, avoiding repetition of what you already know. The standard briefing is used when you're getting weather information for a flight plan for the first time, providing the full set of weather data. An outlook briefing is for planning weather further ahead, often beyond the standard briefing window. A weather summary briefing gives a concise snapshot of current conditions, but it doesn't specifically target updates after a prior briefing. So when you need to refresh your weather picture after your last briefing, an abbreviated briefing is the most appropriate option.

3. From a north heading, a left turn will cause the magnetic compass to indicate an initial turn toward which direction?

- A. Turn toward the East**
- B. Turn toward the West
- C. Turn toward the North
- D. Turn toward the South

The magnetic compass can lag behind a change in heading, especially when you roll into a turn. From a north heading, starting a left turn moves the aircraft toward the west, but the compass needle doesn't instantly follow that change. Instead, due to the way the compass responds to turning motion and its damping in the fluid, the needle temporarily deflects toward the east. So, at the very start of the turn, the compass indicates a turn toward the east even though your actual turn is toward the west. As the turn progresses and the heading stabilizes, the compass will then track the true westward change. This lag can happen specifically when starting from a northerly heading, which is why the initial indication is toward the east rather than toward the direction you're rolling.

4. Which incident requires an immediate notification be made to the nearest NTSB field office?

- A. An overdue aircraft that is believed to be involved in an accident**
- B. A routine maintenance check
- C. A taxi collision on the ramp
- D. A smooth landing per standard procedures

Immediate notification to the nearest NTSB field office is required whenever an aircraft accident has occurred, or is believed to have occurred. An overdue aircraft that is believed to be involved in an accident fits this trigger because there's a strong possibility of an accident and rapid notification helps prompt search and rescue and the investigation. Routine maintenance, a taxi collision on the ramp, or a normal smooth landing are not accidents and do not by themselves require immediate NTSB notification.

5. Who has the final authority as to the operation of an aircraft?

- A. The Aircraft Owner
- B. The Pilot in Command**
- C. The FAA
- D. The Air Traffic Controller

Final authority for the operation of an aircraft rests with the Pilot in Command. This is the person designated as responsible for the flight and who makes the ultimate decisions about how the aircraft is operated to ensure safety. Ownership or regulatory oversight doesn't override the PIC's authority during flight. If air traffic control issues instructions, the PIC generally follows them, but the PIC may deviate to protect safety and will coordinate as appropriate. In training flights, the instructor in the cockpit typically holds PIC authority for the flight portion, reflecting who is responsible for the safety decisions at that time.

6. What is the correct method of stating 10,500 feet MSL to ATC?

- A. ONE THOUSAND FIVE HUNDRED
- B. ONE ZERO THOUSAND, FIVE HUNDRED**
- C. TEN THOUSAND, FIVE HUNDRED
- D. ONE HUNDRED AND FIFTY

When communicating altitudes to ATC, read the digits clearly so the exact value is unambiguous. For numbers in the thousands, you say each digit of the thousands part separately, then tell the hundreds (or tens) part. So 10,500 feet means the thousands portion is 10, spoken as digits, and the hundreds portion is 500. Therefore you say: one zero thousand, five hundred feet. This makes it crystal clear you're at 10,500 feet MSL and avoids confusion that could come from saying "ten thousand five hundred" in a fast or noisy transmission. The other options either misstate the value (1,500 or 150) or don't present the thousands portion in a way that guarantees exactness, which is why they aren't appropriate for ATC communication.

7. The minimum certificate for a pilot who conducts the post-modification flight test prior to passenger operations is

- A. Private Pilot Certificate**
- B. Commercial Pilot Certificate
- C. Airline Transport Pilot
- D. Student Pilot Certificate

Post-modification flight tests are airworthiness checks done before you allow carrying passengers, and they don't involve paid operations. The pilot conducting the test needs enough certification to act as the pilot in command for a glider, but there's no requirement for a higher certificate since the flight isn't a revenue mission. A Private Pilot certificate (with the appropriate glider rating) provides the privileges needed to perform the test and to operate the glider safely as PIC. A Student Pilot certificate can't be used to conduct a post-modification flight test as PIC, and a Commercial or Airline Transport Pilot certificate is unnecessary for this purpose since no compensation or airline operations are involved.

8. When is the next required flight review if the last flight review was completed on August 8?

- A. August 31, 2 Years Later**
- B. August 31, 1 Year Later
- C. August 8, 2 Years Later
- D. August 7, 2 Years Later

Flight reviews are valid for 24 calendar months after the month in which they are completed, and the expiration is the last day of that month two years later. Since the last review was completed in August, the due date falls on the last day of August two years afterward. That means the next required flight review is August 31, two years later, not a date earlier or exactly on the 8th. The day matters only as the end of the month, so the end of August is the correct due date.

9. While operating in Class D airspace, each pilot of an aircraft approaching to land on a runway served by a visual approach slope indicator (VASI) shall

- A. Maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing**
- B. Descend below the glide slope as soon as possible
- C. Maintain altitude at or below the glide slope
- D. Adjust speed only

When using a VASI on approach in Class D airspace, you should fly at or above the glide slope until you can safely descend to land. The glide slope path is designed to provide a safe descent angle and obstacle clearance, so staying on or above it keeps you in a position where you can react to any surprises and still reach the runway. You should only lower below the glide slope when you have the runway environment in sight and a safe landing is achievable along the established path. Descent below the glide slope too early can put you on a steeper or lower path than designed, increasing the risk of undershooting or encountering obstacles. Simply adjusting speed does not substitute for proper altitude management on the glide path.

10. Regarding stall speed and altitude for a given configuration, which is true?

- A. Indicated stall speed remains the same with altitude
- B. Indicated stall speed increases with altitude
- C. Indicated stall speed decreases with altitude
- D. Indicated stall speed becomes unpredictable with altitude

Stall speed is determined by the lift needed to balance weight at a given configuration, which depends on the stall lift coefficient and the dynamic pressure $q = 0.5 \rho V^2$. For a fixed weight and wing, the stall occurs at a fixed dynamic pressure, so the indicated airspeed—which translates that dynamic pressure into IAS using standard sea level density—stays essentially the same regardless of altitude. As you climb, the air is thinner, so the true airspeed needed to reach that same dynamic pressure increases, but the indicated stall speed remains about constant. Small deviations can occur due to changes in Reynolds number or compressibility at very high altitudes, but for typical conditions it's effectively unchanged.

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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://privatepilotglider.examzify.com>

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

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