# UND Certified Flight Instructor (CFI) Hiring Practice Test (Sample)

## Study Guide


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# Questions

**1. In terms of perception, which element would most likely stop a student from learning?**

**A. Goals and values**

**B. Time and opportunity**

**C. Element of threat**

**D. Physical organism**

**2. What is NOT included in the elements of a good critique?**

**A. Flexible**

**B. Subjective**

**C. Specific**

**D. Constructive**

**3. What must a Certified Flight Instructor teach according to the ACS?**

**A. Operational safety**

**B. Everything in the ACS**

**C. Flight maneuvers**

**D. Aircraft systems**

**4. What is required for carrying passengers at night?**

**A. Specific training and current certifications**

**B. Night instruments and equipment**

**C. Current night currency**

**D. Medical certification**

**5. What is the black hole effect in aviation?**

**A. An approach with bright lights around the airport**

**B. An approach made with lack of ambient lighting around the airport**

**C. A technique to reduce approach speed**

**D. An effect of night flying**

**6. Which of the following is NOT a pre-solo requirement?**

**A. Medical certification**

**B. TSA endorsement**

**C. Cross-country flight experience**

**D. Knowledge test completion**

**7. What constitutes parasite drag?**

**A. Drag created by lift generation**

**B. Drag not created in the production of lift**

**C. Drag from aerodynamic forces**

**D. Drag from air pressure**

**8. What is the timeframe for submitting NTSB reports after a request?**

**A. 5 days**

**B. 10 days**

**C. 15 days**

**D. 30 days**

**9. What is the required airspeed variability during steep turns in PPL?**

**A. ±10 knots**

**B. ±15 knots**

**C. ±5 knots**

**D. ±20 knots**

**10. What is the validity period for a first-class medical for a pilot under 40?**

**A. 30 months**

**B. 48 months**

**C. 60 months**

**D. 12 months**

# Answers

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

# Explanations

## 1. In terms of perception, which element would most likely stop a student from learning?

**A. Goals and values**

**B. Time and opportunity**

**C. Element of threat**

**D. Physical organism**

**The element that would most likely stop a student from learning is the element of threat. When a student perceives a threat, whether it be physical, emotional, or psychological, it triggers a stress response that can significantly hinder their ability to focus, absorb information, and engage in the learning process. This sense of threat can be paralyzing, leading to anxiety or fear, which can obstruct cognitive functions such as reasoning, problem-solving, and memory. In a learning environment, if a student feels threatened—whether due to a high-pressure situation, fear of failure, or any intimidating factors—they may enter a flight-or-fight response, preventing them from fully participating and interacting with the educational material. Instead of assimilating knowledge and skills, the student may become preoccupied with their feelings of threat or insecurity, making it difficult for instruction to be effective. Other elements, while they can affect learning in various ways, do not directly paralyze the learning process to the extent that the perception of threat does. Goals and values, for instance, provide motivation for learning but do not inhibit it. Similarly, time and opportunity are relevant, but they do not invoke the same intense psychological barriers as a perceived threat. The physical organism, which includes health and**

## 2. What is NOT included in the elements of a good critique?

**A. Flexible**

**B. Subjective**

**C. Specific**

**D. Constructive**

**A good critique is essential for fostering effective learning and development. One of the central tenets of a valuable critique is its objectivity, which is crucial for helping the recipient understand and improve their performance. The term "subjective" refers to personal opinions or feelings that can color the evaluation process. When critiques are based on subjective impressions, they can become biased and may not accurately reflect the actual performance or skills being assessed. In contrast, a good critique should be objective, focusing on observable behaviors and measurable outcomes rather than personal feelings, ensuring that the feedback is clear, fair, and actionable. The other elements of a good critique, such as being flexible, specific, and constructive, all contribute to creating an environment where the feedback serves a purpose and leads to growth. Flexibility allows the critique to adapt to the specific context or individual, specificity ensures that the feedback is directed at particular actions or behaviors, and constructiveness focuses on guiding improvement rather than merely pointing out flaws. Each of these elements works to promote a supportive atmosphere, unlike a subjective critique, which may discourage the recipient.**

## 3. What must a Certified Flight Instructor teach according to the ACS?

**A. Operational safety**

**B. Everything in the ACS**

**C. Flight maneuvers**

**D. Aircraft systems**

**The correct response emphasizes the comprehensive nature of the ACS (Airman Certification Standards) for Certified Flight Instructors. The ACS outlines the knowledge and skills necessary for pilot certification, detailing a range of topics that an instructor must cover. This includes not only specific flight maneuvers and operational safety but also an understanding of aircraft systems and various other relevant subjects. Teaching everything outlined in the ACS ensures that students are well-prepared for their flying careers and knowledgeable about all aspects needed for safe and effective flight. This holistic approach is vital to developing students into proficient and competent pilots, as every component contributes to their overall training and safety in aviation. In contrast, focusing solely on operational safety, flight maneuvers, or aircraft systems would limit the instruction to only parts of the necessary knowledge base, failing to ensure that the student meets the overall competency required for certification. The comprehensive nature of the ACS mandates that instructors address the full spectrum of topics essential for an aspiring pilot's education.**

## 4. What is required for carrying passengers at night?

**A. Specific training and current certifications**

**B. Night instruments and equipment**

**C. Current night currency**

**D. Medical certification**

**To carry passengers at night, the pilot is required to have current night currency, which means the pilot must have logged a certain number of takeoffs and landings during night hours within a specified period. This ensures that the pilot possesses the necessary recent experience to operate the aircraft safely when visibility is reduced and the challenges of nighttime flying are present. Having current night currency acts as a safeguard against the unique risks associated with flying at night, such as reduced depth perception and limited visual references. The requirement for recent takeoffs and landings indicates a practiced familiarity with nighttime flying conditions, which enhances safety for both the pilot and the passengers. While specific training and certifications, night instruments and equipment, and medical certification are all important in aviation, they do not directly address the requirement for carrying passengers at night. Thus, current night currency specifically pertains to the experience and competency needed to ensure safe flight operations after sunset.**

## 5. What is the black hole effect in aviation?

**A. An approach with bright lights around the airport**

**B. An approach made with lack of ambient lighting around the airport**

**C. A technique to reduce approach speed**

**D. An effect of night flying**

**The black hole effect in aviation refers to the visual phenomenon encountered when pilots are approaching an airport that lacks sufficient ambient lighting. In such situations, the bright lights of the aircraft can contrast sharply with the dark surroundings, leading to a misperception of altitude and distance. This lack of external references can create a situation where pilots may have difficulty judging their height above the ground, often resulting in an illusion of being higher than they truly are. Consequently, this can lead to a dangerous situation during landing if not properly managed, as pilots might inadvertently descend too rapidly. The mention of ambient lighting is crucial; when there are few or no lights around the landing area, pilots may struggle to perceive the runway's position relative to their aircraft. Understanding this effect is critical for safety, especially during night flying or approaches to airports located in sparsely populated regions.**

## 6. Which of the following is NOT a pre-solo requirement?

**A. Medical certification**

**B. TSA endorsement**

**C. Cross-country flight experience**

**D. Knowledge test completion**

**A key component of pre-solo requirements for obtaining a pilot's certificate is ensuring that the student is legally and physically able to fly and has sufficient knowledge and training to do so safely. Medical certification is essential because it ensures that the pilot meets the necessary health standards. The TSA endorsement validates that the student is cleared to fly under the security regulations. Additionally, completing a knowledge test is fundamental, as it checks the student's understanding of aeronautical concepts necessary for safe flying. In contrast, cross-country flight experience is not a mandated pre-solo requirement for students. While cross-country training is important for overall flight proficiency and is necessary for obtaining a private pilot certificate, it is not specifically required before a student can fly solo. A solo flight can occur after a student demonstrates proficiency in basic flight maneuvers and safe operation of the aircraft, which can be achieved without having completed a cross-country flight. Thus, cross-country flight experience stands out as not being essential for the pre-solo phase.**

## 7. What constitutes parasite drag?

**A. Drag created by lift generation**

**B. Drag not created in the production of lift**

**C. Drag from aerodynamic forces**

**D. Drag from air pressure**

**Parasite drag refers to the resistance experienced by an aircraft as it moves through the air, which is not related to the generation of lift. This type of drag occurs due to various factors such as skin friction, form drag, and interference drag but is fundamentally distinguished from lift-induced drag. When considering the mechanics of how aircraft operate, parasite drag is present regardless of whether the aircraft is generating lift. This makes it distinct; it arises from the aircraft's shape, surface texture, and how it interacts with the airflow, rather than from the aerodynamic forces involved in creating lift. Thus, the correct understanding of parasite drag is that it encompasses all drag that occurs independently of lift production, confirming the accuracy of the statement regarding drag not created in the production of lift.**

## 8. What is the timeframe for submitting NTSB reports after a request?

**A. 5 days**

**B. 10 days**

**C. 15 days**

**D. 30 days**

**The timeframe for submitting National Transportation Safety Board (NTSB) reports after a request is 10 days. This requirement ensures that the NTSB can promptly gather the necessary information and evidence related to aviation incidents or accidents to facilitate their investigations. Timely reporting is crucial for maintaining aviation safety standards and improving future policies and training. Understanding this timeframe is important for aviation professionals and instructors because it emphasizes the need for accountability and the importance of thorough documentation in the event of an incident. Proper adherence to report submission timelines reflects a culture of safety and responsibility within the aviation industry, which is vital for both compliance with regulations and the enhancement of overall flight safety.**

## 9. What is the required airspeed variability during steep turns in PPL?

**A. ±10 knots**

**B. ±15 knots**

**C. ±5 knots**

**D. ±20 knots**

**The required airspeed variability during steep turns in a Private Pilot License (PPL) is ±10 knots. This standard is in place to ensure that pilots maintain adequate control of the aircraft while performing steep turns, which typically involve a bank angle of 50 degrees or more. Maintaining a consistent airspeed is crucial during these maneuvers, as variations that exceed this tolerance could lead to aerodynamic issues or loss of control. Airspeed is tightly linked to the aircraft's performance characteristics, and exceeding the ±10 knots margin can affect the stall speed, maneuverability, and overall handling of the aircraft. Steep turns require pilots to manage their energy state carefully, and staying within this airspeed limitation helps to ensure safety and proper execution. While other options present broader tolerances, they could lead to adverse flight characteristics or an increase in the risk of unintentional stalls or excessive banking, thus undermining the purpose of the maneuver as a demonstration of precision and skill. Hence, the tolerance of ±10 knots is essential to the integrity of steep turns within the PPL curriculum.**

## 10. What is the validity period for a first-class medical for a pilot under 40?

**A. 30 months**

**B. 48 months**

**C. 60 months**

**D. 12 months**

**The validity period for a first-class medical certificate for a pilot under 40 is indeed 60 months, or 5 years. This means that if a pilot who is under the age of 40 passes their first-class medical examination, they are considered medically qualified to act as pilot-in-command for that duration. Medical certificates serve to ensure that pilots meet the necessary health standards to operate aircraft safely. The longer validity period for younger pilots reflects the lower likelihood of health issues affecting their ability to fly within that age group. Therefore, it is essential for pilots to be aware of their medical certificate's expiration, as operating with an expired certificate can have legal and operational consequences. Pilots over 40, on the other hand, are required to renew their first-class medical certificates every 12 months, highlighting the increased scrutiny of medical conditions that can potentially develop as a person ages.**