

Question,M

Sheet1

Foil1,C,255

Taxi up to, but stay behind the hold line, and wait for takeoff clearance.

Add left rudder.

Keep your right hand on the yoke.

Briskly pull back on the yoke so that the airplane immediately lifts off the runway.

Land straight ahead.

The controls become less effective.

The yoke should be turned to the left.

True

Crosswind takeoffs require aileron and rudder deflection into the wind.

True

True

Overfly the airport at traffic pattern altitude to determine the landing runway and pattern direction.

Clarksville traffic, Cessna 52341, entering left base, Runway 35, full stop, Clarksville.

500 feet AGL

30

Airport/Facility Directory and FAR Part 61

5 miles

True

Stay above the large airplane's flight path and land before its touchdown point.

1.3VNE

Add power.

The runway will look shorter and wider.

5 to 8 feet

In the neutral position

VS0

True

During cruise

True

True

Exactly 90

Less control surface effectiveness

Less float

Sheet1

Foil2,C,255

Taxi into position for takeoff on the runway and wait for takeoff clearance.

Add right rudder.

Keep your right hand on the throttle.

Hold the nosewheel on the pavement and wait for the airplane to fly off the runway.

Use a standard-rate turn to maneuver back to your takeoff runway.

The controls become more effective.

The yoke should be in the neutral position.

False

The maximum demonstrated crosswind component is always a limitation for the airplane.

False

False

Overfly the airport above the traffic pattern altitude to determine the landing runway and pattern direction.

Clarksville traffic, Cessna 52341, entering right base, Runway 35, full stop, Clarksville.

1,000 feet AGL

45

Airport/Facility Directory, Pilot's Operating Handbook, FAR Part 93, and NOTAMS

15 miles

False

Touch down beyond the large airplane's liftoff point.

1.3VS0

Raise the flaps, but do not change your power setting.

The runway will look shorter and narrower.

10 to 20 feet

In the direction of the low wing

VS1

False

During landing

False

False

Less than 90

Unchanged control surface effectiveness

Better runway visibility

Sheet1

Foil3,C,255

Taxi onto the runway and take off after holding for traffic clearing the runway.

Turn the yoke to the right.

Keep your right hand on the mixture control.

Lift the nosewheel slightly off the pavement and hold the attitude until the airplane lifts off the runway.

Use up to a 60° angle of bank turn to maneuver back to your takeoff runway.

Control effectiveness remains unchanged.

The yoke should be turned to the right.

Hazards associated with crosswind takeoffs include wake vortices and traffic conflicts that may occur at airports with parallel runways.

Enter either a left-hand or right-hand pattern to land on the runway that is closest to your position as you approach the airport.

Clarksville traffic, Cessna 52341, entering right downwind, Runway 35, full stop, Clarksville.

1,200 feet AGL

90°

Airport/Facility Directory, Aeronautical Information Manual, FAR Part 93, and NOTAMS

25 miles

Stay above the large airplane's flight path and land beyond its touchdown point.

1.3VS1

Decrease power and lower the flaps.

The runway will look longer and wider.

25 to 30 feet

Opposite the direction of the low wing

VY

While maneuvering

More than 90°

Greater control surface effectiveness

Less chance of imposing side loads on the landing gear

FeedBack,M CoGraphix,C,12

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