

AIRCADEMY



**Part-FCL question bank**

**SPL**

*(Excerpt)*

**Published sample  
questions**

**Publisher:**

EDUCADEMY GmbH  
[info@aircademy.com](mailto:info@aircademy.com)

**COPYRIGHT Notice:**

This work is protected by copyright.

Commercial use of the work or extracts from the work in teaching and learning media is only permitted with the prior consent of the publishers. For enquiries, please contact the publishers.

Please note that this excerpt of the question catalogue contains only a part of the examination questions. Unknown tasks will also appear in the examination.

**Revision & Quality Assurance**

As part of the continuous revision and updating of the international question database for private pilots (ECQB-PPL), we are constantly looking for competent experts. If you are interested in working with us, please contact us by e-mail at [experts@aircademy.com](mailto:experts@aircademy.com).

If you have any comments or suggestions regarding the content of the questionnaire, please send them to [info@aircademy.com](mailto:info@aircademy.com).

**1 Flying slow close to stall conditions, the left wing is lower than the right wing.****How can the stall be prevented?**

- A) Airleron to the right, push slightly on the elevator, gain some speed, all rudders neutral
- B) Aileron and rudder to the reight, gain some speed, push slightly on the elevator, all rudders neutral
- C) Push on the elevator, keep wings level with coordinated inputs on rudder and aileron
- D) Rudder left, push slightly on the elevator, gain some speed, all rudders neutral

**2 A wind shear is...**

- A) a slow increase of the wind speed in altitudes above 13000 ft.
- B) a vertical or horizontal change of wind speed and wind direction.
- C) a wind speed change of more than 15 kt.
- D) a meteorological downslope wind phenomenon in the alps.

**3 Which weather phenomenon is typically associated with wind shear?**

- A) Invernal warm front.
- B) Thunderstorms.
- C) Stable high pressure areas.
- D) Fog.

**4 During an approach the aeroplane experiences a windshear with a decreasing headwind.****If the pilot does not make any corrections, how do the approach path and the indicated airspeed (IAS) change?**

- A) Path is higher, IAS decreases
- B) Path is lower, IAS increases
- C) Path is lower, IAS decreases
- D) Path is higher, IAS increases

**5 During an approach the aeroplane experiences a windshear with a decreasing tailwind.****If the pilot does not make any corrections, how do the approach path and the indicated airspeed (IAS) change?**

- A) Path is lower, IAS decreases
- B) Path is higher, IAS decreases
- C) Path is lower, IAS increases
- D) Path is higher, IAS increases

**6 How can a wind shear encounter in flight be avoided?**

- A) Avoid areas of precipitation, particularly during winter, and choose low flight altitudes
- B) Avoid take-offs and landings in mountainous terrain and stay in flat country whenever possible
- C) Avoid take-off and landing during the passage of heavy showers or thunderstorms
- D) Avoid thermally active areas, particularly during summer, or stay below these areas

**7 During a cross-country flight, visual meteorological conditions tend to become below minimum conditions.**

**To continue the flight according to minimum visual conditions, the pilot decides to...**

- A) continue the flight using radio navigational features along the track
- B) continue the flight using navigational aid by ATC
- C) turn back due to sufficient visual meteorological conditions along the previous track
- D) continue the flight referring to sufficient forecasts

**8 Two aircraft of the same type, same grossweight and same configuration fly at different airspeeds.**

**Which aircraft will cause more severe wake turbulence?**

- A) The aircraft flying at higher speed.
- B) The aircraft flying at lower altitude.
- C) The aircraft flying at slower speed.
- D) The aircraft flying at higher altitude.

**9 With only a slight crosswind, what is the danger at take-off after the departure of a heavy aeroplane?**

- A) Wake turbulence on or near the runway.
- B) Wake turbulence rotate faster and higher.
- C) Wake turbulence is amplified and distorted.
- D) Wake turbulence twisting transverse to the runway.

**10 Which area is suitable for an off-field landing?**

- A) Sports area in a village
- B) Plowed field
- C) Harvested cornfield
- D) Glade with long dry grass

**11 Which of the following landing areas is most suitable for an off-field landing?**

- A) A field with ripe waving crops
- B) A lake with an undisturbed surface
- C) A light brown field with short crops
- D) A meadow without livestock

**12 Off-field landing may be prone to accident when...**

- A) the approach is conducted using distinct approach segments.
- B) the approach is conducted onto a harvested corn field.
- C) the decision is made above minimum safe altitude.
- D) the decision to land off-field is made too late.

**13 Collisions during circling within thermal updrafts can be avoided by...**

- A) fast approach into the updraft and rapidly pulling the elevator for slower speed.
- B) imitating the movements of the preceding gliding plane.
- C) coordination of plane movements with other aircrafts circling within the same updraft.
- D) alternate circling with opposite directions in different heights.

**14 During final approach, the glider pilot realizes a very bumpy surface on a selected off-field landing site.****What technique may be recommended for landing?**

- A) Approach with increased speed, avoid using wheel brakes
- B) Touch down with minimum speed, compensate different ground levels with power lever
- C) Approach with increased speed, push elevator upon first ground contact
- D) Touch down with minimum speed, keep elevator pulled until full stop

**15 A gliding plane is about to pitch down due to stall.****What rudder input can prevent nose-dive and spin?**

- A) Keep airplane in level flight using rudder pedals
- B) Ailerons neutral, rudder strongly kicked to lower wing
- C) Slightly pull the elevator, ailerons opposite to lower wing
- D) Release elevator, rudder opposite to lower wing

- 16 A gliding plane being airtowed gets into an excessive high position behind the towing plane.**

**What action by the glider pilot can prevent further danger for glider and towing plane?**

- A) Carefully extend spoiler flaps, steer glider back into normal position
- B) Initiate a sideslip to reduce excessive height
- C) Pull strongly, thereafter decouple the cable
- D) Push strongly to bring glider back to normal position

- 17 In case of a cable break during winch launch, what actions should be taken in the correct order?**

- A) Initiate 180° turn and land opposite to runway heading in use, decouple cable before touch down
- B) Decouple cable, thereafter push nose down; at heights up to 150m GND land straight ahead with increased speed
- C) Keep elevator pulled, stabilize on minimum speed and land on remaining field length
- D) Push firmly nose down, decouple cable, depending on terrain and wind decide for short pattern or landing straight ahead

- 18 During initial winch launch, one wing of a glider plane gets ground contact.**

**What action should be taken by the glider pilot?**

- A) Pull the elevator
- B) Ailerons in opposite direction
- C) Rudder in opposite direction
- D) Decouple cable immediately

- 19 During airtow, the gliding plane exceeds its maximum permissible speed.**

**What action should be taken by the glider pilot?**

- A) Extend spoiler flaps
- B) Decouple cable immediately
- C) Message to airfield controller via radio
- D) Pull elevator to reduce speed

**20 During airtow, the towing plane disappears from the glider pilot's sight.**

**What action should be taken by the glider pilot?**

- A) Alternate push and pull on the elevator
- B) Decouple cable immediately
- C) Alternate turn to the left and to the right
- D) Extend spoiler flaps and return to normal attitude

**21 Before the launch using a parallel-cable winch, the glider pilot realizes the second cable laying close to his glider about to launch.**

**What actions should be taken by the glider pilot?**

- A) Continue launch with rudder input on opposite direction to second cable
- B) Keep an eye on second cable, decouple after takeoff if necessary
- C) Decouple cable immediately, inform airfield controller via radio
- D) Conduct normal takeoff, inform airfield controller after landing

**22 A glider pilot has to conduct an off-field landing in a mountainous region. The only available landing site is highly inclined.**

**How should the landing be conducted?**

- A) Approach with minimum speed, careful flare when reaching the landing site
- B) According to prevalent wind, approach and land parallel to the ridge with headwind
- C) Approach with increased speed, quick flare to follow the inclined ground
- D) Approach down the ridge with increased speed, push according to ground level during landing

**23 What color has the emergency hood release handle?**

- A) Green
- B) Red
- C) Blue
- D) Yellow

**24 During a winch launch, after reaching full climb attitude, the airspeed indicator fails.**

**What action should be taken by the glider pilot?**

- A) Push elevator, decouple cable and perform short pattern with minimum speed
- B) Continue launch to normal altitude, use horizon image and airstream noise for pattern and landing right away
- C) Continue launch to normal altitude, use horizon image and airstream noise to conduct flight as planned
- D) Try to re-establish airspeed indication by abrupt changes of speed during launch

**25 What has to be expected with ice accretion on wings?**

- A) Improved slow flight capabilities
- B) A decreased stall speed
- C) Reduced friction drag
- D) An increased stall speed

**26 Despite several attempts, the landing gear can be extended, but not locked.****How should the landing be conducted?**

- A) Keep a firm grip on gear handle during normal landing
- B) Keep gear unlocked and perform normal landing
- C) Retract landing gear and perform belly landing with minimum speed
- D) Retract gear and perform belly landing with increased speed

**27 An off-field landing with tailwind is inevitable.****How should the landing be conducted?**

- A) Approach with increased speed without use of spoiler flaps
- B) Normal approach, when reaching landing site, extend spoiler flaps and push down elevator
- C) Approach with normal speed, expect longer flare and ground roll distance
- D) Approach with reduced speed, expect shorter flare and ground roll distance

**28 When landing with tailwind, the pilot has to...**

- A) compensate tailwind by sideslip.
- B) approach with normal speed and shallow angle.
- C) increase approach speed.
- D) land with gear retracted to shorten ground roll distance.

**29 When a pilot gets into a strong downwind area during slope soaring, what action should be recommended?**

- A) Continue flight, downwinds around mountains only occur shortly
- B) Increase speed and head away from the ridge
- C) Increase speed and conduct landing parallel to ridge
- D) Increase speed and get closer to the ridge



- 30 A plane flying below an extended Cumulus cloud developing into a thunderstorm, the glider plane quickly approaches the cloud base.**

**What actions have to be taken by the glider pilot?**

- A) Reduce to minimum speed, leave thermal lift area in a flat turn
- B) Fasten seat belts, be aware of severe gust during further thermaling
- C) Extend spoiler flaps within speed limits, leave thermal lift area with maximum permissible speed
- D) Climb into thunderstorm cloud, continue flight using instruments

- 31 After landing, you realize you lost your pen which might have fallen down in the cockpit of the sailplane.**

**What has to be considered?**

- A) Succeeding pilots have to be informed about that.
- B) A flight without a pen at hand is not permitted.
- C) Lighter, loose bodies in the fuselage can be considered uncritical.
- D) Before next take-off, the cockpit has to be firmly inspected for loose bodies.

- 32 During approach for landing with strong crosswind, how should the turn from base to final be flown?**

- A) Turn with maximum 30° bank, carefully watch speed and yaw string, track correction after overshoot.
- B) Turn with maximum 60° bank, carefully watch speed and yaw string, track correction after overshoot.
- C) Maximum 60° bank, use rudder to early align sailplane with final track.
- D) Maximum 30° bank, use rudder to early align sailplane with final track.

- 33 What heights should be considered for landing phases with a glider plane?**

- A) 300 m abeam threshold and 150 m in final approach
- B) 100 m abeam threshold and 50 m after final approach turn
- C) 500 m abeam threshold and 50 m after final approach turn
- D) 150 - 200 m abeam threshold and 100 m after final approach turn

- 34 After reaching what height during winch launch the maximum pitch position can be taken?**
- A) Shortly after lift-off, provided a sufficiently strong headwind
  - B) From 150 m or higher, when in case of cable break landing straight ahead is no longer possible
  - C) From approx. 50 m while maintaining a save speed for winch launch.
  - D) From 15 m while reaching a speed of at least 90 km/h
- 35 What has to be considered for the speed during approach and landing?**
- A) Wind speed and airfield pressure
  - B) Weight and airfield pressure
  - C) Weight and wind speed
  - D) Altitude and weight
- 36 What has to be checked before any change in direction during glide?**
- A) Check for free airspace in desired direction
  - B) Check for turn to be flown coordinated
  - C) Check for loose object secured
  - D) Check for thermal clouds
- 37 What is indicated by "buffeting" noticable at elevator stick?**
- A) too fast, turbulence bubbles hitting on aileron
  - B) too slow, wing airflow stalled
  - C) C.G. position too far ahead
  - D) Glider plane very dirty
- 38 Before a winch launch, you detect a light tailwind.**
- What has to be considered?**
- A) Roll until lift-off will take a little longer, watch speed
  - B) To reach more height, full pull on the elevator after lift-off
  - C) Roll until lift-off will be shorter since tailwind is pushing from behind
  - D) A weaker rated-brake-point can be used, load will be smaller