

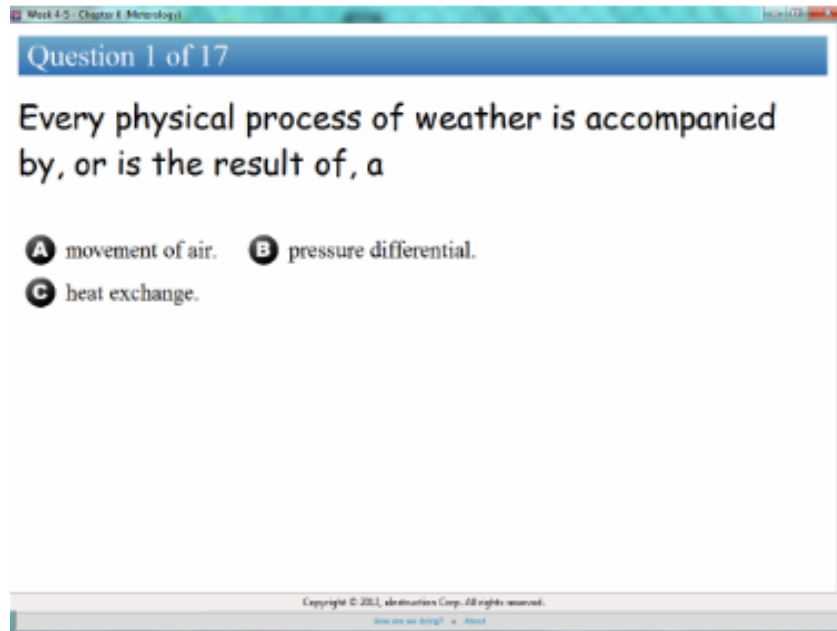


Question Analysis

Class: GForce PVT (2012-10)
Session: GForce PVT (2012-10) 11/28/2012 6:09:46 PM

Chart Legend	
Correct	
Incorrect	

Question 1 [Omitted]
Question Type: Multiple Choice [A-C]





Week 4.5: Chapter 6: Meteorology

Question 1 of 17

Every physical process of weather is accompanied by, or is the result of, a

A movement of air. B pressure differential.
 C heat exchange.

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Response	Responded	Percent
A 	1	33.33 %
C 	2	66.67 %

ExamView Details

Topic

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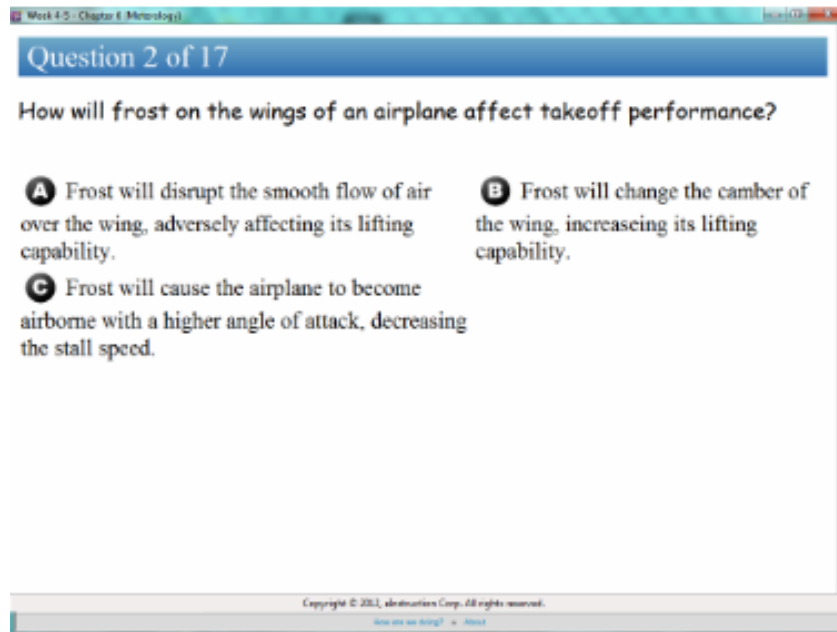
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Chart Legend	
Correct	
Incorrect	

Question 2 [Omitted]
Question Type: Multiple Choice [A-C]



Question 2 of 17


How will frost on the wings of an airplane affect takeoff performance?

A Frost will disrupt the smooth flow of air over the wing, adversely affecting its lifting capability.

B Frost will change the camber of the wing, increasing its lifting capability.

C Frost will cause the airplane to become airborne with a higher angle of attack, decreasing the stall speed.

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Response	Responded	Percent
A		3 100.00 %

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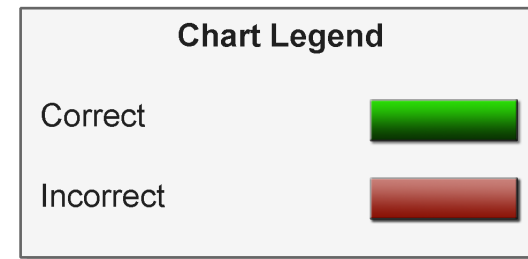
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Question 3 [Omitted]
Question Type: Multiple Choice [A-C]

Week 4.5: Chapter 6: Meteorology


Question 3 of 17

One weather phenomenon which will always occur when flying across a front is a change in the

A wind direction. B type of precipitation.

C stability of the air mass.

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Response	Responded	Percent
A		3 100.00 %

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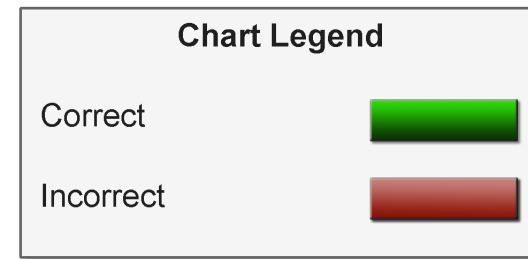
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Question 4 [Omitted]
Question Type: Multiple Choice [A-C]



Week 4.5: Chapter 6: Meteorology

Question 4 of 17

If there is thunderstorm activity in the vicinity of an airport at which you plan to land, which hazardous atmospheric phenomenon might be expected on the landing approach?

A Precipitation static. B Wind-shear turbulence.
 C Steady rain.

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Response	Responded	Percent
B 	2	66.67 %
C 	1	33.33 %

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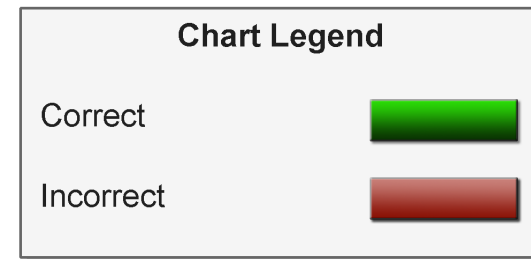
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Question 5 [Omitted]
Question Type: Multiple Choice [A-C]



Week 4.5 - Chapter 6 Meteorology

Question 5 of 17

Thunderstorms reach their greatest intensity during the

A mature stage. B downdraft stage.
 C cumulus stage.

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Response	Responded	Percent
A 	1	33.33 %
C 	2	66.67 %

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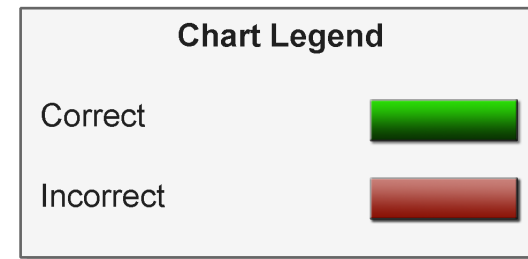
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Question 6 [Omitted]
Question Type: Multiple Choice [A-C]


Week 4.5 - Chapter 6 Meteorology

Question 6 of 17

Thunderstorms which generally produce the most intense hazard to aircraft are

A squall line thunderstorms. B steady-state thunderstorms.
 C warm front thunderstorms.

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Response	Responded	Percent
A		3 100.00 %

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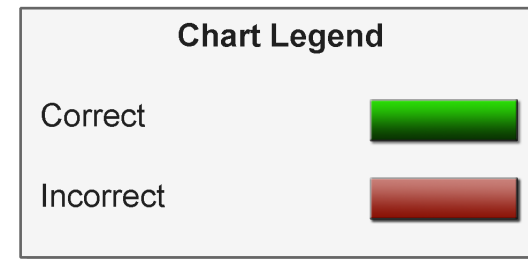
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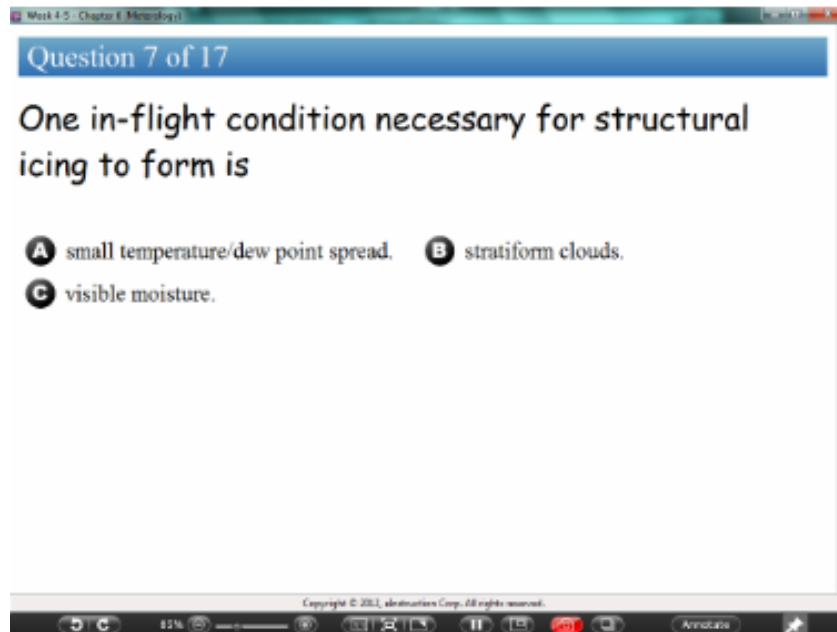
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Question 7 [Omitted]
Question Type: Multiple Choice [A-C]





Week 4.5 - Chapter 6 Meteorology

Question 7 of 17

One in-flight condition necessary for structural icing to form is

A small temperature/dew point spread. **B** stratiform clouds.
C visible moisture.

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Response	Responded	Percent
A		1 33.33 %
C		2 66.67 %

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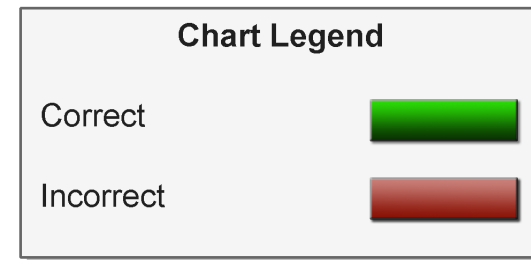
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Question 8 [Omitted]
Question Type: Multiple Choice [A-C]

Week 4.5 - Chapter 6: Meteorology


Question 8 of 17

In which environment is aircraft structural ice most likely to have the highest accumulation rate?

A Cumulus clouds with below freezing temperatures. B Freezing drizzle.

C Freezing rain.

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Response	Responded	Percent
C		3 100.00 %

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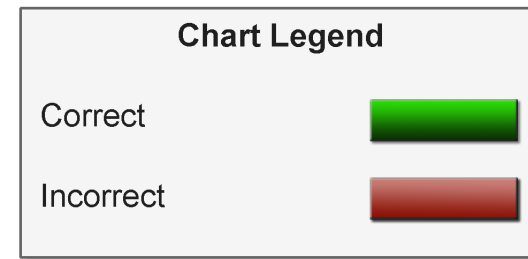
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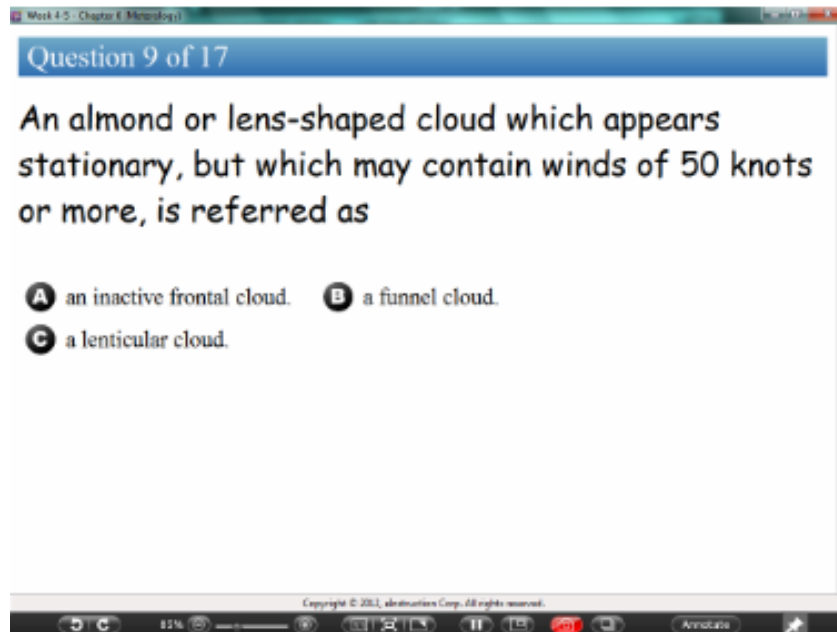
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Question 9 [Omitted]
Question Type: Multiple Choice [A-C]





Week 4.5 - Chapter 6 Meteorology

Question 9 of 17

An almond or lens-shaped cloud which appears stationary, but which may contain winds of 50 knots or more, is referred as

A an inactive frontal cloud. B a funnel cloud.
 C a lenticular cloud.

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Response	Responded	Percent
B		2 66.67 %
C		1 33.33 %

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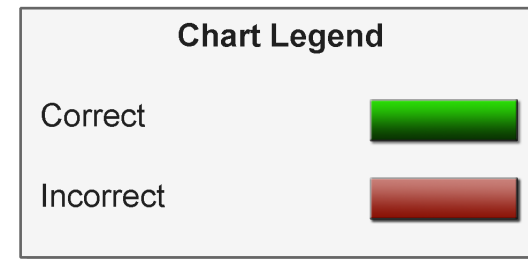
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Question 10 [Omitted]
Question Type: Multiple Choice [A-C]

Week 4.5 - Chapter 6 Meteorology



Question 10 of 17

Possible mountain wave turbulence could be anticipated when winds of 40 knots or greater blow

A across a mountain ridge, and the air is stable. **B** down a mountain valley, and the air is unstable.

C parallel to a mountain peak, and the air is stable.

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Response	Responded	Percent
A 	2	66.67 %
B 	1	33.33 %

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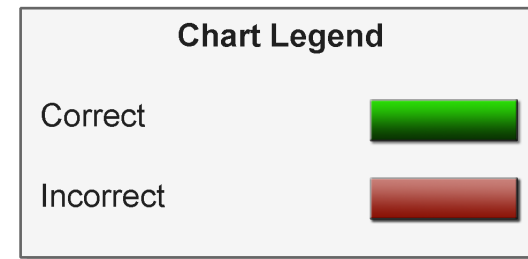
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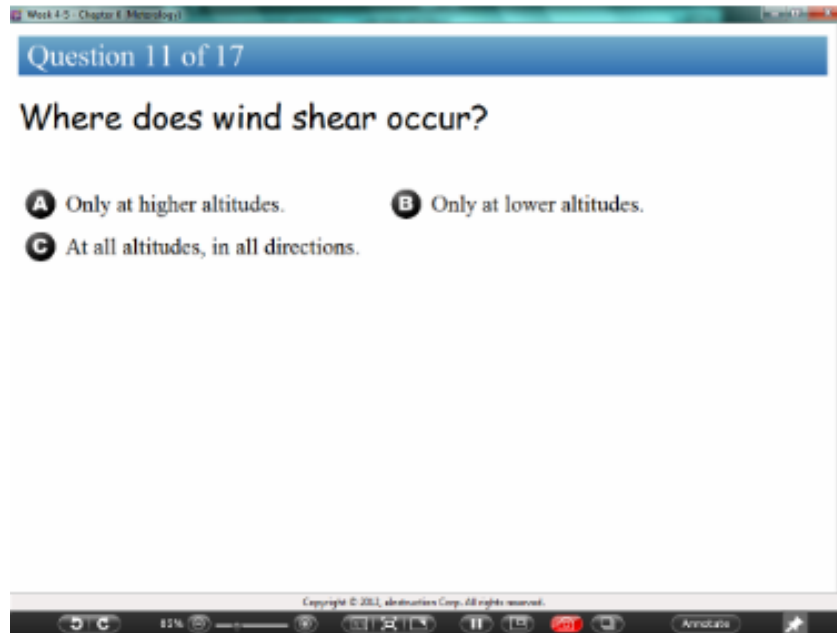
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Question 11 [Omitted]
Question Type: Multiple Choice [A-C]



Response	Responded	Percent
C		3 100.00 %

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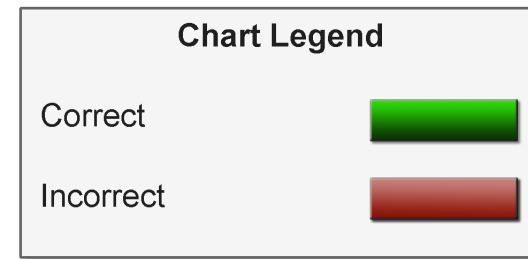
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Question 12 [Omitted]
Question Type: Multiple Choice [A-C]



Week 4.5 - Chapter 6 Meteorology

Question 12 of 17

If the temperature/ dew point spread is small and decreasing, and the temperature is 62 degrees Fahrenheit, what type weather is most likely to develop?

A Freezing precipitation. B Thunderstorms.
 C Fog or low clouds.

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Response	Responded	Percent
B		1 33.33 %
C		2 66.67 %

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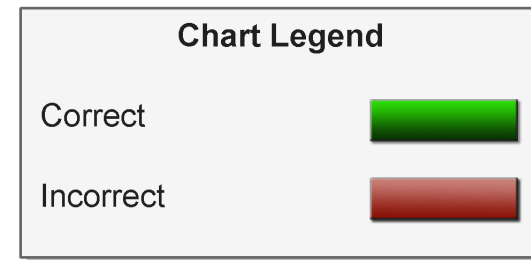
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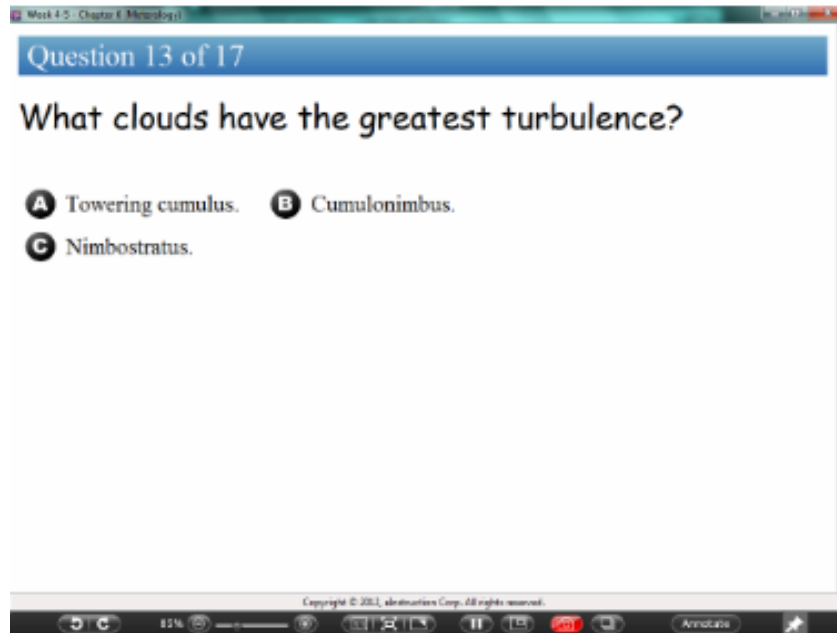
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Question 13 [Omitted]
Question Type: Multiple Choice [A-C]



Response	Responded	Percent
A		3 100.00 %

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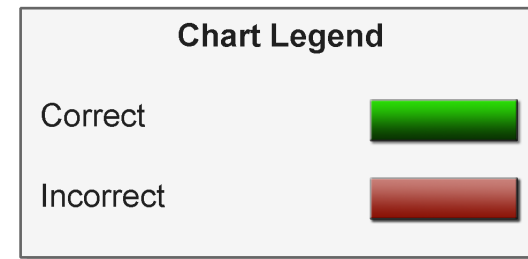
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Question 14 [Omitted]
Question Type: Multiple Choice [A-C]



Week 4.5 - Chapter 6 Meteorology

Question 14 of 17

At approximately what altitude above the surface the pilot expect the base of cumuliform clouds if the surface air temperature is 82 degrees Fahrenheit and the dew point is 38 degrees Fahrenheit?

A 9,000 feet AGL. B 10,000 feet AGL. C 11,000 feet AGL.

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Response	Responded	Percent
B 	2	66.67 %
C 	1	33.33 %

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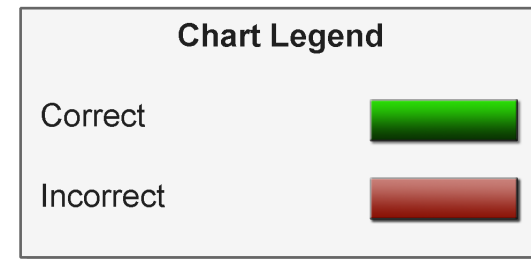
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Question 15 [Omitted]
Question Type: Multiple Choice [A-C]

Question 15 of 17

Clouds are divided into four families according to their

A outward shape. **B** height range.
C composition

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Response	Responded	Percent
B		3 100.00 %

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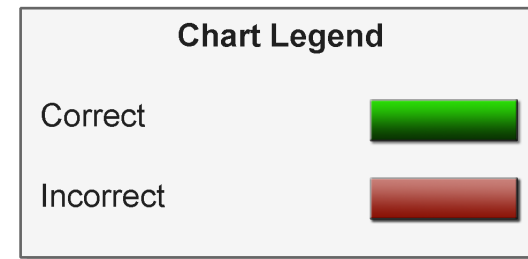
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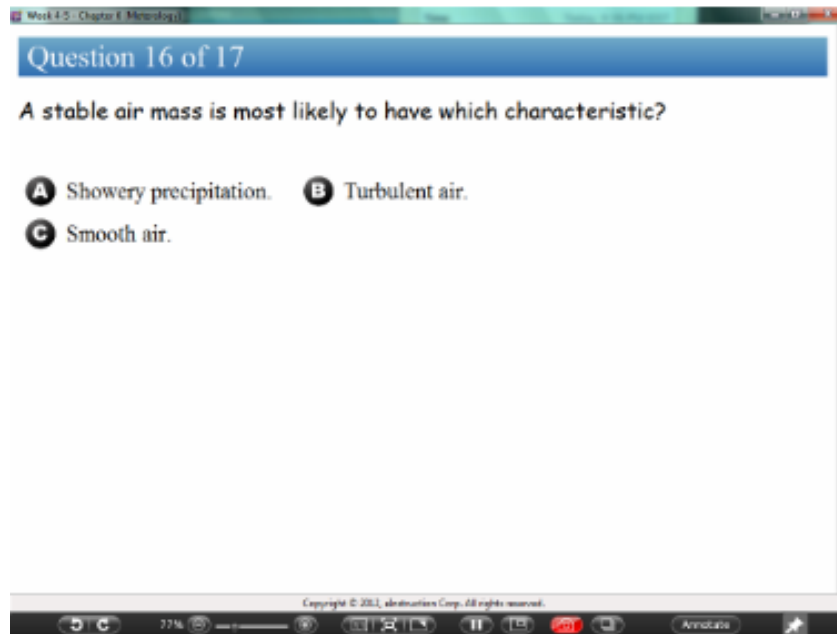
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Question 16 [Omitted]
Question Type: Multiple Choice [A-C]



Response	Responded	Percent
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C 	2	66.67 %

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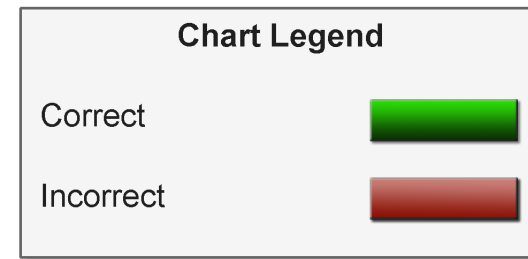
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Question Analysis

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Session: GForce PVT (2012-10) 11/28/2012 6:09:46 PM



Question 17 [Omitted]
Question Type: Multiple Choice [A-C]



Question 17 of 17

When landing behind a large aircraft, which procedure should be followed for vortex avoidance?

A Stay above its final approach flightpath all the way to touchdown. **B** Stay below and to one side of its final approach flightpath.

C Stay well below its final approach flightpath and land at least 2,000 feet behind.

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Response	Responded	Percent
A 	2	66.67 %
C 	1	33.33 %

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