Exam simulation

PPL(H) - Private Pilot Licence (Helicopter) - Communications

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STUDENT NAME:	DATE AND TIME:

01. Given: TC: 183°; WCA: +011°; MH: 198°; CH: 200° What are TH and VAR?

a) TH: 194°. VAR: 004° E
b) TH: 194°. VAR: 004° W
c) TH: 172°. VAR: 004° W
d) TH: 172°. VAR: 004° E

02. In METAR/TAF coding, what does TS mean?

a) Thunderstorm.
b) Freezing rain.
c) Clear sky below 5,000 ft.
d) Variable wind direction.

03. Which action best supports safe management of pre-flight rotor blade inspection?

a) Inspect the blades using the flight manual checklist.
b) Delay the decision until after take-off.
c) Use the item only if requested by passengers.
d) Ignore it when the helicopter has sufficient fuel.

04. What might be the reason for scratches on the tail stringer?

a) Old colour
b) Intense erosion
c) Rotor blade contact
d) Contact with ground

05. For a given fuel load, if the helicopter mass is increased...

a) The normal fuel burn will be increased.
b) The power required will be unchanged.
c) The maximum range will be decreased.
d) The parasite drag will be unchanged.

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06. After lift-off, a much stronger than expected airspeed increase is experienced during the initial climb. What may be expected if the aircraft has entered a microburst?

a) A decreased climb rate and airspeed
b) An increased climb rate and decreased airspeed
c) A decreased climb rate and increased airspeed
d) An increased climb rate and airspeed

07. What relieves the helicopter in a low G manoeuvre?

a) Weightlessness of the passengers during the push over
b) Rolling movement of the helicopter to the right
c) Increased vertical airflow through the rotor
d) Centrifugal force in parabolic flight during the entire manoeuvre

08. The altimeter has to be set to what value in order to show zero on ground?

a) QFE
b) QNE
c) QTE
d) QNH

09. What is the call sign of the flight information service?

a) Advice
b) Flight information
c) Info
d) Information

10. Why is fuel burn monitoring important for a PPL(H) flight?

a) It is relevant only to airline transport operations.
b) It can be ignored when the flight remains local.
c) It is replaced by passenger preference.
d) It detects deviations from the plan early.

11. What has to be considered when starting the engine in a strong wind condition?

a) The rotor brake should not be released before the engine runs with sufficient RPM.
b) The cyclic stick should be taken backwards and the collective pitch should be raised.
c) The mixture should be leaned and the carburettor heat fully pulled.
d) The helicopter should be aligned with its longitudinal axis in the wind.

12. Why is temperature-dew point spread important for a PPL(H) flight?

a) It is relevant only to airline transport operations.
b) It can be ignored when the flight remains local.
c) It indicates the likelihood of saturation, mist or fog.
d) It is replaced by passenger preference.

13. Why is disc loading important for a PPL(H) flight?

a) It affects induced velocity and hover power required.
b) It is relevant only to airline transport operations.
c) It can be ignored when the flight remains local.
d) It is replaced by passenger preference.

14. Which statement about cyclic pitch is correct?

a) It changes all blade pitch equally.
b) It controls fuel flow only.
c) It tilts the rotor disc to control movement around pitch and roll axes.
d) It is used only after shutdown.

15. Why is anti-torque demand important for a PPL(H) flight?

a) It is relevant only to airline transport operations.
b) It can be ignored when the flight remains local.
c) It generally increases as power and torque increase.
d) It is replaced by passenger preference.

16. Which statement about threat and error management is correct?

a) It is used only by air traffic control.
b) It aims to anticipate threats, trap errors and manage undesired aircraft states.
c) It is a maintenance inspection system.
d) It applies only to commercial multi-crew operations.

17. What is the meaning of the abbreviation "TRA"?

a) Transponder Area
b) Temporary Reserved Airspace
c) Terminal Area
d) Temporary Radar Routing Area

18. Why is fuel drain sampling important for a PPL(H) flight?

a) It is relevant only to airline transport operations.
b) It can reveal water, sediment or wrong fuel before engine start.
c) It can be ignored when the flight remains local.
d) It is replaced by passenger preference.

19. What aerodynamic effect is most relevant? A strong left crosswind affects a helicopter susceptible to LTE.

a) yaw control margin may be reduced.
b) The altimeter setting becomes invalid.
c) The magnetic compass becomes the primary lift source.
d) The aircraft mass automatically decreases.

20. What is the correct way of using the aircraft call sign at first contact?

a) Using the first three characters only
b) Using the last two characters only
c) Using the first two characters only
d) Using all characters

21. Which statement about a great circle is correct?

a) It represents the shortest distance between two points on the Earth's surface.

b) It always crosses meridians at a constant angle.

c) It is a line of equal magnetic variation.

d) It is used only for helicopter hovering.

22. A helicopter burns 34 l/h. Planned flight time is 50 minutes and required reserve is 20 l. What minimum fuel should be planned?

a) 29 l

b) 49 l

c) 39 l

d) 57 l

23. Given: Calibrated airspeed (CAS): 155 kt. Flight level (FL) 80. Outside air temperature (OAT): +15° C. The true airspeed (TAS) equals...

a) 180 kts.

b) 170 kts.

c) 155 kts.

d) 134 kts.

24. Which of the following qualities are influenced by stress? 1. Attention 2. Concentration 3. Responsiveness 4. Memory

a) 1, 2, 3, 4

b) 1, 2, 3

c) 2, 4

d) 1

25. What shall be considered before terminating a turn in an autorotation?

a) The Coriolis force causes an increase in the main rotor rpm

b) The pitch angle must be decreased by using the collective pitch lever again

c) The decreasing gravity relieves the main rotor and the helicopter cabin

d) The flight velocity shall be increased to obtain all the kinetic energy

26. Calculated take-off mass = 1082 kg, calculated CG = 0.254 m, fuel burn = 55 l on station 0.40 m. Where is the CG situated after the landing?

a) 24.8 cm
b) 25.2 cm
c) 24.6 cm
d) 25.4 cm

27. The drive system of the autogyro's main rotor is based on...

a) The speed of the airflow.
b) A fan in the cabin.
c) An engine in the cabin.
d) An engine at the rotor blade tip

28. Which statement about fuel contamination is correct?

a) It is detected only by the altimeter.
b) It is harmless in turbine engines.
c) It always improves fuel flow.
d) It may be detected by draining fuel samples before flight.

29. Given: TC: 183°; WCA: +011°; MH: 198°; CH: 200°. What are the TH and the DEV?

a) TH: 194°. DEV: negative 002°.
b) TH: 172°. DEV: positive 002°.
c) TH: 194°. DEV: positive 002°.
d) TH: 172°. DEV: negative 002°.

30. Which human-factor point is most relevant? A pilot continues toward deteriorating weather because the destination is close.

a) The event has no operational relevance.
b) Plan-continuation bias should be considered.
c) The correct response is to increase workload.
d) The pilot should ignore symptoms until after landing.

31. Which statement is correct with regard to the polar axis of the Earth?

a) The polar axis of the Earth crosses the geographic South Pole and the geographic North Pole and is perpendicular to the plane of the equator

b) The polar axis of the Earth crosses the magnetic south pole and the magnetic north pole and is at an angle of 66.5° to the plane of the equator

c) The polar axis of the Earth crosses the geographic South Pole and the geographic North Pole and is at an angle of 23.5° to the plane of the equator

d) The polar axis of the Earth crosses the magnetic south pole and the magnetic north pole and is perpendicular to the plane of the equator

32. A steel or lead rotor blade spar...

a) Prevents high-frequency vibrations to the main rotor system.

b) Improves the autorotation characteristics by increased inertia.

c) Is necessary for the connection to the main rotor head.

d) Holds loads of the uniform lift distribution.

33. Which statement about autorotation is correct?

a) The rotor is driven by the starter motor throughout descent.

b) The rotor brake is applied in flight.

c) The rotor is driven by upward airflow through the rotor disc after power loss or power reduction.

d) Lift is produced only by the tail rotor.

34. Which statement about high density altitude is correct?

a) It increases hover ceiling.

b) It reduces take-off distance for all aircraft.

c) It reduces engine and rotor performance margins.

d) It makes the air denser.

35. Which statement about performance planning is correct?

a) It should use the approved flight manual data and the actual conditions.

b) It may be based only on passenger estimates.

c) It is needed only for commercial flights.

d) It replaces pre-flight inspection.

36. The term "flight time" is defined as...

a) The period from engine start for the purpose of taking off to leaving the aircraft after engine shutdown.

b) The total time from the first take-off until the last landing in conjunction with one or more consecutive flights.

c) The period from the start of the take-off run to the final touchdown when landing.

d) The total time from the first aircraft movement until the moment it finally comes to rest at the end of the flight.

37. How should tailwind be considered during helicopter performance planning?

a) It is ignored below 10 kt.

b) It changes aircraft mass but not performance.

c) It removes the need to check the flight manual.

d) increases groundspeed and normally reduces performance margins.

38. What should be considered regarding ice formation during flight?

a) An increase in mass and drag and a significant lift reduction

b) An increase in both drag and lift coefficient due to a mass increase

c) An increase in mass and a decrease in drag

d) An increase in mass and a reduced rate of descent

39. Which weather chart shows the actual air pressure as in MSL along with pressure centres and fronts?

a) Hypsometric chart

b) Prognostic chart

c) Wind chart

d) Surface weather chart

40. What has to be considered when taking off in a ground inversion?

a) Due to low temperatures close to the ground, icing has to be expected

b) Climb should be performed with the lowest possible speed and maximum power

c) During the climb, a sudden increase in speed and climb performance has to be expected

d) During climb, a sudden decrease in speed and climb performance has to be expected

41. Which action best supports safe management of driven region of the rotor?

a) Balance rotor RPM using collective.
b) Delay the decision until after take-off.
c) Use the item only if requested by passengers.
d) Ignore it when the helicopter has sufficient fuel.

42. Wake turbulence is caused by...

a) Jet blast behind a turbine engine.
b) Turbulence at the downwind side of a mountain range.
c) Wind shear at the wingtip of an aerofoil.
d) Pressure compensation at the wingtip of an aerofoil.

43. A spider control...

a) Feeds fuel by the rotational movement of pistons with various lengths.
b) Prevents the overlay of collective and periodic control inputs on the main rotor.
c) Changes the ignition timing of the magneto ignition during start-up.
d) Changes the pitch angle of the rotor blades via an internal control rod.

44. May an engine, which previously was on fire, be restarted?

a) Yes, but only if the cause of the fire was a carburettor fire during engine start
b) Yes, but only on the ground for the purpose of taxiing
c) No, the risk of a reignition of the fire would be too high
d) Yes, if the aircraft is flying at a safe altitude

45. Which statement about brownout or whiteout is correct?

a) It improves depth perception.
b) It occurs only above cloud.
c) It is a radio failure.
d) It can cause loss of visual references during take-off or landing.

46. What condition may prevent the formation of "radiation fog"?

a) Overcast cloud cover
b) Low spread
c) Calm wind
d) Clear night, no clouds

47. Which statement about coning is correct?

a) It is a radio navigation procedure.
b) It is the upward bending of rotor blades due to lift and centrifugal force balance.
c) It is caused by altimeter error.
d) It is the same as tail rotor drift.

48. Which statement about stress is correct?

a) It always improves perception.
b) It has no physiological effects.
c) It can narrow attention and reduce decision quality if unmanaged.
d) It prevents fatigue.

49. Piston engines of helicopters have...

a) One magneto ignition system.
b) Two independent ignition systems.
c) Two coupled ignition systems.
d) One electrical ignition system.

50. What is the unit for voltage?

a) Ohm
b) Watt
c) Volt
d) Ampere

51. Urgency messages are messages...

a) Sent by a pilot or an aircraft operating agency which have an imminent meaning for aircraft in flight.

b) Concerning the safety of an aircraft, a watercraft or some other vehicle or person in sight.

c) Concerning aircraft and their passengers which face a grave and imminent threat and require immediate assistance.

d) Concerning the operation or maintenance of facilities essential for the safety or regularity of aircraft operation.

52. Which action best supports safe management of pressure altitude?

a) Delay the decision until after take-off.

b) Use the item only if requested by passengers.

c) Ignore it when the helicopter has sufficient fuel.

d) Calculate or obtain the relevant pressure altitude.

53. Which characteristic is important when choosing sunglasses used by pilots?

a) Curved sidepiece

b) Unbreakable

c) No UV filter

d) Non-polarised

54. Which action best supports safe management of effective translational lift?

a) Delay the decision until after take-off.

b) Expect performance and attitude changes during acceleration.

c) Use the item only if requested by passengers.

d) Ignore it when the helicopter has sufficient fuel.

55. Why is pre-flight document checks important for a PPL(H) flight?

a) They confirm that aircraft and pilot documents required for the planned flight are available and valid.

b) It is relevant only to airline transport operations.

c) It can be ignored when the flight remains local.

d) It is replaced by passenger preference.

56. What must be considered if the alternator fails in a helicopter?

a) The engine runs roughly and is prone to knocking
b) No change as long as the battery provides enough power
c) Only high power consumers will fail
d) All instruments and warning systems will fail

57. Why is take-off power margin important for a PPL(H) flight?

a) It determines whether the helicopter can safely lift off and climb under the conditions.
b) It is relevant only to airline transport operations.
c) It can be ignored when the flight remains local.
d) It is replaced by passenger preference.

58. Which value can the pilot derive from the tachometre?

a) Airspeed of the helicopter
b) Crankshaft or main rotor revolutions per minute
c) Vertical speed of the helicopter
d) Engine performance and rotor performance

59. Light turbulence always has to be expected...

a) Below cumulus clouds due to thermal convection.
b) Above cumulus clouds due to thermal convection.
c) When entering inversions.
d) Below stratiform clouds in medium layers.

60. Why is emergency landing briefing important for a PPL(H) flight?

a) It is relevant only to airline transport operations.
b) It can be ignored when the flight remains local.
c) It is replaced by passenger preference.
d) It prepares passengers for brace position, exits and evacuation.

61. The formation of medium to large precipitation particles requires...

a) Strong wind

b) A high cloud base

c) Strong updrafts

d) An inversion layer

62. Being intercepted by a military aircraft at daytime, what is the meaning of the following signal: Alternating movement of the ailerons, normally left of the intercepted aircraft, followed by a smooth turn to the left?

a) Prepare for a safety landing, you have entered a prohibited area

b) You are clear of any restricted or reserved airspaces, you can continue on your heading

c) You are entering a restricted area, leave the airspace immediately

d) Follow me

63. A helicopter burns 38 l/h. Planned flight time is 55 minutes and required reserve is 20 l. What minimum fuel should be planned?

a) 35 l

b) 45 l

c) 63 l

d) 55 l

64. What is referred to as mountain wind?

a) Wind blowing down the mountain side during daytime

b) Wind blowing uphill from the valley during daytime

c) Wind blowing down the mountain side during the night

d) Wind blowing uphill from the valley during the night

65. What is the main safety effect of increased stability in a helicopter?

a) It increases the maximum permitted helicopter mass.

b) It improves control under negative load factors.

c) It always reduces the required control forces.

d) It improves general flight safety.

66. Given: QTE: 203° VAR: 10° E The QDR equals...

a) 013°

b) 193°

c) 213°

d) 023°

67. Which statement about flare in autorotation is correct?

a) It is used to stop the rotor immediately.

b) It increases sink rate in all cases.

c) It replaces rotor RPM control.

d) It can reduce rate of descent and forward speed before touchdown.

68. Why is a helicopter's climb initially accelerated after an increase of the pitch angle?

a) The larger pitch angle causes a decrease and a compression of the airflow until the climb rate corresponds to the induced velocity through the main rotor disc

b) The inertia of the air increases the effective angle of attack temporarily until an additional component of the climb rate reduces the effective angle of attack again

c) The initially high airflow increases the rotor thrust until the lower air density reduces the rotor thrust again

d) The conversion of energetic air into kinetic rotor energy decreases continuously with increasing density altitude

69. Which statement about useful load is correct?

a) It is the difference between maximum allowable mass and basic empty mass.

b) It is the mass of unusable fuel only.

c) It is the same as centre of gravity arm.

d) It is always zero in helicopters.

70. What is the meaning of the radiotelephony phrase "Wilco"?

a) No.

b) Disregard my last transmission.

c) I understand your message and will comply.

d) Emergency traffic only.

Exam simulation

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Response Scheme

Compare your answers with the following diagram and mark your score!

01: **B**	02: **A**	03: **A**	04: **D**
05: **C**	06: **A**	07: **C**	08: **A**
09: **D**	10: **D**	11: **D**	12: **C**
13: **A**	14: **C**	15: **C**	16: **B**
17: **B**	18: **B**	19: **A**	20: **D**
21: **A**	22: **B**	23: **A**	24: **A**
25: **B**	26: **A**	27: **A**	28: **D**
29: **A**	30: **B**	31: **A**	32: **B**
33: **C**	34: **C**	35: **A**	36: **D**
37: **D**	38: **A**	39: **D**	40: **D**
41: **A**	42: **D**	43: **D**	44: **C**
45: **D**	46: **A**	47: **B**	48: **C**
49: **B**	50: **C**	51: **B**	52: **D**
53: **D**	54: **B**	55: **A**	56: **B**
57: **A**	58: **B**	59: **A**	60: **D**
61: **C**	62: **D**	63: **D**	64: **C**
65: **D**	66: **B**	67: **D**	68: **B**
69: **A**	70: **C**		

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Response form

Use this form to mark your answers

01:	02:	03:	04:
05:	06:	07:	08:
09:	10:	11:	12:
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69:	70:		

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