



# The SESK Party Game

STUFF EVERY INSTRUMENT PILOT SHOULD KNOW

## How to play (30 seconds)

1. The reader reads a card and its three answers out loud.
2. Everyone says "One, two, three, Goldilocks!" and holds up 1, 2, or 3 fingers.
3. The reader flips the card and reads the answer and the Why.
4. Everyone who was right takes a point.
5. The reader reads the joke with a straight face. Anyone laughs or groans? The reader takes a point. Nobody got it right? The reader takes a point.
6. Pass the deck left. Most points when the points run out wins.

## What you need

These cards and the point tokens on the last two pages. No tokens? Use coins, buttons, pebbles, or marshmallows. 3 to 10 players, ages 8 and up.

## Expert rule: Bet It

Before the reader flips the card, you may put one of your points on your answer. Right: take your normal point plus one extra. Wrong: your bet goes back to the pile. That's it.

## Printing

Print single-sided, on cardstock if you have it. Cut on the dashed lines. Each card is a 3.5 x 5 inch index card. The answer half is upside down on purpose, so the table can't peek.

Cards 1 to 50 of 95. More cards and the free daily online game at [sesk.info](http://sesk.info). Built 2026-10-12.

## FLYING



To act as PIC under IFR, how many instrument approaches must you log in the preceding 6 calendar months?

- A** Six
- B** Three
- C** Ten

FLIP FOR THE ANSWER

#5048

SESK.INFO

**STRAIGHT FACE**  
Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.

**A Six**  
**WHY** 14 CFR 61.57(c) requires six instrument approaches, holding procedures, and intercepting and tracking courses with navigation systems. They must be logged within the preceding 6 calendar months.

## FLYING



Your instrument currency has lapsed for more than six calendar months. How do you become current again?

- A** Pass a new instrument knowledge test
- B** Complete an instrument proficiency check
- C** Log three approaches with a safety pilot

FLIP FOR THE ANSWER

#5049

SESK.INFO

**STRAIGHT FACE**  
How do you know if there is a pilot at your party? He'll tell you.

**B Complete an instrument proficiency check**  
**WHY** Once the 6-month window is missed by more than six months, 61.57(d) says the only way back is an instrument proficiency check (IPC), flown to the instrument ACS standards.

## FLYING



In a civil airplane under a view-limiting device, who must sit in the other control seat?

- A** Any adult passenger with a current medical
- B** A certificated flight instructor only
- C** A safety pilot holding at least a private pilot certificate

FLIP FOR THE ANSWER

#5050

SESK.INFO

**STRAIGHT FACE**  
A soloed student pilot "recognizes a Cessna 172 two out of three times."

**C A safety pilot holding at least a private pilot certificate**  
**WHY** Under 91.109(c), simulated instrument flight needs a qualified safety pilot in the other control seat who can see forward and to each side. The airplane also needs fully functioning dual controls.

## FLYING



How much cross-country time as pilot in command does 61.65 require for the instrument-airplane rating?

- A** 50 hours
- B** 25 hours
- C** 100 hours

FLIP FOR THE ANSWER

#5051

SESK.INFO

**STRAIGHT FACE**  
Instructor: "What was your last known position?"  
Lost student: "When I was number one for takeoff."

**A 50 hours**  
**WHY** 61.65(d)(1) requires 50 hours of cross-country time as pilot in command for the instrument-airplane rating. At least 10 of those hours must be in an airplane.

FLYING



Of the 40 hours of instrument time needed for the rating, how many must be received from an instrument instructor?

- A** 10 hours
- B** 15 hours
- C** 25 hours

FLIP FOR THE ANSWER

#5052

SESK.INFO

**STRAIGHT FACE**  
A certified flight instructor "freezes water with a single glance."

**B 15 hours**  
**WHY** 61.65(d)(2) requires 40 hours of actual or simulated instrument time. 15 of those hours must come from an authorized instructor holding an instrument-airplane rating.

FLYING



Within how long before the instrument practical test must you have 3 hours of instrument flight training?

- A** 30 days
- B** 6 calendar months
- C** 2 calendar months

FLIP FOR THE ANSWER

#5053

SESK.INFO

**STRAIGHT FACE**  
A panel placard reads: "Intentional Straight & Level Flight Prohibited."

**C 2 calendar months**  
**WHY** 61.65(d)(2)(i) requires 3 hours of instrument flight training from an authorized instructor in preparation for the test. That training has to be within 2 calendar months before the date of the practical test.

FLYING



The instrument rating cross-country flight for airplanes must cover how far along airways or ATC-directed routing?

- A** 250 nautical miles
- B** 100 nautical miles
- C** 400 nautical miles

FLIP FOR THE ANSWER

#5054

SESK.INFO

**STRAIGHT FACE**  
Tower: "Piper 12345, cleared for takeoff, say direction of flight." Piper: "Uh...direction? Forward."

**A 250 nautical miles**  
**WHY** 61.65(d)(2)(iii) requires an IFR cross-country of 250 nautical miles along airways or by ATC-directed routing, with an approach at each airport. It must include three different kinds of approaches.

FLYING



Under 91.167, after reaching the alternate, how long must an airplane be able to fly on remaining fuel at normal cruise?

- A** 30 minutes
- B** 45 minutes
- C** 60 minutes

FLIP FOR THE ANSWER

#5055

SESK.INFO

**STRAIGHT FACE**  
Why do instrument pilots love the 45 minute reserve? It's the only time fuel gauges say 'you've got time.'

**B 45 minutes**  
**WHY** 91.167 requires enough fuel to reach the first airport of intended landing, fly to the alternate if one is needed, and then fly 45 minutes at normal cruise. This applies in IFR conditions.

## FLYING



**You can skip filing an alternate if forecasts show what ceiling and visibility from 1 hour before to 1 hour after arrival?**

- A** 1,000 feet and 3 statute miles
- B** 2,000 feet and 1 statute mile
- C** 2,000 feet and 3 statute miles

FLIP FOR THE ANSWER

#5056

SESK.INFO

**STRAIGHT FACE**  
"Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive."

**C 2,000 feet and 3 statute miles**  
**WHY** Under 91.169(b), no alternate is needed if an instrument approach exists at the destination and forecasts show at least a 2,000 foot ceiling and 3 miles visibility. Those must hold from 1 hour before to 1 hour after your ETA.

## FLYING



**A precision approach alternate with no special alternate minimums needs what forecast ceiling and visibility at your ETA?**

- A** 600 feet and 2 statute miles
- B** 800 feet and 2 statute miles
- C** 400 feet and 1 statute mile

FLIP FOR THE ANSWER

#5057

SESK.INFO

**STRAIGHT FACE**  
"Fog is controlled by the airlines and is used to delay flights."

**A 600 feet and 2 statute miles**  
**WHY** 91.169(c) sets standard alternate minimums at 600-2 for a precision approach alternate. If the approach procedure lists its own alternate minimums, those apply instead.

## FLYING



**An alternate airport has no instrument approach. What must its forecast weather allow?**

- A** A 1,000-foot ceiling and 3 miles visibility
- B** Descent from the MEA, approach, and landing under basic VFR
- C** A circling approach at another nearby airport

FLIP FOR THE ANSWER

#5058

SESK.INFO

**STRAIGHT FACE**  
I won gold at a weather forecasting event. I beat the raining champion.

**B Descent from the MEA, approach, and landing under basic VFR**  
**WHY** 91.169(c) says an airport with no published approach is acceptable as an alternate only if forecast weather lets you descend from the MEA, make an approach and land under basic VFR.

## FLYING



**To use a VOR for IFR navigation, how recently must it have been operationally checked?**

- A** Within the preceding 90 days
- B** Within the preceding 12 calendar months
- C** Within the preceding 30 days

FLIP FOR THE ANSWER

#5059

SESK.INFO

**STRAIGHT FACE**  
Pilot write-up: "Friction locks cause throttle levers to stick." Mechanic: "That's what friction locks are for."

**C Within the preceding 30 days**  
**WHY** 91.171 requires an IFR aircraft's VOR system to have been checked within the preceding 30 days and found within tolerance, or to be maintained under an approved procedure.

FLYING



**At a VOR test signal or ground checkpoint, what is the maximum permitted bearing error?**

- A** Plus or minus 4 degrees
- B** Plus or minus 2 degrees
- C** Plus or minus 6 degrees

FLIP FOR THE ANSWER

#5060

SESK.INFO

**STRAIGHT FACE**  
Pilot write-up: "Dead bugs on windshield."  
Mechanic: "Live bugs on back-order."

**A Plus or minus 4 degrees**  
**WHY** 91.171 allows a maximum error of plus or minus 4 degrees when checking against a VOR test signal or a designated ground checkpoint on the departure airport.

FLYING



**When using an airborne VOR checkpoint, what is the maximum permitted bearing error?**

- A** Plus or minus 4 degrees
- B** Plus or minus 6 degrees
- C** Plus or minus 10 degrees

FLIP FOR THE ANSWER

#5061

SESK.INFO

**STRAIGHT FACE**  
My compass broke on a hiking trip. It went south very quickly.

**B Plus or minus 6 degrees**  
**WHY** Airborne checkpoints are used when no test signal or ground checkpoint is available. 91.171 allows plus or minus 6 degrees for these checks.

FLYING



**Using only the approach lights as your visual reference, how low may you descend below DA?**

- A** 50 feet above touchdown zone elevation
- B** Down to the runway threshold
- C** 100 feet above touchdown zone elevation

FLIP FOR THE ANSWER

#5062

SESK.INFO

**STRAIGHT FACE**  
'Sarasota Tower, National 123 with you, guess where?'  
The controller switched off every airport light: 'National 123, Sarasota Tower, guess where?'

**C 100 feet above touchdown zone elevation**  
**WHY** 91.175(c)(3) says you cannot go below 100 feet above the touchdown zone elevation using the approach lights as your reference. To go lower, you must also see the red terminating bars or red side row bars.

FLYING



**The authorized DA/DH or MDA for an approach is which of the available values?**

- A** The highest of the published, PIC-prescribed, and equipment values
- B** The lowest of those values
- C** Always the published value

FLIP FOR THE ANSWER

#5063

SESK.INFO

**STRAIGHT FACE**  
There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.

**A The highest of the published, PIC-prescribed, and equipment values**  
**WHY** 91.175(b) says the authorized DA/DH or MDA is the highest of the published procedure value, any value prescribed for the pilot in command, and the value appropriate for the aircraft equipment.

## FLYING



**Below DA, which condition must you meet to continue to land?**

- A** Tower has reported the ceiling above minimums
- B** You can land with a normal descent and normal maneuvers
- C** The airport rotating beacon is in sight

FLIP FOR THE ANSWER

#5064

SESK.INFO

**STRAIGHT FACE**  
"Never run out of airspeed, altitude, and ideas at the same time."

**B** You can land with a normal descent and normal maneuvers  
**WHY** 91.175(c) requires three things to continue below DA or MDA: a normal descent and normal maneuvers to land, flight visibility at least what the approach prescribes, and a listed visual reference in sight.

## FLYING



**In which situation may you not make a procedure turn unless ATC clears you?**

- A** When you are flying the charted procedure-turn barb
- B** When the ceiling is above 3,000 feet
- C** When you are being radar vectored to the final approach course

FLIP FOR THE ANSWER

#5065

SESK.INFO

**STRAIGHT FACE**  
My GPS told me to turn around. Now I can't see where I'm going.

**C** When you are being radar vectored to the final approach course  
**WHY** 91.175(j) says you may not make a procedure turn on a radar vector, a timed approach from a holding fix, or an approach labeled NoPT, unless ATC clears you to do so.

## FLYING



**At DA/DH, without the required visual conditions, what must you do?**

- A** Immediately execute the missed approach procedure
- B** Level off and wait for ATC instructions
- C** Continue descending to MDA

FLIP FOR THE ANSWER

#5066

SESK.INFO

**STRAIGHT FACE**  
I tried to catch some fog, but I mist.

**A** Immediately execute the missed approach procedure  
**WHY** 91.175(e) says that when the required conditions are not met at DA/DH, you must immediately execute an appropriate missed approach. Do not wait or try to improve the view by descending.

## FLYING



**In IFR lost communications, which route does 91.185 put first?**

- A** The route filed in your flight plan
- B** The route assigned in the last ATC clearance
- C** A direct route to your destination

FLIP FOR THE ANSWER

#5067

SESK.INFO

**STRAIGHT FACE**  
"Remember that the radio is only an electronic suggestion box for the pilot."

**B** The route assigned in the last ATC clearance  
**WHY** 91.185(c)(1) lists routes in order: the one in the last ATC clearance, the radar-vector rejoin route, the route ATC said to expect, and the filed route as the last choice.

## FLYING



**After radio failure in IFR conditions, which altitude must you fly for each route segment?**

- A** The lowest safe altitude on the chart
- B** Your last assigned altitude only
- C** The highest of the assigned, minimum IFR, and expected altitudes

FLIP FOR THE ANSWER

#5068

SESK.INFO

**STRAIGHT FACE**  
Why was the plane sent to its room? Bad altitude.

**C** The highest of the assigned, minimum IFR, and expected altitudes  
**WHY** 91.185(c) (2) tells you to fly the highest of three altitudes for each segment: the one in your last clearance, the minimum IFR altitude, or the altitude ATC said to expect.

## FLYING



**You lose radios in IFR conditions, then reach VFR conditions. What does 91.185 say?**

- A** Continue under VFR and land as soon as practicable
- B** Resume the filed IFR route to the destination
- C** Climb to VFR on top and continue

FLIP FOR THE ANSWER

#5069

SESK.INFO

**STRAIGHT FACE**  
Flying the airplane is more important than of plight to a person on the ground incapable of understanding it.

**A** Continue under VFR and land as soon as practicable  
**WHY** 91.185(b) says if you lose communications in VFR conditions, or reach VFR conditions after, you continue under VFR and land as soon as practicable. This applies unless ATC authorizes something else.

## FLYING



**After radio failure, when do you leave a clearance limit that is not an approach fix?**

- A** Immediately upon arrival, no matter the EFC
- B** At the EFC time, or on arrival if none was given
- C** Never; hold until contacted by ATC

FLIP FOR THE ANSWER

#5070

SESK.INFO

**STRAIGHT FACE**  
Can radio be an addition? Depends on the frequency.

**B** At the EFC time, or on arrival if none was given  
**WHY** 91.185(c) (3) says to leave the clearance limit at the expect-further-clearance (EFC) time if you received one. If you didn't, leave upon arrival over the limit and proceed to a fix where an approach begins.

## FLYING



**Which instrument is required for IFR under 91.205(d) but not for day VFR?**

- A** Magnetic compass
- B** Altimeter
- C** Gyroscopic rate-of-turn indicator

FLIP FOR THE ANSWER

#5071

SESK.INFO

**STRAIGHT FACE**  
The turn coordinator is the only instrument that can say 'you're sliding' without being rude.

**C** Gyroscopic rate-of-turn indicator  
**WHY** 91.205(d) adds instruments to the day VFR list: a gyroscopic rate-of-turn indicator, slip-skid indicator, sensitive altimeter, clock with seconds, generator, and gyro pitch and bank and direction instruments.

## FLYING



**What kind of clock does 91.205(d) require for IFR flight?**

- A** One showing hours, minutes, and seconds with sweep-second or digital display
- B** Any wristwatch showing hours and minutes
- C** A timer that counts down from 60 seconds

FLIP FOR THE ANSWER

#5072

SESK.INFO

**STRAIGHT FACE**  
Controller: "Delta 351, you have traffic at 10 o'clock, 6 miles!" Delta 351: "Give us another hint! We have digital watches!"

**A** One showing hours, minutes, and seconds with sweep-second or digital display  
**WHY** 91.205(d)(6) requires a clock displaying hours, minutes, and seconds, with a sweep-second pointer or digital presentation. The seconds are important for timing legs and approaches.

## FLYING



**With no published minimum, how high above the highest obstacle within 4 nm must you fly IFR in designated mountainous areas?**

- A** 1,000 feet
- B** 2,000 feet
- C** 500 feet

FLIP FOR THE ANSWER

#5073

SESK.INFO

**STRAIGHT FACE**  
Why are mountains so funny? Because they are hill areas.

**B** 2,000 feet  
**WHY** 91.177 sets 2,000 feet above the highest obstacle within 4 nautical miles in designated mountainous areas. Elsewhere it is 1,000 feet.

## FLYING



**Using VOR navigation, within how far of the VOR may you fly below the MEA down to the MOCA?**

- A** 12 nautical miles
- B** 30 nautical miles
- C** 22 nautical miles

FLIP FOR THE ANSWER

#5074

SESK.INFO

**STRAIGHT FACE**  
An airplane yells at his rebellious son: "Watch that altitude, young man!"

**C** 22 nautical miles  
**WHY** 91.177 lets you descend below the MEA but not below the MOCA while you have navigation signals. For VOR navigation, this applies only within 22 nautical miles of the VOR.

## FLYING



**In uncontrolled airspace below 18,000 feet, which IFR cruising altitude fits a magnetic course of 090?**

- A** 5,000 feet
- B** 6,000 feet
- C** 4,500 feet

FLIP FOR THE ANSWER

#5075

SESK.INFO

**STRAIGHT FACE**  
A panel placard reads: "UNINTENTIONAL MANEUVERS PROHIBITED."

**A** 5,000 feet  
**WHY** Under 91.179, IFR in uncontrolled airspace below 18,000 feet uses odd thousands for magnetic courses 0 to 179 and even thousands for 180 to 359. In controlled airspace you fly the altitude ATC assigns.

## FLYING



**Which two things must you have before operating IFR in controlled airspace?**

- A** An IFR flight plan and an instrument-rated passenger
- B** A filed IFR flight plan and an appropriate ATC clearance
- C** An ATC clearance and a filed alternate

FLIP FOR THE ANSWER

#5076

SESK.INFO

**STRAIGHT FACE**  
Center: "Do you require an IFR clearance? We're showing below VFR minimums in your area." Cherokee: "Nah. We'll be ok once we get outa these clouds."

**WHY** 91.173 says no one may operate in controlled airspace under IFR without a filed IFR flight plan and an appropriate ATC clearance. This is the basic ticket for IFR flight.  
**B A filed IFR flight plan and an appropriate ATC clearance**

## FLYING



**In IFR controlled airspace, which of these must you report without being asked?**

- A** Your groundspeed every 10 minutes
- B** Every VOR passage under radar control
- C** Any unforecast weather conditions encountered

FLIP FOR THE ANSWER

#5077

SESK.INFO

**STRAIGHT FACE**  
Approach: "Citation 123, please give a cloud description on your descent." Citation: "They're white."

**WHY** 91.183 requires you to report unforecast weather and other information relating to the safety of flight. It also requires position reports at designated reporting points, but under radar control only those ATC requests.  
**C Any unforecast weather conditions encountered**

## FLYING



**To operate in Class A airspace, you must be on which kind of flight plan and clearance?**

- A** IFR, with an ATC clearance received before entering
- B** VFR with flight following
- C** IFR only, no clearance needed

FLIP FOR THE ANSWER

#5078

SESK.INFO

**STRAIGHT FACE**  
What is the difference between a pilot and a turbine engine? The engine stops whining when it gets to the gate.

**WHY** Class A airspace runs from 18,000 feet MSL up to and including FL600, and 91.135 says operations may be conducted only under an ATC clearance received prior to entering. The AIM says all persons must operate under IFR.  
**A IFR, with an ATC clearance received before entering**

## FLYING



**When is an ATC clearance required before entering Class B airspace?**

- A** Only in instrument conditions
- B** Regardless of weather conditions
- C** Only below 3,000 feet

FLIP FOR THE ANSWER

#5079

SESK.INFO

**STRAIGHT FACE**  
When the beauty shop finally reopened, the crowd was so big they really needed a hair traffic controller.

**WHY** The AIM says an ATC clearance is required before operating in Class B airspace regardless of weather. This applies to both VFR and IFR flights.  
**B Regardless of weather conditions**

## FLYING



**Standard departure obstacle clearance assumes a minimum climb gradient of what?**

- A** 152 feet per nautical mile
- B** 300 feet per nautical mile
- C** 200 feet per nautical mile

FLIP FOR THE ANSWER

#5080

SESK.INFO

**STRAIGHT FACE**  
If you push the stick forward, the houses get bigger.  
If you pull the stick back, they get smaller.

**C** 200 feet per nautical mile  
**WHY** Unless a departure procedure specifies otherwise, the AIM says to climb at least 200 feet per nautical mile. That is how the standard obstacle clearance works.

## FLYING



**What are the standard IFR takeoff minimums for aircraft with two engines or less?**

- A** One statute mile
- B** One-half statute mile
- C** Two statute miles

FLIP FOR THE ANSWER

#5081

SESK.INFO

**STRAIGHT FACE**  
Every takeoff is optional. Every landing is mandatory.

**A** One statute mile  
**WHY** The AIM says standard takeoff minimums are one statute mile for aircraft having two engines or less. Aircraft with more than two engines use a lower minimum.

## FLYING



**Can you fly an Obstacle Departure Procedure without an ATC clearance?**

- A** No, ATC must always approve it
- B** Yes, unless ATC has assigned a different departure
- C** Only at night in IMC

FLIP FOR THE ANSWER

#5082

SESK.INFO

**STRAIGHT FACE**  
It's always a good idea to keep the pointy end going forward as much as possible.

**B** Yes, unless ATC has assigned a different departure  
**WHY** The AIM says an ODP may be flown without an ATC clearance unless ATC assigns an alternate departure. ODPs provide obstacle clearance by the least onerous route to the en route structure.

## FLYING



**ATC says 'cleared to the airport as filed.' What does that not include?**

- A** The route you filed
- B** The departure airport
- C** The altitude you filed for the en route portion

FLIP FOR THE ANSWER

#5083

SESK.INFO

**STRAIGHT FACE**  
When a flight is proceeding incredibly well, something was forgotten. (Robert Livingston)

**C** The altitude you filed for the en route portion  
**WHY** The AIM says 'cleared as filed' covers the route but does NOT include the en route altitude. The altitude must be stated in the clearance, or you must be told to expect one.

FLYING



**Your IFR clearance has a void time and you miss it. What does that do?**

- A** Withdraws your authority to depart IFR until a new release
- B** Cancels your IFR flight plan
- C** Has no effect once airborne

FLIP FOR THE ANSWER

#5084

SESK.INFO

**STRAIGHT FACE**  
Throwing out perfectly good clocks is a waste of time.

**A** Withdraws your authority to depart IFR until a new release  
**WHY** The AIM says an expired void time does not cancel the clearance or flight plan, but it withdraws authority to depart IFR until ATC issues a new release. Advise ATC of your intentions as soon as possible.

FLYING



**ATC says 'hold for release.' What does that mean?**

- A** You may depart immediately if the weather is good
- B** You may not depart on that IFR clearance until released
- C** You must hold in the air at the departure airport

FLIP FOR THE ANSWER

#5085

SESK.INFO

**STRAIGHT FACE**  
It's always better to be down here wishing you were up there than up there wishing you were down here.

**B** You may not depart on that IFR clearance until released  
**WHY** The AIM says hold for release means you may not depart using that IFR clearance until a release time or more instructions come from ATC. You may still depart VFR, but should cancel IFR first.

FLYING



**How long before your estimated departure time should you file an IFR flight plan?**

- A** At least 10 minutes
- B** At least 2 hours
- C** At least 30 minutes

FLIP FOR THE ANSWER

#5086

SESK.INFO

**STRAIGHT FACE**  
Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.

**C** At least 30 minutes  
**WHY** The AIM says to file IFR flight plans at least 30 minutes prior to the estimated time of departure. That gives time to process it and avoids delay in your clearance.

FLYING



**In a nonstandard holding pattern, which way do you turn?**

- A** Left turns
- B** Right turns
- C** It depends on the wind

FLIP FOR THE ANSWER

#5087

SESK.INFO

**STRAIGHT FACE**  
Tower: "Aircraft in holding pattern, say fuelstate?" Aircraft: "Fuelstate." Tower: "Say again?" Aircraft: "Again..."

**A** Left turns  
**WHY** In the AIM, the standard holding pattern uses right turns. A nonstandard pattern uses left turns, so the fix end and outbound end turns are made to the left.

## FLYING



**At or below 14,000 feet MSL, what is the standard inbound leg time in a hold?**

- A** 2 minutes
- B** 1 minute
- C** 30 seconds

FLIP FOR THE ANSWER

#5088

SESK.INFO

**STRAIGHT FACE**  
I chopped the clock in half. It was a split second decision.

**B 1 minute**  
**WHY** The AIM sets the inbound leg at 1 minute at or below 14,000 feet MSL. Above 14,000 feet MSL, the inbound leg is 1 1/2 minutes.

## FLYING



**What is the maximum holding airspeed from 6,001 to 14,000 feet?**

- A** 200 KIAS
- B** 265 KIAS
- C** 230 KIAS

FLIP FOR THE ANSWER

#5089

SESK.INFO

**STRAIGHT FACE**  
I got pulled over for speeding in my Prius. The officer didn't write a ticket. He just wanted to know how I did it.

**C 230 KIAS**  
**WHY** AIM holding airspeeds are 200 KIAS from the MHA to 6,000 feet, 230 KIAS from 6,001 to 14,000 feet, and 265 KIAS at 14,001 feet and above. Charts may show lower restrictions.

## FLYING



**In holding turns without RNAV guidance, what bank does the AIM call for?**

- A** 3 degrees per second, 30 degrees, or 25 degrees with a flight director, whichever needs the least bank
- B** Standard rate only, regardless of bank
- C** A fixed 15 degrees

FLIP FOR THE ANSWER

#5090

SESK.INFO

**STRAIGHT FACE**  
Where do clouds keep their money? In a fog bank.

**A 3 degrees per second, 30 degrees, or 25 degrees with a flight director, whichever needs the least bank**  
**WHY** The AIM says to use 3 degrees per second, 30 degrees of bank, or 25 degrees with a flight director, whichever requires the least bank angle.

## FLYING



**In a hold, when does outbound timing begin?**

- A** As soon as you start the outbound turn
- B** Over or abeam the fix, whichever occurs later
- C** When you cross the fix inbound

FLIP FOR THE ANSWER

#5091

SESK.INFO

**STRAIGHT FACE**  
What does a clock do when it's hungry? It goes back four seconds.

**B Over or abeam the fix, whichever occurs later**  
**WHY** The AIM says outbound timing begins over or abeam the fix, whichever occurs later. If you can't tell when you're abeam, start timing when the turn to outbound is complete.

## FLYING



**What must you report on reaching a holding fix?**

- A** Your fuel on board and souls on board
- B** Your airspeed and heading
- C** The time and altitude or flight level

FLIP FOR THE ANSWER

#5092

SESK.INFO

**STRAIGHT FACE**  
First day as a pilot. Tower: 'Say your position.' Me: 'Next to a cloud that looks like a lion.' Tower: 'Be more specific.' Me: 'Simba.'

**C** The time and altitude or flight level  
**WHY** The AIM says to report the time and altitude or flight level upon reaching a holding fix or point to which cleared. You should also report when leaving the fix.

## FLYING



**When flying VFR-on-top, who is responsible for seeing and avoiding other aircraft?**

- A** The pilot, who assumes sole responsibility to be vigilant
- B** The controller issuing the clearance
- C** The nearest approach control

FLIP FOR THE ANSWER

#5093

SESK.INFO

**STRAIGHT FACE**  
I have a really good joke about clouds, but it would probably go over your head.

**A** The pilot, who assumes sole responsibility to be vigilant  
**WHY** The AIM says that by requesting a VFR-on-top clearance, the pilot assumes sole responsibility to be vigilant to see and avoid other aircraft. The request must be made on an IFR flight plan.

## FLYING



**A contact approach requires at least how much flight visibility?**

- A** 3 statute miles
- B** 1 statute mile
- C** 1/2 statute mile

FLIP FOR THE ANSWER

#5094

SESK.INFO

**STRAIGHT FACE**  
On a perfectly clear day, Dad says, 'I can't believe how poor the visibility is.' Pointing at the hood: 'I can only see four feet in front of us.'

**B** 1 statute mile  
**WHY** The AIM says you must advise ATC immediately if you can't continue a contact approach or encounter less than 1 mile flight visibility. The pilot must request it, and it is used in lieu of a standard approach.

## FLYING



**ATC will not clear a visual approach unless reported weather is what ceiling and visibility?**

- A** Ceiling 2,000 feet and visibility 5 miles
- B** Ceiling 500 feet and visibility 1 mile
- C** Ceiling 1,000 feet or higher and visibility 3 miles or greater

FLIP FOR THE ANSWER

#5095

SESK.INFO

**STRAIGHT FACE**  
Keep looking around. There is always something you have missed.

**C** Ceiling 1,000 feet or higher and visibility 3 miles or greater  
**WHY** The AIM says controllers may not clear an aircraft for a visual approach unless the reported weather is a ceiling at or above 1,000 feet and visibility of 3 miles or greater.

## FLYING



**A Minimum Safe Altitude on an approach chart gives how much obstacle clearance?**

- A** 1,000 feet, with no guaranteed navigation signal coverage
- B** 500 feet, with guaranteed signal coverage
- C** 2,000 feet within 5 miles

FLIP FOR THE ANSWER

#5096

SESK.INFO

**STRAIGHT FACE**  
The three most useless things to a pilot are the altitude above you, the runway behind you, and a tenth of a second ago.

**A** 1,000 feet, with no guaranteed navigation signal coverage  
**WHY** The AIM says MSAs provide 1,000 feet of clearance over all obstacles but do not necessarily assure acceptable navigation signal coverage. They normally have a 25 NM radius.

## FLYING



**When may you deviate from an ATC clearance without asking first?**

- A** Whenever the weather is better than forecast
- B** In an emergency requiring immediate action
- C** When the controller sounds busy

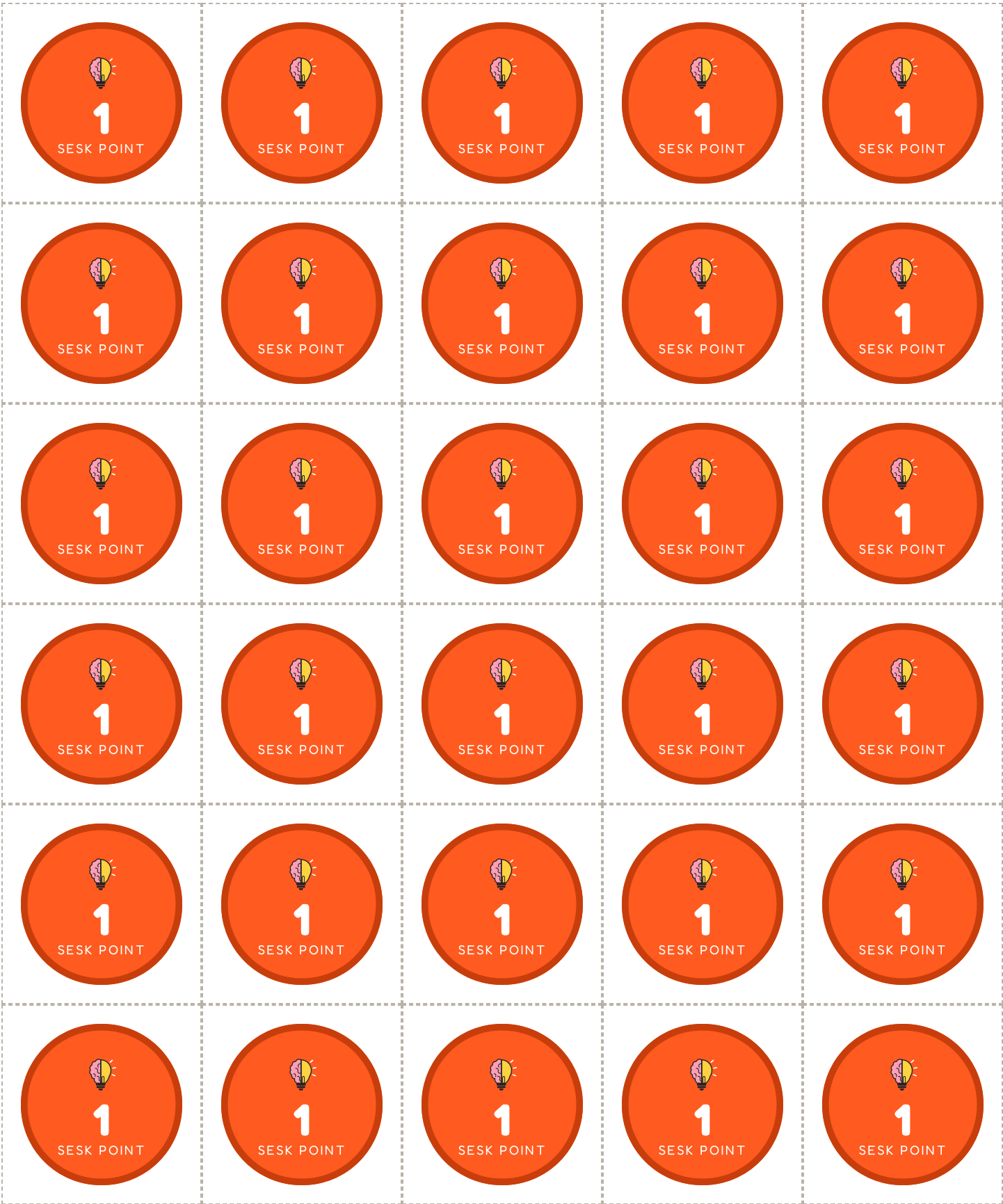
FLIP FOR THE ANSWER

#5097

SESK.INFO

**STRAIGHT FACE**  
Remember, gravity is not just a good idea. It is the law, and it is not subject to repeal

**B** In an emergency requiring immediate action  
**WHY** The AIM says to comply promptly with a clearance except as necessary to cope with an emergency. The pilot in command may deviate from any rule needed to handle it, then tell ATC.



|                                                                                                               |                                                                                                               |                                                                                                               |                                                                                                                 |                                                                                                                 |
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