

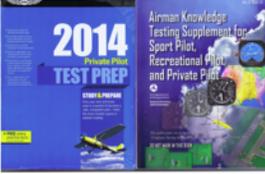
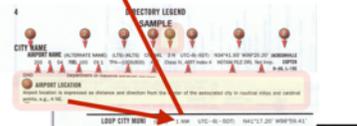
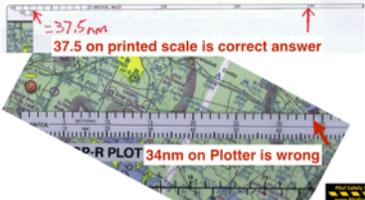


How to Get Better Scores on FAA Written Tests

1. **The student needs to learn the material**, not just use cheat websites to memorize the answers. Rote learning(or memorization) may get a pass on written test but leads to failing the oral exam or having problems in actual flight because of a lack of true understanding. **MOST people who fail written tests have tried to shortcut and just learn questions/answers.**
2. The best way to study depends on how the student learns best.
 - Visual Learners do best with Video, Online, & iPad programs like those available from ASA, King, Sporty's, etc
 - Auditory Learners benefit from audio reviews from ASA & Gleim
 - Read/Write Learners do best with textbooks like Rod Machado, Jepessen, and ASA or the 2 FAA(Airplane Flying Handbook/Pilots Handbook of Aeronautical Knowledge.)
 - Kinesthetic Learners will learn fastest in organized ground schools or 1-1 instruction with a CFI
 - The best way to train would be a combination of all 4 learning styles
3. You should only use direct test-prep books and websites AFTER studying the material and concepts(See Above). The ASA Test Prep books are best because they include a copy of the actual FAA Test supplement that is used during the test. Training with and reading this supplement before testing is guaranteed to give you a higher test score!
4. Understand three things about the way FAA test questions are written.
 - If you leave a question blank it will always score as wrong, at least guess!
 - The questions are literal, never try to read in to the question an implied meaning.
 - Most include a plausible distractor, an answer very close to the correct answer but, wrong in some small detail. Read the question and all three possible answers SLOWLY before making a choice.
5. Study the actual test supplement, available from ASA, the legend has some of the test answers in it! Also practice measuring distances using the edge of a piece of paper, your plotter scale does not work on the supplement book!
6. Before taking the actual test, take some online practice tests and review any incorrect answers with a CFI. When you consistently score over 90% go for it!
7. Make sure you have the required ID, proof of address, and a complete legal endorsement before going to the testing center.



8. Only take your e6b(manual or electronic), plotter, and a simple calculator to the testing center. No phones, graphing calculators, or anything else is allowed in the room while testing.
9. The testing program has an electronic flight computer and calculator built in to double check your work, use it!
10. Take the test slowly. If in doubt, try not to change an answer unless you are sure. Your 1st instinct is usually correct.
11. Remember cheating or anything that looks like cheating during your test(you are being watched) will result in the test being stopped and a report sent to the FAA. Don't talk to anyone, take any paper in or out of the test room, or look in your pockets. If the FAA thinks you were attempting to cheat they will block new certificates for 1 year and may revoke any pilot certificates you have.
12. Take your test early! At least 2 weeks before the check ride just in case you need to retest or have any problems.

<p>Understand the FAA Question Structure 3. The plausible distractor</p> <p>Question When does P-factor cause the airplane to yaw to the left?</p> <p>Distractor When at <u>low</u> angles of attack.</p> <p>WRONG When at high airspeeds.</p> <p>CORRECT When at <u>high</u> angles of attack.</p>	<p>#3 Study the supplement</p> 	<p>USE THE LEGEND THE ANSWERS ARE THERE!</p> <p>Refer to figure 53.) When is Long City Municipal located with relation to the city?</p> <p>A) Northeast approximately 3 miles. B) Northwest approximately 1 mile. C) East approximately 10 miles.</p> 
<p>Printed Scale Doesn't Match Plotters (Refer to figure 25.) What is the distance between Bishop(Area 1) and Sulphur Springs(Area 5)</p>  <p>37.5 nm on printed scale is correct answer</p> <p>34 nm on Plotter is wrong</p>	<p>3. LEGAL endorsement</p> <p>Private pilot aeronautical knowledge test: §§ 61.35(a)(1), 61.103(d), and 61.105</p> <p>I certify that Mr./Ms. (First Name, MI, Last Name) has received the training and possesses the knowledge required by § 61.105. I trained him/her or evaluated his/her home study course materials, and I have determined that he/she is prepared for the Private Pilot <u>Airplane</u> Knowledge Test.</p> <p>Signed: _____ Date: _____ CFI # _____ Exp Date: _____</p> <p>Instrument rating aeronautical knowledge test: §§ 61.35(a)(1), 61.103(d), and 61.105</p> <p>Logbook Endorsement is LEGAL</p> <p>Must State Airplane, Rotorcraft, Glider, etc.</p>	<p>3. Come prepared (What to Bring and Not)</p>
<p>5. Take your time and follow instincts.</p> <p>SLOW DOWN!</p> <p>KEEP CLAM AND READ CAREFULLY</p> <p>LOOK AT BOTH FIGURES</p> <p>(Refer to figure 24 AND 59.) Determine the compass heading for a flight from Claxton-Evans County Airport (area 2) to Hampton Varnville Airport (area 1). The wind is from 280° at 08 knots, and the true airspeed is 85 knots.</p> <p>A) 033° B) 042° C) 038°</p> <p>IMPORTANT INFO</p>	<p>6. The actual test</p>  <p>3 SIMPLE RULES</p> <p>YOU ARE BEING WATCHED AND WE MUST STOP YOUR TEST AND REPORT TO FAA IF YOU VIOLATE...</p> <ol style="list-style-type: none"> 1. NO TALKING 2. DO NOT LOOK OR REACH IN POCKETS, ETC 3. DO NOT TAKE ANY NOTES IN OR OUT 	<p>You can double-check your math using built-in functions!</p> 