The AhaBulb 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. Built 2026-10-14.

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

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.

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

SESK.INFO #5049

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

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.

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

SESK.INFO #5048

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

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.

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

SESK.INFO #5051

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

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.

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

SESK.INFO #5050

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

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.

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

SESK.INFO #5053

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

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.

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

SESK.INFO #5052

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

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.

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

SESK.INFO #5055

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

A 250 nautical miles

WHY 61.65(d)(2)(ii) 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.

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

SESK.INFO #5054

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

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.

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

SESK.INFO #5056

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

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.

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

SESK.INFO #5057

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

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.

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

SESK.INFO #5058

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

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.

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

SESK.INFO #5059

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

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.

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

SESK.INFO #5061

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

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.

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

SESK.INFO #5060

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

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.

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

SESK.INFO #5063

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

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.

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

SESK.INFO #5062

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

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.

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

SESK.INFO #5064

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

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.

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

SESK.INFO #5065

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

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.

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

SESK.INFO #5066

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

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.

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

SESK.INFO #5067

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

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.

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

SESK.INFO #5069

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

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.

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

SESK.INFO #5068

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

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.

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

SESK.INFO #5071

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

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.

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

SESK.INFO #5070

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

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.

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

SESK.INFO #5075

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

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.

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

SESK.INFO #5073

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

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.

STRAIGHT FACE
An airplane yells at his rebellious son: 'Watch that attitude, young man!'

SESK.INFO #5074

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

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.

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

SESK.INFO #5072

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

C Any unforecast weather conditions encountered

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.

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

SESK.INFO #5077

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

B A filed IFR flight plan and an appropriate ATC clearance

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.

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."

SESK.INFO #5076

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

B Regardless of weather conditions

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.

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

SESK.INFO #5079

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

A IFR, with an ATC clearance received before entering

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.

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

SESK.INFO #5078

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

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.

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

SESK.INFO #5080

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

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.

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

SESK.INFO #5081

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

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.

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

SESK.INFO #5082

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

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.

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

SESK.INFO #5083

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

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.

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

SESK.INFO #5085

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

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.

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

SESK.INFO #5084

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

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.

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

SESK.INFO #5087

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

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.

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

SESK.INFO #5086

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

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.

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

SESK.INFO #5088

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

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.

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.

SESK.INFO #5089

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

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.

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

SESK.INFO #5090

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

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.

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

SESK.INFO #5091

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

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.

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

SESK.INFO #5093

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

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.

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.'

SESK.INFO #5092

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

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.

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

SESK.INFO #5095

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

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.

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.'

SESK.INFO #5094

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

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.

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

SESK.INFO #5097

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

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.

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.

SESK.INFO #5096

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AhaBulb POINT

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AhaBulb POINT