



COLUMBIA FLYING CLUB
MEMBER QUALIFICATION EXAMINATION
PA-28-161 WARRIOR II | N81612

Applicant	_____
Instructor	_____
Date	_____
Score	_____

Revision	1.0
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Passing score	90%
Estimated time	Unlimited

This publication is for training and standardization. Current regulations, the aircraft-specific POH/AFM and supplements, placards, weight-and-balance data, airport publications, and NOTAMs always control.

EXAMINATION INSTRUCTIONS

- Select the single best answer for each question. Mark answers directly in the booklet as directed by the instructor.
- This is an open book examination. Please have this completed before your checkout flight.
- The passing score is 90 percent. Missed questions will be reviewed with a Club-approved instructor before checkout authorization.
- This examination is intended to confirm practical knowledge, not replace the aircraft-specific POH/AFM, supplements, placards, current weight-and-balance data, FAA regulations, charts, or NOTAMs.
- Local frequencies and airport data are included for standardization but must be verified from current FAA publications before every flight.

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SECTION I - FEDERAL AVIATION REGULATIONS & GENERAL KNOWLEDGE

Questions 1-25 | Practical Part 61 and Part 91 knowledge

1. Before beginning a flight, what action is specifically required of the pilot in command?

- A. Review only the aircraft maintenance logbooks
- B. Become familiar with all available information concerning the flight
- C. File a VFR flight plan for every flight
- D. Contact the nearest FAA Flight Standards office

2. Who has final responsibility for determining that the aircraft is in a condition for safe flight?

- A. The aircraft owner
- B. The last mechanic who signed the logbook
- C. The pilot in command
- D. The fixed-base operator

3. Which answer correctly identifies the aircraft documents commonly remembered by the acronym ARROW?

- A. Airworthiness certificate, Registration, Radio station license when required, Operating limitations, and current Weight-and-balance information
- B. Annual inspection, Registration, Radio log, Operating checklist, and Weather briefing
- C. Airworthiness certificate, Repair records, Operating handbook, and Weight ticket
- D. Aircraft logbooks, Registration, Radio license, Operating limitations, and Weather briefing

4. For a day VFR flight in an airplane, the minimum regulatory fuel reserve after reaching the first point of intended landing is:

- A. 20 minutes at normal cruise
- B. 30 minutes at normal cruise
- C. 45 minutes at normal cruise
- D. 60 minutes at best-economy power

5. For a night VFR flight in an airplane, the minimum regulatory fuel reserve after reaching the first point of intended landing is:

- A. 30 minutes at normal cruise
- B. 40 minutes at normal cruise
- C. 45 minutes at normal cruise
- D. 60 minutes at normal cruise

6. During an in-flight emergency requiring immediate action, the PIC may:

- A. Never deviate from a regulation
- B. Deviate only after receiving ATC approval
- C. Deviate from a regulation to the extent required to meet the emergency
- D. Deviate only if a written report is filed within 24 hours

7. A standard annual inspection expires:

- A. At the end of 100 flight hours
- B. 12 calendar months after completion
- C. On the exact anniversary date at midnight
- D. 24 calendar months after completion

8. An installed emergency locator transmitter must generally be inspected every:

- A. 12 calendar months
- B. 24 calendar months
- C. 100 flight hours
- D. 36 calendar months

9. The transponder inspection required for operations where a transponder is required is valid for:

- A. 12 calendar months
- B. 24 calendar months
- C. 30 calendar months
- D. Until the next annual inspection

10. For IFR operations, the altimeter and static-pressure system inspection is generally required every:

- A. 6 calendar months
- B. 12 calendar months
- C. 24 calendar months
- D. 36 calendar months

11. Which aircraft has right-of-way over all other air traffic?

- A. A balloon
- B. An aircraft in distress
- C. An aircraft established on downwind
- D. A glider

12. When two aircraft are approaching each other head-on at approximately the same altitude, each pilot should:

- A. Turn left
- B. Climb
- C. Descend
- D. Alter course to the right

13. When overtaking another aircraft, the overtaking pilot should:

- A. Pass on the left
- B. Climb above the other aircraft
- C. Alter course to the right and pass well clear
- D. Descend below the other aircraft

14. When must occupants have their safety belts fastened?

- A. Only during takeoff
- B. During surface movement, takeoff, and landing
- C. Only when the seat-belt sign is illuminated
- D. Only in turbulence

15. Which statement about alcohol and flight crewmember duties is correct?

- A. A pilot may fly 4 hours after drinking if BAC is below 0.08
- B. A pilot may not act as a crewmember within 8 hours after drinking, while under the influence, or with a BAC of 0.04 or greater
- C. Only airline pilots are subject to alcohol restrictions
- D. The rule applies only when passengers are carried

16. Before entering Class C airspace on a VFR arrival or through flight, the pilot must:

- A. Receive the words “cleared into Class C”
- B. Establish two-way radio communication with the ATC facility providing services
- C. File a VFR flight plan
- D. Contact Flight Service

17. Unless otherwise authorized by ATC, an aircraft operating in Class C airspace must have:

- A. Only a VHF radio
- B. A transponder with altitude reporting and ADS-B Out when required
- C. DME and an IFR-certified GPS
- D. A second communication radio

18. A flight review is generally required within the preceding:

- A. 12 calendar months
- B. 24 calendar months
- C. 36 calendar months
- D. 48 calendar months

19. To carry passengers during the day in the Warrior, a pilot must generally have completed within the preceding 90 days:

- A. One takeoff and one landing
- B. Three takeoffs and three landings as sole manipulator of the controls in the same category and class, and type if required
- C. Three hours of cross-country flight
- D. A flight review

20. To carry passengers at night, the required takeoffs and landings must be:

- A. Touch-and-go landings completed after sunset
- B. Full-stop landings completed during the period beginning one hour after sunset and ending one hour before sunrise
- C. Completed in actual instrument conditions
- D. Completed with a flight instructor aboard

21. Except when necessary for takeoff or landing, the minimum altitude over a congested area is:

- A.** 500 feet above the surface
- B.** 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet
- C.** 2,000 feet above the highest obstacle within 1,000 feet
- D.** Any altitude that remains outside controlled airspace

22. Over open water or sparsely populated areas, an aircraft may not be operated closer than:

- A.** 200 feet to any person, vessel, vehicle, or structure
- B.** 300 feet to any person, vessel, vehicle, or structure
- C.** 500 feet to any person, vessel, vehicle, or structure
- D.** 1,000 feet to any person, vessel, vehicle, or structure

23. An installed item is found inoperative before a day VFR flight. What is the correct general approach?

- A.** Ignore it if the weather is clear
- B.** Remove the circuit breaker and depart
- C.** Determine whether it is required by type certification, the equipment list/KOEL, an AD, or the regulations; then properly deactivate or remove and placard it, and determine it is not a hazard
- D.** Ask the FBO whether other pilots have flown with it inoperative

24. When may a student pilot act as PIC while carrying a passenger?

- A.** After the first solo endorsement
- B.** With verbal instructor approval
- C.** Never
- D.** Only on local flights

25. When acting as PIC, which personal documents must a pilot have readily accessible?

- A.** Only a pilot certificate
- B.** A pilot certificate, government-issued photo identification, and the applicable medical certificate or BasicMed documents when required
- C.** A logbook and passport
- D.** Only a driver license

SECTION II - COLUMBIA FLYING CLUB OPERATING PROCEDURES

Questions 26-45 | Member handbook and operating procedures

26. According to the CFC Member Handbook, general membership dues are:

- A. \$35 per month or \$350 per year
- B. \$50 per month or \$500 per year
- C. \$60 per month with no annual option
- D. \$100 per month or \$1,000 per year

27. Membership dues are payable:

- A. On the 1st of each month
- B. On the 10th of each month
- C. After the member's first flight of the month
- D. At the end of each quarter

28. If dues remain unpaid, scheduling privileges may be suspended after:

- A. The 5th of the month
- B. The 10th of the month
- C. The 20th of the month
- D. Sixty days

29. Which payment arrangement helps a member avoid the 3% credit-card processing fee?

- A. Paying with a different credit card
- B. Maintaining funds through cash, Venmo, or check
- C. Waiting until the end of the month
- D. Paying the instructor directly

30. All aircraft reservations are made through:

- A. ForeFlight
- B. Flight Schedule Pro
- C. Eagle Aviation's website
- D. A paper calendar in the clubhouse

31. What must be entered in the reservation comments?

- A. Only the pilot's certificate number
- B. All intended landing points, or the flight's other intentions if no landing away from home is planned
- C. The passenger names and weights only
- D. The expected fuel purchase

32. A reservation lasting more than 12 hours but not more than 24 hours is billed at:

- A. Actual Hobbs time only
- B. A minimum of one hour
- C. A minimum of two hours or actual Hobbs time, whichever is greater
- D. Four hours regardless of actual time

33. For a reservation of 24 hours or more, the minimum billing is:

- A. One hour total
- B. Two hours for the entire trip
- C. Two hours per 24-hour period or part of a 24-hour period
- D. Actual Hobbs time only

34. Who may enter the aircraft hangar?

- A. Any current member
- B. Any certificated pilot
- C. Only persons specifically authorized by CFC management
- D. Any member accompanied by a passenger

35. Before a flight, who should be contacted to pull the aircraft from the hangar?

- A. Columbia Approach
- B. Eagle Aviation FBO
- C. The airport commission
- D. The next scheduled member

36. After a flight during normal FBO hours, the member should:

- A. Put the aircraft in the hangar personally
- B. Leave the aircraft wherever space is available
- C. Return it to the Eagle Aviation ramp and notify Eagle that it is ready to be put away
- D. Taxi it to the airline terminal

37. If Eagle Aviation is closed when the aircraft returns, the member should:

- A. Enter the hangar and put the aircraft away
- B. Leave the keys in the ignition
- C. Secure the aircraft on the designated ramp with the required covers, control lock, and tie-downs if applicable, then contact Eagle the next business day
- D. Park on a taxiway and send an email

38. Who may provide flight instruction in Club aircraft?

- A. Any CFI
- B. Only Club-approved instructors
- C. Any airline pilot
- D. Any commercial pilot

39. Who may normally operate a Club aircraft from the right seat?

- A. Any member with a private pilot certificate
- B. Any member with more than 100 hours
- C. Only approved Club flight instructors
- D. Any passenger with a medical certificate

40. Operations from grass, gravel, or other unimproved runways are:

- A. Always permitted
- B. Permitted with passenger consent
- C. Prohibited unless specifically authorized
- D. Required during soft-field training

41. Club aircraft may be flown outside the contiguous United States:

- A. At any time
- B. Only on an IFR flight plan
- C. No, not under the current handbook
- D. Only if the member buys additional fuel

42. Before acting as PIC in a Club aircraft, a member must:

- A. Complete a Club checkout in each airplane the member wishes to fly
- B. Have at least 500 total hours
- C. Own a headset
- D. Complete an instrument proficiency check

43. A member discovers an aircraft discrepancy. What is the proper response?

- A. Repair it without telling anyone
- B. Fly once more to confirm the problem
- C. Report it immediately to the owner or Club officer and do not authorize or perform maintenance without approval
- D. Wait until the next monthly meeting

44. Which postflight practice best matches Club policy?

- A. Leave the aircraft exactly as it is
- B. Remove trash only
- C. Leave the aircraft in better condition than found: remove trash, clean bugs, secure it, install the control lock, and verify switches are off
- D. Ask the next member to clean it

45. Fuel purchased away from home base may be reimbursed:

- A. At any price without a receipt
- B. Up to \$7.50 per gallon with a valid receipt marked with the N-number, member name, and date and placed in the aircraft binder
- C. Only if purchased from Eagle Aviation
- D. Only for trips longer than three days

SECTION III - PA-28-161 WARRIOR II

Questions 46-75 | Limitations, systems, procedures, and emergency knowledge

46. Which engine is specified for the PA-28-161 Warrior II in the POH?

- A. Continental O-200
- B. Lycoming O-320-D2A or O-320-D3G
- C. Lycoming O-360-A4M
- D. Continental IO-360

47. The engine is rated at:

- A. 150 horsepower at 2,500 RPM
- B. 160 horsepower at 2,700 RPM
- C. 180 horsepower at 2,700 RPM
- D. 160 horsepower at 2,400 RPM

48. The installed propeller type described in the POH is:

- A. Two-blade fixed-pitch Sensenich
- B. Three-blade constant-speed Hartzell
- C. Two-blade constant-speed McCauley
- D. Ground-adjustable composite propeller

49. The Warrior II fuel capacities are:

- A. 40 gallons total, 38 usable
- B. 48 gallons total, 46 usable
- C. 50 gallons total, 48 usable
- D. 52 gallons total, 50 usable

50. The approved minimum fuel grade is:

- A. 87 automotive gasoline
- B. 91 automotive gasoline
- C. 100 or 100LL aviation gasoline
- D. Jet A

51. How is fuel arranged and selected?

- A. One 50-gallon fuselage tank with a BOTH position
- B. Two 25-gallon wing tanks, 24 gallons usable each, with one tank selected at a time
- C. Two 24-gallon tanks that feed simultaneously
- D. Three tanks selected automatically

52. The engine oil capacity is:

- A. 6 quarts
- B. 8 quarts
- C. 10 quarts
- D. 12 quarts

53. Maximum takeoff weight in the Normal Category is:

- A. 2,020 pounds
- B. 2,250 pounds
- C. 2,440 pounds
- D. 2,447 pounds

54. Maximum baggage compartment weight in the Normal Category is:

- A. 100 pounds
- B. 150 pounds
- C. 200 pounds
- D. 250 pounds

55. The never-exceed speed, VNE, is:

- A. 126 KIAS
- B. 140 KIAS
- C. 160 KIAS
- D. 171 KIAS

56. The maximum structural cruising speed, VNO, is:

- A. 103 KIAS
- B. 126 KIAS
- C. 140 KIAS
- D. 160 KIAS

57. The maximum flap-extended speed, VFE, is:

- A. 89 KIAS
- B. 95 KIAS
- C. 103 KIAS
- D. 111 KIAS

58. At 2,440 pounds gross weight, design maneuvering speed, VA, is:

- A. 111 KIAS
- B. 103 KIAS
- C. 126 KIAS
- D. 88 KIAS

59. As aircraft weight decreases, maneuvering speed:

- A. Increases
- B. Decreases
- C. Remains unchanged
- D. Becomes equal to VNO

60. Best angle-of-climb speed, V_X , at gross weight is:

- A. 52 KIAS
- B. 63 KIAS
- C. 73 KIAS
- D. 79 KIAS

61. Best rate-of-climb speed, V_Y , at gross weight is:

- A. 63 KIAS
- B. 73 KIAS
- C. 79 KIAS
- D. 87 KIAS

62. The published best-glide speed for a power-off landing is:

- A. 63 KIAS
- B. 73 KIAS
- C. 79 KIAS
- D. 89 KIAS

63. The power-off stall speed in the landing configuration, V_{SO} , is:

- A. 44 KIAS
- B. 50 KIAS
- C. 57 KIAS
- D. 63 KIAS

64. The lower limit of the green arc, V_S , is:

- A. 44 KIAS
- B. 48 KIAS
- C. 50 KIAS
- D. 57 KIAS

65. For a normal takeoff, the POH recommends rotating in approximately which speed range, depending on aircraft weight?

- A. 35-40 KIAS
- B. 45-55 KIAS
- C. 60-70 KIAS
- D. 73-79 KIAS

66. Normal takeoffs are generally made with:

- A. Flaps up
- B. 10 degrees of flaps
- C. 25 degrees of flaps
- D. 40 degrees of flaps

67. For a short-field takeoff with an obstacle or a soft-field takeoff, the POH calls for:

- A. 10 degrees of flaps
- B. 15 degrees of flaps
- C. 25 degrees of flaps
- D. 40 degrees of flaps

68. With 40 degrees of flaps, the published final-approach speed is approximately:

- A. 52 KIAS
- B. 63 KIAS
- C. 70 KIAS
- D. 79 KIAS

69. Maximum oil temperature is:

- A. 220°F
- B. 230°F
- C. 240°F
- D. 245°F

70. The oil-pressure operating limits are:

- A. 10 to 60 PSI
- B. 25 to 100 PSI
- C. 40 to 120 PSI
- D. 50 to 150 PSI

71. The stall-warning horn is inoperative when:

- A. The alternator switch is off
- B. The pitot heat is off
- C. The master switch is off
- D. The fuel pump is off

72. Which sequence best matches the engine-fire-during-start checklist?

- A. Mixture rich, throttle closed, fuel pump on
- B. Master off, magnetos off, evacuate immediately
- C. Starter crank; mixture idle cut-off; throttle open; electric fuel pump off; fuel selector off; abandon if fire continues
- D. Carburetor heat on; mixture lean; continue cranking

73. Following engine power loss during takeoff, the first priority is to:

- A. Attempt an immediate 180-degree turn
- B. Maintain a safe airspeed and land straight ahead if sufficient runway remains
- C. Change tanks before lowering the nose
- D. Retract the flaps immediately

74. When carburetor ice is encountered, the POH calls for:

- A.** Partial carburetor heat
- B.** Full carburetor heat and mixture adjustment for maximum smoothness
- C.** Electric fuel pump off
- D.** Immediate mixture idle cut-off

75. The ALT annunciator illuminates and the ammeter indicates zero alternator output. What is the correct checklist concept?

- A.** Continue without action
- B.** Turn off the battery and continue to destination
- C.** Turn ALT off, reduce electrical load, check/reset the ALT circuit breaker as required, turn ALT on, and if power is not restored turn ALT off, minimize load, and land as soon as practical
- D.** Cycle the master repeatedly until the light goes out

SECTION IV - KCUB & KCAE LOCAL OPERATIONS

Questions 76-90 | Airport data effective 09 July 2026; not for navigation

76. KCUB is:

- A. A non-towered public-use airport
- B. A Class D towered airport
- C. A private-use airport
- D. A military airport

77. The KCUB CTAF/UNICOM frequency is:

- A. 122.70
- B. 122.80
- C. 123.075
- D. 123.50

78. The KCUB ASOS frequency is:

- A. 118.675
- B. 119.50
- C. 120.15
- D. 124.40

79. The published traffic pattern altitude at KCUB is approximately:

- A. 800 feet MSL
- B. 1,000 feet MSL (about 807 feet AGL)
- C. 1,200 feet MSL
- D. 1,500 feet MSL

80. KCUB Runway 13/31 is approximately:

- A. 3,500 by 50 feet
- B. 5,011 by 75 feet
- C. 6,500 by 100 feet
- D. 8,601 by 150 feet

81. Which traffic-pattern directions are published at KCUB?

- A. Runway 13 left traffic; Runway 31 right traffic
- B. Both runways left traffic
- C. Both runways right traffic
- D. Runway 13 right traffic; Runway 31 left traffic

82. Which statement about Runway 31 is correct?

- A. It has no displaced threshold
- B. It has a 391-foot displaced threshold and a landing distance available of approximately 4,599 feet
- C. It is closed to single-engine airplanes
- D. It is only 3,500 feet long

83. How are the KCUB runway edge lights and REILs activated?

- A. By calling the FBO
- B. On the CTAF
- C. On the KCAE tower frequency
- D. They operate continuously

84. Which KCUB noise-abatement note is published?

- A. Avoid the area south of the airport below 500 feet
- B. Avoid the noise-sensitive area north of the airport below 1,500 feet
- C. Avoid all turns east of the airport
- D. No touch-and-go landings after sunset

85. The published KCUB departure note states:

- A. No southbound turns below 2,000 feet
- B. No northbound departure turns from either runway below 1,500 feet
- C. All departures must contact tower before takeoff
- D. Runway 31 departures must turn north immediately

86. Why is positive airport identification especially important when approaching KCUB?

- A. KCUB has no runway markings
- B. KCAE Runway 11/29 is nearby and has been mistaken for KCUB Runway 13/31 due to proximity and alignment
- C. KCUB shares a runway with a military base
- D. KCUB has no airport beacon

87. The primary airport for the local Class C airspace is:

- A. KCUB
- B. KCAE
- C. KMMT
- D. KFDW

88. The KCAE ATIS frequency is:

- A. 118.675
- B. 120.15
- C. 121.90
- D. 124.15

89. Which frequency pair is correct for KCAE?

- A. Ground 119.75; Tower 120.15
- B. Ground 121.9; Tower 119.5
- C. Ground 123.075; Tower 124.4
- D. Ground 124.15; Tower 133.4

90. The KCAE Clearance Delivery frequency is:

- A. 119.75**
- B. 120.15**
- C. 121.9**
- D. 133.4**

SECTION V - SCENARIO-BASED AERONAUTICAL DECISION MAKING

Questions 91-100 | Apply judgment, POH procedures, and Club policy

91. You return after Eagle Aviation has closed. What is the best course of action?

- A. Enter the hangar and put the airplane away
- B. Leave the aircraft unsecured because the ramp is monitored
- C. Taxi to a different FBO without notifying anyone
- D. Park on the designated Eagle ramp, secure the aircraft with the required control lock, covers, and tie-downs if applicable, and contact Eagle the next business day

92. During run-up, a magneto drop is rough and exceeds the applicable POH/checklist limit. What should you do?

- A. Depart and recheck it in the air
- B. Attempt to clear a suspected fouled plug using the approved procedure, recheck the magnetos, and do not fly if the indication remains abnormal
- C. Switch to the better magneto and depart
- D. Increase takeoff power to burn the deposit off during the takeoff roll

93. Your completed weight-and-balance calculation shows the aircraft will be over maximum takeoff weight. What is the correct decision?

- A. Depart because fuel will burn off
- B. Depart if the runway is long enough
- C. Reduce occupants, baggage, or fuel while maintaining legal reserves, or do not fly
- D. Move baggage forward and depart

94. En route weather deteriorates below your personal minimums, although reported conditions may still be marginally legal VFR. The best action is to:

- A. Continue because the flight is technically legal
- B. Descend to remain below the clouds
- C. Divert, land, or turn around before the situation worsens
- D. Increase speed to reach the destination sooner

95. At night, the ALT annunciator illuminates and alternator output cannot be restored. What is the best plan?

- A. Continue to the original destination regardless of distance
- B. Turn on every light so the airplane is more visible
- C. Reduce electrical loads, follow the POH checklist, preserve battery power, and land as soon as practical at a suitable airport
- D. Turn the battery off and continue with the alternator indefinitely

96. You have not established two-way communication with Columbia Approach and are about to enter the KCAE Class C surface area. Your radio then fails. What should you do?

- A. Enter because you attempted contact
- B. Remain clear, troubleshoot, squawk 7600 as appropriate, and divert or obtain authorization unless an emergency requires entry
- C. Enter and monitor Tower only
- D. Turn off the transponder and continue

97. You will return the aircraft late and another member is scheduled immediately after you. What should you do?

- A. Return late without notice
- B. Contact the next member promptly, provide the revised return time, and update the schedule as appropriate
- C. Cancel the next member's reservation
- D. Land at another airport and leave the aircraft there

98. After landing, you notice a new flat spot on a tire. What is the correct response?

- A. Ignore it because the aircraft has already landed
- B. Attempt to sand the tire smooth
- C. Report it immediately, document the discrepancy, and prevent further operation if airworthiness is in question; do not authorize or perform repairs yourself
- D. Tell only the next member

99. A passenger asks you to land on a nearby grass runway for lunch. Under current Club rules, you should:

- A. Agree if the grass looks dry
- B. Agree if the passenger accepts the risk
- C. Decline unless the operation has been specifically authorized by the Club
- D. Land only if the winds are calm

100. On a cross-country trip, you buy 100LL away from home base and pay an overnight tiedown fee. What is the correct Club procedure?

- A. The Club automatically pays all expenses
- B. Discard the receipt after entering the Hobbs time
- C. Request unlimited fuel reimbursement and charge the tiedown to the Club
- D. Keep a valid fuel receipt, mark it with the N-number, member name, and date, place it in the aircraft binder, request reimbursement up to \$7.50 per gallon, and personally pay the landing/tiedown fees

INSTRUCTOR EVALUATION

Written score	_____ / 100 (_____ %)
Result	☐ Pass ☐ Additional review required
Oral review	☐ Satisfactory ☐ Additional training required
Flight checkout	☐ Approved ☐ Additional training required
Instructor name	_____
Instructor certificate number	_____
Instructor signature / date	_____

Instructor comments:
