KEMPSEY FLYING CLUB FLYING COMPETITION
SUNDAY 23rd OCTOBER 2016

Q1. At what height should you enter the circuit pattern for a crosswind approach in TDK?
A) 1000' B) 1500' C) 2000' D) Any height the pilot chooses below 1500'
ANSWER: B

Q2. At what distance do you have to be established on the runway heading if making a "straight in" visual approach on Runway 22 with TDK. That is what is the final approach "fix"
A) 5 nm B) 7nm C) 10nm D) CASA Regulations say there is no set distance
ANSWER: A

Q3. As a pilot of TDK returning from a cross country flight you have nominated a "straight in approach" on Runway 22 at Kempsey. You then see and hear another aircraft call that he is on a left downwind for Runway 22. What action should you take as the pilot of TDK?
A) Continue the approach and advise the other aircraft of your intentions.
B) Make an orbit of your present position and wait for the other aircraft to land.
C) Track from your present position at 2000' for a left downwind to Runway 22'.
D) Track for a right downwind for Runway 22 at 1500' and a crosswind entry to the circuit
ANSWER: D

Q2. I wish to fly TDK from Kempsey (YKMP) to Tamworth (TWR) at 9000'.
After examining a Visual Terminal Chart I see that I will be in Class E airspace at 8500'.
Do I need to get a clearance from Brisbane Centre to enter this airspace?
A) Yes prior to take off
B) No because I have submitted a flight plan
C) As I am equipped with a two way radio a clearance is not required
D) I will be advised of my clearance automatically by Brisbane Centre as I approach this airspace on climb. **Note:** TDK is Mode C transponder equipped.
ANSWER: C

Q3. I have been told by an experienced commercial pilot that I can run the engine on TDK at "lean of peak" for better performance. Should I adopt this engine procedure? **Note:** TDK has a normal carburetted aspirated 4 cylinder Lycoming engine and for the purpose of this question the aircraft is fitted with a Cylinder (CHT) and Exhaust (EGT) gas Temp Gauge .
A) Yes B) No
ANSWER: No

Q4.Tick the reason(s) for your answer to Question 3.
A) It prevents carbon deposits on valves
B) Detonation may occur
C) The engine will run cooler and I will get better fuel economy from the engine
D) This procedure is not advisable for normally carburetted engines due to fuel distribution By the carburetor to the cylinders
ANSWER: B & D

Q5. Which aileron positions should a pilot generally use when taxiing TDK in strong quartering headwinds

A) Aileron up on the side the wind is blowing from

B) Aileron down on the side the wind is blowing from

C) Ailerons neutral

D) Elevator forward and aileron neutral

ANSWER: C

Q6. When fuel enters the cylinder of TDK's engine the spark plugs explodes the air/fuel mixture to provide compression?

A) True b) False

ANSWER: FALSE

Q7. When landing TDK (a tricycle wheeled aircraft) you suddenly find the aircraft begins to "porpoise"? What is the likely reason(s) as to why this is happening?

A) You have landed too fast.

B) Undercarriage compression caused this effect.

C) There was a crosswind the pilot was unaware of .

D) It was a night landing.

ANSWER: A & B

Q8 What actions(s) should the pilot of TDK take if "porpoising" begins to happen during a landing.

A) Apply power and go around.

B) Apply back pressure to the control column

C) Continue the landing and the aircraft will correct itself.

D) Apply forward pressure to the control column to relieve pressure on the main undercarriage wheels

ANSWER: A & B

BONUS 5 POINTS:

You have been instructed by a controller to make a "Visual Approach" to Runway 03 at Coffs Harbour. What does this mean to you or is the significance of this instruction to you as the pilot of TDK? **Note:** The weather is fine and the flight is being conducted in VMC under VFR. It is CAVOK. Visibility is 9999. (10nm or greater,)

ANSWER: Change altitude as you require without advising controller