



Update to Instructor Test

Instructor Test Prep 2021

September 2021

ASA-TP-CFI-21

With the following changes, ASA's *Instructor Test Prep 2021* provides complete preparation for the FAA Fundamentals of Instructing and Flight, Ground, and Sport Instructor Knowledge Exams. This test references the *Airman Knowledge Testing Supplement for Flight Instructor, Ground Instructor, and Sport Pilot Instructor* ([FAA-CT-8080-5H](#)).

About the Test Changes

The FAA exams are "closed tests" which means the exact database of questions is not available to the public. However, each test cycle the FAA provides a [What's New](#) document, which identifies subjects that have been removed or added to a test. This document also includes pertinent information to ensure training and testing remains correlated, which in turn promotes a reliable certification system.

The question and answer choices in this book provide a comprehensive representation of FAA questions, derived from history and experience with the airman testing process. You might see similar although not exactly the same questions on your official FAA exam. Answer stems may be rearranged from the A, B, C order you see in this book. Therefore, be careful to fully understand the intent of each question and corresponding answer while studying, rather than memorize the A, B, C answer. You may be asked a question that has unfamiliar wording; studying and understanding the information in this book and the associated reference documents will give you the tools to answer all types of questions with confidence. We invite your feedback. After you take your official FAA exam, let us know how you did. Were you prepared? Did the ASA products meet your needs and exceed your expectations? We want to continue to improve these products to ensure applicants are prepared and become safe pilots. Send feedback to: cfi@asa2fly.com

Page Number	Question Number	Correct Answer	Explanation
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2-23	6543	[A]	This question now references Figure 18.
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4-37	6799-1	[B]	A new question is added to read:
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ALL

6799-1. Determine the condition of the aircraft:

Pilot..... 160 lbs; 26" arm
 Passenger..... 120 lbs; 26" arm
 Baggage 80 lbs; 62" arm
 Fuel..... 24 gal; 7" arm
 Airplane empty weight ... 730.5 lbs
 Empty CG 17"
 MAC..... 59"
 MGTOW 1,320 lbs

A—The aircraft is slightly over MGTOW with the CG aft of the aft limit of 37% MAC.

B—The aircraft is under MGTOW with the CG at 35.2% MAC.

C—The CG is forward of the aft limit of 37% and the aircraft is 100 pounds under MGTOW.

First, calculate the MGTOW:

Item	Weight	Arm	Moment
Pilot	160	26	4160
Passenger	120	26	3120
Baggage	80	62	4960
Fuel (24 gal)	144	7	1008
Airplane empty weight	+ 730.5	17	+ 12418.5
Total	1234.5		25666.5

The total weight (1,234.5 lbs) is less than the MGTOW specified in the question (1,320 lbs).

Calculate the CG by dividing the moment by weight: $25666.5 \div 1234.5 = 20.79$ ".

(continued)

Page Number	Question Number	Correct Answer	Explanation
			<i>Using a CX-3 Flight Computer, determine the %MAC with the information calculated above. Select the W/B menu and then "% MAC." Enter the given MAC (59"), enter the CG calculated above (20.79"), and then enter LEMAC (0") to find 35.2% MAC. (PLT021) — FAA-H-8083-1</i>
6-4	6882	[B]	The question is changed to read: 6882. When converting from true heading to magnetic heading, a pilot should
6-4	6883	[A]	The question is changed to read: 6883. When converting from magnetic course to true heading, a pilot should
8-47	6434	[A]	The question is changed to read: 6434. What is the correct departure procedure at a non-towered airport?