33-1.
During the preflight inspection who is responsible for determining the aircraft is safe for flight?
A) The pilot in command
B) The owner or operator
C) The certificated mechanic who preformed the annual inspection

175.
Why should you file a VFR Flight Plan with FSS?
A) You are required to do so when flying beyond 25 nm from an airport.
B) To provide traffic reports with Flight Service
C) To provide search and rescue in the event of an emergency

176.
Pilot's should be familiar with positive alternatives to
A) Counteract hazardous attitude
B) Ensure the right choices have been made
C) Ensure they applying the appropriate antidote

177.
If proper correction has been made for the wind, ground track will be identical with
A) Drift angle
B) Course
C) Heading

178.
Using pilotage, a pilot can keep from drifting too far off course by
A) Flying the flight plan heading
B) Filing a flight plan
C) Referring to selected features for checkpoints

179.
During the preflight inspection who is responsible for determining the aircraft is safe for flight?
A) The pilot-in-command
B) The owner or operator
C) The certificated mechanic who performed the annual inspection

180.
FAA Advisory Circulars containing subject matter specifically related to Air Traffic Control and General Operations are issued under which subject number
A) 60
B) 70
C) 90

181.
What causes variations in altimeter setting at weather reporting points
A) Unequal heating of the earth's surface
B) Variation of terrain elevation
C) Coriolis force

182.
Most aircraft are so designed that if all seats are occupied, all baggage allowed by the baggage compartment structure is carried, and all the fuel tanks are full, the aircraft will be
A) Grossly overloaded
B) Under maximum gross weight
C) At maximum gross weight

183.
When operating an aircraft, the pilot-in-command is responsible for using
A) The most current weight and balance data
B) Weight and balance data from the factory
C) Recent weight and balance data