

# 2019-2020 Flight Crew Recency Requirements Self-Paced Study Program

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Refer to paragraph 421.05(2)(d) of the *Canadian Aviation Regulations* (CARs).

Completion of this questionnaire satisfies the 24-month recurrent training program requirements of CAR 401.05(2)(a). It is to be retained by the pilot.

All pilots are to answer questions 1 to 44. In addition:

- aeroplane pilots are to answer questions 45 to 52;
- ultra-light aeroplane pilots are to answer questions 53 to 56;
- helicopter pilots are to answer questions 57 to 58;
  - balloon pilots are to answer questions 59;
- glider pilots are to answer questions 60 to 63; and
- gyroplane pilots are to answer questions 64 to 65.

References are listed after of each question. Many answers may be found in the *Transport Canada Aeronautical Information Manual* (TC AIM). Other answers can be found in the *AIP Canada* (ICAO). Amendments to these publications may result in changes to answers and/or references. The TC AIM is available online at:

<https://www.tc.gc.ca/eng/civilaviation/publications/tp14371-menu-3092.htm>.

The *AIP Canada* (ICAO) is available online at: <http://www.navcanada.ca/EN/products-and-services/Pages/AIP.aspx>.

The *Canadian Aviation Regulations* (CARs) are available online at: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/FullText.html>

## **GEN–General**

1. State the difference between the terms “should” and “shall” as defined in the *Transport Canada Aeronautical Information Manual* (TC AIM) GEN 1.1.3.

a) The term “should” as used in the AIM means that pilots are

b) The term “shall” as used in the AIM means that

\_\_\_\_\_

*Reference: GEN 1.1.3 Transport Canada Aeronautical Information Manual (TC AIM)*

## **AGA–Aerodromes**

2. An aerodrome, airport, or heliport whose use can be limited, as listed in the *Canada Flight Supplement* (CFS) or *Canada Water Aerodrome Supplement* (CWAS), is called a private-use aerodrome. This can include:

(a) \_\_\_\_\_

(b) \_\_\_\_\_

*Reference: TC AIM AGA 2.2, CFS Section A58*

### **COM–Communications**

3. The removal of the audio identification from non-directional beacons (NDB), VHF omnidirectional ranges (VOR), distance measuring equipment (DME), or instrument landing systems (ILS) warns pilots that the facility may be \_\_\_\_\_ even though \_\_\_\_\_.  
*Reference: TC AIM COM 4.2*
4. Prior to using any navigation aid (NAVAID), pilots should check \_\_\_\_\_ for information on NAVAID outages.  
*Reference: TC AIM COM 4.2*
5. After all normal communications failure procedures have been followed, is it permissible to contact an air traffic service (ATS) unit by cellular phone? \_\_\_\_\_  
*Reference: TC AIM COM 1.12.2 c)*
6. Pilots are encouraged to use the letter “\_\_\_\_\_” on VFR flight plans when using any type of global navigation satellite system (GNSS) to assist VFR navigation.  
*Reference: RAC 3.16.4 (Table 3.9), CFS C4 Planning*
7. If a VFR GPS with a current database is used on board an aircraft, do aeronautical charts still have to be carried on board? \_\_\_\_\_  
*Reference: COM 5.11, CAR 602.59*

### **MET–Meteorology**

METAR CYXE 292000Z **CCB** 09015G25KT 3/4SM R09/4000FT/D –RA BR BKN008 0VC040 21/19 A2992  
**WS** RWY 09 RMK SF5NS3 VIS NW 3/8 SLP134 DENSITY ALTITUDE 2500FT

8. What does “**CCB**” mean? \_\_\_\_\_  
*Reference: TC AIM MET 8.3*
9. What does “**WS**” mean? \_\_\_\_\_  
*Reference: TC AIM MET 8.3*
10. What is the lowest ceiling? \_\_\_\_\_  
*Reference: TC AIM MET 8.3*

### **RAC–Rules of the Air and Air Traffic Services**

11. What is the new private advisory station (PAS) frequency that replaces 122.75 MHz? \_\_\_\_\_  
*Reference: Amendment of Change and RAC 1.2.1 UNICOM, which states:  
Frequency 122.75 was replaced with 122.35 MHz.*
12. A minimum fuel advisory \_\_\_\_\_ imply an air traffic control (ATC) traffic priority  
*Reference: TC AIM RAC 1.8.3*
13. Traffic priority is given to a pilot who declares an emergency for fuel by broadcasting -  
\_\_\_\_\_  
*Reference: TC AIM RAC 1.8.3*



21. The aerodrome traffic frequency (ATF) will normally be the frequency of universal communications (UNICOM) where one exists or \_\_\_\_\_ MHz where a UNICOM does not.

*Reference: TC AIM RAC 4.5.5*

22. No person shall operate an aircraft at a distance of less than \_\_\_\_\_ ft from a person, vessel, vehicle or structure when not over a built-up area or over an open-air assembly and permitted under CAR 602.14?

*Reference: CAR 602.14*

23. What should you include in a VFR position report?

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*Reference: TC AIM RAC 5.1*

### ***SAR–Search & Rescue***

24. If unable to establish communication immediately with an ATC unit, a pilot wishing to alert ATC to an emergency situation should adjust the transponder to reply on code \_\_\_\_\_. Communication with ATC should be established as soon as possible thereafter.

*Reference: TC AIM SAR 4.4*

25. For purposes of search and rescue, the symbol X on the ground indicates \_\_\_\_\_.

*Reference: TC AIM SAR 4.8*

26. Flying below the maximum elevation figure (MEF) may place the aircraft in jeopardy of \_\_\_\_\_?

*Reference: Legend of VFR navigation chart (VNC)*

### ***MAP–Aeronautical Charts & Publications***

27. Which organization has been delegated the responsibility of collecting, evaluating, and disseminating aeronautical information in the *AIP Canada (ICAO)*, *Canada Flight Supplement (CFS)*, *Canada Water Aerodrome Supplement (CWAS)* and *Canada Aeronautical Charts*? \_\_\_\_\_

*Reference: TC AIM MAP Section 1.0 Page 345*

28. Where will you find the regulations and information regarding the airspace surrounding an area of forest fire? (Select all that apply.)

- a. CARs 602.14 and CARs 602.15
- b. CARS 601.15 and CARs 601.16
- c. Aerodrome NOTAM File
- d. Appropriate FIR NOTAM File

*Reference: TC AIM MAP Note in paragraph 3.6.10(b), Page 358*

29. Aerodrome NOTAMs will cover activities of particular interest to a specific aerodrome within \_\_\_\_\_ NM and such activities occurring beyond that distance will be reported in the appropriate \_\_\_\_\_ NOTAM file.

*Reference: TC AIM MAP Paragraph 3.6.10(c) Page 358*

### ***LRA–Licensing, Registration & Airworthiness***

30. The aviation document booklet (ADB) is valid for \_\_\_\_\_ years. However, a licence holder with “operational” language proficiency must be re-tested every \_\_\_\_\_ years and he or she will continue to be issued ADBs valid for up to \_\_\_\_\_ years.

*Reference: TC AIM LRA 1.2*

31. Certificates of airworthiness are issued for aircraft that fully comply with \_\_\_\_\_.

*Reference: TC AIM LRA 5.3.2*

32. A Canadian medical certificate for a private pilot licence is valid for \_\_\_\_\_ months if the pilot is under the age of 40, and for \_\_\_\_\_ months if the pilot is 40 or older.

*Reference: LRA 2.2*

33. In accordance with CAR 401.08, every applicant for, and every holder of, a flight crew permit, licence, or rating shall maintain a \_\_\_\_\_.

*Reference: LRA 1.5, CAR 401.08*

34. According to recency requirements of CAR 401.05, if pilots wish to act as pilot-in-command (PIC) or co-pilot of an aircraft, they must meet both the \_\_\_\_\_ and the \_\_\_\_\_ recency requirements. If they wish to carry passengers, they must also meet the \_\_\_\_\_ requirement.

*Reference: LRA 1.12, CAR 401.05(2)*

35. In addition to the particulars of any defect in any part of the aircraft or its equipment that becomes apparent during flight operations, pilots must also enter the particulars of any \_\_\_\_\_ to which the aircraft has been subjected into the aircraft’s records.

*Reference: CAR 605.94; TC AIM-LRA 5.6.1*

### ***AIR–Airmanship***

36. It is strongly recommended that owners equip their aircraft with the manufacturer’s recommended \_\_\_\_\_. The \_\_\_\_\_ should be arranged in an \_\_\_\_\_ sequence having regard to the \_\_\_\_\_ layout.

*Reference: TC AIM AIR 1.2*

37. Winds that are deflected around large single mountain peaks or through the \_\_\_\_\_ of mountain ranges tend to \_\_\_\_\_ speed which results in a local \_\_\_\_\_ of pressure (Bernoulli’s Principle). A pressure altimeter within such an airflow would be subject to an \_\_\_\_\_ error in altitude.

*Reference: TC AIM AIR 1.5.6*

38. The “drop” in pressure associated with increased in wind speed and altimeter errors caused by non-standard temperature may result in an altimeter overreading by as much as \_\_\_\_\_ feet?

*Reference: TC AIM AIR 1.5.8*

***AIP Canada (ICAO) Aeronautical Information Circular (AIC)***

39. What is the title of *AIP Canada (ICAO) Aeronautical Information Circular (AIC) 19/19*?

*Reference: Part 5–Aeronautical Information Circulars (AIC): <http://www.navcanada.ca/EN/products-and-services/Pages/AIP-part-5-current.aspx>*

40. What is the title of *AIP Canada (ICAO) Supplement 20/19*?

*Reference: AIP Canada (ICAO) Supplements: [http://www.navcanada.ca/EN/products-and-services/Documents/AIP/Current/part\\_4\\_aip\\_sup/4aip\\_sup\\_eng.pdf#top](http://www.navcanada.ca/EN/products-and-services/Documents/AIP/Current/part_4_aip_sup/4aip_sup_eng.pdf#top)*

**AIP CANADA (ICAO) SUPPLEMENT 20/19**

**QUEBEC REGION  
RESTRICTIONS TO AIRSPACE OVER  
10 PROVINCIAL DETENTION FACILITIES**

***CFS***

41. In the Public Facilities (PF), what does C 6 mean? \_\_\_\_\_

*Reference: CFS General Section A.*

42. To enter Class C Airspace a VFR flight requires a \_\_\_\_\_ and a \_\_\_\_\_ transponder incorporating an automatic pressure altitude device.

*Reference: CFS Section C Planning*

43. Is the UNICOM frequency at an aerodrome always the frequency to turn the aircraft radio control of aerodrome lighting (ARCAL) runway lights on? (Yes or No). Where would you find the ARCAL lighting frequencies to activate the runway lights at an aerodrome? \_\_\_\_\_

**Note: Aerodromes may have a different frequency for turning runway lights on. For example: CFS, SMITHS FALLS-MONTAGUE (CYSH) Aerodrome COMM/ATF Unicom is 122.7, while LIGHTING ARCAL is 122.9 Type K.**

<b>RWY DATA</b> <b>RCR</b>	Rwy 06(064°)/24(244°) 3998x75 asphalt Rwy 24 up 0.7% first third Opr Ltd win maint
<b>LIGHTING</b>	06-(TE ME) AP, 24-(TE ME) AP ARCAL-122.9 type K
<b>COMM</b> <b>ATF</b>	UNICOM ltd hrs O/T tfc 122.7 5NM 3400 ASL excluding the airspace that lies within Ottawa TCA class C airspace.

**Navigation**

44. You are navigating in an area where both a VNC and VFR terminal area (VTA) chart, depicted below, exist. Where would you find the minimum altitude to overfly restricted area CYR 531 and CYR 508? What are the minimum altitudes?

Reference: *VTA Chart and Designated Airspace Handbook (TP 1820E)* on the Nav Canada Web site:  
[http://www.navcanada.ca/EN/products-and-services/Documents/DAH\\_Current\\_EN.pdf](http://www.navcanada.ca/EN/products-and-services/Documents/DAH_Current_EN.pdf)

Figure A – Toronto VNC



Figure B – Ottawa VTA



**Aeroplane-specific questions:**

45. You experience engine failure in cruise flight at 2 000 ft. What are the initial actions in the forced approach?

1. \_\_\_\_\_,
2. \_\_\_\_\_,
3. \_\_\_\_\_.

Quote your Pilot Operating Handbook/Aircraft Flight Manual (POH/AFM) emergency checklist items as time permits.

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Reference: FTM-EX 22 Force Approaches, Pilot Operating Handbook/Aircraft Flight Manual (POH/AFM)

46. What is the maximum load factor for your aeroplane? \_\_\_\_\_

Reference: POH/AFM

47. On a VFR flight, if an approach to landing is not stabilized by \_\_\_\_\_ ft AGL, you should \_\_\_\_\_.

Reference: TP 13723—Flight Test Guide - Private Pilot Licence—Aeroplane—March 2019, TP 12475—Flight Test Guide—Recreational Pilot Permit—Aeroplane—March 2019

48. On a go-around, why might there be a tendency for the nose to pitch up abruptly? How do you control this tendency? \_\_\_\_\_

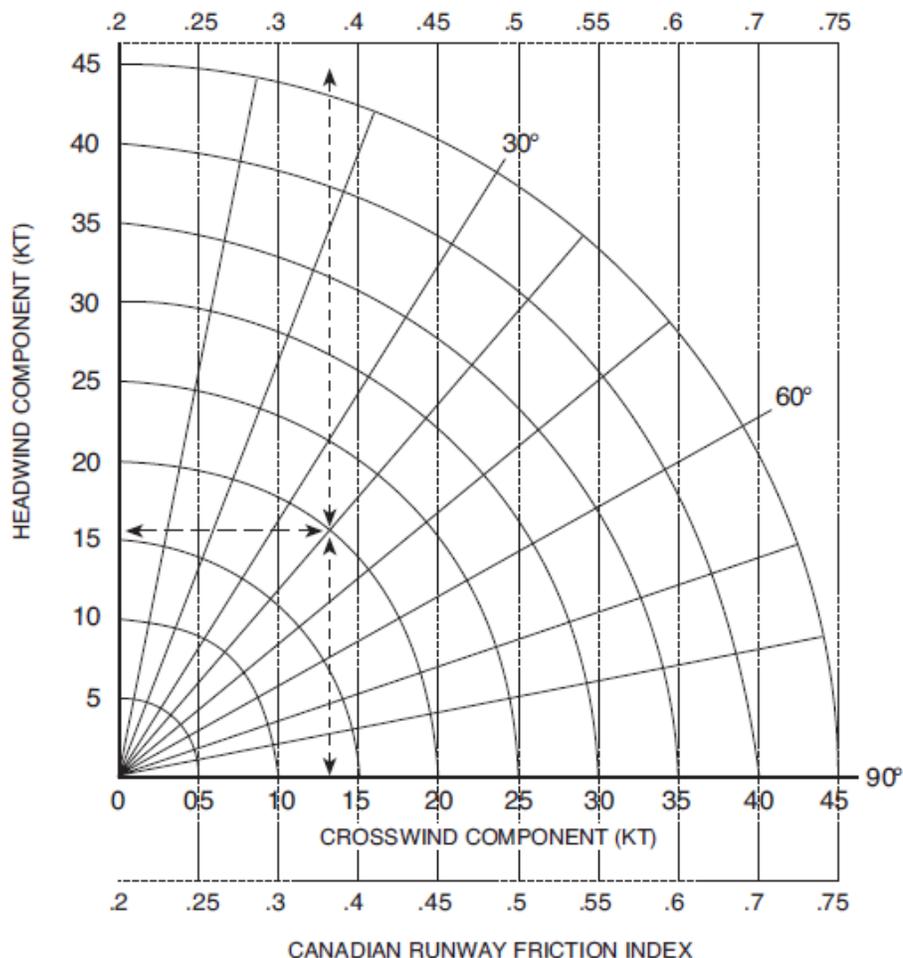
Reference: FTM Exercise 5 Attitudes and Movements & Exercise 18 Approach and Landing

49. What is the crosswind component of a wind 30° off the runway at 20 kts? \_\_\_\_\_

Reference: TC AIM AIR 1.6.6 Using Figure 1.1 Crosswind Li

50. What would be the crosswind limit when the CFRI index is .25? \_\_\_\_\_

Reference: TC AIM AIR 1.6.6 Using Figure 1.1 Crosswind Limits for CFRI char



51. What does this marshalled signal of moving the right-hand wand in a “fanning” motion from shoulder to knee, while at the same time pointing with the left-hand wand to a particular area, mean?



*Reference: TC AIM AIR 1.8 Marshalling signals*

52. In an aeroplane in a stable climbing turn, the \_\_\_\_\_ wing will stall first. In a stable descending turn, the \_\_\_\_\_ wing will stall first.

*Reference: FTM Stalls Exercise 12*

### ***Ultra-light-specific questions:***

53. What is the definition of a basic ultra-light aeroplane? \_\_\_\_\_

*Reference: CAR 101*

54. What is the licensing requirement to carry a passenger in an ultra-light? \_\_\_\_\_

*Reference: CAR 401.21*

55. What is the medical requirement for the passenger-carrying rating-ultra-light aeroplane?

\_\_\_\_\_

*Reference: CAR standard 421.55*

56. What is an advanced ultra-light aeroplane? \_\_\_\_\_

*Reference: CAR 101.01*

### ***Helicopter-specific questions:***

57. TSB findings in the aviation investigation report A18Q0016 state: “It is highly likely that the pilot \_\_\_\_\_ of the helicopter as a result of \_\_\_\_\_.”

*Reference: Air Transportation Safety Investigation Report A18Q0016 / 3.0 Findings*

<http://www.bst-tsb.gc.ca/eng/enquetes-investigations/aviation/2018/a18q0016/a18q0016.html>

58. Robinson Helicopter Company Safety Notice SN-44 states: “Carrying passengers is an \_\_\_\_\_ for the pilot in command. Passengers have placed their trust entirely in the hands of the pilot and should be \_\_\_\_\_ of the risks associated with the flight.”

*Reference: Robinson Helicopter Company Safety Notice SN-44*

[https://robinsonheli.com/wp-content/uploads/2017/06/rhc\\_sn44.pdf](https://robinsonheli.com/wp-content/uploads/2017/06/rhc_sn44.pdf)

### ***Balloon-specific questions:***

59. To launch a 120-foot-high balloon within a built-up area, the launch site shall have a diameter of no less than \_\_\_\_\_ ft.

*Reference: CAR 602.13*

***Glider-specific questions:***

60. When two gliders are in the same thermal, whose responsibility is collision avoidance?

\_\_\_\_\_

*Reference: Soar and Learn to fly gliders Pg. 60*

61. If the tow pilot releases the tow rope below 300 ft AGL, where should you normally plan to land?

\_\_\_\_\_

*Reference: Soar & Learn to Fly Glider (2011), Page 75. Link at <https://www.sac.ca/index.php/en/documents-en/safety-and-training/resources-for-new-pilots/447-soar-new-ed-9-aug-2011-optim/file>*

62. If you lose sight of the tow-plane, or if you are diverging upwards rapidly above the normal tow position, you should \_\_\_\_\_.

*Reference: Glider Flying Handbook FAA-H-8083-13A Chapter 7-9. Link at: [https://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aircraft/glider\\_handbook/](https://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/glider_handbook/)*

63. What should you do when slack in the towline is excessive, or beyond pilot's capability to safely recover? \_\_\_\_\_ (Use Glider References)

*Reference: Glider Flying Handbook FAA-H-8083-13A Chapter 8-13 link: [https://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aircraft/glider\\_handbook/media/gfh\\_ch08.pdf](https://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/glider_handbook/media/gfh_ch08.pdf)*

***Gyroplane-specific questions***

64. If a gyroplane took off with its centre of gravity aft of the longitudinal limit, the aircraft may not be able to establish level flight, even with maximum \_\_\_\_\_ cyclic.

*Reference: Use gyroplane references*

65. When descending in autorotation, if the rotor RPM decreases, what action other than rounding out your descent would increase your rotor RPM? \_\_\_\_\_.

*Reference: Use gyroplane references*

**Signature:** \_\_\_\_\_

**Date:** \_\_\_\_\_

*Answers can be found on the next page.*

# Answers to the 2019-2020 Flight Crew Recency Requirements Self-Paced Study Program

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1. (a) encouraged to conform with the applicable procedure;  
(b) the applicable procedure is mandatory because it is supported by regulations.
2. PPR: The aerodrome operator's permission is required prior to use. All military aerodromes require PPR for civilian aircraft.  
PN: The aerodrome operator owner or operator is to be notified prior to use so that current information on the aerodrome may be provided.
3. unreliable, it may still transmit a navigation signal.
4. NOTAMs
5. Yes
6. G
7. Yes
8. Means the second correction
9. WS means wind shear
10. 800 feet (ft) above ground level (AGL)
11. 122.35
12. does not
13. MAYDAY MAYDAY MAYDAY FUEL
14. Yes, MAYDAY indicates the pilot is "threatened by grave and imminent danger and requires immediate assistance". If unable to comply with the clearance, pilots should immediately inform ATC since the controller will understand the acknowledgement of the clearance as indicating acceptance.
15. permission; user agency
16. current; nearest station
17. Male 200 lbs. or 90.7 kg and Female 165 lbs. or 74.8 kg.
18. Recommended using actual weight
19. 25
20. Make appropriate radio call. Search for your traffic. Ascertain there is no conflict then continue joining the circuit. If a conflict exists, you may consider widening/narrowing and/or increasing/decreasing your airspeed to sequence.
21. 123.2
22. 500 ft
23. The following reporting format is recommended:
  1. Identification
  2. Position
  3. Time over
  4. Altitude
  5. VFR / VFR-OTT
  6. Destination
24. 7700
25. Require medical assistance
26. hitting an obstacle or terrain
27. NAV CANADA
28. CARS 601.15 and CARs 601.16 ; d. Appropriate FIR NOTAM File
29. 25; FIR
30. 10, five, five
31. all standards of airworthiness applicable to the category.
32. 60; 24
33. personal log
34. five-year, two-year, six-month
35. abnormal occurrence (Example: a hard landing)
36. checklists; checklists; orderly; cockpit
37. valleys; increase; decrease; increased

- 38. 3 000 ft
- 39. Transition to the International Civil Aviation Organization (ICAO) NOTAM Format for All Canadian NOTAMs
- 40. Quebec Region Restrictions to Airspace over 10 Provincial Detention Facilities
- 41. Car rental within 5 NM of aerodrome
- 42. clearance, functioning
- 43. No; CFS General Section LIGHTING.
- 44. CYR 508 Surface to 1400 feet, CYR531 Surface to 1000 feet. Refer to VTA chart and/or Designated Airspace Handbook (TP 1820E) which states:

**CYR531 CONNAUGHT RANGE, ON**

The airspace within the area bounded by a line beginning at:

N45°24'00.00" W075°55'00.00" to  
 N45°22'00.00" W075°53'00.00" to  
 N45°21'00.00" W075°55'00.00" to  
 N45°23'00.00" W075°57'00.00" to  
 N45°24'00.00" W075°55'00.00" point of beginning

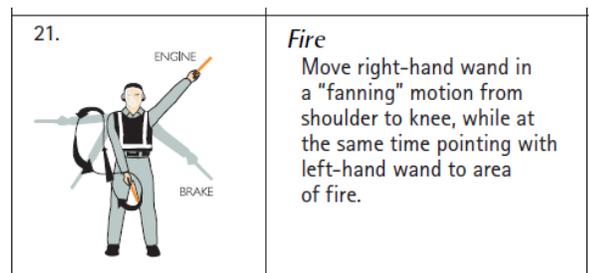
Designated Altitude - Surface to 1000'  
 Time of Designation - Cont  
 User/Controlling Agency Connaught Range Control (613) 991-5740 (CSN) 991-5740  
 Operating Procedures - No person shall operate an aircraft within the area described unless the flight has been authorized by the User/Controlling Agency.

**CYR508 Hazeldean, ON**

The airspace within the area are bounded by a circle of:  
 0.4 mile radius centered on  
 N45°19'18.00" W075°52'32.00"

Designated - Surface to 1400'  
 Altitude - Cont daylight  
 Time of Designation - Natural Resources Canada, CANMET  
 User/Condition Facility (613) 995-1275  
 Agency  
 Operating - No person shall  
 Procedures - operate an aircraft within the area described unless the flight has been authorized by the User/Controlling Agency

- 45.
  1. Control aircraft-establish a glide.
  2. Choose your landing area.
  3. Plan your approach. Refer to the POH/AFM for specific details as time permits.
- 46. See your POH/AFM
- 47. 200 ft; go-around
- 48. sudden application of power; use appropriate elevator and control attitude.
- 49. 10 kts of crosswind.
- 50. Max. crosswind limit of 5 kts.
- 51.



- 52. high (outside), low (inside)
- 53. basic ultra-light aeroplane means an aeroplane having no more than two seats, designed and manufactured to have
  - a) maximum take-off weight not exceeding 544 kg, and
  - b) a stall speed in the landing configuration ( $V_{so}$ ) of 39 kts

(45 mph) indicated airspeed, or less, at the maximum take-off weight.

54. 401.21(b) and (c)

401.21 The holder of a pilot permit—ultra-light aeroplane may, under day VFR,

- a) act as pilot-in-command of an ultra-light aeroplane with no other person on board;
- b) act as pilot-in-command of an ultra-light aeroplane with one other person on board if
  - i. the holder's permit is endorsed with a passenger-carrying rating,
  - ii. the ultra-light aeroplane has no restrictions against carrying another person, and
  - iii. the holder has completed training, including dual instruction and solo flight, on the class of ultra-light aeroplane being operated;
- c) act as pilot-in-command of an ultra-light aeroplane with one other person on board if the other person is a holder of a pilot licence or permit, other than a student pilot permit, that allows them to act as pilot-in-command of an ultra-light aeroplane.

55. 421.55 Requirements

1) Medical Fitness

- a) An applicant holds a Category 4 Medical Certificate valid for a Pilot Permit-Ultra-light Aeroplane.

- b) An applicant who meets the medical conditions specified on the Civil Aviation Medical Declaration and has signed it is considered to have met the Category 4 Medical Standards, providing a physician licensed to practice medicine in Canada has signed Part C of the declaration.
- c) The medical validity period for the permit holder under 40 years of age is 60 months and for a permit holder 40 years of age or over, is 24 months.
- d) The permit is maintained by a valid Category 1, 3, or 4 Medical Certificate.

56. advanced ultra-light aeroplane means an aeroplane that has a type design that is in compliance with the standards specified in the manual entitled *Design Standards for Advanced Ultra-light Aeroplanes* which states: [http://upac.ca/wp-content/uploads/2015/10/2004\\_LAMAC\\_DS-10141\\_ULTRALIGHT\\_DESIGN\\_STANDARD.pdf](http://upac.ca/wp-content/uploads/2015/10/2004_LAMAC_DS-10141_ULTRALIGHT_DESIGN_STANDARD.pdf)

An advanced ultra-light aeroplane is an aeroplane which:

- Is propeller driven;
- Is designed to carry a maximum of two persons, including the pilot;
- Has a maximum take-off mass,  $M_{TOmax}$  or  $W_{TOmax}$ , of:
  1. 350 kg (770 lb) for a single place aeroplane, or
  2. 560.0 kg (1232 lb) for a two place aeroplane;
- A maximum stalling speed in the landing configuration,  $V_{so}$ , at manufacturer's recommended maximum take-off mass (weight) not exceeding 72 km/h (20 m/s, 45 mph) (IAS); and

- Is limited to non-aerobatic operations.  
Non-aerobatic operations include:
  1. manoeuvres incident to normal flying;
  2. stalls and spins (if approved for type);
  3. lazy eights, chandelles; and
  4. steep turns, in which the angle of bank is not more than 60°.

57. lost control; spatial disorientation

58. additional responsibility; advised

59. 150 (120 plus 25%)

60. Both pilots' responsibility

61. Straight ahead

62. release the tow rope immediately

63. Immediately release from the aerotow.

64. Forward

65. Turning