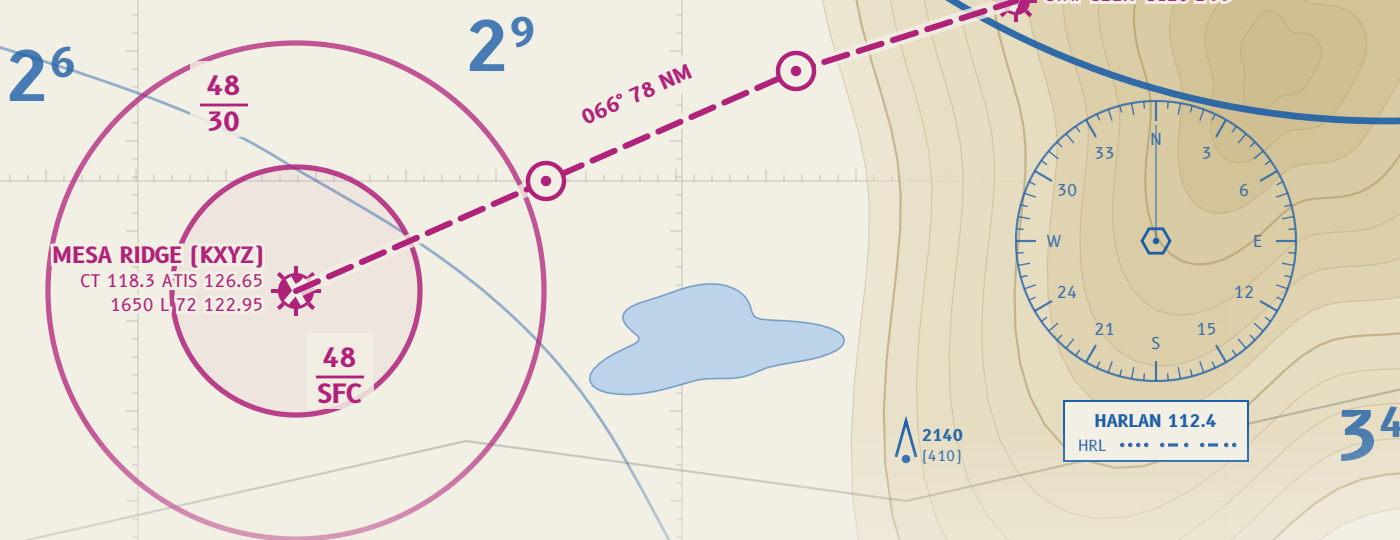


Walk into your oral ready for *the scenario.*

The questions examiners actually ask, built around one flight, with model answers that give the legal minimum and the safer call.



YOUR NAME HERE

FLIGHT INSTRUCTOR, CFI

BUILT WITH
Primer & Proof

One flight

every question tied to a single scenario

Model answers

legal answer plus the safer call

ACS-tagged

each question mapped to its task

Push-next

the follow-up the examiner asks

Every area of operation. *One method.*

The full kit follows the Airman Certification Standards area by area, so each question lands on the task the examiner is testing. Most of the oral lives in Area I, so it gets the most depth.

I	Preflight preparation	IN THIS SAMPLE
II	Preflight procedures	
III	Airport and seaplane base operations	
IV	Takeoffs, landings and go-arounds	
V	Performance and ground reference maneuvers	
VI	Navigation	
VII	Slow flight and stalls	
VIII	Basic instrument maneuvers	
IX	Emergency operations	
XI	Night operations	
XII	Postflight procedures	

Area X covers multiengine operations and is outside this single-engine kit.

AREA I / PREFLIGHT PREPARATION		
PA.I.A	Pilot qualifications	1 IN SAMPLE
PA.I.B	Airworthiness requirements	3 IN SAMPLE
PA.I.C	Weather information	FULL KIT
PA.I.D	Cross-country flight planning	1 IN SAMPLE
PA.I.E	National Airspace System	2 IN SAMPLE
PA.I.F	Performance and limitations	FULL KIT
PA.I.G	Operation of systems	1 IN SAMPLE
PA.I.H	Human factors	2 IN SAMPLE

Task letters follow FAA-S-ACS-6C. The sample tags at task level only.

The method

STEP 01 Answer out loud Read the question as the examiner would say it. Answer aloud before you look, then mark how sure you were.	STEP 02 Check it Each model answer gives the legal minimum, the safer call, and the regulation it comes from.	STEP 03 Push next Examiners rarely stop at one question. Practice the push-next line until it feels like conversation.	STEP 04 Fly the scenario Run the whole flight with a study partner as examiner, in order, and log weak tasks on the tracker.
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How to read a page

PA.I.B	ACS area and task	SCENARIO	item type, or	RECALL	T4	when it comes up
14 CFR 91. 213[d]	where it lives	PUSH NEXT	the follow-up	EXAMINER TRAP	the classic miss	

One Saturday. *Ten questions.*

Examiners build the oral around a flight you plan, so the kit does too. Every question in this sample comes up on the trip below, in the order you'd meet it.

THE FLIGHT		WEATHER AT PLANNING	
PLAN	Rent the club Cessna 172 for a late-afternoon trip to Harlan Field for dinner, home after dark.	METAR KXYZ 281150Z 18006KT 10SM SCT050 16/13 A3005 RMK A02	
AIRCRAFT	C172, carbureted, fixed-pitch prop. No MEL.	METAR KXZQ 281155Z 21008KT 8SM BKN060 15/12 A3003 RMK A02	
ABOARD	You, plus your friend Sam in the right seat.	Mild, humid, VFR. Temperature and dew point 3 degrees apart at the departure field. Airports, identifiers, frequencies and weather are fictional.	
TIMES	Depart 1600. Sunset 1812. Wheels up for home 1930.		
			



TRIGGER TIMELINE

NIGHT BEFORE FRIDAY

- T1** You were at a wedding last night, and the flight is this afternoon. **Q07**

PA.I.H

PLANNING SAT 1100 TO 1400

- T2** Your last landing was two months ago, and you'll come home after dark with your friend aboard. **Q02**
- T3** You plan to cruise eastbound at 5,500 MSL in Class E. **Q05**
- T4** The direct line clips the edge of a Class B shelf. **Q08**
- T5** You work out the fuel you need to land with on the night leg home. **Q06**

PA.I.A

PA.I.E

PA.I.E

PA.I.D

AT THE AIRPLANE SAT 1500

- T6** At the airplane, the examiner asks what paperwork is aboard. **Q01**
- T7** You open the club's maintenance logbooks. **Q03**
- T8** Preflight turns up an inoperative landing light. The club C172 has no MEL. **Q04**

PA.I.B

PA.I.B

PA.I.B

RUN-UP AND CRUISE SAT 1600 TO 1700

- T9** Run-up at 16°C with a 3-degree spread: carb ice weather. **Q10**
- T10** In cruise, your passenger pitches a summer trip to see the Rockies. **Q09**

PA.I.G

PA.I.H

The examiner asks. *You answer aloud.*

01

PA.I.B

AIRWORTHINESS
REQUIREMENTS

RECALL

T6 THE EXAMINER SAYS

“Before we go flying today, what documents have to be on board this airplane, and where does each requirement come from?”

☐ SURE ☐ UNSURE ☐ GUESS

02

PA.I.A

PILOT
QUALIFICATIONS

SCENARIO

T2 THE EXAMINER SAYS

“You haven't flown in two months. Can you take a friend up tonight?”

☐ SURE ☐ UNSURE ☐ GUESS

03

PA.I.B

AIRWORTHINESS
REQUIREMENTS

RECALL

T7 THE EXAMINER SAYS

“Show me in the logbooks that this airplane is airworthy. What inspections are you looking for?”

☐ SURE ☐ UNSURE ☐ GUESS

04

PA.I.B

AIRWORTHINESS
REQUIREMENTS

SCENARIO

T8 THE EXAMINER SAYS

“During preflight you find the landing light is inoperative. There's no MEL for this airplane. Can you go?”

☐ SURE ☐ UNSURE ☐ GUESS

05

PA.I.E

NATIONAL
AIRSPACE SYSTEM

RECALL

T3 THE EXAMINER SAYS

“You'll cruise at 5,500 feet MSL in Class E airspace. What are your VFR weather minimums?”

☐ SURE ☐ UNSURE ☐ GUESS

Five more, *same flight.*

06

PA.I.D

CROSS-COUNTRY
FLIGHT PLANNING

SCENARIO

T5 THE EXAMINER SAYS

“How much fuel do you need to land with on today's flight?”

☐ SURE ☐ UNSURE ☐ GUESS

07

PA.I.H

HUMAN FACTORS

SCENARIO

T1 THE EXAMINER SAYS

“You were at a wedding last night. What are the rules on alcohol before you fly today?”

☐ SURE ☐ UNSURE ☐ GUESS

08

PA.I.E

NATIONAL
AIRSPACE SYSTEM

SCENARIO

T4 THE EXAMINER SAYS

“Your route clips the edge of a Class B shelf. What do you need to enter it?”

☐ SURE ☐ UNSURE ☐ GUESS

09

PA.I.H

HUMAN FACTORS

SCENARIO

T10 THE EXAMINER SAYS

“Your passenger wants to see the Rockies at 13,500 feet for 45 minutes. What about oxygen?”

☐ SURE ☐ UNSURE ☐ GUESS

10

PA.I.G

OPERATION OF
SYSTEMS

SCENARIO

T9 THE EXAMINER SAYS

“It's 60 degrees and humid. What should you be thinking about with this carbureted engine?”

☐ SURE ☐ UNSURE ☐ GUESS

FROM YOUR COCKPIT

Your note here: one sentence in your own voice on where your students stumble when the examiner asks this. Every area carries one.

AREA
I

The legal answer, *and the safer one.*

Q01 AR + POH	Q02 3 full-stop	Q03 Annual + 4	Q04 91.213[d]	Q05 3 SM, 500/1000/2000
Q06 30 / 45 min	Q07 8 hr, .04	Q08 Clearance	Q09 After 30 min	Q10 Carb heat

01

PA.I.B

AIRWORTHINESS
REQUIREMENTS

The airworthiness certificate, displayed where passengers and crew can see it, and the registration certificate, both under 91.203. The approved flight manual or operating limitations, which includes current weight and balance data, under 91.9. A radio station license only matters if we fly outside the United States. Students often say ARROW and stop there; naming the regulation behind each document is what separates a memorized answer from an understood one.

14 CFR 91.203, 91.9

WHERE EXAMINERS PUSH NEXT

Expect the examiner to hand you the registration and ask when it expires. Registrations now run 7 years, and you should know where to find the expiration date on the certificate.

IF YOU DON'T KNOW, SAY WHERE YOU'D LOOK: 14 CFR 91.203 and 91.9, then the documents themselves.

02

PA.I.A

PILOT
QUALIFICATIONS

Only if I've made three takeoffs and three landings in the same category and class in the last 90 days, and for night, those three have to be to a full stop at night, which for currency means the period from one hour after sunset to one hour before sunrise. Two months is inside 90 days, so the answer depends on what I actually logged, at night, to a full stop. If I'm not current, I can fly solo or with an instructor and regain currency first.

14 CFR 61.57(a) and (b) 14 CFR 1.1 91.209

WHERE EXAMINERS PUSH NEXT

The follow-up is usually the three different definitions of night: for logging night time, for position lights, and for passenger currency. Know which rule uses which.

IF YOU DON'T KNOW, SAY WHERE YOU'D LOOK: 14 CFR 61.57, then your own logbook.

EXAMINER TRAP

Three rules, three nights.

Logging night: civil twilight to civil twilight (1.1). Position lights: sunset to sunrise (91.209). Passenger currency: landings from one hour after sunset to one hour before sunrise (61.57(b)). A landing can log as night and still not count.

03

PA.I.B

AIRWORTHINESS
REQUIREMENTS

An annual inspection within the preceding 12 calendar months. A 100-hour inspection if the airplane carries anyone other than crew for hire, or is provided by the person giving flight instruction for hire. Transponder inspection within 24 calendar months. ELT inspection within 12 calendar months, and its battery replaced after 1 hour of cumulative use or when half its useful life has passed. Pitot-static and altimeter checks within 24 calendar months matter for IFR, not for today. And compliance with any applicable airworthiness directives.

14 CFR 91.409, 91.413, 91.207, 91.411, 91.403

WHERE EXAMINERS PUSH NEXT

Examiners often ask whether the 100-hour can be overflown. It can, by up to 10 hours, only to reach a place where the inspection can be done, and those hours count toward the next interval.

IF YOU DON'T KNOW, SAY WHERE YOU'D LOOK: The airframe and engine logbooks, against 91.409 and 91.413.

EXAMINER TRAP

The 100-hour has a 10-hour grace. Only one way.

Up to 10 hours over, only to reach a place where the inspection can be done. It is not a general extension, and the extra hours come out of the next 100.

04

PA.I.B

AIRWORTHINESS
REQUIREMENTS

Walk 91.213(d). First, the light can't be required by the VFR-day type certificate, the equipment list or kinds of operations list, 91.205 for the flight I'm making, or an airworthiness directive. If it isn't, it has to be removed, or deactivated and placarded inoperative, and a pilot or mechanic has to determine it isn't a hazard. For a daytime flight that isn't for hire, the landing light usually passes, so the answer is yes once it's placarded. If I plan to fly for hire at night, 91.205 requires it and the answer is no.

14 CFR 91.213[d], 91.205

THE SAFER CALL

Legal is not the same as safer. Tonight's landing is in the dark: pick a well-lit runway, brief your passenger, and weigh fixing the light or flying home before sunset.

WHERE EXAMINERS PUSH NEXT

Expect a second item that does fail the test, like an inoperative fuel gauge, so you show you can reach no as well as yes.

IF YOU DON'T KNOW, SAY WHERE YOU'D LOOK: 14 CFR 91.213[d], then the airplane's equipment list.

Then the follow-up.

05

PA.I.E

NATIONAL
AIRSPACE
SYSTEM

3 statute miles of visibility, and cloud clearance of 500 feet below, 1,000 feet above and 2,000 feet horizontal. At or above 10,000 feet MSL in Class E that rises to 5 miles, 1,000 below, 1,000 above and 1 mile horizontal.

14 CFR 91.155

WHERE EXAMINERS PUSH NEXT

The examiner will likely move to Class G below 1,200 feet AGL during the day: 1 mile and clear of clouds. Have the full 91.155 table ready, not just Class E.

IF YOU DON'T KNOW, SAY WHERE YOU'D LOOK: The 14 CFR 91.155 table.

06

PA.I.D

CROSS-
COUNTRY
FLIGHT
PLANNING

VFR, I need enough to reach the first point of intended landing and then fly 30 minutes at normal cruise during the day, or 45 minutes at night. That's the legal minimum. My personal minimum is higher, and I should be able to say what it is and why.

14 CFR 91.151[a]

WHERE EXAMINERS PUSH NEXT

Many examiners ask how you'd actually verify fuel quantity: visual check of the tanks, sumping for contamination, and not trusting the gauges alone.

IF YOU DON'T KNOW, SAY WHERE YOU'D LOOK: 14 CFR 91.151[a], then the POH fuel-burn tables.

07

PA.I.H

HUMAN
FACTORS

No flying within 8 hours of drinking, with a blood alcohol concentration of .04 or more, or while under the influence of alcohol at all. Eight hours bottle to throttle is the minimum, not a guarantee; if I still feel any effect, I don't go.

14 CFR 91.17[a]

WHERE EXAMINERS PUSH NEXT

Expect a hangover follow-up: impairment can outlast the 8 hours. The IMSAFE checklist is the natural place to take the answer.

IF YOU DON'T KNOW, SAY WHERE YOU'D LOOK: 14 CFR 91.17[a], then IMSAFE.

08

PA.I.E

NATIONAL
AIRSPACE
SYSTEM

An explicit ATC clearance. The words cleared into the Class B are what matter, not just radar contact. A private pilot certificate, or a student pilot with the right endorsements. Two-way radio. A Mode C transponder, plus ADS-B Out, which applies within 30 NM of the primary airport from the surface up to 10,000 feet MSL even outside the shelf.

14 CFR 91.131, 91.215, 91.225, 91.117[c]

WHERE EXAMINERS PUSH NEXT

The examiner may ask about the speed limit beneath a Class B shelf: 200 knots indicated.

IF YOU DON'T KNOW, SAY WHERE YOU'D LOOK: 14 CFR 91.131, then 91.215 and 91.225.

09

PA.I.H

HUMAN
FACTORS

Above 12,500 feet up to and including 14,000 feet MSL, the required crew has to use oxygen for any time beyond 30 minutes at those altitudes. At 13,500 for 45 minutes, I need oxygen for the last 15. Above 14,000 the crew uses it the whole time, and above 15,000 every occupant must be provided oxygen. The rule sets the legal floor; hypoxia can start well below 12,500, especially at night.

14 CFR 91.211

WHERE EXAMINERS PUSH NEXT

Expect symptoms of hypoxia and the time of useful consciousness concept, and whether you'd notice it yourself (usually not).

IF YOU DON'T KNOW, SAY WHERE YOU'D LOOK: 14 CFR 91.211.

10

PA.I.G

OPERATION
OF SYSTEMS

Carburetor ice. Fuel vaporization and the venturi drop the temperature inside the carburetor, so ice can form well above freezing outside, most likely between about 20 and 70 degrees F with high humidity or visible moisture. In a fixed-pitch airplane the first sign is a drop in RPM, then rough running. Apply full carburetor heat; the engine may run rougher at first as the ice melts, and RPM should recover. Low power settings, like a descent, make it more likely.

FAA Pilot's Handbook of Aeronautical Knowledge [FAA-H-8083-25], engine systems chapter

WHERE EXAMINERS PUSH NEXT

Examiners often ask why RPM drops further when carb heat is first applied: heated air is less dense, and the melting ice passes through the engine.

IF YOU DON'T KNOW, SAY WHERE YOU'D LOOK: The PHAK engine chapter, then your POH procedures.

Find the weak task *before the examiner does.*

Day 1 is a first pass. Then run the scenario as three sessions on days 3, 7 and 10, and after each one mark every task OK or weak. A task still weak after session 3 is where your last week of study goes.

ACS TASK	TASK	QUESTIONS	SESSION 1	SESSION 2	SESSION 3
PA.I.A	Pilot qualifications	Q02	☐ OK ☐ WEAK	☐ OK ☐ WEAK	☐ OK ☐ WEAK
PA.I.B	Airworthiness requirements	Q01, Q03, Q04	☐ OK ☐ WEAK	☐ OK ☐ WEAK	☐ OK ☐ WEAK
PA.I.D	Cross-country flight planning	Q06	☐ OK ☐ WEAK	☐ OK ☐ WEAK	☐ OK ☐ WEAK
PA.I.E	National Airspace System	Q05, Q08	☐ OK ☐ WEAK	☐ OK ☐ WEAK	☐ OK ☐ WEAK
PA.I.G	Operation of systems	Q10	☐ OK ☐ WEAK	☐ OK ☐ WEAK	☐ OK ☐ WEAK
PA.I.H	Human factors	Q07, Q09	☐ OK ☐ WEAK	☐ OK ☐ WEAK	☐ OK ☐ WEAK



BEFORE YOUR ORAL

CHECKRIDE DAY

PHOTO ID GOVT ISSUED
 STUDENT PILOT CERT IN HAND
 MEDICAL CERTIFICATE CURRENT
 LOGBOOK ENDORSEMENTS SIGNED
 KNOWLEDGE TEST REPORT ORIGINAL
 IACRA APPLICATION COMPLETED
 AIRCRAFT LOGBOOKS TABBED
 POH / AFM ON BOARD
 CURRENT CHARTS SECTIONAL, SUPPLEMENT
 PLOTTER, E6B IN BAG
 EXAMINER FEE AS AGREED
 YOUR INSTRUCTOR'S LIST CHECKED

Requirements vary by examiner and situation. Confirm the final list with your instructor and your examiner before the day.

Session rhythm

A first pass, then three spaced sessions. Recall on a new day is what counts.

Day 1 FIRST PASS Answer all ten cold, out loud	Day 3 SESSION 1 Redo every Unsure and Guess
Day 7 SESSION 2 Full scenario with a partner	Day 10 SESSION 3 Only the weak tasks

Partner script

Your partner reads each question, then the push-next line, whatever you said. If you stall, they wait ten seconds and ask where you would look it up.

A checkride prep kit with your name on it, sold to the students you already teach.

Your comments are full of student pilots asking what the examiner will ask. We write every question and answer from the ACS and the regulations, and you check each one and approve it before launch. We run the store, take the payments, deliver the kit and answer every buyer. You share the link, and your share of every sale is paid to you automatically.

You get 60%

Of every sale price, before any fees. We pay the store, payment and production costs out of our share, and nothing is ever billed to you.

Nothing to run

No store to set up, no files to send, no customer emails. Your only work before launch is checking the content.

Paid automatically

Your share is credited at checkout on every sale and paid out to your bank on the store's regular schedule. You see each sale in your own dashboard.

YOU DO

Open a free payout account	10 min
Review and approve the content	3 to 5 hrs
Link in bio, 4 posts or videos in launch month	about 2 hrs
A mention once a month after that	15 min

WE DO

Every question and answer, from the ACS
Design, sales page, store and checkout
Payments, sales tax, delivery and refunds
Buyer support and error fixes

THE MATH, ILLUSTRATED

Audience **50,000** Price **\$79** Your share **60%** Fees **paid by us**

CONSERVATIVE / 0.25% BUY

125 buyers × \$79 = \$9,875

\$5,925 YOUR 60%

BASE / 0.5% BUY

250 buyers × \$79 = \$19,750

\$11,850 YOUR 60%

STRONG / 1% BUY

500 buyers × \$79 = \$39,500

\$23,700 YOUR 60%

Illustrative, not a forecast or guarantee. Results depend on your audience and the launch. Your 60% is figured on the full sale price; we pay every platform and payment fee.

Student pilots
already pay for
checkride prep

●	●	●	●	●
\$14.95	\$64.99	\$79	\$99.99	\$349
oral exam guide book	checkride flashcards	this kit	checkride prep course	online ground school

● \$79 buys one scenario, model answers and examiner follow-ups, checked by your CFI and sold under your name.

Prices as listed October 28, 2026: ASA Private Pilot Oral Exam Guide (sportys.com); Checkride Study Guide flashcards (checkridestudyguide.com); Part Time Pilot checkride prep (parttimepilot.com); Pilot Institute ground school (pilotinstitute.com). Not to scale.

From yes to launch *in about 30 days.*

STEP 1

A short call

What your students ask most, where they stumble on the oral, and whether this fits you.

STEP 2

We build it

We write every question and answer from the ACS and the regulations, then design the kit, the store and the checkout.

STEP 3

You approve

You check every question and answer. Nothing goes live until you approve it.

STEP 4

Launch

Link in bio and 4 posts or videos in the first month. You're paid from the first sale.

01 Your name, your voice. Nothing goes live without your yes.

02 Written terms before anything launches.

03 Leave anytime on 30 days' notice. The kit comes down, and neither of us sells it without the other.

04 Reported errors are fixed within 7 days, and every buyer gets the corrected copy.

BL

Blake Long, founder

Blake spent years teaching skydiving students as a certified instructor, and he builds the study guides his colleagues use to prepare for certification exams. He started Primer & Proof to give creators a finished product without the production work, and he is your one point of contact from first call to every payout.

We only partner with CFIs. Your certificate and your review are what make the kit hold up in front of your students.

Existing sponsors?

We check for conflicts on the first call; nothing here limits your other deals.

Do I disclose it?

Yes, as the FTC requires. We give you the wording.

Is it exclusive?

Not for you. Keep doing everything you do now.

Want this built for your audience?

Reply "interested" and we'll send the partnership terms and a build plan for your channel. No call needed.

or email hello@primerandproof.com

Blake Long, founder, Primer & Proof