HQ AFSVA/SVPAR

Annual Standardization Exam

1 May 2009

(supplement with 15 local area questions)

(Required passing score: 80%)

Please do not mark on booklet
Annual Standardization Exam Questions (35)
(Select Best Answer for each question)

(Question 1 through 10 references AFMAN 34-232)

1. You have a Private, SEL rating with 250 hours and a current FAA Medical. You last flew an Aero Club Archer on 15 Aug, and accomplished 3 takeoffs and landings. You last flew an Aero Club Cessna 172 on 15 Oct. On that flight you accomplished 3 takeoffs and landings. It is 1 December and prior to flying as PIC of an Aero Club Piper Archer you must accomplish the following (All dates are in same calendar year):

   A. Recurrency check and closed book exam for that make and model aircraft.
   B. Three takeoffs and landings to with a current and qualified club certified flight instructor (CFI).
   C. Nothing, you are current to fly the Archer

2. No person shall operate or occupy a club aircraft unless they have ___________ within the previous 12 months. (NOTE: This requirement does not apply to FAA Inspectors performing official flight examinations.)

   A. successfully completed the applicable checkout requirements
   B. executed an AF Form 1585, Covenant Not to Sue and Indemnity Agreement
   C. has been endorsed by a flight instructor for solo flight

3. Who is personally responsible for the safety and actions of passengers?

   A. The PIC
   B. Each passenger, after a proper safety briefing by the PIC
   C. Each passenger, regardless of receiving a briefing by the PIC

4. The PIC:

   A. shall ensure appropriate survival and safety equipment for the intended operation area is onboard the aircraft.
   B. shall ensure an FAA approved personal flotation device for each occupant is onboard the aircraft and readily accessible on all flights.
   C. shall ensure adequate tie-down equipment is onboard for all flights.
5. Managers shall supply a consolidated aircraft checklist for each aircraft operated. Use of the checklist by pilots is
   A. mandatory.
   B. optional.
   C. highly encouraged.

6. Use of locally developed in-flight guides is
   A. mandatory.
   B. optional.
   C. highly encouraged

7. Pilot Currency. Managers or Chief Flight Instructors ______ credit pilot activities performed in other than club aircraft to satisfy currency requirements.
   A. Will not
   B. Should not
   C. May

8. Simulated emergency training
   A. may be conducted in Instrument Meteorological Conditions (IMC) with approval from the club manager or Chief Flight Instructor
   B. is limited to Visual Meteorological Conditions (VMC)
   C. is not authorized in any Aero Club aircraft, unless part of the private pilot syllabus.

9. The following shall not be performed at night.
   A. VFR Flight below 2,000 feet AGL for any/every stage of flight
   B. Operations at airports without runway lighting
   C. Unusual attitudes, stalls, approach to stalls, or flight at minimum controllable airspeed, when required by Part 141 approved syllabus instruction

10. Which of the following statements regarding flight plans is false?
    A. Pilots shall file a flight plan for all flights outside the local area.
    B. Before filing to a military field, contact the destination base operations and aero club (if applicable) to ensure they can accept the aircraft, and obtain a Prior Permission Required (PPR) number, if required. (NOTE: Enter the statement "USAF Aero Club aircraft, please advise ______ Base Operations" in the remarks section of the flight plan.)
    C. When departing a military base from other than home station, the pilot is not required to file a flight plan with the local base operations.
(Question 11 references NTSB Part 830)

11. An aircraft accident is an occurrence associated with the operation of an aircraft which takes place ________, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

   A. between the time any person boards the aircraft with the intention of flight and all such persons have disembarked
   B. between the time any person sets the power with intention of takeoff and the aircraft comes to a complete stop after final landing
   C. between the time the aircraft first begins movement after first engine start and the aircraft makes a final stop prior to final engine shutdown

(Questions 12 through 17 reference 14 CFR Part 91)

12. When can a pilot in command of an aircraft deviate from any rule under FAR part 91?

   A. during an in-flight emergency requiring immediate action, the pilot can deviate from all sections of part 61
   B. in order to comply with ATC direction while operating at a military airfield
   C. during an in-flight emergency requiring immediate actions, to the extent required to meet that emergency

13. Who is responsible for determining whether an aircraft is in condition for safe flight?

   A. the aero club manager
   B. the pilot in command of the aircraft
   C. a certificated aircraft maintenance inspector

14. An aircraft's operating limitations may be found in the

   A. FAA-approved aircraft flight manual
   B. owner's handbook published by the aircraft manufacturer
   C. aircraft flight manual, approved manual material, markings, and placards, or any combination thereof

15. While on base leg in an airport traffic pattern, you sight another airplane on final. The airplane that has the right-of-way is the one

   A. that is the least maneuverable
   B. which is closest to the landing threshold
   C. on final approach, regardless of altitude
16. You are approaching to land at an airport and see an alternating red and green light signal. You should
   A. Exercise extreme caution
   B. Give way to other aircraft and continue circling
   C. not land because the airport is unsafe

17. Special VFR may only be conducted
   A. Clear of Clouds
   B. in a multi-engine aircraft
   C. if the PIC has a Special VFR endorsement

(Questions 18 through 20 reference 14 CFR Part 61)

18. The holder of a pilot certificate who has made a change in permanent mailing address may not, after _______ from that date, exercise the privileges of the certificate unless the holder has notified the FAA of the new permanent address.
   A. 30 days
   B. 60 days
   C. 90 days

19. A student pilot may act as the pilot in command of an aircraft carrying passengers, provided the instructor has endorsed the student pilot certificate for solo flight.
   A. True
   B. False

20. In relation to operating expenses while you are acting as pilot in command, the regulations specify that as a private pilot you may
   A. not share operating expenses with passengers
   B. share the operating expenses with passengers
   C. share the operating expenses with passengers and receive compensation from them for pilot services

(Questions 21 and 22 reference FAA-H-8083-3A)

21. Which of the following is required to spin an aircraft??
   A. Stalled wing
   B. High rate of rotation
   C. Rapid loss of altitude
22. (Refer to figure 1.) In flying the rectangular course, when would the aircraft be turned less than 90 degrees?

A. Corners 1 and 4  
B. Corners 1 and 2  
C. Corners 2 and 4

(Questions 23 through 27 reference FAA-H-8083-25A)

23. If a pitot tube is blocked, which instrument would be affected?

A. Altimeter  
B. Airspeed Indicator  
C. Vertical speed indicator

24. On a standard airspeed indicator, the bottom of the white arc indicates?

A. The lowest speed at which the airspeed indicator is calibrated for normal use  
B. The stalling speed, or the minimum steady flight speed in the landing configuration  
C. The maximum speed with the flaps extended

25. On a cross-country flight, point A is crossed at 1500 hours, and the plan is to reach point B at 1530 hours. Use the following information to determine the indicated airspeed required to reach point B on schedule.

Distance between A and B: 70 NM  
Forecast wind: 310° at 15 kts  
Pressure altitude: 8000 ft  
Ambient temperature: -10°C  
True course: 270°

The required indicated airspeed would be approximately

A. 126 knots  
B. 137 knots  
C. 152 knots

26. (Refer to figure 2.) An aircraft operated at an airspeed indicated by point B represents?

A. The most fuel efficient airspeed  
B. The minimum controllable airspeed  
C. The minimum total drag airspeed
27. The standard weight for gasoline is?
   A. 6.8 lb/US gal
   B. 6.0 lb/US gal
   C. 8.35 lb/US gal

(Questions 28 through 32 reference AIM)

28. (Refer to figure 4.) Where does Class E airspace begin over McCampbell Airport (area 1)?
   A. Surface
   B. 717 feet AGL
   C. 1,217 feet MSL

29. (Refer to figure 4.) While on a flight from Alice Airport (area 7) to McCampbell Airport (area 1) at 5,500 feet MSL, when, if ever, is a transponder required?
   A. Transponder is not required
   B. Required when overflying the Corpus Christi Class C airspace
   C. Required when leaving and entering the alert areas and overflying the Corpus Christi Class C airspace

30. How does the wake turbulence vortex circulate around each wingtip?
   A. Inward, upward and around each tip
   B. Inward, upward and counterclockwise
   C. Outward, upward and around each tip

31. Normally, the vertical limits of Class D airspace extend up to and including how many feet above the surface?
   A. 2,500 feet
   B. 3,000 feet
   C. 4,000 feet

32. Except when requested by the controller or in emergency situations, ______ should never be executed in the traffic pattern or when receiving radar service without first advising the controller.
   A. lowering of flaps
   B. slowing to pattern or approach speed
   C. a 360 degree turn
(Questions 33 through 35 reference AC 00-6A)

33. An unstable air mass is characterized by?
   
   A. Poor visibility and smooth air  
   B. Cumuliform clouds and shower precipitation  
   C. Stratiform clouds and continuous precipitation

34. Which is an operational consideration regarding aircraft structural icing?
   
   A. It is unnecessary for an aircraft to fly through rain or cloud droplets for structural ice to form  
   B. Clear ice is most likely to form on an airplane when flying through stratified clouds or light drizzle  
   C. In order for structural ice to form, the temperature at the point where moisture strikes the aircraft must be 0°C (32°F) or colder

35. Which condition could be expected if a strong temperature inversion exists near the surface?
   
   A. Strong, steady downdrafts and an increase in OAT  
   B. A wind shear with the possibility of a sudden change of airspeed  
   C. An OAT increase or decrease with a constant wind condition

\[ \text{OAT = Outside Air Temp} \]
36. (SOP 34-232, Chapter 3) What is the minimum distance you may taxi an aero club aircraft behind a large aircraft whose engines are running?

   a. 300 feet.
   b. 500 feet
   c. 700 feet
   d. 300 yards

37. (SOP 34-232, Chapter 3) You are planning a picture taking flight in a four place aircraft with a friend. You weigh 195 lbs. and he weighs 215 lbs. Your flight bag weighs 10 lbs. and his camera equipment weighs about 35 lbs. Do you need to present a weight and balance form to the clearing authority for the flight?

   a. Yes
   b. No

38. (SOP 34-232, Chapter 3) You and your friend, an experienced pilot, are going up together to practice simulated instrument flight. It’s a cold morning and the battery just isn’t strong enough to start the engine. Your friend is experienced at hand propping engines and suggests you let him hand prop the engine with you at the controls. Is it allowable?

   a. Yes
   b. No.
39. (SOP 34-232, Chapter 3) Maintenance asks you to taxi your aircraft to the hanger after your flight. What is the correct way to move the aircraft from the fuel pumps to the hanger?

   a. To prevent having to contact ground control, you can taxi the aircraft down the vehicle road north of taxiway Bravo.
   b. You must obtain a clearance from ground control and taxi the aircraft to the hanger via taxiway Bravo.
   c. To prevent having to contact ground control, you can taxi the aircraft down the vehicle road north of taxiway Bravo, but you must have a wing walker.

40. (SOP 34-232, Chapter 3) You’ve come back from your flight a few minutes early and know the aircraft is scheduled to go out again in 30 minutes. As a favor, you decide to push the aircraft off to the side for the next pilot instead of tying it down, even though the next pilot has not yet arrived. Is this allowable?

   a. Yes
   b. No

41. (SOP 34-232, Chapter) You flew home for the holidays and arrive at your destination to find that the airport has no tiedowns available and you didn’t bring any with you. You secure the aircraft per the “Securing Checklist” except for tying it down. A thunderstorm blows through that evening and flips the aircraft over causing extensive damage. Can you be held liable?

   a. Yes
   b. No

42. (SOP 34-232, Chapter 3) The Albuquerque area is a moderately active area with considerable incoming/outgoing traffic. When operating in the northwest practice area, you should exercise additional caution when above ________.

   a. 6800’ MSL
   b. 8500’ MSL
   c. 9500’ MSL

43. (SOP 34-232, Chapter 3) You taxi to the refueling area following your flight and find an air tanker parked on the ramp west of the refueling area on the south end of their servicing area. How will this affect your operations?

   a. You will need to notify base operations to have the tanker towed clear of our established taxi routes.
   b. You may have to modify the normal refueling taxi routes to avoid the tanker servicing area.

44. (SOP 34-232, Chapter 3) You approach Double Eagle II from Albuquerque and the UNICOM advises runway 17/35 is in use. How should you enter the traffic pattern?

   a. Fly over the windsock 500’ above pattern altitude and enter a cross wind over the departure end of the active runway.
   b. Enter a 45 degree downwind east of the volcanoes.
   c. Proceed direct to base leg.
Annual Standardization Exam (Test A) Figures

Figure 1 – Rectangular Course

Figure 2 – Drag Chart

Figure 3 – Weight and Balance Diagram
45. (SOP 34-232, Chapter 3) It's late on a Saturday afternoon. ATC has cleared you to enter Class C airspace, but advises that your transponder appears totally inoperative. No one is around by the time you complete your post flight duties. You check the schedule and notify the members scheduled to fly the aircraft Sunday and Monday. They are very appreciative. What else should you do?
   a. Stick an "INOP" post-it on the transponder and leave a "note" on maintenance's door.
   b. Call maintenance and see if they can get it fixed in the morning so we can save Sunday's flights.
   c. Enter the discrepancy in the maintenance forms and write "OUT" in red on the maintenance status board.

46. (SOP 34-232, Chapter 3) Weather data pertaining to a flight must be obtained within ____ hours of the proposed take-off.
   a. 1
   b. 2
   c. 3

47. (SOP 34-232, Chapter 3) You flew to El Paso to visit friends and while there, you and your friends decide to fly into Mexico for some shopping. If you call the club, can the Club Manager approve a last minute change to your cross-country request over the phone?
   a. Yes
   b. No

48. (SOP 34-232, Chapter 3) You are cross-country and during the pre-takeoff check, the left mag drops 400 RPM and is very rough. The local FBO estimates the repairs will run $400.00. What should you do?
   a. Authorize and pay for the repair, but save the receipt so the Flight Center will reimburse your account.
   b. Contact the Flight Center and obtain specific approval for the repair.
   c. Authorize and pay for the repair and deduct the repair expense from your cross-country bill.

49. (SOP 34-232, Chapter 3) You're inbound from Santa Fe inside Class C airspace on an Approach assigned heading when your radios fail. What should you do?
   a. Proceed inbound and land on any active runway except 8/26.
   b. Return to Santa Fe and call the Flight Center.
   c. Squawk '7600', Circle the I-40/I-25 intersection, and wait for the appropriate light signal.

50. (SOP 34-232, Chapter 3) If your aircraft's oil temperature approaches red-line during a climbout, what action should you take first?
   a. Prepare for immediate engine failure.
   b. Reduce airspeed and increase power to maintain altitude.
   c. Lower the nose, reduce power, and maneuver the aircraft in cruise while the temperature falls, or land at the nearest suitable field and wait for the temperature to cool.