

12 OG T-6A HANDOUT

FLYING TRAINING

T-6A PILOT MASTER QUESTION FILE

April 2005



12th OPERATIONS GROUP

DESIGNED FOR 12 OG USE

DEPARTMENT OF THE AIR FORCE
12th Operations Group
Randolph AFB TX 78150-4504

12 OG T-6 HANDOUT

20 Apr 05

This T-6A Pilot Master Question File (MQF) is the source for Pilot closed book examinations. 12 OG/OGV will maintain and annually review this MQF and ensure it is available to each unit and attached pilot. Submit written recommendations for changes to 12 OG/OGV, 1551 5th Street West Ste 1, Randolph AFB, TX 78150-4504.

This publication supercedes the "T-6A Master Question File," dated March 2004.

OPR: Maj Scott Callihan, 12 OG/OGV (DSN 487-6366)

Name: _____

2005 T-6 MQF

Form: 0

Version: 0

1. AFI 11-202 VOL3 635/2.2.3////////

When computing fuel reserves for turbine-powered aircraft, you should use fuel flow for:

- a. cruise conditions.
- b. maximum endurance.
- c. maximum range at 10,000 feet.
- d. maximum endurance at 10,000 feet.

2. AFI 11-202 VOL3 655/5.9.1.2////////

Clearance to taxi to a runway that does not include hold instructions is clearance to taxi:

- a. to the first intersecting runway.
- b. across all intersecting runways and onto the assigned runway.
- c. to the assigned runway provided additional clearances are received at intersecting runways.
- d. across all other runways and taxiways, but must not taxi across or on the assigned runway.

3. AFI 11-202 VOL3 657/5.9.2////////

On climbout after a takeoff, touch and go, or low approach, you may not begin a turn to heading until past the departure end of the runway (if visible), at least 400 feet AGL, and at a safe airspeed unless:

- a. safety dictates otherwise.
- b. VMC.
- c. specifically cleared by the controlling agency or local procedures authorize it.
- d. both a and c above.
- e. all of the above.

4. AFI 11-202 VOL3 658/5.9.6////////

Pilots operating retractable gear aircraft must report "gear down" before _____.

- a. FAF.
- b. MAP.
- c. runway threshold.
- d. VDP.

5. AFI 11-202 VOL3 667/7.2.1////////

The minimum weather to file according to VFR to a destination is _____ feet ceiling and _____ statute miles visibility.

- a. 1,000, 3.
- b. 1,500, 3.
- c. 2,500, 3.
- d. 3,000, 3.

6. AFI 11-202 VOL3 670/8.1.2////////

USAF aircraft must fly under IFR when:

- a. operating in Class A airspace.
- b. operating within a federal airway.
- c. operating at night, unless the mission cannot be conducted under IFR.
- d. all of the above.
- e. both a and c above.

2005 T-6 MQF

7. AFI 11-202 VOL3 687/TABLE 7.1////////

VFR cloud clearance and Visibility minimums in Class B airspace are _____

- a. 1500 feet and 3 statute miles
- b. 500' below, 1000' above, 2000' horizontal and 3 statute miles
- c. 1000' below, 1000' above, 1 statute' horizontal and 5 statute miles
- d. ✓ Clear of clouds and 3 statute miles

8. AFI 11-202 VOL3 688/8.5.1.3////////

Pilots may not select an airport as an alternate if there is a temporary condition (TEMPO) for thunderstorms or rain showers in the forecast below weather specified for an alternate

- a. True
- b. ✓ False

9. AFI 11-202 VOL3 689/5.8.4////////

If the GPS database has expired, the PIC

- a. ✓ May continue a mission with an expired database, if the database information required for the flight can be verified with current FLIP
- b. Can fly GPS approaches if the database matches the approach plates exactly
- c. Both a and b
- d. The PIC can not use the GPS at all with an expired database

10. AFI 11-205 704/TABLE 2////////

The HEFOE signal for when five fingers are extended vertically indicates a(n):

- a. oil system malfunction.
- b. hydraulic malfunction.
- c. electrical malfunction.
- d. ✓ engine malfunction.

11. AFI 11-205 706/TABLE 2////////

While leading a formation, you notice that your wingman holds a closed fist to the top of the canopy with the thumb extended downward. He or she then moves his or her arm up and down rapidly.

- a. ✓ He or she wants to land immediately.
- b. He or she is HEFOE with an oxygen problem.
- c. He or she needs to descend.
- d. He or she wants to lower their gear.

12. AFI 11-205 707/TABLE 2////////

You notice your wingman moves his or her hand up and down in front of his or her face (palm toward his or her face). He or she is trying to tell you that:

- a. his or her receiver is out.
- b. he or she is NORDDO.
- c. ✓ his or her transmitter is out.
- d. standby for a HEFOE signal.

13. AFI 11-205 709/TABLE 1////////

During a formation sortie, lead taps his or her earphone, then holds up a clenched fist. This means:

- a. lead is receiver out.
- b. go channel zero.
- c. go back to previous frequency.
- d. ✓ go to prebriefed manual frequency.

2005 T-6 MQF

14. AFI 11-205 710/TABLE 1////////

The formation signal for attention in the air is to:

- a. large wing rock.
- b. ✓ execute rapid, shallow wing rock.
- c. execute a series of porpoising maneuvers.
- d. turn the anti-collision strobe lights off then on.

15. AFI 11-2T-6, VOL 3 002/3.1.3////////

G-suits are required on all sorties.

- a. True
- b. ✓ False

16. AFI 11-2T-6, VOL 3 004/3.6////////

Maintain a taxi interval of ____ feet when staggered and ____ feet when in trail.

- a. 60, 150
- b. 150, 300
- c. 100, 200
- d. ✓ 75, 150

17. AFI 11-2T-6, VOL 3 005/3.8.3////////

Normal recovery fuel (the fuel on initial or at the FAF at the base of intended landing or alternate) is ____ pounds:

- a. 250
- b. ✓ 200
- c. 150
- d. 100

18. AFI 11-2T-6, VOL 3 006/3.9////////

Minimum runway length for normal T-6 operations is ____ feet.

- a. 5000
- b. 4500
- c. ✓ 4000
- d. 3000

19. AFI 11-2T-6, VOL 3 008/3.16.3////////

When conducting OCF recoveries over clouds, plan to complete all OCF recoveries (to include dive recoveries) at least ____ feet above the clouds.

- a. 1000
- b. ✓ 3000
- c. 5000
- d. 7000

2005 T-6 MQF

20. AFI 11-2T-6, VOL 3 010/3.22.2/////

The minimum altitude to begin OCF spin training is _____:

- a. ✓ 13,500 MSL
- b. 13,500 AGL
- c. 10,000 MSL
- d. 10,000 AGL

21. AFI 11-2T-6, VOL 3 012/3.28/////

Operations Group Commander approval is required to fly formation at night.

- a. ✓ True
- b. False

22. AFI 11-2T-6, VOL 3 013/3.43.3/////

The weather required for a formation interval takeoff is _____ feet ceiling and _____ miles visibility.

- a. 1000, 3
- b. 1500, 5
- c. 1000, 5
- d. ✓ 1500, 3

23. AFI 11-2T-6, VOL 3 014/3.43.2/////

The maximum crosswind for formation wing takeoffs and landings is _____ knots.

- a. 5
- b. 10
- c. ✓ 15
- d. 25

24. AFI 11-2T-6, VOL 3 015/3.46.1/////

When leading fingertip formation, limit maneuvering to approximately 90 degrees of bank, 2 to 4 Gs, and 120 knots.

- a. True
- b. ✓ False

25. AFI 11-2T-6, VOL 3 019/3.55.1.6/////

During non-towered airfield operations no more than _____ aircraft (total), military and/or civilian, may be in the pattern at any time.

- a. ✓ 2
- b. 3
- c. 4
- d. 5

26. AFI 11-2T-6, VOL 3 020/3.57/////

Local training flights are not permitted over land when steady state surface winds (actual or forecast) in training or operating areas exceed _____ knots.

- a. 25
- b. ✓ 35
- c. 40
- d. 50

2005 T-6 MQF

27. AFI 11-2T-6, VOL 3 022/3.5.2////////

At home station, equipment can be no closer than ____ ft to a taxiing aircraft at home station so long as the equipment is in a designated and marked location and a marshaller is being used.

- a. 10
- b. ✓ 4
- c. 25
- d. 15

28. AFI 11-2T-6, VOL 3 026/3.38////////

While flying practice instrument approaches in VMC, if the pilot acknowledges reaching PWC minimums and states intentions to crewmembers, he may continue to published minimums.

- a. ✓ True
- b. False

29. AFI 11-2T-6, VOL 3 027/3.21.1////////

When on an IFR flight plan and under radar control in a MOA minimum weather for aerobatics is ____

- a. VFR cloud clearances and 3 miles visibility
- b. VFR cloud clearances and 1 mile visibility
- c. Clear of clouds and 1 mile visibility
- d. ✓ Clear of clouds and 3 miles visibility

30. AFI 11-2T-6, VOL 3 031/3.8.4.1////////

Minimum fuel is ____ pounds or less (____ pounds or less on all solo student syllabus sorties).

- a. 110, 150
- b. 150, 250
- c. ✓ 150, 200
- d. 110, 200

31. AFI 11-2T-6, VOL 3 032/3.16.2////////

Before entering OCF recovery training ensure you have a minimum of _____ feet of altitude above the clouds.

- a. 5000
- b. 6000
- c. 10,000
- d. ✓ 7,000

32. AFI 11-2T-6, VOL 3 033/3.22.4////////

The minimum altitude for VFR point to point navigation, dictated by operational or training requirements, is _____ feet AGL.

- a. 1500
- b. ✓ 3000
- c. 5000
- d. Not specified

33. AFI 11-2T-6, VOL 3 034/3.37////////

After commencing a penetration or approach, If weather is reported below the required PWC or published minimums (ceiling or visibility), the pilot _____.

- a. must discontinue the approach and proceed to a designated alternate
- b. can't continue the approach if the reported weather is from a PIREP
- c. ✓ may continue the approach to the PWC or published minimums, whichever is higher
- d. must proceed to a holding fix and hold until weather improves

2005 T-6 MQF

34. AFI 11-2T-6, VOL 3 038/3.55.1.8////////

The maximum airspeed for any operation at a non-towered airfield is _____ KIAS.

- a. ✓ 150
- b. 175
- c. 180
- d. 200

35. AFM 11-217, VOL 1 440/1.2.1////////

The control and performance concept procedural steps are (in order):

- a. ✓ establish pitch and power, trim off pressures, cross-check, adjust.
- b. cross-check, set pitch and power, trim, adjust.
- c. trim, cross-check, set pitch and power, adjust.
- d. none of the above.

36. AFM 11-217, VOL 1 448/5.2.2.2.3////////

Absence of an ILS identifier:

- a. is acceptable as long as no OFF flags are visible.
- b. ✓ indicates an unreliable signal.
- c. is normal for an ILS.
- d. means that you may fly only to localizer minimums.

37. AFM 11-217, VOL 1 451/6.6.3////////

The glide slope signal is usable to a distance of _____ NM from the glide slope antenna unless otherwise depicted on the IAP.

- a. 8.
- b. ✓ 10.
- c. 12.
- d. 18.

38. AFM 11-217, VOL 1 455/7.1.1////////

Where procedures depict a ground track, the pilot is expected to correct for known wind conditions, unless being radar vectored.

- a. ✓ True
- b. False

39. AFM 11-217, VOL 1 458/7.2////////

When proceeding to a station, turning to keep the bearing pointer under the upper lubber line describes:

- a. ✓ homing.
- b. intercepting a course inbound.
- c. proceeding direct.
- d. intercepting a course outbound.

40. AFM 11-217, VOL 1 465/7.8.1////////

Groundspeed checks made below _____ feet are accurate at any distance from the DME station.

- a. 500.
- b. 1,000.
- c. 3,000.
- d. ✓ 5,000.

2005 T-6 MQF

41. AFM 11-217, VOL 1 466/7.9.3.3.1////////

When correcting back to the arc, displace the bearing pointer _____ degrees from the reference point for each 1/2 mile deviation to the inside of the arc and _____ degrees for each 1/2 mile outside the arc.

- a. 10, 5.
- b. 10, 15.
- c. ✓ 5, 10.
- d. 5, 15.

42. AFM 11-217, VOL 1 469/8.1.1////////

When checking the altimeter against a known checkpoint on the ground, the maximum allowable error is _____ feet.

- a. 50.
- b. ✓ 75.
- c. 100.
- d. 150.

43. AFM 11-217, VOL 1 472/8.2.3.5////////

_____ NOTAMs do not require wide dissemination and are conditions that do not prevent use of an airfields runways.

- a. Class II.
- b. ✓ Series L.
- c. Class I.
- d. Series D.

44. AFM 11-217, VOL 1 480/8.5.1.3.4////////

When the name of the approach does not designate a runway and only has a letter such as A, B, C, etc., the approach is designed for circling minimums only.

- a. ✓ True
- b. False

45. AFM 11-217, VOL 1 484/8.5.4.1.7////////

Emergency safe altitude will provide _____ feet of obstacle clearance (_____ feet in designated mountainous areas) within _____ NM of the facility.

- a. 1,000, (3,000), 25.
- b. 2,000, (3,000), 100.
- c. 1,000, (2,000), 25.
- d. ✓ 1,000, (2,000), 100.

46. AFM 11-217, VOL 1 486/8.5.4.4.2////////

Touchdown zone elevation is the highest point in the first _____ feet of the landing runway.

- a. 1,500.
- b. 2,000.
- c. 2,500.
- d. ✓ 3,000.

2005 T-6 MQF

47. AFM 11-217, VOL 1 489/8.5.4.6////////

On multi-facility approaches, the depicted VDP will be for the _____ published.

- a. precision approach with the highest DH.
- b. precision approach with the lowest DH.
- c. nonprecision approach with the highest MDA.
- d. ✓ nonprecision approach with the lowest MDA.

48. AFM 11-217, VOL 1 491/9.4.1////////

Air Force pilots flying non USAF/USN Departure Procedures must plan to cross the departure end of the runway at least _____ feet AGL.

- a. 15
- b. ✓ 35
- c. 50
- d. Not specified for civil Departure Procedures

49. AFM 11-217, VOL 1 492/9.5.3.1////////

When flying a Departure Procedure, aircrew must delay all turns until at least _____ feet above the departure end of the runway elevation, unless otherwise instructed.

- a. 100.
- b. ✓ 400.
- c. 500.
- d. 800.

50. AFM 11-217, VOL 1 498/10.1.1////////

Which is a correct standard holding pattern?

- a. Right turns, 1 minute when holding at or above 14,000 feet.
- b. Left turns, 1 minute when holding at or above 14,000 feet.
- c. ✓ Right turns, 1 minute when holding at or below 14,000 feet.
- d. Left turns, 1 minute when holding at or below 14,000 feet.

51. AFM 11-217, VOL 1 502/10.2.3////////

ATC should issue holding instructions at least _____ minutes before reaching a clearance limit fix. Within _____ minutes of reaching the fix and clearance beyond the fix has not been received, reduce to holding airspeed.

- a. 3, 5.
- b. ✓ 5, 3.
- c. 3, 3.
- d. 5, 5.

52. AFM 11-217, VOL 1 508/10.3.4.1.2////////

If the holding course is NOT within 70 degrees of the aircraft heading (using the 70 degree method):

- a. turn outbound on the holding side to parallel the holding course.
- b. turn outbound in the shorter direction to parallel the holding course.
- c. if this turn places you on the non-holding side, parallel or intercept course outbound.
- d. both a and c above.
- e. ✓ both b and c above.

2005 T-6 MQF

53. AFM 11-217, VOL 1 523/11.2.3.3////////

During an en route descent the controller tells you that you are cleared for the approach and you are below a published altitude restriction. You should:

- a. climb to that altitude.
- b. ✓ maintain your last assigned altitude until established on a segment of the approach.
- c. break off the approach and request new vectors.
- d. none of the above.

54. AFM 11-217, VOL 1 541/11.7.1////////

While being vectored, repeat:

- a. all headings.
- b. all altitudes (departing and assigned).
- c. all altimeter settings.
- d. ✓ all of the above.

55. AFM 11-217, VOL 1 547/12.2.1////////

When flying a non-DME high-altitude teardrop approach, if you arrive at the IAF at an altitude below that published:

- a. maintain altitude until the next altitude restriction.
- b. climb immediately to the IAF altitude.
- c. ✓ maintain altitude and proceed outbound 15 seconds for each 1,000 feet the aircraft is below the published altitude before starting descent.
- d. you may start the approach and descend at the IAF if you can meet all subsequent altitude restrictions.

56. AFM 11-217, VOL 1 554/12.6////////

When flying an approach with dead reckoning (DR) legs:

- a. use lead points for turns to and from the DR legs.
- b. you should fly the depicted ground track.
- c. you should apply wind corrections.
- d. both b and c above.
- e. ✓ all of the above.

57. AFM 11-217, VOL 1 555/13.5.1////////

The remain within distance of a procedure turn is measured from:

- a. ✓ the procedure turn fix.
- b. the runway.
- c. final approach fix.
- d. the MAP.

58. AFM 11-217, VOL 1 556/13.6.3////////

If the entry turn places the aircraft on the non-maneuvering side of the procedure turn course, and you are flying in excess of _____ KTAS, you must correct toward the procedure turn course with an intercept angle of at least _____ degrees.

- a. 160, 30.
- b. ✓ 180, 20.
- c. 160, 20.
- d. 175, 30.

2005 T-6 MQF

59. AFM 11-217, VOL 1 566/14.2.2.1.3.1.1////////

The localizer has a usable range of at least _____ miles within 10 degrees of the course centerline.

- a. 10.
- b. 12.
- c. ✓ 18.
- d. 20.

60. AFM 11-217, VOL 1 571/14.2.1.2.7////////

The final approach course on a non-radar final may vary from the runway heading as much as _____ degrees (except localizer) and still be published as a straight-in approach.

- a. 20.
- b. ✓ 30.
- c. 35.
- d. 40.

61. AFM 11-217, VOL 1 576/14.2.2.1.3.6.1////////

If you are more than one dot below or two dots above glide slope on an ILS, you:

- a. should not descend below localizer minimums.
- b. must discontinue the approach.
- c. may continue descent to decision height if the glide slope is recaptured.
- d. ✓ either a or c above.
- e. none of the above.

62. AFM 11-217, VOL 1 579/14.3.2.2////////

Attempt contact with the controlling agency if no transmissions are received for:

- a. ✓ 1 minute while being vectored to final.
- b. 30 seconds on final for an ASR.
- c. 15 seconds on final for a PAR.
- d. both b and c above.

63. AFM 11-217, VOL 1 582/14.3.5.1.1////////

When an ASR approach will end in a circle, furnish the controller with:

- a. your weather minimums.
- b. ✓ your aircraft category.
- c. your descent rate out of the FAF.
- d. none of the above.

64. AFM 11-217, VOL 1 596/15.5.6.1////////

While at an outbase, you notice yellow chevrons in the overrun. This indicates that:

- a. ✓ the overrun is unusable for taxi, takeoff, or landing
- b. you can use the overrun to taxi and takeoff, but not for landing.
- c. the base has a precision approach to that runway.
- d. the base has a nonprecision approach to that runway.

2005 T-6 MQF

65. AFM 11-217, VOL 1 599/15.6.1////////

The circling MDA and weather minima to be used are for the runway:

- a. to which the instrument approach is being flown.
- b. of intended landing.
- c. either a or b above.
- d. none of the above.

66. AFM 11-248 002/1.8.2////////

You may perform checks while taxiing in an obstructed area.

- a. True
- b. False

67. AFM 11-248 003/1.14.2////////

Bingo fuel and at least one joker will be briefed on every

- a. contact sortie
- b. formation sortie
- c. instrument sortie
- d. sortie

68. AFM 11-248 004/2.2.3////////

Adverse yaw is most noticeable at

- a. high speeds
- b. low speeds
- c. not speed dependent
- d. mid speeds

69. AFM 11-248 005/2.9.2////////

A skid is caused by _____ bank angle in relation to the turn rate of the aircraft.

- a. insufficient
- b. sufficient
- c. greater
- d. proper

70. AFM 11-248 007/3.3.1////////

If you encounter complete electrical failure, fly over the RSU or Tower, as applicable, at an altitude of _____ ft above the ground and an airspeed of _____ knots.

- a. 1,000, 200
- b. 500, 150
- c. 500, 200
- d. 1,000, 150

71. AFM 11-248 009/3.6.3////////

A low-level route abort altitude should be computed to provide _____ ft (_____ ft in mountainous terrain) clearance from the highest obstacle within _____ nautical miles either side of course for the entire route.

- a. 1,000; 2,000; 5
- b. 1,000; 2,000; 10
- c. 500; 1,000; 10
- d. 500; 1,000; 5

2005 T-6 MQF

72. AFM 11-248 010/3.6.5////////

After aborting a low level, you can attempt to reenter the route.

- a. True
- b. ✓ False

73. AFM 11-248 011/3.9.4////////

The approximate range over flat terrain for the UHF radio at 20,000 ft is ____ miles.

- a. 500
- b. 75
- c. 240
- d. ✓ 200

74. AFM 11-248 012/4.5.2////////

Normal climb speed for the T-6A is ____ KIAS

- a. 160 - 180
- b. 140 - 160
- c. ✓ 140 - 180
- d. 150 - 180

75. AFM 11-248 014/5.2////////

You should initiate recovery from a power on stall when

- a. stick shaker begins
- b. you are at idle power
- c. unable to stop the rolling motion
- d. ✓ control effectiveness is lost

76. AFM 11-248 015/5.6.2////////

You may practice slow flight using the UP-flap configuration and ____ knots.

- a. 80-85
- b. 85-90
- c. ✓ 90-95
- d. 95-100

77. AFM 11-248 016/5.13.1.2////////

The AGSM is a continuous strain while simultaneously breathing every 2 to 3 seconds.

- a. ✓ True
- b. False

78. AFM 11-248 017/5.14////////

For energy management , the ideal energy level occurs near the middle of the block and ____ knots.

- a. ✓ 150-200
- b. 100-200
- c. 190-210
- d. 180-220

79. AFM 11-248 019/6.3.3////////

Proper spacing for a 30-degree bank final turn, in calm winds, is approximately when the landing runway is placed half way between the _____ and the _____.

- a. fuel filler cap, white/blue color change
- b. ✓ fuel filler cap, wingtip
- c. mid-point of wing, wingtip
- d. AOA vane, wingtip

2005 T-6 MQF

80. AFM 11-248 021/6.7.3.6////////

Fly towards base key, maintaining 120 knots. Fly the aircraft to be perpendicular to the landing runway at that point at ____ to ____ feet AGL.

- a. 500-700
- b. ✓ 600-800
- c. 600-900
- d. 800-1,000

81. AFM 11-248 022/6.8.3////////

Normally the procedures for going around from the final turn are performed after rolling out on final approach. In the final, turn use power as required to maintain a safe airspeed.

- a. ✓ True
- b. False

82. AFM 11-248 024/8.2.3////////

The three basic aspects of being a wingman are

- a. maintaining position, mutual support, and monitoring lead.
- b. maintaining position, formation integrity, and clearing for the formation.
- c. formation integrity, monitoring lead, and answering "two" at all check-ins
- d. ✓ maintaining position, mutual support, and formation integrity

83. AFM 11-248 025/8.3.7////////

If flying other than close formation when radio failure occurs and a planned rejoin will not shortly follow, the NORDO aircraft should

- a. maintain current position until a rejoin signal is given
- b. ✓ cautiously attempt to rejoin to a route position. It should rock its wings (attention in the air), but not complete the rejoin until a rejoin signal is given
- c. cautiously rejoin to two to four ship width route and give the NORDO signal from AFI 11-205
- d. attempt to get lead's attention by doing several consecutive barrel rolls

84. AFM 11-248 026/8.13.4////////

During an instrument trail departure, until join up or level off, each aircraft or element will call

- a. passing every 5,000 ft
- b. when passing thousands of feet (i.e.; 1000, 2000, etc.)
- c. ✓ when passing even thousands of feet (i.e.; 2000, 4000, etc.) and when initiating heading changes.
- d. passing every 5,000 ft and when initiating all heading changes

85. AFM 11-248 027/8.23////////

Fighting Wing is a fluid position using a ____ degree cone ____ feet aft of lead.

- a. ✓ 30 to 45/ 500 to 1000
- b. 30 to 60/ 300 to 800
- c. 30 to 45/ 300 to 500
- d. 30 to 45/ 500 to 1500

86. AFM 11-248 028/9.15////////

Normal holding airspeed in the T-6 is

- a. ✓ 150
- b. 160
- c. 180
- d. 125

2005 T-6 MQF

87. AFM 11-248 029/9.16.2.3////////

Before performing an en route descent, make sure you are familiar with

- a. minimum and emergency safe altitudes, field elevation, and missed approach procedures
- b. field elevation, MDA or DH altitude, and missed approach procedures
- c. field elevation, MDA or DH altitude, and lost communication procedures
- d. ✓ minimum and emergency safe altitudes, field elevation, lost communication procedures, and other associated recovery information

88. AFM 11-248 030/9.18.2////////

Because the circling approach is generally flown at a lower altitude than the overhead pattern, proper displacement will appear to be much wider than normal. A technique that works well when circling at approximately 500 ft AGL is

- a. to put the landing runway halfway between the fuel filler cap and the wing tip.
- b. to put the landing runway under the fuel filler cap
- c. ✓ to put the wing tip on the landing runway.
- d. dip your wing on the down wind leg to check spacing

89. AFM 11-248 031/9.20////////

During a missed approach, which of the following are true?

- a. Advance the PCL to max
- b. Establish climbing attitude that is at least 10 degrees above existing level flight reference
- c. When definitely climbing raise the gear and flaps
- d. ✓ All of the above

90. AFM 11-248 032/10.9.3.4////////

For low-level navigation, choose an initial point (IP) about _____ minutes from the target.

- a. ✓ 1-3
- b. 1-5
- c. 3-5
- d. 3-7

91. DASH 1, APPENDIX 088/A2-1////////

Although there is no time limit for operation at maximum continuous power, sustained operation at maximum power may significantly reduce engine service life.

- a. ✓ True
- b. False

92. DASH 1, APPENDIX 089/A3-1////////

What are the RCRs for dry, wet, and icy runway conditions respectively?

- a. ✓ 23, 12, 5
- b. 5, 12, 23
- c. 17.5, 13, 10
- d. 23, 10, 5

93. DASH 1, APPENDIX 091/A3-2////////

Maximum _____ speed is the maximum speed at which an abort may be started and the aircraft stopped within the remaining runway length.

- a. braking
- b. ✓ abort
- c. engine failure
- d. rotation

2005 T-6 MQF

94. DASH 1, CH 1 001/1-4////////

The PT6A-68 engine is a _____ turbine turboprop engine with a reverse-flow design:

- a. ✓ free
- b. one-stage
- c. connected
- d. step-down

95. DASH 1, CH 1 002/1-4////////

The engine includes two independent sections:

- a. the compressor section and power turbine section
- b. the gas generator section and compressor section
- c. the power turbine section and compressor section
- d. ✓ the gas generator and power turbine section

96. DASH 1, CH 1 004/1-4////////

Exhaust gas flows out sideways and is ejected rearward into the atmosphere through the exhaust stacks, providing:

- a. laminar flow over the inboard wing roots
- b. ✓ thrust which augments that produced by the propeller
- c. longitudinal stability which augments that produced by the vertical tail
- d. torque which counters that produced by the propeller

97. DASH 1, CH 1 005/1-4////////

The engine has been flat-rated to produce _____ shaft horsepower.

- a. 900
- b. ✓ 1100
- c. 1300
- d. 1500

98. DASH 1, CH 1 006/1-6////////

Engine power output is measured by the _____:

- a. ✓ torque produced in the reduction gearbox.
- b. percent RPM produced by the propeller shaft.
- c. total RPM produced by the propeller shaft.
- d. torque produced by the angle of the propeller.

99. DASH 1, CH 1 009/1-4////////

The engine oil system has a capacity of _____ US quarts.

- a. 1
- b. 4-5
- c. ✓ 18
- d. 25

2005 T-6 MQF

100. DASH 1, CH 1 010/1-6////////

The engine oil system is designed with two oil pick-up elements to permit _____.

- a. ✓ inverted flight
- b. maximum oil flow
- c. spin training
- d. independent oil gauges

101. DASH 1, CH 1 011/1-15////////

The _____ displays oil pressure and temperature information on the engine/systems electronic instrument displays in each cockpit.

- a. Power management unit (PMU)
- b. Propeller interface unit (PIU)
- c. ✓ Engine data manager (EDM)
- d. Oil management unit (OMU)

102. DASH 1, CH 1 012/1-6////////

The engine data manager (EDM) will activate the red OIL PX annunciator if oil pressure falls below _____ psi when the engine is above _____ power.

- a. 15, IDLE
- b. 15, 60 %
- c. 40, 60 %
- d. ✓ 40, IDLE

103. DASH 1, CH 1 014/1-6////////

The EDM will activate the OIL PX annunciator if oil pressure drops below _____ PSI at idle power.

- a. ✓ 15
- b. 29
- c. 40
- d. 65

104. DASH 1, CH 1 020/1-15////////

Placing the starter switch in the AUTO/RESET position automatically:

- a. energizes the battery bus
- b. engages the starter
- c. energizes the spark ignition system
- d. ✓ both b and c

105. DASH 1, CH 1 021/1-15////////

During an auto start or normal operation with the ignition switch set to _____, the PMU will energize and deenergize the igniters as required.

- a. ON
- b. ✓ NORM
- c. AUTO
- d. AUTO/RESET

2005 T-6 MQF

106. DASH 1, CH 1 022/1-15////////

When the ignition control toggle switch is set to ON, or when the igniters are activated in AUTO mode, a green IGN SEL annunciator is illuminated.

- a. True
- b. False

107. DASH 1, CH 1 024/1-15////////

Power for the ignition system (IGN) is provided through the _____ bus.

- a. battery
- b. generator
- c. aux battery
- d. AC

108. DASH 1, CH 1 025/1-6////////

The _____ reduces the power turbine output shaft speed of over 30,000 rpm to the propeller operating speed of 2000 rpm.

- a. Turbine power reducer (TPR)
- b. Propeller interface unit (PIU)
- c. Power management unit (PMU)
- d. Reduction gearbox (RGB)

109. DASH 1, CH 1 026/1-6////////

The reduction gearbox (RGB) is driven by the power turbine, which is driven by hot gases from the gas generator section. There is no mechanical connection between the gas generator section and the RGB.

- a. True
- b. False

110. DASH 1, CH 1 027/1-6////////

The chip detector is mounted in the _____ to detect metal contamination in the oil.

- a. RGB
- b. PCL
- c. PMU
- d. PIU

111. DASH 1, CH 1 030/1-12////////

The _____ and the _____ automatically control the propeller blade angle (pitch) and propeller speed (N_p).

- a. RGB, PMU
- b. PMU, PCL
- c. PMU, PIU
- d. PCL, PIU

2005 T-6 MQF

112. DASH 1, CH 1 031/1-12////////

The propeller system is designed to maintain a constant speed of _____rpm (100% N_p) during most flight conditions.

- a. 30,000
- b. 3000-5000
- c. ✓ 2000
- d. None of the above

113. DASH 1, CH 1 033/1-12////////

When feathered, the propeller blades are aligned nearly _____ the wind.

- a. flat against
- b. opposite of
- c. ✓ straight into
- d. diagonal to

114. DASH 1, CH 1 034/1-15////////

Propeller feather may be selected to minimize drag during engine failure by placing the _____ to _____.

- a. ✓ PCL, OFF
- b. PROP, FEATHER
- c. PCL, IDLE
- d. None of the above

115. DASH 1, CH 1 035/1-12////////

With the PMU functioning, the mechanical overspeed governor modulates oil pressure to the propeller pitch change piston to limit N_p below _____ percent.

- a. 100
- b. 103
- c. ✓ 106
- d. 110

116. DASH 1, CH 1 037/1-15////////

Placing the _____ in the _____ position triggers a microswitch, which activates the feather dump solenoid valve.

- a. PCL, IDLE
- b. PROP, FEATHER
- c. ✓ PCL, OFF
- d. None of the above

117. DASH 1, CH 1 038/1-15////////

Power for the feather dump solenoid valve is provided through a circuit breaker placarded_____.

- a. PROP
- b. DUMP
- c. P FEATHER
- d. ✓ PROP SYS

2005 T-6 MQF

118. DASH 1, CH 1 040/1-15////////

Power for the primary engine data display (PRI ENG DIS) is provided through the _____ bus.

- a. battery
- b. ✓ generator
- c. aux battery
- d. AC

119. DASH 1, CH 1 041/1-15////////

Power for the alternate engine data display (ALT ENG DIS) is provided through the _____ bus.

- a. ✓ battery
- b. generator
- c. aux battery
- d. AC

120. DASH 1, CH 1 042/1-15////////

Power for the engine/systems/NACWS display (ENG SYS DIS) is provided through the _____ bus.

- a. battery
- b. ✓ generator
- c. aux battery
- d. AC

121. DASH 1, CH 1 044/1-17////////

The PMU provides two operating modes, ground and flight, which are controlled by the _____ .

- a. radar altimeter
- b. PCL position
- c. landing gear position
- d. ✓ weight-on-wheels switch on the main landing gear struts

122. DASH 1, CH 1 045/1-17////////

In the ground mode, the engine idle N_1 is _____% and in the flight mode, idle is nominally _____%.

- a. 67, 40
- b. ✓ 60, 67
- c. 40, 60
- d. 67, 60

123. DASH 1, CH 1 046/1-17////////

Power setting is linear with PCL position throughout the operating envelope of the aircraft.

- a. ✓ True
- b. False

124. DASH 1, CH 1 048/1-20////////

Engine starts are recommended with the PMU in the manual mode.

- a. True
- b. ✓ False

2005 T-6 MQF

125. DASH 1, CH 1 050/1-20////////

An Amber PMU STATUS light in flight indicates:

- a. imminent engine failure
- b. ✓ weight-on-wheels switch fault and/or mis-match
- c. PMU is non-functional
- d. PCL retard is required

126. DASH 1, CH 1 053/1-12////////

At 100% indicated torque the engine is producing approximately _____ foot pounds of torque at the prop shaft.

- a. 2,000
- b. 4,000
- c. 1,100
- d. ✓ 2,900

127. DASH 1, CH 1 055/1-17////////

The PMU is normally powered by _____.

- a. generator bus
- b. ✓ permanent magnet alternator (PMA)
- c. aux battery
- d. battery bus

128. DASH 1, CH 1 056/1-17////////

If the PMA fails, the PMU automatically switches to the _____ bus.

- a. ✓ battery
- b. generator
- c. aux battery
- d. AC

129. DASH 1, CH 1 058/1-19////////

At approximately _____ N_1 , the starter and igniter are de-energized and the boost pump is deactivated if fuel pressure is above _____ psi.

- a. 60, 50
- b. 50, 5
- c. 60, 5
- d. ✓ 50, 10

130. DASH 1, CH 1 059/1-19////////

The PCL may be advanced to IDLE any time N_1 is at or above _____.

- a. ✓ 60%
- b. 70%
- c. 50%
- d. 30%

2005 T-6 MQF

131. DASH 1, CH 1 060/1-20////////

During a normal (auto) start, the PMU can stop fuel flow and deactivate the igniters/starter to abort the start:

- a. any time after the PCL has been advanced past the start ready position
- b. ✓ any time provided the PCL is not past the start ready position
- c. any time before the PCL is advanced to the start ready position
- d. at no time; it must be aborted manually.

132. DASH 1, CH 1 061/1-20////////

After the PCL has been advanced past the start ready position, the PMU will not cut off fuel to terminate a start.

- a. ✓ True
- b. False

133. DASH 1, CH 1 062/1-20////////

The start may be manually aborted by:

- a. placing the PCL back to OFF
- b. reselecting the STARTER switch to AUTO/RESET (if PCL is not past idle gate)
- c. de-energizing the PMU
- d. ✓ either a or b above

134. DASH 1, CH 1 063/3-4////////

If a start attempt is aborted after fuel has been introduced

- a. abort the aircraft
- b. immediately attempt a restart to burn any residual fuel
- c. wait 10 minutes to allow residual fuel to evaporate
- d. ✓ manually motor the engine for 20 seconds to clear residual fuel

135. DASH 1, CH 1 066/1-20////////

Flattening, twisting, kinking or denting of the fire detection loop will affect test or flight operation.

- a. True
- b. ✓ False

136. DASH 1, CH 1 067/1-24////////

The left and right wing tanks have a capacity of approximately _____ pounds of fuel each.

- a. 550
- b. ✓ 530
- c. 600
- d. 480

137. DASH 1, CH 1 068/2-26////////

During single-point pressure refueling, when pre-check valves are operating properly, shutdown should occur _____. Normal fueling can then proceed.

- a. prior to wing tank fill-up
- b. ✓ within 10 seconds
- c. within 3 minutes
- d. only when the operator senses danger

2005 T-6 MQF

138. DASH 1, CH 1 072/1-22////////

Selecting the MANUAL FUEL BAL switch to L will:

- a. feed the engine from the left wing (burn down L)
- b. drain fuel from the left wing
- c. add fuel to the left wing
- d. ✓ feed the engine from the right wing (burn down R)

139. DASH 1, CH 1 074/1-24////////

If a fuel probe fails, _____ will continue to provide an accurate indication of minimum fuel level.

- a. the fuel gage
- b. the auto balance fuel system
- c. backup fuel indication system
- d. ✓ the low fuel warning lights

140. DASH 1, CH 1 077/1-27////////

If the generator control switch (GEN) has been set in either cockpit, and the occupant of the other cockpit selects ON:

- a. generator function is interrupted momentarily, then
- b. it trips the GEN switch in the other cockpit to OFF
- c. generator function is controlled by the switch set to ON
- d. all of the above
- e. ✓ b and c above

141. DASH 1, CH 1 078/1-27////////

If there is a generator malfunction in flight:

- a. ✓ a red GEN light illuminates; reset using the GEN RESET button
- b. a red GEN light illuminates; do not reset in flight
- c. a red GEN light illuminates; turn off the GEN switch
- d. both b. and c. above

142. DASH 1, CH 1 079/1-27////////

The battery provides _____ volts DC for _____ and _____:

- a. ✓ 24; engine starts; with the bus tie closed, all electrical systems (except air conditioning)
- b. 24; engine starts; only the battery bus equipment
- c. 28; engine starts
- d. 24; only select aircraft systems

143. DASH 1, CH 1 081/1-27////////

In an emergency situation, the auxiliary battery will power the standby instruments, UHF radio, standby instrument lighting and FIRE 1 fire detection system for approximately _____.

- a. 3-5 minutes
- b. 10 minutes
- c. ✓ 30 minutes
- d. 1 hour

2005 T-6 MQF

144. DASH 1, CH 1 082/1-6////////

A chip detector is mounted in the _____ to detect metal contamination in the oil system.

- a. oil cooler
- b. ✓ reduction gear box
- c. oil filter
- d. turbine

145. DASH 1, CH 1 085/1-28////////

If hydraulic pressure in the emergency accumulator drops below _____ psi, an amber EHYD PX LO annunciator will illuminate.

- a. 3000 (+/- 150)
- b. 1790 (+/- 150)
- c. 3250 (+/- 150)
- d. ✓ 2400 (+/- 150)

146. DASH 1, CH 1 086/1-28////////

If main hydraulic pressure drops below _____ psi, the hydraulic pressure display will change color to indicate a caution (_____).

- a. 2400, amber
- b. 3000, red
- c. 1250-1550, amber
- d. ✓ 1800, amber

147. DASH 1, CH 1 087/1-31////////

A normal gear extension/retraction sequence takes approximately _____ seconds.

- a. 5
- b. ✓ 6
- c. 10-15
- d. 30

148. DASH 1, CH 1 089/1-31////////

Normal cockpit indications when the emergency extension system is used are:

- a. three green gear lights
- b. three red gear lights, red light in the gear handle
- c. red main gear lights, red light in the gear handle
- d. a and b above
- e. ✓ a and c above

149. DASH 1, CH 1 092/1-28////////

The pilot applying the most wheel brake pedal force determines the amount of braking being used.

- a. ✓ True
- b. False

2005 T-6 MQF

150. DASH 1, CH 1 093/1-33////////

Physical position of the flaps _____ be visually determined or verified from _____ cockpit.

- a. can, the aft
- b. cannot, the forward
- c. can, either
- d. ✓ cannot, either

151. DASH 1, CH 1 095/1-33////////

Flap position is controlled by a three-position flap selector marked:

- a. ✓ UP, TO, LDG
- b. UP, 50%, 100%
- c. UP, HALF, FULL
- d. UP, TO, DN

152. DASH 1, CH 1 096/1-33////////

Normal flap operation and indication are unavailable anytime:

- a. the battery bus has failed
- b. when the auxiliary battery is the only source of electrical power
- c. the generator bus has failed
- d. ✓ either a or b above
- e. either b or c above

153. DASH 1, CH 1 097/1-33////////

Emergency flap extension is enabled:

- a. after selecting EMER using hydraulic system switch
- b. ✓ after the gear have been lowered using emergency landing gear extension
- c. immediately after pulling the emergency landing gear extension handle
- d. none of the above

154. DASH 1, CH 1 099/1-33////////

During flap deployment or retraction, the flap position pointer moves:

- a. with flap movement to indicate flap position in transit
- b. to the selected flap position to indicate flap handle position
- c. only when the flaps have reached the selected position
- d. ✓ to an intermediate position between the marked settings to indicate flap motion

155. DASH 1, CH 1 102/1-34////////

Once extended, the speed brake remains extended until:

- a. either switch is moved forward to retract
- b. the flaps are extended
- c. the PCL is moved to MAX
- d. ✓ any of the above

2005 T-6 MQF

156. DASH 1, CH 1 103/1-34////////

The trim system control circuits give _____ priority if trim selection conflicts between cockpits.

- a. ✓ the rear cockpit
- b. the forward cockpit
- c. the first actuation
- d. right rudder inputs

157. DASH 1, CH 1 104/1-34////////

Pressing and holding the trim interrupt button:

- a. interrupts radio traffic to allow the student to trim
- b. interrupts power to rudder trim, and centers the rudder
- c. interrupts front cockpit input to allow IP intervention
- d. ✓ interrupts power to all trim actuators.

158. DASH 1, CH 1 106/1-34////////

_____ provides indication of takeoff trim setting.

- a. ✓ A green band on each trim indicator
- b. A green light near the top of the glare shield
- c. A green stripe on the fuselage
- d. A green T/O TRIM annunciator

159. DASH 1, CH 1 107/1-36////////

The aileron trim actuator moves:

- a. the ground adjustable trim tab
- b. the aileron trim tab on the left wing
- c. ✓ the entire aileron
- d. the control stick centering mechanism

160. DASH 1, CH 1 109/1-36////////

The pitch trim actuator moves:

- a. ✓ the pitch trim tab on the right side of the elevator
- b. the entire elevator
- c. the control stick centering mechanism
- d. none of the above

161. DASH 1, CH 1 110/1-36////////

The rudder trim actuator moves:

- a. the entire rudder
- b. ✓ the rudder tab on the rudder
- c. the rudder pedals in each cockpit
- d. none of the above

2005 T-6 MQF

162. DASH 1, CH 1 112/1-36////////

Actuating the _____ will cause the TAD to disengage.

- a. trim interrupt button on the stick
- b. TRIM DISCONNECT switch
- c. Rudder trim switch
- d. ✓ a or b above

163. DASH 1, CH 1 115/1-39////////

Once takeoff trim is set, the TAD will make no further trim inputs until:

- a. the pilot moves the rudder out of trim
- b. the aircraft accelerates to at least 80 KIAS
- c. there is no weight on the wheels
- d. ✓ b and c above
- e. all of the above

164. DASH 1, CH 1 116/1-39////////

The trim aid system will not completely trim the aircraft in yaw.

- a. ✓ True
- b. False

165. DASH 1, CH 1 118/1-39////////

The _____ pitot system probe near the _____ wing tip provides air pressures for the standby airspeed indicators in each cockpit.

- a. primary right
- b. primary, left
- c. ✓ secondary, left
- d. secondary, right

166. DASH 1, CH 1 121/1-46////////

Optimum AOA (_____) can be used to fly optimum no-wind airspeed in the landing pattern, and for _____ glide speed.

- a. amber band/green donut, best range
- b. ✓ green band/amber donut, best range
- c. green band/green donut, best descent
- d. amber band/amber donut, best range

167. DASH 1, CH 1 122/1-46////////

As AOA approaches stall angle (approximately _____ units on the gage), the AOA computer activates the _____, providing stall warning.

- a. 10, spoilers
- b. 18, speed brake
- c. 10, pitch limiter
- d. ✓ 18, stick shaker

2005 T-6 MQF

168. DASH 1, CH 1 124/1-46////////

The AOA gage is marked with a green arc at 10 to 11 units, which indicates:

- a. maximum range AOA
- b. maximum endurance AOA
- c. ✓ on-speed AOA
- d. stall

169. DASH 1, CH 1 126/1-46////////

The AOA gage is marked with a white triangle at 4.9 units, which indicates:

- a. ✓ maximum range AOA
- b. maximum endurance AOA
- c. on-speed AOA
- d. stall

170. DASH 1, CH 1 127/1-46////////

When using AOA for approaches, optimum approach airspeed will decrease approximately one knot for _____.

- a. every 10 pounds of fuel used
- b. every 10 knots of headwind
- c. every 1000 feet of altitude
- d. ✓ every 100 pounds of fuel used

171. DASH 1, CH 1 129/1-62////////

To dump cockpit pressure, select _____ on the pressurization control switch.

- a. OFF
- b. DUMP
- c. RAM DUMP
- d. ✓ Either b or c
- e. All of the above

172. DASH 1, CH 1 132/1-20////////

With the PMU off (manual mode) the pilot must exercise care to ensure N1, temperature, and torque limits are not exceeded.

- a. ✓ True
- b. False

173. DASH 1, CH 1 134/1-24////////

Fuel capacity when the system is gravity fueled is approximately ____ gallons (100 pounds) greater than with pressure refueling, if filled to the base of the filler neck in each wing tank.

- a. 10
- b. ✓ 15
- c. 20
- d. 30

174. DASH 1, CH 1 135/3-20////////

Engine-driven high pressure fuel pump suction feed is limited to ____ of operation.

- a. 10 minutes
- b. 10 seconds
- c. ✓ 10 hours
- d. 100 minutes

2005 T-6 MQF

175. DASH 1, CH 1 137/1-33////////

Flap position is controlled by a three position flap selector, placarded UP, TO (takeoff, ___ deflection), and LDG (landing, ___ deflection), located in the left console in each cockpit.

- a. 20 degrees, 40 degrees
- b. ✓ 23 degrees, 50 degrees
- c. 23 degrees, 40 degrees
- d. 20 degrees, 50 degrees

176. DASH 1, CH 1 139/1-41////////

The air data computer does provide air data corrected for temperature, position, or instrument error.

- a. True
- b. ✓ False

177. DASH 1, CH 1 140/1-44////////

AOA information is valid for all combinations of weight, configuration, and steady state bank angles.

- a. ✓ True
- b. False

178. DASH 1, CH 1 141/1-44////////

The AOA heat is controlled through a switch labeled

- a. AOA heat
- b. Defog
- c. Inflow
- d. ✓ Probes Anti Ice

179. DASH 1, CH 1 142/1-52.2////////

For high altitude ejections, an altitude sensing device and G-limiting device delay seat-man separation and parachute deployment until the seat and pilot are between _____ and _____ ft MSL and a safe parachute deployment speed.

- a. 13,000 to 17,000
- b. 11,500 to 15,500
- c. 11,000 to 16,000
- d. ✓ 14,000 to 16,000

180. DASH 1, CH 1 143/1-53////////

Operation of the Manual Override (MOR) Handle will fire a cartridge to operate

- a. upper and lower harness locks
- b. upper and lower bridle locks
- c. the headbox deployment unit
- d. ✓ all of the above

181. DASH 1, CH 1 144/1-62////////

The cockpit temperature is normally controlled automatically between ___° F and ___° F, as selected by the front cockpit pilot

- a. ✓ 60, 90
- b. 50, 95
- c. 75, 95
- d. 55, 95

2005 T-6 MQF

182. DASH 1, CH 1 145/1-63////////

For optimum engine life, note ITT before defog is turned on and retard PCL with defog on to maintain ITT at or below _____° C if possible

- a. 780
- b. ✓ 740
- c. 755
- d. 830

183. DASH 1, CH 1 146/1-76////////

The battery will allow the ELT to transmit for at least _____ hours.

- a. 12
- b. 24
- c. 35
- d. ✓ 50

184. DASH 1, CH 1 149/1-107////////

The GPS can store up to ____ flight plans with up to ____ waypoints on each flight plan.

- a. 30, 50
- b. 30, 25
- c. 50, 30
- d. ✓ 25, 30

185. DASH 1, CH 1 150/1-109////////

Non-precision approaches, DPs and STARs are automatically deleted from the Flight Plan 0 page (active flight plan) in non-volatile memory ____ minutes after the GPS is turned off.

- a. 2
- b. ✓ 5
- c. 10
- d. 15

186. DASH 1, CH 1 151/1-119////////

When the OBOGS is turned on a BIT is initiated and the system enters a system warm-up period which lasts approximately ____ minutes, during which the OBOGS fail annunciator is inhibited.

- a. 1
- b. 2
- c. ✓ 3
- d. 4

187. DASH 1, CH 2 002/2-4////////

With the ISS selector set to BOTH, both seats will eject if the handle is pulled:

- a. unless the other ejection seat handle safety pin is installed
- b. ✓ even if one ejection seat handle safety pin is installed
- c. even if both ejection seat handle safety pins are installed
- d. none of the above

188. DASH 1, CH 2 003/2-7////////

If ground egress door is locked, ground personnel _____ be able to operate CFS in an emergency.

- a. will
- b. ✓ will not

2005 T-6 MQF

189. DASH 1, CH 2 004/2-7////////

If the hydraulic reservoir fluid level indicator shows in the area labeled FULL AC or FULL AD:

- a. have maintenance personnel service the system
- b. the system requires servicing after the flight
- c. the system is fully serviced
- d. the system requires immediate servicing

190. DASH 1, CH 2 005/2-7////////

To avoid damaging the rudder trim tab and trim mechanism, push gently on rudder trim tab when checking rudder movement.

- a. True
- b. False

191. DASH 1, CH 2 006/2-8////////

When flying solo, the ISS mode selector shall be set to:

- a. BOTH
- b. MODE 4
- c. STANDBY
- d. SOLO

192. DASH 1, CH 2 007/2-8////////

When flying solo, failure to secure the rear seat oxygen regulator will result in the loss of ability to:

- a. deactivate OBOGS from the front seat
- b. activate OBOGS from the front seat
- c. eject from the front seat
- d. select EMER oxygen from the front seat

193. DASH 1, CH 2 008/2-12.1////////

During the anti-suffocation valve check, if the valve is functioning properly, it will be _____ to breathe through the valve when you inhale deeply.

- a. impossible
- b. possible
- c. easy
- d. none of the above

194. DASH 1, CH 2 009/2-9////////

When checking the fire detection system, both fire test positions must check good (four bulbs in each annunciator) in both cockpits (if occupied).

- a. True
- b. False

195. DASH 1, CH 2 011/2-12////////

Before engine start, if PMU FAIL or PMU STATUS annunciators are illuminated:

- a. set PMU switch to OFF, then NORM
- b. press PMU reset button
- c. abort the aircraft and notify maintenance personnel
- d. start engine with PMU switch OFF

2005 T-6 MQF

196. DASH 1, CH 2 012/2-12////////

With the PMU STATUS annunciator illuminated, the PMU auto abort function may be unavailable.

- a. True
- b. False

197. DASH 1, CH 2 014/2-12.1////////

After initial power-up, the OBOGS FAIL annunciator will be inhibited for _____ during OBOGS monitor warm-up.

- a. 10 minutes
- b. 30 seconds
- c. 3 minutes
- d. 5 seconds

198. DASH 1, CH 2 015/2-13////////

To preclude unnecessary wear to nose wheel steering and tire, _____ nose wheel steering prior to executing sharp turns with differential braking.

- a. disengage
- b. engage
- c. fully deflect
- d. none of the above

199. DASH 1, CH 2 017/2-13////////

Any fault discovered during the _____ check is reason for a ground abort.

- a. BEFORE TAKEOFF
- b. OVERSPEED GOVERNOR
- c. BEFORE EXTERIOR
- d. COCKPIT

200. DASH 1, CH 2 018/2-16////////

If climbout obstacles are a factor, rotate to _____ nose high on takeoff and accelerate to best rate of climb speed of _____ KIAS using normal procedures.

- a. 25, 125
- b. 25, 140
- c. 15, 140
- d. 8-10, 160-180

201. DASH 1, CH 2 019/2-16////////

Performing a normal takeoff, the gear may be raised:

- a. no earlier than 100 KIAS minimum
- b. with the flaps, no earlier than 110 KIAS minimum
- c. no earlier than 400 feet AGL
- d. once a positive rate of climb is established

2005 T-6 MQF

202. DASH 1, CH 2 020/2-16////////

If the flaps are set to LDG and the gear is raised, the gear warning horn:

- a. is inaudible
- b. will sound momentarily
- c. ✓ will sound and cannot be canceled
- d. will sound when the flaps are raised from LDG

203. DASH 1, CH 2 022/2-16////////

If cabin pressure indications other than 3.6 (+/- 0.1) psi are encountered at or above 18,000 feet:

- a. descend immediately to 10,000 feet
- b. maintain below 18,000 feet for the duration of the flight
- c. select RAM DUMP
- d. ✓ notify maintenance after landing

204. DASH 1, CH 2 023/2-16////////

Before stalling, spinning and aerobatics verify caution and warning annunciators are extinguished and fuel imbalance is less than ____ pounds.

- a. 160
- b. 70
- c. ✓ 50
- d. 10

205. DASH 1, CH 2 025/2-17////////

The recommended missed approach attitude is _____ nose high.

- a. 25 degrees
- b. 5 degrees above level flight
- c. as required
- d. ✓ 10-15 degrees

206. DASH 1, CH 2 028/2-22////////

When landing with a crosswind:

- a. ✓ maintain wing low attitude and rudder input through the flare
- b. land in a crab
- c. hold crab until just prior to touchdown
- d. hold runway alignment with rudder until just prior to touchdown

207. DASH 1, CH 2 029/2-22////////

After landing with maximum effort braking and if overheated brakes are suspected:

- a. taxi back to parking
- b. do not taxi into a congested area
- c. do not set the parking brake
- d. ✓ both b and c above
- e. all of the above

2005 T-6 MQF

208. DASH 1, CH 2 031/2-25////////

Oil level must be checked _____.

- a. using either the dipstick or sight gage
- b. within 30 minutes of shutdown
- c. Using the dipstick
- d. ✓ both b and c above
- e. all of the above

209. DASH 1, CH 2 032/2-4////////

During the Before Exterior Inspection you will ensure the metal loop in the ejection handle is not frayed, or broken.

- a. ✓ True
- b. False

210. DASH 1, CH 2 033/2-4////////

Hold the auxiliary battery test switch forward and hold for a minimum of ____ seconds , then release.

- a. 2
- b. ✓ 5
- c. 10
- d. 15

211. DASH 1, CH 2 035/2-19////////

N1 will automatically reduce from flight idle (____) to ground idle (60%), approximately ____ seconds after touchdown.

- a. 64%, 4
- b. ✓ 67%, 4
- c. 67%, 2
- d. 64%, 6

212. DASH 1, CH 2 036/2-27////////

External power must provide the following

- a. 28 to 28.5 VDC and 1000 amps for five seconds
- b. 28 to 28.5 VDC and 500 amps for two minutes
- c. 28 to 28.5 VDC and 300 amps continuous
- d. both a and c above
- e. ✓ all of the above

213. DASH 1, CH 3 001/3-4////////

In the auto start mode, if a hot start, hung start, or no start is detected, the PMU should terminate the start sequence. The pilot must then perform a _____ second motoring run.

- a. 10
- b. 15
- c. ✓ 20
- d. 30

214. DASH 1, CH 3 002/3-4////////

If the following situations occur, execute the emergency engine shutdown boldface:

- a. Engine fire
- b. Prop strike
- c. Chip light
- d. ✓ All of the above

2005 T-6 MQF

215. DASH 1, CH 3 003/3-4////////

With the ISS selector set to BOTH, both seats will eject, even if one is safely pinned.

- a. True
- b. False

216. DASH 1, CH 3 005/3-8.1////////

Do not delay ejection while attempting airstart at low altitude below _____ feet AGL.

- a. 500
- b. 2000
- c. 6000
- d. 10,000

217. DASH 1, CH 3 006/3-10////////

If an airstart is successful, useful power will be available after _____ seconds from starter engagement.

- a. 10
- b. 30
- c. 40
- d. 60

218. DASH 1, CH 3 008/3-14////////

The standby attitude indicator will provide accurate indications for at least _____ minutes after a loss of all electrical power.

- a. 5
- b. 9
- c. 15
- d. 30

219. DASH 1, CH 3 009/3-16////////

If the battery fails, OBOGS will be inoperative. Emergency oxygen is recommended above 10,000 feet MSL.

- a. True
- b. False

220. DASH 1, CH 3 010/3-17////////

If the generator and main battery fail, the auxiliary battery will power the standby instruments (and their lighting), and UHF tuning for approximately _____ minutes.

- a. 10
- b. 15
- c. 20
- d. 30

221. DASH 1, CH 3 013/3-20////////

Illumination of the L FUEL LO annunciator indicates that approximately _____ pounds of usable fuel remain in the left wing tank.

- a. 150
- b. 370 +/- 30
- c. 110 (16 pounds)
- d. 16

2005 T-6 MQF

222. DASH 1, CH 3 014/3-21////////

During a controllability check, in no case should the aircraft be slowed below _____ KIAS or to activation of the stick shaker, whichever is _____.

- a. 90, lower
- b. ✓ 90, higher
- c. 110, lower
- d. 110, higher

223. DASH 1, CH 3 015/3-24.1////////

Illumination of the DUCT TEMP annunciator indicates that bleed air temperature in the environmental systems duct (at anytime) or in the defog duct (defog on) has exceeded _____ deg F.

- a. 200
- b. 500
- c. ✓ 300
- d. 100

224. DASH 1, CH 3 016/3-24.1////////

During a trim system malfunction, if the rudder trim circuit breaker is pulled, automatic TAD correction inputs for power and configuration changes will be unavailable.

- a. ✓ True
- b. False

225. DASH 1, CH 3 017/3-24.1////////

With the bleed air inflow switch set to the OFF position, the following system(s) will still be operational:

- a. ✓ OBOGS
- b. Anti-G System
- c. Canopy pressure seal
- d. b and c above

226. DASH 1, CH 3 018/3-24.3////////

With a sudden or rapid decompression at altitudes near 20,000 feet MSL, there may be a transient OBOGS FAIL indication.

- a. ✓ True
- b. False

227. DASH 1, CH 3 019/3-25////////

Recommended minimum altitudes for ejection are _____ feet AGL for controlled ejection, and _____ feet AGL for uncontrolled ejection.

- a. 2,000; 10,000
- b. ✓ 2,000; 6,000
- c. 6,000; 10,000
- d. None of the above

228. DASH 1, CH 3 021/3-4////////

In the case of an abnormal start attempt, do not attempt another start until you have determined the cause of the abnormal start and appropriate maintenance actions have been taken.

- a. ✓ True
- b. False

2005 T-6 MQF

229. DASH 1, CH 3 022/3-8////////

For an engine failure, depending on airspeed, N1 will indicate 0% within approximately ___ seconds, even though the gas generator core may not have seized.

- a. 2
- b. ✓ 5
- c. 10
- d. 15

230. DASH 1, CH 3 023/3-10////////

Approximately _____ ft of altitude will be lost during an airstart attempt performed at the best glide speed of 125 KIAS.

- a. ✓ 1,200
- b. 2,000
- c. 800
- d. 1,800

231. DASH 1, CH 3 024/3-12.1////////

Pulling the PROP SYS circuit breaker allows oil pressure to return, bringing the propeller out of feather within ___ - ___ seconds.

- a. 5, 10
- b. ✓ 15, 20
- c. 25, 30
- d. 20, 30

232. DASH 1, CH 3 025/3-12////////

The generator will remain off line if the starter is in the MANUAL position and the starter will drain the battery in less than ___ minutes if left on.

- a. 5
- b. 20
- c. ✓ 10
- d. 30

233. DASH 1, CH 3 026/3-20////////

Engine operation with high pressure pump suction feeding is limited to ___ hours.

- a. 4
- b. 6
- c. 8
- d. ✓ 10

234. DASH 1, CH 3 027/3-20////////

You should attempt to manually balance a fuel load when the alternate engine data display is indicating FP FAIL.

- a. True
- b. ✓ False

235. DASH 1, CH 3 029/3-24.2////////

Cabin pressurization will bleed out through the _____ when the inflow switch is set to OFF.

- a. canopy seal
- b. ram air valve
- c. ✓ cabin pressurization outflow valves
- d. inflow valve

2005 T-6 MQF

236. DASH 1, CH 5 021/5-2////////

The aircraft shall be flown solo from the front cockpit only.

- a. ✓ True
- b. False

237. DASH 1, CH 5 022/5-7////////

Maximum ITT during takeoff/MAX is _____ deg C.

- a. 680
- b. 780
- c. ✓ 820
- d. 1000

238. DASH 1, CH 5 024/5-7////////

Maximum oil pressure during start is _____ psi.

- a. 3
- b. 45-65
- c. 105
- d. ✓ 200

239. DASH 1, CH 5 025/5-7////////

Oil temperatures up to _____ deg C are acceptable for ground operations with torque indicating 20% or less.

- a. 105
- b. ✓ 110
- c. 120
- d. 132

240. DASH 1, CH 5 026/5-8////////

Sustained propeller operation on the ground between _____ and _____ %N_p is prohibited to prevent damage from ground resonance.

- a. 10, 25
- b. 40, 50
- c. ✓ 62, 80
- d. above 60

241. DASH 1, CH 5 027/5-7////////

Do not attempt a battery powered ground start if the battery voltage is below _____ volts.

- a. 20
- b. ✓ 23.5
- c. 28
- d. 22

2005 T-6 MQF

242. DASH 1, CH 5 028/5-7////////

Which of the following is not one of the four 20-second starter duty cycles:

- a. First - motor 20 seconds, then 30 second cooling period
- b. Second - motor 20 seconds then 2 minute cooling period
- c. ✓ Third - motor 20 seconds then 10 minute cooling period
- d. Fourth - motor 20 seconds then 30 minute cooling period

243. DASH 1, CH 5 029/5-8////////

Maximum airspeed for flying with the landing gear extended (V_{le}) or during landing gear operation is _____ KIAS.

- a. 100
- b. 110
- c. 135
- d. ✓ 150

244. DASH 1, CH 5 031/5-10////////

Do not use nosewheel steering for takeoff or landing.

- a. ✓ True
- b. False

245. DASH 1, CH 5 032/5-9////////

All of the following are prohibited maneuvers except:

- a. Intentional inverted spins
- b. Abrupt cross-controlled (snap) maneuvers
- c. Tail slides
- d. ✓ Intentional spins with landing gear and flaps retracted

246. DASH 1, CH 5 034/5-10////////

Canopy defog must be off for takeoff and landing.

- a. ✓ True
- b. False

247. DASH 1, CH 5 035/5-10////////

The maximum permissible crosswind for an icy runway is _____ knots.

- a. 20
- b. ✓ 5
- c. 15
- d. 25

248. DASH 1, CH 5 037/5-12////////

Taxi over arresting cables at _____. Steer to avoid nose and main gear contact with cable support donuts.

- a. 5 knots
- b. less than 20
- c. ✓ as slow a speed as possible
- d. 40 knots

2005 T-6 MQF

249. DASH 1, CH 5 038/5-12////////

Aerobatic operation is prohibited with indicated fuel quantities below _____ pounds per side (yellow arc on gage).

- a. 75
- b. ✓ 150
- c. 160
- d. 370 +/- 30

250. DASH 1, CH 5 039/5-13////////

The canopy shall not be opened on the ground when the surface winds exceed _____ knots.

- a. 17.5
- b. 25
- c. ✓ 40
- d. 50

251. DASH 1, CH 5 040/5-13////////

Ejection seats may be operated with the canopy open without injuring the user.

- a. True
- b. ✓ False

252. DASH 1, CH 5 043/5-9////////

Asymmetric (rolling Gs) limit clean are _____ Gs

- a. 4.6 to -2.0
- b. ✓ 4.7 to -1.0
- c. 6.67 to -2
- d. 7.0 to -3.5

253. DASH 1, CH 5 044/5-9////////

Symmetric G limit (Clean) are _____ Gs

- a. ✓ 7.0 to -3.5
- b. 4.7 to -1.0
- c. 7.0 to -2
- d. 6.67 to -2.67

254. DASH 1, CH 5 045/5-8////////

According to the flight manual (Dash 1), what is the maximum time limit for Zero G flight.

- a. 15 seconds
- b. 30 seconds
- c. ✓ 5 seconds
- d. 45 seconds

255. DASH 1, CH 5 046/5-8////////

The maximum operating V_{MO} is _____ KIAS up to and including 18,769 feet MSL.

- a. 275
- b. ✓ 316
- c. 382
- d. 327

2005 T-6 MQF

256. DASH 1, CH 5 047/5-7////////

Maximum ITT for starting is _____ C

- a. 820
- b. 750
- c. ✓ 1000
- d. 870

257. DASH 1, CH 5 049/5-8////////

Operating maneuvering speed is the speed (Vo) is the speed above which full or abrupt control movements can result in structural damage to the aircraft. Vo is ___ KIAS.

- a. 240
- b. 236
- c. ✓ 227
- d. 206

258. DASH 1, CH 5 050/5-13////////

Ejection seat pilot weight limits are a minimum weight with equipment and flight gear of _____ pounds, and a maximum pilot weight with equipment and flight gear of _____ pounds.

- a. ✓ 121, 271
- b. 110, 275
- c. 115, 285
- d. 110, 245

259. DASH 1, CH 6 042/6-3////////

In a high speed dive with an aggressive pull, it is possible to exceed structural limits if _____ is not _____.

- a. ✓ power, reduced
- b. speed brake, extended
- c. propeller, feathered
- d. canopy, jettisoned

260. DASH 1, CH 6 043/6-4////////

Best glide speed in clean configuration is approximately _____ KIAS with a sink rate of _____ feet per minute.

- a. ✓ 125, 1350
- b. 100, 780
- c. 125, 2000
- d. 200, 800-1000

261. DASH 1, CH 6 044/6-4////////

A stick shaker, activated by the angle-of-attack system, provides artificial stall warning in each cockpit a minimum of _____ knots before the stall is reached.

- a. 4-10
- b. ✓ 5
- c. 8
- d. 10

2005 T-6 MQF

262. DASH 1, CH 6 045/6-4////////

The artificial stall warning margin varies from _____ to _____ knots prior to the stall during power-off, unaccelerated conditions.

- a. 2, 3
- b. 5, 15
- c. ✓ 5, 10
- d. 2, 10

263. DASH 1, CH 6 046/6-4////////

Natural stall warning, in the form of light aerodynamic buffet, occurs approximately _____ knots before the stall during unaccelerated, power-off stalls in all configurations.

- a. 2
- b. ✓ 3
- c. 5
- d. 10

264. DASH 1, CH 6 048/6-4////////

With power-off, lateral roll during a wings level stall is typically to the _____, and occurs near full _____ stick.

- a. left, aft
- b. right, forward
- c. left, forward
- d. ✓ right, aft

265. DASH 1, CH 6 049/6-4////////

While landing gear position has little effect on the stall, extending the _____ aggravates the roll-off tendency at stall.

- a. speed brake
- b. slats
- c. ✓ flaps
- d. None of the above

266. DASH 1, CH 6 051/6-7////////

_____ are the motions of the aircraft about one or more axes immediately following a stall and prior to the incipient spin.

- a. ✓ Post-stall gyrations
- b. Steady-state spins
- c. Accelerated spins
- d. Out of control flight

267. DASH 1, CH 6 053/6-8////////

The incipient spin phase of the aircraft lasts approximately _____ turns.

- a. One
- b. ✓ Two
- c. Three
- d. Four

2005 T-6 MQF

268. DASH 1, CH 6 054/6-8////////

A spiral is a rolling and/or yawing motion of the aircraft that is often mistaken for a spin, but is not steady state in that airspeed is _____ and motions are oscillatory.

- a. Increasing
- b. Decreasing
- c. Constant

269. DASH 1, CH 6 055/6-8////////

The best response to a spiral is to _____ controls and reduce the power to idle until motion stops.

- a. apply anti-spin
- b. apply pro-spin
- c. neutralize the
- d. None of the above

270. DASH 1, CH 6 056/6-9////////

After completing approximately _____ turns, a spin will have entered a near steady state condition.

- a. One
- b. Two
- c. Three
- d. Four

271. DASH 1, CH 6 058/6-9////////

In a steady-state spin, the angle of attack indicator will be _____ and airspeed will stabilize at approximately _____ KIAS.

- a. 10-11, 120-135
- b. 18+, 140-160
- c. 10-11, 140-160
- d. 18+, 120-135

272. DASH 1, CH 6 064/6-9////////

During a spin, oil pressure may decrease below _____ psi with idle power.

- a. 90
- b. 60
- c. 50
- d. 40

273. DASH 1, CH 6 065/6-9////////

Spins below _____ feet MSL are prohibited, due to high stresses on the propeller.

- a. 18,000
- b. 10,000
- c. 6,000
- d. 2,000

274. DASH 1, CH 6 066/6-10////////

Intentional inverted departures and spins are prohibited.

- a. True
- b. False

2005 T-6 MQF

275. DASH 1, CH 6 067/6-10////////

Intentional spins in other than cruise configuration at idle power are prohibited.

- a. True
- b. False

276. DASH 1, CH 6 070/6-11////////

The aircraft will recover from erect spins with controls free and the PCL at IDLE; however, the number of additional turns required for spin rotation to cease after releasing controls may increase significantly.

- a. True
- b. False

277. DASH 1, CH 6 071/6-11////////

Controls-neutral spin recoveries have been demonstrated and generally, spin rotation will cease within _____ additional turns after neutralizing controls in each axis.

- a. 1
- b. 1.5
- c. 2
- d. 2.5

278. DASH 1, CH 6 072/6-10////////

From an inverted spin, the most important factor for a successful recovery is to _____.

- a. Neutralize the controls
- b. Reduce power to IDLE
- c. Advance power to MAX
- d. Apply anti-spin rudder

279. DASH 1, CH 6 073/6-11////////

Altitude loss during dive recovery is determined by four independent factors. Which of the following is not one of those factors.

- a. Angle of dive
- b. Airspeed at start of pullout
- c. Acceleration maintained during pullout
- d. All of the above are pertinent factors

280. DASH 1, CH 6 074/6-4////////

The artificial stall warning margin varies from _____ knots prior to the stall during power-off, unaccelerated conditions.

- a. 4-8
- b. 0-5
- c. 10-20
- d. 5-10

281. DASH 1, CH 6 075/6-4////////

Above _____ % torque, full right rudder and full right aileron may not prevent a left roll at stall.

- a. 30
- b. 60
- c. 80
- d. Idle

2005 T-6 MQF

282. DASH 1, CH 7 078/7-3////////

When executing a windshear-precautions takeoff, use takeoff flaps, but delay rotation to V_{rot} plus up to _____ knots.

- a. 5
- b. ✓ 10
- c. 15
- d. 20

283. DASH 1, CH 7 080/7-3////////

When flying a windshear-precautions approach, set takeoff flaps and fly approach up to _____ knots faster than normal.

- a. 5
- b. ✓ 10
- c. 15
- d. 20

284. DASH 1, CH 7 088/7-7////////

During takeoff in hot weather, the aircraft will accelerate _____ than normal and ground run will be _____ because the air is less dense.

- a. ✓ slower, longer
- b. faster, shorter
- c. faster, longer
- d. slower, shorter

285. DASH 1, CH 7 089/7-3////////

Upon encountering windshear at low altitude do not allow airspeed to decrease below ____ KIAS or AOA to increase above ____ units, whichever is greater.

- a. 110, 12.5
- b. ✓ 110, 10.5
- c. 120; 10.5
- d. 110; 15.5

286. LOCAL RND 001////////

During single runway operations, adjust joker/bingo to be on initial or at the final approach fix with no less than _____ lbs of fuel.

- a. ✓ 300
- b. 200
- c. 105
- d. 100

287. LOCAL RND 002////////

AFTER LANDING checks may be accomplished under crew concept when taxiing back to the chocks.

- a. ✓ True
- b. False

288. LOCAL RND 003////////

Aircrews are expected to make low-level entry times from 2 minutes early to 5 minutes late of the actual scheduled time.

- a. ✓ True
- b. False

2005 T-6 MQF

289. LOCAL RND 004////////

When flying in the Hangover pattern, remain below _____ MSL until departure end of the runway and clear of inside downwind traffic when the overhead pattern is open.

- a. 1000'
- b. ✓ 1300'
- c. 1500'
- d. 1800'

290. LOCAL RND 005////////

Which of the following conditions is appropriate to request a closed pattern?

- a. VFR straight-in traffic at 3 miles.
- b. An aircraft between initial and the break.
- c. An aircraft at high key.
- d. ✓ An aircraft at low key.

291. LOCAL RND 006////////

During a restricted pattern at Hangover, aircraft may only enter the pattern via:

- a. Initial takeoff
- b. After completing an instrument approach
- c. Spur or Karnes
- d. ✓ a or b

292. LOCAL RND 007////////

In Hangover's pattern, if a straight-in request is not approved by the 3-mile point,

- a. Continue on the straight-in and query Tower at 2 miles
- b. ✓ Execute a low breakout
- c. Continue on the straight-in and execute a low breakout at 2 miles
- d. Execute a high breakout

293. LOCAL RND 008////////

The pilot flying will physically check the gear handle down prior to reporting "gear down" to the Tower/RSU

- a. ✓ True
- b. False

294. LOCAL RND 009////////

When Simultaneous ILS approaches are in effect, aircrews are required to report "Runway in Sight" to Tower.

- a. ✓ True
- b. False

295. LOCAL RND 010////////

ELPs at Hondo will only be flown to the east side of the runway.

- a. ✓ True
- b. False

296. LOCAL RND 011////////

If there are ___ or less aircraft total in Hondo's pattern, crews may request direct High Key from the upwind leg.

- a. ✓ 2
- b. 3
- c. 4
- d. 5

2005 T-6 MQF

297. LOCAL RND 012////////

Hondo's pattern will be CLOSED anytime the weather is less than _____ AGL and ____ miles visibility.

- a. 2000', 2
- b. 2000', 3
- c. ✓ 3000', 3
- d. 3000', 5

298. LOCAL RND 013////////

Aircrews using Hondo will use alternate sides of the runway.

- a. ✓ True
- b. False

299. LOCAL RND 014////////

Which of the following is an improper entry into Hondo's pattern from the Fantom MOA?

- a. BRICK to VFR entry, arriving 1 mile prior to VFR entry, wings level
- b. BRICK to High Key, establishing a 125 knot glide prior to BRICK
- c. ✓ BRICK to a 5 mile extended initial on 17L

300. LOCAL RND 015////////

In Hangover's pattern, aircraft will turn crosswind

- a. 1/2 mile past departure end
- b. clear of conflicts on closed downwind
- c. no later than 1 mile past departure end if told to "STANDBY"
- d. ✓ all of the above

You have completed the test!