

**PLEASE DO NOT MARK ON THIS TEST**

**AFSVC/SVPCR**  
**Annual Standardization Exam**  
**1 April 2020**

***(Supplement with 15 local area questions)***  
***(Required passing score: 80%)***

***Exam Instructions:***

- 1. Provide your answers on AF Form 1584C (Knowledge Exam Record)***
- 2. References for this test include:***

***AFMAN 34-152***  
***AFI 34-101***  
***14 CFR Parts 61 and 91***

***FAA-H-8083-3B***  
***FAA-H-8083-25A***  
***AIM***

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# Annual Standardization Exam Questions (35)

(Select **Best Answer** for each question)

## Questions 1 – 18 Reference AFMAN 34-152

1. No person shall operate or occupy an Aero Club aircraft unless they have:
  - A. Executed an AF Form 1585, Covenant Not To Sue and Indemnity Agreement, within the previous 12 months.
  - B. Successfully completed the checkout requirements.
  - C. Successfully completed three takeoffs and landings within the previous 90 days.
  
2. Pilots must complete all checkouts in an \_\_\_\_\_ and demonstrate performance to the applicable standards specified in the \_\_\_\_\_.
  - A. Aircraft similar to the aircraft they desire to fly; USAF Aero Club Instructor Standardization Guide.
  - B. Aero Club aircraft; USAF Aero Club Instructor Standardization Guide.
  - C. Aero Club aircraft; applicable Airmen Certification Standards (ACS).
  
3. For all flights, pilots will compute:
  - A. Actual aircraft takeoff and performance data and fuel remaining.
  - B. Takeoff and landing performance for each airport of intended use and weight and balance data.
  - C. Weight and balance data and fuel remaining.
  
4. Is fire resistant clothing encouraged?
  - A. Yes, but only in fire prone aircraft.
  - B. No, there is no such recommendation.
  - C. Yes, when flying Aero Club aircraft.
  
5. What is a requirement when refueling Aero Club Aircraft?
  - A. No passengers or crew are permitted in the aircraft during refueling.
  - B. Ensure the fuel pump has a recent state certified inspection sticker.
  - C. Stand clear of the aircraft and wait for fuel nozzle automatic shut-off.
  
6. What are the night minimums for Aero Club aircraft?
  - A. 3 miles visibility and 1000ft cloud ceiling.
  - B. 5 miles visibility and 2500ft cloud ceiling.
  - C. 1 mile visibility and clear of clouds.
  
7. Touch-and-go's may be performed in Aero Club complex aircraft:
  - A. When the PIC has completed touch-and-go's during the aircraft checkout.
  - B. Only with a qualified flight instructor on board and approved by the manager.
  - C. At all times.
  
8. What is the minimum fuel reserve for Aero Club aircraft?
  - A. 30 mins day, 45 mins night.
  - B. 45 mins day, 1 hour night.
  - C. 1 hour day, 1 hour night.

9. Managers or Chief Flight Instructors \_\_\_\_\_ credit pilot activities performed in other than club aircraft to satisfy currency requirements.
- A. May
  - B. Should not
  - C. Will not
10. The maximum duty day allowed for single pilots is \_\_\_\_\_, two qualified pilots with dual controls is \_\_\_\_\_?
- A. 12 hours; 16 hours.
  - B. 12 hours; 24 hours.
  - C. 16 hours; 24 hours.
11. When does an Aero Club pilot's duty day begin?
- A. Flight duty day begins when the pilot(s) reports to the aero club for the first flight, or to the duty location (place of employment) for the first duty (work) of the day, whichever occurs first.
  - B. When the Pilot(s) leaves the house for work.
  - C. When the pilot(s) Arrivers at the Airport.
12. Simulated emergency training:
- A. May be conducted in Instrument Meteorological Conditions (IMC) with approval from the 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.
13. When can a pilot in command of an aircraft deviate from any rule in the AFMAN?
- 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 field.
  - C. During an in-flight emergency requiring immediate actions, to the extent required to meet that emergency.
14. What is the minimum altitude for all US Air Force Aero Club aircraft, except for take- off and landing or while participating in a flight lesson from the approved training syllabus:
- A. 500ft AGL.
  - B. 100ft AGL.
  - C. 1000ft AGL.
15. Which of the following is true regarding an Aero Club pilot who has not completed three takeoff and landings within the required 60 or 90 day period?
- A. The pilot may conduct the required landings by themselves.
  - B. The pilot must fly the required landings with an instructor.
  - C. The pilot must complete a recurrency check.

16. To act as pilot-in-command, pilots with less than 200 pilot hours must have accomplished three takeoffs and landings within the preceding \_\_\_\_\_ in each make and model aircraft the pilot desires to fly. Pilots with at least 200 pilot hours will have accomplished three takeoffs and landings within the preceding \_\_\_\_\_ in each category and class aircraft the pilot requests to fly.

- A. 60 days; 90 days
- B. 90 days; 120 days
- C. 30 days; 60 days

17. The following shall not be performed at night:

- A. VFR Flight below 2000 feet AGL for any stage of flight except takeoff and landing.
- B. Operations at airports without runway lighting.
- C. Both A and B.

18. Special VFR in Aero Club aircraft may only be conducted:

- A. If the PIC has a Special VFR endorsement.
- B. By an Aero Clubpilot with a current instrument rating, in an aircraft certified for instrument flight.
- C. Clear of Clouds.

**Questions 19 – 24 Reference 14 CFR Parts 61 and 91**

19. To maintain night currency, the pilot must have made 3 takeoffs and 3 landings to a full stop within the preceding 90 days and within the periods of:

- A. Sunset to sunrise.
- B. One hour after sunset to 1 hour before sunrise.
- C. The end of civil twilight to the beginning of civil twilight.

20. A flight review will consist of:

- A. A minimum of three takeoffs and landings and a review of those maneuvers necessary for the pilot to demonstrate the appropriate pilot privileges.
- B. A minimum of 1 hour of ground training and 1 hour of flight training.
- C. A minimum of 1 hour of flight time to include the maneuvers and procedures for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

21. Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

- A. Below 500 feet above the surface in any area except over open water or in sparsely populated areas.
- B. Below 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft in congested areas.
- C. Both A and B above.

22. Each person must document and keep the following:

- A. Training and aeronautical experience to meet the requirements for a certificate, rating, or flight review and aeronautical experience required to meet recent flight experience.
- B. All flight time when acting as Pilot in Command or as a Safety Pilot.
- C. All flight time when acting as a passenger.

23. No person may exercise privileges of an Airman Certificate, rating, endorsement, or authorization unless:
- A. That person has completed a flight review and required aeronautical recency requirements of FAR Part 61.
  - B. That person meets the appropriate airman and medical recency requirements of FAR Part 61.
  - C. That person has complied with the required aeronautical recency requirements of FAR Part 61.
24. 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. On final approach, regardless of altitude.
  - B. That is the least maneuverable.
  - C. Which is closest to the landing threshold.

**Questions 25 – 26 Reference AFI 34-101**

25. Aero Club aircraft can only land at approved runways that are \_\_\_\_\_ long, or the sum of the takeoff/landing ground roll, whichever is greater, and be \_\_\_\_\_ wide.
- A. 1500 feet; 60 feet
  - B. 2000 feet; 50 feet
  - C. 2500 feet; 50 feet
26. Aero Club Members may not fly from the right seat solo unless:
- A. Checked out by a flight instructor during a local checkout.
  - B. Enrolled in an instructor pilot training program and has been endorsed by a flight instructor for flight in either seat, flying under visual flight rules in the local area.
  - C. Endorsed by a flight instructor for flight in either seat, regardless of area of flight.

**Questions 27 – 31 Reference FAA-H-8083-3B (Airplane Flying Handbook)**

27. Loss of control in-flight (LOC-I) is defined as:
- A. A significant deviation of an aircraft from the intended flightpath and it often results from an airplane upset.
  - B. A failure to recover from any stall.
  - C. When an airplane is approaching a stall, has stalled, or is in an upset condition.
28. The objective of a good, stabilized final approach is to:
- A. Descend at an angle and airspeed that permits the airplane to reach the desired touchdown point at an airspeed that results in minimum floating just before touchdown.
  - B. Descend once you are on final approach to the touchdown point at the 1,000 foot markers.
  - C. Descend to reach the desired touchdown point in a fully stalled condition.
29. If a true heading of  $135^\circ$  results in a ground track of  $130^\circ$  and a true airspeed of 135 knots results in a groundspeed of 140 knots, the wind would be from:
- A.  $200^\circ$  and 13 knots.
  - B.  $019^\circ$  and 12 knots.
  - C.  $245^\circ$  and 13 knots

30. In the Northern Hemisphere, a magnetic compass will normally indicate a turn to toward the west if:
- A. An aircraft is accelerated while on a north heading.
  - B. A left turn is entered from a north heading.
  - C. A right turn is entered from a north heading.
31. Which of the following is required to spin an aircraft?
- A. Rapid loss of altitude.
  - B. High rate of rotation.
  - C. Stalled wing with a sideslip or yaw acting on an airplane at, or beyond, the actual stall.

**Question 32 References FAA-H-8083-25A (Pilot's Handbook of Aeronautical Knowledge)**

32. 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 maximum speed with the flaps extended.
  - C. The stalling speed or the minimum steady flight speed in the landing configuration.

**Questions 33 – 35 Reference the Aeronautical Information Manual (AIM)**

33. Required Navigation Performance (RNP) is a:
- A. On-board performance monitoring service purchased through your GPS data subscription.
  - B. Statement of navigation performance necessary for operation within a defined airspace.
  - C. Option that varies with the equipment capability of your aircraft.
34. RNAV is a method of navigation that \_\_\_\_\_ within the coverage of ground- or space-based navigation aids:
- A. A saves time, fuel, and allows for diminished ATC interface.
  - B. Permits aircraft operation on any desired flight path.
  - C. Allows aircraft operations between designated waypoints.
35. Which factors could cause the effects of hypoxia to occur at lower altitudes:
- A. Carbon monoxide, anemia, alcohol, heat, and cold.
  - B. Nighttime, certain drugs, anxiety, and stress.
  - C. Carbon monoxide, alcohol, stress, and certain drugs.

## **Questions 36 – 50 Local Area Procedures**

**Questions 36 - 40 reference 3WI 13-204**

36. At EDF, pilots will fly standard traffic patterns:
- A. Unless conveniently aligned for a non-standard pattern.
  - B. Unless tower approves or directs a deviation.
  - C. Always, since non-standard patterns are not authorized at military bases.
37. At EDF, the standard traffic pattern altitude for Aero Club single engine aircraft is:
- A. 1700' MSL.
  - B. 1200' MSL.
  - C. 800' MSL.

38. (True/False) Aircraft arriving at EDF from Goose Bay (without an altitude deviation approval from tower) do not have to be at pattern altitude until crossing the shoreline.
39. Tower clears you for an early turnout on a Goose Bay departure. There are two C-17's parked on hard stands 23 and 24 (west of Rwy 16). You should:
- A. Turn North immediately and proceed direct to Goose Bay.
  - B. Turn North upon reaching 700'MSL, proceed toward Goose Bay and overfly the parked C-17's.
  - C. Turn North at approximately the intersection of RWY 16/34 but avoid overflying the parked C-17's.
40. When departing EDF without an altitude deviation, you may initiate a climb out of pattern altitude:
- A. Once clear of the traffic pattern.
  - B. Once clear of EDF Class D airspace.
  - C. North of Six Mile Lake.

**Questions 41 - 49 reference the Aero Club SOP**

41. (True/False) Cross country flights outside the local area (Day - 70nm, Night - 50nm) must be approved.
42. You inform the mechanic that you received a nick on the prop from doing touch and go's at Big Lake. The mechanic must dress the prop for the aircraft to be airworthy. You *may*:
- A. Be grounded for careless operation.
  - B. Be charged \$35.00.
  - C. Require additional training.
43. In order to perform a static engine run-up (mag check) on gravel:
- A. Make sure there are no other aircraft behind you.
  - B. Advance the throttle slowly to avoid sucking up rocks.
  - C. Static run-ups are not allowed on gravel.
44. When taxiing on gravel, the maximum momentary RPM is:
- A. Whatever it takes to avoid getting stuck.
  - B. 1500 RPM or 15" MP.
  - C. 1800 RPM or 18" MP.
45. The actual weather at EDF is 10SM BKN035 OVC045 –RIME ICING 030-060. You may:
- A. Fly as long as you stay out of the clouds.
  - B. Fly as long as you file IFR and climb above 6000' as rapidly as possible.
  - C. Cancel since you can't fly in known or forecast icing conditions.
46. (True/False) Alaska state law (Sec. 02.35.110. Emergency rations and equipment) requires survival equipment for all flights. The club survival kits meet the absolute minimum Alaska State Statue requirements. However, in the interest of safety, members must provide their own additional survival equipment based on the number of passengers, time of year and terrain to be flown over.

47. (True/False) From 1 October to 1 May, and on all flights in mountainous areas, all aero club pilots and clearing authorities will ensure that all passengers carry arctic clothing.
48. (True/False) Wasilla airport has a NOTAM stating “Breaking Action NIL” even though the runway is dry. You may do touch and go’s only.
49. Day VFR weather minimums for aero club pilots are:
- A. 2500 foot ceiling and 5 miles for pilots with less than 200 hours total time.
  - B. 1500 foot ceiling and 3 miles visibility for pilots with greater than 200 hours total time.
  - C. Both A & B.

***Question 50 references the Aero Club SOP and WI 13-204***

50. VFR pilots losing communications (NORDO)
- A. Before initial contact with Elmendorf tower, will proceed to an uncontrolled airport and call Elmendorf Base Operations (552-2107) to arrange a NORDO arrival.
  - B. After initial contact with Elmendorf tower, will proceed to the Antenna Farm and hold, awaiting the appropriate light-gun signal.
  - C. Both A & B.



# USAF AERO CLUB KNOWLEDGE EXAM RECORD

Name: \_\_\_\_\_ Date Taken: \_\_\_\_\_

Type Exam:  Standardization     Instrument     Make & Model \_\_\_\_\_     Recurrency  
 Pre-Solo     Solo Cross Country     Other: \_\_\_\_\_

Raw Score (%): \_\_\_\_\_ Date Corrected to 100%: \_\_\_\_\_

I certify all items were thoroughly debriefed and all questions answered

Pilot's Signature					Instructor's Signature						
T	F	(A)	(B)	(C)	(D)	T	F	(A)	(B)	(C)	(D)
1.	(A)	(B)	(C)	(D)		26.	(A)	(B)	(C)	(D)	
2.	(A)	(B)	(C)	(D)		27.	(A)	(B)	(C)	(D)	
3.	(A)	(B)	(C)	(D)		28.	(A)	(B)	(C)	(D)	
4.	(A)	(B)	(C)	(D)		29.	(A)	(B)	(C)	(D)	
5.	(A)	(B)	(C)	(D)		30.	(A)	(B)	(C)	(D)	
6.	(A)	(B)	(C)	(D)		31.	(A)	(B)	(C)	(D)	
7.	(A)	(B)	(C)	(D)		32.	(A)	(B)	(C)	(D)	
8.	(A)	(B)	(C)	(D)		33.	(A)	(B)	(C)	(D)	
9.	(A)	(B)	(C)	(D)		34.	(A)	(B)	(C)	(D)	
10.	(A)	(B)	(C)	(D)		35.	(A)	(B)	(C)	(D)	
11.	(A)	(B)	(C)	(D)		36.	(A)	(B)	(C)	(D)	
12.	(A)	(B)	(C)	(D)		37.	(A)	(B)	(C)	(D)	
13.	(A)	(B)	(C)	(D)		38.	(A)	(B)	(C)	(D)	
14.	(A)	(B)	(C)	(D)		39.	(A)	(B)	(C)	(D)	
15.	(A)	(B)	(C)	(D)		40.	(A)	(B)	(C)	(D)	
16.	(A)	(B)	(C)	(D)		41.	(A)	(B)	(C)	(D)	
17.	(A)	(B)	(C)	(D)		42.	(A)	(B)	(C)	(D)	
18.	(A)	(B)	(C)	(D)		43.	(A)	(B)	(C)	(D)	
19.	(A)	(B)	(C)	(D)		44.	(A)	(B)	(C)	(D)	
20.	(A)	(B)	(C)	(D)		45.	(A)	(B)	(C)	(D)	
21.	(A)	(B)	(C)	(D)		46.	(A)	(B)	(C)	(D)	
22.	(A)	(B)	(C)	(D)		47.	(A)	(B)	(C)	(D)	
23.	(A)	(B)	(C)	(D)		48.	(A)	(B)	(C)	(D)	
24.	(A)	(B)	(C)	(D)		49.	(A)	(B)	(C)	(D)	
25.	(A)	(B)	(C)	(D)		50.	(A)	(B)	(C)	(D)	