

# Chapter Fifteen

## Pilot Potpourri: Neat Aeronautical Information

**1. [16-2/1/5]**

The FARs prohibit you from acting as PIC if you have a \_\_\_\_\_ that would make you unable to meet the standards for a medical certificate.

- A. cold
- B. earache
- C. known medical condition

### Medication

**2. [16-3/1/2]**

If you're not sure whether medication you are taking might affect your ability to fly, you should contact your \_\_\_\_\_.

- A. spiritual doctor
- B. aviation medical examiner
- C. psychiatrist

### Alcohol – Don't Fly High

**3. [16-3/1/4]**

The effects of alcohol can last \_\_\_\_\_.

- A. longer than eight hours
- B. only eight hours
- C. never less than eight hours

**4. [16-3/2/1]**

Although not required, it's usually best to wait \_\_\_\_\_ hours between bottle and throttle.

- A. 4 to 8
- B. 112 to 354
- C. 12 to 24

### Hypoxia: Low O Two

**5. [16-3/2/2]**

Which statement best defines hypoxia?

- A. A state of oxygen deficiency in the body.
- B. An abnormal increase in the volume of air breathed.
- C. A condition of gas bubble formation around the joints or muscles.

**6. [16-3/2/2]**

What happens to the percentage of oxygen available in the atmosphere as altitude increases?

- A. It decreases dramatically.
- B. It actually increases slightly.
- C. It remains the same.

7. [16-3/2/2]

If the percentage of oxygen remains relatively constant with altitude, then why would a pilot experience hypoxia at these higher altitudes?

- A. The fast speed of the airplane creates a slight over the fuselage vacuum that depletes the cockpit of oxygen.
- B. The partial pressure of oxygen decreases with altitude.
- C. Carbon monoxide always increases with altitude.

8. [16-3/2/3]

The effects of hypoxia can occur at altitudes as low as \_\_\_\_\_.

- A. 5,000 feet
- B. 10,000 feet
- C. 15,000 feet

9. [16-3/2/3]

One of the early effects of hypoxia is a deterioration of \_\_\_\_\_.

- A. smell
- B. taste sensation
- C. night vision

10. [16-3/3/2]

Above \_\_\_\_\_ feet MSL, most individuals begin to experience some decrease in their judgment, memory, alertness and coordination.

- A. 10,000
- B. 2,000
- C. 1,000

## Hyperventilation

11. [16-4/1/3]

Rapid or extra deep breathing while using oxygen can cause a condition known as

- A. hyperventilation.
- B. aerosinusitis.
- C. aerotitis.

12. [16-4/1/3]

Which would most likely result in hyperventilation?

- A. Emotional tension, anxiety, or fear.
- B. The excessive consumption of alcohol.
- C. An extremely slow rate of breathing and insufficient oxygen.

13. [16-4/2/2]

A pilot should be able to overcome the symptoms or avoid future occurrences of hyperventilation by

- A. closely monitoring the flight instruments to control the airplane.
- B. slowing the breathing rate, breathing into a bag, or talking aloud.
- C. increasing the breathing rate in order to increase lung ventilation.

14. [16-4/3/2]

The early symptoms of hyperventilation and hypoxia are \_\_\_\_\_.

- A. dissimilar
- B. similar
- C. not similar at all

## CO Oh Oh

15. [16-4/3/3]

Carbon monoxide (CO) is a \_\_\_\_\_ gas.

- A. colorless, odorless, tasteless
- B. tasteful, visible and smelly
- C. harmless

16. [16-4/3/3]

Carbon monoxide has a stronger affinity than oxygen for \_\_\_\_\_.

- A. white blood cells
- B. hemoglobin
- C. nose molecules

17. [16-4/3/3]

If a hemoglobin molecule is occupied with a CO molecule, \_\_\_\_\_ can't get aboard and be transported.

- A. oxygen
- B. nitrogen
- C. argon

18. [16-4/3/4]

Susceptibility to carbon monoxide poisoning increases as

- A. altitude increases.
- B. altitude decreases.
- C. air pressure increases.

19. [16-5/1/2]

Large accumulations of carbon monoxide in the human body result in

- A. tightness across the forehead.
- B. loss of muscular power.
- C. an increased sense of well being.

20. [16-5/1/2]

If you notice the odor of exhaust or experience symptoms of \_\_\_\_\_ or loss of muscular power when the aircraft heater is in use, immediately turn off the heater and open the air vents.

- A. hunger
- B. euphoria
- C. headache, drowsiness, dizziness

#### Ear Ye. Ear Ye

21. [16-5/1/4]

Ear problems common to pilots usually involve a little flaccid tube that connects the middle ear to the back of the throat. This tube is known as the \_\_\_\_\_ tube.

- A. throat
- B. eustachian
- C. middle ear

22. [16-5/2/4]

The first line of defense against ear block is to stop \_\_\_\_\_.

- A. holding a constant altitude
- B. climbing
- C. descending

#### Spatial Disorientation

23. [16-6/1/5]

A state of temporary confusion resulting from misleading information being sent to the brain by various sensory organs is defined as

- A. spatial disorientation.
- B. ground school.
- C. hypoxia.

24. [16-6/1/5]

Pilots are more subject to spatial disorientation if

- A. they ignore the sensations of muscles and inner ear.
- B. body signals are used to interpret flight attitude.
- C. eyes are moved often in the process of cross checking the flight instruments.

25. [Q16-6/2/1]

If a pilot experiences spatial disorientation during flight in a restricted visibility condition, the best way to overcome the effect is to

- A. rely upon the aircraft instrument indications.
- B. concentrate on yaw, pitch, and roll sensations.
- C. consciously slow the breathing rate until symptoms clear and then resume normal breathing rate.

26. [16-6/2/1]

The danger of spatial disorientation during flight in poor visual conditions may be reduced by

- A. shifting the eyes quickly between the exterior visual field and the instrument panel.
- B. having faith in the instruments rather than taking a chance on the sensory organs.
- C. leaning the body in the opposite direction of the motion of the aircraft.

27. [16-6/2/2]

Vertigo is caused by problems associated with three of our sensory systems: \_\_\_\_\_.

- A. inner ear, throat and tongue
- B. visual, tactile and circulatory
- C. vestibular, kinesthetic and visual

28. [16-6/2/3]

The visual system is exactly what it sounds like: information sent to our brain from our \_\_\_\_\_.

- A. ears
- B. tongue
- C. eyes

29. [16-6/2/3]

The \_\_\_\_\_ is the sensory information sent to the brain by the seat of our pants. It's the information transmitted by sensors in our skin and from areas deeper within our bodies.

- A. derrière
- B. kinesthetic system
- C. vestibular

30. [16-6/2/4]

The vestibular system consists of the \_\_\_\_\_ canals located in the inner ear.

- A. fluidic
- B. circular
- C. semicircular

31. [16-6/2/4]

These canals consist of three circular tubes, each containing a fluid whose movement causes the bending of small hair filaments known as \_\_\_\_\_ organs located at the base of each canal.

- A. otolith
  - B. internal
  - C. movement
-

32. [16-6/2/4]

Movement of the fluid within the tubes, caused by acceleration (a change in direction or velocity), stimulates the otolith organs, alerting the brain that the \_\_\_\_\_ is/are in motion.

- A. hand
- B. airplane
- C. body

33. [16-7/1/3]

The semicircular canal system was evolved as a \_\_\_\_\_ system where gravity always pulls the body in one direction—straight downward.

- A. non-motion based
- B. air based
- C. ground based

34. [16-7/1/4]

Abrupt head movements under instrument or instrument-like conditions can cause you to perceive maneuvers that aren't really happening. This vertigo-type illusion is called the \_\_\_\_\_ illusion.

- A. canal
- B. Coriolis
- C. black hole

### Visual Illusions

35. [16-8/1/2]

At night, a blending of the earth and sky is often responsible for creating an indiscernible \_\_\_\_\_, resulting in near-instrument flight conditions. This is most prevalent on moonless nights when stars take on the appearance of \_\_\_\_\_ and city lights appear to be stars.

- A. star map, planets
- B. horizon, city lights
- C. horizon, the sky

### Flight Vision

36. [16-9/1/1]

Light sensitive areas of the retina are made up of individual cells known as \_\_\_\_\_ and \_\_\_\_\_.

- A. rods, bones
- B. rods, cones
- C. foveas, pupils

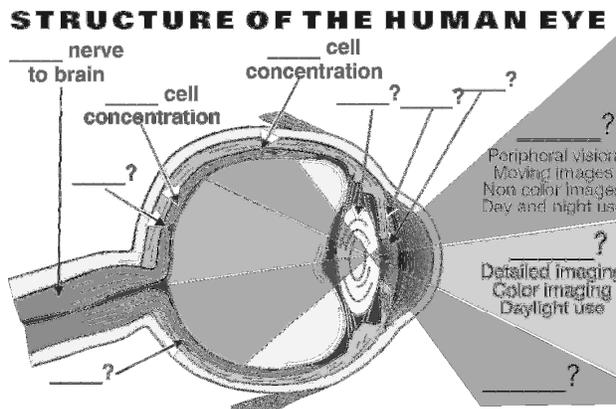
37. [16-9/3/1]

Cone cells are responsible for allowing you to perceive \_\_\_\_\_. Unfortunately, the cones don't work well when it's \_\_\_\_\_. This explains why it's more difficult to perceive color at night than in daylight hours.

- A. color, dark
- B. black and white, dark
- C. motion, bright

38. [16-9/Figure 7]

Fill in the blanks:



39. [16-10/1/1]

The dim light receptors in the eye are known as \_\_\_\_\_ cells.

- A. pupil
- B. rod
- C. cone

40. [16-10/1/3]

If you want the best view of a dimly lit object you need to expose the \_\_\_\_\_ to the light. You can do this by using your \_\_\_\_\_ vision for off-center viewing.

- A. cones, peripheral
- B. cones, direct
- C. rods, peripheral

41. [16-10/1/3]

What is the most effective way to use the eyes during night flight?

- A. Look only at far away, dim lights.
- B. Scan slowly to permit off-center viewing.
- C. Concentrate directly on each object for a few seconds.

42. [16-10/1/3]

The best method to use when looking for other traffic at night is to

- A. look to the side of the object and scan slowly.
- B. scan the visual field very rapidly.
- C. look to the side of the object and scan rapidly.

### Night Vision

**43. [16-10/1/4]**

It may take at least \_\_\_\_\_ minutes for your eyes to completely adapt to the dark.

- A. 60
- B. 45
- C. 30

**44. [16-10/1/4]**

Adapting to darkness is one reason you want to avoid very bright lights for at least \_\_\_\_\_ minutes before the flight if you're planning on flying at night.

- A. 60
- B. 45
- C. 30

**45. [16-10/1/4]**

What preparation should a pilot make to adapt the eyes for night flying?

- A. Wear sunglasses after sunset until ready for flight.
- B. Avoid red lights at least 30 minutes before the flight.
- C. Avoid bright white lights at least 30 minutes before the flight.

### Haze and Collision Avoidance

**46. [16-10/1/6]**

What effect does haze have on the ability to see traffic or terrain features during flight?

- A. Haze causes the eyes to focus at infinity.
- B. The eyes tend to overwork in haze and do not detect relative movement easily.
- C. All traffic or terrain features appear to be farther away than their actual distance.

**47. [16-11/1/2]**

Wearing \_\_\_\_\_ lens sunglasses is often recommended for hazy, smoggy conditions.

- A. yellow
- B. green
- C. blue

### Scanning for Traffic During the Day

**48. [16-11/1/3]**

A military study once determined that of a 17 second cycle, approximately \_\_\_\_\_ seconds should be spent inside the cockpit with \_\_\_\_\_ seconds spent looking outside.

- A. 14, 3
- B. 3, 14
- C. 7, 7

**49. [16-11/Figure 10]**

Which technique should a pilot use to scan for traffic to the right and left during straight-and-level flight?

- A. Systematically focus on different segments of the sky for short intervals.
- B. Concentrate on relative movement detected in the peripheral vision area.
- C. Continuous sweeping of the windshield from right to left.

**50. [16-11/1/3]**

Prior to starting each flight maneuver, pilots should

- A. check altitude, airspeed, and heading indications.
- B. visually scan the entire area for collision avoidance.
- C. announce their intentions on the nearest CTAF.

**51. [16-11/Figure 10]**

The most effective method of scanning for other aircraft for collision avoidance during daylight hours is to use

- A. regularly spaced concentration on the 3, 9, and 12-o'clock positions.
- B. a series of short, regularly spaced eye movements to search each 10 degree sector.
- C. peripheral vision by scanning small sectors and utilizing off-center viewing.

**52. [16-12/1/2] Fill in the blanks:**

Empty field myopia is the condition that causes the eyes to relax and seek a comfortable focal distance ranging from \_\_\_\_\_ to \_\_\_\_\_ feet.

**53. [16-12/1/3 & Q13/Figure 13]**

How can you determine if another aircraft is on a collision course with your aircraft?

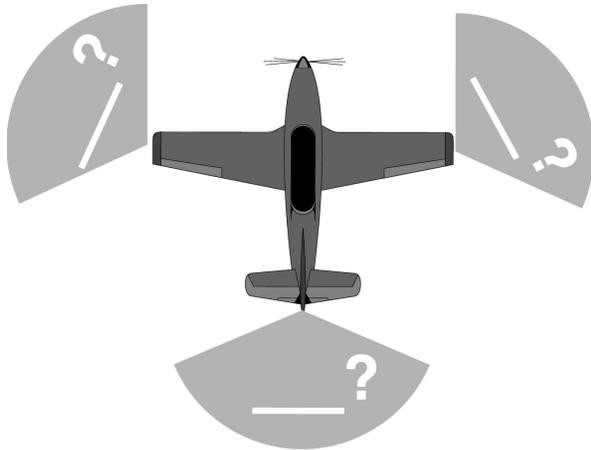
- A. The other aircraft will always appear to get larger and closer at a rapid rate.
- B. The nose of each aircraft is pointed at the same point in space.
- C. There will be no apparent relative motion between your aircraft and the other aircraft.

**54. [16-12/1/3] Fill in the blank:**

Take action \_\_\_\_\_ if you see a target with little or no apparent motion in your windscreen.

**55. [16-13/Figure 15]**

What are the colors of the lights on both wings and the tail? Fill in the blanks with the appropriate colors.



**56. [16-13/1/1]**

While it's easier to spot aircraft at night, that doesn't necessarily mean it's easier to identify the aircraft's \_\_\_\_\_ of movement, much less its \_\_\_\_\_ and \_\_\_\_\_.

- A. direction, weight, color
- B. position, size, speed
- C. direction, size, shape

**57. [16-13/Figure 15]**

During a night flight, you observe a steady red light and a flashing red light ahead and at the same altitude. What is the general direction of movement of the other aircraft?

- A. The other aircraft is crossing to the left.
- B. The other aircraft is crossing to the right.
- C. The other aircraft is approaching head-on.

**58. [16-13/Figure 15]**

During a night flight, you observe a steady white light and a flashing red light ahead and at the same altitude. What is the general direction of movement of the other aircraft?

- A. The other aircraft is flying away from you.
- B. The other aircraft is crossing to the left.
- C. The other aircraft is crossing to the right.

**59. [16-13/Figure 15]**

During a night flight, you observe steady red and green lights ahead and at the same altitude. What is the general direction of movement of the other aircraft?

- A. The other aircraft is crossing to the left.
- B. The other aircraft is flying away from you.
- C. The other aircraft is approaching head-on.

**60. [General Knowledge Question]**

What procedure is recommended when climbing or descending VFR on an airway?

- A. Execute gentle banks, left and right for continuous visual scanning of the airspace.
- B. Advise the nearest FSS of the altitude changes.
- C. Fly away from the centerline of the airway before changing altitude.

**Filing a VFR Flight Plan**

**61. [Q[16-15/1/3]**

The FSS specialist will be expecting a pilot to close his or her flight plan when the \_\_\_\_\_ has expired.

- A. ETE
- B. ATC
- C. 30 minute limit

**62. [16-15/1/4]**

How should a VFR flight plan be closed at the completion of the flight at a controlled airport?

- A. The tower will automatically close the flight plan when the aircraft turns off the runway.
- B. The pilot must close the flight plan with the nearest FSS or other FAA facility upon landing.
- C. The tower will relay the instructions to the nearest FSS when the aircraft contacts the tower for landing.

**63. [16-15/2/2]**

Referring to the flight plan form on the next page, if your airplane has a transponder with altitude encoding capability, what suffix should you list in block 3 (aircraft type/special equipment) of a flight plan?

- A. /A.
- B. /U.
- C. /T.

**64. [16-16/1/2]**

Referring to the flight plan form on the next page, if more than one cruising altitude is intended, which should be entered in block 7 (cruising altitude) of the flight plan?

- A. Initial cruising altitude.
- B. Highest cruising altitude.
- C. Lowest cruising altitude.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		(FAA USE ONLY)		<input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR		TIME STARTED	SPECIALIST INITIALS
<b>FLIGHT PLAN</b>		<input type="checkbox"/> STOPOVER					
<b>1</b> TYPE	<b>2</b> AIRCRAFT IDENTIFICATION	<b>3</b> AIRCRAFT TYPE/SPECIAL EQUIPMENT	<b>4</b> TRUE AIRSPEED	<b>5</b> DEPARTURE POINT	<b>6</b> DEPARTURE TIME		<b>7</b> CRUISING ALTITUDE
<input type="checkbox"/> VFR <input type="checkbox"/> IFR <input type="checkbox"/> DVFR			KTS		PROPOSED (Z)	ACTUAL (Z)	
<b>8</b> ROUTE OF FLIGHT							
<b>9</b> DESTINATION (Name of airport and city)		<b>10</b> EST. TIME ENROUTE		<b>11</b> REMARKS			
		HOURS MINUTES					
<b>12</b> FUEL ON BOARD		<b>13</b> ALTERNATE AIRPORT(S)		<b>14</b> PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE			<b>15</b> NUMBER ABOARD
HOURS MINUTES				<b>17</b> DESTINATION CONTACT/TELEPHONE (OPTIONAL)			
<b>16</b> COLOR OF AIRCRAFT		CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.					

Form Approved: OMB No. 2120-0026

FAA Form 7233-1 (8-82) CLOSE VFR FLIGHT PLAN WITH \_\_\_\_\_ FSS ON ARRIVAL

65. [16-16/3/2]

Referring to the flight plan form above, what information should be entered in block 9 (destination) for a VFR day flight?

- A. The name of the airport of first intended landing.
- B. The name of destination airport if no stopover for more than 1 hour is anticipated.
- C. The name of the airport where the aircraft is based.

66. [16-17/1/2]

Referring to the flight plan form above, what information should be entered in block 12 (fuel on board) for a VFR day flight?

- A. The estimated time en route plus 30 minutes.
- B. The estimated time en route plus 45 minutes.
- C. The amount of usable fuel on board expressed in time.

67. [16-17/1/2]

Referring to the flight plan form above, what information should be entered in block 16 for a VFR day flight?

- A. The predominant colors of the aircraft.
- B. The color of the aircraft after it's washed.
- C. Only the color of the oil on the bottom of the airplane.

Airport/Facility Directory

68. [16-17/3/2]

(Refer to the A/FD excerpt and legend on the following pages.) When approaching Lincoln Municipal from the west at noon for the purpose of landing, initial communications should be with

- A. Lincoln Approach Control on 124.0 MHz.
- B. Minneapolis Center on 128.75 MHz.
- C. Lincoln Tower on 118.5 MHz.

69. [16-17/3/2 & 16-19/3/2]

(Refer to the A/FD excerpt and legend on the following pages.) Which type radar service is provided to VFR aircraft at Lincoln Municipal?

- A. Sequencing to the primary Class C airport and standard separation.
- B. Sequencing to the primary Class C airport and conflict resolution so that radar targets do not touch, or 1,000 feet vertical separation.
- C. Sequencing to the primary Class C airport, traffic advisories, conflict resolution, and safety alerts.

70. [16-17/3/2 & 16-19/Figure 32]

(Refer to the A/FD excerpt on the next page and legend following.) What is the recommended communications procedure for landing at Lincoln Municipal during the hours when the tower is not in operation?

- A. Monitor airport traffic and announce your position and intentions on 118.5 MHz.
- B. Contact UNICOM on 122.95 MHz for traffic advisories.
- C. Monitor ATIS for airport conditions, then announce your position on 122.95 MHz.

71. [16-17/3/2]

(Refer to the A/FD excerpt on the next page and legend following.) Where is Loup City Municipal located with relation to the city?

- A. Northeast approximately 3 miles.
- B. Northwest approximately 1 mile.
- C. East approximately 10 miles.

72. [16-17/3/2]

(Refer to the A/FD excerpt on the next page legend following.) Traffic patterns in effect at Lincoln Municipal are

- A. to the right on Runway 17L and Runway 35L; to the left on Runway 17R and Runway 35R.
- B. to the left on Runway 17L and Runway 35L; to the right on Runway 17R and Runway 35R.
- C. to the right on Runways 14-32.

73. [16-18/1/1]

For a complete listing of information provided in an Airport/Facility Directory (A/FD) and how the information may be decoded, refer to the

- A) "Directory Legend Sample" located in the front of each A/FD.
- B) Aeronautical Information Manual (AIM).
- C) legend on sectional, VFR terminal area, and world aeronautical charts.

74. [16-18/1/2]

Sectional charts are revised only once every \_\_\_\_\_ months while the A/FD is reissued every \_\_\_\_\_ weeks.

- A. 6, 6
- B. 8, 6
- C. 6, 8

## The Aeronautical Information Manual Notices to Airmen (NOTAMs)

75. [16-18/1/3]

For information about parachute jumping and glider operations at Silverwood Airport, refer to

- A. notes on the border of the chart.
- B. the Airport/Facility Directory.
- C. the Notices to Airmen (NOTAM) publication.

76. [16-19/1/3]

NOTAM D is information that is given \_\_\_\_\_ distribution from its generating source.

- A. distant
- B. local
- C. distant and local

77. [16-19/1/3]

NOTAM D provides you with information on a runway \_\_\_\_\_.

- A. length
- B. closure
- C. traffic density

78. [16-19/1/3]

NOTAMS now contain less critical airport information on such items as:

- A. major airplane manufacturer bailouts.
- B. taxiway closures, equipment near the runway.
- C. FAA sponsored safety seminars.

79. [16-20/1/1]

FDC NOTAMS are issued when changes that are \_\_\_\_\_ in nature occur.

- A. unofficial
- B. advisory
- C. regulatory

80. [16-20/1/3]

NOTAMS are published once every \_\_\_\_\_ days in the Notices to Airmen Publication (NTAP).

- A. 28
- B. 14
- C. 56

81. [16-20/1/4]

When reading D NOTAMS, which of the following represents a category of NOTAM coverage \_\_\_\_\_.

- A. UTIL
- B. RAMP
- C. MAXUS

## NEBRASKA

**LINCOLN MUNI** (LNK) 4 NW UTC-6(-5DT) N40°51.05' W96°45.55' OMAHA  
 1218 B S4 FUEL 100LL. JET A TPA—2218(1000) ARFF Index B H-1E, 3F, 4F, L-11B  
 RWY 17R-35L: H12901X200 (ASPH-CONC-GRVD) S-100. D-200. DT-400 HIRL IAP  
 RWY 17R: MALSR. VASI(V4L)—GA 3.0° TCH 55'. Rgt tfc. 0.4% down.  
 RWY 35L: MALSR. VASI(V4L)—GA 3.0° TCH 55'.  
 RWY 14-32: H8620X150 (ASPH-CONC-GRVD) S-80. D-170. DT-280 MIRL  
 RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 48'.  
 RWY 32: VASI(V4L)—GA 3.0° TCH 53'. Thid dsplcd 431'. Pole. 0.3% up.  
 RWY 17L-35R: H5400X100 (ASPH-CONC-AFSC) S-49. D-60 HIRL 0.8% up N  
 RWY 17L: PAPI(P4L)—GA 3.0° TCH 33'. RWY 35R: PAPI(P4L)—GA 3.0° TCH 40'. Pole. Rgt tfc.  
**AIRPORT REMARKS:** Attended continuously. Birds in vicinity of arpt. Twy D clsd between taxiways S and H indef. For  
 MALSR Rwy 17R and Rwy 35L ctc twr. When twr clsd MALSR Rwy 17R and Rwy 35L preset on med ints, and REIL  
 Rwy 14 left on when wind favor. NOTE: See Land and Hold Short Operations Section.  
**WEATHER DATA SOURCES:** ASOS (402) 474-9214. LLWAS  
**COMMUNICATIONS:** CTAF 118.5 ATIS 118.05 UNICOM 122.95  
 COLUMBUS FSS (OLU) TF 1-800-WX-BRIEF. NOTAM FILE LNK.  
 RCO 122.65 (COLUMBUS FSS)  
 (R) APP/DEP CON 124.0 (170°-349°) 124.8 (350°-169°) (1130-0630Z‡)  
 (R) MINNEAPOLIS CENTER APP/DEP CON 128.75 (0630-1130Z‡)  
 TOWER 118.5 125.7 (1130-0630Z‡) GND CON 121.9 CLNC DEL 120.7  
**AIRSPACE:** CLASS C svc 1130-0630Z‡ ctc APP CON other times CLASS E.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNK. VHF/DF ctc FSS.  
 (H) VORTACW 116.1 LNK Chan 108 N40°55.43' W96°44.52' 181° 4.5 NM to fld. 1370/9E  
 POTTS NDB (MHW/LOM) 385 LN N40°44.83' W96°45.75' 355° 6.2 NM to fld. Unmonitored when twr clsd.  
 ILS 111.1 I-OCZ Rwy 17R. MM and OM unmonitored.  
 ILS 109.9 I-LNK Rwy 35L LOM POTTS NDB. MM unmonitored. LOM unmonitored when twr clsd.  
**COMM/NAVAID REMARKS:** Emerg frequency 121.5 not available at tower.

**LOUP CITY MUNI** (NE03) 1 NW UTC-6(-5DT) N41°17.42' W98°59.44' OMAHA  
 2070 B FUEL 100LL L-11B  
 RWY 15-33: H3200X50 (ASPH) S-8 LIRL  
 RWY 33: Trees.  
 RWY 04-22: 2100X100 (TURF)  
 RWY 04: Tree. RWY 22: Road.  
**AIRPORT REMARKS:** Unattended. For svc call 308-745-0328/1244/0664.  
**COMMUNICATIONS:** CTAF 122.9  
 COLUMBUS FSS (OLU) TF 1-800-WX-BRIEF. NOTAM FILE OLU.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.  
 WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54' W98°21.22' 253° 29.3 NM to fld. 2010/7E.

**MARTIN FLD** (See SO SIOUX CITY)

**MC COOK MUNI** (MCK) 2 E UTC-6(-5DT) N40°12.36' W100°35.51' OMAHA  
 2579 B S4 FUEL 100LL. JET A ARFF Index Ltd. H-2D, L-11A  
 RWY 12-30: H5999X100 (CONC) S-30. D-38 MIRL 0.6% up NW IAP  
 RWY 12: MALS. VASI(V4L)—GA 3.0° TCH 33'. Tree. RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 42'.  
 RWY 03-21: H3999X75 (CONC) S-30. D-38 MIRL  
 RWY 03: VASI(V2L)—GA 3.0° TCH 26'. Rgt tfc. RWY 21: VASI(V2L)—GA 3.0° TCH 26'.  
 RWY 17-35: 1350X200 (TURF)  
**AIRPORT REMARKS:** Attended daylight hours. Parachute Jumping. Deer on and in vicinity of arpt. Numerous  
 waterfowl/migratory birds invof arpt. Arpt closed to air carrier operations with more than 30 passengers except  
 24 hour PPR, call arpt manager 308-345-2022. Avoid McCook State (abandoned) arpt 7 miles NW on the MCK  
 VOR/DME 313° radial at 8.3 DME. ACTIVATE VASI Rws 12 and 30 and MALS Rwy 12—CTAF.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
 COLUMBUS FSS (OLU) TF 1-800-WX-BRIEF. NOTAM FILE MCK.  
 RCO 122.6 (COLUMBUS FSS)  
 DENVER CENTER APP/DEP CON 132.7  
**AIRSPACE:** CLASS E svc effective 1100-0500Z‡ except holidays other times CLASS G.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCK.  
 (H) VORW/DME 115.3 MCK Chan 100 N40°12.23' W100°35.65' at fld. 2570/8E.

82. [16-20/1/4]

When reading D NOTAMS, which of the following do not represent a category of NOTAM coverage \_\_\_\_\_ and -\_\_\_\_\_.

- A. SVC, COM
- B. APRON, NAV
- C. RWY, LIGHTS

83. [16-21/1/2]

FDC NOTAMS pertain mostly to those pilots who hold the \_\_\_\_\_ rating.

- A. instrument
- B. seaplane
- C. multi-engine

## Advisory Circulars

84. [16-21/1/3]

FAA advisory circulars (some free, others at cost) are available to all pilots and are obtained by

- A. distribution from the nearest FAA district office.
- B. ordering those desired from the Government Printing Office.
- C. subscribing to the Federal Register.

85. [16-21/1/4]

FAA advisory circulars containing subject matter specifically related to airmen are issued under which subject number?

- A. 60
- B. 70
- C. 90

86. [16-21/1/4]

FAA advisory circulars containing subject matter specifically related to airspace are issued under which subject number?

- A. 60
- B. 70
- C. 90

87. [16-21/1/4]

FAA advisory circulars containing subject matter specifically related to air traffic control and general operations are issued under which subject number?

- A. 60
- B. 70
- C. 90

## Aids That Help with Decision Making

88. [16-22/2/7]

Consistent adherence to approved checklists is a sign of a

- A) disciplined and competent pilot.
- B) pilot who lacks the required knowledge.
- C) low-time pilot.

89. [16-23/1/2]

Who is responsible for determining whether a pilot is fit to fly for a particular flight, even though he or she holds a current medical certificate?

- A. The FAA.
- B. The medical examiner.
- C. The pilot.

90. [16-23/1/3]

What is the common factor in most preventable accidents?

- A. Human error.
- B. Mechanical difficulties.
- C. Luck.

91. [16-23/1/9]

What is one of the neglected items when a pilot relies on short and long term memory for repetitive tasks?

- A. Flying outside the envelope.
- B. Situational awareness.
- C. Checklists.

92. [16-23/1/10]

Most pilots have fallen prey to dangerous tendencies or behavior problems at some time. Some of these dangerous tendencies or behavior patterns which must be identified and eliminated include:

- A) Deficiencies in instrument skills and knowledge of aircraft systems or limitations.
- B) Peer pressure, get-there-itis, loss of positional or situation awareness, and operating without adequate fuel reserves.
- C) Performance deficiencies from human factors such as, fatigue, illness or emotional problems.

## Self Awareness and Hazardous Thinking

93. [16-23/2/4]

What is it often called when a pilot pushes his or her capabilities and the aircraft's limits by trying to maintain visual contact with the terrain in low visibility and ceiling?

- A. Peer pressure.
- B. Scud running.
- C. Mindset.

**94. [16-23/2/5]**

What often leads to spatial disorientation or collision with ground/obstacles when flying under Visual Flight Rules (VFR)?

- A. Getting behind the aircraft.
- B. Duck-under syndrome.
- C. Continued flight into instrument conditions.

**Hazardous Thought Patterns and Their Antidotes****95. [16-24/2/3]**

While on an IFR flight, a pilot emerges from a cloud to find himself within 300 feet of a helicopter. Which of the following alternatives best illustrates the 'MACHO' reaction?

- A) He is not too concerned; everything will be alright.
- B) He flies a little closer, just to show him.
- C) He quickly turns away and dives, to avoid collision.

**96. [16-25/1/1]**

Hazardous attitudes which contribute to poor pilot judgment can be effectively counteracted by

- A) taking meaningful steps to be more assertive with attitudes.
- B) early recognition of hazardous thoughts.
- C) redirecting that hazardous attitude so that appropriate action can be taken.

**Hazardous Attitude Antidotes****97. [16-25/1/2]**

An early part of the Aeronautical Decision Making (ADM) process involves

- A) taking a self-assessment hazardous attitude inventory test.
- B) understanding the drive to have the 'right stuff.'
- C) obtaining proper flight instruction and experience during training.

**98. [See Figure on page 16-25]**

What is the antidote when a pilot has a hazardous attitude, such as "anti-authority"?

- A. Follow the rules.
- B. Rules do not apply in this situation.
- C. I know what I am doing.

**99. [See Figure on page 16-25]**

What is the antidote when a pilot has a hazardous attitude, such as "impulsivity"?

- A. Do it quickly to get it over with.
- B. Not so fast, think first.
- C. It could happen to me.

**100. [See Figure on page 16-25]**

What is the antidote when a pilot has a hazardous attitude, such as "invulnerability"?

- A. It could happen to me.
- B. It cannot be that bad.
- C. It will not happen to me.

**101. [See Figure on page 16-25]**

What is the antidote when a pilot has a hazardous attitude, such as "macho"?

- A. Taking chances is foolish.
- B. I can do it.
- C. Nothing will happen.

**102. [See Figure on page 16-25]**

What is the antidote when a pilot has a hazardous attitude, such as "resignation"?

- A. I am not helpless.
- B. Someone else is responsible.
- C. What is the use.

**103. [Bonus Question-General Knowledge]**

Prior to starting each maneuver, pilots should

- A. check altitude, airspeed and heading indications.
- B. visually scan the entire area for collision avoidance.
- C. announce their intentions on the nearest CTAF.

**104. [Bonus Question-General Knowledge]**

What procedure is recommended when climbing or descending VFR on an airway?

- A. Execute gentle banks, left and right for continuous visual scanning of the airspace.
- B. Advise the nearest FSS of the altitude change.
- C. Fly away from the centerline of the airway before changing altitude.

**105. [Bonus Question-General Knowledge]**

Should it become necessary to handprop an airplane engine, it is extremely important that a competent pilot

- A. call "contact" before touching the propeller.
- B. be at the controls in the cockpit.
- C. be in the cockpit and call out all commands.

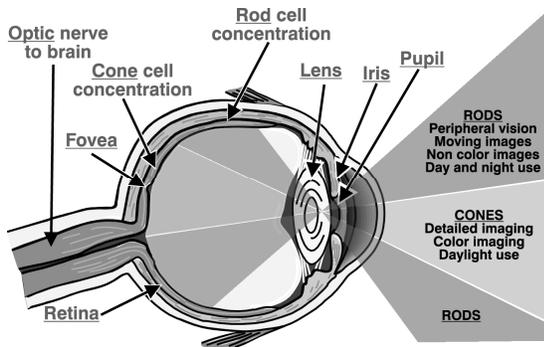
**106. [See Figures 30 & 31 on page 16-30]**

Risk management, as part of the (ADM) process, relies on which features to reduce the risks associated with each flight?

- A) Application of stress management and risk element procedures.
  - B) Situational awareness, problem recognition, and good judgment.
  - C) The mental process of analyzing all information in a particular situation and making a timely decision on what action to take.
-

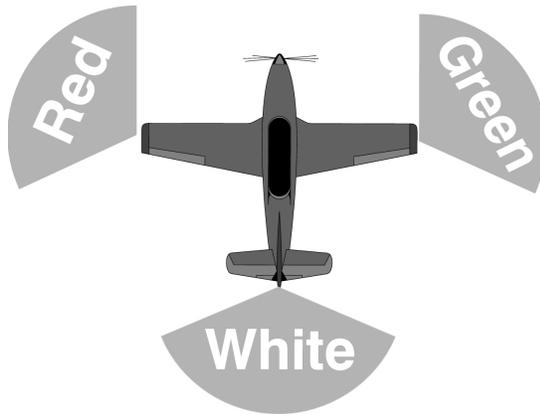
- 1. C
- 2. B
- 3. A
- 4. C
- 5. A
- 6. C
- 7. B
- 8. A
- 9. C
- 10. A
- 11. A
- 12. A
- 13. B
- 14. B
- 15. A
- 16. B
- 17. A
- 18. A
- 19. B
- 20. C
- 21. B
- 22. C
- 23. A
- 24. B
- 25. A
- 26. B
- 27. C
- 28. C
- 29. B
- 30. C
- 31. A
- 32. C
- 33. C
- 34. B
- 35. B
- 36. B
- 37. A

38. Fill in the blanks:



- 39. B
- 40. C
- 41. B
- 42. A

- 43. C
- 44. C
- 45. C
- 46. C
- 47. A
- 48. B
- 49. A
- 50. B
- 51. B
- 52. 10, 30
- 53. C
- 54. immediately
- 55. Fill in the blanks:



- 56. C
- 57. A
- 58. A
- 59. C
- 60. A
- 61. A
- 62. B
- 63. B
- 64. A
- 65. B
- 66. C
- 67. A
- 68. A
- 69. C
- 70. A
- 71. B
- 72. B
- 73. A
- 74. C
- 75. B
- 76. A
- 77. B
- 78. B
- 79. C
- 80. A
- 81. B
- 82. C

**Chapter 15 – Pilot Potpourri: Neat Aeronautical Information**

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- 83. A
  - 84. B
  - 85. A
  - 86. B
  - 87. C
  - 88. A
  - 89. C
  - 90. A
  - 91. C
  - 92. B
  - 93. B
  - 94. C
  - 95. B
  - 96. B
  - 97. A
  - 98. A
  - 99. B
  - 100. A
  - 101. A
  - 102. A
  - 103. B
  - 104. A
  - 105. B
  - 106. B
-