

**Rocky Mountain Flight Center**  
**Annual Standardization Supplement Questions (15)**  
***Please do not mark on booklet***

Feb 2009

(References FTC SOP & PIF ITEMS)

36. Maximum takeoff / landing wind components for:
- a. **Any Pilot with less than 200 hours** – 25 knot max (including gusts), 15 knot crosswind or other than student pilot **with more than 200 hours** – 25 knot max (including gusts), 15 knot crosswind
  - b. **Any Pilot with less than 200 hours** – 20 knot max (including gusts), 10 knot crosswind or other than student pilot **with more than 200 hours** – 30 knot max (including gusts), flight manual crosswind component
  - c. **Any Pilot with less than 200 hours** – 20 knot max (including gusts), 15 knot crosswind or other than student pilot **with more than 200 hours** – 20 knot max (including gusts), 10 knot crosswind
  - d. **Any Pilot with less than 200 hours** – 30 knot max (including gusts), flight manual crosswind component or other than student pilot **with more than 200 hours** – 20 knot max (including gusts), 15 knot crosswind
37. During cross-country flights, weight and balance will be computed when:
- a. Temperature and/or density altitude change
  - b. All seats are occupied
  - c. Additional passengers are carried or changes in baggage occur during the trip
  - d. Rear seats are occupied and/or large or unusual cargo is carried
38. Each member must be dispatched by the Automatic Dispatch System and \_\_\_\_
- a. sign as a Clearing Authority on FTC Form 1, if they have a current Indemnity Agreement, have checked the weather within the last hour, and are not a student pilot.
  - b. may self-certify, “clearing” themselves if they hold any Commercial rating.
  - c. be “cleared” by a Clearing Authority for flights originating at the RMFTC, regardless of rating or flight hours.
  - d. need not get Clearing Authority if they are a student pilot on an instructor supervised solo in the traffic pattern.
39. The local flying area for pilots (other than students) include the following:
- Flight to, from and at Butts Army Field
  - Flight in support of USAF Academy flight training
  - Flying instrument approaches at Pueblo Airport
  - Flight over the city of Colorado Springs
  - Other than the above exceptions, the area east of Highway I-25 inside a semicircle-centered at Peterson AFB-of how many miles in radius?
    - a. 50 miles
    - b. 75 miles
    - c. 100 miles
    - d. 40 miles

40. When starting an airplane on the ramp that is tail-to-tail with another airplane, the PIC will \_\_\_\_\_
- start up, call Clearance Delivery, and quickly taxi away from the other airplane.
  - have an instructor or other personnel guard the airplane while the PIC starts up.
  - reposition the airplane on the ramp taxiway centerline before starting.
  - if the PIC is really skilled & consistent, he/she may start up with the aircraft in any position.
41. Flights by FTC members into designated mountainous areas west of Interstate 25 requires that the pilot have which of the following:
- Mountain flying experience
  - The FTC Mountain Flying Checkout and ground school
  - The FTC Manager's approval
  - None of the above
42. Oil and window cleaning supplies are located in the locker just inside the north east hanger door. Prudent oil management dictates that:
- Oil be added only when below the recommended level (i.e. 6 quarts for FTC single engine aircraft)
  - Add only one full quart (more would indicate a maintenance problem)
  - Take an unopened quart with you on extended cross country flights (add only if level falls below recommended level)
  - All of the above
43. In the event of two-way radio failure, prior to entering the Colorado Class C Airspace:
- Change transponder prior to entering Class C Airspace
  - Tune in the COS VOR frequency 112.5 MHZ and listen for tower instructions while proceeding into Class C airspace
  - Land at an airfield outside the Class C Airspace and call COS tower by telephone to obtain instructions
  - None of the above
44. The Pilot-in-Command (PIC) is responsible for filing an appropriate flight plan and checking the weather prior to takeoff in a FTC aircraft.
- True
  - False
45. Hand propping of aircraft is authorized by any member in the event the aircraft's battery is low or the engine will not turnover with the starter.
- True
  - False
46. In the event of radio failure, the transponder should be set to:
- 7700 for 1 minute, then 7600
  - 7700 for 1 minute, then 7500
  - 7600
  - 7500 for 1 minute, then standby

47. When intending to land at another military installation, you must call their Base Operations or Aero Club to obtain prior permission.
- True
  - False
48. The following aircraft are authorized to fly in the mountains (if the PIC has a mountain checkout):
- T-41C, Seneca
  - T-41B, T-41C, Baron, R182
  - T-41B, C-172M, Seneca
  - T-41B, T-41C, C-172S
49. Fuel requirements for FTC aircraft is as follows:
- T-41B/C = 3 hours & Arrow = 4 hours
  - Three hours with 30 minutes fuel reserve
  - Computed from aircraft performance charts with 30 minute fuel reserve day, 45 minute reserve at night, at all fuel stops
  - Computed from aircraft performance charts with one hour fuel reserve at all fuel stops
50. All flights require completion of the Local Flight Plan and Departure Checklist (FTC Form1), dispatch on the Fight Training Center Dispatch Computer, and release by a FTC Clearing Authority. For flights outside the local area, the pilot must also
- File a DOD Form 175
  - File an FAA Form 8710-1
  - File an FAA IFR or VFR flight plan with Flight Services
  - All of the above