

C-47 *PILOT*

MASTER QUESTION FILE



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS TACTICAL AIR COMMAND
Langley Air Force Base, Virginia 23365

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C-47 PILOT

FOREWORD

This Master Question File (MQF) and Master Answer and Reference File (MARF) are published in accordance with TACR 60-2 and AFM 60-1. The MQF may be made available to aircrew members as a study guide and may be reproduced locally as required. The unit standardization/evaluation function will prepare a minimum of two aircrew examinations using only questions contained herein plus locally developed "Safety/Operational Supplement" and "Local Procedures/Directives" questions. Questions on emergency procedures and safety/operational supplements will be presented in the following categories:

a. Emergency Procedure (Bold Face). This section consists of questions covering all Bold Face emergency procedures applicable to the weapon system and crew position which must be committed to memory in accordance with AFR 60-9.

b. Emergency Procedures (General). This section consists of questions on emergency procedures, warnings, and cautions in the flight manual, with which the crew member should be thoroughly knowledgeable. Questions on emergency information that the crew member would normally obtain by direct reference to the flight manual or checklist are included in Aircraft General.

c. Safety/Operational Supplements. A minimum of one question for each safety supplement applicable to the crew position will be included in each proficiency/tactical written examination. A question will also be included in the written examination on each operational supplement containing information pertinent to normal operation of the aircraft, as determined by the unit standardization/evaluation function.

The examination prepared by each unit standardization/evaluation function will consist of the following minimum questions from each section:

OPEN BOOK

<u>Section</u>	<u>Proficiency Check</u>	<u>Tactical Check</u>
1. Aircraft General (Normal Procedures)	50	30
2. Aircraft Performance	10	10
3. Regulations and Directives	10	5
4. Tactical	10	30
5. Local Procedures	10	5
6. Safety/Operational Supplements	1 per Supplement/ as required	1 per Supplement/ as required

CLOSED BOOK

7. Emergency Procedures (Bold Face)	ALL	ALL
8. Emergency General/Warnings/Cautions	20	20

The open and Closed Book examinations will be graded separately with a passing grade of 85% on each. The overall grade to be entered on the AF Form 8 will be computed by dividing the total number of questions on both tests (Open and Closed Book) into the number of questions answered correctly. All questions contained in Section 7 are designated CRITICAL. Failure of a critical question will result in an overall grade of Unqualified regardless of the numerical grade. Aircrew members who fail standardization/evaluation written examinations will be retested with an alternate examination on which at least 50% of the questions are different. Exception to this requirement will be Bold Face emergency and safety/operational supplement questions, which may be repeated as necessary.

Changes to the MQF/MARF will be issued as pen and ink changes, replacement pages, or additional pages. New pages will be inserted and superseded pages will be destroyed. Changed questions or answers will be indicated by an asterisk (*) preceding the change. Recommendations to improve this file should be submitted to Hq TAC (DOSOS), Langley AFB, Virginia, 23365, on an AF Form 847, "Recommendation for Change of Publication." Pen and ink corrections are authorized for reference changes or incorrect answers/questions due to publication changes. The MQF will be reviewed and recommended changes will be forwarded to Hq TAC (DOSOS) within 60 days after receipt of applicable flight manual changes.

The MARF is numbered, and a record of numbers issued to each unit is maintained by Hq TAC (DOSOS). The MARF is a privileged document, and strict control will be exercised to prevent dissemination to other than appropriate SEF personnel.

1. An operating procedure, technique, etc., which will result in personal injury or loss of life is not carefully followed is a:
 - a. Caution
 - b. Warning
 - c. Note
 - d. None of the above

2. An operating procedure, technique, etc., which will result in damage to equipment if not carefully followed is a:
 - a. Caution
 - b. Warning
 - c. Note
 - d. None of the above

3. An operating procedure, technique, etc., which is considered essential to emphasize is a:
 - a. Caution
 - b. Note
 - c. Warning
 - d. None of the above

4. Though the maximum permissible weight can vary within broad limits, the designed gross weight, based on a 3.0g wing load factor is:
 - a. 33,000 lbs
 - b. 31,000 lbs
 - c. 29,000 lbs
 - d. 26,000 lbs

5. The C-47 type aircraft is powered by two 14 cylinder, twin-row radial, air cooled Pratt & Whitney engines known as the:
 - a. R-1830-90C, 90D or 92
 - b. R-2600-29A
 - c. R-2000
 - d. R-1820-76A or 76B

6. The two throttle levers, mounted on the control pedestal, are connected _____ to the throttle control on each carburetor.
 - a. Electrically
 - b. Hydraulically
 - c. By a cable system
 - d. Pneumatically

7. The carburetor air temperature indicators operate on 28 volt DC.
- a. True
 - b. False
8. The cowl flaps are attached to the aft edge of the engine cowling and are ___ controlled.
- a. Hydraulically
 - b. Electrically
 - c. By a cable system
 - d. Pnuematically
9. In the trail position, both sides of the actuating cylinder are un-pressurized, allowing the cowl flaps to move in either direction, depending on the balance of the air loads on the cowl flaps.
- a. True
 - b. False
10. In any position other than trail, system pressure may be lost if leakage in the cowl flap hydraulic system.
- a. True
 - b. False
11. The primer system injects fuel from the primer line into the ___ cylinders.
- a. Lower four
 - b. Lower eight
 - c. Upper eight
 - d. Upper four
12. The primer switch is a 3 position, momentary-type switch, spring loaded to the OFF position.
- a. True
 - b. False
13. The oil dilution switch is a 3 position momentary-type, spring loaded to the OFF position.
- a. True
 - b. False

14. The priming system functions as an aid in starting the engine by injecting fuel from a primer line into the carburetor.

- a. True
- b. False

15. The engine oil for propeller feathering is supplied from a reserve in the bottom of the oil tank, and pressure is provided by a _____ propeller feathering pump.

- a. 115 volt AC
- b. 24 volt DC
- c. 28 volts DC
- d. 110 volt AC

16. When the propeller feathering switch is pushed in to unfeather a propeller, it must be held in manually until the propeller has moved out of the feathered position.

- a. True
- b. False

17. The main cabin door warning light is located:

- a. On the right side of the electrical control panel.
- b. Adjacent to each door.
- c. On the extreme right hand side of the instrument panel.
- d. On the extreme left hand side of the instrument panel.

18. When the feathering button is pushed in to start feathering action the feathering operation cannot be interrupted until prop is in the full-feathered position.

- a. True
- b. False

19. Each engine oil system is supplied from a _____ US gallon oil tank.

- a. 37.5
- b. 29
- c. 40
- d. 25

20. The booster pumps will furnish ample pressure and fuel supply for operation in case either engine-driven pump fails.

- a. True
- b. False

21. During operation the majority of the vapor return flow will be directed to the main fuel tanks. The maximum return flow is approximately _____ gals per hour.

- a. 5
- b. 8
- c. 10
- d. 15

22. The total usable fuel on aircraft without a long-range system or outer wing tanks installed is _____ gallons.

- a. 402
- b. 802
- c. 1202
- d. 1602

23. C-47 type aircraft are normally equipped with two each main and auxiliary tanks containing _____ gallons and _____ gallons, respectively, of usable fuel.

- a. 202, 199
- b. 202.00
- c. 200.00, 198.00
- d. 200.00, 200.00

24. Level flight in the C-47 is assumed to be _____ degrees nose up.

- a. 0
- b. 5
- c. 3
- d. 1

25. A 28 volt DC liquidmeter fuel quantity indicator is installed on the main instrument panel to indicate the fuel quantity in the two main and two auxiliary tanks.

- a. True
- b. False

26. The selector for the fuel quantity indicator must be turned clockwise to prevent:

- a. Short circuits
- b. Jamming
- c. Erroneous readings
- d. Tripping dump valve relays

27. The generator warning lights will illuminate:
- When the output voltage of the generator is less than that of the bus.
 - When the batteries are overcharged.
 - When the batteries are low.
 - When the generators are overheated.
28. AC power is furnished by _____ volt, _____ cycle inverters.
- 220 - 200
 - 110 - 200
 - 115 - 400
 - 115 - 300
29. The ground power receptacle is located:
- On the underside of the fuselage aft of the battery compartment.
 - Outboard side of the right engine nacelle.
 - Inboard side of the left engine nacelle.
 - In the left main gear wheel well.
30. A pressure accumulator hydraulic power supply system operates:
- Gear, flaps, brakes, cowl flaps only.
 - Landing gear, cowl flaps and brakes only.
 - Gear, wing flaps, brakes, cowl flaps and windshield wipers.
 - Windshield wipers, gear, flaps only.
31. The fluid capacity of the hydraulic reservoir is _____ quarts.
- 8
 - 10
 - 12
 - 16
32. In the hydraulic reservoir, seven quarts are available to the engine-driven hydraulic pumps, while the remaining _____ quarts in the reservoir is/are available to the hydraulic hand pump for emergency operation.
- 1
 - 5
 - 3
 - 9

33. The initial air pressure in the lower chamber of the hydraulic pressure accumulator is:

- a. 200 psi
- b. 250 psi
- c. 350 psi
- d. 1000 psi

34. The hydraulic hand pump may be used to supply pressure to:

- a. Skis (if installed) brakes, landing gear, windshield wiper, wing flaps and autopilot.
- b. Any unit operated by the hydraulic system, except the autopilot.
- c. Skis (if installed), brakes, landing gear, windshield wiper, cowl flaps and autopilot.

35. Trim tabs are incorporated on:

- a. Rudders and elevator
- b. Elevator and aileron
- c. Rudder, elevator and aileron
- d. Rudder and aileron

36. Elevator trim is mechanically controlled by a handwheel located:

- a. On the pilot's side of the control pedestal.
- b. On each side of the control pedestal.
- c. On the co-pilot's side of the control pedestal.
- d. On the aft face of the control pedestal.

37. The wing flaps are hydraulically controlled and have a travel from 0 to _____ degrees.

- a. 30
- b. 35
- c. 60
- d. 45

38. The placarded positions indicated for the wing flaps are:

- a. Up, 1/2, 1/4 and full
- b. Up, 1/2, 3/4, and full
- c. Up, 1/4, 1/2, 3/4 and full
- d. Up, 1/4, 1/2, 3/4 and down

39. The landing gear latch must be released before the main gear can be retracted because a catch and dog prevent the landing gear lever from being moved into the UP position.

- a. True
- b. False

40. The rudder, ailerons, and elevators can be locked while on the ground by use of control surface locks. Proper locking of the controls requires _____ locks.

- a. 3
- b. 4
- c. 5
- d. 6

41. A landing gear warning horn cutoff switch is located on the overhead panel.

- a. True
- b. False

42. The landing gear warning horn will sound when one or both throttles are less than approximately 1/4 open, and the landing gear is not down and locked with the lever in the neutral position, or when the landing gear lever is not in the neutral position.

- a. True
- b. False

43. The tail wheel must be in the centered position before the tail wheel lock pin will engage the tail wheel in the lock position.

- a. True
- b. False

44. To set the parking brakes:

- a. Pull out the parking brake control knob and the brakes are set.
- b. Pull out the parking brake knob handle, then depress the brake pedals, and release the parking brake handle.
- c. Depress pilots brake pedals, pull out parking brake control knob, release brake pedal pressure prior to releasing the parking brake control knob.

45. The parking brakes may be locked and released by use of either the pilot's or co-pilot's rudder brake pedals.

- a. True
- b. False

46. Full braking action is possible even when the landing gear is retracted.

- a. True
- b. False

47. For proper operation of the vacuum instruments, engine RPM should be at least _____.
- a. 600 rpm
 - b. 800 rpm
 - c. 1000 rpm
 - d. 1200 rpm
48. The free air temperature indicator is mounted on the main instrument panel and is operated by:
- a. A direct-reading temperature bulb.
 - b. 24 volts DC
 - c. 28 volts DC
 - d. 115 volts AC
49. The instruments that rely on the pitot-static system for their operation are the:
- a. Airspeed indicators, altimeters, and vertical velocity indicator.
 - b. Directional gyro, altimeter, and vertical velocity indicator.
 - c. Free air temperature indicator, airspeed indicator, and autopilot.
 - d. Altimeters and vertical velocity indicator only.
50. Each CB container (fire extinguishing system for engines) is pressurized with nitrogen to _____ PSI standard day and incorporates a pressure gage for checking pressure within the container.
- a. 350
 - b. 410
 - c. 510
 - d. 600
51. The battery switch must be on to operate the CB fire extinguishing system.
- a. True
 - b. False
53. Two guarded ON-OFF fire extinguisher switches, one for the left and one for the right engine, are located:
- a. Under the hinged door on the flight compartment floor.
 - b. On the main instrument panel.
 - c. On the overhead panel.
 - d. On the control pedestal.

54. The firewall shutoff valve shuts off:

- a. Fuel to engine
- b. Oil to the engine
- c. Hydraulic fluid to the engine
- d. All of the above.

55. The firewall shutoff valve handles are located:

- a. On the overhead panel.
- b. Under the engine fire extinguisher access door (between pilot and co-pilot).
- c. On the main instrument panel.
- d. On the control pedestal.

56. When a firewall shutoff valve handle is actuated, oil for propeller feathering and hydraulic pressure for cowl flap operation is still available.

- a. True
- b. False

57. When the fire detector test switch is depressed, both warning lights should illuminate within _____ seconds.

- a. 5
- b. 10
- c. 15
- d. 20

58. The emergency warning bell is mounted on the left side of the main cargo compartment forward bulkhead. The bell, on some aircraft, is connected directly to the batteries to provide instantaneous warning whether the battery switch is ON or OFF.

- a. True
- b. False

59. The Weight and Balance Handbook and Form 365F should be checked:

- a. Only when cargo is being carried.
- b. Only when the load is changed or passengers added.
- c. Only on long missions when excessive fuel is being consumed.
- d. Before each flight.

60. The aircrew visual inspection procedures outlined in Section II are predicated on the assumption that maintenance personnel have completed all the requirements of the Manual of Inspection Requirements, T.O. 1C-47A-6.

- a. True
- b. False

61. The thru-flight checklist is to be accomplished only when the airplane is assigned missions which require intermediate stops by the same flight crew and no maintenance is performed during these stops.

- a. True
- b. False

62. Thru-flight checklist items are indicated by an asterisk (*). Asterisked items must be accomplished during an intermediate stop. The remaining items may be accomplished at the discretion of the flight crew. All items under BEFORE TAKEOFF and subsequent checks must be accomplished for all flights.

- a. True
- b. False

63. During the Before Starting Engine Check, the firewall shutoff valve cover should be left open.

- a. True
- b. False

64. When checking the fuel quantity, during the Before Starting Engines check, the selector must be turned counter-clockwise to prevent jamming.

- a. True
- b. False

65. The use of carburetor heat requires constant monitoring to preclude exceeding CAT limits. Allow _____ seconds delay for actuation of the door system to each position.

- a. 0
- b. 10
- c. 15
- d. 30

66. For ground operation at density altitudes above _____ feet, refer to High Altitude Procedures in Section IX.

- a. 2,000
- b. 4,000
- c. 6,000
- d. 8,000

67. If inertia-direct cranking starters are installed, the energize switch should be engaged a minimum of _____ seconds before the mesh switch is engaged if the engine has been shut down for less than 2 hours.

- a. 5
- b. 10
- c. 15
- d. 20

68. Prior to engine start, if the engine has been shut down for more than 2 hours to clear engine and insure proper lubrication, pull propellers through with continuous starter operation for _____ blades.

- a. 5
- b. 10
- c. 15
- d. 20

69. _____ blades will insure elimination or detection of hydraulic lock of engine starts made within two hours of last shutdown.

- a. 8
- b. 12
- c. 15
- d. 20

70. If the engine does not start, continuous use of the engine starter should be limited to _____ seconds.

- a. 30
- b. 60
- c. 90
- d. 120

71. If the engine does not start after continuous use of the starter to the maximum allowable time, allow ____ to ____ minutes cooling periods between attempted starts.

- a. 3 to 5
- b. 1 to 3
- c. 5 to 10
- d. 10 to 15

72. When starting, if oil pressure is not indicated within ____ seconds, stop the engine and determine the reason.

- a. 15
- b. 60
- c. 30
- d. 45

73. During engine starting, until oil temperature and oil pressure are within limits, adjust throttles to operate engines at:

- a. 900 rpm
- b. 1000 rpm
- c. 1200 rpm
- d. 1500 rpm

74. Fuel tank selectors are checked by operating the engines on OFF position until pressure drops below ____ PSI (3 minute time limit) and for ____ minutes each on all other positions.

- a. 13-2
- b. 14-3
- c. 16-5

75. During engine runup and after the propeller feathering check, the propellers should be exercised to insure warm oil for propeller governing by replacing cold oil put in by feathering action.

- a. True
- b. False

76. The maximum allowable rpm drop when making the ignition system check during runup is:

- a. 65 rpm
- b. 55 rpm
- c. 100 rpm
- d. 75 rpm

77. When performing the Power and Ignition check during engine runup, add approximately _____ RPM for each _____ MPH wind velocity when heading into the wind.

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

78. During a typical crew briefing before takeoff, the pilot will brief the co-pilot and flight mechanic on:

- a. Emergency procedures and oral and visual signals for gear retractions.
- b. Departure instructions and type takeoff.
- c. Power application and abort procedures.
- d. All of the above.

79. For a normal takeoff continue accelerating and takeoff _____.

- a. Between 65 and 70 knots.
- b. Between 43 and 52 knots.
- c. Between 52 and 61 knots.
- d. At minimum control speed or higher.

80. Which of the following sequences of action is correct for retraction of the landing gear?

- a. Move landing gear lever to UP position, then move positive lock lever to UNLOCKED Position.
- b. Move positive lock lever to SPRING LOCK position then move landing gear lever to UP position.
- c. Move landing gear latch lever to LATCH RAISED position, move landing gear lever to UP position. When gear is fully retracted, move landing gear lever to NEUTRAL position.
- d. None of the above.

81. Normal climb power is approximately _____.

- a. 41" Hg. 2550 RPM
- b. 36" Hg. 2550 RPM
- c. 36" Hg. 2350 RPM
- d. 41" Hg. 2350 RPM

82. During climb, if the cylinder head temperature cannot be maintained within limits by adjustment of the cowl flaps, increase airspeed or adjust power as necessary.

- a. True
- b. False

83. During climb check fuel pressure and turn off fuel booster pumps one at a time after first power reduction.

- a. True
- b. False

84. Liftoff can be made at speeds less than minimum control speed; however, it must be remembered that, in the event of engine failure under these conditions, power will have to be reduced on the operative engine to maintain direction control.

- a. True
- b. False

85. During cross-wind takeoffs, the recommended procedure to keep the aircraft aligned is to use brakes, rudder and differential power, in that order.

- a. True
- b. False

86. During descent it is well to remember that each 100 rpm requires at least _____ inch(es) of manifold pressure.

- a. 1/2
- b. 1
- c. 1/4
- d. 2

87. During descent, operations at high rpm and low manifold pressure should be kept to a minimum.

- a. True
- b. False

88. What is the proper sequence of actions for normal gear extension?

- a. Safely move lever to UNLOCKED, then place landing gear lever to the DOWN position, check for green indicator light.

- b. Gear lever DOWN, after gear has extended and landing gear system pressure indicates 850 PSI, place gear lever to NEUTRAL, check green indicator light ON, gear latch control to POSITIVE LOCK, and visually check gear.
 - c. Gear lever DOWN, after gear has extended and gear system pressure indicates 850 PSI, gear latch to POSITIVE LOCK, landing gear lever to NEUTRAL, check green indicator light ON, and visually check gear.
89. Before landing, the proper place to put the props to full increase RPM is:
- a. on base leg.
 - b. Immediately after turning final approach.
 - c. After established on final and prior to touchdown.
 - d. On initial touchdown, just prior to lowering the tailwheel.
90. When landing at gross weights above 26,000 pounds, touchdown at less than 300 fpm rate of descent in a _____ attitude.
- a. Three point
 - b. Tail-low
 - c. Tail-high
 - d. Crabbed
91. Recommended wing flap setting for cross-wind landing is:
- a. Full flaps
 - b. 3/4 flaps
 - c. 1/2 flaps or less
 - d. None of the above
92. Touch-and-go landings should be made only when authorized or directed by the major command concerned.
- a. True
 - b. False
93. During the Post Flight Engine Check, if a rise of more than _____ rpm or a drop in manifold pressure exceeding 1/4 inch Hg is noted, the IDLE rpm fuel-air ratio is too rich. If no rise in rpm is noted, the IDLE rpm fuel-air ratio is too lean.
- a. 5
 - b. 15
 - c. 10
 - d. 25

94. Heat damage to ignition system components and oil seals may result if engines are shut down when CHT is above _____ degrees C. If necessary, run engine at 1200 rpm to lower CHT.

- a. 150
- b. 200
- c. 232
- d. 260

95. Critical temperature warning lights will illuminate when heater temperatures exceed approximately _____.

- a. 60^oC (140^oF)
- b. 80^oC (178^oF)
- c. 100^oC (212^oF)
- d. 232^oC (450^oF)

96. If a critical temperature warning light illuminates, it is imperative that the respective nacelle spill valve be opened immediately to spill the heated air overboard. When the light goes out, the spill valve may be closed again.

- a. True
- b. False

97. If an engine is feathered, the respective spill valve should be opened to spill the air overboard, and the respective mixing chamber control knob should be placed in HOT position to eliminate air flow through the system.

- a. True
- b. False

98. The propeller deicing system utilizes isopropyl alcohol supplied from a _____ US gallon supply tank located behind the pilot's seat.

- a. 2
- b. 4
- c. 6
- d. 8

99. The propeller de-icer rheostat is capable of regulating fluid flow between:

- a. 1/2 to 3 gph
- b. 1 to 4 gph
- c. 1/2 to 1 1/2 gph

100. The carburetor de-icing system and the windshield de-icing system utilize a common supply tank with a capacity of _____ US gallons.

- a. 6
- b. 8
- c. 9.5
- d. 11.5

101. With continuous operation, the fluid output of the carburetor de-icing system pump is approximately _____ gallons per hour.

- a. 2
- b. 4
- c. 6
- d. 8

102. When using the wing de-icing system, one complete de-icing cycle is completed every _____ seconds.

- a. 20
- b. 40
- c. 60
- d. 90

103. Where is the control for operating the wing and empennage de-icing system located?

- a. On the bulkhead behind the pilot's seat.
- b. On the bulkhead aft of the co-pilot's station.
- c. Upper segment of the hydraulic panel.
- d. In the radio compartment.

104. When the wing and empennage de-icing system is operating, the gage will not give a constant recording of _____ psi because of the fluctuation of air pressure; however, it should reach _____ psi at the peak of each inflation in order to properly inflate the individual tubes in each boot.

- a. 6 & 6
- b. 6 & 8
- c. 8 & 8
- d. 8 & 10

105. When utilizing the UHF (AN/ARC-27) radio, to preclude damage to the equipment, allow at least _____ seconds for the set to warm up before operating.

- a. 30
- b. 45
- c. 60
- d. 90

106. The 28-volt dc marker beacon receiver is turned on _____.
- Automatically when power is supplied to the No. 2 Radio dc bus.
 - By a switch located on the instrument panel.
 - By turning on the VHF command radio.
 - By turning selector switch to filter.
107. During a VOR instrument approach, turn the TACAN set off at the TACAN control panel. This will prevent an automatic switch-over to TACAN in the event of a VOR power failure during a VOR approach. (Unmodified aircraft)
- True
 - False
108. In case of complete inverter failure what components of the OMNI-RANGE receiver (ARN-14) will continue to operate?
- None
 - The bearing indicator and heading pointer.
 - All
 - The CDI of the ID 249.
109. The rotating anti-collision light should be turned OFF during flight through conditions of reduced visibility where the pilot could experience vertigo as a result of the rotating reflections of the light against the clouds.
- True
 - False
110. The autopilot shall be engaged or disengaged with the flight control systems only when the aircraft is in a level flight attitude.
- True
 - False
111. Trimming the aircraft while the auto-pilot is engaged will not have any adverse effect on the auto-pilot system.
- True
 - False
112. The auto-pilot bank-climb gyro unit will tumble when the attitude deviation, from level flight in bank, climb or glide is in excess of:
- 45 degrees
 - 50 degrees
 - 55 degrees
 - 60 degrees

113. The recommended engine rpm during the autopilot preflight ground test is approximately:

- a. 800 rpm
- b. 1000 rpm
- c. 1200 rpm
- d. 1500 rpm

114. When loading the C-47, if possible all personnel carried in the main cabin shall be loaded AFT of the cargo.

- a. True
- b. False

115. Do not operate the windshield wipers on dry windshields.

- a. True
- b. False

116. The engines are approved for _____ minutes of operation at maximum power during takeoff and climb at takeoff speed.

- a. 3
- b. 5
- c. 15
- d. 30

117. The limitation for the use of METO power is _____.

- a. 5 minutes.
- b. 15 minutes
- c. 30 minutes
- d. No limitation

118. A complete engine inspection, prior to the next flight, is required at any time engine speed is observed between:

- a. 2700 and 3050 rpm
- b. 2700 and 3099 rpm
- c. 2800 and 3399 rpm
- d. 3100 and 3300 rpm

119. Propeller overspeeding above _____ RPM requires engine change.

- a. 3100
- b. 3200
- c. 3300
- d. 3400

120. At or above METO power an excessive manifold pressure over _____ seconds requires engine removal.

- a. 5
- b. 10
- c. 15
- d. 20

121. At any power setting, 10 or more inches Hg, excessive manifold pressure requires engine removal.

- a. True
- b. False

122. Below METO power 5 to 10 inches Hg, excessive manifold pressure from 5 to 15 seconds duration requires engine inspection.

- a. True
- b. False

123. The normal oil temperature for flight is:

- a. 40 to 80 degrees C.
- b. 40 to 60 degrees C.
- c. 60 to 100 degrees C.
- d. 60 to 80 degrees C.

124. The minimum oil temperature for flight is:

- a. 60 degrees C.
- b. 80 degrees C.
- c. 40 degrees C.
- d. 100 degrees C.

125. The maximum oil temperature for flight is:

- a. 60 degrees C.
- b. 80 degrees C.
- c. 40 degrees C.
- d. 100 degrees C.

126. During normal operations, the oil pressure should be:

- a. 60-100 PSI
- b. 60-80 PSI
- c. 40-110 PSI
- d. 65-110 PSI

127. Maximum allowable oil pressure is:

- a. 65 PSI
- b. 80 PSI
- c. 100 PSI
- d. 110 PSI

128. Minimum oil pressure for flight is:

- a. 40 PSI
- b. 60 PSI
- c. 55 PSI
- d. 80 PSI

129. In flight, due to resultant dangerous empennage vibration, propeller control levers should not be positioned to operate within the range of:

- a. 1300 and 2700 RPM
- b. 1300 and 1700 RPM
- c. 1500 and 1700 RPM
- d. 1700 and 2000 RPM

130. During normal cruise auto lean mixture is permitted:

- a. 1300 to 1700 RPM
- b. 1700 to 2050 RPM
- c. 1700 to 2350 RPM
- d. 2050 to 2550 RPM

131. The maximum permissible cylinder head temperature in auto rich is:

- a. 232 degrees C.
- b. 212 degrees C.
- c. 260 degrees C.
- d. 270 degrees C.

132. The maximum permissible cylinder head temperature in auto lean is:

- a. 232 degrees C.
- b. 212 degrees C.
- c. 260 degrees C.
- d. 270 degrees C.

133. In flight, normally carburetor air temperature should be maintained between _____.

- a. -10°C to 15°C
- b. 15°C to 38°C
- c. 10°C to 15°C
- d. 50°C to 80°C

134. The normal fuel pressure for flight is:

- a. 12 to 15 PSI
- b. 14 to 16 PSI
- c. 16 to 18 PSI
- d. 14 to 18 PSI

135. Minimum fuel pressure for flight is:

- a. 6 PSI
- b. 8 PSI
- c. 16 PSI
- d. 18 PSI

136. Maximum fuel pressure is:

- a. 8 PSI
- b. 16 PSI
- c. 18 PSI
- d. 20 PSI

137. The normal de-icing pressure is 8.0 to 8.5 PSI.

- a. True
- b. False

138. Normal auto-pilot oil pressure is 110 to 130 PSI.

- a. True
- b. False

139. Maximum permissible de-icing pressure is:

- a. 6 PSI
- b. 7.5 PSI
- c. 8.5 PSI
- d. 9 PSI

140. The normal suction pressure for the vacuum system should be:
- a. 4.25 to 4.75 in Hg
 - b. 4.00 to 4.75 in Hg
 - c. 3.75 to 4.25 in Hg
 - d. 3.00 to 4.25 in Hg
141. The hydraulic pressure for normal operation is:
- a. 600 to 1050 PSI
 - b. 600 to 750 PSI
 - c. 600 to 875 PSI
 - d. 600 to 1350 PSI
142. The maximum airspeed for extending 1/4 wing flaps is:
- a. 97 kts
 - b. 100 kts
 - c. 104 kts
 - d. 117 kts
143. Center of gravity limitations gear up or gear down are:
- a. Forward 11% and Aft 28% MAC.
 - b. Forward 16% and Aft 28% MAC.
 - c. Forward 12% and Aft 30% MAC.
 - d. Forward 11% and Aft 30% MAC.
144. Maximum airspeed limitations for extending gear and flaps is affected by aircraft gross weight.
- a. True
 - b. False
145. Maximum allowable airspeed at a gross weight of 26,000 pounds is:
- a. 171K
 - b. 202K
 - c. 221K
 - d. 240K
146. The maximum airspeed for extending the landing gear is:
- a. 97 kts
 - b. 100 kts
 - c. 104 kts
 - d. 140 kts

147. The maximum airspeed for extending full wing flaps is:

- a. 97 kts
- b. 100 kts
- c. 104 kts
- d. 140 kts

148. The maximum airspeed for extending 1/2 wing flaps is:

- a. 97 kts
- b. 100 kts
- c. 104 kts
- d. 140 kts

149. Stall warning comes in the form of a comparatively mild buffeting of the horizontal stabilizer. Aileron control is effective:

- a. Throughout the stall.
- b. Up to the point of stall.
- c. To 5 mph below stall speed.
- d. To 5 mph above stall speed.

150. When using carburetor alcohol the supply should be conserved for:

- a. Momentary use during flight.
- b. Use during landing.
- c. An emergency.
- d. All of the above.

151. If over a _____ RPM rise is noted during the idle mixture check, the mixture is too rich.

- a. 0
- b. 2
- c. 5
- d. 10

152. The CHT for ground operation spark plug cleanout should be:

- a. 140-160°C
- b. 160-180°C
- c. 180-200°C
- d. 200-232°C

153. The correct procedures for ground operation spark plug cleanout is to advance power slowly to _____ inches above field barometric and hold for one minute.

- a. 3
- b. 5
- c. 7
- d. 9

154. The most critical fouling range for the plugs in the R-1380 engine is:

- a. 600 to 800 RPM
- b. 900 to 1100 RPM
- c. 1000 to 1200 RPM
- d. 1000 to 1400 RPM

155. Another ignition check will be performed just prior to takeoff, when time since the last engine runup ignition check exceeds _____.

- a. 5 minutes.
- b. 10 minutes.
- c. 15 minutes.
- d. 30 minutes.

156. One recommended method that can be used to prevent lead fouling during cruise is _____.

- a. Use auto-lean continuously.
- b. After each hour, at cruise settings, use autorich for two minutes.
- c. Move prop controls to full increase for six minutes.
- d. Change RPM by 50.

157. During normal operations, unless the fuel is required to complete the mission, it is advisable to select a new fuel supply before running a tank empty (approximately 20 gallons remaining) in order to prevent engine failure because of fuel starvation.

- a. True
- b. False

158. It is very important upon reaching a cruising altitude that fuel be consumed from main tanks first and auxiliary tanks last.

- a. True
- b. False

159. Takeoff is permitted using fuel from the long-range fuel supply.

- a. True
- b. False

160. When the brakes are used to stop the aircraft, it is recommended that a minimum of _____ minutes elapse between landings where the landing gear remains extended in the slip stream, and a minimum of _____ minutes between landings where the landing gear has been retracted, to allow sufficient time for cooling between brake applications.

- a. 5 - 15
- b. 10 - 30
- c. 15 - 30
- d. 15 - 15

161. Taxiing with one engine inoperative is not recommended.

- a. True
- b. False

162. During an instrument climb, climbing airspeed and altitude are easily maintained. Banks in excess of _____ degrees are not recommended.

- a. 15
- b. 25
- c. 30
- d. 45

163. To properly flight plan, known regions of moderate icing will be avoided.

- a. True
- b. False

164. During instrument flying, hold with the landing gear and wing flaps up, and use enough power to maintain an IAS of _____ knots.

- a. 97
- b. 100
- c. 105
- d. 110

165. During icing conditions, climb or cruise at _____ knots above normal. Reducing the angle of attack minimizes the accumulation of ice on under surfaces.

- a. 0 to 10
- b. 5 to 10
- c. 10 to 15
- d. 15 to 20

166. Ice accumulation on the aircraft will result in higher stall speeds due to the change in aerodynamic characteristics and increased weight of the aircraft due to ice build-up. Approach and landing speeds need not be increased.

- a. True
- b. False

167. During oil dilution the propeller control is moved from INCREASE to DECREASE RPM position at least:

- a. Twice
- b. Three times
- c. Four times
- d. Five times

168. When the oil temperature exceeds _____ degrees C during the dilution period, stop the engine and wait until oil temperature has fallen below _____ degrees C before again starting the engine and resuming the dilution operation.

- a. 85 to 50
- b. 60 to 50
- c. 50 to 30
- d. 50 to 40

169. Operation of the oil dilution system is indicated by a drop in fuel pressure, followed later by a drop in oil pressure.

- a. True
- b. False

170. After the oil has been diluted as specified in Section IX, position the carburetor mixture controls to IDLE CUT-OFF and continue to hold the oil switch ON until the propeller stops turning.

- a. True
- b. False

171. Prior to entering an area of turbulent air, the propeller controls are advanced to _____ RPM and the airspeed is stabilized at _____ Kts above the stall speed.

- a. 2150 - 60
- b. 2150 - 70
- c. 2300 - 70
- d. 2350 - 50

172. When entering areas of known turbulence or thunderstorms, the gear and flaps should be lowered to assist in stabilizing the aircraft.

- a. True
- b. False

173. During cold weather operations, before entering the aircraft, the following should be removed from the aircraft:

- a. Ice
- b. Frost
- c. Snow
- d. All of the above

174. During cold weather operations the most critical periods in the operation of the aircraft are the _____ and _____ periods.

- a. Postflight-Preflight
- b. Taxiing-Takeoff
- c. Landing-Taxiing
- d. Starting-Shutdown

175. To prevent engine oil starvation due to congealed oil, oil in the tank must be heated to _____ or above before starting engines.

- a. -12°C ($+10^{\circ}\text{F}$)
- b. -18°C (0°F)
- c. -32°C (-25°F)

176. The hydraulic system will not operate at temperatures below _____.

- a. -6.7° to -18°C (20° to 0°F)
- b. -40°C (-40°F)
- c. -18°C (0°F)
- d. -32°C (-25°F)

177. During cold weather operations, make sure all instruments have warmed up sufficiently to insure normal operation. Check for sluggish instruments during taxiing.

- a. True
- b. False

178. During cold weather operations, the cowl flaps may be closed to expedite engine warmup.

- a. True
- b. False

179. Surface de-icers may be used during takeoff if conditions so require.

- a. True
- b. False

180. When warming up the engines after oil dilution, it is preferable to allow oil temperature to rise above _____ and to increase RPM during runup to dissipate fuel from the oil system.

- a. 40 degrees C
- b. 50 degrees C
- c. 60 degrees C
- d. 70 degrees C

181. During cold weather operations, after takeoff, cycle the gear several times to remove slush and snow and to prevent the gear from freezing in the retracted position.

- a. True
- b. False

182. During the flight in cold weather, periodically exercise prop controls to provide a supply of warm oil in the prop dome.

- a. True
- b. False

183. Oil dilution is preferred if the expected minimum temperature is below _____ degrees C in order to minimize the requirement for preheat prior to the next engine start.

- a. - 5
- b. +10
- c. +4
- d. 0

1. Given: Power off, both props feathered, gear and flaps up, no wind. Gross weight 23,000 lbs. From an altitude of 5000 feet, the glide would be _____ nautical miles and indicated glide speed should be _____ knots.

- a. 12 - 99
- b. 12 - 114
- c. 14 - 99
- d. 14 - 104

2. Given temperature 59 degrees F, pressure altitude - Sea Level. Find density altitude.

- a. 1000 ft
- b. 1500 ft
- c. 500 ft
- d. Sea level

3. Given temperature 20 degrees C, fuel grade - 115/145. Find fuel density in lbs/gal.

- a. 5.80 lbs/gal
- b. 6.00 lbs/gal
- c. 5.87 lbs/gal
- d. 5.76 lbs/gal

4. Constant cruise power settings. 550 BHP per engine. Auto Lean. Pressure altitude 9000 ft. Carb air Temp +10 degrees C. Manifold pressure _____. _____ RPM, fuel flow lbs/hr, 2 engines _____.

- a. 28.7" hg, 1900 RPM, 473.0 lbs/hr
- b. 30.0" hg, 1800 RPM, 465.30 lbs/hr
- c. 30.0" hg, 1900 RPM, 465.30 lbs/hr
- d. 29.5" hg, 1800 RPM, 473.0 lbs/hr

5. Constant cruise power settings, 640 BHP per engine, Auto Rich, pressure altitude 11000 ft. Carb air temp 0 degrees C, manifold pressure _____, RPM, fuel flow lbs/hr, 2 engines _____.

- a. 29.8" hg, 2350 RPM, 665 lbs/hr
- b. 29.3" hg, 2050 RPM, 605 lbs/hr
- c. 29.8" hg, 2050 RPM, 332.5 lbs/hr
- d. 29.3" hg, 2050 RPM, 332.5 lbs/hr

6. Constant cruise power setting, 500 BHP, Auto Lean, pressure altitude 7000 feet, carb air temp +20 degrees C. The power setting required to develop 500 BHP is:

- a. 29.6" hg, 1700 RPM.
- b. 29.5" hg, 1700 RPM.
- c. 29.3" hg, 1700 RPM.
- d. 29.9" hg, 1700 RPM.

7. Fuel flow per engine: Given 550 BHP, fuel grade 100/130, fuel density 6 lbs/gal, Auto Lean, 1700 RPM: Find fuel flow in lbs/hr/engine.

- a. 210 lbs/hr
- b. 225 lbs/hr
- c. 235 lbs/hr
- d. 250 lbs/hr

8. Fuel flow per engine. Given 600 BHP, fuel grade 100/130, fuel density 6 lbs/gal, auto lean, 1900 RPM. Find fuel flow in lbs/hr.

- a. 245 lbs/hr
- b. 255 lbs/hr
- c. 270 lbs/hr
- d. 280 lbs/hr

9. Takeoff gross weight limited by 100 FPM, single engine rate of climb, max power on operative engine. Clean aircraft. OAT +35 degrees C. Pressure altitude 2000 feet, no skis, dew point +20 degrees F. The max gross weight for 100 FPM single rate of climb is:

- a. 25,400 lbs.
- b. 28,700 lbs
- c. 30,400 lbs
- d. 30,800 lbs

10. Given: OAT +20 degrees C, pressure altitude 2000 feet, dew point +10 degrees F, gross weight 23,000 lbs, headwind 20 knots not measured at the runway, sod runway. Find: Takeoff ground run distance with wing flaps up.

- a. 1200 ft
- b. 950 ft
- c. 1100 ft
- d. 1250 ft

11. Given: Pressure altitude 4000 feet, OAT +20°C, dew point +10°F, gross weight 27,000 lbs, headwind at runway 10 knots, Sod runway. Find: Takeoff ground run using 1/4 flaps.

- a. 1025 ft
- b. 1400 ft
- c. 1150 ft
- d. 850 ft

12. Given: Takeoff distance 2000 feet, uphill runway slope .015. Find: Total distance corrected for runway slope.

- a. 2220 ft
- b. 1750 ft
- c. 2075 ft
- d. 2275 ft

13. Given: Takeoff distance 1750 feet. Downhill slope .020. Find: Total distance corrected for slope.

- a. 1850 ft
- b. 1400 ft
- c. 1500 ft
- d. 1425 ft

14. Given: OAT + 20 degrees C, pressure altitude 2000 feet, dew point 0°F, runway length 3000 ft, wind 10 knots headwind at runway, gross weight 27,000 lbs. Find: Refusal speed.

- a. 65 knots
- b. 71 knots
- c. 62 knots
- d. 77 knots

15. Takeoff runway heading 090 degrees, wind 040 degrees/25 knots. Takeoff is:

- a. Recommended
- b. Not recommended

16. Given: Gross weight 27,000 lbs, climb power, standard day, no skis, two-engine indicated climb speed is:

- a. 103 knots
- b. 116 knots
- c. 115 knots
- d. 119 knots

17. Given: Gross weight 25,000 lbs, climb power, standard day, no skis, two engines. Time to climb to 5000 feet pressure altitude from S.L. is:

- a. 10 min
- b. 12 min
- c. 14 min
- d. 16 min

18. At takeoff from a sea level base, your aircraft weighs 25,000 lbs. Using climb power (two engines operating) no skis, find the distance traveled and fuel used to climb to 5000 ft pressure altitude, standard day.

- a. 20 SM - 200 gals
- b. 20 NM - 200 gals
- c. 20 NM - 200 lbs
- d. 15 NM - 250 lbs

19. At a gross weight of 26,000 lbs, one propeller feathered, max power on operative engine, single engine indicated climb airspeed is:

- a. 89 knots
- b. 114 knots
- c. 84 knots
- d. 91 knots

20. Given: Climb power, two engines, no skis, OAT +24 degrees C, pressure altitude 1000 feet, gross weight 29,000 pounds. The rate of climb is:

- a. 640 FPM
- b. 550 FPM
- c. 400 FPM
- d. 320 FPM

21. Given: No skis, one propeller feathered, max power on operative engine, outside air temperature +28 degrees C, pressure altitude 1000 feet, gross weight 29,000 lbs. Single engine rate of climb will be:

- a. 125 FPM
- b. 165 FPM
- c. 50 FPM
- d. 70 FPM

22. Given: No skis, one propeller feathered, METO power on operative engine, density altitude 5000 feet. Gross weight 23,000 lbs. Single engine rate of climb will be:

- a. 215 FPM
- b. 225 FPM
- c. 235 FPM
- d. 245 FPM

23. Given: Clean configuration, standard day, METO power, gross weight 25,800 lbs. What is the emergency ceiling for single engine without skis?

- a. 6800 ft
- b. 6000 ft
- c. 7500 ft
- d. 8000 ft

24. Given: Clean configuration, standard day, METO power, gross weight 28,000 lbs. What is the emergency ceiling for single engine without skis?

- a. Sea level
- b. 1000 ft
- c. 2000 ft
- d. 3000 ft

25. Given: Max endurance power condition. Two engine, standard day, auto lean, gross weight 26,000 lbs, pressure altitude 5000 ft. Find TAS ____.

- a. 105K - 410
- b. 100K - 350
- c. 106K - 420
- d. 97K - 395

26. Given: Long range power conditions, standard day, two engines, auto lean, gross weight 25,000 lbs, density altitude 10,000 ft. Find: TAS _____
BHP _____.

- a. 128K - 400
- b. 118K - 450
- c. 120K - 425
- d. 122K - 350

27. Given: Wing flaps full flaps, idle power touchdown at 1.1 VS, OAT +10°C, pressure altitude 1000 feet, gross weight 25,000 pounds, no wind, hard surface runway. What is the landing ground run distance?

- a. 1700 ft
- b. 1600 ft
- c. 1450 ft
- d. 1500 ft

28. Find total landing distance from a 50-foot height: Gross weight 25,000 lbs, pressure altitude 3000 ft, temp minus 3 degrees C, 10 knot headwind measured at the runway. Wind flaps 0 degrees, idle power, hard surface runway.

- a. 2850 ft
- b. 3050 ft
- c. 3250 ft
- d. 3450 ft

29. At a gross weight of 26,000 lbs, touchdown for a no flap landing will be made at approximately:

- a. 75 knots
- b. 74 knots
- c. 68 knots
- d. 70 knots

30. At a gross weight of 27,000 lbs, touchdown for a full flap landing will be made at approximately:

- a. 64 knots
- b. 68 knots
- c. 66 knots
- d. 70 knots

31. At a gross weight of 27,000 lbs, power off, stall speed at 30 degrees of bank, zero flaps is approximately:

- a. 68 knots
- b. 82 knots
- c. 73 knots
- d. 70 knots

1. Fuel reserve in reciprocating engine-driven aircraft must be computed from fuel consumption rates for normal cruising altitudes.
 - a. True
 - b. False

2. When flying at night each crewmember must have an operative flashlight.
 - a. True
 - b. False

3. Aircraft must display lighted standard position lights immediately before engine start and when the engine(s) is/are running.
 - a. True
 - b. False

4. What is the minimum taxi clearance to an active runway?
 - a. 100'
 - b. 200'
 - c. 10'
 - d. 150'

5. Night instrument time counts toward both weather and night annual minimums.
 - a. True
 - b. False

6. The crew duty period begins at aircraft station time.
 - a. True
 - b. False

7. An aircraft will not be taxied within _____ feet of an obstruction.
 - a. 5
 - b. 10
 - c. 25
 - d. 50

8. A standard holding pattern has left hand turns and 1.5 minute legs.
 - a. True
 - b. False

9. During a precision approach, the final approach airspeed should be set prior to glide slope interception.

- a. True
- b. False

10. Half standard rate turns are used on final during a gyro out precision approach.

- a. True
- b. False

11. Localizer only approaches are flown as a nonprecision approach.

- a. True
- b. False

12. Yellow chevron marking on Air Force runway overruns indicate area may be used for taxiing out, not takeoff.

- a. True
- b. False

13. Pilot time may be logged by any pilot serving as safety observer for another pilot engaged in instrument hooded flight.

- a. True
- b. False

14. Aircrews may be scheduled for augmented crew flight duty although sleeping provisions are not available.

- a. True
- b. False

15. Passenger emergency procedure briefings are encouraged, but not mandatory.

- a. True
- b. False

1. During peacetime training, drops will not be made when the wind at drop altitude is above _____.

- a. 15 kts
- b. 20 kts
- c. 25 kts
- d. 30 kts

2. For drops, exit doors are normally opened at:

- a. Before takeoff
- b. 20 minute warning
- c. 10 minute warning
- d. 6 minute warning

3. Flares dropped from an AC-47 should be released on the upwind side of the target and then the aircraft maneuvered into firing position as soon as possible.

- a. True
- b. False

4. The red warning light is turned on at:

- a. 20 minute warning
- b. 10 minute warning
- c. 6 minute warning
- d. 1 minute warning

5. A slow-down from cruise airspeed will be initiated in sufficient time so as to be at drop airspeed a minimum of _____ minutes prior to drop.

- a. 1
- b. 2
- c. 4
- d. 6

6. Green light OFF, Red light ON prior to expiration of the usable length on the DZ.

- a. True
- b. False

7. Under which of the following conditions will a drop be aborted?
- a. DZ is not positively identified and correctly authenticated.
 - b. Red smoke (day) or red flare (night) is displayed on the DZ.
 - c. DZ markings are not displayed correctly.
 - d. All of the above.
8. If winds over the DZ at drop altitude are over 30 kts, or any condition exists that is considered unsafe by the pilot, a drop will be aborted.
- a. True
 - b. False
9. Should a parachutist become fouled in clearing the aircraft and is towed behind, the signal to indicate that he is conscious and that his reserve parachute is ready for use is:
- a. One hand on top of his helmet.
 - b. Both hands on top of his helmet.
 - c. Thumbs up.
 - d. a or b above.
10. The decision to cut a parachutist free will be made by the:
- a. Aircraft commander
 - b. Jumpmaster
 - c. Loadmaster
 - d. RCL
11. Minimum acceptable altitude for emergency bailout of a paratrooper is _____ ft above the terrain.
- a. 200 ft
 - b. 500 ft
 - c. 400 ft
 - d. 1250 ft
12. Free dropping is normally accomplished between _____ ft and _____ above the terrain.
- a. 0 - 50
 - b. 50 - up
 - c. 500 - up
 - d. None of the above.

13. In LZ operations the row of landing strip markers is always on the _____ side of the landing aircraft.

- a. Left
- b. Right

14. After completing an LZ landing roll the turn around is always made to the:

- a. Left
- b. Right

15. At night the RCL flashing his light toward the nose of the aircraft is the signal for takeoff.

- a. True
- b. False

16. On an LZ operation, if the aircraft has not touched down by Station C (light or panel):

- a. The pilot lands at his discretion.
- b. The pilot executes a go-around.
- c. Retreat flaps for faster sinking.
- d. Continue approach with caution.

17. Rates of descent for aeromed evac missions will not normally exceed _____ FPM.

- a. 200
- b. 300
- c. 400
- d. 500

18. Top priority normally will be granted aircraft for takeoff, landing, etc, if the pilot states to the controlling agency, "We wish to exercise air evacuation priority."

- a. True
- b. False

19. A flare may be extinguished with:

- a. CB extinguisher
- b. CO₂ extinguisher
- c. Sand
- d. None of the above

20. At sea level and below 90 degrees F the minimum dimensions of a landing zone for safe day operations are:

- a. 3000 ft long, 75 ft wide
- b. 4000 ft long, 85 ft wide
- c. 2500 ft long, 60 ft wide
- d. 3000 ft long, 60 ft wide

21. Extra clearances around the runway perimeter are not required in a landing zone if the basic runway dimensions are met.

- a. True
- b. False

22. Turning points should be no further apart than approximately:

- a. 40 NM
- b. 50 NM
- c. 60 NM
- d. 30 NM

23. Intermediate checkpoints should be no more than 5 to 15 miles apart.

- a. True
- b. False

24. Emergency clearance altitude is the altitude necessary to clear all obstacles within _____ miles of the planned route.

- a. 10
- b. 15
- c. 20
- d. 25

25. On a low-level navigation mission, any time there is _____ or more difference in ATA and ETA to a checkpoint, immediate corrective action should be taken.

- a. One minute
- b. Two minutes
- c. 30 seconds
- d. Three minutes

26. On a low-level navigation mission, if a crew suspects it is lost a "pop up" to emergency safe altitude should be started at once.

- a. True
- b. False

27. Normal airborne training drop altitude is:

- a. 900' AGL
- b. 500' AGL
- c. 1000' AGL
- d. 1250' AGL

28. Normally drops by C-47 aircraft will be made at _____ KIAS, but may be as high as _____ KIAS if terrain or other factors require higher airspeed for safety of flight reasons.

- a. 100 - 110
- b. 105 - 125
- c. 110 - 130
- d. 125 - 130

29. Supervisory personnel must insure that all flights are scheduled in accordance with current directives and aircrew briefings are conducted.

- a. True
- b. False

30. The pilot determines the specific tactics and procedures to be employed during a mission.

- a. True
- b. False

31. Takeoffs will not be made when the gross weight precludes a 100 ft per minute rate of climb, with the gear and flaps up, one engine inoperative, propeller feathered and one engine operating at max power.

- a. True
- b. False

32. Caution need not be exercised when cargo is loaded so that emergency exits remain accessible.
- a. True
 - b. False
33. Minimum basic crew on a tactical mission is:
- a. Pilot, copilot, navigator
 - b. Pilot, navigator, flight mechanic
 - c. Gunner, loadmaster, flight mechanic
 - d. As specified by supervisory personnel
34. The delayed opening leaflet system is effective for delivering leaflets to hostile targets while the aircraft remains clear of ground fire.
- a. True
 - b. False
35. Best target coverage on leaflet drops is obtained by flying at a high altitude and flying a box pattern.
- a. True
 - b. False
36. Wind is probably the most significant factor to consider on leaflet drops to insure adequate target coverage.
- a. True
 - b. False
37. Early morning and night leaflet drops will minimize the uplifting and floating of leaflets caused by thermals.
- a. True
 - b. False
38. Ten minutes prior to arriving at the target area, loudspeaker equipment is turned on to insure adequate warm up.
- a. True
 - b. False
39. The pilot will adjust the power to 2050 RPM on speaker runs to maintain 130 KTS airspeed.
- a. True
 - b. False

40. Surface wind has very little effect on reception from loudspeakers; however, the wind at altitude affects the pattern flown by the pilot.

- a. True
- b. False

41. Aircrews operating in foreign countries should remain alert for opportunities to promote community relation and civic action projects which will help the host government.

- a. True
- b. False

42. The flare pattern, except for AC-47s, is normally a racetrack with all turns to the right.

- a. True
- b. False

43. For continuous light on a target it is best to adjust the pattern so that flares ignite at least 20 seconds prior to burn-out of the previous flare.

- a. True
- b. False

44. Flares are rather sturdy and require very little special handling.

- a. True
- b. False

45. Special equipment must be carried on board aircraft to help eject flares in case of inadvertent ignition inside the aircraft.

- a. True
- b. False

46. For search and rescue operations drift markers must be available for immediate deployment and at the rear cargo door and at each over-wing hatch.

- a. True
- b. False

47. Search operations are normally conducted at ____ to ____ feet above the search area.

- a. 1500-2000
- b. 1500-3000
- c. 500-1000

48. For search and rescue operations over the wing hatches must be _____ prior to flight to provide an effective scanner station.

- a. Closed
- b. Opened
- c. Removed

49. For search and rescue in mountainous terrain the contour of search pattern is used, starting at the _____ of the mountain and working _____.

- a. Top - down
- b. Bottom - up

50. Low-level navigation is generally used in _____.

- a. All Commando operations.
- b. Unconventional warfare (UW) environment
- c. COIN situations
- d. Troop carrier squadrons

51. Flight planning emphasis should be placed on the ground contour at least _____ miles on each side of the flight path to include elevation, terrain features, towns, towers, proximity to enemy installations, etc.

- a. 5
- b. 10
- c. 15
- d. 25

52. The route of flight consists of a series of relatively short legs, usually under _____ nautical miles.

- a. 20
- b. 40
- c. 30
- d. 60

53. The initial point (IP) is the final prominent navigational checkpoint prior to reaching an objective point.

- a. True
- b. False

54. Which of the following features constitute suitable IPs?

- a. Coast lines
- b. Rivers and canals
- c. Lakes (1/2 mile or more in diameter)
- d. All of the above

55. The checkpoints selected for the IP and pre-IP must be marked or labeled as such on mission maps.

- a. True
- b. False

56. Turning points should be no further apart than _____ NM.

- a. 30
- b. 20
- c. 40
- d. 60

57. For personnel drops the maximum allowable winds at drop altitude are _____ knots and maximum surface winds are _____ knots.

- a. 15 - 35
- b. 35 - 15
- c. 30 - 13
- d. 13 - 30

58. The most desirable shapes for drop zones are:

- a. Round
- b. Square
- c. Either a or b
- d. None of the above

59. The use of training drop zones less than _____ by _____ should be avoided.

- a. 300 meters by 300 meters
- b. 400 meters by 400 meters
- c. 350 meters by 350 meters
- d. None of the above

60. A flanker panel will be placed _____ meters to the left of the pattern and abeam the release point for drops above _____ feet.

- a. 100 - 500
- b. 100 - 600
- c. 200 - 700
- d. 200 - 800

61. Slow down from enroute to drop airspeed will be initiated in sufficient time to be at drop airspeed a minimum of _____ minutes prior to drop.

- a. 2
- b. 3
- c. 4
- d. 1

62. Personnel and cargo drops are normally made at _____ KIAS.

- a. 125
- b. 115
- c. 110
- d. 105

63. If terrain or other factors require a higher airspeed for safety of flight reasons, speed up to _____ KIAS may be used.

- a. 135
- b. 130
- c. 125
- d. 140

64. The minimum RPM that is considered safe for the operation should be used when making drops in a UW environment.

- a. True
- b. False

65. Should a parachutist become fouled in clearing the aircraft and towed behind, the pilot will maintain at least _____ ft above the ground and will avoid flying over water and built up areas.

- a. 700
- b. 500
- c. 1500
- d. 1000

66. The 7.62MM Mini-Gun has a maximum rate of fire of _____ rounds per minute.

- a. 3000
- b. 6000
- c. 1500
- d. 1800

67. For normal target operations in the AC-47 below 10,000 ft RPM will be set at _____ and mixtures:

- a. 1750, AUTO LEAN
- b. 2050, AUTO RICH
- c. 1800, AUTO LEAN
- d. 1900, AUTO LEAN

68. The illuminated gunsight in the AC-47 has _____ different reticle patterns of variable intensity.

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

69. The pipper is 50 mils from the crescents on each side in the night reticle pattern.

- a. True
- b. False

70. The mini-gun boresighting is normally for conditions of a slant range of 4500 ft, a TAS of 130 KTS, and an altitude of 3000 ft absolute altitude.

- a. True
- b. False

71. The 7.62MM tracer will burn for approximately 2350 ft and will stay well grouped with ball ammunition pattern.

- a. True
- b. False

72. The MINI gun has no minimum burst, but the maximum burst is 5 seconds.

- a. True
- b. False

73. If the pipper comes down behind the target when rolling in for a firing pass, the pilot should:

- a. Roll out and reacquire the target.
- b. Apply heavy right rudder and aileron.
- c. Increase airspeed by advancing throttles.
- d. Increase the angle of bank.

74. Normally, high airspeed will cause the bullets to impact _____ of the piper, and low airspeed will cause impact _____ the piper.

- a. Behind, ahead
- b. Ahead, below
- c. Ahead, behind
- d. Airspeed has no effect on impact

75. During target acquisition corrections made with the piper for wind effect should always be made into the wind.

- a. True
- b. False

76. Using MINI guns with 12 degrees depression at an absolute altitude of 3000 feet approximately _____ degrees bank will be used at a slant range of 4393 feet.

- a. 20
- b. 30
- c. 45
- d. 42

1. Runway 14/32 at England AFB is ____ ft long and ____ ft wide.
 - a. 8350, 150
 - b. 9700, 100
 - c. 9750, 100
 - d. 9350, 150

2. The impact area of Peason Ridge is located in R-3803, and the elevation is approx ____ feet.
 - a. 200
 - b. 250
 - c. 450
 - d. 300

3. Peason Ridge range weather minimums will be ____ for night operations when dispensing flares.
 - a. 1500 - 3 miles
 - b. 2500 - 3 miles
 - c. 2500 - 5 miles
 - d. 3500 - 3 miles

4. Fort Polk tower will be contacted for clearance into R-3803 and when departing.
 - a. True
 - b. False

5. Field elevation at Pollock Field is ____ feet.
 - a. 213
 - b. 417
 - c. 100
 - d. 89

6. Pollock Field is located ____ miles ____ of England AFB.
 - a. 10, NNE
 - b. 30, N
 - c. 10, E
 - d. 12, W

7. Weather minimums for para drops at Pollock Field are:
- a. 1000 - 5 miles
 - b. 2000 - 3 miles
 - c. 1500 - 3 miles
 - d. VFR
8. Frequencies in use at Pollock Field are _____ UHF, _____ VHF.
- a. 236.6 - 137.9
 - b. 264.7 - 120.85
 - c. 267.4 - 120.85
 - d. 276.4 - 132.7
9. Touch-and-go landings are authorized to be practiced at England AFB by any pilot.
- a. True
 - b. False
10. England AFB ground control frequencies are:
- a. 275.8/124.8
 - b. 275.8/126.2
 - c. 257.8/126.2
 - d. 257.8/124.8
11. When requesting clearance for a practice VOR approach at England AFB, contact _____.
- a. England Tower
 - b. Alexandria Radio
 - c. Alexandria Approach Control
 - d. No clearance necessary.
12. VFR traffic pattern altitude at England AFB is _____' MSL.
- a. 1100
 - b. 1000
 - c. 1200
 - d. 1300

13. Strobe lights at England AFB will be turned on any time the ceiling and visibility is ____ feet and _____ miles or less.
- a. 1000, 5
 - b. 1500, 3
 - c. 1500, 5
 - d. 2500, 5
14. The call sign for England AFB Command Post is RAYMOND 12.
- a. True
 - b. False
15. The England AFB Command Post UHF frequency is:
- a. 381.3 Mh
 - b. 338.7 Mh
 - c. 255.6 Mh
 - d. 259.3 Mh
16. A flashing white light from the tower while taxiing indicates:
- a. Stop - clear the active runway.
 - b. Cleared to proceed with caution.
 - c. Return to starting point.
 - d. Stop - do not taxi until further advised.

1. On all C-47D type aircraft, if inverter selector switch is turned off, flight instrument power will be lost.
 - a. True
 - b. False

2. In some C-47 aircraft, the ILS glide slope frequencies may not be correctly paired for the selected localizer frequency.
 - a. True
 - b. False

3. Use of the AN/APN-1 Radio Altimeter is prohibited.
 - a. True
 - b. False

4. An increase of up to 1.5 in Hg is authorized to compensate for horsepower loss due to humidity.
 - a. True
 - b. False



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MASTER QUESTION FILE, C-47 PILOT, EMERGENCY PROCEDURES (BOLD FACE)

1. List in sequence the engine failure inflight procedures.

- a. Throttle Off
- b. Propeller Feather
- c. Mixture control - idle cutoff
- d. Firewall shut off valve - closed
- e. Fire extinguisher agent discharge - if fire exist
- f. Hydraulic pump selector - operative engine

2. List in sequence the single engine go-around bold face procedures.

- a. Command Go around
- b. wing flaps retract to 1/4 throttle - Max for RPM
- c. wing flaps retract to 1/2 flaps
- d. Clear up
- e. flaps up

3. List in sequence the bold face procedures for a runaway propeller in flight.

- a. throttle closed
- b. Airspeed reduce to safe single engine airspeed
- c. Shutdown engine

4. List in sequence the Bold Face procedures for engine fire during starting.

- a. continue cranking
- b. Mixture - idle cut off
- c. throttle - open
- d. ignition off
- e. Fuel boost pump off
- f. Restart fire.

5. List in sequence the Bold Face procedures for wing fire:

- a. cut off all systems that could feed the fire
- b. side slip the aircraft away from the burning wing

6. List in sequence the Bold Face procedures for an engine fire in flight.

- a. Propeller feather
- b. Mixture - idle cut off
- c. Firewall shut off valve closed
- d. Fire extinguisher agent discharge
- e. Hydraulic pump selector - operative engine

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MASTER QUESTION FILE, C-47 PILOT, EMERGENCY PROCEDURES (BOLD FACE)

7. List in sequence the Bold Face procedures for a fuel pressure drop in flight.

- a. Mixture - off
- b. Propeller - feather
- c. Fire all shut-off valves closed
- d. Fire extinguisher discharge is fire exist
- e. Hydraulic pump selector - operative engine

MASTER QUESTION FILE, C-47 PILOT, EMERGENCY PROCEDURES (GENERAL)

1. If a leakage occurs in the cowl flaps hydraulic system with the cowl flap handles in the OPEN position, system pressure may be lost.

- a. True
- b. False

2. In any emergency situation, contact should be established with an appropriate ground station as soon as possible after completing the initial corrective action.

- a. True
- b. False

3. When advising a ground station of an emergency condition, include position, altitude, course, ground speed and the nature of the emergency and pilot's intentions in the first transmission; and, thereafter, keep the ground station informed of the progress of the flight and of any changes or developments in the emergency.

- a. True
- b. False

4. The minimum control speed is based on takeoff configuration, propeller on dead engine windmilling, with maximum power on the go engine and no more than _____ degrees of bank angle away from the failed engine.

- a. 0
- b. 3
- c. 5
- d. 10

5. Minimum control speed in flight is _____ knots IAS.

- a. 67
- b. 76
- c. 88
- d. 84

6. Safe single-engine speed is that speed that will permit the airplane to maintain 100'/minute rate of climb after clean configuration has been established and the propeller on the inoperative engine is feathered.

- a. True
- b. False

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MASTER QUESTION FILE, C-47 PILOT, EMERGENCY PROCEDURES (GENERAL)

7. Safe single engine speed is never less than 110% minimum control speed or 110% of power on stall speed for the given gross weight, whichever is higher.

120%

a. True

b. False

8. The first indication of engine failure will probably be the change in directional trim. The aircraft has a tendency to yaw toward the failed engine. Engine failure may also be detected by the:

a. Drop in manifold pressure.

b. Drop in RPM and cylinder head temperature.

c. Observing the afted engine for roughness, spewing of oil, or evidence of fire or smoke.

d. All of the above.

9. As a result of tests and research, it has been proven that the greatest degree of effectiveness from the fire extinguishing agent will only be attained after the propeller has been feathered. Therefore, it is mandatory that the first action that shall be taken in the event of engine fire is to actuate the feathering switch.

a. True

b. False

10. The first action to be taken in the event of fuel pressure drop and the engine continues to operate normal, and it is proposed to shut down the engine is:

a. Feather the affected engine.

b. Retard affected throttle.

c. Mixture control idle cut-off on affected engine.

d. Fire wall shutoff valve closed on affected engine.

11. When restarting an engine during flight, the maximum airspeed is _____ knots IAS.

a. 104

b. 117

c. 120

d. 97

MASTER QUESTION FILE, C-47 PILOT, EMERGENCY PROCEDURES (GENERAL)

12. During propeller unfeathering in flight, push in the feathering button until c rpm is reached.

- a. 300 to 500
- b. 500 to 700
- c. 800 to 1000
- d. 1300 to 1700

13. During a single engine landing, landing gear should be lowered:

- a. On the downwind leg.
- b. On the base leg.
- c. On final approach.
- d. When landing is assured.

14. During a single engine landing, until landing is assured, wing flaps should not be lowered more than:

- a. 1/4
- b. 1/2
- c. 3/4
- d. Full

15. A successful single-engine go-around with gear and flaps full down cannot be expected below _____ feet above the ground.

- a. 300
- b. 400
- c. 500
- d. 600

16. During a single-engine landing, never allow the airspeed to drop below minimum control speed before a power-off landing is assured and all possibilities of a go-around have been eliminated.

- a. True
- b. False

MASTER QUESTION FILE, C-47 PILOT, EMERGENCY PROCEDURES (GENERAL)

17. When making a single engine go-around, the proper flap retraction procedure requires the co-pilot to:

- a. Retract flaps to 1/4 at command "Go-around."
- b. Leave flaps alone until gear is up.
- c. Milk flaps up to 10 degrees at command "Go-around."
- d. Retract flaps to 1/4 at the pilot's direction.

18. During single engine operation the CHT should not exceed limits. If full open cowl flaps fail to provide adequate cooling, how can the CHT be held within limits?

- a. Move mixture to Auto Rich for fuel cooling.
- b. Use a higher airspeed.
- c. Decrease rpm.
- d. Decrease manifold pressure.

19. Single engine turns can be made safely in either direction if safe single engine airspeed is maintained.

- a. True
- b. False

20. The C-47 has stall characteristics which allow the outer wing tip to stall before the center wing and if the tips stall unsymmetrically, it will cause the aircraft to roll violently.

- a. True
- b. False

21. The propeller feathering circuits are not protected. If the feathering action does not occur in _____ seconds, pull out the feathering button.

- a. 30
- b. 90
- c. 60
- d. 120

22. When propeller failure to feather occurs, in a clean configuration, the aircraft will not maintain altitude with a windmilling propeller, even at weights below normal landing gross weights.

- a. True
- b. False

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MASTER QUESTION FILE, C-47 PILOT, EMERGENCY PROCEDURES (GENERAL)

23. If a propeller fails to completely feather and is windmilling and it can be definitely determined that no fire hazard exists, what should the pilot do?
- Unfeather propeller and restart engine.
 - Open firewall shut-off valve to supply oil to the engine.
 - Increase airspeed.
 - Force the propeller to separate from the engine.
24. An overspeeding propeller is one that has exceed _____ RPM but is controllable by the propeller control lever.
- 2700
 - 2900
 - 3100
 - 3300
25. If the propeller controls are inactive, the governor is spring loaded so that the RPM will be positioned at _____ to _____ RPM.
- 2000 to 2200
 - 2100 to 2300
 - 2300 to 2400
 - 2400 to 2550
26. The proper procedure for propeller malfunction, after refusal speed or refusal distance is attained and power from the malfunctioning engine is required for terrain clearance, leave the throttle set at maximum power and control RPM within limits by operating the feathering button intermittently.
- True
 - False
27. If the propeller governor does not hold engine RPM after using the prescribed procedure to correct an overspeed condition, what course of action should be followed?
- Feather propeller and complete engine shutdown.
 - Reduce power on engine and let propeller windmill.
 - Let it overspeed and tear away from the engine.
 - Change fuel tanks.
28. When the flight compartment or cabin has smoke and it is to be eliminated, the pilot's and co-pilot's clear vision windows must be opened before opening the main cabin (cargo) door, to reduce smoke and flame induction.
- True
 - False

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MASTER QUESTION FILE, C-47 PILOT, EMERGENCY PROCEDURES (GENERAL)

29. If battery fumes are detected, turn the battery switch OFF, No Smoking, and use 100% oxygen.

- a. True
- b. False

30. Any crew member who observes a hazardous malfunction before "decision speed" is reached will call out ABORT.

- a. True
- b. False

31. During an aborted takeoff, if it is impossible to stop on the runway by using brakes, it may be desirable to:

- a. Turn off the runway into the soft dirt to slow the airplane.
- b. Maintain directional control, contact the tower to clear the runway, and stand by for a crash.
- c. Ground loop the aircraft.
- d. Cut the engines, apply brakes hard, and try to nose over.

32. The primary emergency escape exit for the crew and passengers in flight is the:

- a. Pilot compartment escape hatch.
- b. Baggage door.
- c. Pilot's side window.
- d. Main cargo door.

33. During any emergency landing, if passenger seats are available, extra crew members will use them during landings.

- a. True
- b. False

34. Landing with a flat landing gear tire should be accomplished _____.

- a. On the bad tire side of the runway.
- b. On the good tire side of the runway.
- c. On the center line of the runway.
- d. With the landing gear up.

MASTER QUESTION FILE, C-47 PILOT, EMERGENCY PROCEDURES (GENERAL)

35. The structure of the fuselage is so designed in various areas that ground personnel can chop through the structure to gain emergency entrance to the aircraft interior. These areas are clearly outlined in _____.
- Red on the fuselage outer surfaces only.
 - Yellow on the fuselage inner and outer surfaces.
 - Yellow on the fuselage outer surfaces only.
 - Red on the fuselage inner surfaces only.
36. The standard alarm bell signal to prepare for bailout is:
- 3 long rings
 - 3 short rings
 - A series of intermittent long and short rings.
 - 1 long ring.
37. Any person jettisoning the cargo door during flight will be secured to the interior of the aircraft fuselage.
- True
 - False
38. Vapor locks can cause malfunction of the fuel system. The usual indications are drop in manifold pressure and rise in CHT.
- True
 - False
39. A vapor lock can be corrected by retarding the throttle and placing the fuel booster pump ON.
- True
 - False
40. In the event of hydraulic system failure, place the controls of all hydraulically operated units in the OFF positions.
- True
 - False
41. The hydraulic fluid reserve of _____ quarts does not show on the sight gage.
- 1
 - 5
 - 3
 - 9

MASTER QUESTION FILE, C-47 PILOT, EMERGENCY PROCEDURES (GENERAL)

42. If a loss of hydraulic pressure occurs and it is necessary to operate the cowl flaps, turn the cowl flap handle to the required position, then operate the hydraulic hand pump. Leave the cowl flap handle in that position to lock the pressure in the lines. By turning the handle back to the off position, it will allow the pressure to drain back and the flaps will go to the trail position.

- a. True
- b. False

43. If a loss of hydraulic pressure occurs and it necessary to operate the wing flaps, move the wing flap lever to the desired position, actuate the hydraulic hand pump, then return flap lever to neutral.

- a. True
- b. False

44. The star valve should be checked off and the landing gear lever placed in the down position before operating the hydraulic hand pump during emergency extensions of the landing gear.

- a. True
- b. False

45. When lowering the landing gear by emergency procedures, place latch lever in POSITIVE LOCK position only AFTER the gear is fully extended and normal pressure is indicated, since the spring lock action catch is locked closed in the POSITIVE LOCK position.

- a. True
- b. False

46. The aircraft may be safely landed whether or not the landing gear safety latches are engaged, providing the landing gear is fully down the hydraulic system pressure is within limits and the landing gear lever is in the DOWN position.

- a. True
- b. False

47. When landing with the landing gear safety latch failed, to eliminate the possibility of a line failure due to the excessive rise in pressure caused by the piston moving up in the strut, the brakes should be used only if absolutely necessary.

- a. True
- b. False

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MASTER QUESTION FILE, C-47 PILOT, EMERGENCY PROCEDURES (GENERAL)

48. If while landing with a gear safety latch failure, the length of the runway necessitates the use of the brakes, apply them as lightly as possible and in any event limit the pressure applied to the brakes so as not to exceed _____ PSI.

- a. 1000
- b. 1200
- c. 1500
- d. 2000

49. A landing without fluid pressure would be necessary only in case of failure in the lines from the hand pump to the retracting struts. In this case, the landing gear down position latches will hold the gear in place, and a safe landing can be made.

- a. True
- b. False

50. When using the hand pump to supply pressure to the brakes, the pump handle will move each time the brakes are applied. About 50 pounds pull should be exerted on the pump handle continuously until the brakes are no longer required. When the brakes are hand-operated in this manner, no pressure will show on the gage. Apply the brakes with one steady application.

- a. True
- b. False

51. The brake system failure procedure should be used if the hydraulic gage reads below _____ PSI and the hydraulic system is connected to the operating engine(s).

- a. 200
- b. 400
- c. 600
- d. 800

52. If a heating system critical temperature warning light illuminates, it is imperative that the respective nacelle spill valve be _____.

- a. Closed
- b. Moved to the aft position
- c. Opened
- d. Moved to the forward position

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MASTER QUESTION FILE, C-47 PILOT, EMERGENCY PROCEDURES (GENERAL)

53. If total aircraft weight is such that it is incapable of sustaining a force of _____ G, turns and pullouts should be made with caution to minimize the resulting airloads.

- a. 2.0
- b. 3.0
- c. 2.25
- d. 2.5

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MASTER QUESTION FILE, C-42 PILOT, EMERGENCY PROCEDURES (REVISION)

2. If total circuit weight is such that it is incapable of sustaining a force of _____ G, turns and pullouts should be made with caution to minimize the resulting airloads.

- a. 1.0
- b. 2.0
- c. 3.0
- d. 4.0