

Name: Answer Key

Score: \_\_\_\_\_

- [1] Pilots who become apprehensive for their safety for any reason should  
A. change their mindset.  
 B. request assistance immediately.  
C. reduce their situational awareness.
- [2] As hyperventilation progresses a pilot can experience  
 A. symptoms of suffocation and drowsiness.  
B. heightened awareness and feeling of well-being.  
C. decreased breathing rate and depth.
- [3] Ignoring minimum fuel reserve requirements is generally the result of overconfidence, disregarding applicable regulations, or  
A. physical stress.  
 B. lack of flight planning.  
C. impulsivity.
- [4] What is the antidote when a pilot has a hazardous attitude, such as macho?  
A. Nothing will happen.  
 B. Taking chances is foolish.  
C. I can do it.
- [5] What is the one common factor which affects most preventable accidents?  
A. Mechanical malfunction.  
 B. Human error.  
C. Structural failure.
- [6] The basic drive for a pilot to demonstrate the "right stuff" can have an adverse effect on safety, by  
A. a total disregard for any alternative course of action.  
B. allowing events, or the situation, to control his or her actions.  
 C. generating tendencies that lead to practices that are dangerous, often illegal, and may lead to a mishap.
- [7] What is the antidote when a pilot has a hazardous attitude, such as antiauthority?  
A. I know what I am doing.  
 B. Follow the rules.  
C. Rules do not apply in this situation.
- [8] Consistent adherence to approved checklists is a sign of a  
A. pilot who lacks the required knowledge.  
 B. disciplined and competent pilot.  
C. low-time pilot.
- [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.
- [10] To scan properly for traffic, a pilot should  
A. slowly sweep the field of vision from one side to the other at intervals.  
 B. use a series of short, regularly spaced eye movements that bring successive areas of the sky into the central visual field.  
C. concentrate on any peripheral movement detected.
- [11] When a pilot recognizes a hazardous thought, he or she then should correct it by stating the corresponding antidote. Which of the following is the antidote for antiauthority?  
A. It could happen to me.  
 B. Follow the rules. They are usually right.

C. Not so fast. Think first.

[12] To avoid missing important steps, always use the

- A. appropriate checklists.
- B. airworthiness certificate.
- C. placarded airspeeds.

[13] If advice is needed concerning possible flight with an illness, a pilot should contact

- A. an Aviation Medical Examiner.
- B. the nearest hospital.
- C. their family doctor.

[14] What is the antidote when a pilot has a hazardous attitude, such as impulsivity?

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

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

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

[16] Which would most likely result in hyperventilation?

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

[17] A pilot feels that accidents never happen to him. He recognizes this as a hazardous attitude. To counter this old attitude he should have a new attitude that

- A. he knows what to do.
- B. it could happen to him.
- C. whatever will happen will happen.

[18] Who is responsible for determining whether a pilot is fit to fly for a particular flight, even though the pilot holds a current and valid U.S. driver's license?

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

[19] Susceptibility to carbon monoxide poisoning increases as

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

[20] Aeronautical Decision Making (ADM) is a

- A. systematic approach to the mental process used by pilots to consistently determine the best course of action for a given set of circumstances.
- B. mental process of analyzing all information in a particular situation and making a timely decision on what action to take.
- C. decision making process which relies on good judgment to reduce risks associated with each flight.