

Name: _____

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.