

**PLEASE DO NOT MARK ON THIS TEST**

**Air Force Services Center**  
**Aero Club Program**  
**Annual Standardization Exam**  
**1 FEBRUARY 2024**

***(Required passing score: 80%)***

***Exam Instructions:***

- 1. Provide your answers on AF Form 1584C (Knowledge Exam Record)***
- 2. References for this test include:***

***Federal Aviation Regulations (FAR) 14 CFR Parts 61 and 91***  
***Aeronautical Information Manual (AIM)***  
***DAFMAN 34-152 dated 26 Dec 2023***  
***DAFI 34-101 dated 6 Mar 2022***  
***FAA-H-8083-3C Airplane Flying Handbook***  
***FAA H-8083-25C Pilots Handbook of Aeronautical Knowledge***

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## Annual Standardization Exam Questions

(Select **Best Answer** for each question)

1. No person shall operate or occupy an Aero Club aircraft unless they have: (Ref: *DAFI 34-101, 10.20.*)
  - A. Executed an AF Form 1585, Covenant Not To Sue and Indemnity Agreement, within the previous 12 months.
  - B. Successfully completed the checkout requirements.
  - C. Successfully completed three takeoffs and landings within the previous 90 days.
  
2. Pilots must complete all checkouts in an \_\_\_\_\_ and demonstrate performance to the applicable standards specified in the \_\_\_\_\_. (Ref: *DAFMAN 34-152, 6.10.*)
  - A. aircraft similar to the aircraft they desire to fly; USAF Aero Club Instructor Standardization Guide
  - B. Aero Club aircraft; USAF Aero Club Instructor Standardization Guide.
  - C. Aero Club aircraft; applicable Practical Test Standards.
  
3. For all flights, pilots will compute: (Ref: *DAFMAN 34-152, 6.25.4 & 5*)
  - A. Actual aircraft takeoff and performance data and fuel remaining.
  - B. Takeoff and landing performance for each airport of intended use and weight and balance data.
  - C. Weight and balance data and fuel remaining.
  
4. When refueling Aero Club aircraft: (Ref: *DAFMAN 34-152 6.12.4*)
  - A. No passengers or crew are permitted in the aircraft
  - B. Ensure the fuel pump has a recent state certified inspection sticker
  - C. Stand clear of the aircraft and wait for fuel nozzle automatic shut-off
  
5. What is the maximum duty allowed for Aero Club pilots? (Ref: *DAFMAN 34-152, 6.16*)
  - A. 16 hours
  - B. 12 hours
  - C. 18 hours
  
6. If winds exceed \_\_\_ kts, flight will be terminated\_\_\_\_\_? (Reference *DAFMAN 34-152 6.13.3.2*)
  - A. 35; immediately
  - B. 20; until winds die down
  - C. 30; as soon as practicable
  
7. Touch-and-go's may be performed in Aero Club complex aircraft: (Ref: *DAFMAN 34-152, 6.18.9*)
  - A. When the PIC has completed touch-and-go's during the aircraft checkout
  - B. Only with a qualified flight instructor on board and approved by the manager

- C. At all times
8. If your flight extends to a point where you anticipate having less than the required 1hr fuel remaining: (Ref: DAFMAN 34-152, 6.24)
- A. Continue to originally planned destination & land asap
  - B. Climb as high as possible to conserve fuel
  - C. Land at the nearest suitable airport to obtain fuel
9. Managers or Chief Flight Instructors \_\_\_\_\_ credit pilot activities performed in other than club aircraft to satisfy currency requirements. (Ref: DAFMAN 34-152, 6.8.1)
- A. May
  - B. Should not
  - C. Will not
10. If a pilot exceeds the maximum duty day of 12 hours, then the pilot will: (Ref: DAFMAN 34-152, 6.16.2.1)
- A. Call the Aero Club Manager and request a waiver
  - B. Ensure they receive 12 hours of rest prior to performing pilot duties
  - C. Contact servicing FSDO for approval
11. Simulated emergency procedures: (Ref: DAFMAN 34-152, 6.15.4)
- A. May be conducted in Instrument Meteorological Conditions (IMC) with approval from the Manager or Chief Flight Instructor
  - B. Is limited to Visual Meteorological Conditions (VMC)
  - C. are not permitted on any passenger flight except when an instructor occupies a pilot's position, the passengers are applicants enrolled in the same training course, and the chief flight instructor determines the training will benefit all applicants onboard the aircraft.
12. The PIC must occupy the left seat, except when: (Ref: DAFMAN 34-152, 6.5.3)
- A. On a solo flight, as pilot in command
  - B. Holder of a flight instructor certificate
  - C. Enrolled in a CFI instructor training program and endorsed by a flight instructor for flight in either seat
13. When can a pilot in command of an aircraft deviate from any rule under FAR Part 91? (Ref: DAFMAN 34-152 1.1 & FAR 91.3)
- A. During an in-flight emergency requiring immediate action, the pilot can deviate from all sections of Part 61.
  - B. In order to comply with ATC direction while operating at a military field
  - C. During an in-flight emergency requiring immediate actions, to the extent required to meet any emergency situation.
14. What is the minimum altitude for all US Air Force Aero Club aircraft, except for take-off and landing or while participating in a flight lesson from the approved training syllabus: (Ref: DAFMAN 34-152 6.19.1)

- A. 500ft AGL
  - B. 100ft AGL
  - C. 1000ft AGL (2,000ft in mountainous terrain)
15. The definition of night is: (Ref: DAFMAN 34-152 6.14)
- A. After sunset
  - B. One hour after sunset
  - C. the time between the end of evening civil twilight and the beginning of morning civil twilight.
16. Which of the following is true regarding an Aero Club pilot who has not completed three takeoff and landings within the required 180 day period? (Ref: DAFMAN 34-152 6.8.4)
- A. The pilot may conduct the required landings by themselves
  - B. The pilot must fly the required landings with an instructor
  - C. The pilot must complete a re-currency check & closed book make/model test
17. To act as pilot-in-command, pilots with less than 200 pilot hours must have accomplished three takeoffs and landings within the preceding \_\_\_\_\_ in each make and model aircraft the pilot desires to fly. Pilots with at least 200 pilot hours will have accomplished three takeoffs and landings within the preceding \_\_\_\_\_ in each category and class aircraft the pilot requests to fly. (Ref: DAFMAN 34-152, 6.8.3)
- A. 60;90
  - B. 90;120
  - C. 30;60
18. The following shall not be performed at night: (Ref: DAFMAN 34-152, 6.14.3)
- A. VFR Flight below 2,000 feet AGL, except for takeoff, landing, or pattern work
  - B. Operations at airports without runway lighting
  - C. Unusual attitudes, stalls, approach to stalls, or flight at minimum controllable airspeed, when required by Part 141 approved syllabus instruction.
19. A flight review will consist of: (Ref: 14 CFR Part 61.56)
- A. A minimum of three takeoffs and landings and a review of those maneuvers necessary for the pilot to demonstrate the appropriate pilot privileges.
  - B. A minimum of 1 hour of ground training and 1 hour of flight training.
  - C. A minimum of 1 hour of flight time to include the maneuvers and procedures for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.
20. In the event of an in-flight emergency requiring immediate action, the pilot in command: (Ref: 14 CFR Parts 91.3(b))
- A. May deviate from any rule of this part to the extent required to meet that emergency.
  - B. Should always request a revised course of action from Air Traffic Control prior to making any deviation.

- C. Must obtain authorization from Air Traffic Control prior to making any deviation.
21. Except when necessary for takeoff or landing, no person may operate and aircraft below the following altitudes: *(Ref: 14 CFR Part 91.119)*
- A. Below 500 feet above the surface in any area or below 1,000 feet above the highest obstacle.
  - B. Below 500 feet above the surface in any area or below 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
  - C. 500ft (except over open water or sparsely populated) over an uncongested area; 1000ft above within 2000ft horizontal radius of the highest obstacle over a congested area
22. While on base leg in an airport traffic pattern, you sight another airplane on final. The airplane that has the right-of-way is the one: *(Ref: 91.113 (g))*
- A. On final approach, regardless of altitude
  - B. That is the least maneuverable
  - C. Which is closest to the landing threshold
23. Special VFR may only be conducted: *(Ref: 91.157(b)(2))*
- A. If the PIC has a Special VFR endorsement
  - B. In a multi-engine aircraft
  - C. Clear of clouds
24. Each person must document and record the following time in a manner acceptable to the Administrator: *(Ref: 14 CFR Part 61.51)*
- A. Training and aeronautical experience to meet the requirements for a certificate, rating, or flight review and aeronautical experience required to meet recent flight experience.
  - B. All flight time when acting as Pilot in Command or as a Safety Pilot.
  - C. Training and aeronautical experience used to meet the requirements for a certificate, rating, or flight review of this part.
25. No person may exercise privileges of an Airman Certificate, rating, endorsement, or authorization unless: *(Ref: 14 CFR Part 61.2(b)(1))*
- A. That person has completed a flight review and required aeronautical recency requirements of this part.
  - B. That person meets the appropriate airman and medical recency requirements of this part, specific to the operation or activity.
  - C. That person has complied with the required aeronautical recency requirements of this part.
26. Loss of control in-flight (LOC-I) is defined as: *(Ref: FAA-H-8083-3C Airplane Flying Handbook 5-1)*
- A. A significant deviation of an aircraft from the intended flightpath and it often results from an airplane upset.
  - B. A failure to recover from any stall.
  - C. When an airplane is approaching a stall, has stalled, or is in an upset condition.

27. The objective of a good, stabilized final approach is to: (Ref: *FAA-H-8083-3C Airplane Flying Handbook 9-24*).
- A. Descend at an angle and airspeed that permits the airplane to reach the desired touchdown point at an airspeed that results in minimum floating just before touchdown.
  - B. Descend once you are on final approach to the touchdown point at the 1,000 foot markers.
  - C. Descend to reach the desired touchdown point in a fully stalled condition
28. If a true heading of  $135^\circ$  results in a ground track of  $130^\circ$  and a true airspeed of 135 knots results in a groundspeed of 140 knots, the wind would be from: (Ref: *FAA H-8083-25C Pilots Handbook of Aeronautical Knowledge, Chapter 16*)
- A.  $200^\circ$  and 13 knots.
  - B.  $019^\circ$  and 12 knots.
  - C.  $246^\circ$  and 13 knots.
29. In the Northern Hemisphere, a magnetic compass will normally indicate a turn to toward the west if: (Ref: *FAA H-8083-25C Pilots Handbook of Aeronautical Knowledge, Chapter 16*)
- A. An aircraft is accelerated while on a north heading.
  - B. A left turn is entered from a north heading.
  - C. A right turn is entered from a north heading.
30. Required Navigation Performance (RNP) is a (n): (Ref: *Aeronautical Information Manual Page 606*)
- A. On-board performance monitoring service purchased through your GPS data subscription.
  - B. Statement of navigation performance necessary for operation within a defined airspace.
  - C. Option that varies with the equipment capability of your aircraft.
31. RNAV is a method of navigation that \_\_\_\_\_ within the coverage of ground- or space-based navigation aids. (Ref: *Aeronautical Information Manual, Section 2(b)*)
- A. A saves time, fuel, and allows for diminished ATC interface
  - B. Permits aircraft operation on any desired flight path
  - C. Allows aircraft operations between designated waypoints
32. Which of the following is required to spin an aircraft? (Ref: *FAA H-8083-25C Pilots Handbook of Aeronautical Knowledge, Chapter 5-36*)
- A. Rapid loss of altitude
  - B. High rate of rotation
  - C. Stalled wing

33. The altitude at which significant effects of hypoxia occur can be lowered by several factors including: (Ref: *Aeronautical Information Manual* Section 8-1-2)
- A. Carbon monoxide, anemia, alcohol, heat, and cold.
  - B. Nighttime, certain drugs, anxiety, and stress.
  - C. Carbon monoxide, alcohol, stress, and certain drugs.
34. On a standard airspeed indicator, the bottom of the white arc indicates? (Ref: *FAA H-8083-25C Pilots Handbook of Aeronautical Knowledge*, Chapter 8-9)
- A. The lowest speed at which the airspeed indicator is calibrated for normal use
  - B. The maximum speed with the flaps extended
  - C. The stalling speed or the minimum steady flight speed in the landing configuration.

### **Questions 35 – 50 Local Area Procedures**