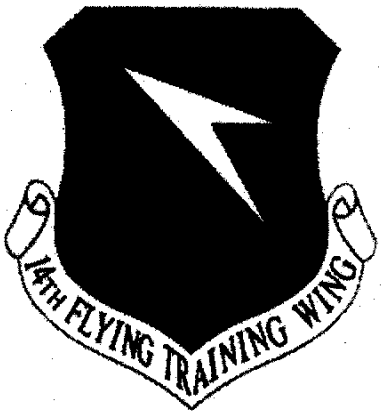
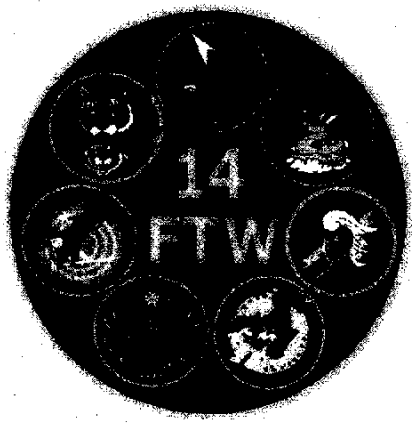


T-38 MASTER QUESTION FILE (MQF)
T-38 LOCAL PROCEDURES MQF

OPR: 14 OG/OGV



APR 1999

1. AFI 11-202V3 001/ 1.2.1.///////
FARs apply only to civil aircraft operations.
A. True.
✓B. False.

2. AFI 11-202V3 002/ 1.3.4.///////
An air traffic control (ATC) clearance is sufficient authority to deviate from the procedures in AFI 11-202 vol 3, provided the pilot records the details of the deviation and reports them to his or her supervisor.
A. True.
✓B. False.

3. AFI 11-202V3 005/ 2.2.2.///////
When both the ceiling and visibility criteria are used to determine the suitability of the original destination, total flight plan fuel need not include the fuel required for an approach and missed approach at the original destination.
✓A. True.
B. False.

4. AFI 11-202V3 006/ 2.2.3.///////
For turbine powered aircraft, when computing fuel reserves, you should use fuel flow for:
A. cruise conditions at 10,000 feet.
B. maximum endurance.
C. maximum possible fuel flow.
✓D. maximum endurance at 10,000 feet.

5. AFI 11-202V3 007/ 2.2.5.///////
The pilot will declare _____ to the controlling agency when in the pilot's judgment the aircraft will land at the intended destination with less than the required fuel reserve.
A. emergency fuel.
B. bingo fuel.
✓C. minimum fuel.
D. joker fuel.

6. AFI 11-202V3 008/ 3.1.6.///////
The PIC will close an activated flight plan through FSS or ATC facility by any means of communication available.
✓A. True.
B. False.

7. AFI 11-202V3 009/ 4.2.2.///////
A signature by the pilot in command on the flight plan is evidence of approval and means:
A. the flight was properly ordered and released.
B. current NOTAMs, weather, and other pertinent flight data was obtained.
C. the flight will be conducted according to governing directives.
D. the flight plan has been reviewed for completeness and accuracy.
✓E. all the above.

8. AFI 11-202V3 011/ 5.2.///////
The "see-and-avoid" concept applies to flights conducted in VMC:
A. on VFR flight plans.
B. on IFR flight plans.
✓C. both a and b above.
D. neither a or b above.

9. AFI 11-202V3 013/ 5.5.2.///////
Aircraft of a different category have the right-of-way in the following order of priority:
A. balloons, towing or refueling, rotary or fixed-wing, gliders.
B. gliders, rotary or fixed wing, balloons, towing or refueling.
✓C. balloons, gliders, towing or refueling, airships, rotary or fixed-wing.
D. airships, balloons, gliders, towing or refueling, rotary or fixed-wing.

10. AFI 11-202V3 015/ 5.5.4.///////
If you are overtaking an aircraft and see a possible conflict, you must alter your course to _____.
A. the left.
B. climb.
C. descend.
✓D. the right.

11. AFI 11-202V3 017/ 5.9.1.2.///////
Clearance to taxi to a runway is clearance to taxi:
A. to the first intersecting runway.
B. across all intersecting runways and onto the assigned runway.
C. to the assigned runway provided additional clearances are received at intersecting runways.
✓D. to the assigned runway and across all intersecting runways.

12. AFI 11-202V3 018/ 5.9.2.///////
You execute a go-around and request a closed. Tower approves it while you are 2000 feet down the runway. Do you have to wait until the departure end to execute the closed pull-up?
✓A. Yes, unless specifically cleared by the tower.
B. No.

13. AFI 11-202V3 019/ 5.9.6.///////
Pilots must report "Gear Down" before crossing the _____.
A. missed approach point.
B. decision height.
✓C. runway threshold.
D. runway overrun.

14. AFI 11-202V3 020/ 5.10.3.///////
According to AFI 11-202 vol 3, pilots must not operate over congested areas if the altitude does not ensure at least _____ feet above the highest obstacle within a _____ feet radius of the aircraft.
A. 500, 1,000.
✓B. 1,000, 2,000.
C. 500, 2,000.
D. 1,000, 1,000.

15. AFI 11-202V3 022/ 5.24.1.///////
You must notify ATC anytime you encounter wake turbulence or wind shear on an approach.
✓A. True.
B. False.

16. AFI 11-202V3 023/ 5.9.5.///////
A pilot must not conduct night operations unless the runway is outlined with operating lights and clearly discernible.
✓A. True.
B. False.

17. AFI 11-202V3 024/ 6.4.1.///////
When the cabin altitude exceeds _____ feet, each occupant of an Air Force aircraft must use supplemental oxygen.
✓A. 10,000.
B. 13,000.
C. 18,000.
D. 25,000.

18. AFI 11-202V3 027/ 8.4.1.1.///////
An alternate must be filed when:
A. the worst weather (temporary or prevailing) ETA +/- 1 hour is less than a 3,000 foot ceiling and 3 statute miles or 2 statute miles visibility above the lowest compatible approach minimums, whichever is higher.
B. radar is required to fly the planned approach.
C. flying at night.
D. all of the above.
✓E. both a and b above.

19. AFI 11-202V3 028/ 1.4.2.///////
If you deviate from AFI 11-202 vol 3 due to an emergency, after flight you must:
A. inform your immediate supervisor and commander within 24 hours of the incident.
B. make a detailed written record.
C. furnish a written report only if traffic priority was assigned.
✓D. both a and b above.
E. both a and c above.

20. AFI 11-202V3 029/ 1.4.2.///////
If you experience an emergency which results in traffic priority, although no deviation from AFI 11-202 vol 3 occurs, after flight you must:
A. notify immediate supervisor and commander within 30 days.
B. do nothing since there was no deviation.
✓C. record details in writing.
D. submit a written report within 10 days.

21. AFI 11-202V3 030/ 2.1.///////
Which of the following, when flight planning, must the pilot in command ensure that aircrew members know concerning the appropriate procedures and applicable information for the intended operation:
A. NOTAMs.
B. Alternatives available if the pilot cannot complete the flight as planned.
C. Departure, enroute, destination, and alternate weather observations and forecasts.
D. Takeoff and landing limitations.
✓E. All of the above.

22. AFI 11-202V3 032/ 2.2.1.///////
Before takeoff or immediately after in-flight refueling, the aircraft must have enough usable fuel onboard to complete the flight to a final landing, either at the destination airport or alternate airport (if one is required), plus the fuel reserve.
✓A. True.
B. False.

23. AFI 11-202V3 033/ 2.6.3.///////
In addition to the equipment required for IFR flight, flight in IMC requires operational:
A. canopy defogging equipment, pitot heat.
✓B. operative pitot heat, anti-icing and/or de-icing equipment.
C. canopy defogging, pitot heat, anti-icing and/or de-icing equipment.

24. AFI 11-202V3 035/ 3.1.4.///////
A change in route or destination not shown on the original flight plan is authorized without refiling provided:
A. the change does not involve ADIZ penetration.
B. the change is approved by controlling ATC agency for an IFR flight.
C. the facility providing flight service is notified of the change.
D. it is filed using the format in the FLIP Enroute Supplements.
✓E. all of the above.

25. AFI 11-202V3 036/ 4.3.1.1.///////
In the absence of MAJCOM guidance, pilots must not file to or land Air Force aircraft (other than C-designated aircraft) at CONUS civil (P) aerodromes except:
A. in an emergency.
B. when an alternate aerodrome is required and no suitable military aerodrome is available.
C. when the flight is approved by the wing commander or higher authority and the airport manager has granted permission in advance.
D. both a and c above.
✓E. all of the above.

26. AFI 11-202V3 037/ 4.2.1.///////
Flying unit commanders do not approve flights from installations under their operational control by students on solo out-and-backs.
A. True.
✓B. False.

27. AFI 11-202V3 038/ 5.4.2.///////
During a nonstandard formation flight, all aircraft should squawk the ATC-assigned Mode 3 A/C beacon code until established within the assigned altitude block and closed to the proper enroute interval.
✓A. True.
B. False.

28. AFI 11-202V3 039/ 5.5.///////
Normally an aircraft having the right of way will maintain its course and speed. However, if the danger of a collision exists, each pilot must:
✓A. take the necessary action to avoid collision.
B. maintain course and airspeed.
C. reduce airspeed and give way to the right.
D. reduce airspeed and descend in order to provide adequate vertical separation.

29. AFI 11-202V3 041/ 5.7.2.///////
In Class D airspace do not exceed _____ KIAS unless authorized by ATC, the Class D airspace is within a terminal control area, or required to maintain safe maneuvering airspeed specified in the aircraft flight manual.
A. 250.
B. 156.
C. 300.
✓D. 200.

30. AFI 11-202V3 043/ 2.3.1.///////
If weather information is not available at departure base, pilots may fly under VFR to the nearest point where information is available.
✓A. True.
B. False.

31. AFI 11-202V3 044/ 3.1.5.3.///////
As soon as practical after takeoff from any non-military airport, the PIC will notify _____ of the departure time.
A. ARTCC.
B. nearest base operations.
✓C. the nearest FSS.
D. departure control.

32. AFI 11-202V3 045/ 2.1.3.///////
On stopover flights, the AF Form 70 need only be completed for the first leg; subsequent legs can be completed at the stopover destination.
A. True.
✓B. False.

33. AFI 11-202V3 046/ 4.3.1.1.///////
We may use a "P" Field as a destination if it is classified as joint use.
✓A. True.
B. False.

34. AFI 11-202V3 047/ 4.4.///////
Which of the following is true regarding clearance authority?
A. This is delegated to the person who assumes responsibility for the aircraft.
B. Under VFR, the pilot is the clearance authority.
C. IFR flight in controlled airspace, ATC clearance must be obtained prior to departure.
✓D. Both b and c above.
E. None of the above.

35. AFI 11-202V3 049/ 5.9.2.///////
Do not turn after a takeoff, touch and go, or low approach, until at least 400' AGL above the departure end of the runway, at a safe airspeed, and past departure end of the runway (if visible) unless:
A. safety dictates otherwise.
B. VMC.
C. when required by local procedures.
✓D. both a and c above.
E. all of the above.

36. AFI 11-202V3 050/ 5.10.5.///////
When flying over national parks, monuments, seashores, lake shores, and recreation areas FAA requests pilots maintain a minimum of _____ feet above the terrain, unless utilizing special use airspace and MTRs.
2000

37. AFI 11-202V3 056/ 7.1.1.///////
Pilots will fly fixed-wing aircraft under VFR when required for mission accomplishment.
✓A. True
B. False

38. AFI 11-202V3 057/ 8.3.2.///////
You want to fly to Bernie Airfield and it does not have a published approach. You can:
A. file VMC to a point that is within 25 NM of the field and pick up an IFR clearance.
B. file IFR to a point that is forecasted to be VFR at your time of arrival and then continue under VFR to destination.
C. file to a point serviced by a published approach and make your descent to VMC condition and continue VFR to destination.
D. go back to base ops because you can not legally file to Bernie Airfield.
✓E. both b and c above.

39. AFI 11-202V3 058/ 8.3.3.3.///////
Temporary (TEMPO) changes in ceilings and visibility at destination:
✓A. are not restrictive for filing purposes, but may require that an alternate be filed.
B. are restrictive for filing purposes if they occur within ETA +/- 1 hour.
C. are not restrictive for filing purposes if the TEMPO conditions are due to thunderstorms or rain showers and the pilot is thoroughly briefed on the possibility of such weather.
D. A and C

40. AFI 11-202V3 059/ 8.5.1.///////
For an airport to qualify as an alternate, the worst forecasted weather (temporary or prevailing) for ETA (+/- 1 hour) must be at or above the following:
A. ceiling of at least 1,000 feet, or 500 feet above the lowest compatible published landing minimum, whichever is higher.
B. visibility of 2 statute miles or 1 statute mile above the lowest compatible published landing minimum, whichever is higher.
C. weather must permit a VFR descent from the IFR MEA if no published approach exists.
D. both a and b above.
✓E. all of the above.

41. AFI 11-202V3 060/ 8.8.2.///////
When flying IFR in the US off airways, maintain at least _____ feet above the highest obstacle within _____ NM of the route centerline.
A. MOCA
B. 1,000, 22
C. 1,000 (2,000 in mountainous terrain), 10
✓D. 1,000 (2,000 in mountainous terrain), 5

42. AFI 11-202V3 062/ 8.13.2.///////
You have commenced a published approach and are subsequently advised that the weather has deteriorated below published approach minimums. Which of the following is (are) correct?
A. The pilot must not deviate from the last ATC clearance before obtaining a new or amended clearance.
B. Request clearance to a holding fix or alternate airport as applicable.
C. You may not continue the approach to published approach minimums.
✓D. Either a or b above.
E. Any of the above.

43. AFI 11-202V3 063/ 8.14.1.///////
Pilots must use _____ to determine if the visibility minimums; _____ may be used if it's not available. For circling approaches, _____ shall be used.
A. RVR, PVV, PV
B. PV, RVR, RVV
✓C. RVR, PV, PV
D. RVV, RVR, PV

44. AFI 11-202V3 065/ 9.4.5.1.///////
T ✓F Official business conducted on the phone from your quarters is not an interruption of your crew rest.

45. AFI 11-202V3 066/ 9.4.6.///////
Flight duty period is from _____ to _____.
A. step time to jet / engines shutdown
B. report for official duties / departure from squadron
✓C. report for official duties / engines shutdown
D. Not applicable to T-38 instructor pilots conducting UFT

46. AFI 11-202V3 070/ TERMS///////
An off-route altitude which provides obstruction clearance with a 3,000 foot buffer from terrain, may not provide signal coverage from ground based navigational aids, and is used on enroute charts outside the U.S., is the definition of:
A. MOCA
B. OROCA
✓C. ORTCA
D. MEA

47. AFI 11-205 001/ A2.1.///////
In formation, you notice your wingman holds his/her hand at the top of the canopy, palm down, fingers extended and joined. Your wingman moves his/her hand forward and down. He/she is trying to tell you:
✓A. descend to lower altitude.
B. he or she needs to land immediately.
C. he or she is reducing power to 75 % rpm.
D. he or she is Bingo fuel.

48. AFI 11-205 003/ A2.1.///////
What is the basic jet airspeed for landing on someone's wing?
A. 155.
B. 145.
C. 150.
✓D. 130.

49. AFI 11-205 004/ A2.1.///////
The basic formation signal for "I must land on your wing" indicates a(n) _____ speed of 130 knots.
A. touchdown.
✓B. approach.
C. final turn.

50. AFI 11-205 005/ A2.1.///////
While leading a formation, you notice that your wingman holds a closed fist to the top of the canopy with the thumb extended downward. Your wingman then moves his/her arm up and down rapidly indicating:
✓A. he/she wants to land immediately.
B. he/she is HEFOE with an oxygen problem.
C. he/she needs to descend.
D. he/she has reached Bingo fuel.

51. AFI 11-205 006/ A2.1.///////
You notice your wingman moves his/her hand up and down in front of his/her face (palm toward his/her face). Your wingman is trying to tell you that:
A. his/her receiver is out.
B. he/she is NORDO.
✓C. his/her transmitter is out.
D. standby for a HEFOE signal.

52. AFI 11-205 007/ A1.1.///////
During a formation sortie, lead taps his/her earphone then holds one finger horizontally. Lead is trying to say:
✓A. go preset channel 6.
B. go back to previous frequency.
C. I am radio out with hydraulic problems.
D. go preset channel 1.

53. AFI 11-205 008/ A1.1.///////
During a formation sortie, lead taps his earphone, then holds up a clenched fist next to his helmet. This means:
A. lead is receiver out.
B. go channel zero.
C. go back to previous frequency.
✓D. go to prebriefed manual frequency.

54. AFI 11-205 009/ A1.1.///////
The formation signal for "attention in the air" is to:
A. large wing rock.
✓B. execute a rapid, shallow wing rock.
C. execute a series of porpoising maneuvers.
D. turn the anti-collision beacon off then on.

55. AFI 11-205 010/ A3.1.///////
The night formation signal for "attention in the air" is to:
A. execute a rapid, shallow wing rock.
B. execute a series of porposing maneuvers.
✓C. attract attention by switching on the landing light, or other means of illumination.
D. hold fist at top of canopy and make several pumping motions.

56. AFI 11-205 011/ A2.1. NOTE///////
Night visual signals for system failures (HEFOE) are the same as the day visual signals.
A. True.
✓B. False.

57. AFI 11-205 014/ A2.1.///////
If you, as the lead aircraft, see your wingman give you a clenched fist in the top of the canopy, but no fingers are shown, what is the problem?
A. The wingman forgot what HEFOE stands for.
✓B. The distressed aircraft has multiple emergencies or systems inoperative.
C. This signal denotes the wingman's need for a position change.
D. Your wingman desires to land immediately.

58. AFI 11-205 015/ A2.1.///////
What do the letters H.E.F.O.E. stand for?
A. Hydraulic, engine, fuel, oxygen, electrical.
B. Hydraulic, electrical, fuel, oil, engine.
✓C. Hydraulic, electrical, fuel, oxygen, engine.
D. None of the above.

59. AFI 11-205 018/ A1.1.///////
During a formation sortie, lead displays a clenched fist and moves it outboard. This is the signal for:
✓A. go afterburner.
B. loosen the formation.
C. lead is pushing up the power.
D. lead is initiating a climb.

60. AFI 11-2T-AT-38V3 001/ 3.7.3.4.///////
Do not make formation takeoffs when CFL is within _____ feet of actual runway length.
A. 500
✓B. 1,000
C. 1,500
D. 2,000

61. AFI 11-2T-AT-38V3 004/ 3.9.4.///////
For position changes in IMC, a radio call is optional.
A. True.
✓B. False.

62. AFI 11-2T-AT-38V3 005/ 3.17.3.///////
If unable to visually acquire or ensure lateral separation from known vertical obstructions that are a factor to the route of flight, flight leads will direct a climb not later than _____ NM prior to the obstacle to ensure vertical separation.
A. 1
B. 2
✓C. 3
D. 4

63. AFI 11-2T-AT-38V3 006/ 3.21.1.///////
A prebriefed fuel needed to terminate an event and transition to the next phase of flight is the definition of:
A. minimum fuel.
✓B. joker fuel.
C. bingo fuel.
D. normal recovery fuel.

64. AFI 11-2T-AT-38V3 007/ 3.21.2.///////
A prebriefed fuel state which allows the aircraft to return to the base of intended landing or alternate, if required, using preplanned recovery parameters and arriving with normal recovery fuel is the definition of:
A. minimum fuel.
B. joker fuel.
✓C. bingo fuel.
D. normal recovery fuel.

65. AFI 11-2T-AT-38V3 008/ 3.21.3.///////
What is the fuel on initial or at the FAF at the base of intended landing or alternate (if required); established locally or 800 pounds, whichever is higher:
A. minimum fuel.
B. joker fuel.
C. bingo fuel.
✓D. normal recovery fuel.

66. AFI 11-2T-AT-38V3 009/ 3.21.4.///////
The fuel state declared when it becomes apparent that an aircraft will enter initial or start an instrument final approach at the base of intended landing or alternate (if required) with 600 pounds or less is the definition of:
✓A. minimum fuel.
B. joker fuel.
C. bingo fuel.
D. emergency fuel.

67. AFI 11-2T-AT-38V3 011/3.23.1.///////
When the computed landing roll exceeds _____ % of available runway, land at an alternate runway, if possible.
A. 66.
B. 75.
✓C. 80.
D. 85.

68. AFI 11-2T-AT-38V3 012/3.27.1.3.///////
Chase aircraft during an emergency must initiate their go-around no lower than _____ feet AGL, unless safety or circumstances dictate otherwise.
A. 100.
B. 200.
✓C. 300.
D. 400.

69. AFI 11-2T-AT-38V3 016/4.6.1.///////
Formation penetrations are restricted to two aircraft when the weather at the base of intended landing is less than:
A. 500 ft ceiling and 11/2 miles visibility.
B. Pilot weather category minimums.
✓C. Overhead traffic pattern minimums.
D. a or b, whichever is greater.

70. AFI 11-2T-AT-38V3 019/7.7.1.///////
If you lose sight of lead in IMC during two-ship formation, wings level flight, simultaneously transition to instruments inform lead:
A. turn away from lead for 15 degrees of turn for 15 seconds.
B. turn away from lead using 15 degrees of bank for 15 seconds.
C. obtain a separate clearance.
D. a and c.
✓E. b and c.

71. AFI 11-2T-AT-38V3 020/7.7.1.1.///////
If you lose sight of lead in IMC during two-ship formation on the outside of the turn, simultaneously transition to instruments, inform lead:
A. reverse the direction of the turn using 15 degrees of bank for 15 seconds.
B. reduce power and use speedbrake as necessary to ensure separation.
C. obtain a separate clearance.
D. all of the above.
✓E. a and c.

72. AFI 11-2T-AT-38V3 021/ 7.7.1.3.///////
If lost wingman on a precision or nonprecision final approach, the wingman will momentarily turn away to ensure lateral clearance:
A. climb to FAF or glideslope intercept altitude.
B. commence the published missed approach.
C. obtain a separate clearance.
D. a and c
✓E. b and c

73. AFI 11-2T-AT-38V3 022/ 7.7.2.2.///////
On the outside of the turn as number four you lose sight of three while IMC. You should transition to instruments and:
A. roll wings level.
B. reverse the direction of turn using 15 degrees of bank for 15 seconds and obtain separate clearance.
✓C. reverse the direction of turn using 30 degrees of bank for 30 seconds and obtain separate clearance.

74. AFI 11-2T-AT-38V3 023/ 7.7.3.///////
When a wingman executes lost wingman procedures, the flight lead should acknowledge the lost wingman's radio call and transmit attitude, heading, altitude, airspeed, and other parameters as appropriate.
✓A. True.
B. False.

75. AFI 11-2T-AT-38V3 027/ 3.30.7.///////
Which of the following does not prohibit a formation landing:
A. Icy runway.
B. Wet runway.
C. Crosswind greater than 15 knots.
D. Weather less than 500 ft. and 1 1/2 miles (or flight member's weather category, whichever is higher).
✓E. All the above prohibit formation landings.

76. AFI 11-2T-AT-38V3 030/ AETC FCIF///////
Do not perform practice no-flap landings with more than _____ pounds fuel.
A. 2,800
B. 2,000
✓C. 2,500
D. 1,800

77. AFMAN 11-217 005/ 5.2.2.2.3.///////
Appearance of the course or glide slope warning flags indicates that the signal strength is insufficient.
✓A. True
B. False

78. AFMAN 11-217 006/ 5.2.2.2.3.///////
Absence of an ILS identifier:
A. is acceptable as long as no OFF flags are visible
✓B. indicates an unreliable signal
C. is normal for an ILS
D. means that you may fly only to localizer minimums

79. AFMAN 11-217 007/ 5.2.2.2.3.///////
It is possible under certain conditions for the CDI or GSI to stick in any position with no warning flags while a reliable station identification is being received.
✓A. True.
B. False.

80. AFMAN 11-217 008/ 5.3.4.3.///////
The maximum bank angle commanded in the ILS Final Approach Mode is ___ degrees.
A. 5
B. 10
✓C. 15
D. 20

81. AFMAN 11-217 013/ 6.6.2.///////
The localizer signal is usable and accurate to a range of ____ NM from the localizer antenna unless otherwise stated on the IAP.
18

82. AFMAN 11-217 014/ 6.6.3.///////
The glide slope signal is usable to a distance of ___ NM from the glide slope antenna unless otherwise depicted on the IAP.
A. 5
B. 8
✓C. 10
D. 15

83. AFMAN 11-217 017/ 7.8.///////
Groundspeed checks made below _____ feet are accurate at any distance from the TACAN station.
A. 1,000
B. 2,000
✓C. 5,000
D. 10,000

84. AFMAN 11-217 019/ 8.1.///////
Altimeter checkpoints are required at all US Air Force bases if the takeoff end of the runway varies _____ feet from official field elevation.
✓A. more than 25
B. more than 50
C. more than 75
D. 100

85. AFMAN 11-217 021/ 8.3.4.///////
When departing on a SID, climb to at least _____ above the airport elevation before initiating a turn unless otherwise instructed.
A. 35 feet
B. 200 feet
✓C. 400 feet
D. 500 feet

86. AFMAN 11-217 022/ 8.3.1.1.///////
Air Force pilots flying civil SIDs must plan to cross the departure end of the runway at least _____ feet AGL and climb at a rate of at least _____ feet per NM to be assured of SID obstacle clearance.
A. 35, 150
✓B. 35, 200
C. 50, 300
D. not specified for civil SIDs

87. AFMAN 11-217 023/ 8.6.1.3.///////
If there is a requirement to execute an approach procedure with an incompatible missed approach, alternate missed approach instructions must be coordinated with ATC before the _____.
✓A. IAF
B. FAF
C. MAP
D. not required

88. AFMAN 11-217 025/ 8.6.2.///////
A minimum safe altitude is the minimum altitude which provides at least _____ feet of obstacle clearance for emergency use within a specified distance from the navigation facility upon which the procedure is based.
A. 500
✓B. 1,000
C. 1,500
D. 2,000

89. MCM 11-238 006/ 4.2.6.///////
It is not necessary to complete the instrument cockpit check on local contact sorties.
A. True.
✓B. False.

90. MCM 11-238 007/ 4.2.6.1.///////
The HSI must be within _____ degrees of the magnetic compass and within _____ degrees of a known heading.
A. 5, 8.
B. 3, 8.
✓C. 8, 5.
D. 8, 4.

91. MCM 11-238 020/ 4.7.1.///////
Unless accomplishing a formation rejoin, begin a smooth power reduction out of MAX between _____ and _____ KIAS and terminate afterburner operation by _____ KIAS.
A. 240, 300, 300
B. 240, 280, 300
C. 250, 290, 300
✓D. 220, 280, 300

92. MCM 11-238 091/ 5.2.2.// WARNING/////
Immediately execute stall recovery procedures any time in the traffic pattern upon detection of:
A. stall indications.
B. an excessive sink rate.
✓C. a or b.

93. MCM 11-238 153/ 7.29.2.///////
For straight-ahead and turning rejoins, each aircraft will maintain a minimum of _____ feet separation until the preceding aircraft has stabilized in route.
A. 50
✓B. 100
C. 200
D. 500

94. MCM 11-238 165/ 4.2.6.4.4.///////
During the ILS check of the flight director system, the glideslope warning flag may be in view depending on the proximity to the glideslope transmitter.
✓A. True
B. False

95. MCM 11-238 167/ 4.2.6.5.///////
The self-test of the TACAN is valid only if the station identifier is audible.
✓A. True
B. False

96. MCM 11-238 168/ 4.4.///////
When taking the active, you should check your speedbrakes centered and up.
✓A. True
B. False

97. MCM 11-238 172/ 4.5.2.1.///////
Rolling takeoffs may increase takeoff roll and critical field length approximately _____ to _____ feet.
150 / 300

98. MCM 11-238 181/ 5.1.2.1.///////
Aircrews flying the standard VASI glidepath down to the flare can expect to land approximately _____ feet down the runway from the threshold.
2000

99. MCM 11-238 189/ 5.3.2.3.///////
The downwind for a no-flap overhead pattern should be about _____ miles displaced from the runway (no wind).
1 1/2

100. MCM 11-238 198/ 6.3.2.///////
There is little or no pitch change when the speedbrake is activated below _____ KIAS.
250

101. T.O. 1T-38A-1 001/ 1-3//////
The _____ sensing system varies the nozzle area to maintain EGT within limits at both MIL and MAX range throttle positions.
A. T2
✓B. T5
C. T8
D. T4

102. T.O. 1T-38A-1 002/ 1-3//////
The main fuel control performs the following functions automatically:
A. regulates engine speed at the selected throttle position from idle through MAX power.
B. correctly positions the compressor inlet guide vanes and air bleed valves.
C. limits main engine fuel flow during starts and rapid throttle movements.
✓D. all of the above.
E. a and b

103. T.O. 1T-38A-1 005/ 1-5//////
The throttles, when placed at OFF, electrically shut off fuel to the engine at the main fuel control and mechanically shut off fuel to the engine at the fuel shutoff valves.
A. True.
✓B. False.

104. T.O. 1T-38A-1 006/ 1-5/ / / / / /
Approximately how long will the ignition circuit remain armed after pressing the start button?
A. 20 seconds.
✓B. 30 seconds.
C. 45 seconds.
D. 60 seconds.

105. T.O. 1T-38A-1 007/ 1-6/ / / / / /
Which of the following is TRUE of the engine instruments?
A. The front and rear cockpit indicators are independent of each other.
B. The nozzle indicators require both DC and AC power.
✓C. The tachometers are powered independently of the aircraft electrical system.
D. The right engine instruments operate directly off DC power during engine start.

106. T.O. 1T-38A-1 008/ 1-6/ / / / / /
Which engine gauges in the rear cockpit repeat those in the front?
A. Nozzles, oil pressure, tachometers.
B. Nozzles, oil pressure, hydraulics.
C. Tachometers, hydraulics.
✓D. EGT, fuel flow.

107. T.O. 1T-38A-1 009/ 1-6/ / / / / /
After a 1.0 hour leg on a cross-country, the oil consumption was one quart. This is acceptable.
A. True.
✓B. False.

108. T.O. 1T-38A-1 010/ 1-21/ / / / / / /
The fuel crossfeed switch operates on _____ power.
A. left AC
B. right AC
✓C. DC

109. T.O. 1T-38A-1 011/ 1-6/ / / / / /
Normally, gravity feed will ensure sufficient fuel flow to operate the engines at up to MAX power from sea level to approximately_____ feet.
A. 6,000
B. 12,000
C. 15,000
✓D. 25,000

110. T.O. 1T-38A-1 012/ 1-6/ / / / / /
By specification, gravity feed operation is guaranteed only to _____ feet.
✓A. 6,000.
B. 12,000.
C. 15,000.
D. 25,000.

111. T.O. 1T-38A-1 013/ 1-6/ / / / / /
Without the aid of a boost pump, flameouts have occurred as low as _____ feet.
A. 6,000
B. 12,000
✓C. 15,000
D. 25,000

112. T.O. 1T-38A-1 014/ 1-6/ / / / / /
Crossfeed operation may be used to:
A. supply fuel to one engine from both systems.
B. operate both engines on fuel from one system.
C. balance the systems by drawing fuel from one tank to the other.
D. all of the above
✓E. a and b above

113. T.O. 1T-38A-1 016/ 1-21/ / / / / / /
A fuel low pressure light is a valid indication of boost pump failure only if:
A. crossfeed switch is off.
B. the corresponding throttle is out of the off position.
C. the corresponding fuel shutoff switch is normal.
✓D. all of the above.

114. T.O. 1T-38A-1 017/ 1-21/ / WARNING/ / / / /
A rapid fuel imbalance can occur with the crossfeed switch on and:
A. both boost pumps off.
B. both boost pumps on.
C. good crossover.
✓D. a or b above.

115. T.O. 1T-38A-1 018/ 1-21/ / / / / / /
Placing either or both fuel shutoff switches at the CLOSED position shuts off fuel flow to either or both engines in approximately _____ second(s) without using the throttles.
✓A. 1
B. 3
C. 5
D. 10

116. T.O. 1T-38A-1 019/ 1-21///////
The T-38 fuel gauges indicate:
A. total fuel on board.
✓B. total usable fuel.
C. none of the above.

117. T.O. 1T-38A-1 020/ 1-21///////
The fuel quantity low-level light will illuminate after a _____ second delay when _____ fuel quantity indicator reads below _____ pounds.
A. 7.5; both; 250 +\- 25.
✓B. 7.5; either; 250 +\- 25.
C. 7.5; both; 275 +\- 50.
D. 7.5; either; 225 +\- 50.

118. T.O. 1T-38A-1 021/ 1-22//////
An airframe mounted gearbox for each engine operates a (an) _____ and a (an) _____.
A. transformer-rectifier, hydraulic pump.
B. hydraulic pump; oil pump.
C. AC generator; oil pump.
✓D. hydraulic pump; AC generator.

119. T.O. 1T-38A-1 022/ 1-22//////
The AC generators begin supplying power to the aircraft when the engine reaches a range of _____ to _____ % RPM.
A. 40; 45
✓B. 43; 48
C. 48; 53
D. 60; 65

120. T.O. 1T-38A-1 023/ 1-22//////
If one or both transformer-rectifiers fail, the XFMR RECT OUT light on the console will illuminate.
A. True.
✓B. False.

121. T.O. 1T-38A-1 024/ 1-22//////
The transformer-rectifiers:
✓A. convert AC to DC power.
B. convert DC to AC power.
C. supply the right engine instruments AC power during engine start.
D. b and c above.

122. T.O. 1T-38A-1 025/ 1-22/ / / / / /
A single transformer-rectifier failure is indicated by:
✓A. nothing - the other T/R will pick up the entire load.
B. illumination of the XFMR RECT OUT light.
C. a complete loss of DC power.
D. a complete loss of AC power on the respective AC bus.

123. T.O. 1T-38A-1 026/ 1-22/ / NOTE/ / / /
The XFMR RECT OUT and MASTER CAUTION LIGHT may blink due to surge current developed by a high battery voltage overriding the DC bus. This condition is not normal and indicates impending transformer rectifier failure.
A. True.
✓B. False.

124. T.O. 1T-38A-1 027/ 1-22/ / / / / /
AC electrical power for the right engine instruments is supplied by the _____ during normal engine starts.
✓A. static inverter
B. transformer-rectifier
C. right generator
D. battery

125. T.O. 1T-38A-1 028/ 1-6/ / / / / /
The _____ indicators are powered independently from the aircraft electrical system.
A. hydraulic pressure.
✓B. tachometer.
C. fuel flow.
D. oil pressure.

126. T.O. 1T-38A-1 029/ 1-23/ / / / / /
Which lights cannot be dimmed?
A. AOA indexer lights.
B. Master caution light.
✓C. Fire warning lights.
D. Gear indicators.

127. T.O. 1T-38A-1 030/ 1-23/ / / / / /
In order to dim the caution lights, you must:
A. place the console rheostat out of off, and select dim.
B. place the floodlight rheostat out of off, and select dim.
✓C. place the instrument rheostat out of off, and select dim.
D. simply select dim on the bright/dim switch.

128. T.O. 1T-38A-1 031/ 1-27/ / NOTE/ / / / /
If the warning test switches in both cockpits are actuated simultaneously,
A. the light test will not be valid in either cockpit.
B. only the front cockpit will have a valid test.
✓C. the landing gear audible warning signal will not come on in either cockpit.
D. only the rear cockpit will have a valid test.

129. T.O. 1T-38A-1 032/ 1-27/ / NOTE/ / / / /
If the test circuit is inoperative, an illumination of the fire warning light should be ignored as it is not a valid indication of a fire.
A. True.
✓B. False.

130. T.O. 1T-38A-1 033/ 1-27/ / / / / / /
An overheat condition in the forward engine compartment will illuminate ____ bulb(s) of the respective fire warning light in both cockpits.
A. one.
✓B. both.
C. neither a or b.

131. T.O. 1T-38A-1 034/ 1-27/ / / / / / /
The hydraulic caution lights will illuminate for:
A. a low-pressure condition below 1,500 psi.
B. a high-pressure condition above 3,200 psi.
C. excessively high hydraulic fluid temperature.
✓D. a and c.
E. all of the above.

132. T.O. 1T-38A-1 035/ 1-28/ / CAUTION/ / / / /
Allowing the rudder pedal adjust T-handle to snap back during adjustment may trip or damage pedestal circuit breakers or ILS control and cause the cable to wear excessively.
✓A. True.
B. False.

133. T.O. 1T-38A-1 036/ 1-29/ / / / / /
If one of the flap motors fails as you lower the flaps, you may expect:
A. one flap to stop, the other to continue.
B. both flaps to stop.
✓C. both flaps to continue because they are interconnected by a rotary shaft.
D. none of the above.

134. T.O. 1T-38A-1 037/ 1-28/ / / / / / /
You will lose control of flap movement if you lose what type of power?
A. Left AC.
B. Right AC.
C. DC.
✓D. b or c.

135. T.O. 1T-38A-1 038/ 1-29/ / / / / / /
The flap slab interconnect will not:
A. reposition the slab to eliminate pitch changes due to flap movement.
B. increase amount of slab travel in the nose-down direction.
✓C. increase amount of slab travel in the nose-up direction.
D. change the pitch authority of the control stick by increasing the amount of horizontal tail deflection per inch of stick travel.
E. all of the above.

136. T.O. 1T-38A-1 039/ 1-30/ / NOTE/ / / / /
If the wing flap lever is between the 0-60 % position or 60-100 % position, the flaps may still extend or retract.
A. True.
✓B. False.

137. T.O. 1T-38A-1 040/ 1-30/ / / / / / /
Activation of the speedbrake requires _____ power.
✓A. hydraulic and DC.
B. hydraulic and AC.
C. AC and DC.
D. hydraulic, AC, and DC.

138. T.O. 1T-38A-1 041/ 1-30/ / / / / / /
The landing gear warning system will be activated if the landing gear is not down and locked and:
✓A. airspeed 210 KIAS or less, altitude 10,000 +/-750 feet or below, both throttles are below 96%.
B. airspeed 240 KIAS or less, altitude 10,000 +/-750 feet or below, both throttles are below 96%.
C. airspeed 210 KIAS or less, altitude 10,000 +/-750 feet or below, one throttle is below 96% rpm.

139. T.O. 1T-38A-1 042/ 1-30/ / / / / / /
The audible warning signal is not activated by an unlocked gear door condition.
✓A. True.
B. False.

140. T.O. 1T-38A-1 043/ 1-30///////
With the landing gear warning system activated and the aircraft accelerating, the light and tone may not go out until the airspeed reaches approximately _____.
A. 210 KIAS
B. 220 KIAS
✓C. 240 KIAS
D. 250 KIAS

141. T.O. 1T-38A-1 044/ 1-30/ / CAUTION/ / / / /
Front cockpit pilot should not place the left foot outboard of the rudder pedal due to the possibility of striking the landing gear handle interconnect linkage causing:
✓A. uncommanded gear retraction.
B. hard over rudder.
C. uncommanded deflection of nose wheel steering.

142. T.O. 1T-38A-1 045/ 1-31/ / NOTE/ / / /
The two main gear lights in the front cockpit and all gear lights in the rear cockpit are illuminated. The nose gear light in the front cockpit is not illuminated. The bulb tests good. This is a landable configuration.
✓A. True
B. False

143. T.O. 1T-38A-1 046/ 1-31/ / NOTE/ / / /
With DC failure, the rear cockpit nose gear light _____ illuminate due to gear relay wiring.
A. will.
✓B. will not.
C. may or may not.

144. T.O. 1T-38A-1 047/ 1-31///////
During alternate gear extension the alternate gear handle must be fully extended (approximately 10 inches) until all three gear are:
A. down and locked.
✓B. unlocked.
C. down, locked, and confirmed by a chase ship.

145. T.O. 1T-38A-1 048/ 1-31///////
Landing gear alternate extension may take up to:
✓A. 35 seconds.
B. 1 minute.
C. 10 to 17 seconds.

146. T.O. 1T-38A-1 049/ 1-31/ / NOTE/ / / / /
What will be the correct indications after practicing alternate gear extension, with the landing gear lever in the LG UP position?
A. Three green, light out in handle, horn sounding.
B. Three green, light on in handle, horn sounding.
✓C. Three green, light on in handle, horn not sounding.

147. T.O. 1T-38A-1 050/ 1-31/ / NOTE/ / / / /
During preflight, if the striker plate in the nose gear well is found in the extended position, check the reset lever in the reset _____ position. This resets all gear switches, but will not raise the striker plate.
A. (down).
✓B. (up).
C. (center).
D. (neutral).

148. T.O. 1T-38A-1 052/ 1-32/ / CAUTION/ / / / /
If the canopy will not fully close while holding for takeoff,
A. it is permissible to taxi back to chocks.
B. reattempt to close the rear canopy first then the front one.
✓C. do not taxi or tow aircraft until cleared by a qualified maintenance technician.

149. T.O. 1T-38A-1 053/ 1-32/ / CAUTION/ / / / /
If an open canopy has been exposed to jet blast, it should be checked for normal operation . If the canopy will not close:
A. taxi back to the chocks and have maintenance inspect the canopy mechanism.
B. reattempt to close the rear canopy first, then the front.
✓C. do not taxi the aircraft until cleared by a qualified maintenance technician.
D. try to force it closed.

150. T.O. 1T-38A-1 054/ 1-32/ / CAUTION/ / / / /
Damage and possible loss of canopy may occur if the hood is bunched between the drogue chute housing and canopy and the seat is raised to the near full-up position.
✓A. True.
B. False.

151. T.O. 1T-38A-1 055/ 1-32/ / / / / /
If the rear cockpit canopy jettison handle is pulled, _____ canopy(ies) will jettison.
A. both
✓B. only the rear
C. only the front

152. T.O. 1T-38A-1 056/ 1-33/ / WARNING/ / / / /
If the canopy jettison is activated with the canopy in other than the closed and locked position, the canopy:
A. will separate from the aircraft normally.
B. will lock in position.
✓C. could fall off its hinges and into the cockpit.
D. jettison sequence will not begin.

153. T.O. 1T-38A-1 057/ 1-38/ / WARNING/ / / / /
If the lap belt is manually opened during ejection:
✓A. the parachute will not open automatically upon separation from the seat.
B. the parachute will open immediately upon separation from the seat.
C. the parachute will be opened automatically by the aneroid or the timer depending on the altitude.
D. do not try to manually open the lap belt.

154. T.O. 1T-38A-1 058/ 1-36/ / CAUTION/ / / / /
Hard items stored under the seat may puncture the cockpit floor when the seat is lowered, resulting in loss of cabin pressure.
✓A. True.
B. False.

155. T.O. 1T-38A-1 059/ 2-1/ / / / / / /
While performing your preflight check, you notice a pin and warning flag on the rear of the ejection seat. What should you do?
A. Pull the pin and continue with the remaining portions of the "BEFORE EXTERIOR INSPECTION" checklist.
✓B. Do not remove the pin. Have the seat checked by qualified maintenance personnel.
C. Have the crew chief remove the pin.

156. T.O. 1T-38A-1 060/ 2-1/ / WARNING/ / / / /
The two bolts behind the ejection seat must be aligned with the arrows and reference line (or shoulder) of the catapult head.
✓A. True.
B. False.

157. T.O. 1T-38A-1 061/ 2-1/ / WARNING/ / / / /
If the drogue chute cover is not flush with the drogue chute container and if the canopy is lost or jettisoned in flight, wind blast effect could separate the drogue chute cover from the container and cause inadvertent drogue chute deployment. Chute deployment could cause an immediate out-of-control condition.
✓A. True.
B. False.

158. T.O. 1T-38A-1 063/ 2-2/ / NOTE/ / / /
The seat pack will be removed for solo flights unless required for pilot/passenger pickup missions.
✓A. True.
B. False.

159. T.O. 1T-38A-1 064/ 2-2/ / WARNING/ / / /
Seat safety belt and shoulder harness provide adequate restraint for survival kit/seat pack during zero or negative-G maneuvers.
A. True.
✓B. False.

160. T.O. 1T-38A-1 065/ 2-2/ / CAUTION/ / / /
The _____ will personally ensure that the rear canopy is closed and locked.
A. crew chief
✓B. pilot
C. either a or b

161. T.O. 1T-38A-1 066/ 2-2/ / CAUTION/ / / /
While stowing the outside handle, do not apply _____ pressure after the canopy is locked.
✓A. clockwise
B. counter-clockwise

162. T.O. 1T-38A-1 067/ 2-2/ / CAUTION/ / / /
With external power connected and the battery switch on:
✓A. the battery can be damaged.
B. the 28 volt DC bus is not energized.
C. engine start ignition is not possible.
D. the transformer-rectifiers can be damaged.

163. T.O. 1T-38A-1 068/ 2-3/ / NOTE/ / / /
If the aircraft will not accept external AC power, and the APU checks good:
A. cycle the battery OFF, then ON.
✓B. cycle the battery ON, then OFF.
C. do not touch the battery switch; the battery is unserviceable.

164. T.O. 1T-38A-1 071/ 2-5/ / / / / /
On the ground, the minimum RPM required for engine start is _____.
A. 10%
✓B. 12%
C. 14%
D. 16%

165. T.O. 1T-38A-1 072/ 2-6/ / CAUTION/ / / / /
Prior to moving either throttle to IDLE during start, ensure:
A. fuel flow has not exceeded 360 PPH.
B. oil pressure has not exceeded 55 PSI.
✓C. EGT OFF flag is out of view or the ON flag is in view.
D. RPM has reached 10% minimum.

166. T.O. 1T-38A-1 075/ 2-6/ / CAUTION/ / / / /
Abort the start if EGT does not begin to rise within:
A. 12 seconds after placing the throttle to idle.
✓B. 12 seconds after the first indication of fuel flow.
C. 15 seconds after placing the throttle to idle.
D. 15 seconds after the first indication of fuel flow.

167. T.O. 1T-38A-1 076/ 2-7/ / CAUTION/ / / / /
After engine start, how long should you wait prior to taxi?
A. 2 minutes after you press the first start button.
B. 2 minutes after AC power application.
C. 3 1/2 minutes after you press the first start button.
✓D. 3 1/2 minutes after AC power application.

168. T.O. 1T-38A-1 077/ 2-7/ / WARNING/ / / / /
For night or anticipated weather operations with conditions of high humidity and narrow temperature-dewpoint spread, the canopies should be closed and the cabin temperature increased to the 100 degree AUTO position to preheat all _____.
A. flight instruments
B. canopy surfaces
C. flight controls
✓D. both a and b

169. T.O. 1T-38A-1 078/ 2-8/ / WARNING/ / / / /
While accomplishing the flight controls check, the pilot must visually confirm proper movement of the actual flight control surfaces.
✓A. True
B. False

170. T.O. 1T-38A-1 080/ 2-8/ / / / / /
If an APU was used to start the engines, you must:
A. check the right generator for crossover.
B. check the left generator for crossover.
✓C. a and b.
D. none of the above, since the APU checks the crossover itself.

171. T.O. 1T-38A-1 081/ 2-9/ / CAUTION/ / / / /
Nosewheel tires are severely damaged when maximum deflection turns are attempted at speeds in excess of _____ knots.
A. 5
✓B. 10
C. 15
D. 20

172. T.O. 1T-38A-1 082/ 2-9/ / CAUTION/ / / / /
Low frequency vibration, buzzing or chatter felt by the pilot through the rudder pedals may indicate:
A. air conditioner turbine failure.
B. engine failure.
C. flap-slab interconnect system failure.
✓D. stability augmentation system malfunction.

173. T.O. 1T-38A-1 083/ 2-9/ / NOTE/ / / / /
To prevent possible canopy downlock mechanism damage, taxi with _____ and pressurized whenever practical.
A. both canopies open
B. both canopies closed
C. one canopy open and one canopy closed
✓D. a or b

174. T.O. 1T-38A-1 085/ 2-11/ / WARNING/ / / / /
Allow a minimum of _____ minute(s) before takeoff behind any large type aircraft or helicopter and a minimum of _____ minutes behind heavy type aircraft.
A. one, two
B. one, three
✓C. two, four
D. four, six

175. T.O. 1T-38A-1 086/ 2-11/ / WARNING/ / / / /
With an effective crosswind of over _____ knots, the wake turbulence separation requirements can be reduced.
A. 3
✓B. 5
C. 7
D. 9

176. T.O. 1T-38A-1 087/ 2-11/ / CAUTION/ / / / /
Abort the takeoff if the afterburner does not light in _____ seconds.
A. 2
✓B. 5
C. 10
D. Do not abort the takeoff if the aircraft reaches MACS.

177. T.O. 1T-38A-1 088/ 2-11/ / NOTE/ / / / /
Less than predicted acceleration check speed will invalidate:
A. CEFS.
B. Adjusted Refusal Speed.
C. SETOS.
✓D. All the above.

178. T.O. 1T-38A-1 089/ 2-11/ / CAUTION/ / / / /
On your level-off check at FL 190, your altimeter drops 200 feet when you check it in the standby mode. You should:
✓A. do nothing, this is within limits.
B. fly the rest of the sortie in the standby mode.
C. abort the mission and return to base.
D. write it up in the AFTO 781, AFORM Aircrew/Mission Flight Data Document.
E. B and D

179. T.O. 1T-38A-1 090/ 2-11/ / CAUTION/ / / / /
If during an inflight check of the altimeter, the difference between primary and standby mode exceeds _____ feet below 10,000 feet or _____ above 10,000 feet, continue the mission in standby.
A. 75, 150
B. 75, 250
✓C. 150, 250
D. 100, 200

180. T.O. 1T-38A-1 091/ 2-12/ / NOTE/ / / / /
When flying in gusty winds, increase which of the following speed by half the gust factor?
A. Final turn.
B. Final approach.
C. Touchdown.
D. All of the above.
✓E. B and C

181. T.O. 1T-38A-1 092/ 2-12/ / NOTE/ / / / /
Fuel required for a go-around (closed pattern) is approximately _____ pounds.
A. 100
✓B. 150
C. 200
D. 250

182. T.O. 1T-38A-1 093/ 2-13/ / NOTE/ / / / /
During flight if the AAU-19/A altimeter will not reset or reverts to the standby mode after a few seconds, you must:
A. abort the mission.
B. divert to the nearest suitable field.
✓C. continue the mission in standby mode.

183. T.O. 1T-38A-1 094/ 2-13/ / CAUTION/ / / / /
After the gear is lowered from the back seat, what must the front seat pilot do?
A. Nothing special.
✓B. Physically check the handle down.
C. Visually check the handle down.

184. T.O. 1T-38A-1 095/ 2-13/ / / / / /
Using the stopping techniques in the Dash One could increase your landing distance as much as _____ % from that computed in the charts.
A. 25
✓B. 50
C. 75
D. 100

185. T.O. 1T-38A-1 096/ 2-13/ / CAUTION/ / / / /
Extreme CAUTION must be exercised when applying wheel brakes above 120 KIAS as locked wheels or tire skids are difficult to recognize. If tire skids are detected, immediately release both brakes and cautiously reapply.
✓A. True
B. False

186. T.O. 1T-38A-1 097/ 2-13/ / CAUTION/ / / / /
Extreme nose high aerobraking when crossing raised arresting cables may result in damage to the _____.
✓A. afterburner ejectors
B. main tires
C. main gear doors

187. T.O. 1T-38A-1 098/ 2-13/ / CAUTION/ / / / /
Rubber deposits on the last _____ feet of wet runways make directional control a difficult problem even at very low speeds.
A. 1,000
✓B. 2,000
C. 3,000

188. T.O. 1T-38A-1 099/ 2-15/ / CAUTION/ / / / /
After selecting RAM DUMP, you may have to wait _____ for the pressure to equalize.
✓A. several seconds.
B. several minutes.
C. 5 minutes.

189. T.O. 1T-38A-1 100/ 2-15/ / NOTE/ / / /
Allow _____ seconds for landing-taxi light retraction and (or) closure of ram dump door prior to engine shutdown.
A. 2
B. 5
✓C. 10
D. 20

190. T.O. 1T-38A-1 101/ 2-17/ / NOTE/ / / /
When an _____ fuel is used, you should annotate it in the AFTO 781.
A. alternate
B. emergency
✓C. A or B

191. T.O. 1T-38A-1 102/ 3-3/ / CAUTION/ / / / /
The canopy seals will remain inflated if the engines are shutdown with _____, making the canopies more difficult to open.
✓A. both canopies locked
B. either canopy locked
C. the front canopy locked

192. T.O. 1T-38A-1 104/ 3-3/ / / / / /
Which of the following is not required when accomplishing an emergency ground egress?
A. Place both throttles at - OFF.
B. Battery - OFF.
✓C. Insert canopy jettison safety pin.
D. Insert the ejection seat safety pin.
E. All of the above are required.

193. T.O. 1T-38A-1 107/ 3-5/ / / / / /
During an abort, in order to minimize the possibility of skidding, blown tires, etc., optimum braking should not be attempted at airspeeds above _____ .
✓A. 100 KIAS
B. MACS
C. NACS
D. 120 KIAS

194. T.O. 1T-38A-1 108/ 3-5/ / / / / /
Aerodynamic braking is more effective than cautious wheel braking above _____ .
✓A. 100 KIAS
B. MACS
C. NACS
D. 120 KIAS

195. T.O. 1T-38A-1 109/ 3-5/ / / / / /
When MA-1A barrier engagement is imminent, attempt to:
✓A. engage it perpendicular, in a three-point attitude, and if possible, in the center.
B. brake through engagement.
C. lower the speedbrake to catch the barrier.
D. A and B

196. T.O. 1T-38A-1 110/ 3-5/ / CAUTION/ / / / /
During high speed abort situations, it is essential maximum aerodynamic braking be attained.
✓A. True
B. False

197. T.O. 1T-38A-1 112/ 3-5/ / CAUTION/ / / / /
Heavy wheel braking above _____ KIAS may cause skidding, tire failure and loss of directional control.
✓A. 100
B. 110
C. 120
D. 130

198. T.O. 1T-38A-1 113/ 2-14/ / / / / /
At speeds below _____ KIAS, the chances of approaching optimum braking action are greatly increased.
✓A. 100
B. 120
C. 140
D. 150

199. T.O. 1T-38A-1 114/ 3-5/ / CAUTION/ / / / /
Extreme caution must be exercised when applying wheel brakes above _____ KIAS as locked wheels or tire skids are difficult to recognize.
A. 100
B. 110
✓C. 120
D. 130

200. T.O. 1T-38A-1 115/ 3-5/ / CAUTION/ / / / /
MA-1A barrier engagement is unlikely with the:
A. WSSP installed.
B. speedbrake open.
✓C. A or B

201. T.O. 1T-38A-1 116/ 3-6/ / / / / /
Best acceleration during a single-engine takeoff occurs with the aircraft:
A. in the takeoff attitude.
✓B. in a three-point attitude, with the stick at, or slightly aft of, the takeoff trim setting.

202. T.O. 1T-38A-1 117/ 3-6/ / CAUTION/ / / / /
While accelerating to SETOS + 10 during a single-engine takeoff:
A. maintain forward stick pressure, allowing the nose wheel to "dig-in".
B. accelerate in a three point attitude, with the stick forward of the takeoff trim setting.
✓C. the nose wheel tire limit may be exceeded prior to reaching SETOS + 10.
D. all the above.

203. T.O. 1T-38A-1 118/ 3-6/ / / / / /
The optimum rotation speed, single engine is _____.
A. 145
B. SETOS
✓C. SETOS + 10
D. 190

204. T.O. 1T-38A-1 119/ 3-6/ / / / / /
The minimum rotation speed, single engine is _____.
A. 145
✓B. SETOS
C. SETOS +10
D. 190

205. T.O. 1T-38A-1 120/ 3-6/ / / / / /
During a single engine takeoff, climb should be _____ until the airspeed reaches 190 KIAS.
✓A. restricted to only that required to clear obstacles
B. at a 7 degree pitch attitude
C. at the maximum climb angle of 10 degrees
D. none of the above

206. T.O. 1T-38A-1 121/ 3-6/ / / / / /
During a single-engine takeoff, gear door drag is not factor above _____ KIAS.
A. SETOS
✓B. SETOS + 10
C. SETOS + 20

207. T.O. 1T-38A-1 122/3-6//WARNING/////
If engine failure occurs after rotation, it will probably be necessary to lower the nose to attain speed above SETOS.
✓A. True
B. False

208. T.O. 1T-38A-1 123/3-6//WARNING/////
If engine failure occurs after takeoff, it may be necessary to allow the aircraft to settle back to the runway.
✓A. True
B. False

209. T.O. 1T-38A-1 124/3-6//NOTE/////
Depending on airspeed and altitude it may be necessary for the pilot to leave the throttle of the affected engine at a high power setting until reaching a safe airspeed and/or altitude for ejection.
✓A. True
B. False

210. T.O. 1T-38A-1 125/3-6//WARNING/////
Given a 12,500 LB aircraft, single-engine takeoff is not considered possible with a TOF above _____.
✓A. 4.0
B. 4.2
C. 4.3
D. 4.5

211. T.O. 1T-38A-1 126/3-7//NOTE/////
With the left engine inoperative with windmilling hydraulics, gear retraction, when initiated between SETOS+10 and 190 KIAS, may require up to _____.
A. 30 seconds
B. 45 seconds
✓C. 1 minute
D. 2 minutes

212. T.O. 1T-38A-1 127/3-7//NOTE/////
If unable to retract the landing gear, best single-engine level flight/climb capability is obtained at _____ with 60% flaps or at _____ with the flaps up.
A. SETOS, 220 KIAS
B. SETOS + 10, 200 KIAS
C. SETOS + 10, 240 KIAS
✓D. 190 KIAS, 220 KIAS

213. T.O. 1T-38A-1 128/ 3-7/ / NOTE/ / / /
During a single-engine takeoff/go-around, at high gross weight, with the landing gear extended, flap retraction should not be initiated prior to _____ KIAS.
A. 190
B. 200
✓C. 220
D. 240

214. T.O. 1T-38A-1 130/ 3-7/ / / / / /
The effects of a tire failure are most pronounced at heavy gross weights and speeds below _____ KIAS.
A. 90
✓B. 100
C. 110
D. 120

215. T.O. 1T-38A-1 132/ 3-9/ / / / / /
_____ should be attempted immediately upon detection of dual engine flameout at low altitudes, if time permits.
A. Ejection
B. Normal Restart
✓C. Alternate Airstart

216. T.O. 1T-38A-1 133/ 3-9/ / / / / /
If the decision is made to eject during a zoom at low altitude, it is imperative that the ejection sequence be initiated prior to reaching a:
A. stall.
B. sink rate.
✓C. A or B

217. T.O. 1T-38A-1 135/ 3-9/ / WARNING/ / / / /
Do not delay ejection by attempting airstarts at low altitude if below the optimum airstart airspeed and below _____ feet AGL.
A. 1500
✓B. 2000
C. 2500
D. 3000

218. T.O. 1T-38A-1 136/ 3-9/ / NOTE/ / / /
During a restart in flight, leave the throttle at IDLE for _____ before aborting the start.
A. 10 seconds
✓B. 30 seconds
C. 45 seconds
D. 1 minute

219. T.O. 1T-38A-1 138/ 3-9/ / NOTE/ / / /
RPM hangup during an airstart may be eliminated by _____ airspeed.
✓A. increasing
B. decreasing

220. T.O. 1T-38A-1 139/ 3-9/ / NOTE/ / / /
If it appears that a boost pump has failed and flight below 25,000 feet is impractical:
A. flight can be continued above 25,000 feet at reduced power settings.
B. there is no way to ensure fuel flow, even at higher power settings.
C. crossfeed may be used to ensure boost pump pressure if a reduced power setting is impractical.
✓D. A and C

221. T.O. 1T-38A-1 142/ 3-10/ / NOTE/ / / /
If the throttle is in MAX range, pushing the start button will also provide ignition; however, only during that period of time which the button is held.
✓A. True.
B. False.

222. T.O. 1T-38A-1 143/ 3-10/ / NOTE/ / / /
If you suspect engine damage during a compressor stall, you should:
✓A. advance the throttle above idle only if required.
B. never advance the throttle above idle.
C. advance the throttle cautiously above 80% to determine the maximum usable engine speed.

223. T.O. 1T-38A-1 145/ 3-10/ / NOTE/ / / /
A compressor stall may be recovered prior to complete flameout by:
A. selecting MAX power.
B. rapidly retarding the throttle to idle.
C. pressing the affected engine's start button.
D. a and c
✓E. b and c

224. T.O. 1T-38A-1 146/ 3-10/ / CAUTION/ / / /
After retarding the right throttle to idle for a fire light, the fire light immediately goes out. When you test the fire warning system, the right fire light does not illuminate. You should:
A. leave the right engine in idle, unless you have other indications of a fire.
✓B. shut down the right engine.
C. eject.
D. use the right engine normally.

225. T.O. 1T-38A-1 147/3-10//WARNING/////
When a fire light is preceded or accompanied by a pop, bang or thump, it usually indicates a serious engine malfunction and (or) fire. Consideration should be given to:
A. increasing airspeed.
✓B. shutting down the engine.
C. ejecting.
D. retarding the throttle to idle and checking the fire sensors.

226. T.O. 1T-38A-1 148/3-10//WARNING/////
Delaying placing the throttle to off after a fire warning light illuminates could result in possible loss of _____ from fire damage.
A. oil pressure
B. generator failure with no crossover
✓C. flight control system
D. all navigational equipment

227. T.O. 1T-38A-1 149/3-10//WARNING/////
If the engine can not be shut down with the throttle, the _____ switch (affected engine) should be closed.
A. boost pump
✓B. fuel shutoff
C. crossfeed
D. generator

228. T.O. 1T-38A-1 151/3-11//NOTE/////
With boost pumps inoperative, engine flameout may occur if above 25,000 feet.
✓A. True.
B. False.

229. T.O. 1T-38A-1 152/3-11//NOTE/////
If smoke and fumes are encountered in the cockpit, select Oxygen - 100%. If odors persist, use of emergency oxygen bottle should be considered.
✓A. True.
B. False.

230. T.O. 1T-38A-1 153/3-11//CAUTION/////
Vibrations accompanied by fumes and/or odors from the air conditioning system may indicate air conditioner turbine failure. You should _____.
A. select oxygen - 100%
B. descend below FL250
C. select RAM DUMP
✓D. all of the above
E. B and C

231. T.O. 1T-38A-1 154/3-11///////
If either canopy is lost in flight, immediately slow to _____ KIAS or less to minimize turbulence and noise.
A. 200
B. 250
C. 275
✓D. 300

232. T.O. 1T-38A-1 155/3-11///////
After losing a canopy, a minimum drag airspeed is _____ KIAS.
A. 200
✓B. 225
C. 250
D. 275

233. T.O. 1T-38A-1 156/3-12//NOTE/////
The best glide speed with 1000 LBS of fuel remaining is:
A. 230 KIAS.
✓B. 240 KIAS.
C. 250 KIAS.
D. 270 KIAS.

234. T.O. 1T-38A-1 157/3-12//NOTE/////
To obtain the approximate maximum glide distance in nautical miles, multiply the altitude in thousands of feet by _____.
A. 1.3
B. 1.5
✓C. 1.6
D. 2.0

235. T.O. 1T-38A-1 158/3-12//WARNING/////
If oxygen system contamination is suspected, consideration should be given to disconnecting the aircraft oxygen hose before activating the emergency oxygen cylinder.
A. True
✓B. False

236. T.O. 1T-38A-1 159/3-13//NOTE/////
Simultaneous failure of the engine RPM and oil pump (oil pressure zero) may be an indication of:
A. Airframe mounted gearbox failure.
B. Left generator failure without crossover.
C. Right generator failure without crossover.
✓D. Oil pump shaft shear.

237. T.O. 1T-38A-1 161/3-13//WARNING/////
The minimum altitude recommended for bailout in a controlled situation is _____ feet AGL.
A. 1500
✓B. 2000
C. 2500
D. 3000

238. T.O. 1T-38A-1 162/3-13//WARNING/////
Under uncontrollable conditions, eject at a minimum of _____ feet AGL.
A. 2000
B. 8000
C. 10,000
✓D. 15,000

239. T.O. 1T-38A-1 163/3-13//WARNING/////
Under controlled flight, do not delay ejection below _____ feet in futile attempts to start the engines or for other reasons that may commit you to an unsafe ejection.
A. 1,000
✓B. 2,000
C. 5,000
D. 15,000

240. T.O. 1T-38A-1 164/3-14//WARNING/////
During ejection assume the proper body position by _____, and feet held back against seat.
A. sitting erect
B. head firmly against headrest
C. a only
D. b only
✓E. a and b

241. T.O. 1T-38A-1 165/3-19//NOTE/////
If the yaw damper switch is found OFF during flight:
A. the mission may be continued after reengaging the yaw damper switch.
B. the mission must be terminated.
✓C. the mission may be continued, but do not reengage the yaw damper switch.
D. check the stability augmenter circuit breaker in, reengage the yaw damper switch, and continue the mission.

242. T.O. 1T-38A-1 166/3-20//NOTE/////
If you notice a fuel low pressure light and find that the boost pump circuit breakers are popped:
A. reset the circuit breakers.
✓B. turn off the associated boost pump, then reset the circuit breakers.
C. turn the crossfeed on, then reset the circuit breakers.

243. T.O. 1T-38A-1 168/ 3-21///////
Simultaneous illumination of the generator and hydraulic caution lights for the same engine may indicate a gearbox failure. This can be confirmed by checking the appropriate _____ indicator.
A. oil pressure
✓B. hydraulic pressure
C. nozzle

244. T.O. 1T-38A-1 169/ 3-20/ / CAUTION/ / / /
If complete DC failure occurs with the landing gear extended:
A. downside hydraulic pressure will be lost.
B. pull the alternate gear extension handle to ensure the gear are down.
C. the gear should be pinned prior to taxiing clear of the runway.
✓D. a and c.

245. T.O. 1T-38A-1 171/ 3-21/ / CAUTION/ / / /
Pilots should refrain from resetting the generator _____ due to the danger of generator burning.
✓A. more than once
B. more than twice
C. more than once every 10 minutes
D. if the engine cannot be adjusted to the opposite side of the shift range

246. T.O. 1T-38A-1 173/ 3-22/ / NOTE/ / / /
If the engine had previously been shut down due to a hydraulic over temperature, and the caution light as gone out, you can restart the engine if necessary.
✓A. True.
B. False.

247. T.O. 1T-38A-1 174/ 3-22/ / WARNING/ / / / /
With dual hydraulic system failure:
✓A. eject.
B. hydraulic pressure provided solely by a windmilling engine is sufficient to control the aircraft for landing.
C. land as soon as conditions permit.
D. b and c.

248. T.O. 1T-38A-1 175/ 3-22/ / WARNING/ / / / /
If one hydraulic system reads zero, hydraulic systems transfer may occur. In this case, flight time could be limited to only _____ minutes.
A. 15
B. 25
✓C. 35
D. 45

249. T.O. 1T-38A-1 176/ 3-22/ / CAUTION/ / / / /
If damage to the flaps or flap actuating mechanism (other than flap-slab interconnect) is known or suspected, do not reposition flaps during controllability check.
✓A. True
B. False

250. T.O. 1T-38A-1 177/ 3-22.1/ / WARNING/ / / / /
Touchdowns as high as _____ knots are possible.
A. 180
✓B. 200
C. 220
D. 240

251. T.O. 1T-38A-1 179/ 3-24/ / WARNING/ / / / /
If takeoff is made with flab-slab interconnect system failure (non-locking):
A. a lighter than normal stick force will be required for rotation.
B. a reduced amount of stick travel will be required for rotation.
C. until the flaps are retracted, significant forward stick pressure will be required to keep the pitch from increasing.
✓D. all of the above.

252. T.O. 1T-38A-1 180/ 3-25/ / WARNING/ / / / /
If interconnect cable failure occurs on an aircraft without the locking device after flaps are down 60 % or more, a sudden pitch-up will occur and the aircraft will:
✓A. instantaneously stall.
B. stall within 2 seconds.
C. stall after a loss of altitude.

253. T.O. 1T-38A-1 181/ 3-25/ / WARNING/ / / / /
During an abrupt pitch-up due to interconnect system failure (nonlocking), the pilot must take corrective action within ___ second(s) to ensure recovery without loss of altitude.
A. 1
B. 2
✓C. 3
D. 4

254. T.O. 1T-38A-1 183/ 3-26/ / CAUTION/ / / /
During single-engine landing, at high density altitude or high gross weights, selecting full flaps in the flare, an immediate touchdown and premature landing may occur.
✓A. True.
B. False.

255. T.O. 1T-38A-1 184/ 3-27/ / CAUTION/ / / / /
Compared to a normal landing, a no-flap landing may increase the landing distance by:
A. 1,000 feet.
B. 2,000 feet.
C. 50%.
✓D. double.

256. T.O. 1T-38A-1 185/ 3-27/ / / / / / /
If you have your nose gear up and one main gear extended, this is a landable configuration.
A. True.
✓B. False.

257. T.O. 1T-38A-1 186/ 3-28/ / WARNING/ / / / /
If a main landing gear fails to extend to the locked position due to the main landing gear sidebrace pin backing out:
✓A. repeat extension attempts may result in an unlandable configuration.
B. repeat extension attempts will result in a landable configuration.
C. neither a nor b.

258. T.O. 1T-38A-1 188/ 3-29/ / WARNING/ / / / /
If you suspect the right brake system has failed, with no other directional control problems, plan to land in (on) the _____ of the runway.
A. right side.
B. left side.
✓C. center.

259. T.O. 1T-38A-1 189/ 4-1/ / CAUTION/ / / / /
Vibrations accompanied by fumes and/or odors from the air-conditioning system may indicate failure of the _____.
✓A. air conditioner turbine
B. right/left airframe mounted gearbox
C. right/left generator
D. right/left oil pump shaft

260. T.O. 1T-38A-1 190/ 4-6/ / NOTE/ / / / /
Gyro erection time for the main ADI and HSI is approximately _____ minutes.
A. 2.5
B. 3.0
✓C. 3.5
D. 4.0

261. T.O. 1T-38A-1 191/ 4-17/ / / / / / /
The allowable altimeter difference between the primary mode (reset) readings of both altimeters is _____ feet during preflight and at all altitudes.
A. 50
✓B. 75
C. 100
D. 150

262. T.O. 1T-38A-1 192/ 4-8/ / NOTE/ / / / /
_____ is the recommended time interval between fast slave attempts of the directional gyro.
A. 30 seconds
B. 1 minute
✓C. 2 minutes
D. 3 minutes

263. T.O. 1T-38A-1 193/ 4-11/ / WARNING/ / / / /
The bank steering bar may be used for a _____ course approach.
✓A. front
B. back
C. a and b

264. T.O. 1T-38A-1 195/ 4-19/ / / / / / /
Maximum range occurs at _____ AOA and maximum endurance occurs at _____ AOA.
✓A. .18, .3
B. .3, .4
C. .2, .6
D. .24, .4

265. T.O. 1T-38A-1 197/ 4-24/ / / / / /
Normal load capacity of the WSSP is approximately _____ pounds.
A. 130
✓B. 140
C. 150
D. 160

266. T.O. 1T-38A-1 199/ 5-1/ / CAUTION/ / / / /
An overstress failure of the main landing gear sidebrace trunion may occur if the gear is:
A. extended with greater than 30 degrees of bank.
B. retracted with greater than 45 degrees of bank.
C. extended at greater than 1.5 Gs.
✓D. b or c above.

267. T.O. 1T-38A-1 200/ 5-2/ / / / / / /
Do not exceed _____ KIAS with the nosewheel steering engaged.
A. 45
✓B. 65
C. 85
D. 105

268. T.O. 1T-38A-1 201/ 5-2/ / / / / / /
Do not exceed _____ KIAS while taxiing with the canopies open.
A. 25
✓B. 50
C. 75
D. 100

269. T.O. 1T-38A-1 202/ 5-2/ / / / / / /
The G limits with 2500 LBS of fuel remaining are:
A. -2.5, +6.0, and +4.3 asymmetric
✓B. -2.6, +6.3, and +4.5 asymmetric
C. -2.7, + 6.6, and +4.7 asymmetric
D. -2.9, + 7.2, and +5.1 asymmetric

270. T.O. 1T-38A-1 203/ 5-2/ / / / / / /
The G-limits with 1500 LBS of fuel remaining are:
A. -2.9, +7.2, and +5.1 asymmetric.
✓B. -2.8, +6.9, and +4.9 asymmetric
C. -2.7, +6.6, and +4.7 asymmetric.
D. -2.6, +6.3, and +4.5 asymmetric.

271. T.O. 1T-38A-1 206/ 5-4/ / / / / / /
Maximum allowable transient RPM is _____%.
A. 100
B. 104
C. 105
✓D. 107

272. T.O. 1T-38A-1 207/ 5-4/ / / / / / /
Total fluctuations in EGT of _____ degrees are acceptable if the average EGT is between _____ and _____ degrees C.
A. 10 (+/-5), 620, 645
B. 10 (+/-5), 630, 650
✓C. 15 (+/-7.5), 630, 645
D. 15 (+/-7.5), 630, 650

273. T.O. 1T-38A-1 208/ 5-4/ / / / / / /
At full afterburner, the nozzles should read between _____.
A. 0 - 20
B. 5 - 20
C. 20 - 55
✓D. 50 - 85

274. T.O. 1T-38A-1 209/ 5-4/ / / / / / /
Nozzle position at MIL is _____%.
✓A. 0 - 20
B. 20 - 55
C. 50 - 85
D. 50 - 100

275. T.O. 1T-38A-1 210/ 5-4/ / / / / / /
During cold weather starts, oil pressure above 55 PSI may be observed. Oil pressure should return to normal within _____ minutes.
✓A. 6
B. 8
C. 10
D. 12

276. T.O. 1T-38A-1 211/ 5-4/ / / / / / /
Following rapid throttle movements, nozzles should stabilize within _____ seconds.
A. 2
B. 5
✓C. 10
D. 15

277. T.O. 1T-38A-1 214/ 6-4/ / WARNING/ / / / /
If a high sink rate condition is allowed to develop, recovery may not be possible at traffic pattern altitudes.
✓A. True
B. False

278. T.O. 1T-38A-1 215/ 6-5/ / WARNING/ / / / /
If full aileron deflection in the direction of the spin is not maintained, spin recovery may be prolonged or prevented.
✓A. True.
B. False.

279. T.O. 1T-38A-1 216/ 7-1///////
Crossfeeding is recommended when fuel differences exceed _____ pounds.
A. 100
B. 150
✓C. 200
D. 250

280. T.O. 1T-38A-1 217/ 7-1/ / WARNING/ / / / /
If normal crossfeed operation is continued until the active system runs dry:
✓A. dual engine flameout will occur.
B. gravity feed will supply sufficient fuel from the other fuel system.
C. only the corresponding engine will flameout.
D. engine restart will be impossible due to air in the lines.

281. T.O. 1T-38A-1 219/ 9-9/ / CAUTION/ / / / /
After flight through icing conditions, which result in icing accumulations on the front canopy, a 781 writeup is necessary so that the engines will be inspected for damage.
✓A. True.
B. False.

282. T.O. 1T-38A-1 221/ 9-9/ / CAUTION/ / / / /
If flight through moderate precipitation is unavoidable, you should:
✓A. slow to minimum practical airspeed to lessen rain damage.
B. fly at maximum practical airspeed to minimize time in the precipitation.
C. set a high power setting with anti-ice on to preclude engine flameouts.
D. b and c.

283. T.O. 1T-38A-1 222/ 9-9/ / CAUTION/ / / / /
Flight in moderate precipitation may damage the:
A. nose cone.
B. vertical stabilizer
C. canopies.
✓D. a and b.

284. T.O. 1T-38A-1 223/ 9-10/ / / / / /
The recommended best penetration airspeed if turbulence and thunderstorms are experienced is _____ KIAS.
A. 250
✓B. 280
C. 300
D. 350

285. T.O. 1T-38A-1 224/ A2-4/ / / / / /
The maximum recommended crosswind component for a dry runway is _____ knots, wet runway is _____ knots, and for a runway containing standing water is _____ knots.
A. 25, 15, 10
✓B. 30, 20, 10
C. 25, 20, 15
D. 30, 15, 10

286. T.O. 1T-38A-1 225/ 1-5/ / / / / /
Engine starts require:
A. high pressure air supply, DC power for ignitor firing, and AC power to energize the ignition holding relay.
B. high pressure air supply, DC power to energize the ignition holding relay, and AC power for ignitor firing.
✓C. low pressure air supply, DC power to energize the ignition holding relay, and AC power for ignitor firing.
D. low pressure air supply, DC power for ignitor firing, and AC power to energize the ignition holding relay.

287. T.O. 1T-38A-1 226/ 1-5/ / / / / /
The afterburner fuel control meters fuel as a function of:
A. compressor inlet pressure.
✓B. throttle position.
C. inlet air temperature.
D. engine RPM.
E. all of the above.

288. T.O. 1T-38A-1 227/ 1-5/ / NOTE/ / / /
Throttle bursts are movements from idle to MIL in ____second(s) or less.
1

289. T.O. 1T-38A-1 229/ 1-5/ / / / / /
Moving the throttle from "OFF" to "IDLE" during engine start:
A. arms the ignition circuit for 30 seconds, firing the main and afterburner ignitors, and starts fuel flow to the engine.
✓B. energizes the ignition exciter, firing main and afterburner ignitors, and starts fuel flow to the engine.
C. energizes the ignition exciter, firing main and afterburner ignitors, and positions the nozzles to the engine start range.
D. energizes the right autosyn instruments, firing the main and afterburner ignitors, and positions the nozzles to the engine start range.

290. T.O. 1T-38A-1 231/ 4-1///////
Which of the following component(s) is(are) lost when the cabin pressure switch is placed at RAM DUMP?
A. Anti-G suit.
B. Canopy defog.
C. Cabin pressurization.
✓D. All the above.

291. T.O. 1T-38A-1 232/ 4-1///////
Which of the following components is NOT lost when the cabin pressure switch is placed at RAM DUMP?
A. Anti-G suit
B. Canopy defog
✓C. Anti-ice
D. Air conditioner

292. T.O. 1T-38A-1 233/ 4-3///////
A _____ percent loss in MIL thrust and a _____ percent loss in MAX thrust can be expected with the engine anti-ice switch on.
A. 10, 5
B. 20, 12.5
C. 15, 7.5
✓D. 9, 6.5

293. T.O. 1T-38A-1 234/ 4-8///////
The FAST SLAVE cycle lasts _____ seconds.
30

294. T.O. 1T-38A-1 235/ 4-11///////
When the ILS mode is selected, the operation is the same as in Localizer, except that the bank required to center the bank steering bar is reduced from a maximum of _____ to _____ degrees.
A. 45, 35
✓B. 35, 15
C. 15, 10
D. 25, 15

295. T.O. 1T-38A-1 236/ 4-11///////
The bank steering bar may be used when the aircraft heading is within _____ degrees of the localizer front course.
90

296. T.O. 1T-38A-1 237/ 4-11///////
The maximum bank angle commanded by the bank steering bar in the manual mode is _____ degrees.
A. 25
B. 30
✓C. 35
D. 45

297. T.O. 1T-38A-1 238/ 4-13///////
Allow a _____ warm-up period prior to preflighting the TACAN.
90 second

298. T.O. 1T-38A-1 239/ 4-21///////
After experiencing _____ generator failure with no crossover, the floodlights will not be automatically available and must be adjusted to obtain lighting.
✓A. left
B. right
C. total

299. T.O. 1T-38A-1 240/ 4-22///////
The oxygen low-level light may blink due to sloshing if the system contains less than _____ liters, and normally illuminates when the indicator reads _____ liter(s) or less.
3, 1

300. T.O. 1T-38A-1 242/ 4-22///////
The emergency oxygen cylinder should have a minimum pressure of _____ psi.
A. 1700
✓B. 1800
C. 1900
D. 2000