

Quiz 6

1. Where would you expect to find a thermal plume?
 - a. above a body of water heated by the Sun
 - b. in an air mass heated by an external source
 - c. above a building with operating machines

2. What consideration should you make for density altitude?
 - a. During winter, cold temperatures may make flight controls less effective
 - b. On a warm day, heat may affect the authorized maximum altitude
 - c. On a warm day, heat may make the aircraft less able to climb

3. The wind is reported to be at 20 knots, and you plan to take pictures of a house for sale. What consideration should you make for the wind?
 - a. Battery power may be insufficient to stay at the selected site
 - b. The aircraft performance may be increased due to higher available lift
 - c. You may need to use extra observers to keep the craft in sight

4. The air temperature is at 2°C and fog has been reported in the area. What hazard might you face?
 - a. P-Static may interfere with radio communications
 - b. ATC may deny permission for the flight
 - c. Ice might form on the aircraft

5. What weather phenomenon does weather RADAR detect?
 - a. Rain
 - b. Clouds
 - c. Lightning

6. The UAS loses power and strikes a crew member, causing him to fall and break his arm. According to regulations, when must this be reported, and to whom?
 - a. Immediately to local law enforcement
 - b. Within 10 days to the FAA
 - c. Within 30 days to Flight Safety

7. While operating near a towered airport, the UAS malfunctions and stops responding to controls. What must you do?
 - a. Broadcast a warning on the distress frequency, 121.5MHz
 - b. Notify ATC according to the authorization you received
 - c. Notify Flight Service to issue a warning to other aircraft

8. (p109) A pilot who relies on short and long term memory for repetitive tasks often neglects
 - a. flying outside the envelope
 - b. checklists
 - c. situational awareness

9. (p110) What is the first step in neutralizing a hazardous attitude in the ADM process?
 - a. Dealing with improper judgment
 - b. Recognition of hazardous thoughts
 - c. Recognition of invulnerability in the situation

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10. (p110) An extreme case of a pilot getting behind the aircraft can lead to the operational pitfall of
- loss of situational awareness
 - loss of workload
 - internal stress
11. (p111) What is the antidote when a pilot has a hazardous attitude, such as "Macho?"
- I can do it
 - Taking chances is foolish
 - Nothing will happen
12. (p111) Who is responsible for determining whether a pilot is fit to fly for a particular flight?
- The FAA
 - The medical examiner
 - The pilot