

Local Flying Area (Local) Test FMFA, Inc – Ft Meade, MD (KFME)

Pilot: _____

Date: _____

Complete this open book questionnaire using the FAR/AIM/FMFA specific references, as appropriate. Assume you are operating an FMFA aircraft. Your flight instructor will grade the questionnaire. Minimum passing score is 80% (No more than 5 wrong). The completed questionnaire will be filed in the pilot's personnel file (PF) by appropriate personnel once the date of this questionnaire has been entered into the FMFA Dispatch System.

- When departing Tipton for a round-robin VFR flight to Easton, the pilot must: **[OPS Manual 2-14]**
 - File two SFRA flight plans with FSS and then call POTOMAC TRACON for a transponder code & frequency.
 - PRIOR TO TAKEOFF, set transponder to assigned code and switch to "ALT".
 - Establish two-way communications with POTOMAC TRACON as soon as practicable after leaving the FMFA traffic pattern.
 - Do all of the above.
- Before any FMFA aircraft can be flown under VFR rules, which inspections must be current? **[OPS Manual 5-2]**
 - Annual, Pitot Static, and VOR receivers
 - Engine 50 hours, Annual, and Pitot Static
 - 100 hour, VOR receivers, and airframe 50 hours
 - Annual, 100 hours, and Transponder
- Attendance at a safety meeting is required during which period prior to operating a CWF aircraft **[OPS Manual 6-6]**?
 - Preceding 30 days
 - Preceding 120 days
 - Preceding 90 days
 - Annually
- A RELEASE, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT form must be completed and signed by all non-member passengers **[Ops Man 1-7]**. a. True b. False
- For a flight restricted to the Tipton traffic pattern, the pilot must **[Ops Man 2-16]**:
 - file an SFRA flight plan and get briefing via phone or online
 - open SFRA flight plan @866-429-5882 & obtain transponder code
 - close SFRA flight plan @540-351-6129
 - all actions are required
- A flight plan (either VFR, IFR, or DC SFRA) must be filed and activated for **[Ops Man 2-14]**:
 - night flights
 - student flights
 - cross-country flights
 - all flights
- For flights departing Tipton, a clearing authority's signature is required on all flight plans for **[OPS Manual 2-13]**:
 - all FMFA pilots, at any time
 - all FMFA pilots with <200 hours total time
 - IFR pilots with <25-hrs actual IMC, if IMC is expected
 - student pilots
 - "b", "c" and "d"
- What are the club weather requirements for Day and Night VFR aircraft **[OPS Manual 2-9]**?
 - 1000' MSL, 3 sm day and night
 - 1500' AGL, 3 sm day; 2500' AGL, 5 sm night
 - 1500' AGL, 3 nm day; 2500' AGL, 5 nm night
 - 2000' AGL, 3 nm day; 3000' AGL, 3 nm night
- What are the basic VFR minimums for flight in Class B airspace **[FAR91.155]**?
 - 500' below, 1000' above, 2000' horizontally, and 3 sm visibility
 - 500' below, 1000' above, 2000' horizontally, and 5 sm visibility
 - Clear of clouds and 3 sm visibility
 - Clear of clouds and 1 sm visibility
- What is the floor of the Class B airspace over FME **[Washington Tri-Area Class B Terminal Area Chart]**?
 - 1500' AGL
 - 2500' MSL
 - 2500' AGL
 - 1500' MSL
- The TPA at FME is ____ feet MSL with RWY 10-28 being 75x3000 feet and ____ Traffic for RWY 10 and ____ Traffic for RWY 28 **[PIF 01-10]**.
 - 1150, Right, Left
 - 1000, Right, Left
 - 1150, Left, Left
 - 1000, Left, Left
- Tipton [FME] AWOS frequency is ____ MHz and Tipton [FME] CTAF is ____ MHz. **[AFD-NE]**.
 - 119.1, 123.05
 - 123.92, 123.05
 - 124.57, 123.05
 - 123.92, 122.9
- Stalls, steep turns (45-degree bank), slow flight, and unusual attitudes will not be performed below 1500' AGL. **[OPS Manual 2-9]**
 - True
 - False
- Who can fly through Washington Tri-Area Class B airspace **[FAR91.131 & FAR61.95]**?
 - Club aircraft are not authorized
 - Any FAA-licensed Private, Commercial, or ATP pilot
 - A student after receiving instruction in the Washington Tri-Area Class B and an instructor logbook endorsement that he/she may fly in the Washington Tri-Area Class B.
 - Both "b" and "c" are correct
- Departing Tipton to the southeast from RWY 28, you should **[OPS Manual 2-15, AC 90-66A para. 8h]**.
 - Turn right crosswind at or above 700' MSL
 - Turn right crosswind at 500' MSL
 - Turn left crosswind at 500' MSL
 - Turn left crosswind at or above 700' MSL
- When you initially join the flying activity, you must take a checkride in each model of aircraft you wish to fly **[Ops Man 3.1]**. (Models include, in order of complexity C-150=C-152, C-172 = Warrior, Arrow)
 - True
 - False

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17. To maintain currency, each pilot must take a checkride in the most complex aircraft in which he/she is qualified and take a written test for every aircraft in which he/she is to remain qualified **[Ops Man 3-2]**.
 - a. Quarterly
 - b. Semi-annually
 - c. Annually
 - d. Bi-annually
18. Rated pilots with less than 200 hours must accomplish which of the following in order to remain current in CWF aircraft: fly **[Ops Manual 3-5]**:
 - a. 1 hour and 3 landings in last 30 days in each aircraft you are checked out in
 - b. 1 hour and 3 landings in last 90 days in each aircraft you are checked out in
 - c. 1 hour and 3 landings in last 60 days in the most complex aircraft you are checked out in
 - d. 1 hour and 3 landings in last 60 days in each aircraft you are checked out in
19. Student pilots must demonstrate proficiency at least once every 90 days by performing a dual instructional flight and landing to the satisfaction of their flight instructor **[Ops Manual 3-5]**.
 - a. True
 - b. False, every 30 days
20. As part of the pilot's cross-country planning, the pilot must ensure the airport(s) of intended use has adequate runways. What is the minimum length allowed **[OPS Manual 2-9]**?
 - a. Takeoff distance, plus landing ground roll in case of an abort
 - b. Takeoff and climb to 10' distance, plus 1000'
 - c. No requirements are specified
 - d. whichever is greater: (1) 2000' or (2) the sum of the aircraft's takeoff ground roll and landing ground roll for the expected conditions.
21. In the event of an off-field/forced landing, the pilot in command will **[OPS Manual 2-17]**:
 - a. Close the flight plan
 - b. Report the location and nature of the problem to the flying activity
 - c. Obtain qualified maintenance personnel to determine the problem
 - d. All of the above
22. VFR SAR flight plans filed with a FSS facility should be closed at Tipton on the ground with FSS by phone or online **[Ops Manual 2-14]**.
 - a. True
 - b. False
23. Which airport lies within the GA Flight Restricted Zone (FRZ) to the southwest of Tipton ?
[Washington Tri-Area Class B Terminal Area Chart]
 - a. Suburban Airport (W18)
 - b. Freeway Airport (W00)
 - c. Montgomery Country (GAI)
 - d. College Park (CGS)
24. Which of the following is not a function of FMFA's Flight Schedule Pro (FSP) online software system?
[OPS Manual 2-13]
 - a. acting as clearing authority for rated pilots >200 hrs
 - b. permitting write-ups of aircraft discrepancies
 - c. scheduling flights
 - d. grounding aircraft for maintenance
25. Choose the INCORRECT statement below: **[OPS Manual 2-9.4]**
 - a. Upon landing at the destination or intermediary airport on any VFR flight in an FMFA aircraft, there must be sufficient fuel remaining in the tanks to fly for one hour at normal cruise power.
 - b. Upon landing at the destination or intermediary airport on any IFR flight in an FMFA aircraft, there must be sufficient fuel remaining in the tanks to fly for one hour at normal cruise power, or as required by the Code of Federal Regulations, Chapter 14, paragraph 91.167, whichever is greater.
 - c. Any pilot who has a fuel exhaustion incident that was not the result of a mechanical failure will be dismissed immediately as an FMFA member, and will be permanently barred from rejoining the FMFA.
 - d. All three statements are correct.
26. Fuel measuring dipsticks are in all C172 FMFA aircraft. In order to use the dipsticks, one must dip them in each wing fuel tank and correlate the observed fuel level. {Note: Useable fuel for each wing of the C172P N781FM & N782FM is 20 gallons versus C172P N783FM which is 25 gallons. The C172 dipsticks in FMFA aircraft are made for C172N which has 19 gallons in each wing.} **[FMFA Aircraft Black Books]**
 - a. True
 - b. False
27. For FMFA fuel planning purposes, all FMFA pilots shall use the following flight hours for being on the ground for refueling:
 - (1) Cessna 150, N781FM Cessna 172, N782FM Cessna 172 – 3 flight hours;
 - (2) Cessna 172 N783FM, Arrow (fuel to "tabs"), Warrior (full fuel) – 4 flight hours
 - a. True
 - b. False
28. Select the CORRECT statement regarding allowable surface winds for FMFA flight operations **[http://www.fmfa.aero/lounge_pifdocs.html]**:
 - a. Maximum wind allowed for FMFA aircraft is 35 kts and maximum crosswind allowed for FMFA aircraft is 20 kts.
 - b. Maximum wind allowed for FMFA aircraft is 25 kts and maximum crosswind allowed for FMFA aircraft is 17 kts.
 - c. Maximum wind allowed and maximum crosswind allowed for FMFA aircraft (commercial pilots, private pilots, and student pilots) is posted on FMFA's website (see "FMFA Aircraft Weight and Balance Chart {PDF}" or "FMFA Aircraft Weight and Balance Worksheets {XLS}" at FMFA's website.

Corrected by _____