Aircrew Flight Equipment (AFE) CDC End of Course (EOC) Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

Questions

1. What is the horizontal field of view of panoramic night vision goggles?

A. 90 degrees

B. 95 degrees

C. 100 degrees

D. 105 degrees

2. An Air Force tasking order directs the use of airpower assets for how long?

A. 12 hours

B. 24 hours

C. 48 hours

D. 72 hours

3. How often must aircrew flight equipment continuation training lesson plans be reviewed?

A. Biannually

B. Annually

C. Monthly

D. Every two years

4. What is the recommended quantity of explosives to be present at an operating location during operations?

A. One month supply

B. One week supply

C. One day supply

D. Two days supply

5. What part of the JHMCS is responsible for providing an electrical signal that represents the pilot's head position?

A. Magnetic Receiver Unit

B. Gyroscope Unit

C. Control Module

D. Head Position Sensor

6. Which source of supply manages and purchases common consumable items used by all military services and some civilian agencies?

A. Defense Logistics Agency (DLA)

B. Air Force Supply Command (AFSC)

C. Army Logistics Command (ALC)

D. Navy Supply Systems Command (NAVSUP)

7. Who is responsible for dividing manpower into groups or teams by color when setting up an ACCA?

A. ACCA Manager

B. Flight Commander

C. Safety Officer

D. Senior Airman

8. How many modes of operation does the AERP system have?

A. 2

B. 3

C. 4

D. 5

9. How often must aircrew provide documentation for aircrew flight equipment training?

A. Every quarter

B. Annually

C. Every month

D. Every six months

10. When is the drogue parachute released during the deployment of the ACES II system?

A. 0.05 seconds after the mortar is fired

B. 0.15 seconds after the recovery parachute mortar is fired

C. 0.25 seconds after the activation handle is pulled

D. 0.35 seconds after the drogue is deployed

Answers

1. B
2. B
3. B
4. C
5. A
6. A
7. A
8. C
9. B
10. B

Explanations

1. What is the horizontal field of view of panoramic night vision goggles?

A. 90 degrees

B. 95 degrees

C. 100 degrees

D. 105 degrees

The horizontal field of view of panoramic night vision goggles is 95 degrees. This specification is important for situations that require enhanced situational awareness, as a wider field of view allows the user to perceive more of their surroundings without turning their head. Night vision goggles designed with a 95-degree horizontal field effectively reduce the risk of missing crucial visual information during operations, especially in low-light conditions. This attribute is particularly valuable for aircrew and ground personnel who navigate in challenging environments where visual clarity and awareness are essential for safety and mission success.

2. An Air Force tasking order directs the use of airpower assets for how long?

A. 12 hours

B. 24 hours

C. 48 hours

D. 72 hours

The correct answer indicates that an Air Force tasking order directs the use of airpower assets for a duration of 24 hours. This timeframe is established as a standard operational period for missions, allowing for effective planning and execution of airpower activities. The 24-hour window accommodates the complexity of air operations, which often require extensive coordination, communication, and resource management to ensure mission success. Additionally, 24 hours is an appropriate duration that provides sufficient time to assess the situation, launch required sorties, and adapt to developing circumstances in a dynamic operational environment. This timeframe also aligns with the duration of many operational cycles, allowing personnel to execute the tasks while maintaining readiness and support capabilities without compromising the overall effectiveness of air operations.

3. How often must aircrew flight equipment continuation training lesson plans be reviewed?

A. Biannually

B. Annually

C. Monthly

D. Every two years

Aircrew flight equipment continuation training lesson plans must be reviewed annually to ensure that the information is current and relevant. Annual reviews allow for the incorporation of any updates to regulations, procedures, and equipment, which is crucial in maintaining the highest standards of safety and operational effectiveness. This regular review process helps ensure that aircrew members are adequately prepared to use their flight equipment effectively and understand the latest protocols. Ensuring the training reflects any changes in technology or operational standards is vital for mission readiness and safety.

4. What is the recommended quantity of explosives to be present at an operating location during operations?

A. One month supply

B. One week supply

C. One day supply

D. Two days supply

The recommended quantity of explosives to be present at an operating location during operations is a one-day supply. This guideline ensures that there is enough explosive material readily available for immediate operational needs while minimizing the risks associated with having excessive amounts on site. By limiting the quantity to a one-day supply, safety considerations are prioritized, reducing the potential hazards that could arise from storing large amounts of explosives in operational areas. A stockpile larger than necessary might pose increased risks to personnel and facilities, making it essential to adhere to this standard for operational readiness and safety.

5. What part of the JHMCS is responsible for providing an electrical signal that represents the pilot's head position?

A. Magnetic Receiver Unit

B. Gyroscope Unit

C. Control Module

D. Head Position Sensor

The component responsible for providing an electrical signal that represents the pilot's head position is the Head Position Sensor. This sensor accurately detects the orientation and position of the pilot's head, allowing the Joint Helmet-Mounted Cueing System (JHMCS) to display critical information in the pilot's line of sight. By tracking head movements, it ensures that the information remains relevant to where the pilot is looking, enhancing situational awareness and overall effectiveness in flight operations. Other components, such as the Magnetic Receiver Unit and the Gyroscope Unit, serve different functions within the system. The Magnetic Receiver Unit typically detects magnetic fields to assist with navigation or orientation, while the Gyroscope Unit helps maintain stability and orientation but does not specifically provide the head position data. The Control Module manages the overall functionality of the system, integrating inputs from various sensors but does not directly measure head position itself.

6. Which source of supply manages and purchases common consumable items used by all military services and some civilian agencies?

A. Defense Logistics Agency (DLA)

B. Air Force Supply Command (AFSC)

C. Army Logistics Command (ALC)

D. Navy Supply Systems Command (NAVSUP)

The Defense Logistics Agency (DLA) is responsible for managing and purchasing common consumable items that are utilized by all branches of the military, as well as various civilian agencies. This includes a wide range of supplies and logistics support, ensuring that essential items are readily available to meet operational needs. DLA's broad scope makes it a central authority for coordinating supply needs across different military branches, streamlining the procurement processes, and enhancing overall logistics efficiency. Other agencies like the Air Force Supply Command, Army Logistics Command, and Navy Supply Systems Command focus more on supply requirements specific to their respective service branches. While they may manage logistics and supply chains for their forces, they do not have the same overarching responsibility to procure and manage common consumable items across all services and civilian agencies as DLA does. This makes DLA unique in its capability and responsibility within the logistics framework of the military.

7. Who is responsible for dividing manpower into groups or teams by color when setting up an ACCA?

A. ACCA Manager

B. Flight Commander

C. Safety Officer

D. Senior Airman

The individual responsible for dividing manpower into groups or teams by color when setting up an Aircrew Chemical Compatibility Assessment (ACCA) is the ACCA Manager. This role is crucial in ensuring that personnel are organized effectively for operations, which facilitates clear communication and coordination during processes that require chemical compatibility considerations. By utilizing a color-coded system, the ACCA Manager enhances situational awareness, helping to quickly identify teams according to their roles or functions within the operation, thereby improving safety and efficiency. In contrast, the Flight Commander typically oversees overall flight operations but may not be directly involved in the specific task of grouping personnel by color for an ACCA. The Safety Officer focuses on safety regulations and practices, ensuring compliance and risk management rather than the specifics of team organization. Meanwhile, a Senior Airman may hold valuable operational knowledge but does not typically have the authority or responsibility to manage the intricacies of the ACCA setup. Thus, the ACCA Manager's focused role on this task makes them the appropriate authority for this responsibility.

8. How many modes of operation does the AERP system have?

A. 2

B. 3

C. 4

D. 5

The AERP (Automatic Emergency Release Parachute) system has four distinct modes of operation. Understanding these modes is essential for effective use and management of the system during flight operations. Each mode serves a specific purpose that ensures a comprehensive response to various emergency situations. For instance, the modes may include configurations for automatic activation during certain altitude thresholds, manual deployment options, or specific settings tailored for different aircraft or mission profiles. This variety allows aircrew members to adapt the AERP system to the unique demands of their operational environments, enhancing safety and efficacy in emergency scenarios. While some other choices may represent fewer modes, the four operational modes provide a robust framework for ensuring proper deployment and operation of parachutes under varying circumstances. Familiarity with all modes allows crew members to react swiftly and appropriately, which is vital during high-stress situations in flight.

9. How often must aircrew provide documentation for aircrew flight equipment training?

A. Every quarter

B. Annually

C. Every month

D. Every six months

Aircrew members are required to provide documentation for their aircrew flight equipment training on an annual basis to ensure their competencies are up to date and they receive the necessary refreshers on the usage and maintenance of flight equipment. This annual documentation aligns with various safety and operational standards established by regulatory bodies within the aviation industry. Regular training intervals help mitigate risk by keeping aircrew proficient in their skills and knowledgeable about any updates or changes in procedures related to aircrew flight equipment. This approach is essential for maintaining overall safety and readiness in flight operations.

10. When is the drogue parachute released during the deployment of the ACES II system?

A. 0.05 seconds after the mortar is fired

B. 0.15 seconds after the recovery parachute mortar is fired

C. 0.25 seconds after the activation handle is pulled

D. 0.35 seconds after the drogue is deployed

The release of the drogue parachute in the deployment of the ACES II system occurs 0.15 seconds after the recovery parachute mortar is fired. This timing is critical because the drogue parachute is designed to stabilize the ejection seat as it descends and to ensure a safe and efficient deployment of the main parachute. By activating the drogue parachute shortly after the mortar fires, the system can reduce the speed of the seat and provide a drag force that helps orient it properly for the subsequent deployment of the recovery parachute. The coordinated timing of these components is essential for the safety of the aircrew. If the drogue parachute were to deploy too early or too late, it could potentially compromise the effectiveness of the ejection sequence, impacting the aircrew's chances of a safe landing. In this context, the other options present different timings that do not align with the established operational sequence of the ACES II system.