

Aircrew Fundamentals Block 2 Practice Test (Sample)

Study Guide



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SAMPLE

Questions

SAMPLE

- 1. Which document element identifies the date and pages in a publication?**
 - A. Changes**
 - B. Supplements**
 - C. Cover Page**
 - D. List of Effective Pages**
- 2. What does it mean when a publication is described as being superseded?**
 - A. It has been archived permanently**
 - B. It is updated with a new date**
 - C. It is no longer valid**
 - D. It has been replaced by a new version**
- 3. What is the function of an Electronic Flight Bag?**
 - A. To replace traditional flight instruments**
 - B. To serve as an electronic version of a flight crew member's flight bag**
 - C. To track flight hours**
 - D. To monitor weather conditions during flight**
- 4. What is a key requirement at the Superintendent (9) Level that differentiates it from the Craftsman (7) Level?**
 - A. A higher rank requirement**
 - B. Completion of additional training courses**
 - C. Increased responsibility in flight supervision**
 - D. Longer service time in the aircrew**
- 5. What is a characteristic of a Joint Command?**
 - A. Operates independently of other commands**
 - B. Based only on functional criteria**
 - C. Utilizes criteria set by Unified Combatant Commands**
 - D. Composed solely of one military service**

- 6. What does the Career Field Education and Training Plan (CFETP) provide?**
- A. Performance evaluations of aircrew members**
 - B. A comprehensive core training document outlining educational needs**
 - C. Scheduling guidelines for aircrew missions**
 - D. Daily task assignments for flight personnel**
- 7. During which years did the first air war occur?**
- A. 1903-1906**
 - B. 1914-1918**
 - C. 1939-1945**
 - D. 1947-1950**
- 8. What command is given to cease current activities and return to base?**
- A. Time-Out**
 - B. Knock it off**
 - C. This is Stupid**
 - D. Misdirected Peer Pressure**
- 9. What is the function of an Air Force Technical Order (T.O.)?**
- A. To refine procedures for the publication**
 - B. To cover aircraft specific information**
 - C. To list effective pages**
 - D. To provide a table of contents**
- 10. Which model aircraft does the 1A3X1 specialty apply to?**
- A. MH-139A**
 - B. EC-130/37**
 - C. C-130H/J**
 - D. RC-135 v/w/s/u**

Answers

SAMPLE

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

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Explanations

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1. Which document element identifies the date and pages in a publication?

- A. Changes**
- B. Supplements**
- C. Cover Page**
- D. List of Effective Pages**

The correct answer is the cover page, as it typically contains vital information about the publication, including the date of publication and page numbers. The cover page serves as the first point of reference for anyone accessing the document, making it essential for identifying the context and status of the publication. The cover page establishes the document's identity and relevance, providing a clear overview of when the information was released and ensuring users are aware of the latest version. This aspect is crucial in settings where updated information is critical to operations, such as aviation, where precision and timeliness of data can significantly impact safety and effectiveness. While the other options, such as changes, supplements, and list of effective pages may also provide valuable information, they do not serve the primary purpose of succinctly presenting the publication's date and page information in the way the cover page does. The changes element typically details amendments made to the document, supplements may provide additional information but are not primary identifiers, and the list of effective pages serves to indicate which pages in a publication are currently in effect but does not identify the publication itself.

2. What does it mean when a publication is described as being superseded?

- A. It has been archived permanently**
- B. It is updated with a new date**
- C. It is no longer valid**
- D. It has been replaced by a new version**

When a publication is described as being superseded, it means that it has been replaced by a new version. A superseded document is not just updated; rather, it indicates that a newer version now exists that may contain revisions, updates, or improvements over the previous version. This ensures that users are accessing the most current and accurate information available, which is essential for safety and compliance in fields such as aviation and aircrew operations. The superseded document may no longer be valid for use, as reliance on outdated data can lead to errors or miscommunications. Understanding that a superseded publication is effectively replaced emphasizes the importance of keeping abreast of updates in any regulatory, procedural, or technical documentation.

3. What is the function of an Electronic Flight Bag?

- A. To replace traditional flight instruments
- B. To serve as an electronic version of a flight crew member's flight bag**
- C. To track flight hours
- D. To monitor weather conditions during flight

The function of an Electronic Flight Bag (EFB) primarily revolves around its role as a modern, electronic version of a pilot's traditional flight bag. It consolidates a variety of flight-related documents and information that pilots need for planning and executing flights. This can include navigational charts, flight manuals, checklists, operating procedures, and other important operational data. With the integration of technology, an EFB enhances efficiency and reduces the physical burden of carrying extensive paper documents. It allows for easier updates and access to the latest information. By transforming the way pilots access critical information, the EFB contributes to a more streamlined and safer flying experience, which is essential for modern aviation operations. The other choices highlight functions that can be part of general aviation operations but do not specifically address the core purpose of an EFB. Traditional flight instruments and tracking flight hours serve different operational roles, while monitoring weather conditions could be part of various onboard systems but is not the direct function of an EFB itself.

4. What is a key requirement at the Superintendent (9) Level that differentiates it from the Craftsman (7) Level?

- A. A higher rank requirement**
- B. Completion of additional training courses
- C. Increased responsibility in flight supervision
- D. Longer service time in the aircrew

The key requirement that differentiates the Superintendent (9) Level from the Craftsman (7) Level is indeed associated with a higher rank requirement. At the Superintendent level, personnel are expected to possess more advanced leadership abilities and a broader scope of responsibility, reflecting their elevated position within the organizational structure. While the other options may appear beneficial, they do not specifically capture the fundamental distinction tied to rank. For instance, completion of additional training courses and increased responsibility in flight supervision could certainly apply to various levels of aircrew, but they do not define the progression to the Superintendent level. Similarly, longer service time may enhance an individual's qualifications, yet it is not a strict prerequisite that differentiates these two levels based solely on rank. The elevation to Superintendent signifies a clear leap in authority, expectations, and operational oversight in the aircrew hierarchy.

5. What is a characteristic of a Joint Command?

- A. Operates independently of other commands
- B. Based only on functional criteria
- C. Utilizes criteria set by Unified Combatant Commands**
- D. Composed solely of one military service

A Joint Command is characterized by its operation across multiple branches of the armed forces, combining the capabilities and expertise of various services to achieve strategic objectives. This collaboration is particularly emphasized through the utilization of criteria set by Unified Combatant Commands, which are responsible for overseeing the execution of military operations and ensuring cohesive action among different service branches. By relying on these established criteria, a Joint Command can effectively coordinate its efforts, ensuring that the actions of the Navy, Army, Air Force, Marine Corps, and other elements work in tandem. This integration not only improves operational effectiveness but also enhances the ability to respond to complex challenges in a unified manner. Other characteristics mentioned do not align with the nature of Joint Commands. For instance, operating independently would conflict with the cooperative spirit of a Joint Command, while focusing exclusively on a single functional aspect or being composed solely of one military service undermines the very definition of a joint approach, which is meant to marry the strengths of diverse units.

6. What does the Career Field Education and Training Plan (CFETP) provide?

- A. Performance evaluations of aircrew members
- B. A comprehensive core training document outlining educational needs**
- C. Scheduling guidelines for aircrew missions
- D. Daily task assignments for flight personnel

The Career Field Education and Training Plan (CFETP) serves as a comprehensive core training document outlining the educational needs for specific career fields within the aircrew. It includes the necessary skills, knowledge, and competencies that aircrew members must achieve to perform effectively in their roles. The CFETP is designed to ensure that personnel receive the required training to meet mission objectives and maintain operational readiness. This structured approach provides clear guidance on the training and development required for aircrew members, promoting consistent standards across the field. By offering a framework for the progression of training and skills acquisition, it aids in both individual and organizational development within the aircrew career field. The other options, although related to aircrew operations, do not encompass the overarching role of the CFETP in establishing educational and training requirements.

7. During which years did the first air war occur?

- A. 1903-1906
- B. 1914-1918**
- C. 1939-1945
- D. 1947-1950

The first air war is widely recognized as occurring during World War I, which lasted from 1914 to 1918. During this conflict, aviation technology advanced rapidly, leading to the introduction of military aircraft in combat scenarios. Airplanes were initially used for reconnaissance purposes, but as the war progressed, they were increasingly deployed in roles such as air-to-air combat and bombing missions. Notably, this period saw the emergence of fighter pilots, strategic bombing campaigns, and significant developments in aircraft design and capabilities. The timeline of the war, along with the nature of how aviation was integrated into military strategies, solidifies the period of 1914 to 1918 as the first true air war in history. In contrast, the other time frames provided correspond to different events that either did not focus on aerial combat in a significant way or occurred after the advancements in military aviation established during World War I.

8. What command is given to cease current activities and return to base?

- A. Time-Out
- B. Knock it off**
- C. This is Stupid
- D. Misdirected Peer Pressure

The command "Knock it off" is used in aircrew operations to signal an immediate cessation of current activities and a return to base or a safe state. This phrase is universally recognized in military and aviation contexts as a directive that emphasizes the need to halt all actions, often due to safety concerns or other urgent considerations. When this command is issued, it alerts all personnel involved to stop whatever they are doing at that moment, ensuring that there are no misunderstandings and that safety is prioritized. The clarity of this command is crucial in high-stress environments where swift feedback is essential for maintaining operational integrity and safety. The other options, while potentially relevant in different contexts, do not convey the same seriousness or clarity as "Knock it off." For example, "Time-Out" is often used in less formal situations and may not have the same urgency. "This is Stupid" expresses frustration but does not serve as a clear command to stop activities. "Misdirected Peer Pressure" implies a social dynamic that does not apply to the operational context of ceasing activities and returning to base.

9. What is the function of an Air Force Technical Order (T.O.)?

- A. To refine procedures for the publication**
- B. To cover aircraft specific information**
- C. To list effective pages**
- D. To provide a table of contents**

The function of an Air Force Technical Order (T.O.) is primarily to cover aircraft specific information. T.O.s serve as critical documents that outline the maintenance, operation, and usage of Air Force equipment, specifically detailing the technical requirements, procedures, and safety measures necessary for servicing and maintaining aircraft or related systems. They ensure that aircrew and maintenance personnel are equipped with the standardized and essential information needed for effective and safe operations. While other options may pertain to components of the T.O., such as the inclusion of effective pages or a table of contents, they do not capture the central purpose of the T.O., which is to provide targeted guidance for specific aircraft and equipment. This specificity is crucial in maintaining the operational readiness and safety of Air Force missions.

10. Which model aircraft does the 1A3X1 specialty apply to?

- A. MH-139A**
- B. EC-130/37**
- C. C-130H/J**
- D. RC-135 v/w/s/u**

The 1A3X1 specialty refers specifically to the aircrew positions that operate the RC-135 series aircraft, which includes the variants RC-135V, RC-135W, RC-135S, and RC-135U. These aircraft are used primarily for intelligence, surveillance, and reconnaissance missions, and they require specialized training for aircrew members who operate sophisticated onboard equipment and systems. The RC-135 series is unique in its mission profile, which directly correlates to the skills and training required in the 1A3X1 specialty. This specialty encompasses various roles, including electronic warfare, intelligence gathering, and data interpretation, which are essential to the successful operation of these surveillance platforms. Other aircraft listed, such as the MH-139A, EC-130/37, and C-130H/J, are not associated with the 1A3X1 specialty. They belong to different categories of aircraft, each requiring their own specific aircrew training and specialties. Therefore, the focus of the 1A3X1 specialty is unequivocally linked to the operational and technical requirements of the RC-135 series, solidifying its important role within the aircrew community.