

F/A-18 E/F Plane Captain Practice Exam (Sample)

Study Guide



Everything you need from our exam experts!

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Questions

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- 1. What is the capacity for fueling pressure with an older foam?**
 - A. 10 psi**
 - B. 15 psi**
 - C. 25 psi**
 - D. 30 psi**
- 2. In which door is the master pre-check located on the F/A-18 E/F?**
 - A. Door 5**
 - B. Door 7**
 - C. Door 8**
 - D. Door 9**
- 3. What is the NLG tire pressure when the aircraft is ashore?**
 - A. 100 +/- 5 PSI**
 - B. 150 +/- 5 PSI**
 - C. 200 +/- 5 PSI**
 - D. 250 +/- 5 PSI**
- 4. During pre-flight inspections, why is hearing protection required?**
 - A. To prevent distraction**
 - B. To comply with safety regulations**
 - C. To enhance communication**
 - D. To prevent physical injuries**
- 5. What is a critical distance for personnel to stand clear during an incident with the APU?**
 - A. 100 ft**
 - B. 200 ft**
 - C. 300 ft**
 - D. 400 ft**

- 6. What should the pilot use during an APU emergency situation?**
- A. Emergency manual**
 - B. Extinguishing system**
 - C. Communications system**
 - D. Backup controller**
- 7. What is a critical aspect of the Digital Flight Control System in terms of aircraft operation?**
- A. It replaces the need for pilot training**
 - B. It requires constant monitoring by the pilot**
 - C. It directly manages engine throttle**
 - D. It enhances aircraft stability and handling**
- 8. What reference number is associated with Aircraft Signals NATOPS?**
- A. 00-80T-110**
 - B. 00-80T-112**
 - C. 00-80T-113**
 - D. 00-80T-115**
- 9. In the context of flight operations, what is a warning light indicative of?**
- A. Normal operational limits**
 - B. A critical malfunction or alarm**
 - C. Fuel efficiency alert**
 - D. A routine maintenance reminder**
- 10. What is the maximum speed of the F/A-18 E/F?**
- A. Mach 1.8**
 - B. Mach 1.5**
 - C. Mach 2.0**
 - D. Mach 1.6**

Answers

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

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Explanations

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1. What is the capacity for fueling pressure with an older foam?

- A. 10 psi**
- B. 15 psi**
- C. 25 psi**
- D. 30 psi**

The correct answer highlights that older foam has a fueling pressure capacity of 25 psi. In the context of aircraft fueling systems, specifically for the F/A-18 E/F, it's crucial to understand the specifications for safe and efficient operation. The foam refers to the materials used for fuel tank foaming, which serves to prevent fuel slosh and mitigate the risk of fire. The 25 psi pressure capacity indicates the maximum pressure at which the system can operate safely when fueling with this foam type. This specification is important because exceeding it could lead to structural failure or fire hazards. Knowing this limit helps plane captains ensure they are within safe operational parameters during fueling operations, thus enhancing safety and preventing potential damage to the aircraft. Understanding these figures is essential for training and operational readiness, ensuring that all personnel are aware of the precautions that must be taken during aircraft fueling. Other options present different pressure values, but they do not accurately reflect the characteristic limits of older foam used in this context.

2. In which door is the master pre-check located on the F/A-18 E/F?

- A. Door 5**
- B. Door 7**
- C. Door 8**
- D. Door 9**

The master pre-check for the F/A-18 E/F is located in Door 8. This door serves as the central access point for various systems that need to be checked before flight operations. The position of the master pre-check in Door 8 is important because it allows maintenance personnel easy access to critical systems that require verification to ensure aircraft readiness and safety. By consolidating these checks in a specific location, it streamlines the process for the Plane Captain and enhances operational efficiency.

3. What is the NLG tire pressure when the aircraft is ashore?

- A. 100 +/- 5 PSI**
- B. 150 +/- 5 PSI**
- C. 200 +/- 5 PSI**
- D. 250 +/- 5 PSI**

The correct tire pressure for the nose landing gear (NLG) of the F/A-18 E/F when the aircraft is ashore is indeed 150 +/- 5 PSI. Proper tire pressure is crucial for maintaining the performance, safety, and handling characteristics of the aircraft. The specified range ensures adequate support for the aircraft's weight and helps prevent tire failure or compromised landing gear functionality. Maintaining the tire pressure within this specified range is important not only for aircraft performance but also for the longevity of the tires themselves. If the pressure is too low, it can lead to overheating and rapid wear, while excessive pressure can lead to a harsh ride and increased risk of tire damage during normal operations.

4. During pre-flight inspections, why is hearing protection required?

- A. To prevent distraction**
- B. To comply with safety regulations**
- C. To enhance communication**
- D. To prevent physical injuries**

Hearing protection is mandated during pre-flight inspections primarily to comply with safety regulations created to protect personnel in high-noise environments, such as those found in and around military aircraft. These regulations are designed to safeguard against noise-induced hearing loss and to ensure a safe working environment for all personnel involved in aircraft operations. Hearing damage can result from prolonged exposure to loud noises typical in aviation, including engine noise and other operational sounds. By adhering to these regulations and using proper hearing protection, individuals can significantly reduce their risk of hearing impairment, which is a key focus of occupational safety guidelines. While preventing distraction, enhancing communication, and preventing physical injuries are valid considerations in the aviation environment, the specific reason for requiring hearing protection during pre-flight inspections is centered around regulatory compliance aimed at protecting hearing health.

5. What is a critical distance for personnel to stand clear during an incident with the APU?

- A. 100 ft**
- B. 200 ft**
- C. 300 ft**
- D. 400 ft**

During an incident involving the Auxiliary Power Unit (APU) of the F/A-18 E/F, personnel must maintain a safe distance to avoid exposure to potential hazards such as exhaust fumes, rotating components, and possible explosive events. The critical distance of 300 feet is established to ensure the safety of personnel and minimize the risk of injury. This distance provides a buffer zone where the potential for injury from debris or hazardous conditions is significantly reduced. By adhering to this precaution, ground crew members can effectively mitigate risks associated with APU operations, ensuring their safety during maintenance or other activities in proximity to the aircraft.

6. What should the pilot use during an APU emergency situation?

- A. Emergency manual**
- B. Extinguishing system**
- C. Communications system**
- D. Backup controller**

In the context of an APU (Auxiliary Power Unit) emergency situation, the most appropriate response involves utilizing the extinguishing system. The APU fires can pose serious risks, and its malfunction can lead to hazardous conditions. The extinguishing system is designed to suppress and extinguish fires that may arise from APU operations or failures. Utilizing the extinguishing system in an emergency helps to minimize damage to the aircraft and ensures the safety of both the crew and any personnel in the vicinity. This system may include fire suppression agents that can quickly eliminate flames and control the situation, making it a critical first response. Other systems or manuals, such as the emergency manual or communications system, while important in broader emergency contexts, do not provide immediate assistance in controlling an APU-related fire. The backup controller is typically used to manage other systems but may not specifically address the emergency posed by an APU incident. Therefore, promptly activating the extinguishing system is paramount for addressing the risks associated with an APU emergency.

7. What is a critical aspect of the Digital Flight Control System in terms of aircraft operation?

- A. It replaces the need for pilot training**
- B. It requires constant monitoring by the pilot**
- C. It directly manages engine throttle**
- D. It enhances aircraft stability and handling**

The Digital Flight Control System plays a pivotal role in enhancing aircraft stability and handling, which is fundamental for successful flight operations. By utilizing advanced software and sensors, the system processes real-time data to optimize the aircraft's performance, allowing for precise control of flight surfaces and other operational parameters. This leads to more stable and manageable flight characteristics, enabling pilots to maintain control under various conditions. Enhanced stability is particularly important for fighter jets like the F/A-18, which must perform complex maneuvers at high speeds and altitudes. By improving the handling qualities, the Digital Flight Control System ensures the aircraft can respond effectively to pilot inputs, reducing the workload and helping maintain situational awareness during challenging flight scenarios. This aspect of stability and handling is crucial not only for enhancing pilot confidence but also for operational safety, allowing for more effective mission execution. Therefore, this characteristic of the Digital Flight Control System is vital for overall aircraft operation and performance.

8. What reference number is associated with Aircraft Signals NATOPS?

- A. 00-80T-110**
- B. 00-80T-112**
- C. 00-80T-113**
- D. 00-80T-115**

The reference number associated with Aircraft Signals NATOPS is 00-80T-113. This document provides standardized procedures for aircraft handling and signals utilized during flight operations. Knowing this reference number is vital for personnel involved in the operation and maintenance of aircraft, as it outlines essential safety protocols, signal procedures, and leadership responsibilities. Understanding the correct reference number is critical for proper operational procedures and effective communication on the flight line, ensuring that all personnel are aware of and follow established guidelines to maintain safety and efficiency in aircraft operations.

9. In the context of flight operations, what is a warning light indicative of?

- A. Normal operational limits**
- B. A critical malfunction or alarm**
- C. Fuel efficiency alert**
- D. A routine maintenance reminder**

A warning light during flight operations is indicative of a critical malfunction or alarm. This is essential for ensuring the safety and proper functioning of the aircraft. When a warning light activates, it typically signifies that an immediate issue has arisen which could potentially compromise the aircraft's performance or safety. For example, warning lights may indicate problems such as low oil pressure, high engine temperature, or issues with vital systems that require the pilot's immediate attention. The activation of a warning light prompts the flight crew to assess the situation and take the necessary actions, which may include troubleshooting, preparing for emergency procedures, or landing the aircraft if required. Understanding the significance of warning lights is crucial for maintaining operational safety, as they are designed to alert the crew to situations that demand prompt and informed decision-making to prevent further complications or accidents.

10. What is the maximum speed of the F/A-18 E/F?

- A. Mach 1.8**
- B. Mach 1.5**
- C. Mach 2.0**
- D. Mach 1.6**

The maximum speed of the F/A-18 E/F is Mach 1.8, which signifies its capability to fly at speeds 1.8 times the speed of sound. This performance level is a testament to the aircraft's advanced design and engineering, enabling it to conduct a variety of missions including air-to-air combat and ground attack operations effectively. It is important for pilots and ground crew alike to understand the aircraft's operational limits, as exceeding these speeds could result in structural damage or decreased performance. Recognizing the specific maximum speed helps ensure that operational protocols and safety measures are adhered to during flights and maintenance activities.