

Super Hornet Plane Captain Board Practice Test (Sample)

Study Guide



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SAMPLE

Questions

- 1. What is the purpose of a control stamp in aircraft documentation?**
 - A. To approve flight plans.**
 - B. To track publication updates.**
 - C. To document maintenance history.**
 - D. To sign off on certifications.**
- 2. What type of fuel is used on an F-18?**
 - A. JP-4**
 - B. JP-8**
 - C. JP-5**
 - D. JP-6**
- 3. Which of the following is part of the canopy operation?**
 - A. Adjustable height**
 - B. Full motion control**
 - C. Full up or full down only**
 - D. Separated segments**
- 4. What cleaning compound should be used to clean the canopy when the temperature is above 32 degrees Fahrenheit?**
 - A. Soap and water**
 - B. Distilled water**
 - C. Glass cleaner**
 - D. Alcohol solution**
- 5. When should the flow meter be reset to zero during servicing?**
 - A. After oil filters are checked**
 - B. When connecting the pre-oiler**
 - C. Before starting the engine**
 - D. After disconnecting the overfill bottle**

- 6. For a tire and wheel fire, can CO2 be used?**
- A. Only in extreme cases**
 - B. No, it should not be used**
 - C. Yes, if applied directly to the wheel**
 - D. Yes, as long as it is not directly applied to the wheel**
- 7. What is the purpose of diving the ducts on the aircraft?**
- A. For maintenance checks**
 - B. To ensure the engine is in a FOD free state**
 - C. To enhance aerodynamic stability**
 - D. To secure loose parts**
- 8. Which personnel should be informed as part of the procedure when a tool is found missing?**
- A. Only the pilot and co-pilot**
 - B. All members of the flight crew**
 - C. FDC, Maint Control, QA**
 - D. No one, as it is a minor issue**
- 9. Who is responsible for signing the A sheet?**
- A. Maintenance officer**
 - B. Qualified plane captain, qualified safe for flight personnel, aircrew**
 - C. Chief petty officer**
 - D. Flight safety officer**
- 10. What is the first step in the emergency procedures for an APU Fire?**
- A. Shut down the APU**
 - B. Signal the pilot with large lazy 8's**
 - C. Open doors 52 or 54L**
 - D. Disconnect the APU circuit breakers**

Answers

SAMPLE

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

SAMPLE

Explanations

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1. What is the purpose of a control stamp in aircraft documentation?

- A. To approve flight plans.**
- B. To track publication updates.**
- C. To document maintenance history.**
- D. To sign off on certifications.**

The purpose of a control stamp in aircraft documentation is to track publication updates. Control stamps serve as a means of verifying that the documentation being referenced, such as maintenance manuals or other technical publications, is the most current version. They provide a way to ensure that personnel are using the latest information, which is crucial for maintaining safety and operational efficiency in aircraft maintenance and operations. Using control stamps helps in managing changes effectively and prevents the use of outdated or incorrect information that could potentially lead to errors during maintenance or operational procedures. This process is integral to compliance with aviation regulations and standards, ensuring that all personnel are on the same page regarding the procedures and requirements for aircraft maintenance.

2. What type of fuel is used on an F-18?

- A. JP-4**
- B. JP-8**
- C. JP-5**
- D. JP-6**

The F/A-18 Super Hornet utilizes JP-5 fuel, which is a kerosene-based Jet Propellant fuel. JP-5 is specified for use in military aircraft due to its higher flash point compared to other jet fuels, which enhances safety, especially when onboard an aircraft carrier. This fuel type is designed to reduce the risk of fire and explosion in the high-risk environments of carrier operations. JP-5 also meets the performance requirements for the F/A-18, ensuring optimal engine performance and efficiency during flight operations. The choice of fuel is critical not just for safety reasons but also for maintaining the aircraft's performance characteristics and reliability. This is why JP-5 is the correct answer, as it is the standard jet fuel used by the F/A-18 Super Hornet in military applications.

3. Which of the following is part of the canopy operation?

- A. Adjustable height
- B. Full motion control
- C. Full up or full down only**
- D. Separated segments

The correct choice indicates that the canopy operation of the Super Hornet is a binary function where it can be either fully up or fully down. This design simplifies operations for the pilot and ground crew, ensuring that the canopy can be secured or opened in a straightforward manner, which is critical for safety during pre-flight checks and post-flight procedures. In a military aviation context, the functionality of the canopy is essential for rapid egress and emergency procedures. By limiting the operation to full up or full down, the likelihood of malfunctions associated with partial positions is minimized. This design choice prioritizes reliability and safety in high-stress environments, which is vital for operational readiness and crew safety. The other options may imply functionalities that are either not present in the operation of the Super Hornet's canopy or are inconsistent with its operational design. For instance, adjustable height may suggest a level of complexity that is unnecessary and could introduce additional failure points. Full motion control might imply a continuous range of motion, which is not a feature of the Super Hornet's canopy system. Separated segments suggest a design that does not align with the operational requirements and structural integrity expected in modern jet canopies.

4. What cleaning compound should be used to clean the canopy when the temperature is above 32 degrees Fahrenheit?

- A. Soap and water
- B. Distilled water**
- C. Glass cleaner
- D. Alcohol solution

When cleaning the canopy of the Super Hornet, the recommended compound to use when temperatures exceed 32 degrees Fahrenheit is distilled water. This choice is ideal because distilled water is free from impurities and minerals that can potentially scratch or damage the acrylic material of the canopy. Using distilled water also prevents the introduction of contaminants that might be present in regular tap water, ensuring a clean surface without residue. In colder temperatures or when there is ice present, care must be taken not to use compounds that could interact adversely with the canopy material. Other options may include substances that could leave streaks or coatings that impair visibility. Distilled water provides a gentle and effective way to ensure that the canopy remains clean and clear, thereby maintaining operational safety and visibility for the flight crew.

5. When should the flow meter be reset to zero during servicing?

- A. After oil filters are checked**
- B. When connecting the pre-oiler**
- C. Before starting the engine**
- D. After disconnecting the overfill bottle**

Resetting the flow meter to zero when connecting the pre-oiler is essential for obtaining an accurate measurement of the oil being introduced into the system. The pre-oiler is designed to circulate oil through the engine components before starting, ensuring that all moving parts are adequately lubricated. By resetting the flow meter at this point, you can track the exact amount of oil being used during the pre-oiling process, which is crucial for maintenance and checking the health of the engine. This practice ensures that once you begin adding oil, you have a clear starting point to measure against, allowing for more precise monitoring and avoiding overfilling or underfilling the oil system. Accurate readings from the flow meter also contribute to effective maintenance records, which are important for the overall performance and reliability of the aircraft.

6. For a tire and wheel fire, can CO2 be used?

- A. Only in extreme cases**
- B. No, it should not be used**
- C. Yes, if applied directly to the wheel**
- D. Yes, as long as it is not directly applied to the wheel**

Using CO2 for a tire and wheel fire is a tactic that can be effective, provided it is not applied directly to the wheel. CO2 is a fire suppressant that displaces oxygen and can effectively smother flames. When dealing with tire fires, it is critical to avoid applying CO2 directly to the wheel because the extreme cold of CO2 can cause rapid cooling and potentially lead to damage of the tire materials or other components. The proper application of CO2 should focus on surrounding areas to cut off the oxygen supply to the fire instead of blasting the wheel itself. This helps mitigate the risk of damage while still utilizing the fire-extinguishing properties of CO2. As a result, understanding the characteristics of both CO2 and the materials involved in a tire and wheel assembly can guide effective fire response strategies.

7. What is the purpose of diving the ducts on the aircraft?

- A. For maintenance checks**
- B. To ensure the engine is in a FOD free state**
- C. To enhance aerodynamic stability**
- D. To secure loose parts**

Diving the ducts on an aircraft serves the crucial purpose of ensuring that the engine is in a Foreign Object Damage (FOD) free state. This process involves thoroughly inspecting the ducts and pathways that lead to the engine to identify any potential debris or foreign objects that could cause damage during operation. FOD can lead to severe engine failure or performance issues, so maintaining a FOD-free environment is essential for aircraft safety and operational efficiency. The act of diving the ducts is part of routine maintenance practices to safeguard the engine and other critical components. By ensuring that these ducts are clear, aircraft maintenance personnel help to prevent costly repairs and enhance the overall reliability of the aircraft during flight operations. This preventative measure is vital for maintaining high safety standards in aviation and protecting the crew and passengers onboard.

8. Which personnel should be informed as part of the procedure when a tool is found missing?

- A. Only the pilot and co-pilot**
- B. All members of the flight crew**
- C. FDC, Maint Control, QA**
- D. No one, as it is a minor issue**

The correct choice emphasizes the importance of communication and safety procedures in aviation maintenance. When a tool is found missing, it's crucial to inform specific personnel who are directly involved with the aircraft's operational and maintenance integrity. The Flight Deck Coordinator (FDC), Maintenance Control, and Quality Assurance (QA) teams are key personnel who need to be notified because they have the responsibility and authority to assess the impact of the missing tool on the aircraft's airworthiness and operational readiness. The involvement of these teams ensures that a thorough investigation can be conducted, and necessary measures can be taken to locate the tool or mitigate any potential risk it may pose. This process is essential to maintaining safe operating conditions and preventing incidents that could arise from tool-related failures. In contrast, notifying only the pilot and co-pilot does not encompass the full scope of responsibility for ensuring the safety and aircraft integrity, while involving all flight crew may lead to unnecessary alarm without appropriate context. Dismissing the issue as minor could undermine safety protocols, leading to serious risks. Therefore, communicating with FDC, Maintenance Control, and QA aligns with best practices in aviation safety and operational protocols.

9. Who is responsible for signing the A sheet?

- A. Maintenance officer
- B. Qualified plane captain, qualified safe for flight personnel, aircrew**
- C. Chief petty officer
- D. Flight safety officer

The qualified plane captain, along with qualified personnel who are safe for flight and aircrew, are responsible for signing the A sheet. This document is essential as it certifies that the aircraft is ready for flight operations after all necessary inspections and maintenance checks have been completed. The qualified plane captain ensures that all maintenance actions have been properly documented and that the aircraft complies with safety and operational standards. Additionally, the involvement of qualified safe for flight personnel and aircrew signifies a collaborative approach to ensuring that all aspects of flight safety are addressed. This includes reviewing maintenance records, conducting pre-flight checks, and confirming that all systems are functioning correctly, ultimately contributing to the overall safety of the flight operation.

10. What is the first step in the emergency procedures for an APU Fire?

- A. Shut down the APU
- B. Signal the pilot with large lazy 8's**
- C. Open doors 52 or 54L
- D. Disconnect the APU circuit breakers

In the event of an APU fire, the primary focus is on communication and ensuring the safety of all personnel involved. Signaling the pilot with large lazy 8's is critical because it serves to alert them of the emergency situation, enabling them to take immediate action to mitigate the threat. This method of signaling is a well-established protocol that helps in maintaining clear communication during emergencies, ensuring that the pilot is aware of the situation before proceeding with any further emergency procedures. This action also reinforces the role of teamwork in emergency scenarios, where the Plane Captain assists the pilot in managing the incident effectively. The steps such as shutting down the APU or opening specific doors are important but come after ensuring that the pilot has been notified about the situation. Communicating effectively in an emergency can be crucial for the safety of personnel and the proper management of the aircraft's systems.