

# 2016 PNW RT 372 Prework Test

\* Required

## Name \*

First Name and first 3 letters of last name (Example Eric Sch)

**1. Which of the following are the governing requirements for a fuel servicing vehicle driver? (1 pt.) \***

- A. Section C of the contract
- B. DOT Regulations 49 CFR
- C. NFPA 407
- D. All of the above

**2. The government always pays for maintenance flights. (1 pt.) \***

- True
- False

**3. When you encounter a chip light you should: (1 pts.) \***

- A. Fly to the nearest airport and call a mechanic.
- B. Advise dispatch and land immediately.
- C. Pull the chip to clean it.
- D. Finish the mission, then deal with the chip light.

**4. A pilot can inspect the chip light plug and return the aircraft to service only when trained and authorized to do so. (1 pt.) \***

- True
- False

**5. What must be done before returning an aircraft to contract availability? (1 pt.) \***

- A. Mechanic completes inspection/maintenance and tells you the aircraft is airworthy.
- B. Verbal approval given by the maintenance inspector.
- C. Verbal approval given by the pilot, mechanic, and helicopter manager.
- D. None of the above

**6. In ABS who is responsible for submitting the flight invoice? (1 pt.) \***

- A. Helicopter manager
- B. Pilot
- C. Both a and b
- D. None of the above

**7. Special use missions are flights that occur during: (1 pt.) \***

- A. Flights below 500 feet
- B. Water bucket operations
- C. Longline operations
- D. All of the above

**8. Before a project flight, you check the pilot's card and find he isn't approved for the mission; however, the pilot claims he is qualified. What must be done before you can continue the mission? (1 pt.) \***

- A. Have the local aviation manager give verbal approval to continue.
- B. Contact an agency maintenance pilot inspector for approval.
- C. Contact a line officer for approval.
- D. Contact a helicopter inspector pilot for approval.

**9. What is the height velocity diagram? (1 pt.) \***

- A. Shows the health of the engine.
- B. Gives you hovering in-ground effect (HIGE).
- C. Height above the ground from which the pilot can safely auto rotate.
- D. All of the above

**10. How does anti-ice affect helicopter performance? (1 pt.) \***

- A. Improves performance by de-icing the rotor blades.
- B. Decreases performance because it uses bleed air from the engine.
- C. Does not affect performance because it is a self-contained system.
- D. None of the above

**11. When the landing area is unknown, how should the allowable payload be computed? (1 pt.) \***

- A. Use hover in ground effect with the download.
- B. Use hover out of ground effect with a download.
- C. Use hover out of ground effect without a download.
- D. Use hover in ground effect without the download.

**12. How often should a new load calculation be completed? (1 pt.) \***

- A. Before each mission.
- B. Once a day.

- C. When temperature changes plus or minus 10 degrees or elevation changes plus or minus 1500 feet.
- D. When temperature changes plus or minus 5 degrees or elevation changes plus or minus 1000 feet

**13. Wind limitations for special use missions using a Type 3 helicopter are: (1 pt.) \***

- A. 25 knots or max gust of 15 knots
- B. 30 knots or max gust of 15 knots
- C. 40 knots or max gust of 15 knots
- D. None of the above

**14. Fire personnel can be transported with hardhats from managed helispots to managed helispots. (1 pt.)**

- True
- False

**15. What is required to transport hazardous materials on agency aircraft? (1 pt.) \***

- A. The pilot's approval.
- B. The cargo must be properly packaged in accordance with the Interagency Aviation Hazardous Materials Guide/Handbook.
- C. Must attend training every three years and transport hazardous materials in accordance with Interagency Aviation Hazardous Materials Guide/Handbook.
- D. All of the above

**16. Mission Flights typically originate at one developed airport or permanent helibase with flight routes direct to another developed airport or permanent helibase. (1pt.) \***

- True
- False

**17. When can rapid refueling be done? (1 pt.) \***

- A. When the vendor thinks it is necessary.
- B. When requested by the government.
- C. When the aircraft and fuel truck are approved and the vendor wants to.
- D. When the aircraft and fuel truck are approved and the government requests it.

**18. What is the primary (approved) purpose for the air guard frequency? (1 pt.) \***

- A. Air to ground communications.
- B. Emergencies and as an initial call up frequency.
- C. Flight following on your unit.
- D. Flight following with dispatch traveling cross country.

**19. What is the purpose of the national flight following frequency? (1 pt.) \***

- A. Air to ground communications.
- D. Emergencies and as an initial call up frequency.
- C. Flight following on your unit.
- D. Flight following with dispatch traveling cross country.

**20. What are the five steps of risk management.(1 pt.) \***

- A. Identification of Hazards, Assessment of hazards, Make a Descision, Implementing Controls and Supervision
- B. Approved Data cards, Flight Plan/Following, PPE, Pilot Mission Briefed, Crew and passenger briefing
- C. SMS, Policy, Risk Management, Assurance, and Promotion
- D. None of the above

**21. How often must power checks be completed? (1 pt.) \***

- A. When you first marry up with the helicopter.
- B. Once every ten hours on fire assignments.
- C. Daily on project work.
- D. A and B only

**22. As a project inspector for a national CWN contract, you have the delegated authority to pull a pilot's card. (1pt.) \***

- True
- False

**23. When should a SAFECOM (FS 5700-14/AMD-34) be completed? (1 pt.) \***

- A. When you encounter a chip light.
- B. Any maintenance deficiency.
- C. Any event that is not standard operating procedure.
- D. All of the above

**24. When is a fixed weight reduction required? (1 pt.) \***

- A. Only when the pilot makes the decision that it is needed.
- B. Only for internal non-jettisonable loads.
- C. For all loads except for external, jettisonable loads, with pilot approval.
- D. None of the above

**25. What is the purpose of power checks? (1 pt.) \***

- A. To document how much power the helicopter is using.
- B. To determine how much power the aircraft has in certain conditions.

- C. To monitor the health of the helicopter engine.
- D. All of the above

**26. What is the primary use of VHF-AM frequencies? (1 pt.) \***

- A. For agency flight following.
- B. For communicating with general aviation operations, for takeoff and landing coordination, and air to air tactics.
- C. For coordination of air to ground tactics.
- D. All of the above

**27. What is the primary use of VHF-FM frequencies? (1 pt.) \***

- A. For flight following operations.
- B. For air to ground tactics.
- C. For logistical operations.
- D. All of the above

**28. How much leeway does an operator have on the 100 hour inspection and how can this time be used? (1 pt.) \***

- A. 10 percent, but can only be used for ferry to a location where inspection will be performed.
- B. 10 hours, but can only be used for ferry to a location where inspection will be performed.
- C. A and B
- D. None of the above

**29. What is the maximum number of duty hours a pilot can have in a given day? (1 pt.) \***

- A. 8 hours
- B. 10 hours
- C. 14 hours
- D. 16 hours

**30. What is the maximum number of flight hours a pilot can fly in a given day? (1 pt.) \***

- A. 8 hours
- B. 10 hours
- C. 14 hours
- D. 16 hours

**31. What is the maximum number of duty hours a mechanic can have in a given day? (1 pt.) \***

- A. 8 hours
- B. 10 hours
- C. 14 hours
- D. 16 hours

**32. The helicopter you are managing was down for a major component change. You have been informed by the mechanic that required maintenance has been completed and the aircraft has been returned to service. What must be done before you can begin using the helicopter? (1 pt.) \***

- A. Once mechanic returns it to service you can begin using the helicopter.
- B. Contact agency maintenance inspector.
- C. Contact regional helicopter operations specialist.
- D. Must complete a maintenance check flight before use.

**33. When do you begin to pay extended standby for a helicopter under a national CWN contract? (1 pt.) \***

- A. After 14 hours
- B. After 10 hours
- C. After 9 hours
- D. After 8 hours

**34. Where would you find the takeoff and landing limits? (1 pt.) \***

- A. IHOG Chapter 6
- B. Federal Aviation Regulations, Part 135
- C. Contract, Section J
- D. Flight Manual, Limitations Section

**35. Who is responsible for determining risk assessment for your helicopter? (1 pt.) \***

- A. Pilot
- B. Helicopter manager
- C. Helicopter crew
- D. All of the above

**36. In determining the selected weight for non-jettisonable loads on a load calculation, how do you decide whether to use the adjusted weight or the take-off and landing limits? (1 pt.) \***

- A. Use the larger of the two numbers.
- B. Use the adjusted weight.
- C. Use the take off and landing limit.
- D. Use the lower of the two numbers.

**37. As of today, which agency uses ABS? (1 pt.) \***

- A. BLM
- B. NPS
- C. BIA
- D. USFS

**38. Brace for Impact positions were clarified in 2013. What are the appropriate positions for both forward facing and rear facing seats \***

[http://www.fs.fed.us/fire/av\\_safety/promotion/safety\\_alerts/IA%20SA%2013-01%20Brace%20for%20Impact.pdf](http://www.fs.fed.us/fire/av_safety/promotion/safety_alerts/IA%20SA%2013-01%20Brace%20for%20Impact.pdf)

- A. Forward facing with chin tucked into chest /aft facing with head against headrest or bulkhead with hands resting on legs or securing belt restraints
- B. Forward facing with chin tucked into chest /aft facing with head against headrest or bulkhead with hands under legs or grasping seat edge
- C. Both A and B
- D. None of the above

**39. What is the authorization process called for unmanned aircraft (UA) use issued by the FAA \***

<https://www.nifc.gov/nicc/administrative/nmac/NMAC2014-12.docx>

- A. AT-AT
- B. COA
- C. Skynet
- D. None of the Above

**40. Per NMAC Correspondence letter #2014-12 describing interagency use of Unmanned Aircraft Systems (UAS) can a personally owned UAS or model aircraft be used by federal agencies or their employees for interagency fire -use? \***

<https://www.nifc.gov/nicc/administrative/nmac/NMAC2014-12.docx>

- Yes
- No

**41. Per NMAC Correspondence letter #2014-12 describing interagency use of Unmanned Aircraft Systems (UAS) how many minimum interagency standards must be met in order to conduct UAS missions? \***

<https://www.nifc.gov/nicc/administrative/nmac/NMAC2014-12.docx>

- A. 4
- B. 5
- C. 8
- d. 9

**42. Per NMAC Correspondence letter #2014-12 describing interagency use of Unmanned Aircraft Systems (UAS); can an emergency COA can only be issued by the FAA if the proponent already has an existing COA for their aircraft? \***

<https://www.nifc.gov/nicc/administrative/nmac/NMAC2014-12.docx>

- Yes
- No

**43. Brainerd Helicopters has received FAA field (337) approval for a "PSD Adapter Plate" for use with AS-350 helicopters. Can this equipment be used with interagency PSD operations? \***

[http://www.fs.fed.us/fire/av\\_safety/promotion/Technical\\_Bulletins/IATB\\_2014-02\\_Interim\\_Change\\_to\\_Interagency\\_Aerial\\_Ignition\\_Guide.pdf](http://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/IATB_2014-02_Interim_Change_to_Interagency_Aerial_Ignition_Guide.pdf)

- Yes
- No

**44. Can this adapter plate be used with Type 2 bell medium aircraft? \***

[http://www.fs.fed.us/fire/av\\_safety/promotion/Technical\\_Bulletins/IATB\\_2014-02\\_Interim\\_Change\\_to\\_Interagency\\_Aerial\\_Ignition\\_Guide.pdf](http://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/IATB_2014-02_Interim_Change_to_Interagency_Aerial_Ignition_Guide.pdf)

- Yes
- No

**45. Rotor strikes (both tail and main) continue to occur at a statistical rate of about 6 incidents per year. A review of both the Forest Service and DOI incidents shows that over 60 rotor strikes have been reported in the past 10 years with 7 fatalities resulting from 4 separate accidents. In many instances, the pilots continued to fly the helicopter back to the operating base rather than land at the first available site. The consequences of a rotor strike can be very serious and in an effort to prevent future incidents, we need to understand the common factors that contribute to their occurrence. What are the five primary recurrent error traps common in many of the rotor strike incidents? \***

[http://www.fs.fed.us/fire/av\\_safety/promotion/accident\\_prevention\\_bulletins/IAAPB\\_14-03\\_rotor\\_strikes\\_508.pdf](http://www.fs.fed.us/fire/av_safety/promotion/accident_prevention_bulletins/IAAPB_14-03_rotor_strikes_508.pdf)

- A. Culture: Situational Awareness: Fixation/Preoccupation: Excessive Motivation: Complacency
- B. Snag Environment: Flying below translational lift: communications: Flying Below Canopy Level: Pilot Error
- C. Culture: Fixation: Overloading of aircraft: Visibility: Unimproved landing areas
- D. None of the above

**46. When an aircraft or pilot is working for a cooperator (state, county, municipality, etc.) under an agreement other than a Federal contract, the aircraft may not operate on Federal lands nor carry Forest service or DOI employees unless what is in place? \***

[http://ordvac.com/soro/library/Aviation/2014/Cooperator%20Aircraft/Final%20IA%20IB\\_2014%20R6\\_14\\_01-Use%20of%20Cooperator%20Aircraft.pdf](http://ordvac.com/soro/library/Aviation/2014/Cooperator%20Aircraft/Final%20IA%20IB_2014%20R6_14_01-Use%20of%20Cooperator%20Aircraft.pdf)

- A. A cooperator letter of approval issued by the Forest Service Regional Aviation Officer and/or Regional Director for the Office of Aviation Services (OAS)
- B. Nothing required if operating under a Lend-Lease Agreement
- C. Federal Carded Pilots and Aircraft
- D. None of the above

**47. What is the maximum compliment of personnel that may be paid by payment clause (per day) for Region's 6 CWN Type 3 helicopter service contract as listed under Section B- (Supply or Services and Prices) \***

[https://drive.google.com/file/d/0B\\_chDDyAyep2eGI1WVNyLVpHaHc/view?usp=sharing](https://drive.google.com/file/d/0B_chDDyAyep2eGI1WVNyLVpHaHc/view?usp=sharing)

- A. 2
- B. 3
- C. 4

D. 5

**48. As discussed under the Scope of agreement in Region 6's CWN Type 3 solicitation, the Government has Interagency and cooperative agreements with Federal and State Agencies and private landholders. Helicopters may be dispatched under this BPA for such use. \***

[https://drive.google.com/file/d/0B\\_chDDyAyep2eGI1WVNyLVpHaHc/view?usp=sharing](https://drive.google.com/file/d/0B_chDDyAyep2eGI1WVNyLVpHaHc/view?usp=sharing)

True

False

**49. As discussed in Region 6's CWN Type 3 solicitation C-7 b 4 (ii): Under what circumstance can an aircraft be operated without AFF, and for how long? \***

[https://drive.google.com/file/d/0B\\_chDDyAyep2eGI1WVNyLVpHaHc/view?usp=sharing](https://drive.google.com/file/d/0B_chDDyAyep2eGI1WVNyLVpHaHc/view?usp=sharing)

A. Discretion of the government, availability of voice flight following, 72 hours)

B. Discretion of the government, availability of voice flight following, 36 hours)

C. at the discretion of the Government, remain available for service utilizing radio/voice systems for flight following. The system shall be returned to full operational capability within 5 calendar days after the system is discovered to be unreliable.

D. Discretion of the government, availability of voice flight following, 24 hours)

**50. According the Forest Service Aviation Information bulletin: "Digital Copies of Contract Required Documentation" electronic copies of contract required items are allowed for all national Type I and Type II Helicopter contracts (Exclusive Use and Call When Needed), providing: \***

[http://www.fs.fed.us/fire/av\\_safety/promotion/Information\\_Bulletins/FSIB\\_14-01\\_Digital\\_Copies\\_of\\_Contract\\_Required\\_Documentation.pdf](http://www.fs.fed.us/fire/av_safety/promotion/Information_Bulletins/FSIB_14-01_Digital_Copies_of_Contract_Required_Documentation.pdf)

A. Common 7 inch tablets are the minimum size allowed

B. All other contract items are readily available to the vendor and agency crew (tablet style devices only, no laptops)

C. The vendor retains backup copies of required contract documentation in ground vehicles

D. All of the Above

**51. Safecomms now can be submitted via mobile devices \***

[http://www.fs.fed.us/fire/av\\_safety/promotion/accident\\_prevention\\_bulletins/IAAPB\\_14-04\\_SAFECOM\\_Mobile\\_Web\\_App.pdf](http://www.fs.fed.us/fire/av_safety/promotion/accident_prevention_bulletins/IAAPB_14-04_SAFECOM_Mobile_Web_App.pdf)

True

False

**52. National Call- When -Needed helicopters (T1/2) that are hired under State contract authority for nonfederal incidents must be released and rehired by the National Interagency Coordination Center prior to commitment to federal incidents \***

[http://www.fs.fed.us/fire/av\\_safety/promotion/Technical\\_Bulletins/IATB\\_2015-01\\_DOI\\_USFS\\_Aircraft\\_Procurement\\_Released\\_Reassigned\\_REVISED\\_508.pdf](http://www.fs.fed.us/fire/av_safety/promotion/Technical_Bulletins/IATB_2015-01_DOI_USFS_Aircraft_Procurement_Released_Reassigned_REVISED_508.pdf)

True

False

**53. Gunner Strap and Tether Rigging equipment used as a secondary restraint should be: \***

[http://www.fs.fed.us/fire/av\\_safety/promotion/safety\\_alerts/IASA\\_14-01\\_%20tether.pdf](http://www.fs.fed.us/fire/av_safety/promotion/safety_alerts/IASA_14-01_%20tether.pdf)

- A. Inspected and attached in accordance with drawing MTDC-984
- B. Ensure correct threading of webbing through the tether locator and around the belt with finalized locking stow on buckle
- C. Adjuster buckle should be no more than 1 inch from the gunner belt when properly installed
- D. All of the above

**54. In the Interagency Aviation Safety Alert "Conflicts with Civilian Unmanned Aircraft & Hobbyist/Remote Controlled Aircraft" what statement(s) are true? \***

[http://www.fs.fed.us/fire/av\\_safety/promotion/safety\\_alerts/IASA\\_14-03\\_Civil\\_UAS\\_Hazard\\_FINAL.pdf](http://www.fs.fed.us/fire/av_safety/promotion/safety_alerts/IASA_14-03_Civil_UAS_Hazard_FINAL.pdf)

- A. Increased unmanned aircraft activity presents hazards to ALL aviation users, including resource operations.
- B. UAS use by individuals or business offering data that can be collected is currently authorized by the FAA, DOI and USFS
- C. It is not recommended to file a Safecom nor contacting Law enforcement for UAS use near agency aviation operations
- D. NOTAMS are not a good source of information regarding approved scheduled unmanned missions

**55. Airworthiness Directive, AD 2013-23-9, for AS350 and AS355 model helicopters prescribed? \***

[http://www.fs.fed.us/fire/av\\_safety/promotion/lessons\\_learned/IALL\\_14-02\\_AS350\\_Door\\_508.pdf](http://www.fs.fed.us/fire/av_safety/promotion/lessons_learned/IALL_14-02_AS350_Door_508.pdf)

- A. Modification to the aircraft's cargo hook release
- B. Modification to the aircraft's sliding door assembly
- C. Modification to the aircraft's hydraulic system
- D. Modification to the aircraft skid gear

**56. Wire strike protection Kits are required when available for their model type for all wildland interagency helicopters (unless waived) \***

- True
- False

**57. Use of medium helicopters in Helitorch operations are permissible if what statement is met? \***

[http://www.nwccg.gov/sites/default/files/products/PMS501\\_2015.pdf](http://www.nwccg.gov/sites/default/files/products/PMS501_2015.pdf)

- A. Due to the length of cables, care is not needed when landing Medium helicopters.
- B. Ensure cargo hook is secured so that the helitorch is not able to rotate.
- C. Extra tag line length added to the Helitorch suspension system to provide improved visual of the load when flying
- D. None of the above

**58. Refer to the following reference BH212HP \***

[https://drive.google.com/open?id=0B\\_chDDyAyep2eJfD1I0Wm1SSW8](https://drive.google.com/open?id=0B_chDDyAyep2eJfD1I0Wm1SSW8)

- Yes
- No

**59. Reference the same load calculation for the Bell 212HP and the Interagency Tech Bulletin No. IA 2011-03. Is it acceptable for the pilot to use the WAT Chart in line 10 for the HOGE-J column? \***

[https://drive.google.com/open?id=0B\\_chDDyAyep2RVB5ZU1POTBCXzA](https://drive.google.com/open?id=0B_chDDyAyep2RVB5ZU1POTBCXzA)

- Yes
- No

**60. Is a flight in a Bell 407 possible if flown in the following configuration: Pilot – 200 pounds / Right rear forward facing passenger – 200 pounds / Cargo basket, right side (Model D407-797-012) – 280 pounds / Aft Cargo - left side 50 pounds \***

[https://drive.google.com/open?id=0B\\_chDDyAyep2REplaE1yYWw0ajq](https://drive.google.com/open?id=0B_chDDyAyep2REplaE1yYWw0ajq)

- Yes
- No

**61. PNWCG Interagency Aviation Safety Alert 15-01 speaks to: \***

[http://qacc.nifc.gov/nwcc/content/pdfs/Final\\_IA\\_SA\\_2015\\_15\\_01.pdf](http://qacc.nifc.gov/nwcc/content/pdfs/Final_IA_SA_2015_15_01.pdf)

- Managing helispot complexity
- Medical Extraction
- Poor Visibility for Aircraft Operations
- UAS use over federal wildland fire

**62. Which statement is true In the PNWCG Interagency Safety Alert 15-02 \***

[http://qacc.nifc.gov/nwcc/content/pdfs/Final\\_IA\\_SA\\_2015\\_15\\_02.pdf](http://qacc.nifc.gov/nwcc/content/pdfs/Final_IA_SA_2015_15_02.pdf)

- If an initial attack qualified airtanker pilot is on-scene when horizontal or vertical visibility suddenly deteriorates, the airtanker pilot is not authorized to request a leadplane.
- It is critical that all aviation resources have adequate horizontal and vertical visibility to operate safely.
- Due to smoky conditions, the availability of aircraft (i.e. extraction helicopters) shouldn't be delayed or not available.
- Minimum VFR conditions is 1 mile

**63. In the Interagency Aviation Safety Alert 16-01, the statement "This is not a good example of how SAFECOM reports can alert us to important information and be shared so that others can take proactive action" is true or false? \***

[http://www.fs.fed.us/fire/av\\_safety/promotion/safety\\_alerts/IASA\\_16-01%20Airbus%20Tail%20Rotor%20Bellcrank\\_508.pdf](http://www.fs.fed.us/fire/av_safety/promotion/safety_alerts/IASA_16-01%20Airbus%20Tail%20Rotor%20Bellcrank_508.pdf)

- True
- False

**64. Which following statement is true for the following Interagency Aviation Accident Prevention Bulletin 15-02: \***

[http://www.fs.fed.us/fire/av\\_safety/promotion/accident\\_prevention\\_bulletins/IAAPB\\_15-02\\_Medevac\\_Sites\\_508.pdf](http://www.fs.fed.us/fire/av_safety/promotion/accident_prevention_bulletins/IAAPB_15-02_Medevac_Sites_508.pdf)

- The nomenclature of Medivac sties has not caused confusion
- When a medical transport/evacuation site is identified, it must be noted as an “unimproved landing site” on incident maps until it has been improved to IHOG standards.
- The IHOG working unit is not planning to review or modify chapter 8 of the guide.
- Does not recommend identifying specific concerns by location

**65. Which following statement is false for the following Interagency Aviation Accident Prevention Bulletin 15-01: \***

[http://www.fs.fed.us/fire/av\\_safety/promotion/safety\\_alerts/FSSA\\_15-01\\_GPS\\_Interference\\_Outage\\_508.pdf](http://www.fs.fed.us/fire/av_safety/promotion/safety_alerts/FSSA_15-01_GPS_Interference_Outage_508.pdf)

- When experiencing a GPS loss, FAA recommends that the aircraft should not try leveling their wings so the GPS antenna points skywards. This should establish contact with the overhead satellites and reestablish valid satellite connections.
- If GPS fails the aircraft AFF will not function properly and aircraft will have to flight follow by radio until valid GPS re acquires.
- All instances impacting flight safety due to GPS outage or interference shall be reported on a SAFECOM. Tracking GPS issues is critical to flight safety.
- If Aerial Supervision is not available on the incident, contact local dispatch center and report that you are experiencing GPS outage and/or interference

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