vUSAF AETC M3 Quiz

* Indicates required question

1. Email *

2. * 1 point

1. What is the primary objective of the A110 Introduction to Aerobatics training?

Mark only one oval.

- To improve navigation skills
- To develop a sense of feel for the aircraft through practical experience
- To enhance knowledge of aircraft systems
- To practice emergency landings

3. * 1 point

2. Which of the following is a key component of the Anti-G Straining Maneuver (AGSM)?

Mark only one oval.

- Rapid exhalation only
- Continuous contraction of all skeletal muscles
- Holding breath for 10 seconds
- Releasing all pressure quickly

4. * 1 point

3. In the context of multiengine operations (A111), what is the significance of VYSE?

Mark only one oval.

- Minimum controllable airspeed with one engine inoperative
- Best angle of climb speed with one engine inoperative
- Best rate of climb speed with one engine inoperative
- Reference landing speed

5. * 1 point

4. According to A110, what altitude must aerobatic maneuvers commence above to ensure safety?

Mark only one oval.

- 3,000 feet AGL
- 5,000 feet AGL
- 10,000 feet AGL
- 2,500 feet AGL

6. * 1 point

5. What is the primary purpose of propeller feathering in multiengine aircraft as discussed in A111?

Mark only one oval.

- To increase drag
- To reduce drag by stopping propeller rotation
- To boost engine power
- To control fuel consumption

7. * 1 point

6. In A110, which maneuver combines the first half of an Aileron Roll with the last half of a Loop?

Mark only one oval.

- Split-S
- Barrel Roll
- Immelmann
- Cuban Eight

8. * 1 point

7. What is the recommended speed for executing a short-field takeoff in a multiengine aircraft (A111)?

Mark only one oval.

- VX
- VY
- VLOF
- VREF

9. * 1 point

8. Which of the following describes the 'clearing turn' procedure in A110?

Mark only one oval.

- A 90-degree turn with 30-degree bank
- A 180-degree turn with a minimum of 45-degree bank
- A continuous climb with a shallow turn
- A rapid descent turn with no bank restriction

10. * 1 point

9. What is the primary risk of Zero G flight as outlined in A110?

Mark only one oval.

- Structural failure
- Fuel imbalance
- Reduced control effectiveness due to unloading
- Increased stall speed

11. * 1 point

10. In A111, what should a pilot do if an engine fails below VMC during takeoff?

Mark only one oval.

- Feather the propeller and climb
- Continue the takeoff
- Close both throttles and land on remaining runway
- Apply differential thrust