

FMFA Local Area Test (eff 11/01/2023)

Pilot _____ Date _____ Corrected by _____

Complete this open book test using the FAR/AIM/POH/FMFA documents, as appropriate. Assume you are operating an FMFA aircraft. Your flight instructor will grade the test. Minimum passing score is 80%. The completed test will be filed in the pilot's file and the date will be entered into the FMFA scheduling and dispatch system.

- When departing Tipton for a round-robin VFR flight to Easton, the pilot must: **[OPS Manual]**
 - File two SFRA flight plans with FSS and then call POTOMAC TRACON for a transponder code & frequency.
 - PRIOR TO TAKEOFF, set transponder to assigned code and switch to "ALT".
 - Establish two-way communications with POTOMAC TRACON as soon as practicable after leaving the FMFA traffic pattern.
 - Do all of the above.
- Before any FMFA aircraft can be flown under VFR rules, which inspections must be current? **[OPS Manual]**
 - Annual, Pitot Static, and VOR receivers
 - Engine 50 hours, Annual, and Pitot Static
 - 100 hour, VOR receivers, and airframe 50 hours
 - Annual, 100 hours, and Transponder
- Attendance at a FMFA safety meeting is required during the ____ day period prior to operating a FMFA aircraft **[OPS Manual]**.
- A RELEASE, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT form must be completed and signed by all non-member passengers **[OPS Man]**.
 - True
 - False
- For a flight restricted to the Tipton traffic pattern, the pilot must **[OPS Man]**:
 - file an SFRA flight plan and get a briefing via phone or online
 - close SFRA flight plan 540-351-6129
 - open SFRA flight plan 866-429-5882 & obtain transponder code
 - do a, b, and c
- A flight plan (VFR, IFR, or DC SFRA) must be filed and activated for **[OPS Man]**:
 - night flights
 - cross-country flights
 - student flights
 - all flights
- For flights departing Tipton, a clearing authority's name is required in the FSP reservation comments field for **[OPS Manual]**:
 - all FMFA pilots, at any time
 - IFR pilots with <5-hrs actual IMC, if IMC is expected
 - all FMFA pilots with <200 hours total time
 - student pilots (circle all that apply)
- FMFA weather minimum requirements are for day VFR ____ ft AGL / ____ sm and night VFR ____ ft AGL / ____ sm **[OPS Manual]?**
- The basic VFR minimums for flight in Class B airspace are ____ of clouds and ____ sm visibility **[FAR91.155]**.
- The floor of the Class B airspace over FME is ____ ft MSL **[Baltimore Washington Class B Terminal Area Chart]**.
- The TPA at FME is ____ ft MSL, RWY 10-28 is 75x3000 feet, and ____ Traffic for RWY 10 and ____ Traffic for RWY 28 (traffic direction). **[Chart Supplement]**
- Tipton [FME] AWOS frequency is ____ MHz and CTAF is ____ MHz. **[Baltimore Washington Class B Terminal Area Chart]**
- Stalls, steep turns ($\geq 45^\circ$ bank), slow flight, and unusual attitudes will not be performed below 1500' AGL. **[OPS Manual]**
 - True
 - False
- Who can fly through Washington Tri-Area Class B airspace (circle correct answer(s)) **[FAR91.131 & FAR61.95]?**
 - Club aircraft are not authorized
 - Any FAA-certificated Private, Commercial, or ATP pilot
 - A student after receiving instruction in the Washington Tri-Area Class B and an instructor logbook endorsement that he/she may fly in the Washington Tri-Area Class B.
- Departing Tipton to the southeast from RWY 28, you should turn left / right (circle one) crosswind at or above ____ ft MSL. **[OPS Manual, AC 90-66A para. 8h]**.
- When you initially join FMFA, you must take a checkride in each model of aircraft you wish to fly. **[OPS Man]**
(Models include, in order of complexity C-150=C-152, C-172 = Warrior, Arrow.)
 - True
 - False
- To maintain currency, each pilot must take a checkride in the most complex aircraft in which he/she is qualified and take a written test for every aircraft in which he/she is to remain qualified thereafter **[Ops Man]**.
 - Quarterly
 - Semi-annually
 - Annually
 - Bi-annually
- Rated pilots with less than 200 hours must accomplish which of the following in order to remain current in FMFA aircraft: fly **[OPS Manual]**:
 - 1 hour and 3 landings in last 30 days in each aircraft in which you are checked out
 - 1 hour and 3 landings in last 60 days in each aircraft in which you are checked out
 - 1 hour and 3 landings in last 90 days in each aircraft in which you are checked out
 - 1 hour and 3 landings in last 60 days in the most complex aircraft in which you are checked out
- Winds given in online METARs and TAFs are true / magnetic. (circle one)

20. As part of the pilot's cross-country planning, the pilot must ensure the airport(s) of intended use has adequate runways. What is the minimum length allowed **[OPS Manual]**?
- 2000 ft usable length
 - sum of the aircraft's takeoff ground roll and landing ground roll for the expected conditions
 - No requirements are specified
 - a or b, whichever is greater.
21. In the event of an off-airport or forced landing, the pilot in command will **[OPS Manual]**:
- Close the flight plan
 - Report the location and nature of the problem to the flying activity
 - Obtain qualified maintenance personnel to determine the problem
 - All of the above
22. VFR/SAR flight plans filed with a FSS facility should be closed at Tipton on the ground with FSS by phone or online **[OPS Manual]**.
- True
 - False
23. Which airports are within the DC Flight Restricted Zone (FRZ) southwest of Tipton?
[Baltimore Washington Class B Terminal Area Chart]
- Montgomery County/Gaithersburg (GAI)
 - Freeway Airport (W00)
 - Frederick (FDK)
 - College Park (CGS)
24. Which of the following is not a function of FMFA's Flight Schedule Pro (FSP) online system?
[OPS Manual]
- acting as clearing authority for rated pilots >200 hrs
 - entering write-ups of aircraft discrepancies
 - scheduling flights
 - grounding aircraft for maintenance
25. Choose the CORRECT statements below: **[OPS Manual]** (circle all that apply)
- Upon landing at the destination or intermediate airport on any VFR flight in an FMFA aircraft, there must be sufficient fuel remaining in the tanks to fly for one hour at normal cruise power.
 - Upon landing at the destination, intermediate or alternate airport on any IFR flight in an FMFA aircraft, there must be sufficient fuel remaining in the tanks to fly for one hour at normal cruise power, or as required by the CFR 14, para 91.167, whichever is greater.
 - Any pilot who has a fuel exhaustion incident that was not the result of a mechanical failure will be dismissed immediately as an FMFA member, and will be permanently barred from rejoining the FMFA.
26. Fuel measuring dipsticks are in all FMFA C172 aircraft. In order to use the dipsticks, one must dip them in each wing fuel tank and calculate the exact fuel based on the observed fuel level, i.e., the dipsticks will not directly read the correct fuel level. Useable fuel for each wing of the C172P N781FM & N782FM is ___ gallons; C172P N783FM and C172N N4846G is ___ gallons. The C172 dipsticks in FMFA aircraft are made for standard C172N tanks which have 19 gallons in each wing. **[POH]**
27. For FMFA fuel planning purposes, all FMFA pilots shall use the following tach hours for being on the ground for refueling:
- Cessna 150, N781FM Cessna 172, N782FM – 3.0 tach hours;
 - Cessna 172 N783FM, N4846G, Arrow (fuel to "tabs"), Warrior (full fuel) – 4.0 tach hours
- True
 - False
28. The maximum allowable surface total wind and crosswind for FMFA flight operations by private, commercial and ATP certificated pilots are:
[OPS Manual, FMFA W&B Overview] (fill in table) (Note that student pilots have lower and instructors higher limits.)

Aircraft	Total wind	Crosswind
C150/152		
C172		
Warrior		
Arrow		