

PATCH MODULE QUIZ

1. Salt water operations shall be terminated when a T5 rise of 35 °C occurs.

2. The barometric altitude controller and the BAR ALT light will automatically be on when the collective coupler is engaged, and cannot be disengaged until after the collective coupler is disengaged.

T or F

3. Should the doppler be inoperative, a coupled hover can still be attained on the pitch and roll accelerometers.

T or F

4. After completing a PATCH to 50 feet, the altitude shall not be cranked down below 15 feet on the RAD ALT.

5. A PATCH should be performed whenever positive visual contact with the water surface cannot be established by 150 feet.

6. If the indicated T5 (from the NG/T5 relationship check) (corrected if anti-ice on) is more than 15 below or 20 above the baseline T5 value, a notation shall be made on the CG-4377.

7. If the indicated T5 (from the NG/T5 check) (corrected if anti-ice on) is more than 30 below or 35 above the baseline T5, the mission should be aborted and the aircraft landed as soon as practicable.

8. In the descent from 300 feet to 150 feet, do not let the rate of descent exceed 400 feet per minute.

9. After the gate, do not let the rate of descent exceed 300 feet per minute.

10. Under no wind conditions, the helicopter hovers slightly left wing down and about 4° nose up.

T or F

1. While ground taxiing, the fire warning lights and the #2 T-handle illuminate. An engine fire is confirmed and both speed selectors are immediately shut off. As the rotor coasts down, ac electrical power is lost and the fire warning lights will go out, but the fire extinguisher can still be activated.

T or  F

2. On engine start, if the EFCL is open the starter will not engage until the EFCL is closed.

T or  F

3. The APU fire extinguisher cannot be activated until the APU function switch is placed in the OFF position.

T or  F

4. If the starter fails to drop out on engine start, the standby compass will not swing back to the aircraft heading.

T or  F

5. When motoring the starter during a post shutdown fire, the starter will have to be dropped out manually when T5 has fallen below 200° C.

T or  F

6. The APU will automatically shut down if the tachometer hangs up during clutch engagement for more than 4 seconds.

T or  F

7. If there is no tachometer indication when the APU is started, it is possible that the ignition will remain energized.

T or  F

8. If the pilot's ICS circuit breaker pops, he will be unable to transmit or receive on the ICS and all other radios.

T or  F

9. In the event of loss of electrical power to the stick trim system, it will not be possible to trim the cyclic to a new position.

T or  F

10. The ignition system is energized whenever the starter is engaged, provided the ignition switches are in the NORM position.

T or  F

MODULE 3 QUIZ

1. A hardover in the roll channel of the AFCS will ~~displace~~ the cyclic 10% of its total travel, but the hardover can be overridden by the pilot.

*ONLY COCKPIT E/P PEDALS CAN BE MOVED  
BY AFCS THROUGH OPEN LOOP*

T or  F

2. With loss of  $\emptyset$ B power to the AFCS, the only immediate cockpit indication will be centered bars on the hover indicator.

*BAT AFTER 120 SECONDS - GET OFF FIXES & LIGHT OUT*

T or  F

3. When flying with the vertical gyro switch in the STBD position, heading information is provided by the 1080Y gyro.

T or  F

4. With a failure of the directional gyro portion of the Port Gyro, the vertical gyro portion will be unreliable.

T or  F

*VERT. (BNN) (HOU)*

*D.G.* ~~DMR~~ mode can be utilized to provide correct heading information.

T or  F

6. When operating in the DG mode it is not necessary to disengage the yaw channel of the AFCS.

T or  F

7. An accel/decel check shall be performed ~~prior~~ <sup>AFTER</sup> salt water operations. *(WHEN WASH IS COMPLETED)*

T or  F

8. For proper stator vane response, Ng should accelerate from 75 % to 90 % Ng in not more than 6 seconds.

9. During the accel/decel check the maximum NF on each engine should be 105 % to 109 % and they should agree within 2 %.

10. With the AYN-2 Flight director system the final approach course can be set in the course window for both the outbound and inbound portions of an instrument approach without reverse sensing (provided they are reciprocals of one another).

T or  F

MODULE 4 QUIZ

1. Engine shutdown should be performed if the ENG OIL QTY LOW caution light illuminates and engine oil pressure decreases below 24 psi.
2. During the topping check it is permissible to operate the engine up to a maximum of 735° T5 or 106 % Ng for 28 seconds.
3. With the engine anti-ice switches in the ON position, the INLET ANTI-ICE caution lights will illuminate if the inlet temperature is 38° C or less.

or F

4. The first four steps to be taken anytime the pilot suspects a loss of power from either engine in flight are:
  - a. NR MAINTAIN
  - b. SPEED SELECTORS FULL FORWARD
  - c. WHEELS DOWN (UP ON WATER)
  - d. ANALYZE THE PROBLEM
5. A sudden decrease of Ng to zero and oil pressure on the same engine going to zero would indicate a failure of ENGINE OIL PUMP SHAFT.
6. With a high speed shaft failure it is possible that the Nf on the affected engine will rise and stabilize above the other Nf and Nr.

or F

7. In the event of an engine restart during flight, Nf will remain at zero until the speed selector is advanced into the governing range.

or F

8. If an engine fire warning light illuminates in flight, the pilot's first step should be to CONFIRM THE FIRE.
9. If the Nf flex shaft fails while in a low power descent:
  - a. Torque on the affected engine will go to zero.
  - b. The affected engine will go to topping.
  - c. Nr should remain the same due to engine load sharing.
  - d. Both b. and c.
10. The symptoms of a compressor stall are decreasing NG and torque with an increasing T5 and a possible audible rumble.

or F

## MODULE 5 QUIZ

1. The minimum allowable rotor brake pressure for engine start is 320 psi.
2. The maximum power transmission limitation (30 min) is 123 % Q single engine, 103 % Q dual engine.
3. The rotor brake system uses hydraulic fluid from the utility hydraulic reservoir.

T or  F

4. If the IBIS ac circuit breaker pops while in flight, the BLADE PRESS caution light will illuminate.

 T or F

5. Illumination of the XMSN OIL PRESS caution light followed by an indication of zero transmission oil pressure requires an immediate minimum power descent.

T or  F

6. Failure of the utility hydraulic pump will result in the landing gear alternate extension system being ineffective.

 T or F

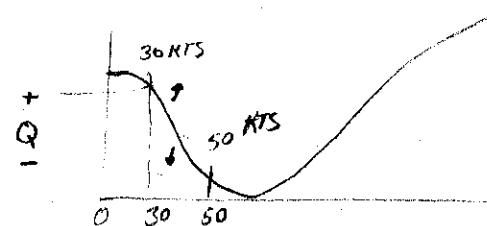
7. When the HH-3F is on deck with the APU running, if the landing gear control handle downlock is manually released and the landing gear control handle raised, the landing gear will retract.

 T or F

8. If the primary flight control servo system fails in flight, airspeed should be reduced to 80 knots.

9. Either flight control hydraulic system may be turned off by actuating the servo switch provided there is at least 1000 psi hydraulic pressure in the remaining system.

10. Loss of right tail rotor pedal control will require a high powered approach to a landing.

 T or F

MODULE 6 QUIZ

1. The emergency exit lights are charged by the DC PRIMARY bus.

2. Failure of a converter will result in the loss of all DC monitor buses.

T or  F

3. During flight the BAT OVTEMP caution light illuminates and the battery is turned off. If the light goes out while enroute to land, the battery shall be turned back on and the flight continued.

T or  F

4. Illumination of a generator caution light coupled with a #2 fuel boost pump light would be indicative of a GEN malfunction.

5. The autotransformers change 115 VAC to 26 VAC.

6. What communications radio(s) can be operated with only battery power available to the aircraft? VHF ~~5~~ FM/VHF UHF/GUARD

7. When utilizing the air-to-air function of the TACAN, range and bearing information will be displayed to another aircraft provided there is a 63 channel separation between aircraft.

T or  F

8. The radar altimeter index marker (bug) can be used to provide an audio warning signal for any altitude between 0 and 5000 feet.

VISUAL ALT LOW

T or  F

9. The corrective action for a #1 Supervisory Panel Malfunction is: No. 1 generator switch - off/reset, then ~~on~~.

T or  F

10. When securing either AC or DC external power, secure the EXT PWR switch before removing the power cables.

T or F

MODULE 7 QUIZ

1. Fuel should not be transferred from an aux tank to a main tank until the fuel quantity in the main tank is below 1600 pounds.

2. Failure of a fuel boost pump in flight will normally cause the fuel low pressure light to illuminate.

T or F

3. When dumping fuel it is not unusual for the fuel boost pump lights and the fuel bypass caution lights to illuminate.

T or F

4. With the APU inoperative and ac external power available, once the engines are started a normal rotor engagement may be made since the pilot will have torque indications.

T or F

5. Flight with auxiliary flotation bags/collars inflated is limited to 70 knots.

6. 2 portable fire extinguisher(s) ~~is~~ are carried aboard the HH-3F.

7. In an autorotation, airspeed for minimum rate of descent is 70 knots; maximum glide airspeed is 110 knots.

8. During autorotation, rotor rpm should be maintained at 104 % Nr.

9. The cargo door and/or cockpit windows should not be moved during flight at airspeeds above 115 knots.

10. An immediate landing should be made if a XMSN CHIP INTMED caution light is accompanied by hot metal/oil fumes coming from the tail section.

T or F