

FLOATPLANE TEST

References: FAA-H-8083-23 Seaplane, Skiplane, and Float/Ski Operations Handbook
How to Fly Floats (EDO) by J. J. FREY

1. When preflighting the floatplane you should assure the following:
 - a. There are no buckled struts or damaged fittings.
 - b. Cables and rigging wires are not worn or loose.
 - c. Not more than a capful of water remains in each float compartment.
 - d. All of the above.

2. When starting the floatplane's engine, be sure of the following:
 - a. The aircraft and floats are untied from the dock or tie-downs.
 - b. The float plane is pointed away from other aircraft, docks and boats.
 - c. The floats are not sitting on the bottom.
 - d. All of the above.

3. When taxiing the floatplane the following rule should be observed:
 - a. Always taxi as fast as possible.
 - b. Hold the controls all the way back.
 - c. Taxi with the water rudders up.
 - d. Taxi with the flaps down to prevent excessive taxi speed.

4. The proper power setting for slow taxiing is:
 - a. Approximately 1500 RPM.
 - b. Below 1000 RPM and stick full aft.
 - c. Not high enough to cause a pitch change or bow spray.
 - d. Both B and C.

5. When bow spray is caused by taxiing fast, it can damage:
 - a. the floats.
 - b. the engine.
 - c. the propeller.
 - d. the cowling.

6. Water rudders are usually more effective at high speed because they move in conjunction with the air rudder.
 - a. True
 - b. False

7. When making step turns, the wind and centrifugal force can:
 - a. Cancel each other out when turning from upwind to downwind.
 - b. Act in the same direction when turning from downwind to upwind making the aircraft unstable.
 - c. Cause the downwind float to dig in and cause the aircraft to capsize.
 - d. All of the above.

8. The proper sequence for getting on "step" are:
 - a. Full power, water rudders up and stick full aft.
 - b. Water rudders up, full power, stick full aft.
 - c. Area clear, water rudders up, full power, stick full aft.
 - d. Area clear, water rudders up, stick full aft, full power.

9. To stabilize a seaplane during a high speed taxiing turn, you should:
 - a. Turn from an upwind to a downwind.
 - b. Turn from a downwind to an upwind.

10. The water rudders may only be left down for takeoff under what conditions?
 - a. All the time.
 - b. On a wide waterway.
 - c. To assist in weathervaning control.
 - d. To decrease turn radius.

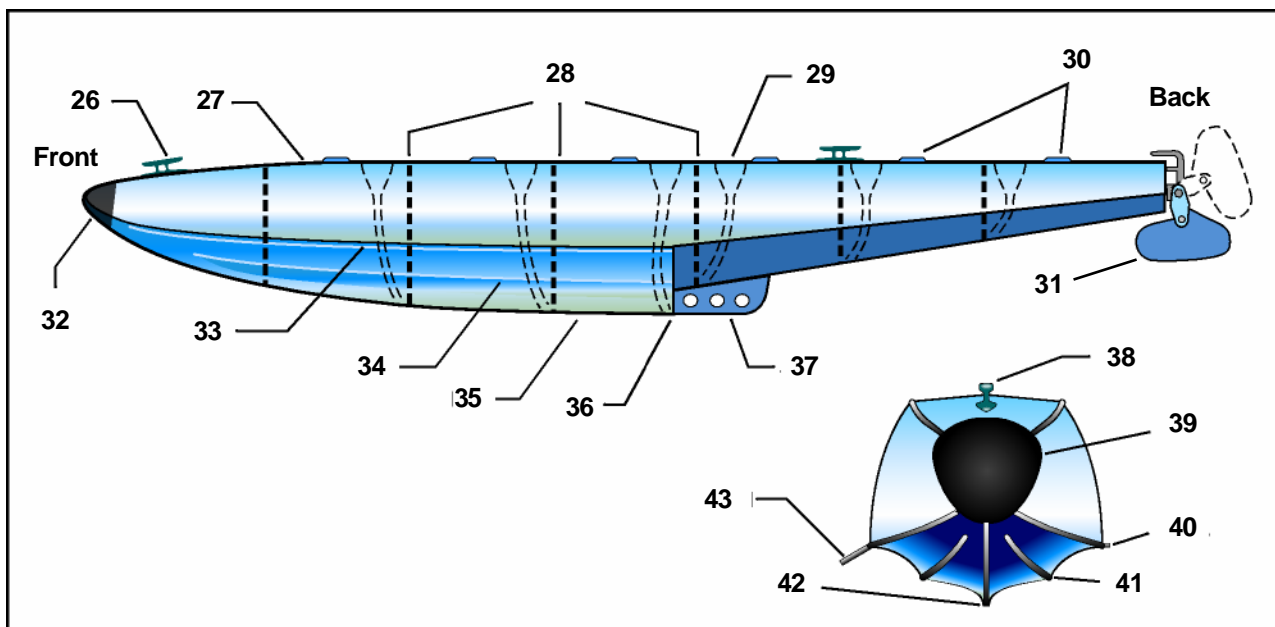
11. Before the takeoff run is started, assure the elevator trim is adjusted to give:
 - a. Nose down trim to get on step quicker.
 - b. Nose up trim to get off the water quicker.
 - c. Normal takeoff trim to avoid high control pressure.
 - d. Proper attitude for the A/C gross weight.

12. During the takeoff run on step, severe porpoising is encountered. What should the pilot do to correct this?
 - a. Change the pitch angle.
 - b. Change the power setting.
 - c. Pull off all power and hold full aft stick, and start takeoff again.
 - d. Apply more flaps.

13. Glassy water takeoff will decrease drag making acceleration and lift-off less difficult.
- True
 - False
14. The direction the wind is coming from on a lake is most easily determined by?
- No specific technique is available.
 - Contacting flight service.
 - Holding your hand out the window.
 - Identifying the calmer portion of the lake near the shoreline.
15. When landing at unfamiliar waterways, you should:
- Land at lower speed.
 - Land normally.
 - Make a low pass and check for logs, shallows, or rocks.
 - Make a touch and go first.
16. A normal landing technique is:
- Full flaps, normal approach speed and power on the landing slightly tail low.
 - Full flaps, power off, stick full aft.
 - No flaps, half power, stick forward.
 - Full flaps, power off, level attitude.
17. Glassy water landings are?
- The easiest type of landing to make.
 - Difficult because of the lack of depth perception.
 - Of concern because the floats encounter a substantial amount of surface friction on contact with the water.
 - B and C only.
18. A glassy water landing technique is:
- Full flaps, power off, land in the center of the waterway.
 - Establish a stabilized approach and set up for a short field landing.
 - Fly the approach parallel to the shoreline to judge height, 20° flap, power on with the nose up attitude with maximum 100 FPM rate of descent. At touchdown apply back pressure and close the throttle.
 - Land using no flaps.
19. When landing in rough water the appropriate technique is?
- No flaps, no power, a flat glide slope and high airspeed.
 - Landing in rough water is impossible because the airplane will flip over.
 - Full flaps, a medium power setting similar to a soft field landing on wheels.

20. Which landing requires the greatest landing distance?
- Normal
 - Rough water
 - Glassy water
 - No flaps
21. Float flying is most hazardous during what conditions?
- Glassy water
 - Rough water
 - River currents
 - At night
22. Night landings on floats are:
- Encouraged to build piloting skill and depth perception.
 - Extremely hazardous and should be avoided where possible.
 - Done when encountered by using the glassy water technique, but be avoided where possible because of severe lack of depth perception.
 - Only recommended if you have at least one operable landing light.
23. Six Mile seaplane traffic should:
- Announce takeoff and taxi movements and landing intentions on 122.8.
 - Announce takeoff and taxi movements and landing intentions on 127.2 (EDF tower).
 - Maintain radio silence.
24. Aircraft landing West at Six Mile should use a:
- Left hand traffic pattern.
 - Right hand traffic pattern.
25. Traffic pattern at Six Mile Lake is:
- 500 feet AGL
 - 500 feet MSL
 - 600 feet AGL
 - 600 feet MSL

FLOAT COMPONENTS



Select the correct answer from Column B and place in Column A. Every number has a name and a name can be used twice. Put these answers on the answer sheet on next page. You must also know these components for the FAA Checkride.

- 26. _____
- 27. _____
- 28. _____
- 29. _____
- 30. _____
- 31. _____
- 32. _____
- 33. _____
- 34. _____
- 35. _____
- 36. _____
- 37. _____
- 38. _____
- 39. _____
- 40. _____
- 41. _____
- 42. _____
- 43. _____
- 44. Front_____
- 45. Back_____

- A. Bumper
- B. Hand Hole Covers
- C. Skeg
- D. Chine
- E. Bow
- F. Sister Keelson
- G. Step
- H. Water Rudder
- I. Deck
- J. Stern
- K. Keel
- L. Mooring Cleat
- M. Bilge Pump Openings
- N. Spray Rail
- O. Bulkheads Dividing Watertight Compartments

USAF AERO CLUB KNOWLEDGE EXAM RECORD

Name: _____

Date Taken: _____

Type Exam: Standardization Instrument Make & Model _____ Recurrency

Initial Solo Solo Cross Country Other: **FLOATPLANE**

Raw Score (%): _____

Date Corrected to 100%: _____

I certify all items were thoroughly debriefed and all questions answered

Pilot's Signature

Instructor's Signature

| | T | F | | | | | | | |
|-----|-----|-----|-----|-----|--|--|-----|--|--|
| 1. | (A) | (B) | (C) | (D) | | | 26. | | |
| 2. | (A) | (B) | (C) | (D) | | | 27. | | |
| 3. | (A) | (B) | (C) | (D) | | | 28. | | |
| 4. | (A) | (B) | (C) | (D) | | | 29. | | |
| 5. | (A) | (B) | (C) | (D) | | | 30. | | |
| 6. | (A) | (B) | (C) | (D) | | | 31. | | |
| 7. | (A) | (B) | (C) | (D) | | | 32. | | |
| 8. | (A) | (B) | (C) | (D) | | | 33. | | |
| 9. | (A) | (B) | (C) | (D) | | | 34. | | |
| 10. | (A) | (B) | (C) | (D) | | | 35. | | |
| 11. | (A) | (B) | (C) | (D) | | | 36. | | |
| 12. | (A) | (B) | (C) | (D) | | | 37. | | |
| 13. | (A) | (B) | (C) | (D) | | | 38. | | |
| 14. | (A) | (B) | (C) | (D) | | | 39. | | |
| 15. | (A) | (B) | (C) | (D) | | | 40. | | |
| 16. | (A) | (B) | (C) | (D) | | | 41. | | |
| 17. | (A) | (B) | (C) | (D) | | | 42. | | |
| 18. | (A) | (B) | (C) | (D) | | | 43. | | |
| 19. | (A) | (B) | (C) | (D) | | | 44. | | |
| 20. | (A) | (B) | (C) | (D) | | | 45. | | |
| 21. | (A) | (B) | (C) | (D) | | | | | |
| 22. | (A) | (B) | (C) | (D) | | | | | |
| 23. | (A) | (B) | (C) | (D) | | | | | |
| 24. | (A) | (B) | (C) | (D) | | | | | |
| 25. | (A) | (B) | (C) | (D) | | | | | |

CLOSED BOOK EXAM

Write the Emergency Action Procedures for the following:

Engine Fire During Start

1. _____
2. _____
3. _____
4. _____
5. _____

Engine Fire In Flight

1. _____
2. _____
3. _____
4. _____
5. _____

Engine Failure In Flight (Cruise)

1. _____
2. _____
3. _____
4. _____
5. _____

Emergency Approach and Landing

1. _____
2. _____
3. _____
4. _____
5. _____

Fill in all the applicable blanks.

1. V_A _____ _____ Lbs
2. V_A _____ _____ Lbs
3. V_A _____ _____ Lbs
4. V_{FE} _____ (First Extension Increment)
5. V_{LO} _____ Retraction (Retractable Gear Aircraft Only)
6. V_{LO} _____ Extension (Retractable Gear Aircraft Only)
7. Best Glide Speed @ Maximum Gross Weight _____