

Pilot Judgment Inventory
Rev_30

Item	Key	Situation	Alternative A	Alternative B	Alternative C	Alternative D
1	B	You are flying an “Angel Flight” with a nurse and non-critical child patient to meet an ambulance at a downtown regional airport. You filed VFR, it is 11:00 P.M. on a clear night when at 60 NM out you notice the ammeter indicating a battery discharge and correctly deduce the alternator has failed. Your best guess is that you have from 15 to 30 minutes of battery power remaining. You decide to:	Declare an emergency, turn off all electrical systems except for 1 NAVCOM and transponder and continue to the Regional Airport as planned.	Declare an emergency and divert to the Planter’s County Airport which is clearly visible at 2 o’clock, 7 NM.	Declare an emergency, turn off all electrical systems except for 1 NAVCOM, instrument panel lights, intercom and transponder and divert to the Southside Business Airport which is 40 NM straight ahead.	Declare an emergency, turn off all electrical systems except for 1 NAVCOM, instrument panel lights, intercom and transponder and divert to Draper Air Force Base which is 10 o’clock at 32 NM.
2	B	You are solo on a late night cross country cruising VFR at 9500 feet with two hours left to your destination when you become very drowsy. You decide to	Direct the cold air vent onto your face, sing, keep moving about, anything you can to keep awake.	Land at an airfield 8 miles ahead, get a motel room and call it a night.	Descend and continue flying at a lower altitude.	Land at the airstrip ahead, walk around, then takeoff and continue.
3	D	In the evening after an exhausting three day business meeting at a downtown hotel, you have loaded your rental airplane at the Downtown Airport and prepare to file your VFR flight plan for the two hour flight home when you discover you left your only pair of reading glasses in the meeting room back at the hotel. You have no problem seeing the panel gages, or distance vision, but can’t read a map or chart. Weather is solid VFR and if you depart within the next 20 minutes you will arrive at your home airport before dark. You decide to:	Depart and fly home.	Call the hotel, if they have your glasses go get them and fly home late this evening.	Call the hotel, if they do not have your glasses, spend the night, have a pair expressed to you and fly home tomorrow.	Call the hotel, if they have your glasses, go get them, spend the night and fly home in the morning.
4	D	You are preparing to enter the VFR traffic pattern at the Regional Airport and hear the tower report winds from	Accept clearance to runway 35 and follow the traffic.	Ask to use runway 27.	Insist on using runway 27 stating that the crosswinds are	Divert to the Southside Business Airport where the

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		280 at 15 knots, and they are vectoring traffic to the primary 8800 ft runways 35. A Piper Cherokee asks to use the 7753 x 150 runway 27. The Cherokee is told the runway is not active, but to you it looks OK. You decide to:			unsafe for you to use runway 35.	runway is almost directly aligned with the wind.
5	A	You as the pilot-in-command (PIC) are going to fly your old instructor pilot to the Planters County Airport so he can pick-up an airplane coming out of maintenance and give it a functional check flight. Both of you arrive at the airport later than you planned and he offers to do part of the preflight. You decide to:	Do the planning, filing and preflight together.	Have him get the weather NOTAMS and file the flight plan while you preflight the airplane.	Have him preflight the airplane while you get the weather, NOTAMS, and file.	Ask him who should do what.
6	D	You are at a small airport with minimal facilities and at the end of your walk around preflight the flaps refuse to retract from 30 degrees. It was a planned three hour flight back home to the Regional Airport. The attendant says he has seen this problem before and it is the limit switch sticking. There is no A&P here but there is an A&P at an airport 35 miles up the road. The attendant says he knows where a switch for this exact model 172 can be quickly picked-up and he could install it. He says he also could reach up through the inspection port and free the switch enough to raise the flaps, but cannot guarantee they will work when airborne. You call the rental agency and get their answering machine - you are on your own. You decide to:	Leave the flaps down and fly to the nearby (35 miles) airport and have an A&P fix the problem.	Have the attendant reset the switch, get the flaps up and fly back to Regional.	Have the attendant change the switch, check it out then fly home and have the rental agency inspect the work.	Wait until the rental agency can fly an A&P in and change the switch.
7	D	You are planning a night cross country down to Florida and winds and weather favor cruising	Let down early and cruise in at a much lower altitude if fuel	Stay at altitude as long as possible before performing an en	Make sure there is a working oxygen system on board in case	Plan to use oxygen for this flight.

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		around 8500 feet MSL. The forecast winds and visibility will enable you to make your destination (solid VFR weather) with a 60 minute fuel reserve in one hop. You decide to:	permits	route descent.	you need it.	
8	C	You are at the College Airport to pick-up three passengers and their baggage and return them to the Regional Airport. Before refueling you add up the weights and find with full fuel (40 Gallons) your load will be 40 pounds over the book's max gross weight. Weather for the 3:00 PM return trip is forecast at 6000' scattered, visibility 10+ and the winds at 5500 feet cruising altitude will net a 10 knot tailwind. Using the Operator's Manual fuel consumption rate and the tailwind you correctly calculate it will take 34 gallons of 100LL to land at Regional with exactly 30 minutes reserve. You will overfly the Justin County Airport and could land for fuel as a backup. You decide to	Load 34 gallons and file a flight plan direct to the Regional Airport	Upload the 40 gallons and file direct to the Regional Airport	Load only 34 gallons and file to the Regional Airport with a stopover at Justin County Airport	Load 34 gallons, do not file and see if the fuel consumption and tailwind hold and decide later what to do.
9	C	You have taken-off from the College Airport and an en route weather check has a late afternoon thunderstorm approaching the Regional Airport from the opposite side of town. It is slow moving and is expected to cross the Regional Airport shortly after your ETA. You check and the fuel consumption and tailwind are holding. You have arrival fuel with a 30 minute reserve. You decide to:	Continue to the Regional Airport and speed up a bit	Land at the Justin County Airport, add fuel and continue to the Regional Airport circling northeast around the thunderstorm	Land at the Justin County Airport and wait until the weather passes	Land at the Justin County Airport, add fuel and continue to the Regional Airport circling southwest around the thunderstorm
10	D	Your friends persuaded you to land at the Justin County Airport. You plan to fill each tank half full to keep the	Takeoff for the Regional Airport circling around the thunderstorm	Wait with the airplane until the weather passes, then fly into the	Leave the passengers and baggage and fly the airplane	Leave the airplane and either get a room in Driskill City

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		weight in the utility category. The thunderstorm remains slow moving, is over the Regional Airport on a path to the Justin County Airport and is growing in size and intensity. It is 6:00 PM, getting dark, the storm can be seen approaching and the attendant is leaving but will give everyone a lift into Driskill City. You decide to:	and coming in behind it.	Regional Airport.	anywhere away from the path of the storm	or call and have someone drive out from the Big City and pick-up all of you
11	B	While en route you want to find out what is going on along the weather pattern you observe ahead. You decide to:	Call an airport tower below and ask.	Call FSS and ask.	Find the ATC frequency, call and ask them.	Identify an airplane ahead and ask for a PIREP
12	A	You have been away for five days and are returning to the Justin County Airport to return the 172 to the friend who loaned it to you and pick up your car. The weather is clear and cold as forecast and a white blanket covers the ground. When you near the Justin County Airport, you notice the runway has not been cleared. You cannot tell how deep the snow is, but the county road is fairly clear except for a small strip of snow down the middle. You decide to:	Divert to the Regional Airport and return the plane another day.	Land, but hold the airplane off the runway until is in a full stall, and keep the nose wheel off the ground as long as possible.	Make a normal landing, but don't touch the brakes unless absolutely necessary	First, do a touch and go to see how deep the snow is keeping your airspeed up and the nose wheel off the ground. If control is no problem, land.
13	D	You just checked in with approach on 124.9 after a long solo cross country before entering ARSA. Listening to traffic being vectored, it becomes apparent the FedEx flights are all returning just ahead of you, and it could be 20 minutes before you land at the Regional Airport where you rented this airplane. The problem is you have to urinate and can't wait the 20 minutes plus taxi time. Your trusty relief bottle is in the pouch behind the front passenger seat. You decide to:	Continue to follow vectors, get out the bottle and use it.	Tell approach of your problem and request landing priority.	Get clearance outside ARSA, find a safe area to loiter and use the bottle.	Divert to the Justin County Airport which you overflew 16 NM back and land.

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14	B	You are on short final at an uncontrolled airfield with one other airplane in the pattern and have not completed your checklist. You decide to:	Check the flap setting and land.	Go around	Check the mixture and land.	Keep your head out of the cockpit and land.
15	D	The early afternoon ramp temperature at the Regional Airport is already 94 degrees and the inside of the airplane is like an oven. You are flying your mother up to your sister's to be with her during surgery this evening. Your mother is afraid the hot airplane will make her airsick, so would you please spend as little time on the ground in the heat as possible. You are parked on the Aircraft Rental and Leasing ramp and see 10 aircraft lining up on the south taxiway for a runway 09 takeoff. Winds are 060/12. You decide to:	Start and follow the traffic to runway 09.	Start and ask for a runway 35 takeoff.	Start and request an intersection takeoff on runway 09.	Delay going to the airplane until traffic has cleared.
16	B	You are at a rancher friend's private airstrip and he asks you to fly him in his 172 to check on his cattle (his foot is in a cast). Weather appears to be around 3000 feet overcast with widely scattered showers within eyesight. You decide to:	Go with what you see.	Telephone the FSS for a briefing.	Call to the local radio station for the forecast.	Ask the rancher what you should do.
17	B	You have stopped for gas at a small airstrip and are loaded with cargo. You can only fuel to 30 gallons in the tanks and keep under the airplane's max gross weight. A 30 gallon load will just enable you to make it home with the required reserve without another fuel stop. You have no calibrated dip stick and have a new attendant to pump the gas for you. You decide to:	Fill it using the gages to read 3/4 full.	Fill it full then have the attendant drain off the difference between the tanks capacity and 30 gallons.	Leave the problem entirely to the attendant.	Use a calibrated stick the attendant has in the office that is from an earlier model 172
18	D	You have planned a four plus hour cross country and the weather could easily force you into rather undesirable	Select the route with which you feel the most comfortable and	Tell the forecaster your departure point, destination and	Give the forecaster three routes and have him give you the	Delay the flight until you get VFR weather over the primary

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		routes which would take you over rough and desolate country. To match the best weather and route combination, you decide to:	have the weather forecaster give you the forecast and if VFR is not recommended, repeat this process until you have a VFR route.	have him select the best route.	weather for each then you decide.	route.
19	D	You are flying your boss from the Regional Airport to Planter's County to appear as a witness before the Grand Jury. As you stop into the wind for your engine run up, your boss opens his door, leans out and vomits. When finished, he closes the door and says "Let's go." You have no airsick bags on board. You decide to:	Takeoff and fly as planned to Planter's County and find some suitable airsick bags for the return trip.	Taxi back to the FBO, pick up some airsick bags and go.	Tell the boss you will not fly until he assures you he is well enough to make the flight.	Cancel the flight and taxi back.
20	B	You have paid for and been planning this flight to the Lodge Resort at the Lake for six months. The weather is forecast good VFR with a summer haze under 3000 feet and broken scattered clouds along the route of flight. The only problem is you know you have a minor summer cold. You can clear your ears and only feel a little achy with no headache. You decide to:	Take the minimal dosage of cold tablets and go.	Cancel the flight	Call your doctor and ask for a prescription for medication.	Stick a menthol inhaler in your pocket, take no other medication and go.
21	D	You are 20 NM outbound from Regional Airport flying solo to deliver two coolers of medical serum to an American Red Cross field team when departure control calls advising that someone reported a right wheel pant was found off the departure end of the runway and it looks like it may have separated from a 172 and is painted a white similar to the color of your airplane. You neither heard nor felt anything unusual on takeoff and both brake pedals feel	Thank them for the call and ask it be delivered to Aircraft Rental and Leasing and continue your departure.	Unfasten your seatbelt, slide over to the right seat and confirm if it is yours.	Request clearance to return and request a fly-by the tower and have them determine if it is yours.	Request clearance to return and land to inspect the airplane.

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		normal when you apply them. You decide to				
22	B	You need to depart the Planter's County Airport at 6:00 AM for a one hour flight to return the rented aircraft to the Regional Airport before 7:00 AM. You slide the left seat back to climb in and start the preflight when the seat comes off of the slide tracks. You get the feet back on the track and they seem to hold. You notice that two screws that hold a keeper on the back of the track are missing and find one under the back seat. The local mechanic will not arrive for two or three hours. You decide to:	Borrow a screwdriver, put in the screw and fly as is having the rental firm checked or fix the seat back at the Regional Airport.	Wait until the mechanic arrives and have him fix the seat, then fly home.	Skip the repairs and fly the trip home from the right seat.	Go find a phone, call Aircraft Rental and Leasing and request guidance on what to do.
23	B	You have taken off solo from the Regional Airport for a 45 minute flight to the Planters County Airport and have leveled at 3500 feet when you hear a banging start on the right side of the airplane. Everything checks OK so you call the FBO and ask for advice. After a short period they ask you to find both ends of the right seat belt. You can only find one. You decide to:	Reach over, open the right door, pull in the seatbelt and close the door.	Return to the Regional Airport, land and pull in the seat belt.	Continue and find an airspeed where the banging stops and continue to destination.	Find the closest airport out of ARSA, land and pull in the seatbelt
24	C	You arrive at the rental airplane where the attendant (whom you know is a commercial pilot) says it is gassed to the top, preflighted and ready to start. He will stay and help until you leave the parking ramp. You decide to:	Thank him, check the fuel tanks, oil , then climb in and start.	Scan the airplane for any obvious errors, climb in the plane, and check the fuel gages. If they show full, begin your preflight at engine start.	Take out your checklist and do a complete preflight.	Do a fast walk around especially checking the fuel tanks and caps, oil stick and all doors closed.
25	C	You are cruising at 2500 feet on a beautiful clear day 10 miles out enroute to the Planters County Airport with your best friend then he/she asks "What do you do if the engine quits?" You decide to:	Pull the mixture and show how the engine can be restarted	Pull on the carb heat, bring the throttle to idle and demonstrate a forced landing to a low approach	Tell your friend about what you would do.	Wait until you are over the uncontrolled airfield and demo a forced landing to a full stop.
26	B	You are planning a cross country which will require a	The amenities (restrooms, food	The pilot support facilities (FSS	The size of the airport and its	The cost of the fuel or the

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		fuel stop. In what order would you consider the following factors in selecting the airport at which to stop	service, loaner car, etc.)	access, weather station, etc.)	congestion (those factors that make for slow fuel stops).	method for payment
27	B	Three of your closest friends have bought you a choice ticket and are paying for you to rent this airplane and fly the four of you the 180 miles up to the university in the morning for the "BIG" early afternoon football game, then back in the early evening. Another friend will meet you at the college airport and drive all of you to the game and back. Departure weather was overcast 3000 ft ceiling with 5 miles and light haze with temperatures in the 60s. Pilots flying the same route reported enroute weather as occasional 1500 ft ceilings with 3 miles visibility and scattered showers. The College Airport is clear with bright sunshine. Forty-five miles from the College Airport you have descended to 1000 feet staying just below the ceilings and encounter rain dropping visibility to under 3 miles. The terrain is flat farmland with no published obstacles above 250 ft tall. You decide to:	Remain under the clouds, keep visual contact with the ground and scoot through	Do a 180 and return home.	Divert to the Madison County Airport located at 7 o'clock 50 NM and wait for the worst weather to pass.	Put it to a vote.
28	D	You are halfway in a two hour late evening flight from the Regional Airport cruising at 4500 feet over a route with an MEA of 1500 feet. The weather has been clear as forecast when without any warning you find yourself in a cloud. You decide to:	Continue straight ahead for a while and see what happens	Make a 180 degree level turn and get out.	Start a wings level shallow descent to get under it.	Start a wings level climb to get on top.
29	D	The enroute weather briefing for the three hour cross country was for scattered thunderstorms along the route of flight, and sure enough there is a cluster of cells developing dead ahead	Proceed looking for a route around or through the rain shafts which will allow you to remain VFR	Fly upwind of any cloud build ups and stay VFR.	If the downwind route around dark cells is the only clear way, keep at least 20 miles from the closest cell	Find an airport below in VMC, land, and wait until the thunderstorms pass and the route is clear.

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		on your route of flight. Other clusters have sprung up on each side of you, and behind all close to 20 miles away. You decide to				
30	D	It had rained all day, but the front pushed south of you and cleared the skies. You are out with two friends on a sight seeing trip to the hills 40 miles away and plan to be back before dark. With sunset still an hour away you notice ground fog beginning to form. You decide to:	Apply full power and race back to the home airport	Call Flight Watch and cruise back home.	Call on your home airfield's CATF to see if anyone is there and can tell you what the weather is doing	Go directly to an airport you know is closer than your home airport, land and find out what the weather is doing.

