



PRE-COURSE QUIZ
MISSION CREW TRAINING
(INCORPORATING CREW RESOURCE MANAGEMENT/HUMAN FACTORS
AND WORKING SAFELY AROUND AIRCRAFT)

IPAS MISSION CREW QUIZ

Instructions:

1. Log on to YouTube and subscribe to the IPAS YouTube channel.
https://www.youtube.com/c/IPAS_Australia ([Click here](#))
2. Watch the two videos listed and answer the questions below. Tick the box that is the correct answer. (Tip: Read the questions first... then watch the videos)
3. Email the completed form to Conway: conway@ipas.com.au
3. Feel free to watch some of the other videos if you're interested.
4. Don't forget to subscribe so you can be notified when new videos are uploaded. As training is done, various videos are created and put online. You may see yourself or a few of your colleagues there!

VIDEO #1

Watch the video entitled: *IPAS Mission Crew Course Wagga* (3:14 in length, uploaded Mar 6 2019) and answer the following questions by placing an 'tick' in the box next to the correct answer.

Please Insert Your Name here:

1. When you are approaching to land (or at any time for that matter), when should you unstrap your harness?

- a. Don't unstrap until told to do so by the pilot.....
- b. Don't unstrap until you are told you're no higher than 1m off the ground.....
- c. Don't unstrap until told to do so by the Mission Commander.....
- d. Don't unstrap at all.....

2. Why should you buckle up your harness before leaving the aircraft?

- a. It's good airmanship.....
- b. It ensures that no loose straps or buckles are hanging outside the aircraft when the door is closed.....
- c. Loose buckles can damage the aircraft.....
- d. All of the above.....



3. What is a good idea to secure a loose intercom lead when you are working near an aircraft?

- a. Disconnect the lead from the helmet altogether.....
- b. Wrap the lead around your neck so it doesn't get damaged.....
- c. Tuck the end of the lead into a pocket so it doesn't flail around.....
- d. The lead stays in the aircraft so this isn't a problem.....

4. If you are supervising others, why is it a good idea to stand between them and the tail rotor (at a safe distance from it, of course)?

- a. It's not. The tail rotor is a danger area regardless of how far away you are.....
- b. You are forming a type of barrier between you and the tail rotor.....
- c. It helps if they cannot see the tail rotor so you are trying to block their view....
- d. No one should ever go anywhere near the tail of a helicopter.....

5. When you are waiting close to a helicopter (eg you're about to leave the rotor disc or you're waiting to board, etc), where should you wait?

- a. Next to the door that you're about to use to board or you've just used to exit...
- b. Between the skids, below the nose of the helicopter.....
- c. Near the front of, and close to, the aircraft within the pilot's field of view.....
- d. Just near the rotor tip path.....

VIDEO #2

Watch the video entitled: *The IPAS Mission Crew Course Navigation and Teamwork Training Flight red* (16:25 in length, uploaded Jul 9, 2019) and answer the following questions by placing an 'tick' in the box next to the correct answer.

6. On day one, trainees are given navigation routes to plan and they learn about what other things?

- a. Human Factors, Crew Resource Management.
- b. Risk Management, Aviation Teamwork.....
- c. Hazards of Low Flying, Architecture of power lines.....
- d. All of the above.....

7. After finding the target (in the video it's target no 2), what instructions does the team give to the pilot?

- a. Distance and the location of home base.....
- b. Heading and time of flight (based on 60 knots ground speed).....
- c. Heading and airspeed.....
- d. Speed required and the next radio frequency.....



8. Who is the person wearing a red flying suit and hi viz vest standing outside the aircraft and what is his/her role?

- a. It's Conway and he's acting as videographer.....
- b. It's Chris from DPI and he's acting as Safety Officer.....
- c. It's Conway and he's acting as Safety Officer.....
- d. It's the pilot getting ready to board.....

9. When the mission commander (Toni) gives her brief to the pilot, what altitude restriction does she give him? (TIP: Read the subtitles if you're not sure)

- a. (No lower than) 500 feet above ground level.....
- b. (No lower than) 500 feet above the highest obstacle.....
- c. (No lower than) 500 feet above sea level.....
- d. (No lower than) 500 metres above the highest obstacle.....

10. The RH OBS (time-keeper) tells the pilot how long he has to fly at 60 knots ground speed and the Mission Commander confirms the heading to fly to reach waypoint 2. How long do they have to fly for and on what heading?

- a. 5 minutes and 6 seconds on a heading of 194 degrees magnetic.....
- b. 5 minutes and 26 seconds on a heading of 194 degrees magnetic.....
- c. 5 minutes and 6 seconds on a heading of 194 degrees true.....
- d. 5 minutes and 26 seconds on a heading of 194 degrees true.....

11. What should Mission Crew do when they hear a radio transmission on the aviation frequency?

- a. Write down what is said in case the pilot hadn't heard it.....
- b. Listen and repeat it to the pilot in case he hadn't heard it.....
- c. Keep quiet so the pilot can hear it.....
- d. Speak louder so you can be heard over the transmission.....

12. How much experience did the Left Hand Observer have prior to this mission?

- a. 20 hours.....
- b. 32 hours.....
- c. 165 hours.....
- d. 0 hours.....

13. When the team found the waypoint (the green roofed shed), what did



the LH OBS (the guy with the camera) do?

- a. He tried to take a photo but his camera didn't work.....
- b. He took a photo of the terrain surrounding their flightpath.....
- c. He took a selfie because that was the first time in a helicopter for him.....
- d. He took a photo, then texted the base that they had reached the waypoint....

14. At timestamp 12:20, there is a shot of the satellite tracking website called Tracplus. On it are the tracks that the aircraft has flown. There is a little helicopter icon showing the viewer exactly where the aircraft was within the last two minutes. What does the identification label say right next to the icon?

- a. FB239 VH-ONA Fleet.....
- b. FB233 VH-ONR Fleet Helicopters.....
- c. FB233 VH-ONR Fleet.....
- d. FB233 VH-ONO Fleet Helicopters.....

15. Every member of the crew is responsible for looking for, and informing other crew members, of the presence of obstacles. Between timestamps 12:00 and 13:00, the Mission Commander (Toni) spots some transmission lines. Where are they?

- a. Slightly left at 10 o'clock.....
- b. Slightly left 11 o'clock.....
- c. Directly in front at 12 o'clock.....
- d. Slightly right at 1 o'clock.....

16. The pilot has trouble trying to contact Tamworth Air Traffic Control on the Very High Frequency (VHF) radio, so he tries an alternate means to contact them. What does he use?

- a. High Frequency Radio (HF Radio).....
- b. Bluetooth phone.....
- c. Carrier Pigeon.....
- d. GRN (Government Radio Network) channels.....

17. Choose one of the following comments that apply to this video.

- a. Your narration was fantastic, Conway. Better than Morgan Freeman!.....
- b. Your editing was fantastic, Conway. Better than Dean Semler, ASC.....
- c. Your direction and production was fantastic, Conway, better than Spielberg..
- d. You're the best, Conway! You deserve an Academy Award.....