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- \_\_\_\_\_ (beginning/ending) meter reading to determine the total amount of gallons delivered.
13. The recording of fuel and other services onto the refueler truck sheet and the service order ticket requires that your handwriting is \_\_\_\_\_ and records are \_\_\_\_\_.
  14. When replacing the “grip” type fuel filler cap, the grip must be positioned \_\_\_\_\_ to the air flow.
  15. \_\_\_\_\_ (True or False) Replacing the “pop-up tab” type fuel filler cap requires that the tab be positioned aft when secured onto the aircraft.
  16. \_\_\_\_\_ (True or False) If it is windy, or if there are jet engines running in the area, you should lay a step ladder on the ground when first positioning it near an aircraft.
  17. A ladder should never be positioned \_\_\_\_\_ a wing’s surface during refueling.
  18. A minimum of \_\_\_\_\_ feet must be maintained between the aircraft and the refueling vehicle.
  19. \_\_\_\_\_ (True or False) The refuel hose should be pulled outward and near the farthest tank to be serviced.
  20. \_\_\_\_\_ Refueling nozzles should never be inserted more than:
    - a. 3 inches into any fuel tank
    - b. 4 inches into any fuel tank
    - c. 6 inches into any fuel tank
  21. \_\_\_\_\_ (True or False) It is permissible to lay the nozzle and/or hose against the leading edge of the wing during the refueling operation.
  22. \_\_\_\_\_ (True or False) It is permissible to refuel aircraft when it is raining heavily.
  23. \_\_\_\_\_ (True or False) When refueling an aircraft, you must never leave an open fuel tank unattended.
  24. Refuel nozzles must never be \_\_\_\_\_ or \_\_\_\_\_ on the ground when rewinding the hose.
  25. On some aircraft the location of the oil \_\_\_\_\_ is different from the oil filler location.
  26. \_\_\_\_\_ Oil servicing requires that you first check the present level of oil in the engine. To properly complete this check you must;
    - a. Pull out the dipstick, wipe it clean and determine the present quantity
    - b. Pull out the dipstick and determine the present quantity
    - c. Pull out the dipstick, wipe it clean, reinsert the dipstick, pull it out, and determine the present quantity.
  27. The bonding cable must remain on the aircraft \_\_\_\_\_ (prior to/after) opening any fuel filler caps and \_\_\_\_\_ (prior/after) all fuel filler caps are closed.
  28. \_\_\_\_\_ Multi-engine aircraft are typically more complex to service because of:
    - a. additional oil filler locations
    - b. additional fuel filler locations
    - c. both a and b
  29. \_\_\_\_\_ (True or False) Left and right is always from the pilots point of view.
  30. Aircraft fuel tanks are designated as either main tanks, which are the \_\_\_\_\_ fuel supply for the engines, or as auxiliary fuel tanks which are for \_\_\_\_\_ flight operations.
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***PISTON HELICOPTER SAFETY REVIEW***

31. The four rules for working around helicopters are:

- a. Never walk \_\_\_\_\_ a helicopter;
- b. Be aware of the \_\_\_\_\_ rotor;
- c. Always stay within the \_\_\_\_\_ field of vision; and
- d. Always position the refueler outside the circle of \_\_\_\_\_ rotation.

32. \_\_\_\_\_ (True or False) Hot or “rapid refueling”, a term which indicates that the engine is running and the rotor blades are turning, is extremely dangerous and is not recommended.

33. Always touch the refueling nozzle to the \_\_\_\_\_ \_\_\_\_\_ prior to opening the fuel tank.

***Instructor/Student Test Acknowledgment***

I have carefully reviewed each question and answer with the student regarding the material presented in this module. All items were discussed and answered to the satisfaction of the student and instructor.

_____	_____
Instructor	Date
_____	_____
Student	Date