

UNITED STATES AIR FORCE



ENLISTED PILOT QUALIFYING TEST (EPQT) INFORMATION PAMPHLET

July, 2016

EPQT Information Pamphlet

Introduction

The Enlisted Pilot Qualifying Test (EPQT) is used to select enlisted candidates for Remotely Piloted Aircraft (RPA) training programs. Scores on four aptitude and knowledge subtests are combined to generate an EPQT composite score. These subtests measure quantitative ability, the ability to determine aircraft attitude from instruments, knowledge of aeronautical concepts, and perceptual speed.

The EPQT Composite is used in combination with the Test of Basic Aviation Skills (TBAS) and flying hours to determine your overall Pilot Candidate Selection Method (PCSM) score.

TABLE 1. CONSTRUCTION OF EPQT COMPOSITE

Subtest	Items
Math Knowledge	25
Instrument Comprehension	20
Table Reading	40
Aviation Information	20

TABLE 2. TESTING SCHEDULE

	Administration Time (In Minutes)	Testing Time (In Minutes)	Total Time (In Minutes)
<i>Pretest Activities</i>	10		10
Math Knowledge	1	22	23
Instrument Comprehension	3	6	9
Table Reading	2	5	7
Aviation Information	1	8	9
Self-Description Inventory	1	40	41
Collection of Materials	2		2
TOTAL TIME REQUIRED	20 Minutes	81 Minutes	101 Minutes

What to Expect

When you arrive for test administration, you will be given complete and specific instructions on how to take the test. The number of questions in each of the subtests and the time you will be given to complete each subtest will vary from subtest to subtest. On many of the subtests, you will likely have more than enough time to answer all the questions. On some subtests, however, you may not finish. Don't worry if this happens, since many people do not finish these subtests. Just work as quickly and accurately as you can.

All of the subtests have multiple-choice questions with four or five possible answers. Except for the Self-Description Inventory, each question has only one correct or best answer. If you are not sure of the answer to a question, make a selection anyway, even if you have to guess. Your score on the EPQT will be based on the number of correct answers you select. You will not lose points or be penalized for guessing.

All EQPT subtests will be computer administered. Scratch paper will be provided for you to use when you need to do any calculations. Before you take some of the subtests, you will have the opportunity to answer some practice questions to be sure that you understand what you are to do on the test.

It is important that you get a good night's rest before taking the test. You will be asked before you take the test if you are physically able to take the EPQT. If you do not feel that you are able to take the test at that time, inform the test administrator and you will be scheduled to take the EPQT at a later date. Be relaxed, follow instructions, read each question carefully, and do the best you can.

How to Use This Pamphlet

This pamphlet is designed to familiarize you with examples of the types of questions you will find on each EPQT subtest. This pamphlet will not help you “study” for the EPQT. In fact, because the EPQT is a test of your general knowledge in a large number of subject areas, there is no “best way” to study for it. The format and style of the questions in this pamphlet are very similar to that of the actual test, although most items in the EPQT will prove to be more difficult. Taking these practice questions will give you an idea of what the real test will be like.

For each question, be sure to pick the best one of the possible answers listed. When you have decided which one of the choices is the best answer, write it on a separate piece of paper. The correct answers to the sample questions in this pamphlet are in the last page of this pamphlet (Table 3).

Math Knowledge

DIRECTIONS: This part of the test measures your knowledge of mathematical terms and principles. Each problem is followed by five possible answers. You are to decide which one of the five choices is correct.

1. $\frac{17}{20} + \frac{6}{100} + \frac{15}{50}$ is equal to

- 1-A $\frac{43}{50}$
- 1-B $\frac{111}{100}$
- 1-C $\frac{121}{100}$
- 1-D $\frac{83}{50}$
- 1-E $\frac{289}{25}$

2. If $5v - u = -2$ and $-v + 9u = 18$, then the simultaneous solution of the given equation is:

- 2-A $u = 3, v = 9$
- 2-B $u = 2, v = 0$
- 2-C $u = 1, v = -9$
- 2-D $u = -2, v = -36$
- 2-E $u = 3, v = -15$

3. Which of the following statements is false? A triangle can have

- 3-A three equal angles.
- 3-B one obtuse angle.
- 3-C three equal sides.
- 3-D two right angles.
- 3-E three acute angles.

4. The value $-1/9\sqrt{81}$ is equal to

- 4-A 0
- 4-B -1
- 4-C 1
- 4-D 9
- 4-E -9

5. The factors of $30x^2 - 30$ are

- 5-A $(5x - 6), (6x + 5)$
- 5-B $(15x + 5), (2x - 6)$
- 5-C $(5x - 6), (6x - 5)$
- 5-D $(30x - 5), (x + 6)$
- 5-E $(5x + 5), (6x - 6)$

Table Reading

DIRECTIONS: This part of the test measures your ability to read a table quickly and accurately. Look at the table below. Notice that the X values appear at the top of the table and the Y values are shown on the left side of the table. The X values are the column values. The Y values are the row values. For each test question, you are given an X and a Y value. Your task will be to find the block where the column and row intersect, note the number that appears there, and then find this number among the five answer options.

X VALUE

		-3	-2	-1	0	+1	+2	+3
+3		25	26	28	30	31	32	33
+2		26	28	30	32	33	34	35
+1		27	29	31	33	35	36	37
0	Y VALUE	29	30	32	34	36	37	38
-1		30	32	33	35	37	38	40
-2		31	33	34	36	38	39	41
-3		32	34	35	37	39	40	42

	X	Y	A	B	C	D	E
1.	+1	+2	35	36	30	33	34
2.	0	-3	29	37	39	30	36
3.	-2	+3	26	32	34	28	40
4.	-1	0	33	30	35	36	32
5.	+3	-1	41	27	40	38	39

Instrument Comprehension

DIRECTIONS: This part of the test measures your ability to determine the position of an airplane in flight from reading instruments showing its compass heading, amount of climb or dive, and degree of bank to right or left. In each problem the left-hand dial is labeled ARTIFICIAL HORIZON. On the face of the dial, the small aircraft fuselage silhouette remains stationary, while the positions of the heavy black line and the black pointer vary with changes in the position of the airplane in which the instrument is located.

The heavy black line represents the HORIZON LINE. The black pointer shows the degree of BANK to the right or left.

If the airplane is neither climbing nor diving, the horizon line is directly on the fuselage silhouette, as in dial 1 below.

If the airplane is climbing, the fuselage silhouette is seen between the horizon line and the pointer, as in dial 2 below. The greater the amount of climb, the greater the distance between the horizon line and the fuselage silhouette.

If the airplane is diving, the horizon line is seen between the fuselage silhouette and the pointer, as in dial 3 below. The greater the amount of dive, the greater the distance between the horizon line and the fuselage silhouette.



Dial 1

Dial 2

Dial 3

If the airplane has no bank, the black pointer is seen to point to zero, as in dial 1 above.

If the airplane is banked to the pilot's right, the pointer is seen to the left of zero, as in dial 2 above.

If the airplane is banked to the pilot's left, the pointer is seen to the right of zero, as in dial 3 above.

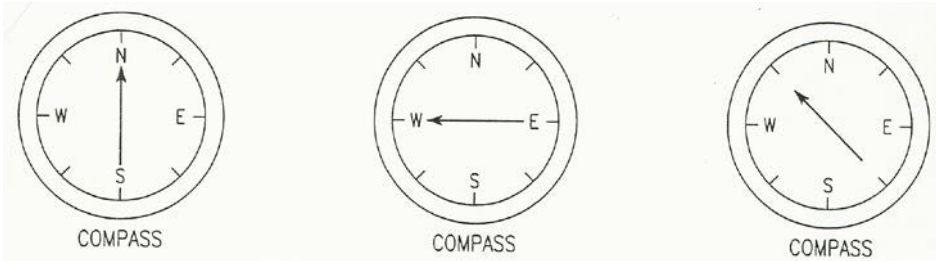
The HORIZON LINE tilts as the aircraft is banked and is always at right angles to the pointer.

Dial 1 above shows an airplane neither climbing nor diving, with no bank.

Dial 2 above shows an airplane climbing and banked 45° to the pilot's right.

Dial 3 above shows an airplane diving and banked 45° to the pilot's left.

In each problem the right-hand dial is labeled COMPASS. On this dial, the arrow shows the compass direction in which the airplane is headed. Dial 4 shows the airplane headed north, dial 5 shows it headed west, and dial 6 shows it headed northwest.

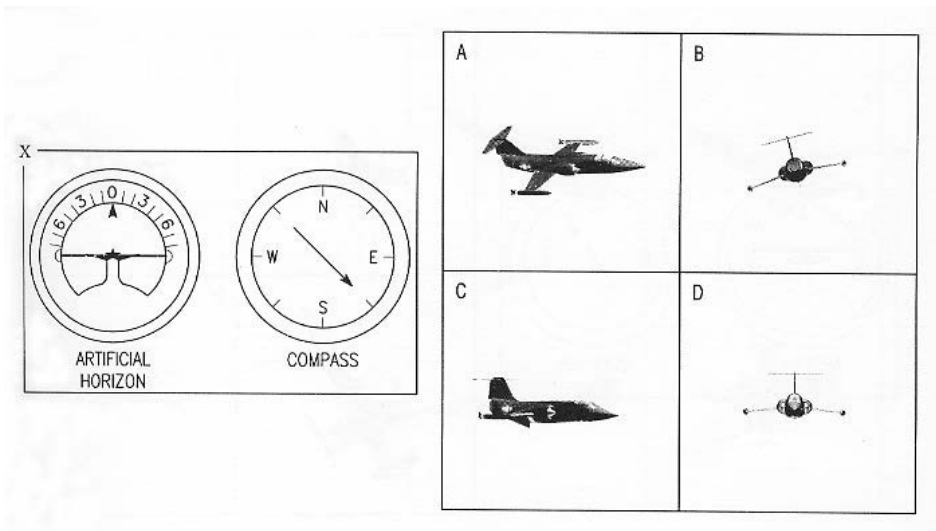


Dial 4

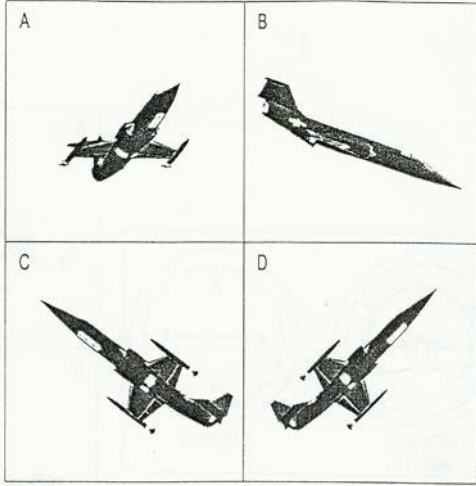
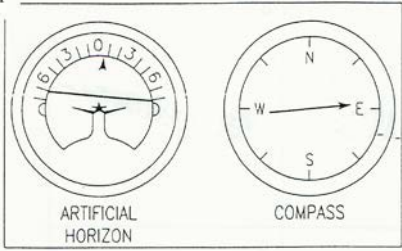
Dial 5

Dial 6

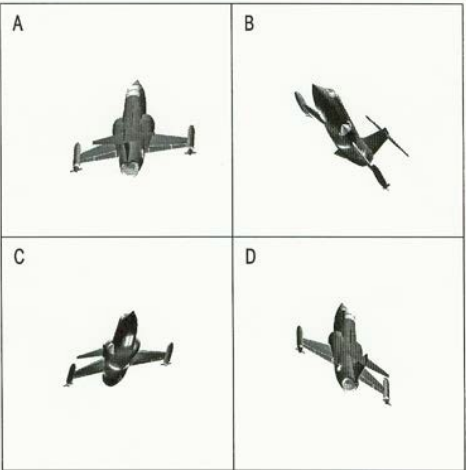
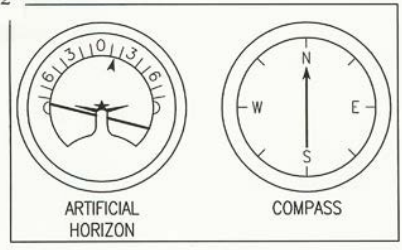
Each problem consists of two dials and four silhouettes of airplanes in flight. Your task is to determine which one of the four airplanes is MOST NEARLY in the position indicated by the two dials. YOU ARE ALWAYS LOOKING NORTH AT THE SAME ALTITUDE AS EACH OF THE FOUR AIRPLANES. EAST IS ALWAYS TO YOUR RIGHT AS YOU LOOK AT THE PAGE. In sample question X, the dial labeled ARTIFICIAL HORIZON shows that the airplane is NOT banked, and is neither climbing nor diving. The COMPASS shows that it is headed southeast. The only one of the four airplane silhouettes that meets these specifications is in the box lettered C; so, the answer to sample question X is C. Note that B is a rear view, whereas D is a front view. Note also that A is banked to the right and that B is banked to the left.



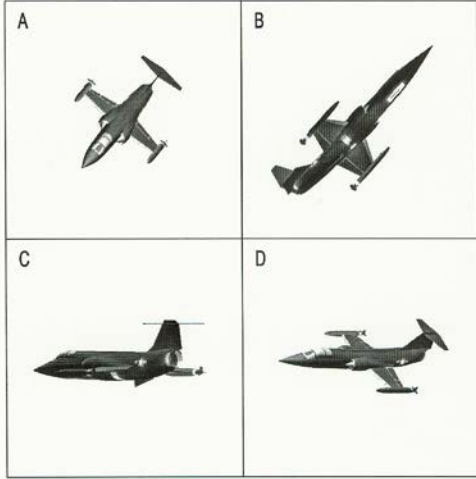
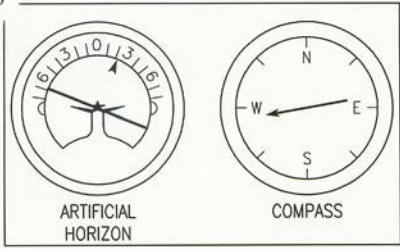
1



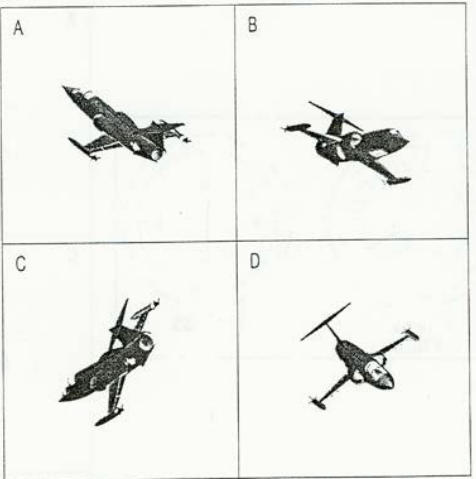
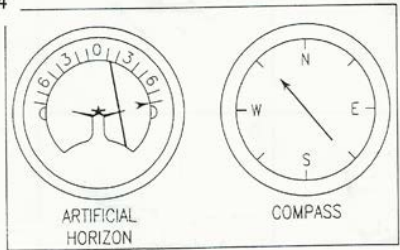
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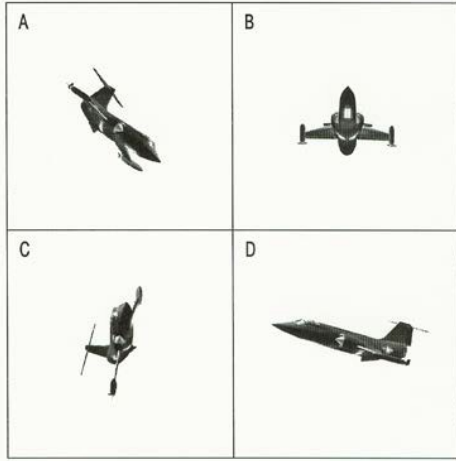
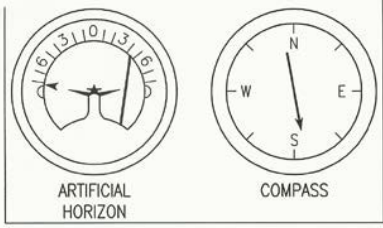
3



4



5



Aviation Information

DIRECTIONS: This part of the test measures your knowledge of aviation. Each of the questions or incomplete statements is followed by five choices. You are to decide which one of the choices best answers the question or completes the statement.

1. The rearward retarding force of airplane drag is opposed by
 - 1-A weight.
 - 1-B lift.
 - 1-C thrust.
 - 1-D tension.
 - 1-E compression.

2. The cowling is located
 - 2-A on the landing gear.
 - 2-B around the engine.
 - 2-C close to the tail.
 - 2-D on the wing.
 - 2-E inside the fuselage.

3. Airport taxiways are identified at night by omnidirectional edge lights. What color are the lights?
 - 3-A white
 - 3-B amber
 - 3-C alternate red and green
 - 3-D green
 - 3-E blue

4. If the aircraft ammeter is indicating a minus value, this means the
 - 4-A generator or alternator output is inadequate.
 - 4-B electrical system is functioning normally.
 - 4-C battery should be turned off.
 - 4-D battery is adequately charged.
 - 4-E battery requires water.

5. The angle formed by the chord of an airfoil and the direction of the relative wind is called the
 - 5-A angle of incidence.
 - 5-B angle of attack.
 - 5-C stall angle of the wing.
 - 5-D pitch angle.
 - 5-E critical angle of attack.

Self-Description Inventory

DIRECTIONS: This inventory records your personal style and attitudes. There are no *right* or *wrong* answers – the goal is to record your first impressions and identify Air Force jobs where people who respond like you find the work satisfying. The inventory consists of a list of statements. Read each statement and, based on your first impression, record how well each one describes you.

Look at the sample statement below:

S1. I enjoy reading poetry.

Indicate your agreement with the statement using the scale below.

A	B	C	D	E
Strongly Disagree	Moderately Disagree	Neither Agree nor Disagree	Moderately Agree	Strongly Agree

If you strongly agree that the statement describes you, select response E on the scale. If you strongly disagree, select response A on the scale. You would select B, C, or D to indicate other levels of agreement.

You should work quickly and reply to all statements. Give your first impression about how well each statement describes you. Don't spend a long time deciding what your answer should be. Answer all statements, even if you're not sure of your answer.

The 10 statements below are representative of the types of statements in the inventory.

1. I always try to finish what I start.
2. I generally get along well with most people.
3. I get nervous if I have to speak in public.
4. People often get upset with me for now showing up on time.
5. I like to listen to many different kinds of music.
6. Usually I let my work goals take priority over my personal interests.
7. I am not comfortable supervising others.
8. I am pleased when friends drop in to see me.
9. I don't like to be involved in group activities.
10. I have higher work standards than do most people.

Table 3. ANSWERS TO SAMPLE QUESTIONS

Math Knowledge

1. C
2. B
3. D
4. B
5. E

Table Reading

1. D
2. B
3. A
4. E
5. C

Instrument Comprehension

1. B
2. A
3. D
4. C
5. C

Aviation Information

1. C
2. B
3. E
4. A
5. B

Self-Description Inventory

Note. There are no right or wrong answers for these items.
