

3) The correct answer is C. This, like the first question, is a situation we started using towards the end of my tour there in an effort to increase difficulty of tests. The colonels loved these types of "status tracking" overload questions because it was "real world" (except the glaring lack of being able to interact with the console and see and hear the status occur). In this type of question, the trick comes from having multiple checklists "open" at once. What this means is, when I tell a crewmember that a site has maintenance ongoing, in a perfect world, he should open the checklist and run the checklist to catch back up to the question. In the question above, the crew would run LF Activities in the T.O. to step 2, LF Entry in the Security Regulation completely and then re-enter LF Activities and go to Step 12. If you didn't do it in the exact order, there was a chance you could miss an important note or caution that would hook you later in the question. So, we would have you open a series of checklists and then drop the status on you. In this question, a MOSR X is a leak of the hypergolic fluids in the post-boost stage of the missile. Inhaled, this is almost instantly fatal. An experienced crewmember would recognize this fatal fault, go to LF Contingencies and immediately evacuate the LF. Young deputies who haven't had the experience to see these tricks might go to LF Faults first to see what it is or look up in the technical description to see what a MOSR X meant. In this case, they could remember that MOSR X was an emergency and choose Option D. Another popular trick here is take the LF offline in the status part of the question. The crewmember would have to remember and know that the SIN line (the hardened direct line that connects my phone to LF phone) would not ring since power had been removed. You'd have to contact the team through the radio or through the FSC. Of course, we'd give them the option to contact them through the SIN line and hope to trick them that way.

