



## **Test in English for Maintenance Licenses**

(Last Update: January 2015)

**Subject : ENGLISH FOR MAINTENANCE LICENSES.**  
**Number of Questions : 300**

- 1.- **WHAT DOES THE AIR FLOW PRODUCE OVER ANY AERODYNAMIC SURFACE? (19030) REF.: AC 65-15A, PAGE 64.**
- A.- PRODUCES AN INCREASE IN VELOCITY AND TEMPERATURE.
  - B.- PRODUCES A REDUCTION IN VELOCITY AND TEMPERATURE.
  - C.- PRODUCES CERTAIN REDUCTION IN VELOCITY WITH CORRESPONDING INCREASES IN TEMPERATURE.
  - D.- PRODUCES CERTAIN INCREASES IN VELOCITY WITH CORRESPONDING REDUCTION IN TEMPERATURE.
- 2.- **HOW MANY GENERAL TYPES OF EXHAUST SYSTEMS IN USE ON RECIPROCATING AIRCRAFT ENGINES ARE THERE? (19299) REF.: AC 12A, PAGE 96.**
- A.- FOUR.
  - B.- TWO.
  - C.- ONLY ONE.
  - D.- THE TYPES OF EXHAUST SYSTEMS DEPEND OF ENGINE MANUFACTURER.

- 3.- **IN MOST CASES, WHAT LOADS ARE DESIRABLE FOR STRUCTURAL MEMBERS TO CARRY ON? (18839) REF.: AC 65-15A, PAGE 25.**
- A.- END LOADS RATHER THAN SIDE LOADS.
  - B.- SIDE LOADS RATHER THAN END LOADS.
  - C.- AERODYNAMIC LOADS RATHER THAN STRUCTURAL LOADS.
  - D.- STRESS LOADS RATHER THAN STRENGTH LOADS.
- 4.- **WHERE ARE MOST FLAPS HINGED? (19284) REF.: AC 65-15A, PAGE 21.**
- A.- OVER SPECIAL PYLON.
  - B.- TO THE MIDDLE SECTION OF THE WINGS.
  - C.- TO THE LOWER TRAILING EDGES OF THE WINGS.
  - D.- TO THE UPPER TRAILING EDGES OF THE WINGS.
- 5.- **WHICH ARE THE MOST COMMON SYNTHETIC FIBERS USED IN AIRCRAFT? (18843) REF.: AC 65-15A, PAGE 85.**
- A.- NYLON, ORLON AND DACRON.
  - B.- NYLON, COTTON AND LINEN.
  - C.- FABRIC, WARP AND PLY.
  - D.- WOOF, WOVEN AND FILLING.
- 6.- **WHAT IS PROVIDED AT MANY PITOT-STATIC TUBES IN ORDER TO PREVENT ICING DURING FLIGHT? (19273) REF.: AC 65-15A, PAGE 475.**
- A.- CHEMICAL HEATING ELEMENTS.
  - B.- AERODYNAMIC HEATING ELEMENTS.
  - C.- HOT AIR HEATING ELEMENTS.
  - D.- ELECTRICAL HEATING ELEMENTS.

- 7.- **HOW MANY FACTORS DETERMINE THE AMOUNT OF LIFT AVAILABLE IN HELICOPTER OPERATION? (19025) REF.: AC 65-15A, PAGE 56.**  
A.- FEW FACTORS.  
B.- ONE FACTOR.  
C.- MANY FACTORS.  
D.- SOME FACTORS.
- 8.- **WHAT WILL THE AVIATION MECHANIC NEED THE MATHEMATICS TOOLS FOR? (18646) REF.: FAA-H-8083-30, PAGE 1-1.**  
A.- TO SEE, WASH, AND DISPATCH THE AIRPLANE.  
B.- TO WORK, TEST AND CHECK THE AIRPLANES.  
C.- TO REPAIR, MAINTAIN AND CERTIFY AIRPLANES.  
D.- TO CONTROL, DISPATCH AND PARK THE AIRPLANES.
- 9.- **WHAT OLD MATERIAL IS STILL IN USE TODAY TO COVER DIFFERENT AIRCRAFT PARTS? (18844) REF.: AC 65-15A, PAGE 85.**  
A.- WOOD.  
B.- FABRIC.  
C.- PLASTIC.  
D.- COMPOSITE.
- 10.- **WHAT LANDING GEAR ARRANGEMENT IS THE MOST USED IN MODERN AIRCRAFT? (19269) REF.: AC 65-15A, PAGE 341.**  
A.- A TAIL WHEEL AND A NOSE SKID GEAR ARRANGEMENT.  
B.- A TAIL SKID ARRANGEMENT.  
C.- A TAIL WHEEL GEAR ARRANGEMENT.  
D.- A TRICYCLE GEAR ARRANGEMENT.
- 11.- **WHAT ARE THE TYPES OF MAGNETS? (19296) REF.: FAA-H-8083-30, PAGE 10-11.**  
A.- BIG AND SMALL OR LEFT AND RIGHT.  
B.- NATURAL OR ELECTRICAL.  
C.- NATURAL OR ARTIFICIAL.  
D.- NATURAL AND ARTIFICIAL.

- 12.- **WHAT IS THE DEFINITION OF MAGNETISM? (19293) REF.: FAA-H-8083-30, PAGE 10-7.**
- A.- IS DEFINED AS THE QUALITY OF AN OBJECT TO ATTRACT THE IRON METAL.
  - B.- IS THE PROPERTY OF AN OBJECT TO ATTRACT ALL SUBSTANCES.
  - C.- IS THE PROPERTY OF AN OBJECT TO ATTRACT ALL METALLIC SUBSTANCES.
  - D.- IS THE PROPERTY OF AN OBJECT TO ATTRACT CERTAIN METALLIC SUBSTANCES.
- 13.- **USUALLY, WHERE DOES THE MAGNESIUM SKIN CORROSION OCCUR? (18787) REF.: FAA-H-8083-30, PAGE 6-15.**
- A.- AROUND THE INSULATING WASHERS.
  - B.- OVER WASHERS AND BOLTS.
  - C.- NEVER AROUND EDGES OF SKIN PANELS.
  - D.- AROUND EDGES OF SKIN PANELS.
- 14.- **WHY CAN BE CONSTRUCTED THE FUSELAGES IN FIXED-WING AIRCRAFT AND HELICOPTERS? (18822) REF.: AC 65-15A, PAGE 24.**
- A.- FUSELAGES MAY BE CONSTRUCTED WELDED, BOLTED TRUSS OR SOME FORM OF SEMI-MONOCOQUE CONSTRUCTION.
  - B.- FUSELAGES MAY BE WELDED TRUSS OR SOME FORM OF MONOCOQUE CONSTRUCTION.
  - C.- FUSELAGES MAY BE RIVETED, WELDED, GLUED OR SOME FORM OF MONOCOQUE CONSTRUCTION.
  - D.- FUSELAGES ARE CONSTRUCTED ONLY LIKE SEMI-MONOCOQUE OR MONOCOQUE CONSTRUCTION.
- 15.- **WHAT IS LIFT FORCE IN A HELICOPTER? (18980) REF.: AC 65-15A, PAGE 50.**
- A.- IS THE FORCE REQUIRED TO FLY THE HELICOPTER.
  - B.- IS THE FORCE REQUIRED TO SUPPORT THE WEIGHT OF THE HELICOPTER.
  - C.- IS THE FORCE REQUIRED TO SUPPORT THE TORQUE ROTORS.
  - D.- IS THE FORCE REQUIRED TO LOAD AND UNLOAD THE HELICOPTER.

- 16.- **KEEPING THE INTERIOR OF THE AIRCRAFT CLEAN IS JUST AS IMPORTANT AS MAINTAINING? (18793) REF.: FAA-H-8083-30, PAGE 6-20.**
- A.- A BRIGHT AND CLEAN COCKPIT.
  - B.- A CLEAN EXTERIOR SURFACE.
  - C.- ALL AIRPLANE IN GOOD CONDITION.
  - D.- A CLEAN HOUSE.
- 17.- **IN THE CONVERGING PART OF THE VENTURI, WHAT HAPPEN WITH VELOCITY AND PRESSURE? (18705) REF.: FAA-H-8083-30, PAGE 3-40.**
- A.- VELOCITY AND STATIC PRESSURE WOULD INCREASE.
  - B.- THE VELOCITY AND STATIC PRESSURE WOULD DECREASE.
  - C.- VELOCITY WOULD DECREASE AND STATIC PRESSURE WOULD INCREASE.
  - D.- VELOCITY WOULD INCREASE AND STATIC PRESSURE WOULD DECREASE.
- 18.- **WHAT IS BASICALLY INSTRUMENTATION? (18805) REF.: AC 65-15A, PAGE 469.**
- A.- THE SCIENCE OF MEASUREMENT.
  - B.- THE SCIENCE OF INDICATION.
  - C.- THE SCIENCE OF SHOWING DATA.
  - D.- INSTRUMENTS AND ADVERTISING.
- 19.- **WHAT DO YOU HAVE TO USE TO INSPECT FOR CORROSION IN AN AIRPLANE AND BE SURE THAT NO AREA IS LEFT UNINSPECTED? (18777) REF.: FAA-H-8083-30, PAGE 6-8.**
- A.- INSTRUMENT.
  - B.- CHECKLISTS.
  - C.- TWO OR THREE METHODS.
  - D.- LEVEL TWO MECHANIC.

- 20.- **WHERE ARE POWER PLANTS USUALLY MOUNTED IN MULTI-ENGINE HELICOPTERS? (18834) REF.: AC 65-15A, PAGE 24.**
- A.- THEY ARE MOUNTED IN SEPARATE ENGINE NACELLES.
  - B.- THEY ARE MOUNTED IN THE SAME NACELLE.
  - C.- THEY ARE MOUNTED ONE BACK AND ONE FORWARD.
  - D.- THEY ARE MOUNTED IN TANDEM.
- 21.- **IN GENERAL, WHAT WILL BE THE FLASHPOINT FOR SOLVENT CLEANERS USED IN AIRCRAFT CLEANING? (18797) REF.: FAA-H-8083-30, PAGE 6-23.**
- A.- NO MORE THAN 105°F.
  - B.- NO LESS THAN 105°F.
  - C.- 105°F EXACTLY.
  - D.- SOLVENT CLEANERS DO NOT HAVE FLASHPOINT.
- 22.- **THE PRIMARY GROUP OF FLIGHT CONTROL SURFACES CONSISTS OF (18830) REF.: AC 65-15A, PAGE 18.**
- A.- AILERONS, ELEVATORS AND RUDDERS.
  - B.- FLAPS, TRIM TABS AND STABILIZERS.
  - C.- SPEED BRAKES, LONGERONS AND ELEVATORS.
  - D.- WING TIPS, GROUND SPOILERS AND RIBS.
- 23.- **WHAT HAPPENS IN A TWO-BLADED SYSTEM HELICOPTER? (19032) REF.: AC 65-15A, PAGE 53.**
- A.- THE BLADES FLAP AS A UNIT.
  - B.- THE BLADES FLAP INDEPENDENTLY.
  - C.- THE BLADES DO NOT FLAP.
  - D.- THE BLADES FLAP ONLY OCCASIONALLY.
- 24.- **WHAT HAPPENS IN A HOVERING FLIGHT, IF LIFT AND THRUST ARE LESS THAN WEIGHT AND DRAG? (18987) REF.: AC 65-15A, PAGE 50.**
- A.- THE HELICOPTER ENGINE IDLES.
  - B.- THE HELICOPTER STAYS IN A HOVERING FLIGHT.
  - C.- THE HELICOPTER DESCENDS VERTICALLY.
  - D.- THE HELICOPTER ASCENDS VERTICALLY.

- 25.- **WHAT ARE USED IN SOME SYSTEMS IN ADDITION TO TURNBUCKLES? (19031) REF.: AC 65-15A, PAGE 65.**
- A.- WIRE CONNECTORS, PULLEYS AND SHROUD MUST BE USED.
  - B.- CABLE CONNECTORS AND PULLEYS ARE ALWAYS USED.
  - C.- CABLE CONNECTORS ARE NEVER USED.
  - D.- CABLE CONNECTORS ARE USED.
- 26.- **WHAT MAY BE WRONG IF THE POINTER FAILS TO RESPOND ENTIRELY? (19272) REF.: AC 65-15A, PAGE 474.**
- A.- THE GLASS COVER MAY BE BROKEN.
  - B.- THE TRANSMISSION MECHANISM IS DISCONNECTED.
  - C.- THE MECHANISM IS, IN ALL PROBABILITY, DEFECTIVE.
  - D.- THE ELECTRICAL POWER IS CUT OFF.
- 27.- **WHAT MUST BE DONE IN ADDITION TO ROUTINE MAINTENANCE INSPECTIONS IN AMPHIBIANS OR SEAPLANES? (18778) REF.: FAA-H-8083-30, PAGE 6-8.**
- A.- COULD BE CHECKED OCCASSIONALLY AND CRITICAL AREAS CLEANED OR TREATED EVERY DAY.
  - B.- MAY BE CHECKED MONTHLY AND CRITICAL AREAS WIPED OR TREATED, AS NECESSARY.
  - C.- SHOULD BE CHECKED DAILY AND CRITICAL AREAS CLEANED OR TREATED, AS NECESSARY.
  - D.- SHOULD BE CHECKED WEEKLY AND CRITICAL AREAS PAINTED, CLEANED OR TREATED, AS NECESSARY.
- 28.- **WHAT IS THE SIMPLEST FORM OF AN ATOM? (18929) REF.: FAA-H-8083-30, PAGE 10-2.**
- A.- THE NITROGEN ATOM.
  - B.- THE COPPER ATOM.
  - C.- THE HYDROGEN ATOM.
  - D.- THE OXYGEN ATOM.

- 29.- **WHAT QUALITY HAVE THE HUMAN WASTE PRODUCTS AND THE CHEMICALS USED IN LAVATORIES? (18781) REF.: FAA-H-8083-30, PAGE 6-9.**
- A.- ARE VERY EXPENSIVE AND DIFFICULT TO GET.
  - B.- ARE VERY CORROSIVE TO COMMON AIRCRAFT METALS.
  - C.- SMELL VERY BAD AND ARE CHEAP TO BUY.
  - D.- ARE VERY DANGEROUS TO COMPOSITES.
- 30.- **HOW OFTEN IS THE INSPECCION FOR CORROSION IN ANY AIRCRAFT RECOMENDED? (18779) REF.: FAA-H-8083-30, PAGE 6-8.**
- A.- ANNUALLY.
  - B.- IN ANY INSPECTION.
  - C.- WEEKLY.
  - D.- DAILY BASIS.
- 31.- **HOW LONG HAVE HIGH TENSION IGNITION SYSTEMS BEEN IN USE? (19298) REF.: AC 65-12A, PAGE 186.**
- A.- FOR MORE THAN HALF A CENTURY.
  - B.- FOR MORE THAN A CENTURY.
  - C.- FOR MORE THAN SIXTY YEARS.
  - D.- FOR MANY TIMES.
- 32.- **HOW IS THE WEIGHT OF A SOLID BODY SUBMERGED IN A LIQUID OR A GAS TO BE IT IN FREE SPACE? (18701) REF.: FAA-H-8083-30, PAGE 3-28.**
- A.- IN THE LIQUID IT WEIGHS LESS THAN IN THE FREE SPACE.
  - B.- IN THE LIQUID IT WEIGHS MORE THAN IN THE FREE SPACE.
  - C.- IN THE LIQUID IT WEIGHS EQUAL THAN IN THE FREE SPACE.
  - D.- IN THE LIQUID IT WEIGHS 10% LESS THAN IN THE FREE SPACE.
- 33.- **WHAT MUST A HELICOPTER STRUCTURAL MEMBERS RESIST? (18837) REF.: AC 65-15A, PAGE 25.**
- A.- SHOCK.
  - B.- LOADS.
  - C.- FORCE.
  - D.- STRESS.



- 34.- WHAT IS HEAT? (18696) REF.: FAA-H-8083-30, PAGE 3-19.**  
A.- IS A FORM OF ENERGY.  
B.- IS A FORM OF TEMPERATURE.  
C.- IS A FORM OF RADIATION.  
D.- IS A FORM OF WORK.
- 35.- WHAT HAPPENS IF HEAT IS APPLIED TO A METAL? (18729) REF.:  
FAA-H-8083-30, PAGE 5-2.**  
A.- WILL CAUSE IT TO CONTRACT OR BECOME LARGER.  
B.- WILL CAUSE IT TO EXPAND OR BECOME LARGER.  
C.- WILL CAUSE IT TO EXPAND OR BECOME SHORTER.  
D.- WILL CAUSE IT TO INCREASE THE WEIGHT OR BECOME  
HEAVIER.
- 36.- WHAT SEWING METHOD IS NECESSARY TO CLOSE THE FINAL  
OPENING IN THE COVERING? (18846) REF.: AC 65-15A, PAGE 90.**  
A.- MACHINE SEWING.  
B.- DOUBLE STITCH SEWING.  
C.- AUTOMATIC SEWING.  
D.- HAND SEWING.
- 37.- WHAT IS THE RIVETS GRIP LENGTH? (18761) REF.: FAA-H-8083-30,  
PAGE 5-64.**  
A.- THE TOTAL SHEET THICKNESS PLUS THE RIVET LENGTH.  
B.- THE NOMINAL RIVET LENGTH.  
C.- THE SHANK DIAMETER.  
D.- THE MAXIMUM TOTAL SHEET THICKNESS TO BE RIVETED.
- 38.- WHAT ARE THE METHODS TO COVER FUSELAGES? (18851) REF.:  
AC 65-15A, PAGE 95.**  
A.- THE SLEEVE OR BLANKET METHOD.  
B.- THE FABRICS SLEEVE OR PLASTIC BLANKET METHOD.  
C.- THE PARTIAL OR TOTAL COVERING METHOD.  
D.- THERE ARE NO METHODS TO COVER FUSELAGES.

- 39.- **IN WHAT IS NOT BASED THE MINIMUM FUEL FOR TURBINE ENGINE POWERED AIRCRAFT? (18718) REF.: FAA-H-8083-30, PAGE 4-5.**
- A.- ON ENGINE SPEED.
  - B.- ON ENGINE HORSEPOWER.
  - C.- ON ALTITUDE OF FLIGHT.
  - D.- ON FLIGHT DISTANCE.
- 40.- **WHAT MUST BE MAINTAINED FOR EFFICIENT OPERATION OF SHOCK STRUTS? (19271) REF.: AC 65-15A, PAGE 345.**
- A.- THE PROPER CLEANNESS AND CORRECT O-RING.
  - B.- THE PROPER FLUID LEVEL AND AIR PRESSURE.
  - C.- THE PROPER TIRE PRESSURE AND FLUID LEVEL.
  - D.- THE PROPER WHEEL, BRAKES AND FLUID.
- 41.- **WHAT FORCES ACT ON AN AIRCRAFT, WHETHER IT IS ON THE GROUND OR IN FLIGHT? (19042) REF.: AC 65-15A, PAGE 131.**
- A.- THE FORCES ARE CUTING, PUSHING OR BENDING.
  - B.- THE FORCES ARE PULLING, PUSHING OR TWISTING.
  - C.- THE FORCES ARE WEIGHT, THRUST OR DRAG.
  - D.- THE FORCES ARE LIFTING, PUSHING OR DOWNWARD.
- 42.- **HOW MUST THE MIXTURE BE IN ORDER FOR AN ENGINE TO DEVELOP MAXIMUM POWER AT FULL THROTTLE? (19115) REF.: AC 65-12A, PAGE 121.**
- A.- THE FUEL MIXTURE MAY BE RICHER THAN FOR CRUISE.
  - B.- THE FUEL MIXTURE IS THE SAME ALL THROUGH THE FLIGHT.
  - C.- THE FUEL MIXTURE MUST BE RICHER THAN FOR CRUISE.
  - D.- THE FUEL MIXTURE MUST BE LEANER THAN FOR CRUISE

- 43.- WHAT ARE THE FACTORS TO CONSIDER IN THE SELECTION OF THE CORRECT RIVET FOR INSTALLATION? (18757) REF.: FAA-H-8083-30, PAGE 5-61.**
- A.- INSTALLATION LOCATION, PROTECTION OF THE MATERIAL BEING RIVETED, DIAMETERS OF THE MATERIAL BEING RIVETED AND STRESS DESIRED.
  - B.- INSTALLATION PLACE, COMPOSITION OF THE TOOLS BEING USED, THINNESS OF THE MATERIAL BEING RIVETED AND STRENGTH DESIRE.
  - C.- WORK LOCATION, ILUMINATION OF THE PLACE, COMPOSITION OF THE MATERIAL BEING RIVETED, THICKNESS OF THE MATERIAL BEING RIVETED AND QUALITY OF THE TOOLS.
  - D.- INSTALLATION LOCATION, COMPOSITION OF THE MATERIAL BEING RIVETED, THICKNESS OF THE MATERIAL BEING RIVETED AND STRENGTH DESIRED.
- 44.- WHAT IS THE ADVANTAGE OF EXTERNAL AIRCRAFT SURFACES WITH REGARD TO INSPECTION AND MAINTENANCE? (18782) REF.: FAA-H-8083-30, PAGE 6-9.**
- A.- IT HAS NO SPECIAL ADVANTAGES.
  - B.- VERY EASY TO READ.
  - C.- READILY VISIBLE AND ACCESSIBLE.
  - D.- DEPENDS ON THE AIRCRAFT TYPE.
- 45.- WHAT IS NEEDED IN ORDER TO PRODUCE EXTENSIVE PITTING DAMAGE IN DISSIMILAR METAL PARTS? (18773) REF.: FAA-H-8083-30, PAGE 6-4.**
- A.- THE PRESENCE OF SALT.
  - B.- THE PRESENCE OF A CONDUCTOR.
  - C.- THE ABSENCE OF ZINC CHROMATE PRIMER.
  - D.- BIG CHANGE IN TEMPERATURES.
- 46.- WHAT MAY HAPPEN IF THE PROPELLER BLADES HAVE CRACKS? (18799) REF.: FAA-H-8083-30, PAGE 6-23.**
- A.- MAY NEED TO BE REWORKED.
  - B.- MAY NEED TO BE REJECTED.
  - C.- MAY TEND TO OXIDIZE.
  - D.- MAY BE CUT.

- 47.- **WHAT MUST EVERY PRINT HAVE? (18649) REF.: FAA-H-8083-30, PAGE 2-4.**  
A.- THE BEST INK.  
B.- SOME MEANS OF IDENTIFICATION.  
C.- SOME MEANS OF ISSUE.  
D.- A POOR PAPER.
- 48.- **WHAT MUST ELEMENTS HAVE IN ORDER TO BE GOOD CONDUCTORS? (18931) REF.: FAA-H-8083-30, PAGE 10-3.**  
A.- MANY FREE ELECTRONS.  
B.- VERY LOW WEIGHT.  
C.- BE VERY SOFT.  
D.- BE VERY EXPENSIVE.
- 49.- **WHAT IS REQUIRED FOR THE ELECTRONS TO STAY IN AN ORBIT? (18930) REF.: FAA-H-8083-30, PAGE 10-2.**  
A.- A HIGH TEMPERATURE.  
B.- A CERTAIN AMOUNT OF ELECTRICITY.  
C.- A CERTAIN AMOUNT OF HEAT.  
D.- A CERTAIN AMOUNT OF ENERGY.
- 50.- **WHAT ARE THE FORCES THAT ACT IN THE HELICOPTER DURING FLIGHT? (18979) REF.: AC 65-15A, PAGE 49.**  
A.- LIFT, THRUST, WEIGHT AND DRAG.  
B.- CUT, TORSION, FORWARD AND AFT.  
C.- BENDING, COMPRESSION, SHEAR AND TORSION.  
D.- BACK, FORWARD, UP AND DOWN.
- 51.- **WHAT IS THE LINK BETWEEN THE ENGINEERS WHO DESIGN AN AIRCRAFT AND THE WORKERS WHO BUILD, MAINTAIN, AND REPAIR IT? (18647) REF.: FAA-H-8083-30, PAGE 2-1.**  
A.- THE HANGARS, TOOLS, TECHNICAL ORDERS AND LADDERS.  
B.- THE HANGARS AND LADDERS.  
C.- THE TOOLS AND TECHNICAL ORDERS.  
D.- THE DRAWINGS AND PRINTS.

- 52.- **WHAT MAY DAMAGE THE DRAGON? (18848) REF.: AC 65-15A, PAGE 93.**  
A.- THE EXCESSIVE WATER.  
B.- THE EXCESSIVE HEAT.  
C.- THE EXCESSIVE SUN.  
D.- THE EXCESSIVE WIND.
- 53.- **WHAT CREATES THE DISSYMMETRY OF LIFT IN AN HELICOPTER? (18989) REF.: AC 65-15A, PAGE 51.**  
A.- THE DIFFERENTIAL TORQUE BETWEEN TWO ROTORS.  
B.- THE WIND DURING HOVERING OR VERTICAL FLIGHT.  
C.- THE HORIZONTAL FLIGHT OR THE DIFFERENTIAL TILT.  
D.- THE HORIZONTAL FLIGHT OR WIND DURING HOVERING.
- 54.- **WHAT IS AN IMPORTANT CONSIDERATION WHEN CHOOSING MATERIAL TO USE IN AIRPLANE PARTS? (18728) REF.: FAA-H-8083-30, PAGE 5-1.**  
A.- THE DENSITY OF MATERIALS.  
B.- THE VOLUME OF MATERIALS.  
C.- THE HARDNESS.  
D.- THE STRENGTH.
- 55.- **WHAT SIDE HAVE TO BE DEBURRED DURING A TUBING FLARING JOB? (18808) REF.: FAA-H-8083-30, PAGE 7-6.**  
A.- BOTH ENDS BY THE INSIDE AND THE OUTSIDE TUBING.  
B.- THE OUTSIDE.  
C.- THE INSIDE.  
D.- THE INSIDE AND THE OUTSIDE.
- 56.- **IN HOW MANY GROUP ARE DAMAGES CLASSIFIED? (19041) REF.: AC 65-15A, PAGE 131.**  
A.- FROM SMALL DENTS TO HOLES.  
B.- FROM NEGLIGIBLE TO BIG DAMAGES.  
C.- INTO FOUR SPECIFIC GROUPS.  
D.- INTO FOUR GENERAL GROUPS.

- 57.- **WHENEVER POSSIBLE, HOW SHOULD DAMAGED TUBING AND FLUID LINES BE REPAIRED? (18803) REF.: FAA-H-8083-30, PAGE 7-2.**
- A.- SHOULD BE REPAIRED WITH GOOD PARTS.
  - B.- SHOULD BE REPAIRED WITH BRIGHT PARTS.
  - C.- SHOULD BE REPAIRED WITH NEW PARTS.
  - D.- SHOULD BE REPAIRED WITH OVERHAULED PARTS.
- 58.- **WHAT DOES A COMPRESSION FORCE TRY TO DO? (18670) REF.: FAA-H-8083-30, PAGE 3-14.**
- A.- IT TRIES TO CRUSH AN OBJECT.
  - B.- IT TRIES TO TWIST AN OBJECT.
  - C.- IT TRIES TO SLICE OR TO CUT AN OBJECT.
  - D.- IT TRIES TO STRESS AN OBJECT.
- 59.- **IN WHAT BODY PARTS OF THE BODY CAN COMPOSITE PRODUCTS BE VERY HARMFUL? (18740) REF.: FAA-H-8083-30, PAGE 5-33.**
- A.- IN THE SKIN, EYES AND LUNGS.
  - B.- IN THE HAND, FEET AND HAIR.
  - C.- IN THE CHEST, ARMS AND FACE.
  - D.- IN THE ELBOW, FINGERS AND NOSE.
- 60.- **WHAT EFFECT CAN GREASE AND DIRT ACCUMULATION PRODUCE ON THE AIR-COOLED ENGINE? (18794) REF.: FAA-H-8083-30, PAGE 6-23.**
- A.- PRODUCE A COOLING EFFECT.
  - B.- PRODUCE A REFRIGERATING EFFECT.
  - C.- PRODUCE AN INSULATION EFFECT.
  - D.- PRODUCE A WEIGHT INCREASE.
- 61.- **WHY IS ZINC CHROMATE PRIMER APPLIED TO METALLIC SURFACES? (18847) REF.: AC 65-15A, PAGE 115.**
- A.- BECAUSE THE COVERING IS CORROSION RESISTANT.
  - B.- BECAUSE THE COVERING HAS A NICE COLOR.
  - C.- BECAUSE IT PROTECTS IT FROM THE SUN.
  - D.- BECAUSE THE COVERING IS ENAMEL OR LACQUER.

- 62.- **WHICH ARE CORROSION RESISTANT METALS? (18731) REF.: FAA-H-8083-30, PAGE 5-4.**
- A.- NICKEL STEELS OR ALUMINUM METALS.
  - B.- CHROME-VANADIUM OR CHROMIUM-IRON METALS.
  - C.- ALUMINUM OR COPPER METALS.
  - D.- CHROME-NICKEL OR STAINLESS STEELS METALS.
- 63.- **WHAT PRECAUTIONS MUST BE TAKEN WHEN CLEANING ASSEMBLED AIRCRAFT WITH CHEMICAL CLEANERS? (18801) REF.: FAA-H-8083-30, PAGE 6-25.**
- A.- THEY MUST BE USED WITH GREAT CARE.
  - B.- THEY MUST BE USED IN OPEN PLACES.
  - C.- THEY MUST NOT BE USED WITH SUN LIGHT.
  - D.- THEY MUST BE USED WITH MASK AND SPECIAL WORK CLOTH.
- 64.- **WHAT IS THE COMMON NAME FOR THE CORROSION BETWEEN DIFFERENT METALS? (18789) REF.: FAA-H-8083-30, PAGE 6-16.**
- A.- ELECTROLYTIC OR DISSIMILAR METALS CORROSION.
  - B.- INTERGRANULAR OR DISSIMILAR METALS CORROSION.
  - C.- CHEMICAL OR DISSIMILAR METALS CORROSION.
  - D.- SPOT WELDING OR SIMILAR METALS CORROSION.
- 65.- **WHAT DO YOU HAVE TO CHECK BEFORE USING THE GRINDER? (19128) REF.: AC 65-15A, PAGE 141.**
- A.- THE BENCH GRINDER.
  - B.- THE ABRASIVE GRAIN.
  - C.- THE WHEEL FOR CRACKS.
  - D.- THE ELECTRICAL POWER.
- 66.- **WHAT TYPE OF ENERGY IS VELOCITY OF THE AIR? (18702) REF.: FAA-H-8083-30, PAGE 3-32.**
- A.- POTENTIAL ENERGY.
  - B.- KINETIC ENERGY.
  - C.- WORK ENERGY.
  - D.- STATIC ENERGY.

- 67.- **WHAT DO YOU INSPECT IN A SCRIBER BEFORE USING IT? (18866) REF.: FAA-H-8083-30, PAGE 9-21.**  
A.- THE CONDITION.  
B.- THE SERIAL NUMBER.  
C.- THE POINTS FOR SHARPNESS.  
D.- THE LENGTH.
- 68.- **WHAT MUST THE MECHANIC DO BEFORE INSTALLING A LINE ASSEMBLY IN AN AIRCRAFT? (18810) REF.: FAA-H-8083-30, PAGE 7-13.**  
A.- INSPECT THE LINE AND FITTING CAREFULLY.  
B.- INSPECT THE LINE CAREFULLY.  
C.- INSPECT THE LINE, TOOLS AND FITTING CAREFULLY.  
D.- INSPECT THE LINE, FITTING, MAINTENANCE MANUAL AND TOOLS CAREFULLY.
- 69.- **WHAT INSPECTION SHOULD BE ACCOMPLISHED AT THE TORQUE WRENCH BEFORE EACH USE? (18860) REF.: FAA-H-8083-30, PAGE 9-7.**  
A.- VISUAL INSPECTION FOR DAMAGE.  
B.- VISUAL INSPECTION FOR CALIBRATION.  
C.- VISUAL INSPECTION FOR CLEANNESS.  
D.- CHECK THE INSTRUMENT READING.
- 70.- **WHEN A HELICOPTER IS BEING WEIGHED, WHAT LOCATION MUST BE KNOWN? (18645) REF.: FAA-H-8083-30, PAGE 4-27.**  
A.- THE LONGITUDINAL WEIGHING POINT.  
B.- THE LONGITUDINAL AND LATERAL WEIGHING POINTS.  
C.- THE LATERAL WEIGHING POINT.  
D.- THE LONGITUDINAL, VERTICAL AND LATERAL WEIGHING POINTS.



- 71.- **WHAT IS THE BEST BARRIER BETWEEN METAL AND CORROSION? (18741) REF.: FAA-H-8083-30, PAGE 6-19.**  
A.- THE USE OF BEST CLEANING.  
B.- A GOOD PAINT FINISH.  
C.- A FIELD TREATMENT.  
D.- THE WET WASH.
- 72.- **WHERE MUST THE MECHANIC AVOID USING CLAMPS IN FLEXIBLE HOSES? (18816) REF.: FAA-H-8083-30, PAGE 7-21.**  
A.- CLOSE TO ELECTRIC LINES.  
B.- IN PRESURIZATION AREAS.  
C.- AT ANY LOCATIONS.  
D.- WHERE THE CLAMP CAN RESTRICT OR PREVENT HOSE FLEXURE.
- 73.- **WHAT HAPPENS DURING AN AUTOROTATION IN A HELICOPTER? (18990) REF.: AC 65-15A, PAGE 54.**  
A.- THE ENGINE DOES NOT SUPPLY POWER.  
B.- THE ENGINE IS IN MAINTENANCE.  
C.- THE HELICOPTER IS IN A HOVERING POSITION.  
D.- THE CONING IS DOWNWARD.
- 74.- **WHAT MATERIAL IS USED TO BUILD A TWIST DRILL? (18863) REF.: FAA-H-8083-30, PAGE 9-12.**  
A.- CROME VANADIUM STEEL AND HIGH-SPEED CARBON ALLOY STEEL.  
B.- CROME STEEL ALLOY AND HIGH-SPEED ALLOY STEEL.  
C.- CARBON STEEL AND HIGH-SPEED ALLOY IRON.  
D.- CARBON STEEL AND HIGH-SPEED ALLOY STEEL.

- 75.- HOW MANY FORMS OF CORROSION ATTACK ON ALUMINUM ALLOYS ARE PARTICULARLY SERIOUS? (18785) REF.: FAA-H-8083-30, PAGE 6-13.**
- A.- TWO.
  - B.- THREE.
  - C.- FOUR.
  - D.- FIVE.
- 76.- WHAT FLAME HAS TO BE USED FOR WELDING CHROME MOLYBDENUM? (19130) REF.: AC 65-15A, PAGE 259.**
- A.- A SOFT NEUTRAL FLAME.
  - B.- A STRONG NEUTRAL FLAME.
  - C.- A BIG STRONG FLAME.
  - D.- A MEDIUM SOFT NEUTRAL FLAME.
- 77.- WHAT USE MUST NEVER BE GIVEN TO A SCREWDRIVER? (18857) REF.: FAA-H-8083-30, PAGE 9-2.**
- A.- USE IT LIKE PLIERS OR PUNCHES.
  - B.- USE IT LIKE CHISELS OR PUNCHES.
  - C.- USE IT LIKE A FORK OR KNIFE.
  - D.- USE IT LIKE A STONE OR HAMMER.
- 78.- WHAT HAPPENS TO AIR AS ALTITUDE INCREASES? (19111) REF.: AC 65-12A, PAGE 120.**
- A.- THE AIR BECOMES DENSER.
  - B.- THE AIR BECOMES LESS DENSE.
  - C.- THE OXYGEN PROPORTION CHANGES.
  - D.- THE AIR BECOMES HEAVIER.

- 79.- WHAT IS AN AIRFOIL? (18991) REF.: AC 65-15A, PAGE 30.**
- A.- AN AIRFOIL IS AN AIRPLANE DESIGNED TO OBTAIN A DESIRABLE REACTION FROM THE AIR THROUGH WHICH IT MOVES.
  - B.- AN AIRFOIL IS A SURFACE DESIGNED TO OBTAIN A DESIRABLE REACTION FROM THE AIR THROUGH WHICH IT MOVES.
  - C.- AN AIRFOIL IS A SURFACE DESIGNED TO OBTAIN A DESIRABLE REACTION FROM THE AIR WHEN IT IS ON THE GROUND.
  - D.- AN AIRFOIL IS A PLANE CONSTRUCTED TO OBTAIN A DESIRABLE REACTION FROM THE AIR THROUGH WHICH IT MOVES.
- 80.- WHAT DOES A PYLON USUALLY HAVE? (18829) REF.: AC 65-15A, PAGE 24.**
- A.- BULKHEADS, COVERS, DOORS, RIVETS AND BOLTS WITH NUTS.
  - B.- SUPPORTS, FRAMES, FUEL PUMP AND PIPES.
  - C.- ALUMINUM, ALLOYS, GASKETS AND BEAM
  - D.- BULKHEADS, FORMERS, FRAMES, STRINGERS AND BEAMS.
- 81.- WHAT HAS TO SHOW A PROPERLY DESIGNED JOINT WELD? (18856) REF.: FAA-H-8083-30, PAGE 8-33.**
- A.- UNIFORM IN WIDTH.
  - B.- THE BASE METAL IS OVERHEATING.
  - C.- THE EDGE OF THE BEAD IS NOT IN A STRAIGHT LINE.
  - D.- THE PENETRATION SHOWS GAS POCKETS.
- 82.- WHEN AN AIRCRAFT IS IN A STATE OF EQUILIBRIUM? (19289) REF.: AC 65-15A, PAGE 37.**
- A.- WHEN THE SUM OF ALL THE FORCES ACTING ON AN AIRCRAFT AND ALL THE WEIGHT IS EQUAL TO ZERO.
  - B.- WHEN THE SUM OF ALL ITEMS ON AN AIRCRAFT AND ALL THE MOMENTS IS EQUAL TO ZERO.
  - C.- WHEN THE AIRCRAFT IS IN STABILITY.
  - D.- WHEN THE SUM OF ALL THE FORCES ACTING ON AN AIRCRAFT AND ALL THE MOMENTS IS EQUAL TO ZERO.

- 83.- WHAT IS A MACHINE? (18661) REF.: FAA-H-8083-30, PAGE 3-8.**  
A.- ANY DEVICE THAT TRANSFORMS ENERGY.  
B.- ALL DEVICES THAT USE FUEL.  
C.- ANY DEVICE WITH WHICH WORK MAY BE ACCOMPLISHED.  
D.- ANY ELEMENT WITH WHICH WORK MAY BE ACCOMPLISHED.
- 84.- WHAT DO YOU HAVE TO USE WHILE YOU ARE DRILLING? (19126) REF.: AC 65-15A, PAGE 139.**  
A.- SAFETY GOGGLES.  
B.- SAFETY GLASSES.  
C.- WORK WEAR.  
D.- CLEAN TOOLS.
- 85.- WHAT DOES THIS ADVISORY CIRCULAR RECOMEND FOR WORKING DURING AN ENGINE OVERHAUL? (19310) REF.: AC 65-12A, PAGE 412.**  
A.- ALWAYS USE THE PROPER TOOL FOR THE JOB AND THE ONE THAT FITS.  
B.- USE THE PROPER TOOL FOR THE JOB AND KEEP IT CLEAN.  
C.- SOME TIME USE THE PROPER TOOL FOR THE JOB AND THE ONE THAT IS NEW.  
D.- DRAIN THE ENGINE OIL SUMPS AND CHANGE THE OIL FILTERS.
- 86.- WHAT OCCURS IF A LIGHTNING STRIKES AN AIRCRAFT? (18820) REF.: FAA-H-8083-30, PAGE 8-17.**  
A.- THE ELECTRICAL CURRENT MUST BE ELIMINATED.  
B.- THE ELECTRICAL CURRENT MUST BE CONDUCTED THROUGH THE DISCHARGER.  
C.- THE ELECTRICAL CURRENT MUST BE CONDUCTED THROUGH THE ELECTRICAL SYSTEMS.  
D.- THE ELECTRICAL CURRENT MUST BE CONDUCTED THROUGH THE STRUCTURE.

- 87.- WHY DO YOU HAVE TO INSPECT THE SURROUNDING AREA DURING A STRUCTURAL DAMAGE? (19124) REF.: AC 65-15A, PAGE 127.**
- A.- FOR LOST OF PAINT.
  - B.- FOR RIVETS DAMAGE.
  - C.- FOR EVIDENCE OF CORROSION.
  - D.- FOR EVIDENCE OF BIGGEST DAMAGE.
- 88.- HOW MANY SCALES DOES A MICROMETER HAVE? (18868) REF.: FAA-H-8083-30, PAGE 9-23.**
- A.- TWO.
  - B.- FIVE.
  - C.- FOUR.
  - D.- THREE.
- 89.- WHAT DO ALL HEAT ENGINES HAVE IN COMMON? (19101) REF.: AC 65-12A, PAGE 1.**
- A.- THE ABILITY TO CONVERT HEAT ENERGY INTO MECHANICAL ENERGY.
  - B.- THE ABILITY TO CONVERT MECHANICAL ENERGY INTO HEAT ENERGY.
  - C.- THE ABILITY TO USE FUEL AND TO DELIVER POWER.
  - D.- THE ABILITY TO SUPPORT AIRPLANES.
- 90.- WHAT HAVE TO DO AFTER ASSEMBLY ALL FLEXIBLE HOSES? (18815) REF.: FAA-H-8083-30, PAGE 7-18.**
- A.- DEPEND THE PRESSURE THAT WILL SUPPORTED.
  - B.- COULD BE RE-CHEQUED.
  - C.- MUST BE PROOF-TESTED.
  - D.- MAY BE INSPECTED.

- 91.- **WHAT CHARGE DO ELECTRONS POSSESS? (18977) REF.: FAA-H-8083-30, PAGE 10-4.**  
A.- DEPEND ON THE CURRENT FLOW DIRECTION.  
B.- NEUTRAL CHARGE.  
C.- NEGATIVE CHARGE.  
D.- POSITIVE CHARGE.
- 92.- **WHAT IS THE NAME OF THE PHENOMENON THAT CAUSES FLOW CHANGE? (19029) REF.: AC 65-15A, PAGE 59.**  
A.- SUPERSONIC FLOW.  
B.- WAVE FORMATIONS.  
C.- WAVE COMPRESSION.  
D.- FLOW DIRECTION.
- 93.- **WHAT DO WE HAVE TO DO WHEN WE FIND DEEP PIT IN THE TEETH OF A GEAR? (19311) REF.: AC 65-12A, PAGE 413.**  
A.- SEND IT TO MANUFACTURER.  
B.- REJECT IT.  
C.- REWORK IT.  
D.- CHANGE THE TEETH.
- 94.- **WHAT TYPE OF CONTINUOUS MAINTENANCE PROGRAM UTILIZE THE AIRLINES? (18818) REF.: FAA-H-8083-30, PAGE 8-15.**  
A.- A 100 HOURS AND ANNUAL INSPECTIONS.  
B.- A ROUTINE AND DETAILED INSPECTIONS.  
C.- PROGRESSIVE ANNUAL INSPECTIONS.  
D.- A DIFFERENT LEVEL OF INSPECTIONS.
- 95.- **WHAT IS THE PRINCIPAL FLUID USED FOR PROPULSION IN EVERY TYPE OF POWERPLANT EXCEPT THE ROCKET? (19103) REF.: AC 65-12A, PAGE 1.**  
A.- NAPHTA.  
B.- PETROLEUM.  
C.- AIR.  
D.- FUEL.

- 96.- **WHAT ARE THE GROUPS THAT NUTS CAN BE DIVIDED INTO? (18747) REF.: FAA-H-8083-30, PAGE 5-45.**  
A.- ALUMINUM AND NON -ALUMINUM NUTS.  
B.- METAL AND NON-METAL NUTS.  
C.- NON-SELF-LOCKING AND SELF LOCKING NUTS.  
D.- BIG AND SMALL NUTS.
- 97.- **WHICH IS THE BASIC COMPONENT OF A CABLE? (18766) REF.: FAA-H-8083-30, PAGE 5-75.**  
A.- THE WIRE.  
B.- THE ENVELOPE.  
C.- THE METAL.  
D.- THE LINE.
- 98.- **IN WHAT HEAT TREATMENT ALLOYS EXISTS A SERIOUS POTENTIAL FIRE HAZARD? (18739) REF.: FAA-H-8083-30, PAGE 5-27.**  
A.- IN ANY ALLOYS.  
B.- IN ALUMINUM ALLOYS.  
C.- IN TITANIUM ALLOYS.  
D.- IN MAGNESIUM ALLOYS.
- 99.- **WHAT MUST BE DONE AFTER AN NDT INSPECTION? (18854) REF.: FAA-H-8083-30, PAGE 8-27.**  
A.- THE PART MUST BE STORED.  
B.- THE PART MUST BE RINSED.  
C.- THE PART MUST BE DEMAGNETIZED.  
D.- THE PART MUST BE CLEANED.
- 100.- **WHAT IS THE WINGSPAN? (18828) REF.: FAA-H-8083-30, PAGE 1-20.**  
A.- THE CHORD OF THE WING.  
B.- THE LENGHT OF THE WING FROM LEADING EDGE TO TRAILING EDGE.  
C.- THE LENGHT OF THE WING FROM WINGTIP TO WINGTIP.  
D.- THE LENGHT OF THE WING FROM WINGTIP TO WINGROOT.

- 101.- WHAT HAPPENS WHEN THE TEETH IN A GEAR DECREASE? (18826) REF.: FAA-H-8083-30, PAGE 1-9.**
- A.- THE ROTATIONAL SPEED OF THE GEAR DECREASES.
  - B.- THE ROTATIONAL SPEED OF THE GEAR INCREASES.
  - C.- THE ROTATIONAL SPEED OF THE GEAR IS THE SAME.
  - D.- DEPENDS ON THE SPEED IN THE MAIN GEAR.
- 102.- WHEN CLEANING AN ENGINE, WHAT DO YOU HAVE TO DO WITH THE ENGINE COWLING? (18795) REF.: FAA-H-8083-30, PAGE 6-23.**
- A.- CLOSE, OPEN OR REMOVE IT AS MUCH AS POSSIBLE.
  - B.- OPEN IT AS MUCH AS POSSIBLE.
  - C.- REMOVE IT COMPLETELY.
  - D.- OPEN OR REMOVE IT AS MUCH AS POSSIBLE.
- 103.- WHEN ARE ALL THE FORCES ACTING ON THE AIRPLANE IN EQUILIBRIUM? (18707) REF.: FAA-H-8083-30, PAGE 3-43.**
- A.- WHEN THE AIRPLANE IS IN CRUISE FLIGHT AT A CONSTANT VELOCITY.
  - B.- WHEN THE AIRPLANE IS IN STRAIGHT-AND-LEVEL FLIGHT AT A CONSTANT VELOCITY.
  - C.- WHEN THE AIRPLANE IS AT CONSTANT POWER AND CONSTANT VELOCITY.
  - D.- ALWAYS.
- 104.- WHAT IS MOTION? (18813) REF.: AC 65-15A, PAGE 29.**
- A.- IS THE ACT OR PROCESS OF CHANGING PLACE OR POSITION.
  - B.- IS THE MOTION AROUND ANOTHER OBJECT.
  - C.- IS WHEN THE AIR FLOW PASSES THROUGH AN OBJECT.
  - D.- IS THE MOVEMENT OF THE AIR AROUND AND OBJECT OR THE OBJECT MOVING THROUGH THE AIR.



- 105.- WHAT IS ESSENTIAL TO A GOOD HEAT TREATMENT? (18736) REF.: FAA-H-8083-30, PAGE 5-16.**
- A.- ACCURATE TEMPERATURE MEASUREMENT.
  - B.- ACCURATE HEAT TREATMENT.
  - C.- ACCURATE TEMPERATURE CONTROL.
  - D.- A BIG HEAT-TREATING FURNACE.
- 106.- WHAT IS THE MOST DIFFICULT METAL TO PROTECT? (18788) REF.: FAA-H-8083-30, PAGE 6-15.**
- A.- MAGNESIUM.
  - B.- ALUMINUM.
  - C.- IRON.
  - D.- COPPER.
- 107.- WHAT EXPERIENCES AN AIRPLANE IN FLIGHT WHEN THE AERODYNAMIC LIFT FORCE ON THE WING TRIES TO RAISE THE WING? (18673) REF.: FAA-H-8083-30, PAGE 3-14.**
- A.- A LIFT FORCE.
  - B.- A CUT FORCE.
  - C.- A BENDING FORCE.
  - D.- A TORSION FORCE.
- 108.- WHAT IS WEIGHT? (18652) REF.: FAA-H-8083-30, PAGE 3-1.**
- A.- IS A MEASURE OF THE PULL OF GRAVITY ACTING ON THE MASS OF AN OBJECT.
  - B.- IS A MEASURE OF THE FORCE ACTING ON THE MASS OF AN OBJECT.
  - C.- IS A MEASURE OF THE DISTANCE BETWEEN TWO OR MORE OBJECTS.
  - D.- IS THE EARTH EFFECT OVER ALL OBJECTS THAT HAVE A MASS.

- 109.- WHAT HAPPENS ABOUT THE AXES WHEN AN AIRCRAFT CHANGES ITS ATTITUDE IN FLIGHT? (19288) REF.: AC 65-15A, PAGE 35.**
- A.- THE AIRPLANE MUST TURN ABOUT ONE AXIS ONLY.
  - B.- THE AXES CHANGE POSITION.
  - C.- THE AIRPLANE MUST TURN ABOUT ONE OR MORE OF THREE AXES.
  - D.- THE CENTER OF GRAVITY (C.G.) CHANGES POSITION.
- 110.- HOW IS THE WEIGHT AND BALANCE FOR LARGE AIRPLANES COMPARED WITH SMALL AIRPLANES? (18726) REF.: FAA-H-8083-30, PAGE 4-30.**
- A.- IS VERY DIFFERENT.
  - B.- IS VERY SIMILAR.
  - C.- IS ALMOST IDENTICAL.
  - D.- IS IDENTICAL.
- 111.- WHAT TRIES TO DO THE FORCE WHEN A SHEAR IS APPLIED TO AN OBJECT? (18674) REF.: FAA-H-8083-30, PAGE 3-15.**
- A.- THE FORCE TRIES TO PULL AN OBJECT APART.
  - B.- THE FORCE TRIES TO TWIST AN OBJECT.
  - C.- THE FORCE TRIES TO COMPRESS OR CRUSH AN OBJECT.
  - D.- THE FORCE TRIES TO CUT OR SLICE THROUGH.
- 112.- WHAT ARE THE GRADES OF ALUMINUM WOOL USED TO CLEAN ALUMINUM SURFACES? (18986) REF.: FAA-H-8083-30, PAGE 6-25.**
- A.- IMPREGNATED, POWDERED AND ACID.
  - B.- COARSE, MEDIUM AND FINE.
  - C.- NEUTRAL, SOFT AND HARD.
  - D.- TYPE I, TYPE II AND TYPE III.
- 113.- WHAT IS A VERY IMPORTANT AND EXACTING PHASE OF AIRCRAFT MAINTENANCE? (18719) REF.: FAA-H-8083-30, PAGE 4-15.**
- A.- FUELING.
  - B.- REGULATION REQUIREMENT.
  - C.- AIRCRAFT WEIGHING.
  - D.- DAILY INSPECTION.

- 114.- **WHAT MAY VERY SEVERE INTERGRANULAR CORROSION CAUSE? (18774) REF.: FAA-H-8083-30, PAGE 6-5.**
- A.- MAY SOMETIMES CAUSE THAT THE PAINT DOES NOT HOLD ON THE METAL SURFACE.
  - B.- MAY SOMETIMES CAUSE CHANGES IN THE SURFACE OF A METAL.
  - C.- MAY SOMETIMES CAUSE THE SURFACE OF A METAL TO EXFOLIATE.
  - D.- MAY SOMETIMES CAUSE THE SURFACE OF A METAL TO STRESS.
- 115.- **WHAT HAPPENS WHEN THE FORCE OF LIFT ON AN AIRCRAFT'S WING EQUALS THE FORCE OF GRAVITY? (19038) REF.: AC 65-15A, PAGE 30.**
- A.- THE AIRCRAFT MAINTAINS LEVEL FLIGHT.
  - B.- THE AIRCRAFT CAN TAKEOFF.
  - C.- THE AIRCRAFT LOSES LEVEL FLIGHT.
  - D.- THE AIRCRAFT INCREASES THE ALTITUDE.
- 116.- **WHEN DOES THE SERVO STOP MOVING? (19295) REF.: AC 65-15A, PAGE 512.**
- A.- WHEN ALL SIGNALS ARE EQUAL IN MAGNITUDE.
  - B.- WHEN THE TWO SIGNALS ARE EQUAL IN MAGNITUDE.
  - C.- WHEN THE TWO SIGNALS ARE EQUAL IN INTENSITY.
  - D.- WHEN THE SIGNALS ARE IN ZERO.
- 117.- **HOW MUST A CHISEL BE HELD WHEN USING IT? (18862) REF.: FAA-H-8083-30, PAGE 9-9.**
- A.- DEPEND HOW TALL IS THE MECHANIC.
  - B.- HOLD IT FIRMLY WITH GLOVES AND PROTECTIVE GLASSES.
  - C.- HOLD IT FIRMLY IN ONE HAND.
  - D.- HOLD IT FIRMLY WITH BOTH HANDS.

- 118.- **WHEN USING RIVETS OR EVEN BOLTS, CARE MUST BE TAKEN TO ENSURE THE HOLE IS NOT (18764) REF.: FAA-H-8083-30, PAGE 5-74.**
- A.- REDUCED.
  - B.- INCORRECTLY DRILLED.
  - C.- ELONGATED OR SLANTED.
  - D.- EXACTLY.
- 119.- **WHAT IS ALSO A SIGNIFICANT FACTOR IN DETERMINING IF THE AIRCRAFT IS SAFE TO OPERATE? (18712) REF.: FAA-H-8083, PAGE 4-1.**
- A.- THE AIRCRAFT BALANCE.
  - B.- THE FUEL LOADED IN THE AIRCRAFT.
  - C.- THE OIL USED IN THE ENGINES.
  - D.- THE WEATHER CONDITIONS.
- 120.- **WHAT WAX SHOULD BE USED FOR LACING CORD PROTECTION? (18849) REF.: AC 65-15A, PAGE 93.**
- A.- ARTIFICIAL WAX.
  - B.- NATURAL WAX.
  - C.- BEESWAX.
  - D.- LACING WAX.
- 121.- **WHAT IS BECOMING LESS OF A PROBLEM WITH THE INTRODUCTION OF SEALED LEAD-ACID BATTERIES AND THE USE OF NICKEL-CADMIUM BATTERIES? (18762) REF.: FAA-H-8083-30, PAGE 6-3.**
- A.- THE SPILLED BATTERY ACID IS A LESS OF A PROBLEM.
  - B.- THE BATTERY DRAINAGE IS LESS OF A PROBLEM.
  - C.- THE BATTERY MAINTENANCE IS A LESS OF A PROBLEM.
  - D.- THE BATTERY COST IS A LESS OF A PROBLEM.

- 122.- **WHAT MUST BE KNOWN WHEN AN AIRCRAFT IS BEING WEIGHTED? (18638) REF.: FAA-H-8083-30, PAGE 4-16.**
- A.- THE TARE AND EMPTY WEIGHT MUST BE KNOWN.
  - B.- THE LEVELING POINTS MUST BE KNOWN.
  - C.- THE ARMS MUST BE KNOWN.
  - D.- THE SCALE MUST BE KNOWN.
- 123.- **WHAT SHOULD BE USED WHEN A FLUID LINE PASSES THROUGH A UNIVERSAL BULKHEAD FITTING, AND IT IS DESIRED TO SECURE THE LINE TO THE BULKHEAD? (18809) REF.: FAA-H-8083-30, PAGE 7-10.**
- A.- A BULKHEAD FITTING SHOULD BE USED.
  - B.- A BULKHEAD FITTING MAY BE USED.
  - C.- TWO OR THREE SOFT OR MEDIUM HARD CLAMPS.
  - D.- RUBBER-CUSHIONED CLAMPS SHOULD BE USED.
- 124.- **WHAT ELEMENTS CONNECT UP THE COCKPIT CONTROLS TO CONTROL CABLES AND SURFACE CONTROLS? (19290) REF.: AC 65-15A, PAGE 68.**
- A.- VARIOUS MECHANICAL LINKAGES.
  - B.- MANY MECHANICAL LINKAGES CABLE.
  - C.- SOME MECHANICAL AND ELECTRICAL LINKAGES.
  - D.- VARIOUS PUSH-PULL RODS.
- 125.- **IN WHAT TYPE OF TUBING MAY THE TOOLS FOR ROLLING-TYPE FLARING BE USED? (18807) REF.: FAA-H-8083-30, PAGE 7-6.**
- A.- IN HARD COPPER, ANY ALUMINUM, AND STEEL ALLOYS TUBING.
  - B.- IN SOFT COPPER, ALCLAD OR ALUMINUM, AND BURRS TUBING.
  - C.- IN SOFT COPPER, ALUMINUM, AND BRASS TUBING.
  - D.- IN CORROSION RESISTANT STEEL, TITANIUM, AND BRASS TUBING.

- 126.- **IN WHAT TYPE OF MATERIAL DOES THE ULTRASONIC INSPECTION EQUIPMENT DETECT DEFECTS? (18841) REF.: FAA-H-8083-30, PAGE 8-21.**
- A.- IN ALL TYPES OF CERAMIC MATERIALS.
  - B.- IN ALL TYPES OF METAL MATERIALS.
  - C.- IN ALL TYPES OF MATERIALS.
  - D.- IN ALL TYPES OF COMPOSITES MATERIALS.
- 127.- **WHAT ARE THE TRIM TABS SURFACES AND WHERE ARE THEY ATTACHED? (18709) REF.: FAA-H-8083-30, PAGE 3-47.**
- A.- THEY ARE SMALL FIXED SURFACES AND ARE INSTALLED TO THE WING TRAILING EDGE.
  - B.- THEY ARE SOME MOVABLE CONTROLS AND ARE ATTACHED TO THE FLAPS.
  - C.- THEY ARE SMALL MOVABLE SURFACES AND ARE ATTACHED TO THE TRAILING EDGE OF FLIGHT CONTROLS.
  - D.- THEY ARE BIG MOVABLE SURFACES AND ARE ATTACHED TO THE LEADING EDGE OF FLIGHT CONTROLS.
- 128.- **WHY YOU MUST NEVER APPLY COMPOUND TO THE FACE OF THE FITTING OR THE FLARE? (18836) REF.: FAA-H-8083-30, PAGE 7-13.**
- A.- BECAUSE THE COMPOUND IS VERY CORROSIVE AND DANGEROUS.
  - B.- BECAUSE ANY FLUID WILL DISSOLVE THE COMPOUND.
  - C.- BECAUSE THE COMPOUND WILL DESTROY THE METAL-TO-METAL CONTACT.
  - D.- BECAUSE THE COMPOUND WILL FORM A GUM WITH THE LIQUID.
- 129.- **WHAT OTHER STRESSES INCLUDE THE TORSION STRESS? (18672) REF.: FAA-H-8083-30, PAGE 3-14.**
- A.- BENDING AND CUT.
  - B.- TENSION AND COMPRESSION.
  - C.- TENSION AND TORSION.
  - D.- SHEAR AND CUT.

- 130.- **TORQUE IS A VERY INTERESTING CONCEPT AND OCCURRENCE, AND IT IS DEFINITELY SOMETHING THAT NEEDS TO BE DISCUSSED IN CONJUNCTION WITH? (18660) REF.: FAA-H-8083-30, PAGE 3-7.**
- A.- TOOLS AND MECHANICS.
  - B.- WORK AND POWER.
  - C.- METALS AND COMPOSITES.
  - D.- STRESS AND STRENGTH.
- 131.- **WHY THE LANDING GEAR OF MOST HIGH-SPEED OR LARGE AIRCRAFT IS RETRACTED? (19281) REF.: AC 65-15A, PAGE 14.**
- A.- TO INCREASE LOAD CAPABILITY AND DECREASE VOID PLACE.
  - B.- TO INCREASE WIND RESISTANCE DURING LANDING.
  - C.- TO REDUCE NOISE AND TURBULENCE DURING ALL FLIGHT.
  - D.- TO REDUCE WIND RESISTANCE DURING FLIGHT.
- 132.- **HOW MANY SYSTEMS HAS EACH CARBURATOR TO PROVIDE FOR ENGINE OPERATION UNDER VARIOUS LOADS AND AT DIFFERENT ENGINE SPEEDS? (19105) REF.: AC 65-12A, PAGE 115.**
- A.- EACH CARBURATOR HAS SIX SYSTEMS.
  - B.- EACH CARBURATOR HAS MANY SYSTEMS.
  - C.- EACH CARBURATOR HAS NINE SYSTEMS.
  - D.- THE CARBURATOR DOES NOT HAVE OTHER SYSTEMS.
- 133.- **UNTIL WHEN THE MECHANICS HAVE TO TIGHTEN THE NUTS BY HAND? (18811) REF.: FAA-H-8083-30, PAGE 7-14.**
- A.- UNTIL THE NUTS ARE READY TO GIVE TORQUE.
  - B.- THE NUTS MUST BE INSTALLED WITH A SPECIAL WRENCH.
  - C.- UNTIL AN INCREASE IN RESISTANCE TO TURNING IS ENCOUNTERED.
  - D.- UNTIL THE NUT IS INSTALLED ON THE BOLT.

- 134.- WHAT PROVIDES THE NECESSARY TO HOLD THE AIRPLANE IN LEVEL UNACCELERATED FLIGHT? (19104) REF.: AC 65-12A, PAGE 1.**
- A.- THE FLIGHT CONTROLS.
  - B.- THE DRAG.
  - C.- THE LIFT.
  - D.- THE ENGINE OR ENGINES.
- 135.- WHAT IS THE IMPORTANCE OF THE GROUND EFFECT FOR A HELICOPTER? (19024) REF.: AC 65.15A, PAGE 54.**
- A.- AIDS IN INCREASING THE ENGINE POWER.
  - B.- AID IN SUPPORTING THE HELICOPTER WHILE HOVERING.
  - C.- THE AID IS THEORETICAL ONLY.
  - D.- THE GROUND EFFECT PRODUCES ADVERSE EFFECTS.
- 136.- WHAT IS THE MEANING OF THE WORD HELICOPTER THAT COMES FROM GREEK? (18982) REF.: AC 65-15A, PAGE 49.**
- A.- HORIZONTAL ROTATING WING AND VERTICAL ROTATING WING.
  - B.- OVER CABIN WING AND TAIL WING.
  - C.- HELICAL WING OR ROTATING WING.
  - D.- OVER WING OR LONG ROTATING WING.
- 137.- WHEN OR WHERE SHOULD BE PERFORMED THE AIRCRAFT WASHING? (18792) REF.: FAA-H-8083-30, PAGE 6-20.**
- A.- IN THE SHADE WHENEVER POSSIBLE.
  - B.- ONLY INSIDE THE HANGAR.
  - C.- DURING NIGHT.
  - D.- ONLY DURING CLOUDY DAYS.



- 138.- WHAT COMBINATION IS THE UNIVERSAL HEAD RIVET? (18752) REF.: FAA-H-8083-30, PAGE 5-59.**
- A.- THE UNIVERSAL HEAD RIVET INCLUDES ALL RIVETS TYPE.
  - B.- IS A COMBINATION OF ROUNDHEAD, PLANEHEAD AND CHERRY HEAD RIVET.
  - C.- IS A COMBINATION OF SQUAREDHEAD, BRIGHTHEAD AND BRAZIER HEAD RIVET.
  - D.- IS A COMBINATION OF ROUNDHEAD, FLATHEAD AND BRAZIER HEAD RIVET.
- 139.- WHAT DETERMINES THE OVERALL LENGTH OF THE SHANK OF THE RIVET? (18755) REF.: FAA-H-8083-30, PAGE 5-61.**
- A.- THE WIDTH AND HEIGH OF THE SHOP HEAD.
  - B.- THE THICKNESS OF THE MATERIAL BEING RIVETED.
  - C.- THE STRESS REQUIRED.
  - D.- THE STRENGTH OF THE MATERIAL BEING RIVETED.
- 140.- WHAT CHANGES WHEN THE AIRCRAFT ATTITUDE CHANGES? (18814) REF.: AC 65-15A, PAGE 31.**
- A.- THE YAW ANGLE.
  - B.- THE ANGLE OF ATTACK.
  - C.- THE LANDING ANGLE.
  - D.- THE TRACK ANGLE.
- 141.- WHICH IS THE TERM APPLIED TO ALL FORMS OF GRINDING MACHINES? (19127) REF.: AC 65-15A, PAGE 140.**
- A.- GRINDING WHEELS.
  - B.- GRINDER.
  - C.- CUTTING TOOL.
  - D.- DRILL REMOVER.

- 142.- WHAT IS THE PRIMARY USE OF THE ENGINE TAILPIPE? (19305) REF.: AC 65-12A, PAGE 59.**
- A.- TO LINE UP THE EXHAUST GASES AND TO AVOID THE TURBULENCE.
  - B.- TO SAVE FUEL.
  - C.- TO INCREASE THE ENGINE POWER.
  - D.- TO PIPE THE EXHAUST GASES OUT OF THE AIRFRAME.
- 143.- WHAT AIRCRAFT PART SERVES TO CLOSE AND STREAMLINE THE AFT END OF MOST FUSELAGES? (19282) REF.: AC 65-15A, PAGE 16.**
- A.- THE TAIL CONE.
  - B.- THE EMPENNAGE.
  - C.- THE FLIGHT CONTROLS.
  - D.- THE CARGO COMPARTMENT.
- 144.- WHAT ALLOYS ARE USED IN THE CONSTRUCTION OF THE TAIL CONE? (18835) REF.: AC 65-15A, PAGE 24.**
- A.- CHROMIUM VANADIUM ALLOY AND ALUMINUM ALLOY.
  - B.- MAGNESIUM ALLOY AND ALUMINUM ALLOY.
  - C.- COPPER ALLOY AND ALUMINUM ALLOY.
  - D.- TITANIUM ALLOY AND MANGANESE ALLOY.
- 145.- WHAT ELEMENT PRODUCES LONGITUDINAL MAGNETIZATION? (18855) REF.: FAA-H-8083-30, PAGE 8-29.**
- A.- A SWITCH.
  - B.- A RELAY.
  - C.- A SHUNT.
  - D.- A SOLENOID.

- 146.- WHAT IS THE STUDY OF MACHINES, BOTH SIMPLE AND COMPLEX? (18659) REF.: FAA-H-8083-30, PAGE 3-4.**
- A.- IS THE STUDY OF THE ENERGY OF MECHANICAL WORK.
  - B.- IS THE STUDY OF THE WORK OF MECHANICAL ENERGY.
  - C.- IS THE FORMULA OF THE ENERGY VERSUS MECHANICAL WORK.
  - D.- IS THE TRANSFERENCE OF HEAT INTO WORK AND MECHANICAL FORCE.
- 147.- WHAT MAINTENANCE MUST EXECUTE IN THE CARBURETOR STRAINER? (19300) REF.: AC 65-12A, PAGE 125.**
- A.- IT MUST BE REMOVED, CHECKED, CLEANED AND INSTALLED AT SCHEDULED INTERVALS.
  - B.- IT MUST HAVE REGULAR CONTROLS AND CHECKS.
  - C.- IT MUST BE REMOVED AND CLEANED AT SCHEDULED INTERVALS.
  - D.- IT MUST BE CHANGED AT SCHEDULED INTERVALS.
- 148.- WHAT IS VERY IMPORTANT IN THE STUDY OF HIGH-SPEED AIRFLOW? (19027) REF.: AC 65-15A, PAGE 56.**
- A.- THE WIND VELOCITY.
  - B.- THE AIRFOIL.
  - C.- THE AIRFLOW.
  - D.- THE SPEED OF SOUND.
- 149.- WHAT RIVET REQUIRES SPECIAL INSTALLATION TOOLS, SPECIAL INTALLATION PROCEDURES AND SPECIAL REMOVAL PROCEDURES? (18756) REF.: FAA-H-8083-30, PAGE 5-60.**
- A.- THE BULBED CHERRYLOCK RIVETS.
  - B.- THE PULL-THRU RIVETS.
  - C.- THE SPECIAL (BLIND) RIVETS.
  - D.- THE SELF-PLUGGING RIVETS.

- 150.- WHAT DOES THE SKIN COVER IN AN AIRPLANE? (18819) REF.: AC 65-15A, PAGE 24.**
- A.- IT COVERS THE FUSELAGE, WINGS, EMPENNAGE, NACELLES AND PODS.
  - B.- IT COVERS THE FUSELAGE, WINGS, FLIGHT CONTROLS, NACELLES AND CARGO COMPARTMENTS.
  - C.- IT COVERS THE PILOTS, PASSENGER, CREW MEMBER AND MECHANIC.
  - D.- IT COVERS THE ENTIRE AIRPLANE.
- 151.- WHAT IS THE SIMPLEST MACHINE, AND PERHAPS THE MOST FAMILIAR ONE? (18665) REF.: FAA-H-8083-30, PAGE 3-9.**
- A.- THE LEVER.
  - B.- THE GEAR.
  - C.- THE WHEEL.
  - D.- THE AXLE.
- 152.- WHAT ALLOYS ARE PRIMARILLY USED IN THE CONSTRUCTION OF THE SEMIMONOCOQUE FUSELAGE? (19276) REF.: AC 65-15A, PAGE 3.**
- A.- THE ALLOYS OF ALUMINUM AND METALS.
  - B.- THE ALLOYS OF ALUMINUM AND TITANIUM.
  - C.- THE ALLOYS OF ALUMINUM AND MAGNESIUM.
  - D.- THE ALLOYS OF ALUMINUM AND COPPER.
- 153.- WHAT MUST BE AVOIDED WHEN USING MECHANICAL CLEANING MATERIAL? (18800) REF.: FAA-H-8083-30, PAGE 6-25.**
- A.- USING THE CLEANING MATERIAL IN CLOSE PLACE.
  - B.- BREATHING OF THE CLEANING FUMES.
  - C.- EYE AND SKIN CONTAMINATION.
  - D.- DAMAGE TO THE FINISHES AND SURFACES.

- 154.- WHAT PARTS HAVE THE SELF-PLUGGING (FRICTION LOCK) BLIND RIVETS? (18754) REF.: FAA-H-8083-30, PAGE 5-60.**
- A.- A RIVET HEAD WITH A HOLLOW SHANK OR SLEEVE AND A STEM THAT EXTENDS THROUGH THE HOLLOW SHANK.
  - B.- A RIVET HEAD WITH A SOLID SHANK OR SLEEVE AND A STEM THAT EXTENDS THROUGH THE ENTIRE SHANK.
  - C.- A PLAINHEAD RIVET WITH A HOLLOW SHANK OR SLEEVE AND A STEM THAT EXTENDS THROUGH THE SPECIAL SHANK.
  - D.- A FLATHEAD RIVET WITH A COPPER SHANK OR SLEEVE AND A STEM THAT EXTENDS THROUGH THE HOLLOW SHANK.
- 155.- WHAT HAS TO BE CONSIDERED DURING THE SELECTION OF THE TYPE OF MATERIALS TO BE USED IN AIRCRAFT CLEANING? (18784) REF.: FAA-H-8083-30, PAGE 6-10.**
- A.- THE NATURE OF THE MATTER TO BE REMOVED.
  - B.- THE NATURE OF THE MATERIAL TO BE CLEANED.
  - C.- THE HELP NEEDED FOR A GOOD CLEANING.
  - D.- THE KNOWLEDGE OF CLEANING PERSONNEL.
- 156.- WHAT DOES THE RESULTANT FORCE IN A POSITIVE ANGLE OF ATTACK HAVE? (19039) REF.: AC 65-15A, PAGE 31.**
- A.- IT HAS MAGNITUDE, LONGITUDE AND FORCE.
  - B.- IT HAS MAGNITUDE, DIRECTION AND LOCATION.
  - C.- IT HAS LIFT, DRAG AND EFFECT.
  - D.- IT HAS AIRFOIL, CHORD AND LIFT.
- 157.- WHAT IS ONE RULE FOR THE LOCATION OF THE DATUM? (18715) REF.: FAA-H-8083-30, PAGE 4-2.**
- A.- IT HAS HAVE AN EXACT MEASURE FROM THE AIRCRAFT NOSE.
  - B.- IT HAS TO BE KNOWN.
  - C.- IT DOES NOT CHANGE DURING THE LIFE OF THE AIRCRAFT.
  - D.- IT HAS TO BE CLOSE TO THE AIRCRAFT NOSE.

- 158.- WHAT ARE THE MAIN TYPES OF PINS USED IN AIRCRAFT STRUCTURE? (18767) REF.: FAA-H-8083-30, PAGE 5-79.**
- A.- THEY ARE THE ROLL PIN, WIRE PIN AND COTTER PIN.
  - B.- THEY ARE THE TAPER PIN, FLATHEAD PIN AND COTTER PIN.
  - C.- THEY ARE THE LANDING GEAR PIN, NUT PIN AND SECURITY PIN.
  - D.- THEY ARE THE SAFETY CLIP PIN, ROUNDHEAD PIN AND ROLL PIN.
- 159.- HOW MANY WAYS OF GROUPING AIRCRAFT INSTRUMENTS ARE THERE? (18806) REF.: AC 65-15A, PAGE 469.**
- A.- THERE ARE MANY WAYS OF GROUPING AIRCRAFT INSTRUMENTS.
  - B.- THERE ARE TWO WAYS OF GROUPING AIRCRAFT INSTRUMENTS.
  - C.- THERE ARE VARIOUS WAYS OF GROUPING AIRCRAFT INSTRUMENTS.
  - D.- THE AIRCRAFT INSTRUMENTS DISTRIBUTION DEPEND THE COCKPIT SIZE.
- 160.- HOW MANY SIMPLE MACHINES ARE THERE? (18664) REF.: FAA-H-8083-30, PAGE 3-8.**
- A.- THERE ARE ONLY TWO SIMPLE MACHINES.
  - B.- THERE ARE ONLY TWENTY TWO SIMPLE MACHINES.
  - C.- THERE ARE EIGHT SIMPLE MACHINES.
  - D.- THERE ARE ONLY SIX SIMPLE MACHINES.
- 161.- WHAT FORM DO THE HEATING ELEMENTS HAVE IN THE ELECTRICITY HEATED FURNACE? (18998) REF.: FAA-H-8083-30, PAGE 5-15.**
- A.- WIRE OR RIBBON.
  - B.- CABLE OR TAPE.
  - C.- RULE OR LEAD.
  - D.- ROUND OR SQUARE.

- 162.- WHAT MAY RESULT, AS A GENERAL RULE, IF FURNACES ARE USED AT DIFFERENT TEMPERATURE RANGE? (18735) REF.: FAA-H-8083-30, PAGE 5-15.**
- A.- THE OBJECT WILL HAVE EXTRA STRENGTH.
  - B.- THE RESULTS IN WORK WILL BE OF DIFFERENT ALLOYS.
  - C.- THE RESULTS IN WORK WILL BE OF SUPERIOR QUALITY.
  - D.- THE RESULTS IN WORK WILL BE OF INFERIOR QUALITY.
- 163.- HOW MANY TYPES OF CLEANING AGENTS APPROVED FOR USE IN CLEANING AIRCRAFT ARE THERE? (18791) REF.: FAA-H-8083-30, PAGE 6-19.**
- A.- VERY FEW TYPES.
  - B.- HUNDREDS OF DIFFERENT TYPES.
  - C.- ABOUT FOUR OR FIVE DIFFERENT TYPES.
  - D.- MANY DIFFERENT TYPES.
- 164.- WHAT ADVANTAGES DOES THE USE OF THE SEMIMONOCOQUE FUSELAGE CONSTRUCTION HAVE? (19277) REF.: AC 65-15A, PAGE 5.**
- A.- ALL CONSTRUCTION HAVE THE SAME DISADVANTAGES.
  - B.- ALL CONSTRUCTION HAVE THE SAME ADVANTAGES.
  - C.- IT HAS NO ADVANTAGES.
  - D.- IT HAS A NUMBER OF ADVANTAGES.
- 165.- WHAT DO PROPELLERS OF AIRCRAFT POWERED BY RECIPROCATING OR TURBOPROP ENGINES DO WITH RESPECT TO THE AIR? (19102) REF.: AC 65-12A, PAGE 1.**
- A.- ACCELERATE A SMALL MASS OF AIR THROUGH A LARGE VELOCITY CHANGE.
  - B.- ACCELERATE A LARGE MASS OF AIR THROUGH A SMALL VELOCITY CHANGE.
  - C.- ACCELERATE A LARGE MASS OF AIR THROUGH A LARGE VELOCITY CHANGE.
  - D.- ACCELERATE A SMALL MASS OF AIR THROUGH A SMALL VELOCITY CHANGE.

- 166.- WHAT FURNISHES THE POWER NEEDED TO ROTATE THE PROPELLER BLADES? (19308) REF.: AC 65.12A, PAGE 325.**
- A.- THE FIRE SYSTEM.
  - B.- THE PISTONS.
  - C.- THE ENGINE.
  - D.- THE CYLINDERS.
- 167.- WHERE IS TYPICAL TO FIND THE PLANETARY SUN GEAR SYSTEM? (18667) REF.: FAA-H-8083-30, PAGE 3-12.**
- A.- IN MANY TURBINE AND RECIPROCATING ENGINES.
  - B.- IN AN ACCESORY REDUCTION GEARBOX.
  - C.- IN A PROPELLER REDUCTION GEARBOX.
  - D.- IN A TURBINE REDUCTION GEARBOX.
- 168.- WHAT MUST ALSO KNOW THE PEOPLE WHO MAINTAIN AND REPAIR AIRCRAFT? (18651) REF.: FAA-H-8083-30, PAGE 3-1.**
- A.- SHOULD HAVE A KNOWLEDGE OF ONWARD PHYSICS.
  - B.- SHOULD HAVE A KNOWLEDGE OF BASIC CHEMISTRY.
  - C.- SHOULD HAVE A KNOWLEDGE OF BASIC METEOROLGY.
  - D.- SHOULD HAVE A KNOWLEDGE OF BASIC PHYSICS.
- 169.- WHAT LIMITS OIL PRESSURE TO THE VALUE SPECIFIED BY THE ENGINE MANUFACTURER? (19297) REF.: AC 65-12A, PAGE 300.**
- A.- THE OIL COOLER SYSTEM.
  - B.- ALL THE OIL CONTROL SYSTEM.
  - C.- THE OIL PRESSURE REGULATOR.
  - D.- THE OIL PRESSURE RELIEF VALVE.
- 170.- WHICH IS THE MOST OFTEN USED LIFT-MODIFYING DEVICE, FOR SMALL AND LARGE AIRPLANE? (18710) REF.: FAA-H-8083-30, PAGE 3-48.**
- A.- THE WING FLAPS AND THE LEADING EDGES.
  - B.- THE MAIN FLIGHT CONTROLS.
  - C.- THE ENTIRE WING.
  - D.- THE WING FLAPS.



- 171.- **WHAT DOES THE MONOSPAR WING INCORPORATE IN ITS CONSTRUCTION? (19278) REF.: AC 65-15A, PAGE 7.**
- A.- ONLY ONE MAIN LONGITUDINAL MEMBER.
  - B.- TWO MAIN LONGITUDINAL MEMBERS.
  - C.- SEVERAL MAIN LONGITUDINAL MEMBERS.
  - D.- ONE MAIN LONGITUDINAL MEMBER AND ONE SECONDARY MEMBER.
- 172.- **WHAT DETERMINES THE RATIO OF FUEL TO AIR IN THE MIXTURE? (19106) REF.: AC 65-12A, PAGE 115.**
- A.- THE AIRCRAFT SPEED.
  - B.- THE MIXTURE CONTROL SYSTEM.
  - C.- THE ENGINE POWER.
  - D.- THE AIRCRAFT ALTITUDE AND ACTITUDE.
- 173.- **IN WHAT APPLICATIONS CAN BE USED THE MECHANICAL LOCK TYPE OF SELF-PLUGGING RIVET? (18758) REF.: FAA-H-8083-30, PAGE 5-63.**
- A.- THEY CAN BE USED IN THE SAME APPLICATIONS AS THE FRICTION LOCK RIVET.
  - B.- THEY CAN BE USED IN THE SAME APPLICATIONS AS THE PULL-THRU RIVET.
  - C.- THEY CAN BE USED IN THE SAME APPLICATIONS AS THE BULBED CHERRYLOCK RIVET.
  - D.- THEY CAN BE USED IN THE SAME APPLICATIONS AS THE ROUNDHEAD RIVET.
- 174.- **WHAT IS THE MAXIMUN WEIGHT OF AN AIRCRAFT? (18716) REF.: FAA-H-8083-30, PAGE 4-3.**
- A.- IS THE WEIGHT OF AN AIRCRAFT SHOWED IN THE SCALE.
  - B.- IS THE MAXIMUN AUTHORIZED LOAD WEIGHT OF THE AIRCRAFT AND THE FUEL.
  - C.- IS THE MAXIMUN WEIGHT OF THE AIRCRAFT WEIGHED IN ANY MOMENT.
  - D.- IS THE MAXIMUN AUTHORIZED WEIGHT OF THE AIRCRAFT AND ITS CONTENTS.

- 175.- **WHICH AIRPLANE PARTS ARE EQUIPPED WITH AN AXLE ATTACHED TO THE LOWER CYLINDER TO PROVIDE FOR INSTALLATION OF THE WHEELS? (19270) REF.: AC 65-15A, PAGE 343.**
- A.- THE SHOCK STRUTS.
  - B.- THE FLAPS.
  - C.- THE ENGINE.
  - D.- THE MAIN FLIGHT CONTROLS.
- 176.- **WHICH ARE THE MAIN STRUCTURAL PARTS OF A WING? (19279) REF.: AC 65-15A, PAGE 8.**
- A.- THE LEADING EDGE, THE TRAILING EDGE AND THE CHORD LINE.
  - B.- THE SPARS, THE RIBS OR BULKHEADS AND THE STRINGERS OR STIFFENERS.
  - C.- THE METAL SPAR SHAPES, THE SKIN AND THE STRINGERS OR STIFFENERS.
  - D.- THE FLAPS, THE AILERON, THE SPEED BRAKES OR FLIGHT SPOILERS AND THE LEADING EDGES.
- 177.- **WHICH IS THE AIRCRAFT PART THAT SUPPORTS THE AIRCRAFT DURING LANDING OR WHILE IT IS RESTING OR MOVING ABOUT ON THE GROUND? (19285) REF.: AC 65-15A, PAGE 23.**
- A.- THE FIVE MAIN PARTS OF THE AIRCRAFT.
  - B.- THE AIRFOIL AND THE POWER PLANTS.
  - C.- THE POWER PLANTS.
  - D.- THE LANDING GEAR.
- 178.- **WHAT INSPECTION PROCESS CONSISTS IN MAGNETIZING THE PART AND THEN APPLYING FERROMAGNETIC PARTICLES TO THE SURFACE AREA TO BE INSPECTED? (18842) REF.: FAA-H-8083-30, PAGE 8-24.**
- A.- THE FERROMAGNETIC INSPECTION.
  - B.- THE LIQUID PENETRANT INSPECTION.
  - C.- THE ACOUSTIC EMISSION INSPECTION.
  - D.- THE MAGNETIC PARTICLE INSPECTION.

- 179.- **WHAT ARE THE FUNDAMENTAL LAWS GOVERNING THE ACTION OF AIR ABOUT A WING? (19036) REF.: AC 65-15A, PAGE 30.**
- A.- THE LAW OF VELOCITY AND SPEED.
  - B.- THE BERNOULLI'S PRINCIPLE.
  - C.- THE PASCAL'S LAW OF MOTION.
  - D.- THE NEWTON'S LAW OF MOTION.
- 180.- **WHAT MUST BE CAREFULLY DETERMINED IN ANY DAMAGED PART? (19125) REF.: AC 65-15A, PAGE 130.**
- A.- THE ADJACENT PART.
  - B.- THE FASTENER OF THE PART.
  - C.- THE ALLOY OF THE PART.
  - D.- THE FUNCTION OF THE PART.
- 181.- **WHAT MUST BE KNOWN IN ORDER TO KNOW THE DENSITY OF A SUBSTANCE? (18654) REF.: FAA-H-8083-30, PAGE 3-2.**
- A.- ITS VOLUME AND COMPOSITION.
  - B.- ITS BASIC ELEMENTS AND ATOMIC WEIGHT.
  - C.- ITS WEIGHT AND VOLUME.
  - D.- ITS COMPOSITION AND GRAVITY.
- 182.- **WHAT RIVETS ARE USED ON INTERIOR STRUCTURES? (18751) REF.: FAA-H-8083-30, PAGE 5-59.**
- A.- THE SHEAR STRENGTH RIVET AND THE HEAT TREAT RIVET.
  - B.- THE COUNTERSUNK HEAD RIVET AND THE SOLID RIVET.
  - C.- THE FLATHEAD RIVET LIKE THE ROUNDHEAD RIVET.
  - D.- THE BRAZIER HEAD RIVET AND THE UNIVERSAL HEAD RIVET.
- 183.- **WHAT IS THE FIRST IMPORTANT CONSIDERATION IN THE HEAT TREATMENT OF A STEEL PART? (18737) REF.: FAA-H-8083-30, PAGE 5-19.**
- A.- IS TO KNOW ITS PHYSICAL COMPOSITION.
  - B.- IS TO KNOW ITS CHEMICAL COMPOSITION.
  - C.- IS TO KNOW THE OVEN TEMPERATURE.
  - D.- IS TO KNOW THE COOLING PROCEDURE.

- 184.- WHAT IS THE TERMINATING COMPONENT OF THE BASIC ENGINE? (19304) REF.: AC 65-12A, PAGE 59.**
- A.- THE JET NOZZLE.
  - B.- THE TAILPIPE.
  - C.- THE EXHAUST CONE ASSEMBLY.
  - D.- THE THRUST REVERSE.
- 185.- IN WHAT CONSISTS THE ENVELOPE METHOD OF COVERING WING WITH FABRIC? (18850) REF.: AC 65-15A, PAGE 93.**
- A.- CONSIST IN GLUEING FABRIC OVER THE METAL TO MAKE AN ENVELOPE OR FOLD.
  - B.- CONSIST IN EMBROIDERING COTTON TO MAKE AN ENVELOPE OR SLEEVE.
  - C.- CONSISTS IN GLUEING FABRIC TO MAKE AN ENVELOPE OR SLEEVE.
  - D.- CONSISTS IN SEWING FABRIC TO MAKE AN ENVELOPE OR SLEEVE.
- 186.- WHAT DOES THE EMPTY WEIGHT OF AN AIRCRAFT INCLUDE? (18717) REF.: FAA-H-8083-30, PAGE 4-4.**
- A.- INCLUDES ALL OPERATING EQUIPMENT THAT HAS A FIXED LOCATION AND IS ACTUALLY INSTALLED IN THE AIRCRAFT.
  - B.- INCLUDES ALL EQUIPMENT WEIGHT THAT HAS A MOVABLE LOCATION AND IS ACTUALLY CHECKED.
  - C.- INCLUDES SOME OPERATING EQUIPMENT THAT HAS A POSITION AND ITS AIRWORTHINESS.
  - D.- INCLUDES THE ENTIRE OPERATING EQUIPMENT THAT HAS A FIXED OR MOVABLE LOCATION AND IS ACTUALLY INSTALLED IN THE AIRCRAFT.
- 187.- WHERE IS LOCATED THE DISCHARGE NOZZLE IN A CARBURATOR? (19109) REF.: AC 65-12A, PAGE 115.**
- A.- DIRECTLY IN THE MANIFOLD PRESSURE.
  - B.- IN THE HIGH PRESSURE SIDE OF THE CARBURATOR.
  - C.- IN THE THROAT PRESSURE SIDE OF THE VENTURI.
  - D.- IN THE THROAT OF THE VENTURI.

- 188.- IN WHAT NUMERALS IS THE DIAL FACE OF THE TYPICAL ALTIMETER GRADUATED? (19274) REF.: AC 65-15A, PAGE 476.**
- A.- IS GRADUATED WITH NUMERALS FROM ZERO TO NINE INCLUSIVE.
  - B.- IS GRADUATED WITH NUMERALS, LETTERS AND SYMBOLS INCLUSIVE.
  - C.- THE GRADUATION DEPENDS ON THE AIRPLANE MANUFACTURER.
  - D.- THE GRADUATION DEPENDS ON THE INSTRUMENT MANUFACTURER.
- 189.- WHAT IS THE DENSITY OF A SUBSTANCE? (18653) REF.: FAA-H-8083-30, PAGE 3-2.**
- A.- IS ITS VOLUME PER UNIT OF WEIGHT.
  - B.- IS ITS WEIGHT PER UNIT OF VOLUME.
  - C.- IS ITS COLOR AND WEIGHT PER UNIT OF VOLUME.
  - D.- IS ITS CHEMISTRY COMPOSITION AND PHYSICAL RESISTANCE.
- 190.- IN HOW MANY SECTIONS IS THE DATA SHEET DIVIDED? (18817) REF.: FAA-H-8083-30, PAGE 8-5.**
- A.- INTO ONE OR MORE SECTIONS.
  - B.- INTO THREE OR MORE SECTIONS.
  - C.- AT LEAST INTO TWELVE SECTIONS.
  - D.- INTO FOUR OR SIX SECTIONS.
- 191.- WHAT TEMPERATURE WILL INDICATE THE CYLINDER HEAD TEMPERATURE INDICATOR PRIOR TO OPERATE THE ENGINE? (19307) REF.: AC 65-12A, PAGE 322.**
- A.- WILL INDICATE THE CYLINDER TEMPERATURE.
  - B.- WILL INDICATE THE FREE OUTSIDE AIR TEMPERATURE.
  - C.- WILL INDICATE ANY FREE TEMPERATURE.
  - D.- WILL INDICATE THE ENGINE GENERAL TEMPERATURE.

- 192.- WHAT IS THE CHORD OF AN AIRFOIL OR WING SECTION? (19040) REF.: AC 65-15A, PAGE 31.**
- A.- IS A ROPE USED TO TIE THE WING FROM THE LEADING EDGE TO TRAILING EDGE.
  - B.- IS A STRAIGHT LINE WHICH CROSSES THE WING FROM THE ROOT TO THE WING TIP.
  - C.- IS AN IMAGINARY STRAIGHT LINE WHICH PASSES THROUGH THE SECTION FROM THE LEADING EDGE TO TRAILING EDGE.
  - D.- IS A REAL STRAIGHT LINE WHICH UNITES THE SECTION FROM THE LEADING EDGE TO TRAILING EDGE.
- 193.- WHAT IS THE CENTER OF GRAVITY RANGE FOR AN AIRCRAFT? (18724) REF.: FAA-H-8083-30, PAGE 4-17.**
- A.- IS THE AFT AND REAR BALANCE LIMITS.
  - B.- IS THE LIMITS WITHIN WHICH THE AIRCRAFT MUST BALANCE.
  - C.- ARE ALL THE DISTANCES THAT ARE CONSIDERED DURING WEIGHING.
  - D.- IS WHERE THE WEIGH IS CONCENTRATED.
- 194.- HOW MAY BE CONSIDERED THE CENTER OF GRAVITY IN AN AIRCRAFT? (19287) REF.: AC 65-15A, PAGE 33.**
- A.- AS A POINT AT WHICH THE BALANCE OF THE AIRCRAFT IS OPTIMUM.
  - B.- AS A POINT AT WHICH ALL THE WEIGHT OF THE AIRCRAFT IS CONCENTRATED.
  - C.- AS THE REAR AND FRONT POINT AT WHICH ALL THE WEIGHT OF THE AIRCRAFT IS LIMITED.
  - D.- AS A PLACE WHERE ALL THE LOAD IN THE AIRCRAFT IS CONCENTRATED.
- 195.- WHAT DOES THE CARBURETOR HAVE IN ORDER TO SHUT OFF THE FUEL TO STOP THE ENGINE? (19107) REF.: AC 65-12A, PAGE 115.**
- A.- A FUEL INYECTION AND A MANUAL START SYSTEM.
  - B.- AN AUTOMATIC SELECTOR VALVE IN THE CARBURATOR.
  - C.- AN IDLE CUTOFF SYSTEM.
  - D.- A FUEL CONTROL IN THE COCKPIT.

- 196.- WHAT DOES THE CARBURETOR AIR TEMPERATURE GAGE INDICATE? (19312) REF.: AC 65-12A PAGE 431.**
- A.- INDICATE THE CYLINDERS TEMPERATURE AND THE AIR AROUND THE CARBURATOR.
  - B.- THE QUANTITY OF THE AIR THAT IS IN THE CYLINDERS.
  - C.- THE TEMPERATURE OF THE AIR BEFORE IT ENTERS THE CARBURATOR.
  - D.- THE PRESSURE AND THE TEMPERATURE OF THE AIR AFTER IT ENTERS THE CARBURATOR.
- 197.- WHAT DOES THE BLADE FLAPPING ACTION CREATE IN A HELICOPTER? (19023) REF.: AC 65-15A, PAGE 53.**
- A.- CREATES AN UNBALANCE CONDITION WITH RESULTING VIBRATION.
  - B.- CREATES A BIG LIFT CONDITION WITH RESULTING IN A SMOOTH FLIGHT.
  - C.- CREATES SOME ADDITIONAL DRAG AND THE ENGINE HAS TO DEVELOP MORE POWER.
  - D.- CREATES A BALANCE CONDITION WITH RESULTING IN LESS VIBRATION.
- 198.- WHAT IS USED TO DESIGN THE BASIC COMPONENT OF A CABLE? (18765) REF.: FAA-H-8083-30, PAGE 5-75.**
- A.- NUMBERS AND LETTERS.
  - B.- THE WIRE METAL.
  - C.- THE AMOUNT OF WIRES IN EACH STRAND AND THE QUANTITY OF CABLES.
  - D.- THE NUMBER OF STRANDS AND THE NUMBER OF WIRES IN EACH STRAND.
- 199.- WHICH IS USUALLY THE MOST CONVENIENT LOCATION FOR TEMPORARY BALLAST? (18644) REF.: FAA-H-8083-30, PAGE 4-23.**
- A.- THE BAGGAGE COMPARTMENT.
  - B.- THE CABIN COMPARTMENT.
  - C.- THE TAIL COMPARTMENT.
  - D.- THE WING ROOT COMPARTMENT.

- 200.- WHAT IS THE PURPOSE OF DEVELOPING SPECIAL TOOLS AND DEVICES? (19046) REF.: AC 65-15A, PAGE 133.**
- A.- TO HELP THE MECHANIC MAKE HIS HOME-WORK ON TIME, COMPLEX AND UP TO DATE.
  - B.- TO HELP THE MECHANIC MAKE HIS JOB SWIFT, THE BEST AND GOOD.
  - C.- TO HELP THE MECHANIC MAKE HIS WORK SOFT, RELAXED AND QUICKLY.
  - D.- TO HELP THE MECHANIC MAKE HIS WORK FASTER, SIMPLER AND BETTER.
- 201.- HOW MANY BRAKES APPLICATIONS CAN BE MADE WITH THE AIR BOTTLE THAT HAS NORMAL COMPRESSED AIR? (19268) REF.: AC 65-15A, PAGE 336.**
- A.- SEVEN APPLICATION OF THE BRAKES.
  - B.- ONE APPLICATION UNTIL A COMPLETE AIRCRAFT STOP.
  - C.- SEVERAL APPLICATIONS OF THE BRAKES.
  - D.- TWO FULL BRAKES APPLICATION.
- 202.- WHAT ARE THE ADJUSTABLE WRENCHS? (18858) REF.: FAA-H-8083-30, PAGE 9-5.**
- A.- THEY ALSO ARE OPEN-END WRENCHES.
  - B.- THEY CAN REPLACE HANDY UTILITY TOOLS.
  - C.- THEY ARE HANDY UTILITY TOOLS.
  - D.- THEY ARE MANUAL UTILITY TOOLS.
- 203.- WHAT DOES THE TENSION FORCE TRY TO DO? (18668) REF.: FAA-H-8083-30, PAGE 3-14.**
- A.- IT TRIES TO COMPRES AN OBJECT.
  - B.- IT TRIES TO CRUSH AN OBJECT.
  - C.- IT TRIES TO PRESS AN OBJECT.
  - D.- IT TRIES TO PULL AN OBJECT APART.



- 204.- WHICH IS A DOMINANT FACTOR THAT AFFECTS THE PHYSICAL PROPERTIES OF FLUIDS? (18697) REF.: FAA-H-8083-30, PAGE 3-23.**
- A.- THE TEMPERATURE.
  - B.- THE PRESSURE.
  - C.- THE DENSITY.
  - D.- THE ALTITUDE.
- 205.- HOW MAY THE STRESSED SKIN PANELS BE? (18825) REF.: AC 65-15A, PAGE 24.**
- A.- THEY MAY BE EITHER SMOOTH OR BEADED.
  - B.- THEY MAY BE STRESSED RESISTANCE OR LITTLE SMOOTH.
  - C.- THEY MAY BE ROUND OR SQUARE.
  - D.- ALL THEM ARE OVAL.
- 206.- WHY DOES STRESS CORROSION OCCUR? (18775) REF.: FAA-H-8083-30, PAGE 6-6.**
- A.- STRESS CORROSION NEVER OCCURS.
  - B.- STRESS CORROSION OCCURS AS THE RESULT OF MAINTAINING THE AIRPLANE DIRTY AND IN A DRY ENVIRONMENT.
  - C.- STRESS CORROSION OCCURS AS THE RESULT OF KEEPING THE AIRPLANE OUT OF THE HANGAR.
  - D.- STRESS CORROSION OCCURS AS THE RESULT OF THE COMBINED EFFECT OF SUSTAINED TENSILE STRESSES AND CORROSIVE ENVIRONMENT.
- 207.- WHICH MAY BE THE PRINCIPAL REQUIREMENT IN CERTAIN STRUCTURES? (19275) REF.: AC 65-15A, PAGE 1.**
- A.- THE DURABILITY.
  - B.- THE STRENGTH.
  - C.- THE AIRWORTHINESS.
  - D.- THE STRESSES.

- 208.- **WHAT PROPELLER BLADES HAVE MORE RESISTANCE TO ABRASION? (18796) REF.: FAA-H-8083-30, PAGE 6-23.**
- A.- THE STEEL PROPELLER BLADES.
  - B.- THE ALUMINUM ALLOY PROPELLER BLADES.
  - C.- THE PURE ALUMINUM PROPELLER BLADES.
  - D.- THE MAGNESIUM ALUMINUM ALLOY PROPELLER BLADES.
- 209.- **WHAT HAPPENS WITH SOME TYPES OF EXTINGUISHING AGENTS? (19294) REF.: AC 65-15A, PAGE 427.**
- A.- RAPIDLY CORRODE ALUMINUM ALLOY AND OTHER METAL.
  - B.- SLOWLY CORRODE ALUMINUM ALLOY AND OTHER METAL.
  - C.- ARE HARDENER TO ALUMINUM ALLOY AND OTHER METAL.
  - D.- LEAVE THE ALUMINUM ALLOY VERY BRIGHT.
- 210.- **WHAT VERY LIGHT COLOR MAY APPEAR IN SOME STAINLESS STEEL ALLOYS METAL TEST? (18732) REF.: FAA-H-8083-30, PAGE 5-5.**
- A.- PINK.
  - B.- WHITE.
  - C.- BLACK.
  - D.- BROWN.
- 211.- **SOME AIRCRAFT ARE REQUIRED TO BE WEIGHED AND HAVE THEIR CENTER OF GRAVITY CALCULATED ON A PERIODIC BASIS, TYPICALLY HOW OFTEN IS THIS? (18713) REF.: FAA-H-8083-30, PAGE 4-2.**
- A.- EVERY FIVE YEARS.
  - B.- EVERY THREE YEARS.
  - C.- ALMOST EVERY MONTH.
  - D.- WHEN THE OWNER WANTS.

- 212.- **IF SOME AIRCRAFT ARE NOT WEIGHED WITH THE WHEELS ON THE SCALES, WHERE ARE THEY WEIGHED? (18723) REF.: FAA-H-8083-30, PAGE 4-16.**
- A.- AT THE JACKING POINTS OR AT SPECIAL WEIGHED POINTS.
  - B.- AT THE WHEELS POINTS OR AT SPECIAL WEIGHED POINTS.
  - C.- AT THE JACKING POINT OR AT SPECIAL WEIGHED POINT.
  - D.- AT THE NOSE AND TAIL POINTS OR AT SPECIFIC WEIGHED POINTS.
- 213.- **WHICH IS THE PROPERTY OF SILICONE RUBBERS? (18745) FAA-H-8083-30, PAGE 5-35.**
- A.- HAVE EXCELLENT HEAT STABILITY.
  - B.- REACTS FAVORABLY WITH AROMATIC GASOLINES.
  - C.- IS VERY EASE TO WORK.
  - D.- RESISTS THE STRIKES VERY WELL .
- 214.- **WHICH ARE THE MOST WIDELY USED SEMICONDUCTOR MATERIALS? (18976) REF.: FAA-H-8083-30, PAGE 10-3.**
- A.- GLASS, CERAMIC AND PLASTICS.
  - B.- SILICON AND GERMANIUM.
  - C.- GOLD, COPPER AND SILVER.
  - D.- MATERIAL WITH FREE ELECTRONS.
- 215.- **IN WHAT FORMS AND SHAPES ARE STEEL AND STEEL ALLOYS MANUFACTURED? (18730) REF.: FAA-H-8083-30, PAGE 5-2.**
- A.- ROLLER BARS, WELDING SHEETS, FLIXIBLE TUBING, FORGINGS AND CASTINGS.
  - B.- THIN, THICK, MEDIUM, SMALL SIZE AND BIG SIZE.
  - C.- BARS, SHEETS, TUBING, EXTRUSIONS, FORGINGS AND CASTINGS.
  - D.- COOL, WARM, HOT, ICED, FROZEN AND REFRIGERATE.

- 216.- **WHICH ARE THE INCREMENTS OF RIVETS SHANK DIAMETERS? (18760) REF.: FAA-H-8083-30, PAGE 5-64.**
- A.- 1/54-INCH.
  - B.- 1/16-INCH.
  - C.- 1/32-INCH.
  - D.- 1/64-INCH.
- 217.- **WHAT ARE PERMITTED TO REPAIR FABRIC-COVERED SURFACES? (18852) REF.: AC 65-15A, PAGE 99.**
- A.- ONLY SEWN REPAIRS ARE PERMITTED.
  - B.- SEWN AND UNSEWN REPAIRS ARE PERMITTED.
  - C.- ONLY UNSEWN REPAIRS ARE PERMITTED.
  - D.- THE REPAIR DEPEND THE LONG DAMAGE.
- 218.- **WHAT OTHER USE CAN BE GIVEN TO SEVERAL MATERIALS USED FOR THINNING, SPECIFIC PAINTS AND LACQUERS? (19122) REF.: AC 65-15A, PAGE 113.**
- A.- THEY ARE ALSO AVAILABLE FOR SOLVENT CLEANING.
  - B.- THEY ARE ALSO AVAILABLE FOR PAINT REMOVER AND CORROSION CONTROL.
  - C.- THEY ARE ALSO AVAILABLE FOR PAINT FINISHING.
  - D.- THEY ARE ALSO AVAILABLE TO JOIN COMPOSITES.
- 219.- **WHAT PROCEDURES MUST BE OBSERVED WHEN SELECTING A SAW BLADE? (18861) REF.: FAA-H-8083-30, PAGE 9-9.**
- A.- CHECK THE MATERIAL THAT YOU HAVE TO CUT.
  - B.- SELECT AN APPROPRIATE SAW BLADE.
  - C.- CHECK THE WEATHER.
  - D.- CHECK THE ELECTRICAL GENERATOR.
- 220.- **WHAT IS THE OBJECT OF SEALS IN THE AIRPLANES HYDRAULIC SYSTEM? (18746) REF.: FAA-H-8083-30, PAGE 5-36.**
- A.- TO PREVENT FLUID FROM BEING CONTAMINATED.
  - B.- TO PREVENT FLUID FROM PASSING A CERTAIN POINT.
  - C.- TO RE-USE THE LIQUIDS MANY TIMES.
  - D.- TO AVOID LOSS OF LIQUID AND TO CANCEL THE FLIGHT.

- 221.- WHAT ARE THE MOST COMMONLY USED THREADED FASTENING DEVICES ON AIRCRAFT? (18763) REF.: FAA-H-8083-30, PAGE 5-70.**
- A.- THE BOLTS.
  - B.- THE SCREWS.
  - C.- THE FORKS.
  - D.- THE STUD BOLTS.
- 222.- WHAT OPERATION OF MODERN AIRCRAFT IS DEPENDENT UPON THE USE OF INSTRUMENTS? (18804) REF.: AC 65-15A, PAGE 469.**
- A.- THE FLIGHT OPERATIONAL SAFETY, ECONOMICAL ARRIVAL AND RELIABLE GROUND OPERATION.
  - B.- THE ON-TIME DISPATCH, ECONOMICAL AND RELIABLE OPERATION.
  - C.- THE MAINTENANCE WORK, FLIGHT SAFETY AND RELIABLE OPERATION.
  - D.- THE SAFE, ECONOMICAL AND RELIABLE OPERATION.
- 223.- WHERE IS THE EXCEPTION IN THE USE OF ROUNDHEAD RIVETS IN THE INTERIOR OF THE AIRCRAFT? (18749) REF.: FAA-H-8083-30, PAGE 5-59.**
- A.- WHERE CLEARANCE IS REQUIRED FOR ADJACENT MEMBERS.
  - B.- WHERE EXTRA STRENGTH IS REQUIRED.
  - C.- WHERE TOLERANCE IS REQUIRED FOR MAIN MEMBERS.
  - D.- WHERE PASSENGER SEATS ARE CLOSE TO THE WINDOW.
- 224.- WHAT IS A TYPICAL ALUMINUM CORROSION TREATMENT? (18786) REF.: FAA-H-8083-30, PAGE 6-14.**
- A.- REMOVE HYDRAULIC, SKIDROL, OIL AND SURFACE DIRT FROM THE ALUMINUM SURFACE USING ANY CAUSTIC SUITABLE MILD CLEANER.
  - B.- REMOVE OLD PAINT, CORROSION, OIL AND SURFACE WASTE FROM THE ALUMINUM SURFACE USING ANY SUITABLE MILD CLEANER.
  - C.- REMOVE OIL AND SURFACE DIRT FROM THE ALUMINUM SURFACE USING ANY SUITABLE MILD CLEANER.
  - D.- REMOVE OIL, GREASE AND SURFACE DIRT FROM THE ALUMINUM SURFACE USING ANY SUITABLE MILD CLEANER OR SOAP.

- 225.- WHY ARE RELIEF VALVES USED IN PNEUMATIC SYSTEMS? (19266) REF.: AC 65-15A, PAGE 334.**
- A.- TO PREVENT DAMAGE.
  - B.- TO PROTECT THEE O-RINGS.
  - C.- TO RELIEF PRESSURE.
  - D.- TO MAINTAIN PRESSURE IN LIMITS.
- 226.- WHEN IS RELATIVELY LITTLE CORROSION TROUBLE EXPERIENCED WITH MAGNESIUM SKINS? (18783) REF.: FAA-H-8083-30, PAGE 6-9.**
- A.- WHEN THE CORROSION IS ABSENT FROM THE SURFACE AND INSULATION IS ADEQUATELY MAINTAINED.
  - B.- WHEN THE SURFACE FINISH HAS ZINC CHROMATE AND INSULATION IS ADEQUATELY COVERED.
  - C.- WHEN THE REWORKED SURFACE FINISH AND INSULATION ARE ADEQUATELY MAINTAINED.
  - D.- WHEN THE ORIGINAL SURFACE FINISH AND INSULATION ARE ADEQUATELY MAINTAINED.
- 227.- WHICH IS THE USE OF REAMERS? (20002) REF.: FAA-H-8083-30, PAGE 9-13.**
- A.- THEY ARE USED TO SMOOTH AND ENLARGE HOLES TO EXACT SIZE.
  - B.- THEY ARE USED TO ENLARGE HOLES TO EXACT SIZE.
  - C.- THEY ARE USED TO POLISH METAL BEFORE PAINTING IT.
  - D.- THEY ARE USED TO FIND CORROSION AND TO TREAT IT.
- 228.- WHAT ARE THE ANCIENT ENEMIES OF AIR TRANSPORTATION? (19134) REF.: AC 65-15A, PAGE 285.**
- A.- THE FOG, CLOUD AND LIGHTNING.
  - B.- THE METAL COST AND PROTECTION.
  - C.- THE FUEL PRICE AND THE NOISE.
  - D.- THE RAIN, SNOW AND ICE.

- 229.- WHAT DOES PROPELLER EFFICIENCY DEPEND ON? (20001) REF.: AC 65-12A, PAGE 325.**
- A.- HOW MUCH THE PROPELLER SLIPS.
  - B.- THE CHORD LINE OF PROPELLER.
  - C.- THE PROPELLER LENGTH.
  - D.- THE NUMBERS OF BLADES.
- 230.- HOW MUCH VARIES THE PROPELLER EFFICIENCY? (19309) REF.: AC 65-12A, PAGE 325.**
- A.- IT DEPENDS OF ENGINE POWER.
  - B.- FROM 25% TO 50%.
  - C.- FROM 75% TO 99%.
  - D.- FROM 50% TO 87%.
- 231.- WHAT TYPE OF DEFECT WILL THE PENETRANT INSPECTION DETECT? (18821) REF.: FAA-H-8083-30, PAGE 8-19.**
- A.- WILL DETECT SURFACE CRACKS OR POROSITY DEFECT.
  - B.- WILL DETECT UNDER-SURFACE CRACKS OR VOIDS DEFECT.
  - C.- WILL DETECT ELECTRICAL DISCONTINUITY OR FLAWS.
  - D.- WILL DETECT INVISIBLE CRACKS OR SPOT POINTS.
- 232.- WHAT DOES AN ORIGINAL SURFACE TREATMENT FOR STEEL PARTS ALSO INCLUDE TO REMOVE ALL TRACES OF DIRT, OIL, GREASE, OXIDES, AND MOISTURE? (18790) REF.: FAA-H-8083-30, PAGE 6-17.**
- A.- ALSO INCLUDES A WEAR RESISTANCE PROCEDURE.
  - B.- IT INCLUDES AN ORIGINAL SURFACE TREATMENT.
  - C.- USUALLY INCLUDES A CLEANING TREATMENT.
  - D.- ALSO INCLUDES A PARTS REMOVAL.

- 233.- WHAT TYPE OF FABRIC OR CLOTH ARE USED IN THE MANUFACTURE OF AIRCRAFT COVERING? (18845) REF.: AC 65-15A, PAGE 85.**
- A.- DOMESTIC OR IMPORTED FIBERS.
  - B.- NATURAL AND ARTIFICIAL FIBERS.
  - C.- ORGANIC AND SYNTHETIC FIBERS.
  - D.- GLUED OR SEWING FIBERS.
- 234.- WHAT NONSTRUCTURAL MEMBERS OF AIRCRAFT CAN BE WELDED SATISFACTORILY? (19133) REF.: AC 65-15A, PAGE 259.**
- A.- ALL METALLICS MEMBERS.
  - B.- ONLY IRON ALLOY MEMBERS.
  - C.- ONLY STAINLESS STEEL MEMBERS.
  - D.- ONLY ALUMINUM ALLOY MEMBERS.
- 235.- ON LARGER AIPLANES, FROM PRIVATE BUSINESS JETS TO LARGE JUMBO JETS, IN RELATION OF WHAT ARE IDENTIFIED THE CENTER OF GRAVITY AND ITS RANGE? (18727) REF.: FAA-H-8083-30, PAGE 4-31.**
- A.- IN RELATION TO THE CHORD LINE.
  - B.- IN RELATION TO THE ROOT WIDTH OF THE WING.
  - C.- IN RELATION TO THE LENGTH OF THE WING.
  - D.- IN RELATION TO THE WIDTH OF THE WING.
- 236.- WHERE IS STAMPED THE ALLOY DESIGNATION ON LARGE ALUMINUM ALLOY TUBING? (18802) REF.: FAA-H-8083-30, PAGE 7-2.**
- A.- IN THE INTERIOR.
  - B.- ON THE SURFACE.
  - C.- WITH A TAG.
  - D.- WITH A FORM 8130-3 ATTACHED.



- 237.- IN WHAT CONSISTS A RADIAL ENGINE? (19303) REF.: AC 65-12A, PAGE 5.**
- A.- IN A ROW OR ROWS OF CYLINDERS ARRANGED RADIALLY ABOUT A CENTRAL CRANKSHAFT.
  - B.- IN A ROW OR ROWS OF CYLINDERS ARRANGED RADIALLY ABOUT A CENTRAL CRANKCASE.
  - C.- IN A ROW OR ROWS OF CYLINDERS ARRANGED OPPOSITE ABOUT A CENTRAL CRANKCASE.
  - D.- IN A LINE OR LINES OF CYLINDERS ARRANGED IN LINE ABOUT A CRANKCASE.
- 238.- WHICH IS ONE OF THE DIFFERENCES BETWEEN A HELICOPTER AND A FIXED-WING AIRCRAFT? (18978) REF.: AC 65-15A, PAGE 49.**
- A.- IS THE TYPE OF FLIGHT.
  - B.- IS THE MAIN AND COCKPIT CABIN.
  - C.- IS THE MAIN SOURCE OF DRAG.
  - D.- IS THE MAIN SOURCE OF LIFT.
- 239.- WHEN IS IT NECESSARY TO MAKE REVISION TO A DRAWING? (18650) REF.: FAA-H-8083-30, PAGE 2-6.**
- A.- WHEN THERE IS A CHANGE OF YEAR.
  - B.- WHEN THERE IS A CHANGE IN AIRWORTHINESS CONDITION.
  - C.- WHEN CHANGES IN DIMENSIONS, DESIGN OR MATERIALS ARE MADE.
  - D.- WHEN THERE IS A CHANGE IN AIRCRAFT CERTIFICATION.
- 240.- WHAT MUST YOU NEVER DO WHEN WEIGHING AN AIRCRAFT? (18722) REF.: FAA-H-8083-30, PAGE 4-16.**
- A.- WEIGH IT WITH THE FUEL TANKS EMPTY.
  - B.- WEIGH IT WITH THE OIL TANKS PARTIALLY FULL.
  - C.- WEIGH IT WITH THE HYDRAULIC TANKS PARTIALLY FULL.
  - D.- WEIGH IT WITH THE FUEL TANKS PARTIALLY FULL.

- 241.- WHAT COMPOUND DOES THE SYNTHETIC RUBBER CALLED NEOPRENE HAVE? (18812) REF.: FAA-H-8083-30, PAGE 7-17.**
- A.- IT HAS A PHOSPHATE BASE.
  - B.- IT HAS A SYNTHETIC BASE.
  - C.- IT HAS A NATURAL BASE.
  - D.- IT HAS AN ACETYLENE BASE.
- 242.- WHAT METAL OR METAL ALLOY ARE NEARLY ALL ELASTIC STOP NUTS MADE OF? (18748) REF.: FAA-H-8083-30, PAGE 5-48.**
- A.- THEY ARE MADE OF ALUMINUM OR STEEL ALLOY.
  - B.- THEY ARE MADE OF COPPER OR MAGNESIUM ALLOY.
  - C.- THEY ARE MADE OF IRON OR ALUMINUM ALLOY.
  - D.- THEY ARE MADE OF STEEL OR ALUMINUM ALLOY.
- 243.- WHICH IS THE USE OF NACELLES AND OR PODS? (19280) REF.: AC 65-15A, PAGE 13.**
- A.- TO HOUSE THE AUXILIARY POWER UNIT.
  - B.- TO HOUSE BAGGAGE.
  - C.- TO HOUSE THE ENGINES.
  - D.- TO HOUSE FUEL.
- 244.- WHAT PRODUCES THE MOVEMENT ABOUT THE VERTICAL AXIS? (18992) REF.: AC 65-15A, PAGE 55.**
- A.- FLARE.
  - B.- DRAG.
  - C.- YAW.
  - D.- PITCH.

- 245.- **SELF-LOCKING NUTS ARE USED ON AIRCRAFT TO (18833) REF.: FAA-H-8083-30, PAGE 5-46**
- A.- PROVIDE TIGHT CONNECTIONS WHICH WILL SHAKE LOOSE UNDER SEVERE VIBRATIONS.
  - B.- PROVIDE POOR CONNECTIONS WHICH WILL NOT SHAKE LOOSE UNDER SEVERE VIBRATION.
  - C.- PROVIDE TIGHT CONNECTIONS WHICH WILL SHAKE LOOSE UNDER LIGHT VIBRATIONS.
  - D.- PROVIDE TIGHT CONNECTIONS WHICH WILL NOT SHAKE LOOSE UNDER SEVERE VIBRATION.
- 246.- **SURFACE CORROSION APPEARS AS A GENERAL: (18772) REF.: FAA-H-8083-30, PAGE 6-4.**
- A.- ROUGHENING, ETCHING OR PITTING OF THE SURFACE.
  - B.- CONTAMINATION OF THE METAL
  - C.- WHITENNING OF THE METAL
  - D.- HEATING OF THE SURFACE.
- 247.- **WHAT HAS TO DO A MECHANIC IN ORDER TO MAKE A RIVET HOLE OF THE CORRECT SIZE? (19292) REF.: AC 65-15A, PAGE 169.**
- A.- AT THE END DRILL A HOLE SLIGHTLY UNDERSIZE.
  - B.- FIRST PUT GREASE AT THE HOLE.
  - C.- FIRST DRILL A HOLE SLIGHTLY UNDERSIZE.
  - D.- FIRST DRILL A HOLE SLIGHTLY OVERSIZE.
- 248.- **IN PLACE OF WHAT, THE SPECIAL FASTENERS THAT PRODUCE HIGH STRENGTH WITH LIGHT WEIGHT, CAN BE USED? (18759) REF.: FAA-H-8083-30, PAGE 5-66.**
- A.- IN PLACE OF STANDARD SA BOLTS AND NUTS.
  - B.- IN PLACE OF CONVENTIONAL AN BOLTS AND NUTS.
  - C.- IN PLACE OF STRENGTH AND LIGHT AN BOLTS AND NUTS.
  - D.- IN PLACE OF ANY BOLTS AND NUTS IF THEY ARE THE SAME SIZE.

- 249.- WHAT AIRPLANE SECTION IS CALLED LEADING EDGE? (18822) REF.: AC 65-15A, PAGE 197.**
- A.- THE FRONT SECTION OF WINGS, STABILIZERS OR OTHER AIRFOILS.
  - B.- THE AFT SECTION OF WINGS, STABILIZERS OR OTHER AIRFOILS.
  - C.- ANY SECTION OF WINGS, STABILIZERS OR AIRFOILS.
  - D.- ANY STRUCTURAL PART OF AN AIRCRAFT.
- 250.- WHY AIR IS CONSIDERED A FLUID? (19286) REF.: AC 65-15A, PAGE 27.**
- A.- BECAUSE IS A SUBSTANCE WHICH MAY BE MADE TO FLOW OR CHANGE IT'S SHAPE BY THE APPLICATION OF MODERATE PRESSURE.
  - B.- BECAUSE IT HAS WEIGHT AND VOLUME.
  - C.- BECAUSE IT CAN BE USED IN BALLOON AND TIRES.
  - D.- AIR IS NOT CONSIDERED A FLUID.
- 251.- ABSOLUTE PRESSURE IS EQUAL TO REF.: FAA-H-8083-30, PAGE 3-25.**
- A.- INSTRUMENT PRESSURE.
  - B.- ATMOSPHERIC PRESSURE.
  - C.- GAUGE PRESSURE PLUS ATMOSPHERIC PRESSURE.
  - D.- GAUGE PRESSURE MINUS ATMOSPHERIC PRESSURE.
- 252.- ALL METALS AND ALLOYS ARE ELECTRICALLY ACTIVE AND HAVE REF.: FAA-H-8083-30, PAGE 6-3.**
- A.- A SPECIFIC WEIGHT.
  - B.- A SPECIFIC STRENGTH.
  - C.- A SPECIFIC CORROSION RESISTANCE.
  - D.- A SPECIFIC ELECTRICAL POTENTIAL.

- 253.- ARE THERE TIMES WHEN DEFINITE PRESSURE MUST BE APPLIED TO A NUT OR BOLT AS IT IS INSTALLED? REF.: FAA-H-8083-30, PAGE 9-7.**
- A.- NO, IN THOSE CASES SPECIAL WRENCH MAY BE USED.
  - B.- YES, IN THOSE CASES TORQUE WRENCH MAY BE USED.
  - C.- NO, IN THOSE CASES COMMON WRENCH MUST BE USED.
  - D.- YES, IN THOSE CASES TORQUE WRENCH MUST BE USED.
- 254.- AROUND WHAT IS AN AIRPLANE CONTROLLED IN FLIGHT? REF.: FAA-H-8083-30, PAGE 3-42.**
- A.- IS CONTROLLED AROUND ONE OR MORE OF THREE AXES OF ROTATION.
  - B.- IS CONTROLLED AROUND MAIN AND SECONDARY FLIGHT CONTROLS.
  - C.- IS CONTROLLED FROM THE COCKPIT.
  - D.- IS CONTROLLED AROUND ONE AXIS OF ROTATION AT ONE TIME.
- 255.- AS A GENERAL RULE, WHAT WILL BE THE RIVET DIAMETER IN A REPAIR WORK? REF.: AC 65-15A, PAGE 165.**
- A.- NOT LESS THAN THREE TIMES THE THICKNESS OF THE THINNER SHEET.
  - B.- NO LESS THAN THREE TIMES THE THICKNESS OF THE THICKER SHEET.
  - C.- NO MORE THAN THREE TIMES THE THICKNESS OF THE THICKER SHEET.
  - D.- EQUAL TO THREE TIMES THE THICKNESS OF THE THICKER SHEET.
- 256.- ASSUMING THAT THE TEMPERATURE AND PRESSURE REMAIN THE SAME, HOW DOES THE DENSITY OF THE AIR CHANGE WITH THE HUMIDITY? REF.: AC 65-15A, PAGE 29.**
- A.- DEPENDS ON THE PROPORTION.
  - B.- DOES NOT VARY.
  - C.- VARIES INVERSELY.
  - D.- VARIES DIRECTLY.

- 257.- AT LOW SPEED, WHAT ENGINES HAVE BETTER ECONOMY? REF.: AC 65-12A, PAGE 3.**
- A.- THE RECIPROCATING AND TURBOPROPELLER ENGINES HAVE BETTER ECONOMY THAN THE TURBOJET ENGINES.
  - B.- THE RECIPROCATING AND TURBOJET ENGINES HAVE BETTER ECONOMY THAN THE TURBOPROPELLER ENGINES.
  - C.- THE TURBOPROPELLER ENGINES HAVE BETTER ECONOMY THAN THE TURBOJET AND RECIPROCATING ENGINES.
  - D.- AT LOW SPEED ALL ENGINES BURN THE SAME QUANTITY OF FUEL.
- 258.- AT WHAT SPEED IS SAFER TO TAKEOFF AND LAND? REF.: FAA-H-8083-30, PAGE 4-1.**
- A.- IS SAFER TO TAKEOFF AND LAND AT LOWER AIRSPEEDS THAN AT HIGHER SPEEDS.
  - B.- IS SAFER TO TAKEOFF AND LAND AT HIGHER AIRSPEEDS THAN AT LOWER SPEEDS.
  - C.- THE SAFEST TAKEOFF AND LANDING SPEED DEPEND ON PILOT'S ABILITY.
  - D.- THE SAFER TAKEOFF AND LANDING SPEEDS DEPEND ON THE AIRPLANE MODEL.
- 259.- BY THE USE OF WHAT IS THE MASS OF AIR ACCELERATED WITHIN THE ENGINE? REF.: AC 65-12A, PAGE 65.**
- A.- BY A CONTINUOUS-FLOW CYCLE.
  - B.- BY A COMPRESSOR.
  - C.- BY A TURBINE.
  - D.- BY TWO AXLES.
- 260.- BASICALLY, WHAT ARE THE MAJOR SECTIONS OF A LARGE SINGLE-ROTOR HELICOPTER? REF.: AC 65-15A, PAGE 24.**
- A.- THE ROTORS AND THE MAIN STRUCTURE.
  - B.- THE TAIL CONE AND THE FUSELAGE.
  - C.- THE CABIN AND THE TAIL CONE.
  - D.- THE CABIN AND THE CARGO COMPARTMENT.

- 261.- BY WHAT MEANS METALS CAN BE JOINED? REF.: AC 65-15A, PAGE 247.**
- A.- BY ANY MEANS LIKE BOLTING, RIVETING, WELDING, BRAZING, SOLDERING OR ADHESIVE BONDING.
  - B.- BY AUTOMATIC MEANS LIKE BOLTING, RIVETING, SOLDERING MACHINE OR ADHESIVE BONDING MACHINE.
  - C.- BY ELECTRICAL MEANS LIKE WELDING, BRAZING, SOLDERING OR ADHESIVE BONDING.
  - D.- BY MECHANICAL MEANS LIKE BOLTING, RIVETING, WELDING, BRAZING, SOLDERING OR ADHESIVE BONDING.
- 262.- BY WHICH METHODS ARE NUTS, BOLTS, AND SCREWS SAFETIED WITH WIRE? REF.: FAA-H-8083-30, PAGE 5-80.**
- A.- BY THE SHORT WIRE OR LONG AND EXTRA LONG WIRE METHOD.
  - B.- BY THE SINGLE WIRE FOR ELECTRICAL CONNECTORS OR DOUBLE TWIST METHOD FOR PLUG AND BOLTS.
  - C.- BY THE SINGLE WIRE OR DOUBLE TWIST METHOD.
  - D.- BY THE TRIPLE WIRE OR UNIQUE TWIST METHOD.
- 263.- DURING HOVERING FLIGHT IN A NO-WIND CONDITION, HOW IS THE TIP-PATH PLANE? REF.: AC 65-15A, PAGE 50.**
- A.- DEPEND ON THE PILOT SKILL.
  - B.- HORIZONTAL, THIS IS VERTICAL TO THE GROUND.
  - C.- VERTICAL, THIS IS PARALLEL TO THE GROUND.
  - D.- HORIZONTAL, THIS IS PARALLEL TO THE GROUND.
- 264.- DURING VERTICAL FLIGHT IN A NO-WIND CONDITION, HOW DO LIFT AND THRUST FORCES ACT? REF.: AC 65-15A, PAGE 50.**
- A.- VERTICALLY UPWARD.
  - B.- VERTICALLY DOWNWARD.
  - C.- HORIZONTALLY UPWARD.
  - D.- HORIZONTALLY DOWNWARD.

- 265.- FROM WHAT METAL ARE REAMERS MADE? REF.: FAA-H-8083-30, PAGE 9-13.**
- A.- THEY ARE MADE FROM EITHER VANADIUM TOOL STEEL OR HIGH-POWER STEEL.
  - B.- THEY ARE MADE FROM EITHER CARBON TOOL STEEL OR HIGH-SPEED STEEL.
  - C.- THEY ARE MADE FROM HARD TEMPERED STEEL.
  - D.- THEY ARE MADE FROM EITHER CROMO NIQUEL VANADIUM STEEL OR LOW-SPEED STEEL.
- 266.- FROM WHAT ALLOYS ARE SOME WING PANELS FABRICATED? REF.: FAA-H-8083-30, PAGE 5-9.**
- A.- FROM COPPER ALLOYS.
  - B.- FROM IRON ALLOYS.
  - C.- FROM MAGNESIUM ALLOYS.
  - D.- FROM TITANIUM ALLOYS.
- 267.- HOW ARE AIRCRAFT DRAWINGS CONSIDERED? REF.: FAA-H-8083-30, PAGE 2-2.**
- A.- EXPENSIVE AND VALUABLE.
  - B.- IMPORTANT AND SECURE.
  - C.- INVALUABLE AND CHEAPER.
  - D.- GOODS AND HELPFUL.
- 268.- HOW ARE NEUMATIC SYSTEMS PROTECTED AGAINST DIRT? REF.: AC 65-15A, PAGE 335.**
- A.- BY MEANS OF VARIOUS TYPES OF VALVES.
  - B.- BY MEANS OF VARIOUS TYPES OF FILTERS.
  - C.- BY MEANS OF VARIOUS TYPES OF PACKING AND O-RINGS.
  - D.- BY MEANS OF VARIOUS TYPES OF LIQUIDS.



- 269.- HOW ARE MOST HELICOPTERS STRUCTURAL MEMBERS COMPARED WITH THOSE USED IN FIXED WING AIRCRAFT? REF.: AC 65-15A, PAGE 24.**
- A.- ARE VERY DIFFERENT.
  - B.- ARE THE SAME.
  - C.- ARE SIMILAR.
  - D.- ARE IDENTICAL.
- 270.- HOW ARE THE CONTROL SURFACES OF SOME AIRCRAFT COVERED? REF.: AC 65-15A, PAGE 18.**
- A.- ARE COMPOSITE COVERED.
  - B.- ARE FABRIC COVERED.
  - C.- ARE FABRIC AND METAL COVERED.
  - D.- ARE PLASTIC, FABRIC, METAL AND COMPOSITE COVERED.
- 271.- HOW ARE THE METHODS OF REPAIRING STRUCTURAL PORTIONS OF AN AIRCRAFT? REF.: AC 65-15A, PAGE 127.**
- A.- THE METHODS ARE SPECIFIC BY EACH AIRCRAFT MODEL.
  - B.- THE METHODS ARE NUMEROUS AND VARIED.
  - C.- THE METHODS DEPEND THE CMA CATEGORY.
  - D.- THE METHODS ARE SPECIFIC FOR EACH COUNTRY.
- 272.- HOW ARE USED IN EVERYDAY CONVERSATION THE WORDS SPEED AND VELOCITY? REF.: FAA-H-8083-30, PAGE 3-16.**
- A.- SPEED LIKE QUICKLY AND VELOCITY LIKE FAST.
  - B.- LIKE SYNONYM.
  - C.- AS IF THEY MEAN THE SAME THING.
  - D.- AS THEY WERE DIFFERENT THING.

- 273.- HOW ARE USUALLY ATTACHED THE NONSTRUCTURAL MEMBERS THAT ARE NOT REMOVABLE FROM THE HELICOPTER? REF.: AC 65-15A, PAGE 25.**
- A.- THEY ARE ATTACHED BY BOLTING OR STRUCTURAL WELDING.
  - B.- THEY ARE ATTACHED BY RIVETING OR SPOT WELDING.
  - C.- THEY ARE ATTACHED BY GLUEING OR SPOT WELDING.
  - D.- THEY ARE ATTACHED BY SOLDERING, BOLTING, RIVETING OR ANY KIND OF WELDING.
- 274.- HOW CAN AIRCRAFT FINISH BE CLASSIFIED? REF.: AC 65-15A, PAGE 113.**
- A.- DECORATIVE, PROTECTIVE AND PRESERVER.
  - B.- APPEARANCE, PRIMER AND PAINT.
  - C.- PROTECTIVE, ANTI-DETERIORATION AND FINISH.
  - D.- PROTECTIVE, APPEARANCE AND DECORATIVE.
- 275.- HOW CAN COMPOSITES MATERIAL BE MADE? REF.: FAA-H-8083-30, PAGE 5-34.**
- A.- LIKE A SANDWICH STRUCTURE.
  - B.- LAMINATED OR PLAIN.
  - C.- WITH OR WITHOUT AN INNER CORE OF MATERIAL.
  - D.- WITH OR WITHOUT AN EXTERNAL CORE OF MATERIAL
- 276.- HOW CAN MAGNETO IGNITION SYSTEMS BE CLASSIFIED? REF.: AC 65-12A, PAGE 177.**
- A.- PRIMARY AND SECONDARY.
  - B.- HIGH CURRENT AND LOW CURRENT.
  - C.- HIGH IGNITION AND LOW IGNITION.
  - D.- HIGH TENSION AND LOW TENSION.

- 277.- HOW DO CHANGES TAKE PLACE WITH SUPERSONIC FLOW IN VELOCITY, PRESSURE, TEMPERATURE, DENSITY AND FLOW DIRECTION? REF.: AC 65-15A, PAGE 59.**
- A.- THE CHANGES TAKE PLACE SUDDENLY AND OVER A SHORT DISTANCE.
  - B.- THE CHANGES TAKE PLACE SMOOTHLY AND OVER A SHORT DISTANCE.
  - C.- THE CHANGES TAKE PLACE SMOOTHLY AND OVER A LONG DISTANCE.
  - D.- THE CHANGES TAKE PLACE OVER ALL THE AIRFOIL.
- 278.- HOW DOES THE AIR FLOW OVER THE UPPER SURFACE OF AN AIRFOIL ACT, WHEN ITS SPEED OR VELOCITY INCREASES? REF.: AC 65-15A, PAGE 29.**
- A.- THE PRESSURE INCREASES.
  - B.- THE PRESSURE DECREASES.
  - C.- THE AREA INCREASES.
  - D.- THE VELOCITY AFFECTS THE PRESSURE.
- 279.- HOW DOES THE ENVIRONMENT AFFECT THE CONDITIONS UNDER WHICH AN AIRCRAFT IS MAINTAINED AND OPERATED? REF.: FAA-H-8083-30, PAGE 6-7.**
- A.- THE ENVIRONMENT AFFECTS GREATLY THE CORROSION CHARACTERISTICS.
  - B.- THE ENVIRONMENT AFFECTS ONLY MINIMALLY THE CORROSION CHARACTERISTICS.
  - C.- THE ENVIRONMENT DOES NOT AFFECT THE CORROSION CHARACTERISTICS.
  - D.- THE SALT WATER AND NOT THE ENVIROMENT AFFECTS GREATLY THE CORROSION CHARACTERISTICS.
- 280.- HOW DO LIQUIDS AND GASES ACT AND HOW ARE BOTH CLASSIFIED? REF.: FAA-H-8083-30, PAGE 3-27.**
- A.- BOTH ACT AS GASES AND ALSO ACT AS LIQUID.
  - B.- BOTH ACT AS LIQUIDS AND ACT IN A VERY DISSIMILAR WAY.
  - C.- BOTH ACT AS FLUIDS AND ACT IN A VERY DIFFERENT WAY.
  - D.- BOTH ACT AS FLUIDS AND ACT IN A VERY SIMILAR WAY.

- 281.- HOW IS CALLED THE GEAR WITH THE INPUT FORCE? REF.: FAA-H-8083-30, PAGE 3-11.**
- A.- IS CALLED THE MAIN GEAR.
  - B.- IS CALLED THE DRIVE GEAR.
  - C.- IS CALLED THE DRIVEN GEAR.
  - D.- IS CALLED THE FIRST CLASS GEAR.
- 282.- HOW DO MOST OF THE FORCES ACT ON THE FUSELAGE OF AN AIRCRAFT WHILE IT TAKES OFF? REF.: AC 65-15A, PAGE 131.**
- A.- ACTS IN THE SAME DIRECTION.
  - B.- ACTS IN THE OPPOSITE DIRECTION.
  - C.- ACTS INDIVIDUALLY.
  - D.- THE FORCES DO NOT AFFECT THE FUSELAGE.
- 283.- HOW DO STRESSES USUALLY ACT? REF.: AC 65-15A, PAGE 132.**
- A.- THEY ACT BREAKING THE PIECES THAN DO NOT HAVE RIGHT TORQUE.
  - B.- THEY ACT IN A HORIZONTAL MANNER.
  - C.- THEY ACT IN COMBINATION RATHER THAN SINGLY.
  - D.- THEY ACT SINGLY RATHER THAN IN COMBINATION.
- 284.- HOW FREQUENTLY ARE ALUMINUM ALLOY SHEETS MARKED? REF.: FAA-H-8083-30, PAGE 5-23.**
- A.- EVERY FIVE INCHES OF MATERIAL.
  - B.- EVERY SQUARE METER OF MATERIAL.
  - C.- EVERY SQUARE FOOT OF MATERIAL.
  - D.- EVERY SQUARE INCH OF MATERIAL.
- 285.- HOW HAS THE AIRCRAFT TO BE WEIGHED WITH RESPECT TO FUEL? REF.: FAA-H-8083-30, PAGE 4-16.**
- A.- DEPENDS ON THE SCALE RANGE.
  - B.- ONLY WITH EMPTY TANKS AND LINES.
  - C.- ONLY WITH FULL FUEL IN THE TANKS AND LINES.
  - D.- ONLY WITH RESIDUAL FUEL IN THE TANKS AND LINES.

- 286.- HOW IS CALLED THE AMOUNT OF FORCE ACTING ON A SPECIFIC AMOUNT OF SURFACE AREA? REF.: FAA-H-8083-30, PAGE 3-24.**
- A.- POWER.
  - B.- PRESSURE
  - C.- FORCE.
  - D.- QUANTITY.
- 287.- HOW IS CALLED THE MOVEMENT ABOUT THE LONGITUDINAL AXIS? REF.: AC 65-15A, PAGE 55.**
- A.- MOVEMENT.
  - B.- YAW.
  - C.- PITCH.
  - D.- ROLL.
- 288.- HOW IS CALLED THE BASIC BODY AND TAIL BOOM SECTIONS OF A TYPICAL HELICOPTER? REF.: AC 65-15A, PAGE 24.**
- A.- MONOCOQUE.
  - B.- REINFORCED.
  - C.- STANDARD.
  - D.- CONVENTIONAL.
- 289.- HOW IS CALLED THE SMALLEST PARTICLE OF MATTER THAT CAN EXIST AND STILL RETAIN ITS IDENTITY? REF.: FAA-H-8083-30, PAGE 10-1.**
- A.- THE ATOM.
  - B.- THE MOLECULE.
  - C.- THE ELECTRON.
  - D.- THE PROTON.
- 290.- HOW IS EACH TYPE OF RIVETS IDENTIFIED? REF.: FAA-H-8083-30, PAGE 5-59.**
- A.- BY ITS COLOR.
  - B.- BY A PART NUMBER.
  - C.- BY ITS FORM.
  - D.- BY ITS HEAD.

- 291.- **HOW IS CALLED THE TENDENCY OF AN OBJECT TO REMAIN STATIONARY WHEN SUPPORTED FROM ITS OWN CENTER OF GRAVITY? REF.: AC 65-15A, PAGE 82.**
- A.- DYNAMIC BALANCE.
  - B.- STATIC BALANCE.
  - C.- TRIM TABS BALANCE.
  - D.- BALANCED CONDITION.
- 292.- **HOW IS DEFINED MOTION? REF.: FAA-H-8083-30, PAGE 3-16.**
- A.- IS A CONTINUED CHANGE OF POSITION OR PLACE.
  - B.- IS CONTINUED CHANGE OF MASS AND DIAMETER.
  - C.- IS AN ALTERATION IN POSITION OR PLACE.
  - D.- IS SPEED OR VELOCITY.
- 293.- **HOW IS POSSIBLE TO OBTAIN A MOMENT IN WEIGHT AND BALANCE? REF.: FAA-H-8083-30, PAGE 4-3.**
- A.- DIVIDING THE WEIGHT BY ITS DISTANCE.
  - B.- MULTIPLING THE WEIGHT BY ITS DISTANCE.
  - C.- WEIGHING ALL THE ITEMS.
  - D.- WEIGHING THE ENTIRE AIRPLANE.
- 294.- **HOW IS POTENTIAL ENERGY DEFINED? REF.: FAA-H-8083-30, PAGE 3-3.**
- A.- ENERGY THAT IS POWERFUL.
  - B.- ENERGY THAT HAS HIGH POWER.
  - C.- ENERGY THAT IS IN MOTION OR ENERGY THAT IS READY TO BE USED.
  - D.- ENERGY THAT IS AT REST OR ENERGY THAT IS STORED.
- 295.- **HOW IS THE IMPELLER WITHIN THE DIFFUSER CHAMBER LOCATED? REF.: AC 65-12A, PAGE 77.**
- A.- IS LOCATED LIKE A DIFFUSER.
  - B.- IS LOCATED PERPENDICULARLY.
  - C.- IS LOCATED PARALLEL.
  - D.- IS LOCATED CENTRALLY.

- 296.- HOW IS THE PROCEDURE FOR WELDING STAINLESS STEEL COMPARED WITH THE PROCEDURE FOR WELDING CARBON STEELS? REF.: AC 65-15A, PAGE 259.**
- A.- IT IS EXACTLY THE SAME.
  - B.- IT IS BASICALLY THE SAME.
  - C.- IT COULD BE THE SAME.
  - D.- BOTH PROCEDURE ARE ABSOLUTELY DIFFERENT.
- 297.- HOW IS THE STABILIZER USUALLY BUILT? REF.: AC 65-15A, PAGE 24.**
- A.- LIKE AN AIRCRAFT FLAP, WITH SCREWS AND DEFLECTORS.
  - B.- LIKE AN AIRCRAFT WING, WITH RIBS AND SPARS.
  - C.- LIKE AN AIRCRAFT FUSELAGE, WITH LONGERONS AND RIBS.
  - D.- IT IS BUILT LIKE A LANDING GEAR.
- 298.- HOW IS THE VELOCITY OF THE AIR AS IT FLOWS THROUGH THE VENTURI OF A CARBURATOR? REF.: AC 65-12A, PAGE 119.**
- A.- THE VELOCITY INCREASES.
  - B.- THE VELOCITY DECREASES.
  - C.- THE PRESSURE INCREASES.
  - D.- THE PRESSURE AFFECTS THE SPEED.
- 299.- DURING HOVERING FLIGHT IN A NO-WIND CONDITION, HOW IS THE TIP-PATH PLANE? REF.: AC 65-15A, PAGE 50.**
- A.- DEPEND ON THE PILOT SKILL.
  - B.- HORIZONTAL, THIS IS VERTICAL TO THE GROUND.
  - C.- VERTICAL, THIS IS PARALLEL TO THE GROUND.
  - D.- HORIZONTAL, THIS IS PARALLEL TO THE GROUND.
- 300.- DURING HOVERING FLIGHT IN A NO-WIND CONDITION, HOW IS THE TIP-PATH PLANE? REF.: AC 65-15A, PAGE 50.**
- A.- DEPEND ON THE PILOT SKILL.
  - B.- HORIZONTAL, THIS IS VERTICAL TO THE GROUND.
  - C.- VERTICAL, THIS IS PARALLEL TO THE GROUND.
  - D.- HORIZONTAL, THIS IS PARALLEL TO THE GROUND.