DEPARTAMENTO SEGURIDAD OPERACIONAL
SUBDEPARTAMENTO LICENCIAS

Test in English for Engineer License

(Last Update: February 2015)

Subject	**: ENGLISH FOR ENGINEER LICENSE.**
Number of Questions	**: 295**

1.- 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.

2.- 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.

3.- ALUMINUM CORROSION RESISTANCE RANKING IS REF.: FAA - H - 8083 - 30, PAGE 5 - 6.

A - MEDIUM.
B - HIGH.
C - LOW.
D - ENOUGH.

4.- 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.

5.- 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 SECUNDARY FLIGHT CONTROLS.
C - IS CONTROLLED FROM THE COCKPIT.
D - IS CONTROLLED AROUND ONE AXIS OF ROTATION AT ONE TIME.

6.- 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.

7.- 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 .

8.- 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.

9.- 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.

10.- 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.

11.- 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.

12.- 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.

13.- BY WHICH METHODS ARE NUTS, BOLTS, AND SCREWS SAFETY? 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.

14.- 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.

15.- 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.

16.- 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.

17.- 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.

18.- 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.

19.- 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.

20.- 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.

21.- 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.

22.- HOW ARE THE CONTROL SURFACES OF SOME OLD NO TURBOJET 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.

23.- 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.

24.- 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.

25.- 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.

26.- 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

27.- 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.

28.- 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.

29.- 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.

30.- 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.

31.- 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.

32.- 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.

33.- 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.

34.- 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.

35.- 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.

36.- 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.

37.- 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.

38.- HOW IS CALLED THE GEAR WITH THE IMPUT 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.

39.- HOW IS CALLED THE MOVEMENT ABOUT THE LONGITUDINAL AXIS OF AN HELICOPTER? REF.: AC 65-15A, PAGE 55.

A - MOVEMENT.
B - YAW.
C - PITCH.
D - ROLL.

40.- 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.

41.- 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.

42.- 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.

43.- 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.

44.- 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.

45.- 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.

46.- 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.

47.- 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.

48.- 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.

49.- 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.

50.- 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.

51.- 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.

52.- HOW MANY 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.

53.- 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.

54.- 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.

55.- 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.

56.- HOW MANY GENERAL TYPES OF EXHAUST SYSTEMS IN USE ON RECIPROCATING AIRCRAFT ENGINES ARE THERE? (19299) REF.: AC 15A, PAGE 96.

A - FOUR.
B - TWO.
C - ONLY ONE.
D - THE TYPES OF EXHAUST SYSTEMS DEPEND OF ENGINE MANUFACTURER.

57.- HOW MANY SCALES DOES A MICROMETER HAVE? (18868) REF.: FAA-H-8083-30, PAGE 9-23.

A - TWO.
B - FIVE.
C - FOUR.
D - THREE.

58.- 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.

59.- 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.

60.- 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.

61.- 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.

62.- 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.

63.- HOW MAY THE STRESSED SKIN PANELS BE IN THE HELICOPTER STRUCTURES? (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.

64.- 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%.

65.- 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.

66.- HOW MUST THE MIXTURE BE IN ORDER FOR AN ENGINE TO DEVELOP MAXIMUN 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.

67.- HOW OFTEN IS THE INSPECTION 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.

68.- 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.

69.- 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.

70.- 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.

71.- 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.

72.- 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.

73.- 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.

74.- 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.

75.- 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.

76.- 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.

77.- 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 OPPSOSITE ABOUT A CENTRAL CRANKCASE.
D - IN A LINE OR LINES OF CYLINDERS ARRANGED IN LINE ABOUT A CRANKCASE.

78.- 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.

79.- 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.

80.- 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.

81.- 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.

82.- 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.

83.- 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.

84.- 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.

85.- 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.

86.- 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.

87.- 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.

88.- 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.

89.- 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.

90.- 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.

91.- 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.

92.- 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.

93.- 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.

94.- 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.

95.- 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.

96.- 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.

97.- WHAT ARE PERMITED TO REPAIR FABRIC-COVERED SURFACES? (18852) REF.: AC 65-15A, PAGE 99.

A - ONLY SEWN REPAIRS ARE PERMITED.
B - SEWN AND UNSEWN REPAIRS ARE PERMITED.
C - ONLY UNSEWN REPAIRS ARE PERMITED.
D - THE REPAIR DEPEND THE LONG DAMAGE.

98.- 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.

99.- 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.

100.- 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.

101.- 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.

102.- 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.

103.- 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.

104.- 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.

105.- 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.

106.- 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.

107.- 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.

108.- 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.

109.- 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.

110.- 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.

111.- 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.

112.- 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.

113.- 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.

114.- 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.

115.- 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.

116.- 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.

117.- 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.

118.- 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.

119.- 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.

120.- 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.

121.- 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.

122.- 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.

123.- 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.

124.- WHAT DOES AN ORIGINAL SURFACE TREAMENT 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.

125.- 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.

126.- WHAT DOES PROPELLER EFICIENCY 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.

127.- 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.

128.- 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.

129.- 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.

130.- 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.

131.- 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.

132.- 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.

133.- 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.

134.- 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 COMPARMENTS.
C - IT COVERS THE PILOTS, PASSENGER, CREW MEMBER AND MECHANIC.
D - IT COVERS THE ENTIRE AIRPLANE.

135.- 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.

136.- 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.

137.- 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.

138.- 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.

139.- 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.

140.- 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.

141.- 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.

142.- 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.

143.- 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.

144.- 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.

145.- 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.

146.- 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.

147.- 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.

148.- 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.

149.- 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.

150.- 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.

151.- 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.

152.- 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 OCCASIONALY.

153.- 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.

154.- 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.

155.- 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.

156.- 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.

157.- 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.

158.- 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.

159.- 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.

160.- 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.

161.- 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.

162.- 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.

163.- 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.

164.- 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.

165.- 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.

166.- 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.

167.- 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.

168.- 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.

169.- 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.

170.- 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.

171.- 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.

172.- 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.

173.- 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.

174.- 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.

175.- 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.

176.- 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.

177.- 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.

178.- 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.

179.- 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.

180.- 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.

181.- 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.

182.- 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.

183.- 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.

184.- 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.

185.- 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.

186.- 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.

187.- 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.

188.- 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.

189.- 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.

190.- 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.

191.- 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.

192.- 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.

193.- 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.

194.- 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.

195.- 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.

196.- 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.

197.- 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.

198.- 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.

199.- 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.

200.- 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.

201.- 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.

202.- 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.

203.- 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.

204.- 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.

205.- 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.

206.- 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.

207.- 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.

208.- 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.

209.- 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

210.- 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.

211.- 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.

212.- 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.

213.- 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.

214.- 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.

215.- 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.

216.- 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.

217.- WHAT MUST A HELICOPTER STRUCTURAL MEMBERS RESIST? (18837) REF.: AC 65-15A, PAGE 25.

A - SHOCK.
B - LOADS.
C - FORCE.
D - STRESS.

218.- 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.

219.- 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.

220.- 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.

221.- 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.

222.- 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.

223.- 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.

224.- 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.

225.- 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.

226.- 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.

227.- 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.

228.- 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.

229.- 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.

230.- 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.

231.- 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.

232.- 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.

233.- 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.

234.- 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.

235.- 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.

236.- 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.

237.- 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.

238.- WHAT PRODUCES THE MOVEMENT ABOUT THE VERTICAL AXIS OF AN HELICOPTER? (18992) REF.: AC 65-15A, PAGE 55.

A - FLARE.
B - DRAG.
C - YAW.
D - PITCH.

239.- 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.

240.- 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.

241.- 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.

242.- 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.

243.- 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.

244.- 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.

245.- 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.

246.- 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.

247.- 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.

248.- 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.

249.- 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.

250.- 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.

251.- 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.

252.- 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.

253.- 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.

254.- 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.

255.- 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.

256.- 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.

257.- 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.

258.- 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.

259.- 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.

260.- 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.

261.- WHEN IS IT NECESSARY TO MAKE REVISON 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.

262.- 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.

263.- 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.

264.- 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.

265.- 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.

266.- 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.

267.- 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.

268.- 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.

269.- 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.

270.- 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.

271.- 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.

272.- 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.

273.- 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.

274.- 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.

275.- 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.

276.- 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.

277.- 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.

278.- 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.

279.- 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.

280.- 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.

281.- 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.

282.- 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.

283.- 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.

284.- 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.

285.- 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.

286.- 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.

287.- 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.

288.- 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.

289.- 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.

290.- WHY ARE RELIEF VALVES USED IN PNEUMATIC SYSTEMS? (19266) REF.:AC 65-15A, PAGE 334.

A - TO PREVENT DAMAGE.
B - TO PROTECT THE O-RINGS.
C - TO RELIEF PRESSURE.
D - TO MAINTAIN PRESSURE IN LIMITS.

291.- 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.

292.- 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.

293.- 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.

294.- 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.

295.- 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.