DEPARTAMENTO SEGURIDAD OPERACIONAL
SUBDEPARTAMENTO LICENCIAS

Test in English for Engineer License

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

1.- 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.

2.- 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.

3.- 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.

4.- 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.

5.- 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.

6.- 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.

7.- 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.

8.- 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.

9.- 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.

10.- 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.

11.- 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.

12.- 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.

13.- 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.

14.- 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.

15.- 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.

16.- 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.

17.- 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.

18.- 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.

19.- 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.

20.- 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.

21.- 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.

22.- 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.

23.- 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.

24.- 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.

25.- 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.

26.- 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.

27.- 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.

28.- 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%.

29.- 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.

30.- 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.

31.- 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.

32.- 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.

33.- 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.

34.- 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.

35.- 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.

36.- 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.

37.- 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.

38.- 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.

39.- 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.

40.- 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.

41.- 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.

42.- 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.

43.- 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.

44.- 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.

45.- 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.

46.- 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 .

47.- 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.

48.- 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.

49.- 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.

50.- 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.

51.- 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.

52.- 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.

53.- 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.

54.- 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.

55.- 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.

56.- 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.

57.- 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.

58.- 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.

59.- 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.

60.- 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.

61.- 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.

62.- 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.

63.- 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.

64.- 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.

65.- 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.

66.- 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.

67.- 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.

68.- 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.

69.- 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.

70.- 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.

71.- 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.

72.- 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.

73.- 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.

74.- 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.

75.- 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.

76.- 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.

77.- 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.

78.- 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.

79.- 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.

80.- 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.

81.- 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.

82.- 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.

83.- 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.

84.- 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.

85.- 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.

86.- 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.

87.- 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.

88.- 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.

89.- 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.

90.- 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.

91.- 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.

92.- 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.

93.- 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.

94.- 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.

95.- 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.

96.- 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.

97.- 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.

98.- 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.

99.- 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.

100.- 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.

101.- 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.

102.- 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.

103.- 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

104.- 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.

105.- 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.

106.- 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.

107.- 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.

108.- 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.

109.- 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.

110.- 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.

111.- 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.

112.- 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.

113.- 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.

114.- 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.

115.- 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.

116.- 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.

117.- 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.

118.- 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.

119.- 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.

120.- 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.

121.- 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.

122.- 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.

123.- 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.

124.- 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.

125.- 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.

126.- 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.

127.- 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.

128.- 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.

129.- 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.

130.- 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.

131.- 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.

132.- 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.

133.- 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.

134.- 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.

135.- 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.

136.- 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.

137.- 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.

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.- 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.

140.- 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.

141.- 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.

142.- 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.

143.- 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.

144.- 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.

145.- 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.

146.- 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.

147.- 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.

148.- 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.

149.- 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.

150.- 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.

151.- 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.

152.- 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.

153.- 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.

154.- 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.

155.- 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.

156.- 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.

157.- 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.

158.- 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.

159.- 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.

160.- 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.

161.- 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.

162.- 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.

163.- 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.

164.- 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.

165.- 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.

166.- 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.

167.- 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.

168.- 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.

169.- 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.

170.- 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.

171.- 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.

172.- 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.

173.- 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.

174.- 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.

175.- 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.

176.- 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.

177.- 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.

178.- 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.

179.- 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.

180.- 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.

181.- 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.

182.- 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.

183.- 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.

184.- 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.

185.- 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.

186.- 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.

187.- 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.

188.- 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.

189.- 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.

190.- 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.

191.- 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.

192.- 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.

193.- 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.

194.- 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.

195.- 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.

196.- 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.

197.- 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.

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

A.- TWO.

B.- FIVE.

C.- FOUR.

D.- THREE.

199.- 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.

200.- 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.

201.- 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.

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

A.- MEDIUM.

B.- HIGH.

C.- LOW.

D.- ENOUGH.

203.- 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.

204.- 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.

205.- 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.

206.- 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.

207.- 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.

208.- 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.

209.- 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.

210.- 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.

211.- 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.

212.- 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.

213.- 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.

214.- 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.

215.- 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.

216.- 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.

217.- 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.

218.- 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.

219.- 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 .

220.- 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.

221.- 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.

222.- 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.

223.- 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.

224.- 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.

225.- 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.

226.- 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.

227.- 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.

228.- 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.

229.- 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.

230.- 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.

231.- 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.

232.- 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.

233.- 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.

234.- 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.

235.- 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.

236.- 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

237.- 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.

238.- 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.

239.- 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.

240.- 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.

241.- 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.

242.- 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.

243.- 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.

244.- 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.

245.- 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.

246.- 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.

247.- 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.

248.- 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.

249.- 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.

250.- 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.

251.- 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.

252.- 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.

253.- 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.

254.- 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.

255.- 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.

256.- 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.

257.- 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.

258.- 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.

259.- 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.

260.- 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.

261.- 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.

262.- 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.

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

A.- SHOCK.

B.- LOADS.

C.- FORCE.

D.- STRESS.

264.- 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.

265.- 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.

266.- 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.

267.- 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.

268.- 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.

269.- 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.

270.- 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.

271.- 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.

272.- 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.

273.- 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.

274.- 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.

275.- 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.

276.- 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.

277.- 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.

278.- 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.

279.- 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.

280.- 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.

281.- 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.

282.- 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.

283.- 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.

284.- 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.

285.- 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.

286.- 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.

287.- 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.

288.- 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.

289.- 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.

290.- 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.

291.- 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.

292.- 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.

293.- 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.

294.- 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.

295.- 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.