20170220
TiltMafia

1. In fight the electric elevator trim activates in the nose up direction and it is not your instructor doing it. A good course of action would be to _____.

A. Push the red AP/YD disconnect button to the first detent, control the attitude while asking your instructor to pull the MASTER POWER circuit breaker
B. Push and hold the red AP/YD disconnect button to the bottom (second) detent and pull the PITCH TRIM circuit breaker before releasing the button
C. grab the manual elevator trim wheel and stop it from turning any more then retrim
D. Push the red AP/YD disconnect button to the first detent while asking your instructor to push the split trim switch to the nose down position

2. You have the auto feather system switch in the armed position, and both green AUTO FEATHER ARMED lights are illuminated, your instructor retards the right power level to the idle position to simulate an engine failure, this will cause _____.

A. the left AUTOFEATHER ARMED light to flash
B. the right AUTOFEATHER ARMED light to extinguish and the right prop to feather
C. only the right AUTOFEATHER ARMED light to extinguish
D. deactivation of the auto feather system

3. On downwind leg, after configuring for landing, you notice the yellow PROP REV NOT READY light has illuminated. This means _____.

A. the gear handle is down and the prop levers are not full forward
B. the gear handle is down and the power levers are below 79 percent position
C. the gear handle is down the the condition levers are not at high idle
D. the gear handle is down but not all the gear came down properly

4. In the T44C _____.

A. an audio control panel allows the observer to handle all communications
B. a privacy area is located aft of the main entrance where a relief tube and non-flushing lavatory (toilet) are provided
C. all landings are registered by the G-meter on the copilots instrument panel
D. non-flared landings are allowed but not to exceed 600 fpm rate at touchdown

5. If the pilots ISO/EMER/Normal switch on the audio control panel is switched to ISO/ EMER _____.

A. the pilot will not be able to hear the copilot or observer on ICS
B. neither the pilot, copilot, or observer will be able to communicate over ICS
C. defaults transmission to the COMM 1 radio
D. both A and C

6. The crossed valve _____.

A. will open automatically (if in auto) when a boost pump fails
B. should not be open in flight with all systems operating normally
C. can be opened to transfer fuel from one nacelle tank to the other nacelle tank
D. all of the above are correct
E. A and B are correct

7. The oil system has a total capacity of _____, of which _____ in the oil tank can be measured by the oil dipstick.

A. 9 quarts; 5 quarts
B. 14 gallons; 5 gallons
C. 14 liters; 5 liters
D. 14 quarts; 5 quarts

8. The FMS must not be used for navigation unless it is receiving suitable navigation information from at least_____.

A. one VOR/DME
B. two DME stations
C. the GPS
D. any one of the above

9. Engine operation with the fuel pressure light illuminated (suction lift) is the time limited to ____ hours before the engine driven pump must be changed or overhauled.

A. 5
B. 10
C. 28
D. 150

10. During preflight inspection you notice the main battery voltage is 21 volts. You should _____.

A. call for an APU to start the right engine
B. call for an APU to start the left engine
C. perform a battery start of the right and left engine
D. perform a battery start of the left engine then an APU start of the right engine

11. The pilot and copilot shoulder harnesses are locked by _____.

A. the manual lock lever or an inertia reel
B. 2-3 G's of deceleration
C. 28 volts/250 amps; on the reduction gearbox
D. 28 volts/250 amps; on the accessory section

12. While performing a turn pattern in the Seagull area the yellow FUEL CROSSFEED light illuminates and the fault warning light is flashing. This indicates_____.

A. failure of the crossfeed valve
B. failure of a boost pump and an engine is in suction lift mode
C. failure of a transfer pump
D. failure of a boost pump; close the crossfeed valve to identify the failed pump

13. The yaw damper _____.

A. is always engaged if the autopilot is engaged
B. is automatically engaged above 18,000 ft
C. can be used by itself
D. A and B
E. A and C

14. The MFD has a _____ key but that function is not available on that unit in the T44C.

A. AUX
B. TERR
C. WX
D. MAP
E. A and C

15. Setting the AHRS NORM switch of the number 2 position on the reversionary panel would be done if _____.

A. the left side altitude and airspeed information becomes unusable
B. the left side heading and attitude information becomes unusable
C. the right side altitude and airspeed informations becomes unusable
D. the right side heading and attitude information becomes unusable

16. The gear handle is in the down position with the power levers at the 85% N1 position and the flaps are up. The nose gear indicates unsafe down. The Wheels Up warning system _____.

A. will activate when N1 drops below 79% if a engine flames out and the power lever of the failed engine is retarded below 79% N1
B. will activate immediately
C. is disabled because one or more gear is down and locked
D. will activate if both power levers are retarded below the 79% N1 position

17. The ADF system is contained within the _____ and to navigate using the ADF you would use the _____.

A. NAV-2 reveiver; single needle
B. NAV-1 receiver; single needle and CDI
C. NAV-2 receiver; double needle
D. NAV-1 receiver; single needle

18. Suction (vacuum) in the pneumatic air system is used for operation of the _____.

A. turn and slip indicator
B. pilots air data computer
C. fuel flow instruments
D. cabin door inflation

No More AC Power

20. Select the TRUE statement.

A. The fire detector system will operate with the battery and generators in the OFF position
B. The T-44C engine fire detector detects infrared radiation
C. The fire extinguisher agent consists of two pounds of carbon dioxide
D. The fire extinguisher squib cannot be fired unless the battery is in the ON position

21. Just before leaving the hangar to go flying on your RI event, the CDO asks your instructor if you could take the CNATRA secretary (civilian passenger) to NAS Kingsville in conjunction with your flight. This would be ok as long as your instructor is a(n) _____and you are a(n) _____.

A. pilot in command; student naval aviator
B. aircraft commander; full Lieutenant
C. pilot in command; copilot
D. aircraft commander; student naval aviator

22. The RH GEN OUT light has illuminated. You notice that the copilot's PFD has gone dark and the #2 INV OUT light has illuminated. _____.

A. The left current limiter has failed and you have lost the fire extinguishers
B. The right current limiter has failed and you have lost the fire extinguishers
C. The left current limiter has failed and you need to reduce the load on the left generator
D. The right current limiter has failed and you need to reduce the load on the left generator

23. Which system is not affected by a landing gear squat switch?

A. Engine inlet lip boot heat
B. Landing gear circuits
C. Pitot heat
D. Pressurization

24. The prop blades are driven to lower blade angles by the action of _____.

A. oil pressure and counterweights
B. oil pressure and return springs
C. oil pressure
D. counterweights and feather return springs

25. After experiencing an engine failure after takeoff you adjust the nose attitude of the T-44C to maintain the Vyse (one engine inoperative best rate of climb) speed of _____.

A. 86 KIAS
B. 91 KIAS
C. 102 KIAS
D. 110 KIAS

26. To extend your range when single engine, crossfeeding requires the crossfeed valve open _____.

A. and the feeding side boost pump on and the receiving engine boost pump off
B. and the feeding side boost pump off and the receiving engine boost pump on
C. and the feeding side boost pump on and the receiving engine boost pump on
D. and the feeding side boost pump off and the receiving nacelle tank boost pump on

27. The engine fire extinguishers are activated by power from the _____.

A. battery bus
B. hot battery bus
C. fuel busses and the hot battery bus
D. subpanel busses

28. Compressor stalls at low N1 are prevented by the _____.

A. flux capacitor
B. flow control valve
C. compressor progressive bleed valve
D. electrically controlled bleed air valve

29. Power lever movement from the beginning of the reverse range to full reverse will control the prop pitch from _____ degrees and will also _____.

A. -5 to -11; cause the N1 rpm to be decreased to minimize ground roll
B. -5 to -11; cause an increase in N1 rpm
C. 15 to -5; cause no change in prop rpm
D. 15 to -11; cause an increase in N1 rpm

30. The autopilot can be used _____.

A. on an approach flap approach down to 180 ft AGL
B. on a full flap approach down to 180 AGL
C. after takeoff as soon as climbing above 180 AGL
D. on takeoff and landing as long as just the yaw damper is used

31. The yaw damper (YD) _____ and uses the _____ to keep the _____.

A. cannot be engaged separately from the AP; rudder servo; yaw rate zero
B. can be engaged separately from the AP; aileron servo; CDI centered in NAV mode
C. cannot be engaged separately from the AP; aileron servo; aircraft on the heading bug
D. can be engaged separately from the AP; rudder servo; yaw rate zero

32. NATOPS start procedures state the maximum ITT on start to be _____ but you will put the condition lever to FUEL CUTOFF if the ITT appears likely to exceed _____.

A. 790 *C; 1090 *C
B. 925 *C for 2 sec; 790 *C
C. 1090 *F; 925 *F
D. 1090 *C for 2 sec; 925 *C
E. 1090 *C; 925 *C

33. Loss of the Number 2 fuel bus (such as a popped right fuel panel bus circuit breaker) would cause _____.

A. the RH NO FUEL TRANSFER light to illuminate
B. the right fuel gauge to read zero and a loss of the right transfer pump
C. the right fuel gauge to read zero and up to 28 gallons of fuel to be trapped in the wing
D. B and C are correct

34. The fuel quantity indicator fuel probes are _____.

A. vernatherm elements
B. float types and require no power
C. AC powered
D. DC powered

No More AC Power

36. The oil cooler, by use of a thermal bypass valve, keeps the oil at a normal temperature of _____.

A. 10 to 99 degrees C
B. 10 to 99 degrees F
C. 21 to 32 degrees C
D. 70 to 90 degrees F

37. The pneumatic system provides suction (vacuum) which can be used to _____.

A. deflate the wing leading edge boots
B. deflate the cabin door seal
C. operate the rate gyro for the turn needle
D. all of the above
E. A and C

38. The autopilot must not be used _____.

A. below 500 feet on an approach with approach flaps
B. below 180 feet on an approach with approach flaps
C. below 1500 feet in cruise
D. for category I approach operations

39. When actuating the landing gear, coasting and over travel are prevented by _____ and dynamic braking action.

A. a jackscrew actuator
B. limit switches
C. an up lock switch
D. spring-loaded locks

40. When either go-around switch is pressed _____.

A. the autopilot disconnects
B. the flight director command bars pitch to the current aircraft attitude
C. the flight director command bars pitch to 7 degrees nose up
D. A and B
E. A and C

41. Select the incorrect statement.

A. Essential circuit breakers may be reset once
B. Nonessential circuit breakers may not be reset in flight
C. The left no. 2 subpanel (feeder) circuit breaker may be reset once in flight
D. The surface deice circuit breaker may be pulled then reset in flight

42. During flight, the right transfer pump circuit breaker pops and cannot be reset. Select the correct statement.

A. up to 28 gallons of fuel cannot be transferred from the right wing fuel system and the RH transfer pump is inoperative
B. the RH transfer pump is operational in the override position
C. the RH transfer pump light will illuminate after 30 seconds
D. the right boost pump can be used to suction lift the fuel from the right wing tanks

43. Operation of the _____ is not affected by a landing gear squat switch.

A. pressurization system
B. landing gear circuits
C. pitot heat
D. engine inlet lip boot heaters

44. _____ information is not displayed on the MFD.

A. weather
B. map
C. traffic
D. terrain

45. A small green circle on the HSI shows _____.

A. 1/2 BANK has been selected on the FGP
B. compass errors (comparator) if it turns red
C. the aircrafts drift angle
D. the deviation from course (set on the CDI)

46. The power levers adjust the N1 speed governor in the fuel control unit and _____.

A. control reverse propeller pitch and engine power
B. are used to start or stop the flow of fuel to the engine
C. adjust the idle speed of the engine between approximately 50-67% N1
D. control reverse propeller pitch and engine power when the left squat switch is open

47. Select the correct statement.

A. The MFD should not be turned on without the data card installed
B. without the data card the TAS portion of the IHAS can still be used
C. the GPS and the MFD data card provide the information required for the moving map and EGPWS
D. A and B
E. A and C

48. If the right boost pump circuit breaker pops (trips) in flight, you will notice _____.

A. a flashing fault warning light
B. a RH FUEL PRESSURE light illuminating momentarily
C. perhaps an audible pop but no annunciator lights
D. a FUEL CROSSFEED light

49. A RH NO FUEL TRANSFER light (red) has illuminated. Total fuel quantity on the right is 300 lb and right nacelle quantity is 300 lb.
Select the correct statement.

A. All of the fuel has been transferred to the right nacelle tank
B. the right 42 gal float switch has failed
C. the left transfer pump has failed
D. the right transfer pump circuit breaker has tripped

50. When the right current limiter fails (both generators operating) what electrical equipment is lost?

A. Right main bus, No. 2 & 3 avionics busses, No. 2 fuel bus and No. 2 inverter
B. the No. 1 & 2 subpanel busses
C. baggage door light and the right fuel pressure light
D. no equipment will be lost, but the generators cannot operate in parallel (possible load meter split)

KEY

1. B
2. D
3. A
4. B
5. D
6. E
7. D
8. D
9. B
10. B
11. B
12. D
13. E
14. C
15. B
16. D
17. D
18. A
19. A
20. B
21. D
22. D
23. C
24. C
25. D
26. A
27. B
28. C
29. B
30. A
31. D
32. D
33. D
34. D
35. C
36. A
37. E
38. B
39. B
40. E
41. C
42. A
43. C
44. A
45. C
46. A
47. E
48. C
49. A
50. D