Sport Pilot PPC Specific Questions on CFI TEST

Updated 12/30/04

271. H01 CFI

During flight, advancing thrust will

A) increase airspeed.

B) cause the aircraft to climb. ***PPC Bible Page 28***

C) cause the aircraft to increase airspeed and climb.

272. H02 CFI

The torque effect of an engine that rotates clockwise in a powered parachute is counteracted by

A) increasing the length of the right and decreasing the length of the left riser cables.

B) decreasing the length of the left riser cables.

C) decreasing the length of right riser cables. ***PPC Bible Page 35***

273. H302 CFI

The tendency of an aircraft to develop forces which restore it to its original condition, when disturbed from a condition of steady flight, is known as

A) stability.

B) controllability.

C) maneuverability.

274. H01 CFI

The steering bars

A) are used during taxi operations with the parachute stowed.

B) control the outboard trailing edge of the parachute. ***PPC Bible Page 26***

C) control the main landing gear brakes.

275. H05 CFI

The formation of ice in a carburetors throat is indicated by

A) rough engine operation, followed by a decrease in oil pressure.

B) a rapid increase in RPM, followed by rough engine operation.

C) a drop in RPM, followed by rough engine operation. ***PPC Bible Page 77***

276. H01 CFI

The purpose of the fuel tank vent system is to

A) remove dangerous vapors from the aircraft and prevent an explosion.

B) allow air to enter the tank as fuel is consumed. ***PPC Bible Page 27***

C) ensure a proper fuel to air ratio.

277. H05 CFI

A standby source of fuel to an engine in a powered parachute is typically

A) from an electrically powered pump. *PPC Bible Page 77*

B) through gravity feed.

C) from a pressurized fuel tank.

278. H01 CFI

The fuel vents on many powered parachutes and weight shift control aircraft are located

A) in the fuel cap. *PPC Bible Page 27*

B) adjacent to the crankcase breather.

C) in the fuel tank pressure relief valve.

279. H04 CFI

Combusted fuel is expelled from a 2-cycle engine through an

A) exhaust valve and exhaust port.

B) exhaust valve.

C) exhaust port. *PPC Bible Page 55*

280. H05 CFI

Fuel enters a two-cycle engine through an

A) intake port and intake valve.

B) intake port and reed valve. *PPC Bible Page 56*

C) intake valve and reed valve.

281. H05 CFI

The first indication of carburetor ice in an aircraft with a four-cycle engine and fixed-pitch propeller is

A) an increase in RPM.

B) a decrease in RPM. *PPC Bible Page 77*

C) a decrease in oil pressure.

282. H05 CFI

Air cooled engines dissipate heat

A) through cooling fins on the cylinder and head. *PPC Bible Page 67*

B) by air flowing through the radiator fins.

C) through the cylinder head temperature probe.

283. H05 CFI

Coolant in a liquid cooled engine is normally circulated by

A) capillary attraction.

B) an electric pump.

C) an engine driven pump. *PPC Bible Page 69*

284. H04 CFI

In order to improve engine efficiency, two-cycle engine exhaust systems are tuned to

A) close the exhast valve to stop the fuel mixture from exiting the cylinder.

B) stop the fuel mixture from exiting the cylinder before cumbustion. ***PPC Bible Page 58***

C) use a reed valve to stop the fuel mixture from exiting the cylinder.

285. H04 CFI

2-cycle engine thrust and fuel efficiency can be greatly compromised when

A) exhaust systems are installed that are not specifically tuned for an engine. ***PPC Bible Page 59***

B) carbon deposits build up on exhaust valves.

C) intake valve lifters fail to pressurize and provide adequate fuel to the combustion chamber.

286. H06 CFI

The purpose of a kill switch is to

A) shut off the fuel to the carburetor.

B) ground the lead wire to the ignition coil shuting down the powerplant. ***PPC Bible Page 97***

C) ground the battery eliminating current for the ignition system.

287. H07 CFI

A typical two-cycle engine ignition coil is powered by

A) a battery.

B) a battery or an alternator. ***PPC Bible Page 86***

C) a magneto.

288. H05 CFI

Many 4-cycle engines utilize what type of lubrication system?

A) Forced. ***PPC Bible Page 61***

B) Gravity.

C) Fuel/oil mixture.

289. H05 CFI

Adding more oil to the fuel than specified by the manufacturer of a 2-cycle engine will result in

A) increased engine performance.

B) increased carbon buildup and engine fouling. ***PPC Bible Page 67***

C) increased engine lubrication and optimal performance.

290. H05 CFI

Pilots should refrain from revving an engine with a reduction drive because

A) the crankshaft counterbalances may be dislodged and cause extreme engine vibration.

B) the propeller blade tips may exceed their RPM limits.

C) the torque exerted on the gears during excessive acceleration and deceleration can cause the gear box to self-destruct. *PPC Bible Page 63*

291. H01 CFI

The center of gravity tube is

A) lengthened for heavier pilots.

B) shortened for lighter pilots.

C) lenghtened for lighter pilots. *PPC Bible Page 25*

292. H01 CFI

The fan guard surrounds the propeller and

A) increases aerodynamic efficiency.

B) reduces "P" factor.

C) protects the parachute suspension lines from damage. *PPC Bible Page 25*

293. H02 CFI

Cross ports in the parachute ribs aid in

A) weight reduction of the canopy.

B) the pressurization of the neighboring cells. *PPC Bible Page 32*

C) drying of the canopy.

294. H02 CFI

Splicing severed suspension lines

A) is permissible if using the same size material as the original line.

B) is a very dangerous practice. *PPC Bible Page 33*

C) is an acceptable field repair

295. H02 CFI

Tying a severed suspension line

A) will change the shape of the wing and is not permissible. *PPC Bible Page 33*

B) is permissible if it is shortened no more than six inches.

C) is an acceptable field repair.

296. H02 CFI

Swapping wings from one brand or type of powered parachute to another is

A) permissible as long as the basic shape of the parachutes are similar.

B) dangerous since every wing is designed for a specific aircraft. *PPC Bible Page 33*

C) permissible if the overall area of the parachutes is the same.

297. H02 CFI

Degradation of the parachute`s protective polyurethane coating results in

A) increased takeoff distances, decreased maximum gross weight, and increased fuel consumption. *PPC Bible Page 31*

B) reduced takeoff distances, increased maximum gross weight, and reduced fuel consumption.

C) increased takeoff distances, increased maximum gross weight, and increased fuel consumption.

298. H01 CFI

During preflight, the fuel vent system should always be checked

A) to ensure the vent is closed**.**

B) to ensure the vent is open. ***PPC Bible Page 27***

C) to ensure the vent system pressure is in the green range.

299. H01 CFI

Flaring allows the pilot to touchdown at a

A) higher rate of speed and a slower rate of descent.

B) lower rate of speed and a higher rate of descent.

C) lower rate of speed and a lower rate of descent. ***PPC Bible Page 26***

466. H05 CFI

Carburetor ice can form

A) only at temperatures near freezing and the humidity near the saturation point.

B) when the outside air temperature is as high as 100 degrees F and the humidity is as low as 50%. ***PPC Bible Page 76***

C) at any temperature or humidity level.

467. H01 CFI

Flaring during a landing

A) decreases the powered parachute`s speed due to increased drag. ***PPC Bible Page 26***

B) increases the powered parachute`s speed due to reduced drag.

C) decreases the powered parachute`s drag due to increased speed.