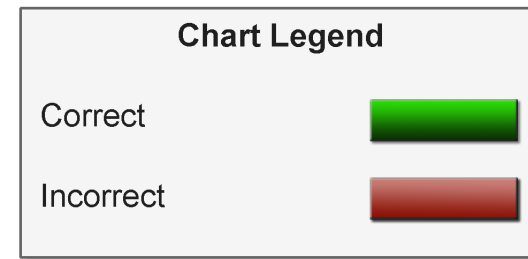
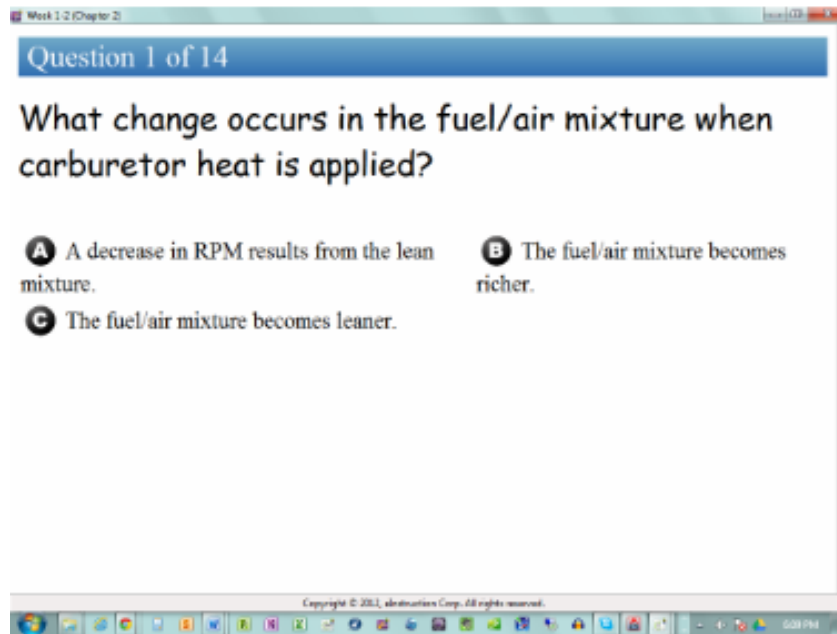


# Question Analysis

Class: GForce PVT (2012-10)  
Session: GForce PVT (2012-10) 11/1/2012 5:55:58 PM



Question 1 [Omitted]  
Question Type: Multiple Choice [A-C]



Week 1.2 (Chapter 2)




Question 1 of 14

What change occurs in the fuel/air mixture when carburetor heat is applied?

**A** A decrease in RPM results from the lean mixture.      **B** The fuel/air mixture becomes richer.

**C** The fuel/air mixture becomes leaner.

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| Response  | Responded | Percent |
|---|-----------|---------|
| A  | 1         | 20.00 % |
| B  | 3         | 60.00 % |
| C  | 1         | 20.00 % |

## ExamView Details

**Topic**

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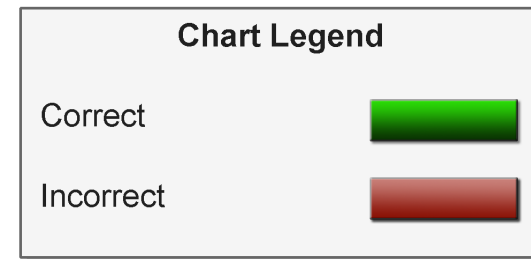
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# Question Analysis

Class: GForce PVT (2012-10)  
Session: GForce PVT (2012-10) 11/1/2012 5:55:58 PM



Question 2 [Omitted]  
Question Type: Multiple Choice [A-D]

Week 1.2 (Chapter 2) Question 2 of 14



Which control surfaces are usually located on the empennage?

A Rudder, elevator, and stabilator

B Stabilator, anti-servo tab, canard



C Ailerons, vertical stabilator, horizontal stabilator.

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| Response | Responded   | Percent   |
|----------|---|-----------|
| A        |  | 4 80.00 % |
| C        |  | 1 20.00 % |

# Question Analysis

Class: GForce PVT (2012-10)  
 Session: GForce PVT (2012-10) 11/1/2012 5:55:58 PM

| Chart Legend |   |
|--------------|---|
| Correct      |  |
| Incorrect    |  |

Question 3 [Omitted]  
 Question Type: Multiple Choice [A-C]



Week 1.2 (Chapter 2)

Question 3 of 14

What conditions must be present for carburetor ice to form?

**A** High relative humidity      **B** Power setting less than 50%

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| Response | Responded   | Percent   |
|----------|---|-----------|
| A        |  | 4 80.00 % |
| C        |  | 1 20.00 % |

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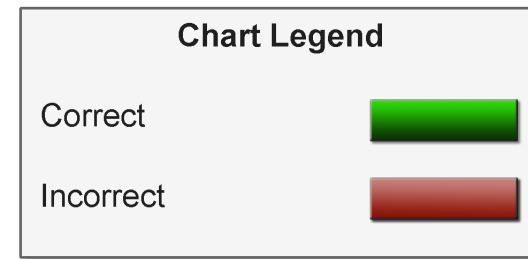
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**Learning Objective**

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# Question Analysis

Class: GForce PVT (2012-10)  
Session: GForce PVT (2012-10) 11/1/2012 5:55:58 PM



Question 4 [Omitted]  
Question Type: Multiple Choice [A-C]



Week 1.2 (Chapter 2)

Question 4 of 14

Generally speaking, the use of carburetor heat tends to

**A** decrease engine performance      **B** increase engine performance  
**C** have no effect on engine performance

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| Response | Responded   | Percent   |
|----------|---|-----------|
| A        |  | 3 60.00 % |
| B        |  | 2 40.00 % |

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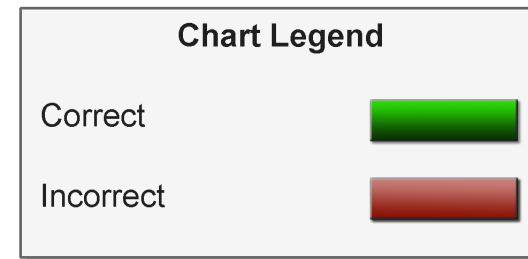
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# Question Analysis

Class: GForce PVT (2012-10)  
Session: GForce PVT (2012-10) 11/1/2012 5:55:58 PM



Question 5 [Omitted]  
Question Type: Multiple Choice [A-C]

Week 1.2 (Chapter 2) Question 5 of 14



**Detonation occurs in a reciprocating aircraft engine when**

**A** the spark plugs are fouled or shorted out or the wiring is defective.

**B** hot spots in the combustion chamber ignite the fuel/air mixture in advance of normal ignition.

**C** the unburned charge in the cylinders explodes instead of burning normally.

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| Response  | Responded | Percent |
|---|-----------|---------|
| B  | 1         | 20.00 % |
| C  | 4         | 80.00 % |

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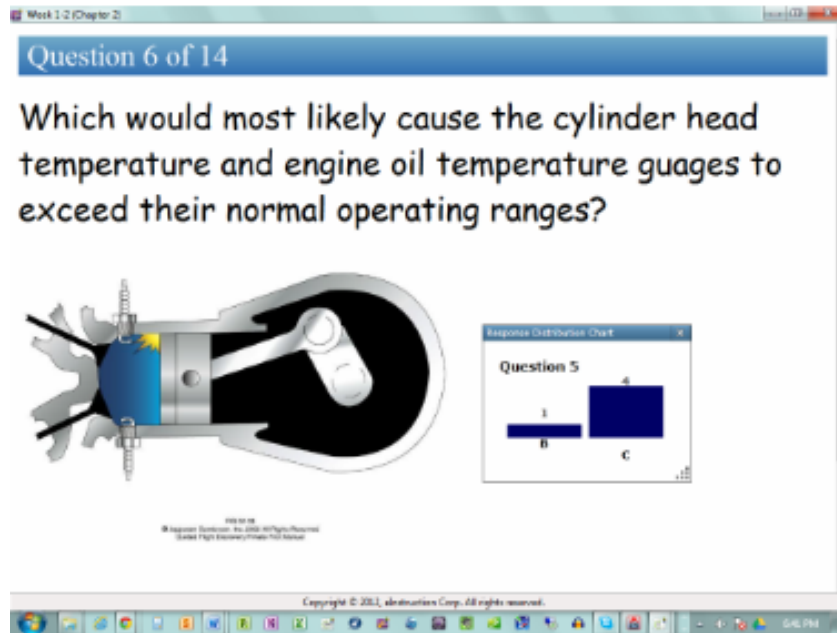
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# Question Analysis

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Session: GForce PVT (2012-10) 11/1/2012 5:55:58 PM

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Question 6 [Omitted]  
Question Type: Multiple Choice [A-C]



| Response |   | Responded | Percent |
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| A        |  | 3         | 60.00 % |
| B        |  | 1         | 20.00 % |
| C        |  | 1         | 20.00 % |

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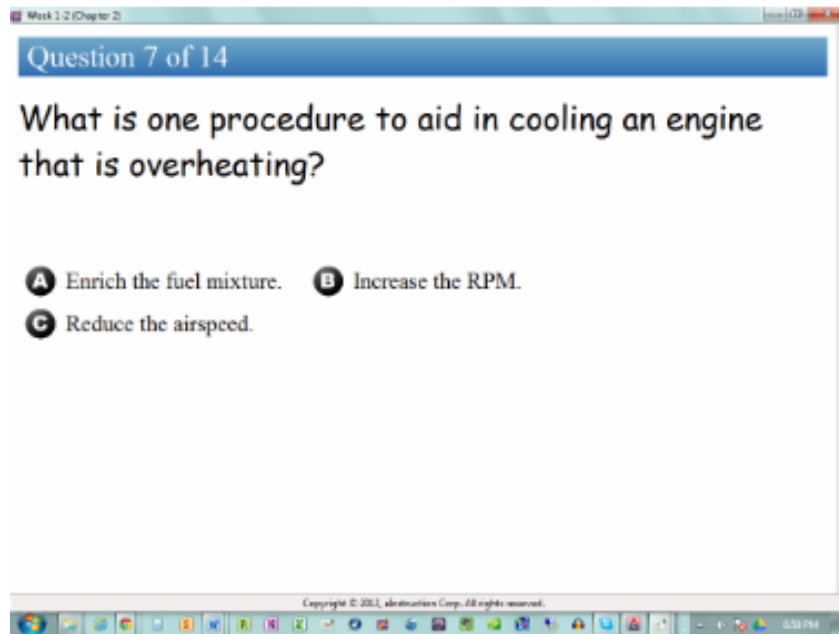
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# Question Analysis

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| Correct      |  |
| Incorrect    |  |

Question 7 [Omitted]  
Question Type: Multiple Choice [A-C]



Week 1.2 (Chapter 2)




Question 7 of 14

What is one procedure to aid in cooling an engine that is overheating?

A Enrich the fuel mixture.  B Increase the RPM.

C Reduce the airspeed.

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| Response |   | Responded | Percent |
|----------|---|-----------|---------|
| A        |  | 2         | 40.00 % |
| B        |  | 1         | 20.00 % |
| C        |  | 2         | 40.00 % |

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# Question Analysis

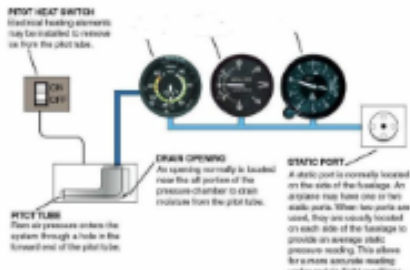
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 Session: GForce PVT (2012-10) 11/1/2012 5:55:58 PM

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| Correct      |  |
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Question 8 [Omitted]  
 Question Type: Multiple Choice [A-C]

Week 1.2 (Chapter 2) Question 8 of 14

**Which instrument(s) become inoperative if the pitot tube becomes clogged?**



**PITOT HEAT SWITCH:** Electrical heating elements may be installed to prevent ice from the pitot tube.



**PITOT TUBE:** Static pressure enters the system through a hole in the forward end of the pitot tube.

**DRAIN OPENING:** An opening normally located near the aft portion of the pressure chamber to drain moisture from the pitot tube.

**STATIC PORT:** A static port is normally located on the side of the fuselage. An airplane may have one or two static ports. When two ports are used, they are usually located on each side of the fuselage to provide an average static pressure reading. This allows for a more accurate reading under certain flight conditions.

**A** Airspeed only      **B** Altimeter only

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| Response | Responded   | Percent   |
|----------|---|-----------|
| A        |  | 4 80.00 % |
| C        |  | 1 20.00 % |

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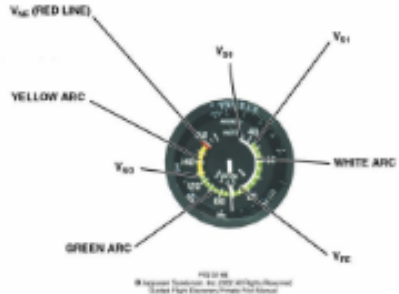
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| Correct      |  |
| Incorrect    |  |

Question 9 [Omitted]  
Question Type: Multiple Choice [A-C]

Week 1.2 Chapter 2



Question 9 of 14

What is the maximum flaps-extended speed?



**A** 40 knots    **B** 85 knots  
**C** 111 knots

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| Response | Responded   | Percent   |
|----------|---|-----------|
| B        |  | 4 80.00 % |
| C        |  | 1 20.00 % |

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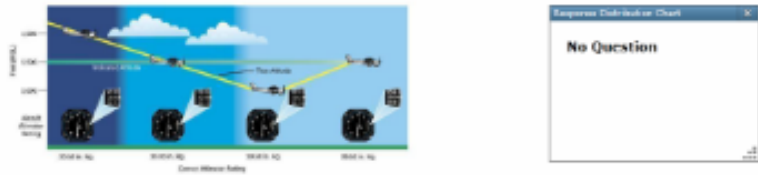
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Incorrect 

Question 10 [Omitted]  
 Question Type: Multiple Choice [A-C]



Week 1.2 (Chapter 2) Question 10 of 14

If it is necessary to set the altimeter from 29.15 to 29.85, what change occurs?



A 70-foot increase in indicated altitude   
  B 70-foot increase in density altitude  
 C 700-foot increase in indicated altitude

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| Response  | Responded | Percent |
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| A  | 2         | 40.00 % |
| C  | 3         | 60.00 % |

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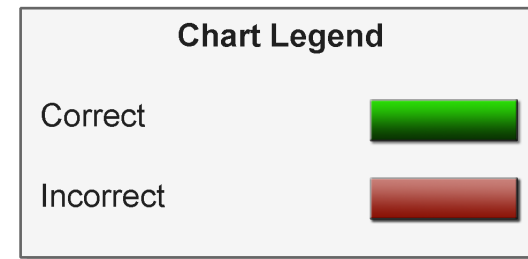
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# Question Analysis


Class: GForce PVT (2012-10)  
Session: GForce PVT (2012-10) 11/1/2012 5:55:58 PM



Question 11 [Omitted]  
Question Type: Multiple Choice [A-C]



Week 1.2 Chapter 2

A turn coordinator provides an indication of



**A** movement of the aircraft about the yaw and **B** angle of bank up to but not exceeding 30 degrees.  
**C** attitude of the aircraft with reference to the longitudinal axis.

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| Response | Responded   | Percent   |
|----------|---|-----------|
| A        |  | 4 80.00 % |
| C        |  | 1 20.00 % |

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| Incorrect    |  |

Question 12 [Omitted]  
Question Type: Multiple Choice [A-C]

Week 1.2 Chapter 2

The proper adjustment to make on the attitude indicator during level flight is to align the



100 000  
Maximum Indicated Airspeed (IAS) (Pressure)  
Standard High Altitude/Pressure (1013 hPa)



**A** horizontal bar to the level-flight indicator.

**B** horizontal bar to the miniature airplane.

**C** miniature airplane to the horizontal

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0:03 PM

| Response | Responded   | Percent   |
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| B        |  | 2 40.00 % |
| C        |  | 3 60.00 % |

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# Question Analysis


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| Correct      |  |
| Incorrect    |  |

Question 13 [Omitted]  
Question Type: Multiple Choice [A-C]


Week 1.2 Chapter 2

During flight, when are the indications of the magnetic compass accurate?



**A** Only in straight-and-level unaccelerated flight    **B** As long as the airspeed is constant  
**C** During turns if the bank angle does not exceed

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| Response | Responded   | Percent    |
|----------|---|------------|
| A        |  | 4 100.00 % |

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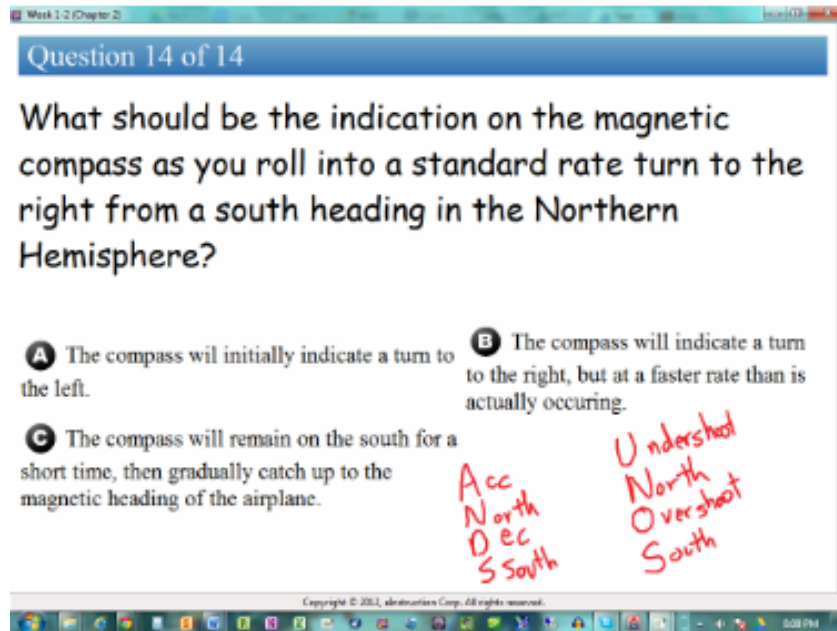
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# Question Analysis

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| Correct      |  |
| Incorrect    |  |

Question 14 [Omitted]  
Question Type: Multiple Choice [A-C]



Question 14 of 14

What should be the indication on the magnetic compass as you roll into a standard rate turn to the right from a south heading in the Northern Hemisphere?




**A** The compass will initially indicate a turn to the left.

**B** The compass will indicate a turn to the right, but at a faster rate than is actually occurring.

**C** The compass will remain on the south for a short time, then gradually catch up to the magnetic heading of the airplane.

*Acc North  
Dec South*

*Undershoot North  
Overshoot South*

| Response | Responded   | Percent   |
|----------|---|-----------|
| A        |  | 1 20.00 % |
| B        |  | 2 40.00 % |
| C        |  | 2 40.00 % |

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