

Question,M

Sheet1

Foil1,C,255

True

Airworthiness certificate and engine logbook

You should visually check the fuel level in the tanks before every flight.

True

True

True

True

There is no way to tell whether you have the proper fuel grade.

The rivets are loose.

An approved minimum equipment list (MEL) is required to be aboard all aircraft manufactured in the United States.

True

Fuel gauge

True

Crank the starter longer than you normally would.

True

Radio

Both ailerons in the neutral position

Taxi quickly so you don't become an obstacle for other aircraft taxiing through the area.

Yoke held forward and turned to the left.

Braking action is reported as good, marginal, or bad.

Both ailerons in the neutral position

Yoke held neutral

You can use the brakes separately to help you make your turns tighter.

True

True

True

The left aileron moves up.

The presence of carburetor ice

True

The altimeter should indicate field elevation within 75 feet.

True

Carburetor ice

Apply full rich mixture.

2100

The ailerons move up.

True

UNICOM operator

True

To keep unfiltered air from entering the carburetor.

Hand signal 1

Sheet1

Foil2,C,255

False

Airworthiness certificate and aircraft registration

You only need to check the fuel level before the first flight after refueling.

False

False

False

False

Make sure you are present when the airplane is being refueled.

This is normal and is no indication of any problem.

While preflighting, you should leave the control lock in place so the control surfaces don't move.

False

Airspeed indicator

False

Use a preheater to warm the engine before you try to start it.

False

Transponder

Right aileron down and left aileron up

Taxi using the brakes and throttle simultaneously so that you can stop instantly if there is a problem.

Yoke held forward and turned to the right.

You can use your parking brake to increase the effectiveness of your brakes on the ice.

Right aileron down and left aileron up

Yoke turned to the left

You should apply the brakes to slow down first, before reducing the power.

False

False

False

The right aileron moves up.

A broken magneto ground wire

False

It is not necessary for your passengers to have their seat belts fastened for takeoff.

False

Low vacuum pressure

Lean the mixture according to the POH.

1200

The elevator moves up.

False

Tower controller

False

To keep the engine from overheating during a lengthy taxi to the parking area.

Hand signal 2

Foil3,C,255

Airworthiness certificate and special handling permit

If the fuel quantity gauges show a sufficient amount of fuel, you don't need to visually check the fuel level in the tanks.

Hold your fuel tester against something white and check to make sure the fuel is the proper color.

The airframe may have been overstressed, causing the rivets to wear down.

You should always follow the checklist procedures listed in your airplane's POH when performing the preflight inspection.

Oil pressure gauge

Don't use the primer when the outside air temperature is below 32°F.

Rotating beacon

Right aileron up and left aileron down

Taxi slowly enough so that if the brakes fail, you can stop by throttling back or shutting down the engine.

Yoke held back and turned to the right.

You can get information on taxiway and runway braking action from flight service or ATIS.

Right aileron up and left aileron down

Yoke turned to the right

You should never apply the brakes separately since this can cause uneven wear on the tires.

The right aileron moves down.

A broken cable in the carburetor heat control

Prior to takeoff, the oil temperature gauge should indicate in the green, but oil pressure may not be in the normal range until

A broken magneto ground wire

Lean the mixture until the engine runs rough.

1212

The elevator moves down.

Ground controller

You should leave the carburetor heat on during taxi to keep the cylinders from shock cooling.

Hand signal 3

FeedBack,M CoGraphix,C,12

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