

TEST YOUR KNOWLEDGE - COMMERCIAL LEVEL EXAM QUESTIONS: ATG

1. Fuel tank vents must be open
 - a) to allow proper air pressure in the tanks to maintain a steady fuel flow
 - b) to allow fuel fumes to escape, eliminating the chance of the tanks exploding
 - c) to allow excess fuel to drain overboard when head expands the fuel
2. Potential hazards from static electricity when refuelling can be eliminated by
 - a) connecting a ground wire between the aircraft, fuel truck, fuel nozzle and ground
 - b) straining the fuel through a chamois
 - c) ensuring that battery and ignition switches are turned off
3. Completely filling the fuel tanks after the last flight of the day prevents fuel contamination by eliminating the airspace so that
 - a) rust or corrosive scale cannot form in the tanks
 - b) condensation of moist air cannot occur within the tanks
 - c) development of micro-organisms in the fuel is prevented
4. One advantage of fuel injection systems over carburettor systems is
 - a) better fuel distribution to the cylinders
 - b) easier hot-engine starting
 - c) easier in-flight restarting
5. One advantage of fuel injection systems over carburettor systems is
 - a) elimination of vapour locks during ground operations
 - b) a reduction in the probability of evaporative icing
 - c) easier starting of a hot engine
6. A disadvantage of fuel injection systems compared with carburettor systems is
 - a) difficulty in starting a hot engine
 - b) uneven fuel distribution to the cylinders
 - c) poor control of the fuel/air mixture
7. When the mixture control is leaned
 - a) the volume of air entering the carburettor is reduced
 - b) the amount of fuel entering the combustion chamber is increased
 - c) the amount of fuel entering the combustion chamber is reduced
8. Spark plugs in an aircraft engine are fouled
 - a) when excessive heat in the combustion chamber of a cylinder causes oil to form on the centre electrode of a spark plug fouling the plug
 - b) when operating with an excessively rich mixture

- c) primarily by operating at excessively high cylinder head temperatures
9. The uncontrolled firing of the fuel/air charge in advance of normal spark ignition is known as
- a) combustion
 - b) pre-ignition
 - c) detonation
10. The probable reason an engine continues to run after the ignition switch has been turned off is
- a) faulty magneto timing
 - b) a broken magneto ground wire
 - c) a cracked intake manifold

ANSWERS :

1A	2A	3B	4A	5B
6A	7C	8B	9B	10B