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For pilots and aircraft owners.
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QUIZ ANSWERS

FLYING OPS ANSWERS

1. (b) CAR 1988 2(7A)
2. (d) RA-Aus ops manual section 2.01; CAO 95.55
3. (a) A reason for caution when using GNSS for avoiding CTA steps;
4. (b) AD 1.1 para. 3.13
5. (c) Magnetos are electrically independent of the electrical system. Once started, a flat battery has no effect on ignition.
6. (d) Unusable fuel is not reserve fuel; NAIPS requires endurance in HHMM, whereas total minutes are generally used in practical navigation.
7. (a)
8. (c) ERSA EMERG-6 para. 1.9.(AusSAR Hotline)
9. (c) By entering 7x0. ERSA GEN-PF 3.3.3 c.
10. (a) ERSA GEN-PF-3 para 3.3.3.

MAINTENANCE ANSWERS

1. (d) The conductors between power source and bus have a lower resistance requirement than load circuits.
2. (a) Uses battery power only while starting, but is independent of the electrical system when the engine has started.
3. (d) Yaw is movement around the normal axis.
4. (b) Capacity is measured in amp.-

hours; the apparent capacity is less as the discharge rate increases.

5. (c) Maximum bending radius is infinity.
6. (b) In the other applications the o-ring is compressed into a confined space and is static.
7. (a)
8. (b) Without correction, the gyro axis always points to the same position in space.

9. (c)

10. (a)

IFR ANSWERS

1. (c)
2. (e)
3. (d)
4. (a)
5. (b)
6. (c)
7. (d) A.I.P. ENR 1.7-1 para 1.2.2.
8. (b) Overshoot North, Undershoot South.
9. (a) This is because there is 'sealed' total pressure on one side of the diaphragm pushing against the decreasing static pressure on the other side in the climb.
10. (c) The 'sealed' static pressure causes the constant altimeter reading, V.S.I. zero; A.S.I. over-read in descent since total pressure is increasing against one side of the diaphragm.

ATTENTION: CESSNA PILOTS



Cessna pilots that own or operate Cessna single engine aircraft who want to be able to work on their aircraft safely would benefit from the



CPAA Pilots Maintenance Training.

The two day course will be held at Wedderburn, Sydney, on the following date:

25 & 26 October 2008



The course will cover both theory and hands on training and include such topics as: EASA legislation, workshop practices, fuel control, oil filter change and inspection, spark plug inspection and replacement, jacking aircraft, tyre changing, wheel bearing servicing, brake lining replacement, etc.

For more information on the course visit our website:
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