**Cairo University Faculty of Engineering Aerospace Department B.Sc. Mid-term Exam** 



## **Aircraft Engine Maintenance** (**Elective Course 04**) – **13 April 2022 Closed Book Exam** Time: 75 Minutes (1:15 Hour)

**Student Name: Student ID No.:** 

| Put answers in this paper (4 pages)                                                                |
|----------------------------------------------------------------------------------------------------|
| Part A: (6 marks) Choose the correct answer (Shade the correct circle in the                       |
| answer table):                                                                                     |
|                                                                                                    |
| 1- For the operating engine at high power, it's recommended to operate at idle power for 5 minutes |
| before shutting down in order to:                                                                  |
| A- Prevent seizure of engine bearings B- Prevent vapor from locking in fuel lines                  |
| C- Allow turbine rotor to cool before the case contract around it                                  |
| 2- The maintenance is often most expensive type of maintenance.                                    |
| A- Preventive B- corrective C- Predictive                                                          |
| 3- For GTE, the turbine blades are than the compressor blades                                      |
| A- rectangular and have lower camber B- curved and have more camber                                |
| C- rectangular and have more airfoil chord                                                         |
| 4- The are used to locate major assemblies and parts of the structure by a number indicating       |
| the distance in inches on each side of aircraft center-line.                                       |
| A- Water lines B- Buttock lines C- Station lines                                                   |
| 5- The extracts energy from the gases to drive output shaft of the TSE reduction gearbox.          |
| A- compressor turbine B- high pressure turbine C- power turbine                                    |
| 6- The is an aircraft power generation device which generates constant frequency power at          |
| all flight modes.                                                                                  |
| A- auxiliary power unit B- integrated drive generator C- starter/generator unit                    |
| 7- The air cooling-turbine case system is used in Gas Turbine Engine (G.T.E.) to                   |
| A- Improve engine performance during take offs B- Control cooling of HPT discs at cruise flight    |
| C- Control turbine tip clearance at all flight modes                                               |
| 8- The APU electrical power is mainly used when:                                                   |
| A- A/C Engine ON and Aircraft flight  B. A/C Engine ON and Aircraft on ground                      |
| C- A/C Engine OFF and Aircraft on ground                                                           |
| 9- The igniter plug part number can be found in                                                    |
| A- Engine IPC manual ATA 74 B- Engine Maintenance manual ATA 73                                    |
| C- Aircraft Maintenance manual ATA 73                                                              |
| 10- A should be carried out if an aircraft makes a hard landing                                    |
| A- scheduled inspection  B- special Inspection  C- conditional Inspection                          |
| 11- The metal is a loose practice of metal on a surface or removal evidence of surface covering.   |

C- abrasion

C- nick 13- Generally, standard torque tables of engine bolts and nuts can be obtained from ATA CH # ......

12- A ...... of metal surfaces is a sharp bottomed depression with rough outer edges.

B-72 C- 20 **A-70** 

B- dent

**B- flaking** 

A- pitting

| 14- The tachometer and t   | ne transmitter units ai | reaevices          | tor aircraft and engine systen  | ns.        |  |  |  |
|----------------------------|-------------------------|--------------------|---------------------------------|------------|--|--|--|
| A) indicating              | <b>B- measuring</b>     | C- monitoring      |                                 |            |  |  |  |
| 15- The air flow ke        | eps the flame in the c  | center of the comb | ustion chamber away from it     | s walls.   |  |  |  |
| A- primary                 | <b>B- secondary</b>     | C-) tertiary       |                                 |            |  |  |  |
| 16- At the tip of the      | , the gas leakage       | can be reduced us  | sing a shrouded abradable sea   | al         |  |  |  |
| A- compressor tur          | bine rotor B- com       | pressor turbine s  | tator C- power turbine ro       | otor       |  |  |  |
| 17- The temperature        | is electrically con     | nected to two wire | es to engine oil temperature i  | ndicator   |  |  |  |
| on instrument panel to inc | dicate oil temperature  | value.             |                                 |            |  |  |  |
| A- transmitter             | <b>B-</b> switch        | C- bulb            |                                 |            |  |  |  |
| 18- The is the ma          | in expected damage t    | that the compresso | or turbine blades will be inspe | ected for? |  |  |  |
| A- corrosion               | B- sulph                | idation            | C- erosion                      |            |  |  |  |
|                            |                         |                    |                                 |            |  |  |  |

## **MCQ Answer Table**

| Question No. | A | В | C | Result | Question No. | A | В | C | Result |    |
|--------------|---|---|---|--------|--------------|---|---|---|--------|----|
| 1            | 0 | 0 | 0 |        | 10           | 0 | 0 | 0 |        |    |
| 2            | 0 | 0 | 0 |        | 11           | 0 | 0 | 0 |        |    |
| 3            | 0 | 0 | 0 |        | 12           | 0 | 0 | 0 |        |    |
| 4            | 0 | 0 | 0 |        | 13           | 0 | 0 | 0 |        |    |
| 5            | 0 | 0 | 0 |        | 14           | 0 | 0 | 0 |        |    |
| 6            | 0 | 0 | 0 |        | 15           | 0 | 0 | 0 |        |    |
| 7            | 0 | 0 | 0 |        | 16           | 0 | 0 | 0 |        |    |
| 8            | 0 | 0 | 0 |        | 17           | 0 | 0 | 0 |        |    |
| 9            | 0 | 0 | 0 |        | 18           | 0 | 0 | 0 |        |    |
|              |   |   |   |        |              |   |   |   |        | /6 |

## Part B: Answer the following questions (9 marks)

19- Define Maintenance and mention the maintenance activities (.5 marks)

Any activity intended to retain or restore a functional unit in or to a specified state in which the unit can perform its required functions.

- 1 Troubleshooting-Adjustment 2 Inspection 3 Replacements
- 4 Overhauls and Repair

20- Who have the authority to issues the technical publications of aircraft maintenance? Give example of technical publication for each one of them. (1.5 marks)

1- MFR (Manufacturer): (A/C (Aircraft), Engine or component)

**MM: Maintenance Manual** 

**IPC: Illustrated Parts Catalogue** 

CR&O: Component Repair and Overhaul SRM: Structure and Repair Manual

TB: Technical Bulletin
ASB: Alert Service Bulletin
MEL: Minimum Equipment List

2 - GOV Government : Federal Aviation Authority (FAA), Egyptian Civil Aviation Authority

## -(Airworthiness Directives (AD's) - Regulations

- Documents on Board - Blue Book)

3 - AMO Approved Maintenance Organization:

Egypt Air, PAS

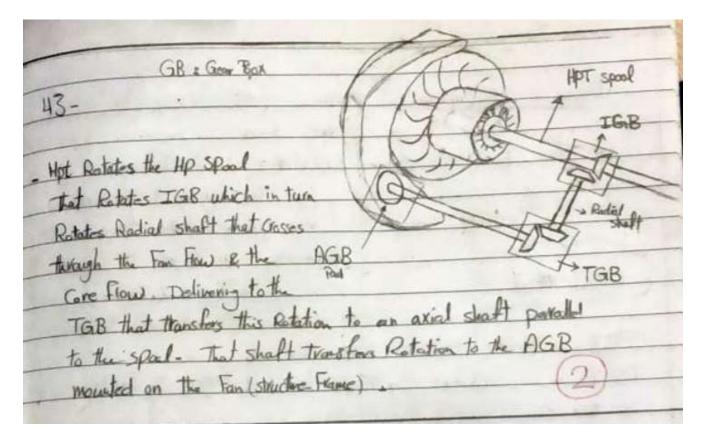
**EO:** Engineering Order

**WS: Worksheet** 

SIL: Service Information Letter ATLB: Aircraft Technical Log Book

C. Run: Computer Run

- 21- What are the functions of Accessories Gear Box (AGB) and describe with drawing the main components to drive the AGB from the engine rotating shaft in TFE.(1.5 Marks)
- 1- Drive Engine Accessories
- 2- Reduces RPM



- 22- What are the main engine checks before T/O (takeoff)? (1.5 Marks)
  - 1- FOD (foreign object debris) on fan blades
  - 2- Inlet cone
  - 3- Engine Oil Level
  - 4- Nose cowl
  - 5- Ensure that the cowl latches are closed
- 6- See if there is any oil accumulated under the engine on ground and in the engine case.
- 23- If the compressor turbine TSN = 14179 hours, and its TBO is 4800 fhs and to be inspected every 2400 fhs (TBI), for engine normal operation, what are the current compressor turbine TSO, TSI, OR and IR(R= remain hours)? And how many times, this turbine was overhauled? And how many times it was inspected? (3 marks)

TSO = 4579 fhs TSI = 2179 fhs OR = 221 fhs IR = 221 fhs, Engine was overhauled 2 times and Engine was inspected 5 times.

Good Luck Dr. Yasser Kamal