**TECNAM P2002JF Quizzes**

**Option 1:** **GENERAL DESCRIPTION**

1. How many seats can the TECNAM P2002JF can accommodate?
2. 1
3. 2
4. 3
5. What type of wing configuration is the TECNAM P2002JF?
6. Low-wing
7. Mid-wing
8. High-wing
9. How wide is the TECNAM P2002JF?
10. 6.6m
11. 7.6m
12. 8.6m

**OPTION 2: FUSELAGE**

1. It is made of light-alloy semi-monocoque structure wrapped around by stressed stretched panels that consists the cabin and baggage compartment.
2. CABIN DOOR
3. FUSELAGE
4. FORWARD FUSELAGE
5. It is made of Plexiglas and resins. It can be closed through three lockers Sliding on a specific surface, it allows the opening and closing of the cockpit.
6. CABIN DOOR
7. CANOPY
8. OVERHEAD CABIN WINDOWS
9. It is located behind the seats; That has fire protection equipment under and contains the First aid kit.
10. BAGGAGE COMPARTMENT
11. AFT FUSELAGE
12. CABIN
13. It is fitted in each seat that secures the Pilot and Co-Pilot and has four attaching points.
14. SHOULDER HARNESS
15. SAFETY BELTS
16. BOTH A AND B
17. It gives the Pilot external visibility of the aircraft one of each side and a wide windshield.
18. EXTERNAL LIGHTS
19. OVERHEAD CABIN WINDOWS
20. WINDSHIELD AND WINDOWS

**OPTION 3: WINGS AND EMPENNAGE**

1. It contains elevator trim tab actuator and made primarily of all-metal construction.
2. VERTICAL STABILIZER
3. HORIZONTAL STABILIZER
4. VERTICAL FIN
5. It is made up of light alloy and consists of a flap and aileron that has a central light alloy torque box which carries all the wing bending, shear, and torque loads. \
6. WING STRUTS
7. WINGS
8. EMPENNAGES
9. It is an all-moving type of stabilator and is covered by stressed aluminum alloy skin.
10. VERTICAL TAIL
11. FIN
12. HORIZONTAL EMPENNAGES
13. It contains the Rudder and is entirely metallic that is made up of aluminum alloy.
14. FIN
15. HORIZONTAL STABILIZER
16. VERTICAL TAIL
17. The vertical fin is made up of a \_\_\_\_\_\_\_\_ with aluminum alloy stressed skin.
18. SINGLE-SPAR
19. TWIN-SPAR
20. MULTI-SPAR

**OPTION 4: LANDING GEAR. BRAKES AND HYDRAULIC SYSTEM**

1. It is a fixed tricycle gear with nose wheel steering and divided in two parts.
2. MAIN LANDING GEAR
3. NOSE LANDING GEAR
4. LANDING GEAR
5. It is an independent hydraulically actuated brake system for each main wheel. It is controlled by the rudder pedal.
6. LEVER BRAKE SYSTEM
7. TOE BRAKE SYSTEM
8. PARKING BRAKE SYSTEM
9. This braking system is controlled by a knob on the instrument panel connect to linkage at the brake master cylinders.
10. PARKING BRAKE SYSTEM
11. TOE BRAKE SYSTEM
12. LEVER BRAKE SYSTEM
13. These are actuated by applying pressure at the top of the rudder pedals and are located forward of the pilot’s rudder pedals.
14. BRAKE SYSTEM
15. PARKING BRAKE SYSTEM
16. BRAKE MASTER CYLINDERS
17. It is used to steer the aircraft on the ground and is a non-retractile leg with a rubber disc-dumper.

a. MAIN LANDING GEAR

b. NOSE GEAR

c. LANDING GEAR

**OPTION 5 FLIGHT CONTROL SYSTEMS**

1. It can be partially extended and fully extended to provide extra lift and drag to the

aircraft.

1. AILERONS
2. FLAPS
3. WINGS
4. This controls the ailerons and stabilators to maneuver the aircraft.
5. FLIGHT CONTROL STICK
6. RUDDER PEDALS
7. FLAPS
8. It is split in two parts interconnected at the support brackets and attached to the stabilator and is controlled through an electric actuator.
9. LONGITUDINAL TRIM CONTROL
10. STABILATOR CONTROL SYSTEM
11. TRIM TAB
12. It is located in the vertical stabilizer that controls the aircraft’s yaw.
13. RUDDER
14. AILERON
15. STABILATORS
16. It is located in the wings that controls the rolling motion of the aircraft.
17. FLAPS
18. AILERONS
19. STABILATORS

**OPTION 6 ENGINE AND OIL**

1. It is made up of fiberglass, light alloy, and aluminum panels that provides engine cover.
2. ENGINE COWLING
3. ENGINE MOUNT
4. ENGINE OIL
5. It is protected from heat sources and installed behind the firewall.
6. OIL COOLER
7. ENGINE FUEL SYSTEM
8. OIL TANK
9. This is installed on the front end of the engine cowling and it is connected to the engine mount.
10. OIL FILTER SYSTEM
11. ENGINE OIL SYSTEM
12. OIL RADIATOR SYSTEM
13. It is a system that has two aluminum tanks integrated within each wing leading edge that also provide indication of fuel pressure and fuel quantity.
14. ENGINE OIL SYSTEM
15. IGNITION SYSTEM
16. ENGINE FUEL SYSTEM
17. It is designed for use with light aircraft engines and is a completely self-contained assembly. The rotor revolves on two ball bearings positioned on either side of the rotating magnet. The rotor and bearing assembly are contained within the drive end frame, with bearing preloading determined by a loading spring, eliminating the need for selective shimming.
18. CARBURETOR
19. AIRCRAFT MAGNETOS
20. IGNITION SYSTEM

**OPTION 7 FUEL SYSTEM**

1. It is made up aluminum metal that is installed inboard the leading edge of the aircraft’s wings.
2. FUEL OUTLET
3. FUEL TANK
4. FUEL SYSTEM
5. A manually-operated pump located on the instrument panel. and lines to all engine cylinders. Operation of the pump plunger forces fuel directly into the engine cylinders.
6. FUEL SHUTOFF VALVE
7. FUEL SYSTEM
8. PRIMING SYSTEM
9. It is equipped with a standard mesh filter that is located at the lowest point of the inboard sidewall of each fuel tank.
10. FUEL OUTLET
11. FUEL VENT
12. FUEL FILLER CAP
13. It is designed to supply fuel to the engine with suitable fuel flow rate and pressure for the whole of the certified flight envelope. Also equipped with two aluminum fuel tanks integrated within the wing box and accessible for inspection
14. PRIMING SYSTEM
15. FUEL SYSTEM
16. FUEL VENT
17. It incorporates a vent and safety valve that provides both vacuum and positive pressure relief.
18. FUEL SHUTOFF VALVE
19. FUEL VENT
20. VENTED FUEL FILLER CAP

**OPTION 9 UTILITY SYSTEMS**

1. It conveys the hot air drawn from the engine heat exchanger. It also utilizes hot air coming from engine heat exchanger: here cold ram-air is warmed by engine exhaust gases and then it is routed to the system’s hoses.
2. VENTILATING SYSTEM
3. DEFROSTER SYSTEM
4. HEATING SYSTEM
5. It is composed of two ram air diffusers located to left and right side of instruments panel.
6. VENTILATING SYSTEM
7. DEFROSTER SYSTEM
8. HEATING SYSTEM
9. It provides heat through a hot air valve to windshield and to cabin heat. Both systems are operable from the instruments panel.
10. VENTILATING SYSTEM
11. DEFROSTER SYSTEM
12. HEATING SYSTEM

**OPTION 10 INSTRUMENTS AND INSTRUMENT SYSTEMS**

1. The \_\_\_\_\_\_\_\_\_\_ is divided into five parts. The left side includes the flight instruments; the right side includes the control instruments; the central panel includes the communication instruments. The two lower panels include switches.
2. GLOBAL POSITIONING
3. PITOT AND STATIC SYSTEM
4. INSTRUMENT PANEL
5. It provides precise position, velocity, and time measurements for enroute, terminal and non-precision approaches. The position, velocity, and time determinations are computed by the receiver based on satellite signals.
6. GLOBAL POSITIONING
7. PITOT AND STATIC SYSTEM
8. INSTRUMENT PANEL
9. Heading information is provided by a directional gyro indicator. It is a self-contained unit requiring no external power source and installed on the top of the windshield into the pilot primary field of view.
10. ACCELEROMETER
11. ATTITUDE INDICATOR
12. MAGNETIC COMPASS
13. The \_\_\_\_\_\_\_\_\_\_\_\_ consists of an airflow sensor and of an electric horn.  The airflow sensor is mounted on the leading edge of the RH wing. The sensor activates the acoustic alarm system made up of a cabin-installed horn.
14. PITOT AND STATIC SYSTEM
15. STALL WARNING SYSTEM
16. INSTRUMENT PANEL
17. The \_\_\_\_\_\_\_\_\_\_\_\_ is an electrically operated, gyroscopic, roll-rate turn indicator. Its gyro simultaneously senses the rate of motion roll and yaw axis which is projected on a single indicator. The gyro is a non-tumbling type requiring no caging mechanism and incorporates an a.c. brushless spin motor with a solid-state inverter.
18. TURN COORDINATOR
19. TURN-AND-SLIP INDICATOR
20. ATTITUDE INDICATOR

**OPTION 11 ELECTRICAL SYSTEM**

1. It maintains the constant output voltage with an automatic overvoltage device protecting the circuits and the electric components form an excessive voltage.
2. ALTERNATOR
3. VOLTAGE REGULATOR
4. ALTERNATOR POWER SYSTEM
5. This provides secondary source of DC power and is located in the tail cone, right side, wing/fuselage rear attachments zone.
6. VOLTAGE REGULATOR
7. BATTERY
8. ALTERNATOR
9. In the event of crash, this is activated automatically transmits the standard swept ton on 121.5MHz lasting until battery power is gone. It is positioned in baggage compartment, on the upper floor.
10. ALTERNATOR POWER SYSTEM
11. EMERGENCY LOCATOR TRANSMITTER
12. MASTER SWITCH
13. The \_\_\_\_\_\_\_\_\_\_\_\_\_\_ is characterized by a nominal voltage of 14 VDC. The power supply is assured by a battery and by one internal engine-driven generator.
14. ELECTRICAL SYSTEM
15. BATTERY
16. ALTERNATOR
17. It allows for connecting power to the instruments and can be switched off.
18. BATTERY
19. AVIONICS BUS
20. MASTER SWITCH

**OPTION 12 AIRCRAFT LIGHTING SYSTEM**

1. The \_\_\_\_\_\_\_\_\_\_\_\_\_\_ consist of instrument lights, position lights, landing lights, dome lights, strobe lights and navigation lights.
2. AIRCRAFT ELECTRICAL SYSTEM
3. AIRCRAFT LIGHTING SYSTEM
4. GLOBAL POSITIONING SYSTEM
5. It provides ground reference information during final approach, touchdown, ground roll and take off and illuminates any major obstructions in the airplane approach glide path or on runway at night. It is mounted in the lower half of the engine cowl.
6. LANDING LIGHTS
7. TAXI LIGHTS
8. BOTH A AND B
9. It operates at approximately 45 flashes per minute and is attached to the vertical fin tip.
10. STROBE LIGHTS
11. FLASHING BEACON
12. NAVIGATION LIGHTS
13. It is also called as anti-collision lights that is installed on top of the vertical stabilizer.
14. STROBE LIGHTS
15. FLASHING BEACON
16. NAVIGATION LIGHTS
17. It is also called as navigation lights and are installed in wing tips and on top of vertical stabilizer.
18. INSTRUMENT LIGHTS
19. LANDING LIGHTS
20. POSITION LIGHTS

**Option 13 Liquid Cooling System**

1. \_\_\_\_\_\_\_\_\_\_ is a closed circuit with an overflow bottle and an expansion tank.
2. LIGHTING SYSTEM
3. LIQUID COOLING SYSTEM
4. TEMPERATURE SYSTEM
5. How many thermal sensors are there in the Liquid Cooling System?
6. ONE
7. TWO
8. THREE
9. What is the proper quantity of coolant and its maximum allowable temperature?
10. 55lt/min at 135°C
11. 65lt/min at 140°C
12. 60lt/min at 130°C

**OPTION 14 COMMUNICATIONS**

1. What is the main difference between Garmin GNS 430W and Garmin GNS 530W?
2. HIGHER FREQUENCY
3. GREATER SCREEN DIMENSION
4. NONE OF THE ABOVE
5. Where is the Antenna VOR is located?
6. BELLY OF THE AIRCRAFT
7. WING OF THE AIRCRAFT
8. TOP OF THE VERTICAL STABILIZER
9. Where is the Antenna ADF is located?
10. BELLY OF THE AIRCRAFT
11. WING OF THE AIRCRAFT
12. TOP OF THE VERTICAL STABILIZER