**TECNAM P2006T QUIZZES**

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

1. What type of wing configuration is the TECNAM P2006T?
2. LOW-WING
3. MID-WING
4. HIGH-WING
5. What is the Payload/Maximum Takeoff Weight ratio of the TECNAM P2006T?
6. .26
7. .36
8. .46
9. How wide is the TECNAM P2006T?
10. 11.40m
11. 10.6m
12. 8.7m

**OPTION 2: FUSELAGE**

1. How many doors are there in a TECNAM P2006T?
2. 2
3. 3
4. 4
5. It is made of a light-alloy semi-monocoque structure wrapped around by stressed stretched panels that consist of the cabin and baggage compartment.
6. CABIN DOOR
7. FUSELAGE
8. FORWARD FUSELAGE
9. Where is the ditching emergency exit located?
10. CABIN RIGHT SIDE
11. CABIN LEFT SIDE
12. CABIN ROOF
13. It is fitted in each seat that secures the Pilot, Co-Pilot, and Passengers which has three attaching points.
14. SHOULDER HARNESS
15. CABIN DOORS
16. SAFETY BELTS
17. It is located behind the seats; has fire protection equipment under and contains the First aid kit.
18. BAGGAGE COMPARTMENT
19. AFT FUSELAGE
20. CABIN

**OPTION 3: WINGS AND EMPENNAGE**

1. It is entirely metallic that is made up of a twin-spar with alloy-stressed skin
2. FIN
3. VERTICAL FIN
4. HORIZONTAL FIN
5. It is located in each wing which transmits a part of the wing load to the lower portion of the fuselage. It consists of a streamlined tube.
6. SINGLE LIFT STRUT
7. DOUBLE LIFT STRUT
8. EMPENNAGES
9. It gives the aircraft lift and it is all metal, semi-monocoque type.
10. FIN
11. HORIZONTAL FIN
12. WINGS

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

1. It is of electro-hydraulic type, powered by a reversible pump which is electrically controlled by the control knob located on the LH instrument panel.
2. HYDRAULIC POWER
3. LANDING GEAR
4. BRAKES
5. This provides stopping power on the ground and operated on either pilot’s and co-pilot’s pedals.
6. SPEED BRAKE
7. SPOILERS
8. BRAKES
9. The Landing Gear leg position indication system is electrical. What light will it indicate one the LG is fully extended and locked?
10. 3 GREEN LIGHTS
11. 3 RED LIGHTS
12. 3 AMBER LIGHTS
13. It is aimed to ensure the centering of the nose gear when the leg is fully retracted is embodied.
14. HYDRAULIC SYSTEM
15. BRAKE SYSTEM
16. CENTERING SYSTEM
17. It is a telescopic leg with an integrated oleo-pneumatic shock absorber supporting a single wheel. It is linked to the cabin’s first bulkhead through a steel truss. It also provides steering control on the ground.
18. MAIN LANDING GEAR
19. NOSE LANDING GEAR
20. LANDING GEAR

**OPTION 5 FLIGHT CONTROL SYSTEMS**

1. It is controlled by a switch on the instrument panel via a single electric actuator. It provides extra lift to the wings when Takeoff and required lift and drag when Landing.
2. AILERONS
3. FLAPS
4. TRIM TAB
5. It is actuated by the rotational movement of either control wheel. The actuation of \_\_\_\_\_\_\_\_ is accomplished by cable assemblies and torsion tube.
6. AILERONS
7. FLAPS
8. TRIM TAB
9. The \_\_\_\_\_\_\_\_ is operated by the longitudinal movement of the control column, which allows the control push-pull assy (two rods are connected to the bell crank) to operate.
10. FLAPS
11. AILERONS
12. STABILATOR
13. It is attached to two pushrods that transmit steering motion to the nose gear leg.
14. CONTROL STICK
15. RUDDER PEDAL
16. STABILATOR
17. A \_\_\_\_\_\_\_\_\_ provides stick force adjustment and longitudinal compensation through an electric actuator controlled by the pilot.
18. TRIM TAB
19. STABILATOR
20. RUDDER PEDAL

**OPTION 6 ENGINE AND OIL SYSTEM**

1. How many engines does the TECNAM P2006T have?
2. 1
3. 2
4. 3
5. It includes the engine air intake duct, the oil cooler and the water cooler air intake.
6. UPPER COWLING
7. MID COWLING
8. LOWER COWLING
9. \_\_\_\_\_\_\_\_ is designed to supply the engine with the necessary amount of oil at a temperature that is not higher than that which is safe for continuous operation. A dry sump forced lubrication system, a main oil pump, an integrated pressure regulator, and an oil pressure sensor are all standard features of the engine.
10. AIR CONDITION OIL SYSTEM
11. ENGINE OIL SYSTEM
12. OIL COOLER SYSTEM
13. It is designed to supply fuel to the two reciprocating engines Rotax 912S with suitable flow rate and pressure (two fuel lines, one for each engine) for the whole of the certified flight envelope.
14. FUEL PUMP
15. FUEL TANK
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.
18. IGNITION SWITCH
19. AIRCRAFT MAGNETOS
20. INDUCTION AIR SYSTEM

**OPTION 7 FUEL SYSTEM**

1. It is installed on each fuel tank in order to avoid a pressure unbalance between external air and the interior of the tank which can be caused by the thermal dilatation, by the fuel volume decreasing due to the engine fuel consumption or by the variation of the external pressure.
2. VENT VALVE
3. DRAIN VALVE
4. FUEL VALVE
5. It stores fuel and each has a capacity of 100 liters that are installed in the inboard panel of each wing.
6. FUEL VALVE
7. FUEL SELECTORS
8. FUEL TANKS
9. It is provided on the right side of the instrument panel. These analogical instruments allow the pilot for fuel system monitoring.
10. FUEL SYSTEM
11. FUEL LEVEL AND FUEL PRESSURE INDICATOR SYSTEM
12. CROSS-FEED SYSTEM
13. It is a mechanical fuel pump provides fuel to the engine. The engine pump is certified as part of the engine but it will be considered, from a functional point of view, as part of the Fuel System.
14. EMERGENCY ELECTRIC FUEL PUMP
15. ENGINE DRIVEN FUEL PUMP
16. EMERGENCY ENGINE DRIVEN FUEL PUMP
17. Which statement is TRUE?
18. IN NORMAL CONDITIONS, TO SUPPLY FUEL TO THE ENGINE, EACH ENGINE PUMP SUCKS FUEL FROM THE RELATED TANK THE FUEL SELECTOR OF THE LEFT ENGINE IS ON LEFT TANK AND FUEL SELECTOR OF THE RIGHT ENGINE IS ON THE RIGHT TANK.
19. IN NORMAL CONDITIONS, TO SUPPLY FUEL TO THE ENGINE, RIGHT FUEL TANK SUPPLIES THE LEFT ENGINE AND THE LEFT FUEL TANK SUPPLIES THE RIGHT ENGINE.
20. NONE OF THE ABOVE.

**OPTION 9 UTILITY SYSTEMS**

1. It is composed of two ram air diffusers located to the left and right side of the instrument panel. The external cold air is caught by the Naca intake access point and can be used for internal ventilation if the diffusers are open.
2. DEFROSTER SYSTEM
3. VENTILATING SYSTEM
4. LIQUID COOLING SYSTEM
5. Heats through a hot air valve that opens the air flow to windshield defrost and to cabin heat. Both systems are operable from the instruments panel.
6. DEFROSTER SYSTEM
7. VENTILATING SYSTEM
8. LIQUID COOLING SYSTEM
9. It is a closed circuit with an overflow bottle and an expansion tank designed to keep the engine temperature at the optimum normal operating range.
10. DEFROSTER SYSTEM
11. VENTILATING SYSTEM
12. LIQUID COOLING SYSTEM
13. This valve, along with a sensor, allows an automatic adjustment of temperature by controlling coolant flow to the radiator and keeping it at normal operating temperatures.
14. COOLANT VALVE
15. THERMOSTATIC VALVE
16. WATER VALVE
17. What is the normal allowable operating temperature range of the TECNAM P2006T engine?
18. 50°C-135°C
19. 37°C-138°C
20. 45°C-140°C

**OPTION 10 INSTRUMENTS AND INSTRUMENT SYSTEMS**

1. What is the other term for Digital instrument panel?
2. GLARESHIELD
3. FLIGHT CONTROL SYSTEM
4. GLASS COCKPIT
5. It indicates the orientation of the aircraft relative to earth. It indicates pitch (fore and aft tilt) and bank (side to side tilt).
6. AIRSPEED INDICATOR
7. ATTITUDE INDICATOR
8. VERTICAL SPEED INDICATOR
9. Suction to operate the gyros is provided by a dry-type engine-driven vacuum pump, gear-driven through a spline-type coupling.
10. PITOT AND STATIC SYSTEMS
11. ENGINE INDICATOR
12. VACUUM SYSTEM
13. 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. That provides heading information.
14. MAGNETIC COMPASS
15. ACCELEROMETER
16. GLARESHIELD
17. It 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.
18. YAW INDICATOR
19. TURN COORDINATOR
20. ROLL INDICATOR

**OPTION 11 ELECTRICAL SYSTEM**

1. \_\_\_\_\_\_\_\_\_\_\_\_\_\_ is characterized by a nominal voltage, of continuous type, of 14 V dc. The power supply is assured by a battery and by two engine-driven generators The battery, of lead-acid type featuring 12 V 38-Ah in 20h, acts as a pad and supplies the energy for engine starting. Two 40 Amp generators are set up on the left side of both engines. The nominal output voltage is 14,2-14,8 V dc. A regulator is integrated in both generators. An external power socket allows engines to start using electric power taken from an external source.
2. ELECTRICAL POWER SUPPLY SYSTEM
3. AVIONICS SYSTEM
4. POWER SYSTEM
5. \_\_\_\_\_\_\_\_\_\_\_ is connected to the battery through a relay controlled by the Master Switch.
6. BATTERY
7. BATTERY BUS
8. GENERATOR
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. MASTER SWITCH
12. EMERGENCY LOCATOR TRANSMITTER
13. The engine built-in generators \_\_\_\_\_\_\_\_\_\_\_\_ allows using a supplemental power supply for mission equipment. When the airplane embodies the design change in subject, the Rotax engine built-in generators are enabled in order to provide power to two bus bars.
14. ALTERNATOR POWER SYSTEM
15. AUXILIARY POWER SYSTEM
16. ALTERNATE POWER SYSTEM
17. It is an electrical heater installed in a pitot tube to offset the possibility of ice formation on the pitot tube.
18. PITOT PROBES
19. PITOT WARMER SYSTEM
20. PITOT HEATING SYSTEM

**OPTION 12 AIRCRAFT LIGHTING SYSTEM**

1. The \_\_\_\_\_\_\_\_\_\_\_\_\_\_ consist of Internal and External Lights, which includes Cabin Light, Instrument Lights, Emergency Lights, NAV Lights, Strobe Lights, Taxi Lights and Landing Lights.
2. AMBIENT LIGHTING SYSTEM
3. AIRCRAFT LIGHTING SYSTEMS
4. AIRCRAFT LIGHT SWITCH
5. The \_\_\_\_\_\_\_\_\_\_\_\_\_\_ are attached to the wing tips and the aft end of the vertical fin tip. The lamps are controlled by a rocker type switch located on the instrument panel.
6. TAXI LIGHTS
7. LANDING LIGHTS
8. NAVIGATION LIGHTS
9. They provide aircraft identification to prevent collision. Also called as anti-collision lights. They are located on the winglets and on the top of the vertical fin.
10. STROBE LIGHTS
11. TAXI LIGHTS
12. NAVIGATION LIGHTS
13. It provides lighting inside the cabin. Located on the overhead panel in correspondence with the crew seats.
14. POSITION LIGHTS
15. TAXI LIGHTS
16. CABIN LIGHTS
17. It is attached to the vertical fin tip. The lamp is iodine-vapour electrically switched by a solid-state flasher assembly The flasher assembly is mounted in the aft section of the tail cone. The switching frequency of the flasher assembly operates the lamp at approximately 45 flashes per minute. A 1.5 ohm, 75-watt resistor is installed to eliminate a pulsing effect on the cabin lighting and ammeter.
18. STROBE LIGHTS
19. TAXI LIGHTS
20. FLASHING BEACON

**OPTION 13: AUTO PILOT**

1. When in control of the roll axis, the \_\_\_\_\_\_\_ senses turn rate, as well as closure rate to the selected course, along with the non-rate quantities of heading error, course error, and course deviation indicator. When in control of the pitch axis, the \_\_\_\_\_\_\_\_ senses vertical speed, acceleration, and closure rate to the selected glideslope, along with the non-rate quantities of altitude and glideslope deviation indication.
2. COMPUTER
3. Auto Pilot
4. Programmer
5. It gives information about the altitude: it is connected to both pressure static sources by means of a T fitting and it is fixed to the first fuselage bulkhead.
6. AUTO PILOT
7. COMPUTER
8. ABSOLUTE PRESSURE TRANSDUCER
9. \_\_\_\_\_\_\_\_\_ allows for disabling the Manual Electric Trim switch.
10. ELECTRIC TRIM SWITCH
11. TRIM MASTER SWITCH
12. MASTER SWITCH
13. The AP \_\_\_\_\_\_\_ brindle control cable acts on the LH ailerons control line to which it is connected by means of two clamps. It is enslaved to the ailerons that is located beneath the crew compartment floor.
14. ROLL SERVO
15. PITCH SERVO
16. TRIM MASTER SWITCH
17. Its control cable is directly connected to the stabilator control rod to which it is connected by means of two clamps. The rotational movement of the servo, as controlled by the computer, is converted in the longitudinal movement of the stabilator control rod
18. ROLL SERVO
19. PITCH SERVO
20. TRIM MASTER SWITCH

**OPTION 14: COMMUNICATIONS**

1. The standard equipment \_\_\_\_\_\_\_\_\_\_ provides a communications transceiver tuning from 118.00 to 136.975 MHz in 25 kHZ or 8.33 kHZ increments.
2. GARMIN GNS 430W
3. GMA340 FRONT PANEL
4. GARMIN APOLLO SL30
5. The optional COMM/NAV 2 equipment is the \_\_\_\_\_\_\_\_\_\_\_ which includes a 760-channel VHF Comm transceiver and 200-channel VOR/LOC/GS navigation.
6. GARMIN GNS 430W
7. GMA340 FRONT PANEL
8. GARMIN APOLLO SL30
9. It is the audio management device used on P2006T. The audio panel handles internal audio communications (INTERCOM), external audio communications (allowing COM1 to COM2 switching), those related to the markers during ILS approaches and, eventually, those related to the on-board musical entertainment (compact disc devices etc). Audio panel features LED-illuminated push button controls that allow audio selection of both NAV and Comm audio.
10. GARMIN GNS 430W
11. GMA340 FRONT PANEL
12. GARMIN APOLLO SL30