Q1. At higher altitudes as altitude increases, pressure.

A. increases at constant rate.

**B. decreases exponentially.**

C. increases exponentially.

(EASA module 8 book sub module 0.1)

Q2. The millibar is a unit of.

A. atmospheric temperature.

B. pressure altitude.

**C. barometric pressure.**

(EASA module 8 book sub module 0.1)

Q3. Temp at sea level.

**A. 288 K**

B. 273 K

C. 173 k

(EASA module 8 book sub module 0.1)

Q4. --------- does not depends on density

**A. Rocket**

B. Kite

C. NOTA

(EASA module 8 book sub module 0.1)

Q5. What is Density

**A. Mass / Volume**

B. Mass / Pressure

C. Both

(EASA module 8 book sub module 0.1)

Q6. Density of air at sea level

**A. 1.23kg/m3**

B. 1.23psi

C. 288k

(EASA module 8 book sub module 0.1)

Q7. What is ISA

A. Civil Aviation Organisation

**B. International Standard Atmosphere.**

C. All

(EASA module 8 book sub module 0.1)

Q8. Density Varies Direct proportion with

A. temperature

**B. Pressure.**

C. both a and b

(EASA module 8 book sub module 0.1)

Q9. Density varies inversely with the

A. pressure

**B. temperature.**

C. All.

(EASA module 8 book sub module 0.1)

Q10. What is Temp at sea level?

**A.15 degree C**

B. 15 degree F

C. NOTA

(EASA module 8 book sub module 0.1)

Q11. What is atmospheric pressure at sea level?

A.1013.2mb

B.1023.2hpa

**C. Both A & B**

(EASA module 8 book sub module 0.1)

Q12. -----------the amount of water vapour in the air.

A. density

B**. humidity**

C. pressure

(EASA module 8 book sub module 0.1)

Q13. Force (F) Area (A) Pressure (P) then F=

**A. F = AP**

B. F = A/P.

C. both a & b

(EASA module 8 book sub module 0.1)

Q14. Barometer indicates.

**A. pressure.**

B. density.

C. temperature.

(EASA module 8 book sub module 0.1)

Q15. Which condition is the actual amount of water vapour in a mixture of air and water?

A. Relative humidity.

**B. Absolute humidity.**

C. Dew point.

(EASA module 8 book sub module 0.1)

Q16. What is sea level pressure?

A. 1032.2 mb.

B. 1012.3 mb.

C. 1013.2 mb.

(EASA module 8 book sub module 0.1)

Q17. The temperature lapse rate below the tropopause is.

A. 1°C per 1000 ft.

**B. 2°C per 1000 ft.**

C. 3°C per 1000 ft.

(EASA module 8 book sub module 0.1)

Q18. Above the tropopause air pressure.

A. decreases at a constant rate.

**B. decreases exponentially.**

C. increases exponentially.

(EASA module 8 book sub module 0.1)

Q19. What happens to the density of air as altitude is increased?

**A. Decreases.**

B. Stays the same.

C. Increases.

(EASA module 8 book sub module 0.1)

Q20. Put in sequence from the ground up.

A. tropopause, stratosphere, troposphere.

B. tropopause, troposphere, stratosphere.

**C. troposphere, tropopause, stratosphere.**

(EASA module 8 book sub module 0.1)

**MODULE 08 BASIC AERODYNAMICS**

**(SUB MODULE 02 AERODYNAMICS )**

Q.21 The C of P is the point where.

A. the lift can be said to act.

B. the three axis of rotation meet.

**C. all the forces on an aircraft act.**

Ref: (EASA MODULE 08 BOOK SUB MOD 02) Level- 2

Q.22 At stall, the wingtip stagnation point.

A. doesn’t move.

**B. moves toward the lower surface of the wing.**

C. moves toward the upper surface of the wing.

Ref: (EASA MODULE 08 BOOK SUB MOD 02) Level- 2

Q As the angle of attack of an airfoil increases the centre of pressure.

A. remains stationary.

B. moves aft.

**C. moves forward.**

Ref: (EASA MODULE 08 BOOK SUB MOD 02) Level-2

Q.7 The centre of pressure of an aerofoil is located.

A. 30 - 40% of the chord line forward of the leading edge.

B. 50% of the chord line back from the leading edge.

**C. 30 - 40% of the chord line back from the leading edge.**

Ref: (EASA MODULE 08 BOOK SUB MOD 02) Level-2

Q.9 Aerofoil efficiency is defined by.

**A. lift over drag.**

B. lift over weight.

C. drag over lift.

Ref: (EASA MODULE 08 BOOK SUB MOD 02) Level-2

Q.12 The 'wing setting angle' is commonly known as.

A. angle of dihedral.

**B. angle of incidence.**

C. angle of attack.

Ref: (EASA MODULE 08 BOOK SUB MOD 02) Level-2

Q.15 An aspect ratio of 8 : 1 would mean.

**A. span 64, mean chord 8.**

B. mean chord 64, span 8.

C. span squared 64, chord 8.

Ref: (EASA MODULE 08 BOOK SUB MOD 02) Level-2

Q.18 The amount of thrust produced by a jet engine or a propeller can be calculated using.

A. Newton’s 3rd law.

**B. Newton’s 2nd law.**

C. Newton’s 1st law.

Ref: (EASA MODULE 08 BOOK SUB MOD 02) Level-2

Q.20 The concept of thrust is explained by.

A. Bernoulli’s theorem.

**B. Newton’s 3rd law.**

C. Newton’s 1st law.

Ref: (EASA MODULE 08 BOOK SUB MOD 02) Level-2

Q24. As the angle of attack of an airfoil increases the centre of pressure.

A. remains stationary.

B. moves aft.

**C**. **moves forward**.

Ref: (EASA MODULE 08 BOOK SUB MOD 02) Level-2

Q26. The chord line of a wing is a line that runs from.

**A. the centre of the leading edge of the wing to the trailing edge.**

B. half way between the upper and lower surface of the wing.

C. One wing tip to the other wing tip.

Ref: (EASA MODULE 08 BOOK SUB MOD 02) Level-2

Q32. The 'wing setting angle' is commonly known as.

A. angle of dihedral.

**B. angle of incidence.**

C. angle of attack.

Ref: (EASA MODULE 08 BOOK SUB MOD 02) Level-2

Q37. QFE is.

**A. airfield pressure.**

B. difference between sea level and airfield pressure.

C. sea level pressure.

Ref: (EASA MODULE 08 BOOK SUB MOD 02) Level-2