Q1. At higher altitudes as altitude increases, pressure.

A. increases at constant rate.

**B. decreases exponentially.**

C. increases exponentially.

D. at constant rate

(EASA module 8 book sub module 0.1)

Q2. The millibar is a unit of.

A. atmospheric temperature.

B. pressure altitude.

**C. barometric pressure.**

D. sea level pressure

(EASA module 8 book sub module 0.1)

Q3. Temp at sea level.

**A. 288 K**

B. 273 K

C. 173 k

D. 165 K

(EASA module 8 book sub module 0.1)

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

**A. Rocket**

B. Kite

C. NOTA

D. ATA

(EASA module 8 book sub module 0.1)

Q5. What is Density

**A. Mass / Volume**

B. Mass / Pressure

C. Both

D. Both A and B

(EASA module 8 book sub module 0.1)

Q6. Density of air at sea level

**A. 1.23kg/m3**

B. 1.23psi

C. 288k

D. 15 degree c

(EASA module 8 book sub module 0.1)

Q7. What is ISA

A. Civil Aviation Organisation

**B. International Standard Atmosphere.**

C. All

D. NOTA

(EASA module 8 book sub module 0.1)

Q8. Density Varies Direct proportion with

A. temperature

B. Pressure.

C. both a and b

**D. Only B correct**

(EASA module 8 book sub module 0.1)

Q9. Density varies inversely with the

A. pressure

**B. temperature.**

C. All.

D. NOTA

(EASA module 8 book sub module 0.1)

Q10. What is Temp at sea level?

**A.15 degree C**

B. 15 degree F

C. 15 k

D. ATA

(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**

D. NOTA

(EASA module 8 book sub module 0.1)

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

A. Density

B**. Humidity**

C. Pressure

D. ATA

(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. F = P/A

D. both a & b

(EASA module 8 book sub module 0.1)

Q14. Barometer indicates.

**A. Pressure.**

B. Density.

C. Temperature.

D. Humidity

(EASA module 8 book sub module 0.1)

Q15. What is sea level pressure?

A. 1032.2 mb.

B. 1012.3 mb.

C. 1013.2 mb.

D. ATA

(EASA module 8 book sub module 0.1)

Q.1 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.**

D. ATA

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

Q.2 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.

D. NOTA

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

Q.3 As the angle of attack of an airfoil increases the centre of pressure.

A. remains stationary.

B. moves aft.

**C. moves forward.**

D. ATA

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

Q.4 The centre of pressure of an aerofoil is located.

A. 20 - 30% 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.**

D.20 - 30% of the chord line forward of the trailing edge

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

Q.5 Aerofoil efficiency is defined by.

**A. lift over drag.**

B. lift over weight.

C. drag over lift.

D. weight over drag

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

Q.6 The 'wing setting angle' is commonly known as.

A. angle of dihedral.

**B. angle of incidence.**

C. angle of attack.

D. ATA

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

Q.6 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.

D. span squared 8, chord 64.

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

Q.7 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.

D. ATA

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

Q.8 The concept of thrust is explained by.

A. Bernoulli’s theorem.

**B. Newton’s 3rd law.**

C. Newton’s 1st law.

D. NOTA

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

Q.9 As the angle of attack of an airfoil increases the centre of pressure.

A. remains stationary.

B. moves aft.

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

D. NOTA

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

Q.10 The 'wing setting angle' is commonly known as.

A. angle of dihedral.

**B. angle of incidence.**

C. angle of attack.

D. ALL

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

Q11. QFE is.

**A. airfield pressure.**

B. difference between sea level and airfield pressure.

C. sea level pressure.

D. sea level and airfield pressure.

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

Q12. The amount of lift generated by a wing is.

A. Greatest at the tip.

B. Constant along the span.

**C. Greatest at the root.**

D.ATA

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

Q13. As the angle of attack of a wing is increased in level flight.

A. the C of G moves aft and the C of P forward.

**B. the C of P and transition point move forward**.

C. the C of P moves forward and the stagnation point aft over the upper surface.

D. ALL

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

Q14. The transition point on a wing is the point where.

**A. the boundary layer flow changes from laminar to turbulent.**

B. the flow divides to pass above and below the wing.

C. the flow separates from the wing surface.

D. ALL

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

Q15. A laminar boundary layer will produce.

A. more skin friction drag than a turbulent one.

B. the same skin friction drag as a turbulent one.

**C. less skin friction drag than a turbulent one.**

D. ALL

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

Q16. What is the force that tends to pull an aircraft down towards the earth?

A. Thrust.

**B. Weight.**

C. Drag.

D. Lift

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

Q17. The angle at which the chord line of the aerofoil is presented to the airflow is known as.

A. angle of resultant.

B. resultant.

C. angle of incidence.

**D. angle of attack.**

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

Q18. The imaginary straight line which passes through an aerofoil section from leading edge to trailing edge is called.

**A. the chord line.**

B. the direction of relative airflow.

C. centre of pressure.

D. All

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

Q19. What is the angle between the chord line of the wing, and the longitudinal axis of the aircraft, known as?

A. Angle of dihedral.

B. Angle of attack.

**C. Angle of incidence.**

D. ATA

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

Q20. Wing tip vortices create a type of drag known as.

A. form drag.

B. profile drag.

C. skin friction

**D. induced drag.**

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

Q21. When an aircraft stalls.

A. lift increases and drag decreases.

B. lift and drag increase.

C. lift constant

**D. lift decreases and drag increases.**

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

Q22. Upward and outward inclination of a main plane is termed.

**A. dihedral.**

B. sweep.

C. stagger.

D. ATA

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

Q23. The stagnation point on an aerofoil is the point where.

A. the boundary layer changes from laminar to turbulent.

B. the suction pressure reaches a maximum.

**C. the airflow is brought completely to rest.**

D. NOTA

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

Q24. Aspect ratio is given by the formula.

A. Mean Chord / Span.

**B. Span2 / Area.**

C. Span2 / Mean Chord.

D. ATA

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

Q25. The thickness/chord ratio of the wing is also known as.

**A. fineness ratio.**

B. mean chord ratio.

C. aspect ratio.

D.NOTA

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

Q26. Helicopter rotor blades create lift by.

A. pushing the air down.

B. working like a screw.

C. pushing the air up

**D. creating low pressure above the blades.**

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

Q.27 Which of the following is true?.

**A. Lift acts at right angles to the relative airflow and weight acts vertically down.**

B. Lift acts at right angles to the wing chord line and weight acts vertically down.

C. Lift acts at right angles to the relative air flow and weight acts at right angles to the aircraft centre line.

D. ATA

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

Q.28 "What happens to air flowing at the speed of sound when it enters a converging duct?."

A. Velocity increases, pressure and density decreases.

B. Velocity, pressure and density increase.

C. pressure and density decreases.

**D. Velocity decreases, pressure and density increase.**

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

Q.29 The relationship between induced drag and airspeed is, induced drag is.

A. directly proportional to the square of the speed.

B. directly proportional to speed.

C. constant pressure

**D. inversely proportional to the square of the speed.**

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

Q30. What is Boundary Layer?

A. Separated layer of air forming a boundary at the leading edge.

**B. Sluggish low energy air that sticks to the wing surface and gradually gets faster until it joins the free stream flow of air**.

C. Turbulent air moving from the leading edge to trailing edge.

D. ATA

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

Q1. Flaps at landing position.

**A. decrease landing speed.**

B. decrease take off and landing speeds.

C. decrease take off speed.

D. ATA

(REF: EASA MODULE 08 BOOK SUB MODULE 03)

Q2. What controls pitch and roll on a delta wing aircraft?

A. Ailerons.

**B. Elevons.**

C. Elevators.

(REF: EASA MODULE 08 BOOK SUB MODULE 03)

Q3. The stall margin is controlled by.

A. speed bug cursor.

B. EPR limits.

**C. angle of attack and flap position.**

(REF: EASA MODULE 08 BOOK SUB MODULE 03)

Q4. During flight, an aircraft is yawing to the right. The aircraft would have a tendency to fly.

**A. right wing low.**

B. left wing low.

C. nose up.

(REF: EASA MODULE 08 BOOK SUB MODULE 03)

Q5. When the trailing edge flap is extended.

**A. CP moves rearward.**

B. the CP moves forward but the CG does not change.

C. the CP moves forward and the pitching moment changes to nose up.

(REF: EASA MODULE 08 BOOK SUB MODULE 03)

Q6. Krueger flaps make up part of the.

**A. wing lower surface leading edge.**

B. wing lower surface trailing edge.

C. wing upper surface leading edge.

(REF: EASA MODULE 08 BOOK SUB MODULE 03)

Q7. Dutch role is movement in.

A. yaw and pitch.

**B. yaw and roll.**

C. pitch and roll.

(REF: EASA MODULE 08 BOOK SUB MODULE 03)

Q8. What is a slot used for?.

A. Increased angle of attack during approach.

B. Increase the speed of the airflow.

**C. To reinforce the boundary layer.**

(REF: EASA MODULE 08 BOOK SUB MODULE 03)

Q9. Dutch Roll affects.

A. pitch and yaw simultaneously.

**B. yaw and roll simultaneously.**

C. pitch and roll simultaneously.

(REF: EASA MODULE 08 BOOK SUB MODULE 03)

Q10. Which of the following are primary control surfaces?.

**A. Elevators, ailerons, rudder.**

B. Roll spoilers, elevators, tabs.

C. Elevators, roll spoilers, tabs.

(REF: EASA MODULE 08 BOOK SUB MODULE 03)

11. With greater aspect ratio ------------ will be reduced

A. Profile drag

**B. Induced drag**

C. Both a and b

Ref:A C Kermode

12. An Ideal airfoil has

A. High maximum lift coefficient

B. Good lift/drag ratio

**C. Both a and b**

Ref:A C Kermode

13. At steady level flight lift is equal to

(Ref-ACK 148)

A. Thrust

B. Drag

**C. Weight**

14. In an ordinary turn the inward centripetal force is provided by the aero plane

(Ref-ACK 236)

A. Climbing

B. Gliding

**C. Banking**

15. Movement of the center of gravity during flight caused, for instance, by

(Ref-ACK 149)A. Consumption of fuelB. Movement of passengers**C. Both a and b**

16. If the aircraft will glide against the wind the path of descent will be

(Ref-ACK 184)

A. Flatter

**B. Steeper**

C. Same

17. The increase in drag tends to steepen the

(Ref-ACK 209)

A. Gliding angle

B. Gliding attitude

**C. Both**

Q18. The angle of bank is quite independent of the\_\_\_\_\_\_

(Ref-ACK 238)

**A. Weight**

B. Lift

C Drag

Q19. The type of flap which extends rearwards when lowered is called a.

A. plain flap.

B. split flap.

**C. Fowler flap.**

Q20. A leading edge slat is a device for.

**A. increasing the stalling angle of the wing.**

B. decreasing the stalling angle of the wing.

C. decreasing wing drag.

(REF: EASA MODULE 08 BOOK SUB MODULE 03)

Q1. What is controllability ?

**A. Response of an aircraft to the pilots commands.**

B. directed along the pilot flight path

C.NOTA

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q2. Types of stability?

A. Static Stability

B. Dynamic Stability

**C. Both A and B**

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q3. The initial tendency of an aircraft to return to the original state of equilibrium after being disturb.

**A. Positive Static Stability**

B. Negative Static Stability

C. Neutral Static Stability

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q4. Nose moves up and down it is?

**A. Pitching movement**

B. Rolling movement

C. Yawing movement

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q5. When the AOA increases then CL?

A. Moves aft

**B. Moves forward**

C. Remains same

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q6. Centre of lift is also known as.........

**A. Centre of Pressure (CP)**

B. Centre of Gravity (CG)

C. AOA

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q7. High thrust line

**A. Line of thrust passes above the CG**

B. Line of thrust passes below the CG

C. NONE Question

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q8. Dihedral wings combat instability in.

A. yaw.

**B. side-slip.**

C. pit*c*h.

Ref: (EASA MODULE 08 BOOK SUB MOD 04) Level- 2

Q9. The normal axis of an aircraft passes through.

**A. the centre of gravity.**

B. a point at the centre of the wings.

C. at the centre of pressure.

Ref: (EASA MODULE 08 BOOK SUB MOD 04) Level- 2

Q10. Lateral stability is about the.

**A. longitudinal axis.**

B. normal axis.

C. vertical axis.

Ref: (EASA MODULE 08 BOOK SUB MOD 04) Level- 2

Q11. Movement of an aircraft about its longitudinal axis.

**A. is rolling.**

B. is yawing.

C. is pitching.

Ref: (EASA MODULE 08 BOOK SUB MOD 04) Level- 2

Q12. If, after a disturbance, an aeroplane initially returns to its equilibrium state.

A. it has neutral stability.

**B. it has static stability and may be dynamically stable.**

C. it is neutrally unstable.

Ref: (EASA MODULE 08 BOOK SUB MOD 04) Level- 2

Q13. The position of cg which is too far back (Ref-ACK 259)

**A. Longitudinal instability**

B. Lateral instability

C. Both

14. When the controls are incorporated ------------ will be activated

(Ref-ACK 285)

**A. Stick shaker**

B. Stick pusher

C. Both

27. Longitudinal stability is about which axis (Ref-ACK 259)

**A. Lateral axis**

B. Longitudinal axis

C Normal axis