**FLIGHT STABILITY AND DYNAMICS**

**SUB MODULE 04**

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 or direction of movement back to equilibrium .

**A. Static Stability**

B. Dynamic Stability

C. Both A and B

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q4. 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)

Q5. The initial tendency of the aircraft to remain in a new condition after its equilibrium has been disturbed.

A. Positive Static Stability

B. Negative Static Stability

**C. Neutral Static Stability**

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q6. The initial tendency of an aircraft to continue away from the original state of equilibrium after being disturbed.

A. Positive Static Stability

B. Neutral Static Stability

**C. Negative Static Stability**

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q7.The aircraft response over time when disturbed from a give AOA , slip, or bank.

A. Static Stability

**B. Dynamic Stability**

C. Both A and B

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q8.Longitudinal stability or instability depends on MTCS,

**A. Location of the horizontal tail surfaces with respect to the CG.**

B. Location of the horizontal tail surfaces with respect to the CP.

C. Both A and B

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q9. Longitudinal stability or instability depends on

A. Location of wing with respect to the CG

B. as in A location of the horizontal tail surfaces with respect to the CG

**C. as in B Area or size of the tail surfaces.**

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q10. Longitudinal stability is the quality that makes an aircraft stable about which axis ?

**A. Lateral axis**

B. Normal axis

C. Longitudinal axis

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q11. Nose moves up and down it is?

**A. Pitching movement**

B. Rolling movement

C. Yawing movement

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q12. When the AOA increases then CL?

A. Moves aft

**B. Moves forward**

C. Remains same

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q13. When the lift on leading is maximum?

A. CL constant neither aft not forward

B. CL moves aft

**C. CL moves forward**

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q14. 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)

Q15. Nose heavy condition ?

**A. CL is to rear of the CG**

B. CL is the to front of the CG

C. Both A and B

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q16. Aircraft speed decreases then ...........

A. The speed of the airflow over the wing is increases

**B. The speed of the airflow over the wing is decreases**

C. The speed of the airflow over the wing is constant

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q17. In turn the aircraft nose ...........

A. Pitch up more

**B. Pitch down more**

C. Both A and B

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q18. 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)

Q19. Nose up condition...........

A. Thrust line above the CG

**B. Thrust line below the CG**

C. Thrust line through the CG

(REF: EASA MODULE 08 BOOK SUB MODULE 04)

Q20. Nose down condition .............

**A. Thrust line above the CG**

B. Thrust line below the CG

C. Thrust line through the C

(REF: EASA MODULE 08 BOOK SUB MODULE 04)