

## **N92299 Quiz Questions**

### **AIRCRAFT SPECIFIC / POH Questions**

1. How many volts is the electrical system?
2. What is the max glide speed?
3. How far can we glide if we are at 6000 ft AGL and maintain the max glide speed?
4. What engine does this airplane have?
5. What is the fuel burn at 75% power at 5000 ft pressure altitude?
6. What is the takeoff distance at max gross weight at 5000 ft and 92 degrees F?
7. What is the total useful fuel this airplane can carry?

### **COWL FLAPS / Pilot's Handbook of Aeronautical Knowledge**

*Reference: Pilot's Handbook of Aeronautical Knowledge, Chapter 7 (page 7-17)*

“On aircraft equipped with cowl flaps, use the cowl flap positions to control the temperature. Cowl flaps are hinged covers that fit over the opening through which the hot air is expelled. If the engine temperature is low, the cowl flaps can be closed, thereby restricting the flow of expelled hot air and increasing engine temperature. If the engine temperature is high, the cowl flaps can be opened to permit a greater flow of air through the system, thereby decreasing the engine temperature”.

1. What purpose do the cowl flaps serve?
2. How do the cowl flaps work?
3. When should the cowl flaps be OPEN?
4. When should the cowl flaps be CLOSED?

### **CONSTANT-SPEED PROPELLER / Airplane Flying Handbook**

*Reference (please read): Airplane Flying Handbook, Chapter 12 Constant-Speed Propeller (page 12-5)*

1. Which gauge does the pilot use to set the RPM?
2. What propeller control setting yields maximum takeoff power?
3. When an RPM setting is selected, how does the propeller blade angle get adjusted?
4. What position should the propeller level be in for engine starting? Why?
5. Why is the propeller control “cycled” during the warmup (runup) from the high RPM to the low RPM position? What could happen if we didn’t do this?
6. How could the combination of high manifold pressure and low RPM cause damaging detonation?
7. To avoid damaging detonation, what is the sequence for making power changes?
8. What could cause a momentary over-speeding of the engine?
9. Why should all power changes be made smoothly and slowly?

Procedural Review with Checkout Instructor:

- |   |       |
|---|-------|
| Manifold Pressure Control Lever                           | _____ |
| RPM Control Lever   | _____ |
| Power Reductions (decrease)                               | _____ |
| Power increase  | _____ |
| Throttle & Prop Adjustment After Takeoff                  | _____ |
| Throttle & Prop Adjustment “Abeam” on Approach to Landing | _____ |