

DATE \_\_\_\_\_



## MONTEREY NAVY FLYING CLUB

1600 AIRPORT ROAD, MONTEREY, CA 93940

Revised September 2011

T -34B

### OPEN BOOK EXAMINATION

PILOT \_\_\_\_\_

#### NORMAL FLIGHT

V<sub>so</sub> \_\_\_\_\_

max crosswind \_\_\_\_\_

V<sub>s</sub> \_\_\_\_\_

Cruise Climb \_\_\_\_\_

V<sub>x</sub> \_\_\_\_\_

Climbout \_\_\_\_\_

V<sub>y</sub> \_\_\_\_\_

Final (normal) \_\_\_\_\_ (short field) \_\_\_\_\_

Best Glide \_\_\_\_\_

V<sub>le</sub> \_\_\_\_\_

V<sub>fe</sub> \_\_\_\_\_

Maneuvering \_\_\_\_\_

V<sub>no</sub> \_\_\_\_\_

V<sub>ne</sub> \_\_\_\_\_

After takeoff, when clear of obstacles and gear is retracted, set \_\_\_\_\_"MP and \_\_\_\_\_ RPM.

During CRUISE flight only, is it okay to have aircraft "over squared", i.e., more MP than RPM? \_\_\_\_\_ If so, how far apart can the difference be? \_\_\_\_\_

Min MP for en route descent: \_\_\_\_\_"

During long descents, how often should the engine be "cleared," i.e., revved up to prevent shock cooling? \_\_\_\_\_

How can you prevent spark plug fouling? \_\_\_\_\_

The landing lights should only be used while the aircraft is \_\_\_\_\_ to prevent lenses from melting. On the ground the \_\_\_\_\_ lights should be used.

The boost pump should be turned \_\_\_\_\_ after the engine is started to prevent it from burning out. It should only be used for \_\_\_\_\_ the aircraft and while the aircraft is \_\_\_\_\_. On the ground, immediately after engine starting or landing, the boost pump should be \_\_\_\_\_.

What inspections are required on this aircraft? \_\_\_\_\_

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When are your passengers required to have their seatbelts fastened? \_\_\_\_\_

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What documents must be onboard the aircraft during flight? \_\_\_\_\_

What should you do if you have a mechanical or are “weathered in” at another airport? \_\_\_\_\_

Describe the “overhead maneuver” and when it would be best to implement it. \_\_\_\_\_

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New max weight? \_\_\_\_\_ CG envelope? \_\_\_\_\_ to \_\_\_\_\_.

Fog is bordering MRY and OAR, WVI, SNS and CVH are marginal, can touch and gos be legally done at MRY (even more than published noise abatement?)

\_\_\_\_\_ In fact, the airport and tower encourage it. Just be selective and careful of the time of day. Don’t risk getting stuck at another airport; you should be familiar with your home airport patterns after all. Pattern altitude for north pattern \_\_\_\_\_. South? \_\_\_\_\_.

Are aerobatics allowed in the club’s T34? \_\_\_\_\_. (If you want to do aerobatics or emergency training, ask Erik Fleming, he’s got a plane built for just that.)

## EMERGENCY PROCEDURES

How do you detect intake ice? \_\_\_\_\_

What corrective action should be taken for intake ice? \_\_\_\_\_

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If the generator fails in flight, the \_\_\_\_\_ switch should be turned off.

Describe a go around. \_\_\_\_\_

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What would be an indication of a generator failure in this aircraft? \_\_\_\_\_

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If you have an electrical failure (both partial and complete loss), describe some steps to ensure a safe landing. \_\_\_\_\_

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Can an aircraft be stalled even though it is well over  $V_s$  or  $V_{so}$ ? \_\_\_\_\_

Describe how to recover from a nose high unusual attitude. \_\_\_\_\_

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Nose low unusual attitude? \_\_\_\_\_

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If an engine fire develops during starting, describe how to extinguish it. \_\_\_\_\_

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Describe the steep spiral descent for inflight emergencies requiring rapid descent and immediate landing. \_\_\_\_\_

If flying at night over an unlit area and all electric power was lost and your flashlight and batteries failed, describe the best approach and descent procedure. \_\_\_\_\_

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Canopies should be \_\_\_\_\_ and inertia reels \_\_\_\_\_ in the event of a forced landing.

Unsafe gear indications:

Red warning light in the \_\_\_\_\_ illuminates when gear are not in position selected by gear handle.

A \_\_\_\_\_ will sound if the gear handle is moved to the \_\_\_\_\_ position on the ground or when throttle is retarded to \_\_\_\_\_ to \_\_\_\_\_” MP in flight. This can be overridden by pushing the \_\_\_\_\_ button, but is not recommended.

During complete electrical failure, extend the gear \_\_\_\_\_.

Describe the emergency gear extension:

- A. \_\_\_\_\_
- B. \_\_\_\_\_
- C. \_\_\_\_\_
- D. \_\_\_\_\_
- E. \_\_\_\_\_

Note: when practicing the gear extension, ensure the clutch knob is up and latch is locked BEFORE the circuit breaker and gear handle are returned to prevent twisting the linkage cable.

## SYSTEMS

ENGINE: Continental IO-470-4, \_\_\_\_\_ cylinder, \_\_\_\_\_ HP at \_\_\_\_\_ RPM

FUEL: Fuel grade: \_\_\_\_\_ color \_\_\_\_\_

Total fuel capacity: \_\_\_\_\_ gal. Total usable: \_\_\_\_\_

Number of tanks: \_\_\_\_\_ Capacity of mains \_\_\_\_\_ Sump \_\_\_\_\_

Number of fuel drains: \_\_\_\_\_ Number used during normal pre-flight: \_\_\_\_\_

Location: \_\_\_\_\_

Two fuel pumps, \_\_\_\_\_ and \_\_\_\_\_. The \_\_\_\_\_ Provides fuel pressure for \_\_\_\_\_ and during takeoff and landing or in case the \_\_\_\_\_ pump fails. It is NOT for use during taxi. Turn it OFF after engine start or landing!!

OIL: Grade of oil? \_\_\_\_\_ Min level for cold engine: \_\_\_\_\_  
Hot engine? \_\_\_\_\_ Remember: Up to a quart is still inside the engine block when the aircraft is cold and not in the oil tank, so if oil is present on the bottom of the stick during preflight (cold engine), which would indicate one quart below cold minimums, you are ALREADY at minimum level and safe for flying! It is not necessary to add another quart!

ELECTRICAL: The T-34 has a \_\_V system and a \_\_V battery.

The generator cuts in at between \_\_\_\_\_ and \_\_\_\_\_ RPM.

External power receptacle: location? \_\_\_\_\_ Battery switch is in the \_\_\_\_\_ position during external start and in the \_\_\_\_\_ position after external power is disconnected.

VACUUM: Vacuum operates what instruments? \_\_\_\_\_

The vacuum system replaced the original \_\_\_\_\_, so the switches and indication lights now say \_\_\_\_\_ under them in the cockpit.

LANDING GEAR: The gear position indicators show \_\_\_\_\_ when the gear are in any unlocked position. A picture of a \_\_\_\_\_ shows the gear is down and locked. The word \_\_\_ indicates the gear is UP and locked.

The \_\_\_\_\_ switch prevents the gear from being retracted while the aircraft is on the ground.

Are you glad the quiz is over? Did you enjoy it? \_\_\_\_\_ (hint: YES!)

REVIEWED BY: \_\_\_\_\_

STUDENT SIGNATURE \_\_\_\_\_

CORRECTED TO 100%? \_\_\_\_\_