

Please study the POH and visit Rotax-Owners.com and www.thelandingdoctor.com before taking the quiz.

The pilot must burp the engine by turning the prop the same way it normally runs for an accurate oil check.	T F
The correct coolant is GM Dexcool 50/50 mixture and the coolant bottle should be one half full.	T F
A mixture of 80% distilled water and 20% Dexcool concentrate will make the engine run cooler.	T F
The correct tire pressure for the main tires is 26 pounds and the nose wheel 20 pounds.	T F
The pilot and passenger must push down on the sides of the canopy to assure proper closure.	T F
When starting, the throttle must $\frac{1}{2}$ inch open for the Rotax 912iS to start properly?	T F
When starting, the throttle must CLOSED for the 912ULS or 914T to start properly?	T F
The pilot must select the left tank first because unused fuel is returned to the left tank.	T F
After start, advance the throttle slightly to 2200 RPM to avoid slapping in the gear box and to warm engine.	T F
For the 912iS Fuel Injected engine, 2500 RPM is required to activate the charging system	T F
Oil temperature must be 120 degrees F or 50 degrees C prior to takeoff.	T F
The Rotax should idle between 1700 and 1800 RPM to avoid slapping in the gear box and to obtain TBO.	T F
The 1400 rpm lowest allowable idle as per Rotax, is limited to one minute and used for sea planes only.	T F
Use brakes periodically to manage taxi speed. Riding the brakes can cause reduced brake life & effectiveness.	T F
You should get 4800-5200 RPM at the start of the takeoff roll and be prepared to use lots of right rudder.	T F
During takeoff you can get into serious trouble if you allow the speed to get below 50 knots.	T F
If you let an LSA get air born on takeoff below 45 knots, you may lose control after a sudden gust of wind.	T F
68 kts is Vx-best angle of climb-10 degrees flap. 75 KIAS is Vy, best rate of climb. 85 KIAS Mcs.	T F
Climb at 85 knots for good visibility over the nose.	T F
Before making any turns in the traffic pattern, lower the nose to gain a little more energy.	T F
During hot days, a 90 KIAS climb may be required to keep the CHT and oil temps below 230 F degrees.	T F
An oil temperature of 212 degrees is required for about 10 minutes to evaporate the water in the oil.	T F
The Aux fuel pump stays on until reaching cruise altitude and the main fuel pump stays on all the time.	T F
If you use a max of 5200 RPM for cruise, you more likely not to exceed the max 5500 RPM.	T F
The gear box reduces prop speed by 2.41, so a 5200 RPM cruise is 2157 for the propeller.	T F
ROUGH AIR Maneuvering speed (Va) is 96 knots. Va 89 kts for a long wing Bristell.	T F
In rough air, if you correct a dipped wing with ailerons alone you will induce adverse yaw and be uncomfortable.	T F
Reducing the power to idle during descents can shock cool the engine and cause slapping in the gear box.	T F
Level flight at 3800 RPM will help slow the aircraft down and get you to Flap speed of 75 knots.	T F
Cruise descents with some power will prevent shock cooling and extended engine life.	T F
When using 100LL, use a minimum 5000-rpm to help prevent lead build up.	T F
You should add 5 knots to your approach speed on gusty days. Max wind is 30 kts.	T F
If you are at 500 feet AGL one mile out on final at 65 knots you will have a stabilized approach.	T F
A good pilot will not change his/her flap setting, slip or mush within 300 feet AGL.	T F
A good pilot will go around if his/her approach is not stabilized within 200 feet AGL, we call this DFGAP.	T F
When landing on runways less than 3000 feet, use full flaps and an approach speed of 55 knots.	T F
Good pilots always land within 400 feet of the desired touch down spot.	T F
Good pilots always land on the main wheels, on the centerline and with no side drift.	T F
Upon touchdown, verify the throttle is closed to prevent unexpected ballooning after touchdown.	T F
After touchdown, hold the nose off for a few seconds and then fly the nose wheel gently onto the runway.	T F
When landing in a crosswind, touch down on the upwind main wheel first.	T F
When applying rudder pressure during crosswind landings, the nose wheel is turned.	T F
The demonstrated crosswind component is 15 knots, but most pilots should limit themselves to less.	T F
A 30-degree crosswind of 12 knots equals a 6 knots crosswind component.	T F
Your PLC, which you have completed with your CFI, should have a 6 kts crosswind limit for the first 10 hrs.	T F
If you are landing on a runway over 75 wide you can add one knot to your personal wind limits.	T F
When shutting down the engine, a low idle will lessen vibration and keep from breaking the exhaust springs.	T F
Facing the plane into the wind before pre-flight and shutting down will protect the canopy from damage.	T F
Closing the canopy before removing the top cowling will protect the canopy from damage.	T F
The best shut down technique is to verify the engine is at idle, turn off one Lane and then the other.	T F
You can secure the nose by tying a rope to the engine mount.	T F
You can learn about the Garmin G3X Touch by visiting www.thelandingdoctor.com/videos .	T F
Preheat is required below 10 degrees F and helpful to reduce wear and tear below 32 degrees F.	T F
The 914T requires the SERVO & ECU switches on before start?	T F