

MACAIR AERO CLUB
American Champion Aircraft N263MA Decathlon Model 8KCAB
OPEN BOOK TEST

Reference: ACA Decathlon Model 8KACB Owner Manual

1. (Limitations) When encountering turbulence you should fly at maximum
airspeed of _____ MPH in Normal Category.

a. 88	b. 121
c. 160	d. 180

2. (Limitations) The maximum useable fuel for the Decathlon is _____ gallon.

a. 1.5	b. 20
c. 40	d. 55

3. (Limitations) The maximum allowable baggage compartment weight in the
Decathlon is _____ lbs

a. 88	b. 95
c. 100	d. 150

4. (Limitations) The maximum certificated takeoff weight of the Decathlon is
_____ lbs. in the Normal/Aerobatic category

a. 1200/1800	b. 1650/1550
c. 1800/1800	d. 1950/1800

5. (Limitations) The maximum/minimum load factor limits in the Acrobatic
Category are ____/____ g:

a. +5/-3	b. +6/-5
c. +6/-3	d. +5/-5

6. (Limitations) In the aerobatic category the maximum time in inverted flight is
_____ min. maximum and normal flight time required to insure the header
tank is refilled is _____ min.

a. 3 / 3	b. 2 / 1
c. 2 / 2	d. unlimited / 5

7. (Limitations) Spins are an approved aerobatic category maneuver for the Decathlon.
- a. True
 - b. False
 - c. Depends
 - d. I don't know(Limitations)
8. Maximum demonstrated crosswind component for the Decathlon is _____ Knots.
- a. 20
 - b. 17
 - c. 10
 - d. None
9. (Normal Procedures) When leaning the fuel mixture during cruise:
- a. The mixture cannot be leaned below 5,000 Feet
 - b. At 75% power or above never lean beyond 150 deg ROP
 - c. When below 75% power lean to peak
 - d. Both b & c
 - e. All of the above.
10. (Normal Procedures) Alternate Air should be used in the Decathlon:
- a. every 30 min.
 - b. during normal landing
 - c. when there are power loss indications
 - d. when power is below 75% at cruise
11. (Normal Procedures) During Aerobatic operations the propeller is limited to _____ RPM
- a. 2500
 - b. 2600
 - c. 2650
 - d. 2700
12. (Performance) The best rate of climb is at _____ MPH IAS
- a. 58
 - b. 82
 - c. 90
 - d. 101
13. (Operations) For Aerobatic operations;
- a. Fly from the rear cockpit when solo
 - b. Full abrupt aileron with full abrupt elevator control may exceed design loads
 - c. There is no need to check weight and balance
 - d. Spins are prohibited

14. (Procedures) If the engine stops windmilling in flight after an engine fuel starvation;
- a. It can never be restarted
 - b. Increase airspeed to get it to windmill up to 200 MPH
 - c. Do NOT use the electric fuel pump
 - d. Engage the starter to restart the engine
15. (Weight and Balance) Weight/CG for N263MA. With Pilot (175 lbs) and Passenger (175 lb) and full fuel the aircraft is;
- a. Overweight
 - b. Within Normal Category CG
 - c. Within Aerobatic Category Limits
 - d. b and c
16. (Weight and Balance) Weight/CG for N263MA. How much fuel can you have to fly the airplane within Aerobatic CG limits if the Pilot weighs 180 lbs, passenger weighs 160 lbs.
- a. 40 gal
 - b. 30 gal
 - c. 20 gal
 - d. 10 gal
17. (Systems Description) The electric fuel boost pump should be used for:
- a. takeoff
 - b. landing
 - c. engine prime
 - d. engine air restart
 - e. all of the above
18. (System Description) An inoperative alternator is indicated by a _____ indication on the ammeter and may be reset by cycling the alternator switch OFF then _____.
- a. Discharge/RESET
 - b. 0 amps/RESET
 - c. 0 amps/ON
 - d. Discharge/ON
19. The pilot should review standard emergency procedures:.
- a. Periodically
 - b. To remain knowledgeable and proficient
 - c. Because its much easier to review them at 0 MPH and stress level
 - d. All of the above.

20. (Emergency Procedures) Smoke in the cabin (electrical fire) requires the pilot to:

- a. Turn off all electrical switches
- b. Turn off Magnetos
- c. Vents/windows – OPEN only if absolutely necessary for smoke removal
- d. Both a and c

21. (Emergency Procedures) In the event of Loss of Propeller Control:

- a. The propeller will go to the HIGH RPM position
- b. The propeller will stop rotating
- c. The propeller will go to the LOW RPM position
- d. The throttle should NOT be moved under any condition

22. (Emergency Procedures) During engine restart in the air you should NOT:

- a. Fly at 80 MPH
- b. Alternate Air to FULL HOT
- c. Emergency Fuel Pump - OFF
- d. Propeller control – FULL INCREASE

23. (Emergency Procedures) If flying above Maneuvering Speed;

- a. The airplane can generate load factors in excess of Maximum g
- b. Control inputs and/or maneuvering speed must be reduced
- c. There is sufficient control authority is available to exceed the Maximum g
- d. All of the above

24. (Emergency Procedures) In the event of engine failure the maximum glide distance will be obtained with a speed of _____ mph:

- | | |
|-------|-------|
| a. 73 | b. 75 |
| c. 80 | d. 82 |

25. (Performance) To fly at a Calibrated Airspeed of 75 mph you should fly at _____ mph Indicated Airspeed:

- | | |
|-------|-------|
| a. 67 | b. 69 |
| c. 71 | d. 75 |