

# JEPPESSEN'S AIRFRAME ORAL & PRACTICAL (O&P) PRACTICE EXAM (SAMPLE)

STUDY GUIDE



*Prepare with structure. Pass with confidence*



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# Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

# How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

## 1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

## 2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

## 3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

## 4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

## 5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

## 6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

## Questions

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- 1. What is the primary function of ventilating air in a combustion heater?**
  - A. To cool the combustion chamber
  - B. To transport heat into the cabin
  - C. To increase fuel efficiency
  - D. To ignite the fuel efficiently
  
- 2. What should be done to a structure before covering it with doped fabric after inspection?**
  - A. Leave it untreated
  - B. Apply a protective coating of paint or varnish
  - C. Sand it down completely
  - D. Use a moisture barrier only
  
- 3. Where are anti-tear strips typically used?**
  - A. Beneath wing rib stitching when the never-exceed speed exceeds 250 mph
  - B. At the leading edge of the wings for added stability
  - C. On control surfaces to prevent fabric wear
  - D. Along the fuselage to reinforce structural integrity
  
- 4. What should be done to mitigate risks when working with aerosol sprays?**
  - A. Use outdoor applications only
  - B. Limit to use of gloves
  - C. Implement proper ventilation and masks
  - D. Utilize water sparging
  
- 5. Which of the following is NOT a common cause of delamination in composite structures?**
  - A. Sonic vibration
  - B. Excessive heat
  - C. Liquid leakage
  - D. Manufacturing error

- 6. What references should be consulted for proper range markings for aircraft instruments?**
- A. The pilot's operating handbook only.
  - B. The aircraft maintenance manual and specifications.
  - C. FAA regulations only.
  - D. Industry standards and guidelines.
- 7. What is the reason for "swinging" a compass?**
- A. To balance the weights inside the compass.
  - B. To compensate for deviations caused by magnetic fields.
  - C. To increase the compass's sensitivity.
  - D. To recalibrate the altitude reading.
- 8. Which of these controls is primarily responsible for roll control?**
- A. Rudder
  - B. Ailerons
  - C. Elevators
  - D. Flaps
- 9. What type of flame is utilized for torch brazing of silver soldering?**
- A. Acetylene flame
  - B. Neutral flame
  - C. Oxidizing flame
  - D. Reducing flame
- 10. For what reason do aircraft crews monitor fuel temperatures?**
- A. To enhance fuel efficiency
  - B. To identify fuel quality
  - C. To prevent potential operational hazards
  - D. To ensure engine performance



## **Answers**

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1. B
2. B
3. A
4. C
5. B
6. B
7. B
8. B
9. B
10. C

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## **Explanations**

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### 1. What is the primary function of ventilating air in a combustion heater?

- A. To cool the combustion chamber
- B. To transport heat into the cabin**
- C. To increase fuel efficiency
- D. To ignite the fuel efficiently

*The primary function of ventilating air in a combustion heater is to transport heat into the cabin. In a combustion heater, the process involves burning fuel to generate heat, and the ventilating air plays a crucial role in this system. After the combustion process, the heat generated is transferred to the air that is then circulated into the cabin to provide warmth. This warm air is essential for maintaining a comfortable environment, especially in cold weather conditions. The effectiveness of a combustion heater largely depends on its ability to move this heated air throughout the space needing heating, ensuring that the cabin receives the maximum benefit from the heat produced. While cooling the combustion chamber, improving fuel efficiency, and aiding ignition are important aspects of a combustion system, they do not capture the primary role of ventilating air, which is specifically focused on distributing the heat generated from the combustion process into the cabin.*

### 2. What should be done to a structure before covering it with doped fabric after inspection?

- A. Leave it untreated
- B. Apply a protective coating of paint or varnish**
- C. Sand it down completely
- D. Use a moisture barrier only

*Before covering a structure with doped fabric, it is essential to apply a protective coating of paint or varnish. This step is vital because it serves several purposes. First, the coating protects the underlying material from moisture and environmental conditions that could lead to corrosion or deterioration. Second, it provides an additional layer of durability to the surface that will support the doped fabric. While some might think that leaving the structure untreated or applying a moisture barrier could be sufficient, these options do not offer the comprehensive protective qualities that a paint or varnish would provide. Sanding down the structure completely is also unnecessary, as it could damage the surface instead of preparing it properly for the fabric application. Thus, applying a protective coating ensures that the structure maintains its integrity over time and enhances the overall performance of the covered area once the doped fabric is applied.*

### 3. Where are anti-tear strips typically used?

- A. Beneath wing rib stitching when the never-exceed speed exceeds 250 mph**
- B. At the leading edge of the wings for added stability
- C. On control surfaces to prevent fabric wear
- D. Along the fuselage to reinforce structural integrity

*Anti-tear strips are primarily used beneath wing rib stitching, particularly when the aircraft's never-exceed speed exceeds 250 mph. Their purpose is to stretch the fabric over the wing ribs and provide additional reinforcement. This helps prevent tearing and damage to the fabric covering, ensuring the structural integrity of the wing. The higher speeds result in increased stress on the fabric, and the application of anti-tear strips is a precautionary measure to enhance the durability and maintain the airworthiness of the aircraft. In contexts where the aircraft operates at high speeds, proper reinforcement becomes crucial to withstand aerodynamic forces. The use of anti-tear strips plays a vital role in preserving the lifespan and functionality of the wing covering, making it an essential aspect of aircraft maintenance and construction.*

#### 4. What should be done to mitigate risks when working with aerosol sprays?

- A. Use outdoor applications only
- B. Limit to use of gloves
- C. Implement proper ventilation and masks**
- D. Utilize water sparging

*To effectively mitigate risks when working with aerosol sprays, implementing proper ventilation and masks is essential. Aerosol sprays can release fine particles and volatile organic compounds (VOCs) into the air, which can pose inhalation risks and lead to respiratory issues. By ensuring adequate ventilation, you help dilute these potentially harmful substances, reducing their concentration in the environment. Additionally, wearing masks designed to filter out particulate matter or chemical fumes provides a critical layer of personal protection, preventing inhalation of toxic components. Utilizing outdoor applications may reduce some indoor exposure but doesn't eliminate risk altogether, especially if done improperly. Limiting to gloves might protect against skin contact but does not address respiratory hazards. Water sparging is not relevant in this context, as it is typically a method used for treating contaminated groundwater rather than for mitigating risks associated with aerosols. Thus, the combination of proper ventilation and masks is the most comprehensive strategy for safety when handling aerosol sprays.*

#### 5. Which of the following is NOT a common cause of delamination in composite structures?

- A. Sonic vibration
- B. Excessive heat**
- C. Liquid leakage
- D. Manufacturing error

*Excessive heat is a factor that can indeed impact composite structures, leading to degradation of materials and potential delamination, but it is not considered a common cause of delamination. In composite structures, high temperatures can weaken the bond between layers, but they generally need to be extreme or sustained over time to cause significant damage. The more common causes of delamination typically involve mechanical stresses, environmental factors, or interruptions in the manufacturing process. Conversely, sonic vibration, liquid leakage, and manufacturing errors are well-documented contributors to delamination. Sonic vibrations can create stresses that may lead to layer separation, especially in composite materials that can be sensitive to repetitive mechanical cyclic loading. Liquid leakage, such as moisture intrusion or fluid contamination, can lead to chemical reactions or weakening of the materials, causing them to delaminate over time. Manufacturing errors, such as improper curing or insufficient resin, can also lead to weak points in the structure that are susceptible to separation. Thus, while heat can have adverse effects, it is not the primary contributor to delamination compared to the other listed factors.*

**6. What references should be consulted for proper range markings for aircraft instruments?**

- A. The pilot's operating handbook only.
- B. The aircraft maintenance manual and specifications.**
- C. FAA regulations only.
- D. Industry standards and guidelines.

*The correct choice emphasizes the importance of consulting the aircraft maintenance manual and specifications when determining the proper range markings for aircraft instruments. The aircraft maintenance manual provides detailed information about the aircraft systems, including the specifications and tolerances required for various instruments. These documents outline the correct operational parameters, which are crucial for ensuring that the instruments function correctly and that proper safety margins are maintained. Additionally, relying solely on the pilot's operating handbook, FAA regulations, or industry standards would not provide the comprehensive and specific information contained within the maintenance manual. While those resources can offer valuable insights, they may not detail the instrument ranges pertinent to each specific aircraft model. Therefore, to ensure accurate and safe operation of the aircraft, it's critical to refer to the aircraft maintenance manual as well as any relevant specifications.*

**7. What is the reason for "swinging" a compass?**

- A. To balance the weights inside the compass.
- B. To compensate for deviations caused by magnetic fields.**
- C. To increase the compass's sensitivity.
- D. To recalibrate the altitude reading.

*"Swinging" a compass is performed primarily to compensate for deviations caused by magnetic fields. This process involves adjusting the compass to ensure that it accurately reflects the aircraft's heading, regardless of the interference from various magnetic sources within the aircraft itself. As the aircraft contains numerous components that generate magnetic fields—such as electrical equipment, metal structures, and even the earth's magnetic influence—these can cause inaccuracies in the compass reading. During the swinging process, the compass is taken to a location away from magnetic interference, and the readings are compared to known bearings. This allows for adjustments to be made to eliminate these deviations, ensuring the compass provides an accurate heading while the aircraft is in flight. The other options do not relate directly to the purpose of swinging a compass. Balancing weights inside the compass is not standard practice, as the compass is designed to operate with a specific mass distribution. Increasing sensitivity is not a function of this process either, as the sensitivity of the compass is determined by its design and materials. Recalibrating altitude readings is unrelated, as the compass does not measure altitude; it measures direction. Thus, the primary reason for swinging a compass is indeed to compensate for those deviations that can affect its accuracy.*

## 8. Which of these controls is primarily responsible for roll control?

- A. Rudder
- B. Ailerons**
- C. Elevators
- D. Flaps

The correct answer, ailerons, are primarily responsible for roll control in an aircraft. Ailerons are located on the outer trailing edges of the wings and operate in opposition to one another. When one aileron is deflected upward, the other aileron is deflected downward, creating a difference in lift between the two wings. This differential lift causes the aircraft to roll toward the wing with the aileron that is down. Unlike the other controls mentioned, ailerons specifically manage the aircraft's rotation about its longitudinal axis, which is essential for turns and overall maneuverability. The rudder primarily influences yaw, elevators control pitch, and flaps serve to increase lift but do not pertain directly to roll control. Understanding the unique functions of each of these controls helps pilots manage aircraft movements efficiently during flight.

## 9. What type of flame is utilized for torch brazing of silver soldering?

- A. Acetylene flame
- B. Neutral flame**
- C. Oxidizing flame
- D. Reducing flame

The neutral flame is the correct choice for torch brazing, especially when working with silver soldering. This type of flame is characterized by an equal mixture of oxygen and acetylene, which results in a balanced combustion. It produces a clean, efficient heat without altering the chemical properties of the metals being joined or the filler material, making it ideal for most brazing applications, including those involving silver solder. Using a neutral flame provides a consistent temperature that is perfect for melting the solder while minimizing oxidation of the metal surfaces. It ensures that the joint is strong and free from impurities that could compromise the integrity of the bond. In contrast, other types of flames, such as an oxidizing flame, can introduce excess oxygen, which might lead to oxidation of the material being soldered, and could also potentially destroy the properties of the silver solder being used. A reducing flame contains insufficient oxygen, which may produce excess carbon and result in an incomplete or weak joint. Thus, for torch brazing involving silver solder, the neutral flame is the optimal choice.

## 10. For what reason do aircraft crews monitor fuel temperatures?

- A. To enhance fuel efficiency
- B. To identify fuel quality
- C. To prevent potential operational hazards**
- D. To ensure engine performance

Monitoring fuel temperatures is essential for several reasons related to safety and operational efficiency. One primary concern is the risk of fuel freezing at high altitudes or in very cold conditions. Jet fuel, particularly Jet A, has a freeze point that can lead to the formation of crystal structures within the fuel that could obstruct fuel lines and filters, creating potential operational hazards. By keeping track of fuel temperatures, aircraft crews can ensure that the fuel remains within safe temperature ranges, thus mitigating risks associated with reduced fuel flow or engine malfunction caused by frozen fuel. Although fuel efficiency, quality, and engine performance are all important aspects of fuel management, the most critical concern emphasizes the safety of the aircraft operations by preventing hazards that could arise from improper fuel temperatures. Monitoring ensures that fuel remains usable and does not introduce any danger during flight operations.

## Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at [hello@examzify.com](mailto:hello@examzify.com).

Or visit your dedicated course page for more study tools and resources:

<https://jeppesenairframeoandp.examzify.com>

We wish you the very best on your exam journey. You've got this!

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