

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

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

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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. How should coaxial cable be routed from an antenna to a receiver?**
 - A. Randomly, to accommodate other wiring
 - B. Every foot with bends no more than 5 times the cable diameter
 - C. Supported every two feet and with bends 10 times the cable diameter
 - D. In parallel with other wires for space-saving
- 2. During which phase of operation should the integrity of the fuel system be most frequently checked?**
 - A. While taxiing
 - B. During take-off
 - C. Pre-flight preparations
 - D. In-flight
- 3. When is a check of the landing gear warning system typically performed?**
 - A. During pre-flight inspections
 - B. During a landing gear retraction test
 - C. During taxiing
 - D. During engine start
- 4. What are the characteristics of fabric that is suitable for aircraft covering?**
 - A. It must be lightweight and colorful
 - B. It must be strong enough equivalent to the original
 - C. It should be soft and stretchable
 - D. It must be made from synthetic fibers only
- 5. What controls the temperature in a thermal anti-icing system?**
 - A. Cold air from outside
 - B. Hot and cold air are mixed
 - C. Electric heating elements
 - D. Radiant heat from the engines

- 6. Which of the following is NOT a type of self-plugging mechanical lock rivet?**
- A. CherryMAX
 - B. CherryLOCK
 - C. OLYMPIC-LOK
 - D. RivetMate
- 7. Can a fuel system develop a leak without visible evidence, and how?**
- A. Yes, through external corrosion
 - B. Yes, an internal component like a valve could develop a leak
 - C. No, leaks always leave visible stains
 - D. Yes, if the fuel is very old
- 8. What conditions can activate a takeoff configuration warning system in jet transport aircraft?**
- A. Only flaps position
 - B. Flap position and airspeed
 - C. Incorrect flap position, stabilizer position, or speed brake not stowed
 - D. Weight distribution or aircraft balance
- 9. What does the term "wet wing" refer to?**
- A. A wing with external fuel tanks
 - B. A sealed portion of the wing structure that forms fuel tanks
 - C. A wing designed for high-speed travel
 - D. A type of wing with cooling systems
- 10. Beyond aesthetics, what is a reason for touching up painted surfaces on aircraft?**
- A. Improving fuel efficiency
 - B. Reducing or eliminating general corrosion
 - C. Enhancing maneuverability
 - D. Increasing resale value

Answers

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

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Explanations

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1. How should coaxial cable be routed from an antenna to a receiver?

- A. Randomly, to accommodate other wiring
- B. Every foot with bends no more than 5 times the cable diameter
- C. Supported every two feet and with bends 10 times the cable diameter**
- D. In parallel with other wires for space-saving

Routing coaxial cable properly from an antenna to a receiver is essential to maintain signal integrity and prevent damage to the cable. Supporting the cable every two feet is advisable to avoid excessive sagging or stress which can lead to performance issues. Additionally, keeping bends to a radius of at least ten times the cable's diameter ensures that the internal structure of the coax is not compromised. Sharp bends can damage the dielectric material or cause the outer shield to deform, degrading the signal quality and possibly leading to interference. Following these guidelines not only preserves the physical integrity of the coaxial cable but also contributes to optimal performance, minimizing signal loss and ensuring reliable communication. Properly managed cable routing is an important practice in avionics to enhance both the safety and efficiency of communication and navigation systems.

2. During which phase of operation should the integrity of the fuel system be most frequently checked?

- A. While taxiing
- B. During take-off
- C. Pre-flight preparations**
- D. In-flight

The integrity of the fuel system should be most frequently checked during pre-flight preparations because this phase is critical for ensuring that all systems, including the fuel system, are functioning correctly before the aircraft departs. During pre-flight, thorough checks are conducted to confirm that the fuel levels are adequate, there are no leaks, and that all fuel system components are operating properly. This proactive approach allows for the identification of potential issues before encountering any operational phases where those issues could lead to serious consequences. In contrast, while taxiing, during take-off, and in-flight checks may not provide the same thorough overview of the fuel system's integrity as those conducted during pre-flight preparations. These phases are more focused on the immediate handling and operation of the aircraft rather than detailed system checks. Therefore, pre-flight is the optimal time for ensuring the fuel system's integrity, allowing for corrections before any flight operations begin.

3. When is a check of the landing gear warning system typically performed?

- A. During pre-flight inspections
- B. During a landing gear retraction test**
- C. During taxiing
- D. During engine start

A check of the landing gear warning system is typically performed during a landing gear retraction test. This is because the retraction test allows for a real-time assessment of whether the warning system is functioning properly when the landing gear is in transition. The warning system is designed to alert the pilot if an unsafe condition exists, such as attempting to retract the landing gear while the aircraft is not in a safe configuration for flight. The landing gear retraction test directly engages components that activate the warning system, providing a clear and immediate verification of its operational integrity. This is crucial for flight safety, ensuring that pilots are adequately warned of any issues during critical phases of flight. While pre-flight inspections, taxiing, and engine start checks may include general assessments of the aircraft systems, the specific functionality of the landing gear warning system is best evaluated during the retraction test when the gear is actively being moved, making it the most effective opportunity to ensure the system works as intended.

4. What are the characteristics of fabric that is suitable for aircraft covering?

- A. It must be lightweight and colorful
- B. It must be strong enough equivalent to the original**
- C. It should be soft and stretchable
- D. It must be made from synthetic fibers only

The characteristics of fabric suitable for aircraft covering include the necessity for strength equivalent to the original material used in the aircraft. This strength is crucial because the covering must withstand various forces and environmental conditions during flight. The structural integrity of the aircraft relies on the fabric being able to endure tension, vibration, and impacts while also providing the necessary aerodynamic properties. Using a fabric that is strong enough ensures that it can handle the stresses of flight and remain intact, contributing to the overall safety and performance of the aircraft. Other factors, such as weight and durability, also play a critical role, but the primary requirement is strength to match the original covering material. This focus on strength guarantees that the aircraft can operate as designed without compromising safety.

5. What controls the temperature in a thermal anti-icing system?

- A. Cold air from outside
- B. Hot and cold air are mixed**
- C. Electric heating elements
- D. Radiant heat from the engines

In a thermal anti-icing system, the control of temperature involves the mixing of hot and cold air. This method is effective because it allows the system to maintain the appropriate temperature necessary to prevent ice formation on critical surfaces of the aircraft, such as wings and tail sections. Hot air is routed from the engine or another source, and is mixed with colder ambient air as needed to reach the desired temperature. This approach leverages the properties of air to regulate surface temperatures efficiently by adjusting the ratio of hot to cold air depending on current environmental conditions and the aircraft's operational requirements. Other methods, such as relying solely on electric heating elements or radiant heat from engines, may not provide the same level of temperature control across varying conditions. While electric heating elements can contribute to anti-icing, they do not mix with colder air to achieve the controlled range necessary to prevent ice effectively across large surfaces. Similarly, radiant heat can warm nearby structures but may not provide consistent temperature distribution or adequate coverage for anti-icing purposes. Thus, the mixing of hot and cold air represents a more comprehensive and dependable solution in thermal anti-icing systems.

6. Which of the following is NOT a type of self-plugging mechanical lock rivet?

- A. CherryMAX
- B. CherryLOCK
- C. OLYMPIC-LOK
- D. RivetMate

The correct answer is that RivetMate is not a type of self-plugging mechanical lock rivet. Self-plugging mechanical lock rivets, like CherryMAX and CherryLOCK, are specifically designed to form a secure connection through mechanical means and are widely used in aircraft structures for their advantages in strength and reliability. CherryMAX and CherryLOCK are specifically engineered to allow for a one-piece installation that results in a strong bond once set. They achieve this by using a unique mechanism that locks the rivet in place as it is expanded, creating a tight fit against the materials being joined. On the other hand, RivetMate does not fall into the category of self-plugging mechanical lock rivets. While it may be used in applications involving rivets, it does not share the same mechanism or purpose associated with self-plugging designs. Understanding the specific characteristics and intended uses of different types of rivets is crucial in aircraft maintenance and repair work.

7. Can a fuel system develop a leak without visible evidence, and how?

- A. Yes, through external corrosion
- B. Yes, an internal component like a valve could develop a leak
- C. No, leaks always leave visible stains
- D. Yes, if the fuel is very old

A fuel system can indeed develop a leak without visible evidence, particularly if it involves internal components like valves or fittings that may be hidden from view. Internal leaks can occur due to wear, corrosion, or malfunction of these components, and the fuel may escape into spaces that are not easily observable. For example, a valve that is worn or improperly seated might allow fuel to seep out, but this leakage might not manifest as a visible stain on the exterior of the aircraft, since it is contained within the system. Understanding the nature of fuel leaks is critical for maintenance and safety. External corrosion is a risk that can create leaks but usually presents visible signs of wear or damage. It's also worth noting that while fuel stains are common indicators of leaks, they are not always present, especially in scenarios where the leak is internal or small enough to evade detection until it becomes a more serious issue. Hence, the focus on internal components is crucial in understanding how a fuel system can lose integrity without clear visual indicators.

8. What conditions can activate a takeoff configuration warning system in jet transport aircraft?

- A. Only flaps position
- B. Flap position and airspeed
- C. Incorrect flap position, stabilizer position, or speed brake not stowed**
- D. Weight distribution or aircraft balance

The takeoff configuration warning system is designed to alert flight crews when certain critical conditions are not met prior to takeoff. It primarily ensures that the aircraft is configured correctly for a safe departure. A warning is triggered if the flap position is incorrect, meaning that flaps must be in the proper setting for takeoff. Additionally, the stabilizer position is essential, as an improperly set stabilizer can lead to control issues during takeoff. Moreover, if the speed brakes are not properly stowed, this could affect the aircraft's ability to achieve sufficient lift, which is why their status is monitored. These components are vital for maintaining safe flight parameters, especially during takeoff, which is a critical phase of flight. The combination of incorrect flap position, stabilizer position, and the state of the speed brakes covers a range of potential issues that could impact aircraft performance and safety during this phase, making this option the most comprehensive in addressing the warning system's parameters.

9. What does the term "wet wing" refer to?

- A. A wing with external fuel tanks
- B. A sealed portion of the wing structure that forms fuel tanks**
- C. A wing designed for high-speed travel
- D. A type of wing with cooling systems

The term "wet wing" specifically refers to a wing design in which the structure of the wing itself is utilized as a fuel tank. This involves sealing portions of the wing's internal structure to contain fuel, allowing for significant weight savings and increased aerodynamic efficiency compared to traditional external fuel tanks. The fuel is stored in special compartments that are incorporated into the wing's design, eliminating the need for additional fuel containers. This design is commonly used in many commercial and military aircraft, as it maximizes the use of space and minimizes drag. It enhances the overall performance of the aircraft and allows for a more streamlined shape. Understanding the wet wing concept is essential for comprehending not only how fuel systems work in aviation but also how aircraft performance is optimized through efficient design.

10. Beyond aesthetics, what is a reason for touching up painted surfaces on aircraft?

- A. Improving fuel efficiency
- B. Reducing or eliminating general corrosion**
- C. Enhancing maneuverability
- D. Increasing resale value

Touching up painted surfaces on aircraft serves a critical functional purpose beyond merely improving aesthetics. One of the main reasons is to reduce or eliminate general corrosion. Aircraft are exposed to various environmental elements, including moisture, salt, and pollutants, which can contribute to the corrosion of metal surfaces. The paint on an aircraft acts as a protective layer, shielding the underlying materials from these corrosive agents. When paint is chipped, scratched, or worn away, the metal beneath becomes vulnerable to corrosion. By applying touch-up paint, you restore that protective barrier, which helps prevent rust and deterioration of the aircraft's structure. This proactive maintenance measure not only extends the lifespan of the aircraft's components but also ensures safety and reliability in operation. While enhancing resale value may also be a benefit of a well-maintained exterior, the primary function of touch-up paint is to combat corrosion and maintain the integrity of the aircraft's materials.

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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.

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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