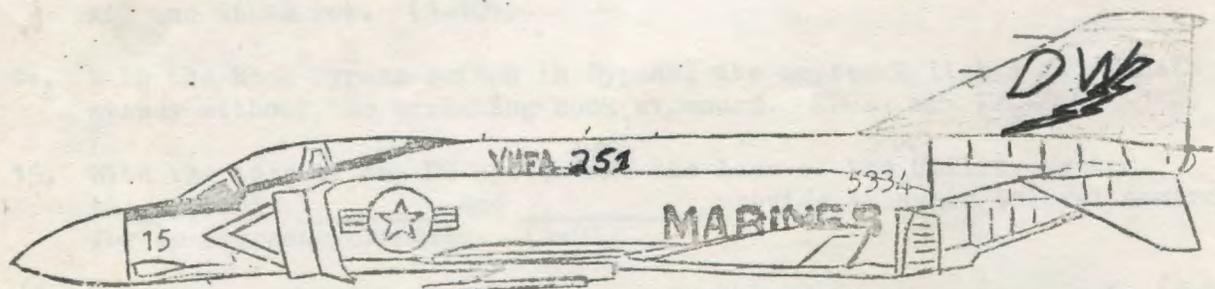


OPEN BOOK

TEST



F-4 J

NAME _____

DATE _____

GRADE _____

- The cockpit will begin to pressurize at _____ feet. At 40,000 feet, the cabin altitude should be approximately _____. (1-7)
2. The rain removal system directs _____ over the center windshield panel. (1-6)
3. To stop the cooling turbine if the CABIN TURB OVERSPEED light illuminates _____ (1-7)
4. In air-to-air mode, distances between two aircraft can be obtained by operating tacan sets _____ channels apart. (1-37)
5. Only _____ maximum effort brake applications should be anticipated when Utility Hydraulic pressure is lost. (1-26)
6. The taxi light operated on RAT power. TRUE or FALSE (5-22)
7. Canopy closure should not exceed _____ seconds. (3-16)
8. The emergency generator will drop off the line at approximately _____ Knots. (1-56)
9. The engine ignition duty cycle is as follows:
 _____ minutes ON _____ minutes OFF
 _____ minutes ON _____ minutes OFF (1-72)
10. When using engine anti-ice, expect a rise of _____ in EGT. (1-64)
11. If a hydraulic failure occurs, air loads close the speed brakes to a low drag trail position. TRUE or FALSE (1-118)
12. The GVR-10 furnishes pitch and roll information to the ADI. TRUE or FALSE (1-104)
13. In PRIM position, the AN/AJB-7 provides _____ information to the ADI and RADAR set. (1-104)
14. With the Hook Bypass Switch in Bypass, the approach lights illuminate steady without the arresting hook expended. TRUE or FALSE (1-100)
15. With the loss of one PC system and the loss of the Utility system, the operable _____ and _____ provide adequate lateral control for an emergency landing. (1-91)
16. The PC-1 and PC-2 accumulators are precharged to _____ + _____ psi. (3-4)
17. After SPC reset, the altimeter should indicate + _____ feet of the before reset indication. (3-16)
18. F-4J speed restriction from sea level to 30,000' is _____ KCAS. (1-130)
19. The arresting hook is lowered by _____ and _____. (1-21)
20. Squadron aircraft G limitation is _____ G's. (SOP)

21. The drag chute should not be used with a known crosswind greater than _____ knots. (3-24)
22. If external tanks are being carried, internal wing fuel will not transfer unless the external transfer switch is in the _____ position. (1-83)
23. Oil pressure should be below _____ psi before placing the generator switches to GEN ON. (3-15)
24. Hook extension time is approximately _____ seconds and hook retraction time is approximately _____ seconds. (1-21)
25. With the static correction light illuminated, actual altitude will usually be _____ than indicated by the altimeter. (11-5)
26. Canopy closure should not be attempted with engines running above a stabilized _____ RPM. (1-31)
27. The _____ system gage(s) do not operate under RAT power. (1-55)
28. External fuel can be transferred when operating on RAT power.
TRUE or FALSE (1-82)
29. The utility hydraulic system supplies pressure to the pneumatic system air compressor. TRUE or FALSE (1-90)
30. Centerline tank limitations (Royal Jet)
Airspeed _____ KCAS or MACH _____
G (empty) _____ to _____ G's _____ (1-135)
31. During runups, a rise in RPM above 67.5%, a drop in EGT of more than _____, or a drop of more than _____ PPH fuel flow indicates a bleed air check valve failure on that engine. (3-17)
32. If there is no indication of engine RPM within _____ seconds, or no indication of oil pressure within _____ seconds after start, shut the engine OFF. (3-14)
33. Maximum airspeed for drag chute deployment is _____ knots. The drag chute will fail at approximately _____ knots. (1-42)
34. The OVERHEAT warning lights illuminate if temperature of approximately 1050°F occurs in the FORWARD/AFT fuselage skin. (1-65)
35. Should a complete bellows failure occur, reduce speed to _____ knots CAS and avoid abrupt fore and aft stick movements. (1-79)
36. The hydraulic transfer pumps in cells 4 and 6 will commence transfer when: 1. _____ 2. _____
3. _____ (1-82)
37. The power control system supplies hydraulic power to the _____, _____, and the _____. (1-89)
38. The flap blowup airspeed is from _____ to _____ knots. (1-73)

CTR EXT FUEL light will illuminate anytime fuel flow is less than _____ GPM. (1-85)

40. When the Master Caution light illuminates with no other problem or indication, the problem is a _____. (1-57)
41. Oil pressure limitations for the primary engine lubricating oil (MIL-L-23699) are as follows:
Steady state military on deck _____ psi.
Steady state military in flight _____ psi.
Idle power (in flight or on deck) _____ psi. (1-70)
42. Actuation of the BLC switch to the OFF position shuts off engine bleed air to all systems except the _____. (1-66)
43. If a complete electrical failure occurs, and the RAT is extended, what automatically happens to the boost pumps; left pump _____ right pump _____. (1-80)
44. With the landing gear down, internal wing or external fuel will not transfer unless the wing transfer pressure switch is in the _____ position. (1-82)
45. A warning flag appears at the twelve o'clock position on the ADI if an unreliable signal is received from the _____. (1-107)
46. The CHECK HYDRAULIC GAGE light illuminates when the pressure in any one system drops below _____ + _____ PSI, and the light goes out when pressure increases beyond _____ PSI. (1-90)
47. Leading edge BLC is operative in the ½ or full flap position. Trailing edge BLC is operative only when the flaps are _____. (1-79)
48. Right engine utility hydraulic pump produces an output of _____ + _____ PSI.
Left engine utility hydraulic pump produces an output of _____ + _____ PSI. (1-90)
49. The landing gear handle must be in the UP position for the EXTERNAL WING TANK JETTISON switch to function. TRUE or FALSE (1-86)
50. A 40,000 lb F-4J taking the E-28 arresting gear has a maximum engagement speed of _____ knots and a off center limit of _____ ft. For the same aircraft taking the M-21 gear, the maximum engagement speed is _____ knots and the off center limit is _____ ft. (5-43)