

Chapter 2: Systems (2.10, 2.11, 2.12)

1. The hydraulic power supply system is designed to reduce the \_\_\_\_\_ loads through the \_\_\_\_\_ and \_\_\_\_\_.
2. The HYDRAULIC PRESSURE caution light will illuminate if the pressure drops below \_\_\_\_\_ psi and will remain on until reaching \_\_\_\_\_ psi. Normal hydraulic pressure at 100-percent Nr is \_\_\_\_\_ +/- \_\_\_\_\_ psi.
3. T/F: Electrical power is required to secure the hydraulic boost.
4. The control system forces are reduced to \_\_\_\_\_ by hydraulic servo cylinders which are connected to the control system \_\_\_\_\_.
5. The swashplate is mounted on the universal support (\_\_\_\_\_ and \_\_\_\_\_), which permits it to be \_\_\_\_\_ in any direction.
6. Depressing the FORCE TRIM button:
  - \_\_\_\_\_
  - \_\_\_\_\_
  - \_\_\_\_\_
7. T/F: Pedal adjustment at either fore or aft extreme will render the yaw FCS inoperative (TH-57C)
8. The MINISTAB flight control system provides \_\_\_\_\_ and \_\_\_\_\_ in the pitch, yaw, and roll axis and \_\_\_\_\_ in cruise flight in addition to \_\_\_\_\_ functions.
9. Force trim functions include:
  - \_\_\_\_\_
  - \_\_\_\_\_
  - \_\_\_\_\_
  - \_\_\_\_\_
10. The rate gyro is capable of detecting changes in angular rate of the order of \_\_\_\_\_ degree/second.
11. When the system is off, the actuators automatically \_\_\_\_\_ and the flight controls function as \_\_\_\_\_ control tubes.
12. The altitude hold function does not operate unless the helicopter has greater than \_\_\_\_\_ kts indicated airspeed.