

(M11B)飛機之空氣動力、結構及系統(活塞式)：

題號	答案	題目
1(0022709)	C	<p>The stress of twisting is called (A) compression (B) tension (C) torsion (D) shear</p> <p>扭轉產生的應力(以英文表示)稱為 (A) compression (B) tension (C) torsion (D) shear</p>
2(0022818)	A	<p>Scratches are considered stress risers because they (A) decrease the cross-sectional area over which a load is applied. (B) increase the cross-sectional area over which a load is applied. (C) decrease the load applied. (D) increase the load applied.</p> <p>刮痕(scratches)會使得應力變大,這是因為 (A) 它使得負載截面積變小 (B) 它使得負載截面積變大 (C) 負荷降低 (D) 負荷增加</p>
3(0022815)	C	<p>When the skin of a fuselage carries all the structural stress, the structure is referred to as (A) a truss. (B) a frame. (C) monocoque. (D) semimonocoque.</p> <p>當機身的蒙皮被設計用來承受所有的結構應力,此結構被稱為什麼? (A) a truss (B) a frame (C) monocoque (D) semimonocoque</p>
4(0053308)	B	<p>Moving the elevator trim wheel fully after, then the (A) aircraft tends to go nose down. (B) aircraft tends to go nose up. (C) aircraft tends to roll to the right.</p> <p>移動升降舵微調輪完全向後則 (A) 飛機機鼻傾向下沉 (B) 飛機機鼻傾向上仰 (C) 飛機傾向向右滾</p>
5(0022828)	A	<p>Which material is not commonly used in the flight control surfaces ? (A) high-strength magnesium (B) Fiberglass (C) kevlar (D) honeycomb core materials</p> <p>哪一個不常用於飛行操縱面的材料? (A) 高強度鎂合金 (B) 玻璃纖維 (C) kevlar(克拉纖維) (D) 蜂巢結構</p>