
TEMA: 0157 COMMERCIAL PILOT - (CH. 3) FLIGHT INSTRUMENTS

COD PREG: PREG20080262 **PREGUNTA:** Calibrated airspeed is best described as indicated airspeed corrected for installation and instrument error. **RPTA:** A
OPCION A: installation and instrument error.
OPCION B: instrument error.
OPCION C: non-standard temperature.

PREG20080263 True airspeed is best described as calibrated airspeed corrected for installation or instrument error. C
OPCION A: installation or instrument error.
OPCION B: non-standard temperature.
OPCION C: altitude and non-standard temperature.

PREG20080264 Why should flight speeds above Vne be avoided? B
OPCION A: Excessive induced drag will result in structural failure.
OPCION B: Design limit load factors may be exceeded, if gusts are encountered.
OPCION C: Control effectiveness is so impaired that the aircraft becomes uncontrollable.

PREG20080268 To determine pressure altitude prior to takeoff, the altimeter should be set to B
OPCION A: the current altimeter setting.
OPCION B: 29.92" Hg and the altimeter indication noted.
OPCION C: the field elevation and the pressure reading in the altimeter setting window noted.

PREG20080267 If severe turbulence is encountered during flight, the pilot should reduce the airspeed to B
OPCION A: minimum control speed.
OPCION B: design-maneuvering speed.
OPCION C: maximum structural cruising speed.

PREG20080269 Which is the best technique for minimizing the wing-load factor when flying in severe turbulence? C
OPCION A: Change power settings, as necessary, to maintain constant airspeed.
OPCION B: Control airspeed with power, maintain wings level, and accept variations of altitude.
OPCION C: Set power and trim to obtain an airspeed at or below maneuvering speed, maintain wings level, and accept variations of airspeed and altitude.

PREG20080261 If a standard rate turn is maintained, how long would it take to turn 360°? B

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- OPCION A:** 1 minute.
OPCION B: 2 minutes.
OPCION C: 3 minutes.
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- PREG20080265 Maximum structural cruising speed is the maximum speed at which an airplane can be operated during **B**
- OPCION A:** abrupt maneuvers.
OPCION B: normal operations.
OPCION C: flight in smooth air.
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- PREG20080260 What is an advantage of an electric turn coordinator if the airplane has vacuum system for other gyroscopic instruments? **A**
- OPCION A:** It is a backup in case of vacuum system failure.
OPCION B: It is more reliable than the vacuum-driven indicators.
OPCION C: It will not tumble as will vacuum-driven turn indicators.
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- PREG20080266 A pilot is entering an area where significant clear air turbulence has been reported. Which action is appropriate upon encountering the first ripple? **B**
- OPCION A:** Maintain altitude and airspeed.
OPCION B: Adjust airspeed to that recommended for rough air.
OPCION C: Enter a shallow climb descent at maneuvering speed.
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- PREG20080258 Ref. Fig. 5 **A**
The vertical line from point D to point G is represented on the airspeed indicator by the maximum speed limit of the
- OPCION A:** green arc.
OPCION B: yellow arc.
OPCION C: white arc.
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- PREG20080259 What is an operational difference between the turn coordinator and the turn-and-slip indicator? The turn coordinator **C**
- OPCION A:** is always electric; the turn-and-slip indicator is always vacuum-driven.
OPCION B: indicates bank angle only; the turn-and-slip indicator indicates rate of turn and coordination.
OPCION C: indicates roll rate, rate of turn, and coordination; the turn-and-slip indicator indicates rate of turn and coordination.
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- PREG20080250 Which is the correct symbol for the stalling speed or the minimum steady flight speed in a specified configuration? **B**
- OPCION A:** Vs.
OPCION B: Vs1.
OPCION C: Vso.
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PREG20080252	5015-1 RAP Part 1 defines V_f as	A
OPCION A:	design flap speed.	
OPCION B:	flap operating speed.	
OPCION C:	maximum flap extended speed.	

PREG20080253	5016-1 RAP Part 1 defines V_{le} as	A
OPCION A:	maximum landing gear extended speed.	
OPCION B:	maximum landing gear operating speed	
OPCION C:	maximum leading edge flaps extended speed.	

PREG20080251	Which is the correct symbol for the stalling speed or the minimum steady flight speed at which the airplane is controllable?	A
OPCION A:	V_s .	
OPCION B:	V_{s1} .	
OPCION C:	V_{so} .	

PREG20080255	Which airspeed would a pilot be unable to identify by the color coding of an airspeed indicator?	C
OPCION A:	The never-exceed speed.	
OPCION B:	The power-off stall speed.	
OPCION C:	The maneuvering speed.	

PREG20080256	Which statement is true about magnetic deviation of a compass? Deviation	B
OPCION A:	varies over time as the agonic line shifts.	
OPCION B:	varies for different headings of the same aircraft.	
OPCION C:	is the same for all aircraft in the same locality.	

PREG20080257	Name the four fundamentals involved in maneuvering an aircraft.	C
OPCION A:	Power, pitch, bank, and trim.	
OPCION B:	Thrust, lift, turns, and glides.	
OPCION C:	Straight-and-level flight, turns, climbs, and descents.	

PREG20080254	What altimeter setting is required when operating an aircraft at 18,000 feet MSL?	B
OPCION A:	Current reported altimeter setting of a station along the route.	
OPCION B:	29.92" Hg.	
OPCION C:	Altimeter setting at the departure or destination airport.	
