

MTC
OGMS/DINF

DIRECCION DE PERSONAL AERONAUTICO
DPTO. DE INSTRUCCION
PREGUNTAS Y OPCIONES POR TEMA

04/07/2025

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TEMA: 0157

COMMERCIAL PILOT - (CH. 3) FLIGHT INSTRUMENTS

COD PREG:	PREGUNTA:	RPTA:
PREG20080262	Calibrated airspeed is best described as indicated airspeed corrected for installation and instrument error.	A
OPCION A:	instrument error.	
OPCION B:	non-standard temperature.	
PREG20080263	True airspeed is best described as calibrated airspeed corrected for installation or instrument error.	C
OPCION A:	non-standard temperature.	
OPCION B:	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.
-

- PREG20080259 What is an operational difference between the turn coordinator and the turn-and-slip indicator? The turn coordinator C
is always electric; the turn-and-slip indicator is always vacuum-driven.
OPCION A: indicates bank angle only; the turn-and-slip indicator indicates rate of turn and coordination.
OPCION B: 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 Vf as OPCION A: design flap speed. OPCION B: flap operating speed. OPCION C: maximum flap extended speed.	A
PREG20080253	5016-1 RAP Part 1 defines Vle as OPCION A: maximum landing gear extended speed. OPCION B: maximum landing gear operating speed OPCION C: maximum leading edge flaps extended speed.	A
PREG20080251	Which is the correct symbol for the stalling speed or the minimum steady flight speed at which the airplane is controllable? OPCION A: Vs. OPCION B: Vs1. OPCION C: Vso.	A
PREG20080255	Which airspeed would a pilot be unable to identify by the color coding of an airspeed indicator? OPCION A: The never-exceed speed. OPCION B: The power-off stall speed. OPCION C: The maneuvering speed.	C
PREG20080256	Which statement is true about magnetic deviation of a compass? Deviation 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.	B
PREG20080257	Name the four fundamentals involved in maneuvering an aircraft. OPCION A: Power, pitch, bank, and trim. OPCION B: Thrust, lift, turns, and glides. OPCION C: Straight-and-level flight, turns, climbs, and descents.	C
PREG20080254	What altimeter setting is required when operating an aircraft at 18,000 feet MSL? 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.	B

