

**TEMA:** 0638 COM-RTC - Basic Aerodynamics - Chap. 1

<b>COD PREG:</b>	<b>PREGUNTA:</b>	<b>RPTA:</b>
PREG20098399	Which procedure should you follow to avoid wake turbulence if a large jet crosses your course from left to right approximately 1 mile ahead and at your altitud?	A
<b>OPCION A:</b>	Make sure you are slightly above the path of the jet.	
<b>OPCION B:</b>	Slow your airspeed to AV and maintain altitude and course.	
<b>OPCION C:</b>	Make sure you are slightly below the path of the jet and perpendicular to the course.	
PREG20098401	When landing behind a large aircraft, which procedure should be followed for vortex avoidance?	A
<b>OPCION A:</b>	Stay above its final approach flightpath all the way to touchdown.	
<b>OPCION B:</b>	Stay below and to one side of its final approach flightpath.	
<b>OPCION C:</b>	Stay well below its final approach flightpath and land at least 2,000 feet behind.	
PREG20098398	During the takeoff made behind a departing large jet airplane, the pilot can minimize the hazard of wingtip vortices by	A
<b>OPCION A:</b>	Being airborne prior to reaching the jet's flightpath until able to turn clear of its wake.	
<b>OPCION B:</b>	Maintaining extra speed on takeoff and climbout.	
<b>OPCION C:</b>	Extending the takeoff roll and not rotating until well beyond the jet's rotation point.	
PREG20098400	To avoid possible wake turbulence from a large jet aircraft that has just landed prior to your takeoff, at which point on the runway should you plan to become airborne?	A
<b>OPCION A:</b>	Past the point where the jet touched down.	
<b>OPCION B:</b>	At the point where the jet touched down, or just prior to this point.	
<b>OPCION C:</b>	Approximately 500 feet prior to the point where the jet touched down.	
PREG20098396	Which maximum range factor decreases as weight decreases?	B
<b>OPCION A:</b>	Altitud	
<b>OPCION B:</b>	Airspeed	
<b>OPCION C:</b>	Angle of attack	
PREG20098397	Choose the correct statement regardin wake turbulence.	B
<b>OPCION A:</b>	Vortex generation begins with the initiation of the takeoff roll.	
<b>OPCION B:</b>	The primary hazard is loss of control because of induced roll.	
<b>OPCION C:</b>	The gratest vortex strength is produced when the generatin airplane is heavy, clean, and fast.	

PREG20098395	When the angle of attack of a symmetrical airfoil is increased, the center of pressure will ..	A
<b>OPCION A:</b>	Have very limited movement.	
<b>OPCION B:</b>	Move aft along the airfoil surface.	
<b>OPCION C:</b>	Remain unaffected.	

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