TEMA: 0640 COM-RTC - Flight Instruments - Chap. 3

COD PREG:	PREGUNTA:	RPTA:
PREG20098511	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.	
PREG20098510	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.	
PREG20098508	Calibrated airspeed is best described as indicated airspeed corrected for	A
OPCION A:	installation and instrument error.	
OPCION B:	instrument error.	
OPCION C:	non-standard temperature.	
PREG20098509	True airspeed is best described as calibrated airspeed corrected for	B
OPCION A:	installation or instrument error.	
OPCION B:	non-standard temperature.	
OPCION C:	altitude and non-standard temperature.	
PREG20098506	What is an advantage of an electric turn coordinator if the airplane has a vacuum system for other gyroscopic instruments?	A
OPCION A:	Is is a backup in cse 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 indicatiors.	
PREG20098504	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.	
PREG20098507	If a standard rate turn is maintained, how long would it take to turn 360°?	B
OPCION A:	1 minute.	
OPCION B:	2 minutes.	
OPCION C:	3 minutes.	

PREG20098505	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.	