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

<b>COD PREG:</b>	<b>PREGUNTA:</b>	<b>RPTA:</b>
PREG20098511	To determine pressure altitude prior to takeoff, the altimeter should be set to	B
<b>OPCION A:</b>	the current altimeter setting.	
<b>OPCION B:</b>	29.92" Hg and the altimeter indication noted.	
<b>OPCION C:</b>	the field elevation and the pressure reading in the altimeter setting window noted.	
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PREG20098510	Why should flight speeds above Vne be avoided?	B
<b>OPCION A:</b>	Excessive induced drag will result in structural failure.	
<b>OPCION B:</b>	Design limit load factors may be exceeded, if gusts are encountered.	
<b>OPCION C:</b>	Control effectiveness is so impaired that the aircraft becomes uncontrollable.	
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PREG20098508	Calibrated airspeed is best described as indicated airspeed corrected for	A
<b>OPCION A:</b>	installation and instrument error.	
<b>OPCION B:</b>	instrument error.	
<b>OPCION C:</b>	non-standard temperature.	
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PREG20098509	True airspeed is best described as calibrated airspeed corrected for	B
<b>OPCION A:</b>	installation or instrument error.	
<b>OPCION B:</b>	non-standard temperature.	
<b>OPCION C:</b>	altitude and non-standard temperature.	
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PREG20098506	What is an advantage of an electric turn coordinator if the airplane has a vacuum system for other gyroscopic instruments?	A
<b>OPCION A:</b>	Is is a backup in cse of vacuum system failure.	
<b>OPCION B:</b>	It is more reliable than the vacuum-driven indicators.	
<b>OPCION C:</b>	It will not tumble as will vacuum-driven turn indicators.	
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PREG20098504	What altimeter setting is required when operating an aircraft at 18,000 feet MSL?	B
<b>OPCION A:</b>	Current reported altimeter setting of a station along the route.	
<b>OPCION B:</b>	29.92 " Hg.	
<b>OPCION C:</b>	Altimeter setting at the departure or destination airport.	
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PREG20098507	If a standard rate turn is maintained, how long would it take to turn 360°?	B
<b>OPCION A:</b>	1 minute.	
<b>OPCION B:</b>	2 minutes.	
<b>OPCION C:</b>	3 minutes.	

PREG20098505	Which statement is true about magnetic deviation of a compass? Deviation	B
<b>OPCION A:</b>	varies over time as the agonic line shifts.	
<b>OPCION B:</b>	varies for different headings of the same aircraft.	
<b>OPCION C:</b>	is the same for all aircraft in the same locality.	

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