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

COD_PREG:	PREGUNTA:	RPTA:
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.	
OPCION D:		
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:	Vs.	
OPCION B:	Vs1.	
OPCION C:	Vso.	
OPCION D:		
PREG20080252	5015-1 RAP Part 1 defines Vf as	A
OPCION A:	design flap speed.	
OPCION B:	flap operating speed.	
OPCION C:	maximum flap extended speed.	
OPCION D:		
PREG20080253	5016-1 RAP Part 1 defines Vle as	A
OPCION A:	maximum landing gear extended speed.	
OPCION B:	maximum landing gear operating speed	
OPCION C:	maximum leading edge flaps extended speed.	
OPCION D:		
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.	
OPCION D:		
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.	
OPCION D:		

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.	
OPCION D:		

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.	
OPCION D:		

PREG20080258	Ref. Fig. 5 The vertical line from point D to point G is represented on the airspeed indicator by the maximum speed limit of the	A
OPCION A:	green arc.	
OPCION B:	yellow arc.	
OPCION C:	white arc.	
OPCION D:		

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.	
OPCION D:		

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.	
OPCION D:		

PREG20080261	If a standard rate turn is mantained, how long would it take to turn 360°?	B
OPCION A:	1 minute.	
OPCION B:	2 minutes.	
OPCION C:	3 minutes.	
OPCION D:		

PREG20080262	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.
OPCION D:

PREG20080263 True airspeed is best described as calibrated airspeed corrected for C

OPCION A: installation or instrument error.
OPCION B: non-standard temperature.
OPCION C: altitude and non-standard temperature.
OPCION D:

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.
OPCION D:

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.
OPCION D:

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.
OPCION D:

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.
OPCION D:

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.

OPCION D:

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.	
OPCION D:		