

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

COD_PREG: PREGUNTA: **RPTA:**

PREG20080264 Why should flight speeds above V_{ne} 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:

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

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- 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:
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- 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:
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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.
OPCION D:
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- PREG20080259 What is an operational difference between the turn coordinator and the turn- C
and-slip indicator? The turn coordinator
- 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:
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- PREG20080260 What is an advantage of an electric turn coordinator if the airplane has A
vacuum system for other gyroscopic instruments?
- 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:
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- PREG20080261 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.
OPCION D:
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- PREG20080262 Calibrated airspeed is best described as indicated airspeed corrected for A
installation and instrument error.
- 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:
