

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

COD_PREG: PREGUNTA: **RPTA:**
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
OPCION A: Make sure you are slightly above the path of the jet.
OPCION B: Slow your airspeed to AV and maintain altitude and course.
OPCION C: Make sure you are slightly below the path of the jet and perpendicular to the course.
OPCION D:

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
OPCION A: Past the point where the jet touched down.
OPCION B: At the point where the jet touched down, or just prior to this point.
OPCION C: Approximately 500 feet prior to the point where the jet touched down.
OPCION D:

PREG20098401 When landing behind a large aircraft, which procedure should be followed for vortex avoidance? A
OPCION A: Stay above its final approach flightpath all the way to touchdown.
OPCION B: Stay below and to one side of its final approach flightpath.
OPCION C: Stay well below its final approach flightpath and land at least 2,000 feet behind.
OPCION D:

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

PREG20098396 Which maximum range factor decreases as weight decreases? B
OPCION A: Altitud
OPCION B: Airspeed
OPCION C: Angle of attack
OPCION D:

PREG20098397 Choose the correct statement regarding wake turbulence. B
OPCION A: Vortex generation begins with the initiation of the takeoff roll.
OPCION B: The primary hazard is loss of control because of induced roll.

OPCION C: The greatest vortex strength is produced when the generatin airplane is heavy, clean, and fast.

OPCION D:

PREG20098398 During the takeoff made behind a departing large jet airplane, the pilot can minimize the hazard of wingtip vortices by A

OPCION A: Being airborne prior to reaching the jet's flightpath until able to turn clear of its wake.

OPCION B: Maintaining extra speed on takeoff and climbout.

OPCION C: Extending the takeoff roll and not rotating until well beyond the jet's rotation point.

OPCION D:
