

TEMA: 0639 COM-RTC - Aircraft Systems - Chap. 2

COD_PREG:	PREGUNTA:	RPTA:
PREG20098403	Before shutdown, while at idle, the ignition key is momentarily turned OFF. The engine continues to run with no interruption; this	B
OPCION A:	is normal because the engine is usually stopped by moving the mixture to idle cut-off.	
OPCION B:	should not normally happen. Indicates a magneto not grounding in OFF position.	
OPCION C:	is an undesirable practice, but indicates nothing is wrong.	
OPCION D:		
PREG20098463	During a near-vertical power approach into a confined area with the airspeed near zero, what hazardous condition may develop?	B
OPCION A:	Ground resonance.	
OPCION B:	Settling with power.	
OPCION C:	Blade stall vibration.	
OPCION D:		
PREG20098464	Which procedure will result in recovery from settling with power?	C
OPCION A:	Increase collective pitch and power.	
OPCION B:	Maintain constant collective pitch and increase throttle.	
OPCION C:	Increase forward speed and partially lower collective pitch.	
OPCION D:		
PREG20098465	The addition of power in a settling with power situation produces an	B
OPCION A:	increase in airspeed.	
OPCION B:	even greater rate of descent.	
OPCION C:	increase in cyclic control effectiveness.	
OPCION D:		
PREG20098466	Under which situation is accidental settling with power likely to occur?	A
OPCION A:	A steep approach in which the airspeed is permitted to drop to nearly zero.	
OPCION B:	A shallow approach in which airspeed is permitted to drop below 10 MPH	
OPCION C:	Hovering in ground effect during calm wind, high density altitude conditions.	
OPCION D:		
PREG20098467	Which is true with respect to recovering from an accidental settling with power situation?	C
OPCION A:	Antitorque pedals should not be utilized during the recovery.	
OPCION B:	Recovery can be accomplished by increasing rotor RPM, reducing forward airspeed, and minimizing maneuvering.	
OPCION C:	Since the inboard portions of the main rotor blades are stalled, cyclic control effectiveness will be reduced during the initial portion of the recovery.	

OPCION D:

PREG20098468 When operating at high forward speed, retreating blade stall is more likely to occur under conditions of A

OPCION A: low gross weight, high density altitude, and smooth air.

OPCION B: high gross weight, low density altitude, and smooth air.

OPCION C: high gross weight, high density altitude, and turbulent air.

OPCION D:

PREG20098469 What are the major indications of an incipient retreating blade stall situation, in order of occurrence? A

OPCION A: Low-frequency vibration, pitchup of the nose, and a roll in the direction of the retreating blade

OPCION B: Slow pitchup of the nose, high-frequency vibration, and a tendency for the helicopter to roll.

OPCION C: Slow pitchup of the nose, tendency for the helicopter to roll, followed by a medium-frequency vibration.

OPCION D:

PREG20098470 How should a pilot react at the onset of retreating blade stall? B

OPCION A: Reduce collective pitch, rotor RPM, and forward airspeed.

OPCION B: Reduce collective pitch, increase rotor RPM, and reduce forward airspeed.

OPCION C: Increase collective pitch, reduce rotor RPM, and reduce forward airspeed.

OPCION D:

PREG20098471 The most power will be required to hover over which surface? A

OPCION A: High grass.

OPCION B: Concrete ramp.

OPCION C: Rough/uneven ground.

OPCION D:

PREG20098472 Which flight technique is recommended for use during hot weather? B

OPCION A: During takeoff, accelerate quickly into forward flight.

OPCION B: During takeoff, accelerate slowly into forward flight.

OPCION C: Use minimum allowable RPM and maximum allowable manifold pressure during all phases of flight.

OPCION D:

PREG20098473 To taxi on the surface in a safe and efficient manner, helicopter pilots should use the B

OPCION A: cyclic pitch to control starting, taxi speed, and stopping.

OPCION B: collective pitch to control starting, taxi speed, and stopping.

OPCION C: antitorque pedals to correct drift during crosswind conditions.

OPCION D:

PREG20098474 During surface taxiing, the cyclic pitch stick is used to control heading. B

OPCION A: heading.

OPCION B: ground track.

OPCION C: forward movement.

OPCION D:

PREG20098475 To taxi on the surface in a safe and efficient manner, one should use the cyclic pitch to start and stop aircraft movement. C

OPCION A: start and stop aircraft movement.

OPCION B: maintain heading during crosswind conditions.

OPCION C: correct for drift during crosswind conditions.

OPCION D:

PREG20098476 A pilot is hovering during calm wind conditions. The greatest amount of engine power will be required when ground effect exists. B

OPCION A: ground effect exists.

OPCION B: making a left-pedal turn.

OPCION C: making a right-pedal turn.

OPCION D:

PREG20098477 Which statement is true about an autorotative descent? A

OPCION A: Generally, only the cyclic control is used to make turns.

OPCION B: The pilot should use the collective pitch control to control the rate of descent.

OPCION C: The rotor RPM will tend to decrease if a right turn is made with a heavily loaded helicopter.

OPCION D:

PREG20098478 Using right pedal to assist a right turn during an autorotative descent will probably result in what actions? C

OPCION A: A decrease in rotor RPM, pitch up of the nose, decrease in sink rate, and increase in indicated airspeed.

OPCION B: An increase in rotor RPM, pitch up of the nose, decrease in sink rate, and increase in indicated airspeed.

OPCION C: An increase in rotor RPM, pitch down of the nose, increase in sink rate, and decrease in indicated airspeed.

OPCION D:

PREG20098479 Using left pedal to assist a left turn during an autorotative descent will probably cause the rotor RPM to increase and the airspeed to decrease. B

OPCION A: increase and the airspeed to decrease.

OPCION B: decrease and the aircraft nose to pitch down.

OPCION C: increase and the aircraft nose to pitch down.

OPCION D:

PREG20098480	When planning slope operations, only slopes of 5° gradient or less should be considered, primarily because	C
OPCION A:	ground effect is lost on slopes of steeper gradient.	
OPCION B:	downwash turbulence is more severe on slopes of steeper gradient.	
OPCION C:	most helicopter are not designed for operations on slopes of steeper gradients.	
OPCION D:		

PREG20098481	When making a slope landing, the cyclic pitch control should be used to	B
OPCION A:	lower the downslope skid to the ground.	
OPCION B:	hold the upslope skid against the slope.	
OPCION C:	place the rotor disc parallel to the slope.	
OPCION D:		

PREG20098482	Takeoff from a slope is normally accomplished by	C
OPCION A:	making a downslope running takeoff if the surface is smooth.	
OPCION B:	simultaneously applying collective pitch and downslope cyclic control.	
OPCION C:	bringing the helicopter to a level attitude before completely leaving the ground.	
OPCION D:		

PREG20098483	What is the procedure for a slope landing?	C
OPCION A:	Use maximum RPM and maximum manifold pressure.	
OPCION B:	If the slope is 10° or less, the landing should be made perpendicular to the slope.	
OPCION C:	When parallel to the slope, slowly lower the upslope skid to the ground prior to lowering the downslope skid.	
OPCION D:		

PREG20098484	You are hovering during calm wind conditions and decide to make a right-pedal turn. In most helicopters equipped with reciprocating engines, the engine RPM will tend to	A
OPCION A:	increase.	
OPCION B:	decrease.	
OPCION C:	remain unaffected.	
OPCION D:		

PREG20098485	During calm wind conditions, in most helicopters, which of these flight operations would require the most power?	A
OPCION A:	A left-pedal turn.	
OPCION B:	A right-pedal turn.	
OPCION C:	Hovering in ground effect.	
OPCION D:		

PREG20098404	Leaving the carburetor heat on while taking off	C
OPCION A:	leans the mixture for more power on takeoff.	

OPCION B: will decrease the takeoff distance.
OPCION C: will increase the ground roll.
OPCION D:

PREG20098405 A way to detect a broken magneto primary grounding lead is to A
OPCION A: idle the engine and momentarily turn the ignition off.
OPCION B: add full power, while holding the brakes, and momentarily turn off the ignition.
OPCION C: run on one magneto, lean the mixture, and look for a rise in manifold pressure.
OPCION D:

PREG20098406 Fouling of spark plugs is more apt to occur if the aircraft: A
OPCION A: Gains altitude with no mixture adjustment
OPCION B: descends from altitude with no mixture adjustment
OPCION C: throttle is advance very abruptly
OPCION D:

PREG20098407 The most probable reason an engine continues to run after the ignition switch has been turned off is: C
OPCION A: carbon deposits glowing on the spark plugs
OPCION B: a magneto ground wire is in contact with the engine casing
OPCION C: a broken magneto ground wire
OPCION D:

PREG20098408 If the ground wire between the magneto and the ignition switch becomes disconnected, the engine C
OPCION A: will not operate on one magneto.
OPCION B: cannot be started with the switch in the BOTH position.
OPCION C: could accidentally start if the propeller is moved with fuel in the cylinder.
OPCION D:

PREG20098409 The pilot controls the air/fuel ratio with the C
OPCION A: throttle
OPCION B: manifold pressure
OPCION C: mixture control
OPCION D:

PREG20098410 5185-1 A
Detonation may occur at high-power settings when
OPCION A: the fuel mixture ignites instantaneously instead of burning progressively and evenly.
OPCION B: an excessively rich fuel mixture causes an explosive gain in power.
OPCION C: the fuel mixture is ignited too early by hot carbon deposits in the cylinder.

OPCION D:

PREG20098402 For gyroplanes with constant-speed propellers, the first indication of carburetor icing is usually **B**

OPCION A: A decrease in engine RPM

OPCION B: A decrease in manifold pressure

OPCION C: Engine roughness followed by a decrease in engine RPM

OPCION D:

PREG20098411 Detonation can be caused by **C**

OPCION A: A rich mixture

OPCION B: low engine temperatures

OPCION C: using a lower grade of fuel than recommended

OPCION D:

PREG20098412 The uncontrolled firing of the fuel/air charge in advance of normal spark ignition is known as **C**

OPCION A: instantaneous combustion.

OPCION B: detonation.

OPCION C: pre-ignition.

OPCION D:

PREG20098413 Fuel/air ratio is the ratio between the: **B**

OPCION A: Volume of fuel and volume of air entering the cylinder

OPCION B: Weight of fuel and weight of air entering the cylinder

OPCION C: Weight of fuel and weight of air entering the carburetor

OPCION D:

PREG20098414 Which statement is true concerning the effect of the application of carburetor heat? **A**

OPCION A: It enriches the fuel/air mixture.

OPCION B: It leans the fuel/air mixture.

OPCION C: It has no effect on the fuel/air mixture.

OPCION D:

PREG20098415 Detonation occurs in a reciprocating aircraft engine when: **C**

OPCION A: there is an explosive increase of fuel caused by too rich a fuel/air mixture

OPCION B: the spark plugs receive an electrical jolt caused by a short in the wiring

OPCION C: the unburned fuel/air charge in the cylinders is subjected to instantaneous combustion

OPCION D:

PREG20098486 If complete power failure should occur while cruising at altitude, the pilot should **B**

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- OPCION A:** partially lower the collective pitch, close the throttle, then completely lower the collective pitch.
- OPCION B:** lower the collective pitch as necessary to maintain proper rotor RPM, and apply right pedal to correct for yaw.
- OPCION C:** close the throttle, lower the collective pitch to the full-down position, apply left pedal to correct yaw, and establish a normal power-off glide.
- OPCION D:**
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- PREG20098487 When making an autorotation to touchdown, what action is most appropriate? B
- OPCION A:** A slightly nose-high attitude at touchdown is the proper procedure.
- OPCION B:** The skids should be in a longitudinally level attitude at touchdown.
- OPCION C:** Aft cyclic application after touchdown is desirable to help decrease ground run.
- OPCION D:**
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- PREG20098488 During the entry into a quick sstop, how should the collective pitch control be used? It should be A
- OPCION A:** lowered as necessary to prevent ballooning.
- OPCION B:** raised as necessary to prevent a rotor overspeed.
- OPCION C:** raised as necessary to prevent a loss of altitude.
- OPCION D:**
-

- PREG20098489 During a normal approach to a hover, the collective pitch control is used primarily to C
- OPCION A:** maintain RPM
- OPCION B:** control the rate of closure.
- OPCION C:** control the angle of descent.
- OPCION D:**
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- PREG20098490 During a normal approach to a hover, the cyclic pitch is used primarily to B
- OPCION A:** maintain heading.
- OPCION B:** control rate of closure.
- OPCION C:** control angle of descent.
- OPCION D:**
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- PREG20098491 Normal RPM should be maintained during a running landing primarily to ensure A
- OPCION A:** adequate directional control until the helicopter stops.
- OPCION B:** that sufficient lift is available should an emergency develop.
- OPCION C:** longitudinal and lateral control, especially if the helicopter is heavily loaded or high density altitude conditions exist.
- OPCION D:**
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- PREG20098492 Which is true concerning a running takeoff? C
- OPCION A:** If a helicopter cannot be lifted vertically, a running takeoff should be made.

OPCION B: One advantage of a running takeoff is that the additional airspeed can be converted quickly to altitude.

OPCION C: A running takeoff may be possible when gross weight or density altitude prevents a sustained hover at normal hovering altitude.

OPCION D:

PREG20098493 When conducting a confined area-type operation, the primary purpose of the high reconnaissance is to determine the B

OPCION A: type of approach to be made.

OPCION B: suitability of the area for landing.

OPCION C: height of the obstructions surrounding the area.

OPCION D:

PREG20098494 During a pinnacle approach under conditions of high wind and turbulence, the pilot should make a C

OPCION A: shallow approach, maintaining a constant line of descent with cyclic applications.

OPCION B: normal approach, maintaining a slower-than-normal rate of descent with cyclic applications.

OPCION C: steeper-than-normal approach maintaining the desired angle of descent with collective applications.

OPCION D:

PREG20098495 What type approach should be made to a pinnacle under conditions of relatively high wind and turbulence? B

OPCION A: A normal approach.

OPCION B: A steeper-than-normal approach.

OPCION C: A shallower-than-normal approach.

OPCION D:

PREG20098496 If turbulence and downdrafts are expected during a pinnacle approach to a rooftop heliport, plan to make a A

OPCION A: steeper-than-normal approach.

OPCION B: normal approach, maintaining a lower-than-normal airspeed.

OPCION C: shallow approach, maintaining a higher-than-normal airspeed.

OPCION D:

PREG20098497 If ground resonance is experienced during rotor spin-up, what action should you take? C

OPCION A: Taxi to a smooth area

OPCION B: Make normal takeoff immediately

OPCION C: Close the throttle and slowly raise the spin-up lever

OPCION D:

PREG20098498 The principal factor limiting the never-exceed speed (Vne) of a gyroplane is C

OPCION A: turbulence and altitude.

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- OPCION B:** blade-tip speed, which must remain below the speed of sound.
- OPCION C:** lack of sufficient cyclic stick control to compensate for dissymmetry of lift or retreating blade stall, depending on which occurs first.
- OPCION D:**
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- PREG20098499 Why should gyroplane operations within the cross-hatched portion of a Height vs. Velocity chart be avoided? **B**
- OPCION A:** The rotor RPM may build excessively high if it is necessary to flare at such low altitudes.
- OPCION B:** Sufficient airspeed may not be available to ensure a safe landing in case of an engine failure.
- OPCION C:** Turbulence near the surface can dephase the blade dampers causing geometric unbalanced conditions on the rotor system.
- OPCION D:**
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- PREG20098500 The principal reason the shaded area of a Height vs. Velocity chart should be avoided is **C**
- OPCION A:** rotor RPM may decay before ground contact is made if an engine failure should occur.
- OPCION B:** rotor RPM may build excessively high if it is necessary to flare at such low altitudes.
- OPCION C:** insufficient airspeed would be available to ensure a safe landing in case of an engine failure.
- OPCION D:**
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- PREG20098501 During the transition from pre-rotation to flight, rotor blades change pitch **B**
- OPCION A:** Simultaneously to the same angle of incidence.
- OPCION B:** Simultaneously but to different angles of incidence.
- OPCION C:** To the same degree at the same point in the cycle or rotation.
- OPCION D:**
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- PREG20098502 With respect to vortex circulation, which is true? **C**
- OPCION A:** Helicopters generate downwash turbulence, not vortex circulation.
- OPCION B:** The vortex strength is greatest when the generating aircraft is flying fast.
- OPCION C:** Vortex circulation generated by helicopters in forward flight trail behind in a manner similar to wingtip vortices generated by airplanes.
- OPCION D:**
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- PREG20098503 Which is true with respect to vortex circulation? **B**
- OPCION A:** Helicopters generate downwash turbulence only, not vortex circulation.
- OPCION B:** The vortex strength is greatest when the generating aircraft is heavy, clean, and slow.
- OPCION C:** When vortex circulation sinks into ground effect, it tends to dissipate rapidly and offer little danger.
- OPCION D:**
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PREG20098416	Coning is caused by the combined forces of	B
OPCION A:	drag, weight, and translational lift.	
OPCION B:	lift and centrifugal force.	
OPCION C:	flapping and centrifugal force.	
OPCION D:		

PREG20098417	The forward speed of a rotorcraft is restricted primarily by	A
OPCION A:	dissymmetry of lift.	
OPCION B:	transverse flow effect.	
OPCION C:	high-frecuency vibrations.	
OPCION D:		

PREG20098418	When hovering, a helicopter tends to move in the direction of tail rotor thrust. This statement is	B
OPCION A:	true; the movement is called transverse tendency.	
OPCION B:	true; the movement is called translating tendency.	
OPCION C:	false; the movement is opposite the direction of tail rotor thrust, and is called translating tendency.	
OPCION D:		

PREG20098419	The purpose of lead-lag (drag) hinges in a three-bladed, fully articulated helicopter rotor system is to compensate for	A
OPCION A:	Coriolis effect.	
OPCION B:	dissymmetry of lift.	
OPCION C:	blade flapping tendency.	
OPCION D:		

PREG20098420	What happens to the helicopter as it experiences translating tendency?	C
OPCION A:	It tends to dip slightly to the right as the helicopter approaches approximately 15 knots in takeoff.	
OPCION B:	It gains increased rotor efficiency as air over the rotor system reaches approximately 15 knots.	
OPCION C:	It moves in the direction of the tail rotor thrust.	
OPCION D:		

PREG20098421	The unequal lift across the rotor disc that occurs in horizontal flight as a result of the difference in velocity of the air over the advancing half of the disc area is known as	C
OPCION A:	coning.	
OPCION B:	disc loading.	
OPCION C:	dissymmetry of lift.	
OPCION D:		

PREG20098422	The lift differential that exists between the advancing blade and the retreating blade is known as	C
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- OPCION A:** Coriolis effect.
OPCION B: translational lift.
OPCION C: dissymmetry of lift.
OPCION D:
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PREG20098423 Most helicopters, by design tend to drift to the right when hovering in a no-wind condition. This statement is C

- OPCION A:** false;helicopters have no tendency to drift, but will rotate in that direction.
OPCION B: true; the mast or cyclic pitch system of most helicopters is rigged forward, this with gyroscopic precession will overcome the tendency.
OPCION C: true; the mast or cyclic pitch system of most helicopters is rigged to the left to overcome this tendency.
OPCION D:
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PREG20098424 When a rotorcraft transitions from straight-and-level flight into a 30° bank while maintaining a constant altitude, the lift force must A

- OPCION A:** increase and the load factor will increase.
OPCION B: increase and the load factor will decrease.
OPCION C: remain constant and the load factor will decrease.
OPCION D:
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PREG20098425 Cyclic control pressure is applied during flight that results in a maximum increase in main rotor blade pitch angle at the "three o'clock" position. Which way will the rotor disc tilt? A

- OPCION A:** Aft.
OPCION B: Left.
OPCION C: Right.
OPCION D:
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PREG20098426 Cyclic control pressure is applied during flight that results in a maximum decrease in pitch angle of the rotor blades at the "12 o'clock" position. Which way will the rotor disc tilt? B

- OPCION A:** Aft.
OPCION B: Left.
OPCION C: Right.
OPCION D:
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PREG20098427 The primary purpose of the tail rotor system is to C

- OPCION A:** assist in making coordinated turns.
OPCION B: maintain heading during forward flight.
OPCION C: counteract the torque effect of the main rotor.
OPCION D:
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PREG20098428 Can the tail rotor produce thrust to the left? C

- OPCION A:** No; the right thrust can only be reduced, causing tail movement to the left.

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- OPCION B:** Yes; primarily so that hovering turns can be accomplished to the right.
OPCION C: Yes; primarily to counteract the drag of the transmission during autorotation.
OPCION D:
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- PREG20098429 The main rotor blades of a fully-articulated rotor system can flap and feather collectively. **B**
- OPCION A:** flap and feather collectively.
OPCION B: flap, drag, and feather independently.
OPCION C: feather independently, but cannot flap or drag.
OPCION D:
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- PREG20098430 A reciprocating engine in a helicopter is more likely to stop due to in-flight carburetor icing than will the same type engine in an airplane. This statement **B**
- OPCION A:** has no basis in fact. The same type engine will run equally well in either aircraft.
OPCION B: is true. The freewheeling unit will not allow windmilling (flywheel) effect to be exerted on a helicopter engine.
OPCION C: is false. The clutch will immediately release the load from the helicopter engine under engine malfunctioning conditions.
OPCION D:
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- PREG20098431 What is the primary purpose of the clutch? **A**
- OPCION A:** It allows the engine to be started without driving the main rotor system.
OPCION B: It provides disengagement of the engine from the rotor system for autorotation.
OPCION C: It transmits engine power to the main rotor, tail rotor, generator/alternator, and other accessories.
OPCION D:
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- PREG20098432 What is the primary purpose of the freewheeling unit? **C**
- OPCION A:** It allows the engine to be started without driving the main rotor system.
OPCION B: It provides speed reduction between the engine, main rotor system, and tail rotor system.
OPCION C: It provides disengagement of the engine from the rotor system for autorotation purposes
OPCION D:
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- PREG20098433 The main rotor blades of a semirigid rotor system can flap together as a unit. **A**
- OPCION A:** flap together as a unit.
OPCION B: flap, drag, and feather independently.
OPCION C: feather independently, but cannot flap or drag.
OPCION D:
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- PREG20098434 Rotorcraft climb performance is most adversely affected by **C**
- OPCION A:** higher than standard temperature and low relative humidity.
OPCION B: lower than standard temperature and high relative humidity.

OPCION C: higher than standard temperature and high relative humidity.
OPCION D:

PREG20098435 The most unfavorable combination of conditions for rotorcraft performance is **B**

OPCION A: low density altitude, low gross weight, and calm wind.
OPCION B: high density altitude, high gross weight, and calm wind.
OPCION C: high density altitude, high gross weight, and strong wind.
OPCION D:

PREG20098436 How does high density altitude affect rotorcraft performance? **A**

OPCION A: Engine and rotor efficiency is reduced.
OPCION B: Engine and rotor efficiency is increased.
OPCION C: It increases rotor drag, which requires more power for normal flight.
OPCION D:

PREG20098437 A medium-frequency vibration that suddenly occurs during flight could be indicative of a defective **B**

OPCION A: main rotor system.
OPCION B: tail rotor system.
OPCION C: transmission system.
OPCION D:

PREG20098438 In most helicopters, medium-frequency vibrations indicate a defective **C**

OPCION A: engine.
OPCION B: main rotor system.
OPCION C: tail rotor system.
OPCION D:

PREG20098439 Abnormal helicopter vibrations in the low-frequency range are associated with which system or component? **B**

OPCION A: Tail rotor.
OPCION B: Main rotor.
OPCION C: Transmission.
OPCION D:

PREG20098440 Helicopter low-frequency vibrations are always associated with the **A**

OPCION A: main rotor.
OPCION B: tail rotor.
OPCION C: transmission.
OPCION D:

PREG20098441 A high-frequency vibration that suddenly occurs during flight could be an indication of a defective **A**

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- OPCION A:** transmission.
OPCION B: freewheeling unit.
OPCION C: main rotor system.
OPCION D:
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- PREG20098442 Ground resonance is less likely to occur with helicopters that are not equipped with B
- OPCION A:** rigid rotor systems
OPCION B: fully articulated rotor systems
OPCION C: semi-rigid rotor systems
OPCION D:
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- PREG20098443 The proper action to initiate a quick stop is to apply C
- OPCION A:** forward cyclic, while raising the collective and applying right antitorque pedal.
OPCION B: aft cyclic, while raising the collective and applying left antitorque pedal.
OPCION C: aft cyclic, while lowering the collective and applying right antitorque pedal.
OPCION D:
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- PREG20098444 The best power mixture is that fuel/air ratio at which B
- OPCION A:** cylinder heat temperatures are the coolest.
OPCION B: the most power can be obtained for any given throttle setting.
OPCION C: a given power can be obtained with the highest manifold pressure or throttle setting.
OPCION D:
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- PREG20098445 Detonation can be caused by A
- OPCION A:** too lean a mixture.
OPCION B: low engine temperatures.
OPCION C: using higher grade fuel than recommended.
OPCION D:
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- PREG20098446 Applying carburetor heat will C
- OPCION A:** not affect the mixture.
OPCION B: lean the fuel/air mixture.
OPCION C: enrich the fuel/air mixture.
OPCION D:
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- PREG20098447 An abnormally high engine oil temperature indication may be caused by B
- OPCION A:** a defective bearing.
OPCION B: the oil level being too low.
OPCION C: operating with an excessively rich mixture.
OPCION D:
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- PREG20098448 What will occur if no leaning is made with the mixture control as the flight altitude increase? C
- OPCION A:** The volume of air entering the carburetor decreases and the amount of fuel decreases.
- OPCION B:** The density of air entering the carburetor decreases and the amount of fuel increases.
- OPCION C:** The density of air entering the carburetor decreases and the amount of fuel remains constant.
- OPCION D:**
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- PREG20098449 Unless adjusted, the fuel/air mixture becomes richer with an increase in altitude because the amount of fuel C
- OPCION A:** decreases while the volume of air decreases.
- OPCION B:** remains constant while the volume of air decreases.
- OPCION C:** remains constant while the density of air decreases.
- OPCION D:**
-
- PREG20098450 The basic purpose of adjusting the fuel/air mixture control at altitude is to A
- OPCION A:** decrease the fuel flow to compensate for decreased air density.
- OPCION B:** decrease the amount of fuel in the mixture to compensate for increased air density.
- OPCION C:** increase the amount of fuel in the mixture to compensate for the decrease in pressure and density of the air.
- OPCION D:**
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- PREG20098451 Frequent inspections should be made of aircraft exhaust manifold-type heating systems to minimize the possibility of A
- OPCION A:** exhaust gases leaking into the cockpit
- OPCION B:** a power loss due to back pressure in the exhaust system
- OPCION C:** a cold-running engine due to the heat withdrawn by the heater
- OPCION D:**
-
- PREG20098452 During the flare portion of a power-off landing, the rotor RPM tends to B
- OPCION A:** remain constant.
- OPCION B:** increase initially.
- OPCION C:** decrease initially.
- OPCION D:**
-
- PREG20098453 Which would produce the slowest rotor RPM? C
- OPCION A:** A vertical descent with power.
- OPCION B:** A vertical descent without power.
- OPCION C:** Pushing over after a steep climb.
- OPCION D:**
-

PREG20098454	If the RPM is low and the manifold pressure is high, what initial corrective action should be taken?	B
OPCION A:	Increase the throttle.	
OPCION B:	Lower the collective pitch.	
OPCION C:	Raise the collective pitch.	
OPCION D:		

PREG20098455	During climbing flight, the manifold pressure is low and the RPM is high. What initial corrective action should be taken?	C
OPCION A:	Increase the throttle.	
OPCION B:	Decrease the throttle.	
OPCION C:	Raise the collective pitch.	
OPCION D:		

PREG20098456	During level flight, if the manifold pressure is high and the RPM is low, what initial corrective action should be made?	C
OPCION A:	Decrease the throttle.	
OPCION B:	Increase the throttle.	
OPCION C:	Lower the collective pitch.	
OPCION D:		

PREG20098457	When operating a helicopter in conditions favorable for carburetor icing, the carburetor heat should be	B
OPCION A:	adjusted to keep the carburetor air temperature gauge indicating in the green arc at all times.	
OPCION B:	OFF for takeoffs, adjusted to keep the carburetor air temperature gauge indicating in the green arc at all other times.	
OPCION C:	OFF during takeoffs, approaches, and landings; adjusted to keep the carburetor air temperature gauge indicating in the green arc at all other times.	
OPCION D:		

PREG20098458	As altitude increases, the Vne of a helicopter will	B
OPCION A:	increase.	
OPCION B:	decrease.	
OPCION C:	remain the same.	
OPCION D:		

PREG20098459	The anti-torque system fails during cruising flight and a powered approach landing is commenced. If the helicopter yaws to the right just prior to touchdown, what could the pilot do to help swing the nose to the left?	B
OPCION A:	Increase the throttle.	
OPCION B:	Decrease the throttle.	
OPCION C:	Increase collective pitch.	
OPCION D:		

PREG20098460 If anti-torque failure occurred during cruising flight, what could be done to help straighten out a left yaw prior to touchdown? C

OPCION A: A normal running landing should be made.

OPCION B: Make a running landing using partial power and left cyclic.

OPCION C: Apply variable throttle to help swing the nose to the right just prior to touchdown.

OPCION D:

PREG20098461 Should a helicopter pilot ever be concerned about ground resonance during takeoff? B

OPCION A: No; ground resonance occurs only during an autorrotative touchdown.

OPCION B: Yes; although it is more likely to occur on landing, it can occur during takeoff.

OPCION C: Yes, but only during slope takeoffs.

OPCION D:

PREG20098462 An excessively steep approach angle and abnormally slow closure rate should be avoided during an approach to a hover, primarily because C

OPCION A: the airspeed indicator would be unreliable.

OPCION B: a go-around would be very difficult to accomplish.

OPCION C: settling with power could develop, particularly during the termination.

OPCION D:
