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 colective 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-frecuency vibration, pitchup of the nose, and a roll in the direction of the retreating blade	
OPCION B:	Slow pitchup of the nose, high-frecuency 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-frecuency 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	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	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	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	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 occcur 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
Detonation may occur at high-power settings when — A
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 betweeen 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

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:

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:

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:

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:

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:

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 altitudfe.

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 pinacle 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 smoooth 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.

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:

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:

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:

PREG20098501 During the transition from pre-rotation to flight, rotor blades change pith 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:

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:

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:

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

OPCION A: Coriolis effect.
OPCION B: translational lift.
OPCION C: dissymmetry of lift.
OPCION D:

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:

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:

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:

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:

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:

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.

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:

PREG20098429 The main rotor blades of a fully-articulated rotor system can — 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:

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:

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 accesories.
OPCION D:

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:

PREG20098433 The main rotor blades of a semirigid rotor system can — 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:

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-frecuency 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-frecuency 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-frecuency 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-frecuency vibrations are always associated with the A
OPCION A: main rotor.
OPCION B: tail rotor.
OPCION C: transmission.
OPCION D:

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

OPCION A: transmission.
OPCION B: freewheeling unit.
OPCION C: main rotor system.
OPCION D:

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:

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:

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:

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:

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:

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:

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:		

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:		

PREG20098451	Frecuent 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:		