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TEMA: 0640 COM-RTC - Flight Instruments - Chap. 3

**COD\_PREG:** PREGUNTA: **RPTA:**  
PREG20098504 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:**

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PREG20098505 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:**

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PREG20098506 What is an advantage of an electric turn coordinator if the airplane has a vacuum system for other gyroscopic instruments? A

**OPCION A:** Is is a backup in cse 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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PREG20098507 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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PREG20098508 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:**

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PREG20098509 True airspeed is best described as calibrated airspeed corrected for B

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

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PREG20098510 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:**
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- PREG20098511 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:**
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