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

COD_PREG: **PREGUNTA:** **RPTA:**

5013 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.

5014 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.

5015 5015-1 A
RAP Part 1 defines Vf as

OPCION A: design flap speed.
OPCION B: flap operating speed.
OPCION C: maximum flap extended speed.

5016 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.

5114 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.

5177 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.

5178 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.

5191 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.

5233 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.

(Ver figura referencial 5 en el Manual de Figuras)

5268 What is an operational difference between the turn coordinator and the turn-and-slip indicator? The turn coordinator C

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.

5269 What is an advantage of an electric turn coordinator if the airplane has vacuum system for other gyroscopic instruments? A

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.

5270 If a standard rate turn is mantained, how long would it take to turn 360°? B

OPCION A: 1 minute.
OPCION B: 2 minutes.
OPCION C: 3 minutes.

5601 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.

5602 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.

5604 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.

5605 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.

5669 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.

5670 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.

5740 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.

5741 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.