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

COD_PREG: P R E G U N T A:

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 RAP Part 1 defines Vf as

A

OPCION A: design flap speed.

OPCION B: flap operating speed.

OPCION C: maximum flap extended speed.

5016 RAP Part 1 defines Vne as

B

OPCION A: maximum nose wheel extended speed.

OPCION B: never - exceed speed

OPCION C: maximum landing gear 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.

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 maintained, 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.	
