

/Maneuver 6 Straight-And-Level Flight

During straight-and-level flight, what should you use as your primary reference?

When you're flying straight and level, you should use the horizon as your primary reference to help you maintain your altitude and heading. The instruments should be used to back-up what you see outside.

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After a deviation, you should use the trim to return to your original altitude.

Trim should be used to relieve control pressures. Do not use the trim to fly the airplane.

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How much time does it take the average pilot to realize that his/her airplane is on a collision course with another airplane and take corrective action?

It takes approximately 12.5 seconds for the average pilot to recognize the aircraft, realize it's on a collision course, and take corrective action to maneuver out of the way.

Maneuver 6 Straight-And-Level Flight

Your central vision is more effective at perceiving detail than your peripheral vision.

Your ability to perceive detail decreases sharply off the central visual axis. Your peripheral vision is useful in detecting movement, but not very effective at discerning detail.

Maneuver 7 Climbs

If no correction is made with the rudder, what will the airplane's nose do when you add power and apply back pressure to begin climbing?

As you transition to a climb, the nose will begin to turn to the left. You will need to add right rudder to overcome this left-turning tendency.

Maneuver 7 Climbs

To maintain a constant airspeed throughout the climb, you should raise the nose if your airspeed begins to decrease.

If your airspeed decreases in a climb, lower the nose to increase your airspeed.

Maneuver 7 Climbs

What is a good way to scan for traffic in a climb?

Lowering the nose occasionally allows you to see that part of the sky that was obscured by the nose during the climb.

Maneuver 7 Climbs

If you are climbing at 500 feet per minute, when should you begin to level off?

At least 10% of your rate of climb is a good guideline to use when determining your leveloff altitude.

Maneuver 7 Climbs

The total thrust required in a climb is less than that required in straight-and-level flight.

The total thrust required is greater in a climb than in straight-and-level flight. As a climb gets steeper, thrust not only opposes drag, but begins to replace lift as the force opposing weight.

Maneuver 7 Climbs

What action should you normally take when climbing to a higher altitude?

The engine needs less fuel at higher altitudes since the air is less dense. If you increase your altitude significantly, leaning the mixture will keep the correct ratio of fuel and air going into the cylinders. This makes the engine run smoother and perform better.

Maneuver 7 Climbs

If you experience hypoxia, what action can you take to aid recovery?

Since hypoxia is caused by a lack of oxygen, supplying yourself with oxygen will help you recover quickly.

Maneuver 8 Descents

You are flying at cruise airspeed. Select the true statement regarding the action you will take as you set up an approach to landing descent.

Since the normal approach to landing speed is generally slower than cruise, you need to reduce your airspeed prior to the descent.

Maneuver 8 Descents

During an approach to landing descent, what is the best way to increase your descent rate and maintain airspeed?

During an approach to landing descent, reducing the power increases your descent rate. Remember, though, when you make a power adjustment, you'll have to make a small pitch adjustment to maintain airspeed.

Maneuver 8 Descents

You should begin recovering from a descent when you reach your desired altitude.

Due to the airplane's inertia, you must begin recovering from the descent before you reach your desired altitude. Otherwise, you'll sink below the altitude you want.

Maneuver 8 Descents

If you are descending at 700 feet per minute and want to stop the descent at 5,500 feet MSL, by what altitude should you begin the descent recovery. In general, you should lead your leveloff altitude by 10% of your descent rate. In this case, 70 feet is 10% of the descent rate so you should add it to your desired altitude.

Maneuver 8 Descents

To maintain your heading in a descent, you should cross-check outside visual references with which instruments?

Cross-check your outside visual references with your attitude indicator and heading indicator. If the wings are level, the heading indicator shouldn't show a change.

Maneuver 8 Descents

How does extending the landing gear and flaps affect your descent rate? Extending the flaps and landing gear increases drag and allows you to put the airplane in a nose-low attitude to increase the descent rate without increasing airspeed.

Maneuver 8 Descents

During a power-off glide, what happens to the airspeed when you raise the nose?

Without adjusting the power, raising the nose will cause the airspeed to decrease, while lowering the nose will cause an increase in airspeed.

Maneuver 9 Turns

At what bank angle will you experience 2 G's in a level turn?

When your bank angle in a level turn reaches 60, you will experience 2 G's.

Maneuver 9 Turns

What should you do before starting a left turn in a high-wing airplane?

In a high-wing airplane, your visibility is much better below the airplane than above. Since the wing can block your view when you are in a bank, it's a good idea to lift the wing slightly to check for traffic before you start a turn.

Maneuver 9 Turns

During a turn, you should primarily use outside references to help maintain your angle of bank and altitude.

When making turns, you should keep your focus outside the airplane, and use the flight instruments only as a cross-check.

Maneuver 9 Turns

When you are in a skidding turn, the ball in the turn coordinator will move to the inside of the turn.

You can tell if you're in a skidding turn because the ball in the turn

coordinator moves to the outside of the turn.
Maneuver 9 Turns

Select the action which will correct for a slipping turn.
In a slipping turn, you aren't using enough rudder pressure in the direction of the turn. To correct, you should apply more rudder pressure in the direction of the turn.