PRACTICE EXAM 26 SIMULATION

1. In the primary/supporting method of attitude instrument flying, which instrument is primary for pitch during straight-and-level flight?

A. The vertical speed indicator showing the immediate trend of pitch change

B. The attitude indicator displaying the aircraft pitch against the horizon

C. The airspeed indicator reflecting the power and pitch relationship in cruise

D. The altimeter, since maintaining a constant altitude is the pitch objective

2. During a constant-airspeed climb established at a fixed power setting, which instrument is primary for pitch?

A. The altimeter, which confirms the aircraft is gaining altitude steadily

B. The airspeed indicator, since pitch is adjusted to hold the target airspeed

C. The vertical speed indicator showing the rate of climb being achieved

D. The attitude indicator alone, with no reference to other instruments

3. What is the primary instrument for bank during a standard-rate turn?

A. The attitude indicator showing the angle of bank against the horizon

B. The heading indicator displaying the rate of heading change in the turn

C. The turn coordinator indicating the rate of turn being maintained

D. The magnetic compass showing the direction of the turn in progress

4. A pilot establishing a level standard-rate turn notices the altitude beginning to decrease. What control input corrects this?

A. Increase the bank angle to tighten the turn and regain the altitude

B. Reduce power to slow the aircraft and arrest the unwanted descent

C. Increase back pressure to raise the pitch and stop the altitude loss

D. Roll out of the turn immediately and climb back to the target altitude

5. What is the purpose of trimming the aircraft during instrument flight?

A. To relieve control pressures so the aircraft maintains the desired attitude

B. To increase the cruise airspeed without adjusting the engine power setting

C. To compensate for a failed gyroscopic instrument during the flight

D. To reduce the sensitivity of the flight controls during turbulent conditions

6. During a constant-rate descent, which instrument is primary for power?

A. The attitude indicator displaying the pitch attitude during the descent

B. The vertical speed indicator confirming the descent rate is being held

C. The altimeter showing the altitude being lost throughout the descent

D. The airspeed indicator, since power controls airspeed in the descent

7. A pilot recovering from a nose-high unusual attitude should take which sequence of actions?

A. Reduce power, lower the nose, and level the wings in that order only

B. Increase back pressure, add power, and hold the wings level firmly

C. Add power, lower the nose, and level the wings to recover the airspeed

D. Level the wings first, then reduce power before adjusting the pitch attitude

8. A pilot recovering from a nose-low unusual attitude should take which sequence of actions?

A. Add power, raise the nose, and bank toward the nearest visible horizon

B. Reduce power, level the wings, and gently raise the nose to the horizon

C. Increase back pressure first, then add power before leveling the wings

D. Lower the nose further, add power, and accept the increasing airspeed

9. What is the most common cause of "fixation" errors during the instrument scan?

A. Scanning the instruments too rapidly to interpret any of them correctly

B. Relying entirely on the autopilot to monitor the flight instruments

C. Staring at a single instrument while neglecting the others in the scan

D. Cross-checking the engine gauges instead of the flight instruments

10. During straight-and-level flight, which instrument is primary for direction?

A. The attitude indicator's bank index near the top of the instrument face

B. The turn coordinator showing the aircraft is not turning left or right

C. The magnetic compass referenced for the aircraft's current direction

D. The heading indicator displaying the constant heading being maintained

11. A pilot notices the airspeed slowly decreasing during level cruise at a fixed altitude. What is the appropriate corrective action?

A. Increase the back pressure to raise the nose and maintain the altitude

B. Roll into a slight bank to trade altitude for the lost airspeed gradually

C. Reduce the pitch attitude to allow the aircraft to accelerate in cruise

D. Add power to restore the airspeed while maintaining the level attitude

12. What does the term "control and performance" method of instrument flying emphasize?

A. Setting a known attitude and power, then verifying the performance instruments

B. Scanning only the performance instruments while ignoring the attitude indicator

C. Flying solely by reference to the airspeed and altitude without the attitude

D. Memorizing pitch attitudes for every maneuver without checking the result

13. During a level turn, what happens to the vertical component of lift?

A. It increases, causing the aircraft to climb during the turn

B. It remains constant regardless of the bank angle being held

C. It increases proportionally with the airspeed in the turn

D. It decreases, requiring increased back pressure to maintain altitude

14. A pilot performing a timed turn to a heading uses which instrument as the primary timing reference?

A. The heading indicator counting down to the target heading directly

B. The clock combined with the turn coordinator for the standard-rate turn

C. The magnetic compass timed against the directional gyro precession

D. The vertical speed indicator timed across the duration of the turn

15. What pitch and power relationship maintains a constant-airspeed descent?

A. Pitch controls the descent rate while power has no effect on the descent

B. Power controls the altitude while pitch alone determines the airspeed held

C. Pitch is adjusted to hold the airspeed and power sets the descent rate

D. Both pitch and power are held fixed throughout the entire descent profile

16. A pilot experiences the "leans" after a prolonged turn. What is the appropriate response?

A. Make abrupt control inputs to counteract the false sensation quickly

B. Rely on the flight instruments and disregard the conflicting sensation

C. Close the eyes briefly to allow the inner ear to reset its balance

D. Increase the bank angle to confirm the direction of the actual turn

17. During the instrument scan, "omission" errors occur when a pilot does what?

A. Spends too long interpreting a single instrument in the scan pattern

B. Misreads an instrument and applies an incorrect control correction

C. Cross-checks instruments in an inconsistent and disorganized order

D. Leaves an instrument out of the scan, missing important information

18. What is the recommended technique for leveling off from a climb at a target altitude?

A. Reduce power abruptly at the target altitude and allow the nose to drop

B. Begin the level-off exactly at the target altitude with no lead applied

C. Lower the nose only after reaching the target altitude to capture it

D. Lead the level-off by beginning the pitch reduction before the altitude

19. A pilot maintaining heading notices the heading indicator slowly drifting from the magnetic compass. During straight flight, what action is appropriate?

A. Reset the heading indicator to agree with the magnetic compass reading

B. Disregard the compass since the heading indicator is always more accurate

C. Make a turn to verify which instrument is showing the correct heading

D. Switch to timed turns and ignore the heading indicator for the flight

20. What is the primary instrument for pitch the moment a pilot levels off and stabilizes at a new altitude?

A. The vertical speed indicator confirming the climb or descent has stopped

B. The airspeed indicator showing the cruise speed has been reestablished

C. The attitude indicator displaying the level pitch attitude on the horizon

D. The altimeter, since holding the new altitude is now the pitch objective

21. During a turn, what is the relationship between bank angle and the rate of turn at a constant airspeed?

A. A shallower bank produces a faster rate of turn at the same airspeed

B. The bank angle has no effect on the rate of turn when airspeed is constant

C. A steeper bank produces a faster rate of turn at the same airspeed

D. The rate of turn depends only on the power setting, not the bank angle

22. What technique helps a pilot avoid "emphasis" errors during the instrument scan?

A. Giving balanced attention to all relevant instruments rather than over-relying on one

B. Concentrating on the single most important instrument for the maneuver

C. Scanning the engine instruments more frequently than the flight instruments

D. Using only the attitude indicator during all phases of instrument flight

23. A pilot enters a climb from level flight. What happens to the airspeed if power remains unchanged?

A. The airspeed decreases as the aircraft trades speed for altitude in the climb

B. The airspeed increases because the climb attitude reduces the total drag

C. The airspeed remains exactly constant since power was not changed at all

D. The airspeed fluctuates randomly with no predictable relationship to pitch

24. What is the purpose of the "missing" or "trend" information provided by the vertical speed indicator?

A. To display the precise current altitude of the aircraft above sea level

B. To indicate the aircraft heading during a coordinated standard-rate turn

C. To show the immediate trend and rate of altitude change during maneuvers

D. To replace the attitude indicator entirely during a partial-panel emergency

25. During a standard-rate turn at higher true airspeed, what bank angle adjustment is required?

A. A shallower bank angle is needed to maintain the standard rate of turn

B. A steeper bank angle is needed to maintain the standard rate of turn

C. The same bank angle applies regardless of the true airspeed flown

D. No turn is possible at higher airspeeds without exceeding structural limits

26. A pilot recovering from an unusual attitude should rely primarily on which instrument once it is verified reliable?

A. The magnetic compass for establishing the correct direction of flight

B. The vertical speed indicator for determining the pitch attitude needed

C. The turn coordinator alone for both pitch and bank recovery information

D. The attitude indicator for restoring a level pitch and bank attitude

27. What is the effect of increasing back pressure during a level turn without adding power?

A. The airspeed decreases as induced drag rises with the increased angle of attack

B. The airspeed increases as the aircraft tightens the turn at a constant altitude

C. The aircraft immediately rolls level due to the additional control pressure

D. The vertical speed indicator shows a steady descent throughout the turn

28. During the instrument cross-check, what is the recommended scanning approach?

A. Fixate on the attitude indicator and glance at the others only occasionally

B. Use a logical, continuous scan returning frequently to the attitude indicator

C. Scan the instruments in a fixed clockwise order regardless of the maneuver

D. Monitor only the instruments that show the most rapid changes in flight

29. What pitch attitude change is required to transition from level flight to a descent at constant airspeed with reduced power?

A. Raise the nose slightly to maintain the airspeed as power is reduced

B. Lower the nose to maintain the airspeed as the power is decreased

C. Hold the pitch attitude constant and allow the airspeed to decrease

D. Increase the bank angle while lowering the power to begin the descent

30. A pilot must hold altitude precisely during turbulence. What technique is most effective?

A. Establish the level attitude on the attitude indicator and make small corrections

B. Chase the altimeter needle with large pitch inputs to hold the exact altitude

C. Disengage from the instruments and fly by the seat-of-the-pants sensations

D. Increase airspeed substantially to reduce the effect of the turbulent air

31. What is the primary instrument for bank during straight-and-level flight?

A. The turn coordinator showing the wings are level with no turn rate present

B. The heading indicator confirming a constant heading is being maintained

C. The attitude indicator displaying the wings level against the horizon line

D. The magnetic compass indicating a steady unchanging direction of flight

32. During a power-off descent, what controls the airspeed?

A. The power setting alone determines the airspeed in the descent profile

B. The pitch attitude controls the airspeed during the power-off descent

C. The bank angle determines the airspeed throughout the descending turn

D. The vertical speed indicator setting controls the airspeed being held

33. A pilot beginning a climb should lead the entry by doing what?

A. Increasing pitch toward the climb attitude and adding power simultaneously

B. Adding full power only after the aircraft reaches the target climb attitude

C. Reducing power first and then slowly raising the nose into the climb

D. Banking the aircraft slightly to initiate the climb more efficiently

34. What is the purpose of the "primary and supporting" concept in attitude instrument flying?

A. To rank the instruments by their physical size on the panel layout

B. To determine which instruments may be ignored during normal flight

C. To identify which instruments give the most direct indication for each control

D. To replace the attitude indicator with the supporting instruments entirely

35. During a level turn, the pilot must add back pressure. Why is this necessary?

A. To increase the engine power output during the banked maneuver

B. To reduce the airspeed before the bank angle can be established

C. To compensate for the reduced vertical lift component in the bank

D. To prevent the magnetic compass from showing turning errors during the turn

36. A pilot transitioning from a climb to level cruise must adjust power. When is the power reduced to cruise?

A. Power is reduced before reaching the target altitude during the climb

B. Power is reduced as the aircraft accelerates after leveling at the altitude

C. Power is reduced abruptly the instant the target altitude is reached

D. Power is left at the climb setting throughout the entire cruise segment

37. What is the recommended method to maintain a precise heading during straight-and-level flight?

A. Make large heading corrections immediately whenever any drift is noticed

B. Use the magnetic compass as the primary reference for all heading control

C. Use the heading indicator and make small coordinated turns to correct drift

D. Hold the controls rigidly fixed and avoid any control inputs whatsoever

38. During an instrument approach descent, what is the relationship between pitch and the descent rate?

A. The bank angle controls the descent rate while pitch controls the heading

B. Power alone controls the descent rate independent of the pitch attitude

C. The descent rate is fixed and cannot be adjusted during the approach

D. Pitch adjustments change the descent rate when airspeed is held by power

39. A pilot must perform a 180-degree timed turn at standard rate. How long should this turn take?

A. One minute to complete the 180-degree turn at the standard rate

B. Two minutes to complete the half-circle turn at the standard rate

C. Thirty seconds to complete the 180-degree standard-rate turn

D. Ninety seconds to reverse the direction at the standard turn rate

40. What is the effect of failing to apply sufficient rudder during an instrument turn entry?

A. The aircraft will roll level automatically without any pilot intervention

B. The airspeed will increase rapidly beyond the maneuvering speed limit

C. The altimeter will show a rapid climb during the entry to the turn

D. The turn will be uncoordinated, shown by the ball moving off center

41. During the scan, "interpretation" errors result from what?

A. Leaving one or more instruments completely out of the scanning pattern

B. Scanning the instruments in an order that changes with each maneuver

C. Spending excessive time staring at one instrument during the cross-check

D. Correctly reading an instrument but drawing the wrong conclusion from it

42. A pilot in a constant-airspeed climb wishes to increase the rate of climb. What is the correct action?

A. Add power, which increases the climb rate while pitch holds the airspeed

B. Increase the pitch attitude sharply while leaving the power setting unchanged

C. Reduce the airspeed target substantially to trade speed for the climb rate

D. Lower the nose to gain speed first, then pull up into a steeper climb

43. What is the primary instrument for airspeed control during a constant-airspeed climb?

A. The airspeed indicator, which is monitored as pitch holds the target speed

B. The attitude indicator showing the climb pitch attitude against the horizon

C. The vertical speed indicator confirming the rate of climb being achieved

D. The altimeter showing the rate at which altitude is being gained in the climb

44. During recovery from a nose-high unusual attitude, why is adding power important?

A. To increase the bank angle and roll the wings level more rapidly

B. To raise the nose further and arrest the descent that is developing

C. To prevent a stall by increasing energy as the nose is lowered to recover

D. To reduce the airspeed quickly before leveling the wings in the recovery

45. What is the correct technique for entering a constant-rate descent from level cruise?

A. Reduce power and adjust pitch to hold the airspeed while descending

B. Lower the nose sharply while maintaining the cruise power setting

C. Increase power and push the nose down to accelerate into the descent

D. Bank the aircraft and allow the nose to drop into the descending turn

46. A pilot must maintain coordinated flight during turns. Which instrument confirms coordination?

A. The heading indicator showing the rate at which the heading is changing

B. The inclinometer ball centered between the reference marks during the turn

C. The attitude indicator displaying the precise bank angle being held steady

D. The vertical speed indicator confirming no altitude change during the turn

47. What pitch reference does a pilot use to establish a specific climb attitude on the attitude indicator?

A. Aligning the wings of the miniature aircraft with the turn coordinator marks

B. Centering the inclinometer ball before applying any back pressure for climb

C. Positioning the miniature aircraft a set distance above the artificial horizon

D. Matching the heading indicator to the desired climb heading before climbing

48. During level flight, the airspeed is higher than desired at the target altitude. What is the appropriate correction?

A. Reduce power to decrease the airspeed while maintaining the level attitude

B. Raise the nose to trade the excess airspeed for an increase in altitude

C. Bank the aircraft slightly to bleed off the excess airspeed in the turn

D. Lower the nose to descend and accept the higher cruising airspeed

49. Using the FAA primary/supporting method of attitude instrument flying, which instrument is primary for power once the aircraft is established in straight-and-level cruise at a constant altitude and airspeed?

A. The vertical speed indicator, since a zero reading confirms power is maintaining level flight

B. The airspeed indicator, because cruise speed is the direct measure of the power applied

C. The attitude indicator, which displays the level pitch attitude held throughout the cruise

D. The altimeter, because holding the target altitude is the objective of the power setting

50. A pilot rolling out of a standard-rate turn onto a heading should lead the rollout by how much?

A. By approximately half the bank angle in degrees before the target heading

B. By the full bank angle in degrees after passing the target heading first

C. By thirty degrees regardless of the bank angle used during the turn

D. No lead is needed; begin the rollout exactly at the target heading

51. What happens to the required angle of attack as airspeed decreases during level flight?

A. The angle of attack decreases proportionally with the reduced airspeed

B. The angle of attack remains constant regardless of the airspeed flown

C. The angle of attack has no relationship to the airspeed in level flight

D. The angle of attack must increase to maintain the lift needed for level flight

52. During an instrument scan, why is the attitude indicator considered the central reference?

A. It is the only instrument that continues operating after an electrical failure

B. It provides a direct and immediate display of both pitch and bank attitude

C. It is the largest instrument and easiest to read on the instrument panel

D. It eliminates the need to reference the performance instruments during flight

53. A pilot must descend at a constant rate while maintaining a constant airspeed. What two controls accomplish this?

A. Bank angle controls the descent rate and rudder controls the airspeed held

B. Power alone controls both the descent rate and the airspeed simultaneously

C. Pitch holds the airspeed while power adjustments set the desired descent rate

D. Trim sets the descent rate while the throttle position holds the airspeed steady

54. What is the effect of overcontrolling during instrument flight?

A. It improves the precision of the aircraft's response to control inputs

B. It has no measurable effect on the aircraft's behavior during the flight

C. It reduces the pilot's workload by making larger and fewer corrections

D. It causes oscillations and chasing the instruments rather than smooth control

55. A pilot establishing level flight after a descent should adjust power at what point?

A. Lead the level-off and add power as the aircraft approaches the target altitude

B. Add power only after the aircraft has descended well below the target altitude

C. Leave the power at the descent setting and allow the airspeed to decrease

D. Add full power abruptly the instant the target altitude is finally reached

56. What is the relationship between the rate of turn and the time required to complete a turn?

A. A faster rate of turn requires more time to complete a given heading change

B. The rate of turn has no relationship to the time needed for the heading change

C. The time required depends only on the airspeed and never on the turn rate

D. A faster rate of turn requires less time to complete a given heading change

57. During a partial-panel scan with the attitude indicator failed, which instrument substitutes for pitch information?

A. The turn coordinator interpreted for the rate of the aircraft's bank

B. The altimeter and vertical speed indicator together for pitch reference

C. The magnetic compass observed for the aircraft's heading changes only

D. The airspeed indicator interpreted exclusively for bank angle changes

58. What technique minimizes altitude deviations when rolling into and out of turns?

A. Reducing power during the turn entry and adding it back on the rollout

B. Applying smooth coordinated control inputs with appropriate pitch adjustment

C. Holding the elevator fixed and allowing the altitude to vary during the turn

D. Using only aileron input without any elevator or rudder coordination

59. A pilot must maintain a precise airspeed in level cruise. What primarily controls the airspeed in this condition?

A. The pitch attitude alone determines the cruise airspeed at the altitude

B. The bank angle adjusts the cruise airspeed during straight-and-level flight

C. The power setting controls the airspeed when altitude is held constant

D. The trim position sets the cruise airspeed without any power adjustment

60. What is the purpose of establishing a known pitch attitude before referencing the performance instruments?

A. To eliminate the need for any performance instruments during the maneuver

B. To set the aircraft attitude first, then verify the result and make corrections

C. To memorize a single attitude usable for every phase of instrument flight

D. To avoid using the attitude indicator at any point during the flight maneuver

Answer Key

1. D. Primary pitch (level) — The altimeter is primary for pitch in straight-and-level flight, since a constant altitude is the pitch objective.

2. B. Primary pitch (climb) — In a constant-airspeed climb, the airspeed indicator is primary for pitch (pitch adjusts to hold airspeed).

3. C. Primary bank (turn) — The turn coordinator is primary for bank in a standard-rate turn, indicating the rate of turn.

4. C. Level turn altitude loss — Increase back pressure to raise pitch and stop the altitude loss (the vertical lift component is reduced in a bank).

5. A. Trim — Relieves control pressures so the aircraft holds the desired attitude hands-off.

6. D. Primary power (descent) — In a constant-rate descent at constant airspeed, the airspeed indicator is primary for power.

7. C. Nose-high recovery — Add power, lower the nose, and level the wings to recover airspeed and prevent a stall.

8. B. Nose-low recovery — Reduce power, level the wings, and gently raise the nose to the horizon.

9. C. Fixation — Staring at a single instrument while neglecting the others in the scan.

10. D. Primary direction (level) — The heading indicator is primary for direction (bank) reference in straight-and-level flight. (See note in Error Report on terminology.)

11. D. Decreasing airspeed in cruise — Add power to restore airspeed while holding the level attitude.

12. A. Control and performance — Set a known attitude and power, then verify with the performance instruments.

13. D. Vertical lift in a turn — The vertical lift component decreases in a bank, requiring increased back pressure to hold altitude.

14. B. Timed turn — The clock combined with the turn coordinator (standard rate) is the timing reference.

15. C. Constant-airspeed descent — Pitch holds the airspeed; power sets the descent rate.

16. B. The leans — Rely on the flight instruments and disregard the false sensation.

17. D. Omission error — Leaving an instrument out of the scan, missing information.

18. D. Level-off lead — Lead the level-off by beginning the pitch reduction before reaching the target altitude (≈10% of vertical speed).

19. A. Gyro drift — Reset the heading indicator to agree with the magnetic compass in steady straight flight.

20. D. Primary pitch at level-off — Once stabilized at the new altitude, the altimeter becomes primary for pitch.

21. C. Bank vs. turn rate — At constant airspeed, a steeper bank produces a faster rate of turn.

22. A. Emphasis error avoidance — Give balanced attention to all relevant instruments rather than over-relying on one.

23. A. Climb with fixed power — Airspeed decreases as the aircraft trades speed for altitude.

24. C. VSI trend — Shows the immediate trend and rate of altitude change during maneuvers.

25. B. Standard-rate at higher TAS — A steeper bank is required to maintain standard rate at higher true airspeed.

26. D. Unusual attitude recovery instrument — Once verified reliable, the attitude indicator restores level pitch and bank.

27. A. Back pressure in a level turn — Airspeed decreases as induced drag rises with the higher angle of attack (no added power).

28. B. Cross-check method — A logical, continuous scan returning frequently to the attitude indicator.

29. B. Level to descent (constant airspeed) — Lower the nose to hold airspeed as power is reduced.

30. A. Altitude in turbulence — Establish the level attitude on the attitude indicator and make small corrections.

31. C. Primary bank (level) — The attitude indicator is primary for bank in straight-and-level flight.

32. B. Power-off descent airspeed — Pitch attitude controls the airspeed.

33. A. Climb entry — Increase pitch toward the climb attitude and add power simultaneously.

34. C. Primary/supporting concept — Identifies which instruments give the most direct indication for each control.

35. C. Back pressure in a turn — Compensates for the reduced vertical lift component in the bank.

36. B. Climb to cruise power — Reduce power to cruise as the aircraft accelerates after leveling.

37. C. Heading control — Use the heading indicator and make small coordinated turns to correct drift.

38. D. Pitch and descent rate — With power holding airspeed, pitch adjustments change the descent rate.

39. A. 180° timed turn — At standard rate (3°/sec), a 180° turn takes one minute.

40. D. Insufficient rudder — The turn becomes uncoordinated; the ball moves off center.

41. D. Interpretation error — Reading an instrument correctly but drawing the wrong conclusion.

42. A. Increase climb rate — Add power; the climb rate increases while pitch holds the airspeed.

43. A. Primary airspeed (climb) — The airspeed indicator is monitored as pitch holds the target speed.

44. C. Power in nose-high recovery — Adds energy to prevent a stall as the nose is lowered.

45. A. Constant-rate descent entry — Reduce power and adjust pitch to hold airspeed while descending.

46. B. Coordination — The inclinometer ball centered confirms a coordinated turn.

47. C. Climb pitch reference — Position the miniature aircraft a set distance above the artificial horizon.

48. A. Excess airspeed in cruise — Reduce power to decrease airspeed while holding the level attitude.

49. A. Primary power, level cruise — In the FAA primary/supporting model (Instrument Flying Handbook, FAA-H-8083-15), straight-and-level flight uses the altimeter as primary for pitch, the attitude indicator (or heading indicator for yaw) as primary for bank/direction, and the vertical speed indicator as primary for power — a zero VSI confirms the power/pitch combination is sustaining level flight. The airspeed indicator (B) is a supporting instrument for power here, not primary; the attitude indicator (C) is the bank reference; and the altimeter (D) is the pitch reference, not the power reference.

50. A. Rollout lead — Lead the rollout by approximately half the bank angle in degrees.

51. D. AoA vs. airspeed — As airspeed decreases in level flight, angle of attack must increase to maintain lift.

52. B. Attitude indicator as center — Provides a direct, immediate display of both pitch and bank.

53. C. Constant-rate, constant-airspeed descent — Pitch holds airspeed; power sets the descent rate.

54. D. Overcontrolling — Causes oscillations and chasing the instruments rather than smooth control.

55. A. Level-off from descent — Lead the level-off and add power as the aircraft nears the target altitude.

56. D. Turn rate vs. time — A faster rate of turn requires less time for a given heading change.

57. B. Partial-panel pitch — The altimeter and VSI together substitute for pitch information.

58. B. Minimizing altitude deviation — Apply smooth coordinated inputs with appropriate pitch adjustment.

59. C. Cruise airspeed control — With altitude held constant, the power setting controls airspeed.

60. B. Known attitude first — Set the attitude, then verify the result and make corrections (control-and-performance logic).