

# Chapter 3

## Instruments

1. Where would absolute altitude be greater than true altitude?

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2. How could you easily convert indicated altitude into pressure altitude?

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3. Since  $V_x$  is best angle of climb and  $V_y$  is best rate of climb, which is a lower air speed?

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4. Why isn't  $V_A$  marked on the airspeed indicator?

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5. What happens to  $V_x$ ,  $V_y$  and best-glide ( $V_g$ ) as density altitude increases?

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6. Order these v-speeds from slowest to fastest:  $V_{NO}$ ,  $V_{FE}$ ,  $V_{s0}$ ,  $V_A$ ,  $V_X$ ,  $V_Y$ ,  $V_{NE}$ , and  $V_{s1}$ .

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7. The magnetic or wet compass *lags AND leads* from the actual magnetic heading. Why?

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8. Why does a properly operating directional gyro drift from the correct magnetic heading at a rate of  $15^\circ$  per hour?

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