

- W80. You are flying at 2,000 feet MSL, 10 miles from and directly towards the ocean. Your indicated airspeed is 40 MPH and your GPS is reading 55 MPH. What is the situation?
- A. You are flying into a sea breeze.
 - B. You have a 15-MPH headwind.
 - C. Once you get into the marine layer, your readings will get closer.
 - D. You have a 15-MPH tailwind.
- W81. You are at full throttle trying to climb over a mountain range so you can proceed to your safe landing area. The air is bumpy, with your vertical speed indicator reading up to a 1,500-foot-per-minute climb rate, and as low as 200-foot-per-minute descent rate. What is your best option?
- A. Fly straight at the mountains because there will be lifting air over the peaks.
 - B. Turn back because it is too bumpy to fly.
 - C. Try to stay in the updrafts to utilize the lifting air to help you climb.
 - D. Deploy your emergency parachute because it is your safest option.
- W82. When flying in the mountains, you should do what?
- A. Stay low to avoid the high winds above that could cause turbulence.
 - B. Stay high over the ridges, avoid the valleys, and account for sinking air.
 - C. Stay close to the sides to get the best lift.
 - D. Always try to fly upwind to avoid turbulence.
- W83. What is your best safety procedure for flying in gusty winds?
- A. Always be actively controlling the aircraft with ample speed near the ground.
 - B. Do an extra careful pre-flight because of severe turbulence you might encounter.
 - C. Fly slowly so you do not exceed the limitations of the aircraft when you hit a large gust.
 - D. Add extra fuel because of the inefficient operation and account for unexpected winds.
- W84. You have come back to your landing area later than you wanted because a headwind was stronger than you expected. You are coming in for final approach when suddenly the winds become very turbulent. It appears that you might fly into the bushes alongside the runway because of a sudden side gust. What should you do?
- A. Proceed with the landing because it will probably get worse if you wait any longer.
 - B. Cut your engine because it is better not to have the propeller running if you hit hard.
 - C. Do a go-around and assess the situation for another landing, or fly to another landing spot.
 - D. Deploy your emergency parachute because it works at low altitudes.