

- W71. It is early in the morning. Your research with winds aloft predicted the wind to be 20 MPH 3,000 feet above you, but the windsock and trees show no wind. What is the most probable situation?
- A. The wind has died and the predictions are incorrect.
 - B. You probably did not refresh your computer screen or you misinterpreted the data since you can look at the windsock.
 - C. You are in the morning inversion, and the wind is probably blowing above you.
 - D. Make sure you double check wind indications before you take off.

Whether to Fly

- W72. What are the most important factors in determining whether to fly?
- A. Aircraft limitations, pilot capabilities, physical shape, and mental attitude.
 - B. Aircraft limitations, maintenance schedule, time of day, POH limitations.
 - C. Observed wind speed and gusts, mechanical turbulence behind objects, how long it has been since you have been in the air, what the windsock reads just before takeoff.
 - D. Who you are taking flying, measured wind gusts, physical shape, and maintenance schedule.
- W73. What is the best way to determine your limitations before you take off?
- A. Discuss situation with the flight briefer or any flight instructor immediately before you take off.
 - B. Ask any certificated pilot what he or she thinks the air is doing before you take off.
 - C. Taxi around to see what it feels like and make sure you can take off directly into the wind.
 - D. Follow the POH procedures and adjust the aircraft limitations to account for your pilot capabilities.

Flight

- W74. If you want the smoothest conditions, what is usually the best time of day to fly?
- A. Early morning or before sunset.
 - B. Before sunset or late afternoon.
 - C. Late morning or noon.
 - D. Whenever the wind looks good.
- W75. You have looked at the local conditions of pressure, temperature, humidity and you are flying where you know your true mean sea level (MSL) altitude. What do these specific atmospheric conditions determine?
- A. The chances of thunderstorms or severe weather.
 - B. Aircraft performance from density altitude.
 - C. The probability of a front approaching.
 - D. Turbulence from factors that influence atmospheric conditions.
- W76. You have determined there is a 15-MPH wind from the north, and you have determined this is within your aircraft and pilot capabilities. You plan on doing an out-and-return flight. Your choices are north or south. Considering the complete flight, which direction would you fly your first leg for best fuel management?
- A. 5 degrees B. 180 degrees C. 95 degrees D. 270 degrees
- W77. You flew yesterday, and your altimeter was reading 2,300 feet when you landed. The next morning it reads 2,900 feet. What is the most probable cause?
- A. Someone was adjusting or playing with it while you were gone.
 - B. The colder temperature in the morning has caused it to change.
 - C. The air pressure has risen significantly.
 - D. The air pressure has dropped significantly.
- W78. You are climbing at full-throttle RPM. You normally have a 600-foot-per-minute climb rate, but your vertical speed indicator is only reading 100-feet-per-minute. You sense you are not climbing very fast. What is the most probable situation related to weather?
- A. Your vertical speed indicator is out of calibration, and it should not be trusted.
 - B. You are flying in air that is descending at 500 feet per minute.
 - C. Your engine needs a tune up because is not producing the normal power.
 - D. The density altitude is higher, resulting in less engine power reducing climb rate.
- W79. What speed does the Global Positioning System (GPS) indicate?
- A. Ground speed. B. Indicated air speed. C. True air speed. D. Calibrated air speed.