TEMA: 0161

COD PREG:
PREG20080530

OPCION A:
OPCION B:
OPCION C:

COMMERCIAL PILOT - (CH. 9) NAVIGATION

## PREGUNTA:

RPTA:
The ADF is tuned to a nondirectional radiobeacon and the relative bearing changes from $090^{\circ}$ to $100^{\circ}$ in 2.5 minutes of elapsed time. If the true airspeed is 90 knots, th distance and time en route to that radiobeacon would be
15 miles and 22.5 minutes.
22.5 miles and 15 minutes.

32 miles and 18 minutes.

PREG20080531 GIVEN: A
Wingtip bearing change ............................................ $10^{\circ}$
Elapsed time between bearing change ..................... 4 min
Rate of fuel consumption $11 \mathrm{gal} / \mathrm{hr}$

Calculate the fuel required to fly to the station.
OPCION A: $\quad 4.4$ gallons.
OPCION B: $\quad 8.4$ gallons.
OPCION C: 12 gallons.
PREG20080534 GIVEN: A
Wingtip bearing change ............................................ $15^{\circ}$
Elapsed time between bearing change ................... 7.5 min
True airspeed ...................................................... 85 kts
Rate of fuel consumption ................................. $9.6 \mathrm{gal} / \mathrm{hr}$
The time, distance, and fuel required to fly to the station is
OPCION A: $\quad 30$ minutes; 42.5 miles; 4.80 gallons.
OPCION B: $\quad 32$ minutes; 48 miles; 5.58 gallons.
OPCION C: 48 minutes; 48 miles; 4.58 gallons.

PREG20080533 GIVEN:
A

Wingtip bearing change ............................................. $15^{\circ}$
Elapsed time between bearing change ..................... 6 min
Rate of fuel consumption ................................. $8.6 \mathrm{gal} / \mathrm{hr}$
Calculate the approximate fuel required to fly to the station.
OPCION A: $\quad 3.44$ gallons.
OPCION B: $\quad 6.88$ gallons.
OPCION C: $\quad 17.84$ gallons.

OPCION A: $\quad 3$ minutes.
OPCION B: 6 minutes.
OPCION C: 12 minutes.

PREG20080529 If the relative bearing changes from $090^{\circ}$ to $100^{\circ}$ in 2.5 minutes of elapsed time, the time en route to that station would be
OPCION A: 12 minutes.
OPCION B: 15 minutes.
OPCION C: 18 minutes.

PREG20080532 GIVEN: B
Wingtip bearing change ............................................. $5^{\circ}$
Elapsed time between bearing change ..................... 6 min
Rate of fuel consumption ................................. $12 \mathrm{gal} / \mathrm{hr}$
The fuel required to fly to the station is
OPCION A: 8.2 gallons.
OPCION B: 14.4 gallons.
OPCION C: 18.7 gallons.

| PREG20080528 | The ADF is tuned to a nondirectional radiobeacon and the relative <br> bearing changes from $085^{\circ}$ to $090^{\circ}$ in 2 minutes of elapsed time. The <br> time en route to that station would be |
| :--- | :--- |
| OPCION A: 15 minutes. <br> OPCION B: 18 minutes. <br> OPCION C: 24 minutes. |  |


| PREG20080519 | Ref. Fig. 18 |
| :---: | :---: |
|  | If the airplane continues to fly on the heading as shown, what magnetic bearing FROM the station would be intercepted at a $35^{\circ}$ angle outbound? |
| OPCION A: | $035^{\circ}$. |
| OPCION B: | $070^{\circ}$. |
| OPCION C: | $215^{\circ}$. |


| PREG20080526 | The ADF is tuned to a nondirectional radiobeacon and the relative <br> bearing changes from $095^{\circ}$ to $100^{\circ}$ in 1.5 minutes of elapsed time. The <br> time en route to that station would be |
| :--- | :--- |$\quad$ A

PREG20080525 GIVEN: ..... C
Wingtip bearing change ..... $5^{\circ}$
Time elapsed between bearing change ..... 5 min
True airspeed ..... 115 kts
The distance to the station is
OPCION A: 36 NM.
OPCION B: ..... 57.5 NM .
OPCION C: ..... 115 NM.
PREG20080524 With a TAS of 115 knots, the relative bearing on an ADF changes from ..... C $090^{\circ}$ to $095^{\circ}$ in 1.5 minutes of elapsed time. The distance to the station would be

OPCION A: $\quad 12.5 \mathrm{NM}$.
OPCION C: ..... 34.5 NM .
PREG20080523 The ADF indicates a wingtip bearing change of $10^{\circ}$ in 2 minutes of ..... B elapsed time, and the TAS is 160 knots. What is the distance to the station?
OPCION A: ..... 15 NM.
OPCION B: ..... 32 NM.
OPCION C: 36 NM.
PREG20080522 The relative bearing on an ADF changes from $265^{\circ}$ to $260^{\circ}$ in two (2) ..... C minutes of elapsed time. If the groundspeed is 145 knots, the distance to that station would be:
OPCION A: ..... 26 NM.
OPCION B: 37 NM.
OPCION C: ..... 58 NM .
PREG20080516 Ref Fig. 17 ..... A
Which illustration indicates that the airplane should be turned $150^{\circ}$ left to intercept the 360 radial at a $60^{\circ}$ angle inbound?
OPCION A: ..... 1.
OPCION B: ..... 2.
OPCION C: ..... 3.
PREG20080494 GIVEN: ..... B
True course ..... $345^{\circ}$
True heading ..... $355^{\circ}$
True airspeed ..... 85 kts
Groundspeed ..... 95 ktsDetermine the wind direction and speed.

OPCION A: $\quad 095^{\circ}$ and 19 knots.
OPCION B: $\quad 113^{\circ}$ and 19 knots.
OPCION C: $\quad 238^{\circ}$ and 18 knots.

PREG20080493 GIVEN: A
True course ................................................................. $105^{\circ}$
True heading .............................................................. $085^{\circ}$
True airspeed ............................................................ 95 kts
Groundspeed ............................................................. 87 kts
Determine the wind direction and speed.
OPCION A: $\quad 020^{\circ}$ and 32 knots.
OPCION B: $\quad 030^{\circ}$ and 38 knots.
OPCION C: $\quad 200^{\circ}$ and 32 knots.

| PREG20080492 | If fuel consumption is 14.7 gallons per hour and groundspeed is 157 <br> knots, how much fuel is required for an airplane to travel 612 NM? | A |
| :--- | :--- | :--- |
| OPCION A: | 58 gallons. |  |
| OPCION B: | 60 gallons. |  |
| OPCION C: | 64 gallons. |  |


| PREG20080491 | If an airplane is consuming 14.8 pounds of fuel per hour at a cruising <br> altitude of 7,500 feet and the groundspeed is 167 knots, how much fuel <br> is required to travel 560 NM ? |
| :--- | :--- |
| OPCION A: | 50 gallons. |
| OPCION B: | 53 gallons. |
| OPCION C: | 57 gallons. |


| PREG20080490 | If an airplane is consuming 9.5 gallons of fuel per hour at a cruising <br> altitude of 6,000 feet and the groundspeed is 135 knots, how much fuel <br> is required to travel 490 NM? |
| :--- | :--- |
| OPCION A: | 27 gallons. |
| OPCION B: | 30 gallons. |
| OPCION C: | 35 gallons. |


| PREG20080488 | If an airplane is consuming 95 pounds of fuel per hour at a cruising <br> altitude of 6,500 feet and the groundspeed is 173 knots, how much fuel <br> is required to travel 450 NM? |
| :--- | :--- |$\quad$ A

OPCION B: 212 pounds.
OPCION C: $\quad 460$ pounds.


PREG20080484 An airplane descends to an airport under the following conditions:
$\qquad$
Airport elevation ...................................................................... 700 ft
Descends to .................................................................... 800 ft AGL
Rate of descent ................................................................ $500 \mathrm{ft} / \mathrm{min}$
Average true airspeed ........................................................... 110 kts
True course ............................................................................ 335º
Average wind velocity ................................................. $060^{\circ}$ at 15 kts
Variation ................................................................................ $3^{\circ} \mathrm{W}$
Deviation ................................................................................ $2^{\circ}$
Average fuel consumption ................................................ $8.5 \mathrm{gal} / \mathrm{hr}$
Determine the approximate time, compass heading, distance, and fuel consumed during the descent.
OPCION A: $\quad 10$ minutes, $348^{\circ}, 18 \mathrm{NM}, 1.4$ gallons.
OPCION B: $\quad 10$ minutes, $355^{\circ}, 17 \mathrm{NM}, 2.4$ gallons.
OPCION C: $\quad 12$ minutes, $346^{\circ}, 18 \mathrm{NM}, 1.6$ gallons.

PREG20080483 GIVEN: B
Pressure altitude .................................................... 7,000 ft
True air temperature ................................................... $+15^{\circ} \mathrm{C}$
From the conditions given, the approximate density altitude is
OPCION A: $\quad 5,000$ feet.
OPCION B: $\quad 8,500$ feet.
OPCION C: 9,500 feet.

| PREG20080482 | GIVEN: | B |
| :---: | :---: | :---: |
|  | Pressure altitude ................................................ 6,000 ft |  |
|  | True air temperature ............................................. $+30^{\circ} \mathrm{F}$ |  |
|  | From the conditions given, the approximate density altitude is |  |
| OPCION A: | 9,000 feet. |  |
| OPCION B: | 5,500 feet. |  |
| OPCION C: | 5,000 feet. |  |


| PREG20080481 | GIVEN: |
| :---: | :---: |
|  | Pressure altitude ................................................ 5,000 ft |
|  | True air temperature ............................................. $+30^{\circ} \mathrm{C}$ |
|  | From the conditions given, the approximate density altitude is |
| OPCION A: | 7,200 feet. |
| OPCION B: | 7,800 feet. |
| OPCION C: | 9,000 feet. |


| PREG20080480 | GIVEN: |
| :---: | :---: |
|  | Pressure altitude ............................................. 12,000 ft |
|  | True air temperature ............................................. $+50^{\circ} \mathrm{F}$ |
|  | From the conditions given, the approximate density altitude is |
| OPCION A: | 11,900 feet. |
| OPCION B: | 14,130 feet. |
| OPCION C: | 18,150 feet. |


| PREG20080479 | Which data must be recorded in the aircraft logbook or other record by <br> a pilot making a VOR operational check for IFR operations? <br> VOR name or identification, place of operational check, amount of <br> bearing error, and date of check. | B |
| :--- | :--- | :--- |
| OPCION A: | Date of check, place of operational check, bearing error, and signature. <br> VOR name or identification, amount of bearing error, date of check, <br> and signature. |  |
| OPCION B: |  |  |


| PREG20080478 | When must an operational check on the aircraft VOR equipment be <br> accomplished to operate under IFR? Within the preceding | C |
| :--- | :--- | :--- |
| OPCION A: | 30 days or 30 hours of flight time. |  |
| OPCION B: | 10 days or 10 hours of flight time. |  |
| OPCION C: | 30 days. |  |

OPCION A: 4 degrees
OPCION B: 8 degrees
OPCION C: 12 degrees

| PREG20080521 | Ref. Fig. 19 <br> If the airplane continues to fly on the magnetic heading as illustrated, <br> what magnetic bearing FROM the station would be intercepted at a $30^{\circ}$ |
| :--- | :--- |
| angle? |  |$\quad$ C


| PREG20080520 | Ref. Fig. 19 <br> If the airplane continues to fly on the magnetic heading as illustrated, <br> what magnetic bearing FROM the station would be intercepted at a $35^{\circ}$ |
| :--- | :--- |
| angle? |  |
| OPCION A: | $090^{\circ}$. |
| OPCION B: | $270^{\circ}$. |
| OPCION C: | $305^{\circ}$. |


| PREG20080536 | While maintaining a constant heading, the ADF needle increases from a <br> relative bearing of $45^{\circ}$ to $090^{\circ}$ in 5 minutes. The time to the station <br> being used is |
| :--- | :--- |
| OPCION A: | 5 minutes. |
| OPCION B: | 10 minutes. |
| OPCION C: | 15 minutes. |


| PREG20080527 | The ADF is tuned to a nondirectional radiobeacon and the relative <br> bearing changes from $270^{\circ}$ to $265^{\circ}$ in 2.5 minutes of elapsed time. The <br> time en route to that beacon would be |
| :--- | :--- |
| OPCION A: 9 minutes. <br> OPCION B: 18 minutes. <br> OPCION C: 30 minutes. |  |


| PREG20080537 | While cruising at 135 knots and on a constant heading, the ADF needle <br> decreases from a relative bearing of $315^{\circ}$ to $270^{\circ}$ in 7 minutes. The <br> approximate time and distance to the station being used is |
| :--- | :--- |
| OPCION A: | 7 minutes and 16 miles. |
| OPCION B: | 14 minutes. and 28 miles. |
| OPCION C: | 19 minutes and 38 miles. |

PREG20080554 Inbound on the 190 radial, a pilot selects the 195 radial, turns $5^{\circ}$ to the

OPCION B: 15 minutes.
OPCION C: 20 minutes.

| PREG20080539 | When checking the course sensitivity of a VOR receiver, how many <br> degrees should the OBS be rotated to move the CDI from the center to <br> the last dot on either side? | B |
| :--- | :--- | :--- |
| OPCION A: | $5^{\circ}$ to $10^{\circ}$. |  |
| OPCION B: | $10^{\circ}$ to $12^{\circ}$. |  |
| OPCION C: | $18^{\circ}$ to $20^{\circ}$. |  |


| PREG20080557 | When the CDI needle is centered during an airborne VOR check, the | B |
| :--- | :--- | :--- |
| omnibearing selector and the TO/FROM indicator should read |  |  |$\quad$| within $4^{\circ}$ of the selected radial. |
| :--- | :--- |


| PREG20080556 | When using VOT to make a VOR receiver check, the CDI should be <br> centered and the OBS should indicate that the aircraft is on the |
| :--- | :--- |
| OPCION A: | 090 radial. |
| OPCION B: | 180 radial. |
| OPCION C: | 360 radial. |


| PREG20080555 | How should the pilot make a VOR receiver check when the aircraft is <br> located on the designated checkpoint on the airport surface? |
| :--- | :--- |
| OPCION A: | Set the OBS on $180^{\circ}$ plus or minus $4^{\circ}$; the CDI should center with a <br> FROM indication. |
| OPCION B: | Set the OBS on the designated radial. The CDI must center within plus <br> or minus $4^{\circ}$ of that radial with a FROM indication. |
| OPCION C: | With the aircraft headed directly toward the VOR and the OBS set to <br> $000^{\circ}$, the CDI should center within plus or minus $4^{\circ}$ of that radial with <br> a TO indication. |

PREG20080553 Inbound on the 315 radial, a pilot selects the 320 radial, turns $5^{\circ}$ to the left, and notes the time. While maintaining a constant heading, the pilot notes the time for the CDI to center is 12 minutes. Based on this information, the ETE to the station is
OPCION A: 10 minutes.
OPCION B: 12 minutes.
OPCION C: 24 minutes.

PREG20080552 Inbound on the 090 radial, a pilot rotates the OBS $010^{\circ}$ to the left, turns is 8 minutes. Based on this information, the ETE to the station is
OPCION A: 8 minutes.
OPCION B: 16 minutes.

OPCION C: 24 minutes.

PREG20080551 Inbound on the 040 radial, a pilot selects the 055 radial, turns $15^{\circ}$ to the left, and notes the time. While maintaining a constant heading, the pilot notes the time for the CDI to center is 15 minutes. Based on this information, the ETE to the station is
OPCION A: 8 minutes.
OPCION B: 15 minutes.
OPCION C: 30 minutes.

PREG20080550 Ref. Fig. 24 A
If the time flown between aircraft positions 2 and 3 is 15 minutes, what is the estimated time to the station?
OPCION A: 15 minutes.
OPCION B: $\quad 30$ minutes.
OPCION C: 60 minutes.

PREG20080549 Ref. Fig. 23
If the time flown between aircraft positions 2 and 3 is 13 minutes, what is the estimated time to the station?
OPCION A: $\quad 7.8$ minutes.
OPCION B: 13 minutes.
OPCION C: 26 minutes.

PREG20080548 Ref. Fig. 22
If the time flown between aircraft positions 2 and 3 is 8 minutes, what is the estimated time to the station?
OPCION A: 8 minutes.
OPCION B: 16 minutes.
OPCION C: 48 minutes.

| PREG20080547 | Ref. Fig. 21 |
| :--- | :--- |
|  | If the time flown between aircraft positions 2 and 3 is 13 minutes, what <br> is the estimated time to the station?$\quad$ A |

OPCION A: 13 minutes.
OPCION B: 17 minutes.
OPCION C: 26 minutes.

PREG20080546 While maintaining a magnetic heading of $270^{\circ}$ and a true airspeed of

| PREG20080545 | Ref, Fig. 20 <br> Which instrument(s) show(s) that the aircraft is getting further from the <br> selected VORTAC? |
| :--- | :--- |
| OPCION A: | 4. |
| OPCION B: | 1 and 4. |
| OPCION C: | 2 and 3. |


| PREG20080544 | Ref. Fig. 20 | Which instrument shows the aircraft to be northwest of the VORTAC? |
| :--- | :--- | :--- |
|  | OPCION A: | 1. |
| OPCION B: | 2. |  |
| OPCION C: | 3. |  |


| PREG20080543 | Ref. Fig. 20 <br> Which instrument shows the aircraft in a position where a straight <br> course after a $90^{\circ}$ left turn would result in the aircraft intercepting the |
| :--- | :--- |
|  | 180 radial? |$\quad$ B


| PREG20080542 | Ref. Fig. 20 <br> Which instrument shows the aircraft in a position where a $180^{\circ}$ turn <br> would result in the aircraft intercepting the 150 radial at a $30^{\circ}$ angle? |
| :--- | :--- |
| OPCION A: | 2. |
| OPCION B: | 3. |
| OPCION C: | 4. |


| PREG20080541 | Ref. Fig. 20 <br> Using instrument group 3, if the aircraft makes a $180^{\circ}$ turn to the left <br> and continues straight ahead, it will intercept which radial? |
| :--- | :--- |
| OPCION A: | 135 radial. <br> OPCION B: |
| OPCION C: | 360 radial. |
| OPadial. |  |


| PREG20080540 | An aircraft 60 miles from a VOR station has a CDI indication of one- <br> fifth deflection, this represents a course centerline deviation of <br> approximately | B |
| :--- | :--- | :--- |
| OPCION A: | 6 miles. |  |
| OPCION B: | 2 miles. |  |
| OPCION C: | 1 mile. |  |


| PREG20080538 | While maintaining a constant heading, a relative bearing of $10^{\circ}$ doubles <br> in 5 minutes. If the true airspeed is 105 knots, the time and distance to <br> the station being used is approximately |
| :--- | :--- |$\quad$ A


| PREG20080518 | Ref. Fig. 18 <br> To intercept a magnetic bearing of $240^{\circ}$ FROM at a $30^{\circ}$ angle (while <br> outbound), the airplane should be turned |
| :--- | :--- |
| OPCION A: | left $065^{\circ}$. |
| OPCION B: | left $125^{\circ}$. |
| OPCION C: | right $270^{\circ}$. |


| PREG20080489 | If an airplane is consuming 12.5 gallons of fuel per hour at a cruising <br> altitude of 8,500 feet and the groundspeed is 145 knots, how much fuel <br> is required to travel 435 NM? |
| :--- | :--- |
| OPCION A: | 27 gallons. |
| OPCION B: | 34 gallons. |
| OPCION C: | 38 gallons. |


| PREG20080517 | Ref. Fig. 17 <br> Which is true regarding illustration 4, if the present heading is <br> maintained? The airplane will |
| :--- | :--- |
| OPCION A: | cross the 060 radial at a $15^{\circ}$ angle. |
| OPCION B: | intercept the 240 radial at a $30^{\circ}$ angle. |
| OPCION C: | cross the 180 radial at a $75^{\circ}$ angle. |


| PREG20080495 | You have flown 52 miles, are 6 miles off course, and have 118 miles <br> yet to fly. To converge on your destination, the total correction angle <br> would be | C |
| :--- | :--- | :--- |
| OPCION A: | $3^{\circ}$. |  |
| OPCION B: | $6^{\circ}$. |  |
| OPCION C: | $10^{\circ}$. |  |

PREG20080496 GIVEN: C

| Distance off course ................................................................ 9 mi Distance flown .................................................... 95 mi <br> Distance to fly 125 mi |
| :---: |
|  |  |
|  |  |

To converge at the destination, the total correction angle would be
OPCION A: $\quad 4^{\circ}$.
OPCION B: $6^{\circ}$.
OPCION C: $\quad 10^{\circ}$.


| PREG20080514 | Ref. Fig. 17 <br> Which statement is true regarding illustration 2, if the present heading <br> is maintained? The airplane will |
| :--- | :--- |
|  | A |
| OPCION A: | cross the 180 radial at a $45^{\circ}$ angle outbound. |
| OPCION B: | intercept the 225 radial at a $45^{\circ}$ angle. |
| OPCION C: | intercept the 360 radial at a $45^{\circ}$ angle inbound. |

PREG20080513 Ref Fig. 17
OPCION A: 6.

OPCION B: 4.
OPCION C: 5 .

PREG20080512 To track inbound on the 215 radial of a VOR station, the recommended C procedure is to set the OBS to
OPCION A: $\quad 215^{\circ}$ and make heading corrections toward the CDI needle.
OPCION B: $\quad 215^{\circ}$ and make heading corrections away from the CDI needle.
OPCION C: $\quad 035^{\circ}$ and make heading corrections toward the CDI needle.

| PREG20080511 | To track outbound on the 180 radial of a VOR station, the <br> recommended procedure is to set the OBS to |
| :--- | :--- | :--- |
| OPCION A: | $360^{\circ}$ and make heading corrections toward the CDI needle. |
| OPCION B: | $180^{\circ}$ and make heading corrections away from the CDI needle. |
| OPCION C: | $180^{\circ}$ and make heading corrections toward the CDI needle. |


| PREG20080509 | Ref. Fig. 16 <br> At the position indicated by instrument group 1, to intercept the $330^{\circ}$ <br> magnetic bearing to the NDB at a $30^{\circ}$ angle, the aircraft should be <br> turned |
| :--- | :--- |
| OPCION A: | left to a heading of $270^{\circ}$. |
| OPCION B: | right to a heading of $330^{\circ}$. |
| OPCION C: | right to a heading of $360^{\circ}$. |


| PREG20080508 | Ref. Fig. 16 <br> At the position indicated by instrument group 1, what would be the <br> relative bearing if the aircraft were turned to a magnetic heading of |
| :--- | :--- |
|  | $090^{\circ}$ ? |
| OPCION A: | $150^{\circ}$. |
| OPCION B: | $190^{\circ}$. |
| OPCION C: | $250^{\circ}$. |

OPCION A: $\quad 030^{\circ}$.
OPCION B: $\quad 060^{\circ}$.
OPCION C: $\quad 240^{\circ}$.

| PREG20080510 | Which situation would result in reverse sensing of a VOR receiver? |
| :--- | :--- |
| OPCION A: | Flying a heading that is reciprocal to the bearing selected on the OBS. |
| OPCION B: | Setting the OBS to a bearing that is $90^{\circ}$ from the bearing on which the <br> aircraft is located. |
| OPCION C: | Failing to change the OBS from the selected inbound course to the <br> outbound course after passing the station. |


| PREG20080506 | If the relative bearing to a nondirectional radiobeacon is $045^{\circ}$ and the <br> magnetic heading is $355^{\circ}$, the magnetic bearing TO that radiobeacon <br> would be |
| :--- | :--- |
| OPCION A: $040^{\circ}$.$\quad$ A |  |
| OPCION B: | $065^{\circ}$. |
| OPCION C: | $220^{\circ}$. |


| PREG20080501 | For night flying operations, the best night vision is achieved when the: | B |
| :--- | :--- | :--- |
| OPCION A: | pupils of the eyes have become dilated in approximately 10 minutes |  |
| OPCION B: | rods in the eyes have become adjusted to the darkness in approximately |  |
|  | coninutes |  |
| OPCION C: | cones in the eyes have become adjusted to the darkness in aproximately |  |


| PREG20080502 | When operating VFR at night, what is the first indication of flying into <br> restricted visibility conditions |
| :--- | :--- |
| OPCION A: | A gradual disappearence of lights on the ground |
| OPCION B: | Ground lights begin to take on an appearance of being surrounded by a <br> halo or glow |
| OPCION C: | Cockpit lights begin to take on an appearance of a halo or glow around <br> them |

PREG20080500 An airplane departs an airport under the following conditions: B
$\qquad$
Cruising altitude .................................................................... 9,500 ft
Rate of climb .................................................................... $500 \mathrm{ft} / \mathrm{min}$
Average true airspeed ............................................................ 160 kts
True course ............................................................................. $145^{\circ}$
Average wind velocity .................................................. $080^{\circ}$ at 15 kts
Variation ............................................................................... $5^{\circ} \mathrm{E}$
Deviation ............................................................................... $3^{\circ}$
Average fuel consumption ................................................. $14 \mathrm{gal} / \mathrm{hr}$
Determine the approximate time, compass heading, distance, and fuel consumed during the climb.

OPCION A: $\quad 14$ minutes, $128^{\circ}, 35 \mathrm{NM}, 3.2$ gallons.
OPCION B: $\quad 16$ minutes, $132^{\circ}, 41 \mathrm{NM}, 3.7$ gallons.
OPCION C: 16 minutes, $128^{\circ}, 32 \mathrm{NM}, 3.8$ gallons.

| PREG20080503 | After experiencing a powerplant failure at night, one of the primary <br> consdiderations should include: |
| :--- | :--- |
| OPCION A: | turning off all electrical switches to save battery power for landing |
| OPCION B: | Maneuvering to and landing on a lighted highway or road <br> planning the emergency approach and landing to an unlighted portion <br> of an area |
| OPCION C: |  |


| PREG20080504 | When planning for an emergency landing at night on of the primary <br> considerations should include | C |
| :--- | :--- | :--- |
| OPCION A: | landing without flaps to ensure a nose - high landing attitude at <br> touchdown <br> turning off all the electrical switches to save battery power for the <br> landing <br> selecting a landing area close to public access, if possible |  |
| OPCION B: |  | C |
| OPCION C: | The ADF is tuned to a radiobeacon. If the magnetic heading is 040 <br> the relative bearing is $290^{\circ}$, the magnetic bearing TO that radiobeacon <br> would be | C |
| PREG20080505 |  |  |
| OPCION A: | $150^{\circ}$. |  |
| OPCION B: | $285^{\circ}$. |  |
| OPCION C: | $330^{\circ}$. |  |

PREG20080499 An airplane departs an airport under the following conditions: B
Airport elevation ................................................................... 1,000 ft
Cruise altitude .................................................................... 9,500 ft
Rate of climb .................................................................... $500 \mathrm{ft} / \mathrm{min}$
Average true airspeed ............................................................ 135 kts
True course ............................................................................ $215^{\circ}$
Average wind velocity ................................................. $290^{\circ}$ at 20 kts
Variation ................................................................................ $3^{\circ} \mathrm{W}$
Deviation ................................................................................ $-2^{\circ}$
Average fuel consumption ................................................. $13 \mathrm{gal} / \mathrm{hr}$
Determine the approximate time, compass heading, distance, and fuel consumed during the climb.
OPCION A: $\quad 14$ minutes, $234^{\circ}, 26 \mathrm{NM}, 3.9$ gallons.
OPCION B: $\quad 17$ minutes, $224^{\circ}, 36 \mathrm{NM}, 3.7$ gallons.
OPCION C: $\quad 17$ minutes, $242^{\circ}, 31 \mathrm{NM}, 3.5$ gallons.

