

# PRACTICE EXAM 16 (60 QS)

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1. You are planning a departure from a 4,000-foot mountain airport on a hot, humid afternoon at near-maximum gross weight. Considering the combined conditions, you should most expect:

- A. A shorter takeoff roll because of the light wind
- B. Improved climb performance from the warm air
- C. A long takeoff roll and reduced climb due to high density altitude and weight

2. A METAR reports temperature 16°C and dew point 15°C with light winds at a coastal airport at dawn. The most likely condition you should plan for is:

- A. Fog or low clouds from the small temperature/dew-point spread
- B. Strong gusty winds and clearing skies
- C. Severe clear-air turbulence aloft

3. While cruising at 11,000 feet for an extended period, you begin to feel euphoric and your judgment seems slowed, though you feel fine. The combined altitude and symptoms point to hypoxia, so you should:

- A. Descend and use supplemental oxygen if available
- B. Continue climbing, since the feeling will pass
- C. Increase cabin heat to improve circulation

4. You are flying VFR beneath a lowering ceiling that is forcing you progressively lower over rising terrain. The integrated risk picture calls for you to:

- A. Continue lower to stay beneath the clouds
- B. Divert, turn back, or land while still in visual conditions

C. Climb into the clouds and continue on instruments

5. Your aircraft, loaded within max gross weight but with the CG computed aft of the rearward limit, presents which combined hazard if flown?

A. Only a higher-than-normal stall speed

B. No hazard, since weight is within limits

C. Reduced longitudinal stability that can make stall recovery difficult

6. On a winter flight you must pass through a cloud layer where the temperature is  $-6^{\circ}\text{C}$  in an aircraft not certified for known icing. Integrating the moisture and temperature, you should:

A. Change altitude or course to avoid the icing conditions

B. Continue, since a brief exposure is harmless

C. Increase airspeed to prevent ice from adhering

7. A reported microburst lies near your destination as you set up for the approach. Combining the wind-shear hazard with your low-altitude position, the correct decision is to:

A. Delay the approach or divert until the hazard passes

B. Continue at a reduced approach speed

C. Descend quickly to land ahead of it

8. You are 25 NM from a Class B primary airport at 4,000 feet MSL en route VFR. Considering your position within the Mode C veil, you must have:

A. No transponder, since you are outside Class B

B. Only a two-way radio

C. An operating transponder with Mode C and ADS-B Out

9. During a full-power climb just after takeoff, the airplane yaws strongly left at a high angle of attack. Integrating the cause and correction, you should:

- A. Apply right rudder to counter the left-turning tendencies
- B. Apply left rudder to assist the yaw
- C. Reduce power to eliminate the need for rudder

10. You plan a night VFR cross-country and compute fuel for the trip. Combining the night requirement with prudence, the legal minimum reserve is:

- A. 30 minutes, the same as day
- B. No reserve if the route is familiar
- C. 45 minutes at normal cruise

11. Your engine fails at altitude over varied terrain. Integrating the aviate-first priority with glide management, your immediate action is to:

- A. Transmit a MAYDAY before doing anything else
- B. Establish best glide speed, then select a landing site
- C. Restart at full power before pitching for glide

12. A controller issues a traffic advisory for converging traffic at your "ten o'clock, three miles" that you cannot see while on flight following. Combining the clock-reference and your responsibilities, you should:

- A. Assume ATC is providing separation and take no action
- B. Keep scanning ahead-left along your ground track and advise "negative contact"
- C. Disregard it because you are receiving advisories

13. You are tracking inbound to a VOR with a "TO" indication when the CDI deflects left. Integrating the indication with the correction, you should:

- A. Turn right, away from the needle
- B. Maintain heading, since the CDI is unaffected
- C. Turn left, toward the needle, to intercept the course

14. During a descent on a cool, humid day at low power, the engine runs rough and loses RPM. Integrating the conditions with the likely cause and remedy, you should:

- A. Lean the mixture aggressively
- B. Apply full carburetor heat
- C. Switch tanks and add full throttle quickly

15. You want to enter Class C airspace to land at a busy airport. Combining the entry rule with the equipment requirement, you must:

- A. Obtain a clearance worded "cleared to enter Class Charlie"
- B. Establish two-way radio communication and have a Mode C transponder
- C. File an IFR flight plan before entry

16. Your alternator fails at night far from any airport. Integrating the engine's power source with electrical management, you should:

- A. Shut down the engine to prevent fire
- B. Turn off the magnetos to reduce demand
- C. Shed nonessential electrical loads to conserve the battery

17. You compute a weight-and-balance that is within max weight but plots just outside the aft edge of the CG envelope. The integrated correct action is to:

- A. Depart, since weight is the controlling limit
- B. Add fuel to shift the CG aft further
- C. Move baggage forward to bring the CG within limits

18. On a dark night approach over unlit water toward a lit runway, you sense you are too high and begin a steep descent. Recognizing the black-hole illusion, you should:

- A. Cross-check the VASI/PAPI and instruments rather than the visual picture
- B. Trust the sensation and continue descending
- C. Turn off instrument lights to see outside better

19. A fast-moving cold front lies across your route. Integrating its typical behavior with your planning, you should expect:

- A. A narrow band of intense weather with rapid clearing behind
- B. Widespread low clouds and steady rain for many hours
- C. No significant weather along the route

20. You realize mid-flight that fuel is lower than planned and the destination is now marginal on reserves. The integrated safe decision is to:

- A. Continue and hope for a tailwind
- B. Divert to a nearer airport and refuel with reserves intact
- C. Increase power to arrive sooner

21. You inadvertently enter a steep skidding turn near the stall speed. Integrating the spin-entry conditions with prevention, you should know that:

- A. A coordinated turn at this speed always produces a spin
- B. The skid prevents any stall from developing

C. A stall combined with the skid's yaw can produce a spin, so coordinate and reduce angle of attack

22. Your vacuum pump fails in instrument conditions. Integrating instrument power sources with the failure, you should rely on the:

A. Vacuum-driven attitude indicator

B. Vacuum-driven heading indicator

C. Electrically powered turn coordinator

23. A passenger feels faint and short of breath as you climb through 11,000 feet. Combining the altitude with the symptoms, you should:

A. Descend and provide supplemental oxygen if available

B. Continue climbing, since passengers adapt

C. Increase cabin heat to relieve the symptoms

24. You are choosing a VFR cruising altitude above 3,000 feet AGL on a magnetic course of 270°. Integrating the hemispheric rule, you should fly an:

A. Odd thousand plus 500 feet

B. Even thousand plus 500 feet

C. Exact even thousand-foot altitude

25. A thunderstorm's gust front approaches the field as you taxi for departure. Integrating the wind-shear hazard with your decision, you should:

A. Depart immediately ahead of the front

B. Delay the departure until the hazard passes

C. Take off and climb above the storm quickly

26. Your static port becomes blocked in flight, freezing the altimeter and zeroing the VSI. Integrating the failure with the remedy, you should:

- A. Select the alternate static source and expect slightly high readings
- B. Continue using the frozen altimeter for altitude
- C. Disregard pitch and descend immediately

27. You are at a high density altitude airport and lift off in ground effect before reaching adequate climb speed. Integrating ground effect with climb performance, you should:

- A. Pitch up steeply to clear obstacles immediately
- B. Retract flaps at once to reduce drag
- C. Remain in ground effect until adequate climb airspeed is reached

28. A METAR shows "BKN007 OVC012" with 2 SM visibility. Integrating the ceiling and visibility into a flight category, this is:

- A. VFR conditions
- B. IFR conditions
- C. Marginal VFR conditions

29. You detect "get-there-itis" pressuring you toward worsening weather to meet an appointment. The integrated antidote-aligned decision is to:

- A. Divert, delay, or cancel for safety
- B. Increase speed to beat the weather
- C. Continue despite the warning signs

30. Your engine quits at 3,000 feet AGL and a restart fails. Integrating priorities with limited altitude, you should:

- A. Spend all remaining altitude troubleshooting the engine
- B. Fly to the best landing site while managing the glide
- C. Make continuous radio calls until impact

31. You see another aircraft converging from your right at the same altitude. Integrating the right-of-way rule with your action, you should:

- A. Maintain course and expect the other to climb
- B. Turn left and accelerate to pass ahead
- C. Give way, since the aircraft on your right has the right-of-way

32. A wing accumulates frost overnight, and you plan an early departure. Integrating the aerodynamic effect with your action, you must:

- A. Remove all frost so the wing is clean before takeoff
- B. Take off promptly, since thin frost smooths airflow
- C. Apply carburetor heat to melt the frost during taxi

33. You are correcting for a strong left crosswind to hold your course. Integrating the wind triangle with your technique, you should:

- A. Crab into the wind to the left to maintain the ground track
- B. Fly a heading equal to the course
- C. Increase airspeed to overpower the wind

34. During run-up, switching to the right magneto produces an excessive, non-clearing RPM drop with rough running. Integrating the symptom with airworthiness, you should:

- A. Depart and monitor the engine in flight
- B. Discontinue the flight and have the ignition inspected

C. Increase RPM and ignore the drop

35. You suspect carbon monoxide after developing a headache while using cabin heat. Integrating the symptom with the response, you should:

- A. Increase cabin heat to mask the odor
- B. Shut off cabin heat, open fresh-air vents, and land soon
- C. Continue, since CO is harmless in small amounts

36. A reported AIRMET Zulu lies along your route in an aircraft not equipped for icing. Integrating the advisory with your planning, you should:

- A. Ignore it, since AIRMETs are advisory only
- B. Continue and descend if ice forms
- C. Plan to avoid the icing and freezing levels it identifies

37. You are too high and fast on final to stop safely in the available runway. Integrating the energy state with the safe action, you should:

- A. Execute a go-around and re-enter the pattern
- B. Force the airplane down and brake hard
- C. Continue and stop beyond the runway end

38. A passenger asks why you must enrich the mixture before descending to a lower-altitude airport. Integrating air density with engine operation, you explain that:

- A. Denser air at lower altitude requires more fuel for the proper ratio
- B. Leaning is required for all descents
- C. The engine produces no power during descent

39. You inadvertently enter a cloud as a VFR pilot and lose all outside reference. Integrating the disorientation hazard with the response, the safest action is to:

- A. Pitch down steeply to break out below
- B. Close your eyes briefly to reset your senses
- C. Trust the instruments and execute a 180° turn to exit

40. You are planning a flight and note a TFR for a presidential movement along your route. Integrating the restriction with your planning, you should:

- A. Reroute to avoid the TFR area
- B. Continue through, since VFR aircraft are exempt
- C. Descend below the TFR floor and proceed

41. A balloon, glider, and your airplane are converging. Integrating maneuverability with right-of-way, you should know your airplane:

- A. Has the lowest priority and must give way to both
- B. Has the highest priority as the fastest aircraft
- C. Has equal priority with the balloon

42. You compute that your knowledge test report will expire in two months. Integrating the validity rule with your training timeline, you must complete the practical test:

- A. Within 12 months of passing the written
- B. Before the 24-calendar-month validity expires
- C. Within 36 months, with no deadline pressure

43. During a long climb, your true airspeed reads higher than your indicated airspeed. Integrating the altitude effect, this occurs because:

- A. Indicated airspeed always exceeds true airspeed
- B. True airspeed increases with altitude as air density decreases
- C. The airspeed indicator is malfunctioning

44. You are tracking a VOR and turn the aircraft to a new heading, but the CDI needle does not move. Integrating VOR behavior, this is because:

- A. The VOR receiver has failed
- B. The CDI follows the aircraft's heading
- C. VOR indications are independent of aircraft heading

45. A heavy jet departs ahead of you and you must take off behind it. Integrating wake-turbulence behavior with avoidance, you should:

- A. Rotate prior to the jet's rotation point and climb above and upwind
- B. Rotate at the same point and follow its path
- C. Delay only ten seconds and depart along the same path

46. You plan a flight at 9,500 feet MSL VFR in Class E airspace below 10,000 feet. Integrating the airspace with cloud-clearance rules, you must maintain:

- A. Clear of clouds with 1 SM visibility
- B. 1,000 above, 500 below, 2,000 horizontal with 3 SM visibility
- C. 1,000 above, 1,000 below, 1 mile horizontal with 5 SM visibility

47. Your engine experiences a sudden total failure with ample altitude. Integrating glide performance with the goal, establishing best glide speed accomplishes:

- A. The maximum gliding distance to reach a landing site
- B. A restart through propeller windmilling alone

C. The steepest possible descent to land quickly

48. A pilot exhibiting the macho attitude presses on into marginal conditions thinking "I can handle it." Integrating the hazardous attitude with its antidote, the correct mindset is:

A. "Taking chances is foolish"

B. "Follow the rules"

C. "I'm not helpless"

49. You note tightly spaced isobars on a surface analysis chart along your route. Integrating the pressure gradient with the wind, you should expect:

A. Light, calm winds

B. No wind, only pressure variation

C. Stronger winds due to the steep gradient

50. A passenger questions why the airplane stalls at a higher speed in a steep turn. Integrating load factor with stall speed, you explain that:

A. Thrust decreases in a bank, raising stall speed

B. Increased load factor raises the stall speed

C. The wing loses lift from reduced air density

51. You are planning to fly into a Restricted Area that is currently active ("hot"). Integrating the airspace rule with your decision, you may proceed only:

A. With permission from the controlling agency

B. By squawking 1200 and staying low

C. Never, since restricted areas prohibit all flight

52. During a night cross-country, you allow your dark adaptation to develop. Integrating night physiology with technique, you should:

- A. Use bright white floodlighting to read charts
- B. Stare directly at distant lights to focus
- C. Use red or dim lighting and avoid bright lights

53. A METAR ends with "A2989" and you are flying toward an area of lower pressure without resetting your altimeter. Integrating the altimeter behavior, you should know the aircraft is:

- A. Higher than the altimeter indicates
- B. Exactly at the indicated altitude
- C. Lower than the altimeter indicates

54. You experience a complete pitot-static failure affecting airspeed, altitude, and VSI. Integrating the failure with control technique, you should:

- A. Rely on the frozen airspeed indicator alone
- B. Fly known pitch attitudes and power settings
- C. Use the magnetic compass for altitude

55. You are planning fuel for a flight with a strong forecast headwind. Integrating the wind effect with fuel planning, you should plan for:

- A. Reduced fuel, since headwinds improve economy
- B. Increased time and fuel due to reduced groundspeed
- C. No change, since airspeed is unaffected

56. A forced landing in remote terrain becomes necessary. Integrating survival principles with rescue, after landing you should:

- A. Walk to the nearest road immediately
- B. Disable the ELT to conserve its battery
- C. Stay with the aircraft, which is more visible to searchers

57. You are determining whether the aircraft is legal to fly and find the annual inspection is current but no 100-hour exists, for a privately owned, personal-use airplane. Integrating the inspection rules, the aircraft is:

- A. Not airworthy without a 100-hour inspection
- B. Airworthy, since the 100-hour applies only to for-hire operations
- C. Airworthy only for daytime flight

58. During a steep turn the stall warning sounds and the airplane buffets. Integrating the recovery with the cause, you should immediately:

- A. Increase back pressure to hold altitude
- B. Add full power without changing pitch
- C. Reduce the angle of attack and reduce the bank

59. You must declare an in-flight emergency requiring priority handling for a grave situation. Integrating the phraseology with the condition, you transmit:

- A. "PAN-PAN, PAN-PAN, PAN-PAN"
- B. "Traffic advisory request"
- C. "MAYDAY, MAYDAY, MAYDAY"

60. Your radio fails completely while inbound to a towered airport. Integrating the lost-comm procedure with the response, you should:

- A. Land immediately on any runway without further action

- B. Squawk 7600 and watch for light gun signals from the tower
- C. Continue on the last frequency and ignore the tower

## Answer Key

1. C — A high-elevation airport, hot humid air, and near-maximum weight combine to produce high density altitude with heavy loading, lengthening the takeoff roll and reducing climb. Reduced air density lowers engine power, thrust, and lift simultaneously.
2. A — A temperature/dew-point spread of only 1°C at dawn with light coastal winds strongly favors fog or low cloud formation. The air is near saturation, so slight cooling condenses moisture.
3. A — Euphoria and slowed judgment while feeling fine at 11,000 feet are hallmark hypoxia symptoms, so the pilot should descend and use oxygen if available. Hypoxia is insidious precisely because it masks itself.
4. B — When a lowering ceiling forces a VFR pilot progressively lower over rising terrain, the safe decision is to divert, turn back, or land while still in visual conditions. Continuing lower or into cloud risks controlled flight into terrain or disorientation.
5. C — A loading within max weight but with the CG aft of limits reduces longitudinal stability and can make stall recovery difficult or impossible. Both weight and balance must be within limits, so this aircraft must be corrected before flight.
6. A — Passing through cloud at -6°C provides both visible moisture and freezing temperatures, the two conditions for structural icing, so the pilot should change altitude or course to avoid it. An aircraft not certified for icing must exit the conditions.
7. A — A reported microburst near the destination at low altitude calls for delaying the approach or diverting until the hazard passes. A microburst can produce a sudden headwind-to-tailwind shear that overwhelms a light airplane near the ground.
8. C — At 25 NM from a Class B primary airport within the 30-NM Mode C veil, the aircraft must have an operating transponder with Mode C and ADS-B Out. The veil requires this equipment from the surface to 10,000 feet.

9. A — A strong left yaw during a full-power, high-angle-of-attack climb is countered with right rudder to offset the left-turning tendencies. Torque, P-factor, slipstream, and precession all push the nose left in this configuration.

10. C — Night VFR fuel rules require enough fuel to reach the destination plus 45 minutes at normal cruise power. The larger reserve reflects the reduced landing options in darkness, regardless of route familiarity.

11. B — After an engine failure, the pilot establishes best glide speed first to maximize available distance and time, then selects a landing site. This follows the aviate-navigate-communicate priority.

12. B — Traffic called at "ten o'clock" is referenced to ground track, so the pilot scans ahead and to the left and advises "negative contact." Flight following does not relieve the pilot of see-and-avoid responsibility.

13. C — The CDI shows displacement from the selected course independent of heading, so a left deflection means the course is to the left, and the pilot turns toward the needle (left) to intercept. Turning toward the needle re-centers it.

14. B — Rough running and RPM loss on a cool, humid day at low power point to carburetor ice, so the first action is to apply full carburetor heat. The descent's low power setting is prime carb-ice territory.

15. B — Entering Class C requires establishing two-way radio communication and having a Mode C transponder. No explicit "cleared to enter" phrase is needed as it is for Class B.

16. C — An alternator failure leaves the engine running on the self-powered magnetos, so the pilot sheds nonessential electrical loads to conserve the battery. This preserves power for essential systems through landing.

17. C — A loading within max weight but plotting outside the aft CG edge must be corrected, so the pilot moves baggage forward to bring the CG within limits. Both weight and balance must be satisfied.

18. A — The black-hole illusion over unlit water makes the pilot feel too high, so the pilot cross-checks the VASI/PAPI and instruments rather than the visual picture. Trusting the illusion risks a dangerously low approach.

19. A — A fast-moving cold front produces a narrow band of intense weather with rapid clearing behind it. A warm front, by contrast, brings widespread low clouds and prolonged rain.

20. B — With fuel lower than planned and a marginal destination, the pilot diverts to a nearer airport and refuels while reserves remain. Fuel exhaustion is a leading cause of avoidable accidents.

21. C — A spin requires both a stall and yaw, and a skidding turn supplies the yaw, so the pilot coordinates and reduces angle of attack to prevent a spin. Coordinated flight near the stall is the defense.

22. C — After a vacuum failure, the electrically powered turn coordinator remains usable, while the vacuum-driven attitude and heading indicators are lost. Knowing each instrument's power source is key to partial-panel flying.

23. A — A passenger feeling faint and short of breath at 11,000 feet may be hypoxic, so the pilot descends and provides oxygen if available. Descent and oxygen relieve the oxygen deficiency.

24. B — On a magnetic course of 270° (the 180°–359° range) above 3,000 feet AGL, the VFR cruising altitude is an even thousand plus 500 feet. This hemispheric rule separates opposite-direction traffic.

25. B — An approaching gust front from a thunderstorm calls for delaying the departure until the hazard passes. Departing into a gust front risks severe turbulence and wind shear at low altitude.

26. A — A blocked static port freezes the altimeter and zeros the VSI, and the remedy is the alternate static source, which typically causes slightly high readings. The alternate source restores usable static pressure.

27. C — After lifting off in ground effect at high density altitude before reaching adequate climb speed, the pilot remains in ground effect until the airspeed is sufficient. Climbing prematurely can cause the airplane to settle back.

28. B — A ceiling of 700 feet (the lowest broken or overcast layer, BKN007) combined with 2 SM visibility falls squarely in the IFR category, which spans ceilings of 500 to below 1,000 feet and/or visibility of 1 to below 3 statute miles. Both values independently place the conditions in the IFR band, so the category is unambiguous.

29. A — The antidote to get-there-itis is to divert, delay, or cancel for safety. The decision not to press on is always available and never wrong when made for safety.

30. B — With a failed restart at 3,000 feet AGL, the priority is to fly to the best landing site while managing the glide. Fixating on troubleshooting or radio work at the expense of flying is a frequent cause of accidents.

31. C — When converging at the same altitude with traffic on the right, that aircraft has the right-of-way, so the pilot gives way. The aircraft that sees converging traffic on its right must yield.

32. A — All frost must be removed so the wing is clean before takeoff, because even thin frost disrupts airflow and raises stall speed. Attempting to take off with a contaminated wing is dangerous.

33. A — To hold a ground track in a left crosswind, the pilot crabs into the wind to the left by a wind correction angle. Flying a heading equal to the course would let the wind push the airplane off track.

34. B — An excessive, non-clearing magneto drop with rough running indicates an ignition fault, so the pilot discontinues the flight and has the system inspected. Departing with a known ignition problem is unsafe.

35. B — Suspected carbon monoxide, signaled by a headache while using cabin heat, calls for shutting off the heat, opening fresh-air vents, and landing soon. Carbon monoxide is a colorless, odorless, deadly gas.

36. C — AIRMET Zulu identifies icing and freezing levels, so a pilot in an aircraft not equipped for icing plans to avoid the conditions it describes. Advisory or not, the icing hazard must be respected.

37. A — Being too high and fast to stop safely on the available runway calls for a go-around and re-entry into the pattern. Forcing the airplane down risks floating, a hard landing, or an overrun.

38. A — Enriching the mixture before descending is necessary because the denser air at lower altitude requires more fuel for the proper fuel-air ratio. Failing to enrich can cause roughness or power loss when power is applied at low altitude.

39. C — A VFR pilot who loses outside reference in cloud should trust the instruments and make a 180° turn to return to visual conditions. Trusting the instruments over physical sensation prevents spatial disorientation and loss of control.

40. A — A TFR for a presidential movement must be avoided, so the pilot reroutes around it. VFR aircraft are not exempt, and violating a TFR carries serious consequences.

41. A — Among a balloon, glider, and airplane, the airplane is the most maneuverable and therefore has the lowest right-of-way priority, giving way to both. The least maneuverable aircraft has the highest priority.

42. B — A passing knowledge test report is valid for 24 calendar months, so the practical test must be completed before that validity expires. If it lapses, the written must be retaken.

43. B — True airspeed increases with altitude as air density decreases, so it reads higher than indicated airspeed during a climb. This is a normal effect of the thinning air, not an instrument fault.

44. C — Turning the aircraft does not move the CDI because VOR indications are independent of aircraft heading, reflecting only position relative to the selected radial. Only a change in position moves the needle.

45. A — To avoid a departing jet's wake, the pilot rotates prior to the jet's rotation point and climbs above and upwind of its flight path. Vortices sink and drift, so staying above and upwind keeps the airplane clear.

46. B — In Class E below 10,000 feet MSL, VFR requires 3 SM visibility with 1,000 feet above, 500 below, and 2,000 horizontal cloud clearance—the "3-152" rule. The larger 5-mile minimums apply only at and above 10,000 feet.

47. A — Establishing best glide speed after an engine failure provides the maximum gliding distance to reach a landing site, corresponding to the best lift-to-drag ratio. It does not restart the engine or produce the steepest descent.

48. A — The macho attitude ("I can handle it") is countered by the antidote "Taking chances is foolish." Recognizing the attitude allows the pilot to apply the antidote and make a safer decision.

49. C — Tightly spaced isobars indicate a steep pressure gradient and therefore stronger winds. Widely spaced isobars would indicate lighter winds.

50. B — A wing stalls at a higher speed in a steep turn because the increased load factor raises the stall speed, which grows with the square root of load factor. The wing reaches its critical angle of attack at a higher airspeed.

51. A — A "hot" Restricted Area may be entered only with permission from the controlling agency. Unlike a Prohibited Area, transit is possible when coordinated, but never without authorization while active.

52. C — To preserve dark adaptation, the pilot uses red or dim lighting and avoids bright lights. Bright white light can erase 30 minutes of adaptation instantly.

53. C — Flying toward lower pressure without resetting the altimeter makes the instrument overread, so the aircraft is actually lower than indicated—"high to low, look out below." Updating the altimeter setting en route avoids this terrain hazard.

54. B — A complete pitot-static failure removes airspeed, altitude, and vertical speed, so the pilot flies known pitch attitudes and power settings. These settings reliably produce predictable performance without the failed instruments.

55. B — A strong forecast headwind reduces groundspeed, increasing the time and fuel required for the flight. Fuel planning must use groundspeed rather than airspeed.

56. C — After a forced landing in remote terrain, the pilot should stay with the aircraft, which is a far larger and more visible target for searchers than a person on foot. The ELT should remain active to aid rescue.

57. B — A privately owned, personal-use airplane with a current annual is airworthy without a 100-hour inspection, because the 100-hour applies only to for-hire operations or instruction for hire. The annual covers non-commercial aircraft.

58. C — At the onset of a stall in a steep turn, the pilot immediately reduces the angle of attack and reduces the bank. Lowering the angle of attack is the only way to recover from a stall.

59. C — A grave, life-threatening emergency requiring priority handling is declared by transmitting "MAYDAY" three times. "PAN-PAN" signals an urgency condition that is serious but not yet grave.

60. B — After a complete radio failure inbound to a towered airport, the pilot squawks 7600 and watches for light gun signals from the tower. The light gun is how the tower communicates clearances when radios are inoperative.