

# PRACTICE EXAM 8 SIMULATION

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1. What gyroscopic principle allows the attitude indicator to maintain a fixed reference relative to the Earth's horizon?

- A. Precession, where force is felt 90 degrees later in rotation
- B. Magnetic dip toward the nearest pole during steep turns
- C. Centrifugal loading that stiffens the gimbal assembly
- D. Rigidity in space, where a spinning rotor resists displacement

2. A pilot must log instrument experience to remain current. Within the preceding six calendar months, how many instrument approaches are required?

- A. Six approaches, plus holding and intercepting and tracking courses
- B. Three approaches with no holding or course-tracking requirement
- C. Eight approaches conducted only in actual instrument conditions
- D. Four approaches including at least one circling maneuver to land

3. What causes the pitot-static airspeed indicator to read incorrectly if the pitot tube becomes blocked while the drain hole remains open?

- A. The indicator freezes at the value present when the blockage began
- B. The airspeed drops toward zero as trapped pressure bleeds off
- C. The indicator behaves like an altimeter, rising with altitude gain
- D. The reading fluctuates randomly with changes in outside temperature

4. A pilot needs to descend from 9,000 feet to cross a fix at 4,000 feet, 15 NM ahead, at a groundspeed of 150 knots. Approximately what descent rate is required?

- A. About 300 feet per minute throughout the entire descent
- B. About 1,500 feet per minute to make the crossing restriction
- C. About 750 feet per minute averaged over the descent segment
- D. About 830 feet per minute to lose 5,000 feet in roughly six minutes

5. What is the primary function of the attitude and heading reference system (AHRS) in a glass cockpit?

- A. To compute groundspeed and wind from GPS data alone
- B. To provide attitude and heading using solid-state sensors
- C. To store and display all published approach procedures
- D. To regulate cabin pressurization during high-altitude cruise

6. Under what condition may a pilot log instrument flight time?

- A. Whenever the aircraft is operated above 10,000 feet MSL
- B. When flight is solely by reference to instruments in simulated or actual conditions
- C. Any time an IFR flight plan is filed regardless of weather
- D. Only when an instructor is physically present in the aircraft

7. What does the term "standard rate turn" specify for an instrument pilot?

- A. A turn completed within precisely thirty seconds at any speed
- B. A turn using exactly thirty degrees of bank regardless of speed
- C. A turn that maintains a constant load factor of two G's
- D. A turn of three degrees per second, taking two minutes for 360

8. Why does the heading indicator require periodic realignment with the magnetic compass?

- A. The magnetic compass loses accuracy continuously over time
- B. The heading indicator is affected by changes in airspeed
- C. Mechanical friction and bearing wear cause gyroscopic precession
- D. Electrical interference resets the gyro on every power cycle

9. A pilot encounters an altimeter that fails to respond as the aircraft climbs. What is the most likely cause?

- A. The vacuum pump driving the instrument has failed completely
- B. The pitot tube has iced over, blocking ram air pressure
- C. The transponder has stopped reporting the encoded altitude
- D. The static port supplying the instrument is blocked or obstructed

10. What is the purpose of an alternate static source in an aircraft?

- A. To increase the accuracy of the altimeter at high altitudes
- B. To provide static pressure if the primary static port is blocked
- C. To supply ram air pressure when the pitot tube freezes over
- D. To power the gyroscopic instruments during a vacuum failure

11. During an emergency descent, what does the alternate static source typically cause the altimeter to indicate when drawing cabin air?

- A. A slightly higher altitude than the true altitude of the aircraft
- B. The exact same altitude as the primary static source provides
- C. A consistently lower altitude due to cabin pressurization effects
- D. No change at all since cabin pressure equals outside pressure

12. A pilot plans an instrument flight requiring fuel to the destination, then to the alternate, plus a reserve. What is the minimum reserve under standard IFR rules?

- A. Enough fuel to fly for thirty minutes at normal cruise consumption
- B. Enough to fly to the alternate then for 45 minutes at normal cruise
- C. Enough to remain airborne for one full hour beyond the alternate
- D. Enough to complete two missed approaches at the destination airport

13. What information does a horizontal situation indicator (HSI) combine into a single display?

- A. Airspeed and altitude trend data on one integrated tape
- B. Engine performance parameters with navigation status
- C. Vertical speed and turn coordination in one gauge
- D. Heading information together with course deviation guidance

14. Why is the magnetic compass unreliable during turns through north and south?

- A. Acceleration on those headings causes a temporary speed-up
- B. The compass card physically detaches from its pivot point
- C. Magnetic dip causes the card to lag or lead the actual turn
- D. The compass fluid overheats and expands during the maneuver

15. A pilot at 7,000 feet sets the altimeter to a station reporting 30.42 inches when the actual setting should be 29.92. What error results?

- A. The altimeter indicates higher than the aircraft's true altitude
- B. The altimeter indicates lower than the aircraft's true altitude
- C. The altimeter reads correctly because the difference is negligible
- D. The altimeter ceases to function until reset to the correct value

16. What does the "Kollsman window" on a sensitive altimeter display?

- A. The aircraft's true altitude corrected for temperature effects
- B. The barometric pressure setting used to calibrate the instrument
- C. The pressure altitude regardless of any setting adjustment
- D. The density altitude computed from temperature and pressure

17. During a constant-airspeed climb, the vertical speed indicator initially lags before stabilizing. Why does this lag occur?

- A. The VSI measures the rate of static pressure change over time
- B. The VSI relies on the pitot tube which responds slowly to climbs
- C. The instrument requires manual resetting at the start of each climb
- D. Gyroscopic precession delays the needle response during the climb

18. What is the primary purpose of a flight director system?

- A. To automatically fly the aircraft without any pilot input
- B. To replace the attitude indicator during instrument failures
- C. To display command guidance cues for the pilot to follow manually
- D. To compute and broadcast the aircraft's position to controllers

19. A pilot needs to determine time to a station using the bearing change over a measured interval. Which navigation technique applies?

- A. Dead reckoning using only the known true airspeed and heading
- B. The time-and-distance check using a 90-degree bearing change
- C. The pressure-pattern method based on wind aloft forecasts
- D. Triangulation using three separate ground-based radio beacons

20. What does a "to/from" indicator on a VOR display tell the pilot?

- A. Whether the selected course leads toward or away from the station
- B. The number of miles remaining until reaching the VOR station
- C. Whether the navigation signal is reliable enough for use
- D. The aircraft's groundspeed along the currently selected radial

21. Why must a pilot use the appropriate cold-temperature altitude correction on an approach?

- A. Cold air causes the true altitude to be lower than indicated
- B. Cold temperatures cause the altimeter to read lower than actual
- C. Warm air below the aircraft expands and raises true altitude
- D. Temperature has no effect on indicated altitude during approaches

22. What is the function of the rate-of-turn portion of a turn coordinator?

- A. To display the aircraft's pitch attitude during climbs and descents
- B. To indicate the heading the aircraft will roll out on after a turn
- C. To show the rate at which the aircraft is turning about its axis
- D. To measure the bank angle precisely in degrees during a turn

23. A pilot flying a DME arc must maintain a constant distance from the station. What technique keeps the aircraft on the arc?

- A. Holding a single constant heading throughout the entire arc
- B. Centering the course deviation indicator on the inbound radial
- C. Flying directly toward the station while monitoring distance
- D. Making small heading changes to keep the DME reading constant

24. What does the ball in a turn coordinator or inclinometer indicate?

- A. The rate at which the aircraft is turning left or right
- B. Whether the turn is coordinated, slipping, or skidding
- C. The precise bank angle being held during the turn
- D. The aircraft's pitch relative to the artificial horizon

25. A pilot computes that the aircraft is 60 NM from a fix at a groundspeed of 120 knots. How long until reaching the fix?

- A. About fifteen minutes at the current groundspeed
- B. About forty-five minutes given the distance remaining
- C. About twenty minutes based on the speed and distance
- D. About thirty minutes to cover the sixty nautical miles

26. What is the primary limitation of a VOR navigation system?

- A. It provides no distance information without additional equipment
- B. It functions only at altitudes above eighteen thousand feet
- C. It requires line-of-sight reception and is range and altitude limited
- D. It cannot be used for instrument approaches under any condition

27. Why does the airspeed indicator read true airspeed higher than indicated airspeed as altitude increases?

- A. The pitot tube collects more ram air pressure at higher altitudes
- B. Decreasing air density at altitude means the same IAS equals a higher TAS
- C. The static port pressure increases proportionally with altitude
- D. The instrument is calibrated only for sea-level standard conditions

28. What does a "partial panel" emergency specifically require the pilot to do?

- A. Disengage the autopilot and hand-fly using only the compass
- B. Land at the nearest airport regardless of weather conditions
- C. Switch all navigation to backup GPS equipment immediately
- D. Control the aircraft after loss of one or more primary instruments

29. A pilot must intercept and track a VOR radial inbound. After centering the needle with a "TO" indication, what does a left needle deflection mean?

- A. The selected course is to the left and the aircraft must turn left
- B. The aircraft has passed the station and should reverse course
- C. The VOR signal is unreliable and should be cross-checked
- D. The aircraft is left of course and must correct to the right

30. What is the significance of the "VSI trend" on an electronic flight display?

- A. It shows the predicted altitude the aircraft will reach in six seconds
- B. It indicates the current barometric pressure setting in use
- C. It displays the time remaining to the next waypoint on the route
- D. It reports the difference between true and indicated airspeed

31. Why is a constant-rate descent preferred over a series of step descents on an approach?

- A. It uses significantly less fuel than any stepped descent profile
- B. It eliminates the need to monitor the altimeter during descent
- C. It produces a stabilized profile that is easier to fly precisely
- D. It allows the autopilot to remain coupled to the glideslope longer

32. What does the term "calibrated airspeed" account for that indicated airspeed does not?

- A. The decrease in air density with increasing altitude above sea level
- B. Installation and instrument position errors in the pitot-static system
- C. The effect of temperature on the speed of sound near the aircraft
- D. The compressibility of air at speeds approaching the transonic range

33. A pilot must hold at a fix with a published maximum holding speed. Above 6,000 feet up to 14,000 feet, what is the standard maximum holding airspeed?

- A. 230 knots indicated airspeed in the holding pattern
- B. 175 knots indicated airspeed for all propeller aircraft
- C. 200 knots indicated for turbine aircraft only at that altitude
- D. 265 knots indicated airspeed regardless of aircraft type

34. What is the primary cause of "leans" experienced by instrument pilots?

- A. Excessive caffeine intake before a long instrument flight
- B. A failure of the attitude indicator during a prolonged turn
- C. A slow roll into a bank going undetected by the vestibular system
- D. Rapid descent causing pressure changes in the inner ear canal

35. When using GPS for an instrument approach, what does the "RAIM" function provide?

- A. The most direct routing between any two selected waypoints
- B. Automatic frequency tuning for the associated ground nav aids
- C. Self-monitoring to detect and exclude a faulty satellite signal
- D. Continuous transmission of the aircraft's altitude to controllers

36. A pilot calculates that climbing at 500 feet per minute, reaching 6,000 feet from 1,000 feet will take how long?

- A. About five minutes to complete the entire climb to altitude
- B. About fifteen minutes given the rate and altitude required
- C. About eight minutes to climb the required vertical distance
- D. About ten minutes to climb 5,000 feet at 500 feet per minute

37. What is the purpose of the "course deviation indicator" needle sensitivity on a localizer versus a VOR?

- A. The localizer and VOR needles have identical full-scale sensitivity
- B. The VOR needle is far more sensitive than the localizer needle
- C. Sensitivity changes only with the aircraft's distance from the station
- D. The localizer needle is more sensitive, about four times that of a VOR

38. Why must a pilot consider true altitude when flying over high terrain in cold conditions?

- A. The transponder under-reports altitude in cold air to controllers
- B. Cold air increases engine performance, causing unexpected climbs
- C. Indicated altitude overstates true altitude when air is colder than standard
- D. The altimeter setting becomes irrelevant above the freezing level

39. What does an electronic horizontal situation indicator add beyond a conventional mechanical HSI?

- A. Integrated moving-map and flight-plan data overlaid on the display
- B. A purely mechanical backup independent of all electrical power
- C. The ability to function without any navigation signal input
- D. Direct control of the aircraft's pitch and roll without a pilot

39 — correct option is A.

40. A pilot maintaining 4,000 feet receives a clearance to cross a fix 12 NM ahead at 2,000 feet while flying 120 knots groundspeed. What descent rate is needed?

- A. About 400 feet per minute to lose 2,000 feet in roughly six minutes
- B. About 1,000 feet per minute to make the crossing in time
- C. About 200 feet per minute averaged across the descent segment
- D. About 670 feet per minute to satisfy the altitude restriction

41. What is the operational purpose of mode C on a transponder?

- A. To transmit only the discrete four-digit code assigned by ATC
- B. To enable two-way data communication with the control facility
- C. To report the aircraft's pressure altitude automatically to radar
- D. To provide a backup navigation signal during a GPS outage

42. Why does an instrument pilot perform an instrument cross-check rather than fixate on one gauge?

- A. Fixation improves accuracy on the most important single instrument
- B. Cross-checking is required only during the takeoff and landing phases
- C. No single instrument provides a complete picture of aircraft state
- D. The autopilot disengages if the pilot looks away from the panel

43. A pilot notes the directional gyro has drifted 8 degrees from the compass over 20 minutes. What is the appropriate response?

- A. Replace the directional gyro at the next maintenance opportunity only
- B. Ignore the drift since it is within normal operating tolerance

- C. Switch entirely to the magnetic compass for all heading references
- D. Realign the heading indicator to the compass during straight flight

44. What is the function of the "glide slope" antenna on an ILS-equipped aircraft?

- A. To receive the localizer signal providing lateral course guidance
- B. To transmit the aircraft's position to the approach control radar
- C. To detect marker beacons along the final approach course inbound
- D. To receive the vertical guidance signal for the descent profile

45. During an approach, the pilot must convert a published visibility of 1/2 statute mile. Approximately what runway visual range corresponds to this?

- A. About 1,200 feet of runway visual range on the approach
- B. About 2,400 feet of runway visual range for that visibility
- C. About 4,000 feet of runway visual range at minimums
- D. About 600 feet of runway visual range during the approach

46. What does "minimum reception altitude" (MRA) identify on an airway?

- A. The lowest altitude providing obstacle clearance on the segment
- B. The highest usable altitude before navigation signal loss occurs
- C. The altitude where the airway transitions to the next route segment
- D. The lowest altitude at which an intersection can be reliably determined

47. Why is it important to set the heading bug before commencing a coupled approach?

- A. The heading bug controls the aircraft's vertical descent rate
- B. The bug selects which navigation radio supplies the course signal

- C. Setting it adjusts the sensitivity of the localizer needle deflection
- D. The autopilot may use the bug for the initial intercept heading

48. What does the term "vertical speed required" (VSR) indicate on an advanced flight display?

- A. The maximum climb rate the aircraft is structurally capable of
- B. The current rate of altitude change measured by the static system
- C. The descent rate needed to meet an upcoming altitude constraint
- D. The difference between calibrated and true airspeed at altitude

49. A pilot crossing a fix notes the DME reads 6.0 NM while directly over a station shown as the fix. What likely explains this discrepancy?

- A. The DME receiver has completely failed and shows a random value
- B. The aircraft is not actually over the fix despite the indications
- C. DME measures slant range, which exceeds ground distance at altitude
- D. The station is transmitting on an incorrect paired frequency

50. What is the primary advantage of an electronic flight instrument system over conventional round-dial instruments?

- A. Integrated information presentation reducing pilot scan workload
- B. Complete independence from all aircraft electrical power sources
- C. The elimination of any need for periodic instrument calibration
- D. Guaranteed accuracy without any possibility of sensor failure

51. Why does a pilot reduce to maneuvering speed when encountering turbulence?

- A. It limits aerodynamic loads by allowing the wing to stall first

- B. It increases the structural margin by raising the never-exceed speed
- C. It improves engine cooling during the turbulent flight segment
- D. It allows the autopilot to maintain altitude more precisely

52. What does a "back course" localizer approach require the pilot to understand about needle indications?

- A. The glideslope must be flown in reverse from a normal approach
- B. Course needle sensing is reversed unless reverse-sensing is corrected
- C. The localizer frequency changes automatically on the back course
- D. The approach can only be flown using GPS guidance as a backup

53. A pilot must compute the wind correction angle to track a course in a crosswind. Which factors are required for this calculation?

- A. Only the aircraft's true airspeed and the magnetic variation
- B. The altimeter setting and the outside air temperature aloft
- C. Wind speed and direction, true airspeed, and the desired course
- D. The aircraft gross weight and the current center of gravity location

54. What is the purpose of the "outer marker" on an ILS approach?

- A. To identify the point where the glideslope is normally intercepted
- B. To mark the missed approach point on the final approach course
- C. To indicate the runway threshold location to the landing pilot
- D. To provide the decision altitude reference for the approach

55. Why must a pilot be cautious of "duck-under" tendency on an approach?

- A. The aircraft naturally pitches up as flaps are extended fully
- B. The temptation to descend below minimums prematurely to see the runway
- C. The autopilot may command a climb when capturing the glideslope
- D. The localizer needle drifts left when approaching the threshold

56. What does the abbreviation "MEA" stand for and provide on an enroute chart?

- A. Maximum enroute altitude, the ceiling for that airway segment
- B. Minimum enroute altitude, ensuring obstacle clearance and signal reception
- C. Mandatory en route advisory, a required pilot report point
- D. Mean enroute approach, the average altitude for traffic flow

57. A pilot experiences a vacuum system failure in IMC. Which instruments are typically lost?

- A. The airspeed indicator, altimeter, and vertical speed indicator
- B. The magnetic compass and the turn coordinator simultaneously
- C. The transponder, communication radios, and navigation receivers
- D. The attitude indicator and heading indicator driven by vacuum

58. Why is the "first 1,000 feet" of an instrument takeoff considered critical?

- A. The aircraft is at its maximum certificated gross weight there
- B. Transition to instruments must occur with little margin for error
- C. The transponder does not begin reporting altitude until that point
- D. The autopilot cannot be engaged below one thousand feet AGL

59. What does a localizer-type directional aid (LDA) differ from a standard localizer in?

- A. It provides both lateral and vertical guidance like a full ILS
- B. It operates on a completely different set of radio frequencies
- C. It is not aligned with the runway centerline within normal limits
- D. It can only be used during daytime visual meteorological conditions

60. A pilot must determine pressure altitude for performance calculations. How is this found?

- A. Set the altimeter to 29.92 and read the indicated altitude
- B. Subtract the field elevation from the current indicated altitude
- C. Add the outside air temperature correction to true altitude
- D. Set the local altimeter setting and read the resulting value

## Answer Key

1. D. Rigidity in space — A spinning gyro rotor resists external forces and stays fixed in space, providing the stable horizon reference.
2. A. Instrument currency — FAR 61.57(c): within the preceding 6 calendar months, six approaches plus holding procedures and intercepting/tracking courses.
3. B. Pitot blocked, drain open — Ram pressure can escape through the drain hole, so the airspeed drops toward zero.
4. D. Descent rate math — 5,000 ft to lose; at 150 kt over 15 NM = 6 min;  $5,000 \div 6 \approx 830$  ft/min.
5. B. AHRS — Provides attitude and heading data using solid-state (MEMS/laser) sensors instead of spinning gyros.
6. B. Logging instrument time — Logged when the aircraft is operated solely by reference to instruments, in actual or simulated conditions.

7. D. Standard rate turn —  $3^\circ/\text{second}$ , completing a  $360^\circ$  turn in two minutes.
8. C. Precession — Bearing friction and mechanical imperfections cause gyroscopic drift, requiring realignment to the compass.
9. D. Blocked static port — The altimeter needs static pressure; a blocked port causes it to freeze/not respond to altitude change.
10. B. Alternate static source — Supplies static pressure (often cabin air) if the primary port is blocked.
11. A. Alternate static effect — Cabin air is at slightly lower pressure than ambient, so the altimeter reads slightly higher than true.
12. B. IFR fuel reserve — FAR 91.167: fuel to destination, then to the alternate, then 45 minutes at normal cruise.
13. D. HSI — Combines heading information with course deviation (VOR/localizer) guidance in one instrument.
14. C. Northerly turning error — Magnetic dip causes the compass to lag (north) or lead (south) during turns through those headings.
15. A. Altimeter set too high — A setting higher than actual makes the altimeter indicate higher than the true altitude.
16. B. Kollsman window — Displays the barometric pressure setting used to calibrate the altimeter.
17. A. VSI lag — The VSI measures the rate of static pressure change, producing an initial lag before stabilizing.

18. C. Flight director — Displays computed command guidance cues that the pilot (or autopilot) follows.
19. B. Time-and-distance check — A 90° bearing change over a timed interval yields time/distance to the station.
20. A. TO/FROM indicator — Shows whether the selected course leads to or from the VOR station.
21. A. Cold-temperature correction — In cold air, true altitude is lower than indicated, so corrections protect terrain clearance.
22. C. Rate of turn — The turn portion shows how fast the aircraft is turning about the vertical axis.
23. D. DME arc technique — Small heading changes keep the DME distance (and thus the arc) constant.
24. B. Inclinator ball — Indicates coordination: centered (coordinated), inside (slip), outside (skid).
25. D. Time to fix —  $60 \text{ NM at } 120 \text{ kt} = 0.5 \text{ hour} = 30 \text{ minutes}$ .
26. C. VOR limitation — Line-of-sight reception makes it range- and altitude-limited.
27. B. TAS vs IAS — Lower air density at altitude means the same indicated airspeed corresponds to a higher true airspeed.
28. D. Partial panel — Controlling the aircraft after loss of one or more primary flight instruments.
29. A. Assumes standard (non-reverse) VOR sensing with the OBS set to the inbound course. This is the conventional teaching standard; correct as keyed.

30. A. VSI trend vector — Predicts the altitude the aircraft will reach in about six seconds at the current rate.
31. C. Constant-rate descent — Produces a stabilized, predictable profile that is easier to fly accurately.
32. B. Calibrated airspeed — Corrects indicated airspeed for installation/position error in the pitot-static system.
33. C. Max holding speed — Above 6,000 to 14,000 ft, maximum holding speed is 200 KIAS.
34. C. The leans — An undetected slow roll into a bank that the vestibular system fails to sense.
35. C. RAIM — Receiver autonomous integrity monitoring detects/excludes a faulty satellite to ensure accuracy.
36. D. Climb time —  $5,000 \text{ ft at } 500 \text{ ft/min} = 10 \text{ minutes}$ .
37. D. Localizer sensitivity — The localizer is about four times more sensitive than a VOR course.
38. C. Cold-weather true altitude — When colder than standard, indicated altitude overstates true altitude (terrain hazard).
39. A. EHSI advantage — Adds an integrated moving map with flight-plan/route data overlaid on the display.
40. A. Descent rate math —  $2,000 \text{ ft to lose; } 12 \text{ NM at } 120 \text{ kt} = 6 \text{ min; } 2,000 \div 6 \approx 333$ , closest is  $\sim 400 \text{ ft/min}$ . (See Distractor Concern.)
41. C. Mode C — Reports the aircraft's pressure altitude automatically to ATC radar.

42. C. Cross-check rationale — No single instrument shows the complete aircraft state, so systematic scanning is essential.
43. D. Gyro drift response — Realign the heading indicator to the magnetic compass during straight-and-level unaccelerated flight.
44. D. Glideslope antenna — Receives the vertical guidance signal defining the descent profile.
45. B. Visibility-to-RVR — 1/2 SM corresponds to roughly 2,400 ft RVR.
46. D. MRA — The lowest altitude at which an intersection can be reliably determined using the required nav aids.
47. D. Heading bug on coupled approach — The autopilot uses the bug heading for the initial intercept before capture.
48. C. VSR — The vertical speed required to meet an upcoming altitude constraint.
49. C. DME slant range — DME measures slant range, which exceeds horizontal ground distance, especially at altitude over the station.
50. A. EFIS advantage — Integrated information presentation reduces scan workload.
51. A. Maneuvering speed — At or below  $V_a$ , the wing stalls before structural limits are exceeded, limiting loads.
52. B. Back course sensing — Course needle indications are reversed unless the equipment provides reverse-sensing correction.
53. C. Wind correction angle — Requires wind speed/direction, true airspeed, and the desired course.

54. A. Outer marker — Marks the point where the glideslope is normally intercepted on an ILS.
55. B. Duck-under — The hazardous temptation to descend below minimums prematurely to acquire the runway.
56. B. MEA — Minimum enroute altitude, ensuring both obstacle clearance and navigation signal reception.
57. D. Vacuum failure — Typically loses the vacuum-driven attitude indicator and heading indicator.
58. B. First 1,000 ft — Transition to instruments occurs with little altitude margin, making it a critical phase.
59. C. LDA — A localizer-type aid not aligned with the runway centerline within normal localizer tolerances.
60. A. Pressure altitude — Set the altimeter to 29.92 and read the indicated altitude.