

I Gotta Get These Cross Countries Done!: Problem Handouts



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Part 1

Only a few short weeks until the end of the course. The instrument rating is now within your grasp. An early morning start is what is required to finish up this cross country time. A coffee at the flightline and you are ready to go. Being the conscientious pilot you have valid charts, have checked NOTAMS/AFD, and have a printed weather briefing; you even did a little flight planning for the route the night before. Nothing stands in your way. Just check out the keys for the Cessna 152 and off you go. You walk out of the door to find a beautiful spring day in southern California. A perfect day to make a cross-country flight from San Diego to Palm Springs and back. During your planning last night, you selected an altitude that gave plenty of clearance above the mountains that are along the route. After you land in Palm Springs (wow, what a strong cross wind) you take off and start back towards San Diego. Just after you request flight following, you are informed that there is a SIGMET in the area because of strong updrafts and downdrafts reported by airline traffic.

As the PIC and sole occupant of the aircraft, your job is to get to your destination safely if it is possible to do so. Describe what you would have to consider in order to make a good decision regarding this flight.





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Part 2

You decide to continue the flight to San Diego. Once you have overcome the updrafts and downdrafts and cleared the mountains, you continue towards San Diego. As you descend, you notice that the wind is not blowing from the west as usual and is stronger than would normally be expected. You see the clouds are now getting lower as you approach the coast. You have to descend, turn, or make a mayday call (since you are not yet instrument-rated). The mountains seem awfully high right now.



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Part 3

After your eventful flight, you decide that you will relax at the beach for the rest of the day. While you are at the beach, you notice that the water temperature is noticeably warmer than it has been at the same time in the previous few years.

Is it possible for the abnormal water temperature to be related to the unusual weather you're experienced while you were flying?