

Aircraft Instruments – Part 2

1. Your static port becomes blocked –
 - a. What instrument(s) is/are affected
 - b. What do you do to remedy the situation?
 - c. If you cannot execute the action in 'b', above, what else could you do?

2. Your pitot tube (including the drain hole) becomes blocked –
 - a. What instrument(s) is/are affected
 - b. What do you do to remedy the situation?
 - c. If your remedy does not work describe the behavior you would see from the instrument(s) affected during your descent to land at the nearest airport.

3. Your pitot tube (but NOT the drain hole) becomes blocked –
 - a. What instrument(s) is/are affected
 - b. What do you do to remedy the situation?
 - c. If your remedy does not work describe the behavior you would see from the instrument(s) affected during your descent to land at the nearest airport.

4. You are descending and making a turn to the east when you notice that your heading indicator and magnetic compass do not agree –
 - a. What does this mean / what is wrong?
 - b. What do you do to remedy the situation?

5. Your turn coordinator stops working – but your attitude indicator is performing as expected.
 - a. What does this mean / what is wrong?
 - b. What do you do to remedy the situation?

6. You depart KMHK, field elevation 1066 ft., temperature 27° C, altimeter 30.04 inHg. You fly to KGUC, field elevation 7679 ft., temperature – 25° C, altimeter 30.04 inHg. You have filed IFR since there is a persistent haze obscuring the ground starting about 100 NM before your destination at KGUC. You have checked the altimeter setting several times along the route – the altimeter was consistently 30.04 inHg so no re-setting of the altimeter was required.

You intercept the glideslope but at a point much closer to the runway end than you expected. You descend on the glideslope where the outer marker crossing altitude is 10,300 ft. MSL. The outer marker light and tone come on and you notice your altimeter is reading is 10,770 ft.

- a. What does this mean / what is wrong?
- b. What do you do to remedy the situation?

(See the approach plate for the ILS or LOC Rwy 6 approach to KGUC on the last page of this document).

7. Your heading indicator is not moving and your attitude indicator shows a turn to the right. Your compass and turn coordinator (no flag) show a turn to the left –
 - a. What does this mean / what is wrong?
 - b. What do you do to remedy the situation?

8. You are flying and note that your airspeed indicator, altimeter and vertical speed indicator (which reads zero) are all constant, reading as they had before. You note that your turn coordinator and attitude indicator both show a turn to the left. The heading indicator is stationary.
 - a. What does this mean / what is wrong?
 - b. What do you do to remedy the situation?

9. You are crossing a cold front - which you recognized you would because you checked the Surface Analysis chart and the 12 hour Surface Prog chart. You also checked for the freezing level and available PIREPS and no icing was reported. Nonetheless you encounter freezing drizzle as you cross the front – relatively minor at this point so you maintain altitude and heading until after you have crossed the front (as you should do, because descending too soon may keep you in the region of freezing drizzle). As you begin your descent you suspect that your static port has frozen over. Before you remedy the problem –
 - a. What is your altimeter doing as you descend?
 - b. What is your vertical speed indicator doing as you descend?
 - c. What do you do to remedy the problem?

10. You have a magnetic compass located at the top center of the windscreen. Your attitude indicator fails -
 - a. Can you hang a pen from a string to judge your bank angle when making a coordinated turn?
 - b. Can you use your turn and bank indicator or turn coordinator to judge your bank angle when making a coordinated turn?

GUNNISON, COLORADO

AL-517 (FAA)

19199

LOC/DME I-GUC 110.5 Chan 42	APP CRS 062°	Rwy Idg TDZE Apt Elev 9397 7667 7680
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ILS or LOC RWY 6

GUNNISON-CRESTED BUTTE RGNL (GUC)

DME required.

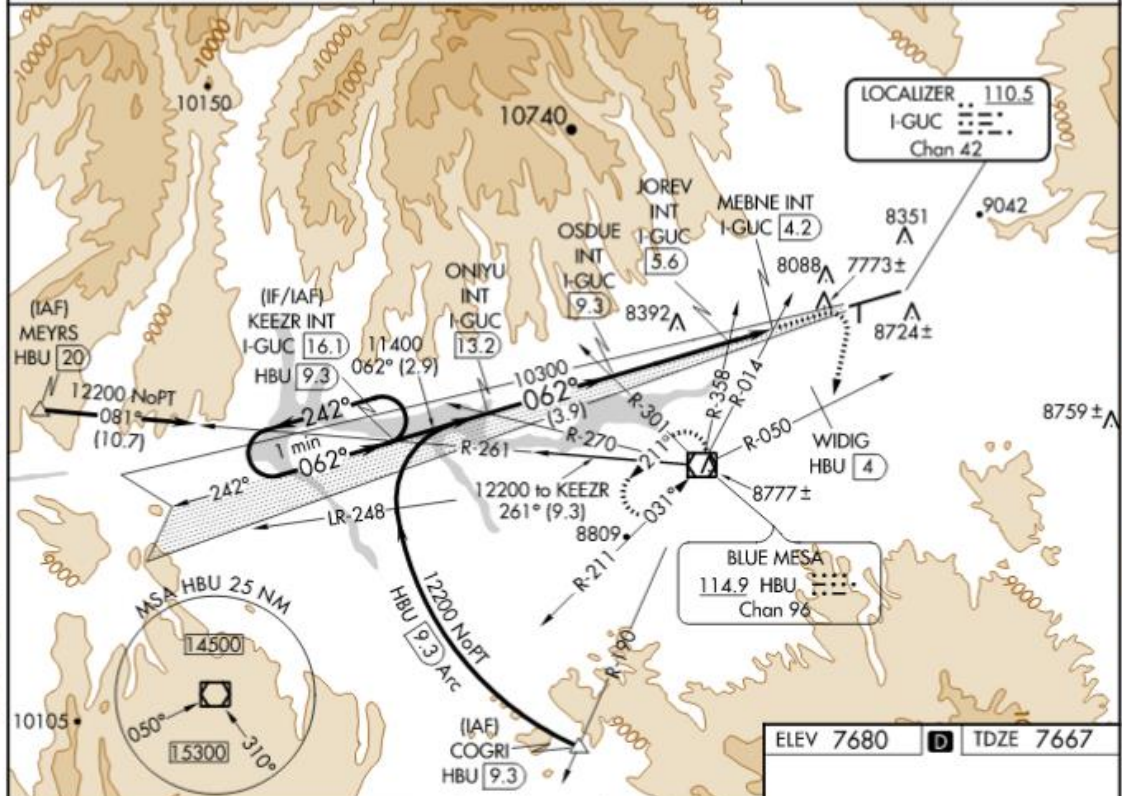
▼ Inoperative table does not apply. When local altimeter setting not received, procedure NA. Rwy 6 helicopter visibility reduction below 3/4 SM NA. Procedure NA when airport closed except by prior arrangement.

▲ -28°C

MALSF

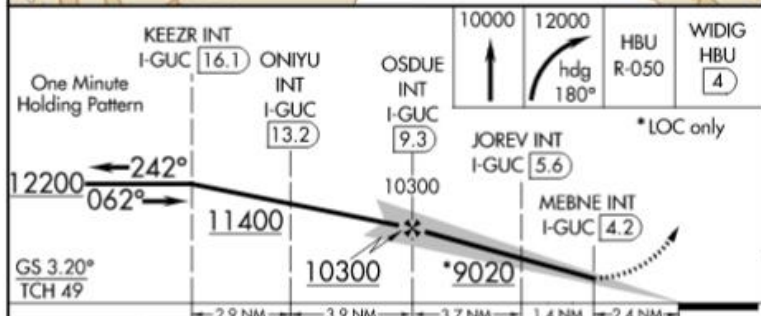
MISSED APPROACH: Climb to 10000 then climbing right turn to 12000 via heading 180° and HBU VOR/DME R-050 to WIDIG/HBU 4 DME continue via HBU VOR/DME R-050 to HBU VOR/DME and hold.

AWOS-3PT 135.075	DENVER CENTER 125.35 354.05	UNICOM 122.7 (CTAF)
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SW-1, 12 SEP 2019 to 10 OCT 2019

SW-1, 12 SEP 2019 to 10 OCT 2019



ELEV 7680 TDZE 7667

10000	12000	HBU R-050	WIDIG HBU 4
↑	hdg 180°	* LOC only	
062° 7.5 NM from FAF			
HIRL Rwy 6-24 REIL Rwy 24			
FAF to MAP 5.1 NM			
Knots	60	90	120 150 180
Min:Sec	5:06	3:24	2:33 2:02 1:42

CATEGORY	A	B	C	D
S-ILS 6	8590-3 923 (1000-3)			NA
S-LOC 6	9020-3 1353 (1400-3)			
JOREV FIX MINIMUMS				
S-LOC 6	8640-3 973 (1000-3)			

GUNNISON, COLORADO
Amdt 5A 18JUL19

38°32'N-106°56'W

GUNNISON-CRESTED BUTTE RGNL (GUC)

ILS or LOC RWY 6