

CLAT Community

daily
QT

SECTIONAL TEST

110

DAYS TO GO FOR
CLAT 2027



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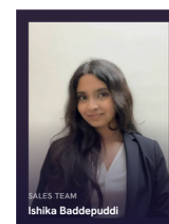
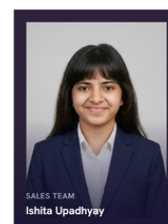
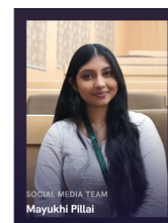
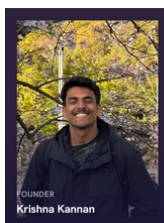
AND
MANY
MORE.

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OUR COURSES



OUR MENTORS



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MENTORS' NOTE

Good morning everyone,

If you're reading this, you're already doing something that thousands of CLAT aspirants never do—you've shown up today. That might sound like a small thing, but over the next few months you'll realise that success in CLAT is rarely decided by one brilliant mock or one 12-hour study session. It's decided by the hundreds of ordinary days where you choose to sit down and study even when you don't feel like it.

The entire CLAT Community team is rooting for you. Whenever you're stuck, ask doubts, discuss questions, and make use of the people around you. You don't have to prepare alone. We hope today's material helps you take one more step towards your dream.

Now stop reading this note and get to work. Your future self will thank you for the effort you put in today.

All the best.

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DAILY QT

PASSAGE 1 — KESTREL AVIATION ACADEMY

Kestrel Aviation Academy trains cadet pilots in two parallel squadrons, Falcon and Harrier, in the months leading up to their solo check-ride. At the close of each month the training office publishes a short headline table of squadron flying hours, and reviews, quite separately, a handful of other records that have nothing whatever to do with the roster figures in that table. This month's table is reproduced below; the Harrier entries are given only in relation to Falcon's, as is the office's usual practice.

Squadron	Cadets	Average logged hours this month
Falcon	24	42
Harrier	exactly half of Falcon's roster	not published

Combined across both squadrons together, this month's overall average works out to exactly 4 hours lower than Falcon squadron's own average. The other records reviewed this month — each entirely independent of the table above, and of one another — cover the five-member senior check-pilot panel, the ground-instructors' weekly teaching logs, one cadet's daily record during a seven-day intensive block, and the leg-by-leg speeds on a cross-country training route.

1. The Academy's five-member senior check-pilot panel has an average age of 50. The two most senior panelists, who are due to retire together at the end of the year, have ages in the ratio 6:7, and together they are 10 years older than the other three panelists are put together. What is the age of the older of the two retiring panelists?

- (A) 60
- (B) 70
- (C) 65
- (D) 130

2. Kestrel's eight ground-instructors log a combined 320 teaching hours this week. Every instructor who currently holds simulator certification is then credited a recertification bonus

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equal to one-fifth of the group's original average hours; instructors without current certification log their usual hours, unchanged. Once the bonus is credited, the group's average stands at 43 hours. Training-board policy caps certified instructors at no more than half the squad in any given year. How many of the eight instructors currently hold the certification?

- (A) 4
- (B) 24
- (C) 43
- (D) 3

3. During a seven-day intensive block, a Falcon cadet's daily flight hours increase by the same fixed amount from each day to the next. Across the whole block the cadet logs 154 hours, and the Day 6 tally exceeds the Day 3 tally by 9 hours. What was the cadet's Day 7 tally?

- (A) 31
- (B) 22
- (C) 25
- (D) 28

4. On a cross-country training route, Leg 1 covers 120 km and is flown at a cruising speed of 200 km/h. Leg 2 is a holding-pattern diversion flown at 150 km/h for exactly 12 minutes. Leg 3 covers the same distance as Leg 1 but is flown faster, at 300 km/h. What is the cadet's average speed for the route as a whole?

- (A) 270 km/h
- (B) $216\frac{2}{3}$ km/h
- (C) 225 km/h
- (D) 240 km/h

5. Using the table and the combined-average statement above, what is Harrier squadron's own average logged hours this month?

- (A) 34
- (B) 30
- (C) 15
- (D) 36

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6. At the start of next month a batch of transfer cadets will join Falcon squadron from a partner academy, each of them having logged exactly 30 hours. The batch size is not fixed in advance, but training command requires that Falcon's average must not fall below 39 hours once the transfers are on the roster. What is the largest number of transfer cadets Falcon can accept?

- (A) 39
- (B) 7
- (C) 24
- (D) 8

PASSAGE 2 — COPPERHEAD ALLOYS PVT LTD

Copperhead Alloys Pvt Ltd recycles scrap metal into cast copper alloys for industrial buyers. Its foundry floor runs several blending operations each week: melting existing stocks of differing purity together, reconstructing the composition of stocks whose grade was never separately recorded, and drawing down and topping up molten batches during casting. Every blend is sold, or is to be sold, by weight at the standard market rate for the metal it is represented as.

Running alongside all of this, an internal audit has flagged two consignments in which cheap zinc filler was mixed into the metal without being disclosed to the buyer, the filler costing the trader nothing. Each question below is to be worked from the figures given in that question, together with any figure it explicitly carries over from an earlier question in this passage.

7. Take the first flagged consignment. For every unit of copper the trader actually paid for, he mixed in free zinc equal to one-fifth of that paid quantity, and sold the entire combined weight throughout at the standard market price for pure copper. In all, 240 kg of this blend was sold. Taking his outlay as the base, what was the trader's percentage gain?

- (A) 20%
- (B) 25%
- (C) $16\frac{2}{3}\%$
- (D) Cannot be determined without the market price of copper

8. Two existing alloy stocks are to be recast together. Stock P occupies 20 litres, and at the foundry's standard casting density of 9 kg per litre this fixes its weight; within Stock P, copper

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and zinc stand in the ratio 5:4. Stock Q weighs 220 kg, and within it copper and zinc stand in the ratio 8:3. Once the two stocks are melted into a single batch, what percentage of that batch is copper?

- (A) 35%
- (B) 60%
- (C) 65%
- (D) 69%

9. A 300 kg batch of molten alloy holds copper and tin in the ratio 7:3. Because the melt is thoroughly stirred, it is uniform throughout. Workers draw off exactly one-fifth of the batch and replace what they have drawn with an equal weight of pure tin. What is the resulting ratio of copper to tin?

- (A) 7:3
- (B) 14:11
- (C) 19:6
- (D) 16:9

10. A client requires a batch meeting an exact copper-to-tin specification of 3:2. It will be built from Alloy Stock R together with a fresh addition of pure tin. Stock R weighs 250 kg and was itself created earlier this month by melting 150 kg of pure copper scrap together with 100 kg of a lower-grade copper-tin mix that ran 30% copper by weight. How much pure tin must now be added to Stock R to bring the batch to the client's exact specification?

- (A) 50 kg
- (B) 100 kg
- (C) 110 kg
- (D) 200 kg

11. Stock V's copper grade was never separately recorded. The shop record shows only that 150 kg of Stock V was blended with 90 kg of Stock W, which runs 10% copper, to form a 240 kg batch that tested at 55% copper overall. Copperhead's metallurgist uses this to establish Stock V's own grade. A fresh 150 kg consignment of that same grade of Stock V has now

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arrived and must be alloyed with Stock X, which runs 60% copper, to meet a client's target of 75% copper. How much Stock X must be added to the fresh consignment?

- (A) 70 kg
- (B) 112 kg
- (C) 130 kg
- (D) 180 kg

12. The audit covers two consignments, both sold throughout at the standard price for pure copper. In Consignment A — the one described earlier in this passage — free zinc equal to one-fifth of the copper actually paid for was mixed in, and 240 kg of that blend was sold. Consignment B was adulterated at a different rate, which the trader did not record; 330 kg of that blend was sold. Measuring the gain in each case against the copper actually paid for, the audit finds the overall gain across the two consignments together to be exactly 14%. How much free zinc, by weight, went into Consignment B?

- (A) 30 kg
- (B) 33 kg
- (C) 40 kg
- (D) 55 kg

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ANSWER KEY

PASSAGE 1 — KESTREL AVIATION ACADEMY (AVERAGES)

Question 1

Correct answer: (B) 70

Question 2

Correct answer: (D) 3

Question 3

Correct answer: (A) 31

Question 4

Correct answer: (C) 225 km/h

Question 5

Correct answer: (B) 3

Question 6

Correct answer: (D) 8

PASSAGE 2 — COPPERHEAD ALLOYS PVT LTD (MIXTURES AND ALLEGATION)

Question 7

Correct answer: (A) 20%

Question 8

Correct answer: (C) 65%

Question 9

Correct answer: (B) 14:11

Question 10

Correct answer: (A) 50 kg

Question 11

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Correct answer: (A) 70 kg

Question 12

Correct answer: (A) 30 kg



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