Mountain Flying Checkout Quiz

1. What are the basic premises of mountain flying?
    a. Always remain in a position to turn towards lowering terrain
    b. Decrease weight as much as possible
    c. Never go past the point of no return
    d. Both A and C are correct

2. Supplemental oxygen requirements are calculated for:
    a. Density Altitude
    b. Pressure Altitude
    c. Indicated Altitude
    d. True Altitude

3. According to the FARs, at what altitude must all crew use supplemental oxygen, regardless of duration?
    a. 12,500 ft
    b. 14,000 ft
    c. 15,000 ft
    d. 18,000 ft

4. You are flying near Sunlight Mountain at 13,000 ft and listen to the AWOS, the current altimeter setting is 30.73. What is your Pressure Altitude?
    a. 12,190 ft
    b. 13,720 ft
    c. 15,111 ft
    d. 10,865 ft

5. Reference question 4. What is the density altitude if the temperature is 86 degrees Fahrenheit?
    a. 13,525 ft
    b. 14,698 ft
    c. 17,110 ft
    d. 12,963 ft

6. As density altitude increases:
    a. Aircraft performance will increase
    b. Aircraft performance will decrease
    c. Aircraft performance will stay the same
    d. None of these are correct

7. Generally, for every 1,000 ft of altitude gain in a non-turbocharged aircraft:
    a. Horsepower will increase 2%
    b. Horsepower will stay the same
    c. Horsepower will decrease 3%
    d. Horsepower will decrease 6%

8. Takeoff, landing and climb performance should be calculated using:
    a. Pressure altitude
    b. True altitude
    c. Absolute altitude
    d. Density altitude

9. Winds aloft directions are:
    a. Relative to true north
    b. Relative to magnetic north
    c. Neither of these are correct

10. When taking off or landing at mountain airports you should always use:
    a. Short field Procedures
    b. Soft Field Procedures
    c. Normal Procedures
    d. Touch and go

11. Thunderstorms in the mountains may be caused by:
    a. Convective activity
    b. Orographic Lifting
    c. Frontal Systems
    d. All of the above

12. Which instrument is most accurate in depicting the strength of updrafts and downdrafts?
    a. Altimeter
    b. Airspeed Indicator
    c. Vertical Speed Indicator
    d. Attitude Indicator

13. When wanting to use an updraft to assist you in a climb what airspeed should be flown?
    a. Va
    b. Vx
    c. Vy
    d. Vg

14. When encountering a downdraft, what should you do?
    a. Raise the nose to achieve a Vx climb
    b. Lower the nose to increase airspeed
    c. Keep the nose level and maintain airspeed
    d. None of the above

15. When encountering turbulence in the mountains what airspeed should be flown?
    a. Va
    b. Vx
    c. Vy
    d. Vg

16. What is the first indication of carb icing?
    a. Increase in RPM/MP
    b. Decrease in RPM/MP
    c. Fluctuation of RPM/MP
    d. There is no indication

17. When approaching a high altitude airport you should expect your groundspeed to _____ while flying your normal indicated approach speed as specified in your POH.
    a. Decrease
    b. Stay the same
    c. Increase
    d. Be the same as your indicated airspeed

18. Due to the difference in True Airspeed at higher altitudes, with respect to approach speeds, you should:
    a. Increase your indicated airspeed on approach
    b. Maintain approach speed at the recommended indicated airspeed in your POH
    c. Decrease your indicated airspeed on approach
    d. Land on the thousand footers

19. A standing lenticular cloud (cap cloud) is an indicator of what type of weather?
    a. Smooth air
    b. Thunderstorms
    c. Mountain wave turbulence
    d. Rain or snow

20. You can expect mountain wave turbulence on the leeward side of a standing lenticular cloud.
    a. True
    b. False

21. You can expect updrafts on the leeward side of a ridge or pass.
    a. True
    b. False

22. You are approaching a mountain ridge that you intend to cross. What is the recommended procedure for crossing the ridge?
    a. Maintain original heading
    b. Fly perpendicular the ridge
    c. Turn to approach the ridge at a 45 degree angle
    d. Turn around and find another route

23. Wind speeds can as much as double directly above a ridge or pass.
    a. True
    b. False

24. When flying through a valley, what side of the valley should you fly on?
    a. Down the center
    b. Windward side
    c. Leeward side
    d. Right side