

**TEXAS WING – CIVIL AIR PATROL  
MOUNTAIN FLYING QUALIFICATION COURSE  
WRITTEN EXAMINATION**

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**Date**

**Last Name**

**First Name**

**Grade**

**CAP ID Number**

**Unit Charter Number**

**Score**

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1. Pressure altitude is absolute altitude corrected for standard conditions.  
True            False
2. Density altitude is pressure altitude corrected for variations from standard temperature.  
True            False
3. High density altitude means the air has a density higher than standard density.  
True            False
4. High density altitude does not affect engine and aircraft performance.  
True            False
5. A Koch Chart is used to determine the effect of density altitude on rate-of-climb and take off distance.  
True            False
6. Hypoxia is a childhood disease.  
True            False
7. Flight at high altitude can cause hypoxia.  
True            False
8. The Valsalva maneuver clears air trapped in the sinus cavities.  
True            False
9. A flight should be postponed if mountain peak winds are greater than 30 knots.  
True            False
10. Turbulence is usually the strongest on the leeward side of a mountain.  
True            False
11. Lenticular clouds are an indication of the presence of a mountain wave.  
True            False
12. A rotor cloud forms upwind of a ridgeline and indicates strong, violent winds moving in a rotary motion.  
True            False
13. CAP minimum ceiling for VFR flight is 5,000 feet AGL.  
True            False
14. Unstable air favors vertical motion which creates convective activity, especially in moist air.  
True            False
15. Flight in stable air is smooth, but poor visibility and a low ceiling may be present.  
True            False
16. Orographic thunderstorms are the result of moist, unstable air being forced aloft by terrain.  
True            False
17. Weather forecasts in the mountains are very accurate.  
True            False

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18. When flying in a valley, stay to the windward side.  
True            False
19. Always be in a position to turn toward lowering terrain.  
True            False
20. When flying toward the leeward side of a ridge, approach head on.  
True            False
21. Never fly up a canyon if there is insufficient lateral width to turn around.  
True            False
22. A false horizon is not responsible for most mountain mishaps.  
True            False
23. It is a bad idea to follow a road when mountain flying at night.  
True            False
24. Landing speed will be higher at airports with high density altitude.  
True            False
25. The best frequency for emergency notification may not be 121.5 MHz.  
True            False
26. Pilotage and dead reckoning are not recommended for mountain flying.  
True            False
27. ELT searches should be flown at the highest practical altitude.  
True            False
28. The last ridge on a direct route between origin and destination is a high probability area when searching for a downed aircraft.  
True            False
29. When searching for an aircraft one of the pilot's responsibilities is to put the observers in the best position to scan terrain.  
True            False
30. A contour search can be used for canyons and steep valleys.  
True            False
31. When searching a plateau, stay 500 feet AGL above the plateau level.  
True            False
32. It is difficult to spot targets in or below trees.  
True            False
33. When searching a drainage or canyon no more than 10° of flap should be used.  
True            False
34. Most mountain terrain is best searched in early morning or late afternoon.  
True            False
35. When a target is located, immediately note a visual landmark and record the aircraft's altitude.  
True            False
36. When turning back to a suspected target, use either modified racetrack maneuver or teardrop procedure.  
True            False
37. Care should be taken to not get blown into the mountainside when executing a modified racetrack maneuver.  
True            False

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38. Four hours is a practical length of time for a search mission.  
True                  False
39. Aircraft wreckage may not look like an airplane.  
True                  False
40. An increase in density altitude results in a reduced rate-of-climb.  
True                  False

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