

Clearing Mountains

- ✓ The visual aspects of mountain flying can be deceiving.
 - ✓ but if you can see more and more of the terrain on the other side of the ridge you are approaching, you are higher than the ridge and can probably continue.
- ✓ Plan every ridge crossing as though an engine failure was imminent.



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✓BASIC PREMISE #1

- ✓Always remain in a position where you can turn toward lowering terrain.
- ✓This axiom also encompasses the idea that you will not enter or fly in a canyon where there is not sufficient room to turn around. Another way of stating this truth is to have an escape route in mind and be in a position to exercise this option.

• Sparky Imeson “The Mountain Flying Bible”



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✓ BASIC PREMISE #2

- ✓ Do not fly beyond the point of no return.
 - ✓ This is the position when flying upslope terrain where, if you reduce the throttle to idle and begin a normal glide, you will have sufficient altitude to turn around without impacting the terrain.
 - ✓ As you near the ridge, when arriving at a position where the power can be reduced to idle and the airplane will glide to the top of the ridgeline, a commitment to cross the ridge can be made.
 - ✓ At this position, the airplane is close enough to the ridgeline not to experience an unexpected downdraft of a nature that will cause a problem.
 - ✓ If a downdraft is encountered, keep the power on, lower the nose to maintain airspeed and the airplane will clear the ridge.
 - Sparky Imeson "The Mountain Flying Bible"



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- ✓ Realize that the actual horizon is near the base of the mountains.
- ✓ This mistake of using the summit of the peaks as the horizon will result in the aircraft being placed in an attitude of constant climb.
- ✓ This could inadvertently lead to stall from which a recovery may be impossible.



Course Reversal

- ✓ Everyone flying in the mountains will encounter situations when it becomes necessary to make a 180° turn.
 - ✓ To turn around, slow down. This will decrease the radius of turn.
 - ✓ Pull back on the control wheel to trade airspeed for altitude if you have extra speed.
 - ✓ Then make the steepest turn you can comfortably make, up to 60 degrees.

