

R22/R44

Awareness Training Quiz

% Correct _____
(subtract 5% from 100% for each mistake)

Name _____

1. It is acceptable to allow your A/S to go below 30 kts if:
 A. your R/S is 0
 B. your R/S is below 300 FPM
 C. your R/S is below 600 FPM

2. To avoid hitting unmarked wires your altitude must be:
 A. above 300 feet AGL
 B. above 500 feet MSL
 C. above 500 feet AGL

3. The number one cause of fatal accidents in the R22 is:
 A. low-RPM Rotor Stall
 B. collision with wires & other objects
 C. low-G Mast Bumping

4. When the rotor RPM begins to decay, the engine will:
 A. produce less torque
 B. produce less torque and less power
 C. produce less power at nearly the same torque

5. If you encounter unexpected severe turbulence, you should;
 A. immediately increase your A/S to clear the area quickly
 B. slow down and avoid overcontrolling the aircraft
 C. enter autorotation and land

6. Aerodynamic stall occurs when:
 A. either an airplane or a helicopter loses airspeed
 B. an airplane loses airspeed or a helicopter loses rotor RPM
 C. an airplane flies too fast or a helicopter flies too slow

7. If the pilot pulls in too much pitch

- A. it may cause an over torque damaging the engine
- B. It may cause an overspeed
- C. It may pull the RPM down causing a loss of power leading to rotor stall

8. To quickly descend for collision avoidance, the pilot should

- A. reduce collective pitch while keeping the aircraft level with the cyclic
- B. push the cyclic forward to dive below the hazard
- C. lower the collective and push the cyclic forward

9. When crossing high tension power lines, the pilot should

- A. keep the tower to his left so as to avoid aircraft coming from the opposite direction
- B. always fly directly over the towers
- C. always fly over the point where the wires are the lowest

10. When performing a zero G push-over an airplane

- A. has less lateral control than during one G flight
- B. has more lateral control than during one G flight
- C. has the same lateral control as during one G flight

11. When performing a zero G push-over, a helicopter

- A. has less lateral control than during one G flight
- B. has more lateral control than during one G flight
- C. has the same lateral control than during one G flight

12. You can recover the most energy by

- A. reducing your RPM from 104% to 80%
- B. reducing your A/S from 90 kts to 80 kts
- C. reducing your A/S from 50 kts to 35 kts

13. To recover from a low-G condition, the pilot must apply:

- A. left pedal**
- B. aft cyclic**
- C. left cyclic**
- D. right pedal**

14. To recover from a low RPM situation, power-on, at any airspeed, the pilot must:

- A. lower the collective and add right pedal**
- B. roll on throttle and add forward cyclic**
- C. roll on throttle and lower the collective simultaneously**
- D. lower the collective and add forward cyclic**

15. For use during autorotation, energy is stored in:

- A. engine RPM and altitude**
- B. rotor RPM, forward speed and altitude**
- C. rotor RPM and forward speed**

16. During normal flight a 10% loss of RPM will result in:

- A. 10% less engine power available**
- B. 10% loss of airspeed**
- C. no loss of power available if manifold pressure is maintained**

17. The low-G condition can best be recognized by:

- A. low airspeed at high power setting**
- B. a feeling of weightlessness**
- C. a roll to the left**
- D. a yaw to the right**

18. Primary causes of fatal accidents in the R22 are:

- A. rotor stall and wire strikes**
- B. engine failure and weather**
- C. tail rotor failure and dual instruction**
- D. weather and dynamic rollover**

19. A pilot can recover 100 HP-sec of energy by:

- A. reducing airspeed from 90 to 84 knots**
- B. reducing airspeed from 60 to 50 knots**
- C. reducing altitude by 46 feet**
- D. any of the above**

20. In which of the following conditions can low RPM rotor stall occur:

- A. hover**
- B. autorotation**
- C. cruise**
- D. any of the above**