

Minnesota Soaring Club 2020 Safety Quiz

1. You are flying the ASK21 on tow and the rope breaks at 300 feet AGL. You turn 180° to execute a downwind landing with a 10-knot tailwind.
 - a. What indicated airspeed should you use?
 - b. In percentages, how much will the landing roll increase as compared to a landing with no wind?
2. During a downwind landing what would happen to the controllability of the glider given the following situations:
 - a. The glider's ground speed slowed to the same speed as the wind.
 - b. The glider's ground speed slowed to less than the speed as the wind.
3. During a downwind landing how do you fly to increase safety?
4. What flight time are you required to log?
5. If a glider pilot who is also rated in airplanes, successfully completes a flight review in an airplane, are the review requirements for operating a glider satisfied?
6. If a glider pilot, who is also rated in airplanes, and has not flown an airplane or glider in more than 90 days, makes 3 takeoffs and landings in an airplane, is this pilot then current in gliders?
7. What are the basic VFR day time weather minimums in the following airspace:
 - a. Class G airspace?
 - b. Class E airspace?
8. Is ADS-B Out required in gliders?
9. The morning's rawinsonde shows an inversion at 4,200 AGL that is expected to remain for the day. The temperature/dewpoint spread at the first part of the afternoon will be 16 degrees F, and 24 degrees F by mid-afternoon. Will your final glide at the end of the afternoon be in the blue?

10. As high pressure passes over and past your tasking area, would you expect the winds to remain from the northwest?
11. The morning surface maps show the isobars growing closer together over the next six and 12-hours. Will the winds increase or decrease as the day progresses?
12. When you are waiting for your turn to fly, name 4 new things you plan to do in 2020 that will further increase the safety of MSC flight operations or other people's flights that day.
13. Which of these statements are false?
 - A. An aircraft towing a glider has the right-of-way over all other aircraft
 - B. When aircraft are approaching each other head-on, or nearly so, each pilot of each aircraft shall alter course to the right.
 - C. An aircraft operating under instrument flight rules has right-of-way over aircraft operating under visual flight rules
 - D. An aircraft that is being overtaken has the right-of-way, and the overtaking aircraft shall alter course to the right to pass well clear.
 - E. Gliders have the right-of-way overpowered aircraft, and thus have right-of-way anytime in the pattern.
 - F. A glider at a lower altitude can cut in front of a glider on final who's at a higher altitude
14. You want to join a thermal with other gliders. You are at same the altitude as one of them. How do you safely fly in this gaggle?
 - a. Enter in front of that glider so for sure they can see you
 - b. Enter just behind that glider so there is no chance they will collide with you
 - c. Wait until they climb higher or you descend so that a space below them opens up to enter safely
 - d. Give that glider adequate time to notice you then enter on the opposite side of the circle
15. When releasing from tow at 3,920' MSL how should the glider pilot fly to maximize lookout and safety?

16. After a 3-hour flight you've landed in a field 4 miles from the airport. Since you used your cell phone as a flight computer, the battery died. Your sandals caused you to twist your ankle on a rock when you got out of the cockpit. Your next step is to:
 - a: Call for help with the glider radio on 122.8, 123.3 or 121.1.
 - b. Use a charged back-up battery for your cell phone and call the FOO/Airport/Friend.
 - c. Use your SPOT locator to send a "Help Me" message to pre-arranged contacts. (not the SOS message)
 - d. Wait for someone to figure out you're late and come look for you.
17. While a golf course looks like a good place for your land out, what are some reasons that may make this a poor choice to land a glider?
18. If your glider has a battery-powered transponder, does it need to be turned on all the time?
19. How should a pilot visually lookout during flight to maximize safety?
20. Other than keeping a good lookout, what tools and choices can you make to minimize the chances of a mid-air collision?
21. You are at 1,100' AG and 1.25 miles from entering the downwind leg of Runway 36 at KSYN. Your variometer swings and stays at 800 fpm up. Do MSC procedures allow you to thermal?
22. When thermalling close to KSYN at 2,200' AGL what steps should you take to maximize safety?

ONE ADDITIONAL TASK TO COMPLETE THE SAFETY QUIZ

Please provide three safety-related topics/tasks that you believe that you most need to review and refresh this soaring season.

Email your three items to Bob Wander at:

soarbooks@aol.com

OR

Send a postcard or other snail mail to Bob Wander at 1424 SW 48th Terrace, Cape Coral, FL 33914.

Your responses can be anonymous, and no names will be associated with the final product distributed to MSC'ers. Bob will collate the results and make them available to all MSC members via the MSC website. The results will give all of us an opportunity to learn about what we can accomplish via recurrent training this season.