

2021 MINNESOTA SOARING CLUB SAFETY QUIZ

1. Paragraph 91.309 (a)(5) of General Operating and Flight Rules requires that: The pilots of the towing aircraft and the glider or unpowered ultralight vehicle have agreed upon a general course of action, including takeoff and release signals, airspeeds, and emergency procedures for each pilot.

True or False. The general course of action excludes coordinating tow direction and release altitude.

2. Paragraph 61.57 (a)(1) of Certification: Pilots and Instructors. Except as provided in paragraph (e) of this section, no person may act as a pilot in command of an aircraft carrying passengers or of an aircraft certificated for more than one pilot flight crew-member unless that person has made at least three takeoffs and three landings within the preceding 90 days, and - (i) The person acted as the sole manipulator of the flight controls; and (ii) The required takeoffs and landings were performed in an aircraft of the same category, class, and type (it a type rating is required), and ...

True or False. Since I'm rated to fly airplanes and gliders, currency in my Mooney Mark 20C airplane extends to gliders.

3. True or False. The altitudes forecasted in a Terminal Aerodrome Forecast are in heights above mean sea level.

4. True or False. Paragraph 91.113 grants a towing aircraft right-of-way over all other aircraft, including gliders.

5. True of False. A glider has only one option to land at an airport—straight-in. This glider is in distress and therefore have right-of-way over all other aircraft.

6. When identifying yourself on the radio, how would you do so when flying the:

- a) ASK-21
- b) Owl
- c) Junior

7. What are the suggested minimum position reports you should make when entering and flying the pattern at KSYN?

8. If you have entered the 45 to downwind, and you will turn onto the downwind leg too high, how would you descend to glider pattern altitude?

- a) Circling flight
- b) Forward slip

- c) Fly the pattern too high
- d) Open the spoilers
- e) Use a forward slip and spoilers

9. When near the pattern at KSYN, what are the minimum distances/altitudes from the runway system to perform maneuvering flight?
10. If your wallet or clutch was stolen with your Pilot Certificate, could you legally pilot a glider?
11. How do you replace a lost certificate?
12. How do you approach the tow plane to speak with the tow pilot?

There were two near-miss incidents involving a glider and an airplane in 2020. Review the incident reports, (<https://mnsoaringclub.com/home/library/#safetytraining>) of both before answering the following questions:

13. You are flying the K21 solo. Runway 36 is active. There are gliders and airplanes using the pattern. KSYN's AWOS reports a 12 knot wind at 320°. You are two miles east of the airport at 1,000' AGL. What options are you considering including, speed to fly, direction, crew resource management, radio communications, etc. . . At 700' AGL one mile east of the runway radio calls announce two airplanes entering the pattern. What do you do now?
14. How do you prepare before you take off for being low far from the runway?
15. You are entering the downwind leg at 900' in the Junior for a landing on 18. The airport is busy with gliders on base and downwind, and an airplane practicing take off and landings. Detail your thoughts and decisions about maximizing safety in all phases of the landing.
16. Stanton Sport Aviation invites a wide range of aircraft from ultralights to airplanes to the airport. What are the likely differences in pattern speeds for gliders, ultralights, and power aircraft. How do you use this knowledge to maximize your safety (include radio communication, lookout, blind spots in your glider and in the other aircraft)? What would you do if you were approaching an ultralight aircraft at a 30 knots speed differential as it was turning to final and you were at the end of downwind?

The Field Operations Officer (FOO) is the primary safety officer during a day of operation. As FOO how do you:

17. Monitor aircraft launching and landing?
18. Move aircraft on the surface to minimize conflicts with landing aircraft?
19. Instill an expectation of safety in your operation?
20. Inspect the tow rope?
21. Replace the tow rope if it is worn?