

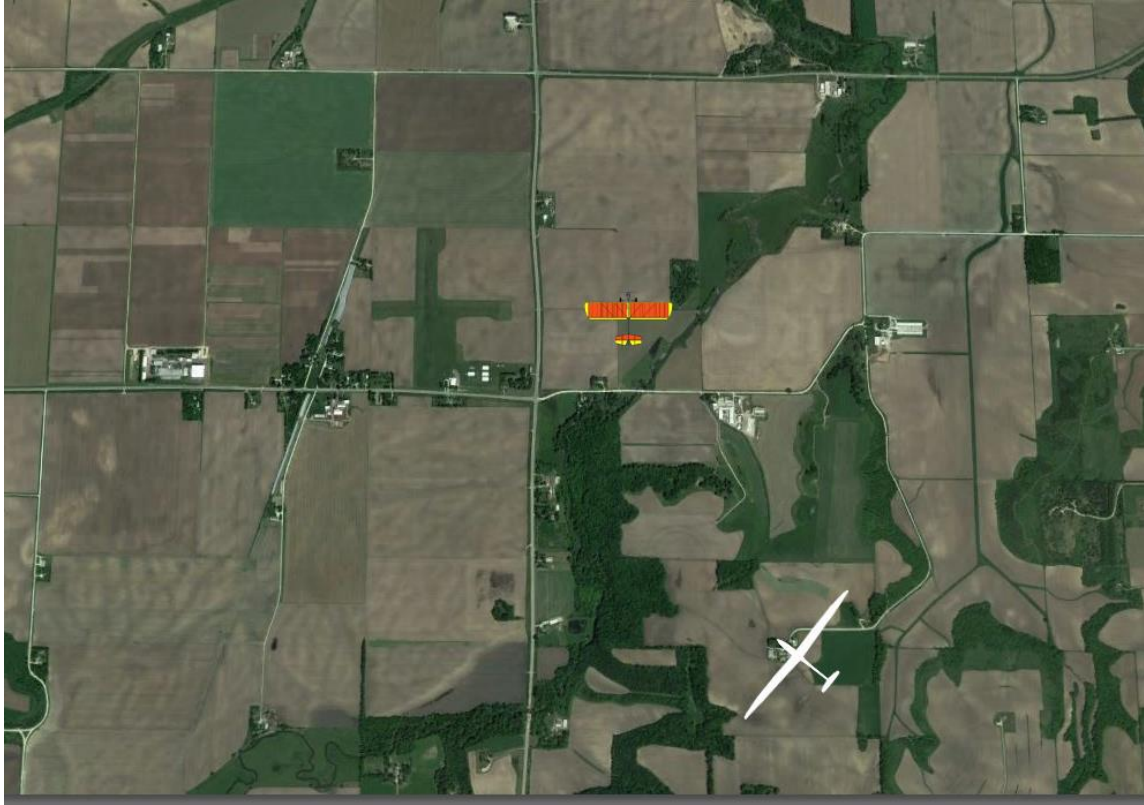
2022 Minnesota Soaring Club Safety Quiz

A WORD ABOUT THE SAFETY QUIZ FOR NEWER MEMBERS:

The Minnesota Soaring Club holds safety as the primary operational goal. We practice safety, talk about safety (both as a general principal and when we see others act in ways that could be safer), and do things to drive home the importance of safety—such as starting the season with a Safety Quiz. Towards that end the goal of the safety quiz is for each member to answer each question prior to the safety meeting so that you are ready for safe flight.

- 1) Which class of airspace is directly above Stanton Airport (KSYN) beginning at ground level, and to what height above ground level (AGL) does this airspace extend?
 - a. Class “C” (Charley); 2100 AGL
 - b. Class “D” (Delta); 2300 AGL
 - c. Class “E” (Echo); 4500 AGL
 - d. Class “G” (Golf); 1200 AGL
- 2) Describe the procedure for entering the traffic pattern when landing a glider at KSYN.
- 3) Are there any times that you would not follow this procedure? If so, when?
- 4) While on tow, the tow plane yaws back and forth. What is the tow pilot signaling?
 - a. Release immediately
 - b. The tow plane cannot release
 - c. Your spoilers are open
- 5) Which glider would be able to be flown with less drag if they both weighed the same?
 - a. With the CG located near the forward limit
 - b. With the CG located near the aft limit
- 6) Why?
- 7) Which glider would be more pitch sensitive?
 - a. With the CG located near the forward limit
 - b. With the CG located near the aft limit

- 8) The MSC Pawnee towplane is a much more powerful towplane than the MSC Super Cub towplane. Imagine that you are launching behind the Pawnee on a good soaring day. When compared to Super Cub aerotow launches, what will be different about your imminent Pawnee aerotow launch with regard to:
 - Initial acceleration?
 - Takeoff roll distance?
 - Initial rate of climb?
 - Aerotow PTT (Premature Termination of the Tow) emergency planning?
9. How do you fly to minimize the chances of a stall or spin in the pattern?
10. What are the indications that a spin is imminent?
11. How do you recover from a spin?
12. What is the optimum procedure for clearing before turning?
13. How often and how should airspace be cleared when flying straight and level?
14. What are the procedures for maximum safety when flying with other gliders in a thermal?
15. Describe the characteristics of zero-G flight and the recovery.
16. You enter the pattern after a long and successful day of soaring and find an ultralight midway through downwind. How high is the ultralight likely to be? What speed is the ultralight likely to be traveling? How do you proceed?



17. What is the frequency for Stanton's AWOS3? Given this recording from AWOS:
- “Stanton airfield automated weather observation one-six-four-one zulu. Weather: wind two-two-zero at one-six; visibility one-zero; ceiling five-thousand broken; temperature minus two Celsius dew point minus niner; altimeter two niner seven four.”
- A. What day and hour (CST) was the observation made?
 - B. What is wind speed and direction?
 - C. What is the visibility?
 - D. What should your altimeter be set at?
18. You were unsuccessfully thermalling at 2,900' AGL above Cannon Falls. The lift disappears. You tune into AWOS and are informed that wind three-two-zero at one-five gusting to two-zero.” What will your L/D over the ground be if you immediately fly towards KSYN? How will you proceed from this point to end of roll out?
19. The Pawnee is a significantly more powerful tow plane, capable of better handling the tugs of the glider than was the Super Cub. What do you do if at 200' AGL you momentarily climb so high that you lose sight of the Pawnee?
20. The MSC gliders are now equipped with ASB Out, which will broadcast the position and altitude of the glider and, which will be recorded. To assure that no MSC pilot violates Class B airspace, what are the maximum permissible altitudes for flight above:
- a. Stanton Airport

- b. Cannon Falls
 - c. The north-west edge of Lake Byllesby
 - d. Northfield
21. Altimeters have errors, including pressure altitude errors of about 2% per 1,000'. What are your maximum indicated altitude ceiling to assure you do not climb into Class B airspace?
 22. How do you proceed if you lose sight of the tow plane after release?
 23. The last two years, between Covid and the down time for the rehabilitation and repairs of the K-21 and the Owl, have resulted in many pilots flying less. We start the 2022 season with a tow plane which flies differently, arguably significantly differently, than the Super Cub. Your first flight of the season will be a First Flight With An Instructor (FFWAI). The attached MSC FFWAI 2022 Checklist is a tool to maximize the clubs' safety by alerting your flight instructor to how to make you the safest pilot possible. How will you use this checklist?
 24. You're the FOO. As you are preparing to tow the gliders from the hangar AWOS reports "wind three-zero-zero at one-six gusting to two-two." The TAF is for wind to shift to 35018G24 at 18Z.

When you give your morning briefing:

- a. What runway do you chose for launching?
- b. What directions do you give to the wing walkers?
- c. How do you direct the wing runner to scan the airspace before launch?
- d. How will you scan the airspace as gliders launch and land?