



Standard Operating Procedures Quiz

1. Every day, before a club aircraft may be flown, it must:
 - 1) Be thoroughly washed and cleaned, including the canopy
 - 2) Have a completed 100-hour inspection, signed by a qualified AME
 - 3) Have undergone a Daily Inspection by a qualified person
 - 4) Be signed out as safe by the CFI

2. When moving a glider on the field:
 - 1) The control column of the aircraft should be secured
 - 2) The tow rope must be longer than one-half the wingspan of the glider
 - 3) The up-wind wingtip should be held
 - 4) All of the above

3. When moving a glider to the flight line, you should:
 - 1) Remain on the North side of the field
 - 2) Remain on the South side of the field
 - 3) Remain on the East side of the field
 - 4) Remain on the West side of the field

4. It is recommended that parachutes be worn:
 - 1) To look cool in front of the ladies
 - 2) Whenever doing aerobatic flights, including spin training
 - 3) In single-seat gliders only
 - 4) At all times, especially when riding in a golf cart with Kerry

5. A pre-flight inspection (“walk-around”) can be waived only:
 - 1) When you are flying your own aircraft
 - 2) If approved by the CFI
 - 3) At the pilot’s discretion
 - 4) If the Pilot-in-Command was also the PIC on the previous flight and the glider was brought back to the flight line immediately after the previous landing

6. The tow rope should be hooked up to the glider:
 - 1) Immediately on return to the flight line
 - 2) Only once the Pilot-in-Command is strapped in, has completed his pre-flight checks and has indicated his readiness for the rope to be connected
 - 3) As soon as practicable after the towplane lands
 - 4) At all times

7. The wing runner should always position him/herself:
 - 1) At the up-wind wing
 - 2) At the downwind wing
 - 3) At the port (left) wing
 - 4) At the starboard (right) wing

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8. Before lifting the wing, the wing runner should:
- 1) Look around for traffic and (if clear), call out "all clear" loud enough for the pilot to hear
 - 2) Ensure that the runway ahead of the aircraft is clear
 - 3) Check that the canopy is closed and locked
 - 4) Check that the spoilers/airbrakes are closed and if not, ensure that the pilot is aware of this condition
 - 5) All of the above
9. Positive and continuous 180° side-to-side motion of the extended arm **below** shoulder height, at a right angle to the direction of take-off indicates:
- 1) The 'take up slack' signal
 - 2) The 'all out' signal
 - 3) An excessively hot and humid day
 - 4) The 'stop' signal
10. The wing runner waving his/her free arm in a full circle in front of the body, at a right angle to the direction of take-off indicates:
- 1) The 'take up slack' signal
 - 2) The 'all out' signal
 - 3) A good friend has arrived on the field
 - 4) The 'stop' signal
11. Holding one or both arm(s) vertically upwards without motion indicates:
- 1) The 'take up slack' signal
 - 2) The 'all out' signal
 - 3) Extreme shock or surprise
 - 4) The 'stop' signal
12. Complete the following:
- 1) C _____
 - 2) I _____
 - 3) S _____
 - 5) T _____
 - 6) R _____
 - 7) S _____
 - 8) C _____
 - 9) O _____
13. Take-offs should not be initiated:
- 1) If any other aircraft are in the circuit
 - 2) Without the approval of the CFI
 - 3) If any other aircraft are on the base or final leg of the circuit
 - 4) If the towplane has not yet returned to the field
14. No thermalling is to be done below _____ in the vicinity of the circuit:
- 1) 300' AGL
 - 2) 1000' ASL
 - 3) 1000' AGL
 - 4) 800' AGL

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15. The circuit direction is to be set:
 - 1) Based on prevailing winds
 - 2) Based on noise abatement procedures
 - 3) By the Duty Instructor, normally based on the prevailing winds
 - 5) By the Field Manager

16. Complete the following:
 - 1) S _____
 - 2) W _____
 - 3) A _____
 - 4) F _____
 - 5) T _____
 - 6) S _____

17. After landing, the following individual is responsible for the aircraft and its proper positioning on the flight line:
 - 1) The Pilot-in-Command from the previous flight
 - 2) The Pilot-in-Command of the next flight
 - 3) The CFI
 - 4) The Club President

18. The following individuals are required to take a minimum of two Check Flights with an instructor before flying as Pilot-in-Command in each new membership year:
 - 1) Students
 - 2) Solo pilots, including Class III and Class II instructors
 - 3) Private owners
 - 4) All of the above

19. Retrieves by the towplane will not be allowed, unless:
 - 1) The sailplane has landed at a nearby airport or aerodrome and a speedy retrieve will allow more flying in that sailplane during the day
 - 2) The towplane is not immediately required for additional towing at the club
 - 3) The retrieve is approved by both the Duty Instructor and the Chief Tow Pilot
 - 4) All of the above

20. Use of Club equipment away from the GLGC base of Operations requires:
 - 1) The permission of the Board of Directors
 - 2) An undertaking to be responsible for 100% of all expenses not covered by insurance in the case of an accident or damage to club equipment
 - 3) Either of the above
 - 4) Both 1 and 2 above

21. Any pilot, including tow pilots can be grounded for infractions of the flight or ground rules. Such grounding can be imposed by:
 - 1) The Board of Directors only
 - 2) Any instructor
 - 3) Any pilot on the field

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22. Appeals on any grounding should be made in the following sequence:
- a. To the Board of Directors
 - b. To the CFI
 - c. To the Flying Committee
 - d. To the membership of the Club
- 1) a, b, c, d
 - 2) d, a, c, b
 - 3) b, c, a, d
 - 4) d, a, then d again
23. The Flying Committee is appointed by the Board of Directors and consists of:
- 1) The Board of Directors only
 - 2) The CFI and the Board of Directors
 - 3) The CFI and four licensed pilots, at least one of who is a senior instructor
 - 4) The CFI and four licensed pilots, at least one of who is a senior tow pilot
24. The Duty Instructor is responsible for:
- 1) Organizing, directing and controlling the day's flying operations until the aircraft are tied down at the end of the flying day
 - 2) The safe and efficient operation of the day's towing operations
 - 3) Ensuring that the Flight Sheets are completed for each flight, that day membership forms are completed for intros and guest flights, that money is collected for intros and that only members in good standing are allowed to fly
 - 4) All of the above
25. The Field Manager is responsible for:
- 1) Organizing, directing and controlling the day's flying operations until the aircraft are tied down at the end of the flying day
 - 2) The safe and efficient operation of the day's towing operations
 - 3) Ensuring that the Flight Sheets are completed for each flight, that day membership forms are completed for intros and guest flights, that money is collected for intros and that only members in good standing are allowed to fly
 - 4) All of the above
26. In the event of an emergency, all club members are expected to comply with the directions given by the Emergency Coordinator. The airfield address and a list of members qualified in first aid is posted:
- 1) At the flight line
 - 2) On the golf carts
 - 3) At the telephone in the southeast corner of the hanger
 - 4) All of the above

Completed by _____

Signature _____

Date _____

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