

## 2020 OSCI Safety Quiz

NAME: \_\_\_\_\_

DATE: \_\_\_\_\_

DATE of FLIGHT REVIEW: \_\_\_\_\_

TOW PILOTS – DATE of FAA Medical: \_\_\_\_\_

CFI's – DATE CFIG Expires: \_\_\_\_\_

1. T/F An OSCI pilot may not act as PIC of an OSCI Glider after June 1<sup>st</sup> of each year unless that pilot has satisfactorily completed an Annual Safety Flight with an OSCI CFI?
2. An average pilot landing an LET L-23 will need about how much landing distance beyond the aim point to stop? Assume light to medium braking (wheel) is used and winds are negligible.
  - a. 500 feet
  - b. 750 feet
  - c. 1000 feet
  - d. 1250 feet
3. An average pilot landing an LET L-23 will need about how much landing distance beyond the aim point to stop? Assume no mechanical wheel braking is used and winds are negligible.
  - a. 500 feet
  - b. 750 feet
  - c. 1000 feet
  - d. 1250 feet
4. What is the approximate length of KBTA RW 13-31 Glider Grass?
  - a. 1600 feet
  - b. 1800 feet
  - c. 2000 feet
  - d. 2200 feet
5. What do you use for an aim point when landing on RW 13 Glider Grass?
6. About how far southeast of Blair Airport is Omaha Class C airspace?
  - a. 1.0-mile
  - b. 1.5 miles
  - c. 2.0 miles
  - d. 2.5 miles
  - e. 3.0 miles
7. What is the minimum sink, best L/D, and stall speed for the L-23? \_\_\_\_ \_\_\_\_ \_\_\_\_
8. (two-part question) You've been enjoying a long day soaring but all of a sudden you find yourself blown downwind, west of the airport, and beginning to worry about making it back to KBTA. You point the L-23 directly to KBTA.....what speed (descriptive) are you going to fly (explain)? What kind of approach are you going to make?
9. What's the useful load of the L-23 (N258BA)? (answer at least one of the following)
  - a. \_\_\_\_ lbs
  - b. I don't recall, but a current weight and balance card is located exactly: \_\_\_\_\_
10. List two reasons why you wouldn't (didn't) use spoilers/air brake on final approach?

11. Do you consistently use an Initial Point (IP) when setting up for a landing at KBTA glider grass? If so.... what is it, explain?
12. Who is responsible for performing the preflight inspection? \_\_\_\_\_
13. In accordance with 9 December 2016 (most recent) Omaha Soaring Club By-Laws, which of the following are weather restrictions to flight operations? Select the correct answer'(s).
- 1) Wind exceeds 25 knots.
  - 2) Runway crosswind component exceeds 20 knots.
  - 3) Visibility is less than 3 miles.
  - 4) Ceiling is less than 1500 ft. (agl).
  - 5) Field conditions are unsuitable.
  - 6) Weather conditions are unsuitable or becoming unsuitable.
  - 7) All of the above.
14. You are flying solo in the L-23. A few seconds after the glider and tow plane lift off, the canopy latch breaks and the canopy opens. You fight the urge to attempt closing the canopy (which soon departs the aircraft) and just fly the aircraft. There was no time to release and land straight ahead, but now you notice that glider is barely climbing. Due to the deafening wind noise your attempts to contact the tow pilot appear to have gone unanswered. How are you going to react? Consider some of the following. (Not looking for a long answer.....just a short answer and good discussion at the meeting).

Are you going to release immediately, at 200'?

Are you going to continue to fly in tow?

Are you going to try to continue to communicate? How?

What are the expectations you have for the tow pilot (assuming by now he knows that you, and maybe he too, are in peril)?

What do you think the L/D for a glider without a canopy is?

15. It's been a busy soaring day. The L-23 is in training mode and the L-33 and Russia are attempting cross country flights because thermals have been good. You've had two good solo flights in the L-23 and its now very late in the afternoon. Runway 31 has been used for takeoff and RW 13 for landing, all day. As soon as you enter a midfield downwind for rw 13 you notice that one of the cross-country ships has just landed on rw 31, in a non-standard pattern, barely making it back to the airport because thermals died unexpectedly. You didn't hear the radio call and that glider stopped exactly mid field; you realize it will probably still be there when you land. What options do you have?

