Name _____

2023 OSCI Safety Quiz

This quiz is constructed in a manner that is relevant to the way that OSCI operates and based upon a common scenario * - **that is, you're flying the L-23 early in the season, taking a friend, and releasing at 4300msl. Winds are strong out of 130 (20 knots). The ceiling is scattered at 10,000 and visibility is unlimited. You've determined that the L-23 is going to be near its gross weight.**

(If you are a pre-solo, or solo student, please complete what you can – we will go over it at the club's safety meeting.)

1. In order to assess your own fitness before flying you use the FAA's acronym IMSAFE found in the AIM. What does each letter stand for?

2. The last time you flew a glider was in October 2022. This year you've scheduled your annual OSCI safety flight on the first day of 2023 operations. This is your first flight of the year and it goes well – you've met the OSCI requirement. Can you take a friend up later that day? Explain.

3. Your last flight review was completed on March 15th, 2021. What is the last day you can fly as PIC without obtaining a new flight review?

   3b. What is a **GREAT** alternative to a flight review with a CFI?

4. You've met FAA recency, currency and OSCI requirements to fly as PIC in an OSCI glider. The OSCI L-23 is ready to go and you've completed the pre-flight inspection. Do you need to discuss your plan with the tow pilot? Yes/No. If so, what is required in the discussion? Explain.

5. As you and your friend get into the L-23 are you required to brief your passenger? Yes/No. Explain.

6. The winds are 20 knots directly out of 130. Where should you plan to release?

7. What's the L-23's speed @ stall, minimum sink, best L/D, best pattern?

   _____ _____ _____ _____

8. You've released about 3 miles south of the airport – and a mile west of HW133. Thermals are strong. What minimum airspeed should you be flying in a thermal if your angle of bank is 35-45 degrees? _____ Explain.

9. Pretty soon you're at 5500' msl and climbing fast, you think that the thermals are even stronger to your east. You know that Omaha Class C airspace has a floor at 2500' msl just east of you and a ceiling at 5000' msl. Can you take advantage of the strong thermals to the east of your location above Class C airspace? Explain?

10. You didn't chase the thermals to the east but found some lift to the west of KBTA. Now you find yourself at 5000'msl about 5 miles north west (~290 degrees) of KBTA or so. The winds haven't changed they may even be stronger (25 knots) out of 130. What's the rule of thumb you're going to use to determine if you can make it back? Circle the closest answer. See * at bottom of page if necessary.

    200'/nm 400'/nm 600'/nm 800'/nm 1000'/nm

11. You've pointed the nose directly back to KBTA and decided to fly what airspeed? _____

12. After a few minutes you notice that KBTA's runway has stayed in the same relative position in the wind screen. What does that mean? What if the runway was moving up/down?

13. About 2 miles NW you're at 2700' msl. What are your options?

14. At this time, you hear the following call on the radio. "Blair Airport, Cirrus 123X inbound RNAV RW 13, low approach". What the heck. Where's he at? What should you do?

15. About 1 mile NW you're at 2000' msl and hear another glider call "left downwind RW 13 glider grass". What the heck. Who has the right of way? What are your options?

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*Rule of thumb (ROT) calculation:

Assume 25 knot headwind.
Published best L/D for the L-23 is 28:1 @ 49 Knots
Speed to fly (AS) is 49 + 13 = 62 Knots
Determine ground speed (GS): 62-25 = 37 knots
Determine effective glide ratio: GS/AS times 28 or 37/62 x28 or about 17:1
ROT = 6000'/nm divided by 17 equals 352'/nm. Round up to 400'/nm
Now include a factor of safety x2. 400x2 = _____'/nm

16. *Since every member of OSCI is responsible for safety please list some items that you observed last season (2022) at KBTA that you thought may have been detrimental or especially beneficial to the safe operation at KBTA:

* In subsequent years the OSCI will solicit a response to this question prior to the annual safety meeting so that issues can be addressed as necessary at the meeting and/or by adding emphasis to certain areas that may affect safety. All constructive comments with an emphasis on improving safety will be considered and appreciated.