

Name_____

Date my Flight Review Expires_____

2025 OSCI Safety Quiz

This quiz is constructed in a manner that is relevant to the way OSCI operates. The questions are based upon the following common scenario – **that is, you’re flying the L-23 early in the season, and releasing at 4300’ msl. Winds are out of the south-west at altitude (about 15 knots). The ceiling is broken at 11,000 and visibility is unlimited. The surface forecast calls for a high of 80 degrees in the afternoon. The Thermal Index is -8 at 6000 msl and -6 at 8000 msl. The bouncy/shear ratio is 7 north of the field and up to 9 over Omaha. Surface winds are under 10 knots on the ground out of 210 to 230.**

For the performance questions (9, 10, 16) use the Effective Glide Ratio * times the published calm wind glide ratio if you are flying with a headwind or tailwind. Note that the published calm wind glide ratio for the L-23 is 28:1 @~50 knots. You’ll have to adjust the published glide ratio by a factor determined by the Ground Speed divided by the Airspeed.

***Effective Glide Ratio = GS/AS**

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. Is it a good soaring day? Please list reasons to support your position:
3. What document(s) must be in your personal possession or readily accessible in the aircraft while operating as pilot in command?
 - a. Certificates showing accomplishment of a checkout in the aircraft and a current biennial flight review.
 - b. A pilot certificate with an endorsement showing completion of an annual flight review and a pilot logbook showing recency of experience.
 - c. An appropriate pilot certificate and valid photo I.D.
 - d. An appropriate pilot certificate, valid photo I.D., and your logbook endorsement for solo flight.
4. Who is responsible for determining if an aircraft is in condition for safe flight?
 - a. A certificated aircraft mechanic
 - b. The PIC
 - c. The owner or operator

5. The responsibility for ensuring an aircraft is maintained in an airworthy condition is primarily that of the:
- a. The PIC b. Owner or operator c. Mechanic who performs the work.
6. When running the wing, what are some of the things you should do to help make sure the flight will be safe? List as many as possible:
7. The white (W) tow rope is rated for _____ pounds? The yellow (Y) tow rope is rated for _____ pounds? A. 500 lbs B. 1000 lbs C. 1500 lbs D. 2000 lbs
8. Which rope (Y/W) is used for the L-23 _____ G-102 _____ Russia _____ 1-26 _____ SGU-22 _____ JS3 _____ ASH26 _____
9. About how much altitude will the L23 lose traveling 1 nautical mile (with a factor of safety of 2) in a 15-knot headwind?
- a. 300 feet b. 400 feet c. 500 feet d. 600 feet
10. About how much altitude will the L23 lose traveling 1 nautical mile (with a factor of safety of 2) in a 15-knot tailwind?
- a. 300 feet b. 400 feet c. 500 feet d. 600 feet
11. The L23 is at max gross weight. What is the approximate speed for:
- _____ Stall speed _____ Minimum Sink _____ Best L/D _____ Maneuvering Va
12. During the early phase of an aero-tow at about 300-400' agl – you notice a slack rope condition that just keeps getting worse for seemingly no reason. What's the possible cause and what should you do?
13. During an aero-tow all of sudden you got very high due to a moment of inattention. While you can still see the tow plane it's a very unsettling position, what should you do?
- Stop your climb and hold steady while the tow plane catches up with you. Then, resume staying behind the tow plane.
- a. Immediately push the nose down – get back to normal tow position quickly.
- b. Release immediately – it's dangerous here.
- c. Stop your climb and level off. Let the Pawnee climb up to you.

14. You've released just west of the airport and the thermals are strong. The best speed to fly while thermaling is:
- Minimum sink speed ~42 knots
 - Best L/D ~50 knots
 - Slowest safest speed, adjusted for bank angle – just above stall speed.
 - Minimum sink speed for the bank angle being used, say ~50 knots @45-degree bank.
15. You've quickly climbed to 9000 msl. Can you venture above Omaha's Class C airspace where you think the strongest thermals are. Y/N Explain?
16. You've found yourself downwind of BTA just over the north side of Fort Calhoon near the river. You're at 7000' msl and have pointed the nose of the glider back towards BTA. Will you safely make it back – at what altitude? Explain.
17. What **speed to fly** did you choose in the question (16) above?
18. How close is Omaha Class C airspace:
- from the end of the concrete RW _____ directly east of BTA _____
19. In the landing pattern you're flying downwind with a higher performance glider in front, and at about the same height as yourself, you notice it appears to be extending downwind further than you would like. What action should you take?
- Slow to best L/D and close the airbrake on downwind to increase the spacing.
 - Ignore the other glider and fly your own circuit. You'll make adjustments when necessary.
 - Contact the other pilot and establish a plan that will allow both of you to safely land.
 - Slow to minimum sink and close the airbrake on downwind to increase the spacing.
 - Both a and c.
 - Both c and d.
20. When planning your landing, about how much distance is required beyond the aim point to land and safely bring the L-23 to a stop. Assume light winds, and very little mechanical braking is used.
- **note – it's not found in the POH**
- 500 feet
 - 750 feet
 - 1000 feet
 - 1250 feet