Operational Procedures

Question overview:

1 - How long does it take for a glider to fly 120 kilometers at an average speed of 90 kilometers per hour?

1. 1 hour and 20 minutes
2. 45 minutes
3. 1 hour
4. 1 hour and 30 minutes

2 - A sailplane that has a true airspeed of 85 km/h and a headwind of 25

km/h will have a speed over the ground of:

1. 60
2. 70
3. 90
4. 80

3 - How much height will the glider lose in a 22 kilometer flight (in windless weather) if any

finesse (L/D ratio) 22:1?

1. 1200 meters
2. 1400 meters
3. 2400 meters
4. 1000 meters

4 - High pressure oxygen cylinders are normally filled to a pressure of:

1. 1200 psi
2. 1600 psi
3. 1400 psi
4. 1800 psi

5 - The constant flow oxygen system is suitable for heights up to approx.

1. 5000 m
2. 8000 m
3. 3000 m
4. 1000 m

6 - A system that automatically mixes oxygen and air from the surrounding atmosphere and lets the mixture through only

when inhaled it is called:

1. "real time"
2. "diluter demand"
3. "free demand"
4. "high demand"

7 - Which part warns the pilot when oxygen is not flowing?

1. flow meter
2. blinker flag
3. warning light
4. pressure gauge

8 - Duration of the oxygen cylinder with increasing altitude:

1. It's growing
2. It depends on the sailplane
3. Declines
4. It does not change

9 - The best thing to do if the oxygen system fails or the oxygen is depleted on a large scale

height is:

1. the use of a spare cylinder during a sudden dive to an altitude of 10,000 feet or less
2. remain aloft for another 30 minutes, then use the spare bottle during the dive.
3. rapid breathing
4. using the spare bottle until it is empty and then start normal diving on

lower height

10 - The parachute should be adjusted while the user:

1. standing upright
2. is sitting in a chair
3. squat a bit

4. jumping

11 - In the case of parachute landing in a remote and inaccessible area, the most useful part of the equipment is:

1. hunting knife
2. a pair of shoes
3. survival equipment
4. flashlight

12 - When aviation oxygen for inhalation is not available, hospital oxygen can also be used oxygen or oxygen for welders?

1. If the welder allows
2. Correct
3. Incorrect
4. If allowed by the flight manager

13 - When the glider manual does not contain a checklist for assembling and disassembling the glider, the pilot can consider her to be:

1. highlighted in the cabin
2. unnecessary
3. created by the pilot
4. stamped on the trunk

14 - Before assembling the glider, all spare fuses and control joints should be cleaned with solvent and then:

1. lubricate
2. check
3. to list
4. put together

15 - The best way to make sure that commands are well connected is to do:

1. Checking connections
2. Checking the command

3. Overview of commands

4. Overview of command links

16 - As the trailer is parked for loading or unloading, the wheels should be:

1. pumped out

2. blocked

3. take off

4. raised

17 - The ropes, chain and ground anchors used for tying should be able to withstand two

or three times:

1. total weight of the sailplane

2. the weight of the empty sailplane

3. net weight

18 - To protect the vertical rudder from strong wind conditions, it should be secured with:

1. rudder lock

2. by tying the pilot stick in the cabin

3. with a special lenger

4. with a special rope

19 - When the controls are not locked, the pilot stick should be secured with:

1. With a strap

2. With a special rope

3. No insurance required

4. Pilot parachute

20 - When the glider is pushed with the hands, structural damage to the wing is possible if pressure is applied to:

1. leading edge

2. abutments

3. not possible

4. hull of a sailplane

21 - The minimum length of the towing rope on the ground is:

1. Double wing spacing
2. 5 meters
3. Wingspan
4. Half the wingspan plus 1.5 to 2 meters

22 - A land towing vehicle should never tow a glider at a speed greater than:

1. easy walking
2. easy race
3. fast walking
4. fast race

23 - When towing downwind or across into a strong wind, there must be guards on both ends of the wings

plus a third member at :

1. the wing that is upwind
2. turnip
3. the downwind wing
4. tow rope

24 - A detailed inspection before the flight should be done every day:

1. on Mondays when it is a technical day
2. before every start
3. before private flight
4. when requested by instructor on duty

25 - In order to be sure that the parachute is repacked in the prescribed period, the pilot should

check:

1. Instructions for handling the parachute
2. Book of exploitation
3. Yesterday's remarks
4. Parachute booklet

26 - Parachute securing pins (pins) should be in place, secured with string i

sealed:

1. safety wire
2. with a safety pin
3. with a lead seal
4. with a cotter pin

27 - The oxygen mask should fit well to prevent:

1. Occurrence of hyperventilation
2. Oxygen leakage
3. Entry of outside air
4. Carbon dioxide leakage

28 - Appropriate dressing is important:

1. in summer
2. on long flights
3. for all flights
4. in winter

29 - The airworthiness of the glider before the flight must be checked by:

1. owner
2. DCA inspector
3. pilot
4. ground staff

30 - The pre-flight inspection of the glider should start with checking:

1. oxygen system
2. command surfaces
3. cabins
4. towing equipment

31 - The most common length of rope used for towing is:

1. 100 – 150 meters
2. 50 – 55 meters

3. 70 – 100 meters

4. 10 – 15 meters

32 - On the towing rope, interlacing is used in order to:

1. Preservation of durability

2. Strength conservation

3. Speed of repair

4. Conservation of rope length

33 - When safety fuses are used on the towing rope, on the part of the rope acc

the plane must have _____ strength than the fuses on the part of the rope towards the glider.

1. The greater

2. Different

3. Smaller

4. The same

34 - An aircraft tow hitch is usually located:

1. directly in front of the center of gravity

2. behind the center of gravity

3. near the center of gravity

4. well ahead of the center of gravity

35 - Name the pre-flight checklist items that are part of the check.

1. Altimeter, Pilot Connections, Commands, Wind Direction Check.

2. Commands, Cable - hanging part, Wind direction check.

3. Altimeter, Pilot connections, Plexiglas cabins, Controls, Cable - hanging part, Direction check

wind.

4. Altimeter, Plexi booth, Commands, Cable - part for hanging.

36 - What are the two advantages of a high position in a tow :

1. Faster finding of the thermal column and easier centering

2. Easy change of flight speed and the possibility of minor turns in tow

3. Better visibility and the ability to detach the sailplane without the chance of the rope getting tangled

4. Easier aircraft tracking and better visibility

37 - During an ordinary gentle turn in tow, the nose of the sailplane should be in the direction of:

1. under the plane
2. within a turn
3. to the outside of the turn
4. aircraft body

38 - Unhooking in a tow should be done from the _____ position of the tow.

1. High
2. Low
3. Flat
4. Lateral

39 - After confirming the release, the glider pilot should start:

1. left diving turn
2. left horizontal turn
3. gentle climbing
4. horizontal right turn

40 - The primary cause of towline slack is:

1. weak turbulence
2. acceleration of the sailplane
3. turbulent atmosphere
4. deceleration of the glider

41 - The biggest danger of a loose towing rope is:

1. Unintentional disconnection
2. Entanglement
3. Increased probability of breaking the rope
4. The possibility of the sailplane becoming entangled in the rope

42 - If the plane loses power during the run-up before takeoff, what should the pilot do sailplanes:

1. Instantly break away and turn to the right.
2. Instantly disengage and turn to the left

3. To follow the plane carefully

4. To stop in a direction

43 - When an emergency occurs during towing at a height below 50 meters above the ground, the sailplane

should be detached and

1. goes around the normal trafic circle

2. turn back in the direction of the runway

3. travels around the set trafic circle

4. turn only to avoid obstacles

44 - When the tow line becomes too slack or appears to be entangled around the glider, the pilot

Sailplanes should immediately:

1. freak out

2. sinks.

3. turn away from the loosened part

4. pull up

45 - For take-off using a winch, only radio communication is used, and signaling by means of flags

exclusively for the completion of the started flight in which the radio connection fails.

1. Partially true

2. Incorrect

3. Correct

4. Partially incorrect

46 - The safety pin on the rope is not mandatory when taking off with a winch?

1. It depends on the sailplane

2. Correct

3. Incorrect

4. It depends on the type of winch

47 - The length of the cable with the fuse should be from 150 to 300 cm.

1. It depends on the fuse

2. Incorrect

3. Optional

4. Correct

48 - The cable safety pin must be placed directly on the release mechanism.

1. Optional
2. Correct
3. Incorrect
4. It depends on the fuse

49 - The best place for a tow hook when taking off with a winch is

1. Near the nose of the sailplane
2. Near the center of gravity
3. Under the pilot
4. Between the nose of the glider and the wings

50 - When two towing hooks are installed on a sailplane, they should:

1. They have a separate release
2. They have a unique release
3. Both are interconnected
4. They come off one after the other

51 - What is the best type of tow rope to use for a winch.

1. Tow rope
2. Steel cable
3. Nylon rope
4. Hemp rope

52 - The best procedure in the event that "pumping" occurs during towing is to use the pilot stick pull on yourself to transfer pressure to the tow cable.

1. It depends on the height
2. Correct
3. Incorrect
4. It depends on the type of sailplane

53 - Airspeed is controlled by:

1. Steering wheel
2. Ailerons

3. Variometer

4. Depth rudders

54 - The aim of the overview turn is to:

1. Check if there are airplanes nearby.

2. Command checks

3. Search for thermals

4. Reduce speed

55 - The track of the glider over the ground is hers:

1. Course

2. Relative exchange rate

3. Direction

4. Path

56 - The direction in which the sailplane is headed is its own:

1. Relative course

2. Direction

3. Course

4. Path

57 - Drift or wind correction angle is the angle between:

1. Real and magnetic wind direction.

2. Longitudinal axes of the sailplane and its trajectories.

3. Wind direction and actual course

4. Wind direction and magnetic north.

58 - What flight controls must be used to enter a proper, coordinated turn.

1. Depth rudder and direction rudder

2. Ailerons and rudder

3. Ailerons, rudder and depth rudder

4. Direction rudder and depth rudder.

59 - The lateral movement of a sailplane due to the effect of the wind is called?

1. Drift angle

2. Displacement

3. Sliding to the side

4. Drifting

60 - A pilot can determine if a turn is coordinated by:

1. Magnetic compass

2. Horizon

3. Turn coordinator

4. Speedometer

61 - The first step in recovering from an excessive pitch that caused the glider to nose down is:

1. Increase the pressure on the club backwards

2. Reduce the slope

3. Give the rudder the opposite direction and straighten the sailplane.

4. Increase the pressure on the rudder

62 - At minimum speed, there may be a loss of speed (table) due to:

1. Attack angle

2. Excessive lifting of the nose of the glider

3. Load factors

4. Speeds

63 - Which of the following does not indicate a possible loss of speed?

1. Excessive slope in the thermal column

2. Reduction of wind noise

3. Reduced effectiveness of commands,

4. High position of the nose of the sailplane,

64 - Getting out of speed loss with spin is done as follows.

1. By reducing the slope and raising the nose.

2. By lowering the nose and increasing the slope.

3. Bringing controls to a neutral position.

4. By lowering the nose of the sailplane and giving the rudder the direction against the rotation.

65 - Getting out of the spin is achieved by bringing the opposite leg and control slightly away from you to the forward position.

1. It depends on the direction of rotation
2. Incorrect
3. Correct
4. It depends on the rotation speed

66 - In order to perform a glide in the direction of flight, one wing is lowered, the opposite rudder is directed and

the nose of the glider rises easily from its normal position.

1. Correct
2. Incorrect
3. Depending on the distance of the start
4. Depending on the wind direction

67 - When gliding in the direction of flight is carried out into the wind during landing, the track over the ground should

be.

1. Parallel to the longitudinal axis of the runway
2. In the opposite direction of the crosswind
3. Parallel to the direction of the lower wing
4. Transverse to the direction of flight

68 - If too much height is lost between the third and fourth turn so that it cannot be performed

a safe approach to the airport is the best course of action.

1. Land between the third and fourth turns on the most suitable terrain
2. Continue the school circuit and land short
3. Reduce the discent angle to maintain altitude
4. Extend the flaps further to reduce the dive angle

69 - When the target point appears to be moving down the cabin during the approach, the approach height is:

1. It depends on the strength of the wind
2. Small
3. Appropriate
4. Big

70 - At what height should the flaring of the sailplane begin?

1. 1-1.5 m.
2. 2.5.
3. 4 m.
4. 2 m

71 - After landing with a crosswind, maintaining direction on the ground is done by means of:

1. Depth rudder
2. Ailerons
3. Steering wheel
4. Both

72 - Speed of a glider over the ground during a tailwind landing compared to normal

landing in a wind trough is usually:

1. Smaller
2. Greather
3. Depending on the strength of the wind
4. About the same

73 - The first procedure in extracting from the spin is:

1. Close the air brakes
2. Down the nose of the glider
3. Retract the flaps
4. Level the wings

74 - When practicing spin, the entry must not be at a height lower than:

1. 1000 meters
2. 600 meters
3. 1500 meters
4. 400 meters

75 - When the pressure on the stick is released during the spin, the sailplane can move to:

1. Descending turn
2. Horizontal flight
3. Straight line diving
4. Spiral diving

76 - The purpose of sliding forward is to:

1. Slow down
2. Increases the angle of descent
3. Reduce the angle of descent
4. Make a crosswind correction

77 - Looking at the attached picture, the marked places are: (Picture no. 1)

1. Downwind section B, base leg C, final approach A and touchdown point F.
2. Downwind section A, base leg D, final approach D and touchdown point E.
3. Downwind section B, base leg C, final approach D and touchdown point E.
4. Downwind section B, base leg D, final approach F and touchdown point E.

78 - Vegetated areas usually generate more thermal activity than bare fields.

1. It depends on the vegetation
2. depends on the type of thermals
3. Incorrect
4. Correct

79 - When more than one sailplane is circling in a column, the direction of circling is determined by the tallest sailplane.

1. The fastest sailplane
2. Incorrect
3. Correct
4. Most sailplanes

80 - The best speed for circling in the thermal column is:

1. Minimum speed
2. Best finesse speed plus 5%
3. Maneuvering speed
4. Speed of smallest descent

81 - While searching for a thermal column, it is advisable to keep the speed:

1. Maneuver
2. Minimum speed
3. Speed of smallest descent
4. The speed of the best finesse

82 - When entering the thermal column for the first time, the sailplane may tend to bank:

1. From the center of the thermal column
2. Depending on the wind direction
3. Towards the center of the thermal column
4. no leaning

84 - When there is a loss of lift immediately after starting a turn in the thermal column it means.

1. A turn in the wrong direction
2. Early turnaround
3. Late turnaround
4. Appropriate turn

86 - The greatest possibility of finding lift above a possible source of lift on the ground should be upwind of the source.

1. Correct
2. Incorrect
3. It depends on the strength of the column
4. It depends on the strength of the wind

87 - The low unhooking of the glider in the area of the rotor should be in the upwind direction:

1. It depends on the strength of the rotor
2. Correct
3. Incorrect
4. It depends on the strength of the wind

88 - In the vicinity of the pass on the downwind side, should we expect a downdraft current?

1. Incorrect
2. It depends on the strength of the wind
3. Correct
4. It depends on the wind direction

89 - The first thing when planning a flight is:

1. Team briefing
2. Check the time
3. Pre-flight inspection of the glider
4. Selection of the target

90 - Requests for recognition of height and overflight must be confirmed:

1. Observer in the cabin
2. Sealed barograph
3. Photographic recording
4. Flight recorder

91 - A well-calculated flight profile should allow the glider to arrive above the point of departure or destination

at a height of at least:

1. 150 meters
2. 600 meters
3. 300 meters
4. 450 meters

92 - Regardless of thermal indications, the sailplane should remain in tow for a minimum of:

1. 600 meters
2. 900 meters
3. 150 meters

4. 450 meters

93 - If the highest reading of the variometer in the thermal column was 1.5 m/s, the decision to leave the thermal column and

continue the overflight should be brought when the variometer reading drops to approximately:

1. 0.8 m/s
2. 0.5 m/s
3. 1.0 m/s
4. 1.2 m/s

94 - The appropriate airspeed when passing through unscending air current without intending to use a thermal column is:

1. The speed of the best finesse
2. Minimum speed
3. Minimum safe speed
4. Speed of least descent

95 - A serious search for landing terrain outside the airport should be initiated whenever altitude decreases

on the :

1. 600 m
2. 300 m
3. 900 m
4. 1200 m

98 - The best lift is usually found on the side away from the cumulus:

1. It depends on the strength of the wind
2. With the wind
3. Lateral to the wind
4. Down the wind

99 - Best speed for flying between two thermal thermal columns, when conditions are weak and there is no headwind

is:

1. Minimum speed
2. The speed of the best finesse
3. Speed of minimum descent

4. The speed of the best finesse + 20 km.

100 - It is a general rule of correct behavior if the speed through lift increases and through decrease descent.

1. It depends on the strength of the lift
2. Correct
3. Incorrect
4. It depends on the rate of descent

101 - Obstacles on the approach path reduce the available runway length by a factor of ten the height of the largest obstacle to be flown over.

1. It depends on the length of the landing field
2. It depends on the approach speed
3. Incorrect
4. Correct

102 - Is it usually better to land on a low crop field than a plowed field?

1. Correct
2. Incorrect
3. A plowed field is better.
4. It depends on the sown crop