

REVIEW QUESTIONS

CHAPTER 1: GLIDER FAMILIARIZATION

1.1 The Glider

- 1.1.1 One of the main functions of flaps during approach and landing is to
- A decrease the angle of descent without increasing the airspeed.
 - B permit a touchdown at a higher indicated airspeed.
 - C increase the angle of descent without increasing the airspeed.
- 1.1.2 Pitch control is provided by the
- A horizontal stabilizer.
 - B elevator.
 - C rudder.
- 1.1.3 For aerotowing, the tow hook
- A must be a C.G. hook.
 - B must be a nose hook.
 - C can be either a C.G. or a nose hook.
- 1.1.4 The main control used to adjust the glider's glide slope is the
- A flaps.
 - B elevator.
 - C spoilers.
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1.2 Flight Manual

- 1.2.1 The stall and spin recovery techniques
- A for all gliders are the same.
 - B should be determined by reading the flight manual for the specific glider.
 - C are explained on the glider's Airworthiness Certificate.

1.2.2 Anytime you assemble or disassemble a glider, you should

- A remove the tail first, followed by the wings.
- B remove the wings first, followed by the tail.
- C consult the flight manual for the correct procedures.

1.3 Documentation

1.3.1 Where may a glider's operating limitations be found?

- A On the Airworthiness Certificate
- B In the current, FAA-approved flight manual, approved manual material, markings, and placards, or any combination thereof
- C In the glider airframe logbooks

1.3.2 A pilot plans to fly solo in the front seat of a two-place glider which displays the following placard on the instrument panel:

MINIMUM PILOT WEIGHT: 135 LB

MAXIMUM PILOT WEIGHT: 220 LB

NOTE: Seat ballast should be used as necessary.

The recommended towing speed for all tows is 55 - 65 knots. What action must be taken if the pilot's weight is 115 pounds?

- A Add 20 pounds of seat ballast to the rear seat.
- B Add 55 pounds of seat ballast to obtain the average pilot weight of 170 pounds.
- C Add 20 pounds of seat ballast.

1.3.3 The operating limits of the glider must be

- A documented in the glider.
- B memorized by the pilot.
- C determined in flight.

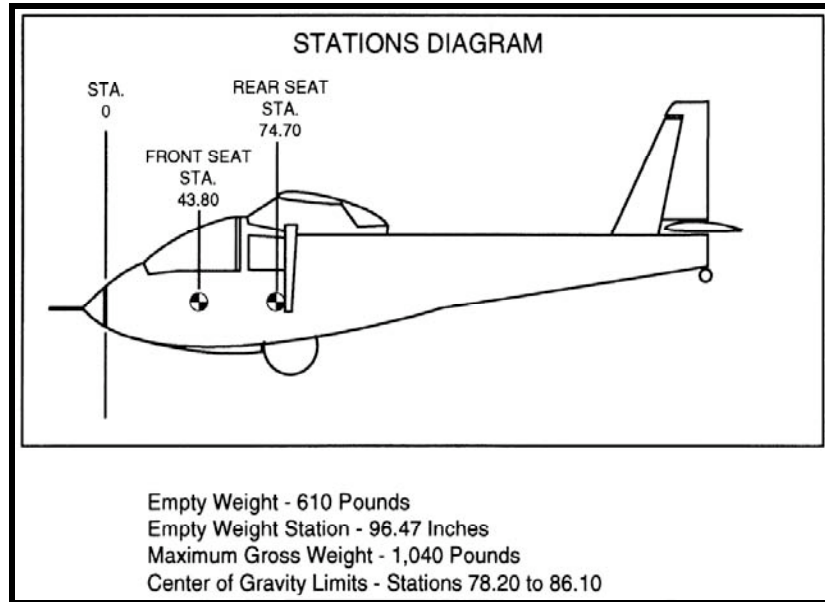


Figure 1.1

1.3.4 (Refer to Figure 1.1) Calculate the weight and balance of the glider, and determine if the CG is within limits. The pilot in the forward seat weighs 160 lb, and the passenger in the aft seat weighs 185 lb.

- A CG 71.65 inches aft of datum - out of limits forward
- B CG 79.67 inches aft of datum - within limits
- C CG 83.43 inches aft of datum - within limits

1.3.5 A glider has an empty weight of 850 pounds. The center of gravity of the empty glider is 30.5 inches behind the leading edge. The front seat pilot is located 48 inches ahead of the leading edge, and the rear seat pilot is located 3.2 inches ahead of the leading edge. Where will the center of gravity be with a 195 pound instructor in the back seat, and a 145 pound student in the front seat?

- A 28.2 inches in front of the leading edge of the wing
- B 28.2 inches behind the leading edge of the wing
- C 15.4 inches behind the leading edge of the wing

CHAPTER 2: AIRPORT FAMILIARIZATION

2.1 Operating Procedures

2.1.1 The best way to learn about operating procedures for a gliderport is to

- A speak to the local pilots and gliderport staff, and read the gliderport's Standard Operating Procedures.
- B review the Airport/Facilities Directory.
- C study the sectionals for the area.

2.1.2 A gliderport may have hazards that you can only find out about by

- A reading the Airport/Facilities Directory.
- B talking to experienced local pilots.
- C exploring on your own.

2.2 Airport Markings

2.2.1 At an uncontrolled airport, you should not cross a "hold short line" until you have

- A announced your position on the radio.
- B received clearance to take the runway.
- C verified that there is no conflicting traffic.

2.2.2 (Refer to Figure 2.1) According to the airport diagram, which statement is true?

- A Runway 30 is equipped at position E with emergency arresting gear to provide a means of stopping military aircraft.
- B Takeoffs may be started at position A on Runway 12, and the landing portion of this runway begins at position B.
- C The takeoff and landing portion of Runway 12 begins at position B.

2.2.3 (Refer to Figure 2.1) Area C on the airport depicted is classified as a

- A stabilized area.
- B multiple heliport.
- C closed runway.

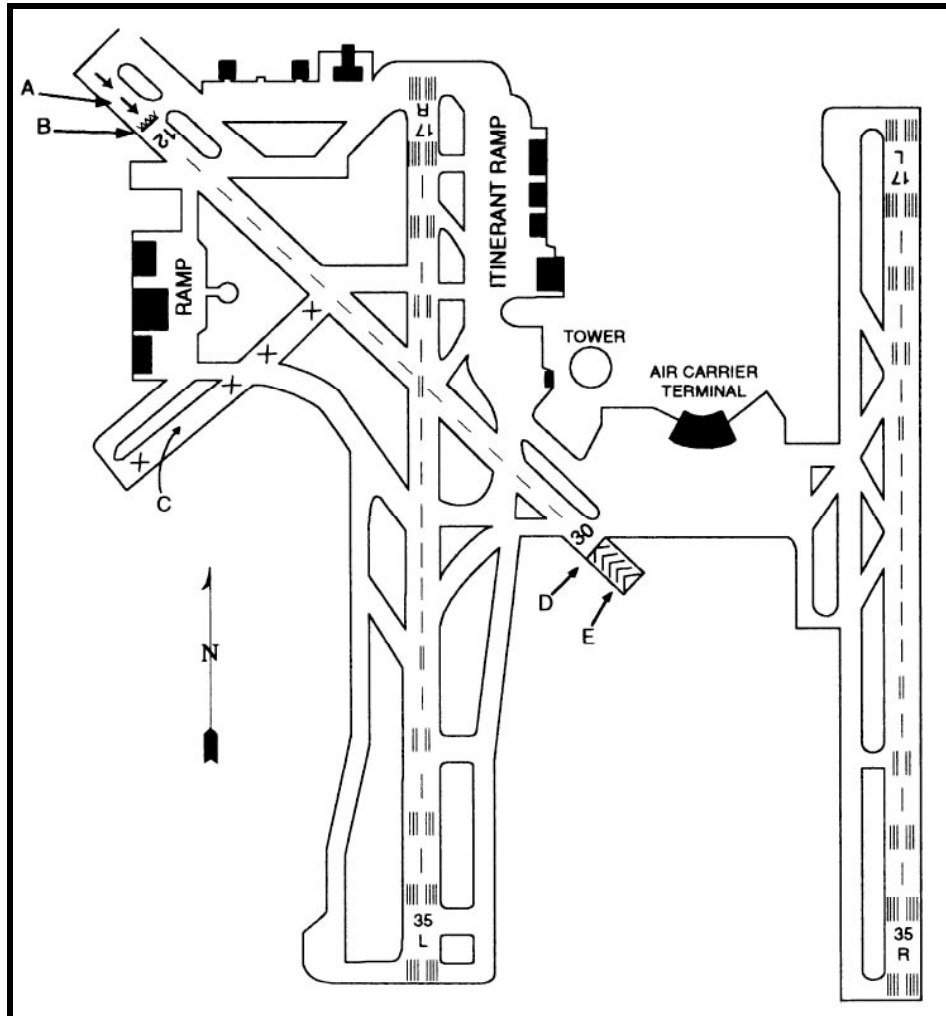


Figure 2.1

2.2.4 (Refer to Figure 2.1) What is the difference between area A and area E on the airport depicted?

- A "A" may be used for taxi and takeoff; "E" may be used only as an overrun.
- B "A" may be used for all operations except heavy aircraft landings; "E" may be used only as an overrun.
- C "A" may be used only for taxiing; "E" may be used for all operations except landings.

2.2.5 (Refer to Figure 2.1) That portion of the runway identified by the letter "A" may be used for

- A landing.
- B taxiing and takeoff.
- C taxiing and landing.