# Bronze Badge Study Questions

See this page on the Soaring Safety Foundation for list of references and to take practice or final test

http://www.soaringsafety.org/learning/bronzebadge.html

Bronze Badge test instructions here. Note Requires SSA member number and instructor authorization.

http://www.soaringsafety.org/learning/bronzebadge_instructions.html

1 A flat bottomed cumulus cloud with sharp edges

A Is a reliable indication of thermal lift

B Indicates a dissipating thermal

C Is not a reliable indication of thermal lift

Correct Answer is

Reference Glider Flying Handbook: pg 10-2

Subject Weather

2 A spread out, shallow stratus layer of cloud

A Is a reliable indication of thermal lift

B Indicates a developing thermal

C Is usually not associated with thermals

Correct Answer is

Reference Glider Flying Handbook: pg 11-17

Subject Weather

3 Best L/D speed would be the best to fly when

A Thermaling

B Flying to a landing field in a headwind

C Flying to a landing field in a tailwind

D Flying to a landing field in a crosswind

Correct Answer is

Reference Glider Flying Handbook: pg 7-37

Subject Glider Systems/Performance

4 Best L/D speed plus 1/2 the estimated wind speed would be the best speed to fly when

A thermaling

B flying to a landing field in a headwind

C flying to a landing field in a tailwind

D flying to a landing field in a crosswind

Correct Answer is

Reference Glider Flying Handbook: pg 7-37

Subject Glider Systems/Performance

5 When thermaling, the best speed to fly is

A Best L/D speed

B Best L/D plus 1/2 the estimated wind

C Best L/D plus 1/2 the estimated wind

D minimum sink speed for the angle of bank being flown

Correct Answer is

Reference Glider Flying Handbook: pg 10-6

Subject Glider Systems/Performance

6 Minimum sink speed would be the best speed to use for

A flying through thermals with no intention of stopping to circle

B attaining the most ground coverage for altitude

C flying between thermals

Correct Answer is

Reference Glider Flying Handbook: pg 11-3

Subject Glider Systems/Performance

7 Which aircraft has the right-of-way over all other air traffic?

A A balloon.

B An aircraft in distress.

C An aircraft on final approach to land.

Correct Answer is

Reference FAR 91.113

Subject Aeronautical Decision Making

8 What performance factor is recommended for beginning cross country pilots when planning safe decision points?

A Best L/D glide ratio

B 1/2 best L/D glide ratio

C 2 times best L/D glide ratio

D Minimum sink speed

Correct Answer is

Reference Breaking the Apron Strings – Soaring Cross Country: pg 6

Subject Navigation

9 What document(s) must be in your personal possession or readily accessible in the aircraft while operating as pilot in command of an aircraft?

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.

Correct Answer is

Reference FAR 61.3

Subject Aeronautical Decision Making

10 En-route weather advisories may be obtained by:

A Contacting Flight Service on the appropriate frequency.

B Listening to the ASOS/AWOS/ADIS information broadcast on the appropriate frequency.

C Using the ADS-B TIBs service.

D All of the above.

Correct Answer is

Reference Aeronautical Information Manual: Section 7-1-11 and 7-1-12

Subject Airspace

11 To assure landing at an airport at anytime on a cross country flight, a pilot should

A plan decision points

B fly the best L/D speed

C plan the flight using 1/2 the best L/D glide ratio

Correct Answer is

Reference Breaking the Apron Strings – Soaring Cross Country: pg 12

Subject Navigation

12 The glider that determines the direction of turn when more than one glider is in the same thermal is

A the first glider in the thermal.

B the highest glider in the thermal.

C the lowest glider in the thermal.

D each pilot determines his own direction of turn.

Correct Answer is

Reference Glider Flying Handbook: pg 10-9

Subject Aeronautical Decision Making

13 A "stick thermal" is

A a variometer indication of lift due to thermal lift.

B a variometer indication of lift due to the pilot trading airspeed for altitude by pulling back on the stick.

C a very tall and narrow thermal.

Correct Answer is

Reference Glider Flying Handbook: pg 4-11

Subject Glider Systems/Performance

14 When determining safe decision points:

A plan to arrive over airports at a minimum altitude of 1000 AGL

B plan the flight using 1/2 the best L/D glide ratio

C both a and b

Correct Answer is

Reference Breaking the Apron Strings – Soaring Cross Country: pg 12

Subject Aeronautical Decision Making

15 When flying cross country, at a minimum altitude of 3000 ft agl you should

A select a specific landing area(s)

B be on the upwind leg of a specific landing area

C select a general landing area(s)

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Field Selection

16 When flying cross country at a minimum altitude of 2000 ft AGL you should

A select a specific landing area(s)

B be on the upwind leg of a specific landing area

C select a general landing area(s)

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Field Selection

17 When flying cross country at a minimum altitude of 1000 ft AGL you should

A select a specific landing area(s)

B be on the upwind leg of a specific landing area

C select a general landing area(s)

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Field Selection

18 When flying cross country with a specific landing area chosen, an alternate landing area should be within easy reach in case of discovering a hazard as low as:

A 500 - 1000 AGL

B 1200 - 1500 AGL

C 2000 - 2500 AGL

D 3000 AGL and above

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Field Selection

19 Prior to takeoff on a cross country flight, the altimeter should read

A zero

B field elevation

C pressure altitude setting

D density altitude setting

Correct Answer is

Reference FAR 91.121

Subject Aeronautical Decision Making

20 During a cross country flight the altimeter should read height above

A ground level

B destination airport

C departure airport

D sea level

Correct Answer is

Reference FAR 91.121

Subject Aeronautical Decision Making

21 The preferred method to judge altitude during an off field landing in undulating terrain is:

A Altimeter reading.

B Depth perception.

C Angles to the ground.

Correct Answer is

Reference Glider Flight Training Manual: pg 255

Subject Field Selection

22 How many statute miles will a glider with a 30:1 glide ratio at 50 mph travel for each 1000 feet of altitude loss with a 10 mph headwind?

A 4.1 miles

B 4.5 miles

C 5.7 miles

D 12 miles

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

23 How much altitude will a glider with a 30:1 glide ratio lose while traveling one statute mile in still air?

A 300 feet

B 176 feet

C 200 feet

D 247 feet

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

24 In calm winds, 20 statute miles from the airport, in a glider with a 30:1 glide ratio at 50 mph, how high do you need to be to arrive over the airport at 1000' AGL? Airport elevation is 800' MSL. Assume no safety factor. Assume pilot flies at 50 mph.

A 3500 MSL

B 4500 MSL

C 5320 MSL

Correct Answer is

Reference Glider Pilot’s Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

25 With a 10 mph headwind, 15 statute miles from the airport, in a glider with a 30:1 glide ratio at 50 mph, how high do you need to be to arrive 1000' AGL at the airport? Airport elevation is 800 MSL. Assume no safety factor. Assume pilot flies at 50 mph.

A 3300 MSL

B 5100 MSL

C 5300 MSL

Correct Answer is

Reference Glider Pilot’s Handbook of Aeronautical Knowledge: pg 44

Subject Glider Systems/Performance

26 In addition to a valid Airworthiness Certificate, what documents or records must be aboard an aircraft during flight?

A Aircraft engine and airframe logbooks, and owners manual.

B Radio operators permit, and repair and alteration forms.

C Operating limitations and Registration Certificate.

Correct Answer is

Reference FAR 91.203

Subject Glider Systems/Performance

27 A blue-segmented circle on a Sectional Chart depicts which class airspace?

A Class B.

B Class C.

C Class D.

Correct Answer is

Reference Sectional Chart Legend

Subject Airspace

28 In Class E airspace, the minimum flight visibility requirement for a pilot flying VFR above 1,200 feet AGL and below 10,000 feet MSL during daylight hours is:

A 1 mile.

B 3 miles.

C 5 miles.

Correct Answer is

Reference FAR 91.155, Aeronautical Information Manual: Section 3-1-4

Subject Airspace

29 What minimum radio equipment is required for operation within Class C airspace?

A Two-way radio communications equipment.

B Two-way radio communications equipment, ADS-B OUT equipment, and DME.

C Two-way radio communications equipment and ADS-B OUT equipment.

Correct Answer is

Reference FAR 91.130, Aeronautical Information Manual: section 3-2-4, FAR 91.225

Subject Airspace

30 In which type of airspace are VFR flights prohibited?

A Class A.

B Class B.

C Class C.

Correct Answer is

Reference FAR 91.7

Subject Airspace

31 Two-way radio communication must be established with the Air Traffic Control facility having jurisdiction over the area prior to entering which class airspace?

A Class C.

B Class E.

C Class G.

Correct Answer is

Reference FAR 91.130

Subject Airspace

32 Who is responsible for determining if an aircraft is in condition for safe flight?

A A certificated aircraft mechanic.

B The pilot in command.

C The owner or operator.

Correct Answer is

Reference FAR 91.7

Subject Aeronautical Decision Making

33 A steady green light signal directed from the control tower to an aircraft in flight is a signal that the pilot:

A Is cleared to land.

B Should give way to other aircraft and continue circling.

C Should return for landing.

Correct Answer is

Reference FAR 91.125

Subject Field Selection

34 Unless otherwise specifically authorized, no person may operate an aircraft with an experimental certificate:

A Beneath the floor of Class B airspace.

B Over a densely populated area or in a congested airway.

C From the primary airport within Class D airspace.

Correct Answer is

Reference FAR 91.319

Subject Airspace

35 The responsibility for ensuring an aircraft is maintained in an airworthy condition is primarily that of the:

A Pilot in command.

B Owner or operator.

C Mechanic who performs the work.

Correct Answer is

Reference FAR 91.403

Subject Aeronautical Decision Making

36 Which preflight action is specifically required of the pilot prior to each flight?

A Check the aircraft logbooks for appropriate entries.

B Become familiar with all available information concerning the flight.

C Review wake turbulence avoidance procedures.

Correct Answer is

Reference FAR 91.103

Subject Aeronautical Decision Making

37 An aircraft's annual inspection was performed on July 12, this year. The next annual inspection will be due no later than:

A July 1, next year.

B July 13, next year.

C July 31, next year.

Correct Answer is

Reference FAR 91.409

Subject Aeronautical Decision Making

38 When pulling back on the stick with a total energy compensator installed,

A the variometer will indicate a climb.

B the variometer will indicate sink.

C the variometer will attempt to factor out climb indications due to altitude/airspeed trade off.

Correct Answer is

Reference Glider Flying Handbook: pg 4-14

Subject Glider Systems/Performance

39 What is the cause of adiabatic winds?

A Cooling air becomes more dense and therefore sinks. At night this sinking air will flow down hills and through valleys creating the wind.

B Warm air becomes less dense and rises. With the sun on a slope during the day, warm air flows up hill creating the wind.

C The wind blowing over a ridge creates a low pressure on the leeward slope, which in turn sucks air out of the leeward valley creating the wind.

Correct Answer is

Reference Advisory Circular 00-6B: pg 7-1

Subject Weather

40 If an in-flight emergency requires immediate action, the pilot in command may:

A Deviate from the FARs to the extent required to meet the emergency, but must submit a written report to the Administrator within 24 hours.

B Deviate from the FARs to the extent required to meet that emergency.

C Not deviate from the FARs unless prior to the deviation the Administrator grants approval.

Correct Answer is

Reference FAR 91.3

Subject Aeronautical Decision Making

41 The most preferred surface for an off field landing is:

A Freshly plowed field.

B Freshly cultivated field (plowed, harrowed.)

C Freshly harvested field. (Recently cut wheat, alfalfa, etc.)

Correct Answer is

Reference Glider Flight Training Manual: pg 250

Subject Field Selection

42 According to FARs, the minimum allowable strength of a towline used for an aero tow of a glider having a certificated gross weight of 700 pounds is:

A 560 pounds.

B 700 pounds.

C 1,000 pounds.

Correct Answer is

Reference FAR 91.309

Subject Glider Systems/Performance

43 An emergency parachute composed exclusively of synthetic fiber must have been packed by a certificated and appropriately rated parachute rigger within the preceding:

A 60 days.

B 120 days.

C 180 days.

Correct Answer is

Reference FAR 91.307

Subject Glider Systems/Performance

44 At 13,000 feet MSL, do FARs require oxygen use by the pilot?

A Yes, at all times, passengers must also use oxygen.

B Yes, at all times.

C Yes, at all times, after 30 minutes above 12,500 feet.

D No, it is not required at this altitude.

Correct Answer is

Reference FAR 91.211 (a)

Subject Aeromedical Factors

45 At an altitude of 14,500 ft MSL when is oxygen use required by FARs?

A at all times, for the pilot only.

B at all times if the planned duration at that altitude is more than 30 minutes.

C at all times by all occupants of the aircraft.

D it must only be provided, not used.

Correct Answer is

Reference FAR 91.211 (a)

Subject Aeromedical Factors

46 At 10,000 ft MSL when is oxygen use by the pilot required by the FARs?

A at all times, passengers must also use oxygen.

B at all times.

C at all times, after 30 minutes above 12,500 feet.

D it is not required at this altitude.

Correct Answer is

Reference FAR 91.211 (a)

Subject Aeromedical Factors

47 At 15,100 MSL, which statement is false regarding oxygen?

A It must be used by the pilot.

B It must be used by the passengers.

C It must be provided for passengers

D both B and C are false.

Correct Answer is

Reference FAR 91.211 (a)

Subject Aeromedical Factors

48 Severe weather containing high winds, turbulence, thunderstorms with lightning and hail is know as a squall line. The squall line is associated with?

A occluded fronts

B warm fronts

C stationary fronts

D fast moving cold fronts

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 12-23

Subject Weather

49 While thermaling at 4,500 feet from which direction would you expect most VFR traffic to come?

A it is not possible to predict.

B easterly (flying westerly).

C westerly (flying easterly).

D north (flying southerly).

Correct Answer is

Reference FAR 91.159 (a)(2)

Subject Airspace

50 While thermaling at 5,500 feet from which direction would you expect most VFR traffic to come?

A it is not possible to predict.

B easterly (flying westerly).

C westerly (flying easterly).

D north (flying southerly).

Correct Answer is

Reference FAR 91.159 (a)(1)

Subject Airspace

51 What service can an FSS provide for a pilot wishing to fly into an MOA?

A provide clearance into the area.

B provide information on the use or non use of the area.

C provide traffic advisories in the MOA.

Correct Answer is

Reference Sectional Chart Legend

Subject Airspace

52 A blue airport surrounded by a dashed blue circle indicates which type of airspace?

A Class E

B Class B

C Class C

D Class D

Correct Answer is

Reference Sectional Chart Legend

Subject Airspace

53 Class D airspace is indicated on a sectional chart by

A segmented magenta circle

B segmented blue circle and a blue airport

C solid blue circle and a blue airport

D solid magenta circle

Correct Answer is

Reference Sectional Chart Legend

Subject Airspace

54 For flight into Class B airspace what is required?

1. student rating or better

2. private rating or better

3. radio contact

4. ATC clearance (controller permission)

5. ADS-B OUT equipment

6. transponder (mode C optional)

A 1, 3, & 5 are correct

B 1, 4, & 5 are correct

C 1, 3, & 6 are correct

D 2, 4, & 5 are correct

Correct Answer is

Reference FAR 91.131

Subject Airspace

55 A soaring duration flight is timed from _____ to touchdown.

A takeoff

B tow release

C arrival over the start gate

Correct Answer is

Reference FAI Sporting Code section 3: Definition 1.3.1

Subject Glider Systems/Performance

56 The altitude gain for an altitude height is measured from ____ to_____.

A tow release height, highest point in the flight

B any low point, highest point in the flight

C any low point after release from tow, and the subsequent highest point

D tow release height, subsequent highest point

Correct Answer is

Reference FAI Sporting Code section 3: Definition 1.3.5

Subject Glider Systems/Performance

57 The departure point for distance type flights may be

1. takeoff point
2. point of release
3. declared Start coordinates
4. a fix selected post-flight

A any of the above

B 1, 2, or 3

C 2, 3, or 4

D 1 or 2

Correct Answer is

Reference FAI Sporting Code section 3: Definition 1.2.9

Subject Glider Systems/Performance

58 A STATUTE mile is ____ feet long, a NAUTICAL mile is ____ feet long. On a sectional chart, each graduation on longitude lines is ___ apart.

A 5280, 6080, 1 nautical mile

B 6080, 5280, 1 nautical mile

C 5280, 6080, 1 statute mile

D 6080, 5280, 1 statute mile

Correct Answer is

Reference Glider Flying Handbook: pg 1-6

Subject Navigation

59 What is a good rule of thumb for determining when to leave a thermal on a cross country flight?

A when no more altitude can be gained.

B when enough altitude has been gained to reach the next thermal.

C when the lift drops to about 75% of the highest variometer reading, and the next thermal can be reached.

D when the lift drops to about 50% of the highest variometer reading, and the next thermal can be reached.

Correct Answer is

Reference Glider Flying Handbook: pg 11-11

Subject Glider Systems/Performance

60 While ridge soaring, which technique should be used to overtake a slower glider?

A fly directly over the slower glider.

B fly directly under the slower glider.

C pass on the ridge side of the slower glider.

D pass on the upwind side, away from the ridge.

Correct Answer is

Reference Glider Flying Handbook: pg 10-13

Subject Aeronautical Decision Making

61 Which statement is true about flying over the crest while ridge soaring?

A it should usually be avoided, it's dangerous.

B it is a good way to enter the mountain wave.

C it provides the highest speed wind and best soaring

D it should be done at a higher speed.

Correct Answer is

Reference Glider Flying Handbook: pg 10-15

Subject Weather

62 When should a positive control check be carried out?

A Only after rigging the glider.

B Before each days flying commences.

C Before each days flying and immediately after rigging the glider.

Correct Answer is

Reference Glider Flying Handbook: pg 6-7

Subject Glider Systems/Performance

63 What effect would 50 foot trees on the down wind boundary of your chosen field have on your landing run, assuming you would normally touch down just inside the field perimeter?

A They will move the touch down point 500 feet further up the field.

B They will move the touch down point 50 feet further up the field.

C They will cause a wind shadow in the first 500 feet of the field.

Correct Answer is

Reference Glider Flying Handbook: pg 8-20

Subject Glider Systems/Performance

64 What is the approximation when using a 1:250 000 scale chart?

A 2.5 statute miles or 3 nautical miles to the inch.

B 4 statute miles or 3.5 nautical miles to the inch.

C 6 statute miles or 5 nautical miles to the inch

Correct Answer is

Reference Pilot’s Handbook of Aeronautical Knowledge: pg 16-2

Subject Navigation

65 The forecast wind is 230/10. You are on a 50km flight where the desired track is 178 degrees true. What effect will the wind have on the glider?

A Drift to left of track with low ground speed.

B Drift to right of track with low ground speed.

C Drift to left of track with high ground speed.

Correct Answer is

Reference Pilot’s Handbook of Aeronautical Knowledge: pg 16-13

Subject Navigation

66 What is the difference between track and heading?

A Track is the way the glider points / heading is the route over the ground.

B Heading is the way the glider points / track is the route over the ground.

C Heading takes into account wind direction and strength. Track doesn't.

Correct Answer is

Reference Pilot’s Handbook of Aeronautical Knowledge: pg 16-13

Subject Navigation

67 Which ground features are most useful for navigation?

A Villages and ponds.

B Highways and large towns.

C Hills and crossroads.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 16-12

Subject Navigation

68 What do isogonic lines indicate on aeronautical charts?

A They are a line joining places of equal temperature.

B They are a line joining places of equal magnetic variation.

C They are a line joining places of equal pressure.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 8-24

Subject Navigation

69 When flying to a goal on the ground:

A Fly faster if flying into the wind.

B Fly slower if flying into the wind.

C Fly the best inter-thermal speed regardless of wind direction.

Correct Answer is

Reference Glider Flying Handbook: pg 7-37

Subject Glider Systems/Performance

70 Wires are an especially dangerous hazard on off field landings. You should:

A Be able to see wires from normal landing pattern altitude.

B Fly a full, 360 degree pattern, looking for poles, shadows, patterns.

C Utility wires seldom cross farm fields far from highways.

Correct Answer is

Reference Glider Flying Handbook: pg 8-19

Subject Field Selection

71 What bank angle provides the best compromise between low sink rate and small turn radius for thermaling?

A 30 degrees.

B 45 degrees.

C 55 degrees.

D 15 degrees

Correct Answer is

Reference Glider Flying Handbook: pg 10-6

Subject Glider Systems/Performance

72 During a cross country flight, you have made several errors of judgment, and must land in a lake.

A You should try to land in the middle of the lake.

B You should try to land near the shore and roll up onto the beach.

C You should land with the landing gear down.

Correct Answer is

Reference Off-Airport Landings: pg 19

Subject Aeronautical Decision Making

73 You are forced to land in a small, recently-planted farm field. You should:

A Land with the landing gear in a retracted position.

B Land with the dive brakes closed.

C Land with the landing gear extended.

Correct Answer is

Reference Glider Flying Handbook: pg 8-20

Subject Aeronautical Decision Making

74 A pilot decides to do some local flying. There is a very strong cross wind, and no one else is flying. The pilot thinks, "I know I can handle the glider when the situation is tough." The hazardous thought demonstrated is:

A Anti-authority.

B Impulsivity.

C Macho.

Correct Answer is

Reference Pilot’s Handbook of Aeronautical Knowledge: pg 2-5

Subject Aeronautical Decision Making

75 A pilot decides to attempt a final glide into a strong head wind over unfriendly terrain thinking, "I can make it if I find a little lift along the way, or there is not much sink." The hazardous thought demonstrated is:

A Impulsivity.

B Resignation.

C Invulnerability.

Correct Answer is

Reference Pilot’s Handbook of Aeronautical Knowledge: pg 2-5

Subject Aeronautical Decision Making

76 What is indicated by a CONVECTIVE SIGMET?

A Moderate turbulence or icing.

B Low ceilings or visibility.

C Embedded or severe thunderstorms.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 13-12

Subject Weather

77 In addition to the standard briefing, what additional information should be asked of the weather briefer in order to evaluate soaring conditions?

A The atmospheric soundings to determine the thermal index at all soaring levels.

B Dry adiabatic rate of cooling to determine the height of cloud bases.

C Moist adiabatic rate of cooling to determine the height of cloud tops.

Correct Answer is

Reference Glider Flying Handbook: pg 9-22

Subject Weather

78 What type of briefing should a pilot obtain if the flight is scheduled to start within 2 hours?

A An Outlook Briefing.

B A standard Briefing.

C An Abbreviated Briefing.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 13-5

Subject Weather

79 What information is contained in a CONVECTIVE SIGMET?

A Tornadoes, embedded thunderstorms, hail at the surface 3/4 inch or greater in diameter.

B Severe icing, severe turbulence, or widespread dust storms lowering visibility to less than 3 miles.

C Surface winds greater than 40 knots or thunderstorms equal to or greater than video integrator processor (VIP) level 4.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 13-12

Subject Weather

80 The boundary between two different air masses is referred to as a:

A Frontolysis.

B Frontogenesis.

C Front.

Correct Answer is

Reference Advisory Circular 00-6B: pg 10-4

Subject Weather

Correctly Answered 15 out of 20

81 What is the approximate base of the cumulus clouds if the surface air temperature at 1,000 feet MSL is 70 deg F and the dew point is 48 deg F?

A 4,000 feet MSL.

B 5,000 feet MSL.

C 6,000 feet MSL.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 12-14

Subject Weather

82 The suffix "nimbus" used in naming clouds, means:

A A cloud with extensive vertical development.

B A rain cloud.

C A middle cloud containing ice pellets

Correct Answer is

Reference Advisory Circular 00-6B: pg 13-1

Subject Weather

83 An almond or lens-shaped cloud which appears stationary, but which may contain winds of 50 knots or more, is referred to as:

A An inactive frontal cloud.

B A funnel cloud.

C A lenticular cloud.

Correct Answer is

Reference Advisory Circular 00-6B: pg 17-4

Subject Weather

84 Which factor would tend to increase the density altitude at a given airport?

A An increase in barometric pressure.

B An increase in ambient temperature.

C A decrease in relative humidity.

Correct Answer is

Reference Advisory Circular 00-6B: pg 5-16

Subject Weather

85 What feature is associated with a temperature inversion?

A A stable layer of air.

B An unstable layer of air.

C Chinook winds on mountain slopes.

Correct Answer is

Reference Advisory Circular 00-6B: pg 2-12, 2-13

Subject Weather

86 What is meant by the term "dewpoint"?

A The temperature at which condensation and evaporation are equal.

B The temperature at which dew will always form.

C The temperature to which air must be cooled to become saturated.

Correct Answer is

Reference Advisory Circular 00-6B: pg 3-4

Subject Weather

87 What measurement can be used to determine the stability of the atmosphere?

A Atmospheric pressure.

B Temperature lapse rate.

C Surface temperature.

Correct Answer is

Reference Advisory Circular 00-6B: pg 12-8

Subject Weather

88 The development of thermals depends upon:

A A counterclockwise circulation of air.

B Temperature inversions.

C Solar heating.

Correct Answer is

Reference Glider Flying Handbook: pg 9-9

Subject Weather

89 Thunderstorms reach their greatest intensity during the:

A Mature stage.

B Downdraft stage.

C Cumulus stage.

Correct Answer is

Reference Advisory Circular 00-6B: pg 19-2

Subject Weather

90 What is an important precaution when soaring in a dust devil?

A Restricted visibility due to sand or dust.

B Avoid the clear area at the outside edge of the dust.

C Maintain the same direction as the rotation of the vortex.

Correct Answer is

Reference Advisory Circular 00-6B: pg 21-4

Subject Weather

91 Where may the most favorable type thermals for cross-country soaring be found?

A Just ahead of a warm front.

B Along cloud streets.

C Under mountain waves.

Correct Answer is

Reference Glider Flying Handbook: pg 9-9

Subject Weather

92 What is the best visual indication of a thermal?

A Fragmented cumulus clouds with concave bases.

B Smooth cumulus clouds with concave bases.

C Scattered to broken sky with cumulus clouds.

Correct Answer is

Reference Glider Flying Handbook: pg 10-2

Subject Weather

93 What is density altitude?

A The height above the standard datum plane.

B The pressure altitude corrected for nonstandard temperature.

C The altitude read directly from the altimeter.

Correct Answer is

Reference Advisory Circular 00-6B: pg 5-16

Subject Weather

94 Cumulonimbus clouds can best be described as:

A White or gray layers or patches of solid clouds, usually appearing in waves.

B Fluffy white clouds appearing in layers and sometimes producing precipitation.

C Dense clouds, dark at lower levels, extending many thousands of feet upward.

Correct Answer is

Reference Advisory Circular 00-6B: pg 13-14

Subject Weather

95 In strong wind conditions, flight over a mountainous area within close proximity of peaks may be hazardous because of:

A Violent downdrafts on the windward side.

B Violent downdrafts on the leeward side.

C Wind shear on the windward side.

Correct Answer is

Reference Advisory Circular 00-6B: pg 17-4

Subject Weather

96 The best lift is usually found:

A Upwind side of a building cumulus cloud.

B Upwind side of an alto-cumulous cloud.

C Downwind side of a nimbus cloud.

Correct Answer is

Reference Glider Flying Handbook: pg 10-4

Subject Weather

97 Which is true?

A Moist air is denser than dry air.

B Severely dry air is likely to have better thermals.

C Cold air is denser than warm air.

Correct Answer is

Reference Advisory Circular 00-6B: pg 5-16

Subject Weather

98 Which statement is true when living in the northern hemisphere?

A If you stand with your back to the wind the low is on your left.

B If you stand with your back to the wind the low is on your right.

C Low pressure systems rotate clockwise when viewed from above.

Correct Answer is

Reference Advisory Circular 00-6B: pg 7-6

Subject Weather

99 What weather associated with cumulonimbus is considered to be the worst hazard when landing a glider?

A Lightning, blinding pilots and damaging gliders.

B Heavy rain leaving the wings performance seriously degraded.

C Increased wind strength together with rapid direction changes, making landing in particular, very difficult.

Correct Answer is

Reference Glider Flying Handbook: pg 9-13

Subject Weather

100 What is wind gradient?

A Rapid changes in wind direction with height.

B The difference in pressure between a high and a low.

C Rapid reduction in wind strength close to the ground.

Correct Answer is

Reference Glider Flying Handbook: pg 5-4

Subject Weather

Correctly Answered 16 out of 20

101 A high-pressure system with a low inversion layer will have what effect on soaring?

A Will cap the height of the thermal at the inversion layer.

B Prevent the formation of cumulus clouds, but have no effect on thermal height or strength.

C Increase the overall average thermal strength due to lack of cloud shadow.

Correct Answer is

Reference Glider Flying Handbook: pg 9-9

Subject Weather

102 What is the overlapping of a warm and cold front called?

A An occlusion.

B A depression.

C An inversion.

Correct Answer is

Reference Advisory Circular 00-6B: pg 10-4

Subject Weather

103 What is the name given to a line drawn on a map joining places of equal pressure?

A An Isobar.

B A millibar.

C A pressure gradient.

Correct Answer is

Reference Advisory Circular 00-6B: pg 6-2

Subject Weather

104 Where might you find rotor cloud?

A Over hilltops and in the lee of hills in association with wave systems.

B Along a sea breeze front in association with strong lift and sink.

C In front of orographic cloud.

Correct Answer is

Reference Glider Flying Handbook: pg 10-19

Subject Weather

105 What happens to visibility and temperature at the passage of a cold front?

A Visibility increases and temperature decreases.

B Visibility decreases and temperature decreases.

C Visibility increases and temperature increases.

Correct Answer is

Reference Advisory Circular 00-6B: pg 10-4

Subject Weather

106 What is the approximate rate of change of temperature with height for the dry adiabatic lapse rate?

A 3 degrees Celsius loss per 1000 feet height gain.

B 2 degrees Celsius loss per 1000 feet height gain.

C 1 degree Celsius loss per 1000 feet height gain.

Correct Answer is

Reference Glider Flying Handbook: pg 9-7

Subject Weather

107 What are the three main stages called in the life cycle of a thunderstorm?

A The cumulus stage, the mature stage and the dissipating stage.

B The cumulus stage, the mature stage and the precipitation stage.

C The cumulus stage, the precipitation stage and the dissipating stage.

Correct Answer is

Reference Advisory Circular 00-6B: pg 19-1

Subject Weather

108 What is the cause of a sea breeze front?

A Sea heating more quickly than the land, which causes the air to rise over the sea. This in turn leads to advection and the sea breeze.

B Cooler sea air mixing with an offshore breeze creates the frontal system.

C Land heating more quickly than the sea, which causes the air to rise overland, which in turn leads to advection and the sea breeze.

Correct Answer is

Reference Advisory Circular 00-6B: pg 9-3

Subject Weather

109 What is the cause of Valley Breeze (adiabatic) winds?

A Cooling air becomes more dense and therefore sinks. At night this sinking air will flow down hills and through valleys creating the wind.

B Warm air becomes less dense and rises. With the sun on a slope during the day, warm air flows up hill creating the wind.

C The wind blowing over a ridge creates a low pressure on the leeward slope, which in turn sucks air out of the leeward valley creating the wind.

Correct Answer is

Reference Advisory Circular 00-6B: pg 9-7

Subject Weather

110 What is the name given to the point at which water vapor condenses, and what is the required humidity?

A The dew point and can occur at any percentage saturation.

B The saturation level and can occur above 90% saturation.

C The dew point and requires 100% saturation.

Correct Answer is

Reference Advisory Circular 00-6B: pg 3-4

Subject Weather

111 Which of the following is the most accurate definition of the adiabatic lapse rate?

A The rate of change of temperature due to expansion with increasing height, taking into account the moisture content, i.e. dry or saturated.

B The rate of change of temperature with increasing height.

C The rate of change of pressure with height, taking into account the moisture content, i.e. dry or saturated.

Correct Answer is

Reference Glider Flying Handbook: pg 9-7

Subject Weather

112 Which direction does air flow around a high pressure in the northern hemisphere?

A Anticlockwise.

B Clockwise.

C From low pressure to high pressure.

Correct Answer is

Reference Advisory Circular 00-6B: pg 7-6

Subject Weather

113 What is the name given to lines depicting points of equal pressure on a synoptic chart?

A Isogonal.

B Isobars.

C Contours.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 12-12

Subject Weather

114 While on a cross-country flight, you are continually correcting your heading to the right in order to reach your goal. What might this signify?

A The wind is from the right of track.

B The wind is from the left of track.

C There is probably a magnetic anomaly affecting the compass.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 16-9

Subject Weather

115 What is the cause of wind?

A The Coriolis force.

B Pressure differences trying to reach equilibrium.

C The rotation of the earth.

Correct Answer is

Reference Advisory Circular 00-6B: pg 7-1

Subject Weather

116 In the Northern Hemisphere, if a glider is accelerated or decelerated, the magnetic compass will normally indicate:

A A turn toward north while decelerating on an east heading.

B Correctly only when on a north or south heading.

C A turn toward south while accelerating on a west heading.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 8-26

Subject Glider Systems/Performance

117 In the Northern Hemisphere, a magnetic compass will normally indicate initially a turn toward the west if:

A A left turn is entered from a north heading.

B A right turn is entered from a north heading.

C An aircraft is accelerated while on a north heading.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 8-26

Subject Glider Systems/Performance

118 What is an important airspeed limitation that is not color coded on airspeed indicators?

A Never-exceed speed.

B Maximum structural cruising speed.

C Maneuvering speed.

Correct Answer is

Reference Glider Flying Handbook: pg 4-6

Subject Glider Systems/Performance

119 During flight, when are the indications of a magnetic compass accurate?

A Only in straight-and-level unaccelerated flight.

B As long as the airspeed is constant.

C During turns if the bank does not exceed 18 deg.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 8-23

Subject Glider Systems/Performance

120 If the pitot tube and outside static vents become clogged, which instruments would be affected?

A The altimeter, airspeed indicator, and turn-and-slip indicator.

B The altimeter, and airspeed indicator.

C The altimeter, attitude indicator, and turn-and-slip indicator.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 8-10

Subject Glider Systems/Performance

121 In the Northern Hemisphere, the magnetic compass will normally indicate a turn toward the south when

A A left turn is entered from an east heading.

B A right turn is entered from a west heading.

C The aircraft is decelerated while on a west heading.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 8-26

Subject Glider Systems/Performance

122 The pitot system provides impact pressure for which instrument?

A Altimeter.

B Vertical-speed indicator.

C Airspeed indicator.

Correct Answer is

Reference Glider Flying Handbook: pg 4-2

Subject Glider Systems/Performance

123 What does the red line on an airspeed indicator represent?

A Maneuvering speed.

B Turbulent or rough-air speed.

C Never-exceed speed.

Correct Answer is

Reference Glider Flying Handbook: pg 4-6

Subject Glider Systems/Performance

124 What will be the effect of a steel object being placed close to an aircraft compass?

A The compass will seem sluggish.

B The compass variation will be effected.

C The compass deviation will be effected.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 8-24

Subject Glider Systems/Performance

125 What is the purpose of a compass card in a glider?

A To take into account the errors present after the compass has been swung.

B To act as a reminder of bearings versus cardinal headings.

C To act as a reminder of task leg directions when flying cross-country.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 8-24

Subject Glider Systems/Performance

126 Which statement best defines hypoxia?

A A state of oxygen deficiency in the body.

B An abnormal increase in the volume of air breathed.

C A condition of gas bubble formation around the joints or muscles.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 17-3

Subject Aeromedical Factors

127 What will happen to the eyes when a pilot is operating at altitude or above cloud with an empty field of view?

A They will tend to focus at infinity.

B They will naturally focus at the ideal point to detect other aircraft.

C They will tend to focus at a point 10 to 30 feet away.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 17-22

Subject Aeromedical Factors

128 You are suffering from a common cold. What is the most likely event while flying?

A The reduced pressure whilst flying will ease any discomfort caused by the infection.

B Changes in pressure are likely to cause discomfort.

C You may feel a little dizzy but may ignore the symptoms and continue to fly.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 17-5

Subject Aeromedical Factors

129 What happens to the amount of oxygen that diffuses across the lung membranes when at high altitudes?

A It increases.

B It reduces due to temperature reductions.

C It reduces due to pressure reductions.

Correct Answer is

Reference Aeronautical Information Manual: Section 8-1-2, Pilot's Handbook of Aeronautical Knowledge: pg 17-3

Subject Aeromedical Factors

130 What happens to the percentage content of oxygen in the air as altitude increases?

A It decreases due to decrease in temperature.

B It remains the same.

C It decreases due to decrease in pressure.

Correct Answer is

Reference Aeronautical Information Manual: Section 8-1-2, Pilot's Handbook of Aeronautical Knowledge: pg 17-3

Subject Aeromedical Factors

131 Insufficient oxygen may cause subtle, but significant changes, in a pilot. What is this known as?

A Anoxia.

B Hypoxia.

C Hyperventilation.

Correct Answer is

Reference Aeronautical Information Manual: Section 8-1-2, Pilot's Handbook of Aeronautical Knowledge: pg 17-3

Subject Aeromedical Factors

132 How would you check your chosen field for slope?

A Look for a lack of crop.

B Check the map for contours.

C Look at the color shading of the ground, darker spots are lower.

Correct Answer is

Reference Glider Flying Handbook: pg 8-19

Subject Field Selection

133 Why is it important to be able to judge height without reference to an altimeter when flying a landing circuit?

A To make safe off-field landings where the ground height is unknown.

B So as to be able to land safely, should the altimeter fail.

C It is a requirement for the Bronze C flying check.

Correct Answer is

Reference Glider Flying Handbook: pg 8-18

Subject Field Selection

134 A parachute carried in an aircraft must:

A Be a "chair" type for persons weighing less than 100 pounds.

B Be approved by the US Military.

C Be packed by a rated parachute rigger within 180 days.

Correct Answer is

Reference FAR 91.307

Subject Glider Systems/Performance

135 Which of the following regarding gliders requires immediate notification?

A Flight control failure or malfunction.

B In-flight failure of electrical system.

C Collapsed landing gear on landing.

Correct Answer is

Reference NTSB 830.5

Subject Aeronautical Decision Making

136 Gliders frequently use the 123.3 radio frequency as provided by:

A FARs.

B SSA Agreement with Federal Communications Commission.

C AIM / FCC

Correct Answer is

Reference Aeronautical Information Manual: Section 4-1-11

Subject Glider Systems/Performance

137 When approaching Class D airspace, you should first contact the tower:

A 5 Miles out.

B 10 miles out.

C Prior to entering.

Correct Answer is

Reference FAR 91.129

Subject Navigation

138 The phonetic Alphabet for the letter "G" is:

A Golf

B Georgia

C Gopher

Correct Answer is

Reference Aeronautical Information Manual: Section 4-2-7

Subject Navigation

139 An apple core can be thrown from a glider:

A Only in Class G airspace.

B As long as it does not create a hazard for persons or property.

C Only over water or heavily wooded areas.

Correct Answer is

Reference FAR 91.15

Subject Aeronautical Decision Making

140 The maximum speed for aircraft above 10,000 feet MSL is:

A 200 Kts.

B 400 Kts.

C No limit.

Correct Answer is

Reference FAR 91.117

Subject Airspace

141 The most reliable source for a TFR (Temporary Flight Restrictions) is:

A FAA Flight Service Station, FAA web site.

B Newspapers or television news.

C Fixed Base Operator (FBO).

Correct Answer is

Reference FAR 91.137 thru 91.145

Subject Airspace

142 Regarding aerobatic flight, which of the following is true?

A Must be above 1,500 feet AGL.

B Legal within Class E airspace if visibility is more than 3 statute miles.

C Legal within Federal Airways outside of designated airport airspace.

Correct Answer is

Reference FAR 91.303

Subject Airspace

143 FAA advisory circulars (some free, others at cost) are available to all pilots and are obtained by:

A Distribution from the nearest FAA district office.

B Downloading from the faa.gov web site.

C Subscribing to the Federal Register.

Correct Answer is

Reference Aeronautical Information Manual: Section Introduction

Subject Aeronautical Decision Making

144 Which cruising altitude is appropriate for a VFR flight on a magnetic course of 135 deg?

A Even thousands.

B Even thousands plus 500 feet.

C Odd thousands plus 500 feet.

Correct Answer is

Reference FAR 91.159

Subject Navigation

145 If an altimeter setting is not available before flight, to which altitude should the pilot adjust the altimeter?

A The elevation of the nearest airport corrected to mean sea level.

B The elevation of the departure airport.

C Pressure altitude corrected for nonstandard temperature.

Correct Answer is

Reference FAR 91.121

Subject Airspace

146 The operator of an aircraft involved in an accident is required to file an accident report within how many days?

A 5.

B 7.

C 10.

Correct Answer is

Reference NTSB 830.15

Subject Aeronautical Decision Making

147 Which incident requires an immediate notification to the nearest NTSB field office?

A A forced landing due to engine failure.

B Landing gear damage, due to a hard landing.

C Flight control system malfunction or failure.

Correct Answer is

Reference NTSB 830.5

Subject Aeronautical Decision Making

148 If an aircraft is involved in an accident, which results in substantial damage to the aircraft, the nearest NTSB field office should be notified:

A Immediately.

B Within 48 hours.

C Within 7 days.

Correct Answer is

Reference NTSB 830.5

Subject Aeronautical Decision Making

149 When operating an aircraft at cabin pressure altitudes above 12,500 feet MSL up to and including 14,000 feet MSL, supplemental oxygen shall be used during:

A The entire flight time at those altitudes.

B That flight time in excess of 10 minutes at those altitudes.

C That flight time in excess of 30 minutes at those altitudes.

Correct Answer is

Reference FAR 91.211

Subject Aeromedical Factors

150 May a pilot operate an aircraft that is not in compliance with an Airworthiness Directive (AD)?

A Yes, AD's are only voluntary.

B Yes, if authorized by the FAA.

C Yes, under VFR conditions only.

Correct Answer is

Reference FAR 39.23

Subject Glider Systems/Performance

151 ADS-B OUT equipment is required in which airspace?

A Class A, Class B (and within 30 miles of the Class B primary airport), and Class C.

B Class D and Class E (below 10,000 feet MSL).

C Class D and Class G (below 10,000 feet MSL).

Correct Answer is

Reference FAR 91.225

Subject Airspace

152 Which aircraft has the right-of-way over the other aircraft listed?

A Glider.

B Airship.

C Homebuilt airplane.

Correct Answer is

Reference FAR 91.113

Subject Aeronautical Decision Making

153 The FAR part 1 definition of nighttime is:

A Sunset to sunrise.

B 1 hour after sunset to 1 hour before sunrise.

C The time between the end of evening civil twilight and the beginning of morning civil twilight.

Correct Answer is

Reference FAR 1.1

Subject Aeronautical Decision Making

154 The device that reduces climb and dive errors on the variometer caused by airspeed changes is:

A capacity bottle

B variometer

C static source

D total energy compensator

Correct Answer is

Reference Glider Flying Handbook: pg 4-14

Subject Glider Systems/Performance

155 Where may an aircrafts 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 aircraft airframe and engine logbooks.

Correct Answer is

Reference FAR 91.9

Subject Glider Systems/Performance

156 With a 10 mph tailwind, 20 statute miles from the airport, in a glider with a 28:1 glide ratio at 50 mph, how high do you need to be to arrive 1000' AGL at the airport? Airport elevation is 800' MSL. Assume no safety factor. Assume pilot flies at 50 mph.

A 3150 MSL

B 4940 MSL

C 5500 MSL

Correct Answer is

Reference Glider Pilot’s Handbook of Aeronautical Knowledge: pg 47

Subject Glider Systems/Performance

157 A glider with a glide ratio of 28:1 at 50 mph would lose how much altitude per statute mile? Assume no wind.

A 189 feet

B 357 feet

C 265 feet

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

158 The altimeter is a reliable reference for determining your height above the ground in preparation for an off field landing.

A true

B false

C true if it was set to 0 prior to takeoff

D true if it was set to field elevation before takeoff

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Aeronautical Decision Making

159 Judging the size of cars and objects on the ground is the preferred method for determining your height above the ground in preparation for an off field landing.

A true

B false

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Aeronautical Decision Making

160 Using angles is the preferred method for determining your height above the ground in preparation for an off field landing.

A true

B false

Correct Answer is

Reference Glider Flight Training Manual: pg 255

Subject Aeronautical Decision Making

161 In preparation for an off field landing, the downwind leg should be positioned:

A as close to the field as possible

B so that the intended landing area appears at least 30 deg. below the sailplane

C so that the intended landing area appears at least 45 deg. below the sailplane

Correct Answer is

Reference Flight Training Manual for Gliders: pg 115

Subject Aeronautical Decision Making

162 "You won't get hurt if you land in the dirt" means:

A The earth color of a cultivated field is one of the best landing sites to look for

B When using a parachute aim for an area of dirt

C The land owner is less likely to assault you if you avoid his expensive crops

Correct Answer is

Reference Glider Flight Training Manual: pg 250

Subject Aeronautical Decision Making

163 A plowed field makes an excellent landing site.

A true

B false

Correct Answer is

Reference Glider Flight Training Manual: pg 250

Subject Aeronautical Decision Making

164 A freshly harvested field is

A a poor landing site

B likely to contain animal holes and irrigation pipes

C a better choice than a crop in full growth

D both b and c

Correct Answer is

Reference Glider Flight Training Manual: pg 250

Subject Aeronautical Decision Making

165 The lush green of a full grown crop

A provides a soft cushioned landing with minimal damage

B is usually a color to stay away from

C is better to land in than a plowed and harrowed field

Correct Answer is

Reference Glider Flight Training Manual: pg 249

Subject Aeronautical Decision Making

166 What is a good way to detect uneven, rolling terrain?

A uneven texture or color in a field

B depth perception

C highway signs

Correct Answer is

Reference Glider Flight Training Manual: pg 251

Subject Field Selection

167 When forced to land on a slope, with the wind blowing up the hill, you should

A land uphill, even though downwind

B land upwind, even though downhill

C land crosswin

Correct Answer is A

Reference Glider Flight Training Manual: pg 252

Subject Field Selection

168 When preparing to land on a slope, you should remember

1. the slope isn't as bad as it looks from the air.

2. the slope is worse than it looks from the air.

3. the rollout is likely to be very short.

4. there is an optical illusion which may cause you to land short of your intended touchdown spot.

5. be sure to use extra airspeed to lift the nose of the glider higher than normal in the flare

A 1, 3, & 4 are correct

B 2, 3, & 4 are correct

C 2,3, 4, & 5 are correct

Correct Answer is

Reference Glider Flight Training Manual: pg 252

Subject Field Selection

169 Touching down as slow as possible with the main wheel and tail wheel touching simultaneously

A is the preferred technique for an off field landing

B is a poor technique and could result in damage

C uses too much of the available field length

Correct Answer is

Reference Flight Training Manual for Gliders: pg 141

Subject Field Selection

170 When approaching to land over an obstacle, the obstruction has a lateral effect equal to ___ times it's height

A 2

B 5

C 8

D 10

Correct Answer is

Reference Glider Flight Training Manual: pg 251

Subject Field Selection

171 You should use the same size pattern and speed in an off field landing as you would on a normal landing.

A true

B false - the speed should be slower

C false - the size should be smaller

D false - the size should be larger

Correct Answer is

Reference Glider Pilot’s Handbook of Aeronautical Knowledge: pg 289

Subject Field Selection

172 When forced to land in a tall crop (wheat, corn) dive brakes should be open at touchdown.

A true

B false

Correct Answer is

Reference Glider Flight Training Manual: pg 268

Subject Field Selection

173 Where it is recommended that the beginning cross country pilot land during an off field landing?

A close to a gate to make retrieval easy

B as close to the approach end as possible

C in the middle of the biggest suitable field

Correct Answer is

Reference Glider Flight Training Manual: pg 257

Subject Field Selection

174 You should not land with the landing gear retracted.

A true

B false

C it can't possibly be that simple

Correct Answer is

Reference Glider Flight Training Manual: pg 268

Subject Aeronautical Decision Making

175 The first leg of an off field landing traffic pattern should be the

A upwind leg

B crosswind leg

C downwind leg

D base leg

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Field Selection

176 Prior to entering an Airport Advisory Area, a pilot should:

A Monitor ATIS for weather and traffic advisories

B Contact approach control for vectors to the traffic pattern.

C Contact the local FSS for airport and traffic advisories.

Correct Answer is

Reference Aeronautical Information Manual: section 4-1-20 (g), note 3

Subject Airspace

177 When operating under VFR below 18,000 feet MSL, unless otherwise authorized, what transponder code should be selected?

A 1202.

B 7600.

C 1200.

Correct Answer is

Reference Aeronautical Information Manual: Section 4-1-20 (G)

Subject Airspace

178 Where can a glider without a transponder or ADS-B OUT operate in the vicinity of Class C airspace?

A You must remain clear of the Class C airspace and the 30 NM 'outer area'.

B You may operate under the lower limit of the shelf area (5-10 NM) and outside the lateral limits of the Class C airspace.

C You may operae under the lower limit of the self area (5-10 NM), outside the later limits of the Class C airspace, and over the top of the Class C airspace provided you are above 10,000 ft MSL.

D You may operate anywhere that is not within the lateral or vertical confines of the Class C airspace depicted on the chart.

Correct Answer is

Reference Aeronautical Information Manual: Section 3-2-4

Subject Airspace

179 Who is primarily responsible for maintaining an aircraft in airworthy condition?

A Owner or operator.

B Pilot-in-command.

C Mechanic.

Correct Answer is

Reference FAR 91.403

Subject Aeronautical Decision Making

180 What is the minimum number of Global Positioning System (GPS) satellites are required to yield a three dimensional position (latitude, longitude, and altitude) and time solution?

A 4.

B 5.

C 6.

Correct Answer is

Reference Aeronautical Information Manual: Section 1-1-20

Subject Navigation

181 The correct method of stating 4,500 feet MSL to ATC is:

A "FOUR THOUSAND FIVE HUNDRED."

B "FOUR POINT FIVE."

C "FORTY-FIVE HUNDRED FEET MSL."

Correct Answer is

Reference Aeronautical Information Manual: Section 4-2-9

Subject Airspace

182 What is the maximum altitude at which a continuous flow oxygen system should be used?

A 28,000 feet.

B 32,000 feet.

C 40,000 feet.

Correct Answer is

Reference FAA Pilot Safety Brochure: Oxygen Equipment

Subject Glider Systems/Performance

183 When two aircraft are approaching head on, each shall alter its course in which direction?

A To the left.

B Only the first to see the other need take avoiding action to the right.

C To the right.

Correct Answer is

Reference FAR 91.113

Subject Aeronautical Decision Making

184 When two aircraft are converging at approximately the same height, which has the right of way?

A The aircraft to the other's right, has right of way.

B The aircraft on the left.

C Neither. Both must take avoiding action.

Correct Answer is

Reference FAR 91.113

Subject Aeronautical Decision Making

185 You are unfortunate enough to require urgent medical assistance after a field landing accident. Your radio has remained serviceable. Which frequency should be used to make your Mayday call?

A That of the nearest airfield.

B 119.0 MHZ.

C 121.5 MHZ but in the event of no reply, any other frequency.

Correct Answer is

Reference Aeronautical Information Manual: Section 6-3-1

Subject Aeronautical Decision Making

186 Prior to starting each maneuver, pilots should:

A Check altitude, airspeed, and heading indications.

B Visually scan the entire area for collision avoidance.

C Announce their intentions on the nearest CTAF.

Correct Answer is

Reference Aeronautical Information Manual: Section 8-1-6

Subject Aeronautical Decision Making

187 Which V-speed represents maneuvering speed?

A Va

B Vlo

C Vne

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 8-9

Subject Glider Systems/Performance

188 What is one recommended method for locating thermals?

A Fly an ever-increasing diameter circular path.

B Maintain a straight track downwind.

C Look for another circling glider

Correct Answer is

Reference Glider Flying Handbook: pg 10-3

Subject Aeronautical Decision Making

189 On which side of a large, plowed farm field, surrounded by vegetation, should a pilot find a thermal?

A On the side facing the Sun.

B On the downwind side.

C Exactly over the center.

Correct Answer is

Reference Glider Flying Handbook: pg 10-4

Subject Weather

190 Which of the following statements regarding flap extension during landings are true?

a: Greater lift is produced permitting a lower landing speed.

b: Greater drag is produced permitting a steep descent angle without an increased airspeed.

c: The length of the landing roll is reduced.

A Only a and c.

B None of them.

C All of them

Correct Answer is

Reference FAA Pilot Safety Brochure: Use of Flaps

Subject Aeronautical Decision Making

191 The stabilized approach is when the glider is at the proper glide path/angle with proper spoilers/dive brakes deployed/extended, at the recommended approach speed for the current conditions (winds, gust, sink, etc.) and able to make the intended landing spot. The stabilized approach should be established no lower than:

A 1,000 ft AGL

B 500 ft AGL

C 100 ft AGL

Correct Answer is

Reference Glider Flying Handbook: pg 7-24

Subject Glider Systems/Performance

192 A pilot unintentionally enters a steep diving spiral to the left. What is the proper way to recover from this attitude without overstressing the glider?

A Apply up-elevator pressure to raise the nose.

B Apply more up-elevator pressure and then use right aileron pressure to control the overbanking tendency.

C Relax the back stick pressure and shallow the bank; then apply up-elevator pressure until the nose has been raised to the desired position.

Correct Answer is

Reference Glider Flying Handbook: pg 8-15 Subject Aeronautical Decision Making

193 The numbers 9 and 27 on a runway indicate that the runway is oriented approximately:

A 009 deg. and 027 deg. true.

B 090 deg. and 270 deg. true.

C 090 deg. and 270 deg. magnetic.

Correct Answer is

Reference Aeronautical Information Manual: Section 2-3-1

Subject Navigation

194 How can you determine if another aircraft is on a collision course with your aircraft?

A The other aircraft will always appear to get larger and closer at a rapid rate.

B The nose of each aircraft is pointed at the same point in space.

C There will be no apparent relative motion between your aircraft and the other aircraft.

Correct Answer is

Reference Aeronautical Information Manual: Section 8-1-8

Subject Aeronautical Decision Making

195 When planning a final glide against a headwind and trying to arrive over the airport with minimum loss of altitude, fly at:

A The best lift/drag speed with no regard to wind velocity.

B The best lift/drag speed increased by one-half the estimated wind velocity.

C The minimum sink speed increased by one-half the estimated wind velocity.

Correct Answer is

Reference Glider Pilot’s Handbook of Aeronautical Knowledge: pg 44

Subject Glider Systems/Performance

196 From the air, electrical and telephone wires appear

A white

B black

C invisible

Correct Answer is

Reference Glider Flight Training Manual: pg 251

Subject Field Selection

197 Landing on a road is a good way to avoid wires

A true

B false

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 288

Subject Field Selection

198 The best way to detect wires is to

A look for the orange balls often attached to them

B look for wire shadows on the ground

C look for poles and pole shadows

D use magnetic anomaly detection devices

Correct Answer is

Reference Glider Flight Training Manual: pg 251

Subject Field Selection

199 The segmented circle around an uncontrolled airport's windsock

A is to help the pilot locate the windsock

B will indicate the active runway

C will indicate the preferred landing pattern direction

Correct Answer is

Reference Advisory Circular 150/5340-5D

Subject Airspace

200 For flight into Class C airspace what is required?

1. student pilot rating or better

2. private pilot rating or better

3. established radio contact

4. ATC clearance (controller permission)

5. ADS-B OUT equipment

6. transponder (mode C optional)

A 1, 4, & 6 are correct

B 2, 4, & 5 are correct

C 2, 3, & 6 are correct

D 1, 3, & 5 are correct

Correct Answer is

Reference FAR 91.130, 91.225, 61.225

Subject Airspace

201 Class C airspace is indicated on a sectional chart by

A segmented magenta circle

B segmented blue circle

C solid blue circle

D solid magenta circle

Correct Answer is

Reference Sectional Chart Legend

Subject Airspace

202 For flight into Class D airspace what is required?

1) student pilot rating or better

2) private rating or better

3) radio contact

4) ATC clearance (controller permission)

5) ADS-B OUT equipment

6) transponder (mode C optional)

A 1 & 3 only

B 2, 4, & 5

C 1, 3, & 6

D 1 & 4 only

Correct Answer is

Reference FAR 91.129, FAR 91.225

Subject Airspace

203 Class B airspace is indicated on a sectional chart by

A segmented magenta circle

B segmented blue circle and a blue airport

C solid blue circle and a blue airport

D solid magenta circle

Correct Answer is

Reference Sectional Chart Legend

Subject Airspace

204 In which airspace (below 10,000 ft MSL) do the following day VFR visibility and cloud clearance requirements apply when flying a glider?

* 3 statute miles

* 1000 feet above

* 2000 feet horizontal

* and 500 feet below

A class C, D, & E

B class C, D, E & G

C class B, C, D, E, & F

D class C & D

Correct Answer is

Reference FAR 91.155

Subject Airspace

205 Class D airspace with a blue "[26]" indicates

A top of the class D airspace is at 2600 feet AGL

B base of the class D airspace is at 2600 feet AGL

C top of the class D airspace is at 2600 feet MSL

D base of the class D airspace is at 2600 feet MSL

Correct Answer is

Reference Sectional Chart Legend

Subject Airspace

206 To operate VFR, no Radio, or without ADS-B equipment, above 18,000 feet MSL

A ATC must be advised upon entering the airspace

B ATC must issue a deviation to the normal requirements for Class A airspace

C clearance is not required in some remote areas

Correct Answer is

Reference FAR 91.135 (d)

Subject Airspace

207 Which is true about a blue line on a sectional chart identified as "V71"?

A it is an airway, 4 miles wide, above 7100 MSL

B it identifies the base of adjacent airspace at 7100 ft

C it is an airway, 8 miles wide above 1200 AGL

D it is an airway, 4 miles wide, above 1200 AGL

Correct Answer is

Reference FAA Order 8269.3C Chapter 15

Subject Airspace

208 Which type of airspace routinely contains military training operations, and a clearance is NOT required to enter?

A Prohibited area

B Restricted area

C Military Operations area (MOA)

D Class A airspace

Correct Answer is

Reference Aeronautical Information Manual: Section 3-4-5

Subject Airspace

209 Which type of airspace routinely contains military training operations, and a clearance IS required to enter?

A Prohibited area

B Restricted area

C Military Operations area (MOA)

D Class A airspace

Correct Answer is

Reference Aeronautical Information Manual: Section 3-4-3

Subject Airspace

210 Class E airspace extending to the ground is indicated by which sectional chart symbol?

A segmented magenta circle

B segmented blue circle

C solid blue circle

D solid magenta circle

Correct Answer is

Reference Sectional Chart Legend

Subject Airspace

211 A gray line identified as "IR21" is

A an airway

B a military operations area (MOA)

C an IFR departure route

D a low altitude military training route

Correct Answer is

Reference Sectional Chart Legend

Subject Airspace

212 An open magenta airport symbol indicates what type of airport?

A control tower, paved runways (1500' or greater)

B uncontrolled, paved runways (1500' or greater)

C control tower, unpaved runways

D uncontrolled, unpaved runways

Correct Answer is

Reference Sectional Chart Legend

Subject Airspace

213 A closed blue airport symbol indicates what type of airport?

A control tower, paved runways (1500' or greater)

B uncontrolled, paved runways (1500' or greater)

C control tower, unpaved runways

D uncontrolled, unpaved runways

Correct Answer is

Reference Sectional Chart Legend

Subject Airspace

214 An airport with a control tower is

A always blue

B always magenta

C usually blue

D color does not indicate anything about a control tower

Correct Answer is

Reference Sectional Chart Legend

Subject Airspace

215 When more than one glider is in the same thermal, the direction of turn should be:

A to the right

B to the left

C either direction as long as all gliders turn the same way

Correct Answer is

Reference Glider Flying Handbook: pg 10-9

Subject Aeronautical Decision Making

216 What force provides the forward motion necessary to move a glider through the air?

A Lift.

B Centripetal force.

C Gravity.

Correct Answer is

Reference Glider Flying Handbook: pg 3-2

Subject Glider Systems/Performance

217 Which type of airmass, at altitude, is most likely to produce soarable mountain wave conditions?

A stable

B unstable

C moist

D cold

Correct Answer is

Reference Glider Flying Handbook: pg 9-16

Subject Weather

218 What effect would gusts and turbulence have on the load factor of a glider with changes in airspeed?

A Load factor decreases as airspeed increases.

B Load factor increases as airspeed increases.

C Load factor increases as airspeed decreases.

Correct Answer is

Reference Glider Flying Handbook: pg 5-12

Subject Glider Systems/Performance

219 A sailplane has a best glide ratio of 23:1. How many feet will the glider lose in 8 nautical miles?

A 1,840 feet.

B 2,100 feet.

C 2,750 feet.

Correct Answer is

Reference Glider Pilot’s Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

220 A sailplane has a best glide ratio of 30:1. How many nautical miles will the glider travel while losing 2,000 feet?

A 10 nautical miles.

B 15 nautical miles.

C 21 nautical miles.

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

221 A sailplane has lost 2,000 feet in 9 nautical miles. The best glide ratio for this sailplane is approximately:

A 24:1.

B 27:1.

C 30:1.

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

222 How many feet will a glider sink in 10 nautical miles if its lift/drag ratio is 23:1?

A 2,400 feet.

B 2,600 feet

C 4,300 feet

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

223 What would be a proper action or procedure to use if the pilot is getting too low on a cross-country flight in a sailplane?

A Continue on course until descending to 1,000 feet above the ground and then plan the landing approach.

B Fly directly into the wind and make a straight-in approach at the end of the glide.

C Have a suitable landing area selected before reaching 2,000 feet AGL, and a specific field chosen upon reaching 1,500 feet AGL.

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Aeronautical Decision Making

224 What corrective action should be taken if, while thermaling at minimum sink speed in turbulent air, the left wing drops while turning to the left?

A Apply more opposite (right) aileron pressure than opposite (right) rudder pressure to counteract the over banking tendency.

B Apply opposite (right) rudder pressure to slow the rate of turn

C Lower the nose before applying opposite (right) rudder and aileron pressure.

Correct Answer is

Reference Glider Flight Training Manual: pg 185

Subject Aeronautical Decision Making

225 Approximately how many feet will a sailplane sink in 15 nautical miles if its lift/drag ratio is 22:1?

A 2,700 feet.

B 3,600 feet

C 4,100 feet.

Correct Answer is

Reference Glider Pilot’s Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

226 A cross-country profile view helps ensure safe return-or-proceed altitude by providing a series of:

A Decision points.

B Speeds to fly.

C Glide ratios

Correct Answer is

Reference Breaking the Apron Strings – Soaring Cross Country: pg 12

Subject Aeronautical Decision Making

227 A properly computed flight profile should allow the sailplane to arrive over either the departure or destination airport, or a safe landing place no less than:

A 500 feet AGL.

B 1,000 feet AGL.

C 1,500 feet AGL.

Correct Answer is

Reference Breaking the Apron Strings – Soaring Cross Country: pg 12

Subject Glider Systems/Performance

228 The proper speed to fly when passing through lift with no intention to stop and work lift is:

A Best L/D speed.

B Minimum Sink speed.

C Rough air red line.

Correct Answer is

Reference Breaking the Apron Strings – Soaring Cross Country: pg 43

Subject Glider Systems/Performance

229 After touch down on an off-field landing it is best to:

A Allow the glider to roll towards a nearby gate.

B Stop as soon as possible.

C Intentionally ground loop the glider.

Correct Answer is

Reference Glider Flight Training Manual: pg 257

Subject Field Selection

230 Off-field landing patterns should be flown:

A Higher than normal.

B Faster than normal.

C The same as normal.

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 289

Subject Field Selection

231 Generally speaking, while flying cross-country, you should always:

A Remain on course line to prevent being lost.

B Fly towards suitable landing areas when reaching 3,000 ft AGL.

C Be within gliding range of suitable landing areas with a generous margin of safety.

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 283

Subject Aeronautical Decision Making

232 While flying cross-country, you should be near, and select specific landing areas no less than:

A 1,000 AGL.

B 1,500 AGL.

C 2,000 AGL

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Field Selection

233 While flying cross country, you should be on the upwind leg of a specific landing area no less than:

A 1,000 AGL.

B 1,500 AGL.

C 2,000 AGL.

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Field Selection

234 While flying cross-country, when selecting your primary landing area, you should also,

A Have alternate landing area(s) available.

B Never land with farm animals.

C Disregard wind direction.

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Field Selection

235 The best wind conditions for producing soarable mountain wave conditions are

A light winds.

B 20 mph winds or less blowing along the ridge.

C 20 mph winds or less blowing across the ridge.

D 20 mph winds or more blowing across the ridge.

Correct Answer is

Reference Glider Flying Handbook: pg 9-16

Subject Weather

236 Which answer describes a characteristic of unstable air?

A It has a positive lapse rate and the temperature increases with altitude.

B The lapse rate is less than the dry adiabatic lapse rate.

C The lapse rate is greater than the dry adiabatic lapse rate.

D The air has low altitude temperature inversions.

Correct Answer is

Reference Glider Flying Handbook: pg 9-7

Subject Weather

237 Which airmass below is the most stable?

A temperature increases with altitude.

B temperature decreases with altitude.

C temperature remains constant with altitude.

Correct Answer is

Reference Glider Flying Handbook: pg 9-8

Subject Weather

238 A thermal index (soaring index) of -9 is indicative of

A stable air

B unstable air

C poor soaring conditions at the given altitude

D both a and c

Correct Answer is

Reference Glider Flying Handbook: 9-23

Subject Weather

239 A thermal index (soaring index) of +5 is indicative of

A stable air

B unstable air

C hopeless soaring conditions at the given altitude

D both a and c

Correct Answer is

Reference Glider Flying Handbook: pg 9-23

Subject Weather

240 Which of the following must exist before thermals can form?

A cumulus clouds

B stable air

C unstable air

D a temperature inversion

Correct Answer is

Reference Glider Flying Handbook: 9-7

Subject Weather

241 The device that records altitude and time is

A a barometer

B a barograph or flight recorder

C GPS

D Electronic Altimeter

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 82

Subject Glider Systems/Performance

242 Which of the following is required on all badge and record flights.

A a certified barograph record

B verification by an official observer (or SSAI in the case of Bronze Badge)

C photographs

D flight declaration

Correct Answer is

Reference FAI Sporting Code 2.A.2,

Subject Navigation

243 Any glider pilot may act as an official observer

A true

B false

C true, as long as they are not making a badge attempt on the same day.

Correct Answer is

Reference FAI Soaring Awards Procedures

Subject Glider Systems/Performance

244 Cumulus clouds are normally associated with

A thermals

B thunderstorms

C mountain wave conditions

D rain

Correct Answer is

Reference Advisory Circular 00-6B: pg 13-9

Subject Weather

245 Lenticular clouds are normally associated with

A thermals

B thunderstorms

C mountain wave conditions

D rain

Correct Answer is

Reference Advisory Circular 00-6B: pg 13-6

Subject Weather

246 Cumulonimbus clouds are normally associated with

A thermals

B thunderstorms

C mountain wave conditions

D rain

Correct Answer is

Reference Advisory Circular 00-6B: pg 13-14

Subject Weather

247 Nimbostratus clouds are normally associated with

A thermals

B thunderstorm

C mountain wave conditions

D rain

Correct Answer is D

Reference Advisory Circular 00-6B: pg 13-8

Subject Weather

248 A positive control check:

A Includes the pilot moving the control stick and observing the flight control element movement

B Is completed during the annual inspection

C Should be completed before the first flight of the day.

Correct Answer is

Reference Glider Flying Handbook: pg 6-7

Subject Aeronautical Decision Making

249 A critical assembly checklist should be:

A Best completed by an aircraft inspector.

B Completed by the owner of the glider.

C Completed with the assistance of another person with at leaset a basic understanding of how to assemble a glider.

Correct Answer is

Reference Glider Flying Handbook: Appendix A-1

Subject Glider Systems/Performance

250 Checklists:

1) may be written or memorized

2) are mostly for less experienced pilots

3) should be consistently used by all pilots of every skill and experience level

4) failure to use one on a check ride is grounds for failure

5) to be legal, it must be the checklist provided by the glider manufacture

A 1, 3, & 4.

B 1 & 2.

C 1, 3, & 5.

D 4 & 5.

Correct Answer is

Reference Glider Flying Handbook: pg 6-7

Subject Glider Systems/Performance

251 Which of the following is not recommended for flight?

A Rain on the wings when the air temperature is close to freezing.

B Frost on the wings.

C All of the above.

Correct Answer is

Reference Pilots Handbook of Aeronautical Knowledge: pg 5-26

Subject Weather

252 While hill soaring which of the following statements is true?

A A glider wishing to overtake another should normally pass on its left side.

B A glider wishing to overtake another should normally pass between it and the hill.

C A glider wishing to overtake another should normally pass on its right side.

Correct Answer is

Reference Glider Flying Handbook

Subject Aeronautical Decision Making

253 You are joining below a glider in a thermal. What are your actions?

A Leave the thermal and find another.

B Turn either direction as long as there is sufficient separation.

C Turn in the same direction.

Correct Answer is

Reference Glider Flying Handbook

Subject Aeronautical Decision Making

254 On arrival at an airport in Class E airspace, you call on the notified frequency but get no reply. Your radio is serviceable, what should your actions be?

A Land anyway, regardless of no radio contact.

B Land outside the boundary as the airfield is probably closed.

C Continue with intended landing, watch for other traffic and follow suit, make relevant 'blind calls' on the radio.

Correct Answer is

Reference Aeronautical Information Manual: Section xxxxxxx

Subject Airspace

255 While 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?

A Slow to best L/D and close the airbrake on downwind to increase the spacing between you and the lead glider.

B Ignore the other glider and fly your own circuit.

C Contact the other pilot and establish a plan that will allow both of you to safely land.

D Both A and C.

Correct Answer is

Reference Breaking the Apron Strings – Soaring Cross Country: pg 49

Subject Aeronautical Decision Making

256 After getting low on a cross country and choosing a field, you notice there is a stream along one side of it. What might this signify?

A The field slopes down towards the stream.

B The field slopes up towards the stream.

C The field will be very soft; therefore the landing run will be short.

Correct Answer is

Reference Glider Flight Training Manual: pg 251

Subject Field Selection

257 On a cross-country flight in August you are faced with an out landing. Assuming no obstructions and fields of adequate size, which of the following would be the best choice?

A A field with cows in one corner.

B A field with sheep in one corner.

C A stubble (recently harvested) field.

Correct Answer is

Reference Glider Flight Training Manual: pg 250, 257

Subject Field Selection

258 You are about to land out. Which of the following is the best option, when the only suitable field has a slope in it, and the wind is up the slope?

A Land down hill, into wind.

B Land across the slope, and cross wind.

C Land up hill, down wind.

Correct Answer is

Reference Glider Flight Training Manual: pg 252

Subject Field Selection

259 What actions should be taken when flying through an area of sink?

A Slow down so as to reduce the rate of descent.

B Increase speed so as to spend as little time in the sink as possible.

C Continue as normal because the lift on the other side of the sink will compensate for the height loss.

Correct Answer is

Reference Breaking the Apron Strings – Soaring Cross Country: pg 40

Subject Aeronautical Decision Making

260 When keeping a good lookout, how is the most effective scanning achieved?

A A series of short, regularly spaced, eye movements, progressing across the field of view.

B Rapidly and smoothly sweeping the entire field of view

C A random scan of the most likely areas of conflicting traffic.

Correct Answer is

Reference Flight Training Manual for Gliders: pg 66

Subject Aeronautical Decision Making

Correctly Answered 19 out of 20

261 You are about to join a thermal with two gliders circling in opposite directions. Which way do you turn?

A Same direction as the higher glider.

B Same direction as the lower glider.

C Same direction as the closer glider.

Correct Answer is

Reference Flight Training Manual for Gliders: pg 157

Subject Aeronautical Decision Making

262 You are about to land, as there is thunderstorm activity near by. What should you particularly be aware of?

A Lightning flashes which may blind temporarily.

B Low-level wind shear causing changes in wind strength and direction.

C Reducing visibility due to low cloud base.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 12-11

Subject Weather

263 While in a straight glide, you notice another glider on your left at about the same height. The bearing relative to you is remaining constant and the separation is reducing. What actions should you take?

A None, as you have right of way.

B Take avoiding action as the other glider has right of way.

C Take avoiding action even though you have the right of way.

Correct Answer is

Reference Advisory Circular 90-48D: pg 3

Subject Aeronautical Decision Making

264 A pilot is faced with a field landing into a slightly down-sloping field. What is the preferred approach to this field?

A A shallower approach than intended will be flown.

B A normal approach will be flown, as intended.

C A steeper approach than normal will be flown.

Correct Answer is

Reference Glider Flight Training Manual: pg 252

Subject Field Selection

265 On returning to your home airfield after a long flight, you are alerted on the radio of a strong wind gradient. What should you anticipate happening on short final?

A An increasing sink rate and a decrease in airspeed with an increased risk of undershooting the aim point.

B A sudden increase in groundspeed with an increased risk of overshooting the aim point.

C An increasing sink rate and increasing groundspeed leading to the glider continuing on a flight path to the aim point.

D No significant changes in sink rate, airspeed, or groundspeed variations as compared to a no wind landing.

Correct Answer is

Reference Flight Training Manual for Gliders: pg 121

Subject Aeronautical Decision Making

266 You are climbing in good wave lift, but your glider is not equipped with oxygen. Assuming you are in good health, what is the maximum height the FARs allow before you must abandon your climb?

A 14,000 feet.

B 12,000 feet.

C 10,000 feet.

Correct Answer is

Reference FAR 91.211

Subject Aeronautical Decision Making

267 Where and under what condition can enough lift be found for soaring when the weather is generally stable?

A On the upwind side of hills or ridges with moderate winds present.

B In mountain waves that form on the upwind side of the mountains.

C Over isolated peaks when strong winds are present.

Correct Answer is

Reference Glider Flying Handbook: pg 10-10

Subject Glider Systems/Performance

268 What are some of the hazards that are often associated with flying in mountain wave?

A Hypothermia.

B Hypoxia.

C Both A and B

D Neither A or B

Correct Answer is

Reference Flight Training Manual for Gliders: pg 163

Subject Aeromedical Factors

269 Hazards to expect in recently harvested farm fields include:

A Animal burrows, undulating terrain, hidden ditches, irrigation pipes.

B Small farm animals, large bird nests, farm equipment.

C Freshly harvested farm fields are usually smooth and have few risks.

Correct Answer is

Reference Glider Flight Training Manual: pg 250

Subject Field Selection

270 If you are approaching a wire fence on the rollout, and you realize that you are not going to be able to stop in time, the best course of action would be to:

A Hit the fence between two fence poles so the wire fence will act like a net to catch the glider.

B Ground loop the glider by putting one wing on the ground and push the stick forward to lift the tail off the ground.

C Hit one of the fence posts with the fuselage to avoid hitting the wire.

Correct Answer is

Reference Off-Airport Landings: pg 7

Subject Aeronautical Decision Making

271 During an off field landing, it appears you will not stop before rolling into a row of large trees.

A You should guide glider fuselage between trees so wings absorb impact energy.

B You should try to hit tree trunk with fuselage.

C It is unlikely you will be able to control direction as you hit the trees.

D Ground loop the glider by putting one wing on the ground and push the stick forward to lift the tail off the ground.

Correct Answer is

Reference Off-Airport Landings: pg 19

Subject Aeronautical Decision Making

272 When entering a thermal, it is usually best to:

A Begin turning as soon as the variometer shows a reduced rate of sink.

B Turn as soon as you have a positive indication on the variometer.

C Wait for three to five seconds after there is a positive indication on the variometer.

Correct Answer is

Reference Flight Training Manual for Gliders: pg 159

Subject Glider Systems/Performance

273 Using depth perception is the preferred method for determining your height above the ground in preparation for an off field landing.

A true

B false

Correct Answer is

Reference Flight Training Manual for Gliders: pg 134

Subject Field Selection

274 How much altitude will a glider with a 32:1 glide ratio lose while traveling one NAUTICAL mile in still air?

A 320 feet

B 165 feet

C 533 feet

D 190 feet

Correct Answer is

Reference Glider Pilot’s Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

275 It is particularly important to be as high as possible

A in preparation for the final glide.

B when thermals are strongest.

C toward the end of the thermal day.

D at all times.

Correct Answer is

Reference Glider Flying Handbook: pg 11-13

Subject Glider Systems/Performance

276 The ability of a sailplane to "penetrate" efficiently into a strong headwind while on final glide is most closely associated with which of the following:

A The minimum sink airspeed

B the Max L/D airspeed given in the glider operating manual

C the L/D ratio at airspeeds between 60 and 120 knots

D Pattern airspeed

Correct Answer is

Reference Glider Pilot’s Handbook of Aeronautical Knowledge: pg 45

Subject Glider Systems/Performance

277 You have the club's Discus CS for the day and are working on your Bronze Badge. One of the club pundits is going for a 100K speed triangle, planning to start at 12:30. He suggests you come along, “It will be great fun”. You agree despite the club rule requiring a Bronze Badge for XC in the Discus. What hazardous thought are you demonstrating?

A Anti-Authority "Don't tell me".

B Impulsivity "Do it Quickly".

C Macho "I can do it".

D Resignation: "What's the use".

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 2-5

Subject Aeronautical Decision Making

278 You are final gliding to your home airfield when you realize you are not sure of reaching the airfield. What is the best course of action?

A Continue as planned, as you should be able to "dolphin-fly" home.

B Change course and fly towards the nearest thermal.

C Continue towards the airfield, only if there is an alternative landing area available between you and the airfield.

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Aeronautical Decision Making

279 Just before launch, your canopy has begun to mist up, but you have the towrope attached. What is the best course of action?

A Continue, as the canopy will clear on the launch.

B Release the cable and clear the canopy before launching, a launch failure could be disastrous with poor visibility.

C Open the all air vents in order to clear the canopy once the launch begins.

Correct Answer is

Reference Glider Flight Training Manual: pg 57

Subject Aeronautical Decision Making

280 What is your average cross-country speed if you cover 30 Nautical Miles (nm) in the first 40 minutes of a flight?

A 35 Kts.

B 40 Kts.

C 45 Kts.

D 50 Kts

Correct Answer is

Reference Math problem: distance flown / time in hours = (30 nm / (40 min/60 min per hour))

Subject Glider Systems/Performance

281 After a long busy period in a weak thermal, you are unaware of your exact location. What are the correct actions?

A Find three features on the map and then look for them on the ground to identify your exact position

B Carry on with the original heading, as you shouldn't have drifted too far.

C Find three features on the ground and look for them on the map to identify your exact position.

Correct Answer is

Reference Glider Flying Handbook: pg 11-14

Subject Navigation

282 On a 40 nm final glide at 50 Kts indicated airspeed you notice there is a 10 Kt tail wind. How long will the last 20 NMs take?

A 15 minutes.

B 20 minutes.

C 25 minutes.

Correct Answer is

Reference Glider Pilot’s Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

283 With 15 nm to go and a glide angle of 30:1 at 60 Kts, what height is required to arrive at the goal with 1000 ft to spare?

A 3000 ft.

B 4000 ft.

C 5000 ft.

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

284 The forecast wind is 230/10. You are on a 50km flight where the desired track is 078 degrees true. What effect will the wind have on the glider?

A Drift to right of track with low ground speed.

B Drift to left of track with high ground speed.

C Drift to right of track with high ground speed.

Correct Answer is

Reference Glider Flying Handbook: pg 5-4

Subject Navigation

285 A glider with a glide angle of 30:1 is at 3000 feet. Assuming still air and allowing 800 feet for a circuit, how far can the glider travel before commencing a circuit to land?

A 12.5 nautical miles

B 11 nautical miles.

C 10.85 nautical miles.

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

286 McCready theory provides speed-to-fly information based on which of the following parameters?

1) your best climb rate in previous thermals

2) your expected average climb rate in future thermals

3) your expected minimum climb rate in future thermals

4) headwind or tailwind factor

5) your current sink rate

A 1 & 5.

B 2 & 5.

C 2, 4, & 5.

D 3 & 4

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 278

Subject Glider Systems/Performance

287 When pulling back on the stick while cruising in a glider WITHOUT a total energy compensator installed,

A the variometer will indicate a climb.

B the variometer will indicate sink.

C the variometer will attempt to factor out climb indications due to altitude/airspeed trade off.

Correct Answer is

Reference Glider Flying Handbook: pg 4-14

Subject Glider Systems/Performance

288 Which type of airmass, at altitude, is most likely to produce soarable mountain wave conditions?

A dry and stable

B moist and stable

C warm and unstable

Correct Answer is

Reference Glider Flying Handbook: pg 9-16

Subject Weather

289 How many statute miles will a glider with a 30:1 glide ratio travel for each 1000 feet of altitude loss (no safety factor)?

A 30 miles

B 3 miles

C 5.7 miles

D 0.57 miles

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

290 The width of a Federal Airway from either side of the centerline is:

A 4 nautical miles.

B 6 nautical miles.

C 8 nautical miles.

Correct Answer is

Reference Sectional Chart, FAA Order 7400.9K

Subject Airspace

291 A cumulus cloud indicating the best reliable thermal lift is a:

A Beginning wisp of visible moisture.

B A well defined cloud with flat bottom and sharp edges.

C Very tall, small diameter, column cloud.

D Spread out, shallow layer of cloud.

Correct Answer is

Reference Glider Flying Handbook: pg 10-2

Subject Weather

292 The best speed to fly while thermaling is:

A Minimum sink speed for level flight.

B Best L/D speed.

C Maneuvering speed.

D Minimum sink speed for the bank angle being used

Correct Answer is

Reference Glider Flying Handbook: pg 10-6

Subject Glider Systems/Performance

293 A beginning cross country pilot should reduce the glide ratio by _____ when computing safe return or proceed altitudes:

A 1/4

B 1/2

C 2/3

D 0 (no reduction)

Correct Answer is

Reference Breaking the Apron Strings – Soaring Cross Country pg 6

Subject Glider Systems/Performance

294 Early cross country flights can be made safer if landings at airports are assured by determining safe:

A Speed to fly

B Glide ratios

C Decision points

D Turn points

Correct Answer is

Reference Breaking the Apron Strings – Soaring Cross Country: pg 12

Subject Navigation

295 Setting the altimeter to the current barometric pressure will cause it to read:

A MSL altitude

B AGL altitude

C Density altitude

D Field elevation plus 1,000 feet

Correct Answer is

Reference Glider Flying Handbook: pg 4-6

Subject Glider Systems/Performance

296 A glider pilot should plan the cross county altitude profile to arrive over each airport no lower than:

A 500 feet AGL

B 1000 feet AGL

C 1500 feet AGL

D 2,000 feet AGL

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Field Selection

297 To gain altitude while passing through thermal lift with no intention of stopping, use:

A Minimum sink speed

B Best L/D speed

C Best speed to fly

D Thermaling speed

Correct Answer is

Reference Glider Flying Handbook: pg 11-13

Subject Glider Systems/Performance

298 When flying to a landing field, with a head wind, the recommended best speed to fly can be approximated by flying:

A Best L/D speed

B Minimum sink speed

C Best L/D plus 1/2 the estimated wind speed

D Minimum sink plus 1/2 the estimated wind

Correct Answer is

Reference Glider Flying Handbook: pg 7-37

Subject Glider Systems/Performance

299 A glider pilot should plan on losing _____ of altitude while traveling one statute mile in still air in a glider with a L/D of 32:1 (use recommended safety factor)?

A 330 feet

B 220 feet

C 251 feet

D 165 feet

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

300 A glider pilot should plan on traveling _____ in still air for each 1,000 feet of altitude lost in a glider with a L/D of 32:1 (use recommended safety factor)?

A 6.06 sm

B 4.54 sm

C 3.03 sm

D 3.98 sm

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

301 You are 17 statute miles from your goal airport in a glider with a glide ratio of 32:1 at 52 mph. There is a 10 mph tailwind with no unusual lift or sink in the air. How high do you need to be to arrive 1,000 feet above the airport's elevation of 815 feet MSL (use recommended safety factor)?

A 3095 feet

B 3590 feet

C 6539 feet

D 5405 feet

Correct Answer is

Reference Glider Pilot's Handbook of Aeronautical Knowledge: pg 41

Subject Glider Systems/Performance

302 A non-tower airport with a paved runway is marked on sectional charts by:

A An open magenta circle

B A magenta circle with 'R' in the center.

C A solid magenta circle.

D A solid magenta circle with a line indicating the runway direction

Correct Answer is

Reference Sectional Chart Legend

Subject Airspace

303 The letter ‘G’ in a diamond next to an airport indicates:

A Gliders operate at this airport.

B GPS instrument approach has been approved.

C Gliders are prohibited from operating at this airport.

D Airport has Grass runways.

Correct Answer is

Reference Sectional Chart Legend

Subject Airspace

304 The maximum altitude a glider can fly in class E airspace without a radio is:

A 18,000 feet MSL

B 14,500 feet MSL

C 12,000 feet MSL

D 10,000 feet MSL

Correct Answer is

Reference Aeronautical Information Manual: 3-2-2

Subject Airspace

305 An airport colored blue on a sectional chart indicates:

A it is a seaplane base.

B an uncontrolled airport.

C a control tower at the airport.

D at least 1 runway is over 10,000 ft long.

Correct Answer is

Reference Sectional Chart Legend

Subject Airspace

306 A barograph records:

A Altitude

B Time

C Distance

D Altitude and time

Correct Answer is

Reference Glider Flying Handbook: pg G-1

Subject Glider Systems/Performance

307 All badge and record flights must be verified by:

A Photograph

B An official observer

C Official clock

D Ground observation

Correct Answer is

Reference SSA Badge and Records Guide: pg 7

Subject Aeronautical Decision Making

308 Thunderstorms should be avoided because of:

A Severe winds and turbulence.

B The possibility of lighting and hail.

C The possibility of poor visibility.

D All of the above.

Correct Answer is

Reference Advisory Circular 00-6B: pg 19-6

Subject Weather

309 Oxygen must be used at all times by the pilot in an aircraft above:

A 10,000 feet MSL

B 12,500 feet MSL

C 14,000 feet MSL

D 10,000 feet AGL

Correct Answer is

Reference FAR 91.211

Subject Aeromedical Factors

310 A glider pilot should be aware that VFR aircraft fly at:

A Even thousands MSL plus 500 feet when traveling on western headings.

B Even thousands AGL plus 500 feet when traveling on western headings.

C Odd thousands AGL plus 500 feet when traveling on western headings.

D Odd thousands MSL plus 500 feet when traveling on western headings.

Correct Answer is

Reference FAR 91.159

Subject Airspace

311 When flying cross country, you should select general landing area(s) while still above:

A 500 feet AGL

B 1,000 feet AGL

C 2,000 feet AGL

D 3,000 feet AGL

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Aeronautical Decision Making

312 When flying cross country, you should select specific landing area(s) while still above:

A 500 feet AGL

B 1,000 feet AGL

C 2,000 feet AGL

D 3,000 feet AGL

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Aeronautical Decision Making

313 When flying cross country, you should be on the upwind leg of a specific landing site with a convenient alternate landing site while still above:

A 500 feet AGL

B 1,000 feet AGL

C 2,000 feet AGL

D 3,000 feet AGL

Correct Answer is

Reference Glider Flight Training Manual: pg 254

Subject Aeronautical Decision Making

314 What is the preferred method for judging your height above undulating terrain during an off field landing”

A Depend on the altimeter reading

B Use depth perception to judge height

C Use angles to judge height

D Judging height by sizes of cars and other objects on the found.

Correct Answer is

Reference Glider Flying Handbook: pg 7-22

Subject Aeronautical Decision Making

315 What does an uneven textured, or uneven colored field likely indicate?

A Domestic animals feeding area

B A perfect landing field

C Uneven, rolling terrain

D A recently harvested field

Correct Answer is

Reference Glider Flight Training Manual: pg 251

Subject Field Selection

316 What is the preferred direction to land on a sloping field?

A Land into the wind regardless of slope

B Land across the slope regardless of wind

C Slope is not an important consideration

D Normally land up slope regardless of wind

Correct Answer is

Reference Off-Airport Landing: pg 6

Subject Field Selection

317 What is the preferred touch down speed for an off field landing?

A At the slowest safe speed manageable.

B Slightly faster than normal for better control.

C Normal landing speed, then force the nose on the ground to stop quickly.

D Full stall at touchdown.

Correct Answer is

Reference Glider Flying Handbook: pg 8-20

Subject Glider Systems/Performance

318 What is the preferred approach for an off field landing

A Straight in approach.

B A rigid left-hand pattern must be used.

C A pattern should not be flown, as none of the normal landmarks are present.

D 360 degree pattern allows you to evaluate the field from all angles.

Correct Answer is

Reference Glider Flying Handbook: pg 8-19

Subject Aeronautical Decision Making

319 An off field landing pattern should be:

A Further away than normal.

B Closer than normal.

C Faster than normal.

D The same as normal.

Correct Answer is

Reference Glider Flying Handbook: pg 8-19

Subject Aeronautical Decision Making

320 When should you land with the landing gear retracted?

A Never

B When the ground is very wet

C During water landings

D When landing in tall crop

Correct Answer is

Reference Glider Flight Training Manual: pg 268

Subject Aeronautical Decision Making

321 Which of the following statements is not true about telephone, electric, and other wires?

A Wires are sometimes impossible to see.

B It is sometimes easier to see the supporting poles.

C Pole shadows can be an important clue.

D Wires are seldom a problem for glider pilots.

Correct Answer is

Reference Glider Flying Handbook: pg 8-19

Subject Field Selection

322 When landing at an unfamiliar non-tower airport you should:

A Fly the published pattern regardless of altitude or conditions.

B Land next to the main runway as airplane pilots are not expecting you to land on the runway.

C Use all radio and visual aids to ensure a safe operation.

D Assume you have the right-of-way over all other aircraft.

Correct Answer is

Reference Aeronautical Information Manual: 4-1-19

Subject Aeronautical Decision Making

323 Which of the following is a requirement for glider flight into Class E airspace, below 10,000 ft MSL?

A Three statute miles visibility, and remain 1,000 feet below, 500 feet above, and 1 mile horizontally from all clouds.

B Three status mile visibility and remain clear of clouds.

C Three statute miles visibility, and remain 500 feet below, 1000 feet above, and 2,000 feet horizontally from all clouds.

D One statue mile visibility, and remain 500 feet below, 1,0000 feet above, and 2,000 feet horizontally from all clouds.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 15-10

Subject Airspace

324 Which of the following is a requirement for glider flight into Class C airspace?

A Have a private rating or better, establish radio contact, and have ADS-B Out equipment

B Have a student rating or better, establish radio contact, and have ADS-B Out equipment

C Have a private rating or better, and establish radio contact

D Have a student rating or better, and establish radio contact

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 15-9

Subject Airspace

325 Which of the following is a requirement for glider flight into Class D airspace?

A Have a student rating or better, and establish radio contact

B Have a private rating or better, establish radio contact, and have an ADS-B OUT equipment.

C Have a student rating or better, establish radio contact, and have an ADS-B OUT equipment.

D Have a student rating or better, establish radio contact and receive permission.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 15-10

Subject Airspace

326 Gliders may operate above 18,000 feet MSL

A Never

B Only when operating under Instrument Flight Rules (IFR).

C When approved by the controlling authority

D Only within a wave window

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 15-9

Subject Airspace

327 Prior to making a cross country flight, a glider pilot is responsible for reviewing?

A Weather forecasts, including thermal forecasts for the task area.

B The pilot operating handbook to determine speed to fly information.

C The airport and facilities directory to determine the length and direction of the destination airport.

D All information necessary for safe flight including weather forecasts, airport information, NOTAM's and TFR's in effect.

Correct Answer is

Reference FAR 91.103

Subject Aeronautical Decision Making

328 What procedure should a glider pilot use prior to glider flight into a MOA?

A Contact the controlling agency to determine the activity status and exercise extreme caution.

B Contact the military airport to obtain a clearance.

C Obtain a clearance from the local Flight Service Station.

D Avoid the area entirely.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 15-4

Subject Airspace

329 When thermaling with other gliders:

A All gliders circle to the right.

B Turns should be the same as the highest glider.

C All gliders circle to the left.

D All gliders turn the same direction as the first glider to enter the thermal.

Correct Answer is

Reference Glider Flying Handbook: pg 10-9

Subject Aeronautical Decision Making

330 A total energy compensator:

A Adds the effect of stick thermals to the total energy produced by the thermals.

B Compensates for air pressure differences while climbing or descending.

C Reduces climb and dive errors on the variometer caused by airspeed changes.

D Uses pitot pressure to increase airflow through the variometer.

Correct Answer is C

Reference Glider Flying Handbook: pg 4-14

Subject Glider Systems/Performance

331 What conditions are most favorable for flyable wave formation over mountainous areas?

A Unstable air at mountain top altitude and wind of at least 20 mph blowing across the ridge.

B Stable, dry air at mountain top altitude and wind of at least 20 mph blowing across the ridge.

C Unstable, moist air at mountain top and winds less than 5 mph.

D Stable, moist air at mountaintop and winds more than 20 mph.

Correct Answer is

Reference Glider Flying Handbook: pg 9-18

Subject Weather

332 Which one of the following local Thermal Index (TI) predicts the best probability of good soaring conditions?

A +2

B +8

C -2

D -8

Correct Answer is

Reference Glider Flying Handbook: pg 9-23

Subject Weather

333 Which of the following must be true for thermals to exist?

A The outside air temperature must be above freezing.

B The airmass must be unstable.

C There must be an inversion layer.

D The temperature aloft must be higher than at lower altitudes.

Correct Answer is

Reference Glider Flying Handbook: pg 9-7

Subject Weather

334 When using advanced GPS moving map navigation systems the pilot should remember

1) it is easy to become distracted by the display at the expense of flying the glider, finding lift, and looking for traffic

2) they can fail, so knowing how to navigate with a sectional is important

3) their position can be inaccurate, causing the glider to stray off course

A 1.

B 2.

C 1 & 2.

D 1, 2, & 3.

Correct Answer is

Reference Glider Flying Handbook: pg 11-8

Subject Navigation

335 CRM/SRM stands for:

A Crew Resource Management / Single Pilot Resource Management

B Crew Response Methods / Single Pilot Response Methods

C Crew emergency Response Methods / Single Pilot emergency Response Methods

D Crew Risk Management / Single Pilot Risk Management

Correct Answer is Reference Pilot's Handbook of Aeronautical Knowledge: pg 2-4

Subject Aeronautical Decision Making

336 CRM/SRM can best be described as:

A The pilots ability to make good decisions

B The pilots ability to use all available resources (in and outside of the glider) when making decisions

C The pilots ability to limit distractions caused by other people

D The pilots ability to memorize all emergency procedures

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 2-4

Subject Aeronautical Decision Making

337 CRM/SRM techniques should be used:

A Only when an on-board emergency occurs

B Only when on the ground preparing for a flight

C Anytime a critical decision must be made

D Anytime any in-flight decision must be made

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 2-4

Subject Aeronautical Decision Making

338 ADM concepts regarding risk can best be describes as:

A Risks are threats that must be avoided at all times

B Risks are threats that must be managed at all times

C Risks are threats that must be eliminated at all times

D Risks are not found in Soaring

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 2-6

Subject Aeronautical Decision Making

339 ADM techniques to manage risk include:

A The PAVE (Pilot Aircraft, environment, External) model

B The 5P (Plan, Plane, Pilot, Passengers, Programming) model

C The 3P (Perceive, Process, Perform) model

D All of the above

Correct Answer is D

Reference Pilot's Handbook of Aeronautical Knowledge: pg 2-6

Subject Aeronautical Decision Making

340 CRM/SRM internal resources include

A Passengers (e.g., help scanning for traffic, note unusual sounds)

B Instruments (e.g., GPS, Altimeter, vario, etc.)

C Self verbalization (e.g., read checklists out loud)

D All of the above

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 2-20

Subject Aeronautical Decision Making

341 CRM/SRM external resources include:

A Wing runner and other ground crew

B Other pilots flying in the area

C ATC personnel at a FSS

D All of the above

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 2-22

Subject Aeronautical Decision Making

342 ADM studies have shown that the introduction of advanced electronic instruments (moving maps, FLARM, Flight computers) have:

A Increased the risk of complacency as pilots focus attention on the information these instruments provide.

B Has had no measurable impact on the pilots decision making skills.

C Enhanced the pilots Situational Awareness by providing important information in a consumable format.

D Both A and C.

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 2-31

Subject Aeronautical Decision Making

343 A private pilot with 500 hours in gliders should use CRM techniques

A Only when carrying passengers

B Never, CRM techniques are only useful for student pilots

C On every flight

D Only during a flight review

Correct Answer is

Reference Pilot's Handbook of Aeronautical Knowledge: pg 2-32

Subject Aeronautical Decision Making