Shalbourne Soaring Society

Pre - Solo Questionnaire 2000

This is a pre - solo test sheet. Before you fly solo you should know the answers to the questions below. If you don't know, or aren't sure, check with an instructor.

1. You are flying a glider, and note a light aeroplane approaching you head on. Unless evasive action is taken a collision is imminent, you should…

a. Turn to the left.
b. Turn to the right.
c. Continue straight ahead because powered aircraft give way to gliders.
d. Dive below the aircraft.

2. In the air, who is responsible for collision avoidance?

a. The CFI
b. The Duty Instructor
c. All Pilots
d. Power Pilots - because gliders have the right of way over power.

3 When two aircraft at different heights are approaching to land.

a. The aircraft flying fastest has the right of way.
b. The lower aircraft has the right of way
c. Neither has the legal right of way over the other.
d. The larger aircraft has the right of way.

4 When two aircraft are converging.

a. The aircraft, which has the other on its right, has the right of way.
b. The aircraft that has the other on its right shall give way.
c. Both aircraft shall give way
d. The slower aircraft has the right of way.

5. Gliders may fly in formation

a. Only if previously agreed
b. If each pilot has the other in sight.
c. If each Pilot has a silver C.
d. If both pilots have radios.

6. In order to fly out of gliding range of his/her take off point, what must a glider pilot have?

a. A Parachute
b. Air map and bronze C with Cross-country endorsement.
c. Be signed off Checks.
d. Cumulus clouds on a warm day.

7. What is the signal that the glider pilot can make in order to slow down a launch

a. Rocking the wings
b. Pulling back hard against the pull of the wire
c. Yawing the glider from side to side
d. Make a radio call on 129.975Mhz

8. If a Glider pilot wants to enter cloud within 5 miles of a gliding site, what rule must he comply with?

a. The glider must be fitted with a turn & slip and artificial horizon.
b. The pilot must have been instructed in the use of a parachute
c. The glider must enter a cloud from a point at least 200ft below the lowest part of the cloud.
d. The glider pilot must first make a call on 130.4 MHz

9. If the glider you are flying appears to be different in some way to when you last flew it, what should you do on landing?

a. Note it in the DI book at the end of the day.
b. Tell the log keeper to enter a comment in the log sheet's remarks column
c. The pilot should inspect the glider before it is flown again.
d. Report the matter to the duty instructor
Before the aircraft is flown again.

Directors: S. Ottner, C. Harder, R. Dann, K. Lovesy, E. Bertoya-Sparrow, D. Hill, P. Morgan, C. Baines, M. Hoskins

Shalbourne Soaring Society

Pre - Solo Questionnaire 2000

This is a pre - solo test sheet. Before you fly solo you should know the answers to the questions below. If you don't know, or aren't sure, check with an instructor.

10. When more than one glider circles in a thermal, which glider determines the direction of thermalling?

a. The lower one.
b. The highest one
c. The first one.
d. The one with the biggest wing span

11. What is the method of signalling "up slack" with lights?

a. A 3 - second flash followed by a 1 - second pause
b. A 1 - second flash followed by a 3 - second pause
c. A 2 - second flash followed by a 2 - second pause
d. A 1/2 - second flash followed by a 1/2- second pause.

12. What is the "one bat"(one arm) method of signalling "All - Out"

a. Holding the bat vertically above the head.
b. Swinging the bat in a circular motion around the body
c. Moving the bat to and fro above the head.
d. Moving the bat to and fro in front of the body

13. What are the recognised signals for "STOP", used to abort a launch

a. Lights "ON" steadily.
b. Shouting "HALT" or "STOP".
c. The arm(S) or the bat held stationary above the head
d. All of the above.

14. **You are suffering from a cold, together with a blocked nose…..You**

a. are able to fly normally, provided that you are not taking medication.
b. Should not fly at all because the air pressure may cause damage and pain.
c. Can fly providing you do exceed 10,000ft, unless breathing oxygen.
d. Can fly providing an ample supply of tissues is carried.

15. When flying on the ridge, you wish to turn around and fly back towards the airfield…..<u>YOU SHOULD</u>

a. Turn left or right, whichever you wish
b. Turn into wind away from the ridge, initially.
c. First fly to the end of the ridge, before turning and heading back to the airfield..
d. Not turn below 700ft.

16. In a strong gusty cross wind, the glider should be secured on the ground

a. With the tail into wind.
b. With the nose into wind ,airbrakes out and weighted wing tip.
c. Weighted wing tip pointing into wind, and tyres wedged under the nose and tail to stop weather cocking, and the rudder from moving.
d. With the nose into wind, and the stick held back by the straps in order to prevent the ailerons and rudder slamming.

17. During the start of a winch launch, the speed which was 52 knots, falls to 45 knots, and keeps dropping back below 40 knots…
<u>you should</u>

a. Increase the back pressure on the stick in order to increase cable tension and so fly a "larger arc" to compensate for the reduced power.
b. Hang on, until the winch driver opens the throttle again.
c. Ease the stick forward, release the cable and land ahead while you still can.
d. Reduce the angle of attack, even if this means not climbing until the power returns.

Directors: S. Ottner, C. Harder, R. Dann, K. Lovesy, E. Bertoya-Sparrow, D. Hill, P. Morgan, C. Baines, M. Hoskins