

Pre-Solo Quiz

(paper 1)

(No time limit—maps & calculators allowed, This is not a pass or fail test, any questions you don't get right or you are unsure of, your instructor will explain them to you. Fill in your name and hand it into the office or instructor to be put on record.

	NAME:	DATE:	Answers:
1:	The Vne of a K21 is: A: 97 kts, B: Vne doesn't apply to a K21, C: 108 kts, D: 151 kts		
2:	The radio frequency we use at HusBos is: A: 106 FM, B: 89.1 FM, C: 129.975 Mhz, D: 127.580, Mhz, E: 130.1 Mhz		
3:	The stalling speed of a glider during a winch launch does what? A: Increases, B: Decreases, C: Remains the same as the indicated airspeed is sufficient		
4:	<div style="display: flex; align-items: center;">  <div style="margin-left: 10px;"> <p>You are unsure of the direction back to the airfield and you notice a stretch of water below you (see picture) Which direction would you fly to get back to the airfield?</p> <p>A: North West B: North East C: South West D: South East</p> <p><i>(Top of map is North)</i></p> </div> </div>		
5:	What effect does water on the glider have? A: Increases the stalling speed, B: Reduces the glide angle, C: Reduces the visibility, D: All of the previous, E: No effect		
6:	You have flown southwest from the airfield, heading towards Rugby and you have crossed the M1 motorway. How high can you climb to here? Your altimeter was set to zero before you took off and the subscale is reading 1002 mbs A: There is no limit, B: 7,000ft AMSL, C: 3,995 ft AMSL, D: 4,500 ft AMSL, E: 7,500 ft AMSL		
7:	After a badly executed turn, you find yourself rotating steeply downwards and to the right with the ASI reading low or flickering but with a normal G load. Are you: A: Spinning, B: In a spiral dive, C: Stalled, D: In strong sink		
8:	What is the correct recovery action from question 7? A: Full opposite rudder, ease centrally forward until the rotation stops, centralise the rudder and ease out of the dive. B: Level the wings and return to the normal gliding attitude C: Lower the nose, regain flying speed and return to the normal attitude D: Full opposite rudder and ease out of the dive.		
9:	You are about to take a winch launch and are considering your eventualities. If the launch fails, What is the correct action? A: Land ahead, B: Lower the nose and land ahead, C: Lower the nose steeper than the usual approach attitude and wait for the speed to increase to approach speed. when it has, decide to either land ahead or turn, D: Lower the nose to the approach attitude and decide on landing ahead or turning.		
10:	You are on runway 27 and the wind is 10 knots from the north west, when considering launch failure options, If you cannot land ahead, which direction would you consider turning? A: Left, B: Right, C: Doesn't matter as long as you have sufficient speed		
11:	You are standing at the launch point as a glider is about to be launched on the winch. The up slack has been given and you notice a glider about to land in an unusual direction. Who is authorised to shout "STOP" to prevent the launch? A: The person on the signal box, B: The team leader, C: The duty marshall, D: Anybody		
12:	You are putting a glider back into the hangar at the end of a days flying. You accidentally push too hard and chip the leading edge of the glider behind it. Do you: A: Write it in the DI book, B: Touch it in with a dab of paint, C: Ignore it—it's only small, D: Inform a senior instructor		
13:	It's late in the year and the glider you are about to launch has the canopy misting up. Do you: A: Just keep wiping it off, C: Keep the DV panel open, C: Abandon the launch, C: No problem, it will clear as soon as the speed increases		
14:	You are about to fly solo and you check the weight placard. You notice that the minimum cockpit weight in the front is 135 lbs (61 kgms) With parachute (allowing 15 lbs - 7 kgms), your flying weight will be 140 lbs (63 kgms) Are you Ok to fly or should you add weights? A: Yes, I'm above minimum so it's OK, B: No, I need to add 10 lbs, B: No, I need to add 20 lbs, C: No, I need to add 30 lbs.		
15:	What is the maximum height you can climb to directly over the airfield? A: 5000ft, B: 7,000ft, C: 7,500ft, D: 7,500ft with the altimeter set to 1013mb		
16:	In order to fly solo, I need to have an acceptable level of fitness. This can be: A: A CAA national private pilot declaration, B: Under the age of 25, a self-declaration to DVLA group 1, C: DVLA licence group 1, D: A GP endorsed NPPL medical (age related), E: An EASA class 1,2 or LAPL or ICAO medical recognised by the CAA, F: Any of the previous, G: I don't need a medical of any kind to fly solo		
17:	What is a NOTAM and does it apply to me? A: Notification Of Training and Maintenance, B: Notice to Airmen, C: Not On The Airfield mornings D: Only applies to airline pilots E: Applies to all pilots, F: Only applies to airfield maintenance operations. <i>(2 answers in box—ie "C & F")</i>		
18:	It is a requirement that all solo pilots read and familiarise themselves with both the flying order book and the BGA Laws & Rules. True or false? A: False, B: Laws & Rules only, C: Flying order book only, D: True, C: Only applies to cross country pilots and tug pilots		
19:	When do I stop needing to have check flights after I've gone solo? A: After ten solo flights, B: After five solo flights, C: I can expect check flights throughout my gliding career, D: After solo I don't need them		
20:	You've just gone solo. Well done! (You are now on checks) What do you do now? A: Fill in an A badge certificate and send it to the BGA, B: Ring the bell in the bar and buy a round of drinks, C: both of the previous		
21:	You're now a solo pilot and have been flying the K21 a while. You want to convert to a single seater, do you: A: Read the flight manual and then fly it, B: Get a proper briefing after a check flight and have an instructor sign my log book C: Just fly it as I am cleared for solo		

I understand the answers to all of the above questions and any that I did get wrong, the correct answers have now been explained to me.

SIGNED:

Checking Instructor: