

## Teens-In-Flight (TIF) Operations and Procedures Manual (OPM) Exam

This exam is designed to help you become familiar with the structure and content of our Operations and Procedures Manual (OPM). As a student and/or instructor at TIF, it is essential that you have a strong understanding of this manual, as some sections must be memorized. After all, you will not be flying with the OPM open on your lap. Please remember that certain TIF policies are more restrictive than CFARs, so pay close attention to those differences.

1. To ensure airplanes and instructors are equally available to all TIF teammates, any flight canceled with less than 48 hours' notice may be subject to a 1-hour charge.
  - a. True
  - b. False
2. A minimum of 12 hours must elapse between the consumption of alcoholic beverages and flying.
  - a. True
  - b. False
3. Solo students must maintain visual references with the surface at all times during flight. However, Special VFR and/or VFR Over The Top operations are allowed.
  - a. True
  - b. False
4. For solo students, select the proper combination of allowed headwind, crosswind, and cross-country weather minima (unless otherwise approved by an instructor and noted in the student's logbook):
  - a. 25 kts headwind, 15 kts crosswind; 2000ft ceilings, 5 SM visibility
  - b. 20 kts headwind, 15 kts crosswind; 2000ft ceilings, 8 SM visibility
  - c. 20 kts headwind, 10 kts crosswind; 3000ft ceilings, 5 SM visibility
5. TIF normally operates in the following practice area (frequency 122.85)
  - a. Summer Haven
  - b. Crescent
  - c. Mateo
  - d. All of the above
6. Local area for solo students includes Palatka, St. Augustine, and Ormond Beach airports.
  - a. True
  - b. False

7. When lining up on the runway for takeoff:
  - a. Match the actual runway heading with the heading bug, and announce "Heading Verified"
  - b. Check carb heat is on (knob pulled out)
  - c. Advance throttle full forward and verify proper RPM "2300;" oil temperature and pressure are good "Two in the green;" and airspeed indicator is operational "Airspeed alive."
  - d. All of the above
  - e. A and C only
8. It is acceptable to land in a crab configuration (airplane's longitudinal axis not aligned with the runway centerline)
  - a. True
  - b. False
9. During landing, what is the approximate AGL altitude when rolling out on final, about 1 NM from the touchdown point?
  - a. 200 ft
  - b. 400 ft
  - c. 700 ft
10. Proper Go-Around procedure and Stall Recovery Procedure:
  - a. Apply full power
  - b. Carb heat off (knob pushed in)
  - c. Flaps up 10° immediately to flaps 20° or flaps 30°
  - d. A, B, and C
  - e. A, B, and D
11. Minimum altitude for all maneuvers (except landing practice at airport) is 500 ft AGL, unless a higher altitude is specified in 14 CFR 91.119.
  - a. True
  - b. False
12. A flow is a memorized procedure that prepares the pilot and aircraft for a specific phase of flight.
  - a. True
  - b. False
13. During the Run-Up, when checking the magnetos, what is the maximum RPM drop and maximum difference between the two drops?
  - a. 100 / 50
  - b. 175 / 50
  - c. 150 / 75

14. The first item under “B” in the ABCDEF Engine-Out Flow is to calculate your glide range. Given that the Cessna 172 glides approximately 1.5 NM per 1,000 ft of altitude, your no-wind glide distance at 4,000 ft AGL would be:
- a. 5 NM
  - b. 6 NM
  - c. 7.5 NM
15. You are flying along and the engine quits for no apparent reason. The first thing you should do is:
- a. Switch fuel tanks
  - b. Apply two strokes of primer
  - c. Immediately turn on Carb Heat (Pull out)