

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 on 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. After engine start, when you first begin to taxi, check:
 - a. Brakes for both positions
 - b. Turn and slip indicator
 - c. Proper movement on all heading indicators
 - d. All of the above
 - e. A and B only

7. When lining up on the runway for takeoff:
 - a. Match the actual runway heading with the heading bug
 - b. Check carb heat is on (knob pulled out)
 - c. Advance throttle full forward, verify proper RPM, confirm oil temperature and pressure are in the green, and call out "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:
 - a. Apply full power
 - b. Carb heat off (knob pushed in)
 - c. Flaps up to 10°
 - d. All of the above
 - e. A and B only
11. What is the minimum amount of coverage required on a student's rental insurance policy?
 - a. \$75,000
 - b. \$60,000
 - c. \$50,000
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. After landing, it is important that you:
- a. Reset transponder to VFR and ALT mode (1200)
 - b. Turn off landing light during day. At night, turn off strobes as required.
 - c. Lean the mixture
 - d. All of the above
 - e. A and C only