

Teens-In-Flight (TIF) Operations & Procedures Manual (OPM) Test

This test is to help you become familiar with the layout and content of the OPM. As a student and/or instructor at TIF, you need to be very familiar with this OPM, and some of it needs to be memorized. After all, you don't fly around with the OPM open on your lap! Also remember that some TIF rules are more restrictive than the CFARs.

1. Scheduling: To keep airplanes and instructors equally available to all TIF teammates, any flights cancelled 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 from the consumption of alcoholic beverage to flying.
 - a. True
 - b. False
3. Solo Students must maintain visual reference with the surface at all times during flight. However, Special VFR and/or "VFR over the Top" are allowed.
 - a. True
 - b. False
4. For solo students, select the proper combination of allowed headwind, crosswind, and XC weather minimums. (Unless otherwise approved by instructor and noted in logbook)
 - a. 25kts; 15kts; 2000'; 5sm
 - b. 20kts; 15kts; 2000'; 8sm
 - c. 20kts; 10kts; 3000'; 5sm
5. TIF normally operates in the following practice area/s (Freq 122.85):
 - a. Summer Haven
 - b. Crescent
 - c. Mateo
 - d. All the above
6. After start, when you first taxi the airplane check:
 - a. Brakes on both positions
 - b. Turn & Slip indicator
 - c. Proper movement on 3 heading indicators
 - d. A&B only
 - e. All the above
7. When you line up on the runway for takeoff:
 - a. Match actual runway heading with the heading bug setting
 - b. Check Carb Heat on (knob pulled out)
 - c. Check (and callout) Proper RPM indication; oil temp & pressure in the green; AS alive after advancing the throttle
 - d. All the above
 - e. A&C only
8. It's ok if you land in a crab (airplane longitudinal axis not aligned with runway centerline) if you are less than 65kts.
 - a. True
 - b. False

9. Landing: Approximate AGL altitude rolling out on final approximately 1NM from touchdown point:
- 200'
 - 400'
 - 700'
10. Proper Go-Around Procedure is:
- Apply Full Power
 - Carb Heat off
 - Flaps- Up 10 degrees
 - All the above
 - A&B only
11. The proper way to fly a Turn Around a Point Ground Reference Maneuver:
- Establish 95KIAS
 - Fly around a selected point in a constant 30-45 degree bank angle
 - Fly around a selected point at a radius of 0.5-1.0NM at whatever bank angle the wind requires to keep a constant radius
 - A&B
 - A&C
12. A flow is a MEMORIZED procedure that prepares the pilot and aircraft for a certain aspect of flight
- True
 - False
13. When you check your mags during the mag check, the allowable RPM drop, and difference between the two mags are:
- 100/50
 - 125/50
 - 150/75
14. The first item under the ABCDEF Engine out Flow for "B" is to calculate your glide range. Since the C-172 glides 1.5NM per 1000' of altitude, your no-wind glide distance at 4000' AGL would be:
- 5NM
 - 6NM
 - 7.5NM
15. After landing, it's important to:
- Turn off carb heat (knob in) so unfiltered air doesn't damage the engine
 - Turn off any lights turned on in flight to increase visibility to other aircraft (Eg Landing Light off)
 - Lean mixture
 - All the above
 - A&C only