

## Student and Renter Handbook Quiz – 2017

This is an open book quiz. All of the answers can be found by reading through the Student and Renter handbook 2017 V-1.0.

Answers must be corrected to 100%

### Weather Minimums (p.5)

1. You are a licenced Private Pilot and plan to rent an aircraft and take some friends up flying at 3:00 p.m. (19Zulu) You look up the latest hourly report from Wiarnton an hour before your flight and see the following:

**METAR CYVV 131800Z 26006KT 4SM -RA BR OVC015 RMK SC8**

- a) Winds are light from the East and the visibility is great, looks like a nice day for a sightseeing flight. Head out to the airport and expect the aircraft to be ready.
  - b) Visibility and ceiling are low, and although still VFR maybe we should consider how enjoyable it will be for our passengers to fly today. A call to OSFS should be made to see if they have been flying today.
  - c) The weather looks marginal. Perhaps a closer look at the last few METAR's and the TAF could help us see what's trending. A call to London FSS for a weather briefing would be a good idea to get a bigger picture of weather today.
  - d) Both B and C seem like sound reasoning. Although the weather is still VFR, that doesn't mean that OSFS will rent us the aircraft today even if we decided to fly.
2. You have an aircraft booked for this nice summer day at 1:00 p.m. You get up around 10:00 a.m. and look at the forecast to see how the weather will be for your booking. You pull up the METAR/TAF for Wiarnton and see the following forecast:

**TAF CYVV 131338Z 1314/1320 26008KT P6SM FEW040 FEW200  
BECMG 1315/1317 22015G22KT  
FM132000 23010KT P6SM SCT040 BKN170  
RMK NXT FCST BY 132000Z=**

- a) There's only a Few clouds hanging around, good to go!
- b) Visibility looks good, better than 6 statute miles, good to go!
- c) The crosswind does not exceed the limitation set out by OSFS. Good to go!
- d) The 90 degree crosswind component exceeds that which OSFS will rent me an aircraft during the period I am scheduled to fly. Perhaps there is a spot available to fly at 4:00 p.m. when the winds die down. I should call OSFS.

### **Aircraft Rental Policies (p.6) & Currency (p.13, 14, 15)**

3. You last flew a month ago, when you came out with some friends to do some sightseeing. After take-off you realized the conditions were quite bumpy and one of your passengers was getting really nervous so you decided to join the circuit and come back to land. All said and done you ended up only logging a 0.3 of flight time that day. Looking at your logbook you notice that the previous entry was almost 2 months before that. You want to rent CTJ for the weekend that is approaching...
  - a) You should call OSFS and book the plane. You don't need a checkout because your last flight was not more than 45 days ago.
  - b) You should wait and see what the weather is doing closer to the weekend and try and get a last minute rental so you can take your passengers up who's flight was cut short last time.
  - c) You should call OSFS and book the plane for a solo rental spot before your flight so you can do your 5 take offs and landings that you need before taking passengers.
  - d) You should call OSFS and book a Circuit Check with an instructor before your rental on the weekend as your last flight was not long enough to meet the Currency Requirements set out by OSFS.
  
4. You hold a Private Pilot Licence with a Night Rating. Your last flight was on the weekend where you practiced some circuits for an hour during the daytime with a friend. The last time you flew at night was 31 nights ago where you did an hour of flying around the area and returned to Owen Sound only having done 1 take off and one landing at night. Your friend wants to do some night circuits with you on the approaching weekend. You agree and call OSFS to book the plane.
  - a) You and your passenger can hop right into the plane and do some night circuits because you last flew at night less than 45 nights ago.
  - b) You need to do a checkout with an instructor because it has been more than 30 nights since you flew at night last.
  - c) You meet the Currency requirement for carrying passengers because you did more than 5 circuits with your passenger during the day last weekend.
  - d) You do not likely meet the Currency requirement for carrying passengers at night because you have not completed 5 take-off's and landings at night in the last 6 months. According to the details above, you must first go up by yourself and do 4 Circuits before you can land and pick up your passenger to continue. Look closely at your previous night flights and count how many take offs and landings were done throughout any previous night flights within the last 6 months.

### **Sign Out Policies (p.6)**

5. When signing out for a flight, you must include:
  - a) Your name and Signature
  - b) How many passengers you are taking
  - c) The first and last names of your passengers
  - d) Both A and C

### **Flight Plans and Flight Itineraries (p.6)**

6. Which of the following flights do not require you to file a flight plan with London FSS:
  - a) A local flight on a day where OSFS staff are NOT present
  - b) A cross country flight on a day where OSFS staff ARE present
  - c) A local flight that begins and ends when OSFS staff ARE present
  - d) None, all of the above flights require a flight plan to be filed with London FSS

### **After Hours and Off Day Policies (p.7)**

7. If you are renting an aircraft from OSFS on a day where no one is working, who is responsible to ensure there is adequate fuel for your flight?
  - a) Owen Sound Flight Services
  - b) Owen Sound Airport Manager
  - c) You, the Pilot in Command and renter of the aircraft
  - d) Dave, Ben or Jacqueline
8. You intend to rent the aircraft on a day where OSFS Staff are not present. Your plan is to fly for an hour and a half with friends. The minimum amount of fuel required for your flight when you depart is:
  - a) 13.5 Gal
  - b) 18.0 Gal
  - c) 38.0 Gal
  - d) 27.0 Gal

### **Sign Out Procedures – Scenarios (p.8,9,10)**

9. You have the aircraft booked during regular business hours. OSFS Staff will be present when you leave and when you return. There are other flights scheduled after your return. When you land at the end of the flight you should park the aircraft:
  - a) At the Tie Downs and secure the aircraft
  - b) At the fuel pumps if you believe subsequent flights might require fuel
  - c) Near the walkway if you believe there is sufficient fuel for another flight
  - d) Both B and C are appropriate based on the scenario

10. Your booking is scheduled to start when OSFS staff are present, but no one will be here upon your return. After you land the correct procedure would be to:
- Park the aircraft at the fuel pump, put the chocks in, leave a note in the aircraft with your flight times and head home.
  - Park the aircraft at the tie downs, secure the aircraft, send a text message to your Duty Person with your flight times and head home.
  - Park the aircraft at the tie downs, secure the aircraft, close your flight plan and head home.
  - Park the aircraft at the tie downs, secure the aircraft, send a text message or phone your Duty Person, close any flight plans as necessary, head to the airside doors of the terminal building, fill in your flight times and leave the CFS and Journey Log if borrowed with the sign out sheet in the Sign Out Box between the double doors.
11. You're scheduled to fly on a day when OSFS staff are not working. Before your flight you must:
- File a flight plan with London FSS if you are planning a cross country flight
  - File a flight plan with London FSS if you are planning a local flight
  - Ensure adequate fuel is in the aircraft for your flight plus reserve
  - All of the above.
12. You have just landed from a flight on a day where there are no OSFS staff present. You know that there are other rentals booked after you to fly, and after landing you know that there is about ¼ tank of fuel remaining. You should:
- Park at the fuel pumps so that Airport Management can fill up CTJ for the next flight.
  - Park in front of the walkway and put the chocks in so the next person can decide how much fuel they need.
  - Park at the tie downs but don't bother Securing the Aircraft as this will save the next booking time from having to untie the ropes.
  - Park at the tie downs and fully Secure the Aircraft, as you cannot be sure if the next booking will arrive or not. If you park at the fuel pumps, Airport Management might fill the plane up completely, which might be too much weight if the next flight is planning 3 passengers. Even though you have arrived back on time in anticipation that a booking will follow, you should Secure the aircraft at the Tie Downs under the assumption that no one will fly after you. Each flight on a non OSFS working day is a standalone procedure. Treat it as your own aircraft and assume responsibility for fully securing the plane before you leave.

### **Securing the Aircraft (p.11)**

13. Securing the Aircraft means:

- Ensuring all ropes are tied to the aircraft at the tires in our East location on the apron.
- Control Locks are in, the wheel chocks are on the pilot side tire, and the Pitot Cover is installed
- Ensuring that the After Landing and Shutdown checklist has been fully completed, and that the Cowl Plugs have been installed in the front of the aircraft.
- All of the above

### **Fueling Procedures and Policies (p.12)**

14. Which of the following statements is False, regarding Fueling Procedures.
- a) OSFS provides fuel obtained from the Owen Sound Airport in the rental of their aircraft, this is known as the Wet Rate
  - b) If you require fuel from airports other than Owen Sound, you can pay for it yourself and OSFS will reimburse you for the total cost of that fuel.
  - c) If you rent the aircraft with Full tanks of fuel from Owen Sound, and you fill up again off base, you can pay only for the Dry Rate as long as you also pay to bring the Fuel level back to full tanks in Owen Sound upon your return.
  - d) If while renting at the Wet Rate you need to add 40 Litres of fuel off base, keep your receipt and OSFS will reimburse you for 40 Litres of fuel based on the current fuel price at the Owen Sound Airport.

### **Pilot Currency and Recency Requirements (p.13,14)**

15. In order to be “Current”, you must have flown:
- a) At least 1 circuit in the last 60 days
  - b) At least 30 minutes in the last 60 days
  - c) At least 0.5 hours in the last 45 days
  - d) At least 30 minutes in the last 30 days
16. In order to satisfy the 2 Year Recency requirement, you could:
- a) Complete a Flight Review with an OSFS Instructor
  - b) Write the Self Paced Study Program found on the OSFS Website
  - c) Attend an annual Transport Canada Safety Seminar here at CYOS
  - d) All of the above are acceptable ways of maintaining your 2 Year Recency
17. It's been about 6 months since you flew last with OSFS and you want to take some friends up flying on the weekend. Before then you will have to:
- a) Complete a Circuit Check with an Instructor
  - b) Complete an Abbreviated Checkout with an Instructor
  - c) Complete a total of 5 take offs and landings
  - d) Both answer C, and either A or B depending on exactly when your last flight was
18. Which of the following Currency items will also satisfy your 2 year Recency?
- a) Circuit Check
  - b) Abbreviated Check
  - c) Full Checkout
  - d) None of the above, Recency requirements cannot be satisfied through Currency items

Radio Settings - GCTJ (p.18)



19. Look at the radio picture above for GCTJ. Based on the current set up depicted, depressing the push to talk button on the control column will transmit a radio call on:

- a) 122.20
- b) 117.70
- c) 121.50
- d) 114.50

20. You ask your passengers in the rear if their seat belts are secure. You see their lips moving but do not hear a response. The problem is that:

- a) The radio volume on Comm 2 is too low
- b) The intercom volume is too low
- c) The ICS switch is on the wrong setting
- d) Both B and C



21. Look at the radio picture above. You have called Owen Sound Unicom for an Airport Advisory and a Radio Check. A Minute has passed and there's still no response. The reason is likely:

- There is no one in the terminal building, perhaps they are out cutting grass or plowing snow
- The XMT button is set incorrectly and you are transmitting on the radio that is off
- You have the wrong frequency set
- The radio volume is set too low and a response likely came through but you did not hear it.

Radio Settings - GFWQ (p.17)



22. Look at the radio picture above for GFWQ. Based on the current set up depicted, depressing the push to talk button on the control column will transmit a radio call on:
- a) 123.00
  - b) 114.50
  - c) 122.20
  - d) Impossible to determine, the transmit switch is set to a radio we cannot see.
23. Look at the radio picture above for GFWQ. Based on the current set up depicted, the audio panel is set in a way that if someone else was flying in the area and transmitted on 123.0,:
- (a) You would not hear them
  - (b) You would hear them
  - (c) You would hear them, as well as anyone transmitting on whatever frequency is set on Comm 2
  - (d) Impossible to determine with the information given.



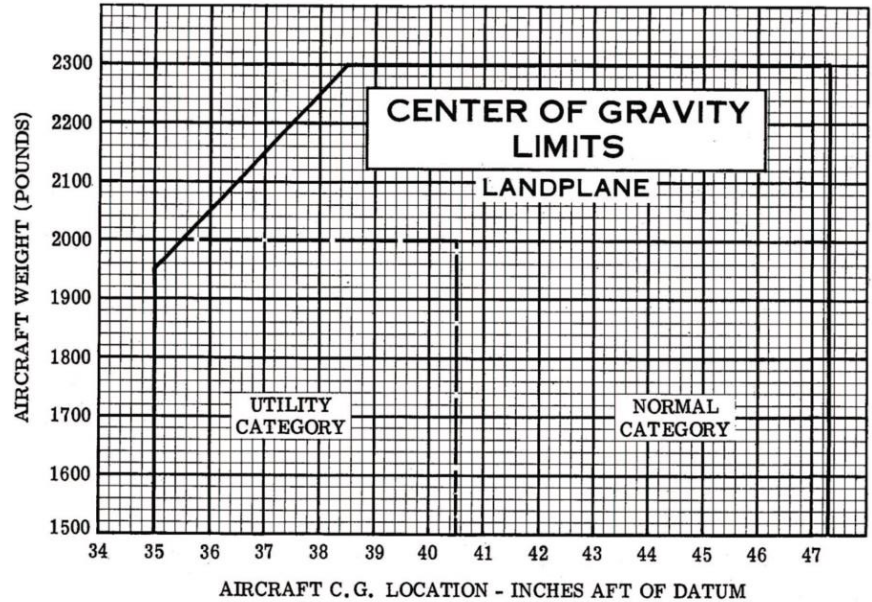
## **CTJ Aircraft Speeds and Procedures (p.19)**

24. You are planning a normal departure off of runway 36 in Owen Sound. Your speed for Rotation and Normal Climb are:
- a) 80kts and 60kts
  - b) 55-60kts and 64kts
  - c) 50kts and 65kts
  - d) 55-60kts and 80kts
25. You are on the base leg to land in Owen Sound, the conditions are a little gusty. A safe speed to lower flaps would be:
- a) 85kts
  - b) 70-75kts
  - c) 40kts
  - d) Flaps are never to be used in gusty conditions
26. In the event of an engine failure, the speed and configuration that will give you the best range is:
- a) 70kts and 20 degrees of flap
  - b) 60kts and 40 degrees of flap
  - c) 65kts and 0 degrees of flap
  - d) 80kts and 0 degrees of flap
27. You check the oil before your planned 3 hour cross country flight and notice that the oil mark seems closer to the 4 than it does to the 6 line, indicating maybe 5 Quarts of oil. Your next step is to:
- a) Close the inspection hatch and go flying, OSFS would have put oil in if it was needed.
  - b) Get in touch with OSFS staff and obtain another quart of oil to bring it up above 6 Quarts.
  - c) Get some motor oil out of the back of your car and top up CTJ.
  - d) Ask the airport manager if it's okay to fly CTJ on less than 5 Quarts of oil
28. You have 3 friends that want to go flying for an hour. You weigh 180 lbs, and your friends combined weigh 500 lbs. The most fuel you could carry for this flight in GCTJ would be:
- a) ½ tanks
  - b) 18.0 Gallons
  - c) 22.0 Gallons
  - d) 24.0 Gallons
29. Based on the average fuel burn of 9 Gal/hr, the longest you could legally fly on full tanks would be:
- a) 4.2 Hours
  - b) 4.0 Hours
  - c) 3.5 Hours.
  - d) 3.0 Hours

Consider the following Weight and Balance scenario. Fill in the W&B Table, and plot your C of G position for Takeoff on the Chart.

AIRPLANE	WEIGHT	MOMENT
GCTJ	1487.6	58836
GFWQ	1431.9	56512

Date			
	Weight	Arm	Moment
O.E.W.	1,487.6		58,836
Front Seats		37	
Rear Seats		73	
Baggage (area 1)		95	
Baggage (area 2)		25	
<b>Zero Fuel Weight</b>			
Fuel		47.8	
<b>Take-Off</b>			
Fuel Used		47.8	
<b>Landing</b>			



You have CTJ booked for a morning sightseeing flight with a couple of your friends. You plan to take them around the Bruce Peninsula for a 90 minute flight. Your weight is 220 lbs, one of your friends weighs 265 lbs and the other weighs 245 lbs.

30. Based on the above weight and balance:

- The aircraft is within both Weight and Balance limits.
- The aircraft is within the Normal Category for Balance, however the weight exceeds the Maximum Certified Takeoff Weight.
- The aircraft is within the weight limit, but the balance is not within limits.
- None of the above are true.

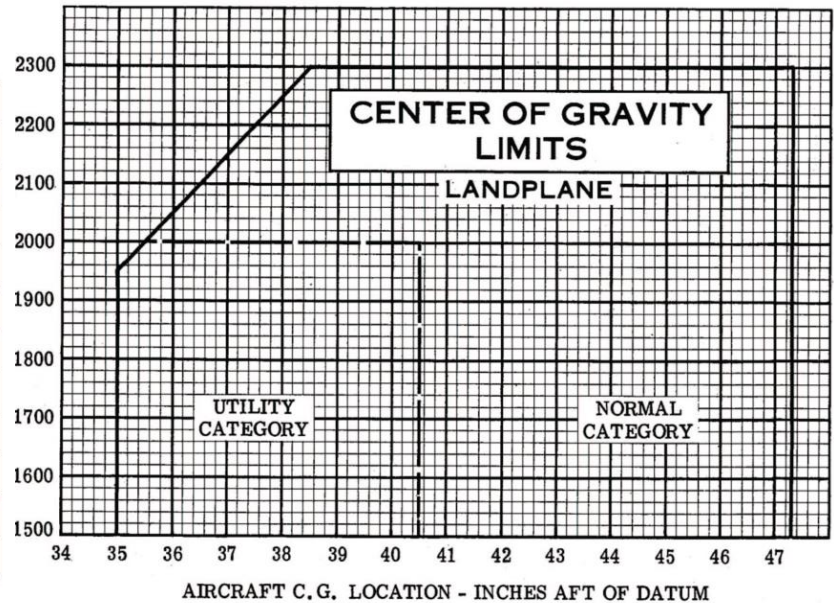
31. To remedy the above situation, the following change could be made:

- If the flight time was reduced by 20 minutes, the reduction in fuel weight needed would put the weight and balance within limits.
- Moving the flight from the morning to the evening would allow us to carry less reserve fuel weight and would bring the aircraft back within limits.
- Asking either of your friends to remain on the ground would allow you to carry full fuel.
- There is nothing to remedy as the aircraft was within weight and balance limits to begin with.

Consider the following Weight and Balance scenario. Fill in the W&B Table, and plot your C of G position for Takeoff on the Chart.

AIRPLANE	WEIGHT	MOMENT
GCTJ	1487.6	58836
GFWQ	1431.9	56512

Date			
	Weight	Arm	Moment
O.E.W.			
Front Seats		37	
Rear Seats		73	
Baggage (area 1)		95	
Baggage (area 2)		25	
Zero Fuel Weight			
Fuel		47.8	
Take-Off			
Fuel Used		47.8	
Landing			



You have FWQ booked for an afternoon flight with a couple of your friends. You plan to take them up for a nice 1 hour flight to celebrate their anniversary. You are told the plane is at Half Tanks. Your weight is 130 lbs, one of your friends weighs 260 lbs and the other weighs 230 lbs. They would both like to sit in the back seat to enjoy each other's company on this special day. The female passenger has a purse that you estimate to weigh an additional 10lbs.

32. Based on the above weight and balance:

- The aircraft is within both Weight and Balance limits.
- The aircraft is within the Normal Category for Balance, however the weight exceeds the Maximum Certified Takeoff Weight.
- The aircraft is within the weight limit, but the balance is too far out of forward limits.
- The aircraft is within the weight limit, but the balance is too far out of aft limits.

33. To remedy the above situation, the following change could be made:

- If the fuel was increased to full tanks the C of G would move forward to return within limits.
- If the fuel was decreased to 14 Gallons, the C of G would move rearward to return within limits.
- If you place your female passengers purse on the front seat, the aircraft will return within limits.
- The only way to remedy this situation is to move one of the passengers to the front.