March Safety Briefing

12 March 2014

Please sign roster
Agenda

• Aircraft Ground Handling video and quiz
• Wake Turbulence Separation
• ORM
Ground Handling Video

Ground Handling Quiz

1. The flight line or an FBO become responsible for aircraft handling when the pilot gives them the keys.
   A. True
   B. False

2. Which of the following is suitable for a pilot looking out the window while performing taxi operations?
   A. GPS moving taxiway charts in the cockpit.
   B. Third pilot in the back seat clearing while the two pilots up front run vital aircraft checklists.
   C. All of the above.
   D. None of the above; there is no suitable substitute for a pilot looking out the window while performing taxi operations.

3. Pilots flying solo have no need to seek help moving the aircraft into a hangar.
   A. True
   B. False

4. During the time required to find even a simple item on a glass cockpit display, your aircraft could move as much as ________ feet?
   A. 20
   B. 50
   C. 100
5. Which statement is true?
A. ORM should be considered before moving an aircraft in and out of a hangar. Have a plan for monitoring wingtips and tail heights.
B. ORM includes knowledge of how to properly use equipment such as tow bars.
C. ORM includes monitoring ground surfaces for debris and removing said debris.
D. All of the above.

6. While on the flight line all personnel should remain ______________.
A. alert
B. with a buddy maintaining the integrity of the buddy system
C. at least 100 feet from moving aircraft

7. When an aircraft is being marshaled, what should the position of the marshaller be from the perspective of the pilot sitting in the aircraft?
A. To the right of the aircraft.
B. To the left of the aircraft.
C. Center in front of the prop.
Ground Handling Quiz

8. Where are Civil Air Patrol aircraft most susceptible to damage?
   A. In the air
   B. On the ground
   C. All of the above

9. All aircraft should be secured before walking away.
   A. True
   B. False

10. Debris consists of foreign objects that exist on the ground (e.g. gravel, rope, nails, etc.) whether on the hangar floor or on the tarmac.
    A. True
    B. False
Wake Turbulence Separation

- https://www.youtube.com/watch?v=l8EwvDTJeNs
Summary

- Ground Handling Video
- DAA Special Interest Item
- Intro to CAP Safety and monthly safety currency
- ORM