

WINFC PROCEDURES EXAM
(STANDARD OPERATING PROCEDURES)

DIRECTIONS: Circle the numbers for statements you believe to be true.

1. WINFC weather minimums for rated pilots are based on actual weather conditions.
2. WINFC weather minimums for student pilots are based on actual weather conditions and forecast conditions.
3. After landing at Friday Harbor Airport (FHR) or Orcas Island (ORS) and taxiing to your parking spot, STOP your aircraft before the wingtip strikes the fence.
4. After landing at NUW and taxiing clear of the runway, if the tail of the aircraft overhangs the "Hold Short," you have committed a runway incursion.
5. If the airfield to which you are flying has an operating control tower, you are allowed to make a straight-in approach if the tower so clears you.
6. Night takeoffs/landings that are required for recency of experience must occur at least one hour after sunset, but one hour before sunrise.
7. You may land on Runway 07/25 between the arresting gear if you first advise the tower of your intentions.
8. A "Covenant Not To Sue" must first be signed and on file at the club, or in the mail en route to the club, for each passenger you intend to carry.
9. WINFC student pilots (solo students) are not allowed to make touch-and-go landings unless first authorized by the Chief Pilot, and then only on runways of at least 4,000 feet in length.
10. Prior to any flight, the PIC must first calculate the take-off and landing distances.
11. You may not act as PIC of a WINFC aircraft unless within the previous sixty days you have made three take-offs and landing in a WINFC aircraft.
12. To operate a WINFC aircraft, you must first be checked out in that aircraft by a WINFC CFI. No one except WINFC CFIs or CFI candidates shall operate the aircraft from the right/rear seat and they shall not do so solo.
13. Remain Over Night (RON) requests require prior approval from the manager. Requests SHOULD be made sufficiently in advance to allow required maintenance to be performed.
14. All aircraft discrepancies (gripes) shall be logged on the MAF sheets. Downing gripes require the pilot to place the keys in the "PAYMENT BOX" and notify the manager.
15. If an aircraft tire contacts an arresting gear donut, stop the aircraft and notify the tower that a visual inspection is required. Secure the engine prior to deplaning. Inform the tower of your intentions or whether you need assistance.
16. Except in an emergency, WINFC aircraft shall not land at any location other than a designated operating airport. The minimum runway length for WINFC operations shall be the sum of the take-off and landing rolls or 2,000 feet, whichever is greater. OFF LIMIT airports include Stehekin State (6S9) and Copalis State (S16).
17. Every WINFC flight shall land with a minimum fuel load of one hour.
18. If the battery is dead, you may hand prop the aircraft.
19. As the PIC, it is your responsibility to brief your passengers on the proper operation of the seat belts. You are obligated to assure that your passengers use their seatbelts during take-offs and landings. It is a good idea to brief your passengers on the general conduct of the flight. Maximum number of passengers permitted in an aircraft is determined by the FAA's certification process, not by how many passengers you can fit in a particular seat.
20. Rated pilots and student pilots must adhere to different weather minimums.
21. Performance maneuvers (stalls, steep turns, etc.) must be conducted at or above 2,500 feet AGL.
22. You must comply with any departure procedures established by the FAA at any airport, whether tower controlled or not.
23. Intentional spins and other aerobatic maneuvers are prohibited in WINFC aircraft except for CFI candidates receiving required training while dual in the specified aircraft.
24. Wake turbulence has the potential to kill you.
25. Once clear of Sunset Beach southbound, you may climb on course unless otherwise restricted.

Pilot _____ CFI _____ Date _____