Questionbank with Answers for students and instructors

Aerodynamics
Question No 1
The term aerodynamics describes air and its motion. What happens when you move through the air?
(No picture)
a) The friction of air particles on the body creates drag.
b) The higher the velocity through the air, the more aerodynamic force is generated.
c) The air becomes noticeably more solid and its force acts on the shape/surface presented to it.
d) All of the above.
Correct answer: d

Aerodynamics
Question No 2
What effect is produced by the airflow around a body with one of the following shapes?
(No picture)
a) A drop shape has a low air resistance.
b) A hollow hemisphere (round reserve canopy) has more drag.
c) A RAM-air canopy shape converts the airflow into lift by creating a pressure differential between the top and bottomskins.
d) All of the above.
Correct answer: d

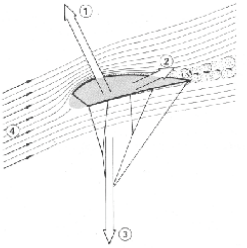
Aerodynamics
Question No 3
The lift generated by the shape of the canopy
(No picture)
a) is created by the pressure differential between the upper and lower surfaces.
b) always focuses on the centre of gravity of the canopy.
c) is always equal to gravity.
d) acts perpendicular to the longitudinal axis of the parachutist.
Correct answer: a

Aerodynamics
Question No 4
What is the ratio of the pressure differential between the low pressure (upper) and high pressure (lower) wing surfaces, which are responsible for lift of RAM-air canopy?
(No picture)
a) 1/2 low and 1/2 high.
b) 1/3 low and 2/3 high.
c) 1/3 low, 1/3 high and 1/3 buoyancy.
d) 2/3 low and 1/3 high.
Correct answer: d

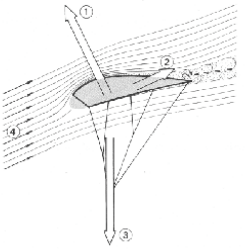
Aerodynamics
Question No 5
Which characteristic of the canopy is described by the word "lift"?
(No picture)
a) The RAM-air canopy rising in a thermal.
b) The carrying capacity of the RAM-air canopy.
c) The pressure inside the canopy.
d) The opening pressure that pulls the parachutist upwards.
Correct answer: b

Aerodynamics
Question No 6
The RAM-air canopy achieves flight from the movement through the air.
Complete the gaps in the correct order
"Sinking is caused by [...].
Through [...] of the airfoil the canopy begins to glide forwards and downwards. This creates [...] which generates [...] of the RAM-air canopy."
(No picture)
a) the setting - the air flow - the weight - the load-bearing capacity (buoyancy).
b) air flow - weight - load-bearing capacity (buoyancy) - setting.
c) weight - the setting - the air flow - the load-bearing capacity (buoyancy).
d) the load bearing capacity (buoyancy) - the weight - the air flow - the setting.
Correct answer: c

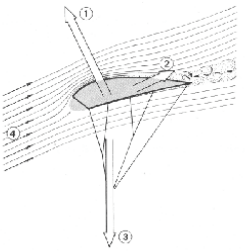
Aerodynamics
Question No 7
What does arrow 1 in the picture of a RAM-air canopy refer to?
(Image: ae_007.jpg)
a) drag.
b) buoyancy.
c) airflow.
d) gravity.
Correct answer: b



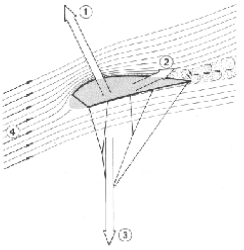
Aerodynamics
Question No 8
What does arrow 2 in the picture of a RAM-air canopy refer to?
(Image: ae_008.jpg)
a) drag.
b) buoyancy.
c) airflow.
d) weight
Correct answer: a



Aerodynamics
Question No 9
What does arrow 3 in the picture of a RAM-air canopy refer to?
(Image: ae_009.jpg)
a) buoyancy.
b) airflow.
c) drag.
d) gravity.
Correct answer: d



Aerodynamics
Question No 10
What do arrows 4 in the picture of a RAM-air canopy refer to?
(Image: ae_010.jpg)
a) airflow.
b) dynamic pressure.
c) buoyancy.
d) drag.
Correct answer: a



Aerodynamics
Question No 11
How does the RAM-air canopy get its buoyancy? From
(No picture)
a) its special elliptical shape.
b) rather airtight fabric.
c) its wing shape.
d) the stabilisers.
Correct answer: c

Aerodynamics
Question No 12
What is an advantage of a RAM-air canopy?
(No picture)
a) It can be controlled and slowed down for landing.
b) Because it can be slowed down, a parachute landing fall will never be necessary again.
c) Malfunctions on opening are completely eliminated.
d) The RAM-air canopy automatically turns into the wind for landing.
Correct answer: a

Aerodynamics
Question No 13
What is an advantage of a RAM-air canopy?
(No picture)
a) It glides forwards when sinking, thus allowing longer distances to be covered in flight.
b) One can achieve forward ground speed when flying into the wind, provided that the wind is not stronger than the forward speed designed into the RAM-air canopy.
c) One can fly crosswind with a RAM-air canopy resulting a crabbing sideways to the wind direction.
d) All of the above.
Correct answer: d

Aerodynamics
Question No 14
What are the stabilizers on the sides of RAM-air canopy for?
(No picture)
a) They stabilize the canopy when going straight ahead, like a daggerboard on the hull of a sailing ship.
b) They reduce the pressure equalization between the airflows over and under the canopy at the outer cells and thus stabilize the wing aerodynamically.
c) They keep the construction of the canopy stable at the outer cells, where the greatest force prevails.
d) They stabilize the slider at the opening.
Correct answer: b

Aerodynamics
Question No 15
Where does the airflow at the RAM-air canopy create its greatest lift effect?
(No picture)
a) at the rear third of the bottom skin.
b) over the entire top skin.
c) on the topskin, just before the airflow break-away edge.
d) on the front third of the topskin
Correct answer: d

Aerodynamics
Question No 16
The ratio of width to depth of a RAM-air canopy is called:
(No picture)
a) aspect ratio.
b) dynamic pressure.
c) Stretching.
d) compression.
Correct answer: a

Aerodynamics
Question No 17
During its flight through the air, the RAM-air canopy generates not only lift, but also drag which reduces the overall flight performance.
What resistance forces are these?
(No picture)
a) Surface and shape drag of the canopy.
b) Induced drag (wake vortex) and interference drag (superposition of individual resistances)
c) residual drag (pilot chute, deployment bag, lines, slider, risers, parachutist, parachutist clothing).
d) All of the above.
Correct answer: d

Aerodynamics
Question No 18
Seen from the side, the forward and downward trajectory results in an angle of inclination relative to the horizon.
What do you call the angle between the horizon and the flight path?
(No picture)
a) glide angle
b) angle of incidence
c) angle of attack
d) chord line
Correct answer: a

Aerodynamics
Question No 19
A value results from the ratio of downward to forward distance, without the influence of wind. This value is called:
(No picture)
a) chord line
b) glide ratio
c) Rate of descent
d) angle of incidence
Correct answer: b

Aerodynamics
Question No 20
Because air always seeks the least resistance or equalize pressure, the airflow over the middle cell is highest and at the outer cells lowest, with a tendency towards zero.
Which statement is therefore correct?
(No picture)
a) The dynamic pressure is highest in the centre cell and lowest in the outer cells.
b) When slowing down, lift is first lost at the centre cell.
c) The steering lines must be attached across the entire width of the canopy.
d) This is why zero porosity fabric for a canopy is better than F-111 fabric.
Correct answer: a

Aerodynamics
Question No 21
With a RAM-air canopy lift is most favourable when flying straight ahead, because
(No picture)
a) the total aerodynamic force of the canopy counteracts gravity exactly.
b) the weight of the parachutist is not influenced by any additional force (e.g. centrifugal force).
c) the flow around the canopy is laminar.
d) All of the above.
Correct answer: d

Aerodynamics
Question No 22
In practice, we distinguish between slow- and high-speed flight profiles. What are the characteristics of a high-speed profile?
(No picture)
a) High canopy depth, low aspect ratio, short lines.
b) High aspect ratio, shallow canopy depth, steep line trim.
c) Thin lines, zero-porosity fabric, collapsible sliders.
d) Small aspect ratio, shallow canopy depth, microlines.
Correct answer: b

Aerodynamics
Question No 23
In practice, we distinguish between slow and high-speed flight profiles. What are the characteristics of a slow flight profile?
(No picture)
a) High canopy depth, low aspect ratio, flat line trim.
b) High aspect ratio, shallow canopy depth, steep line trim.
c) Thin lines, F-111 fabric, collapsible slider.
d) low aspect ratio, shallow canopy depth, microlines.
Correct answer: a

Aerodynamics
Question No 24
What is the difference between a high-speed and a slow-speed profile of a RAM-air canopy?
(No picture)
a) a slim, slightly domed shape with low drag.
b) a thick, uniform shape with the greatest thickness in the first third of the wing.
c) less total surface area to avoid resistance and by stabilizers.
d) a larger canopy and shorter lines.
Correct answer: a

Aerodynamics
Question No 25
Which of the following characteristics does a deep RAM-air canopy have compared to a shallow canopy at the same speed? It has:
(No picture)
a) greater drag and less buoyancy.
b) greater drag and greater buoyancy.
c) greater drag and equal buoyancy.
d) equal drag and greater buoyancy.
Correct answer: b

Aerodynamics
Question No 26
Where are high-speed flight profiles used in practice?
(No picture)
a) As reserve canopies.
b) As accuracy canopies.
c) As main canopies.
d) All of the above.
Correct answer: c

Aerodynamics
Question No 27
Where are canopies with slow flight profiles usually used?
(No picture)
a) As reserve canopies.
b) As accuracy canopies.
c) As canopy formation canopies.
d) All of the above.
Correct answer: d

Aerodynamics
Question No 28
When slowing down the RAM-air canopy the angle of attack is increased by changing the chord line in relation to the airflow. Which statement is correct?
(No picture)
a) The RAM-air canopy is slowed down by pulling the steering lines in parallel. This effect (flare) can be used for landing.
b) The slowing down effect only lasts as long as the RAM-air canopy is still moving and there is airflow. When the RAM-air canopy comes to a standstill, it goes into deep stall.
c) If the RAM-air canopy is over-braked, a stall is created.
d) All of the above.
Correct answer: d

Aerodynamics
Question No 29
What is the difference between angle of attack and angle of incidence?
(No picture)
a) There is no difference.
b) The angle of attack is changed by the parachutist by pulling the steering lines, while the angle of incidence is specified by the manufacturer but can be changed by riser control.
c) Angle of attack relates to a canopy in flight, angle of incidence relates to a canopy on landing.
d) As the angle of attack is reduced, the angle of incidence is increased.
Correct answer: b

Aerodynamics
Question No 30
The lift-increasing effect of the slowed down RAM-air canopy is based amongst other things on the
(No picture)
a) increase in the rate of descent
b) Increase of the angle of attack.
c) reduction of the angle of attack.
d) reduction of resistance.
Correct answer: b

Aerodynamics
Question No 31
What happens in a stall?
(No picture)
a) The airflow on the topskin no longer follows the wing shape and separates from the trailing edge.
b) The wake vortex deforms the canopy.
c) The wing undercuts the airflow and may fold down from the front edge.
d) All of the above.
Correct answer: a

Aerodynamics
Question No 32
One speaks of a stall of the airflow in a RAM-air canopy, when
(No picture)
a) the airflow separates from the topskin of the canopy.
b) the airflow around the wing is so slow that buoyancy can no longer carry the parachutist.
c) there is no pressure differential between top and bottom skin anymore.
d) the stagnation point moves to the back.
Correct answer: a

Aerodynamics
Question No 33
How do the aerodynamic conditions of a RAM-air canopy change when approaching the stall of the canopy?
(No picture)
a) The pressure differential remains constant even in the vicinity of the critical angle of attack (approx. 2/3 low and 1/3 high pressure).
b) The airflow speed is reduced on the topskin.
c) Airflow is no longer able to follow the upper wing curvature; the boundary layer separates.
d) Air flow stops along the bottom of the canopy profile.
Correct answer: c

Aerodynamics
Question No 34
On which parameters does the stall point essentially depend?
(No picture)
a) ratio of the weight of the parachutist to the size of the canopy, altitude and speed.
b) gravity and glide angle.
c) ratio of the weight of the parachutist to the size of the canopy and the brake position.
d) glide angle and brake position.
Correct answer: c

Aerodynamics
Question No 35
Which flight behaviour corresponds to a stall?
(No picture)
a) Smooth, trimmed glide at full speed.
b) The opening phase in which the slider is still at the base of the bottom skin.
c) The canopy collapses due to overbraking and then begins to lose its load capacity very quickly.
d) The abrupt pulling down of a steering line from full flight, followed by several line twists due to the parachutist's inertia in relation to the canopy.
Correct answer: c

Aerodynamics
Question No 36
How do you flare your canopy to land?
(No picture)
a) By pulling both steering lines simultaneously to the 100 % brake position. Keep hands parallel to the horizon and keep the canopy under control.
b) Pull the steering lines down in a controlled and progressive manner. In order to estimate the height and correct timing, look down and ahead at approximately 45°
c) I flare faster or slower corresponding to the speed at which the ground approaches.
d) All of the above.
Correct answer: d

Aerodynamics
Question No 37
Is it possible that a canopy flies backwards in relation to the ground when braking?
(No picture)
a) No, that's impossible.
b) Yes, when flying against the wind a backwards drift may occur depending on the wind speed.
c) Yes, this always happens when you overbrake the canopy.
d) This possibility can only occur if I brake with the front risers.
Correct answer: b

Aerodynamics
Question No 38
A turn can be flown with a RAM-air canopy using the steering lines, the rear or front risers as well as by shifting weight. What are the flight mechanics of such turns??
(No picture)
a) Nothing, since the total mass does not change, all parameters remain constant.
b) The canopy tilts in the turn. It is therefore relevant whether the turn is with the wind or into the wind.
c) The resulting centrifugal force increases the weight of the parachutist and the canopy increases its speed and descends faster.
d) Due to the increased cornering speed, the canopy generates more lift and climbs.
Correct answer: c

Aerodynamics
Question No 39
What are the flight mechanics of a spiral?
1) The centrifugal force pulls the parachutists weight outwards (carousel effect).
2) The canopy is pulled by its lines into an inclined position.
3) Due to the increasing sink speed the canopy may stall.
4) Because lift acts transversely to gravity, the descent speed increases drastically in a strong rotation.
(No picture)
a) Answers 1 and 2 are correct.
b) Answers 1, 2 and 4 are correct.
c) All answers are correct.
d) Answer 3 is correct.
Correct answer: b

Aerodynamics
Question No 40
What happens to RAM-air canopies during abrupt or alternating control inputs?
(No picture)
a) I pump up the canopy and increase its flight performance.
b) Flight mechanically, the canopy becomes an unstable wing. It could build up extreme pendulum motion until loss of control (e.g. Line twists).
c) The steering lines could break.
d) The cross ports inside the canopy ensure good dynamic pressure balance. The canopy is designed for such manoeuvres.
Correct answer: b

Aerodynamics
Question No 41
What happens aerodynamically on the topskin of a RAM-air canopy?
(No picture)
a) The air flows over the entire topskin and creates an area of low air pressure across the curvature because of the higher airspeed.
b) The air particles which are in direct contact with the surface of the topskin are physically stationary.
c) The layer between the fully accelerated air flow and the surface of the topskin is called ‘boundary layer’ from which the lift is obtained.
d) All of the above
Correct answer: d

Aerodynamics
Question No 42
How can you determine if a canopy type fits to your flying experience?
(No picture)
a) Experience does not really matter, since all canopies are the same.
b) I only need to pay attention to the canopy size of elliptical canopies.
c) I can determine a suitable canopy type and size for my experience level using wing load information.
(d) There is no size restriction for zero porosity canopies due to their high performance.
Correct answer: c

Aerodynamics
Question No 43
What effect(s) does a high wing loading have?
(No picture)
a) The canopy flies and sinks faster in gliding flight, the flight characteristics are generally more aggressive. Incorrect control inputs have an unforgivable effect.
b) It is suitable for beginners to train reaction speed.
c) A high wing load is always used to achieve better landings in stormy winds.
d) There is no such thing as a too high a wing loading because the canopy stabilizes aerodynamically and thus generates the same lift with the same flight speed.
Correct answer: a

Aerodynamics
Question No 44
The highest lift is generated on the topskin of the RAM-air canopy (approx. 2/3 from the low pressure). Which statement regarding the air flow is correct?
(No picture)
a) The air flow at the topskin is exactly the same for all canopies and is therefore unimportant.
b) The air impermeability of zero porosity material makes it unsuitable for topskin construction due to air congestion. This is why hybrid canopies with zero porosity material bottomskins and F-111 material topskins were developed.
c) The smooth surface of zero porosity material is worse for the air flowing over the topskin than F-111 fabric.
d) The air turbulence across F-111 fabric on the topskin interferes with the laminar air flow and thus with the lift generation. Therefore, an F-111 canopy has worse flight performance than an equally loaded zero porosity fabric canopy.
Correct answer: d

Aerodynamics
Question No 45
If a canopy is flown at full speed downwind, it has a large range over ground. Which statement is correct?
(No picture)
a) It has a large glide angle.
b) It has a small glide angle.
c) It has a large angle of attack.
d) It has a small glide ratio.
Correct answer: b

Aerodynamics
Question No 46
A parachutist flies upwind on a canopy.
If he now turns 180 degrees and flies with a tailwind from now on, then
(No picture)
a) the airspeed increases.
b) the airspeed is reduced.
c) the airspeed does not change.
d) the airflow on the canopy separates.
Correct answer: c

Aerodynamics
Question No 47
What is the name of the point where the airflow detaches completely from the top of the wing?
(No picture)
a) Break-off point.
b) Stall point.
c) Pressure point.
d) Flare point.
Correct answer: a

Aerodynamics
Question No 48
Which RAM-air canopy produces more flight performance with equal size due to more lift?
1) Canopies with high aspect ratio compared to lower aspect ratio.
2) Elliptical or canopies with a bevelled rear edge compared to rectangular canopies.
3) Zero porosity material canopies compared to F-111 canopies.
4) High speed profiles compared to low speed profiles.
(No picture)
a) Only answer 1 is correct.
b) Only answer 3 is correct.
c) All answers are correct.
d) All answers except 1 are correct.
Correct answer: c

Aerodynamics
Question No 49
How do you ensure that your canopy glides further when flying with tail wind?
(No picture)
a) Pull on the front risers.
b) Fly crosswind and use drift.
c) Search for thermals and use updrafts.
d) Brake the canopy slightly.
Correct answer: d

Aerodynamics
Question No 50
If the headwind is so strong that the canopy does not fly forward at full speed, then there is no opportunity to gain additional propulsive power. Is this statement true?
(No picture)
a) No, because by pulling parallel on the front risers you still gain minimal propulsion, but also sink faster.
b) Yes, that's right.
c) You can increase the airspeed and therefore the propulsion through a 360° rotation.
d) This statement is only true if I am flying with a slow flight profile canopy.
Correct answer: a

Aerodynamics
Question No 51
What should a parachutist expect if he flies a RAM-air canopy from a stationary air mass to a sinking one (downwash)?
(No picture)
a) an improvement in the glide angle.
b) an increase in the forward speed.
c) strong increase in uplift.
d) increased rate of descent and turbulence.
Correct answer: d

Aerodynamics
Question No 52
Shortly before landing, i.e. near the ground, the wind changes due to additional influences. There are changes in direction and strength due to ground friction as well as up and down winds due to thermal influences and ground shape. Therefore, your canopy will tend to want to turn out of its landing direction when it is flown into wind. What should you pay special attention to during the final approach?
(No picture)
a) Nothing, since this fact only matters for high performance canopies.
b) While landing the cells need to be flared asymmetrically.
c) When deploying, the body must be positioned against the wind in free fall to prevent an off-heading opening.
d) The canopy must be held in position, facing the direction of the final approach, as it does not stay on the wind axis on its own when its flown into wind.
Correct answer: d

Aerodynamics
Question No 53
What happens if you fly closely behind another canopy on the same flight path?
(No picture)
a) The wake could disturb my aerodynamics and it could cause problems with my canopy stability.
b) Because of the turbulences even more air is pumped under my canopy and this increases my lift.
c) I try to fly in the slipstream and increase my propulsion. This manoeuvre is especially useful for a better flare shortly before landing.
d) A small distance only matters if canopies don't land in the same direction and their flight paths intersect on landing.
Correct answer: a

Aerodynamics
Question No 54
Complete the sentence
"If I fly downwind with a RAM-air canopy, the inclination of the flight path with relation to the horizon is ..."
(No picture)
a) shallower than with zero wind.
b) steeper than with zero wind.
c) level.
d) like zero wind.
Correct answer: a

Aerodynamics
Question No 55
Complete the sentence
"If I fly into wind with a RAM-air canopy, the inclination of the flight path in relation to the horizon is ..."
(No picture)
a) shallower than with zero wind.
b) steeper than with zero wind.
c) level.
d) like zero wind.
Correct answer: b

Aerodynamics
Question No 56
Complete the sentence
"If I fly crosswind with a RAM-air canopy, the inclination of the flight path in relation to the horizon is ..."
(No picture)
a) shallower than with zero wind.
b) steeper than with zero wind.
c) level.
d) like zero wind.
Correct answer: d

Aerodynamics
Question No 57
What flight behaviour does a high-speed flight profile show during a normal landing with 3-5 m/s wind?
(No picture)
a) The canopy maintains its speed and touches down.
b) The canopy remains at its glide angle, but the airspeed is decelerated by the flare.
c) The canopy merges into a flatter trajectory and planes out parallel to the ground during the flare.
d) The canopy glides out and sets the parachutist down on the ground when reaching its stall.
Correct answer: c

Aerodynamics
Question No 58
What flight behaviour does a slow-speed flight profile show during a normal landing with 3-5 m/s wind?
(No picture)
a) The canopy maintains its speed and touches down.
b) The canopy retains its glide angle, but the airspeed is decelerated by the flare.
c) The canopy merges into a flatter trajectory and planes out parallel to the ground during the flare.
d) The canopy glides out and sets the parachutist down on the ground when it reaches a stall.
Correct answer: b

Aerodynamics
Question No 59
Why shouldn't a canopy be braked abruptly to land?
(No picture)
a) Abrupt braking will swing the parachutist very far forward.
b) In addition to braking it will increase the angle of attack of the canopy by swinging the parachutist strongly forward.
c) The canopy could be dynamically stalled although it is not fully braked.
d) All of the above.
Correct answer: d

Aerodynamics
Question No 60
Which flight behaviour and effect does a RAM-air canopy show when it is overbaked to land (stall)?
(No picture)
a) The stall may induce a fall backwards hitting the ground, injuring the parachutist badly.
b) A stall with its consequences is basically the goal of every landing flare.
c) Over-braking for landing is impossible due to the proximity of the ground and the associated ground effect. There is therefore no impact.
d) The overbraking ends in a absolute flare, which causes the canopy to climb again in relation to the ground (as with the pros in swoop).
Correct answer: a

Aerodynamics
Question No 61
How do you fly a controlled turn with a square parachute?
(No picture)
a) Pulling down a steering line to the stop on one side.
b) Pull parallel on both steering lines from full speed, then quickly let the opposite steering line up again.
c) Look in the direction of the turn, lean your body in that direction and pull the steering line down smoothly and firmly.
d) The speed of the turn depends on the speed at which the steering line is pulled, not how far. Therefore, pulling the steering line quickly will result in a fast turn.
Correct answer: c

Aerodynamics
Question No 62
What is the flight behaviour of RAM-air canopies during fast turns?
1) They lose a lot of height relative to the ground.
2) They are ideally suited to increase the airspeed before landing.
3) The turn is very steep.
4) When a fast turn is initiated, the canopy dives downwards in its flight path.
(No picture)
a) Answers 1, 3 and 4 are correct.
b) Answers 2 and 3 are correct.
c) Answer 3 is correct.
d) All answers are correct.
Correct answer: a

Aerodynamics
Question No 63
Which of the canopies below has the fastest descent in a turn?
(No picture)
a) A small elliptical canopy.
b) A 7-cell 240 sqft canopy.
c) A round reserve canopy.
d) A relatively large F-111 fabric canopy.
Correct answer: a

Aerodynamics
Question No 64
Why are hook turns more dangerous than normal landings when landing?
(No picture)
a) The turn dynamics result in a trajectory in relation to the ground that can only be controlled with a great deal of experience and feeling.
b) This extreme flight manoeuvre can lead to serious landing accidents.
c) The flight and descent rates increase to such an extent that there is no scope for adjustments in case of false assessment.
d) All of the above.
Correct answer: d

Aerodynamics
Question No 65
What do I have to consider when doing a hook turn?
(No picture)
a) Hook turns may only be flown after obtaining one's licence.
b) A hook turn can only be flown with a fast canopy.
c) Every parachutist should be capable of doing a hook turn, to make the sport look impressive to spectators.
d) I lose a lot of height during a hook turn and therefore could easily misjudge the situation which can lead to serious injuries or death.
Correct answer: d

Aerodynamics
Question No 66
What is indirect steering with RAM-air canopies?
(No picture)
a) When a turn is flown from a braked condition by raising the opposite steering line.
b) If you get instructions how to control the canopy by radio.
c) When you choose the flight direction in such a way that the natural drift is directed in the desired direction.
d) When one parachutist steers the canopy of another parachutist while doing canopy relative work.
Correct answer: a

Aerodynamics
Question No 67
What is meant by sashaying when flying with RAM-air canopies and how are these executed?
1) Flying a flight path that describes a figure 8 relative to the ground.
2) A flight manoeuvre where the parachutist always returns to the same position above ground and which is generally used for altitude reduction.
3) When the final approach on headwind is to high, this flight manoeuvre is used to land closer to the landing area.
4) Sashays shall be carried out in the final approach to keep the landing target in sight. They should be flown gently and controlled so that there is no danger of a collision with other parachutists.
(No picture)
a) Answer 1 is correct.
b) All answers are correct.
c) Answers 3 and 4 are correct.
d) Answers 2, 3 and 4 are correct.
Correct answer: b

Aerodynamics
Question No 68
When can indirect steering be used with a canopy?
(No picture)
a) In the braked final approach to hold the canopy in direction.
b) For turning near the ground, if the loss of altitude is safe and acceptable.
c) For sashaying in order to reduce altitude if the final approach is set too high.
d) All of the above.
Correct answer: d

Aerodynamics
Question No 69
How do you generally fly slow turns with a canopy?
(No picture)
a) By small control inputs in the relevant direction.
b) Always use the rear risers.
c) With the front risers and the steering lines released.
d) Loosen the opposite leg strap during flight in order to fly the canopy into a gentle curve through shifting weight.
Correct answer: a

Aerodynamics
Question No 70
How do you fly flat turns with a RAM-air canopy with only a little loss of altitude?
(No picture)
a) Not possible.
b) The canopy is braked (approx. 50-75 %) in order to fly the desired rotation indirectly by gently raising the opposite steering line after braking.
c) Rotations with little loss of altitude are not sensible, because the dynamic pressure decreases so much that the canopy collapses.
d) For turns with little loss of altitude you need a slow flight profile.
Correct answer: b

Aerodynamics
Question No 71
Which wind direction has the longest range and is most flexible for flying a RAM-air parachute in relation to the landing point?
(No picture)
a) Crosswind
b) The wind axis cannot be taken into account for the canopy flight as it cannot be seen.
c) The wind axis which will allow you to fly your planned landing pattern consisting of a crosswind base leg and final turn into wind.
d) Always position yourself on the wind axis so that the landing point is in front of you during the entire canopy flight.
Correct answer: c

Aerodynamics
Question No 72
What should be considered under canopy with a crosswind?
(No picture)
a) The crosswind has no influence on the canopy flight.
b) Lateral drift requires constant counter-steering in order to retain direction of flight.
c) The rear riser must be used to hold against the wind.
d) The cross wind has no influence when braking.
Correct answer: b

Aerodynamics
Question No 73
What needs to be considered with strong crosswind on the way to the landing area?
(No picture)
a) The cross wind can be so strong that I cannot reach my landing area.
b) Constant correction requires full concentration.
c) The flaring the steering lines asymmetrically takes getting used to.
d) All of the above.
Correct answer: d

Aerodynamics
Question No 74
If the steering lines are broken, a RAM-air canopy can also be steered with the rear risers.
What needs to be considered?
(No picture)
a) You can quickly stall a canopy when braking.
b) The risers do not need to be pulled as far as brake line do to initiate a turn or to flare because of the bigger change in canopy shape.
c) The flight behaviour is very abrupt, for landing with the risers it is therefore advisable to do a parachute landing fall (PLF) for your own safety.
d) All of the above.
Correct answer: d

Aerodynamics
Question No 75
Which statement is correct when flying turns with the risers?
(No picture)
a) The quickest turn is achieved with the front risers.
b) The tightest turn is achieved by the rear risers.
c) The most extreme turn is achieved by the opposite interaction between the rear risers and the front risers.
d) All of the above.
Correct answer: b

Aerodynamics
Question No 76
What is the effect of steering or braking with the risers?
1) the angle of incidence specified by the manufacturer is changed.
2) the trim during the steering manoeuvre is changed. Not all canopy types will remain stable in flight.
3) there is a risk of one-sided overloading of the individual cells because only the weight bearing cell walls are affected
4) You change the shape of the canopy from that intended by the manufacturer. This can have a very aggressive effect on the flight behaviour.
(No picture)
a) Answers 1, 2 and 4 are correct.
b) Answers 1, 2 and 3 are correct.
c) All answers are correct.
d) Answers 1, 3 and 4 are correct.
Correct answer: a

Aerodynamics
Question No 77
Which statement is correct in relation to RAM-air canopies?
(No picture)
a) Gravity is the predominant force acting on the canopy, acting on the mass of the parachutist.
b) The weight is transferred to the canopy by the angle of attack. Thereby the canopy starts to glide.
c) By gliding, the canopy creates the airflow that produces dynamic pressure. The value of the dynamic pressure must always be higher than the weight of the parachutist.
d) All of the above.
Correct answer: a

Aerodynamics
Question No 78
Which statement regarding the opening behaviour of canopies is correct?
(No picture)
a) The opening shock is a little harder without a slider, but also faster. This fact is useful for reserve canopies leading to their very short opening distance.
b) It takes time and therefore altitude to fill canopies with sufficient air as they open.
c) The deployment distance of a canopy is always the same regardless of how it is packed.
d) The minimum deployment height of a main canopy above ground is calculated by adding the deployment distances of the main and reserve canopies.
Correct answer: b

Aerodynamics
Question No 79
Which statement is correct with regard to flying canopies?
(No picture)
a) I can always learn new steering tactics. Defensive and foresighted flying is the safest flying style.
b) In turbulent conditions, a canopy in full flight is most stable.
c) In air traffic, I have to be constantly aware of my position, where I want to go and where others are.
d) All of the above.
Correct answer: d

Aerodynamics
Question No 80
Which statement is correct regarding landing?
(No picture)
a) Everyone always lands in the same direction. That's why it's completely safe for many people to land parallel, side by side and close together
b) Obstacles and danger areas must not deter me from my final approach direction.
c) Many parachutists land simultaneously in the landing area. Therefore, the air traffic there is often very dense and dangerous if not navigated with care.
d) You don't have to pay attention to landing parachutist after your own landing, because they have a better view from the air anyway and will avoid you.
Correct answer: c

Aerodynamics
Question No 81
Which statement regarding planning of the landing approach is correct?
(No picture)
a) It is better to turn to a suitable alternate landing area at an early stage than to get into difficulties by continuing the planned landing approach (e.g. due to obstacles, low turns at the last moment, canopy collision, etc.).
b) Despite air traffic, I correct my final approach to my pre-planned direction, since priority in the air is given on the principle of completed manoeuvres.
c) I always try to be the lowest canopy, because then I have the whole airspace for myself and don´t need to get in order.
d) I always try to reach the landing area by all possible means (e.g. hook-turn, cutting away or ignoring wind), because otherwise I attract negative attention and am criticized.
Correct answer: a

Aerodynamics
Question No 82
Which statement is correct for the open, airworthy canopy?
(No picture)
a) A canopy should fly normally after its full opening. I can determine whether this is the case visually and with a control and brake checks.
b) A canopy will not change its shape without my intervention (turning, stalling or collapsing). If it does, I have either a nuisance factor or malfunction
c) imprudent steering can endanger me and others significantly.
d) All of the above.
Correct answer: d

Freefall
Question No 1
Two forces affect the vertical fall of a parachutist. What is the name of the force acting towards the centre of the earth?
(No picture)
a) Buoyancy.
b) Gravity.
c) Law of Inertia.
d) Drag.
Correct answer: b

Freefall
Question No 2
Where is the centre of gravity?
(No picture)
a) The point where most of the body weight is.
b) The place where I feel the most body energy.
c) The intersection of all 3 body axes and thus the centre of mass.
d) The place on which I am concentrating most
Correct answer: c

Freefall
Question No 3
What does the air flow arising from gravitational acceleration act on?
(No picture)
a) On the presented body surface.
b) On the centre of gravity.
c) On gravity directly.
d) On the weight distribution in the body.
Correct answer: a

Freefall
Question No 4
How does drag relate to air density?
When the air density decreases, drag is:
(No picture)
a) not altered.
b) twice the size.
c) smaller.
d) greater.
Correct answer: c

Freefall
Question No 5
Which statement is correct?
(No picture)
a) Gravity acts on the centre of gravity.
b) The aerodynamic force acts on the body surface.
c) The centre of the total aerodynamic force is called the force application point.
d) All of the above.
Correct answer: d

Freefall
Question No 6
The airflow applies a force to the presented surface. Which statement is correct?
(No picture)
(a) If the force application point of the airflow is above the centre of gravity, the position is stable.
(b) If the force application point of the airflow is below the centre of gravity, the position is unstable.
c) If the force application point of the airflow is level with the centre of gravity, it does not affect the position.
d) All of the above.
Correct answer: d

Freefall
Question No 7
When free falling in a box position, is the body position:
(No picture)
a) Indifferent.
b) Stable.
c) Unsteady.
d) Uneven.
Correct answer: b

Freefall
Question No 8
When free falling in an X position, is the body position:
(No picture)
a) Stable.
b) Unstable.
c) Unsteady.
d) Uneven.
Correct answer: a

Freefall
Question No 9
When free falling in a slow-fall position, is the body position:
(No picture)
a) Stable.
b) Indifferent.
c) Unsteady.
d) Uneven.
Correct answer: c

Freefall
Question No 10
When is a body position described as unsteady or unstable?
(No picture)
a) When you no longer lie on your belly.
b) In the head-down position.
c) When the flight attitude is not controlled.
d) While skysurfing and freestyle.
Correct answer: c

Freefall
Question No 11
Which statement is correct?
At higher altitudes,
(No picture)
a) air density and freefall speed are lower.
b) air density and freefall speed are greater.
c) the air density is greater, and the freefall speed lower.
d) the air density is lower, and the freefall speed is higher.
Correct answer: d

Freefall
Question No 12
When will a parachutist not be accelerated in freefall?
(No picture)
a) when drag becomes greater than gravity
b) when drag and lift are equal
c) the aerodynamic force and weight force are equal
d) buoyancy compensates for gravity
Correct answer: c

Freefall
Question No 13
In air layers near the earth, the slowest free fall speed in a slow-fall position is approximately
(No picture)
a) 70 km/h
b) 170 km/h
c) 270 km/h
d) 370 km/h
Correct answer: b

Freefall
Question No 14
In air layers near the earth, the average freefall speed in the head-down position is approximately
(No picture)
a) 70 km/h
b) 180 km/h
c) 250 km/h
d) 400 km/h
Correct answer: c

Freefall
Question No 15
In air layers near the earth, the average free-fall speed in the box position is approximately
(No picture)
a) 100 km/h
b) 150 km/h
c) 180 km/h
d) 270 km/h
Correct answer: c

Freefall
Question No 16
In air layers near the earth, the average vertical velocity in a track is
(No picture)
a) approximately 150 km/h
b) approximately 200 km/h.
c) up to 290 km/h.
d) over 350 km/h.
Correct answer: a

Freefall
Question No 17
What does the free fall speed depend on?
(No picture)
a) the mass of the harness and the run-in speed.
b) mass, size and free-fall attitude of the parachutist.
c) training of the parachutist.
d) the shape of the canopy.
Correct answer: b

Freefall
Question No 18
What influences the freefall speed?
1) Weight and height of the parachutist.
2) airflow, altimeter.
3) clothing, weight vest.
4) air density, free fall position.
(No picture)
a) Only answer 3 is correct.
b) Only answer 4 is correct.
c) Answers 1 and 3 are correct.
d) Answers 1, 3 and 4 are correct.
Correct answer: d

Freefall
Question No 19
Which of the body shapes mentioned has the greatest drag with the same surface area?
(No picture)
a) streamlined bodies
b) Hollow hemisphere (hollow side)
c) Circular plate with perpendicular airflow
d) Sphere
Correct answer: b

Freefall
Question No 20
Which statement is correct?
(No picture)
a) A body in an unstable body position can fall in a controlled manner.
b) A body in a stable body position may fall uncontrollably.
c) A body in indifferent body position can fall in a controlled way.
d) All of the above.
Correct answer: d

Freefall
Question No 21
Controlling free fall is one of the goals of every freefall jump. Which of these apply:
(No picture)
a) Physical preparation is not necessary, because skydiving is purely a "mind set".
b) I should be physically healthy, fit and flexible, be familiar with the body positions required and prepare my musculoskeletal system for the intended tasks.
c) The biggest physical challenge in skydiving is packing the canopy.
d) All of the above.
Correct answer: b

Freefall
Question No 22
What are the body axes called?
(No picture)
a) longitudinal, lateral and vertical axes.
b) Lateral, vertical and tilting axis.
c) longitudinal, transverse and vertical axes.
d) longitudinal, tilting and diagonal axes.
Correct answer: c

Freefall
Question No 23
A barrel roll is a movement around the:
(No picture)
a) longitudinal axis.
b) vertical axis.
c) transverse axis.
d) diagonal axis.
Correct answer: a

Freefall
Question No 24
A forward- or back loop is a movement around the:
(No picture)
a) longitudinal axis.
b) vertical axis.
c) transverse axis.
d) diagonal axis.
Correct answer: c

Freefall
Question No 25
A movement around the vertical axis is called:
(No picture)
a) turn
b) twist
c) loop
(d) roll
Correct answer: a

Freefall
Question No 26
From which direction does the airstream come immediately after jumping out of an aircraft in horizontal flight?
(No picture)
a) From below.
b) From the front.
c) From behind.
d) From above.
Correct answer: b

Freefall
Question No 27
From which direction does the air flow come in free fall after the body has reached terminal velocity?
(No picture)
a) From above.
b) From the front.
c) From behind.
d) From below.
Correct answer: d

Freefall
Question No 28
Which statement on "relative wind" is correct?
1) The wind change from the front to the bottom, which naturally results from the jump from an airplane, is called relative wind (own perspective).
2) The overlap of the decrease of forward directional inertia after leaving the aircraft and the increase in downward gravitational acceleration (perspective of an outside observer).
3) "Hill" of aerodynamic force, which results for a short time after the jump from an airplane to the back and downwards (perspective of dispatcher to the parachutist or from the parachutist to the dispatcher).
4) There is no relative wind during balloon jumps.
(No picture)
a) Only answers 1, 2 and 3 are correct.
b) Only answer 4 is correct.
c) All answers are correct.
d) Only answers 2 and 4 are correct.
Correct answer: c

Freefall
Question No 29
What does "exit order" mean?
(No picture)
a) The order in which the parachutists leave the plane.
b) The logical sequence of jumps (individually and in groups) when dropping the parachutists, considering all circumstances.
c) Determining the loading order for boarding the aeroplane.
d) All of the above.
Correct answer: d

Free fall
Question No 30
What effect does wind at high altitude have on the freefaller?
(No picture)
a) A drift occurs, which moves the jumper over ground.
b) Acceleration causes warming on re-entry.
c) There is no effect due to the mass of the jumper.
d) There may be complications with breathing during freefall.
Correct answer: a

Free fall
Question No 31
How do I determine the spot for exiting the aircraft?
1) Calculate the free fall drift and the canopy drift. The values are then added together to obtain the total drift distance and thus the distance from the planned landing point to the exit point.
2) The ground and altitude winds are used to determine the direction in which the exit point is located relative to the planned landing point.
3) The exit point for jumps with little or no free fall can be determined with a wind drift indicator (WDI).
4) Since a canopy flies forward, I don't need to take drift into account when determining the exit point, as I can fly from any position to where I want to go.
(No picture)
a) Answers 1, 2 and 3 are correct.
b) Only answers 3 and 4 are correct.
c) Only answers 2, 3 and 4 are correct.
d) Only answer 4 is correct.
Correct answer: a

Freefall
Question No 32
List the factors that are crucial for determining the start and end of a run-in and exit?
(No picture)
a) the height of exit, the strength and direction of the wind and the approval from Air Traffic Control (ATC).
b) Wind speed, size of the group, exit order.
c) Exit altitude, number of groups, wind speed and direction, airspeed of the plane above ground level, clearance to drop.
d) number of exits and wind speed.
Correct answer: c

Freefall
Question No 33
What is to be considered if the run-in is downwind?
(No picture)
a) The time interval between exits should be reduced.
b) The distance between groups may increase over ground.
c) The exits should take place “short” or early in relation to the landing area, depending on the wind strength.
d) All of the above.
Correct answer: d

Freefall
Question No 34
If you are in freefall, different flight manoeuvres are possible. Which statement is correct?
(No picture)
a) One can get oneself into any imaginable position in the air flow and fall with full body control. For example, in a sitting, standing, position, lying on one’s side, in a headstand and on the belly.
b) The body surfaces inclined to the airflow deflect the airflow and cause a movement about one or more axes simultaneously or lead to movements through the air. These movements can be consciously controlled by the parachutist.
c) Due to a lack of control of the body in the air flow, extreme spinning movements and rollovers can occur, which are harmful and dangerous in their effects.
d) All of the above.
Correct answer: d

Freefall
Question No 35
A horizontal forward movement is achieved in freefall by:
(No picture)
a) bending the legs.
b) Stretching the arms forward.
c) Straightening the legs and taking back the arms.
d) Take up a slow-fall position.
Correct answer: c

Freefall
Question No 36
How is a backloop initiated from the box position?
(No picture)
a) Push arms down.
b) Stretch arms wide forward, bring knees towards the chest
c) Extend legs.
d) Take arms backwards, bend at the hips.
Correct answer: b

Freefall
Question No 37
How do you get into a back-fly position in a controlled manner?
(No picture)
a) a 180 degree flat turn.
b) half a barrel roll.
c) extreme de-arch.
d) Take up the box position.
Correct answer: b

Freefall
Question No 38
What error causes a lateral tipping when opening a manually deployed canopy?
(No picture)
a) The compensating hand is not taken forward.
b) The opening system is activated too quickly.
c) The lower legs are bent.
d) The arms are moved too far forward.
Correct answer: a

Freefall
Question No 39
How can an untrained parachutist bring an unwanted, slight turning movement to a complete stop?
(No picture)
a) Take up a tracking position.
b) Establish stable symmetry by balancing the hips, shoulders and legs, possibly initiate a counter-rotation.
c) Bending at the hips and stretching of the arms.
d) Create symmetry by arching and bending the legs.
Correct answer: b

Freefall
Question No 40
Why do you go back to a controlled box position to pull your pilot chute after different freefall manoeuvres in one jump?
(No picture)
a) The return to the box position is not necessary with sufficient separation from other parachutists.
b) The box position is the best position for pulling the pilot chute, with an appropriate fallrate and thus air speed.
However, the 5 sec rule for special circumstances remains the overriding emergency procedure.
c) This question is misleading because pulling in headdown is also reasonable.
d) Today's equipment allows pulling at any time, so as a rule I don't have to bother with the box position.
Correct answer: b

Freefall
Question No 41
To master different freefall manoeuvres you need a lot of time and practice in freefall. Which statement is correct?
(No picture)
a) You can try all things as long as you open the parachute in time.
b) You don't have to pay attention to anything else in the different freefall disciplines apart from not mixing them in freefall.
c) One should slowly approach the basics of the individual disciplines and not try anything new without instruction.
d) Independent learning of a new discipline without adequate instruction does not hold any potential danger for oneself or others.
Correct answer: c

Freefall
Question No 42
What is meant by proof of ability in the context of the skydiving training manual?
(No picture)
a) Someone is familiar with a parachute or freefall discipline and knows it well.
b) Proof of ability means to be able to do something specific.
c) In skydiving, proofs of ability for the different disciplines are there to promote safety and to reduce danger to others due to lack of knowledge and ability.
d) All of the above.
Correct answer: d

Freefall
Question No 43
How can you approximately calculate the maximum delay when in the box position when exiting from up to 2,000m/AGL?
(No picture)
a) 10 sec for the first 500 m freefall distance, then 1 sec for each 30 m.
b) 20 sec per 1,000 m freefall distance.
c) 10 sec for the first 300 m freefall distance, then 1 sec for each 50 m.
d) 2 sec for the first 100 m freefall distance, then 1 sec each 50 m.
Correct answer: c

Freefall
Question No 44
What is the average speed (terminal velocity) of freeflying, freestyle and sitfly?
(No picture)
a) 40 m/s.
b) 70 m/s.
c) 180 km/h.
d) 250 kts.
Correct answer: b

Freefall
Question No 45
What is the terminal velocity after about 10 seconds freefall time in normal box position from 3,000 m AGL?
(No picture)
a) 100 m/s.
b) 30 m/s.
c) 10 m/s.
d) 50 m/s.
Correct answer: d

Freefall
Question No 46
When jumping from 2,000m/AGL, how many seconds can you safely leave before your deployment height of 1,000m/AGL?
(No picture)
a) 20 seconds.
b) 24 seconds.
c) 28 seconds.
d) 32 seconds.
Correct answer: b

Free fall
Question No 47
After what freefall time is the terminal velocity reached (in sport parachuting altitudes)?
(No picture)
a) 10 seconds.
b) 60 seconds.
c) 20 seconds.
d) 5 seconds.
Correct answer: a

Freefall
Question No 48
Approximately how far do you fall in sport parachuting altitudes before reaching terminal velocity?
(No picture)
a) 50 m.
b) 150 m.
c) 300 m.
d) 500 m.
Correct answer: c

Freefall
Question No 49
What vertical distance does a parachutist cover in the first 10 seconds of freefall?
(No picture)
a) 120 m.
b) 300 m.
c) 500 m.
d) 1 000 m.
Correct answer: b

Freefall
Question No 50
For a jump from 1,500m/AGL, the delay time is 14 seconds. How many meters above ground is the deployment height?
(No picture)
a) approx. 900 mAGL.
b) approx. 1,000 m AGL.
c) approx. 1,200 m AGL.
d) approx. 800 m AGL.
Correct answer: b

Freefall
Question No 51
At an exit height of 4,000m/AGL and an opening height of 1,000m/AGL, the delay time for Freeflying is about:
(No picture)
a) 25-30 seconds.
b) 35-40 seconds.
c) 45-50 seconds.
d) 60 seconds.
Correct answer: c

Freefall
Question No 52
How can you determine your height above ground in freefall?
(No picture)
a) audible altimeter.
b) triangulation.
c) visual altimeter.
d) look at the clock and read the time.
Correct answer: c

Freefall
Question No 53
What are the special features of an altimeter for parachutists?
(No picture)
a) The display is based on the comparison of air pressure values.
b) It reacts to changes in air pressure.
c) In leeward or windward areas of the body, the indications of the altimeter may be different from the actual air pressure.
d) All of the above.
Correct answer: d

Freefall
Question No 54
5,000 ft is approximately
(No picture)
a) 152 m.
b) 1 500 m.
c) 2 555 m.
d) 5 200 m.
Correct answer: b

Freefall
Question No 55
6 kt is approximately
(No picture)
a) 0,3 m/s.
b) 3,0 m/s.
c) 90 m/s.
d) 7,2 m/s.
Correct answer: b

Freefall
Question No 56
2,500 m are approximately
(No picture)
a) 5,000 ft.
b) 7,508 ft.
c) 8,250 ft.
d) 9,806 ft.
Correct answer: c

Freefall
Question No 57
5 m/s are exactly
(No picture)
a) 9,7 km/h.
b) 9,7 kt.
c) 8,6 kt.
d) 16,8 km/h.
Correct answer: b

Freefall
Question No 58
1,300 m are (exactly)
(No picture)
a) 2,1 NM.
b) 5,249 ft.
c) 426 ft.
d) 4,265 ft.
Correct answer: d

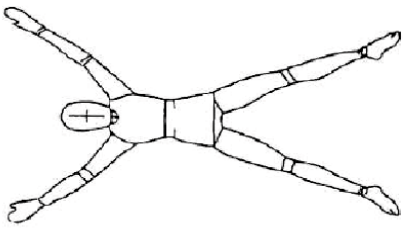
Freefall
Question No 59
Which rule of thumb is used to convert ft to m?
(No picture)
a) m = ft - 10 %
b) m = ft / 3 + 10 %
c) m = ft / 3 - 10 %
d) m = ft x 3 - 10 %
Correct answer: c

Freefall
Question No 60
Which rule of thumb is used to convert m to ft?
(No picture)
a) ft = m + 10 %
b) ft = m / 3
c) ft = (m - 10 %) / 3
d) ft = m x 3 + 10 %
Correct answer: d

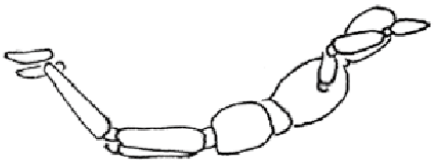
Freefall
Question No 61
Which rule of thumb is used to convert kt to m/s?
(No picture)
a) m/s = kt
b) m/s = kt - 10 x 5
c) m/s = kt / 2
d) m/s = kt x 2
Correct answer: c

Freefall
Question No 62
The depicted posture is called:
(Image: ff_062.jpg)
a) X-position.
b) Box position.
c) Slow-fall position.
d) Dive.
Correct answer: c

Freefall
Question No 63
The depicted posture with an arch is called:
(Image: ff_063.jpg)
a) X-position.
b) Box position.
c) Style tuck.
d) Dive.
Correct answer: a

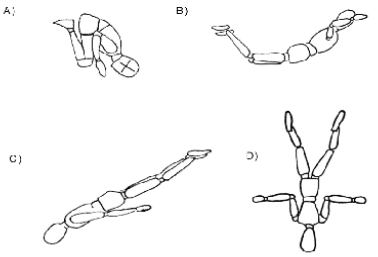


Freefall
Question No 64
The depicted posture is called:
(Image: ff_064.jpg)
a) Dive.
b) Box position.
c) Slow-fall.
d) Tracking.
Correct answer: b

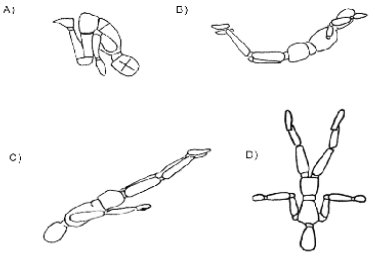


Freefall
Question No 65
The depicted posture is called:
(Image: ff_065.jpg)
a) X-position.
b) Box position.
c) Slow fall.
d) Tracking.
Correct answer: d

Freefall
Question No 66
In which posture does the parachutist experience the least drag?
(Image: ff_066.jpg)
a)
b)
c)
d)
Correct answer: d



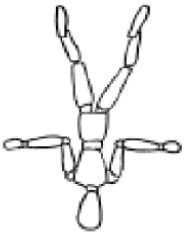
Freefall
Question No 67
In which position is the greatest freefall speed reached?
(Image: ff_067.jpg)
a)
b)
c)
d)
Correct answer: d



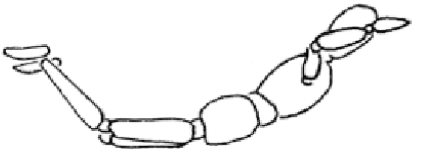
Freefall
Question No 68
The posture depicted shows:
(Image: ff_068.jpg)
a) an unsteady freefall position
b) a stable freefall position
c) an unstable free-fall position
d) the freefall position with the highest forward speed.
Correct answer: a

Freefall
Question No 69
The posture depicted shows:
(Image: ff_069.jpg)
a) Box position
b) Dive.
c) Slow-fall position.
d) Style tuck.
Correct answer: d

Freefall
Question No 70
The posture depicted shows:
(Image: ff_070.jpg)
a) Slow-fall position.
b) Head-down position.
c) Dive.
d) Tracking.
Correct answer: b



Freefall
Question No 71
In the posture shown a parachutist achieves:
(Image: ff_071.jpg)



a) a faster descent rate than in a slow-fall position.
b) the maximum forward speed.
c) the greatest lift.
d) an unsteady body position.
Correct answer: a

Freefall
Question No 72
The posture depicted:
(Image: ff_072.jpg)

a) shows how a freefaller can move backwards.
b) generates the lowest forward speed.
c) is adopted to move forward quickly.
d) must be taken to open the reserve canopy.
Correct answer: c

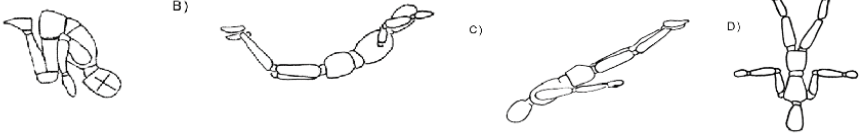
Freefall
Question No 73
What are the features of a body which falls fast through the air?
(No picture)
a) heavy and large.
b) heavy and small.
c) light and large.
d) light and small.
Correct answer: b

Freefall
Question No 74
What are the features of a body that falls slowly through the air?
(No picture)
a) heavy and large.
b) heavy and small.
c) light and large.
d) light and small.
Correct answer: c

Freefall
Question No 75
In which body position can a person fall in a controlled and very fast manner, but cover very little horizontal distance?
(No picture)
a) in a stable lateral position.
b) in a dive.
c) by tracking
d) in the box position with legs straight.
Correct answer: b

Freefall
Question No 76
In which body position does the parachutist cover the greatest horizontal distance with as little loss of height as possible?
(No picture)
a) In the box position.
b) In the slow-fall position.
c) by tracking.
d) by diving.
Correct answer: c

Freefall
Question No 77
Which of the freefall positions shown in the image have the least risk of rig failure or injury to the parachutist when the canopy is opened?
(Picture: ff_077.jpg) A) B) C) D)



a)
b)
c)
d)
Correct answer: b

Freefall
Question No 78
What is tracking?
(No picture)
a) Large horizontal movement with as little loss of height as possible.
b) Horizontal and vertical movement with high freefall speed.
c) Simultaneous movement around the vertical and lateral axes.
d) An inaccuracy of the audible altimeter due to phase-shifted superposition of pressure waves.
Correct answer: a

Freefall
Question No 79
What is Diving?
(No picture)
a) Head up, legs stretched and maximum arch.
b) Fastest vertical movement in free fall due to arrow-like head position with little horizontal displacement.
c) Horizontal movement with extremely low fallrate.
d) docking manoeuvre during formation jumping.
Correct answer: b

Freefall
Question No 80
Good tracking during formation skydiving is important in order to:
(No picture)
a) keep the distance to the landing site as short as possible.
b) extend the free fall.
c) to adequately separate from other parachutists before opening the parachute
d) be able to compete with lighter parachutists.
Correct answer: c

Freefall
Question No 81
How much distance should you keep from other parachutists when exiting?
(No picture)
a) 20 to 30 seconds, depending on wind speed and altitude.
b) as many seconds as necessary until you can no longer see the previous parachutist.
c) The distance depends on the airspeed of the airplane above ground, the number of parachutists of the previous group and the planned jumps.
d) The distance between the individual exits does not play a role as such.
Correct answer: c

Freefall
Question No 82
The first jumps together with other parachutists should be:
(No picture)
a) only after receiving FS or FF instruction.
b) videoed.
c) in the morning, as the concentration levels are higher then
d) with other beginners.
Correct answer: a

Freefall
Question No 83
During the first approach attempts to other parachutists in free fall:
(No picture)
a) extend legs and arms as far forward as possible.
b) one should put on a jumpsuit as large as possible in order to be able to fly slowly.
c) it is best to find a student who is as stable as possible.
d) one often misjudges the risk of injury due to collision.
Correct answer: d

Freefall
Question No 84
What should I specially consider when jumping with others?
(No picture)
a) The choice of jumpsuit.
b) The exit command should come from an experienced parachutist.
c) The formation should be practiced on creepers/trolleys before the jump.
d) Good separation before deploying should be ensured.
Correct answer: d

Freefall
Question No 85
A parachutist arrives at a new-to-him dropzone with his new equipment and is asked by other parachutists to jump in a 4 way for the first jump. How does he behave correctly?
(No picture)
a) accept the offer without any objection
b) He insists on a separation height of 1,200 metres.
c) He insists on an exit height of 4,000 meters.
d) He makes at least one solo jump first, as too many new challenges can quickly overwhelm him and expose him to unnecessary dangers.
Correct answer: d

Freefall
Question No 86
What is to be considered with the first freestyle attempts?
(No picture)
a) The toes shall always be pointed.
b) You must bring a freefall cameraman with you.
c) Fast rotations can lead to disorientation
d) Between the each of the different attempts you have to return to the box position.
Correct answer: c

Freefall
Question No 87
What should be considered in relation to the equipment for freestyle, skysurfing and freeflying?
(No picture)
a) The canopy system should be equipped with a BOC Throw- or Pull-Out and an automatic activation device. An audible altimeter must be worn. The surfboard must also be equipped with a suitable cut-away system.
b) You can use any parachute system for freestyle, skysurfing or freeflying.
c) The closing flaps of the main and reserve containers must have additional stitching.
d) All of the above.
Correct answer: a

Freefall
Question No 88
When can you start Wingsuit flinging?
(No picture)
a) Once you can fly certain bellyfly manoeuvres, have completed 200 jumps and received instruction from an approved wingsuit instructor.
b) Once you can fly a "stand-up".
c) When you trust yourself to do so.
d) As soon as a suitable wingsuit is available for your individual needs.
Correct answer: a

Freefall
Question No 89
What is the biggest danger of headdown or sitfly experiments without prior coaching?
(No picture)
a) Large horizontal displacement and danger of collision with other jumpers, especially on opening
b) The altimeter could slip due to the high fallrate.
c) Loss of consciousness.
d) Possible height turbulence could result in an unstable situation.
Correct answer: a

Freefall
Question No 90
What should a parachutist with a helmet camera pay attention to from take-off up to 300m/AGL (and possibly landing from 300m/AGL)
(No picture)
a) the battery is full.
b) the lens cover is no longer on the lens.
c) the helmet is worn as headgear.
d) he has a good picture of his fellow jumpers.
Correct answer: c

Freefall
Question No 91
What should I bear in mind during my first canopy formation jump?
(No picture)
a) The canopy should be a 9 cell.
b) Only equipment with a spring-loaded pilot chute may be used.
c) The jump should be made with an experienced canopy formation parachutist. A thorough briefing is necessary in advance and the equipment must be suitable.
d) The D-lines should be cascaded.
Correct answer: c

Freefall
Question No 92
What should a skydiver consider before his first jump with a helmet camera?
1) A camera suit with wings should be tried before without a camera.
2) A detailed briefing by a competent person is necessary beforehand. A minimum jump experience of 100 jumps is required.
3) Only the PAL system may be used in Germany.
4) The camera helmet should always sit firmly on the head and be cut-away for emergencies.
(No picture)
a) Only answer 2 is correct.
b) Only answer 4 is correct.
c) Answers 1 and 2 are correct.
d) Answers 1, 2 and 4 are correct.
Correct answer: d

Freefall
Question No 93
Which statement regarding the parachuting disciplines is correct?
(No picture)
a) There is specific experience, expertise and equipment for each discipline.
b) Each discipline requires very specific skills, which as a beginner I can't know and should therefore only learn under guidance.
c) It would be presumptuous to reject the opinions of experienced parachutists and try to learn from my own mistakes rather than repeat avoidable mistakes.
d) All of the above.
Correct answer: d

Freefall
Question No 94
How can I generally contribute to accident prevention and quality assurance in skydiving?
(No picture)
a) You don't need to be prepared for anything, because the relevant jump management takes care of everything.
b) I plan the jump and jump the plan while always assessing my abilities correctly and only doing things that I can anticipate.
c) I live out all my freedoms without consideration because I am always safe with my equipment.
d) Since I don't make mistakes, that doesn't apply to me.
Correct answer: b

Freefall
Question no. 95
What is the greatest danger in free fall?
(No picture)
a) Free fall collision.
b) Defective CYPRES.
c) Hard opening.
d) Lost altimeter.
Correct answer: a

Freefall
Question No 96
What is the greatest danger after the normal deployment of the parachute?
(No picture)
(a) ear pressure not equalised.
b) No ground visibility.
(c) canopy collision.
d) Forgot to turn on CYPRES.
Correct answer: c

Air traffic law
Question No 1
Can a skydiver with a German license jump abroad?
(No picture)
a) Yes, if the licence is recognised in the relevant country.
b) No, because there are no international agreements.
c) Yes, if the skydiver is a member of a foreign club.
d) Yes, if he uses a parachute approved in the country concerned.
Correct answer: a

Air traffic law
Question No 2
The main legal basis for air law, air traffic and air navigation legislation is:
(No picture)
a) Act for the Federal Aviation Authority.
b) Air Traffic Act.
c) German Constitution.
d) the ICAO Convention.
Correct answer: b

Air traffic law
Question No 3
What are parachutes within the meaning of the law?
(No picture)
a) sports equipment not covered by the Air Traffic Act.
b) rescue equipment.
c) aircraft not liable for registration.
d) aircraft liable for registration.
Correct answer: c

Air traffic law
Question No 4
What practical significance does it have for the parachutist that he is an airman within the meaning of the Air Traffic Act?
(No picture)
a) he may take part in all competitions.
b) He requires an airman's licence to practice the sport of parachuting.
c) He may only jump with a registered parachute.
d) This has no practical significance.
Correct answer: b

Air traffic law
Question No 5
Are parachute jumps allowed at a commercial airport?
(No picture)
a) No.
b) Yes, with the agreement of the airport operator.
c) Yes, if an authorisation and an air traffic control clearance have been granted by the relevant aeronautical authority.
d) Yes, with the approval of the Air Traffic Control.
Correct answer: c

Air traffic law
Question No 6
For the opening of a supermarket 4 parachutists are supposed to make a demo landing in the parking lot.
Without a demo landing permit this is:
(No picture)
a) a civil offence/ misdemeanour
b) a summary offence.
c) no infringement of existing laws.
d) an indictable criminal offence.
Correct answer: d

Air traffic law
Question No 7
Parachute jumps with water landing are possible when:
(No picture)
a) the owner of the water has given his consent and the authorised association has issued a demo landing permit and an air traffic control clearance has been granted.
b) the Water Police has given its approval and the Federal Agency for Air Navigation Services has granted a demo landing permit.
c) the responsible association has given its approval and the federal aviation authority has given a permit.
d) the person authorised to fish has no objections and the nature conservation authority has approved the proposal.
Correct answer: a

Air traffic law
Question No 8
A skydiver has landed outside the airfield due to adverse circumstances. What is he obliged to do?
(No picture)
a) inform the Federal Aviation Authority without delay.
b) retrospectively apply for a demo landing permit within 36 hours from the relevant aviation authority.
c) provide the landowner, upon request, his name and address.
d) inform the local police.
Correct answer: c

Air traffic law
Question No 9
What reasons justify an off landing without prior permission?
(No picture)
a) emergency jump, malfunction on opening, control and/or exit point mistake.
b) emergency jump, demonstration jumps, control and/or exit point mistake.
c) emergency jump, control and/or exit point mistake, malfunction on opening, large group jump.
d) emergency jump, jump over clouds, malfunction on opening.
Correct answer: a

Air traffic law
Question No 10
Parachute jumps outside approved airfields are possible with:
(No picture)
a) Air traffic clearance and consent of the landowner.
b) Demo landing permit from the authorised association and air traffic control clearance.
c) permission from the responsible police authority and the aviation authority.
d) permission from the federal agency for air navigation services and permission of the landowner.
Correct answer: b

Air traffic law
Question No 11
Who is responsible for general safety and order of a jump-plane?
(No picture)
a) The air traffic controller.
b) The dispatcher.
c) The flight controller.
d) The pilot in command.
Correct answer: d

Air traffic law
Question No 12
A parachutist who jumps despite the prohibition of an air traffic controller and lands safely without endangering another:
(No picture)
a) infringes air traffic regulations.
b) violates the Criminal Code.
c) acted correctly, since the aviation authority may not issue such prohibitions.
d) is exercising his rights under § 1 LuftVG (Air Traffic Act) (freedom of airspace).
Correct answer: a

Air traffic law
Question No 13
What sanctions may be imposed for an unauthorised demo landing outside an airfield?
(No picture)
a) imprisonment for up to 2 years or a fine.
b) Fines up to EUR 10,500.
c) a fine of up to EUR 52,000.
d) Three points on your driving license.
Correct answer: a

Air traffic law
Question No 14
Are canopies generally subject to conformity inspection?
(No picture)
a) Yes.
b) No, only rescue parachutes.
c) Only certain patterns.
d) No, only parachutes that are used for student instruction
Correct answer: a

Air traffic law
Question No 15
Are parachute jumps from balloons permitted?
(No picture)
a) Yes, if the balloon is suitable and certified for parachute jumping, the parachutist has a demo landing permit, or the landing site is an airfield approved for parachute jumping and an air traffic control clearance has been granted.
b) Yes, if the parachutist has a valid rating according to the Air Operators Regulation and has performed at least 500 jumps.
c) No, this is not permitted in the Federal Republic of Germany.
d) Yes, if the parachutist is the holder of a Balloon Jump Permit and the balloonist has the right to drop parachutists.
Correct answer: a

Air traffic law
Question No 16
Type, content and technical condition of the license for parachutists are determined by the
(No picture)
a) Air Traffic Licensing Regulations (LuftVZO).
b) Air Traffic Regulations (LuftVO).
c) Ordinance on Aviation Personnel (LuftPersV).
d) Operating regulations for aircraft (LuftBO).
Correct answer: c

Air traffic law
Question No 17
Who grants the license for skydivers?
(No picture)
a) The Luftfahrt-Bundesamt.
b) The Federal Agency for the Safety of Air Navigation.
c) The aeronautical authority of the country in which the applicant is trained or has his principal place of residence.
d) The association authorized by the Federal Minister of Transport and Digital Infrastructure.
Correct answer: d

Air traffic law
Question No 18
The minimum age at which training as a skydiver can begin is:
(No picture)
a) 16 years.
b) 15 years.
c) 14 years.
d) 18 years.
Correct answer: c

Air traffic law
Question No 19
When should the airman's licence be carried?
(No picture)
a) For demo landings only.
b) When carrying out the activity subject to authorisation.
c) Only when exiting an aircraft.
d) For aviation events only.
Correct answer: b

Air traffic law
Question No 20
The requirement that each parachutist, as a participant in air traffic, shall conduct himself in such a way as to ensure the safety and pattern of air traffic and that no other person shall be endangered, harmed or more than is unavoidably impeded or harassed under the circumstances,
(No picture)
a) is a basic rule for behaviour in air transport.
b) is a sentence of the Air Traffic Act.
c) may lead to prosecution for non-compliance.
d) shall not be enforceable.
Correct answer: a

Air traffic law
Question No 21
The pilot is responsible for the operation of the aircraft. This applies:
(No picture)
a) always.
b) not in the control zone.
c) only if the operator has transferred responsibility to the pilot.
d) only in uncontrolled airspace.
Correct answer: a

Air traffic law
Question No 22
A parachutist borrows a skydiving equipment. What should he pay attention to?
(No picture)
a) The canopy colours should match his jump suit.
b) There is nothing special to consider.
c) A written rental agreement must be concluded beforehand.
d) He/she must first ensure that the equipment is in a safe condition and that he/she is familiar with the equipment as part of the jump preparation, as well as ensuring that sufficient insurance cover in in place.
Correct answer: d

Air traffic law
Question No 23
A parachutist wants to make a cross-country flight of about 30 km to his airfield from 3.000m/AGL with his parachute. How and under what circumstances is this allowed?
This is:
(No picture)
a) not permitted, as according to airfield permits jumps may only be made within 2 NM of the airfield reference point.
b) possible if the landing takes place in the destination area (authorised airfield) and an air traffic control clearance has been issued for that purpose.
c) possible in principle without conditions or obligations.
d) possible if the parachute is equipped with appropriate navigation devices.
Correct answer: b

Air traffic law
Question No 24
In what situations does the owner have to immediately report an accident or a malfunction during the operation of a parachute (air sports equipment) in writing?
(No picture)
a) If it caused serious injury to a person, serious damage to the aircraft or damage to a third party in excess of EUR 500
b) If the malfunction was due to gross operator error
c) If the malfunction involved an off landing.
d) Any malfunction.
Correct answer: a

Air traffic law
Question No 25
To whom should accidents and malfunctions during the operation of a parachute be reported?
(No picture)
a) The Federal Minister of Transport and Digital Infrastructure.
b) The relevant aviation authority in whose area the parachutist resides.
c) The association authorized by the Federal Ministry of Transport and Digital Infrastructure.
d) The relevant aviation operation.
Correct answer: c

Air traffic law
Question No 26
The ejection of objects from aircraft is prohibited. Does this also apply to wind drifter indicators?
(No picture)
a) Yes, because the wind drift indicator can get caught in the engine of an airplane, for example.
b) No, because the wind drift indicator dissolves just before the ground.
c) No, if a permit for dropping objects (according to air traffic regulations) has been obtained from the relevant aviation authority.
d) No, certain objects, including wind drift indicators, are excluded from this if there is no danger to persons or property.
Correct answer: d

Air traffic law
Question No 27
Two parachutists approach the landing point from exactly opposite directions. Which way should they steer to?
(No picture)
a) To the right.
b) To the left.
c) Both brake.
d) Only on hearing a relevant call to the left or right.
Correct answer: a

Air traffic law
Question No 28
Two parachutists approach each other from opposing directions. Who has to take evasive action?
(No picture)
a) Both to the left.
b) The parachutist with the lower descent rate
c) The parachutist with the higher descent rate
d) Both to the right.
Correct answer: d

Air traffic law
Question No 29
A parachutist observes another parachutist coming from the left at almost the same height and crossing his flight path. Who has to give way?
(No picture)
(a) parachutists coming from the left.
(b) parachutists coming from the right.
(c) parachutists with the higher descent rate.
(d) parachutists with the lower descent rate.
Correct answer: a

Air traffic law
Question No 30
Two parachutists are on their final approach to the target. Who has right of way?
(No picture)
a) The lower parachutist.
b) The higher parachutist.
c) The lower parachutist should increase his descent rate.
d) The higher parachutist must move to the right.
Correct answer: a

Air traffic law
Question No 31
Parachuting in controlled airspace requires:
(No picture)
a) Permission from the national air traffic control authority
b) Approval by the aeronautical authority of the Land.
c) Approval of the Federal Aviation Authority.
d) Air traffic control clearance from the relevant air traffic control unit.
Correct answer: d

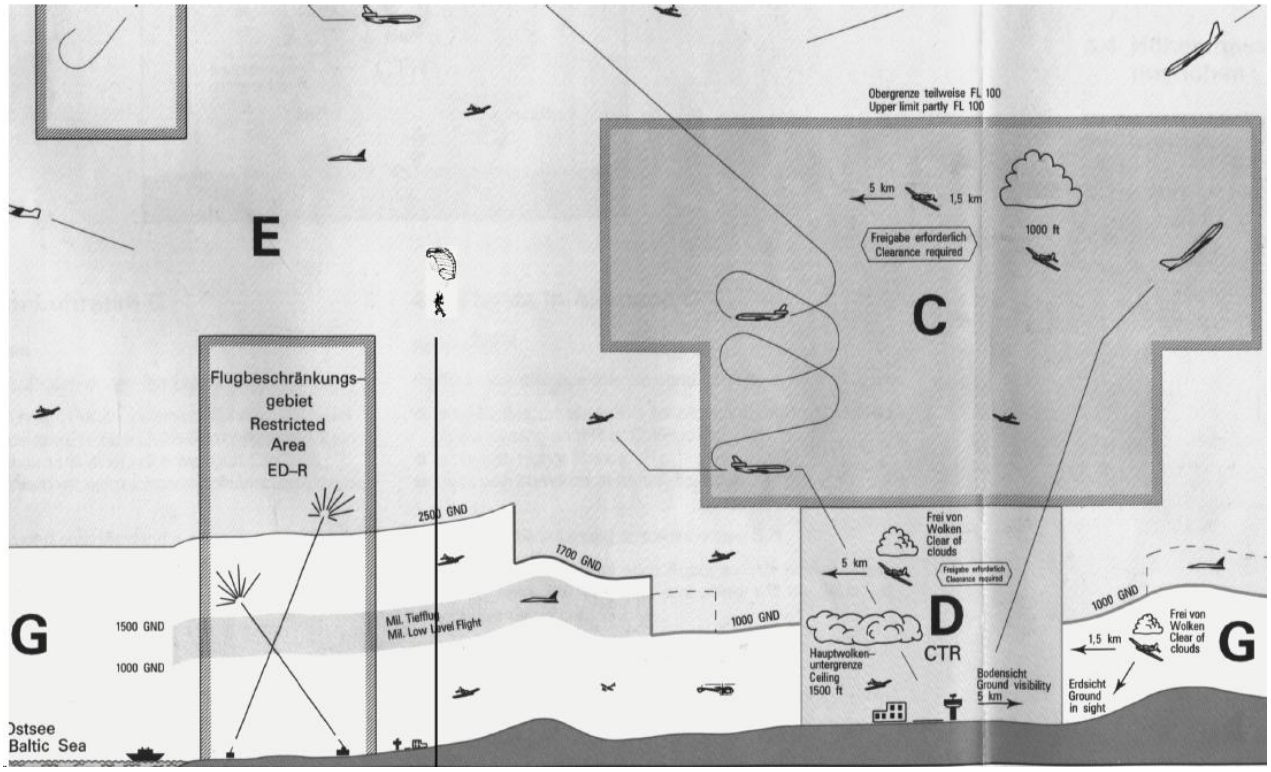
Air traffic law
Question No 32
A parachutist wants to cross the runway after landing. An airplane approaches him on the runway. Who has priority?
(No picture)
a) The parachutist.
b) Neither, both have to evade.
c) Both stop.
d) Always the plane.
Correct answer: d

Air traffic law
Question No 33
On the tarmac of a controlled airfield the traffic of pedestrians and vehicles requires permission from:
(No picture)
a) the Federal aviation authority.
b) the air traffic control unit.
c) air supervision.
d) the local police station.
Correct answer: b

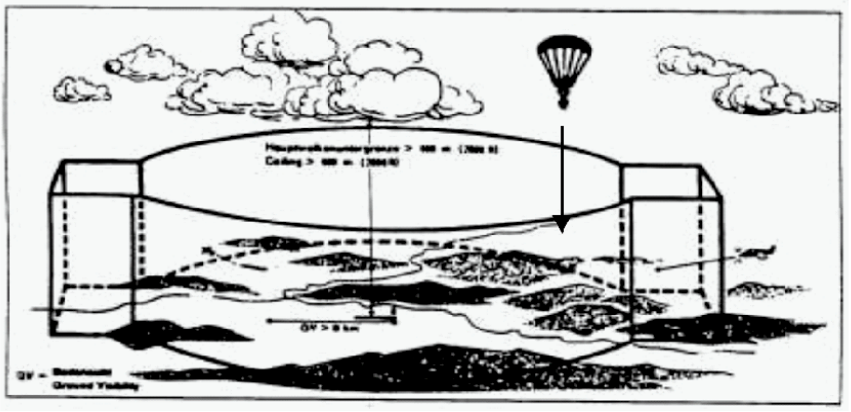
Air traffic law
Question No 34
At the request of Air Traffic Control, the parachutist shall demonstrate that he
(No picture)
a) has not consumed alcohol in the preceding 24 hours.
b) carries the required permits and identity documents.
c) has paid the entry fee.
d) has the authorization of the owner to operate the canopy.
Correct answer: b

Air traffic law
Question No 35
What are the visual flight rules in airspace E under Flight Level 100?
(No picture)
a) 8 km flight visibility, horizontal distance between clouds 300 m, vertical distance between clouds 500 ft.
b) 5 km flight visibility, horizontal distance between clouds 1 km, vertical distance between clouds 1 000 ft.
c) 8 km flight visibility, horizontal distance between clouds 1,5 km, vertical distance between clouds: clouds shall not be touched.
d) 5 km flight visibility, horizontal cloud distance 1.5 km, vertical cloud distance 1,000 ft.
Correct answer: d

Air traffic law
Question No 36
The parachutist (X) left the plane at 1,500m/AGL and opened their canopy at 1,000m/AGL to land outside the control zone.
Which visual flight conditions must prevail in the situation depicted?
(Picture: lr_036.jpg)
a) After the parachutist has come out of the clouds, he must have a clear sight of the ground in order to be able to head for the target.
b) Visual flight conditions for control zones must be present. Already from this height the parachutist must be able to recognize the windsock next to the target.
c) The visual flight conditions for airspace E (flight visibility 5 km, cloud distance horizontal 1.5 km, cloud distance vertical 300 m) must be given.
d) There must be 8 km of ground visibility. The skydiver may want to land next to the control zone but may still accidentally reach it.
Correct answer: c



Air traffic law
Question No 37
Are parachutists allowed to leave the plane above a control zone in order to land within the control zone?
(Picture: lr_037.jpg)
a) No.
b) Yes, if the flight visibility is at least 1,5 km and they don't pass through clouds.
c) Yes, if the appropriate air traffic control unit has given clearance and the visual flight conditions for airspace E and airspace D are met.
d) Yes, as clearance from the appropriate air traffic control unit is always required, visual flight rules, cloud base and ground visibility may be neglected.
Correct answer: c

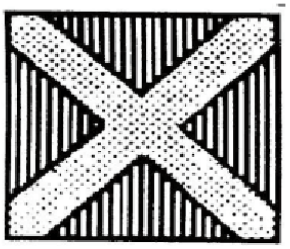


Air traffic law
Question No 38
When jumping within airspace G the following conditions must be fulfilled:
(No picture)
a) Flight visibility of at least 1.5 km, no passing through cloud
b) Ground visibility of at least 8 km, cloud base is at least 2,000 ft AGL.
c) Ground visibility, flight visibility of at least 1.5 km, no passing through clouds, 5 km flight visibility above 3,000 ft/MSL or 1,000 ft/AGL, horizontal cloud distance is 1.5 km, vertical cloud distance is 300 m.
d) Flight visibility of at least 1,5 km, horizontal cloud distance 300 m, vertical cloud distance 2.000 ft.
Correct answer: c

Air traffic law
Question No 39
What is the definition of night in air traffic regulations? The period between:
(No picture)
a) 32-42 minutes after sunset and 32-42 minutes before sunrise (beginning and end of civil twilight).
b) sunset and sunrise.
c) one hour after sunset and one hour before sunrise.
d) half an hour before sunset and half an hour after sunrise.
Correct answer: a

Air traffic law
Question No 40
Anyone who operates an aircraft under the influence of alcohol is
(No picture)
a) liable to prosecution.
b) reckless, but not punishable.
c) as a minimum contravening regulation, possibly punishable.
d) negligent.
Correct answer: c

Air traffic law
Question No 41
Who is responsible for ensuring that the airspace under the skydiving aircraft is clear when an experienced group of parachutists jumps?
(No picture)
a) The pilot of the jump plane.
b) The spotter.
c) Each skydiver personally.
d) Air Traffic Control.
Correct answer: c

Air traffic law
Question No 42
A red square two yellow diagonal stripes on the airfield means:
(Picture: lr_042.jpg)

a) The airfield is closed for a short period.
b) The airfield is closed for a longer period.
c) take-off and landing is prohibited for a longer period.
d) landing ban for a prolonged period.
Correct answer: d

Air traffic law
Question No 43
A student has successfully passed the examination to obtain a skydiving license.
Is he allowed to do parachute jumps before the airman's licence is issued?
(No picture)
a) Yes, without restriction.
b) Yes, but only with the parachute he used during the training.
c) Yes, but only at the airfield where he was trained.
d) Yes, but only under supervision of an instructor
Correct answer: d

Air traffic law
Question No 44
A skydiving license is valid for:
(No picture)
a) 12 months.
b) 18 months.
c) unlimited time.
d) 36 months.
Correct answer: c

Air traffic law
Question No 45
The holder of an unlimited license for parachutists may do solo jumps if before the planned jump he can demonstrate that within the last 12 months he has completed at least :
(No picture)
a) 12 freefall jumps
b) 12 freefall jumps and two static line jumps
c) 4 freefall jumps
d) 4 jumps with different deployment systems
Correct answer: a

Air traffic law
Question No 46
Which papers do I have to carry as a parachutist?
(No picture)
a) proof of keeper's liability insurance
b) Valid parachutist license and logbook
c) airworthiness certificates and reserve pack certificates.
d) All of the above.
Correct answer: d

Air traffic law
Question No 47
What is the minimum age of required to obtain a parachutist licence?
(No picture)
a) 14 years
b) 16 years
c) 15 years
d) 17 years
Correct answer: b

Air traffic law
Question No 48
What is the legally prescribed liability cover for an owner (= user) of a non-motorized aircraft, i.e. parachute?
(No picture)
a) EUR 3 million.
b) 750 000 units of account (approximately EUR 1 million).
c) EUR 1,25 million.
d) EUR 2 million.
Correct answer: b

Air traffic law
Question No 49
The necessary information for the proof of sufficient practical experience of parachutists are provided by extracts from:
(No picture)
a) Flight manual
b) Jumper's logbook
c) Airplane logbook
d) Operating manual
Correct answer: b

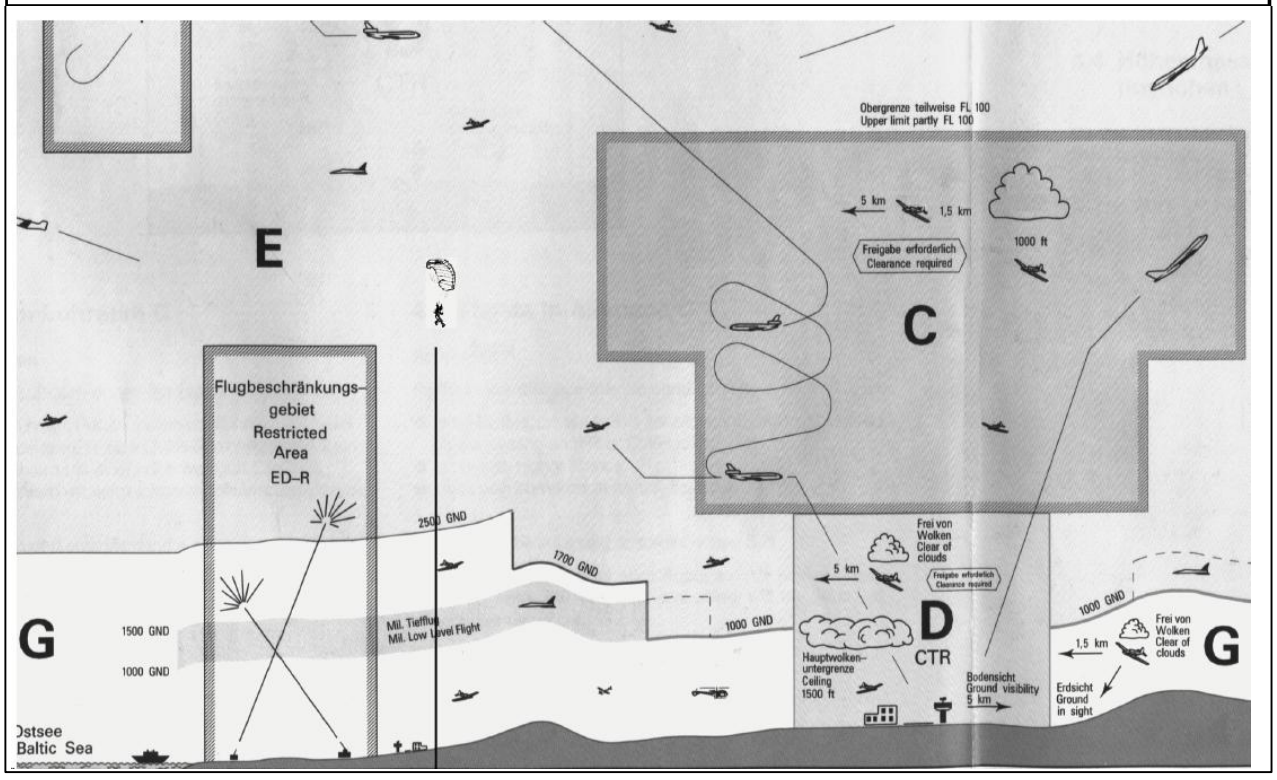
Air traffic law
Question No 50
Do you need to carry your logbook when intending on jumping?
(No picture)
a) No.
b) Yes.
c) Only for jumps at aviation events.
d) Only for jumps with under an instructor's supervision.
Correct answer: b

Air traffic law
Question No 51
Does a skydiver have to keep a logbook in which all jumps are confirmed?
(No picture)
a) The logbook needs to be kept; confirmation of all jumps is not necessary.
b) Yes, absolutely.
c) Only those jumps made to extend the jump permit need to be entered in the logbook.
d) Keeping a logbook and seeking confirmation is at your own discretion.
Correct answer: a

Air traffic law
Question No 52
Parachutists must record which details for each jump in their logbook?
(No picture)
a) the time, location, height of the jump and registration of the aeroplane from which the jump took place
b) date, jump location, jump time and take-off airfield.
c) the date, location, height, type of the jump and registration of the aeroplane from which the jump took place
d) the date, take-off airfield, exit height and type of the jump plane.
Correct answer: c

Air traffic law
Question No 53
According to German aviation law, jump planes must be equipped with breathing apparatus and an adequate oxygen supply if which altitude is exceeded?
(No picture)
a) 3,000 m/MSL
b) 4,000 m/MSL
c) 2,000 m/MSL
d) 6,000 m/MSL
Correct answer: b

Air traffic law
Question No 54
Which visual flight rules must the parachutist (Y) observe?
The visual corridor rules for:
(Picture: lr_054.jpg)
a) controlled airspace (airspace E).
b) uncontrolled airspace (airspace G).
c) control zones, as he is in the immediate vicinity of a control zone (CTR).
d) the low-flying military system.
Correct answer: b



Air traffic law Question No 55 In which publication are airfields that are approved for parachuting officially listed? (No picture) a) Pocket calendar for Pilots. b) Aeronautical Information Publication (AIP), Volumes I and III. c) Aeronautical Notices Part II. d) Journal of Laws and Decrees. Correct answer: b
Air traffic law Question No 56 To whom do I usually show my license, jump book, insurance certificate and equipment for inspection (at the start of the season or at a new jump site)? (No picture) (a) Air Traffic Control. (b) The Jump Manager or Deputy Manager. c) The pilot. d) Nobody. Correct answer: b
Air traffic law Question No 57 What is the formal legal designation for our parachute equipment? (No picture) a) Main and reserve parachutes. b) aerial sports equipment. c) air sports rescue parachutes. d) parachute equipment. Correct answer: b

Human Performance
Question No 1
Which health factors can have a negative effect on skydiving?
1) Recent surgery
2) A stable cardiovascular system
3) Allergies
4) Plaster cast
(No picture)
a) Only answer 2 is correct.
b) Answers 1, 3 and 4 are correct.
c) All answers are correct.
d) Only answer 1 is correct.
Correct answer: b

Human Performance
Question No 2
In what physical condition should you be if you want to do a parachute jump?
1) Your cardiovascular system is stable.
2) You feel fit and healthy.
3) Ignore physical limitations and still jump.
4) Physical fitness does not play a role in jumping.
(No picture)
a) Only answer 3 is correct.
b) Only answer 4 is correct.
c) Answers 1 and 2 are correct.
d) All answers are correct.
Correct answer: c

Human Performance
Question No 3
Some health problems can limit the ability to react and act. What could those be?
1) fever and inflammatory conditions, e.g. in the nose or sinuses (common cold, sinusitis)
2) respiratory and heart problems.
3) cramps, migraine, pain, diarrhoea.
4) visible acne.
(No picture)
a) Answers 1 and 4 are correct.
b) Only answer 4 is correct.
c) Answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Human Performance
Question No 4
After a parachute jump, I feel pressure in my ears. What should I do?
1) ignore it and keep jumping.
2) put my helmet on during the next ascent to improve pressure compensation
3) seek medical advice and stop jumping as long as the symptoms persist.
4) jump again as quickly as possible to get my ears used to the condition.
(No picture)
a) Only answer 3 is correct.
b) Answers 1 and 2 are correct.
c) All answers are correct.
d) Answers 1, 2 and 4 are correct.
Correct answer: a

Human Performance
Question No 5
Which statement regarding the consumption of medication is correct?
1) Sleeping pills and sedatives are not appropriate while jumping.
2) Medication that impairs driving also impairs jumping.
3) Non-prescription painkillers such as aspirin, paracetamol/tylenol, ibuprofen and diclofenac etc. are safe for jumping because they have no side effects.
4) Any kind of medication can be taken at any time while jumping, despite possible side effects.
(No picture)
a) Only answer 3 is correct.
b) All answers are correct.
c) Answers 1 and 2 are correct.
d) Only answer 4 is correct.
Correct answer: c

Human Performance
Question No 6
Why should people not jump under the influence of alcohol, drugs, medication or stimulants?
1) The use of drugs of any kind is not compatible with skydiving.
2) Awareness and perception may be impaired.
3) A possible loss of the sense of reality can be desirable.
4) Because international doping rules also apply to skydiving.
(No picture)
a) Answers 1, 2 and 4 are correct.
b) Only answer 3 is correct.
c) All answers are correct.
d) Only answer 4 is correct.
Correct answer: a

Human Performance
Question No 7
Your left thumb is broken and plastered.
1) You jump anyway because you pull with your right hand.
2) Due to the limited freedom of movement and the increased risk of accidents you do not jump.
3) When practicing the emergency procedure, you notice that the left hand is not usable; however, since you can also use all handles with the right hand, you jump.
4) You do a parachute landing fall (PLF) to protect your thumb.
(No picture)
a) Only answer 1 is correct.
b) Only answer 3 is correct.
c) Answers 1, 3 and 4 are correct.
d) Only answer 2 is correct.
Correct answer: d

Human Performance
Question No 8
As the altitude increases, the level of oxygen decreases. Up to what level (MSL) can an average fit person almost completely compensate for the oxygen deficiency?
(No picture)
a) approx. 6,000 m/MSL.
b) approx. 3,000 m/MSL.
c) approx. 4,000 m/MSL.
d) approx. 5,000 m/MSL.
Correct answer: b

Human Performance
Question No 9
What are the symptoms of oxygen deficiency (hypoxia)?
1) Tingling in the fingers, toes and lips.
2) Lips and fingernails turn bluish.
3) Pressure and heat in the head.
4) Temperature sensation is disturbed, fatigue and dizziness.
(No picture)
a) Only answer 3 is correct.
b) Answers 1 and 3 are correct.
c) All answers are correct.
d) Only answer 4 is correct.
Correct answer: c

Human Performance
Question No 10
What are the dangers to skydivers from a lack of oxygen?
1) The ability to criticize is lost.
2) Judgement is restricted.
3) Reaction speed decreases significantly.
4) One becomes euphoric and believes to have everything under very good control.
(No picture)
a) Answers 1 and 3 are correct.
b) Answers 2 and 4 are correct.
c) No answer is correct.
d) All answers are correct.
Correct answer: d

Human Performance
Question No 11
What increases oxygen intake and reduces oxygen consumption?
1) Calm, deep inhalation without forced exhalation improves oxygen intake.
2) As little exercise, as little talking and as few actions as possible reduce oxygen consumption.
3) Wearing warm clothing and keeping warm reduces oxygen consumption.
4) Getting ready for exit with a lot of movement, long, loud and gesticulating conversation.
(No picture)
a) Answers 1, 2 and 3 are correct.
b) Only answer 4 is correct.
c) Only answer 3 is correct.
d) All answers are correct.
Correct answer: a

Human Performance
Question No 12
The oxygen level in air decreases with increasing altitude. How long can the average person approximately cope with this oxygen deficiency?
1) Unlimited, if the aircraft door is wide open.
2) Limited if you are seated too far back.
3) At 5,500 m/MSL only about 5 minutes.
4) At 3,000-3,500 m/MSL about 120 minutes.
(No picture)
a) Only answer 1 is correct.
b) Only answer 2 is correct.
c) Answers 1 and 2 are correct.
d) Answers 3 and 4 are correct.
Correct answer: d

Human Performance
Question No 13
Which additional factors encourage the occurrence of oxygen deficiency (hypoxia)?
1) Low levels of haemoglobin in the blood, e.g. in case of anaemia, after blood donations, following blood loss after surgery or injuries.
2) Slowing down of the blood's oxygen transport capability, e.g. when blood circulation is restricted (heart defect, cold, prolonged cramped sitting).
3) Reduction of oxygen intake in the blood following alcohol consumption, medication, drug consumption and smoking.
4) Individual, different reaction to oxygen deficiency.
(No picture)
a) Only answer 4 is correct.
b) factors for this are not known.
c) All answers are correct.
d) Consciously forced holding of breath builds up oxygen levels.
Correct answer: c

Human Performance
Question No 14
What factors affect human performance in skydiving?
1) Air pressure.
2) Oxygen.
3) Cold.
4) Stress.
(No picture)
(a) None of the listed factors.
b) Answers 1 and 2 are correct.
c) All answers are correct.
d) Stress plays a minor role in jumping.
Correct answer: c

Human Performance
Question No 15
Which factors have a negative influence on human performance?
1) Lack of practice, overconfidence, lack of training.
2) Medication, drugs, alcohol, lack of sleep.
3) restlessness, agitation, distraction, psychological problems.
4) Smoking, because 5 - 8% of the oxygen carrying capacity in the blood is already blocked by the carbon monoxide absorbed with cigarette smoke.
(No picture)
a) Only answer 4 is correct.
b) Answer 4 is wrong.
c) Only answer 1 is correct.
d) All answers are correct.
Correct answer: d

Human Performance
Question No 16
What do I have to consider when combining jumping and scuba diving with an oxygen tank?
1) Diving after jumping is not a problem.
2) Jumping after diving is not a problem.
3) The order never matters.
4) Diving and jumping can easily be combined with each other, taking the order into account.
(No picture)
a) Answers 1 and 4 are correct.
b) Only answer 3 is correct.
c) Answers 2 and 3 are correct.
d) All answers are correct.
Correct answer: a

Human Performance
Question No 17
Negative stress (distress) has a negative effect when jumping. What is true?
1) Excessive information generates negative stress.
2) Negative stress is increased by hunger/thirst or lack of sleep.
3) Confrontation with unknown situations triggers negative stress.
4) Stimulants are an effective remedy against distress when jumping.
(No picture)
a) Only answer 4 is correct.
b) Answers 1, 2 and 3 are correct.
c) All answers are correct.
d) There is no distress when jumping.
Correct answer: b

Human Performance
Question No 18
Symptoms of Distress Syndrome:
1) Unpleasant feelings leading to reduced performance.
2) Loss of perception and reduced reaction speed.
3) Strain and errors in the sequence of movements.
4) Increase in error frequency.
(No picture)
a) Only answer 1 is correct.
b) Answers 1 and 2 are correct.
c) Two answers are right, two are wrong.
d) All answers are correct.
Correct answer: d

Human Performance
Question No 19
Negative stress (distress) has what influence on human actions and behaviour?
1) It has a positive and stimulating effect and thus the body maintains full performance.
2) Distress can render a person incapable of action.
3) In extreme stress situations, significantly less visual and auditory information is processed and the ability to act is severely restricted.
4) Distress and stress occurs only with very unstable personalities, never with parachutists.
(No picture)
a) Answers 1 and 4 are correct.
b) Answers 2 and 4 are correct.
c) Answers 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Human Performance
Question No 20
How can parachutists prevent errors in stressful emergency situations?
1) By practicing and drilling the emergency procedure, building muscle memory and automating the action sequence.
2) Through complete preparation and constant repetition of the relevant actions required to remedy possible malfunctions.
3) A secure knowledge of correct actions in stress situations does not yet exist.
4) Any "stress prevention tactic" is hardly effective in skydiving.
(No picture)
a) Answers 1 and 2 are correct.
b) Answers 3 and 4 are correct.
c) All answers are correct.
d) Only answer 4 is correct.
Correct answer: a

Human Performance
Question No 21
Human error is the most frequent cause of accidents in skydiving because:
1) Actions are carried out in the wrong order.
2) There is no action.
3) Cutting away a malfunctioning main canopy without activation of the reserve canopy.
4) Incorrect altitude estimation on landing when turning near the ground.
(No picture)
a) Misconduct only occurs with inexperienced parachutists.
b) No answer is correct.
c) All answers are correct.
d) Only answer 4 is correct.
Correct answer: c

Human Performance
Question No 22
According to findings in stress research, learned actions are always implemented first, therefore:
1) one should learn as many emergency procedures as possible.
2) it is advisable not to change a properly learned and automated emergency procedure.
3) I use the emergency procedure which is anchored, practiced and automated in my subconscious.
4) Stress research is ok, but with strength of character and intelligence everything will work.
(No picture)
a) Answers 1 and 4 are correct.
b) Only answer 4 is correct.
c) Answers 2 and 3 are correct.
d) No answer is correct.
Correct answer: c

Human Performance
Question No 23
With increasing number of jumps you gain more and more self-confidence. What can this affect?
1) Safety is neglected in favour of experience.
2) Activities push the boundaries and possibly more daring manoeuvres are attempted
3) A false sense of security can arise.
4) Landing behaviour is not affected by this.
(No picture)
a) All answers are incorrect.
b) Answers 1, 2 and 3 are correct.
c) Only answer 4 is correct.
d) All answers are correct.
Correct answer: b

Human Performance
Question No 24
The next jump is always the hardest. What is the basis for accident prevention?
1) Check the plan for the jump before each jump.
2) Check the equipment before each jump.
3) Are space/wind conditions and level of performance appropriate?
4) Muscle memory of emergency procedures.
(No picture)
a) Only answer 2 is correct.
b) Two answers are right, two answers are wrong.
c) Only answer 3 is correct.
d) All answers are correct.
Correct answer: d

Human Performance
Question No 25
You take part in a competition, an off-landing or a demo jump in front of an audience and the media. What can influence you the most in these situations?
1) In order to shine in front of the audience and the scenery, one could take unnecessary risks and thus endanger oneself and others.
2) The tight time schedule and the unusual circumstances.
3) Nothing.
4) My safety behaviour can be negatively influenced by the will to achieve maximum performance.
(No picture)
a) Answers 1, 2 and 4 are correct.
b) Only answer 3 is correct.
c) Only answer 2 is correct.
d) All answers are correct.
Correct answer: a

Human Performance
Question No 26
How do you deal with unusual jumping clothes, additional equipment and new parachuting disciplines?
1) Ask anyone at the DZ and try what they tell me.
2) Be aware that safety-related mistakes occur more frequently when attempting too many new things at once.
3) In order to learn from the mistakes of others, it is better to ask someone who is already familiar with the new things.
4) Try them out secretly on a dropzone where nobody knows you.
(No picture)
a) All answers are correct.
b) Only answer 1 is correct.
c) Answers 2 and 3 are correct.
d) Only answer 4 is correct.
Correct answer: c

Human Performance
Question No 27
What causes the most failures in skydiving?
1) The main canopy.
2) The altimeter.
3) The aircraft.
4) The parachutist.
(No picture)
a) All answers are correct.
b) Answers 1, 2 and 3 are correct.
c) Only answer 4 is correct.
d) Only answer 1 is correct.
Correct answer: c

Human Performance
Question No 28
Does it make sense to physically prepare before jumping by warming up and stretching?
1) It makes more sense to avoid unnecessary movements before a jump.
2) The athletic preparation of the body usually improves the functional sequence of the movements required during the jump.
3) A physical preparation gives security and creates confidence in one's own ability and potential.
4) No.
(No picture)
a) Only answer 1 is correct.
b) Only answer 4 is correct.
c) Answers 1 and 4 are correct.
d) Answers 2 and 3 are correct.
Correct answer: d

Human Performance
Question No 29
You already did a few jumps today. Nothing really seemed to work out for you during your last jump. What can this be attributed to?
1) The task was simply not challenging enough.
2) My physical capacity limit seems to have been reached.
3) My mental stress limit seems to have been reached.
4) My head demands a break and recovery phase.
(No picture)
a) Answers 2, 3 and 4 are correct.
b) No answer is correct.
c) Answer 1 is the most accurate.
d) The jump was simply too planned.
Correct answer: a

Human Performance
Question No 30
Is it advisable to get enough sleep before jumping and to eat and drink enough during jumping?
1) The body needs this to provide energy and performance.
2) Eating and drinking is enough.
3) Microsleep on the climb to altitude has the same effect.
4) It is beneficial for jumping and the parachutist in any case.
(No picture)
a) No answer is correct.
b) All answers are correct.
c) Answers 2 and 3 are correct.
d) Answers 1 and 4 are correct.
Correct answer: d

Human Performance
Question No 31
Who decides whether a licensed parachutist is fit and healthy and whether he is allowed to practice the sport?
1) A flight surgeon.
2) A family doctor/General Practioner
3) A jump instructor.
4) The parachutist himself.
(No picture)
a) All answers are correct.
b) No answer is correct.
c) The supreme aviation authority generally decides
d) Only answer 4 is correct.
Correct answer: d

Human Performance
Question No 32
´Risk-taking…
1) can become a danger for me and others.
2) is conducive to performance.
3) is acceptable if the others are careful.
4) only when driving a car, not when parachuting.
(No picture)
a) Only answer 1 is correct.
b) Only answer 2 is correct.
c) Answers 2, 3 and 4 are correct.
d) Only answer 3 is correct.
Correct answer: a

Human Performance
Question No 33
What contributes to individual limitation of mistakes and uncertainties in skydiving?
1) Correct information from a good source with first-hand specialist knowledge, e.g. in the instructional management of the dropzone.
2) Selection of an instructor/coach with adequate expertise as a competent teacher.
3) Risk minimization and staying current.
4) Courage and daredevilry.
(No picture)
a) Only answer 4 is correct.
b) Answers 1, 2 and 3 are correct.
c) Answer 1 combined with answer 4.
d) All answers are correct.
Correct answer: b

Human Performance
Question No 34
Why should I always make sure that I am aware of the contents of the first jump course, especially the behaviour in unusual circumstances, and that I practice the correct movement sequences?
1) Because the subconscious cannot distinguish between practice and reality.
2) Because necessary actions are forgotten with too little practice.
3) Because exercise leads to the automation of a motion sequence.
4) Because it promotes safety.
(No picture)
a) No answer is correct.
b) Answers 1 and 3 are correct.
c) All answers are correct.
d) Only answer 4 is correct.
Correct answer: c

Human Performance
Question No 35
The human being with his individual behaviour represents the greatest potential risk in skydiving. What does this mean for our sport in terms of accidents?
1) Almost all accidents are caused by human error and misjudgement.
2) The risk of accidents increases when you try things you don't know much about.
3) Accidents occur when the self-induced dynamics of a situation can no longer be controlled.
4) In general, accidents can be largely limited by good training, adequate jump preparation and appropriate decisions during jumping.
(No picture)
a) All answers are correct.
b) Answers 1 and 2 are correct.
c) Only answer 1 is correct.
d) Only answer 4 is correct.
Correct answer: a

Meteorology
Question No 1
At what approximate altitude is the atmospheric pressure half that of the pressure at sea level?
(No picture)
a) 1,500 m/MSL.
b) 2,000 m/MSL.
c) 5,500 m/MSL.
d) 7,000 m/MSL.
Correct answer: c

Meteorology
Question No 2
The percentage of oxygen in the air is 21%. How does this proportion change with increasing altitude?
(No picture)
a) It increases.
b) It remains the same.
c) It decreases.
d) It decreases or increases depending on air pressure.
Correct answer: b

Meteorology
Question No 3
The air pressure is essentially dependent on the air temperature and air density. It rises when:
(No picture)
a) the air temperature drops, and the air density increases.
b) the air temperature drops, and the air density decreases.
c) the air temperature rises, and the air density increases.
d) the air temperature rises, and the air density decreases.
Correct answer: a

Meteorology
Question No 4
What effect does the air density have when jumping at a dropzone high above sea level?
(No picture)
a) The lower air density causes a lower fallrate.
b) The lower air density causes a higher fall rate.
c) The higher air density causes a lower fall rate.
d) The higher air density causes a higher fall rate.
Correct answer: b

Meteorology
Question No 5
How does very warm air influence the parachutist fallrate?
(No picture)
a) increases fallrate
b) reduces fallrate.
c) normal fallrate.
d) alternating fallrate.
Correct answer: a

Meteorology
Question No 6
The television weather map shows Germany between a high and a low, with the isobars lying close together. What wind conditions are to be expected?
(No picture)
a) weak wind from alternating directions.
b) a strong wind.
c) weak wind, but from a certain direction.
d) strong wind initially. decreasing later.
Correct answer: b

Meteorology
Question No 7
An altimeter at a particular location indicates 0 meters altitude. A few days later, it indicates a height of 150 metres at the same location. What's the cause?
(No picture)
a) The air pressure has dropped.
b) The altimeter correction has been made.
c) There must be a defect in the altimeter.
d) The air pressure has increased.
Correct answer: a

Meteorology
Question No 8
The altimeter displays 1,500 m/AGL during the climb. Is this value the true height above ground?
(No picture)
a) No, as the prevailing temperature and air pressure almost never correspond to the standard atmosphere which is used to calibrate our altimeters.
b) This information is 100% reliable.
c) The deviation may be up to 300 metres.
d) There is always a standard atmosphere because our altimeter is calibrated like this.
Correct answer: a

Meteorology
Question No 9
The ground wind (WV = Wind Velocity) is indicated as WV 060°/10 kt.
What wind is to be expected at normal conditions at an altitude of about 1,000 m?
(No picture)
a) 150°/30 kt.
b) 360°/20 kt.
c) 090°/20 kt.
d) 060°/10 kt.
Correct answer: c

Meteorology
Question No 10
What are the characteristic features of the weather on the lee side of a mountain when there is a föhn wind (Chinook wind)?
(No picture)
a) Heavy cloud cover, precipitation, good visibility.
b) Low cloud cover, unusual temperature rise, low humidity, often gusty winds.
c) Low cloud cover, no precipitation, high humidity.
d) Changing clouds, single showers, weak wind.
Correct answer: b

Meteorology
Question No 11
What dangers can occur when jumping at cold temperatures?
(No picture)
a) The visor on full face helmets can steam or even ice up.
b) Loss of feeling in extremities such as fingers, toes and nose.
c) Unprotected parts of the body may even suffer from frostbite.
d) All of the above.
Correct answer: d

Meteorology
Question No 12
According to the standard atmosphere, what is the temperature at about 4000 m/AGL?
(No picture)
a) Approximately 25° C less than on the ground.
b) Approx. 15° Celsius less than on the ground.
c) Approximately 10° more than on the ground.
d) Approximately 35° less than on the ground.
Correct answer: a

Meteorology
Question No 13
Why does temperature play an important role in jump operation?
(No picture)
a) Wrong clothing is not important with only approx. 1 minute in free fall.
b) The wind chill factor hardly reduces the temperature in freefall and during the canopy flight.
c) One loses power very quickly under the influence of cold.
d) Temperature is generally irrelevant for the canopy ride.
Correct answer: c

Meteorology
Question No 14
Do I have to deal with weather, wind and clouds as a licensed parachutist?
(No picture)
a) No, because that's always what the dropzone operator does for me.
b) The weather no longer plays a role in today's aircraft.
c) Always, as soon as I start to skydive without an instructor
d) Depending on the weather forecast, canopies may not work.
Correct answer: c

Meteorology
Question No 15
What circumstances causes wind?
(No picture)
a) inversion weather conditions.
b) differences in pressure and temperature.
c) differences in density.
d) Topographical differences.
Correct answer: b

Meteorology
Question No 16
There is no windsock on the landing area. How can I tell the direction of the ground wind?
(No picture)
a) From the direction of the clouds or cloud shadows.
b) movements of flags, tall trees or plumes of smoke.
c) the take-off and landing directions of the aeroplanes.
d) Not detectable without a windsock.
Correct answer: b

Meteorology
Question No 17
At what wind speed (absolute maximum for competition parachutists according to FAI rules) are licensed parachutists no longer allowed to jump?
(No picture)
a) 5 m/s or more or 10 kt.
b) 7 m/s or more or 14 kt.
c) 15 m/s or more or 30 kt.
d) 11 m/s or more or 22 kt.
Correct answer: d

Meteorology
Question No 18
Why is the wind speed at ground level usually lower than at altitude?
(No picture)
a) the difference in pressure at ground level is always less than the difference at altitude.
b) the temperature at ground level is usually higher than at altitude.
c) the air density at ground level is greater than at altitude.
d) the ground surface acts as frictional resistance.
Correct answer: d

Meteorology
Question No 19
Which local wind, which can occur on very hot summer days at low altitude (0-300 m), can lead to a collapse of the main canopy?
(No picture)
a) Stiff east wind.
b) Tornado (Dust-Devil).
c) Polar wind.
d) weak thermal conditions.
Correct answer: b

Meteorology
Question No 20
What does the term wind shear mean?
(No picture)
a) Sudden change of direction of the ground wind.
b) Sudden change in speed of the ground wind.
c) A significant change in wind direction between different heights.
d) Strongly rotating updrafts in thermals.
Correct answer: c

Meteorology
Question No 21
What is the rule of thumb for converting the wind speed from meters per second to knots (kt)?
(No picture)
a) kt = m/s x 0,5.
b) kt = m/s x 2.
c) kt = m/s x 1,5.
d) kt = m/s x 2,5.
Correct answer: b

Meteorology
Question No 22
A roll cloud in front of a storm front is created by the cold air and moisture in the storm cloud descending, which is deflected by the ground and spreads out at high speed in front of the storm front. Which acute danger threatens the parachutist by an approaching thunderstorm?
(No picture)
a) Sudden increase in wind speed and change in wind direction.
b) Static charge of the canopy.
c) ground fog.
d) The calm before the storm.
Correct answer: a

Meteorology
Question No 23
How strong can the updraft in a strongly developed thundercloud be?
(No picture)
a) max. 5 m/s.
b) max. 2 m/s.
c) less than 1 m/s.
d) more than 20 m/s.
Correct answer: d

Meteorology
Question No 24
A bad weather front with thunderstorms is quickly approaching the dropzone. How do you behave?
(No picture)
a) I keep jumping until the thunderstorm is at the edge of the dropzone.
b) I keep jumping as long as everyone else is jumping.
c) I immediately decide to stop jumping.
d) I keep jumping until it starts raining.
Correct answer: c

Meteorology
Question No 25
Which processes favour the dissolution of fog?
(No picture)
a) Increasing warming and air movement (wind).
b) Increasing radiation and turbulence.
c) Overflow of a cooler surface with simultaneous clearing.
d) decrease in dew point and cooling.
Correct answer: a

Meteorology
Question No 26
What causes thermal updrafts?
(No picture)
a) Warm air flowing obliquely onto still cold air.
b) Different warming rates of the air above the ground as a result of solar radiation.
c) Cold air rushes under the warm air and lifts it.
d) Deflection of air by terrain formations.
Correct answer: b

Meteorology
Question No 27
Over which surfaces can thermal updrafts be expected when exposed to sunlight, which extend the canopy's glide path?
(No picture)
a) lakes, rivers, wet meadows.
b) Dry sandy area, stony ground, asphalted areas.
c) Is equally strong on all surfaces.
d) There are no thermal updrafts.
Correct answer: b

Meteorology
Question No 28
What is the air flow in the windward side of obstacles (e.g. hills, higher buildings) called?
(No picture)
a) upwind wave
b) Thermal upwind.
c) Turbulent updraft.
d) Ascending updraft.
Correct answer: d

Meteorology
Question No 29
Over which surfaces can thermal downdrafts be expected in sunny conditions, which shorten the glide path of the canopy?
(No picture)
a) lakes, rivers, wet meadows.
b) Dry sandy area, stony ground, asphalted areas.
c) Is equally strong on all surfaces.
d) cereal field.
Correct answer: a

Meteorology
Question No 30
You look at the sun in the evening and the wind blows in your face. It is a
(No picture)
a) East wind.
b) North wind.
c) West wind.
d) South wind.
Correct answer: c

Meteorology
Question No 31
A parachutist jumps on a hot day. It's almost cloudless. Suddenly he notices hay, grass and straw being swirled up and coming towards him. How is this to be explained and what is to be expected?
(No picture)
a) A strong thermal updraft has detached itself from the ground (dust devil). Strong vortex formation and corresponding turbulence can be expected.
b) It is a thermal detachment. It is harmless and has no effect on the movement of the canopy.
c) strong wind in another area has transported and unloaded the hay, grass and straw; no particularities are to be expected.
d) A strong thermal wind has developed; a hard landing must be expected.
Correct answer: a

Meteorology
Question No 32
Where can a dangerous downdraft occur for parachutists?
(No picture)
a) Before an approaching roll cloud.
b) On the windward side of higher obstacles.
c) On the leeward side of higher obstacles.
d) Above the pit in strong sunlight.
Correct answer: c

Meteorology
Question No 33
What should be expected when landing on the leeward side of an obstacle in a moderate to brisk wind?
(No picture)
a) The updraft at the obstacle pushes the canopy over the intended landing point.
b) The descent rate is increased by downdraft behind the obstacle.
c) The descent rate is reduced by the updraft behind the obstacle.
d) It has no influence on the landing if the landing is downwind of an obstacle.
Correct answer: b

Meteorology
Question No 34
A dark cloud, from which rainfall to the ground can be seen, approaches the dropzone.
What is the acute danger for the active jump operation?
(No picture)
a) sudden falling winds are to be expected.
b) strong gusty wind on the ground is to be expected shortly.
c) there is no danger, the jumping operation can continue.
d) electric discharges (lightning) may occur.
Correct answer: b

Meteorology
Question No 35
In which conditions are gusts of wind more common?
(No picture)
a) Stable stratification and level terrain.
b) Thermal and hilly terrain.
c) The formation of ground inversion.
d) A change of direction of the wind with altitude.
Correct answer: b

Meteorology
Question No 36
What is to be expected when landing in the immediate vicinity of the windward side of an obstacle in a moderate to fresh wind?
(No picture)
a) The updraft in front of the obstacle can push the parachutist over the intended landing point.
b) The descent speed is increased by downdraft in front of the obstacle.
c) The descent speed does not change at first, only when the parachutist reaches the leeward side does it decrease.
(d) It has no influence on the landing if the landing is made upwind of an obstacle.
Correct answer: a

Meteorology
Question No 37
On the dropzone the wind gauge shows a wind force of 8 m/s. What wind speed is to be expected at opening height?
(No picture)
a) Higher wind speed
b) Same wind speed
c) Lower wind speed
d) Wind speed on the ground multiplied by the sinusoidal latitude of the dropzone.
Correct answer: a

Meteorology
Question No 38
What time of day do katabatic winds blow?
(No picture)
a) At night.
b) During the day.
c) Before sunset.
d) Before sunrise.
Correct answer: a

Meteorology
Question No 39
What time of day do anabatic winds blow?
(No picture)
a) At night.
b) During the day.
c) Before sunset.
d) Before sunrise.
Correct answer: b

Meteorology
Question No 40
At what time of day does the land breeze start?
(No picture)
a) At night.
b) During the day.
c) Before sunset.
d) Shortly before sunrise.
Correct answer: a

Meteorology
Question No 41
What time of day does the sea breeze set in?
(No picture)
a) At night.
b) During the day after about 10:00 o'clock.
c) Before sunset.
d) Before sunrise.
Correct answer: b

Meteorology
Question No 42
Which clouds indicate a stable stratification of the atmosphere (troposphere)?
(No picture)
a) Cumulus clouds.
b) heap/piled clouds.
c) layer clouds (stratus).
d) Cirrus clouds.
Correct answer: c

Meteorology
Question No 43
Which clouds indicate an unstable stratification of the atmosphere (troposphere)?
(No picture)
a) Cumulus clouds.
b) layer clouds (stratus).
c) Cirrus clouds.
d) fog.
Correct answer: a

Meteorology
Question No 44
The two types of clouds, which mostly provide abundant, large-droplet precipitation and make parachuting impossible, are:
(No picture)
a) Cumulus, Cirrus (Cu, Ci).
b) Nimbostratus, cumulonimbus (Ns, Cb).
c) Cumulus, Nimbostratus (Cu, Ns).
d) Stratus, Altostratus (St, As).
Correct answer: b

Meteorology
Question No 45
Which type of cloud and which type of precipitation fit together?
(No picture)
a) Cumulus and drizzle.
b) Cirrus and showers.
c) Cumulonimbus and downpours.
d) Nimbostratus and continuous rainfall.
Correct answer: d

Meteorology
Question No 46
In which type of cloud can large hailstones move upwards at high speed?
(No picture)
a) Cirrus.
b) Cumulus.
c) Cumulonimbus.
d) Nimbostratus.
Correct answer: c

Meteorology
Question No 47
Which types of clouds still allow active jump operation?
(No picture)
a) Cirrostratus, nimbostratus.
b) Cirrus, altocumulus.
c) stratocumulus, cumulonimbus.
d) Deep status, Altostratus.
Correct answer: b

Meteorology
Question No 48
What levels are the different clouds divided into?
(No picture)
a) As many levels as cloud types.
b) In layered, swelling and ice crystal levels.
c) Lower, middle and high level.
d) semi-basement, basement, upper level.
Correct answer: c

Meteorology
Question No 49
Which cloud levels are relevant for parachutists?
(No picture)
a) The lower and middle level.
b) Only the upper level.
c) The Cirro and Alto levels.
d) All levels are important, since the sun can also be covered by clouds in the upper level.
Correct answer: a

Meteorology
Question No 50
How does a cloud form?
(No picture)
a) ascending air cools, reaching the dew point, where excess water vapour condenses and becomes visible.
b) A cloud forms only over lakes and seas.
c) The jet stream is mainly responsible for cloud formation.
d) Rising air crossing a mountain range rains out the dirt particles it contains, causing clouds to form.
Correct answer: a

Equipment
Question No 1
What dangerous situations can arise from a chafed/frayed closure loop on a main container?
1) Premature container opening on exit.
2) Premature container opening and misopening in free fall.
3) The loop does not wear out during packing.
4) Early reserve activation.
(No picture)
a) Only answer 4 is correct.
b) Only answers 1 and 2 are correct.
c) Only answers 2 and 4 are correct.
d) All answers are correct.
Correct answer: b

Equipment
Question No 2
If a loop shows signs of wear or is frayed, it must be replaced. What do you have to pay attention to?
1) A washer must be used to prevent slipping.
2) The new loop should be spliced over the whole length.
3) The spliced loop itself should not be larger than 2 cm.
4) The loop must be sewn.
(No picture)
a) Only answer 4 is correct.
b) Only answers 3 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 3
What dangerous situations are possible due to a very long closing loop on the reserve and main containers?
1) The pin slips out of position because the packing pressure is too low.
2) Premature container opening.
3) Danger to others during exit and freefall.
4) None, as the tolerances are quite large.
(No picture)
a) Only answer 4 is correct.
b) Only answer 2 is correct.
c) All answers are correct.
d) Only answers 1, 2 and 3 are correct.
Correct answer: d

Equipment
Question No 4
The first time you pack a new, smaller main canopy, you realize that the loop can be pulled out much further than necessary. How do you feel about that?
(No picture)
a) Packing is finally easier for me.
b) Using a thicker pin solves the problem.
c) The packing volume must be checked, and the loop must be shortened. For safety reasons the packing pressure must be sufficient to hold the closing pin in position.
d) The loop length does not matter; the smaller main canopy adapts to the container size.
Correct answer: c

Equipment
Question No 5
What should I check on my rig before every jump?
1) The free routing of all cables and pins.
2) The functionally reliable alignment of the bridle line, bridle position.
3) The fully functional automatic opening device.
4) Leg and chest straps correctly looped through and closed.
(No picture)
a) All answers are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 3 and 4 are correct.
d) Only answers 1 and 2 are correct.
Correct answer: a

Equipment
Question No 6
What should parachutists in general, freeflyers, freestylers and skysurfers in particular, pay attention to in their equipment?
1) Firm fit of the toggle.
2) The different flight characteristics of special jumpsuits in free fall and when pulling.
3) Carrying at least one altitude warning device, in the AE disciplines (=Artistic Events) an audible altimeter.
4) Tight reserve and main container closing loops.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 3 and 4 are correct.
c) Answers 1 to 3 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 7
What can lead to an unwanted opening of the canopy?
1) Torn closing loop.
2) The chest strap has loosened.
3) Throw-out pilot chute has slipped out of the BOC.
4) Reserve handle not in the retainer.
(No picture)
a) Only answer 2 is correct.
b) Only answers 2 and 3 are correct.
c) Only answers 1, 3 and 4 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 8
Do I have to pay attention to the seams on my harness?
1) A regular visual inspection should be routine.
2) In case of damage I should ask for competent advice (e.g. Rigger or Fallschirmwart).
3) I have to maintain small seams myself.
4) No, because a routine inspection every 10 months regulates this.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 3 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: a

Equipment
Question No 9
The attached Reserve Static Line (RSL) activates the reserve after the main canopy is cut-away and the release of the main risers from the three-ring system. What can occur with RSLs on small, sporty canopies?
1) After a spinning malfunction, the reserve activation may take place in an unstable position.
2) There is no impact with modern systems.
3) The reserve canopy is usually not pulled out completely.
4) The can be problems in particular horseshoe malfunctions .
(No picture)
a) Only answers 1 and 4 are correct.
b) Only answers 1 and 2 are correct.
c) Only answers 3 and 4 are correct.
d) All answers are correct.
Correct answer: a

Equipment
Question No 10
You notice that the reserve cable on the reserve handle has no excess length. What can happen?
1) The reserve handle cannot be pulled out of the Velcro pocket.
2) Expansion of the cable housing can lead to reserve activation on opening of the main canopy
3) When boarding and alighting from the aircraft, unwanted activation may occur.
4) That's the way it is meant to be.
(No picture)
a) Only answer 1 is correct.
b) Only answer 4 is correct.
c) Only answers 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 11
What do I have to pay attention to with reserve handles and cables?
1) The cable must be free to move up to the pin.
2) The reserve cable should have an excess length of approx. 5 cm.
3) The reserve cable must have a stop on the handle side.
4) It must be possible to release the reserve handle from its pocket.
(No picture)
a) Only answer 4 is correct.
b) Only answers 1 and 3 are correct.
c) Answers 2 to 4 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 12
Why are the brakes set when packing?
1) So that the canopy opens in a more controlled manner.
2) To store a larger amount of line material on the risers.
3) To have a smooth opening process, with little forward movement.
4) To give the A-lines the right trim.
(No picture)
a) Only answers 1 and 3 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 3 and 4 are correct.
d) All answers are correct.
Correct answer: a

Equipment
Question No 13
What needs to be considered when using a pilot chute with a kill line?
(No picture)
a) Nothing, the pilot chute is always ready to jump.
b) The line must be pulled out in the window and fixed with Velcro.
c) The pilot chute must be cocked before packing and checked later by a throwing test.
d) Pull out the pilot chute after closing the container.
Correct answer: c

Equipment
Question No 14
What has to be considered when using a pilot chute with bungee system?
1) The pilot chute must consist of zero-P fabric.
2) Mainly used for bungee jumping.
3) The bungee must not be shortened without testing.
4) The pilot chute must be cocked before every jump.
(No picture)
a) Only answer 4 is correct.
b) Only answers 1 and 3 are correct.
c) Only answers 2 and 4 are correct.
d) All answers are correct.
Correct answer: b

Equipment
Question No 15
The three-ring system is a very sensitive technical device.
1) It must be moved regularly to maintain its flexibility and mobility.
2) The locking loop may only be passed through the smallest of the three rings, otherwise the power reduction will not work and a tear may occur.
3) The loop must not be damaged.
4) The cable ends of the cut-away cable must not show any breaks, damage or unevenness.
(No picture)
a) Only answer 4 is correct.
b) Only answers 1 and 2 are correct.
c) Answers 1 to 3 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 16
There are "large" and "small" three-ring systems. How do they differ?
1) The small three-ring system opens more easily.
2) The large three-ring system opens more easily.
3) Under load, the loop of both three-ring systems can be released with low pull-strength thanks to power reduction.
4) Large three-rings are used exclusively on tandem equipment.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 17
The sensitive point of classic risers with rings on the top is in the area of the gromet for the loop. Which of the following statement(s) applies?
1) Damage is easily recognizable by frayed material.
2) Narrow risers are more susceptible to stress as there is less fabric.
3) This is a predetermined breaking point which protects the harness system in the event of extremely hard or unstable canopy openings.
4) Only the large three-ring system should be used.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 18
What has to be observed with Velcro fastenings for closing and fastening flaps and steering toggles?
1) The soft component should always cover the entire length of the hook component to avoid damage to the straps, lower steering line section or other components.
2) They can be sources of danger if not regularly maintained.
3) The wear status is indicated by the length of the loops on the soft side. The longer and narrower the loops, the worse the condition of the Velcro.
4) Velcro must be attached with a zigzag seam.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 19
What problems can occur when using an RSL that is attached only to one riser?
1) If the cut-away cables are of uneven length, there is danger of entangling between main and reserve canopy.
2) The RSL may be incorrectly attached to the three-ring system.
3) To avoid problems, the cut-away pad should always be pulled out quickly and completely.
4) The reserve can be activated via the RSL, although the main canopy is not gone yet.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) All answers are correct.
d) Only answers 1, 2 and 3 are correct.
Correct answer: c

Equipment
Question No 20
What do I check regularly to ensure a smooth cut-away of my main canopy?
1) The smoothness of my three-ring system.
2) The free routing of both cut-away cables.
3) The RSL shackle must not be attached to the three-ring system.
4) The correct length ratio of the cut-away cables (important in combination with RSL).
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 3 and 4 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 21
The reserve canopy is packed in a freebag with a spring loaded pilot chute that flies away when opened,
1) to prevent a horseshoe malfunction of the reserve canopy.
2) so that the pilot chute clears a parachutist in an unstable position.
3) so it must be caught by the parachutist under the open reserve canopy.
4) so it must be replaced.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: a

Equipment
Question No 22
The main canopy has an opening malfunction. Which handles and components are usually no longer there after cutting away and pulling the reserve and can/should be searched for if necessary?
1) The main canopy.
2) The reserve freebag and pilot chute.
3) The cut-away pads and reserve handle.
4) The RSL.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 23
What are the special design features of a harness with a RAM-air reserve canopy?
1) No connection between freebag and reserve canopy.
2) Long and wide bridle line on freebag.
3) The three-ring system of the reserve risers is particularly smooth-running.
4) There are no conventional packing bungees on the freebag.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1, 2 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: b

Equipment
Question No 24
The cut-away pad and reserve handle are fixed to the harness so that their position is always the same,
1) therefore the cut-away pad must be peeled from the Velcro before pulling.
2) therefore, the reserve handle must be removed before pulling.
3) the reserve handle must first be pulled out of the Velcro pocket before pulling.
4) applies when operating the handles "right before left".
(No picture)
a) Only answers 1 and 3 are correct.
b) Only answers 2 and 4 are correct.
c) Only answers 2 and 3 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 25
If I am under the open reserve canopy,
1) I should expect different flight and flare behaviour.
2) I also have steering toggles like on the main canopy.
3) I follow my cut-away main canopy.
4) I should do a braking and steering exercise.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answer 3 is correct.
c) Only answers 1, 2 and 4 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 26
For which components (main and reserve canopy, harness and AAD) is a manual available?
1) Only for the harness and the reserve canopy.
2) For the main and reserve canopy.
3) For the automatic activation device.
4) For the harness.
(No picture)
a) Only answers 1 and 3 are correct.
b) Only answers 2 and 4 are correct.
c) Only answers 2 and 3 are correct.
d) Only answers 2, 3 and 4 are correct.
Correct answer: d

Equipment
Question No 27
During a landing you slide two to three meters over asphalt, but you didn't hurt yourself. What is important for your parachute system?
1) The construction webbing, in particular the leg straps, must be checked, as the nylon webbing is very tear-resistant but not abrasion/temperature resistant.
2) The leg straps inside the leg pads should be checked.
3) The container and even the sealed reserve could be damaged.
4) Stop on the runway/road next time.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 28
What should I bear in mind when using bungees/tubestows to close the deployment bag and stow the lines?
1) Only suitable bungees of the correct size should be used.
2) Suitable tubestows of the right size may be used. Tubestows must not be wrapped around the lines twice.
3) Bungees and tubestows should hold the lines with a certain strength.
4) Tubestows and bungees can be combined as desired.
(No picture)
a) Only answers 1, 2 and 3 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 4 are correct.
d) Only answers 2, 3 and 4 are correct.
Correct answer: a

Equipment
Question No 29
What is the risk for a licensed novice parachutist when switching to a small and fast canopy?
1) They are not yet familiar with the opening behaviour.
2) The flare point is different.
3) The turning and landing speed is very high.
4) Endangerment of others through misjudgements.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 2 and 3 are correct.
c) Only answers 3 and 4 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 30
The kill line on my canopy system broke. Can I still jump the rest of the day and what should I bear in mind?
1) If the kill line breaks, the canopy system immediately loses its airworthiness and must not be used again.
2) A defective kill line prevents the main canopy from opening properly.
3) A broken kill line has no effect on the opening of the main canopy.
4) Depending on the size of the main canopy, the open pilot chute may affect the flight characteristics.
(No picture)
a) Only answers 1, 2 and 3 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) Only answers 3 and 4 are correct.
Correct answer: d

Equipment
Question No 31
Where can you find evidence of the last inspection and repack of your system and how frequently must inspections be carried out?
(No picture)
a) inspection certificate; for each reserve canopy.
b) Proof of airworthiness; in accordance with the manufacturer's instructions for the relevant components.
c) reserve packing certificate; annually.
d) certificate of inspection; annually.
Correct answer: b

Equipment
Question No 32
Which components of your parachuting equipment need a pattern test?
(No picture)
a) audible altimeter, main canopy, automatic activation device.
b) reserve canopy and harness.
c) main and reserve canopies, harness.
d) all except the automatic activation device.
Correct answer: b

Equipment
Question No 33
Why does the equipment have to be carefully placed on a clean packing surface after the jump?
1) So that the AAD does not suffer any damage.
2) Dirt/sand/stones can get into the cable ducts.
3) Metal buckles can get sharp burrs.
4) To treat the canopy as gently as possible.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 34
You want to pack the canopy and notice that the lines are not running free. What can you do about it?
(No picture)
a) Bring a free steering line from the canopy to the toggle in the direction of the harness, where you can solve the tangle by turning the harness accordingly.
b) Take the D-lines of the middle cell and proceed as in answer a).
c) Open both three-ring systems, otherwise the lines cannot be sorted.
d) At the brakes, and then look for the A-lines to be able to sort the B-lines above the cascades.
Correct answer: a

Equipment
Question No 35
Why is it important to install slider stoppers on metal rapide links (Connectorlinks)?
1) To prevent the noise of the slider a stopper is useful.
2) To protect the line attachments on the connector links from the slider gromets when opening.
3) To protect the slider gromets from dents, because sharp edges could damage or even cut the lines when opening.
4) If soft links are used instead of metal connector links, no additional safety devices are required.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 2, 3 and 4 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 36
Which statement(s) regarding packing is (are) correct?
1) The cell openings at the canopy nose may be rolled for many types of canopies.
2) The further the slider is positioned forward when packing, i.e. towards the nose, the more it slows down the opening.
3) All lines bites should be tight and sufficiently long.
4) Each canopy has a defined opening speed.
(No picture)
a) Only answers 1, 2 and 3 are correct.
b) Only answers 1 and 4 are correct.
c) All answers are correct.
d) Only answer 4 is correct.
Correct answer: a

Equipment
Question No 37
Why should the pull-out pad always be in good condition?
(No picture)
a) Should it come loose in freefall, I may not find it again.
b) To control the opening speed.
c) To be able to pull out the cut-away cables completely.
d) If the pad does not have the same colour as the jump suit, it must be matched.
Correct answer: a

Equipment
Question No 38
After what period of time should you repack your main canopy before jumping it if it is stored properly and why?
(No picture)
a) After about 2 weeks to stay in practice.
b) According to manufacturer's instructions, after approx. 2 months, for ventilation and to check packing bungees.
c) After approx. 6 months, for ventilation and to check packing bungees.
d) Once a main canopy has been packed, it can always be jumped, regardless of how long it has been in the deployment bag.
Correct answer: b

Equipment
Question No 39
Who may carry out inspections?
(No picture)
(a) Chief Instructors.
b) Senior Riggers and Master Riggers (Fallschirmwart/Fallschrimtechniker) in accordance with the manufacturers' instructions.
c) An instructor.
d) The Technical Inspection Authority.
Correct answer: b

Equipment
Question No 40
How long is the reserve packing interval/inspection interval for harness, reserve canopy and main canopy in Germany?
(No picture)
a) 4 months/1 year.
b) 90 days/2 years.
c) According to manufacturer's specifications, usually 1 year.
d) 180 days/180 days.
Correct answer: c

Equipment
Question No 41
Who may inspect and pack the reserve of a licensed parachutist?
1) Only the parachutist himself.
2) Master Rigger (Fallschrimtechniker).
3) Senior Rigger (Fallschirmwart).
4) Another licensed parachutist.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 2 and 3 are correct.
c) Only answers 1 and 4 are correct.
d) All answers are correct.
Correct answer: b

Equipment
Question No 42
Where can I find instructions for the care, maintenance and packing of my harness and canopy?
1) In the manufacturer's manual.
2) In the appendix to the test certificate.
3) In the Technical Operations Manual (TBH).
4) On the last pages of the log book.
(No picture)
a) Only answers 1 and 3 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: a

Equipment
Question No 43
Which of the following activities may a licensed parachutist do?
1) Pack his main canopy.
2) Carry out repairs to his parachute system.
3) Jump at all dropzones.
4) Pack the reserve canopy for third parties.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1 and 3 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 44
Which of the following activities may a skydiving instructor perform?
1) Pack student canopies.
2) Adjust the size of training harnesses.
3) Pack student reserves.
4) Check students before boarding the plane.
(No picture)
a) Only answers 1, 2 and 4 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 2 and 3 are correct.
d) All answers are correct.
Correct answer: a

Equipment
Question No 45
Which of the following activities may a Senior Rigger (Fallschirmwart) perform?
1) Replace original parts in accordance with the manufacturer's instructions.
2) Re-line a main canopy.
3) Pack reserve canopies for third parties.
4) Pack main canopies for third parties.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 2 and 3 are correct.
c) Only answers 1, 3 and 4 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 46
Which of the following activities may a Master Rigger (Fallschirmtechniker) perform?
1) Carry out small and large repairs.
2) Determine compatibility in accordance with the manufacturer's specifications.
3) Train Senior Riggers (Fallschirmwart)
4) Certify routine tests and carry out follow-up tests.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 2 and 3 are correct.
c) Only answers 1 and 4 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 47
For which disciplines are additional audible altimeters particularly recommended?
1) Accuracy.
2) Headdown and Freefly.
3) Formation Skydiving.
4) Canopy Formation (CRW).
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 to 3 are correct.
c) Only answers 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 48
What do you have to pay attention to if the take-off airfield and the landing dropzone are at different altitudes about sea level?
1) Adjust visual altimeter and automatic activation device (AAD) for altitude offsets as per their manuals.
2) At extreme altitude differences the flare characteristics of the canopy can be very different.
3) Adjust the audible altimeter.
4) The ground wind can be different.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 49
What does a parachutist have to consider when relying on a modern audible altimeter?
1) The battery may be flat.
2) It can be overheard.
3) The setting may be wrong.
4) You may have been forgotten to take it with you.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 2 and 3 are correct.
c) Only answers 3 and 4 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 50
Mechanical altimeters can differ by a few 100m at 4,000 m/AGL exit height due to their design. What do you do?
(No picture)
a) I adapt to the lower height and compare the height to other parachutists in the jump.
b) I leave my altimeter as it is.
c) Never jump, the altimeter must be defective.
d) I adjust my altimeter to the higher altitude.
Correct answer: b

Equipment
Question No 51
A group of 8 would like to perform an FS jump. Does every parachutist need an altimeter?
(No picture)
a) Yes, definitely.
b) When using chest altimeters, four are sufficient.
c) Hand altimeters are not recommended here.
d) Foot altimeters are difficult to read for fellow parachutists.
Correct answer: a

Equipment
Question No 52
Is it possible to skydive without a visual altimeter when using an audible altimeter?
(No picture)
a) Yes, if it is an electronic device.
b) Yes, if the warning device is mounted inside the helmet/cap.
c) No, a visual altimeter should always be used.
d) Only recommended for experienced parachutists.
Correct answer: c

Equipment
Question No 53
What circumstances require particular attention when using a CYPRES as an AAD?
1) Night jumps, if it was turned on in the morning.
2) Thunderstorms.
3) Landing lower or higher than take off.
4) Water landings if the container was submerged.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 3 and 4 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 54
What is the task of an AAD like the CYPRES?
1) Cutting-away the main canopy and activation of the reserve.
2) Only the main canopy is cut away.
3) The reserve is activated.
4) The reserve loop is cut.
(No picture)
a) Only answer 1 is correct.
b) Only answers 2 and 3 are correct.
c) Only answers 3 and 4 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 55
When could a student CYPRES be activated?
1) During certain malfunctions (e.g. streamer).
2) While descending with the aircraft when 13 m/s are exceeded below 300 m/AGL.
3) Above 500 m/AGL at freefall speed.
4) During a radical turn below 300 m/AGL.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1, 2 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: b

Equipment
Question No 56
When could an Expert CYPRES be activated?
1) During a demo, if a large difference in take-off and landing site altitude was not considered.
2) During a fast turn below 225 m/AGL at a high wingloading
3) At freefall speed at a height of approx. 225 m/AGL.
4) During a rapid climb in an aircraft from 225 m/AGL altitude.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1, 2 and 3 are correct.
c) Only answers 1 and 3 are correct.
d) All answers are correct.
Correct answer: b

Equipment
Question No 57
Is it advisable to do a freefly jump with a parachute system equipped with an FXC 12000 Rev. J?
(No picture)
a) There is nothing to consider.
b) Yes, because the FXC is no longer approved for skydiving anyway.
c) No, because with rapidly changing pressure fluctuations in free fall, a misfire can occur.
d) Yes, if the battery is not more than one year old, there are no problems.
Correct answer: c

Equipment
Question No 58
Can a CYPRES be switched on during the climb to altitude?
(No picture)
a) The CYPRES must not be switched on during an ascent.
b) If you have forgotten it before, you should switch on the device anyway.
c) Only if the current altitude is continuously corrected on the CYPRES.
d) No problem, you can simply adopt the set CYPRES height of a fellow parachutist.
Correct answer: a

Equipment
Question No 59
How do I change the setting of the AAD if the take-off and landing areas have different heights above MSL?
(No picture)
(a) During climb, quickly switch on the apparatus at the appropriate altitude.
b) Proceed in accordance with the operating instructions.
c) After switching on, press the button once for each altitude meter.
d) CYPRES cannot be adjusted.
Correct answer: b

Equipment
Question No 60
If the landing site is 100 m higher than the take-off site, I set the air pressure conditions of
(No picture)
a) the CYPRES 100 m higher and the altimeter 100 m lower.
b) the CYPRES 100 m lower and the altimeter 100 m higher.
c) the CYPRES 100 m lower and the altimeter 100 m lower.
d) the CYPRES 100 m higher and the altimeter 100 m higher.
Correct answer: a

Equipment
Question No 61
What has to be considered in case of an high altitude jump (from 4,000 m/MSL)?
1) For jumps over 13.000 ft MSL (= 4.000 m) an oxygen supply must be available for parachutists.
2) The automatic activation device does not need to be adjusted.
3) The free fall time is longer and the temperature is significantly lower.
4) A preparatory briefing is necessary.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 62
Which terms fall into the category "manual canopy deployment"?
1) Throw-Out.
2) Static line.
3) Toggle.
4) Pull-Out.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 3 and 4 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 63
What are the main differences between the throw-out system and the pull-out system?
1) Pull-out system usually has a short bridle, straight pin, grip at the base, pilot chute in the container.
2) Throw-out system usually has long bridle, curved pin, handle on apex, pilot chute mounted outside on container.
3) Both systems have ZP pilot chutes with kill or bungee line, long spiral spring, Velcro fastening system at the BOC.
4) Both terms stand for the same deployment system.
(No picture)
a) No answer is correct.
b) Only answer 4 is correct.
c) Only answers 1 and 2 are correct.
d) Only answers 3 and 4 are correct.
Correct answer: c

Equipment
Question No 64
What should I pay attention to when using a helmet/frap hat?
1) It should not have dangerously sharp edges and corners and have sufficient padding to protect against collisions from exit to landing.
2) Possibility of mounting an audible altimeter.
3) A video helmet should have an emergency cut-away system with pilot chute.
4) Should be secured with chinstrap for tight fit and against loss.
(No picture)
a) No answer is correct.
b) All answers are correct.
c) Only answers 2 and 3 are correct.
d) Only answers 1 and 4 are correct.
Correct answer: b

Equipment
Question No 65
What do you have to pay attention to when jumping with a different kind of jumpsuit (Wingsuit, Freefly, Video)?
1) That the cut-away pad and reserve handle are not covered.
2) Changed flight behaviour in free fall and when pulling.
3) Suit colour and cut-away pad colour should not be identical.
4) That I am clearly recognizable in freefall.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 66
What in particular should be considered when using a wingsuit?
1) The different flight behaviour requires precise instruction.
2) The low fall rate can lead to the AAD not being activated. If possible, use suitable AAD.
3) Reaching all handles and deploying the main canopy may be difficult.
4) A significantly higher horizontal speed can endanger others.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 67
Which functions should shoes (not just during ground training) and gloves fulfil when jumping?
1) The sense of grip must be maintained despite the gloves.
2) Good fit.
3) Protection of hands and feet.
4) Fleece on the palms of the gloves and coarse profile soles are useful.
(No picture)
a) Only answer 4 is correct.
b) Only answers 1, 2 and 3 are correct.
c) No answer is correct.
d) All answers are correct.
Correct answer: b

Equipment
Question No 68
Which components or parts do not belong on a student harness?
(No picture)
a) Main and reserve canopies.
b) RSL.
c) AAD.
d) Dive loops/loops on the main front risers.
Correct answer: d

Equipment
Question No 69
What has to be considered when using round canopies?
1) They have little forward speed and are not that controllable.
2) You don't have a slider.
3) They cannot be braked.
4) You don't have a freebag.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 70
What should canopies and harnesses be cleaned or rinsed with?
1) With benzine.
2) Clean with clean fresh water or rinse thoroughly after landing in salt water.
3) With gentle dry-cleaning agents (e.g. gall soap).
4) Clean with clean salt water and rinse if necessary, dry in the sun, treat salt and dirt residues with a coarse brush.
(No picture)
a) Only answer 4 is correct.
b) Only answers 1 and 2 are correct.
c) Only answers 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 71
What colour is the seal thread of a packed reserve canopy?
(No picture)
a) Blue.
b) Olive.
c) Red.
d) Yellow.
Correct answer: c

Equipment
Question No 72
Which materials are used in skydiving?
1) Cordura, Parapack
2) Dacron, Spectra
3) ZP, F111
4) Gromets in sizes 0, 2, 4 and 8
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 3 are correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 73
Why are nylon lines unsuitable for a RAM-air canopy?
(No picture)
a) They are still used for older accuracy canopies.
b) They have too much stretch.
c) The frictional heat from the slider would melt them.
d) Nylon is too expensive to produce.
Correct answer: b

Equipment
Question No 74
Which components belong to a RAM-air canopy?
1) Deployment bag with pilot chute and bridle.
2) Slider, lines, stabilizers, crossports.
3) Connectors, cells with crossports, stabilizers, slider, bridle attachment point.
4) risers, deployment bag, BOC.
(No picture)
a) Only answers 1 and 4 are correct.
b) No answer is correct.
c) Only answers 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 75
Which components belong to a harness?
(No picture)
a) Main and reserve canopies, automatic activation device, pilot chute.
b) Leg, chest and shoulder straps, deployment bag with pilot chute, main and reserve risers with steering loops, bridle, pack trays, cut-away pad and reserve handle.
c) Deployment bags without pilot chutes, hook knife, connectors, reserve canopy.
d) chest mounted reserve, altimeter holder, manufacturer's emblem.
Correct answer: b

Equipment
Question No 76
Can all components (main and reserve canopy, harness and AAD) be combined in any way?
1) No, the respective manufacturers must agree to the compatibility.
2) The sizes of the main and reserve canopies must fit into the harness/container system.
3) AADs of any kind may be installed in any harness without any problems.
4) The components can of course be combined as desired.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) Only answers 2, 3 and 4 are correct.
Correct answer: a

Equipment
Question No 77
Can the line trim of my canopy change?
1) The line trim changes minimally with each jump.
2) The lines at the edge of the canopy and the steering lines shrink.
3) The lines in the middle of the canopy stretch.
4) The line trim on the canopy does not change.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) Only answers 2, 3 and 4 are correct.
Correct answer: c

Equipment
Question No 78
How can I tell that the line trim of my canopy has changed?
1) The opening, flying and flare behaviour of my canopy gets worse.
2) The line trim can be measured on the ground.
3) The change of the line trim is not detectable by a parachutist.
4) The stall point of my canopy changes.
(No picture)
a) Only answers 1, 2 and 4 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1 and 2 are correct.
d) Only answers 2 and 4 are correct.
Correct answer: a

Equipment
Question No 79
Which rule of thumb can be used to convert kg into lbs?
(No picture)
a) lbs = kg x 2 - 10 %
b) lbs = kg / 2,21
c) lbs = kg x 2,21
d) lbs = kg / 2 + 10 %
Correct answer: c

Equipment
Question No 80
What is the function of MARD systems (Main Assisted Reserve Deployment) such as Skyhook or Rax systems?
(No picture)
a) The MARD system opens the reserve container after a cut-away and thus initiates the reserve opening.
b) With a connecting line between RSL and the Bridle of the reserve, the reserve is pulled out by the main canopy flying away immediately after cutting away.
c) A connection between the cut-away pad and the reserve handle automatically pulls the reserve handle after a cut-away.
d) MARD systems measure the air pressure and open the reserve container when the release criteria are met.
Correct answer: b

Equipment
Question No 81
Which statements on MARD systems are correct?
1) The MARD system may pose a problem in case of a canopy collisions.
2) If the RSL is disconnected, the MARD system will not work.
3) In the event of a total malfunction, the MARD system cannot activate the reserve. The activation must be carried out manually using the reserve handle.
4) The functionality of MARD systems cannot be checked 100 % from the outside.
(No picture)
a) Only answers 1, 2 and 4 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1 and 2 are correct.
d) All answers are correct.
Correct answer: d

Equipment
Question No 82
The permanent height adjustment of the Cypres 2 allows the release height to be set 30 m higher in 9 steps. Which statements are correct?
1) There are no reasons for a higher adjustment of the Cypres 2.
2) Due to newer designs of harness and reserve canopies the opening distance of a reserve may be longer.
3) If the release height is increased, the risk of 2-canopies out increases.
4) The opening height of the main canopy should be raised sensibly.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1 and 4 are correct.
c) Only answers 1, 2 and 3 are correct.
d) Only answers 2, 3 and 4 are correct.
Correct answer: d

Equipment
Question No 83
Where can I get information about safety advisories, technical advisories, etc. for my canopy system from?
(No picture)
a) From the manufacturer of the respective components, technical/rigging staff and the relevant parachute associations.
b) From the Federal Aviation Authority.
c) From EASA and the Federal Aviation Authority.
d) For foreign products, from the respective national aviation authority.
Correct answer: a

Equipment
Question No 84
Who is responsible for staying informed about safety messages etc.?
(No picture)
a) The manufacturer will unilaterally inform all keepers.
b) The owner must inform himself/herself.
c) The technical/rigging staff will inform the keeper.
d) EASA and foreign aeronautical authorities will inform the operator.
Correct answer: b

Equipment
Question No 85
Who is responsible for the airworthiness of the canopy system between inspections?
(No picture)
a) The owner of the canopy jump system.
b) The student.
c) The technical/rigging staff.
d) The manufacturer.
Correct answer: a

Equipment
Question No 86
Which components (reserve canopies and harnesses) can I jump in Germany? This which are:
1) type-approved.
2) accredited.
3) are unit-tested and have a valid verification certificate.
4) have been type-tested and are listed in the type register 64 [...].
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answers 1, 2 and 4 are correct.
c) Only answers 3 and 4 are correct.
d) All answers are correct.
Correct answer: c

Equipment
Question No 87
Who can certify unit tests?
1) Senior Riggers (Fallschirmwart) and Master Riggers (Fallschirmtechniker).
2) For foreign products only a Master Rigger (Fallschirmtechniker).
3) Master Riggers (Fallschirmtechniker) only.
4) For domestic products only the canopy manufacturer.
(No picture)
a) Only Answers 1 is correct.
b) Only answers 2 and 4 are correct.
c) Only answer 3 is correct.
d) Only answers 1 and 4 are correct.
Correct answer: b

Equipment
Question No 88
Who is allowed to assemble a new parachute system for the first time?
(No picture)
a) All technical/rigging staff.
b) The manufacturer, Master Riggers (Fallschirmtechniker) according to the manufacturer's instructions
c) Only the manufacturer.
d) Senior Rigger (Fallschirmwart) and Master Riggers (Fallschirmtechniker)
Correct answer: b

Equipment
Question No 89
The certificate of airworthiness of the main canopy, reserve canopy or harness-container system is completed, and a follow-up document has been created by the technical/rigging staff. What do I do with the old certificate of airworthiness?
(No picture)
a) The old certificate of airworthiness may be disposed of.
b) The old certificate of airworthiness should be sent to the manufacturer to inform them of the condition of the components.
c) I keep the old airworthiness certificate with the papers to ensure a complete proof (e.g.: safety information, technical notes, etc.).
d) I can do what I want with the old certificate of airworthiness.
Correct answer: c

Equipment
Question No 90
A canopy system no longer meets the airworthiness criteria. What do I as the owner have to do independently of the fact that the system may no longer be jumped?
(No picture)
a) Nothing.
b) I must inform the manufacturer and the relevant parachute association.
c) I must inform the manufacturer.
d) I must inform the relevant parachute association.
Correct answer: a

Behaviour in special circumstances
Question No 1
"Behaviour in special circumstances" deals with raising awareness and accident prevention. What does this mean in practice?
(No picture)
a) Knowing that skydiving is associated with risks.
b) Sources of danger must be identified to determine appropriate safe behaviour.
c) emergency procedures are designed to be executed in the time or altitude available and are not intended to identify the root cause of the problem
d) All of the above.
Correct answer: d

Behaviour in special circumstances
Question No 2
How do you land a RAM-air canopy?
(No picture)
a) Fly towards an open area.
b) Straight flight, canopy parallel to the ground.
c) Land with brakes (in a flare), if necessary, make a parachute landing fall.
d) All of the above.
Correct answer: d

Behaviour in special circumstances
Question No 3
In which direction is it most sensible to plan a landing?
(No picture)
a) At right angles to the wind.
b) Into the wind.
c) Downwind.
d) In a circle.
Correct answer: b

Behaviour in special circumstances
Question No 4
How does one land a RAM-air parachute downwind?
(No picture)
a) Land seated in unbraked flight.
b) Land in a full flare, if necessary, execute parachute landing fall and/or slide the landing in.
c) Land upright at full speed.
d) Wait while the brakes are applied.
Correct answer: b

Behaviour in special circumstances
Question No 5
How should one react when landing downwind of an obstacle?
(No picture)
a) Expect an increased fall rate, flare fully to land, execute a parachute landing fall if necessary.
b) Release steering toggles and prepare for a stand-up landing.
c) Continue to sink unbraked, prepare for landing.
d) Start a turn and land with a full flare.
Correct answer: a

Behaviour in special circumstances
Question No 6
What should a parachutist expect if he suddenly releases both control toggles of his strongly braked canopy shortly before landing?
(No picture)
a) a drift of the target.
b) a violent oscillation towards the ground and thus a high risk of injury.
c) an exceptionally smooth landing.
d) a collapse of the end cells.
Correct answer: b

Behaviour in special circumstances
Question No 7
You notice that you flared about 15-20 m too early. What should you do now?
(No picture)
a) Continue to descend in the full flare.
b) Let the steering lines back up to the top quickly.
c) Slowly lift the steering lines up to approx. shoulder height and brake again at the right time.
d) Keep the canopy under control by pumping.
Correct answer: c

Behaviour in special circumstances
Question No 8
What posture can result in serious injury during a landing?
(No picture)
a) legs together.
b) elbows on the body.
c) legs spread.
d) chin on the chest.
Correct answer: c

Behaviour in special circumstances
Question No 9
What common error can cause injury during landing?
(No picture)
a) Pulling down the rear risers.
b) Preparation for a parachute landing fall.
c) Pull both steering lines all the way down.
d) Uneven flare (canopy tilts to one side).
Correct answer: d

Behaviour in special circumstances
Question No 10
What action should be taken if, for any reason, you have turned too low for the landing approach?
(No picture)
a) The turn must be completed in order to take advantage of the full flare.
b) Stop the turn immediately and flare sooner.
c) Cut-away the canopy immediately and try to roll the landing off.
d) Initiate a turn in the opposite direction and flare.
Correct answer: b

Behaviour in special circumstances
Question No 11
What possibilities do you have to improvise during a landing which is not quite going to plan?
(No picture)
a) If the landing is fast despite flare and parallel to the ground, I can possibly slide better than run it out.
b) If the descent is directly downward, I should definitely land with a parachute landing fall.
c) In the case of an unconventional landing, it is always advisable to keep your legs firmly together or never support yourself on the ground with your hands.
d) All of the above.
Correct answer: d

Behaviour in special circumstances
Question No 12
What should I bear in mind when landing in unknown terrain?
(No picture)
a) release the RSL, the preparation of the parachute landing fall.
b) Obstacles, ground conditions and wind influence.
c) Landing close to a telephone box in order to be able to call the dropzone.
d) land normally and the recover the canopy.
Correct answer: b

Behaviour in special circumstances
Question No 13
A parachutist lands in a strong wind. What should they to pay attention to?
(No picture)
a) Stand up the landing and wait for wind to die down.
b) Immediately kneel down and hold on to the canopy.
c) Both steering lines should be stowed if you are being dragged.
d) Immediately after landing, turn around and pull in one steering line.
Correct answer: d

Behaviour in special circumstances
Question No 14
After landing, a parachutist is being dragged over the ground by their open canopy. What measures should he take immediately?
(No picture)
a) Turn on his back, pull in a steering line.
b) Stay still, not pull in any of the steering lines.
c) Stand up, pull in the steering lines.
d) Turn on his back and wait.
Correct answer: a

Behaviour in special circumstances
Question No 15
A skydiver got injured during landing and is being dragged over the ground. How can he stop being dragged as quickly as possible?
(No picture)
a) Open the reserve canopy.
b) If necessary, disconnect the RSL and cut-away the main canopy.
c) Pull both steering lines.
d) Clawing on the ground.
Correct answer: b

Behaviour in special circumstances
Question No 16
A parachutist lands on a building with a flat roof and is dragged towards the edge of the roof due to stronger winds. What action should he take?
(No picture)
a) Stay in place until the canopy falls over the edge of the roof.
b) If necessary, disconnect the RSL and immediately cut-away the main canopy.
c) Get up immediately and try to walk around the canopy.
d) Get up immediately and try to hold on to the canopy.
Correct answer: b

Behaviour in special circumstances
Question No 17
A landing on a flat roof is unavoidable. How does the skydiver behave?
(No picture)
a) Land normally, secure the canopy immediately, loosen RSL if necessary and cut away canopy if there is a strong wind.
b) Do the parachute landing fall especially carefully and call for assistance.
c) land and climb down from the roof immediately.
d) Land in a standing position, open the reserve and abseil on the lines.
Correct answer: a

Behaviour in special circumstances
Question No 18
What should be avoided in any case during a water landing?
(No picture)
a) Cutting away the canopy.
b) Activating life jacket.
c) Recovering the canopy.
d) Observe flow and wind direction.
Correct answer: c

Behaviour in special circumstances
Question No 19
When does a parachutist cuts away his main canopy during a water landing?
(No picture)
a) Not at all.
b) After the landing in the water.
c) At flare height.
d) At an appropriate altitude.
Correct answer: b

Behaviour in special circumstances
Question No 20
If you land in the water under your main canopy, you should behave as follows:
1) After immersing yourself in the water, cut-away the main canopy.
2) Dive away from the main canopy and do not recover any equipment.
3) Remove the harness and use the closed reserve for a short time as a buoyancy aid if necessary.
4) Hold the left arm above water to avoid damaging the altimeter.
(No picture)
a) Only answers 1 and 4 are correct.
b) Only answer 1 is correct.
c) Only answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Behaviour in special circumstances
Question No 21
After a malfunction, you cut-away the main canopy and pulled the reserve. Due to the lower opening height, a water landing on the reserve canopy is unavoidable. How do you behave?
1) Dive with full equipment after the freebag.
2) Immediately remove the harness from the water and dive away from the canopy system.
3) If possible, fly as close as possible to the nearest shore.
4) Cut the lines with the canopy knife.
(No picture)
a) Only answers 1 and 3 are correct.
b) Only answers 3 and 4 are correct.
c) Only answers 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Behaviour in special circumstances
Question No 22
A tree landing is unavoidable. How do you position the canopy if possible?
(No picture)
a) Downwind.
b) Into the wind.
c) Crosswind.
d) Braked downwind.
Correct answer: b

Behaviour in special circumstances
Question No 23
What should you do after a tree landing if there is no ground contact?
(No picture)
a) Open the harness and jump down.
b) Stay stuck without any movement and wait for help.
c) Try to reach the tree trunk by swinging.
d) Disconnect the main canopy and pull the reserve.
Correct answer: b

Behaviour in special circumstances
Question No 24
A tree landing is unavoidable. Which posture should I adopt?
(No picture)
a) Do not adopt a particular posture. Loosen chest and leg straps.
b) Sit low in the harness, spread legs, activate reserve.
c) Hold legs firmly together, press elbows in front of chest, hold hands in front of face.
d) Continue steering and ignore the tree.
Correct answer: c

Behaviour in special circumstances
Question No 25
What should one do if one finds a safe hold on the trunk after a tree landing?
(No picture)
a) Remove the canopy, climb down with the canopy.
b) Hold on to the trunk and wait for help.
c) Cut the canopy away and climb down.
d) Open the harness and jump down.
Correct answer: b

Behaviour in special circumstances
Question No 26
How can a parachutist tell if there are power lines in the terrain?
(No picture)
a) By the wires.
b) Small lines are not visible.
c) By the poles or pylons.
d) By the white insulators.
Correct answer: c

Behaviour in special circumstances
Question No 27
A parachutist flies towards a power line. How should he behave?
(No picture)
a) Pull down the rear risers.
b) Turn the canopy into the wind and continue flying with the brakes on.
c) Avoid them if possible, otherwise try to fly along the lines.
d) Fly with the wind and if necessary, pull up the legs.
Correct answer: c

Behaviour in special circumstances
Question No 28
Contact with a high-voltage line under canopy is unavoidable. What position should be taken?
(No picture)
a) Legs together, elbows in front of the chest, hands in front of the face (do not release the steering toggles).
b) Legs together, arms down, fully braked.
c) arms apart to cause a short circuit as far as possible.
d) Position unchanged, preparation for a harder landing.
Correct answer: a

Behaviour in special circumstances
Question No 29
During a landing a power line was cut. What do I have to consider?
1) The cable is currentless after tearing and therefore harmless.
2) Call the police and/or power station.
3) The current is switched on again after a short time and becomes an additional danger.
4) A minimum distance of 20 metres must be maintained for helpers.
(No picture)
a) Only answers 1 and 2 are correct.
b) Only answer 4 is correct.
c) Only answers 2, 3 and 4 are correct.
d) All answers are correct.
Correct answer: c

Behaviour in special circumstances
Question No 30
A parachutist can only land on a slope. What landing procedure is best?
(No picture)
a) With the wind and down the slope.
b) Always uphill.
c) Across the slope, fully braked, parachute landing fall.
d) Across the slope, unbraked.
Correct answer: c

Behaviour in special circumstances
Question No 31
Landing on a road is unavoidable. How's the skydiver supposed to land?
(No picture)
a) Land normally, ask passers-by for transport possibilities.
b) Land normally, if necessary, parachute landing fall and clear road immediately.
c) Fly with the wind and prepare for a harder landing.
d) Prepare for harder landing and pack canopy immediately.
Correct answer: b

Behaviour in special circumstances
Question No 32
A landing on a pitched roof is unavoidable. How does the skydiver behave?
(No picture)
a) Slide down the roof, open the reserve canopy and prepare for a hard landing.
b) Fly diagonally to the roof in a steep curve and look for a foothold.
c) Brake normally, seek immediate stop on touchdown and wait for help if necessary.
d) Brake strongly, approach as steeply as possible to the roof pitch.
Correct answer: c

Behaviour in special circumstances
Question No 33
A parachutist lands on a railroad track. How must he behave?
(No picture)
a) Drop the canopy and leave the railway immediately.
b) Leave the railway immediately with the canopy.
c) Mark the canopy and alert the train.
d) Pick up the canopy properly and slowly leave the track.
Correct answer: b

Behaviour in special circumstances
Question No 34
A parachutist jumps in mountains. What must he pay special attention to?
1) The wind conditions.
2) Windward and leeward effects.
3) The beautiful view.
4) The correct exit point.
(No picture)
a) Only answer 1 is correct.
b) Only answers 1, 2 and 4 are correct.
c) Only answer 2 is correct.
d) All answers are correct.
Correct answer: b

Behaviour in special circumstances
Question No 35
A parachutist jumps into a valley. Which part of the valley should he avoid?
(No picture)
a) The leeward side of the valley.
b) The windward side of the valley.
c) The middle of the valley.
d) The end of the valley.
Correct answer: a

Behaviour in special circumstances
Question No 36
A parachutist jumps in the mountains. What should he always expect?
1) low temperatures.
2) sudden turbulences.
3) faster fallrate due to the higher altitude.
4) high temperatures.
(No picture)
a) Only answer 3 is correct.
b) Only answers 2 and 3 are correct.
c) Only answers 1 and 4 are correct.
d) All answers are correct.
Correct answer: b

Behaviour in special circumstances
Question No 37
A parachutist lands on a runway. How must he behave?
(No picture)
a) Drop the canopy and leave the runway immediately.
b) Mark the canopy and alert the pilot.
c) Pick up the canopy properly and leave the runway slowly.
d) Immediately leave the runway with your canopy.
Correct answer: d

Behaviour in special circumstances
Question No 38
The jump plane has to stop the climb and land again with the parachutists. How should the parachutist behave?
(No picture)
a) he should aim to be the first to leave the aeroplane as quickly as possible
b) After landing, the parachutist remains seated with his seat belt fastened until the skydiving operation manager orders him to leave.
c) Buckle up, helmet on for landing. Do not leave the aircraft towards the propeller on landing.
d) He must hold on to the other parachutists during the landing.
Correct answer: c

Behaviour in special circumstances
Question No 39
Why does it make sense to wear head protection during take-off?
1) To look as professional as possible.
2) To protect yourself in the event of an aborted take-off.
3) To protect the fellow skydivers from the flying headgear (helmet/frap hat) in case of an aborted take-off.
4) To identify yourself as a student.
(No picture)
a) Answers 2 and 3 are correct.
b) Only answer 2 is correct.
c) Answers 2 and 4 are correct.
d) All answers are correct.
Correct answer: a

Behaviour in special circumstances
Question No 40
A parachutist notices shortly before the jump that his container has opened. What should he do?
(No picture)
a) Take the canopy under his arm and jump immediately.
b) Pack the canopy during the climb with an open container.
c) Alert the pilot and try to jump with the open container.
d) Secure the canopy, loosen RSL if necessary, disconnect main canopy, notify pilot and land with airplane.
Correct answer: d

Behaviour in special circumstances
Question No 41
A skydiver notices shortly before the jump that the pilot chute of a fellow skydiver has partially slipped out of the BOC. What should he do?
(No picture)
a) immediately draw the attention of the other parachutist to this fact.
b) behaves quietly, as it has no influence on his jump.
c) notifies the pilot and arranges an immediate landing.
d) does not say anything to avoid disturbing other parachutists.
Correct answer: a

Behaviour in special circumstances
Question No 42
Which check should be done shortly before a jump?
1) Check whether chest and leg straps are correctly closed and sufficiently tight.
2) Check that all handles are in place and reachable in the correct order.
3) Check that all additional equipment (helmet, glasses, altimeter, etc.) is in place.
4) Check that the main and reserve containers are still properly closed.
(No picture)
a) All answers are correct.
b) Only answer 1 is correct.
c) Only answer 2 is correct.
d) No answer is correct.
Correct answer: a

Behaviour in special circumstances
Question No 43
In the exit position, the main canopy of a parachutist opens unintentionally. He is torn out of the door and gets stuck on the plane by his canopy. What should he **not** do in this situation?
(No picture)
a) Cut away the main canopy and then pull reserve.
b) Immediately pull the reserve.
c) Capture everything on video.
d) Give the o.k. sign and initiate the emergency procedure after a parachutist who is still in the aircraft has cut him off if necessary.
Correct answer: b

Behaviour in special circumstances
Question No 44
A parachutist is getting ready to jump out of the plane. His reserve canopy opens and enters the airstream. What action must he take immediately?
(No picture)
a) Jump immediately, regardless of the correct exit position.
b) Stay seated and hold on.
c) Retract and hold the reserve canopy.
d) Call the pilot and hold the reserve canopy.
Correct answer: a

Behaviour in special circumstances
Question No 45
A parachutist gets tangled up with a safety belt in the plane without realizing it. What serious consequence can this have?
(No picture)
a) Unstable jump.
b) get caught on the aeroplane and/or get injured.
c) delay in departure.
d) Tearing off the wrist mounted altimeter.
Correct answer: b

Behaviour in special circumstances
Question No 46
Immediately before the jump, a parachutist notices that his three-ring system is not correctly attached. How does he behave?
(No picture)
a) He remains seated and lands with the airplane.
b) He jumps and pulls the reserve.
c) He jumps and tries to correct the error.
d) He ask the other parachutists to assist him with correcting the mistake.
Correct answer: a

Behaviour in special circumstances
Question No 47
A parachutist with a video helmet notices 2 minutes before the jump that he has a problem with his camera. What is the priority now?
(No picture)
a) First check the complete jump equipment as usual, then check the camera, if necessary, jump without the video on.
b) Try to get the camera up and running until the jump, demand a second run-in if necessary.
c) Keep other video parachutists from preparing to jump and ask for help.
d) Quickly change the battery, force a restart of the camera if necessary and jump without the equipment safety check due to the obvious lack of time.
Correct answer: a

Behaviour in special circumstances
Question No 48
Immediately after take-off, the engine of the skydiving aircraft stops. When attempting an emergency landing, the aircraft overturns. There are no casualties. How do the skydivers behave?
(No picture)
a) leave the aeroplane only at the request of the pilot.
b) leave the aeroplane only after helpers have arrived.
c) leave the aeroplane immediately one after the other.
d) leave the aeroplane only after consulting the flight controller.
Correct answer: c

Behaviour in special circumstances
Question No 49
After take-off the engine of the jump aircraft fails at 250 m/AGL. How should the skydivers behave?
(No picture)
a) Jump and immediately deploy the canopy.
b) Jump and immediately disconnect the main canopy and pull the reserve.
c) Jump and immediately deploy the main canopy and then pull the reserve canopy additionally.
d) Remain seated in the aircraft with your seat belt fastened and assume the crash position.
Correct answer: d

Behaviour in special circumstances
Question No 50
A group of skydivers must perform an emergency jump between 300-800 m/AGL away from the dropzone. How do they behave?
(No picture)
a) Pull the reserve directly 1 sec after exit, look for a safe place to land.
b) Maintain a staggered flight pattern (stack), stay together and head for a common place to land.
c) Fall freely at will and look for a place to land.
d) Maintain the staggered flight pattern (stack), allow reserve to pass through AAD and land safely.
Correct answer: a

Behaviour in special circumstances
Question No 51
Immediately after take-off, the engine of the skydiving aircraft stops. When attempting an emergency landing, the aircraft overturns. There are parachutists in the aircraft with static lines and without. There are no casualties. How do the skydivers behave?
(No picture)
a) Once the parachutists without static lines have left the aeroplane, unhook and remove the static lines.
b) When leaving the aircraft, make sure that the parachutists leave the aircraft alternately static line/non-static line
c) Immediately unhook or cut the static lines in order to leave the aeroplane as quickly as possible.
d) Only leave the aeroplane after assistance has reached the aeroplane and the static lines have been unhooked.
Correct answer: c

Behaviour in special circumstances
Question No 52
A parachutist jumps with a high temperature. Which of the following statements applies?
1) As long as he takes the right medication there is no danger.
2) His reaction capacity is impaired.
3) A nasal spray always allows a problem-free jump.
4) It can lead to severe headaches and toothaches in freefall.
(No picture)
a) Only answer 2 is correct.
b) Answers 1 and 2 are correct.
c) All answers are correct.
d) Answers 2 and 4 are correct.
Correct answer: d

Behaviour in special circumstances
Question No 53
A parachutist injures his right hand during the exit and cannot open his canopy. What should he do?
(No picture)
a) extend free fall and try to pull with the left hand.
b) pull the reserve with the left hand.
c) wait for the automatic activation device to deploy the reserve.
d) make a formation jump and have his main canopy pulled by a fellow skydiver.
Correct answer: b

Behaviour in special circumstances
Question No 54
A parachutist suffers cardiac issues during the climb. How should he behave?
(No picture)
a) Ask the pilot to climb more slowly.
b) Jump immediately and initiate the opening procedure.
c) Alert the pilot to his condition and request him to land.
d) Sit down and jump last.
Correct answer: c

Behaviour in special circumstances
Question No 55
After pulling the main canopy, the parachutist notices that his canopy is not stable, and that the descent speed is still very high. What do you call this malfunction?
(No picture)
a) streaming/spinning malfunction.
b) Opening Failure.
c) partial opening.
d) half-opening.
Correct answer: a

Behaviour in special circumstances
Question No 56
After pulling the main canopy, one or more lines are over the canopy after deployment. What is this malfunction called?
(No picture)
a) chimney.
b) line-over
c) streamer.
d) canopy puncture.
Correct answer: b

Behaviour in special circumstances
Question No 57
A parachutist opens his canopy in an unstable position. What can he expect?
(No picture)
a) The opening process is not normal. A malfunction may occur.
b) The canopy opens after a longer delay.
c) The canopy opens normally, but sideways from the parachutist.
d) There is a rollover and a normal opening of the canopy.
Correct answer: a

Behaviour in special circumstances
Question No 58
After pulling the main canopy, the container remains closed. What do you call this malfunction?
(No picture)
a) Bread roll.
b) Streamer.
c) Misopening.
d) Total malfunction.
Correct answer: d

Behaviour in special circumstances
Question No 59
After pulling the pilot chute, the parachutist does not notice any reaction of the canopy. What action should he take first?
(No picture)
a) Check altitude, shake body briefly, change freefall position, emergency procedure if necessary.
b) Immediately pull the reserve.
c) Do nothing, wait for reaction.
d) Pull the reserve after 10 seconds.
Correct answer: a

Behaviour in special circumstances
Question No 60
After pulling the pilot chute, the lines are stretched, but the deployment bag is not released. That's why the canopy won't open. What do you call this malfunction?
(No picture)
a) Failure.
b) Bread roll.
c) Baglock.
d) Canopy puncture.
Correct answer: c

Behaviour in special circumstances
Question No 61
When is the emergency procedure initiated in the event of a total malfunction?
(No picture)
a) After a waiting period of several seconds.
b) Immediately, regardless of body position.
c) When the container opens.
d) After 1-2 attempts to eliminate the total malfunction, at the latest at 500 m/AGL.
Correct answer: d

Behaviour in special circumstances
Question No 62
A parachutist wants to open his canopy and can't find his new toggle. What should he do first?
(No picture)
a) Pull reserve immediately and prepare for particularly hard landing.
b) Change position and initiate the opening by striking the outer packaging.
c) Pull the reserve, then try to cut-away the main canopy and expect a hard landing.
d) Search again for the toggle, check free fall position and altitude, initiate emergency procedure in case of failure.
Correct answer: d

Behaviour in special circumstances
Question No 63
The canopy only partially opened. The parachutist sinks quickly and turns in one direction. What action is required?
(No picture)
a) Remove the malfunction by pulling the rear risers.
b) Eliminate the malfunction by releasing a brake.
c) Check altitude, possibly one or two pumps, if necessary emergency procedure.
d) Wait until the canopy flies calmly.
Correct answer: c

Behaviour in special circumstances
Question No 64
The canopy only partially opened. The parachutist is in a fast spin, which makes him lose his orientation immediately. How should he behave?
(No picture)
a) If pumping once or twice does not solve the problem, check altitude, cut-away the main canopy and open the reserve.
b) Close your eyes and quietly count to ten.
c) Immediately counteract with the front risers.
d) Immediately initiate the emergency procedure.
Correct answer: d

Behaviour in special circumstances
Question No 65
A parachutist opens the reserve canopy. How do the other parachutists behave in his immediate vicinity? They
1) inform the manifest.
2) keep distance and avoid any obstruction.
3) observe the canopy and the freebag to get as much information as possible about the landing site.
4) land as close as possible to the parachutist, if your performance level allows it.
(No picture)
a) All answers are correct.
b) Only answer 4 is correct.
c) Answers 1 and 3 are correct.
d) Answers 2 and 4 are correct.
Correct answer: a

Behaviour in special circumstances
Question No 66
After opening a parachutist is back to front under canopy. What should he do?
(No picture)
a) Fly as usual.
b) Turn the main riser and continue flying.
c) Initiate emergency procedure.
d) Return to the normal position by doing a rollover in the harness.
Correct answer: c

Behaviour in special circumstances
Question No 67
While the canopy is being deployed, the bridle line of the pilot chute gets entangled with the body of the parachutist. What action should be taken if the attempt to release the bridle was unsuccessful?
(No picture)
a) Start a turn, minimize the body position, pull the reserve.
b) Initiate emergency procedure.
c) Pull the risers and both steering lines simultaneously.
d) Pull the main risers apart and wait until the entanglement is released.
Correct answer: b

Behaviour in special circumstances
Question No 68
After opening the canopy at a sufficient altitude, the lines are strongly twisted. The canopy flies straight ahead. How to react?
(No picture)
a) Pull the steering lines and pump.
b) Release the toggles from half-breaks and pull down on one side.
c) Actively untwist while keeping an eye on the height, emergency procedure if necessary.
d) Release the toggles from half-brakes and let go.
Correct answer: c

Behaviour in special circumstances
Question No 69
The slider gets stuck directly underneath the canopy. How can this problem usually be solved?
(No picture)
a) Grabbing onto the risers and initiating a turn.
b) Simultaneously pulling both steering lines or the rear risers several times (pumping).
c) alternately pulling the right-hand steering line and the left-hand steering line.
d) pulling on the front risers and release both steering lines simultaneously.
Correct answer: b

Behaviour in special circumstances
Question No 70
Two cells are not filled on the right side of the canopy. How can I resolve this problem?
(No picture)
a) pulling the left steering line.
b) displacement of the whole body.
c) pulling both steering lines (pumps).
d) control movements to the right.
Correct answer: c

Behaviour in special circumstances
Question No 71
The left steering line breaks on the canopy. In which direction does the canopy turn and how does one react to this problem?
(No picture)
a) Left. Check altitude, cut-away and pull reserve.
b) Right. Release right steering line and steer with both rear risers, check flight behaviour and landability, if necessary, initiate emergency procedure.
c) Right. Pull down both rear risers evenly until landing.
d) Left. Do not take action and prepare for harder landing.
Correct answer: b

Behaviour in special circumstances
Question No 72
By flying in the wake vortex of a RAM-air parachute flying ahead, the canopy collapses on the left side. What actions should be taken?
(No picture)
a) Open the canopy by pulling the left steering line strongly.
b) Open the canopy by pulling both steering lines strongly (pumps).
c) Shift the body weight and initiate counter rotation.
d) Check altitude, cut-away and pull reserve.
Correct answer: b

Behaviour in special circumstances
Question No 73
After opening the canopy, the lines are strongly twisted, the canopy starts a fast turn immediately. What difficulties can this cause?
1) The centrifugal force makes it impossible for the parachutist to untwist, he must immediately initiate the emergency procedure (possibly increased force is to be expected for pulling the handles).
2) If the parachutist remains in the turn without reaction, he will soon lose his orientation and possibly even his altitude awareness.
3) The altimeter will display an incorrect value.
4) The lines will be torn by the strong friction.
(No picture)
a) Only answer 1 is correct.
b) Answers 2 and 4 are correct.
c) Answers 1 and 2 are correct.
d) All answers are correct.
Correct answer: c

Behaviour in special circumstances
Question No 74
Several lines break during the opening. Which of the following statements are correct?
1) If the canopy passes the brake and steering test, you can land it.
2) If there are more than two broken lines, always pull the reserve.
3) In case of a line break you must always cut-away and pull reserve.
4) If the canopy does not pass the brake and steering test, the emergency procedure must be initiated.
(No picture)
a) Only answer 1 is correct.
b) Answers 2 and 3 are correct.
c) Answers 1 and 4 are correct.
d) All answers are correct.
Correct answer: c

Behaviour in special circumstances
Question No 75
When a canopy is opened, a brake toggle is released on one side. How do you behave?
(No picture)
a) Land with a rotational motion.
b) Immediately release the second toggle.
c) Check altitude, cut-away and pull reserve.
d) Steer with the front risers.
Correct answer: b

Behaviour in special circumstances
Question No 76
When flying over land a parachutist encounters violent turbulence. What can he expect?
(No picture)
a) no degradation of the flight condition.
b) a significant increase in forward speed.
c) a collapse of the outer cells or even of the whole canopy.
d) the stall of the canopy.
Correct answer: c

Behaviour in special circumstances
Question No 77
A RAM-air canopy was stalled unintentionally by flight manoeuvres in deep brakes. How can this situation be solved at sufficient altitude?
(No picture)
a) Sudden release of the steering lines.
b) Additional pull down of the rear risers.
c) Pump both steering lines alternately.
d) Slowly letting up the steering lines again symmetrically.
Correct answer: d

Behaviour in special circumstances
Question No 78
After a formation jump, the canopies open at a short distance from each other. How to behave?
(No picture)
a) Release the brakes and fly away slowly.
b) Wait for other parachutists to take action.
c) Flare with the front risers.
d) Steer away immediately with the rear main risers.
Correct answer: d

Behaviour in special circumstances
Question No 79
Why should even an experienced parachutist do a flare test after opening their canopy? Which statement is correct?
(No picture)
a) The flare test may be dispensed if the opening is smooth.
b) A flare test is required only after minor and serious malfunctions have been corrected.
c) In order to check whether a canopy can be landed safely, the flare test must always be made.
d) As an experienced parachutist, I can visually judge whether I can land the canopy safely.
Correct answer: c

Behaviour in special circumstances
Question No 80
During the run-in to the exit spot it suddenly starts to rain heavily. How should the skydivers behave?
(No picture)
a) disregard the weather change and jump.
b) initiate a new run-in and jump.
c) abort the approach and land in the aeroplane.
d) descend to 500 m/AGL in the aeroplane and perform an emergency jump.
Correct answer: c

Behaviour in special circumstances
Question No 81
A parachutist performs a jump in the mountains. What negative side effects must he expect at medium wind speeds?
(No picture)
a) Deviations of the altimeter.
b) Deceleration of the updraft.
c) Reduction of the downdraft.
d) With considerable up and down drafts.
Correct answer: d

Behaviour in special circumstances
Question No 82
The wind has picked up. A parachutist does not reach the planned landing area and prepares for a landing between higher obstacles (buildings, halls). What wind conditions must he expect?
(No picture)
(a) no particular wind conditions.
b) constant wind direction.
c) turbulence and increase in wind speed.
d) gustiness controllable by pendulum landing technique.
Correct answer: c

Behaviour in special circumstances
Question No 83
Why does it make sense to check the wind situation again shortly before boarding the plane?
(No picture)
a) To give this information to the pilot at take-off.
b) To be sure that I have to look into the windsock when landing.
c) In order to be able to derive the landing direction from the landing site in the event of an off landing.
d) To radio the wind situation to the manifest.
Correct answer: c

Behaviour in special circumstances
Question No 84
A landing is planned behind an approximately 20 m high forest in flat terrain (meadow). At what distance from the obstacle (forest) do the vortices dissolve?
(No picture)
a) 20 m (1 x obstacle height).
b) 200 m (10 x obstacle height).
c) 100 m (5 x obstacle height).
d) 500 m (25 x obstacle height).
Correct answer: b

Behaviour in special circumstances
Question No 85
On an otherwise level terrain there is an obstacle in the form of a barn. What kind of vortices on the leeward side can you expect?
(No picture)
a) More horizontal vortex formation (change of wind direction).
b) No vortex formation (calm).
c) More vertical vortex formation (up/downdrafts).
d) Vertical vortex formation (updraft).
Correct answer: c

Behaviour in special circumstances
Question No 86
A parachutist was slightly injured during landing. What should I do?
(No picture)
a) Provide first aid, keep the jump operation running.
b) Stop the jump operation and notify the police.
c) Leave the parachutist lying down, request a rescue helicopter.
d) Continue the jump operation and prohibit the slightly injured from jumping.
Correct answer: a

Behaviour in special circumstances
Question No 87
A parachutist was seriously injured during landing. What immediate actions should be taken?
(No picture)
a) Stop jumping and immediately transport the seriously injured person to the hospital.
b) Take photographs, securing the canopy and interviewing the injured person.
c) Provide first aid, notify the flight controller and emergency services and, if necessary, interrupt the jump operation.
d) Carry away the injured persons, allow jump operation again and notify the police.
Correct answer: c

Behaviour in special circumstances
Question No 88
If you exit ahead of the landing area (approach against the wind), it is best to fly:
(No picture)
a) directly towards the landing area.
b) sideways to the direction of the landing area and wait until the canopies of the parachutists who have left the aircraft afterwards are open.
c) to the west (because that's where the wind usually comes from).
d) away from the landing area and prepare for an off landing.
Correct answer: b

Behaviour in special circumstances
Question No 89
A parachutist performs a jerky turn on his open canopy with a steering line, followed by an immediate abrupt counter turn. What can he expect?
(No picture)
a) With a stall of the canopy.
b) Definitely not a pendulum deflection due to mass inertia.
c) Induction of twists in the lines and jamming of the steering lines in the twist.
d) This is not a problem.
Correct answer: c

Behaviour in special circumstances
Question No 90
According to statistics, what causes the most fatal accidents in parachuting?
1) Use of faulty material.
2) Canopy collisions.
3) Opening problems.
4) Turning too low on landing.
(No picture)
a) Answers 1 and 2 are correct.
b) Answers 2 and 3 are correct.
c) Answers 2 and 4 are correct.
d) All answers are correct.
Correct answer: c

Behaviour in special circumstances
Question No 91
A skydiver borrows a canopy system from another skydiver. What should he be informed about and instructed in order to avoid problems?
1) About the validity of the airworthiness certificates of all components.
2) About the valid reserve pack (Senior/Master Rigger).
3) About size and type of the main and reserve canopy and type of AAD.
4) About the type of opening system.
(No picture)
a) Answers 2 and 3 are correct.
b) Answers 3 and 4 are correct.
c) No answer is correct.
d) All answers are correct.
Correct answer: d

Behaviour in special circumstances
Question No 92
Spirals are a popular manoeuvre on canopies but should be performed with caution. What's the danger?
1) The parachutist easily loses track of the airspace, this can lead to canopy collisions.
2) The parachutist gets a little nauseous.
3) The lines wear prematurely.
4) The lower parachutists may not be able to see the parachutist approaching from above, which can lead to canopy collisions.
(No picture)
a) Answer 3 is correct.
b) Answers 1 and 2 are correct.
c) Answers 1 and 4 are correct.
d) All answers are correct.
Correct answer: c

Behaviour in special circumstances
Question No 93
What are the typical circumstances of canopy collisions?
1) Lack of airspace control.
2) Spiral turns.
3) Uneven landing directions.
4) Broken steering lines.
(No picture)
a) Answers 1, 2 and 4 are correct.
b) Answers 2, 3 and 4 are correct.
c) Answers 1, 2 and 3 are correct.
d) All answers are correct.
Correct answer: c

Behaviour in special circumstances
Question No 94
After the opening of your main canopy your reserve canopy opens behind it. Both canopies now stand one behind the other and are fully open in a bi-plane situation. What do you do??
(No picture)
a) Do not release toggles off half-brakes, steer carefully with the rear risers of the main canopy, do not flare during landing, perform parachute landing fall.
b) Carefully release the brakes on the main canopy, check the reserve and then steer with both canopies.
c) Release the brakes on the main and reserve canopies and fly with both canopies alternately steering to the landing area.
d) Wait how both canopy canopies behave, release the brakes on the reserve canopy, steer with the main canopy.
Correct answer: a

Behaviour in special circumstances
Question no. 95
After a total malfunction you activate your RAM-air reserve without having cut-away the main canopy first. Suddenly your main canopy opens and stands next to the open reserve canopy in a side-by-side situation without further entanglement. What do you do?
(No picture)
a) Check the canopies, disconnect the RSL if necessary, cut-away the main canopy and land with the reserve.
b) Ignore the reserve canopy and control your descent with the main canopy.
c) If possible, bring both canopies back together and land.
d) Release the brakes of the reserve canopy and steer it to the landing site.
Correct answer: a

Behaviour in special circumstances
Question No 96
During the canopy opening the reserve was additionally activated and the two canopies are in a down plane situation. How must the parachutist behave?
(No picture)
a) Use the reserve steering toggles to bring the canopies back under control.
b) Wait, because down plan situations dissolve quickly.
c) Release the RSL, cut away the main canopy quickly.
d) Use the steering toggles of the main canopy to bring the canopies back under control.
Correct answer: c

Behaviour in special circumstances
Question No 97
You had a canopy collision right after a normal opening at 800 meters. Your canopy got mixed up with another parachutist's canopy. What do you do?
(No picture)
a) Check altitude, cut-away and pull reserve.
b) Check altitude, take measures only after agreement with the other parachutist (e.g. lower parachutist cuts away and pulls reserve, while the upper parachutist continues flying and assesses the situation).
c) Try to achieve a bi-plane situation by active steering and land.
d) Both parachutists pull the reserves at the same time without cutting away in order to achieve as much braking effect as possible.
Correct answer: b

Behaviour in special circumstances
Question No 98
After the canopy opens, the parachutist hangs with his legs in the lines (Flamingo situation). What to do?
(No picture)
a) The canopy flies anyway. The parachutist can land this and then release himself from the lines.
b) Do not release the toggles off half-brakes and steer the canopy with your legs.
c) Immediately cut-away and pull the reserve.
d) Attempt to resolve. The canopy may be landable. If not, initiate altitude-adjusted emergency procedure.
Correct answer: d

Behaviour in special circumstances
Question No 99
What are the main risks of a night jump?
(No picture)
a) The visual flight rules can only be respected to a limited extent; the landing area cannot be inspected.
b) Danger of collision in freefall and under canopy due to restricted visibility, misjudging during landing.
c) The exit is missed, the jump is carried out too hesitantly, the landing area is missed due to a lack of lighting.
d) The jump in the air is carried out too hectically, the batteries of the night equipment discharge quickly in free fall.
Correct answer: b

Behaviour in special circumstances
Question No 100
What should be considered with demo jumps?
(No picture)
(a) Demo equipment should be attached to the harness in such a way that it can be shown in free fall; it shall be released during the landing approach.
(b) Demo equipment shall be activated prior to the jump and shall be placed so that it does not interfere with the jump or disturb other parachutists.
c) Demo devices must be shown to the public immediately after the opening of the canopy and must be specifically dropped during the landing approach.
(d) The demo equipment shall not interfere with the functioning of the opening system. They must be secured against falling off.
Correct answer: d

Behaviour in special circumstances
Question No 101
What should be considered with flag jumps?
(No picture)
a) They must be attached to the body in such a way that the spectators can see them. They may not be dropped until landing.
b) Flags shall in principle be carried in a suitable container and shall be detached at least 50 m above the ground on landing.
c) They shall be secured against falling off and shall not interfere with the functioning of the opening system. You're reducing the forward speed.
d) Flags are only to be shown in free fall and should be cut away immediately after the opening of the canopy, because they can get entangled with the main canopy.
Correct answer: c

Behaviour in special circumstances
Question No 102
You're being filmed by a videographer. What needs to be discussed before the jump?
(No picture)
a) The jump order: The video man jumps last, flies under the formation and opens his canopy last.
b) technical film measures: Backlight should be avoided (do not fly in the sun) Shutter speeds should be set.
c) Checking the video setting on exit: The number of formations to be recorded in freefall and the freefall time.
d) The exit position, the separation height, the separation behaviour; the videoman must not be directly above a parachutist.
Correct answer: d

Behaviour in special circumstances
Question No 103
How can the danger of a canopy collision be reasonably minimized?
(No picture)
a) By good horizontal separation during formation jumping, waving off before opening, foresighted and attentive flight behaviour under canopy.
b) Keep to the prescribed opening height at the dropzone, clean separation or tracking away. After opening the canopy, take the shortest way to the landing area.
c) By clean opening behaviour after clear agreement of the opening height and an immediate height reduction after the canopy opening.
d) By clean separation of the formations. Do not open the canopy too high and immediately after opening orient it towards the landing area and head for it.
Correct answer: a