

Category A Quiz

- 1) Describe how to avoid the propeller(s) when approaching an aircraft?
 - ☐ a) Approach fixed-wing aircraft from the rear.
 - ☐ b) Approach from the front so the pilot can see you.
 - ☐ c) Always duck lower than the height of the propeller.

- 2) Who is responsible for seat belt use in the aircraft?
 - ☐ a) Each jumper.
 - ☐ b) The load's jumpmaster.
 - ☐ c) The pilot and each jumper.

- 3) When must seat belts be fastened?
 - ☐ a) For takeoff.
 - ☐ b) During movement on the surface (taxi), takeoff, and landing.
 - ☐ c) During takeoffs and landings only.

- 4) From whom do you take directions in the event of an aircraft problem?
 - ☐ a) My instructor.
 - ☐ b) The pilot.
 - ☐ c) The jumper on the plane who has been in the sport the longest.

- 5) Why is it important to exit on 'Go!' (or 'Arch!')?
 - ☐ a) AFF and tandem students: helps student and instructors to leave at the same time. All students: to leave at the right place over the ground.
 - ☐ b) To keep the plane from stalling.
 - ☐ c) To allow the plane to continue to climb.

- 6) Where does the wind come from initially upon exit from the aircraft?
 - ☐ a) Ahead
 - ☐ b) Below
 - ☐ c) Behind

- 7) Why do skydivers first learn to fall stable face to earth (think in terms of the equipment)?
 - ☐ a) So they can gauge when to pull based on proximity to the ground.
 - ☐ b) It is the best position for deployment.
 - ☐ c) So they can have a longer freefall.

- 8) What does a canopy do immediately following a turn?
 - ☐ a) It dives.
 - ☐ b) It planes out.

☐ c) Briefly gains altitude.

9) What are the landing priorities?

☐ a) A: Land with the wing level and flying in a straight line; B: Land in a clear and open area, avoiding obstacles; C: Flare to at least the half-brake position.

☐ b) A: Land standing up B: Land right on the pre-declared target.

☐ c) A: Land right on the pre-declared target. B: Land with as much forward speed as possible.

10) What is the purpose of the landing flare?

☐ a) To get the canopy in front of you.

☐ b) To convert forward speed to lift.

☐ c) To convert lift to forward speed.

11) Solo students: Describe the procedure for a hard landing (parachute landing fall or PLF).?

☐ a) Legs spread slightly to distribute impact more evenly, arms out to stop fall.

☐ b) Legs and knees up to avoid striking them into the ground. Absorb impact with butt and lower back.

☐ c) Student should demonstrate: feet and knees together, hands and elbows in, roll on landing.

Check answers

Category B Quiz

1) Who must directly supervise your student training jumps?

- ☐ a) USPA Instructor rated for my discipline.
- ☐ b) The local Safety and Training Advisor.
- ☐ c) Drop zone owner/operator.

2) What is your most important task when in freefall?

- ☐ a) Correctly complete planned dive flow.
- ☐ b) Altitude awareness to recognize and act at the assigned pull altitude.
- ☐ c) Fall stable and on heading.

3) What are the maximum winds in which any student may jump?

- ☐ a) 15 mph
- ☐ b) 10-15 mph, depending on conditions and individual student ability.
- ☐ c) 10 mph for a round reserve canopy; 14 mph for a ram-air reserve, waiverable by an S&TA.

4) How would you clear a pilot chute hesitation?

- ☐ a) Pull harder.
- ☐ b) Wait for the AAD to fire.
- ☐ c) Change body position to modify the air flow over my back.

5) In the event of a canopy problem, students should decide and act about executing emergency procedures by what altitude?

- ☐ a) 2,000 feet
- ☐ b) 2,500 feet
- ☐ c) 3,000 feet

6) How would you address the following routine opening problem: Twisted lines?

- ☐ a) Before releasing the brakes, spread risers or twist risers to transfer line twist to risers, kick in opposite direction, watch altitude to 2,500 feet.
- ☐ b) Cut away and deploy the reserve.
- ☐ c) Pump rear risers or steering controls at the bottom of the stroke while watching altitude to 2,500 feet.

7) How would you address the following routine opening problem: Slider stops halfway down?

- ☐ a) Pull toggles to flare position and hold (or pull down rear risers and hold) and watch altitude. If stubborn, determine controllability with turn and flare by 2,500 feet.
- ☐ b) Pump rear risers or steering controls at the bottom of the stroke while watching altitude to 2,500 feet.
- ☐ c) Cut away and deploy the reserve.

8) How would you address the following routine opening problem: Closed end cells?

- ☐ a) Pull both front risers and release them rapidly
- ☐ b) Pump rear risers or steering controls at the bottom of the stroke while watching altitude to 2,500 feet.

☐ c) Pull toggles to flare position and hold (or pull down rear risers and hold) and watch altitude. If stubborn, determine controllability with turn and flare by 2,500 feet.

9) How would you address the following routine opening problem: Broken lines or other damage?

- ☐ a) Determine controllability and ability to flare by 2,500 feet.
- ☐ b) Cut away and deploy the reserve.
- ☐ c) Pump rear risers or steering controls at the bottom of the stroke while watching altitude to 2,500 feet.

10) How would you address the following routine opening problem: Good canopy that is turning?

- ☐ a) Be sure both brakes are released.
- ☐ b) Pump rear risers or steering controls at the bottom of the stroke while watching altitude to 2,500 feet.
- ☐ c) Cut away and deploy the reserve.

11) What is the appropriate action if below 1,000 feet without a landable parachute?

- ☐ a) Cut away and deploy the reserve.
- ☐ b) Immediately deploy the reserve parachute, but not below 1,000 feet with an SOS system.
- ☐ c) Wait for AAD to fire.

12) If the pilot chute goes over the front of the canopy after it has opened, how can you tell if it's a malfunction?

- ☐ a) If the canopy flares and turns correctly, it is probably safe to land.
- ☐ b) If the pilot chute is fully inflated, it is a malfunction.
- ☐ c) If the pilot chute is not fully inflated, it is a malfunction.

13) What is the correct response to an open container in freefall using a hand-deployed system?

- ☐ a) No more than two tries or two seconds to locate and deploy the main pilot chute; if no success, cut away and deploy the reserve.
- ☐ b) Cut away and deploy the reserve.
- ☐ c) Immediately deploy the reserve parachute, but not below 1,000 feet with an SOS system.

14) If the pilot chute extracts the deployment bag from the parachute container (backpack) but the deployment bag fails to release the parachute canopy for inflation, what is the correct response?

- ☐ a) Determine controllability and ability to flare by 2,500 feet.
- ☐ b) Immediately deploy the reserve parachute, but not below 1,000 feet with an SOS system.
- ☐ c) Cut away and deploy the reserve.

15) If part of the deployed parachute is caught on the jumper or the equipment (horseshoe), what is the correct response?

- ☐ a) Immediately deploy the reserve parachute, but not below 1,000 feet with an SOS system.
- ☐ b) No more than two tries to clear the horseshoe; if no success, cutaway and deploy the reserve.
- ☐ c) Cut away and deploy the reserve.

16) What are the three legs of the canopy landing pattern with relation to the wind direction?

- ☐ a) Downwind (with the wind), base (across the wind but downwind of the target), and final (with the wind).
- ☐ b) Downwind (with the wind), base (across the wind but downwind of the target), and final (into the wind).
- ☐ c) Downwind (against the wind), base (across the wind but upwind of the target), and final (into the wind).

17) Why is it undesirable to land off the end of a runway?

- ☐ a) Approaching and departing aircraft.
- ☐ b) Turbulent winds.
- ☐ c) FAA regulations.

Check answers

Category C Quiz

- 1) In flat and stable freefall at terminal velocity, how long does it take an average jumper to fall 1,000 feet?
 - ☐ a) 4.5 seconds
 - ☐ b) 5.5 seconds
 - ☐ c) 6.0 seconds

- 2) What is the correct procedure for recovering from instability to the belly-to-earth position?
 - ☐ a) Be more aggressive in your body position.
 - ☐ b) Altitude, arch, legs, relax.
 - ☐ c) De-arch, relax.

- 3) Which is better, to pull at the planned altitude or to fall lower to get stable before pulling?
 - ☐ a) Always be stable before pulling.
 - ☐ b) Pull above the planned altitude if you know you will not be stable.
 - ☐ c) Pull at the planned altitude, regardless of stability.

- 4) What is the purpose of the wave-off before deployment?
 - ☐ a) To signal other jumpers.
 - ☐ b) To get stable before pulling.
 - ☐ c) To relax in preparation for deployment.

- 5) What is the purpose of the parachute landing fall (PLF), and why is it important for skydivers?
 - ☐ a) PLF allows skydivers to land in any location safely.
 - ☐ b) It protects against hard landings, and all skydivers have hard landings.
 - ☐ c) It helps protect your gear.

- 6) What part of the landing pattern is most dangerous to skydivers?
 - ☐ a) The intersection of the base and final approach legs.
 - ☐ b) The last 20 feet of the landing leg.
 - ☐ c) Entry into the downwind leg.

- 7) How do higher wind speeds affect the planned landing pattern as compared to the pattern plan for a calm day?
 - ☐ a) Lengthens the final approach, shortens the base leg, lengthens the downwind leg, and places the planned pattern entry point farther upwind.
 - ☐ b) Shortens the final approach, shortens the base leg, lengthens the downwind leg, and places the planned pattern entry point farther upwind.
 - ☐ c) Shortens the final approach, lengthens the base leg, lengthens the downwind leg, and places the planned pattern entry point farther downwind.

- 8) In moderately strong winds, how far downwind of an obstacle would you expect to find turbulence?

- ☐ a) 1-3 times the height of the obstacle.
- ☐ b) 5-10 times the height of the obstacle.
- ☐ c) 10-20 times the height of the obstacle.

9) What is the best procedure to use when flying your canopy in turbulent conditions?

- ☐ a) Fly your canopy at half-brakes.
- ☐ b) Keep the canopy flying in a straight line at full flight (or as directed by the owner's manual).
- ☐ c) Fly in a zig-zag pattern at full flight (or as directed by the owner's manual).

10) Why is it important to protect your parachute system operation handles when in and around the aircraft?

- ☐ a) Keeps them in place and prevents accidental or premature deployment.
- ☐ b) Protects them from corrosive aircraft exhaust.
- ☐ c) Reinforces muscle memory of handle locations.

11) What is the equipment pre-flight strategy to use before putting on your gear?

- ☐ a) Metal parts first, fabric second, plastic third.
- ☐ b) Top to bottom, back to front.
- ☐ c) Manifest check, instructor check, pilot check.

12) How does the three-ring main canopy release system disconnect the main parachute from the harness?

- ☐ a) Cuts the risers.
- ☐ b) Pulls the cables to release the cloth loop.
- ☐ c) Pulls the cables to release the reserve closing pin.

13) How do you know if a reserve parachute has been packed by an FAA rigger within the last 180 days?

- ☐ a) Rigger's packing seal on the reserve ripcord.
- ☐ b) Information found on the reserve packing data card.
- ☐ c) Drop zone administrative records.

14) How do you know the reserve container has not been opened since the FAA rigger last closed it?

- ☐ a) Rigger's packing seal on the reserve ripcord.
- ☐ b) Information found on the reserve packing data card.
- ☐ c) Drop zone administrative records.

15) If the surface winds are blowing from west to east, which direction will you face to fly the downwind leg of the landing pattern instructor's illustration?

- ☐ a) West
- ☐ b) East
- ☐ c) North

16) How is wing loading calculated?

- ☐ a) Divide the exit weight by the square footage.
- ☐ b) Divide the square footage by the exit weight.
- ☐ c) Divide the jumper's weight by the square footage.

17) Which canopy size (same model design) will exhibit quicker control response?

- ☐ a) 210-square feet with a 210-pound jumper (geared up).
- ☐ b) 190-square feet with a 190-pound jumper (geared up).
- ☐ c) 170 square feet with a 170-pound jumper (geared up).

18) When is it OK to attempt a stand-up landing??

- ☐ a) When the winds are between 5-10 mph.
- ☐ b) When the jumper has control of all the variables and has executed a good flare at the appropriate altitude.
- ☐ c) When the parachute is open, square, steerable and landable.

Check answers

Category D Quiz

1) For planned deployment initiation at 3,000 feet, approximately how long should an average-sized jumper fall after exiting at 5,000 feet?

- ☐ a) 10 seconds
- ☐ b) 15 seconds
- ☐ c) 20 seconds

2) What is the most appropriate response to loss of heading control in freefall?

- ☐ a) Altitude, arch, legs, relax.
- ☐ b) Correct by turning in opposite direction.
- ☐ c) De-arch.

3) What is the best way to avoid a canopy collision when turning?

- ☐ a) Announce in a loud, clear voice your upcoming turns and/or maneuvers.
- ☐ b) Always fly a right-hand pattern.
- ☐ c) Look first in the direction of the turn.

4) What is the quickest and safest way to change heading immediately after opening?

- ☐ a) Aggressively use toggle inputs to turn.
- ☐ b) Rear riser turn with the brakes still set.
- ☐ c) Front riser turn with the brakes still set.

5) How would you steer a parachute that has a broken brake line?

- ☐ a) Immediately cut away and pull the reserve.
- ☐ b) Use the rear risers to steer with the brakes still set.
- ☐ c) If familiar with rear-riser flares on that canopy, release both brakes and use the back risers to steer.

6) How would you prepare to land a canopy using the rear risers to flare?

- ☐ a) Practice with rear-riser flares at altitude with that canopy during a routine jump.
- ☐ b) Prepare to PLF.
- ☐ c) Set the brakes first, then land using rear risers.

7) What is the procedure for landing on a building?

- ☐ a) Cut away 5-10 feet above the building surface, prepare to PLF.
- ☐ b) Disconnect the RSL (if time), contact the building feet first, PLF, cut away after landing on top of a building, wait for competent help.
- ☐ c) Steer away from building so that you land on solid ground.

8) What is the purpose of the automatic activation device?

- ☐ a) To back up the jumper's emergency procedures.
- ☐ b) To deploy the main canopy if the jumper is unable.

☐ c) To give the jumper more useable freefall time.

9) What is the 'check of threes'?

☐ a) Check with manifest to confirm your load number; check with your instructor to go over the dive flow; check with the pilot to confirm load.

☐ b) Check three-ring release system for correct assembly and RSL; three points of harness attachment for snap assembly or correct routing and adjustment; three operation handles-main activation, cutaway, reserve.

☐ c) Altitude, arch, legs.

10) What must the spotter do to determine what is directly underneath the aircraft while on jump run?

☐ a) Maintain communication with flight control.

☐ b) Check GPS spot.

☐ c) Place head completely outside the aircraft and look straight down.

11) How far horizontally must jumpers be from any cloud below 10,000 feet MSL?

☐ a) 2,000 feet

☐ b) 3,000 feet

☐ c) one mile

12) How far horizontally must jumpers be from any cloud at 10,000 feet MSL and above?

☐ a) 2,000 feet

☐ b) 3,000 feet

☐ c) one mile

13) What are the minimum visibility requirements below 10,000 feet MSL?

☐ a) one mile

☐ b) three miles

☐ c) five miles

14) What are the minimum visibility requirements at 10,000 feet MSL and above?

☐ a) one mile

☐ b) three miles

☐ c) five miles

15) Who is responsible for a jumper observing cloud clearance requirements?

☐ a) Jumper and pilot.

☐ b) Each jumper.

☐ c) Safety and Training Advisor.

16) According to the BSRs, what is the latest a student may jump?

☐ a) 9:00 PM (2100)

☐ b) All student jumps must be completed by sunset.

☐ c) All student jumps must be completed by thirty minutes after sunset.

17) What is the technique for determining the point straight below the aircraft during jump run?

- ☐ a) Determine two lines from the horizon, one ahead and one abreast, and find the intersection of those two lines.
- ☐ b) Look straight down and focus on the point that does not move.
- ☐ c) Determine two lines from the horizon, one ahead and one parallel, and find the intersection of those two lines.

18) What must the jumper look for below before exiting the aircraft?

- ☐ a) Spectators or crowds.
- ☐ b) Obstacles to avoid upon landing.
- ☐ c) Clouds and other aircraft.

Check answers

Category E Quiz

1) What happens to a jumper's fall rate when performing rolls, loops, or other freeflying maneuvers?

- ☐ a) Increases.
- ☐ b) Decreases.
- ☐ c) Stays the same.

2) What happens to a visual altimeter when it's in the jumper's burble?

- ☐ a) Reads unreliably.
- ☐ b) Nothing.
- ☐ c) Reads high.

3) What is the best way to recover from a stall to full glide?

- ☐ a) Quickly counteract with toggle input.
- ☐ b) Pull legs up into a tight ball.
- ☐ c) Smoothly raise the controls.

4) Describe an aerodynamic stall as it applies to a ram-air canopy?

- ☐ a) Sudden state of increased glide and increased rate of descent.
- ☐ b) Stable state of decreased glide and increased rate of descent.
- ☐ c) Stable state of increased glide and decreased rate of descent.

5) When does a dynamic stall occur?

- ☐ a) When the front risers are pulled down quickly.
- ☐ b) At the end of a flare when the jumper begins to rock back under the canopy.
- ☐ c) At the beginning of a flare.

6) What happens after a dynamic stall if the tail is held lower than the nose?

- ☐ a) Recovery.
- ☐ b) Continued dynamic stall.
- ☐ c) Full stall.

7) What is the best way to determine a canopy's optimum flare speed and depth for landing?

- ☐ a) Practice different rates of flare entry at different depths of flare.
- ☐ b) Divide exit weight by the canopy's square footage.
- ☐ c) Contact the manufacturer.

8) Describe your procedure for landing in high winds?

- ☐ a) Stay well downwind of any obstacle, face into the wind early, disconnect the RSL, land with a PLF, pull one toggle down completely, and after landing, cut away if necessary.
- ☐ b) Do not attempt a stand-up landing; PLF.

☐ c) Enter downwind leg at 3/4 brakes and smoothly continue to full brakes.

9) How many A-lines does a nine-cell canopy have?

- ☐ a) nine
- ☐ b) ten
- ☐ c) eleven

10) To what part of the canopy do the steering lines (brake lines) connect?

- ☐ a) nose or leading edge
- ☐ b) end cells
- ☐ c) tail or trailing edge

11) What lines go through the rear slider grommets?

- ☐ a) A, B, and C
- ☐ b) C, D, and brakes
- ☐ c) A, C, and D

12) Where does the main pilot chute bridle attach to the canopy?

- ☐ a) rear center
- ☐ b) top center
- ☐ c) front center

13) Who may pack a main parachute?

- ☐ a) FAA rigger, person jumping the parachute, person under rigger's supervision.
- ☐ b) Drop zone certified packer, FAA rigger.
- ☐ c) Anyone.

14) How often do the main and reserve parachute need to be packed?

- ☐ a) every 120 days
- ☐ b) every 180 days
- ☐ c) every 90 days

15) Who is in command of the aircraft?

- ☐ a) FAA
- ☐ b) TSA
- ☐ c) pilot

16) What are two purposes for wearing seat belts in an aircraft?

- ☐ a) To conform to federal regulations; protection in a crash.
- ☐ b) To prevent items from getting loose; to maintain the correct balance.
- ☐ c) To maintain the correct balance; protection in a crash.

17) Who is responsible that the aircraft is in condition for safe flight?

- ☐ a) The aircraft owner.
- ☐ b) The pilot.
- ☐ c) FAA

18) Above what altitude MSL is the pilot of an unpressurized aircraft required to breathe supplemental oxygen?

- ☐ a) 14,000 feet
- ☐ b) 15,000 feet
- ☐ c) 18,000 feet

19) Above what altitude MSL are all occupants of an unpressurized aircraft required to be provided with supplemental oxygen?

- ☐ a) 14,000 feet
- ☐ b) 15,000 feet
- ☐ c) 18,000 feet

20) In an aircraft with the exit door near the back, what must jumpers do to maintain the balance during exit procedures?

- ☐ a) Remain forward until it is time for their group to exit.
- ☐ b) Follow the pilot's instructions on each jump.
- ☐ c) Remain as close to the pilot as possible.

21) What is the biggest danger to a jumper when flying the canopy pattern?

- ☐ a) other canopies
- ☐ b) turbulent wind
- ☐ c) canopy malfunction

22) What is the best way to avoid a canopy collision?

- ☐ a) See and remain clear of other jumpers.
- ☐ b) Spiral quickly so that you are the first jumper landing.
- ☐ c) Stay in brakes so that you are the last jumper landing.

23) How does the RSL work?

- ☐ a) Activates a small explosion which cuts the reserve closing loop.
- ☐ b) Prevents main canopy from being cut away.
- ☐ c) Forms a separable link between the main riser and reserve ripcord so that cutting away the main activates the reserve, if the RSL is hooked up.

24) What would happen if the main riser attached to the RSL breaks?

- ☐ a) The reserve deploys into the main.
- ☐ b) The reserve deploys with the main still attached by the other riser.
- ☐ c) The main remains attached, creating a two-out situation.

25) What is the best way to prevent risers from breaking?

- ☐ a) Inspection and maintenance; correct packing, tight line stowage, and stable deployment, all to prevent hard openings.
- ☐ b) Replace risers every year.
- ☐ c) Remind your rigger to inspect at every reserve inspection and repack.

26) What is one way to prevent a dual deployment?

- ☐ a) Initiate malfunction procedures high enough to cut away safely and avoid AAD activation.
- ☐ b) Deploy the main parachute at or above the AAD activation altitude.
- ☐ c) De-activate AAD under canopy above AAD activation altitude.

27) What is generally the best action to take in the following two-canopy-out scenarios: Biplane?

- ☐ a) Release the RSL (if time) and cut away.
- ☐ b) Release the brakes on the dominant canopy only and steer that canopy gently; or release the RSL (if time) and cut away; PLF.
- ☐ c) Release the brakes on the front canopy only and steer that canopy gently; PLF.

28) What is generally the best action to take in the following two-canopy-out scenarios: Side by side?

- ☐ a) Release the RSL (if time) and cut away.
- ☐ b) Disconnect the RSL if altitude permits. Leave the brakes stowed and steer by pulling on the rear risers. Land without flaring and perform a parachute landing fall.
- ☐ c) Release the brakes on the front canopy only and steer that canopy gently; PLF.

29) What is generally the best action to take in the following two-canopy-out scenarios: Downplane?

- ☐ a) Release the brakes on the dominant canopy only and steer that canopy gently; or release the RSL (if time) and cut away; PLF.
- ☐ b) Release the RSL (if time) and cut away.
- ☐ c) Release the brakes on the front canopy only and steer that canopy gently; PLF.

Check answers

Category F Quiz

- 1) What is the best way to change the direction of canopy flight while conserving the most altitude?
 - ☐ a) Braked turns.
 - ☐ b) Rear riser turns.
 - ☐ c) Front riser turns.

- 2) What happens if a canopy is controlled too deeply in brakes?
 - ☐ a) It dives.
 - ☐ b) It bucks.
 - ☐ c) It stalls.

- 3) Describe the difference between flaring from half brakes and full glide.?
 - ☐ a) Flaring from half brakes requires a quicker stroke, the stroke is shorter, and stalls occur sooner.
 - ☐ b) Flaring from half brakes requires a slower stroke, the stroke is shorter, and stalls occur sooner.
 - ☐ c) Flaring from half brakes requires a slower stroke, the stroke is longer, and stalls occur sooner.

- 4) How does the half-braked position affect the canopy's flight?
 - ☐ a) Speeds descent, changes glide.
 - ☐ b) Slows descent, changes glide.
 - ☐ c) Slows descent.

- 5) How is heading corrected during a track?
 - ☐ a) Dip leg in direction of the turn.
 - ☐ b) Turn head slightly towards direction of the turn.
 - ☐ c) Dip one shoulder slightly in the direction of the turn.

- 6) When making tracking jumps from a large plane, why is it important to track perpendicular to the jump run?
 - ☐ a) To stay clear of FAA controlled airspace.
 - ☐ b) To avoid other groups ahead and behind.
 - ☐ c) To avoid plane on its descent.

- 7) What is the ground speed of a jump aircraft with an airspeed of 90 knots when flying against a 50-knot headwind on jump run?
 - ☐ a) 40 knots
 - ☐ b) 140 knots
 - ☐ c) 90 knots

- 8) How can jumpers assure adequate separation between groups exiting the aircraft?
 - ☐ a) Count slowly to five.
 - ☐ b) Gauge separation according to position over the ground.
 - ☐ c) Gauge separation according to GPS instruments.

9) What are the three most important aspects of packing the main canopy?

- ☐ a) Stow brakes, lines straight and in place in the center, nose rolled tightly.
- ☐ b) Llines straight and in place in the center, slider up, tail rolled tightly.
- ☐ c) Lines straight and in place in the center, slider up, tight line stows.

10) How can you tell if the RSL is routed correctly?

- ☐ a) Clear path from snap shackle to guide ring.
- ☐ b) Buckle is fully closed.
- ☐ c) Red tab is visible.

11) What is the minimum pull altitude allowed for student skydivers and A license holders?

- ☐ a) 3,000 feet
- ☐ b) 2,500 feet
- ☐ c) 2,000 feet

12) What are the maximum winds allowed for student skydivers?

- ☐ a) 10 mph
- ☐ b) 14 mph
- ☐ c) 18 mph

13) If a jumper falls for one minute through upper winds averaging 30 mph from the west: How far will the jumper drift?

- ☐ a) 1/2 mile
- ☐ b) 1/4 mile
- ☐ c) 3/4 mile

14) (continued from 13) If a jumper falls for one minute through upper winds averaging 30 mph from the west: In which direction will the jumper drift?

- ☐ a) west
- ☐ b) east
- ☐ c) north-northeast

15) What is the procedure for landing in power lines.?

- ☐ a) Make any maneuvers necessary to avoid landing in power lines.
- ☐ b) Avoid the area early during the descent, minimum braked turn necessary to avoid lines, land parallel to the wires, braked landing, prepare for PLF, try to touch only one line at a time, wait for help and confirmation that the power has been turned off and will remain off until recovery operations are complete.
- ☐ c) Get as big as possible, disconnect RSL (if time), cut away, prepare to PLF.

16) In the event of an aircraft emergency with no students or instructors aboard, who should coordinate procedures between the pilot and the other jumpers on the load?

- ☐ a) The person closest to the pilot.
- ☐ b) The most senior jumper.

☐ c) Jumpmaster or spotter.

17) How many jumps are required for the USPA A license?

☐ a) 20

☐ b) 25

☐ c) 30

18) What does a USPA A license permit a skydiver to do?

☐ a) Compete in USPA competitions and events.

☐ b) Jump without supervision and pack anyone's main parachute.

☐ c) Jump without supervision, pack his or her own main parachute, engage in basic group jumps, and perform water jumps.

19) What should an A-licensed jumper do to regain currency after a ten-week period of inactivity?

☐ a) Make at least one jump under the supervision of a USPA instructional rating holder.

☐ b) Go through the first jump course and repeat all necessary ISP categories.

☐ c) Make at least one static line jump.

20) What should an A-licensed jumper do to regain currency after a four-month period of inactivity?

☐ a) Make at least one jump beginning in Category D with a USPA AFF Instructor or in Category B with a USPA IAD Static-Line, or Tandem Instructor before proceeding to unsupervised freefall.

☐ b) Make at least one jump under the supervision of a USPA instructional rating holder.

☐ c) Go through the first jump course and repeat all necessary ISP categories.

Check answers

Category G Quiz

- 1) What is the primary directional control when moving forward to dock in freefall?
 - ☐ a) arms
 - ☐ b) legs
 - ☐ c) shoulders

- 2) What is the minimum break-off altitude for freefall in groups of five or fewer?
 - ☐ a) 1,500 feet above planned deployment altitude
 - ☐ b) 2,000 feet above planned deployment altitude
 - ☐ c) 1,000 feet above planned deployment altitude

- 3) What is the danger of entering a toggle turn too quickly?
 - ☐ a) stall
 - ☐ b) line twist
 - ☐ c) lineover

- 4) What does a canopy do after completing a maximum input toggle turn?
 - ☐ a) It stalls.
 - ☐ b) It planes out.
 - ☐ c) It dives.

- 5) What are the three biggest dangers of a hard toggle turn near the ground?
 - ☐ a) 1: line twist; 2: collision with jumpers; 3: collision with the ground
 - ☐ b) 1: stall; 2: collision with jumpers; 3: collision with the ground
 - ☐ c) 1: line twist; 2: loss of control; 3: stall

- 6) What are the first things to do in the event of a collision and entanglement with another jumper?
 - ☐ a) Check altitude, establish communication.
 - ☐ b) Clear entanglement, check condition of other jumper.
 - ☐ c) Cut away and deploy reserve.

- 7) What is the most critical aspect of closing the main container equipped with a hand-deployed pilot chute?
 - ☐ a) Closing pin loop is as far up the closing pin as possible.
 - ☐ b) Bridle routing and placement.
 - ☐ c) Orientation of closing pin.

- 8) Why is it a bad idea to drag the harness and container system when stowing the lines?
 - ☐ a) Foreign objects could get caught in the lines.
 - ☐ b) It causes unnecessary wear on the three-ring release webbing and loops.
 - ☐ c) Harness and container fabric colors will fade faster.

9) When velcro is used on the brake system, why is it a good idea to place your toggles back on the velcro after you land?

- ☐ a) It covers the hook velcro, which can damage other components, and prevents tangles.
- ☐ b) It regenerates the velcro mechanism.
- ☐ c) It will prevent future brake fires.

10) Who may maintain a main parachute system?

- ☐ a) The owner of the system.
- ☐ b) The main parachute manufacturer.
- ☐ c) An FAA rigger.

11) Why is it bad to leave a parachute in the sun?

- ☐ a) Ultraviolet rays degrade nylon.
- ☐ b) Nylon overheats easily.
- ☐ c) The colors will fade prematurely.

12) What damage could occur from storing a parachute for prolonged periods in a car during the summer?

- ☐ a) Car exhaust fumes degrade materials.
- ☐ b) Nylon retains folds and will not open properly.
- ☐ c) Shorter life for AAD batteries, stow band degradation.

13) What happens to velcro touch fastener when it is used frequently?

- ☐ a) It loses tackiness.
- ☐ b) Its durability increases.
- ☐ c) Nothing.

14) What happens to stiffened tuck flaps that are frequently used?

- ☐ a) distortion
- ☐ b) strenghtening
- ☐ c) nothing

15) Who publishes and enforces rules regarding parachute packing and parachute maintenance?

- ☐ a) FAA
- ☐ b) USPA
- ☐ c) Parachute manufacturers

16) What may result if recovering altitude (floating up) under a freefall formation?

- ☐ a) Collision with formation, funnel.
- ☐ b) Premature AAD fire.
- ☐ c) Formation will re-form quicker.

17) What extra consideration is required when wearing an AAD near the open door of an aircraft or when climbing out?

- ☐ a) Aircraft's magnetic field could damage the AAD.
- ☐ b) No extra consideration is required.
- ☐ c) AAD activation near the open door of an aircraft presents a dangerous situation.

18) Why is it important to remain clear of the area directly above and below other jumpers in freefall?

- ☐ a) To comply with FAA regulations.
- ☐ b) To minimize outcome of possible AAD activation or other accidental or unplanned pack opening.
- ☐ c) To maintain clear line of sight with the ground at all times.

19) Why is it important to maintain an automatic activation device to the manufacturer's standards?

- ☐ a) To improve their chances for correct operation, to help prevent premature AAD activations, to comply with the law.
- ☐ b) To ensure warranty coverage from the manufacturer.
- ☐ c) It will not function otherwise.

20) What is the correct response to a canopy entanglement with another jumper below 1,000 feet if it appears the two canopies cannot be separated in time for a safe landing?

- ☐ a) Cut away and prepare to PLF.
- ☐ b) Cut away and deploy the reserve.
- ☐ c) Deploy the reserve (may not be a safe option with an SOS system).

21) Describe your procedure for landing in trees.?

- ☐ a) Face into the wind, prepare for PLF, flare to half brakes, protect face and under arms, wait for help.
- ☐ b) Cut away 5-10 feet above top of trees, PLF.
- ☐ c) Use any maneuver necessary to avoid landing in trees.

22) What does a tall cumulus cloud indicate?

- ☐ a) Calm weather.
- ☐ b) Thunderstorms in the area.
- ☐ c) High temperatures.

23) What is the most dangerous part of an incoming front for aircraft and skydivers?

- ☐ a) Thunderstorms in the gust front; rapid and significant changes in winds.
- ☐ b) Colder temperatures.
- ☐ c) Higher barometric pressure can damage altimeters and AADs.

Check answers

Category H Quiz

- 1) Why is it important to look ahead during a dive toward other jumpers in freefall??
 - ☐ a) To maximize your speed.
 - ☐ b) To maintain heading.
 - ☐ c) To see others and avoid a collision.

- 2) What is the fastest way to slow down from a freefall dive approach??
 - ☐ a) Aggressive arch.
 - ☐ b) Slow fall position with arms forward and knees down.
 - ☐ c) Arms back at waist and legs straight.

- 3) What is the danger of a loose or worn main container closing loop??
 - ☐ a) Premature deployment.
 - ☐ b) AAD fire.
 - ☐ c) Line over malfunction.

- 4) Why must three-ring release cables be cleaned periodically??
 - ☐ a) Oxidation will cause microscopic burrs on metal which could tear fabric.
 - ☐ b) To remove tar build up.
 - ☐ c) Corrosion deposits cause them to bind.

- 5) If you see that you have begun to turn too low to the ground for a safe landing, what should be your first response??
 - ☐ a) Quickly use toggle controls to turn in the opposite direction.
 - ☐ b) Neutralize the turn and get the canopy overhead.
 - ☐ c) Prepare to PLF.

- 6) What effect does pulling on the front risers have on the canopy??
 - ☐ a) Dramatic increase in rate of descent.
 - ☐ b) Dramatic decrease in rate of descent.
 - ☐ c) Dramatic increase in forward speed.

- 7) When performing front riser maneuvers, what should you do with the toggles??
 - ☐ a) Stow them.
 - ☐ b) Keep them away from the front risers.
 - ☐ c) Keep them in your hands.

- 8) What are the two biggest dangers of front-riser maneuvers near the ground??
 - ☐ a) Collisions with other jumpers, collision with the ground.
 - ☐ b) Broken lines, collision with the ground.
 - ☐ c) Canopy stalls, collision with the ground.

9) What are some of the possible results of a turn made too low to the ground??

- ☐ a) Horseshoe malfunction.
- ☐ b) Serious injury or death.
- ☐ c) Increased chance of landing on target.

10) What is the procedure for landing in water??

- ☐ a) Inflate flotation device, disconnect chest strap and RSL, prepare for PLF, face into wind, flare, hold breath, cut away once feet are wet, remove leg straps, swim upwind; if under the canopy, dive deep and swim away or follow one seam until out from underneath.
- ☐ b) Inflate flotation device, disconnect chest strap and RSL, prepare for PLF, face into wind, flare, hold breath, cut away five to ten feet above water, remove leg straps, swim upwind; if under the canopy, dive deep and swim away or follow one seam until out from underneath.
- ☐ c) Inflate flotation device, prepare for PLF, face into wind, flare, hold breath, remove leg straps, swim upwind; if under the canopy, dive deep and swim away or follow one seam until out from underneath.

11) What is the maximum percentage of visible wear allowable on a main closing loop??

- ☐ a) fifty percent
- ☐ b) twenty-five percent
- ☐ c) ten percent

12) Can a jump be legally made from an aircraft without an operating radio??

- ☐ a) No
- ☐ b) Yes
- ☐ c) Yes, as long as the aircraft has an operating GPS system.

13) What is the least notification the FAA requires before any jump or series of jumps may be made??

- ☐ a) twenty-four hours
- ☐ b) one hour
- ☐ c) one month

14) Where can a pilot look to determine if a plane is approved for flight with the door removed??

- ☐ a) No approval is needed.
- ☐ b) AC 105.2, Appendix 2, or aircraft owner's manual.
- ☐ c) FAR 105.3

15) Whose name will the FAA require when filing a notification for parachute jumping??

- ☐ a) The person giving notice.
- ☐ b) The local safety and training advisor.
- ☐ c) The pilot.

Check answers