

Run Into The Sky

PPG 1 and PPG 2 Training Guide

\$3500 training discounted to \$1200



Warning and Disclaimer:

By accessing and utilizing the information contained within this packet, you acknowledge and agree that it is intended for use in conjunction with instruction provided by a certified USPPA (United States Powered Paragliding Association) instructor. This material is not intended to serve as a standalone resource for learning to fly a paramotor independently.

Paramotoring involves inherent risks, and attempting to learn without proper guidance and supervision can result in serious injury or death. The dangers of self-training include but are not limited to, improper technique, inadequate equipment selection or maintenance, lack of understanding of weather conditions, and limited emergency response capabilities.

At Run into the Sky Flight School, our mission is to facilitate safe and responsible paramotor training for individuals of all abilities, including disabled veterans. We are committed to providing comprehensive instruction, adaptive equipment, and ongoing support to ensure that all students can learn to fly safely and confidently.

Remember, your safety is paramount, and seeking professional instruction is essential for a successful and enjoyable paramotoring experience. Fly responsibly, and let us help you reach new heights safely.

Paramotor College

PPG 1 and PPG 2 Flight School Guide

www.RunIntoTheSky.org

“Be an Ambassador to our Sport.”

This packet is to be used in conjunction with a certified USPPA instructor. Do not use this and try to train yourself.

- 1. USPPA Waiver**
- 2. Land Owner Waiver**
- 3. Read the Study Guide before taking tests**
- 4. Join the Flight School Messenger Group**
- 5. Filled out the Disability Assessment**
- 6. Risk vs Reward Video Exam**
- 7. Airspace Test at USPPA.org**
- 8. Take PPG 1 Test at USPPA.org**
- 8A. Take PPG 2 Test if you want also.**
- 9. Take PPG 1 Wheel Test if you Trike**
- 9A. Take PPG 2 Wheel Test if you want**

Release, Waiver And Assumption Of Risk Agreement. [USPPA.org](https://www.usppa.org)

In consideration of the benefits to be derived from membership in the United States Powered Paragliding Association (USPPA), I _____ (Pilot) and the parent or legal guardian of Pilot if Pilot a minor, for themselves, their personal representatives, heirs, executors, next of kin, spouses, minor children and assigns, do agree as follows:

- DEFINITIONS - The following definitions apply to terms used in this Agreement:
- 1. "PARTICIPATION IN THE SPORT" means launching (and/or assisting another in launching), flying (whether as pilot in command or otherwise) and/or landing (including, but not limited to, crashing) a powered paraglider (PPG).
- 2. "SPORTS INJURIES" means personal injury, bodily injury, death, property damage and/or any other personal or financial injury sustained by Pilot as a result of Pilot's PARTICIPATION IN THE SPORT and/or as a result of the administration of any USPPA programs (for example: the Pilot Proficiency System). If Pilot is under 18 years of age, the term "SPORTS INJURIES" means personal injury, bodily injury, death, property damage and/or any other personal or financial injury sustained by Pilot as well as personal injury, bodily injury, death, property damage and/or any other personal or financial injury sustained by Pilot's parents or legal guardians, as a result of Pilot's PARTICIPATION IN THE SPORT and/or as a result of the administration of any USPPA programs.
- 3. "RELEASED PARTIES" means the following, including their owners, officers, directors, agents, spouses, employees, officials (elected or otherwise), members, independent contractors, sub-contractors, lessors and lessees:
 - a) The United States Powered Paragliding Association, a Delaware non-profit Corporation (USPPA);
 - b) Each of the person(s) sponsoring and/or participating in the administration of Pilot's proficiency rating(s);
 - c) Each of the organizations which are chapters of the USPPA;
 - d) The United States Of America and each of the city(ies), town(s), county(ies), State(s) and/or other political subdivisions or governmental agencies within whose jurisdictions pilot launches, flies and/or lands;
 - e) Each of the property owners on or over whose property Pilot may launch, fly and/or land;
 - f) All persons involved, in any manner, in the sports of powered paragliding at the site(s) where Pilot PARTICIPATES IN THE SPORT "All

persons involved" include, but are not limited to, spectators, ppg pilots, assistants, drivers, instructors, observers, and owners of ppg equipment; and g) All other persons lawfully present at the site(s) during Pilot's PARTICIPATION IN THE SPORT.

- B. I FOREVER RELEASE AND DISCHARGE the RELEASED PARTIES from any and all liabilities, claims, demands, or causes of action that I may hereafter have for SPORTS INJURIES however caused, even if caused by the negligence (whether active or passive) of any of the RELEASED PARTIES to the fullest extent allowed by law.
- C. I WILL NOT SUE OR MAKE A CLAIM against any of the released parties for loss or damage on account of SPORTS INJURIES. If I violate this agreement by filing such a suitor making such a claim, I will pay all attorneys' fees and costs of the RELEASED PARTIES
- D. LAWS. I agree that this agreement shall be governed by and construed in accordance with the laws of the State of Delaware. All disputes and matters whatsoever arising under, in connection with or incident to this Agreement shall be litigated, if at all, in and before a Court located in the State of Delaware, U.S.A. to the exclusion of the Courts of any other State or Country.
- E. SEVERABILITY. If any part, article, paragraph, sentence or clause of this Agreement is not enforceable, the affected provision shall be curtailed and limited only to the extent necessary to bring it within the requirements of the law, and the remainder of the agreement shall continue in full force and effect.
- F. AGE. I represent that pilot is at least 18 years of age, or, that I am the parent or legal guardian of pilot and am making this agreement on behalf of myself and pilot if I am the parent or legal guardian of pilot, I agree to indemnify and reimburse the released parties for their defense and indemnity from any claim or liability in the event that pilot suffers sports injuries as a result of pilot's participation in the sport even if caused in whole or in part by the negligence (whether active or passive) of any of the released parties.
- 6. I voluntarily assume all risks, known and unknown, of sports injuries; however caused, even if caused in whole or in part by the action, inaction, or negligence of the released parties to the fullest extent allowed by law. I have read, understand and agree to the above RELEASE, WAIVER AND ASSUMPTION OF RISK AGREEMENT.

-
- Signature _____
-

-
- Date ____/____/____

Land Owner Waiver and Liability Release

In exchange for the use of your property, I (we) the undersigned PPG pilot(s), hereby release and discharge Chris Lockley, the landowner of 112 Logan Dr, Beebe, Arkansas 72012, White County, from any and all liability, claims, demands, or causes of action that I (we) or our heirs may hereafter have for injuries, damages, or death arising out of our participation in PPG activities, including but not limited to losses caused by the negligence of the released landowner.

I (we) understand and acknowledge that PPG activities have inherent dangers that no amount of care, caution, instruction, or expertise can eliminate, and I (we) expressly voluntarily assume all risk while participating in these activities, whether or not caused by the negligence of the released parties. **Furthermore, we agree to pay for any damages resulting from our activities.** We understand that this agreement will be in effect until revoked by you, Chris Lockley, the landowner.

Landowner Name: Chris Lockley

Landowner Address: 112 Logan Dr, Beebe, Arkansas 72012

Description of Property: All of 112 Logan Dr property including the school and LZ

Dates: From Signed till Revoked by the pilot or landowner

Pilot Signatures:

- _____ [Signature of Pilot 1]
- _____ [Signature of Pilot 2]
- (if applicable)
- _____ [Signature of Pilot 3]
- (if applicable)

Date: _____

Run Into The Sky Inc

Paramotor College

Study Guide

Run Into The Sky Flight School 2024



Study Guide - Run Into The Sky Inc. Flight School

This was copied from <https://paramotorplanet.com/paramotor-pilot-exam/> please check out their website and see if you can make 100% after studying this test.

1. Before starting the engine it is important to
 - Fill your tank with at least 2 liters of fuel
 - Oil your throttle cable
 - Unwind the cruise control knob
 - Check no aircraft are overhead

2. During your pre-flight checks it is essential to
 - Check the line strength of your glider
 - Radio to other aircraft to tell them where you're launching from
 - Check that the grass is dry
 - Check the securing pins on your reserve parachute container

3. Before flying a paramotor it is important to do a
 - Flight test
 - Hang test
 - Harness test
 - Propeller test

4. FAR 103 and CAA rules of the air (US and UK) state that a paramotor must be flown in accordance with
 - Paramotor flight rules
 - Class A flight rules
 - Instrument flight rules
 - Visual flight rules

5. Your paramotor has a strobe / safety beacon fitted that is visible from 3 miles away. You can fly
 - From sunrise to sunset
 - From 30 minutes before sunrise until 30 minutes after sunset
 - During day and night hours
 - From 1 hour before sunrise until 1 hour after sunset

6. No clearance or special permission is required to fly in
 - Class A airspace
 - Class G airspace
 - Class C airspace
 - Class B airspace

7. Flying a paramotor in the rain
 - Can cause a parachutal stall
 - Can clean your wing
 - Is illegal
 - Requires a strobe light to be fitted

8. What two words should you call out to let everybody know you are about to start your engine

9. When flying anywhere you should always
 - Stay 500 feet above the surface
 - Avoid flying at the same altitude as other aircraft
 - Carry a radio
 - Keep a landing option

10. Tight spiral dives should be avoided because
 - The pilot can experience G-lock and lose consciousness
 - The G-force can pull fuel from the carburetor causing the engine to stop
 - The small quick links connecting the lines to the risers can break under the high G-force
 - The maneuver will pose a risk to other aircraft

11. When approaching another aircraft head on, you should
 - Steer left to avoid a collision
 - Steer right to avoid a collision
 - Go to full power to climb out of the way
 - Decrease power to lose altitude

12. Select 1 or more answers. According to FAR 103 (US) and the CAA rules of the air regulations (UK) all paramotors shall give way to Aircraft which are towing other aircraft or objects.
 - Balloons
 - Birds
 - Paragliders

13. Cumulonimbus clouds

- Are associated with calm conditions
- Pose a danger to all aircraft
- Are associated with dry conditions
- Pose no risk to aircraft

14. You see this NOTAM in the area you fly your paramotor –
Glider flying will take place

WINCH LAUNCHING OF MULTIPLE GLIDERS WI 1NM RADIUS.
WINCH CABLES UP TO 1000FT AGL. INTENSE GLIDING ACTIVITY
MAY BE OBSERVED IN THE VCY. Contact 07***** for more info.

LOWER: Surface, UPPER: 1,000 Feet AMSL
FROM: 01 Sep 2018 TO: 01 Sep 2018
SCHEDULE: Sunrise to sunset

What action should you take

- Call them to let them know you will also be flying there
- No action is necessary
- Wait until no gliders are visible
- You can fly there but stay above 1000 FT

15. Flying in the lee side of a hill is dangerous because

- Strong winds could blow you towards the hill
- You'll have no landing options
- You could encounter rotor turbulence
- You'll be below the minimum legal height

16. After how long should you send your reserve parachute for repacking

- 6 months, or 50 hours
- 1 year, or 100 hours
- 2 years, or 200 hours
- 5 years

17. A small chip on the propeller blade can

- Cause the propeller to disintegrate
- Pose a risk to people on the ground
- Slowly get bigger
- Cause increased vibration

18. Select 1 or more possible answers. When flying over water you should
Unclip all harness straps except one leg strap, so you can quickly free yourself if the engine fails and you land in the water.

Wear a life vest

Fly high enough to glide to a safe landing spot if the engine fails

Use a flotation device

19. Before flying low you should

Run a full reconnaissance of the area from altitude

Give your position to all other nearby aircraft

Land and check out the area from the ground

Issue a NOTAM to warn other aircraft of your presence

20. Nimbostratus clouds are a sign of

Good weather

Rain

High wind

Low wind

21. According to internationally recognized air laws who has the right of way

The pilot who is taking off

The pilot who is in the air

Neither pilot has right of way

The pilot who receives the correct signal

22. Select one or more answers. What should you do before starting your engine?

Check that the throttle cable runs free

Check the fuel tank for leaks

Check that the fuel cap is replaced

Check the kill switch is working correctly

23. The angle of attack refers to

The angle at which the wing creates most of its lift

The angle at which the wing stalls

The angle at which oncoming air meets the wing

The angle at which air leaves the wing

24. A wing reaches its stalled region
Just below the critical angle of attack
As the wing enters a dive
Beyond the critical angle of attack
At the point the wing is generating maximum lift
25. To stop the wing overshooting you, you should
Increase power
Decrease power
Pull both brakes to shoulders
Put hands up
26. In the trough of a wave you'll find
Smoother air
Orographic stratus clouds
Fog and mist
Rotor turbulence
27. Low level clouds are
Cirrocumulus, cirrus, and cirrostratus
Alto cumulus and Altostratus
Cumulus and nimbostratus
Stratus, cumulonimbus, and stratocumulus
28. When converging you will give way to
The left
The right
Only gliders
All aircraft must give way to paramotors
29. Applying both brakes down to your ears at the last stages of the takeoff run can
Stall the wing
Cause the wing to hold back
Act like flaps to assist your takeoff
Cause the wing to overshoot

30. Your wing has been exposed to salt and sand, you also notice some oil spots from your exhaust. You can

Clean the wing with warm soapy water

Never clean the wing as it can cause damage

Clean the wing with water

Spray the wing with clean water and remove oil spots with a gentle solvent

31. It's a clear morning and you're ready for a cross country flight. You will takeoff with enough fuel to fly for two hours and you will land back at the same field. There's a 12 mph wind blowing in the direction you need to fly meaning the outbound trip will take you about 55 minutes. What should you do?

The wind is too strong to fly

Takeoff and zigzag to get through the strong wind

Takeoff, you have enough fuel because the outbound trip will be very fast

The flight will take more than two hours, you'll need more fuel

32. The centre of pressure on a reflex wing is

30% along its chord

Further back than on a classic wing

15% along the span

Further forward than on a classic wing

33. Select one or more answers. A high angle of attack can lead to

A loss of lift

Lower airspeed

A stall

Lower fuel consumption

34. Select one or more answers. Your right brake line snaps, what can you do?

Steer with the tip steering

Flare with the D risers

Steer and flare with the tip steering

Flare with the one remaining brake and a D riser

35. You launch and your wing starts pulling to the left and the paramotor is struggling to climb. You're pulling right brake and holding full power but it seems to be getting worse. You should immediately

Pull harder to the right to stop the turn

Stop pulling right brake and continue to climb away from any danger

Pull left brake and turn with the wing

Throttle back and put both hands up

1. Before starting the engine it is important to

- Fill your tank with at least 2 liters of fuel
- Oil your throttle cable
- Unwind the cruise control knob
- Check no aircraft are overhead

The cruise control knob can tighten during transport so it should always be checked and unwound during your pre-start or pre-flight checks. If it remains tight the throttle may stick open which can cause the engine to rev up, this has caused many propeller injuries.

2. During your pre-flight checks it is essential to

- Check the line strength of your glider
- Radio to other aircraft to tell them where you're launching from
- Check that the grass is dry
- **Check the securing pins on your reserve parachute container**

The reserve pins should always be checked as they can release themselves from the loops, this can cause an accidental deployment.

3. Before flying a paramotor it is important to do a

- Flight test
- **Hang test**
- Harness test
- Propeller test

A hang test is important to set the correct hang angle

4. FAR 103 and CAA rules of the air (US and UK) state that a paramotor must be flown in accordance with

- Paramotor flight rules
- Class A flight rules
- Instrument flight rules
- **Visual flight rules**

Visual flight rules (VFR) are a set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going.

5. Your paramotor has a strobe / safety beacon fitted that is visible from 3 miles away. You can fly

- From sunrise to sunset
- **From 30 minutes before sunrise until 30 minutes after sunset**
- During day and night hours
- From 1 hour before sunrise until 1 hour after sunset

In the US You must only fly a paramotor between the hours of sunrise and sunset. If you would like to fly your paramotor 30 minutes before sunrise, or 30 minutes after sunset, section 103.11 (b) states that a strobe must be fitted, and it must be visible from 3 miles away.

In the UK you can fly from 30 minutes before sunrise until 30 minutes after sunset without a strobe.

6. No clearance or special permission is required to fly in

- Class A airspace
- **Class G airspace**
- Class C airspace
- Class B airspace

7. Flying a paramotor in the rain

- **Can cause a parachutal stall**
- Can clean your wing
- Is illegal
- Requires a strobe light to be fitted

Flying a paramotor in the rain can be very dangerous and often leads to something known as a parachutal stall. In a parachutal stall the glider stays fully formed but slows down to almost zero forward air speed, and starts to drop vertically.

This is caused by a thin film of water droplets that bead up on the surface of the wing causing disruption to the airflow over it. In addition the mass of the wing increases as it absorbs some of the water. This causes the wing to become heavy and sluggish creating a further loss of lift, and an increase in drag. These effects can be seen on many aircraft but they're most pronounced in slow high-lift wings such as paramotor wings.

8. What two words should you call out to let everybody know you are about to start your engine

- **clear prop**

Always call out to let others know that you're about to start your engine, "**CLEAR PROP**" will be recognized by everybody.

9. When flying anywhere you should always

- Stay 500 feet above the surface
- Avoid flying at the same altitude as other aircraft
- Carry a radio
- **Keep a landing option**

If your engine suddenly quits with no warning you're coming down, and there's nothing you can do about it. If you need to fly over trees, water, or anywhere else that leaves no landing options you need to fly high. Fly high enough that you'll be able to glide to safety if the engine cuts out. If there's no landing options within gliding distance then don't risk it.

10. Tight spiral dives should be avoided because

- **The pilot can experience G-lock and lose consciousness**
- The G-force can pull fuel from the carburetor causing the engine to stop
- The small quick links connecting the lines to the risers can break under the high G-force
- The maneuver will pose a risk to other aircraft

Something that can result from a spiral dive is G-lock, this means you will black out because of the high G-force. If you don't come around in time you'll hit the ground, this has proved fatal for many paramotor and paragliding pilots.

11. When approaching another aircraft head on, you should

- Steer left to avoid a collision
- **Steer right to avoid a collision**
- Go to full power to climb out of the way
- Decrease power to lose altitude

Although it's not stated in the FAR 103 regulations most pilots follow the "on the right in the right" or "Keep right steer right" rule. This is actually regulatory in the UK, and means that if you find yourself approaching another aircraft head-on, both aircraft should steer right to avoid a collision.

12. Select 1 or more answers. According to FAR 103 (US) and the CAA rules of the air regulations (UK) all paramotors shall give way to

- **Aircraft which are towing other aircraft or objects.**
- **Balloons**
- **Birds**
- **Paragliders**

FAR 103 states that ultralights shall give way to all other aircraft, powered or unpowered.

CAA rules of the air states that all flying machines shall give way to airships, gliders and balloons, and that mechanically driven aircraft shall give way to aircraft which are towing other aircraft or objects.

While not a rule, I would stay clear of birds

13.

Cumulonimbus clouds

- Are associated with calm conditions
- **Pose a danger to all aircraft**
- Are associated with dry conditions
- Pose no risk to aircraft

Cumulonimbus clouds are associated with cloud suck, this is more commonly seen in paragliding when thermalling pilots find themselves fighting to stay out of the clouds. But even large airliners avoid crossing the path of a cumulonimbus. The vertical extent of a cumulus cloud is a good indicator of the strength of lift beneath it, and the potential for cloud suck. You should avoid Cumulonimbus clouds at all times, never fly below them or close to them.

14. You see this NOTAM in the area you fly your paramotor –
Glider flying will take place

**WINCH LAUNCHING OF MULTIPLE GLIDERS WI 1NM
RADIUS.**

**WINCH CABLES UP TO 1000FT AGL. INTENSE GLIDING
ACTIVITY**

MAY BE OBSERVED IN THE VCY. Contact 07*** for more
info.**

LOWER: Surface, UPPER: 1,000 Feet AMSL

FROM: 01 Sep 2018 TO: 01 Sep 2018

SCHEDULE: Sunrise to sunset

What action should you take

- Call them to let them know you will also be flying there
- No action is necessary
- Wait until no gliders are visible
- **You can fly there but stay above 1000 FT**

NOTAMS should be checked before each flight, check the details and if you're unsure if you can fly use the contact number to check.

15. Flying in the lee side of a hill is dangerous because

- Strong winds could blow you towards the hill
- You'll have no landing options
- **You could encounter rotor turbulence**
- You'll be below the minimum legal height

Rotors are air spinning rapidly like a wheel, they can occur where wind speeds change in a wave or where friction slows the wind near the ground. They are commonly found downwind of anything!

16. After how long should you send your reserve parachute for repacking

- 6 months, or 50 hours
- **1 year, or 100 hours**
- 2 years, or 200 hours
- 5 years

A yearly inspection of your reserve parachute is essential to ensure the materials haven't become compressed. They can also hold trapped moisture and grit which can damage the fabric. A fresh repack also ensures the fastest opening time in the event of a deployment.

17. A small chip on the propeller blade can

- Cause the propeller to disintegrate
- Pose a risk to people on the ground
- Slowly get bigger
- **Cause increased vibration**

Even small chips can put the propeller out of balance and cause increased vibration. This can lead to damage or loosening of nuts and bolts, so it should be repaired as soon as possible.

18. Select 1 or more possible answers. When flying over water you should

- **Unclip all harness straps except one leg strap, so you can quickly free yourself if the engine fails and you land in the water.**
- **Wear a life vest**
- **Fly high enough to glide to a safe landing spot if the engine fails**
- **Use a flotation device**

If you need to fly over trees, water, or anywhere else that leaves no landing options you need to fly high. Fly high enough that you'll be able to glide to safety if the engine cuts out. If there's no landing options within gliding distance then don't risk it.

Flying over water with no landing options can be made a little safer by using a flotation device. These can be fitted to the harness to give buoyancy in the event of an accident. But even with a flotation device you'll be taking a risk as you can end up face down in the water, be sure to fit the device on the harness shoulder straps to minimize this risk.

You'll also want to unclip all harness straps except for one leg strap. Unclipping these straps after you've hit the water will be almost impossible, so get ready before you pass the water line.

The wing can also come down on top of you, when the wing gets wet or takes in water you'll struggle to swim. The wing's lines can also cause problems if they wrap around your arms or legs. Be sure to have your harness unclipped so you can jump away from the danger the moment you hit the water.

19. Before flying low you should

- **Run a full reconnaissance of the area from altitude**
- **Give your position to all other nearby aircraft**
- **Land and check out the area from the ground**
- **Issue a NOTAM to warn other aircraft of your presence**

Flying low can present many hazards including power lines and fences. A full reconnaissance should be done from a safe height before flying low to scan for any dangers.

20. Nimbostratus clouds are a sign of

- Good weather
- **Rain**
- High wind
- Low wind

nimbus – Latin word for “rain”

stratus – Latin word for “layer”

21. According to internationally recognised air laws who has the right of way

- **The pilot who is taking off**
- The pilot who is in the air
- Neither pilot has right of way
- The pilot who receives the correct signal

Aircraft that are taking off or landing have priority over aircraft that are above them.

22. Select one or more answers. What should you do before starting your engine?

- **Check that the throttle cable runs free**
- Check the fuel tank for leaks
- **Check that the fuel cap is replaced**
- Check the kill switch is working correctly

Always check that the throttle cable is running freely to prevent the engine revving to full power on startup. Another common thing to forget is replacing the fuel cap after fueling, add this one to your pre flight checklist.

After you start the motor, then, check to make sure the Kill switch is working

23. The angle of attack refers to

- The angle at which the wing creates most of its lift
- The angle at which the wing stalls
- **The angle at which oncoming air meets the wing**
- The angle at which air leaves the wing

The Angle of attack is the angle at which air meets the wing

24. A wing reaches its stalled region

- Just below the critical angle of attack
- As the wing enters a dive
- **Beyond the critical angle of attack**
- At the point the wing is generating maximum lift

Beyond the critical angle of attack is the stalled region where the wing is no longer effectively generating lift and the wing enters a stall.

25. To stop the wing overshooting you, you should

- Increase power
- Decrease power
- **Pull both brakes to shoulders**
- Put hands up

A quick pull of both brakes to your shoulders will help to dampen a surge

26. In the trough of a wave you'll find

- Smoother air
- Orographic stratus clouds
- Fog and mist
- **Rotor turbulence**

Around the first trough on the lee side you'll find rotor. Rotors are air that is spinning rapidly like a wheel, they can occur where wind speeds change in a wave, or where friction slows the wind near the ground.

27. Low level clouds are

- Cirrocumulus, cirrus, and cirrostratus
- Altocumulus and Altostratus
- **Cumulus and nimbostratus**
- Stratus, cumulonimbus, and stratocumulus

28. When converging you will give way to

- The left
- **The right**
- Only gliders
- All aircraft must give way to paramotors

Certain laws will be followed by pilots in all countries, the general rule is on the right in the right. So converging aircraft will give way to the right, and aircraft approaching head-on shall both turn right.

29. Applying both brakes down to your ears at the last stages of the takeoff run can

- Stall the wing
- Cause the wing to hold back
- **Act like flaps to assist your takeoff**
- Cause the wing to overshoot

A touch of brake will help your takeoff if you're running as fast as you can and struggling to get off the ground.

30. Your wing has been exposed to salt and sand, you also notice some oil spots from your exhaust. You can

- Clean the wing with warm soapy water
- Never clean the wing as it can cause damage
- **Clean the wing with water**
- Spray the wing with clean water and remove oil spots with a gentle solvent

You should use nothing anymore aggressive than water to clean your wing as it may damage to fabric.

31.

It's a clear morning and you're ready for a cross country flight. You will takeoff with enough fuel to fly for two hours and you will land back at the same field. There's a 12 mph wind blowing in the direction you need to fly meaning the outbound trip will take you about 55 minutes. What should you do?

- The wind is too strong to fly
- Takeoff and zigzag to get through the strong wind
- Takeoff, you have enough fuel because the outbound trip will be very fast
- **The flight will take more than two hours, you'll need more fuel**

The 12mph wind will make the return journey very slow meaning the return trip will take much longer than the outbound trip.

32. The centre of pressure on a reflex wing is

- 30% along its chord
- Further back than on a classic wing
- 15% along the span
- **Further forward than on a classic wing**

Classic wings have their centre of pressure about 30% along the chord. Reflex wings have a centre of pressure at about 15% making them pitch positive and much more pitch stable.

33. Select one or more answers. A high angle of attack can lead to

- **A loss of lift**
- **Lower airspeed**
- **A stall**
- Lower fuel consumption

At higher angles of attack the amount of lift generated by the wing drops enormously. This is because the flow of smooth air separates from the wing and begins to breakdown. This air becomes more turbulent and destroys the wing's ability to generate lift. This can lead to lower airspeed, a loss of lift and eventually a stall.

34. Select one or more answers. Your right brake line snaps, what can you do?

- **Steer with the tip steering**
- **Flare with the D risers**
- Steer and flare with the tip steering
- Flare with the one remaining brake and a D riser

In this situation steering can be done with the tip steering but flaring must be done with both D risers.

35. You launch and your wing starts pulling to the left and the paramotor is struggling to climb. You're pulling right brake and holding full power but it seems to be getting worse. You should immediately

- Pull harder to the right to stop the turn
- Stop pulling right brake and continue to climb away from any danger
- Pull left brake and turn with the wing
- **Throttle back and put both hands up**

This is the first sign of riser twist, if you realize what's happening before it's too late immediately reduce power and brake. You can then slowly add power again but not as much.

After completing the above test, please take a moment to reflect on your experience and consider the following questions:

- What are some key insights or learnings you gained from this test that you believe will be beneficial for your paramotor career?

- How do you anticipate applying the concepts and skills covered in this test to enhance your performance as a paramotor pilot?

- Are there any specific techniques or strategies highlighted in the test that you plan to incorporate into your flying routine?

- In what ways do you think this test has contributed to your overall understanding of paramotoring and safety practices?

- Are there any areas of improvement or additional training needs that you identified through this test?

Powered Paragliding Quiz: Try to answer the questions below before referring to the provided answers after this short 10 question test.

1. What is the purpose of ground school in powered paragliding training?
 - A) Learning aerodynamics and flight principles
 - B) Understanding equipment maintenance
 - C) Recognizing weather conditions and their impact on flying
 - D) All of the above

2. Which launch technique involves running forward while inflating the wing?
 - A) Forward launch
 - B) Reverse launch
 - C) Side launch
 - D) No-wind launch

3. What should you do in case of an engine failure during flight?
 - A) Deploy the reserve parachute immediately
 - B) Maintain control and look for a suitable landing spot
 - C) Attempt to restart the engine
 - D) Perform emergency maneuvers to gain altitude

4. What are some important considerations when planning a cross-country flight?
 - A) Navigation and route planning
 - B) Reading topographic maps
 - C) Understanding airspace regulations
 - D) All of the above

5. How can you recognize favorable flying conditions?
 - A) Observing wind patterns and thermals
 - B) Checking weather forecasts and reports
 - C) Assessing cloud formations and sky conditions
 - D) All of the above

6. When should you deploy a reserve parachute?
 - A) In case of engine failure
 - B) When encountering severe turbulence
 - C) When experiencing a wing collapse that cannot be recovered
 - D) All of the above

7. What are some important safety procedures in powered paragliding?
- A) Regular equipment inspections
 - B) Proper use of safety gear, including helmets and harnesses
 - C) Maintaining a safe distance from power lines and obstacles
 - D) All of the above
8. What is the purpose of throttle management during flight?
- A) Controlling speed and altitude
 - B) Managing fuel consumption
 - C) Adjusting engine power for different flight conditions
 - D) All of the above
9. How can you assess wind conditions before launching?
- A) Use a windsock or wind indicator
 - B) Observe the movement of trees and vegetation
 - C) Check weather reports for wind speed and direction
 - D) All of the above
10. Why is it important to have proper training before flying a powered paraglider?
- A) To ensure safety for yourself and others
 - B) To understand the rules and regulations of powered paragliding
 - C) To develop the necessary skills for safe and enjoyable flights
 - D) All of the above

****Answers:****

1. D) All of the above
2. A) Forward launch
3. B) Maintain control and look for a suitable landing spot
4. D) All of the above
5. D) All of the above
6. D) All of the above
7. D) All of the above
8. D) All of the above
9. D) All of the above
10. D) All of the above

Run Into The Sky Inc. Flight School Questions PPG 1 TEST

Prior to attending class, we encourage you to thoroughly utilize all available resources, including study materials, PPG Bible and instructional guides. During the session, we will collectively review the correct answers to ensure comprehension. Following this review, you will have the opportunity to take the official PPG 1 test online, marking an important milestone in your paramotoring journey.

Question 1 :

You're set up for a forward inflation and notice a slight breeze (2 mph) from the left. If you go, expect that the wing will:

Yaw (point) Left.

Question 2 :

Refer to the Paraglider wing Where is the...Trailing Edge?

Question 3 :

The highest risk for fatal accidents comes from:

Landing in water (1),
Steep, low maneuvering (2)

Question 4 :

Refer to the Paraglider wing. Where is :

The Leading Edge

Question 5 :

Flare is:

Pulling brakes a few seconds before touchdown to reduce descent rate.

Question 6 :

As a student pilot, when you're coming in to land, the most important thing is:

Intently acting on your instructor's commands.

Question 7 :

You're on final, into the wind, and coming in to land. Regarding brake use, what should you do during the last 20 feet?

Hold no or minimal brake pressure until flare.

Question 8 :**While cruising in flight (just flying along), what altitude is recommended?**

You should stay above 200 feet, preferably 500 feet to allow time to handle unexpected events.

Question 9 :**For launch, trimmers should be:**

Set as recommended by the wing's pilot manual.

Question 10 :**Regarding brake toggles, during your first few flights brake lines should be:**

Only be adjusted with the help of your instructor.

Question 11 :**Point to/ where is the:****Trimmer System****Question 12 :****Point to/ where is the:****Brake Toggle****Question 13 :****Point to/ where is the:****A Riser****Question 14 :****Point to/ where is the:****The A lines****Question 15 :**

_____ causes air to flow down slowly and fan out, moving with clockwise rotation at the ground in the Northern Hemisphere. Expect clear skies because sinking air prevents clouds from forming:

High pressure.**Question 16 :****Which of the following is more likely to produce strong winds and occasionally severe thunderstorms?****Cold front.**

Question 17 :

Select all that apply. It is 1:00 pm on a summer afternoon with large Cumulus clouds forming. What can you expect?

Strong thermals.,
Potentially gusty winds on launch and landing.

Question 18 :

It is 7:00 pm on a summer afternoon. The winds have been light all day and no frontal activity is expected. You arrive at your launch area to find a steady 5 mph wind. What can you expect?

Most likely smooth air and a nice flight.

Question 19 :

Regarding power-off landings (turning the motor off before landing):

Instructors may have students shut the power off to minimize the likelihood of equipment damage.

Question 20 :

Flying with approximately 2 pounds of pressure (the resting weight of your arms) on each brake:

May or may not be appropriate for your wing, consult the wing's owners manual.

Question 21 :

During the takeoff run, when the glider just starts to provide enough lift for takeoff:

Continue running until you are off the ground completely.

Question 22 :

As a beginner pilot you should launch and land directly into the wind.

True.

Question 23 :

The wind is blowing steady at 13 m.p.h. As a PPG 1 (student) pilot, what type of launch is recommended?

Wait until the conditions are better.

Question 24 :

Which statement is true for beginners regarding ground handling or kiting the wing?

It can be fatal and must be treated with great respect.

Question 25 :**Which statement is true regarding kiting/ground handling?**

It is an essential skill that should be practiced regularly throughout your flying career.

Question 26 :**Can you fly over a local High School football game and take photos?**

No, this would be illegal because you would be flying over an "assembly of persons."

Question 27 :**Regarding EN-C or EN-D (DHV-2 or 3) wings for PPG 1 pilots:**

These require more skills and experience to be flown safely and should be avoided at this stage.

Question 28 :**According to the USPPA Recommended Operating Limitations, while working on your PPG1 (student pilot) rating, you:**

Should fly under an instructor's supervision.

Question 29 :**If you are flying at 20 m.p.h. with a 5 m.p.h. tail wind, your ground speed will be _____, and airspeed will be _____.**

25 mph, 20 mph

Question 30 :**If you are flying at 20 mph into a 5 mph head wind, your ground speed will be _____, and your airspeed will be _____.**

15 mph, 20 mph

Question 31 :**As a PPG1 pilot (student pilot), you have observed that your brake handles are hard to reach while in flight. What should you do?**

Discuss the problem with your instructor.

Question 32 :**Concerning aspect ratio: Higher aspect ratio gliders are typically recommended for _____ pilots.**

Advanced

Question 33 :**What can happen if your leg straps are too loose?**

You may have trouble getting in your seat/harness after you takeoff.

Question 34 :**When should you check your propeller bolts?**

Before each flight.

Question 35 :**Two stroke engines require:**

A mix of 2-stroke oil and gas.

Question 36 :**What is the most important safety check before starting your engine?**

Throttle cable moves freely and is in the idle position.

Question 37 :**When should you wear a helmet?**

From just before connecting yourself to the glider and preferably before starting the motor.

Question 38 :**Which stage is statistically the most likely for someone to sustain an injury?**

While starting the motor (propeller related injuries).

Question 39 :**What is the most important factor in pilot safety?**

The pilot's attitude/mindset (decision making skills).

Question 40 :**As a PPG1 pilot (student pilot), who should make the decision that you can fly?**

Both you and the instructor should give the go ahead before you can fly.

Question 41 :**How often should you complete an inspection of your engine, harness, lines, and glider?**

Before each flight.

Run Into The Sky Inc. Flight School Questions PPG 2 TEST Questions

Prepare for this test by utilizing various resources, including the comprehensive guidance found in the PPG Bible, to enhance your understanding of paramotoring principles. Upon completing 25 flights and successfully passing your check ride, you will have the opportunity to take this test online. Upon achieving a passing score, you will be awarded the prestigious PPG 2 rating from the United States Powered Paragliding Association (USPPA).

Question 1 :

Which of the following statements are true regarding parachutal stall (select all that apply)?

It's when the wing is descending mostly vertically.

It's MORE likely to happen on lightly loaded wings,

It's MORE likely on wings with porous fabric,

It's MORE likely to happen if the wing is wet

Question 2 :

What is the distance between wing, tip to wing tip?

Span

Question 3 :

Point to / Find the Sister Clip (Brummel Hook) - For speed bar

Question 4 :

What is next to the small pulley. What is this pulley for?

It's a lower brake pulley. (can be used for high hang point harnesses)

Question 5 :

Always refer to the pilot manual, but on many reflex gliders pilots should:

Avoid being heavily accelerated and simultaneously using the regular brake toggles.

Question 6 :

When landing in in strong turbulence:

Landing power ON makes success more likely at the risk of prop damage

Question 7 :

Refer to the Wind Drift image. You're at position A when the motor quits and you want to make the Island. Approximately what heading will you fly?

The heading of glider 2

Question 8 :

If you encounter strong turbulence, you should: Correct answer:
fly the wing as directed in its manual and analyze landing options.

Question 9 :**Parachutal stall is:**

where the wing, fully inflated, stops flying forward and descends vertically.

Question 10 :**Refer to red number 8 on the Orlando Chart. Which statement is true?**

You are in G airspace and can launch here with as little as 1 mile visibility but need to be aware that B airspace is above you.

Question 11 :**Refer to red number 5 on the Orlando Chart. Launching there you...**

are in G airspace with E airspace starting at 1200 feet AGL and B airspace starting at 1600 feet MSL.

Question 12 :

Refer to red number 4 on the Orlando Chart's bottom. Launching there you...

1 and 2 are correct.

Question 13 :

Refer to red number 2 on the Orlando Chart's left side. You...

are launching in G airspace with E airspace at 700 feet AGL.

Question 14 :

Refer to red number 3 on the Orlando Chart's left side. Which statement is true if you launch there?

You're in D airspace with B airspace above starting at 2000 feet MSL.

Question 15 :

Refer to red number 1 on the Orlando Chart excerpt. You...

Can launch there with as little as 1 mile visibility.

Question 16 :

Flying over clouds is nearly always a bad idea because they can close in on you. But legally...(check all that apply)

you can fly over them as long as you don't go in them AND remain in G airspace AND remain below 1200', you must maintain visual reference with the surface.

Question 17 :

Wind direction is the direction from which the wind is blowing. For example: If the wind is shown as 270 degrees, this indicates the wind is blowing from the_____ West.

Question 18 :

If the dew point is the same or slightly higher than the air temperature.

Which of the following statements is true?

There is likely to be no/minimal thermal activity.,
Humidity is high.

Question 19 :

What are some ways to suspect a gust front is heading your way?

Virga is spotted,

The temperature begins to drop.,

Ridge of approaching clouds ("Shelf Cloud").

Aviation weather forecast information.

The cloud looks like it's moving away (being pushed) from where the rain is falling.

Question 20 :

As the air temperature drops, which of the following statements are true?

The air is more dense and therefore the propeller has more thrust.

The air is more dense therefore the glider has more lift.,

You most likely won't have to run as far during launch.

Question 21 :

You're at the beach of a large body of water. Wind is coming on shore but a mile inland it's blowing opposite (towards the water). Which is true?

You may experience convergence turbulence and the offshore wind may reach the beach.

Question 22 :**Which statement is true regarding weather:**

Cold air sinks.

In a normal atmosphere, temperature decreases with altitude.,

When air temperature increases with altitude it's called an inversion.

Question 23 :**On many sunny days, the presence of these clouds in the morning indicate increasing thermals and associated turbulence:****Cumulus.****Question 24 :****The stall of a glider corresponds most directly to:****Angle of attack.****Question 25 :****If an asymmetric collapse happens in flight, you should:**

reduce brake pressure,

reduce power THEN steer.

Question 26 :**You are attempting a forward launch in 10 mph winds. What can you expect ?**

The glider will tend to come up quicker and overfly you.,

Pulling too hard on the "A" lines may cause the glider to do a front tuck.

You may be pulled backward off your feet.

Question 27 :**You are at 30 feet AGL on final approach. You should...**

keep minimal or no brake pressure until just before touchdown.

Question 28 :**Regarding "weight shift", which statement is the most accurate?**

Right weight shift will lower the right riser and cause some right turn.

Question 29 :**The speed at which the glider will tend to fly when no pilot input is given (brakes in full up position) is called:****Trim speed.**

Question 30 :

Before flying a new area, you must verify the airspace is legal. What are some ways you can check the airspace ?

Call flight service at 1-800-WX-BRIEF,

Check the current/valid Sectional Chart (printed or online at skyvector.com)

Question 31 :

How can airspace be closed to all flying.

Airspace can be closed by NOTAM (Notice to Airmen) with little or no advance warning.

Flight Service (800 WX-BRIEF) is a good source for airspace closure information.

TFR's (temporary flight restrictions) can be found online at tfr.faa.gov or on website sites like skyvector.com

Question 32 :

In most U.S. airspace (G airspace), below 700' (1200' in some areas), how far must you remain from clouds?

Clear of clouds.

Question 33 :

In the U.S., regarding G airspace (check all that apply)

It is all US airspace that is not classified as Class A, B, C, D, or E.,

It is uncontrolled airspace.,

It is most of the airspace up to either 700' or 1,200 feet AGL.

Question 34 :

In the U.S., regarding E airspace (check all that apply)

In most places E airspace starts at either 700' or 1200' AGL.

Flying in E airspace requires better visibility and cloud clearance than G.

Question 35 :

It is considered good "PPG Manners" to:

Announce your intention to start your motor by yelling, "Clear Prop."

Question 36 :

In which airspace(s) are we not required to talk with controllers? (Check all that apply):

Class E, Class G

Question 37 :**Which statement is true regarding night flying for paramotors?**

We can fly up to 30 minutes after sunset IF we have strobe (visible 3-miles) AND we stay in G airspace.

Question 38 :**Can we fly in A, B, C or D airspace? (ATC=Air Traffic Control)**

Yes, with ATC permission and relevant visibility & cloud clearance minimums.

Question 39 :**It is important to check the weather before flying. One of the best sources for this information is...**

Call a Flight Service Station at 800-WX-BRIEF or use internet resources.

Question 40 :**The tachometer is most useful for:**

Verifying the motor is able to achieve full power.

Question 41 :**If your propeller is not balanced, what will you notice the most?**

Increased vibration.

Question 42 :**If your prop spins counter-clockwise, as viewed from behind, at high power your BODY:**

Yaws left and rolls right causing the wing to go right into a right turn.

Question 43 :**Check all that apply. If the engine crank shaft spins left (counter clockwise), the prop spins:**

Left on direct drives.

Left on belt reduction drives.

Left on clutched, belt reduction drives.

Question 44 :**If your engine is much louder than normal, you likely have:****Question 45 :****What is the best indicator of wind direction while landing?**

Wind sock or streamer at the landing site.

Question 46 :**While you are flying, you should...**

Always have a place to land in mind (in case you have a motor out).

Question 47 :**Of the answers below, which is the best choice for descending quickly?****Big Ears.****Question 48 :****What glider certification is generally considered the safest to fly?****EN-A****Question 49 :****If you are landing at a crowded PPG fly-in:**

Land behind (downwind) other pilots getting ready to take-off.

Question 50 :**The default reaction to an unknown twisting or wing malfunction is:**

Smoothly reduce brake pressure and power, then steer.

Run Into The Sky Inc. Flight School Questions WHEEL Questions

Regardless of your current intention to fly with or without wheels, we will cover the wheel test during the session. Understanding this material is valuable, as your preferences may evolve over time, and you may eventually consider incorporating wheels into your flying experience. PPG 1 Wheel Test

Question 1 :

As a PPG 1 (student pilot). What is the best course of action if the cart starts tipping?

Abort, steer in the tipping direction, and keep your hands/legs inside.

Question 2 :

Aborting must include, above all else:

Releasing the throttle while pressing AND HOLDING the kill switch

Question 3 :

As a PPG 1 (student pilot), what should you do if the wing is off to the left but quickly starts shooting off to the right? Correct answer:

Abort

Question 4 :

When launching with wheels, what is one thing you should never ever do?

Takeoff in an oscillation

Question 5 :

Which of the following statements are true regarding general control inputs (select all that apply)?

You should steer the cart under the wing (gently).

You should prioritize keeping the wing overhead using the brake toggles.

You should use the least amount of inputs you can get away with. In other words, don't over control the wing.

Question 6 :

As a beginner pilot, what is your most important job during launch?

Abort if it doesn't feel right or the instructor calls "Abort" or "Stop"

Question 7 :

What is the goal of throttle control during the initial phase of launching?

To keep enough speed to control the wing but not enough for liftoff until the wing is stable.

Question 8 :**One of the hardest things to learn is:**

How to hold speed for good wing control but without lifting off

Question 9 :**If the wing goes left (Select all that apply):**

If it's more than about half a wingspan off to the left, ABORT!

Use the least amount of brake necessary to get it coming back slowly

Question 10 :**As a student pilot, when should you start the motor?**

When you are ready AND the instructor asks you to

NOTES:

Run Into The Sky Inc. Flight School Wheel 2 Questions

Regardless of your current intention to fly with or without wheels, we will cover the wheel test during the session. Understanding this material is valuable, as your preferences may evolve over time, and you may eventually consider incorporating wheels into your flying experience. PPG 2 Wheel Test

Question 1 :

What makes a craft more “PPG” and less “PPC” (select all that apply)

A PPG motor generally has less power than a PPC motor.

A PPG controls the wing using hands while a PPC uses foot inputs.,

A PPG uses a more elliptical wing than the squarish PPC wing.

A PPG is usually lighter in weight than a PPC.

Question 2 :

On landing in moderate or stronger wind:

While the wing is up, there is a reasonable chance of rolling backwards or tipping over.

Question 3 :

What are the top 2 causes of injuries with carts (select the top 2)?

Attempting to launch while the wing is oscillating.,

Rolling over during launch or taxi.

Question 4 :

During launch, you notice the wing is off-centered slightly to the right. What should you do?

Turn the wheel(s) of the cart slightly right to reduce the odds of tipping over.

Question 5 :

Which statement is true regarding wheel launching in strong winds?

The cart is likely to roll backwards when the wing inflates.

Question 6 :

Regarding takeoff distance using a cart:

Expect a longer takeoff roll compared to foot launching.

Question 7 :

On the takeoff roll, once the wing is fully centered overhead the pilot should:

Concentrate on keeping the wing centered using the brakes with only minimal nose wheel steering

Question 8 :

In windy conditions (over about 10 mph), for unassisted launch and landing, carts are:

Harder to manage

Question 9 :

Which statement is true regarding wheel launch vs foot launch?

Wheels make it easier to launch in no wind.

Question 10 :

If a heavier pilot flies a machine (motor and wing) normally flown by a lighter pilot: (select all that apply)

You will require more speed to take off.,

If no adjustments are made, the machine will tend to fly more nose down.

The wing will be more dynamic due to heavier loading.

Question 11 :

Regarding control during launch

It's better to minimize wheel steering input

Question 12 :

On takeoff, best practice is to

Commit to only taxi power until the wing is stable and tracking with the cart, THEN apply more throttle for takeoff.

Question 13 :

"Thrust Line"

Having it up slightly helps keep prop blast from disturbing the wing.

Question 14 :

Refer to the trike shown in class: Look at the hook in points, there are 4 (Moving the attachment point forward from hole 3 to 2 (forward) will affect takeoff by:

Making the front wheel(s) come off earlier

Question 15 :

A-assist. It should only pull on the A's until the wing is overhead. If it's not adjusted properly, what can happen? (select all that apply)

If it's too loose (long), it won't assist with inflation.

If it's too tight (short), it will over pull the A's and may cause a front tuck.

Question 16 :

What does the A-Assist do on a cart? (Select all that apply)

Pulls the A riser until the wing comes overhead.

Acts as a speed system until the wing comes overhead.

Question 17 :

Point to the "A-assist" on 2 different machines.

Bonus question: What is the difference between a trike and a quad?

NOTES:

Disability Assessment

Run Into The Sky Inc. Nonprofit Flight School

Last updated - March 15, 2024



Questionnaire

Your participation in this disability assessment is essential for us to tailor our program to your specific needs and ensure your safety throughout. Please indicate 'N/A' for any questions that do not pertain to you. This assessment serves to identify any potential risks or limitations that may exacerbate existing injuries or conditions. If you are a veteran, your collaboration is particularly valuable as it enables us to offer specialized assistance and support tailored to your experiences and requirements.

Compliance with HIPAA regulations requires us to collect only relevant medical information necessary for your safety and participation at our flight school. If you have any medical conditions that could affect your involvement, please disclose them as part of our medical release process.

Your privacy and confidentiality are of utmost importance, and any medical information provided will be handled with the strictest confidence and in accordance with HIPAA regulations.

Personal Information:

- Full Name:

- Date of Birth:

- Branch of Service:

- Dates of Service (From and To):

- Current Address:

- Phone Number:

- Email Address:

Military Service:

Dates of Active Duty (From and To):

•Locations of Service:

•Highest Rank Achieved:

•Briefly describe your primary duties during military service:

Disability Information:

Do you have a copy of your DD-214?

Do you have a service-connected disability? (Yes/No)

•If yes, please provide the VA disability rating: _____%

•Please list all disabilities for which you are seeking assistance, along with their respective onset dates and any relevant treatment history:

a. Disability #1:

- Onset Date:

- Treatment History:

b. Disability #2:

- Onset Date:
- Treatment History:

c. (Continue as necessary)

Functional Limitations:

How do your disabilities affect your daily life and functionality?

(e.g., mobility, self-care, communication, etc.)

Employment and Education:**Employment Status:**

- Employed (Full-time/Part-time)
- Unemployed
- Retired
- Disabled and unable to work

•Educational Background:**•Highest level of education completed:**

- Did your disabilities impact your education in any way? (Yes/No)

Healthcare and Treatment:

Are you currently receiving medical treatment or therapy for your disabilities? (Yes/No)

- If yes, please provide details:

- List all medications you are currently taking for your disabilities:

Assistive Devices and Accommodations:

Do you use any assistive devices to aid your mobility or daily activities? (e.g., wheelchair, cane, hearing aid, etc.)

- Have you received any special accommodations in your living environment or workplace due to your disabilities? (Yes/No)

- If yes, please provide details:

Support System:

Do you have a support system in place to assist you with your disabilities? (e.g., family, friends, caregivers)

Additional Information:

Is there any other information you would like to share about your disabilities or any specific challenges you face?

By submitting this questionnaire, I acknowledge that the accuracy of the information provided is essential for my participation in the program. I understand that providing complete and truthful responses is crucial for ensuring my safety and well-being during activities at the flight school.

PLEASE NOTE: You are not required to disclose any medical information if it will not affect your time at the flight school. Additionally, I recognize that any necessary disclosures related to medical conditions or other relevant information are required to facilitate appropriate support and accommodations, as well as to comply with legal and regulatory obligations.

Signature: _____

Date: _____

From the Desk of Sean Symons, Executive Director of Run into the Sky Nonprofit Flight School:

We are excited to offer you an exclusive opportunity to embark on your paramotoring journey with us at an unprecedented discount. While our training tuition is typically valued at \$3500, we are thrilled to extend it to you for just \$1200 for a limited time. This remarkable discount reflects our commitment to making the thrill of flight accessible to more individuals, like yourself, to Run into the Sky in 2024.

Act swiftly to secure your spot in our training program before this offer expires. By seizing this opportunity now, you'll gain access to our comprehensive training curriculum, expert instruction, and the necessary tools to embark on your paramotoring journey with confidence.

But that's not all—we are delighted to introduce our exclusive package designed to enhance your paramotoring training experience even further. This comprehensive package includes the renowned PPG Bible, complete with DVDs covering essential topics such as Airspace, Risk vs. Reward, and invaluable Tips and Tricks. Additionally, you'll receive a cutting-edge carbon fiber helmet equipped with Bluetooth communication capabilities.

This helmet enables seamless radio communication during your training sessions at our flight school, ensuring a safe and effective learning experience. Investing in this package, available for an additional \$499, is the perfect complement to our \$1200 training fee.

Don't miss this rare opportunity to save big on your paramotoring education. Seize the moment and take the first step toward realizing your dream of flying and being able to Run into the Sky!

Sincerely,

Sean Symons
Executive Director
Run into the Sky Nonprofit Flight School

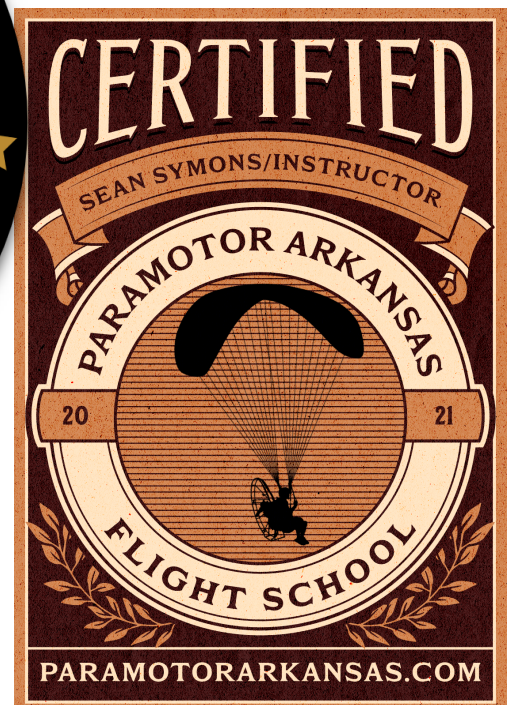
Run Into The Sky Inc

Paramotor Arkansas Flight School

Risk vs Reward

Video Exam

Run Into The Sky Flight School 2024



We kindly request that you take the time to watch "Risk vs Reward" video and actively engage with the content by filling in the provided answers. Your participation in this exercise is crucial for understanding the complexities of risk assessment in paramotoring. By actively engaging with the material, you'll gain valuable insights that will enhance your safety and decision-making skills while flying.

Please remember to sign your Risk vs Reward test and promptly return it to us as soon as possible. Your timely submission ensures that we can provide you with any necessary feedback and support. Thank you for your cooperation and commitment to safety in the skies.

1. What does USPPA stand for?

2. What are the most common accidents in the Paramotor sport?

A.

B.

C.

D.

3. Wing malfunctions

A. Parachutal Stall

Major causes

High thrust

Light wing loading

Over braking

Porous material

Incorrect line lengths

Turbulence

How to recover from parachutal stall

- 1.
- 2.
- 3.

B. Wing collapse (wing fold)

How to recover

- 1.
- 2.

4. What is a SIV course?

5. Equipment selection decision factors...

Size

Weight

Physical condition

Geography

Experience

6. Wing selection.

4 questions to ask...

1.

2.

3.

4.

Wing Ratings

Lower rated wings...

Best for powered paragliding

More stable

Resist collapse

Better recovery

Notes for higher rated wings...

Wing Size

Inflight weight includes...

1.

2.

3.

4.

5.

**Clip in weight includes..
All of the above except?**

What happens if your wing is too big?

What happens if your wing is too small?

What's the difference between FLAT and PROJECTED glider area?

**Every year the WING advancements in technology yield..
Better performance
Improved safety
Easier launching
Improved handling
Wing Condition...**

Wings degrade from...

- 1.**
- 2.**
- 3.**

7. Motor Selection

Appropriate power and fit

Power required increases with:

Pilots weight

Altitude

Pilot disabilities

Trike use

Higher powered motors can also cause a dangerous condition called?

1.

Before flying any new motor, you should perform a ?

1.

Why?

Helmets are always recommended. Why?

What is a faceplant? How can it be avoided? What kind of helmets are best to have if you faceplant?

**Why would you want to carry a reserve on your Paramotor or paraglider?
At what height should you deploy your reserve in a catastrophic wing failure?**

Reserve minimum requirements...

- 1.**
- 2.**
- 3.**
- 4.**

Why should you have a hook knife?

Boots are recommended when kiting and flying PPG and PG, why?

Gloves are also recommended when kiting and flying PPG and PG, why?

NEVER FILL YOUR GAS CAN OR PARAMOTOR WHILE ON YOUR CAR, TRUCK OR TRAILER! Do you understand? (Yes, No) why?

8. Site Selection

Minimum requirements for safety are....

1.

2.

3.

4.

Should you rely on other pilots for airspace knowledge? What should you always use?

Legal Airspace... avoid these areas..

Restricted Areas

Prohibited Areas

MOA's

What is MOA?

What is a TFR?

Where are TFRs usually around?

1.

2.

3.

The smaller the flying site.... The _____ the risk.

Site Size required is effected by...

Obstructions

Wind speed

Altitude

Equipment

Pilot skill

What could happen if you turn in the opposite direction of your torque when taking off ?

When taking off, you should avoid rotor. Why?

9. Weather Selection

Better to be on the ground wishing you were in the air, rather than being in the air wishing you were on the ground.

THERMALS

GUST FRONTS

Thermal conditions, avoid them. When and where do they usually form?

- 1.
- 2.
- 3.
- 4.

Indications of thermal activity...

Strong gusts

Speed changes

Direction changes

DUST DEVILS ARE DEADLY!!!

They can range in height from _____ to _____ feet tall !!!!

AVOID GUST FRONTS!!

You may have to land _____

Call Flight Service at 800 WX BRIEF

Give them your _____

Where and when you are flying

Tell them you are flying an _____

Ask them for the _____

NOTAMS

TFR

What does NOTAMs stand for?

Thunder storms can generate gust fronts from _____ to _____ miles away.

10. PRE FLIGHT

Usually takes _____ minutes.

What should you check for? What's the most important thing to check?

Pre flight inspection might not reveal....

1. Line _____

2. Line _____

3. Fabric _____

Have your wing checked every 100 hours or every 2 years!!!

What are two ways to dePower your wing in strong winds?

- 1.
- 2.

Starting up

Rules to live by...

Start up only on your BACK or RACK

Before you start up your motor, you should shout out

_____ to let others know you are starting your motor.

AVOID STARTING A MOTOR

On the ground

With out the frame in place

Shards of props can fly over 100 feet in lateral directions. Make sure spectators are far away.

DO NOT USE ASSISTED HELP WHEN LAUNCHING IN NIL WIND. If you can not forward on your own, wait for better wind.

Climb out hazards...

- 1.
- 2.
- 3.
- 4.

Climb out Rules to live by...

Avoid full throttle on motors that are very powerful

Use minimal brake

Gain altitude before getting in your seat

Torque compensation. Lets talk about it in the Risk vs Reward Class.

Take notes:

What is the worst thing you can do when getting into your seat?

Holding your brakes when reaching down to get into your seat.

Altitude is your friend

Always look for an OUT when flying. Always land into the wind.

Landing site selection

Minimum requirements for safety are ...

LEGAL airspace

Big enough area

Avoidable obstructions and rotor

**What are difficult to see from the air that are dangerous?
What are the LANDING rules to live by?**

1. Land into the wind

2. Land into the _____

3. _____ into the wind.

FLYING

Risks flying low are....

Flying low and down wind is more risky... why?

Low down wind energy of an impact

$E = 1/2 mv^2$

2 x speed (v)

4 x Energy (E)

Explain what this means:

REDUCE THE RISK BY flying into the wind and over land.

Towing Risks

What is LOCK OUT?

Can you use a car hitch for towing? Why or why not?

Can you use a stationary object like a pole and hook in using the line like a kite? Yes or NO, why?

What is a WAKE?

How long can a wake last?

Helicopters fly between 300 and 800 ft

Small aircraft fly between 800 and 8000 ft

Flying into and through clouds is illegal Why is it so dangerous?

ALWAYS STOW YOUR BRAKES ON THE MAGNET OR KEEP YOUR BRAKES IN YOUR HANDS!

If you land in a tree or power lines, call for help, most injuries are when pilots try to get down.

Water landings are the most dangerous and deadly for PPG Pilots. The procedure...

Unbuckle the harness

When your feet touch the water, jump

Swim away from the equipment

Use a boat to retrieve your gear

A wing could get caught in a wave and pull the pilot into the water... be careful when launching from the beach.

Things to do after you have completed this packet:

Join the USPPA.org

(Free the first year or \$35 a year) This is how you get your rating.

Join the Flight School Messenger Group

<https://m.me/j/Abb5kpl1hGatIOP4/> (wait to be approved)

Make your first donation of \$100 at <https://runintothesky.betterworld.org/donate> OR have paid your complete tuition before your first physical day of class.

Risk vs Reward Video Exam (If you bought the PPG Bible, DVDs and Bluetooth Helmet combo for \$499 then watch the video at your home or watch in class.)

Airspace Test at <https://usppa.org/courses/airspace/>

Take PPG 1 Test Take your test here <https://usppa.org/ppg-1-test/>

Instructors Name: Sean Symons

Instructors Email: PPGGrandpa@gmail.com

Take PPG 2 Test Take your test here <https://usppa.org/ppg-2-test/>

Instructors Name: Sean Symons

Instructors Email: PPGGrandpa@gmail.com

Take PPG 1 Wheel Test even if you DO NOT plan on flying with wheels

PPG 1 Wheel Launch knowledge with this test. <https://usppa.org/ppg-1-wheel-launch-test/>

Instructors Name: Sean Symons

Instructors Email: PPGGrandpa@gmail.com

Please ensure that you have completed all the necessary tasks listed below:

Taken the PPG 1 test on the USPPA website _____

Taken the PPG 2 test on the USPPA website _____

Signed all waivers _____

Received study guides for all exams _____

Completed the Risk vs Reward Video Exam _____

Received a copy of the USPPA Syllabus or downloaded it from <https://usppa.org/syllabus/> _____

Filled out the Disability Assessment _____

Affirmation of Good Health:

I affirm my good health and declare my intention to begin flight training _____

Understanding During Training:

I acknowledge the following rights during training sessions:

Hydration

Rest as needed

Scheduled or unscheduled breaks

Utilization of restroom facilities

Commitment to Safety and Professionalism:

I pledge to strictly adhere to all safety protocols and comply with instructor directives. _____

I commit to representing the sport with integrity and professionalism.

By signing below, I confirm that I have completed and understood all the above requirements.

Print Name: _____

Signature: _____

Date: _____