



United States Hang Gliding & Paragliding Association Pilot Proficiency Program Official Examination

Paragliding Beginner (P-1) Exam

(Last Revised Apr 2018)

*This test is for pilots who are qualifying for their P-1 Beginner rating. Circle or write the correct answers, using a separate answer sheet if needed. While some questions may seem to have more than one answer, **there is always one answer that is most correct and should be chosen unless otherwise indicated by "choose all that apply."** Passing score is 80%.*

1. The reason you complete a thorough, methodical preflight before you launch is:
choose all that apply
 - a. To check for damage, wear, and the overall airworthiness of your glider
 - b. To check that you've completed all necessary steps in setting up your glider and preparing yourself to fly
 - c. Because finding and correcting a problem on the ground is much easier than doing so in the air

2. As a beginner (P1), who will make the decision that the conditions are good and it is an appropriate time for you to fly?
 - a. You, because you're the one that will be up in the air
 - b. The instructor, because you are relying on him to make the decision to fly
 - c. You'll make that decision with your instructor, understanding that both of you must give the go ahead before you can fly.

3. A common cause of poor or aborted launches is allowing your feet to be lifted off the ground before you have enough speed to maintain flight. How can you avoid this?
 - a. Run on your toes with full extension in your legs
 - b. Pull down sharply on the brakes to 'pop up higher in the air' right at launch
 - c. Run with your knees flexed and leaning forward, so that you have a better chance of maintaining contact with the ground
 - d. Lean back during your run to increase load on your rear risers

4. The speed at which the paraglider will tend to fly when no pilot input is given (brakes in full up position) is called:
 - a. Ground speed
 - b. Trim speed
 - c. Top speed
 - d. Air Speed
 - e. Stall speed

5. Which pilot actions could result in a stall?
 - a. Stall can manifest at random
 - b. A hands below the seat brake position for a period of time



United States Hang Gliding & Paragliding Association Pilot Proficiency Program Official Examination

6. According to the manufacturer your trim speed is 20 mph. If you fly at trim with a 5 mph head wind, your Ground Speed is:
 - a. Zero mph
 - b. 20 mph
 - c. 5 mph
 - d. 15 mph
 - e. No way to determine with the information given

7. According to the manufacturer your trim speed is 20 mph. If you fly at trim with a 5 mph head wind, your air speed is:
 - a. Zero mph
 - b. 20 mph
 - c. 5 mph
 - d. 15 mph
 - e. No way to determine with the information given

8. Same question as above but you turn 180 degrees and are now flying down wind. Your ground speed is:
 - a. Zero mph
 - b. 15 mph
 - c. 20 mph
 - d. 25 mph
 - e. You cannot fly down wind

9. In the example above your air speed is:
 - a. Zero mph
 - b. 15 mph
 - c. 20 mph
 - d. 25 mph
 - e. No way to determine with the information given

10. According to the USHPA Recommended Operating Limitations, as a Beginner (P1) pilot, you:
 - a. Have finished supervised instruction and are now on your own
 - b. Are qualified to fly solo, without supervision, within significant limitations
 - c. Must still fly under an instructor's supervision
 - d. Should look for someone to take you thermal flying

11. Launching and landing into the wind is a good idea because:

choose all that apply

 - a. The glider will inflate easier
 - b. It's a bad idea to launch into the wind because the extra friction makes it harder to run
 - c. It will reduce your ground speed



United States Hang Gliding & Paragliding Association Pilot Proficiency Program Official Examination

12. You are on your final glide at 10 feet above ground level, and notice that you are drifting partly sideways to your right over the ground. You should:
- Steer right to align your glider with your flight path
 - Steer left to bring your heading into the wind
 - Twist your body to the right so you can run out the landing
 - Do not steer but prepare for an aggressive flare
13. The **most important** factor in pilot safety is:
- The level of pilot skill
 - The level of pilot knowledge
 - The quality of the pilot's equipment
 - The pilot's judgment
14. Applying 25% of available brake travel from trim will:
- choose all that apply*
- Slow you down because of the increase in drag
 - Slow you down because of the increased angle of attack
 - Cause your glider to spin
 - Cause your glider to stall
15. When should you put on your helmet?
- After unpacking your glider
 - Before connecting yourself to the glider
 - Before inflating your glider
 - Before launching your glider
16. Which scenarios could result in a deep stall?
- choose all that apply*
- Glider full of snow
 - Glider full of sand
 - Wet glider
 - Old or out of trim glider
 - Any number of things including excessive brake held for a period of time
17. When you launch on a shallow slope it is important:
- To match your running speed with the gliders flying speed in order to keep the glider directly overhead while giving proper brake pressure
 - To utilize more brake to ensure a positive lift off
 - To do a forward inflation
 - To do a reverse inflation



United States Hang Gliding & Paragliding Association Pilot Proficiency Program Official Examination

18. You are launching in light winds. If you stop running to look up at your wing, your wing could:
- choose all that apply*
- a. Fly past you and collapse
 - b. Sit up there and wait for you to start running again
 - c. Lose internal pressure and be hard to control
19. What is the **most useful** way to determine the appropriate amount of brake that should be pulled at any given moment?
- a. Reference hand position relative to certain landmarks like points on the harness, the carabiner etc.
 - b. Reference varying pressure being felt through the brake lines knowing that hand position may vary depending on harness, brake line length etc.
20. What would be an appropriate use of a forward inflation?
- a. When launching in light or no wind
 - b. When launching on a shallow slope
 - c. When launching at high altitude
 - d. When launching from a small constrained area
21. What is the advantage of a reverse inflation?
- choose all that apply*
- a. Having a visual of the glider gives us more control and allows us to look for line tangles
 - b. It is easier to control in stronger winds
22. You have just completed your flare by pulling the brakes all the way down but your ground speed remains fast. You should:
- choose all that apply*
- a. Get your feet out in front of you and try to slow down with your feet
 - b. Match speeds with the ground by running holding the flare
 - c. Let up on the brakes to allow the glider to fly further
 - d. Be prepared to perform a Parachute Landing Fall (PLF)
23. The speed at which a glider will stop flying and is no longer an effective airfoil is called:
- a. Air speed
 - b. Trim speed
 - c. Top speed
 - d. Ground speed
 - e. Stall speed
24. A Parachute Landing Fall (PLF) should be performed on any landing where you are not sure if you can land safely and in control:
- a. True
 - b. False



United States Hang Gliding & Paragliding Association Pilot Proficiency Program Official Examination

25. Of the answers below, which is the **most dangerous** thing you can do while flying a paraglider at any altitude other than flare height?
- Not flying with your legs crossed
 - Pulling the brakes all the way down
 - Not getting settled back into your harness
 - All of the above **MUST** be avoided on all flights
26. A common cause of launch accidents is the pilot leaving the ground while in the reverse position. If this happens, what is the **first thing** you should do?
- Get into your harness
 - Maintain directional control, then quickly turn around to face forward
 - Lean back and see what happens
 - Pull the brakes all the way down to land
27. To avoid over controlling the glider, your control inputs should be:
- Smooth and slow
 - Quick and short
 - Long and deep
28. Where should you be looking as you approach your landing area?
- Below you at the ground
 - At the obstacles you are trying to avoid
 - Ahead of you along your anticipated glide path
 - Up at your wing to be sure it is fully inflated
29. What should you do if you begin to flare too early on your landing?
- Go hands up on the brakes and get ready to flare again
 - Pull all the way down on the brakes and hold them until you touch down
 - Stop the flare and hold your brake position, and commence the flare when you get to the correct flare height
30. What should you do if you flare too late?
- choose all that apply*
- Flare hard and deep
 - Be ready to run out your landing or do a PLF
 - Release your flare



United States Hang Gliding & Paragliding Association Pilot Proficiency Program Official Examination

31. Hard landing can be caused by:

choose all that apply

- a. Landing in a wind shadow or rotor
- b. Improper flare timing
- c. Not landing into the wind
- d. Flying a glider that is too small for you

32. As a beginner pilot (P1) what paraglider should you be flying?

- a. The cheapest priced wing available
- b. A larger glider so you have a softer landing
- c. A wing chosen by your instructor that is appropriate for you current skill level
- d. A more advanced wing to "grow into"

33. What causes pilot induced oscillations (swinging from left to right under your glider)?

- a. Flying on the lighter end of your wing's recommended wing loading
- b. Not flying with any pressure in the brakes
- c. Giving quick stabbing inputs to one of the brakes followed by untimely corrections
- d. Flying without using any weight shift to control your heading

34. What should you do if your glider is oscillating from left to right?

- a. Pull down hard on the brakes to slow down
- b. Avoid quick corrections and consider favoring a single direction (right or left)
- c. Push on the speed bar

35. What is the **first thing** you should do before deciding to go fly?

- a. Call your buddies to see where they are going
- b. Put gas in your vehicle
- c. Make sure all your equipment is packed
- d. Check the weather

36. Why is it important to check in with local pilots and follow USHPA regulations?

choose all that apply

- a. Paragliding is allowed under FAR Part 103
- b. Each site has established a relationship with the landowner to allow paragliding
- c. It is far easier to open a site than to re-open it after it's closed due to an incident

37. What is the **first thing** you do after landing safely in the landing area?

- a. Take off your helmet
- b. Drink some water
- c. Bunch up your glider and clear the landing area
- d. Fold your glider



United States Hang Gliding & Paragliding Association Pilot Proficiency Program Official Examination

38. How might your glider get damaged?

choose all that apply

- a. Improper folding
- b. Washing with soap and water
- c. Packing your glider when wet
- d. Dragging it over the ground

39. You arrive at launch with your instructor and other pilots are prepared to launch. What should you do?

- a. Find any open spot and do your pre-flight check
- b. Find a clear spot that does not interfere with the launch area and do your pre-flight check
- c. Leave your glider in the bag until it's your turn to launch
- d. Lay out your glider as fast as you can and take off immediately

40. Why is it important to lean forward when launching?

choose all that apply

- a. So you can see where you are going and make sure there is no traffic or obstacles
- b. To become more aerodynamic
- c. To increase your angle of attack
- d. To weight yourself evenly in the harness and avoid being flipped back into your harness prematurely

41. What should you do if you touch down for a moment immediately after you've left the ground?

choose all that apply

- a. Sit in your harness
- b. Slow the glider down by adding some brake input
- c. Lift your feet to see if you can get away without having to run
- d. Maintain your forward posture and continue to run