

- 1P-13. What are the suspension lines called from leading edge to trailing edge?
A. "A", "B", "C", "D". B. 1, 2, 3, 4 C. "D", "C", "B", "A".
- 1P-14. Why would you use the modified inverted canopy layout with the leading edge tucked under and not exposed to the wind?
A. Quicker takeoffs.
B. Higher wind applications.
C. Downwind launches.
- 1P-15. When would you use the accordion layout?
A. In applications where you want to get the chute off the ground quickly.
B. Higher wind applications.
C. Downwind launches.
- 1P-16. How do you taxi with the chute?
A. Keep your airspeed below stall.
B. Let it drag behind you.
C. Taxi with enough power to keep the chute straight above your head.
- 1P-17. What should the canopy look like when it is being properly kited?
A. Have air inside and be fully inflated.
B. All lines straight, all cells open, and leading edge be straight above your head.
C. Have one person on each riser and have the chute pointed into the wind.
- 1P-18. When finishing your kited taxi, what must be done before the canopy falls to the ground?
A. Release your seatbelt and get out of the way.
B. Turn off the engine.
C. Add throttle right before it touches down to stay ahead of it.
- 1P-19. What bad could happen if you do not properly shut down the engine as the canopy drops to the ground?
A. Nothing bad could happen to the aircraft if it is designed properly.
B. Your lines or canopy could get caught in the propeller and cause structural damage.
C. You could end up with a tangled mess of risers, lines, and canopy.
- 1P-20. What is the proper takeoff procedure?
A. Add throttle and steer straight down to runway.
B. Get the canopy kited above your head with visual check as taxiing; once the canopy is stabilized above you, advance the throttle to takeoff power.
C. Listen to what you instructor tells you on the radio.
- 1P-21. How do you communicate with your instructor as he or she directs you around the pattern?
A. Radio or visual signals.
B. No communication is needed during your first solo if you studied properly.
C. Yelling back and forth when you can hear each other.
- 1P-22. After completing a pattern and coming in for landing, what should you do for touchdown?
A. Cut the engine.
B. Slow the wing to touch down gently.
C. Grab the steering wheel or yoke with one hand.
- 1P-23. What is a flare?
A. A device you use to signal others when you have an engine out somewhere.
B. A quick turn into the wind before touch down.
C. Pushing both foot bars during landing to slow down