

USHPA PARAGLIDING NOVICE (P-2) PRACTICE EXAM (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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- 1. After two rotations in a locked-in spiral, which action should be performed?**
 - A. Wind direction verification
 - B. Throwing the reserve parachute
 - C. Certified canopy testing
 - D. Ridge soaring close to the hill

- 2. Which phenomenon is most likely to be found upwind of an obstacle such as a tree, hill, or another aircraft?**
 - A. Hazardous flying conditions indicators
 - B. Flight duration with full speed bar
 - C. Mechanical turbulence location
 - D. Minimum sink flight effect

- 3. Which term can lead to excessive speed in a prolonged spiral turn?**
 - A. Unexpected sink
 - B. Steep bank angle during turns
 - C. Flying a certified canopy
 - D. Deep input on the glider

- 4. Which maneuver is explicitly recommended to maintain terrain clearance before performing a full circling 360 turn when near terrain?**
 - A. Figure eight turns
 - B. Full stall
 - C. Spiral dive
 - D. S-turns

- 5. Which term is a risk when performing steep turns close to terrain?**
 - A. Steep bank angle during turns
 - B. Drifting downwind into the hill
 - C. Deep input on the glider
 - D. Unexpected sink

- 6. What is a Temporary Flight Restriction (TFR)?**
- A. A weather-based restriction that limits airspace usage during storms.
 - B. A restriction that can be put in place by the federal government with short notice to prohibit flight over a geographical area due to presidential visits, national security concerns, large sporting events, natural disasters, accident investigation, etc.
 - C. A permanent ban on all flights in a country.
 - D. A restriction that applies only to drone operations.
- 7. To recover from a stall and return to stable flight, which action is recommended?**
- A. Push on the speed bar and lower your angle of attack
 - B. Pull on the brakes hard
 - C. Increase the angle of attack
 - D. Push on the speed bar and hold the nose high
- 8. Wind speed and direction could be different below the haze layer than above.**
- A. Thick Haze Layer Below
 - B. Wind Force Linearity
 - C. Safe Flying Conditions With Strong Winds
 - D. Best Time To Get Seated In Harness
- 9. Which term describes possible effects of performing steep bank angle turns?**
- A. Flying with a trimmer system
 - B. Drifting downwind into the hill
 - C. Dizziness and disorientation
 - D. Flying a certified canopy
- 10. What does the statement about wind below the haze layer imply for flight planning?**
- A. Wind speed and direction could be different below the haze layer than above
 - B. Wind is uniform with altitude
 - C. Wind is stronger only above
 - D. Wind cannot affect launch

Answers

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1. B
2. C
3. B
4. A
5. B
6. C
7. A
8. A
9. C
10. A

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Explanations

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1. After two rotations in a locked-in spiral, which action should be performed?

- A. Wind direction verification
- B. Throwing the reserve parachute**
- C. Certified canopy testing
- D. Ridge soaring close to the hill

When you're in a locked-in spiral, two rotations indicate you've entered a dangerous, high-load dive that's hard to recover from with normal inputs. The immediate safety step is to deploy the reserve parachute. The reserve inflates a separate canopy that helps arrest the spiral and stops the rapid descent, giving you a chance to regain control or land safely if altitude allows. The other actions don't address the urgent problem: checking wind direction is something you do before or after flight, not to solve a spiral, canopy testing isn't appropriate in this situation, and trying to fly near a hill would worsen the risk. Deploying the reserve is the correct response to this scenario.

2. Which phenomenon is most likely to be found upwind of an obstacle such as a tree, hill, or another aircraft?

- A. Hazardous flying conditions indicators
- B. Flight duration with full speed bar
- C. Mechanical turbulence location**
- D. Minimum sink flight effect

Mechanical turbulence is produced when wind encounters a physical obstacle like a tree, hill, or another aircraft. The obstacle disrupts the smooth flow, creating gusts, eddies, and irregular air movement. This disturbance starts where the air first meets the obstacle and can be felt upwind as the flow is forced to rise, bend, and mix. That's why you're likely to encounter these turbulent, chaotic air pockets near the windward side of such obstacles. The other options don't describe a phenomenon tied to how airflow is disturbed by obstacles in the same way: they refer to conditions or effects that aren't specifically about the turbulence generated by obstruction.

3. Which term can lead to excessive speed in a prolonged spiral turn?

- A. Unexpected sink
- B. Steep bank angle during turns**
- C. Flying a certified canopy
- D. Deep input on the glider

In a prolonged spiral turn, the speed you gain mainly comes from the bank angle you hold. A steeper bank makes the turn tighter and increases the turn rate. That tighter turn means you descend more quickly because the lift is tilted more toward turning than supporting vertical weight, so gravity pulls you down faster along the curved path. As you lose altitude while turning, that potential energy converts into kinetic energy, raising your airspeed along the flight path. So the steeper the bank during turns, the more the airspeed tends to build in a sustained spiral. That's why the option describing a steep bank angle during turns is the best answer. The other choices don't describe the mechanism that drives speed up in a prolonged spiral: unexpected sink refers to vertical speed, not the forward speed gained from a spiral; flying a certified canopy isn't about speed dynamics in spirals; and deep input on the glider isn't the standard factor responsible for accelerating in a sustained spiral.

4. Which maneuver is explicitly recommended to maintain terrain clearance before performing a full circling 360 turn when near terrain?

A. Figure eight turns

B. Full stall

C. Spiral dive

D. S-turns

When you're close to terrain and about to do a full circling 360, use figure eight turns to maintain terrain clearance. This pattern combines two lobes that loop in opposite directions, letting you stay in safer, more controllable air on both sides of the obstacle. It gives you a chance to check wind direction, rotor, and lift while keeping a comfortable distance from the terrain, and it creates an easy exit toward open space before committing to the larger circle. This setup reduces the risk of being drawn into terrain if the wind shifts or turbulence increases. The other maneuvers either drop you more aggressively or don't provide the same controlled setup: a full stall is risky near obstacles, a spiral dive is a steep descent that can push you toward terrain, and S-turns don't offer the same reliable path to safely reorient and clear the terrain before a big turn.

5. Which term is a risk when performing steep turns close to terrain?

A. Steep bank angle during turns

B. Drifting downwind into the hill

C. Deep input on the glider

D. Unexpected sink

When you fly near terrain, the air flow around the hill and the wind you're flying in can be unpredictable, creating a strong wind gradient and possible rotor effects. A steep turn changes your direction quickly, but your ground track doesn't just follow your nose—it rides the wind. If the wind is pushing you toward the hill, that drift can move you into the slope even while you're banking to turn away. With limited altitude margin close to terrain, this wind-driven drift reduces your clearance and makes it easy to hit the hill. So, the main danger here is being carried downwind into the terrain during a steep turn. Keeping a safe distance from the hill, using moderate bank angles, and maintaining awareness of wind direction and terrain effects helps prevent this drift. The other factors—extreme bank angles, strong inputs, or sudden sink—are risks in general, but they're not the specific, immediate threat created by performing steep turns near terrain.

6. What is a Temporary Flight Restriction (TFR)?

A. A weather-based restriction that limits airspace usage during storms.

B. A restriction that can be put in place by the federal government with short notice to prohibit flight over a geographical area due to presidential visits, national security concerns, large sporting events, natural disasters, accident investigation, etc.

C. A permanent ban on all flights in a country.

D. A restriction that applies only to drone operations.

A Temporary Flight Restriction is a short-notice order from the federal government that prohibits flight over a defined geographic area for a specific period to protect safety or security. It's used for situations like presidential visits, national security concerns, large events, natural disasters, or accident investigations. The restriction is temporary and lifted when the situation changes or concludes. It's not a weather-based rule, nor is it a permanent ban on flights anywhere. While it can affect drone operations as part of the restricted airspace, the rule applies to all aircraft while active, not just drones.

7. To recover from a stall and return to stable flight, which action is recommended?

- A. Push on the speed bar and lower your angle of attack**
- B. Pull on the brakes hard
- C. Increase the angle of attack
- D. Push on the speed bar and hold the nose high

Stalls happen when the wing's angle of attack becomes too high for the available airspeed, so lift collapses and the glider stops flying forward. To recover, you must reduce that angle of attack and regain speed. Pushing on the speed bar helps you accelerate, which in turn allows the nose to come down slightly. This lowers the angle of attack and re-energizes the wing, bringing you back to stable flight. Holding the nose up or increasing the angle of attack keeps you in the stall, and pulling on the brakes or trying to fly with the nose high delays or prevents recovery. So the best move is to push the speed bar to accelerate and lower the nose to reduce the angle of attack.

8. Wind speed and direction could be different below the haze layer than above.

- A. Thick Haze Layer Below**
- B. Wind Force Linearity
- C. Safe Flying Conditions With Strong Winds
- D. Best Time To Get Seated In Harness

Vertical wind shear is when wind speed or direction changes with height. A thick haze layer below creates a distinct atmospheric boundary, altering how air moves near the surface compared with the air above it. The haze layer can increase friction and turbulence near the ground and modify air density and mixing, so the wind just above the layer can behave differently from the wind just below it. This is why wind speed and direction could differ across that boundary. The other options don't explain a boundary that would cause a change in wind with height—the concept here is about how atmospheric layers, like a haze layer, create different wind profiles above and below.

9. Which term describes possible effects of performing steep bank angle turns?

- A. Flying with a trimmer system
- B. Drifting downwind into the hill
- C. Dizziness and disorientation**
- D. Flying a certified canopy

Steep bank angle turns can trigger dizziness and disorientation because the body's balance system and visual cues can conflict during rapid rolling. As you bank, your inner ear senses rotation and changes in orientation, while your eyes see the world tilting and moving, which can lead to vertigo or a sense of being turned around even if you're still fairly coordinated. This spatial disorientation is a real risk in paragliding when bank angles are aggressive, so pilots practice smooth, controlled turns and monitor their altitude and orientation closely. The other options don't describe the effects of banked turns: a trimmer system adjusts speed rather than addressing sensory effects; drifting downwind into a hill is a wind-nav issue that can occur in various flight phases, not a direct consequence of the bank angle itself; and flying a certified canopy is unrelated to the physiological effects of turning.

10. What does the statement about wind below the haze layer imply for flight planning?

- A. Wind speed and direction could be different below the haze layer than above**
- B. Wind is uniform with altitude**
- C. Wind is stronger only above**
- D. Wind cannot affect launch**

The main idea is that wind does not stay the same with height. A haze layer often marks a stable atmospheric layer that can separate air masses, so the wind speed and direction can change across that layer. For flight planning, this means you can't assume the surface wind is the same as the wind at your launch height or higher up. You must consider possible wind shear between levels and plan accordingly—check winds at multiple heights (surface forecasts and winds aloft), be prepared for shifts in direction or speed, and factor in how this could affect takeoff, flight path, and landing. The implication is that surface conditions can look fine while conditions above the haze layer differ, which can create surprises near launch or during ascent and descent.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://ushpap2.examzify.com>

We wish you the very best on your exam journey. You've got this!

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