USPA SKYDIVING A LICENSE PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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.

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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!

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Questions

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1. Who is ultimately responsible for the command of the aircraft during flight?

A. Co-pilot

B. Flight instructor

C. Ground crew

D. Pilot

2. What is the purpose of the "check of threes" in skydiving?

A. To ensure equipment is correctly assembled and functioning

B. To verify altitude before deployment

C. To confirm weather conditions are safe for jumping

D. To assess the landing area for obstacles

3. What are the three biggest dangers of a hard toggle turn near the ground?

A. Line twist, collision with jumpers, collision with the ground

B. Loss of control, parachute malfunction, collisions with the aircraft

C. Inadequate altitude checks, poor visibility, line snags

D. Unstable body position, excessive spin, premature deployment

4. What occurs after a dynamic stall if the tail is held lower than the nose?

A. Controlled descent

B. Recovery to stable flight

C. Full stall

D. Rapid descent

5. How frequently must both main and reserve parachutes be packed?

A. Every 30 days

B. Every 90 days

C. Every 180 days

D. Every year

6. Which lines go through the rear slider grommets?

A. A and B lines

B. C, D, and brakes

C. A, B, and C lines

D. Only brake lines

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

A. Increased visibility

B. Avoid sudden movements

C. Activation risk of the AAD

D. Enhanced safety gear

8. What is the correct procedure for recovering from instability to the belly-to-earth position?

A. Arms out, pull up, legs straight

B. Altitude, arched back, legs together, relax

C. Altitude, arch, legs, relax

D. Hold breath, arch back, legs wide

9. What type of jump is permitted for a skydiver with a USPA A license?

A. Solo jumps only

B. Group jumps

C. Tandem jumps

D. Freefly jumps

10. What must an A-license jumper do after ten weeks of inactivity to regain currency?

A. Complete a refresher course

B. Make at least one jump with an instructor

C. Practice emergency procedures only

D. Participate in ground training

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Answers

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

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Explanations

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1. Who is ultimately responsible for the command of the aircraft during flight?

A. Co-pilot

B. Flight instructor

C. Ground crew

D. Pilot

The pilot is ultimately responsible for the command of the aircraft during flight due to several key reasons. As the designated pilot-in-command (PIC), this individual holds the legal authority and accountability for the safety of the aircraft, crew, and passengers. The pilot must make crucial decisions regarding flight operations, navigation, aircraft handling, and any necessary emergency procedures. Training and certification prepare the pilot to handle a wide range of scenarios, ensuring they can maintain control and manage risks effectively. It is not merely a matter of having control over the aircraft; it also involves understanding regulations, ensuring adherence to safety protocols, and executing proper flight planning. While other roles, such as co-pilots or flight instructors, may assist or provide guidance, the ultimate responsibility and authority lie with the pilot. The ground crew and flight instructor have important supportive roles but do not command the aircraft once it is airborne. The co-pilot assists the pilot but does not hold the ultimate responsibility for the flight's command.

2. What is the purpose of the "check of threes" in skydiving?

A. To ensure equipment is correctly assembled and functioning

B. To verify altitude before deployment

C. To confirm weather conditions are safe for jumping

D. To assess the landing area for obstacles

The "check of threes" serves a critical safety function by ensuring that the skydiver's equipment is correctly assembled and functioning before the jump. This procedure involves verifying three key aspects of the gear, such as the main parachute, reserve parachute, and container system, which must all be in proper condition and correctly set up. Conducting this thorough inspection helps prevent accidents that could occur due to equipment malfunction, enhancing the safety of the jump. In contrast, verifying altitude before deployment is important but typically done through altitude awareness and is not specifically linked to the "check of threes." Assessing weather conditions is also crucial for safety but is considered separately from the gear check. Lastly, while evaluating the landing area for obstacles is an essential part of jump preparation, it falls outside the scope of the "check of threes," which focuses solely on the parachuting equipment itself.

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3. What are the three biggest dangers of a hard toggle turn near the ground?

A. Line twist, collision with jumpers, collision with the ground

B. Loss of control, parachute malfunction, collisions with the aircraft

C. Inadequate altitude checks, poor visibility, line snags

D. Unstable body position, excessive spin, premature deployment

The three biggest dangers of a hard toggle turn near the ground primarily involve immediate and critical risks associated with the handling of the parachute during a maneuver close to the landing zone. When a skydiver executes a hard toggling turn close to the ground, the potential for line twist, collisions with other jumpers, and collisions with the ground increases significantly. Line twists can occur if the parachute is improperly manipulated, leading to reduced control of the canopy and compromising the ability to execute a safe landing. The integrity of the canopy may be threatened, which is particularly hazardous in low-altitude situations. Additionally, there is an increased risk of collision with other jumpers. Skydive operations often involve multiple jumpers landing in relatively close proximity, and a hard turn can change a jumper's trajectory unexpectedly, increasing the chances of mid-air collisions or accidents during the landing approach. Finally, the risk of collision with the ground is heightened when executing aggressive maneuvers. A hard turn can result in a rapid descent rate and make it challenging to judge the landing approach, potentially leading to a hard landing or even impacting objects on the ground. This reasoning solidifies why the designated answer captures the critical safety concerns of performing hard toggle turns near the ground.

4. What occurs after a dynamic stall if the tail is held lower than the nose?

A. Controlled descent

B. Recovery to stable flight

C. Full stall

D. Rapid descent

In the context of skydiving and aircraft flight dynamics, after a dynamic stall occurs, if the tail is held lower than the nose, the aircraft is likely to enter a full stall. This situation arises because the aerodynamic conditions that led to the dynamic stall prevent the wings from generating sufficient lift, and the improper tail position exacerbates these conditions. When the tail is positioned lower than the nose, it causes the angle of attack to increase dramatically. This increase can push the aircraft further into a stall beyond the point of dynamic recovery, preventing any possibility of stable flight. In this scenario, the entire airframe may experience a significant loss of lift, leading to a full stall. In contrast, other outcomes such as controlled descent or recovery to stable flight would typically require a more favorable pitch attitude or correction of the angle of attack to regain lift. Rapid descent may occur, but it does not fully encapsulate the situation where the aircraft has completely stalled. Thus, understanding the dynamics of pitch and stall behavior is crucial for recognizing why entering a full stall is the most likely outcome when the tail remains positioned lower than the nose following a dynamic stall.

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5. How frequently must both main and reserve parachutes be packed?

A. Every 30 days

B. Every 90 days

C. Every 180 days

D. Every year

The correct frequency for packing both main and reserve parachutes is every 180 days. This requirement is critical to ensure the reliability and safety of the parachutes during deployment. Regular packing helps maintain the integrity of the parachute system by allowing packers to inspect the fabric, suspension lines, and other components for any signs of wear, damage, or contamination that could affect performance. By adhering to this 180-day rule, skydivers ensure that both their main and reserve parachutes are in optimal condition, providing an essential safety measure in the event of an emergency. Other intervals, such as packing every 30 days or 90 days, may not align with best practices as outlined by skydiving safety regulations, leading to unnecessary stress or inefficiencies in the packing schedule. Annual packing can also be too infrequent, as it does not allow for regular inspections and maintenance of the parachute systems. Thus, the 180-day requirement is the established standard that balances safety with realistic maintenance practices for parachute systems.

6. Which lines go through the rear slider grommets?

A. A and B lines

B. C, D, and brakes

C. A, B, and C lines

D. Only brake lines

The choice that states the C, D, and brake lines go through the rear slider grommets is correct because these lines are specifically designed to manage the deployment and control of the parachute during descent. The C and D lines connect the parachute canopy to the harness and play crucial roles in maintaining the shape and stability of the canopy after deployment, especially in the rear section. Additionally, the brake lines, which are attached to the rear of the canopy and control the descent rate and steering of the parachute, also pass through the rear slider grommets. In contrast, the A and B lines primarily attach to the front of the canopy and are involved in the initial inflation and deployment of the parachute. This design allows for a distributed load and more effective canopy performance during freefall and canopy flight. Therefore, the rear slider grommets are specifically utilized for the lines mentioned in the correct answer, ensuring that control and stability are effectively managed.

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

A. Increased visibility

B. Avoid sudden movements

C. Activation risk of the AAD

D. Enhanced safety gear

When wearing an Automatic Activation Device (AAD) near the open door of an aircraft or while climbing out, one must be particularly aware of the activation risk associated with the AAD. The AAD is designed to activate and deploy the parachute automatically if it detects certain freefall conditions. When positioned near the open door of the aircraft, there is an increased likelihood that wind and turbulence could cause unnecessary activation, particularly if the jumpers' body position changes abruptly or if there's any erratic movement. Therefore, understanding and mitigating this activation risk is critical to ensure that the AAD functions as intended, without being inadvertently triggered while still attached to the aircraft. Other considerations, such as increased visibility and enhanced safety gear, are always important in skydiving but are not specifically applicable to the unique dynamics involved when near the aircraft door or during the climb-out. Avoiding sudden movements is a good practice to reduce risks in general, but the primary concern revolves around the potential for unintentional activation of the AAD in that specific scenario.

8. What is the correct procedure for recovering from instability to the belly-to-earth position?

A. Arms out, pull up, legs straight

B. Altitude, arched back, legs together, relax

C. Altitude, arch, legs, relax

D. Hold breath, arch back, legs wide

The correct procedure for recovering from instability to the belly-to-earth position involves a series of movements that help regain control and stabilize your body position during freefall. The best method begins with ensuring that you maintain awareness of your altitude so you can act quickly and safely. Arching your back is a crucial component, as this position helps to present a larger surface area to the airflow, which is essential for stability. By keeping your legs together, you reduce drag and align your body properly for aerodynamic stability. Finally, relaxing your body is important because tensing up can lead to further instability. By staying relaxed, you allow the airflow to help guide you back into the stable belly-to-earth position more effectively. This combination of techniques addresses the need for both physical positioning and mental readiness, which are essential for safely managing freefall dynamics and ensuring effective recovery.

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9. What type of jump is permitted for a skydiver with a USPA A license?

A. Solo jumps only

B. Group jumps

C. Tandem jumps

D. Freefly jumps

A skydiver holding a USPA A License is qualified to participate in group jumps. This license indicates that the skydiver has completed the necessary training and has demonstrated the required skills to jump safely and competently. At this level, the skydiver has proven they can perform jumps with others, maintain proper separation during freefall, and manage altitude awareness. In contrast, solo jumps are typically allowed for advanced license holders with greater experience, as they involve a higher level of individual decision-making and risk management. Tandem jumps require a special certification, as they involve jumping with a licensed instructor who takes on a significant role in managing the jump. Freefly jumps, which require specific skills and techniques for controlling body position during freefall, are generally beyond the skill set approved for A License holders. Each of these options represents different levels of complexity and experience beyond what is expected of a skydiver at the A License level.

10. What must an A-license jumper do after ten weeks of inactivity to regain currency?

A. Complete a refresher course

B. Make at least one jump with an instructor

C. Practice emergency procedures only

D. Participate in ground training

To regain currency after a period of ten weeks without jumping, an A-license jumper is required to make at least one jump with an instructor. This requirement is crucial because it not only helps the jumper refresh their skills but also allows them to demonstrate the ability to safely perform jumps after an extended absence from skydiving. The instructor can provide immediate feedback, address any concerns regarding the jumper's skills, and ensure that they are up to date with any changes in procedures or equipment that may have occurred during their inactivity. Other options, while potentially beneficial for overall skydiving maintenance, do not meet the specific currency requirements set forth by the United States Parachute Association (USPA). Simply practicing emergency procedures, participating in ground training, or completing a refresher course does not replace the necessity of a jump with an instructor to demonstrate practical ability and re-establish the jumper's confidence and competence in the sky.

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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://uspaskydivingalicense.examzify.com

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

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