

CORRIGENDA

For english questionnaire, version 21.07.2010

Aerodynamics

067) When a glider is flown with minimum load the point of stall occurs

- a) at a higher speed than with maximum load.
- b) at the same speed and angle of attack independent of load.
- c) at a smaller angle of attack.
- d) at a lower speed than with maximum load.

Meteorology

Answer key Meteorology:

025: d! (not b)

053) Which of the following cloud types doesn't have its cloud top at the same height as the others?

- a) Cirrus
- b) Cirrocumulus
- c) Cumulus humilis
- d) Cirrostratus

098) At 2pm on a summer's day, during a northwest wind situation after the passing of a cold front, a valley wind of 25km/h is blowing at the valley floor. What type of turbulence is to be expected in the middle of the valley at 500m above ground?

- a) Mechanical turbulence.
- b) No turbulence.
- c) Föhn turbulence.
- d) Shear turbulence.

109) Which order of cloud types is typical for the passing of a warm front?

- a) Cumulus, cumulus congestus, cumulus calvus, cumulonimbus.
- b) Altocumulus, stratocumulus, altostratus, nimbostratus.
- c) Cirrus, cirrostratus, altostratus, nimbostratus.
- d) Lenticulars, cumulus congestus, cirrocumulus, altocumulus.

122) The formation of cumulonimbus and therefore thunderstorms before the arrival of a ~~(cold)~~ front is most likely with

- a) cold fronts in January.
- b) warm fronts in January.
- c) cold fronts in August.
- d) warm fronts in August.

Law

010) What type of insurance is required by law for hang-gliding and paragliding?

- a) Accident insurance.
- b) Hangglider/paraglider third party liability insurance.
- c) Private third party liability insurance.
- d) Insurance against theft.

Materials

029) How do you distinguish the different groups of lines on a paraglider?

- a) By their colour; eg. yellow, red lines.
- b) By their diameter; eg. 0.9mm, 1.3mm, 1.5mm.
- c) By their materials; eg. polyester, dyneema, kevlar, polyamide.
- d) By their point of attachment to the wing; eg. A, B, C, D-lines.

72) Releasing the trim tabs during a straight stable flight

- a) reduces the chance of frontal collapse and the movement required for steering control becomes shorter.
- b) increases the chance of frontal collapse and the movement required for steering control becomes longer.
- c) reduces the chance of frontal collapse and the movement required for steering control becomes longer.
- d) increases the chance of frontal collapse and the movement required for steering control becomes shorter.