	Oral questions and sample answers for practice exams from 2025				
Meteo - Questions	**Explain the general weather situation today and what this means for our flying area in terms of prevailing and regional wind, clouds and precipitation.**	**What is the forecast of how the general weather situation will change in the next 2 days and how this will affect the flying weather in Switzerland or specifically in region X*.** (*Regions according to Meteo Schweiz see below)	**Name two typical, visible characteristics of foehn winds and how can you check at the launch site whether foehn winds could become a problem during your flight?**	**What are 2 signs of local thermal thunderstorms that you can check at the take-off site. Name 2 things to look out for in the air when thunderstorms are forecast.**	**How can you estimate the wind strength, direction and variability at the launch site and also in the air (name 3 things), and what kind of change do you expect in the second half of today?**
Meteo - Answers	**Response example:** Westerly wind situation In the afternoon, the valley wind will increase due to the forecast westerly wind. This may break up the thermals and make the air more turbulent Due to the dry air & cirrus clouds, the risk of overdevelopment is low Few cumulus clouds and low tendency to showers	**Response example:** Tomorrow the high pressure will move eastwards and the wind will change to south-west, with foehn in the Alpine valleys. The day after tomorrow, a cold front will pass over us. Still flyable tomorrow (watch out for thunder-storms). The day after tomorrow maybe OK in the morning in foehn-protected areas. Later on too dangerous because of the cold front.	Lenticular clouds at altitude and foehn rotor clouds over these or those mountains (show location / direction). Check the wind stations on passes, the main Alpine ridge and foehn-prone stations in the region. Check current pressure difference and pressure forecast. Check temperature differences between different regions. Constantly monitor the cloud pattern.	**Rain radar and forecast:** Patchy pattern, locally high intensity, hail, lightning. **Cloud pattern**: towering cumulus clouds growing fast, and penetrating the inversion, lots of shade. **Further signs:** Unusual lift/sink (location & strength), grey veil under the cloud (outflow), turbulent flight path of paragliders and birds. >> If you can see signs of thunderstorms, even in the distance, go for an early landing.	Check wind stations (vario, smartphone), smoke, flags, water surface, windsock, vegetation, birds, other pilots (watch & communicate) **Changes:** Valley wind becomes stronger, Bise or Föhn breaks through, supra-regional wind influences valley wind system (becomes stronger or weaker), convergences, turbulence caused by wind shear.

*Regions according to Meteo Schweiz: Jura, Central Plateau, Western Pre-Alps/-Alps, Eastern Pre-Alps/-Alps, Inner Alpine Valleys, Southern Alps

Flight practice - Questions	**What is the difference between a reverse inflation in (a) weak and (b) strong slope wind? Explain what you should pay particular attention to and what techniques you choose.**	**After take-off, you notice a line-knot on the right half of the wing. The glider pulls clearly to the right. What can you do?**	**The lift under a cloud is stronger than expected. What is the best technique (3-4 steps) to get away from the cloud quickly, with an increased descent rate and in the desired flight direction? Name an alternative technique.**	**Name one potential hazard (here, today, with the current conditions) at the take-off site, in the air and at the landing site. What will you do to minimise these?**	**Name two situations in which you would deploy the rescue parachute. How can you get prepared for such a situation, so that the necessary procedures work without delay? What do you do once the rescue is deployed and open?**
Flight practice - Answers	**Weak slope wind:** Pull up with impulse, maintain forward speed when turning out and go directly into acceleration. Check for uneven terrain downhill (risk of tripping). **Strong slope wind:** Pull up slowly and with less impulse and, if necessary, move towards the glider at the beginning, plan sufficient obstacle-free area up the slope.	Stay calm, keep the desired flight direction (max weight control & min brake), have the speed bar ready if the glider is close to stall, move away from the terrain, only check at a safe distance/ altitude from the terrain whether the knot can be undone. If not solvable>> land carefully (as little brake as possible), avoid turns in the opposite direction. Optional and depending on the situation: emergency landing or rescue throw!	Choose the desired flight direction, pull in the ears, accelerate and move away from the cloud **Alternative variants (depending on the situation, experience, level of training, glider):** B-stall, side collapse with 360° turns towards the open side of the glider, spiral turns, etc.	**Examples landing site:** Row of high trees, lake or river, footpath with pedestrians, mechanical turbulence, fence, gap, other gliders etc. **Examples in the air:** Power line, busy air traffic, wind drift, luv and lee (windward and leeward), approaching rain shower **Examples starting place:** Tree line in front, abrupt changes in terrain/surface, obstacles, bad visibility and clouds, crosswind / downwind / brisk slope breeze, ohter pilots	Collision with another aircraft, cravat-spiral, equipment failure, any dangerous loss of control Frequently grab the rescue-handle and create a body-memory of its position. Deploy the rescue or a dummy on a suspended harness, Tyrolienne, G-force trainer or in real life (training slope, SIV) Prevent the paraglider from re-inflating / flying, get in an upright position, legs together