

falling, fleeing and landing

*H*ere's what it's all about! This is the fun part. But it can only be fun if it's safe. Review the basics to stay in top form. From the time you leave the airplane until the time you land on the ground, your life is in your hands. Protect it.

exiting

- ☐ Agree on the spot and exit order before getting on the plane.
- ☐ Pick a jump run that will work for all the groups on the load. Crosswind or diagonal jump runs sometimes work best.
- ☐ If flying jump run into the wind, leave more separation between groups when the upper winds are stronger.
- ☐ Groups should exit slow fallers first, then fast fallers, then high openers (but the ground distance interval between groups is more crucial to separation than exit order).
- ☐ For rear-door aircraft, let the pilot know the number of people who will exit together. Too many people in the door can stall the airplane.

breakoff and tracking

- ☐ Groups of six or more should break off at least 2,000 feet above the highest planned pull altitude; smaller groups should break off at least 1,500 feet above (although these are minimums).
- ☐ In freeflying, break off higher, especially for larger groups.
- ☐ Track 180 degrees from the center of the formation.
- ☐ Track straight, fast, and conserve altitude (flat track).
- ☐ Watch for other jumpers as you track; low man has right of way.
- ☐ Check for other jumpers as you wave off.
- ☐ Once you wave off, deploy.

incoming!

Watch out even after you've landed.

You're not clear until you've made it safely out of the landing area.

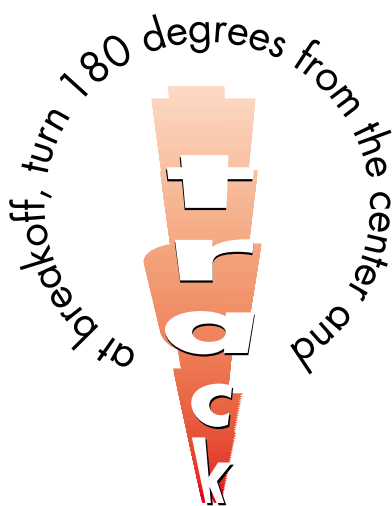
PULL PULL PULL PULL.

at the right altitude

stable

deployment

- ❑ Tell other groups and the pilot if you plan to pull high.
- ❑ Look for potential traffic problems while your canopy opens.
- ❑ Once you're open, check for other canopies.
- ❑ If you're on a collision course, be ready to get out of the way as soon as you're fully open. Steer away with your rear riser. If it's a head-on, turn right.



under canopy

UP HIGH

- ❑ Once you're open and clear of traffic, perform a control check.
- ❑ Always look before you turn.
- ❑ Minimize turns in traffic.
- ❑ Yield the right of way to lower canopies.

FINAL APPROACH

- ❑ Follow the landing pattern. (If in doubt, follow the first jumpers to land.)
- ❑ On no-wind days, land in the direction of the first jumper.
- ❑ When on an unfamiliar DZ or at a boogie, avoid high-speed landings.
- ❑ Avoid spiraling down into earlier groups' traffic.

drills *for fun, for safety*

DRILL #1: RISER TURNS

Once you're open, leave your toggles stowed. Practice turning with your rear and front risers. Try to see if you can control the canopy simply by shifting your weight in the harness. Practice flaring with your rear risers with the toggles still stowed. Do this same series of exercises with one brake released, simulating a broken steering line.

DRILL #2: FLARES

Once again, leave your brakes stowed. Pull down on the rear risers as quickly and as far as you can until the canopy starts to stall. Pull down on the rear risers smoothly and evenly, inches at a time. The canopy will eventually stall, but much more gently. Find the stall point by seeing how far you can pull before the canopy begins to stall.

Repeat the riser drills with both brakes unstowed. Then, repeat the drills with the steering lines.

DRILL #3: FINDING YOUR HANDLES

If clear below you and all around, start spiralling down. Turn in both directions. Now quickly try to find both of your emergency handles. Could you get to them?