

## **Kansas State University Parachute Club**

**Jump number: ~11 (Category D)**

**Maneuver: 1<sup>st</sup> 30 sec delay**

**Altitude: 8,000ft**

**Price: \$30 (+Packer fee if needed)**

**Objectives: Bomb out exit, 2 x 180 degree turns, Rear Riser Turns, Pre-jump equipment checks**

You turn in the same manor as you did for 90 degree turns. However stopping turns is a little different. In order to stop larger turns (180 and 360 degrees) use the "start and stop" principle.

- (1) Start the turn using the turn position for the first half of turn.
- (2) Return to neutral when half complete.
- (3) Counter the turn if necessary to stop on heading.

It is always important that before you check your altitude before performing any turns or every 3 seconds. All turns should be completed by 5,000ft.

If you find yourself continuing to spin after making a turn, try tapping your feet together to assure one leg isn't sticking out further than the other. If you lose stability follow these steps altitude, arch, legs, relax.

Ensure you wave off and pull by 4,500

### **Canopy Control**

**Rear riser steering**

a. On this jump you will perform 2 x 90 degree turns with your rear risers prior to releasing your brakes, as well as 2 x 360 degree turns after you have un-stowed your brakes.

Remember that when steering with rear risers, you have not yet performed your canopy control checks. This must be completed by 2,500 in order to remain above your decision altitude.

### **Review of Emergency Procedures**

A. Quicker recognition and decision-making ability for good or bad canopy (lower pull altitude)

- (1) Review sample problems not requiring a cutaway and practice the procedures.
- (2) Review premature deployment.
- (3) Review sample malfunctions requiring a cutaway and practice the procedures.

B. Procedures for testing a questionable canopy above cutaway altitude

- (1) Make two tries to clear the problem with toggles or back risers if altitude permits.
- (2) The canopy must fly straight, turn, and flare reliably to be able to land safely.
- (3) Decide to cut away or land the canopy by 2,500 feet and act.

### **Equipment**

**Pre-jump equipment checks**

- a. Before each jump, check your equipment before putting it on.
- b. With the help of another jumper, get a complete equipment check with all your gear on before boarding
- c. Get your equipment checked once again before exiting the aircraft.

- (1) "check of threes" (jumper self-check)
  - (i) three-ring assembly (and reserve static line)
  - (ii) three points of harness attachment for snap assembly and correct routing
  - (iii) three operation handles--main activation, cutaway, reserve
- (2) pin check back of system (by another jumper) top to bottom
  - (i) reserve pin in place (and automatic activation device on and set)

## Category D- Jump 11 – 1<sup>st</sup> 30 second delay

- (ii) main pin in place
- (iii) ripcord cable movement or correct bridle routing
- (iv) activation handle in place
- (3) personal equipment check ("SHAGGR")
  - (i) Shoes-tied, no hooks
  - (ii) Helmet-fit and adjustment
  - (iii) Altimeter-set for zero
  - (iv) Goggles-tight and clean
  - (v) Gloves-lightweight and proper size, required if below 40 degrees at jump altitude
  - (iv) Radio if necessary.

### Aircraft and Spotting

1. Instructor-assisted planning with the landing pattern for the day's conditions
2. Overview of aircraft spotting and jump-run procedures (what "spotting" means):
  - a. determining the best opening point
    - (1) calculations from wind forecasts
    - (2) observation and discussion of previous jumpers' canopy descents
  - b. pre-flight briefing with the pilot to discuss the correct jump run and exit points
  - c. guiding the pilot on jump run
  - d. verifying that the area below is clear of clouds and other aircraft before jumping