

Kansas State University Parachute Club

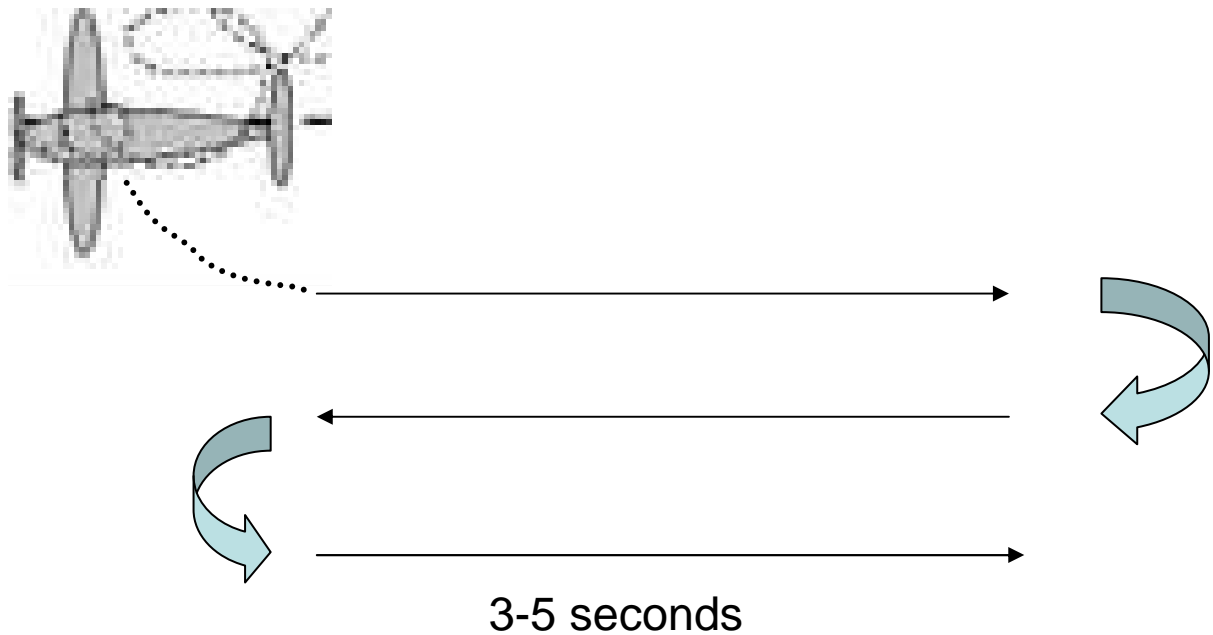
Jump number: ~15 (Category F)
Maneuver: 45 sec delay
Altitude: 10,000ft
Price: \$34 (+Packer fee if needed)

Objectives: Bomb out exit, Tracking Dive, Braked Approach

Tracking is a basic group skydiving skill that enables jumpers to gain sufficient freefall separation for a safe opening. It is such an important skill that the freefall training in this category is devoted entirely to tracking techniques

On your last jump you completed the Jesus Track, now you will learn the Delta Track. First locate a point on the horizon. Smoothly extend both legs fully to initiate forward motion. Slowly extend your torso by stretching your shoulders toward your ears and flatten your arch. Fully extend your arms to the side (like the Jesus track) and then sweep them back at an angle of no more than 45 degrees to your spine and level with your hips. You are now in the Delta position. In order to Control the delta track, dip one shoulder slightly in the direction of the turn to make heading corrections. It is important to make only small corrections.

Upon exiting the Aircraft and gaining stability, you will track for 3-5 seconds on a heading, stop, complete a 180 degree turn and track back in the direction you started from for 3-5 seconds. Once this is complete stop once more, complete another 180 and track for 3-5 seconds in that direction.



Ensure you wave off by 4,500 and pull.

Tracking jump safety

Category F- Jump 15

- a. Fly exactly perpendicular to the jump run to avoid others up and down the line of flight.
- b. Always plan tracking dives with other groups in mind.
- c. Learn to control a flat delta on heading first, then develop techniques for speed.

Canopy Control –

Braked pattern and landing approach

- a. Fly one entire landing pattern in at least half brakes, to determine the effect on glide path.
- b. Plan for a change in glide slope.
 - (1) A lower-glide design may require a smaller pattern when flown in brakes.
 - (2) A higher-glide design may require a bigger pattern when flown in brakes; extend the final approach to avoid overshooting the target.
- c. Fly final approach in quarter to half brakes.
- d. Flare carefully from the braked position:
 - (1) Practice high to avoid a stall.
 - (2) To get the best flare may require a shorter, quicker stroke initiated lower to the ground.
 - (3) The stall may occur more abruptly.
 - (4) Plan for a PLF.

Emergency procedure review

Recognizing and avoiding power lines

- a. Expect power lines along roads, between buildings, in paths in the forest, and in random places.
- b. Scan every 500 feet of descent into an unfamiliar landing area and continually scan below 500 feet.

Equipment

Pack at least one parachute with the assistance of a knowledgeable packer.

Rules and recommendations

1. Study USPA BSRs applicable to USPA A-license holders, including Sections 2-1.B; F.2; G.2; H.1.a, 2, and 3; K.5; and L.
2. Study USPA recommendations on training following periods of inactivity, Section 5-2 of this manual.

Aircraft and Spotting

Acting without a rated USPA instructor during routine jump operations and aircraft emergencies, conduct jump run. Be sure to establish communications for spotting corrections with the pilot prior to flight.

Completion of Category F

Once you have successfully completed these dives you are ready to complete category F and move on to Category G. To do so you must have your jumpmaster check off all requirements on your A License card, and complete the Category F quiz.