

EQUIPMENT.1

MAINTENANCE | PACKING | THE GEAR CHECK

MAIN

- [] pilot chute handle secure
- [] pilot chute fabric crisp and seams intact
- [] stitching on pin attachment to bridle secure
- [] velcro still clings
- [] no plating or corrosion on main pin
- [] top grommet on deployment bag not warped
- [] stitches holding stow band loops not raveled
- [] bag attachment point to canopy secure
- [] no fabric damage or broken stitching
- [] stitching on line attachment points and cascades secure
- [] no damage to lines, especially steering lines at cascades and brake locking loops
- [] no damage to slider material
- [] slider grommets not warped, bent or worn through
- [] no corrosion on connector links
- [] no cracks in threaded barrels of connector links connector links tight (finger tight plus a quarter turn)
- [] connector link protectors intact
- [] no rust on rings or other hardware on risers

BRAKE SYSTEM

- [] no corrosion on keeper ring
- [] stitching and webbing not worn
- [] no abrasion on keeper loops toggles securely knotted
- [] velcro on toggles not worn
- [] no fabric damage or broken stitching

HARNESS AND CONTAINER

- [] all velcro still clings (riser covers, riser retainers, main pin cover flaps, let strap bridle mating)
- [] grommets not deformed
- [] remove cutaway cables and wipe clean (especially with hard cable housings) [AND ONCE A MONTH!]
- [] reserve cable swage (ball on end of cable) secure
- [] pilot chute pouch undamaged; elastic good
- [] replace main closing loop (make extras while you're at it)
- [] reserve closing loop not worn; rigger should replace

EQUIPMENT.2

MAINTENANCE | **PACKING** | THE GEAR CHECK

One of the best ways to keep yourself safe is to be good to your gear. Regular maintenance, clean pack jobs and pre-jump gear checks can save you a lot of trouble in the air. If you know your gear's in good shape, you can relax and enjoy the skydive!

- brakes stowed
- lines straight and untwisted
- lines remain in center of canopy throughout pack job (especially D and steering lines)
- slider all the way up to the stops
- rubber bands in good condition and the correct size
- stows long enough
- enough line slack between bag and risers
- closing loop in good condition and the correct length
- washer present at knot of closing loop
- pilot chute cocked
- pilot chute bridle routed correctly
- slack in bridle above pin so pin extracts freely
- pin in good condition
- pilot chute folded correctly (per manufacturer's instructions)

EQUIPMENT.3

MAINTENANCE | PACKING | THE GEAR CHECK

BACK TO FRONT, TOP TO BOTTOM

RESERVE

- AAD on
- reserve pin in place
- closing loop in good condition
- seal and thread intact
- ripcord moves freely through housing
- RSL routed correctly

MAIN

- main pin all the way through closing loop
- closing loop in good condition
- pilot chute bridle routed correctly
- pilot chute securely in pocket
- pilot chute handle accessible
- pilot chute cocked (check window)
- let straps and harness not twisted

3-RING RELEASE

- rings free of corrosion
- only one ring through another
- loop through smallest ring only
- loop in good condition
- loop goes through riser and then grommet at end of cable housing; then cable goes through loop

HARNESS AND EXTRAS

- chest strap threaded correctly through hardware
- ripcord and cutaway handles in view, secure and easily accessible
- B-12 leg strap snaps closed all the way
- leg straps threaded correctly through hardware and cinched tightly
- all excess webbing stowed
- altimeter zeroed
- audible altimeter set and zoned

AIRPLANES.1

YOU AND YOUR PILOT | LOADING | TAKEOFF | IN AN EMERGENCY

Every jump begins with the ride to altitude. This ride can be a time to think about the skydive or help the pilot scan for other aircraft. By being prepared – from the time you board until it's time to exit – you can help your pilot make the ride safe and easy.

A SAFE PILOT WILL:

- [] conduct a thorough pre-flight inspection of the aircraft at the start of the day.
- [] ensure enough fuel for the flight.
- [] know the current local weather and forecast.
- [] have a seat belt for you and ask you to use it.
- [] ensure that the aircraft is well-maintained and fully operational.
- [] use a runway of sufficient length for the aircraft.

A SKYDIVER MAY ASK THE PILOT:

- [] Are you licensed, rated and current for the flight?
- [] Have you checked the aircraft's weight and balance?
- [] Is the aircraft in compliance with an approved maintenance program?
- [] Does the weather allow for visual flight rules?

A SKYDIVER MAY NOT ASK THE PILOT:

- [] to fly through clouds or reduced visibility.
- [] to allow a jump through or near clouds.
- [] to perform aerobatics or abrupt maneuvers.
- [] to place the importance of the jump over the safety of the flight.
- [] to carry more people than weight and balance and the number of seat belts allow.
- [] to fly the aircraft outside of its center of gravity limits.

AIRPLANES.2

YOU AND YOUR PILOT | LOADING | TAKEOFF | IN AN EMERGENCY

ARE YOU...

- [] approaching the airplane from behind?
- [] approaching a helicopter from the front?
- [] geared up and checked before boarding?
- [] protecting all your handles as you enter the aircraft and following procedures to avoid an accidental deployment?

AIRPLANES.3

YOU AND YOUR PILOT | LOADING | TAKEOFF | IN AN EMERGENCY

- [] Have your seatbelt fastened.
- [] Look around and make sure everyone has their seat belts fastened.
- [] Put on and fasten your helmet.
- [] If you have a camera helmet, strap it in – it can become a dangerous projectile.

WATCH OUT FOR THE SPINNING PROPELLER!

AIRPLANES.4

YOU AND YOUR PILOT | LOADING | TAKEOFF | IN AN EMERGENCY

- [] Don't panic.
- [] Listen to the pilot; follow his instructions (as relayed by the load master or jumpmaster.)
- [] Try not to shift or move around in the airplane – the pilot's already working hard to control it.
- [] If you're landing with the plane, make sure your seat belt is fastened.
- [] Put on your helmet.
- [] Once the plane has landed, get out and away from it if you're able.
- [] Do not turn off any of the airplane's electrical switches; this could cause a spark.

THE SKYDIVE.1

EXITING | BREAKOFF AND TRACKING | UNDER CANOPY | DEPLOYMENT | DRILLS

Here'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.

- [] 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.
- [] Leave more separation between groups when the upper winds are stronger.
- [] Groups should exit in logical order (although the time interval between groups is more crucial to adequate 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.

THE SKYDIVE.2

EXITING | **BREAKOFF AND TRACKING** | UNDER CANOPY | DEPLOYMENT | DRILLS

- [] In formation skydiving, groups of six or more should break off by 4,000 feet; all others can break off by 3,500 feet (although these are minimums.)
- [] In freeflying, break off higher, especially for larger groups.
- [] Track 180 degrees from the center of the formation.
- [] Practice flat tracking.
- [] Watch for other jumpers as you track; low man has the right of way.
- [] Check for other jumpers before you wave off.
- [] Once you wave off, deploy.

THE SKYDIVE.3

EXITING | BREAKOFF AND TRACKING | **UNDER CANOPY** | DEPLOYMENT | DRILLS

Up High

- [] Once you're open and clear of traffic, do 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.

THE SKYDIVE.4

EXITING | BREAKOFF AND TRACKING | UNDER CANOPY | **DEPLOYMENT** | DRILLS

- [] Tell other groups 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 you're fully open. Steer away with your rear riser. If it's a head-on, turn right.

THE SKYDIVE.5

EXITING | BREAKOFF AND TRACKING | UNDER CANOPY | DEPLOYMENT | **DRILLS**

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 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 spiraling down. Turn in both directions. Now quickly find to find both of your emergency handles. Could you get to them?

EMERGENCIES.1

PARTIAL MALFUNCTIONS | TOTAL MALFUNCTIONS | TWO CANOPIES OUT | CAN YOU CUT AWAY? |
CANOPY COLLISIONS | PRACTICE AND REVIEW

Sometimes, no matter how well you prepare, things go wrong. If you have a natural reaction for every mishap, you'll be a safer skydiver. But natural reactions come only with consistent practice. And you just can't practice too much.

Partial Malfunction: Definition

Any malfunction accompanied by a full or partial deployment.

Examples

lineover, streamer, bag lock, slider up, broken lines, horseshoe, severe line twists, big tears in the fabric, broken or disconnected riser.

Procedures

- [] Arch.
- [] Look at the riser release handle.
- [] Reach for the riser release handle.
- [] Look at the reserve ripcord handle before cutting away.
- [] Pull the release handle, throw it away and clear the cables while still looking at the reserve ripcord handle.
- [] Reach for the reserve ripcord handle with both hands.
- [] Pull the reserve ripcord.
- [] Check canopy.

EMERGENCIES.2

PARTIAL MALFUNCTIONS | **TOTAL MALFUNCTIONS** | TWO CANOPIES OUT | CAN YOU CUT AWAY? |
CANOPY COLLISIONS | PRACTICE AND REVIEW

Definition

Any malfunction in which nothing is deploying.

Examples

lost or missing deployment handle, hard or impossible pull, container lock, pilot chute in tow*.

Procedures

- [] Arch.
- [] Look at the reserve ripcord handle.
- [] Reach for the reserve ripcord handle with both hands.
- [] Pull the reserve ripcord and clear the cable.
- [] Check canopy.

**Note: Pulling the reserve in this case may result in double deployment. Prepare to deal with two canopies out.*

EMERGENCIES.3

PARTIAL MALFUNCTIONS | TOTAL MALFUNCTIONS | **TWO CANOPIES OUT** | CAN YOU CUT AWAY? |
CANOPY COLLISIONS | PRACTICE AND REVIEW

- [] Find the stable (natural) configuration.
- [] If in a side-by-side or downplane, cut away.
- [] If in a biplane, steer with the dominant (larger) canopy. (Leave the other canopy's brakes stowed.)
- [] If entangled, use the brakes and risers to clear and control to the ground.
- [] Land two canopies without flaring.
- [] Prepare to do a PLF.

EMERGENCIES.4

PARTIAL MALFUNCTIONS | TOTAL MALFUNCTIONS | TWO CANOPIES OUT | **CAN YOU CUT AWAY?** |
CANOPY COLLISIONS | PRACTICE AND REVIEW

Try this test on your rig

- Hang your risers from a very strong point overhead.
- While you're in the harness, have two people hold on to it, pulling down to increase the tension on the 3-ring release. (A padded mat underneath would be a good idea.)
- Cut away the risers. (Be sure to disconnect your RSL before you do this exercise.)

EMERGENCIES.5

PARTIAL MALFUNCTIONS | TOTAL MALFUNCTIONS | TWO CANOPIES OUT | CAN YOU CUT AWAY? |
CANOPY COLLISIONS | PRACTICE AND REVIEW

- If a canopy collision is unavoidable, try to miss the other skydiver's body.
- Spread as wide as possible to distribute the force of the collision and to avoid going between lines.
- Protect your handles.
- Have a hook knife accessible.
- Try to communicate with the other jumper right away, before you start pulling handles or cutting lines.
- Consider disconnecting your RSL before cutting away from an entanglement.

EMERGENCIES.6

PARTIAL MALFUNCTIONS | TOTAL MALFUNCTIONS | TWO CANOPIES OUT | CAN YOU CUT AWAY? |
CANOPY COLLISIONS | **PRACTICE AND REVIEW**

When:

- after a long layoff
- before exit
- on USPA Safety Day
- often

Where:

- in a training harness
- at your rigger's house at repack time
- in your head
- in the air after deployment

*You've made it through this safety section,
but once isn't enough.
Keep this, hole punch it,
and keep it somewhere handy.
Bring it out the drop zone for Safety Day on March 11.
Then bring it with you every time you go to the DZ.*