

### CF SAFETY BRIEF - GUIDELINES

1. Use proper equipment.
2. Be sure that everyone on the dive has been thoroughly briefed.
3. Let the pilot of the aircraft know that you are doing CF.
4. Stay out of freefall airspace.
5. Do not fly in front of a formation.
6. If a formation is out of sight above you, do not use brakes; instead, make a diving front riser turn.
7. Do not dock below 2000 feet. Do not transition from one formation to another below 2000 feet.
8. Do not dock with sideways motion relative to the formation. Do not dock too hot. Do not dock on a formation that is oscillating, or on one that contains a collapsed canopy.
9. Do not drop a person who is in trouble unless it is clearly safe to do so.
10. If you are wrapped, or if you wrap someone:
  - (i) Protect your reserve ripcord handle
  - (ii) Establish communication
  - (iii) If you are above 1000 feet, do not cut away unless it will not make matters worse for the other person
  - (iv) If you are going to cut away, do it at or above 1000 feet
11. Do not attempt to fly formations in turbulent air.
12. Break formations above 2000 feet – or higher – unless you intend to land them.
13. Check pilot chutes before breakoff.
14. Never land formations unless conditions are ideal.
15. Do not build “offset” formations unless you are aware of their special hazards.
16. AAD’s should be switched off. Cypres off / down planes.
17. Stevens lanyard reserve static lines should be disconnected.

### COLLAPSE AND ENTANGLEMENT DRILLS

The hidden dangers of CF become magnified and painfully evident when either a collapse occurs or parachutists become entangled, in either situation stay calm, and think, a few pointers that you may like to consider are given below:

#### 1. Collapse Drills

A collapse involves two parachutists. In all cases, the bottom person makes the decision, whether they can reinflate or would prefer to be dropped.

A collapse only becomes hazardous when there are other canopies close by, either in the stack or approaching to dock. If there is any sort of problem in the stack on you approach to dock, turn off and stay clear until the problem is sorted out.

#### If you are holding a canopy which collapses:

- a. Do not drop it, the parachutist may fall into another canopy below.
- b. Remember it is the low person who makes the decision, listen for their instructions.

- c. If the low person asks to be dropped, drop them immediately.
- d. If you are told to hold on, then grit your teeth and hold on. You could be in for a lot of hard work, particularly if the low person wants you to land them.

#### If your canopy collapses:

- a. Stay calm and try to pump it out, the stroke is from full brakes up to ¼ brakes and back down, a smooth and gentle pump, most collapses can be pumped out this way.
- b. If your canopy will not reinflate, first check below, if there are any canopies in the stack below your problem, make sure they have control of their own canopy then drop them, regardless of the amount of canopies below they should move away as a group, and should not approach the stack again until the collapse has been sorted.
- c. Once clear below, check your height, apply full brakes and inform the parachutist above to drop you, however bad your collapse, providing you are on full brakes you will not drop further than 30ft, but you must be on full brakes, trying to reinflate a collapse in full drive configuration is risking a malfunction.
- d. Once you are back in full control, carry out all round observation.

#### 2. Entanglement Drills

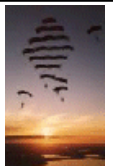
Most entanglements occur when a collapsed canopy is dropped without warning, allowing the collapse to fall into the canopy below, remember, “Don’t Let Go”. If you have a pilot chute around you, take your knife and cut the bridle line. If you have any other type of entanglement you have a major problem and may have to cut-away, but first:

- a. Check your height.
- b. Check your problem, if your canopy is still inflated you should still be able to untangle yourself, ensure that there is no slack line around the reserve handle or cut-away pad.
- c. Before you decide to cut-away:
  - (i) Make sure that you are not attached by any other part of your body or equipment.
  - (ii) Make sure that you are clear below.
  - (iii) Communicate – make sure that other parachutists are aware of your intentions, a reserve entanglement after all this excitement could really spoil your day.
- d. Most entanglements can be avoided by adopting a big spread position, thus preventing you from going between the lines and allowing you simply to bounce off.
- e. Finally, and in summary do a lot of CF; the more you do, the less problems you will have, or at least the problems that may occur will not scare you so much.

**Plan the dive / dive the plan.  
Have fun.**



## BRITISH PARACHUTE ASSOCIATION Canopy Formation Coaching System CF Grade 1



### STUDENT

NAME:

BPA No:

FAI No:

### COACHES

BPA CF COACH:  
CCI APPROVED CF COACH:  
BPA INSTRUCTOR:

### DATE TRAINING COMPLETED

SIGNATURE:

DATE:

### COACHES ENDORSEMENT

SIGNATURE:

DATE:

### CCI ENDORSEMENT FOR CF1

SIGNATURE:

DATE:

### DOC'S & EQUIPMENT CHECK SAFETY BRIEF

SIGNATURE:

DATE:

(Also see BPA Forms 186 & 186A)

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