

SKYDIVE SMOKEY MOUNTAINS

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

(WROTE IN ACCORDANCE TO USPA TRAINING SYLLABUS & SIMS)

DISCLAIMER

This manual is not intended, in any way, to teach skydiving. It is, simply, reference material used in conjunction with a complete ACCELERATED FREEFALL FIRST JUMP COURSE.

WARNING

1. Training and/or experience are required to lower the risk of serious injury or death!
2. Never use ANY skydiving equipment unless you have:
 - A. Read the warning label and completed a Controlled program of instruction in the use of this parachute assembly.
 - OR-
 - B. Read the warning label and all appropriate owners/flight manuals, obtained packing instruction, and completed at least 100 ram-air parachute jumps.
3. Lower the risk of death, serious injury, canopy damage and hard openings by never exceeding the limits shown on the warning label.
4. Warning labels may be found in the following locations:
 - A. Ram-air parachute- Center panel, Tail section.
 - B. Harness/Container system- Back-Pad.

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION: I INTRODUCTION/CONCEPT/ORIENTATION

THEORY OF THE ACCELERATED FREEFALL PROGRAM

This program is called ACCELERATED FREEFALL because the learning process is 'accelerated' beyond other traditional skydiving programs, and all jumps on this program are FREEFALL SKYDIVES. The AFF program is designed to provide private instruction for the student who is seriously interested in becoming a skydiver, similar to private skiing or tennis lessons.

This program can be modified to meet the special needs of a student. It is not uncommon for a student to repeat a level or for that matter skip a level. Your progression through this program is based on your ability to perform on the skydive, in freefall as well as under canopy. Good Luck! Stay positive, and welcome to the world of skydiving!

WELCOME TO THE WORLD OF SKYDIVING. FROM THIS MOMENT ON YOUR LIFE WILL BE FOREVER CHANGED AND THE WAY YOU VIEW YOUR WORLD WILL BE PRECIEVED IN A DIFFERENT LIGHT AND PERSPECTIVE.

THE STAFF OF SKYDIVE SMOKEY MOUNTAINS ARE VERY PASSIONATE AND SERIOUS ABOUT THIS SPORT AND ARE VERY PLEASED TO INTRODUCE YOU TO THE SPORT THEY LOVE THE MOST. WE HOPE THAT YOU WILL SEE THE BEAUTY, FEEL THE ADRENALINE, BE PART OF THE FRIENDSHIPS, IMMERSE YOURSELF AND GET LOST IN THE THRILL AND FALL IN LOVE AS WE DID IN THE SPORT WE CALL SKYDIVING.

MOST PEOPLE THINK OF SKYDIVING AS A DANGEROUS SPORT AND IT CAN BE. AS WITH ANY OTHER SPORT SKYDIVING CAN BE DANGEROUS, IT CAN CAUSE DEATH AND OR SERIOUS INJURY. BUT BY CONTROLLING, UNDERSTANDING AND REDUCING THE RISKS ASSOCIATED WITH SKYDIVING YOU CAN PARTICIPATE IN THIS SPORT SAFELY, WITHOUT INJURY AND BE PART OF A SELECT GROUP OF PEOPLE WHO LOVE AND CHEERISH THIS SPORT FOR MANY YEARS TO COME.

THOROUGHOUT YOUR LEARNING EXPERIENCE AND YOUR CONTINUING SKYDIVING CAREER YOU WILL LEARN THE CONCEPTS AND RULES TO REDUCE AND CONTROL THE RISKS ASSOCIATED WITH THIS SPORT. PAY ATTENTION TO YOUR INSTRUCTOR AND REMEMBER NO MATTER WHAT YOUR SKILL LEVEL IS, YOU ARE ALWAYS A STUDENT. KEEP YOUR MIND OPEN AND ALWAYS BE RECEPTIVE TO SAFETY IDEAS, SAFETY RULES, AND UNDERSTAND EVERY ASPECT OF YOUR FUTURE JUMPING EXPERIENCES.

WELCOME TO OUR WORLD, BLUE SKIES

TERMS

USPA.....United States Parachute Association
FAA.....Federal Aviation Administration
FAR.....Federal Aviation Regulations
BSR.....Basic Safety Requirements (USPA)
COA.....Circle of Awareness (horizon, altitude, JM(s))
SHORT CIRCLES . . COA without looking at JM
TLO.....Targeted Learning Objective
RSL.....Reserve Static Line
AAD.....Automatic Activation Device (Reserve Parachute)
PT..... Practice Throw (Main pilot chute launch)
BOC.....Bottom of Container (Main Deployment location)
JM..... Jumpmaster(s)
AFF.....Accelerated Freefall
DZ.....Drop-Zone
S&TA Safety and Training Advisor
JUMP-RUN Line of flight for jumpers to get out
SPOT Ground reference which jumpers use while at
altitude to determine where they get out
MANIFEST. The person or location where jumpers get
scheduled to jump and where they pay.
SIM Skydivers Information Manual

USPA BASIC SAFETY REGULATIONS (B.S.R.)

- Maximum ground wind speed for all students is 14 mph.
- Minimum exit altitude for all AFF jumps is 9000 feet.
- Maximum time between AFF jumps is 30 days. Going this long is NOT Recommended.
- Minimum USPA pull altitude is 3000 feet on all AFF jumps. (Also NOT Recommended , THE DZ HAS A MINIMUM PULL ALTITUDE OF 4,000 FEET)

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION: I INTRODUCTION/CONCEPT/ORIENTATION

1. CONCEPT

A. THE AFF PROGRAM IS 3-5 TIMES FASTER (7-10 LEVELS DEPENDING ON THE PROGRAM (IAF - TANDEM COMBINED WITH AFF OR CONVENTION AFF PROGRAM 2 AFF JM'S)

B. THE KEY TO THIS PROGRAM IS IN AIR INSTRUCTION AND ASSISTANCE IF NEEDED (BETTER THEN MOST PROGRAMS)

C. THIS PROGRAM IS FOR THE SERIOUS SKYDIVER

2. INTRODUCTION

A. SKDIVING CAN BE A VERY PHYSICAL SPORT AND IF YOU HAVE ANY DEBILITATING INJURIES AND OR PHYSICAL LIMITATIONS THAT YOU MAY THINK WILL PRECLUDE YOU FROM JUMPING, PLEASE NOTIFY YOUR JUMPMaster OR THE OWNER OF THE DROP ZONE.

(1) EXAMPLES OF PHYSICAL CONDITIONS THAT MAY LIMIT YOU: ANY SURGERIES, PHYSICAL LIMITATIONS INJURIES (BACK, LEGS, NECK, SPINAL, SHOULDERS, ABDOMINE ETC), MEDICATIONS, VISION (COLOR BLIND, BLINDNESS IN EITHER EYE, CONTACTS (CAN SEE WITHOUT THEM), GLASSES, HEARING, DENTURES, RECENT DENTAL SURGERY, EXTREME TOBACCO USE, SCUBA DIVING, BLOOD DONATIONS, ASTHMATIC, ALCOHOL, DRUGS (LEGAL & ILLEGAL), AND ALLERGIES. (THIS LIST IS NOT ALL INCLUSIVE IF THERE IS ANYTHING THAT HAS NOT BEEN COVERED, PLEASE NOTIFY YOUR JUMPMaster!!!!)

B. PRIOR TO YOUR JUMP AND ON EVERY JUMP YOU WILL BE INTRODUCED TO YOUR JUMPMaster. HE WILL REVIEW YOUR LAST SKYDIVE AND OR THE SKYDIVE THAT YOU WILL BE PERFORMING, HE WILL ALSO REVIEW YOUR LOGBOOK AND OR VIDEO OF YOUR LAST SKYDIVE.

(1) ALL STUDENTS WILL HAVE A LOGBOOK TO TRACK ALL OF THEIR JUMPS (VERIFICATION BY SIGNATURES) FROM THE BEGINNING OF THEIR TRAINING AND FOR THE DURATION OF THE SKYDIVING CAREER.

C. PRIOR TO SKYDIVING ALL STUDENTS WILL FILL OUT REGISTRATION FORMS, WAIVERS, PHSYICAL WAIVERS, GET STUDENT USPA INSURANCE, AND WILL BECOME A USPA MEMBER (NLT LEVEL 4)

(1) BEFORE EVERY JUMP ALL STUDENTS WILL REMOVE ANY JEWELRY AND VALUABLES AND SECURE THEM)

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GUIDE

SECTION: I INTRODUCTION/CONCEPT/ORIENTATION

3. ORIENTATION

(1) YOU WILL TOUR THE DROP ZONE PRIOR TO YOUR FIRST JUMP AND BE INTRODUCED TO THE FACILITIES, INSTRUCTORS, WINDS, MANIFEST PROCEDURE ETC..

(2) YOU WILL BE SHOWN AN AIRIAL PHOTO OF THE DZ AND UNDERSTAND THE LANDING RPOCEDURES BEFORE EVERY JUMP

(3) THROUGHOUT YOUR TRAINING PROCESS YOUR WILL LEARN ABOUT FAR'S (FEDERAL AVIATION REGULATIONS), USPA REQ'S (UNITED STATES PARACHUTE ASSOCIATATION), STATE & LOCAL LAWS AND LOCAL DROP ZONE RULES AND PROCEDURES.

(4) AFF STANDS FOR ACCELERATED FREEFALL, YOUR GROUND SCHOOL WILL COVER QUITE A BIT OF INFORMATION BUT IS MAINLY FOCUSED ON BASIC SKILLS AND SURVIVAL SKILLS. THROUGHOUT YOUR AFF LEVELS YOUR WILL LEARN MORE AND BE INTRODUCED INTO MORE OF THE SPECIFICS ABOUT SKYDIVING AS YOU PROGRESS ON TO EACH LEVEL.

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GUIDE

SECTION II : GROUND TRAINING

1. EQUIPMENT

THE STUDENT PARACHUTE SYSTEM

1. **Harness**: Webbing which secures the container and parachutes to the skydiver.
2. **Container**: Mounted to the harness, located on the skydivers back, holds the main and the reserve parachutes.
3. **Main Pilot Chute**: This deployment system consists of a small mesh parachute, approximately 25"-36" across. (75cm-90cm), that when thrown into the wind, will pull the pin and then the parachute from the main container. This pilot chute handle is located on the bottom right side of the container, usually with a leather 'hackey' handle, or a small piece of PCV piping. 'Bottom of Container' is known as BOC.
5. **Main Parachute**: Located in the lower container and attached by the risers to the harness at the shoulders by a Three ring release system. This parachute is rectangular in shape and is referred to as a ram air parachute
6. **Risers** : Webbing material that attaches the main and the reserve parachutes from the harness to the connector links. There is a front and rear riser on each side of the parachute.
7. **Connector Links**: Metal links that attach the suspension lines of the parachutes to the risers.
8. **Cutaway Handle**: This handle when pulled to full arms extension, jettisons the main parachute via the three ring release. This handle is a soft pillow, located on the right side of the harness under the chest strap and is held in place by Velcro.
9. **R.S.L. (Reserve Static Line)**: A back up device that connects the main parachute riser to the reserve parachute ripcord. When you pull your cutaway handle, as your main jettisons, the reserve pin will be pulled. This is a U.S.P.A. B.S.R. (Basic Safety Regulation) for student jumpers.

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II : GROUND TRAINING

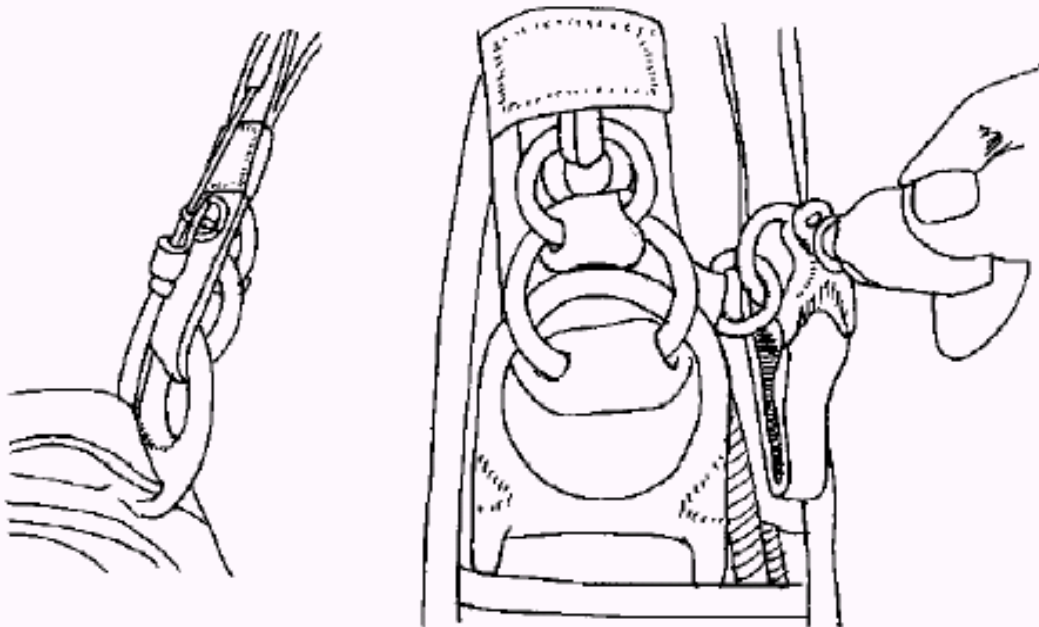
1. EQUIPMENT (CON'T)

10. **Reserve Handle**: This handle when pulled to full arms extension, activates the reserve parachute. This is a metal D-Ring style handle and is located on the left side on the harness under the chest strap. It is also held in place with Velcro.

11. **Reserve Parachute**: Located in the upper container and is permanently attached to the harness. This parachute is also rectangular in shape and is also referred to as a ram air parachute.

12. **Steering Toggles (Brakes)**: Soft, loop handles responsible for the steering and landing of each parachute. The toggles are attached to the rear risers with Velcro.

13. **A.A.D. (Automatic Activation Device)**: An electronic or mechanical device designed to activate the reserve parachute at a predetermined descent rate and altitude in an emergency situation. This is an electronic device and is subject to failure and therefore is not to be depended upon. This is also a B.S.R. of the USPA for student jumpers. We use the "Cypres" AAD, which is THE MOST reliable AAD on the market and is all electronic. Do not skydive without a CYPRES AAD!



EXAMPLE OF THREE RINGS & RSL

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GUIDE

SECTION II : GROUND TRAINING

1. EQUIPMENT (CON'T)

A. ON EACH AND EVERY JUMP YOU WILL WEAR:

1) A PARACHUTE CONTAINER WITH A RESERVE AND MAIN CHUTE

(a) THE CONTAINER THAT HAS: THREE RINGS, HARNESS, RSL (RESEVRE STAIC LINE), AAD AUTOMATIC ACTIVATION DEVICE), EMERGENCY HANDLES (CUTAWAY MAIN/ DEPLOY RESERVE), RESERVE PARACHUTE, MAIN PARACHUTE DEPLOYMENT SYSTEM.

(b) PARACHUTES MOST BE PACKED EVERY 120 DAYS
MAIN - PACKED BY PERSON INTENDING TO JUMP IT,
CERTIFIED PACKER OR RIGGER
RESERVE - PACKED BY CERTIFIED FAA RIGGERS ONLY,
CHECK SEALS AND DATA PACKING CARD

2) ALTIMETER: WORN ON LEFT HAND

3) GOGGLES (WORN UNDERNEATH HELMET)

4) A RIGID HELMET,

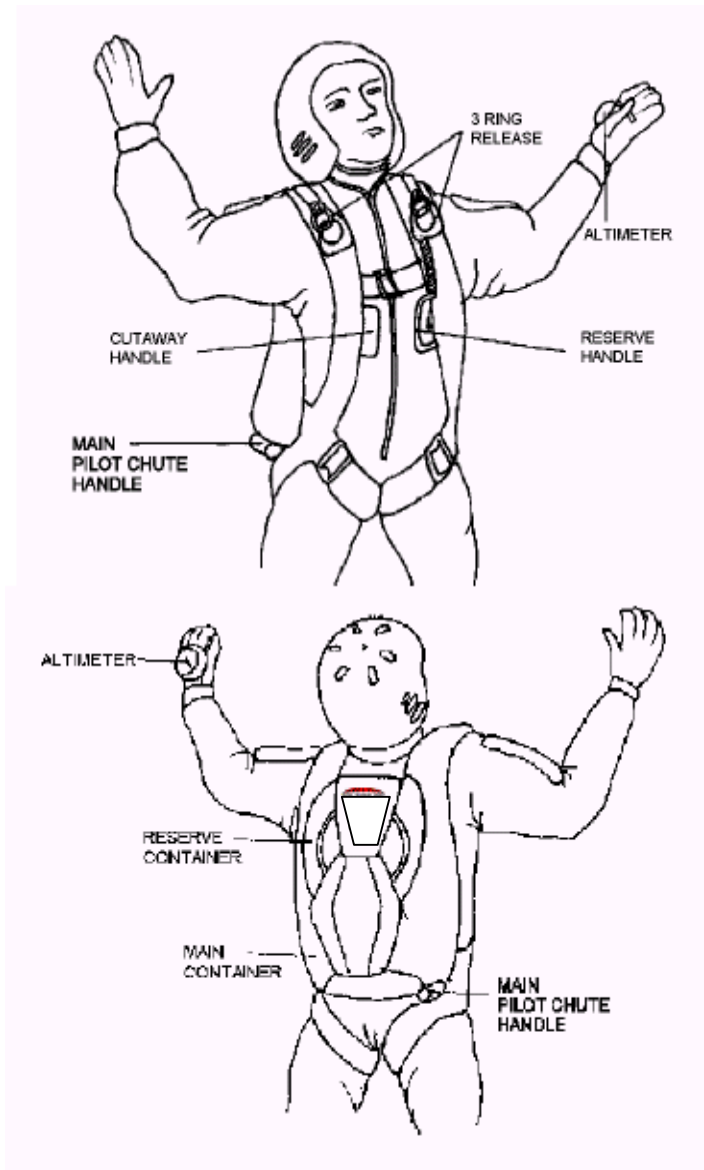
5) A RADIO (USED ONLY AS A AID AND TRAINING DEVICE NOT TO BE RELIED UPON).

6) A JUMPSUIT (GLOVES - REQUIRED 40 DEG OR LESS)
CLOTHING- APPROPRIATE FOR TEMPERATURE, BOOTS IF YOU HAVE WEAK ANKLES (NO HOOKS ON BOOTS)

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II : GROUND TRAINING

1. EQUIPMENT (CON'T)



C. STUDENT MUST UNDERSTAND HOW TO PUT ON/OPERATE RIG & OTHER EQUIPMENT :

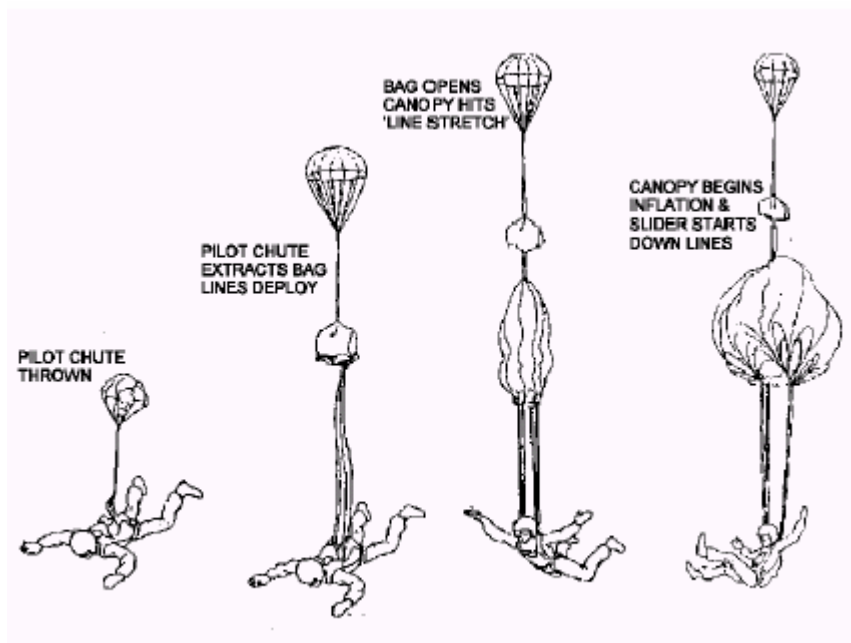
- 1) RIG ADJUSTMENT, MOST BE SECURE (CAN EFFECT DIVE)
- 2) PROPER FASTENING OF STRAPS (LEG STRAPS & CHEST STRAPS OVER AND UNDER)

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II: GROUND TRAINING

1. EQUIPMENT (CON'T)

- 3) CHECK FOR CORRECT FIT OF; FOOTWEAR, JUMPSUIT HELMET (NECK STRAP), GOGGLES (BIGGER GOGGLES FOR GLASSES TIGHT FITTING FOR CONTACT LENSES)
- 4) POSITION OF ALTIMETER - (WRIST OR CHEST MOUNTED, ZERO OUT) DIAL ON SIDE MOVE LEFT OR RIGHT TO GET NEEDLE TO ZERO.
- 5) UNDERSTAND HOW THE PARACHUTE DEPLOYMENT SYSTEM WORKS



(A) THE JUMPER THROWS HIS PILOT CHUTE INTO THE WIND FLOW, THE PILOT CHUTE CATCHES AIR AND EXTRACTS THE PIN AND RELEASES THE DEPLOYMENT BAG (WHICH HAS MAIN CHUTE IN IT), WHILE THE D-BAG IS EXTRACTED THE SUSPENSION LINES COME OUT, THE BAG OPENS, RELEASING THE MAIN CHUTE AND THE CANOPY STARTS TO OPEN. ONCE THE CHUTE IS FULLY INFLATED THE JUMPER RELEASES THE BRAKES AND PERFORMS AND CONTROLLABILITY CHECK THEN FLYS IT BACK SAFELT TO THE DROP ZONE.

- 6) UNDERSTAND HOW TO RECOVER PARACHUTE AFTER JUMP IS COMPELETD AND YOU ARE ON THE GROUND (DAISY CHAIN THE SUSPENSION LINES, GATHER ALL OF THE PORTIONS OF THE CHUTE, MAINTAIN IT IN ONE HAND, DRAPE OVER SHOULDER (DON'T DRAG IT). LEAVE ALL GEAR ON UNTIL IN PACKING AREA. THE JUMP IS NOT OVER UNTIL YOU ARE IN THE PACKING AREA!!!!

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II: GROUND TRAINING

2. BODY POSITION - THE WONDERS OF THE ARCH!!!!

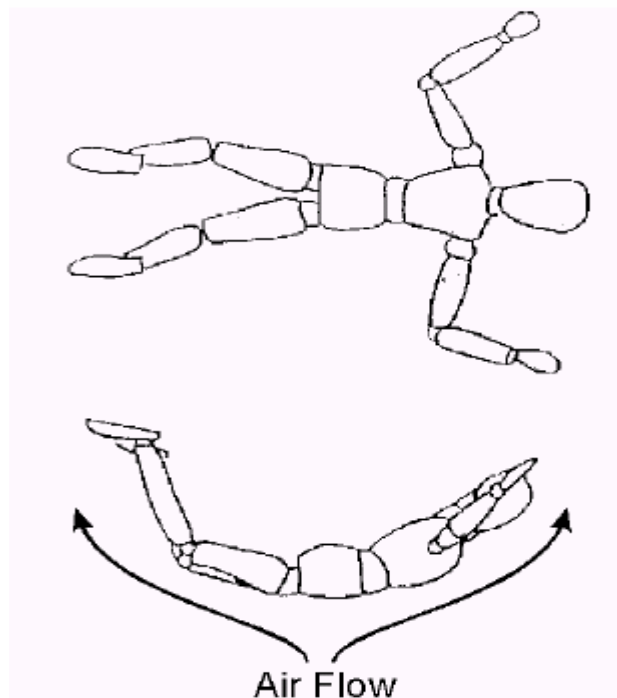
A) TO MAINTIAN STABILITY IN FREEFALL SKYDIVERS PERFORMING A MANUEVER CALLED ARCHING. ARCHING IS ACHIEVED BY PUSHING YOU PELVIS FORWARD AND BENDING BACKWARDS LEFTING YOUR LEGS UP PAST YOUR BUTTUCKS AND LEFTING YOUR SHOULDERS UP AND BACK.(LOOKS LIKE A BANANA OR IT IS LIKE BENDING OVER BACKWARDS)

B) TO MAINTIAN BETTER CONTROL WITH STABILITY, SKYDIVERS USE THE ARCH COUPELED WITH KEEPING THE ARMS AND LEGS AT PARTICULAR ANGLES. THIS ALLOWS THE AIR TO EVENLY GO ACROSS YOUR BODY (SEE DIAGRAM)

1) THE ARMS ARE AT A 90 DEGREE ANGLE WITH THE HANDS PARALLEL TO THE EARS

2) THE LEGS ARE SPREAD APPROX 45 DEGREES APART, WITH THE LOWER LEGS (CALVES) STICKING OUT APPROX 45 DEGREES WHILE POINTING YOUR TOES.

(YOUR JUMPMASER WILL DEMONSTRATE, THEN YOU WILL PERFORM IT UNTIL DONE CORRECTLY).



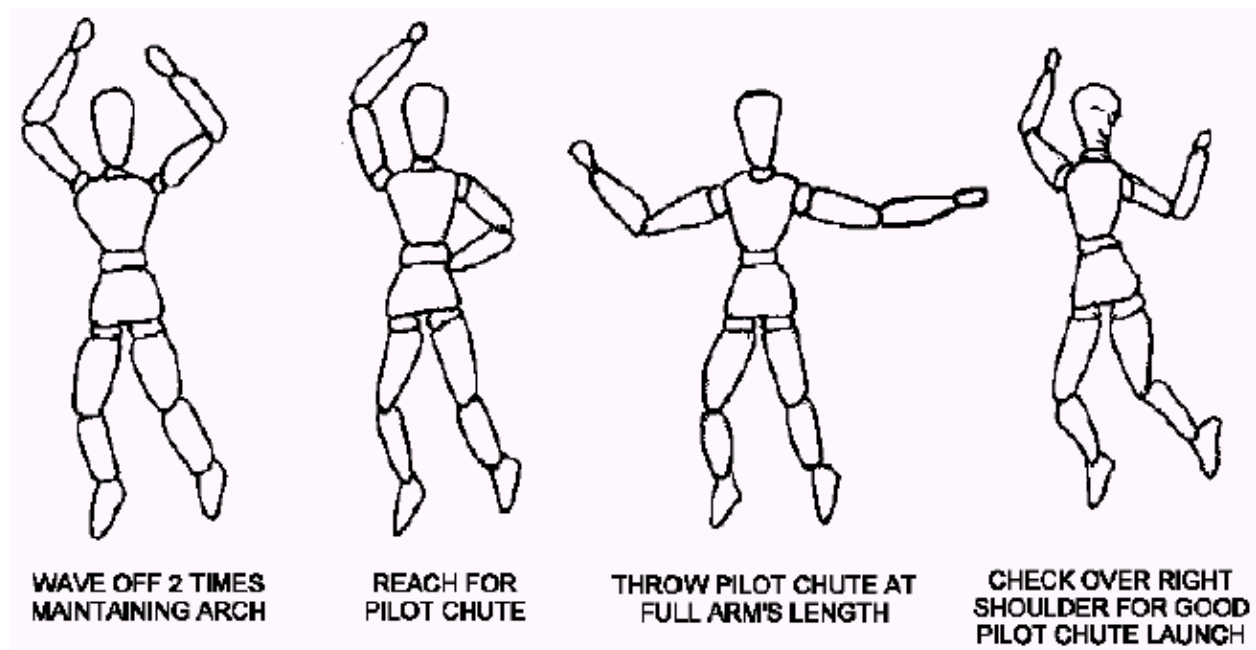
EXAMPLE OF HOW THE ARCH IS PERFORMED

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SECTION II: GROUND TRAINING

3. HOW TO DEPLOY THE PILOT CHUTE WHILE STAYING STABLE

A) WHILE MAINTAINING A HARD ARCH, KEEPING YOUR HEAD UP AND LEGS IN THE FREEFALL POSITION: SIMULTANEOUSLY PUT YOUR LEFT HAND ABOVE YOUR HEAD AND REACH BACK WITH THE RIGHT HAND GRABBING THE PILOT CHUTE. ONCE YOU HAVE THE PILOT; PULL IT STRAIGHT OUT TOWARDS THE RIGHT, ARM FULLY EXTENDED, PALM TOWARDS THE SKY AND RELEASE IT. ONCE THE PILOT-CHUTE IS RELEASED, BRING YOUR ARMS BACK TO THE 90 DEGREE ANGLES AND CHECK OVER THE RIGHT SHOULDER ENSURING DEPLOYMENT HAS OCCURRED.



YOUR JUMPMASER WILL DEMO IT AND YOU WILL PERFORM IT UNTIL DONE CORRECTLY.

PULL SEQEUNCE - WAVE OFF, ARCH, REACH (LEFT AND RIGHT ARMS COUNTER BALANCE EACH OTHER, PULL (EXTEND ARM, PALM UP), GET ANGLES BACK, CHECK OVER SHOULDER

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II: GROUND TRAINING

4. AIRCRAFT PROCEDURES:

A) WHO IS IN CHARGE:

- 1) PLANE: THE PILOT
- 2) PERSONNEL IN PLANE: PILOT OVERALL RESPONSIBLE FOR EVERYONE AND AIRCARFT
- 3) WHO ASSISTS PILOT: JM'S ASSISTS AND CONTROLS OTHER JUMPERS
- 4) WHO IS IN CHARGE OF STUDENT: THE JM, STUDENT LISTENS FOR JM'S COMMANDS
- 5) APPROACH OF AIRCRAFT FROM REAR W/JM
(ONLY WITH JM, PROTECT HANDLES, WATCH HEAD, HELMET ON)
- 6) WHO IS OVERALL IN CHARGE OF THE STUDENTS JUMP AND THEIR SAFETY: THE STUDENT IS, THE JM IS THERE TO AID AND ASSIST IN THEIR SAFETY.

B. PHYSICAL CONDITIONS & HOW TO MANAGE:

- 1) ANXIETY, NAUSEA, LEGS ASLEEP ETC..
(CLEAR EARS, VALSULVA TECH)

(A) PIOR TO JUMP BREATHING TECHNIQUES, LOOKING AT HORIZON, NOT LOOKING DOWN, STARE AT PLANE.

(B) IN PLANE ENSURE LEGS STRAPS ARE NOT TO TIGHT (IF TO TIGHT LEGS WILL GO TO SLEEP)

*C. STUDENTS WILL SEE THE AIRCRAFT

- 1) SEATING OF PILOT, JM, STUDENT -
DO NOT BOTHER PILOT, LISTEN TO HIM IF HE SAYS SOMETHING. STUDENT WILL SIT WERE JM TELLS THEM
- 2) SEATBELT USE & STORAGE
BOARD THE PLANE WITH HELMET ON (NO GOGGLES), SEATBELTS ON (THROUGH HARNESS). KEEP ON UNTIL APPROX 1,500 FEET

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II: GROUND TRAINING

4. AIRCRAFT PROCEDURES (CONT):

- 3) VIDEO PROCEDURES - LISTEN TO JM AND HE WILL BRIEF BEFORE JUMP ON WHO DOES WHAT
- 4) STUDENTS ARE ENCOURAGED TO USE MENTAL IMAGERY PREPARATION EXERCISES TO PRACTICE WHILE ON CLIMB TO ALTITUDE. IMAGINE A GOOD JUMP DOING ALL THE TLO'S

D. CLIMBOUT PROCEDURES: (AT A.C. OR MOCK UP)

- 1) CLIMBOUT/EXIT (DEPENDING ON AIRCRAFT, DEPENDING ON PROGRAM)

CESSNA PLANE

(1) STUDENT LISTENS TO COMMANDS FROM JM, STUDENT POSTIONS THEMSELVES IN THE DOOR LEFT HAND ON STRUT, RIGHT HAND ON OUTSIDE OF PLANE FRAME, LEGS OUT, FEET ON STEP, BUTTUCKS ON EDGE OF DOOR, AWAITING COMMAND FROM JM

(2) JM CALLS FOR THEM TO COME OUT. STUDENT ROTATES OUT KEEPING LOW PROFILE (JM OBTAINS HARNESS GRIP). PUTS CHEST OVER STRUT, LETS THE RIGHT FOOT DANGLE FREE AND HAS THE LEFT FOOT FIRMLY ON THE STEP. (ONE JM HAS HOLD AT ALL TIMES)

- (3) STUDENT PERFORMS EXIT COUNT
(HOTEL CHECK OR BATES CHECK)

- CHECK INSIDE JM (GETS OK) - CHECK OUTSIDE JM
(GETS OK) ****VERBALIZE THESE*****
(WITH ONE JM JUST CHECK OUT)

- STUDENT INTIATES EXIT WITH 4-COUNT COMMAND
****VERBALIZE THESE*****

PROP, UP, DOWN, ARCH

WHOLE SEQUENCE - CHECK-IN, CHECK OUT, PROP, UP, DOWN, (STEP OFF) ARCH!!!! ARCH THOU, 2 THOU, 3 THOU, 4 THOU, RELAX..(GOOD BODY POSTION, STARING AT AIRPLANE KEEPING HEAD UP)

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II: GROUND TRAINING

4. AIRCRAFT PROCEDURES (CONT):

OTTER OR KING AIR (LARGER AIRCARFT)

(1) STUDENT LISTENS TO COMMANDS FROM JM; JM CALLS FOR STUDENT TO GET INTO THE DOOR. STUDENT POSITIONS THEMSELVES IN THE DOOR; RIGHT HAND ON INSIDE OF PLANE, RIGHT FOOT ON EDGE OF DOOR, LEFT HAND ON OUTSIDE OF PLANE, LEFT FOOT NEXT TO RIGHT, STUDENT GETS FULLY UP AND OUT OF PLANE EXCEPT FOR RIGHT HAND AND THEIR HEELS WHICH ARE THE ONLY THINGS THAT ARE IN THE PLANE. THE STUDENT PERFORMS A MODIFIED ARCH AND EXECUTES HIS EXIT COUNT

(2) STUDENT PERFORMS EXIT COUNT
(HOTEL CHECK OR BATES CHECK)

- CHECK INSIDE JM (GETS OK) - CHECK OUTSIDE JM
(GETS OK) ****VERBALIZE THESE*****
(WITH ONE JM JUST CHECK IN)

- STUDENT INTIATES EXIT WITH 4-COUNT COMMAND
****VERBALIZE THESE*****

(PROP) UP.. DOWN.. ARCH...

WHOLE SEQUENCE - CHECK-IN, CHECK OUT, PROP, UP, DOWN, (STEP OFF) ARCH!!!! ARCH THOU, 2 THOU, 3 THOU, 4 THOU, RELAX..(GOOD BODY POSTION, STARING AT AIRPLANE KEEPING HEAD UP).

(PRACTICE CLIMBOUT UNTIL STUDENT PERFORMS SMOOTHLY W/OUT COACHING)

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II: GROUND TRAINING

5. AIRCRAFT EMERGENCIES:

TAKE ALL COMMANDS FROM THE JM

A) OPEN CONTAINER IN AIRCRAFT (EITHER PILOT-CHUTE OR PORTIONS OF A PARACHUTE)

- 1) YELL PILOT CHUTE OR PARACHUTE!!
- 2) ATTEMPT TO CONTAIN, NOTIFY JM, OR JUMPER WHO IT BELONGS TOO.
- 3) IF YOU CANNOT CONTAIN IT BE PREPARED TO FOLLOW IT OUT THE DOOR

B) AIRCRAFT PROBLEMS:

- 1) CRASH POSITION (1,000 DOWN)
 - (a) SEATBELTS AND HELMETS ON, PROTECT YOUR HANDLES, BEND OVER AND PLACE YOUR HEAD BETWEEN YOUR KNEES WITH YOUR ARMS RAPPED AROUND YOUR LEGS
 - (b) EXIT TO THE REAR 45 DEGREES AWAY FORM PROP
- *2) BAIL OUT (1,000-3,000 DEPENDING ON JM AND SITAUTION)
 - *(a) BAIL OUT ON RESERVE: (1,000 - 2,000 DEPENDING ON DZ POLICY AND S&TA) (BOTH HANDS ON (R) RIPCORD)

ARCH - THOU
ONE - THOU
PULL - THOU
STRIP - THOU (BOTH HANDS)
CLEAR - THOU

- *(b) BAIL OUT ON MAIN: (2,000 AND HIGHER W/OUT JM, DZ POLICY?) HAND ON PILOT CHUTE.

HAND OVER HEAD
ARCH - THOU
ONE - THOU
PULL - THOU
CHECK - THOU

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SECTION II : GROUND TRAINING

6. AIRCRAFT EMERGENCIES (CONT):

*3) EXIT NOT AT ALT W/JM, ARCH - STAY STABLE (NO TLO'S)
NORMAL 5-5 OR PULL SEQUENCE
(NO AFF JUMP BELOW 9,000 FT, MAY ONLY HAVE 1 JM)

4) ONCE OPEN LOCATE JM'S, FOLLOW THEM, MAY BE OFF DZ
LANDING (LOOK FOR JM'S CANOPY COLORS AND THEIR CANOPY
APPROACH PATTERN AND FOLLOW IT)

(a) DETERMINE WIND DIRECTION BY LAND OBJECTS TO
AID IN THEM IN LANDING (FLAGS, SMOKE, TREES, ETC).

(WILL LEARN MORE ABOUT LANDING DURING CANOPY CONTROL PORTION)

7. FREEFALL EMERGENCIES

A) OUT OF CONTROL AT EXIT OR ANY OTHER TIME:

1) ARCH HARD!!! & RELAX (BREATHE)

B) LOSS OF JM'S:

1) LOSS OF ONE JM - KEEP WITH FLOW OF SKYDIVE
(TRADITIONAL AFF KEEPS GOING, IAF STUDENT PULLS)

2) LOSS OF TWO JM'S (TRADITIONAL AFF)

a. (LEVEL 1 & 2) ARCH & PULL IMMEDIATELY

*b. (LEVEL 3 & UP)

(1) CIA (CONTINUE IF)

- COMFORTABLE
- IN CONTROL
- ALTIMUDE AWARE (FREEFALL TO THEIR ASSIGNED ALT,
5-5 OR WAVE, & PULL)
- 5 SEC RULE (CAN'T GET CIA, ARCH & PULL)

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II : GROUND TRAINING

7. FREEFALL EMERGENCIES (CONT):

C. LOSS OF STABILITY

- 1) ARCH HARD-RELAX
- 2) ON BACK - ROLL OUT OF BED TECHNIQUE
(LEVEL 3 & UP)
- 3) SPINNING - RETURN TO NUETRAL, **ARCH**, COUNTER STEER
OPPOSITE DIRECTION, TOE TAPES, (LEVEL 3 & UP)

D. LOST HELMET, GOGGLES, ALTIMETER

1) GOGGLES/HELMET -

(a) IN FREEFALL: CONTINUE SKYDIVE, IF YOU LOSE THEM TRY AND PUT THEM BACK ON. KEEPING YOUR 90 DEGREE ANGLES SIMPLY PUT THEM BACK ON YOUR EYES, IF LOST COMPLETELY KEEP SKYDIVING..

2) LOST BROKEN ALTIMETER -

a. IN A.C. JM'S REPLACE

b. IN FREEFALL:

- JM'S WILL SHOW STUDENT THEIR ALTIMETER,
- JM'S INDICATE PULL TIME FOR THEM,
- THEY MAY PULL (IF NOT ALTITUDE AWARE "PULL" -
(AS OUTLINED IN PULL PRIORITITES COVERED LATER)

E. IMPORTANT ALTIMETER READINGS

*LOCK ON ALTITUDE - **6,000 (Level I)**
(NO MANUEVERS, STAY FOCUSED ON ALTIMETER)

*WAVE OFF ALTITUDE - **5,500**

*DECISION ALTITUDE FOR CUTAWAY AND RESERVE- **2,500**

*RESERVE DEPOLYMENT ALTITUDE - **2,000**

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II : GROUND TRAINING

7. FREEFALL EMERGENCIES (CONT)

F) IN THE EVENT THAT YOU ENCOUNTER PROBLEMS WITH YOUR PARACHUTE WHILE IN FREEFALL OR UNDER CANOPY YOU WILL USE YOU'RE YOUR **CUTAWAY PROCEDURES** OR WHAT IS KNOWN AS YOUR **EMERGENCY PROCEDURES!!!!**

******YOU NEED TO DO THESE CORRECTLY, IN THE EVENT THAT YOU DO NOT, IT CAN AND MAY CAUSE SERIOUS INJURY AND OR DEATH*******

EMERGENCY PROCEDURES

1) ARCH, LOOK, REACH, LOOK, PULL, REACH, PULL, CHECK

- ARCH, LOOK, (AT CUTAWAY HANDLE, REACH FOR CUTAWAY HANDLE (BOTH HANDS), LOOK (LEFT AT RESERVE HANDLE & KEEP LOOKING AT IT), PULL (CUTAWAY, W/BOTH HANDS STILL LOOKING AT RESERVE HANDLE), REACH FOR RESERVE HANDLE (BOTH HANDS), PULL (RESERVE, BOTH HANDS), CHECK OVER SHOULDER.

****** STUDENTS PRACTICE******

A. PULL PROBLEMS: RULE OF TWO!!!

- 1) FLOATING **FLOATING PILOT CHUTE** -
a. TRACE LEG STRAP/TARCE BUTUCKS
b. 2 ATTEMPS MAX
c. CUTAWAY PROCEDURES

- 2) LOST **LOST PILOT CHUTE** -
a. TRACE LEG STRAP/TRACE BUTUCKS & BOTTOM OF CONTAINER
b. 2 ATTEMPS MAX
c. CUTAWAY PROCEDURES

- 3) **HARD PULL** -
a. SECOND TIME HARDER EFFORT
b. 2 ATTEMPTS MAX
c. CUTAWAY PROCEDURES

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II : GROUND TRAINING

7. FREEFALL EMERGENCIES (CONT)

- 4) PILOT CHUTE HESITATION -
 - a. LOOK OVER SHOULDER TWICE!
 - b. IF IN TOW, CUTAWAY PROCEDURES (SEE #7)

- 5) LAZY PULL -
 - a. WRAP AROUND ARM OR LEG
 - b. 2 ATTEMPTS MAX (USE WIND TO YOUR ADVANTAGE FROM ARM)
 - c. CUTAWAY PROCEDURES

- 6) GOING THROUGH MAIN LEFT WEB
 - a. DON'T ATTEMPT TO CLEAR
 - b. CUTAWAY PROCEDURES

- 7) PILOTCHUTE IN TOW
 - a. LOOK OVER SHOULDER TWICE (2ND HARDER EFFORT)
 - b. CUTAWAY PROCEDURES

- 5) TOTAL - NOTHING DEPLOYING
 - a. ARCH..LOOK..REACH..PULL RESERVE..
CHECK..(BOTH HANDS IN LINE WITH CABLE HOUSING)
DEPENDING ON DZ POLICY)

MINIMUM DECISION ALTITUDE

IS 2,500 FT

MINIMUM RESERVE DEPLOYMENT ALTITUDE

IS "2,000 Ft"

B. "PULL PRIORITIES", NEVER COMPROMISE ANYTHING FOR THE FIRST PRIORITY:

- 1) PULL (1ST PRIORITY)
- 2) PULL AT ASSIGNED ALTITUDE
(IF NO ALT AWARENESS - PULL)
- 3) PULL AT ALT WITH STABILITY
- 4) IF YOU SEE US PULL, YOU PULL!!!!
- 5) ANYTIME YOU SEE THE PULL SIGNAL IN FREEFALL, YOU PULL

(DON'T GEEK THE VIDEO CAMERA PAY ATTENTION TO ALTITUDE)

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GUIDE

SECTION II : GROUND TRAINING

8. CANOPY CONTROL AND MALFUNCTIONS

A) GOOD CANOPY:

- 1) CLEAR EARS (VALSALVA TECHNIQUE)
- 2) CHECK IMMEDIATE AIR SPACE - STEER RIGHT TO AVOID COLLISIONS - "3 RULES OF THE AIR" (COVERED LATER)
- 3) CHECK CANOPY, SLIDER DOWN, BRAKES RELEASED
- 4) CONTROLABILITY CHECK:
 - a. R & L 360 DEG TURNS (NO LESS THEN 90 DEGREES)
 - b. FULL STALL (x2)
 - c. CLEAR EARS, STEER FOR DZ (PLAYGROUND AREA), LOOK FOR OTHER CANOPIES GOING TO DZ FOLLOW THEIR PATTERN, AND LOOK FOR ALT LANDING AREAS

B. CANOPY MALFUNCTIONS (THE THREE S's)

3 S's - SQUARE, STABLE, AND STEER-ABLE

**IF YOU DO NOT HAVE IT PERFORM YOUR EMERGENCY PROCEDURES!!!!!!!
CUT IT AWAY PULL YOUR RESERVE!!**

1) CATEGORIES OF MALFUNCTIONS:

- a. HIGH SPEED "TOTAL" - NO LIFT, FREEFALL
- b. LOW SPEED "PARTIAL" - LIMITED LIFT, SOMETHING IS OUT

2) PARTIAL MALFUNCTIONS ARE DETERMINED BY HAVING SOMETHING OF THE DEPLOYMENT SYSTEM OUT IN THE AIR.

3) TOTAL MALFUNCTION IS WHEN NOTHING OF THE DEPLOYMENT SYSTEMS IS OUT IN THE AIR

4) TYPES OF MALFUNCTIONS THE

- (a) HORSESHOE - CUTAWAY PROCEDURES
- (b) PILOT CHUTE IN TOW - CHECK TWICE
- CUTAWAY PROCEDURES
- (c) SLIDER HANG UP (PARACHUTE NOT OPENING)
 - 2 ATTEMPTS TO CLEAR
 - PULL DOWN ON TOGGLES
 - CANOPY CONTROL CHECK
 - CUTAWAY PROCEDURES

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II : GROUND TRAINING

8. CANOPY CONTROL AND MALFUNCTIONS (CON'T)

- (d) TENSION KNOT CAUSING DEEP SPIN
 - 2 ATTEMPTS TO CLEAR
 - CANOPY CONTROL CHECK
 - PULL DOWN ON TOGGLES
 - COUNTER STEER IF POSSIBLE
(BELOW 1/2 BRAKE)
 - CUTAWAY PROCEDURES
- (e) LINE OVER - 2 ATTEMPTS TO CLEAR,
 - PULL DOWN ON TOGGLES TWICE
 - CUTAWAY PROCEDURES
- (f) SNIVEL NOT OPENING - 2 ATTEMPTS TO CLEAR,
 - PULL DOWN ON TOGGLES
 - CUTAWAY PROCEDURES
- (g) BLOWN CELLS - CANOPY CONTROL CHECK
 - COUNTER STEER IF NEEDED
 - CUTAWAY PROCEDURES

5) METHODS TO CLEAR OR CONTROL -

- (a) TWO TIMES PULLING DOWN ON TOGGLES - SLIDER UP, TENSION, KNOT ETC..
- (b) COUNTERING STEERING TO CONTROL SPIN OR PROBLEM.

IF YOU GO MORE THEN 1/2 HALF BRAKES, YOU HAVE NO FLARE - IT WILL BE YOUR CALL TO LAND IT
(WHEN IN DOUBT CUTAWAY PROCEDURES)

- (c) LINE TWISTS - BICYCLE OUT FIRST, DON'T CLEAR TOGGLES/BRAKES UNTIL YOU GET OUT OF THEM!!!!

6) TWO CANOPIES OUT-

- a. TRY TO CLEAR INTANGLEMENT, PULL IN LEAST INFLATED
- b. SEPARATE IF POSSIBLE, FLY SIDE BY SIDE
- c. CUTAWAY MAIN
- d. MAY CHOOSE TO LAND BOTH: CONTROL BOTH WITH RISERS NOT WITH BRAKES/TOGGLES
PREPARE TO PLF (MAY DOWNPLANE, CUTAWAY)

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SECTION II : GROUND TRAINING

8. CANOPY CONTROL AND MALFUNCTIONS (CON'T)

7) MINOR PROBLEMS:

- (a) SMALL CANOPY TEARS, HOLES, LINE TWISTS
 - CANOPY CONTROL CHECK, THEN DECIDE
 - SEE SKY OR BIGGER THEN YOUR HEAD MAY WANT TO CUT AWAY
- (b) STEERING LINE OR TOGGLE HANG UPS
 - USE REAR RISERS
- (c) BROKEN SUSPENSION LINES:
 - CANOPY CONTROL CHECK, THEN DECIDE (3 OR MORE CUTAWAY)
- (d) PILOTCHUTE OVER NOSE -
 - 99% GOOD CANOPY
 - CANOPY CONTROL CHECK, THEN DECIDE
- (e) CLOSED END CELLS -
 - 99% GOOD CANOPY
 - CONDUCT STALL TO CLEAR OT STEER RIGHT OR LEFT
 - CANOPY CONTROL CHECK

8) KEY IS, **DON'T LIKE IT, IF YOU DON'T HAVE THE 3 S's CUT AWAY & DEPLOY RESERVE**

- a. **DECISION ALT - 2,500 FT** (CAN BE HIGHER)
CUTAWAY ALT - 2,000 FT

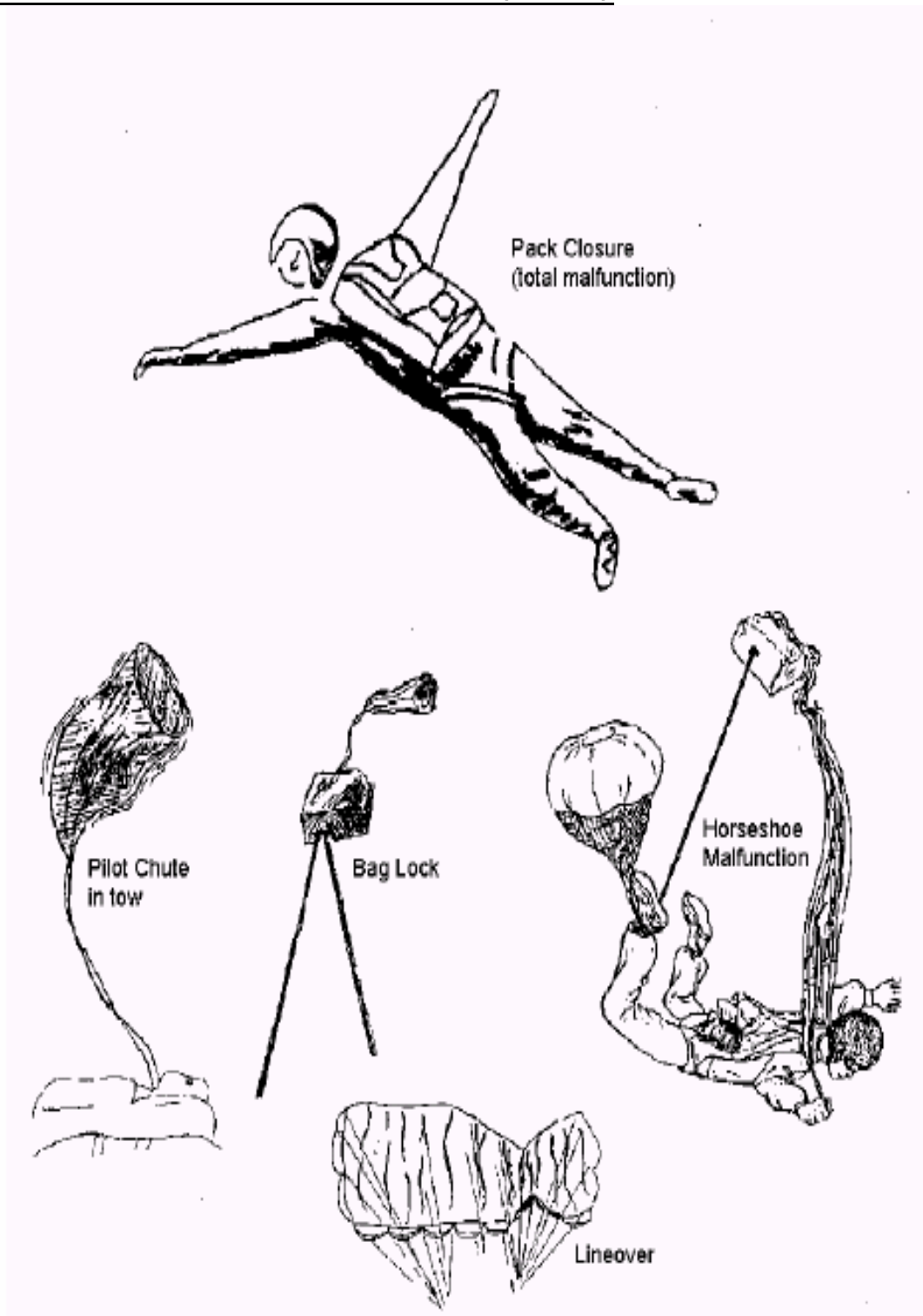
9) **3 RULES OF THE AIR:**

1. ALWAYS LOOK BEFORE YOU TURN
2. STEER RIGHT TO AVOID COLLISION
(IF CONTACT IS UNAVOIDABLE)
 - SPREAD EAGLE (BOUNCE OFF) IF GOING INTO LINES
TRY TO WEAVE YOUR BACK WAY OUT
 - COMMUNICATE W/OTHER JUMPER
LOWER JUMPER CUTS AWAY
3. LOWER JUMPER HAS THE RIGHT OF WAY
(LOWER CANOPIES CANNOT SEE YOU, SAME IN FREFALL)

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II : GROUND TRAINING

8. CANOPY CONTROL AND MALFUNCTIONS (CON'T)

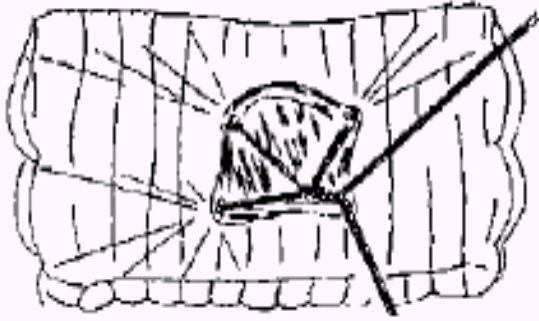


MALFUNCTION EXAMPLES

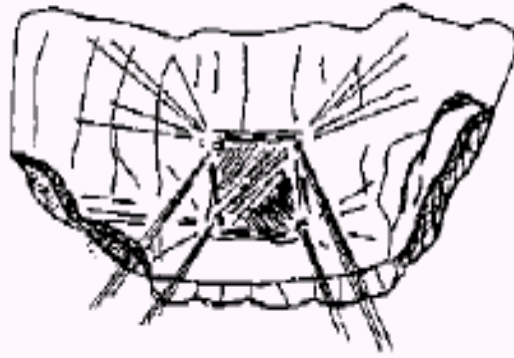
ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

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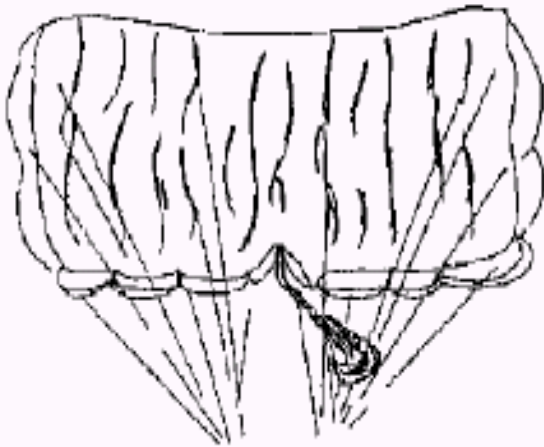
8. CANOPY CONTROL AND MALFUNCTIONS (CON'T)



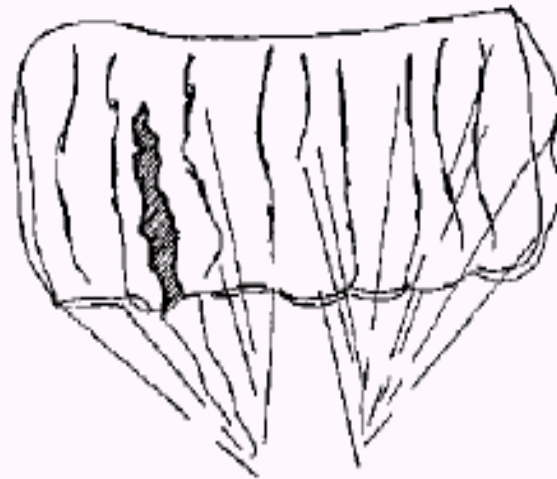
Line Twists (Kick them out)



Collaped End Cells and Slider Hang-up (Flare to help clear this)



Pilot Chute Over Nose



Torn or damaged Canopy

MALFUNCTION EXAMPLES

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II : GROUND TRAINING

8. CANOPY CONTROL AND MALFUNCTIONS (CON'T)

UNUSUAL PARACHUTE SITUATIONS

Sometimes we encounter a parachute deployment with a problem that we can usually fix, that does not need to be cutaway, as long as the parachute passes a controllability check.

1. **LINE TWIST:** Twisted suspension lines. Do not attempt to release the brakes in this situation. Spread the risers and kick your feet to help the twists clear. Once clear, control check.
2. **CLOSED END CELLS, SLIDER UP:** Pump the brakes from shoulder to hips two or three times smoothly. This will help the parachute pressurize better, inflating the end cells and bringing the slider all the way down to the top of the risers.
3. **PILOT CHUTE OVER THE NOSE:** Perform a canopy control check. If controllable, pilot the canopy back to the landing area. Radical maneuvers with this situation are not recommended.
4. **PREMATURE BRAKE RELEASE:** If one of your brakes were to release upon opening, the canopy will most likely open in a slow turn. Reach up and grasp your toggles, pull them to half brakes, and then raise to full flight. The parachute should straighten out and fly straight.
5. **BROKEN SUSPENSION LINE:** Do a canopy control check using the rear risers. Flare the parachute upon landing using the rear risers, performing a good PLF.
6. **TORN FABRIC:** Rips and holes are a problem if large enough to render the canopy uncontrollable. Perform a canopy control check to determine if this parachute is landable.
7. **BOTH PARACHUTES OUT:** Usually both parachutes out will inflate. If they are flying side by side and are not entangled, cutaway main and land reserve at the landing area. If they are entangled, do not release the brakes and fly both parachutes using rear risers to control the situation. Be prepared for a PLF.

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II : GROUND TRAINING

6. LANDINGS (FIRST CAN CANOPY CONTROL BY CLEARING BRAKES TO WAIST THEN DO A CANOPY CONTROL CHECK LEFT RIGHT TURNS AND STALL)

A. CANOPY CONTROL TECHNIQUES:

1) TURNS -

- a. TOGGLE TURNS - USING ONE BRAKE
- b. FLAT TURNS - USING BOTH BRAKES
- c. 'S' TURNS - STAYING IN ONE LOCATION

2) MANUEUVERING -

- a. HOLDING INTO WIND
- b. RUNNING WITH WIND
- c. CRABBING 45 DEGREES ACROSS WIND

3) BRAKING -

- a. FULL FLIGHT - BRAKES ALL THE WAY UP
- b. PARTIAL BRAKES - BRAKES DOWN (1/4, 1/2, 3/4)
- c. STALL/FLARE - BRAKES ALL THE WAY DOWN

4) LOSSING ALTITUDE -

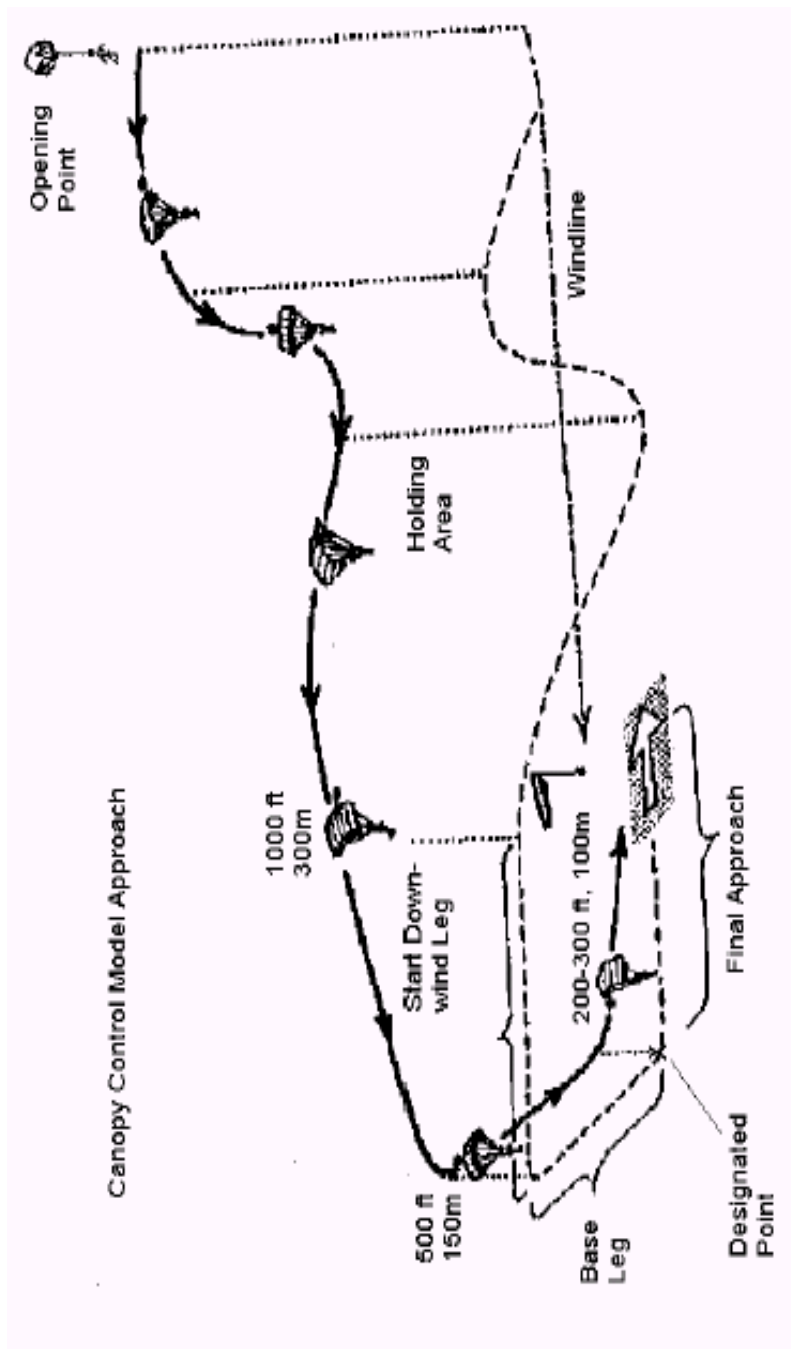
- a. STAYING IN ONE PLACE & LOSSING ALT AT SAME TIME
360 DEGREES OR 180 DEGREE TURNS.
(IF ABOVE "350" FEET)
- b. BELOW "350": 90 DEGREE TURNS ONLY "S" TRUNS,

CAN BE DONE IN BRAKE MODE - WATCH ALT, WILL LOSE
IT MORE SIGNIFICANTLY.
- c. NO MAJOR TRUNS BELOW "350 FT" ANYTHING OVER 90
DEGREES
- d. ONLY MINOR TURNS BELOW 100 FT 45 DEGREES OR LESS
(YOU CAN STEER THAT CANOPY ALL THE WAY UNTIL FLARE
TIME, BUT UNDER 100 FEET STEER CONSERVATIVELY)

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SECTION II : GROUND TRAINING

6. LANDINGS (CON'T) SKYDIVERS EXIT UPWIND IN RELATION TO DZ, BECAUSE WE USE THE WIND TO AID US IN GETTING BACK TO THE DROP ZONE. ONCE OPEN AND YOU HAVE A GOOD PARACHUTE HEAD BACK TO THE PLAYGROUND AREA (HOLDING AREA) STAY THERE UNTIL READY TO LAND, AT APPROXX 1,500 FT

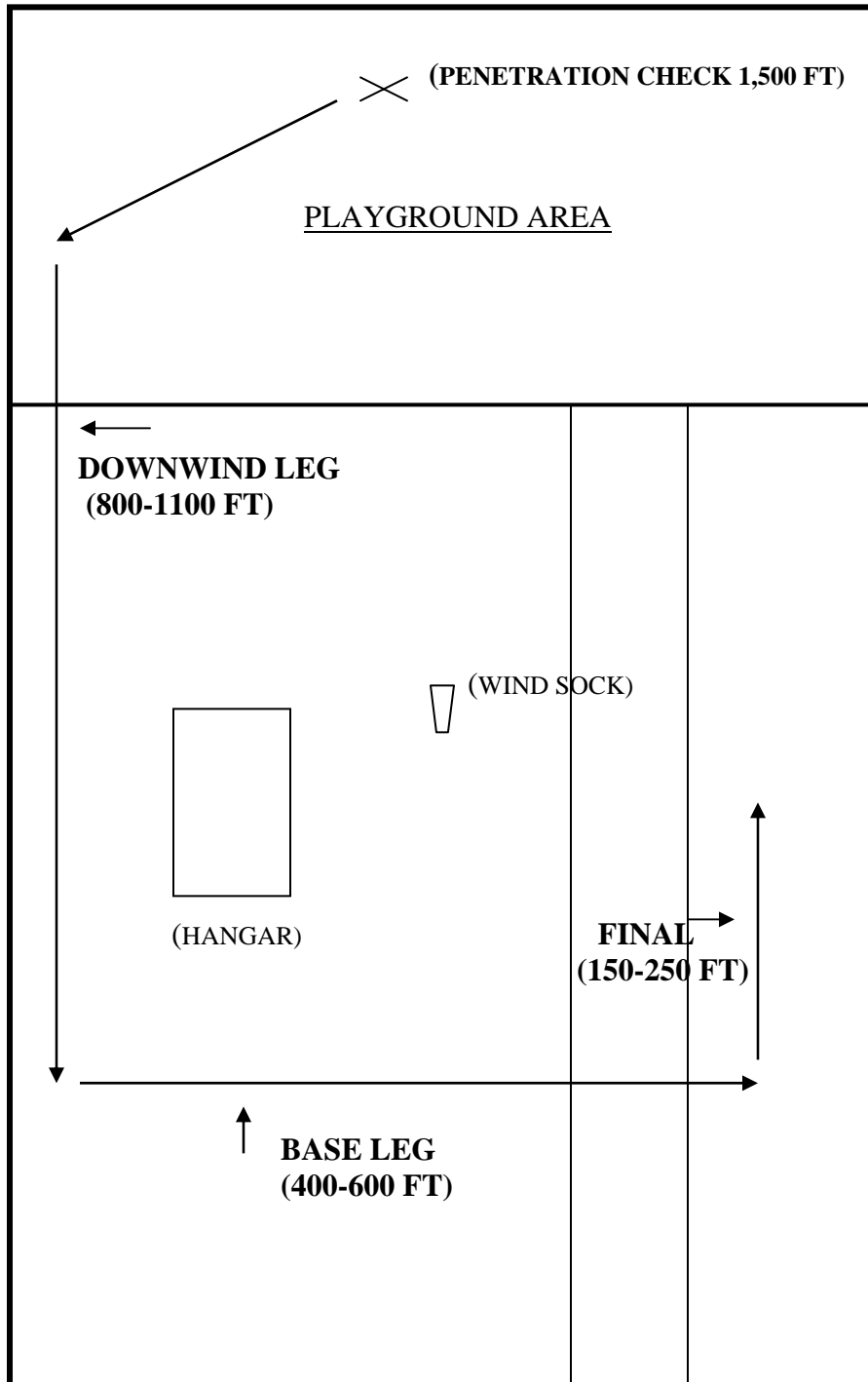


CANOPY APPROACH PATTERN SIDE VIEW

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II : GROUND TRAINING LANDING (CON'T)

(WIND DIRECTION)



TOP VIEW OF CANOPY
APPROACH PATTERN

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II : GROUND TRAINING

6. LANDINGS

ONCE IN THE PLAYGROUND AREA OR HOLDING AREA YOU WILL CONDUCT A PENETRATION CHECK

B) PENETRATION CHECK (1,200-1,500)

- 1) STEER INTO WIND LOOK DOWN, SEE HOW FAST YOU ARE GOING, LOOK DOWN AT FEET, FULL FLIGHT, IF MOVING FAST CAN HAVE WIDE APPROACH PATTERN, NOT MOVING MUCH, USE CLOSER APPROACH PATTERN
- 2) TO DETERMINE EVEN BETTER APPROACH PATTERN, WHILE TRAVELING INTO THE WIND, USE BRAKES AT PENETRATION CHECK POINT AREA TO DETERMINE WHEN YOU SHOULD TURN IN ON YOUR BASE LEG AND FINAL
 - (a) ANYTHING FROM 1/4 TO 1/2 BRAKES & YOU ARE AT A COMPLETE STOP, TURN IN EARLY (WINDS ARE HIGH)
 - (b) STILL MOVING FROM 1/2 TO 3/4 CAN DO NORMAL APPROACH WIDER PATTERN

(BASICALLY HIGHER WINDS TIGHT PATTERN - LOW WINDS LARGER PATTERN)

C. LANDING PATTERN (OBJECTIVE IS TO LAND INTO THE WIND)

FOLLOW JM'S PATTERN, SCHOOL OFF OF OTHER JUMPERS

- 1) PLAY GROUND AREA
- 2) PENETRATION CHECK 1,200-1500
- 2) DOWNWIND LEG - 1,000 FT
- 3) BASE LEG - 600-400 FT
- 4) FINAL LEG - 250-150 FT, "INTO THE WIND PERFERRED", BUT CAN DO CROSS WIND APPROACH
- 5) 50-30 FEET FULL FLIGHT - SPEED GENERATES LIFT
- 6) 12-8 FEET FLARE (IMAGINARY MAN'S HEAD, OUR USE LAND REFERENCES) ARMS ALL THE WAY DOWN, BE PREPARED TO PLF

WE DETERMINE WIND BY WINDSOCKS OR WINDBLADES LOCATED ON THE DZ. DETERMINE WIND DIRECTION BEFORE EACH JUMP

(ALTITUDES VERY WITH WINDS, USE HIGHER NUMBERS FOR HIGH WINDS AND LOWER FOR LOW WINDS)

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II : GROUND TRAINING

6. LANDINGS (CONT)

E. RADIO PROCEDURES-

1. HEAR 360 DEG L OR R, WE KNOW YOU HEAR US
2. FLY THE CANOPY CONSERVATIVELY

REVIEW LANDING PATTERN

The recommended landing pattern is similar to that of standard aircraft. It consists of a **downwind** approach, a **base leg**, and a **final upwind approach** to the landing area. Before you make your skydive, look at the aerial photograph of the drop zone and surrounding areas, selecting designated points to coincide with the above diagram.

1. **DOWNWIND APPROACH:** Flown along the wind line starting at approximately 1000 feet. Fly downwind towards your base leg target (depending on the current wind conditions) to one side keeping the target in sight.
2. **BASE LEG:** At this point you are about 500 feet downwind of your target at an altitude of approximately 400-600 feet. Execute a 90 degree turn in toward the target and fly until you are parallel with the target. When you are even with the target, turn 90 degrees to face the target at an altitude somewhere between 150-300 feet.
3. **FINAL APPROACH:** On final approach, descent and glide are controlled through proper braking technique in order for the student to land in the chosen landing area. Once on final approach, the proper angle should be determined so that any major changes can be made with sufficient altitude and distance to the target. Excess altitude can be relieved by making slow, "S-Turns" and flying in deep brakes in the base leg and upper final approach, allowing enough altitude for full flight and a flare.

CAUTION!!!! AT NO TIME SHALL YOU MAKE SHARP TURNS ON FINAL APPROACH OR ATTEMPT TO SALVAGE A DOWNWIND LANDING WHEN TOO LOW TO DO SO. SHARP TURNS RESULT IN VERY RAPID ALTITUDE LOSS, WHICH COULD RESULT IN SERIOUS INJURY OR DEATH!!!!

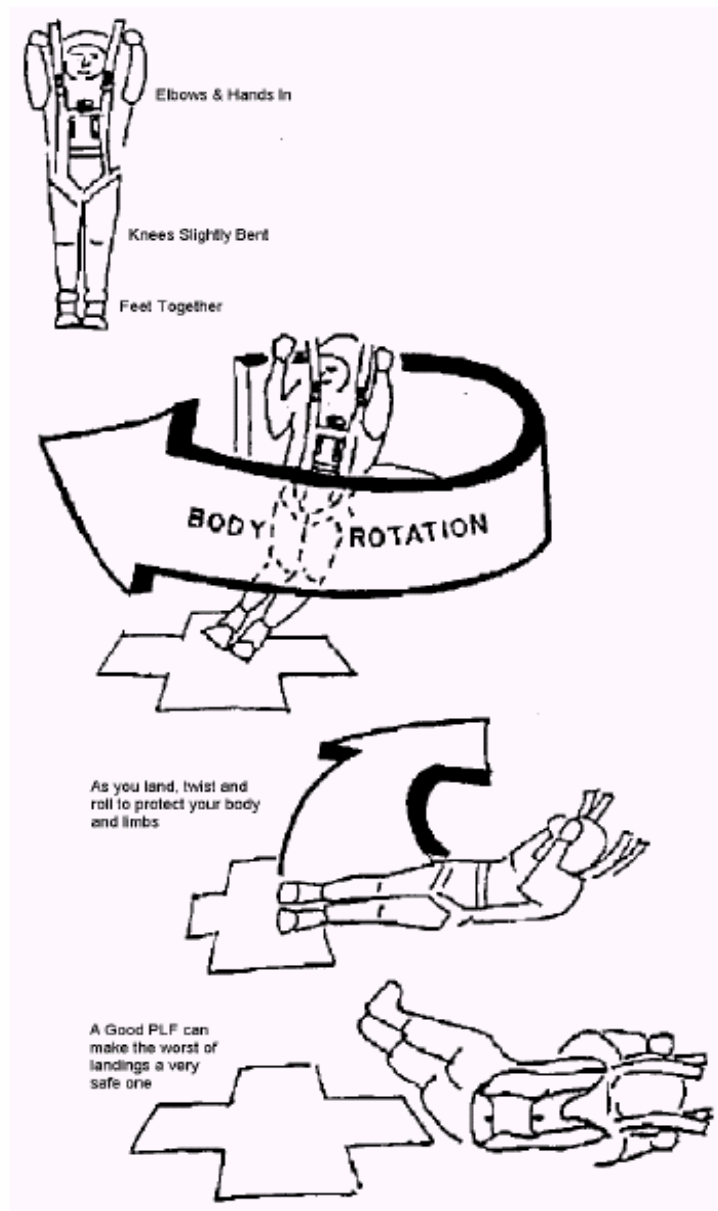
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SECTION II: GROUND TRAINING

7. HAZARDOUS LANDINGS

PLF: A PLF (Parachute Landing Fall) is the best way to distribute the landing forces to avoid injury on the ground and in obstacles. The feet and knees held tightly together with the knees slightly bent. The thigh muscle tensed and toes pointed down. The PLF's points of contact are:

- A. The balls of your feet.
- B. The side of your calf muscle.
- C. The side of your thigh muscle.
- D. The buttocks.
- E. The upper back.



ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION II: GROUND TRAINING








7. HAZARDOUS LANDINGS (CON'T)

AT ALL ATTEMPTS TRY TO AVOID !!!!!!!!!!!

- A. TREES - MAINTAIN STEERING, 1/2 BRAKES, PROTECT FACE, PLF POSITION, STAY THERE (HOLD BRANCH)
- B. WATER - STEER FOR SHORE & LAND IN DIRECTION OF WIND IF POSSIBLE (IF DOWN WIND EASIER BY ALL MEANS DO SO), UNDO CHEST & LOSSEN LEG STRAPS, FLARE NORMALLY, PLF POSITION, IN WATER, ARCH OUT OF HARNESS & KICK OUT OF LEG STRAPS, FOLLOW SEAMS TO GET FROM UNDER THE CANOPY, OR GO UPSTREAM
- C. POWER LINES - **AVOID ABOVE ALL ELSE**, GET RID OF RIPCORD, LEGS TOGETHER, RUN PARALLEL WITH WIRES, PLF POSITION, ARMS IN, DISCONNECT RSL, AVOID CONTACT WITH WIRES, WAIT FOR QUALIFIED HELP, REFUSE ALL OTHER HELP.
- D. OBSTACLES - (CARS, BLDGS, FENCES ETC..) FLARE, HIT FEET FIRST, PLF POSITION...
- E. RECOVERY FROM DRAG - PULL ONE TOGGLE ALL THE WAY DOWN RUNNING AROUND NOSE OF CANOPY, EXTREME CASES - IF BEING DRAGGED RELAESE RSL, PULL MAIN CUTAWAY.
- F. THE WIND SPEED FOR STUDENT JUMPING IS **14 M.P.H./20 K.M./H (BSR'S), HAZARDS 100 METERS DIAMETER**

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION III: AFF HAND SIGNALS

 <p>Pelvis Down (ARCH)</p>	 <p>Legs Out (Straighten legs 4-6 Inches)</p>	 <p>Bend Legs at Knee (4 to 6 Inches)</p>
 <p>Check Arm Position (Usually we will simply move your arm)</p>	 <p>PULL IMMEDIATELY!</p>	 <p>Circle of Awareness (or Check Altitude)</p>
 <p>Shake at Harness means ARCH and RELAX</p>	<p>Other signals may include;</p> <p>Pinching or tapping thumb and finger together – means Toe Taps, usually due to feet out of symmetry. Tap toes together, spread them shoulder width apart and arch with pelvis.</p>	<p>OR</p> <p>Light shake at the wrist, means RELAX..... Sometimes we do the same signal by lightly waving our hand in front of your face Much communication takes place just with eye contact with your instructor!</p>

- TAPPING ON THE EITHER WRIST OR HAND MEANS LOOK AT YOUR ALTIMETER
- LOOK INTO JM'S EYES WHEN YOU ARE CHECKING FOR SIGNALS

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION IV: AFF LEVEL I

LEVEL I (YOUR FIRST SKYDIVE)

For the first few seconds after exit, the student should WATCH THE AIRCRAFT!!!! This helps the student maintain a good body position during the initial transition from a vertical attitude to a horizontal one.

1. CIRCLE OF AWARENESS:

- A. Look at your heading on the horizon out at a 45 degree angle (orientation and heading awareness)
- B. Look at altimeter (Altitude Awareness)
- C. Look at the left side Jumpmaster. Under your arm they will give any appropriate corrections for body position improvement followed by an O.K. (thumbs up) when you have responded. Do not look away from the jumpmaster until the O.K. signal has been given to you.
- D. Look at the right side jumpmaster and do the same as (C) above

2. PT's (Practice Throws)

- A. The student performs 3 practice throws of the pilot chute using the sequence ARCH, REACH, TOUCH, and THROW, then back to relaxed arch.
- B. Maintaining a good arch place your right hand on the pilot chute handle (bottom right side of container) while bringing your left hand, palm down, above your head.
- C. Recover back to a neutral body position.
- D. Check over your right shoulder to insure pilot chute launch.

3. 2ND CIRCLE OF AWARENESS (REFER TO 1)

4. SHORT CIRCLE OF AWARENESS (HEADING AND ALTITUDE AWARENESS)

Look at your heading and your altimeter every 5-6 seconds, then glancing to the left and right JMs until you have reached 6000 feet.

5. PREPARING TO PULL

- A. Lock on to your altimeter at 6000 feet watching it move until it reaches 5500 feet (approx. 5-6 seconds).
- B. At 5500 feet wave off two times with both arms crossing over your head two times smoothly, followed by the pull

6. PULL SEQUENCE

- A. The student initiates the pull with a wave off 2 times maintaining a good arch.

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GUIDE

SECTION VI: TLO'S AND DIVE FLOW FOR ALL AFF JUMPS

PRE-JUMP GROUND TRAINING (SECTION I) GIVEN PRIOR TO JUMP. REVIEW:
4 EMER, IMPORT ALTS, CANOPY CONTROL, IMPORTANCE OF ARCH,
RELAXING AND COMPLETE SECTION IV.

1. LEVEL I (FREE ARM)

A. TLO'S

1. PERFORM CONTROLLED EXIT
2. EXPOSURE TO CONTINUOUS FREEFALL
3. HEADING AWARENESS
4. FOCUSED AWARENESS AND ATTENTION (RECALL)
5. 3 PRCP'S (COORDINATED MOVEMENT)
6. ALTITUDE AWARENESS
7. ACTUAL RIPCORD PULL BY NLT 4,000 AGL OR "BOC"

B. DIVE FLOW

1. CLIMB OUT (CHECK IN/CHECK OUT)
2. EXIT INTO RELATIVE WIND
3. CIRCLE OF AWARENESS/OBSERVATION (COA) (**FREE ARM**)
4. 3 PRCP'S (COORDINATED MOVEMENT)
5. 2ND (COA)
6. FREE TIME, FEQ CHECKS OF ALT (HEADING AWARENESS)
7. 5.5 SIGNAL AT 5,500 AGL (MOST DZ'S START PULL HERE)
8. ACTUAL RIPCORD PULL AT 4,500 AGL
(MINIMUM - 4,000)

C. PERFORMANCE PREP, IN FLIGHT, CANOPY, DEBRIEF

1. PRACTICE ARCH, LOOK, REACH, PULL...
2. REHEARSE EXIT, DIRT DIVES (VERBAL COUNT), JMPI
3. REHEARSE EMER (FLIGHT/JUMP) (LOSS OF JM/PULL)
4. STUDENT HAS PRE-PLANNED CANOPY FLIGHT PATTERN
5. VISUALLY LOCATE DZ, TARGET, WINSOCK FROM 2,000 FT
6. POINT OUT IMPORTANT ALT
7. STUDENT POST DIVES (X2), JM VIEW, LOG
8. DISCUSS NEXT TLO

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION V: TLO'S AND DIVE FLOW

PRE-JUMP GROUD TRAINING (SECTION I) REVEIWD PRIOR TO JUMP.
REVIEW: 4 EMER, IMPORT ALTS, SECTION IV & PREVIOUS LEVEL
(STUDENT REVIEWS VERBALLY AND DEMONSTRATES LEVEL I)

1. LEVEL II (FREE ARM PLUS)

A. TLO'S

1. MAXIMUM FREE ARM TIME
2. 3 PRCP'S
3. HEADING AWARENESS
4. TRIM CONTORL OR BODY AWARENESS EXERCISES
5. RELAXED ARCHED BODY POSITION
6. STUDENT PULL BY NLT 4,000 AGL

(TURNS *TWIST AT THE SHOULDERS, NOT BEND AT THE
WAIST*, STOPPING WITH ARCH, NUETRAL BODY POSITION, &
COUNTER TURNS, INTRO TO SLOW/FAST)

B. DIVE FLOW

1. CLIMB OUT (CHECH IN/CHECH OUT)
2. EXIT INTO THE RELATIVE WIND
3. CIRCLE OF AWARENESS/OBSERVATION (COA)
4. 2 PRCP'S, ALTIMETER CHECK
5. 90 DEG L. (TEAM) TURN, ALTIMETER CHECK
6. 90 DEG R. (TEAM) TURN, ALTIMETER CHECK
7. FORWARD (TEAM) MOVEMENT, ALTIMETER CHECK
8. 5.5 SIGNAL AT 5,500 AGL (MOST DZ'S START PULL HERE)
9. STUDENT PULL AT 4,500 AGL
(MINIMUM - 4,000)

(STUDENT SHOWS GOOD BODY POSITION, **JM'S NO TENSION
HARNES GRIPS**) (ALT PERMITS: REPEAT OR SLOW/FAST FALL)

C. PERFORMANCE PREP, IN FLIGHT, CANOPY, DEBRIEF

1. REHEARSE EXIT, DIRT DIVES (VERBAL COUNT), JMPI
2. COMPLETE OBJ'S FROM PREVIOUS LEVEL (I)
3. CONTROLLED BREATHING/VISUALIZE AND VERBALIZE JUMP
4. IMPORTANT ALTS
5. DEBRIEF STANDARD (LEVEL II)
6. DISCUSS NEXT TLO

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION V: TLO'S AND DIVE FLOW

PRE-JUMP GROUND TRAINING (SECTION I) RECEIVED PRIOR TO JUMP.
REVIEW: 4 EMER, IMPORT ALTS, SECTION IV, & PREVIOUS LEVEL
(STUDENT REVIEWS VERBALLY AND DEMONSTRATES LEVEL II)

1. LEVEL III (RELEASE DIVE)

A. TLO'S

1. LEG AWARENESS & CONTROL MODES
2. HEADING MAINTENANCE (REFER TO LEVEL II) (TURNS)
3. HOVER CONTROL (INITIAL RELEASE NLT 6,000 AGL)
(IMAGINE ELEV SHAFT, STRAIGHT DOWN, BODY POS)
4. UNASSISTED PULL SOLO PULL BY 4,000 FT
(INTRO SHORT COA'S OR SMALL CIRCLES)

B. DIVE FLOW

1. CLIMB OUT (CHECK IN/CHECK OUT)
2. EXIT INTO RELATIVE WIND
3. CIRCLE OF AWARENESS/OBSERVATION (COA)
4. 1 PRCP
5. 2 TWO TOE CLICKS
6. CONTINUOUS SHORT COA'S
7. JM'S RELEASE
8. SHORT COA'S & HOVER (NO FORMAL ACK BY JM'S)
9. 5.5 SIGNAL AT 5,500 FT AGL
(MOST DZ'S 5,500 OR 5,000 FOR PULL)
10. 4,500 FT BEGIN PULL SEQ
11. ACTUAL SOLO PULL BY 4,000 FT AGL
(4,000 MINIMUM)

*****HELPFUL TIPS FOR STUDENT*****

1. INTRO 5 SEC RULE & CIA, (ROLLING OUT OF BED TECHNIQUE)
2. RE-ENFORCE HOW TO STOP TURNS OR SPINS
3. IF STUDENT GOES PAST 180, STOP AND JUST PICK-UP
NEW HEADING
4. POINTING OF TOES FOR LEG AWARENESS

C. PERFORMANCE PREP, IN FLIGHT, CANOPY, DEBRIEF

1. REHEARSE EXIT, DIRT DIVES (VERBAL COUNT), JMPI
2. COMPLETE OBJ'S FROM PREVIOUS LEVELS (I-II)
3. STRESS LEG AWARENESS/HEADING
4. LOSS OF JM'S 5 SEC/CIA, ROLLING OUT OF BED
(CONTINUE TO SKYDIVE IF COMFORTABLE)

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION V: TLO'S AND DIVE FLOW

**PRE-JUMP GROUD TRAINING (SECTION I) REVEIWD PRIOR TO JUMP.
REVIEW: 4 EMER, IMPORT ALTS (SECTION IV) & PREVIOUS LEVEL
(STUDENT REVIEWS VERBALLY AND DEMONSTRATES LEVEL III)**

1. LEVEL IV (TURNS TO REDOCK) (MUST BE USPA MEMBER)

A. TLO'S

1. CONTROLLED TURNS - START & STOP AT 90 DEG
(REFER TO LEVEL II) (TRUNCK TURNS)
2. FORWARD MOVEMENT TO REDOCK (IF POSSIBLE)
3. WAVE OFF AT 4,000 AND PULL (SOLO, UNASSISTED)
(MINIMUM PULL ALT)

B. DIVE FLOW *(TONGUE OUT - LEGS)*

1. CLIMB OUT (CHECK IN!! BATES CHECK)
2. EXIT INTO RELATIVE WIND (PRONOUNCED INCLINE
ON EXIT DUE TO ONLY 2 JUMPERS)
3. COA/OBSERVATION
4. JM TRANS TO FRONT GRIPS
5. COA & PICKS HEADING
6. "YES TURNS" (ABOVE 6,000 FT)
7. 90 DEG L TRN FROM HEADING & STOP/CHECK ALT
(SMALL CIRCLES)
8. 90 DEG R TRN BACK TO HEADING/CHECK ALT
(SMALL CIRCLES)
9. FORWARD MOVEMENT TO REDOCK/CHECK ALT
(ARMS:SCISSORS-LIKE, LEGS STRAIGHT TOES POINTED)
10. REPEAT SEQUENCE, ALT PERMITTING
11. 6,000 FT - "NO MORE TURNS"
12. 4,000 FT - WAVE OFF & PULL
(MOST DZ'S 5,000 FOR PULL)

C. PERFORMANCE PREP, IN FLIGHT, CANOPY, DEBRIEF

1. COMPLETE OBJ'S FROM PREVIOUS LEVELS (I-III)
2. EXPLAIN TONGUE OUT, WHY
3. EXPLAIN IF EXIT GOES BAD, JM MAY RELEASE & WHY
4. INTRO TO SPOTTING/OBSERV (REFER TO AFF SYLLABUS)
(STUDENT SHOULD BE INFORMING JM OF CORRECT CANOPY
CONTROL PATTERN IN RELATION TO THE WINDS START
LIMITED RADIO COMMANDS)
5. DISCUSS RW SAFETY (SLOW IS FAST, NEUTRAL POS,
GRIPS (LEGS), IMPORTANCE OF WAVE OFF,
6. LAND 50 METERS OF CENTER/MINIMUM GUIDANCE

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION V: TLO'S AND DIVE FLOW

PRE-JUMP GROUD TRAINING (SECTION I) REVEIWD PRIOR TO JUMP.
REVIEW: 4 EMER, IMPORT ALTS, SECTION IV & PREVIOUS LEVEL
(STUDENT REVIEWS VERBALLY AND DEMONSTRATES LEVEL IV)

1. LEVEL V (TURNS TO REDOCK #2)

A. TLO'S

1. CONTROLLED TURNS - START & STOP AT 360 DEG
(REFER TO LEVEL IV) (TRUNCK TURNS)
2. FORWARD MOVEMENT TO REDOCK (**SHOULD BE DOING THIS AT THIS LEVEL**)
3. CONTROL OF ALL 3 AXIS (PITCH, ROLL, YAW)
4. WAVE OFF AT 4,000 AND PULL
(MINIMUM ALT)

B. **DIVE FLOW** *(JM BACKS UP 10-20 FT, FRWD MV)*

(UNASSISTED CLB/OUT: JM MAINTAINS CONTROL, GRIPS)

1. CLIMB OUT (CHECK IN!! BATES CHECK)
2. EXIT INTO RELATIVE WIND
3. COA/OBSERVATION
4. JM TRANS TO FRONT GRIPS
5. COA & PICKS HEADING
6. "YES TURNS" (ABOVE 6,000 FT)
7. 360 DEG L TRN TO HEADING & STOP/CHECK ALT
8. FORWARD MOVEMENT TO REDOCK/**COA - SMALL CIRCLES**
(STUDENT RESPONSIBLE FOR FRWD MVMNT)
9. 360 DEG R TRN TO HEADING & STOP/CHECK ALT
10. FORWARD MOVEMENT TO REDOCK/**COA - SMALL CIRCLES**
11. REPEAT SEQUENCE, ALT PERMITTING
12. 6,000 FT - "NO MORE TURNS"
13. 4,000 FT - WAVE OFF & PULL
(MOST DZ'S 4,500 FOR PULL)

C. **PERFORMANCE PREP, IN FLIGHT, CANOPY, DEBRIEF**

1. COMPLETE OBJ'S FROM PREVIOUS LEVELS (I-IV)
- 2 SPOTTING: WITH DIRECT SUPERVISION
3. DISCUSS RW SAFETY: RIGHT OF WAY, CLEARING AIR SPACE
- 5 DEMO ABILITY TO INSPECT/DON GEAR WITHOUT ASSIST
6. STUDENT SHOULD BE GIVING CORRECT CANOPY CONTROL PATTERN, W/LIMITED RADIO, AND LAND 50 METERS OF CENTER, START PACKING INSTRUCTIONS

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION V: TLO'S AND DIVE FLOW

PRE-JUMP GROUD TRAINING (SECTION I) REVEIWD PRIOR TO JUMP.
REVIEW: 4 EMER, IMPORT ALTS, SECTION IV, & PREVIOUS LEVEL
(STUDENT REVIEWS VERBALLY AND DEMONSTRATES LEVEL V)

1. LEVEL VI (SOLO EXIT)

A. TLO'S

1. SOLO, NO CONTACT EXIT (UNASSISTED CLB/OUT)
2. SUBTERMINAL HEADING CONTROL
3. BACKLOOPS (INTENT IS TO GET INTENTIONALLY UNSTABLE AND RECOVER, NOT LOOKING FOR PERFECTION)
4. TRACKING (INTRO)
5. WAVE OFF BEFORE & PULL (3,500)
(MINIMUM ALT)

B. DIVE FLOW

1. STUDENT CLIMBS OUT & EXITS (DIVE/POISED)
2. STUDENT MAINTAINS HEADING/LAYS BASE
3. JM DEMOS BACKLOOP (SIDE VIEW)
4. STUDENT CONDUCTS SHORT COA - SMALL CIRCLES
5. STUDENT PERFORMS BACKLOOP
6. STUDENT CONDUCTS SHORT COA - SMALL CIRCLES
7. SHORT COA
8. STUDENT FINDS DZ, OR HEADING & TRACKS
(3-5 SEC), TURNS 180 TRACKS (3-5 SEC),
RETURNS TO NUETRAL BY 4,000 FT. (DELTA POSITION)
(UNTIL 6,000 OR 5,000 FT (MOST DZ POLICIES))
9. WAVES OFF AND PULL BY 3,500 FT
(MOST DZ'S 4,000 FT)

C. PERFORMANCE PREP, IN FLIGHT, CANOPY, DEBRIEF

1. COMPLETE OBJ'S FROM PREVIOUS LEVELS (I-V)
2. SPOTTING: BRIEF PILOT WITH SIGNALS
3. RECOVERY FROM BACKLOOPS/DELTA POSITION
4. EXPLAIN SUBTERM HEADING, HOW TO KEEP IT AND WHY
5. LAND 25 METERS OF CENTER WITH CORRECT CANOPY CONTROL AND NO RADIO
6. ADDITIONALL - CHANGE ALTIMETER TO CHEST ALT FOR EASE OF ALT AWARENESS WHILE IN DELTA

ACCELERATED FREEFALL STUDENT SKYDIVING TRAINING GIUDE

SECTION V: TLO'S AND DIVE FLOW

PRE-JUMP GROUD TRAINING (SECTION I) REVEIUED PRIOR TO JUMP.
REVIEW: 4 EMER, IMPORT ALTS (SECTION IV) & PREVIOUS LEVEL
(STUDENT REVIEWS VERBALLY AND DEMONSTRATES LEVEL VI)

1. LEVEL VII (HALF SERIES) (DIVING EXIT)

A. TLO'S

1. NO CONTACT DIVING EXIT
2. INTENTIONAL FRONT LOOP (BARREL ROLL OPTIONAL)
3. 1/2 SERIES (R 360, L 360, BACKLOOP)
4. TRACKING
5. WAVE OFF AND PULL 3,500 FT

B. DIVE FLOW

1. STUDENTS CONDUCTS DIVING EXIT
2. STUDENT MAINTAINS HEADING
3. STUDENT PERFORMS SHORT COA
4. PERFORMS FRONT LOOP
5. PERFORMS SHORT COA
6. PERFORMS 1/2 SERIES (BARREL ROLE OPTIONAL)
7. PERFORMS SHORT COA
8. PERFORMS TRACKING (3-5 SEC)
9. WAVE AND PULL BY 3,500 FT

C. PERFORMANCE PREP, IN FLIGHT, CANOPY, DEBRIEF

1. COMPLETE OBJ'S FROM PREVIOUS LEVELS (I-VI)
- 2 SPOTTING/BRIEF PILOT: WITHOUT ASSISTANCE
3. RECOVERY FROM FRONT LOOPS/BARREL ROLL/TRACKING POSITION
- 4 PACK/JMPI ON THEIR OWN
5. LAND 25 METERS OF CENTER/DEMO SAFE CANOPY PROCEDURES, NO RADIO..
6. ACCOMPLISH 1/2 SERIES AS QUICKLY AS POSSIBLE (PURPOSE: PERCISE BODY CONTROL)
7. DEBRIEF STANDARD (LEVEL VII)/GRADUATION CERTIFICATE
8. DISCUSS: COACH PORGRAM AND ADDITIONAL TRAINING REQUIREMENTS, HOW TO MANIFEST, RENTING GEAR, BUYING GEAR, APPROPRIATE CANOPY SIZES FOR THEM, RESTRICTIONS, DZ PROCEDURES, JUMPING AT DIFFERENT DZ'S, SAFETY AT ALL TIMES, STILL A STUDENT & LICENSE REQUIREMENTS
9. CLEAR & PULL