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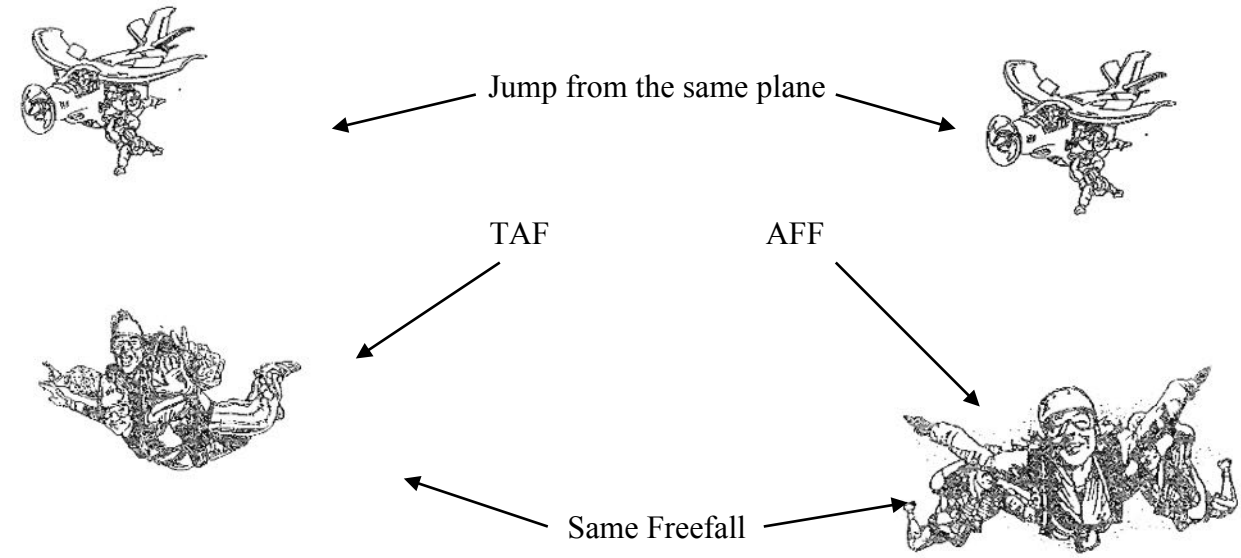
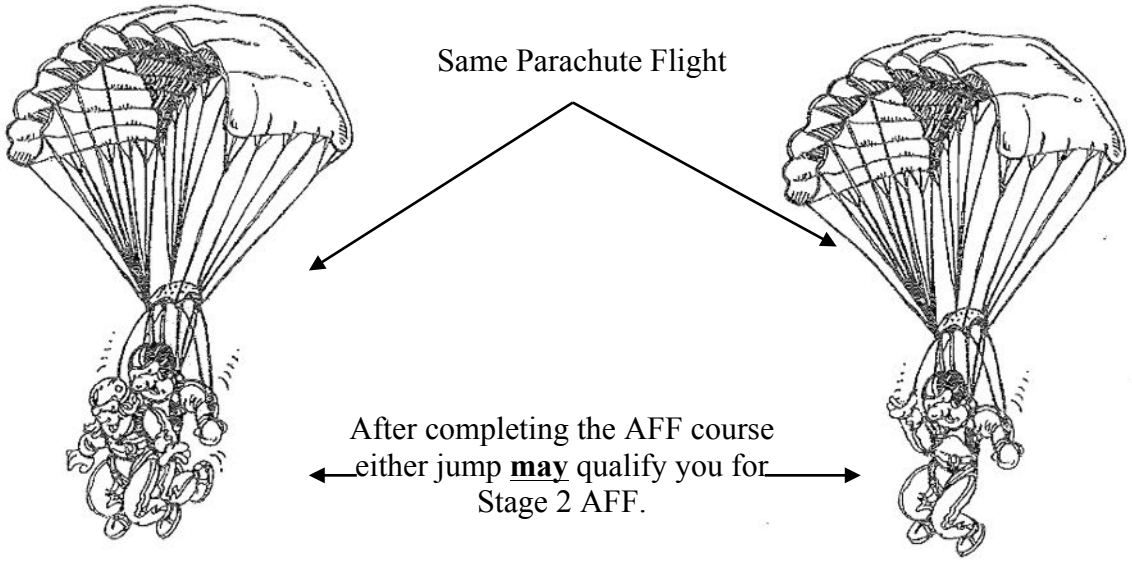
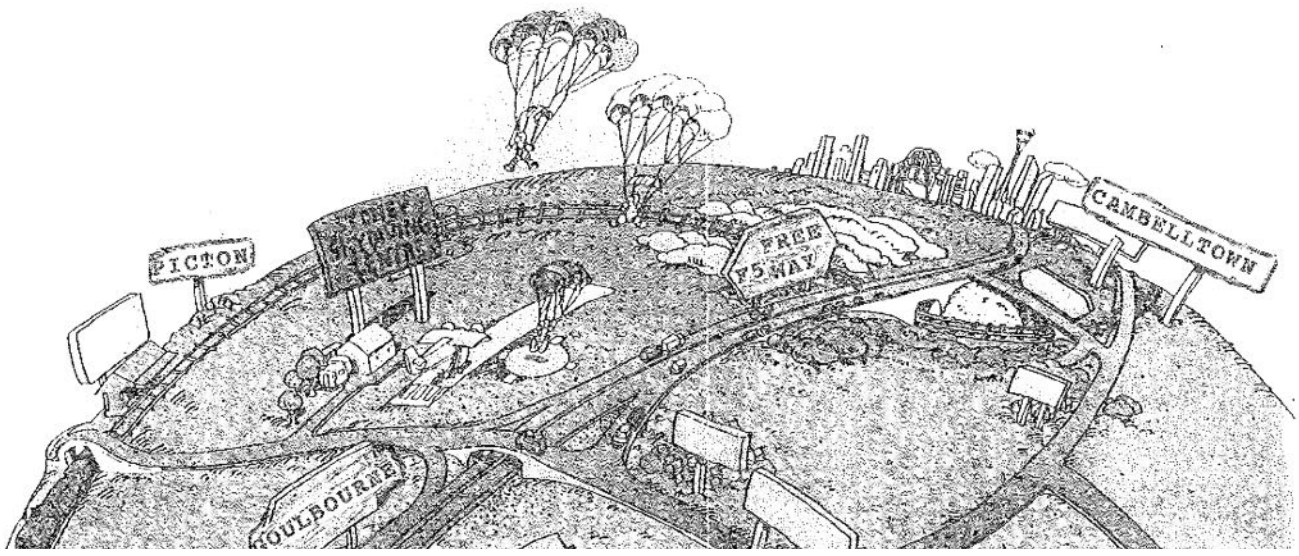
What is the Difference between AFF (Accelerated Freefall) and TAF (Tandem Assist Freefall)







YOUR SAFETY

Your safety is of primary concern to us
Let's take a moment and look at the step you are considering by taking the AFF course and your first jump

Most members of the community can complete a Tandem skydive. A Tandem allows a person to experience freefall skydiving and the parachute flight just as an experienced skydiver does.

By taking the next step and completing the AFF course you are making a very serious commitment.

AT ALL TIMES DURING YOUR JUMP, BOTH IN FREEFALL AND DURING PARACHUTE FLIGHT, ICLUDING LANDING THE PARACHUTE, YOU ARE COMPLETELY RESPONSIBLE FOR ALL ACTIONS AND SAFETY RELATED PROCEDURES WITHOUT DIRECTION FROM YOUR INSTRUCTORS.

SHOULD YOU BE REQUIRED TO INITIATE ANY EMERGENCY PROCEDURES, THE DECISION AND RESPONSIBILITY IS COMPLETELY YOURS. YOUR INSTRUCTORS ARE UNABLE TO ASSIST YOU.

Should you have any doubts about completing such a jump tell your instructor BEFORE THE START OF THIS COURSE. You may then complete a Tandem jump. The price difference between the course and a tandem will be refunded.

There are NO REFUNDS AFTER THE COURSE HAS COMMENCED.

Please consider your options carefully. Should you have any doubt as to which type of jump you may be suited to, ask your instructor. The instructors are there to help and advise you.

At the end of the course your course instructor will recommend which type of jump you will make. This recommendation is for the benefit of your safety and progression through the AFF programme. The instructor's decision is final.

I (Print Name) …….....

Have read, and understand the above and I am fully aware that in undertaking the AFF programme I become completely responsible for my own safety by my actions and conduct during the jump. I understand that by completing the AFF ground training I do not automatically qualify to complete an AFF jump. My instructor may recommend a Tandem jump, even though I have completed all the required training. This is for my safety and I will abide by this decision.

DATE / / Signed: …….....……

USING THIS MANUAL

This manual is designed for use in conjunction with your first jump course.

While all the information contained in the manual is important there are certain key points or **KEY WORDS** that you will need to remember word for word.

Wherever you see this symbol ➔ take careful note of the key points listed for the procedure.

Example: ➔ Explanation of Procedure

- **KEYWORD**
- **KEYWORD**
- **KEYWORD**

IMPORTANT

Answers to the written exam at the end of the course require the keywords.

This means that answers to questions relating to specific drills or procedures, whether verbal, practical or written, require the key words **WORD FOR WORD**.

Do not make up or change the answers/procedures, do not change the key words. Answer everything with key words and you can't go wrong. Should you demonstrate less than perfect actions, less then perfect procedures or incorrect written answers your instructor will have no choice other than to recommend a Tandem jump.

Should your practical demonstration not be 100% and your level of effort not appropriate, again your instructor will have no choice other than to recommend a Tandem jump.

ON THE DAY OF YOUR JUMP

After handing in your log book to manifest your name will be placed on the student list. When you hear your name called go to the gear up area. Your jumpmasters will introduce themselves and fit your equipment. If you normally wear glasses or contact lenses inform your jumpmasters and they will provide suitable goggles. You will also be assigned a coloured arrow (see page 22)

Before boarding the aircraft you will complete a **DIRT DIVE** with your jumpmasters. This is **your** final rehearsal of all of your procedures. It is also your jumpmasters' final assessment of your suitability for the jump. You will be required to demonstrate your response to any given scenario, and you may be asked any or all of the written questions.

If you do not demonstrate a **POSITIVE, CLEAR AND CONFIDENT PRACTICE** you will not be taken up for the jump and may be required to complete a tandem jump instead.

REMEMBER: The responsibility to demonstrate your ability is up to you. Your jumpmasters will not prompt or remind you during your final practice, all actions and procedures are yours to initiate and complete without assistance.

BE POSITIVE

PRE JUMP PREPARATION - MENTAL REHEARSAL

All skydivers practise “dirt diving” and “mental rehearsal” techniques in order to perform at their optimum levels.

Positive mental rehearsal of your skydive is very important. It can profoundly and positively affect your performance. In several studies it has been shown that with athletes who had been taught the same level of basic training for a task they had never before completed, those who also practised thorough mental rehearsal for same task performed better than those who did not.
Make sure all your practices are made at the correct speed, in real time.
Ensure a correct mix of normal and not normal practices ie. Do approx 5 normal practices for every not normal practice (malfunction etc)

If you are telling yourself you can’t do something then you are creating this outcome.
If you keep telling yourself something is too difficult then you are creating this outcome and it *will* be too difficult.
If you continually visualise things going wrong every time you practise then this becomes your expectation. Hold up a mental STOP SIGN and then visualise the correct outcome.

Make sure you put in the required training and groundwork – remember, 90% of the jump is how positively you believe in your training and your ability to perform.

INSIDE THE AIRCRAFT

Prior to boarding the aircraft your instructor will carry out a full gear check including handles, pins, straps, helmet, goggles, altimeter.

Always approach the aircraft from the rear!

You have 3 responsibilities inside the aircraft.

At all times you are to protect your handles and pins.
Sit still – minimising movement helps prevent any part of our equipment from being dislodged.
Sit with your arms across your chest to **protect your handles.**
Listen to your instructor. Your instructors are responsible for you. Whilst on the aircraft any instructions for you will come from your instructor.

Shortly after take-off, at approximately 1,000ft your jumpmaster **(JM)** will ask you to look out of the window or the door and will ask you to point out the target and your coloured arrow. They will also familiarise you with the landmarks on and around the DZ in order to assist you with orientation and locating the target after your parachute has opened.

After your parachute has opened and you have carried out your canopy checks you will be looking for and heading towards the orange target cross. You will then be following the directions as indicated by the movement of your coloured arrow. (Page 22)

A few minutes before you are due to exit the aircraft your jumpmasters will ask you to put on your goggles and helmet. They will perform a final gear check and position you in readiness to commence your exit setup position.

At this time get yourself on one knee and one foot, hands together in front of chest and watch JM2.

Before moving to your exit position you must wait for the command from JM2

➔ **LET'S GO**

You may now get yourself set up in the exit position on the edge of the door.

Side Door Exit (eg Caravan or Beaver):
Move to the door on your knees, set up right on the edge of the door, left foot, right knee. Place your hands in front of your chest (see exit diagram)

EXIT POSITION

After receiving the ➔ **LET'S GO** command:

Hands in front of your chest

Head back looking at the horizon

JM 1

JM2

Set up on the very edge of the doorway, right knee and left foot

Assume the exit position and make sure you:

- Keep towards the rear of the doorway to allow JM1 plenty of room

Once you have set up in the exit position, you must check to make sure your JMs are ready:

➔

- Make eye contact with JM2 on the left and SHOUT.....**CHECK LEFT**
- Wait for JM2 to reply.....**OK**

Then

- Make eye contact with JM1 on the right and SHOUT....**CHECK RIGHT**
- Wait for JM1 to reply.....**OK**

Commence your **EXIT COUNT**

It is noisy and windy outside the aircraft, so SHOUT all words LOUDLY and CLEARLY to be understood. By positively verbalising the procedures, you are also reinforcing to yourself what you are doing and your performance will be better.

The exit count consists ONLY of the following **key words** - do not add any more

➔

- **HORIZON** (Looking out at the horizon)
- **OUT** (Extend your arms forward)
- **IN** (Bring your hands back in front of your chest)
- **GO** (Dive from the aircraft, head back looking to the horizon)
- **HARD ARCH** (Immediately hard arch – head back, hips forward, legs straight, toes pointed)

NOTE: The EXIT COUNT allows your JMs to see when you are leaving the aircraft and allows them to leave at the correct time for a smooth exit. The more positive and clear your exit count is, the better your exit will be.

We **ARCH** in freefall because it is the most **stable body position**, so concentrate on assuming a strong hard arch immediately upon exiting the aircraft. In a hard arch your hips should be arched forward, legs straight and shoulder width, toes pointed, arms out to the side, elbows level with your shoulders, hands at head height ("lazy W"), head back looking at the horizon.

EXIT COUNT

The exit count consists of these **KEY WORDS only -** do not change or add any words

*** HORIZON * OUT * IN * GO * HARD ARCH**

HORIZON

OUT

IN

GO

…… HARD ARCH

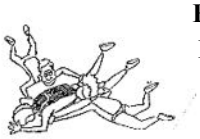
Note: **Sensory Overload**

Due to a combination of factors involving stress it is natural to find it difficult to focus on your exit procedure. It is very important to put extra effort into this part of your skydive in order to perform well and more quickly overcome the sensation of sensory overload.

EXIT TO OPENING

Horizon
Ground
Alti

9,000ft



Extended Practice Throw
Practice Throw

Looking
Looking
Looking
Alti

6,000ft **Alti, alti, alti**

Wave off (2 waves from the elbows)

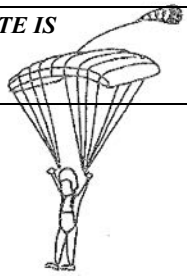
5,500ft

4,500ft

Arch
Locate
Grasp
Throw
1,000 - 2,000 - 3,000 Check

BEFORE CONTINUING FURTHER YOU MUST ENSURE YOUR PARACHUTE IS LOW SPEED AND CHECK ITS CHARACTERISTICS

Check for: Size, shape, slider down, straight flight, twist free.



Toggles (practice flare)
Turn
Target
TA

JM 1

JM 2

To ensure the best chance of a safe landing on the DZ you need to closely follow the directions of the TA (see page 23)

TARGET

Target Assistant (TA)

ARROW

NORMAL FREEFALL TASKS

The MOST IMPORTANT aim of every skydive is HEIGHT AWARENESS.
During your freefall you must monitor your altitude every 4-5 seconds.

We exit the aircraft at a height between 9000ft and 14000ft.
After exiting the aircraft you perform your upper circle of awareness.

➔ ◆**HORIZON** ◆**GROUND** ◆**ALTI**

9,000ft ➔ **EXTENDED PRACTICE THROW**

- ◆**ARCH** (hard arch, legs straight, toes pointed)
- ◆**LOCATE** (right hand flat on pilot chute handle - elbow slightly bent. Left arm extended above your head, palm open, head back, reading your altimeter)
- ◆**WAIT** (allow for hand adjustment by JM if required, WAIT for **shake** from JM)
- ◆**THROW** (bring both arms back out and return to hard arch)

➔ **PRACTICE THROW**

- ◆**ARCH** (hard arch, legs straight, toes pointed)
- ◆**LOCATE** (right hand flat on pilot chute handle - elbow slightly bent. Left arm extended above your head, palm open, head back, reading your altimeter)
- ◆**THROW** (bring both arms back out and return to hard arch)

Following your practice throws you perform your lower circle of awareness until 5,500ft.

➔ ◆**LOOKING** ◆**LOOKING** ◆**LOOKING** ◆**ALTI**

6,000ft ➔ ◆**ALTI** ◆**ALTI** ◆**ALTI** Keep reading your alti until 5500ft

Awareness Check

5,500ft ➔ ◆ **Wave off** (2 clear waves from the elbows, keep head back, looking at the horizon)

4,500ft ➔ ◆ **ARCH** (hard arch, legs straight, toes pointed)

- ◆ **LOCATE** (right hand flat on pilot chute handle - elbow slightly bent. Left arm extended above your head, palm open, head back, reading your altimeter)
- ◆ **GRASP** (grasp the handle with your right hand)
- ◆ **THROW** (bring both arms back out to side, ensuring right arm is at full extension, palm facing **UPWARDS** and **RELEASE THE HANDLE**. Return to hard arch)
- ◆ **1,000** ◆**2,000** ◆**3,000** (start counting **immediately** after releasing handle)
- ◆ **CHECK** (pivot at waist and check over your right shoulder for a PILOT CHUTE HESITATION)

ALTIMETER HEIGHTS

HORIZON - GROUND - ALTI

EXTENDED PRACTICE THROW
PRACTICE THROW

LOOKING - LOOKING - LOOKING - ALTI

ALTI - ALTI - ALTI

WAVE OFF (lower awareness check)

ARCH - LOCATE - GRASP - THROW
1,000 - 2,000 - 3,000 - CHECK

FREEFALL SIGNALS

SIGNAL: **JM POINTS AT YOUR ALTI**

YOUR RESPONSE: **Look at and read your altimeter**, expect that you have lost height awareness

SIGNAL: **JM SHOWS YOU A CLENCHED FIST**

YOUR RESPONSE: **• ARCH • LOCATE • GRASP • THROW**

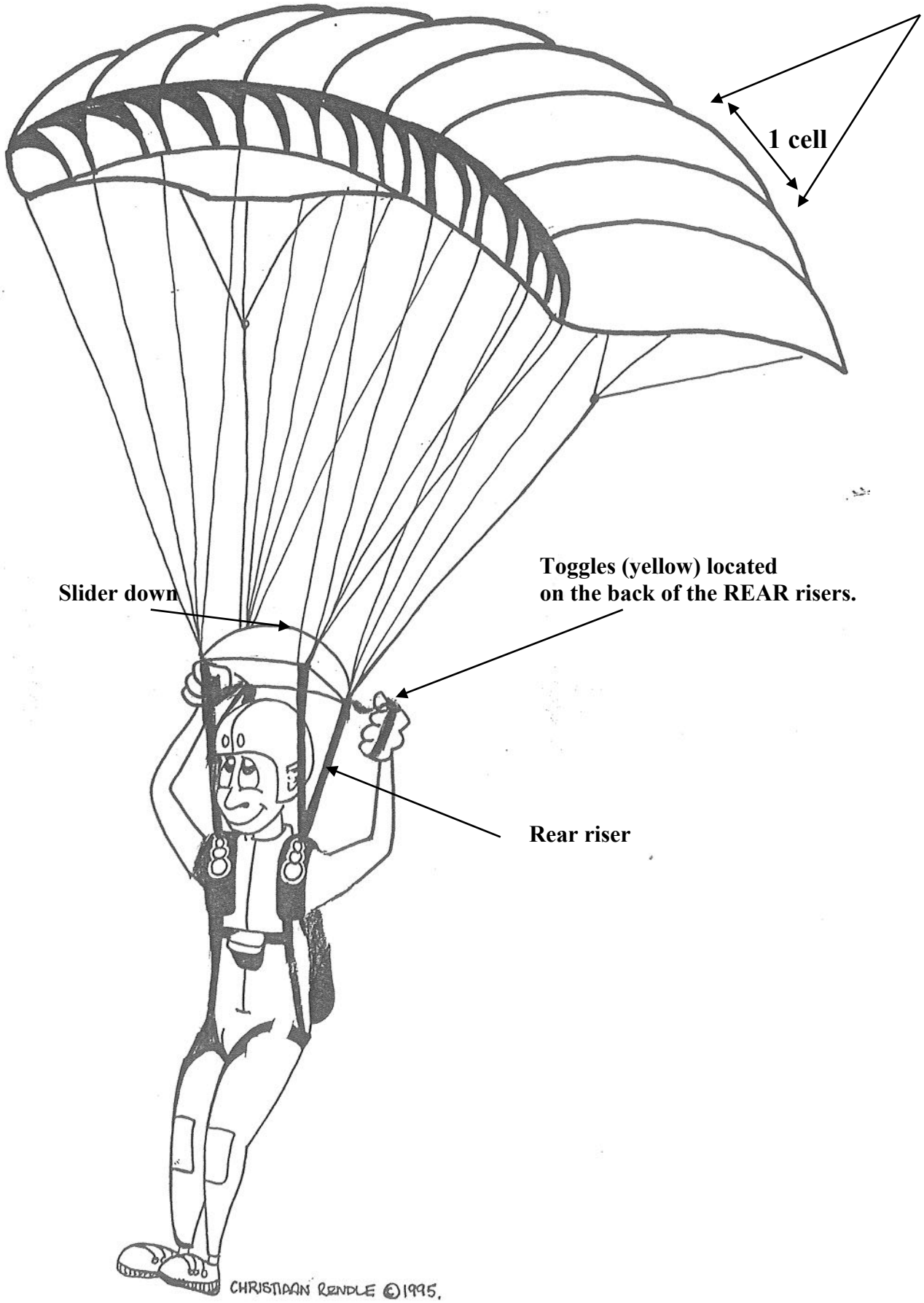
• 1000 • 2000 • 3000 • CHECK

SIGNAL: **JM SHAKES YOU**

YOUR RESPONSE: **Hard arch, straighten legs and point toes**

A NORMAL PARACHUTE

Full size = 9 cells Rectangular shape



DEFINITION OF A PERFECT PARACHUTE

You will be jumping a rectangular, Ram Air parachute, which is 190 to 260 square feet in size, depending on your weight. As soon as you feel the parachute open you must **look up** immediately and assess its condition.

➔ • **LOOK UP** (Check for size) Must be LOW SPEED – **5 cells or more**

If it is high speed (less than 5 cells inflated) immediately commence Emergency Procedures – see page 32

You are checking for these 5 characteristics

➔

• **SIZE**	All 9 cells fully open
• **SHAPE**	Rectangular in shape, end cells inflated
• **SLIDER DOWN**	Slider all the way down (within 6-12" of risers)
• **STRAIGHT FLIGHT**	Parachute flying straight ahead with toggles up
• **TWIST FREE**	Parachute has no line twists

The airspeed of your open parachute is approx. **20mph** and may be reduced to **0mph** on landing.

NOTE:
When your parachute first opens you need to immediately identify whether your parachute is **LOW SPEED** or **HIGH SPEED**. ➔ • **LOOK UP**

If it is low speed continue with the rest of your canopy checks.
If you identify a high speed malfunction **you do not have time** to try to correct any problem and must **IMMEDIATELY** commence emergency procedures. (page 32)

DEFINITION: ➔ • HIGH SPEED: less than 5 cells inflated (see diagram on next page)

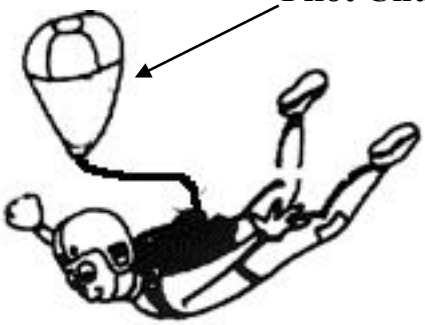
• LOW SPEED: 5 cells or more inflated (see diagram on next page)

The next series of diagrams are of the opening sequence of a normal parachute. A normal opening will pass through all stages shown in a matter of seconds, often before you even have time to look up. However, should the opening sequence stop during the high speed phase and you identify it as such then you have a **high speed malfunction** and must **immediately** commence your **EMERGENCY PROCEDURES**. See page 32

Normal Opening Sequence: HIGH SPEED PHASE

A normal opening will pass through all stages shown in a matter of seconds. If the opening sequence stops during the HIGH SPEED PHASE then you have a **HIGH SPEED MALFUNCTION.**

Pilot Chute Throw



If the pilot chute stays on your back you have a **PILOT CHUTE HESITATION**
(Check over your right shoulder to clear it)

Counting 1,000 - 2,000 - 3,000 - CHECK

BAG LOCK
(High Speed Malfunction)

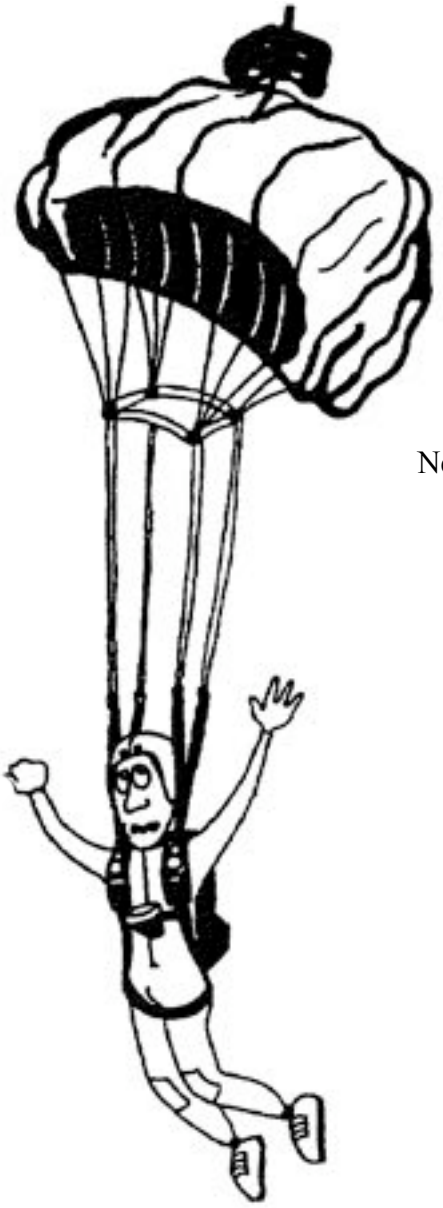
2

3

STREAMER
Less than 5 cells
(High Speed Malfunction)

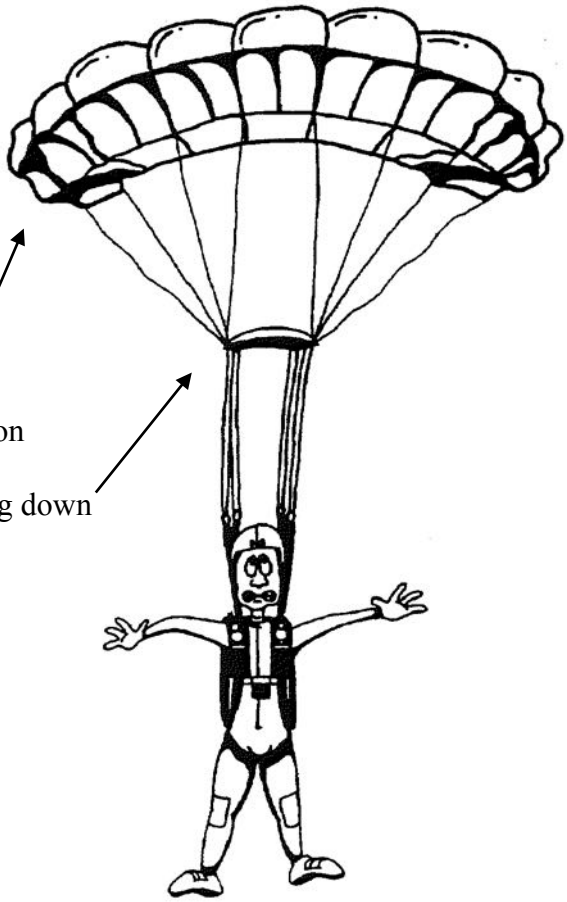
Normal Opening Sequence: LOW SPEED PHASE

Inflation of
5 cells or more



Nearly full inflation

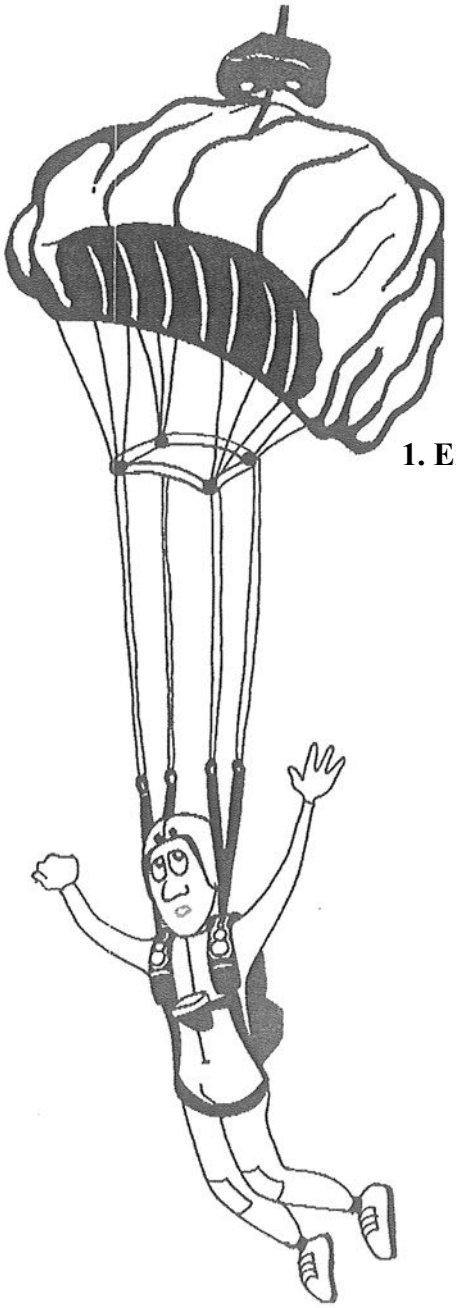
Slider coming down



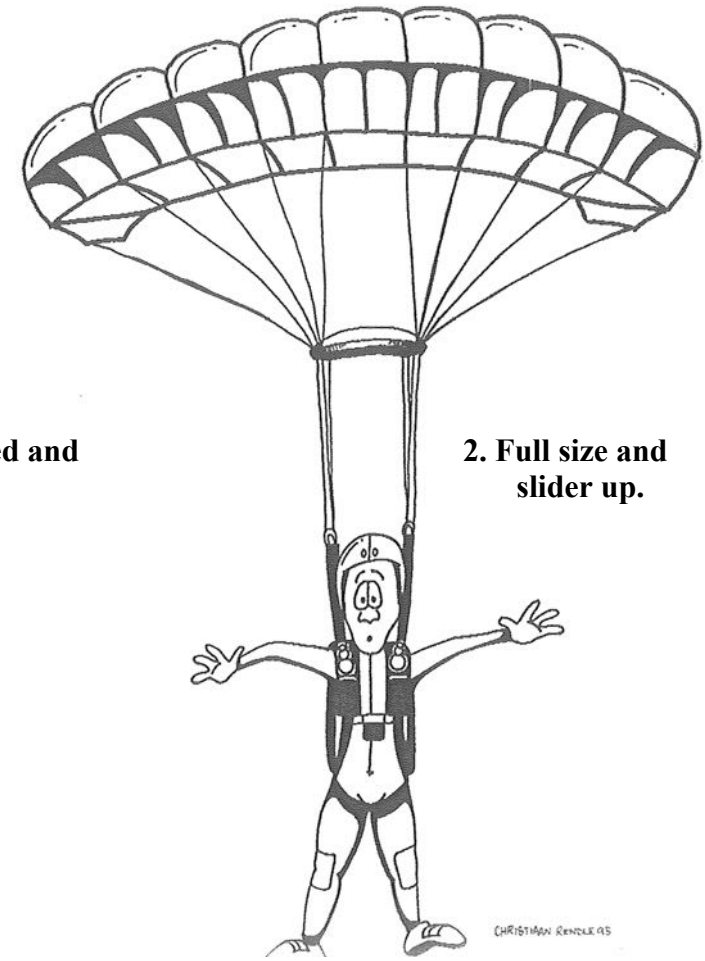
Perfect Parachute

*** SIZE**
*** SHAPE**
*** SLIDER DOWN**
*** STRAIGHT FLIGHT**
*** TWIST FREE**

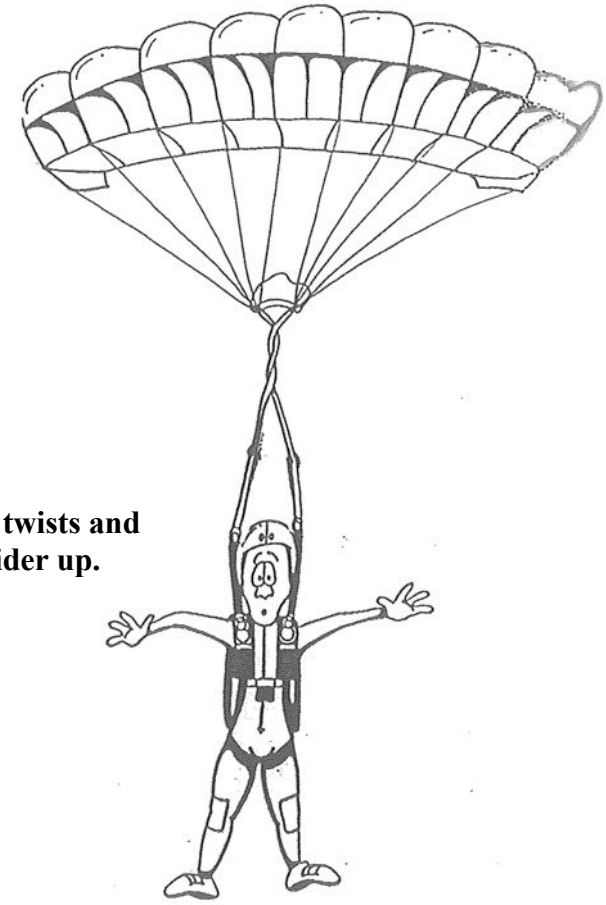
LOW SPEED - PROBLEMS THAT NEED FIXING



1. End cells closed and slider up.



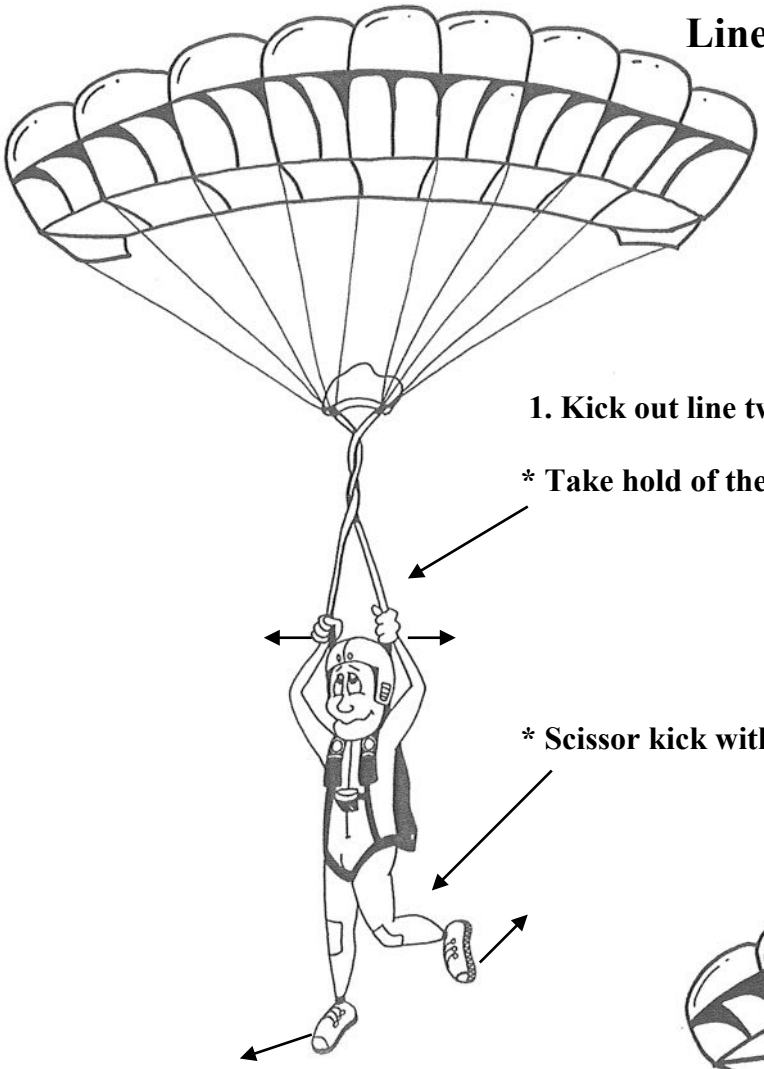
2. Full size and slider up.



3. Line twists and slider up.

HOW TO FIX LOW SPEED PROBLEMS

Line Twists and Slider Up

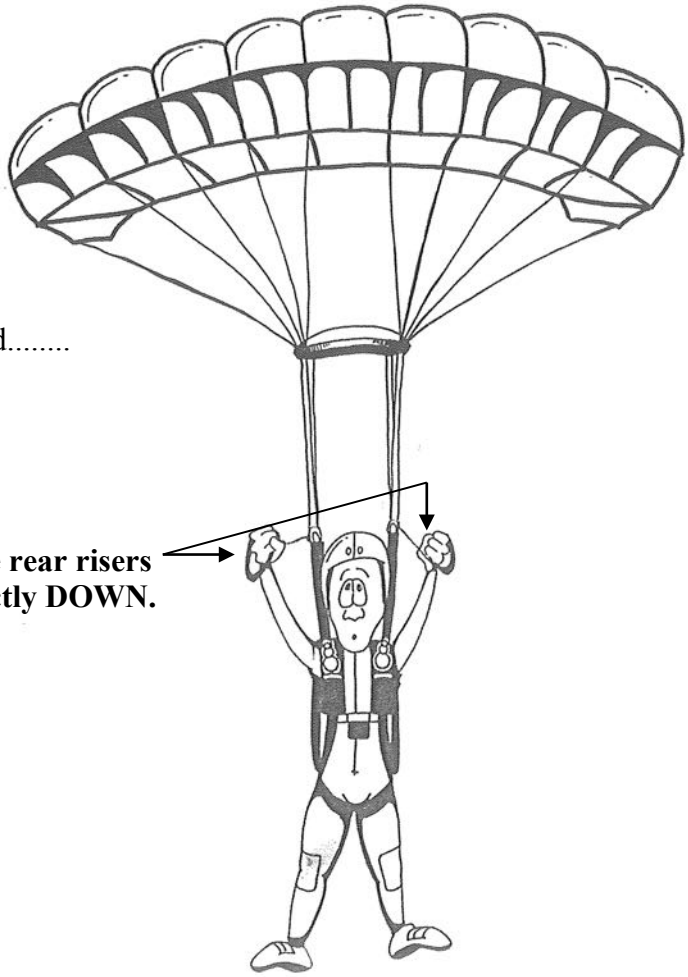


1. Kick out line twists first

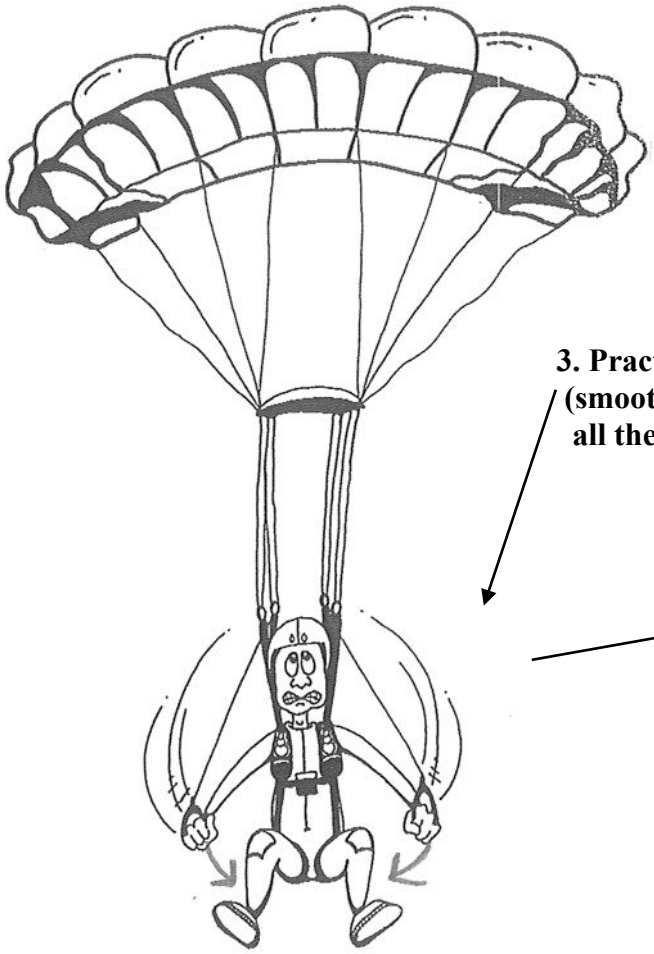
*** Take hold of the risers and pull them apart**

*** Scissor kick with both legs in opposite direction of twists**

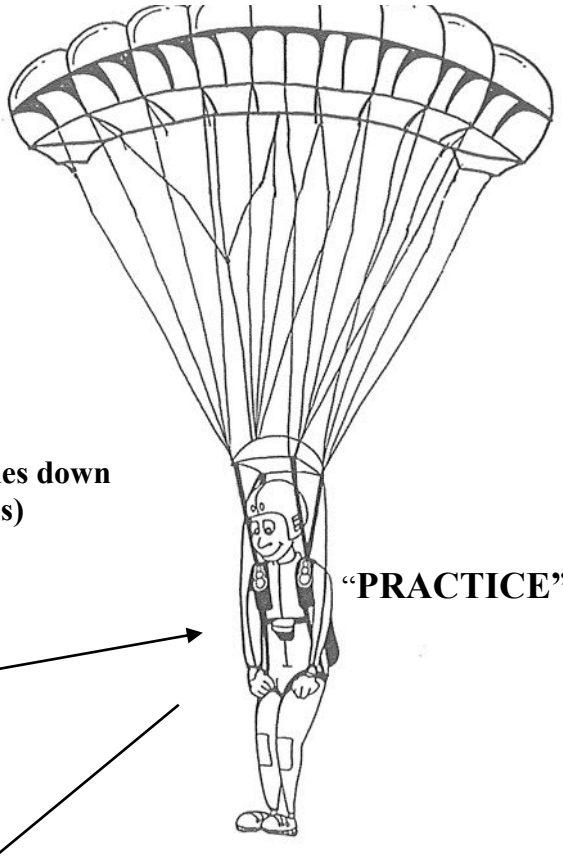
Then, **AFTER** the line twists are cleared.....



2. Take hold of both toggles on the rear risers and release them by pulling directly DOWN.

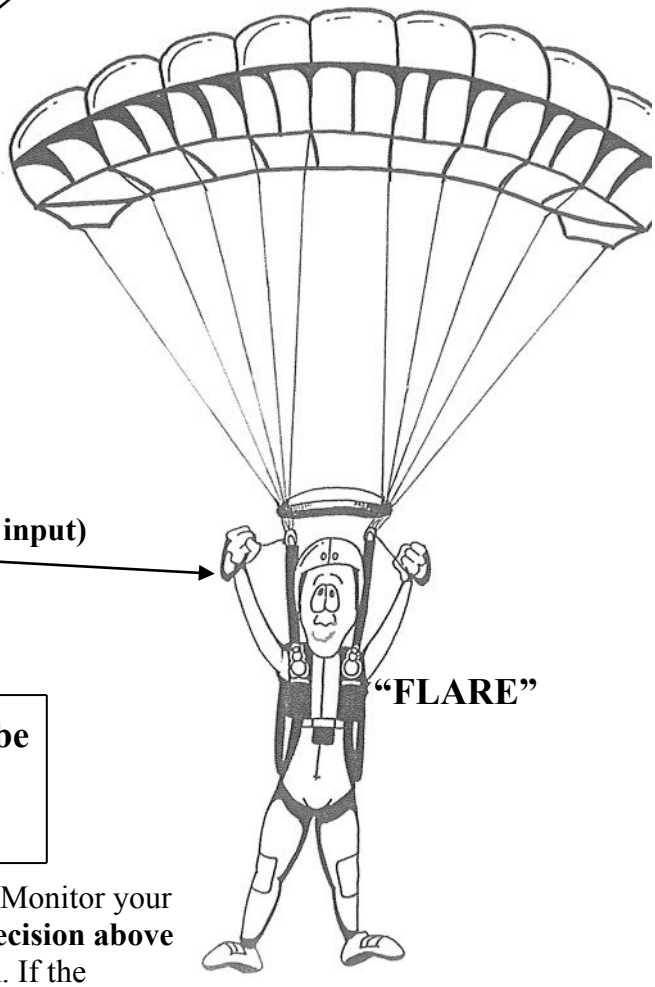


3. Practice flare once (smoothly pull both toggles down all the way to your thighs)



"**PRACTICE"**

4. Then let them all the way back up (slow, smooth toggle input)



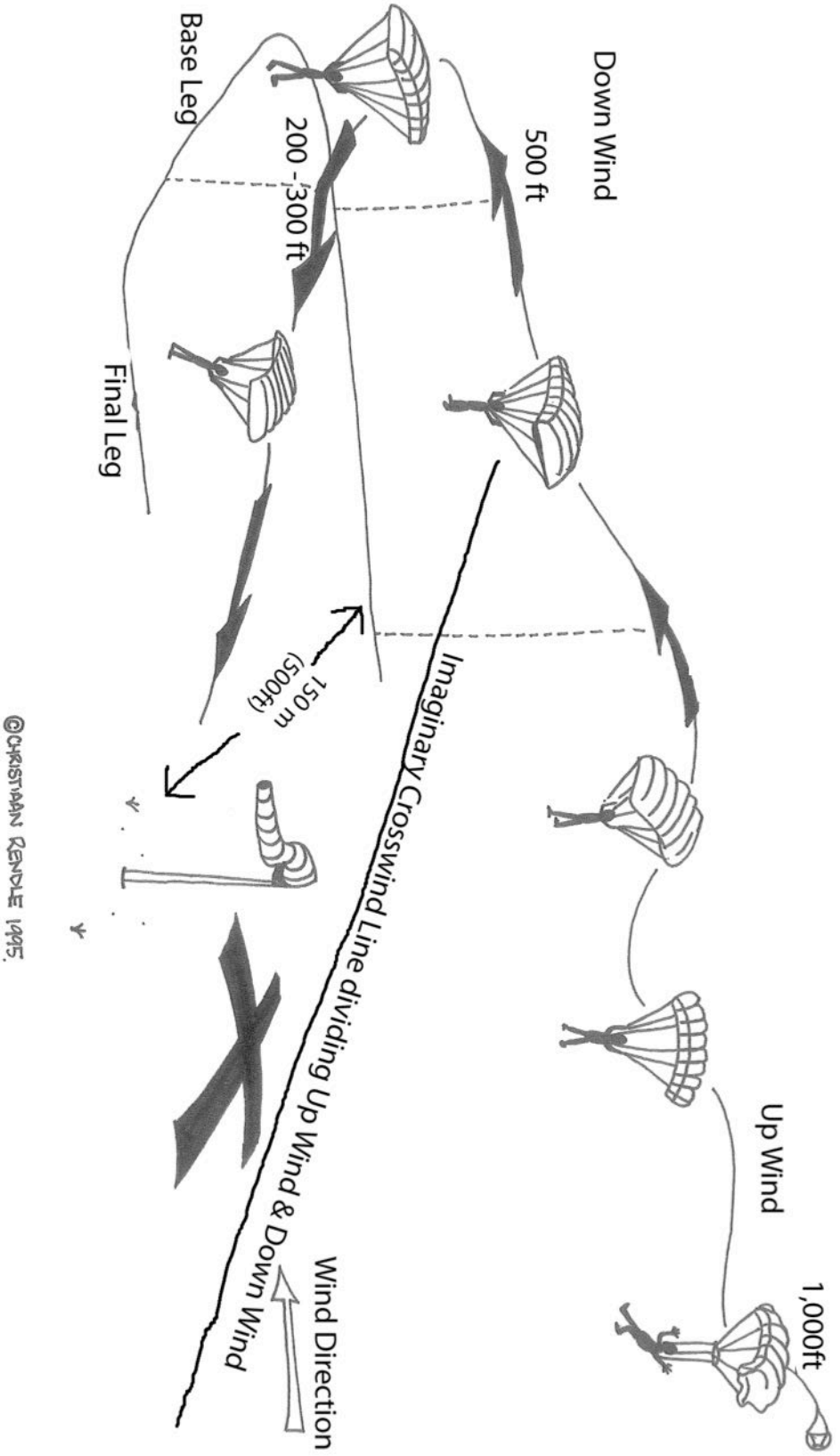
"FLARE"

If the parachute is not 100% perfect after the first practice flare carry out a **SECOND practice flare.**

After the second practice flare your parachute <u>MUST</u> be perfect. If it is not, IMMEDIATELY COMMENCE EMERGENCY PROCEDURES (See page 32)

Note: Altitude awareness is as vital under canopy as it is in freefall. Monitor your altitude at all times whilst dealing with any problems and **make a decision above 2000ft** as to whether you can land your parachute in its current form. If the answer is "NO" you must commence emergency procedures **<u>IMMEDIATELY</u>**. (See pg 32)

CANOPY CONTROL



CONTROLLING YOUR PERFECT PARACHUTE

➔ • **TOGGLES**	These are the YELLOW handles located on the back of the rear risers. Take a hold of both handles, pull them directly downwards to your thighs and then bring them back up above your head to carry out a PRACTICE FLARE.
• **TURN**	Turn and locate the orange target – use toggle input to TURN and locate the TARGET
• **TARGET**	Head towards the target until you clearly identify your arrow
• **TA**	Follow the guidance of your TA (Target Assistant) who will rotate the arrow in the direction you are to fly your parachute. **Check for clear airspace before turning**!!

NOTE:
Your first priority is to assess your parachute. If you have line twists, you must fix them first. **NEVER touch your toggles before you have corrected line twists.** You must then locate your **TOGGLES** and carry out a **practice flare** (2 if required) then **TURN** to locate the orange **TARGET**. Fly towards the TARGET until you can clearly identify your coloured arrow, and follow the directions of your **TA.**

WHEN YOU ARE FOLLOWING THE DIRECTIONS OF THE TA ALWAYS CHECK FOR CLEAR AIRSPACE BEFORE TURNING. Think of a driving lesson – if your driving instructor told you to change lanes you wouldn't just change lanes without checking for traffic first!!

Your JMs will assign you a coloured arrow - YELLOW or WHITE - before you board the aircraft.

The TA will turn your coloured ARROW – you MUST use a toggle turn in the direction indicated by the movement of the arrow, ie right toggle input = right turn, left toggle input = left turn. Keep watching!!!!!!
When you are turning with the arrow use smooth, steady toggle input, down to about your waist. When you are flying your parachute straight you should be holding your toggles ALL THE WAY UP above your head.
If the TA directs you to turn away, ie. your back is toward the target/arrow then look over your shoulder or turn your parachute just a little so you can check the arrow about every 5-7 seconds.

There may be 1 to 2 students guiding their parachutes towards the target at any one time, following direction from the ground based TA. It is very important that you locate and follow your TA's directions ASAP to ensure they can best assist you with flying to the target for a controlled landing.
Your helmet is also fitted with a radio. This is a backup communication system ONLY, and might not be used at all by the TA. Any instructions over the radio that are for you will be **prefixed with YOUR NAME**. If you do not hear your name, the instructions are not for you and you should continue following your TA as normal.

Remember, YOU ARE IN CONTROL of your canopy whilst receiving guidance from the TA. If you see you are flying towards a hazard (eg a tree) use **gentle** toggle input (approx 1/4 toggle input) to steer away from the hazard.

KEEP THINKING WHILST UNDER CANOPY.
Your parachute is a rectangular gliding "Ram Air" parachute with a airspeed of approx 20mph. Side on it is shaped like the wing of and aircraft, it must be controlled, flown and landed in a similar fashion to an aircraft!!

Pay attention during your ground training and make sure you understand your tasks in controlling and landing your parachute.

Ask your instructor any questions if you are unsure. It is too late once you find yourself under an open parachute to start asking what you should be doing.

You must know it!

LANDING THE PARACHUTE

➔ • **BATONS**

When your TA picks up the batons your toggle movements must **MIRROR IMAGE the batons exactly**
Your TA will transfer you over to batons when you are on your final approach at approximately 200-300ft
You should be ready to see the TA hold up the batons.
Once the TA holds up the batons you are no longer following the arrow, you must respond to the batons.
Move your toggles **WITH** the batons.
Do not allow any delay between the baton movement and your response.

******* ONCE THE BATONS ARE OUT YOU NEED TO MIRROR IMAGE THE TA *******

➔ • **LANDING FLARE (Remember - feet together, knees slightly bent in preparation for landing)**

When the batons indicate the flare, bring both toggles all the way down **evenly** and **smoothly** to the full landing flare position, **at the SAME SPEED AS THE TA**. Once you have committed to a full landing flare you must hold the position until you land. **NEVER, NEVER, NEVER** let your toggles back up when you are close to the ground. (see landing diagram pg 24)

➔ • **LANDING ON A WINDY DAY.**

After landing, your canopy may stay inflated and drag you if it is windy. If this happens let go of one toggle and pull the other toggle in with both hands, like coiling a rope. This will collapse your parachute.
If you are still struggling to control it, run around to the downwind side of the canopy.

➔ • **RUNWAY LANDINGS**

Should you land on the runway **GET OFF IT IMMEDIATELY**! **DO NOT** stop to pick up the parachute.
Drag it behind you and field pack it when you are **WELL CLEAR.** (see Field Pack below)

➔ • **FIELD PACK**

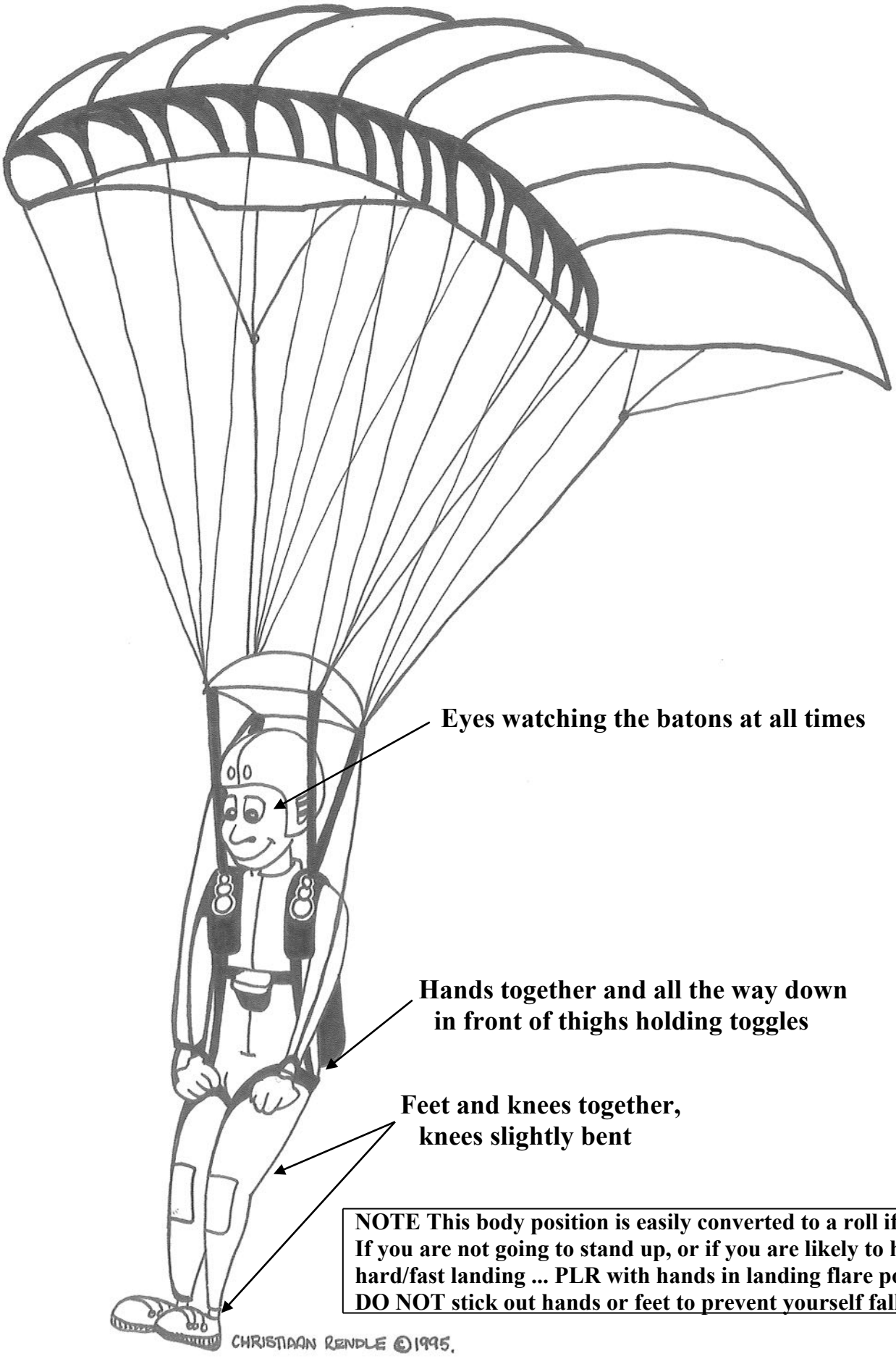
Place your toggles back in the pockets from which they were released (on the rear risers) and gather up the parachute as demonstrated by your instructor in your ground training.

Should you not precisely respond to all arrow and baton movements you can miss the DZ, overshoot, or be side on to the TA for landing and compromise your landing. Should you ever lose sight of the batons do your best to look over your shoulder etc. but **NEVER, NEVER use large input to turn close to the ground**.

➔ If you lose sight of the TA as you are approaching your landing you must use a **Parachute Landing Roll** (PLR) to make a controlled landing. (see diagram page 27).

➔ In any situation where you are landing the parachute without guidance from the TA or your JM you must use a PLR to make a controlled, safe landing.
(Your instructor will fully explain how and when to carry out a PLR)

FULL LANDING FLARE



NOTE This body position is easily converted to a roll if needed. If you are not going to stand up, or if you are likely to have a hard/fast landing ... PLR with hands in landing flare position. DO NOT stick out hands or feet to prevent yourself falling over.

QUICK QUIZ#1

Time limit: 5 Minutes

If you are taking longer than 5 minutes to complete this quiz then the correct responses have not been learnt as habit and you need more work in this area

Note: You need to reach this standard by the end of the day or your instructor will recommend you to do a Tandem jump.

If you have any difficulty or are unsure of any answers – NOW IS THE TIME TO ASK!

PRACTISE, PRACTISE, PRACTISE

1) How will your JMs signal you to arch more?

   What is your response to this signal?

2) What is your awareness check at 5,550ft?

3) How will you remain aware of your height until 9,000ft:

   How will you remain aware of your height after 9,000ft:

4) For a smooth exit, how do you show your JMs when you are leaving the aircraft? (key words)

---------- / ---------- / ---------- / ---------- / ---------- ----------

5) How perfect must your parachute be to land?

   Must your parachute be perfect when it first opens? Explain your answer.

6) How will the Target Assistant (TA) give you directions once you have located the target?

   How will the TA give you final landing directions?

7) What is the first thing you do after throwing your pilot chute?

   Why do you need to check over your right shoulder after throwing the pilot chute and counting?

ANSWERS TO QUICK QUIZ #1

1) JMs will shake you.

Hard arch, legs straight, toes pointed.

2) Wave off.

To let your JMs know that you are aware of your height and are about to throw your pilot chute.

3) Horizon, ground, alti.

Looking, looking, looking, alti.

4) HORIZON - OUT - IN - GO - HARD ARCH.

5) 100% perfect, all five characteristics must be perfect.
Size, shape, slider down, straight flight, twist free.

No, you must have a low speed parachute, ie 5 cells or more. You may then make the parachute perfect by kicking out any line twists and then carrying out your practice flares.

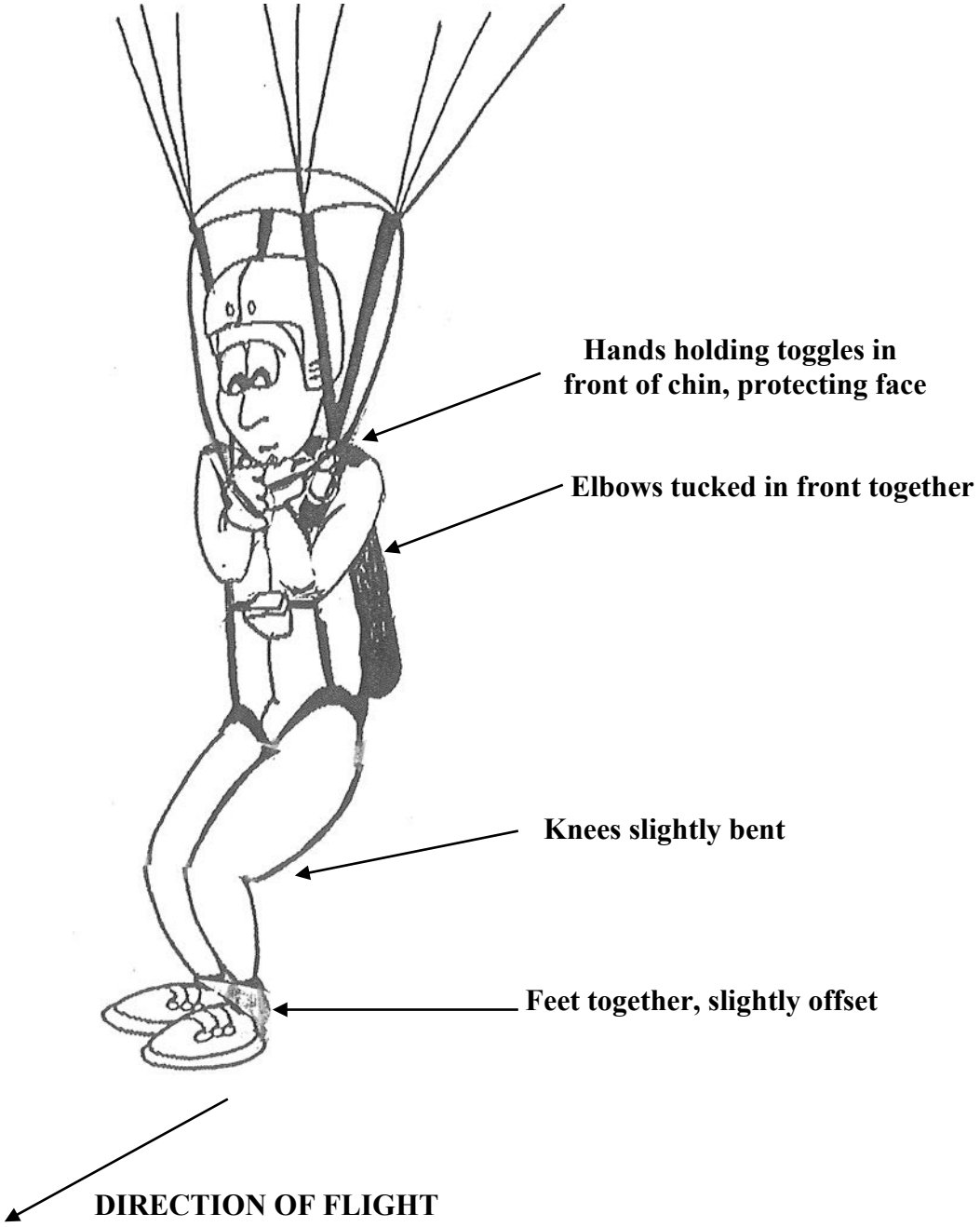
6) The TA will rotate your coloured arrow to indicate the direction in which you should fly your parachute.

Final directions will be on batons. You must mirror image the batons exactly.

7) Count 1,000 - 2,000 - 3,000 – CHECK (over your right shoulder)

To clear a pilot chute hesitation.

PARACHUTE LANDING ROLL (PLR)



A PLR is used for emergency landings in hazards such as trees, power lines and dams
<u>OR</u>
if you have to land without direction or assistance from your TA or JM

Feet together, knees slightly bent, toes offset to one side, elbows tucked in and hands together holding toggles, protecting your face. Prepare to roll.

SITUATIONS UNDER CANOPY

As explained earlier you are the pilot in control of your parachute. Should you encounter any of the following situations you will need to confidently carry out the necessary procedures to safely land your parachute and minimise the risk of injury.

YOU ARE GOING TO LAND OFF THE DROP ZONE

a) Locate your JMs and head towards the landing area they select. One of your JMs will act as TA. Follow the "off DZ" landing procedure as outlined by your course instructor.
b) Look carefully for your JMs. If you cannot find them you are going to have to land yourself without assistance. You will need to find a large, clear area to land and use a PLR on landing.

YOU FIND YOU ARE HEADING TOWARDS A LANDING HAZARD
(trees, power lines, dams, buildings etc)

Steer away towards a clear area using **gentle, small** toggle input.
** If you are close enough to the ground to be avoiding obstacles then you are close to the ground to ONLY USE GENTLE, MINOR TOGGLE INPUT.
(Your instructor will explain the danger of making large toggle turns close to the ground)

IF YOU ARE UNABLE TO AVOID A HAZARD (*eg trees, power lines etc)*

Adopt the **PLR** position. In the PLR position you are protecting your face, throat, upper body and your emergency handles (if a branch snags and pulls a handle you could fall if your main parachute disconnects).

…TREES
If suspended from a tree DO NOT CLIMB OUT OF OR UNDO ANY EQUIPMENT !!!
WAIT FOR ASSISTANCE. Hold onto a branch to secure yourself.

…POWER LINES
If suspended in power lines wait for the power to be turned off. **DO NOT TOUCH ANYONE** !!!

Remember where you might find power lines – near houses, along roadways etc. Avoid these areas and be aware and on the lookout for power lines.

…WATER LANDINGS
(eg swoop pond or small dams around DZ)
If unable to avoid landing in water adopt the PLR position and take a deep breath.
Immediately swim/wade to the side and climb out. **Wait for assistance.**

SUMMARY OF ACTIONS IN ORDER OF PRIORITY

1. **Locate and land at the target under the guidance of the TA.**
2. **Locate JMs as an aid to finding the target.**
3. **Locate and follow JMs to a safe, clear landing area off the DZ. Follow JM's landing directions.**
4. **Locate a safe landing area and land unassisted using a PLR.**

OTHER SITUATIONS UNDER CANOPY

BROKEN / INOPERABLE STEERING TOGGLE

As your parachute opens, if one of your toggles releases or breaks you need to be able to assess the situation. **FIRSTLY, try to release the other toggle, as in a practice flare**. If you do not release the other toggle your parachute will probably be turning in the direction of the stowed toggle.

You **may** be able to steer your parachute with your **REAR RISERS**. Steer and flare your parachute using REAR risers. Be prepared to **PLR on landing**…. elbows together, feet and knees together, knees slightly bent.

HOWEVER…….

If your parachute is uncontrollable, or you do not feel confident landing using rear risers - commence Emergency Procedures immediately:

- **DISCARD** (let go of the toggles – you do not want to be holding on to any part of your main parachute)
- **LOOK ◆ LOCATE ◆ LOCATE ◆ PEEL ◆ PUNCH ◆ PEEL ◆ PUNCH ◆ ARCH**
- **1000 ◆ 2000 ◆ 3000 ◆ CHECK**

YOU HAVE STALLED YOUR PARACHUTE

This may occur if you hold both of your toggles down for too long during your practice flare. The smooth airflow over the surfaces of your parachute is interrupted, creating turbulence, and this prevents your parachute from maintaining smooth flight.

To recover from a stall, **slowly and smoothly,** bring both toggles all the way back up to the full drive position. Once recovered, continue to fly your parachute and follow the directions of your TA as normal.

DECISION TIME - 2000FT

The safe, minimum height for conducting Emergency Procedures is **2000ft**.
You must remain aware of your height at all times. You can still be descending rapidly under a partially inflated canopy. Altitude awareness is equally as important under canopy as it is in freefall.
At **2000ft** or above you need to make a decision. If your parachute is not able to be safely landed in its current form then:

➔➔➔EMERGENCY PROCEDURES

- **DISCARD TOGGLES**
- **LOOK ◆ LOCATE ◆ LOCATE ◆ PEEL ◆ PUNCH ◆ PEEL ◆ PUNCH ◆ ARCH**
- **1000 ◆ 2000 ◆ 3000 ◆ CHECK**

AIRCRAFT EMERGENCIES

AIRCRAFT POWER FAILURE
Your responsibility: LISTEN TO YOUR JM FOR INSTRUCTIONS.

PARACHUTE OPENS INSIDE THE AIRCRAFT
Your responsibility: CONTAIN AND SMOTHER IT. TELL YOUR JM.

PARACHUTE OPENS AND ESCAPES FROM AIRCRAFT
Your responsibility: IMMEDIATELY **FOLLOW IT**, DO NOT HESITATE.

FREEFALL SITUATIONS

OUT OF CONTROL/UNSTABLE EXIT
Your response: Hard arch, legs straight, toes pointed.

ONE OF YOUR JMs RELEASES YOU
Your response: Continue with the skydive as normal

BOTH JMs RELEASE YOU
Your response: Immediately: **◆ARCH ◆LOCATE ◆GRASP ◆THROW ◆1000 ◆2000 ◆3000 ◆CHECK**

SITUATIONS AT DEPLOYMENT TIME

THESE ARE HIGH SPEED SITUATIONS AND REQUIRE **IMMEDIATE** ACTION

UNABLE TO LOCATE PILOT CHUTE HANDLE
Two attempts only to locate handle, reaching with an open hand. If unsuccessful...**Emergency Procedures**

- **◆ LOOK ◆ LOCATE ◆ LOCATE ◆ PEEL ◆ PUNCH ◆ PEEL ◆ PUNCH ◆ ARCH**
- **◆ 1000 ◆ 2000 ◆ 3000 ◆ CHECK**

HARD PULL
You have located the handle but are unable to extract pilot chute from pouch. **Try a second time**, levering with your elbow. If unsuccessful...**Emergency Procedures**

- **◆ LOOK ◆ LOCATE ◆ LOCATE ◆ PEEL ◆ PUNCH ◆ PEEL ◆ PUNCH ◆ ARCH**
- **◆ 1000 ◆ 2000 ◆ 3000 ◆ CHECK**

HIGH SPEED MALFUNCTIONS

ALL OF THESE ARE HIGH SPEED PROBLEMS AND REQUIRE **IMMEDIATE** ACTION

TOTAL MALFUNCTION

You have not been able to locate your pilot chute handle, or you have been unable to extract it from the pouch after locating it.

- **LOOK ◆ LOCATE ◆ LOCATE ◆ PEEL ◆ PUNCH ◆ PEEL ◆ PUNCH ◆ ARCH**
- **1000 ◆ 2000 ◆ 3000 ◆ CHECK**

BAG LOCK

Opening sequence has stopped before the parachute has come out of the bag.
(See diagram page16)

- **LOOK ◆ LOCATE ◆ LOCATE ◆ PEEL ◆ PUNCH ◆ PEEL ◆ PUNCH ◆ ARCH**
- **1000 ◆ 2000 ◆ 3000 ◆ CHECK**

STREAMER

Less than 5 cells inflated. (See diagram page 16)

- **LOOK ◆ LOCATE ◆ LOCATE ◆ PEEL ◆ PUNCH ◆ PEEL ◆ PUNCH ◆ ARCH**
- **1000 ◆ 2000 ◆ 3000 ◆ CHECK**

PILOT CHUTE IN TOW

You have thrown your pilot chute, counted 1000, 2000, 3000 and checked over your right shoulder for a PILOT CHUTE HESITATION. Your pilot chute is trailing behind you.

- **LOOK ◆ LOCATE ◆ LOCATE ◆ PEEL ◆ PUNCH ◆ PEEL ◆ PUNCH ◆ ARCH**
- **1000 ◆ 2000 ◆ 3000 ◆ CHECK**

HORSESHOE

*(A stable body position and positive clear **PALM UP** throw of your pilot chute will greatly reduce the chance of this happening)*
The pilot chute or bridle may be hooked on part of your body (eg arm or leg)

- **LOOK ◆ LOCATE ◆ LOCATE ◆ PEEL ◆ PUNCH ◆ PEEL ◆ PUNCH ◆ ARCH**
- **1000 ◆ 2000 ◆ 3000 ◆ CHECK**

or

Your main closing pin has been dislodged and your parachute has started to deploy before your pilot chute has been extracted from its pouch.
FIRST, attempt to extract pilot chute from pouch and be prepared to commence emergency procedures if required.

- **LOOK ◆ LOCATE ◆ LOCATE ◆ PEEL ◆ PUNCH ◆ PEEL ◆ PUNCH ◆ ARCH**
- **1000 ◆ 2000 ◆ 3000 ◆ CHECK**

EMERGENCY PROCEDURES

➔

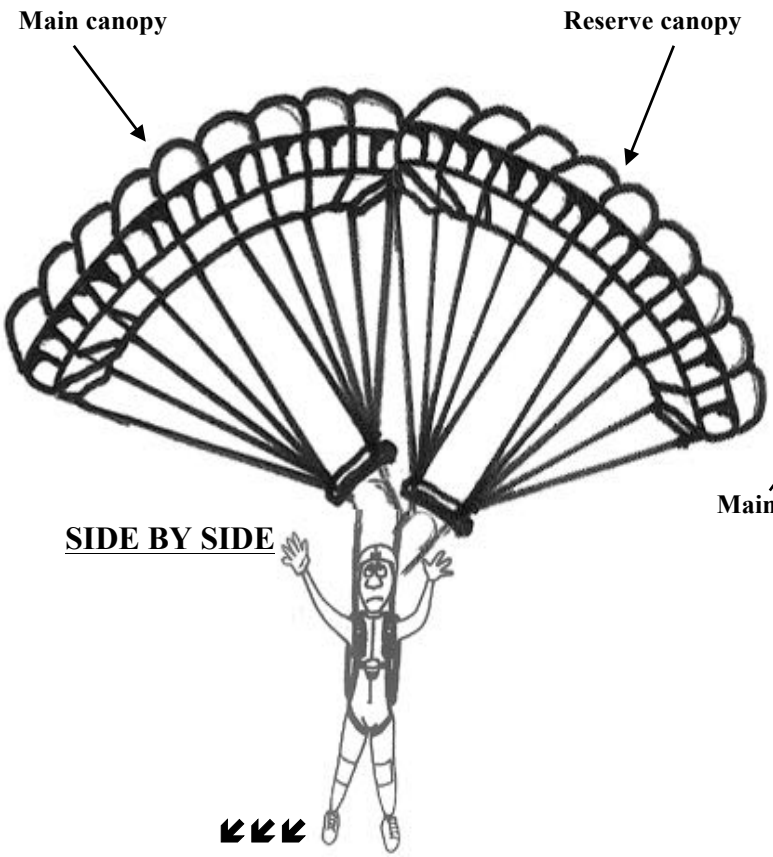
***** DISCARD**	If you have toggles in your hands you **MUST** release the toggles from your hands **BEFORE** you commence your Emergency Procedures.
• LOOK	LOOK at and make eye contact with both handles.
• LOCATE	Reach for **RED CUTAWAY PAD** on the right side of your chest. Grasp the cutaway pad with your right hand.
• LOCATE	Reach for **SILVER D-RING RESERVE HANDLE** on the left side of your chest. Grip the reserve handle with your left hand, thumb through handle.
• PEEL	**RIGHT CUTAWAY PAD** from velcro, from bottom to top.
• PUNCH	**RIGHT** cutaway pad in **downwards** direction. This is your strongest muscle action and pulls cables out in correct direction. **CHECK** that main parachute has released.
• PEEL	**LEFT RESERVE HANDLE** from velcro, from bottom to top.
• PUNCH	**LEFT** reserve handle in **downwards** direction. This is your strongest muscle action and pulls cable out in correct direction.
• ARCH	Return to hard arch position. **ARCH** TO ENSURE ALL **CABLES ARE CLEAR**
• 1000 • 2000 • 3000	Start counting as soon as reserve cable is cleared.
• CHECK	Over right shoulder to clear **PILOT CHUTE HESITATION.**

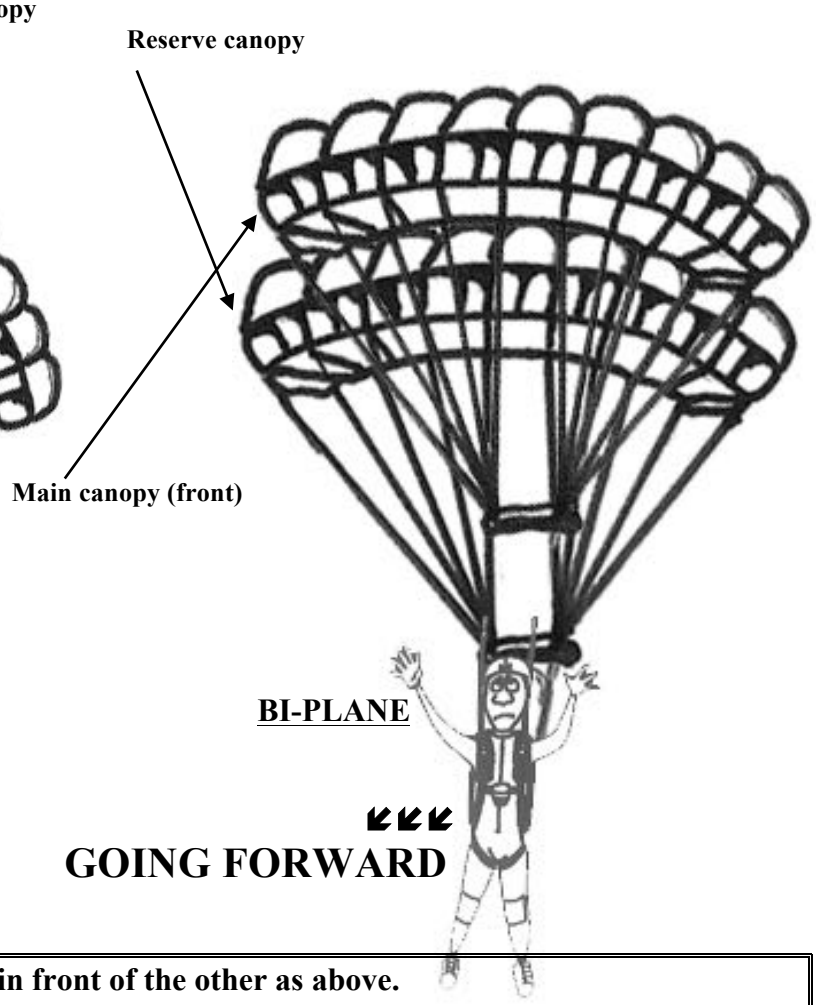
When practising always clear the cables, even if you think they are cleared!!!

IF YOU DO NOT CLEAR THE CABLES YOU MAY NOT HAVE PULLED THE RESERVE PIN AND YOUR RESERVE PARACHUTE WILL NOT OPEN

Your reserve parachute will be another ram air parachute. Carry out the same checks and steer it with the toggles the same way you would steer your main parachute.

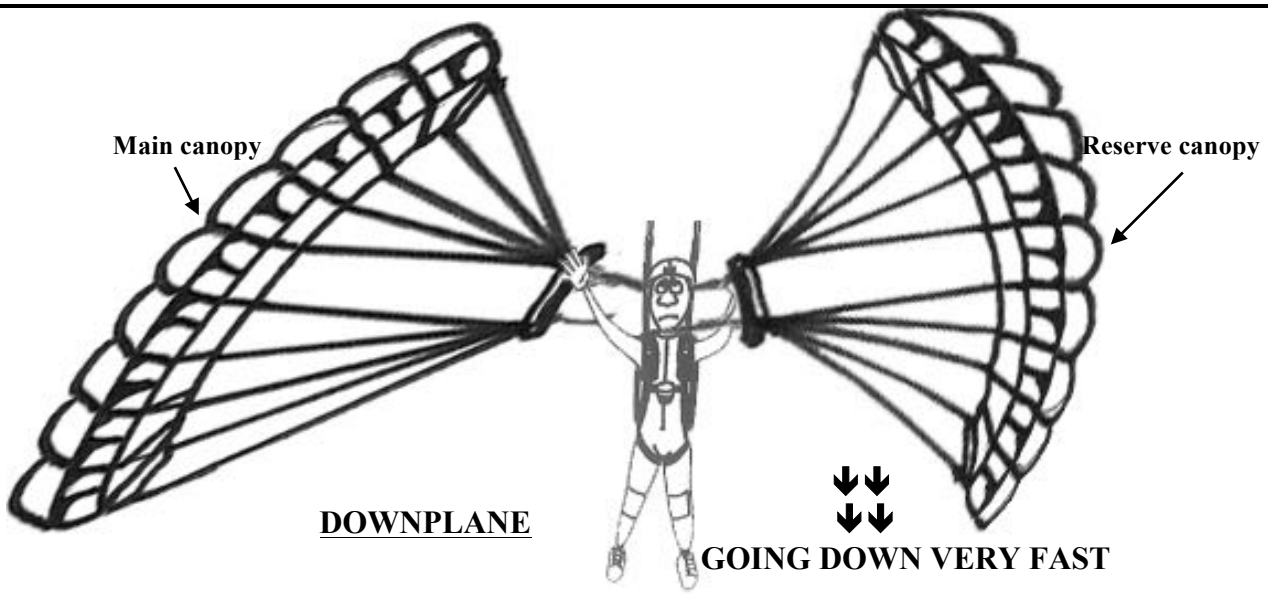
TWO CANOPIES OUT





Two canopies out will often fly side by side or one in front of the other as above.
If touching and flying slowly to clear landing area you may decide not to disconnect main parachute.
DO NOT TOUCH and prepare for a harder landing....PLR!
If you must steer to avoid a landing hazard use either VERY GENTLE rear riser input or VERY GENTLE toggle input - ON FRONT CANOPY.

If parachutes separate more than two arms width apart as below➔➔➔EMERGENCY PROCEDURES



SUMMARY OF YOUR SKYDIVE

This in no way represents all possible information and is only an aid in training.
See the rest of this manual and talk to your instructor

Normal Skydive

- "Lets go" - move to doorway - set up in exit position.
  Check left and right with JMs and receive "OK". Commence exit count. ARCH on exit.

- 9,000ft – Extended Practice Throw and Practice Throw
- 5,500ft - Awareness Checks – 2 waves.
- 4,500ft - Arch - Locate - Grasp – Throw – 1000 – 2000 – 3000 - CHECK

Maintain height awareness throughout skydive

- (When you feel the Canopy open) **Look Up** and check canopy.
  If it is low speed check for: Size, Shape, Slider Down, Straight Flight, Twist Free

- Toggles (carry out a practice flare), Turn, Target, TA

- Locate DZ and target and follow your TA (arrow) and then mirror image the Batons once on final leg

Signals

- **SHAKE** Hard Arch, Straight Legs, Points Toes

- **POINTING AT ALTIMETER** Look at and read your Alti

- **CLECHED FIST** Arch - Locate - Grasp - Throw - 1000 - 2000 - 3000 - Check

Items that many need attention

- Pilot Chute Hesitation – Check (over right shoulder, pivoting at waist)

- A low speed canopy with 5 cells or more and line twists, slider up, end cells closed or parachute not flying straight – Kick out twists first, then do practice flare.

Other Situations

- Cannot find target –Look for JM.
- Off DZ landing with JM - Look for and follow JM, who will act as TA.
- Off DZ landing without JM assistance - Steer to a clear area and use PLR on landing.
- Landing Hazards – Avoid them by **gently** steering away, if you can't avoid them use a PLR.
- High speed malfunction (eg total malfunction, bag lock, streamer, pilot chute in tow, horseshoe)

LOOK- LOCATE – LOCATE - PEEL (R)**- PUNCH** (R)**- PEEL** (L)**- PUNCH** (L)**- ARCH – 1000- 2000- 3000– CHECK**

- Low speed Parachute (5 cells or more) **less than 100%** after carrying out 2 practice flares

DISCARD – let go of your toggles

LOOK- LOCATE – LOCATE - PEEL (R)**- PUNCH** (R)**- PEEL** (L)**- PUNCH** (L)**- ARCH - 1000- 2000- 3000– CHECK**

QUICK QUIZ#2

Time limit: 5 Minutes

If you are taking longer than 5 minutes to complete this quiz then the correct responses have not been learnt as habit and you need more work in this area

Note: You need to reach this standard by the end of the day or your instructor will recommend you to do a Tandem jump.
If you have any difficulty or are unsure of any answers – NOW IS THE TIME TO ASK!

1) You just opened and have turned 2 times using your toggles but you cannot locate the target. You will....?

   a) Keep looking

   b) Find a safe place to land

   c) Locate your JMs and use them as a reference to locate the target

2) You have located the target and cannot clearly see the direction in which the TA has pointed your arrow. You will…?

   a) Head in the direction you think the TA is pointing

   b) Follow your JMs

   c) Fly towards the target until you can clearly see the arrow

3) Your parachute has more than 5 cells, has line twists and is not flying straight. You would…?

   a) Flare

   b) First kick out the line twists and then do a practice flare

   c) Commence emergency procedures

4) You have felt your parachute open, looked up and identified a perfect parachute. You will…?

   a) Turn to find the target

   b) Take your yellow steering toggles and do a practice flare

   c) Look for your JMs

5) Once your parachute is open and you have completed a practice flare you will…?

   a) Look for your JMs

   b) Turn to find the Target and then follow the directions of the TA

   c) Do some turns to see how your canopy flies

ANSWERS TO QUICK QUIZ #2

1) c

2) c

3) b

4) b

5) b

I'VE FINISHED MY FIRST JUMP….. NOW WHAT ?

It is great for currency and consistency as a student to do more than one jump each day. If you would like to do a second jump the same day, that's great! Let your JM know and we can brief you for your next stage and get you up for another jump.

Stages 2 - 9 are next. Each jump requires approximately a 10-15 minute briefing with a JM at the drop zone (DZ). We jump 7 days a week, 365 days a year. If you are planning on jumping mid week please book in or ring and let us know, as start times during the week can vary. You can now book ahead and pre-pay for your later stage AFF jumps online. Although it is not essential to pre-book and pre-pay this can end up saving a lot of time on the day, particularly on weekends when we are very busy, and you are likely to spend less time on the ground waiting. Just go to our website at **www.sydneyskydivers.com.au**

The more you prepare prior to your arrival the better. Ask to be briefed for your next stage before you leave the DZ, this way you have all week to practise - you will find an improvement in your performance. Always visualise yourself doing nothing less than a perfect jump.

You will need to do a jump/s at least every 2-3 weeks to remain current. Stages 3 and 4 should be done, ideally, on the same day or at least within 48 hours of each other. If you leave too much time between jumps in the early stages you will find a decline in your performance. You may find you have to drop back a stage or more and complete some retraining before you can continue on with the course. If you leave it too long you may need to sit through the entire Stage 1 course again.

Once you have successfully completed AFF Stage 8 (Stage 9 can be done when you feel comfortable carrying out a stable exit from a lower altitude) you can do solo jumps or you can start your B certificate training table (B rels). The B rel table consists of 10 stages. These jumps are done with a tutor or an instructor. You will learn to refine the skills you have been taught in the AFF course.

You qualify for your 'A' licence when you have successfully **1.** completed your AFF course, **2.** met the accuracy requirements (10 unassisted landings within 25m of your nominated target), **3.** attended the 'A' licence course and passed the written exam, and **4.** completed the "A" licence checklist with an instructor. An 'A' licence **may** be achieved in approximately 15 jumps.

The **'A' LICENCE COURSE** involves attending a course that covers basic survival skills you need to know to jump safely with people other than instructors or tutors. It is designed to increase your awareness for the safety of yourself and all other skydivers. Your instructors can provide more information as you get closer to this stage. You will be provided with an 'A' licence package. You need to work through the study package BEFORE attending the course.

Saturday nights you will find experienced jumpers having a few drinks at the DZ at the end of the day's jumping. We often have social nights at the DZ with dinner and entertainment. Early nights are advised in your student training to get the most out of each jump, but we'd love you to join us for a drink and a meal at the end of the day.

There are sometimes training weekends arranged for novices, and canopy courses are conducted regularly. These are great events for all jumpers to be involved in and improve skills and confidence.

Student Canopy Control TIPS

- Plan a landing circuit for each jump BEFORE you get on the plane
- Be aware under canopy – look before you turn
- Take your time
- There is always the next jump to improve
- Better to be safe than sorry
- Talk to your instructors
- A SAFE landing comes first
- Better to overshoot and adjust for better accuracy on the next jump
- Accuracy will improve with practise

Some Guidelines on Safety Under Canopy

Use Common Sense

- Before every jump take a look at the winds & windsocks around the landing area. Remember if you're not comfortable with the conditions there's always another day.

- Check the status board at the emplaning area for the aircraft run in and exit point. Understand the upper winds and talk to your instructor if you are not sure about any of this.

- Observe what others are doing, BUT remember high experience level jumpers landing in the experienced area may not always be landing into wind.

- Pre plan your general approaches and plan your landing circuit before you get on the plane. Select points on the ground that you envision as your turning points. Use the aerial photo as a reference. Allow yourself "outs" past your planned landing area.

- If you are going to have an off DZ landing select a safe, clear landing area whilst up high – above 1000ft - and apply these same guidelines. Look at it as a "different" landing area.

- Think about strong winds and **avoid turbulent areas downwind of obstacles** - trees, hills, buildings etc.

- Always check for clear airspace before turning (even if you are following the direction of the TA). Just like driving a car, LOOK for any traffic first. Lower canopies have right of way.

- Draw an imaginary crosswind line through the Target area dividing UP wind and DOWN wind.

- Stay in your holding area UP WIND of the target until at least 1,000ft.

- Remember to do WIND CHECKS by turning into wind (check your ground speed) while up high and UP WIND, to gauge the strength of the winds.

- As you gain experience you will find that your circuit and turn heights may be adjusted depending on the strength of the wind.

- Whilst UP WIND try to do turns so you remain visual to the Target. ONCE you start your DOWNWIND LEG you should aim to do turns so you remain visual to the target landing area.

- Depending on the winds, once you're on your DOWNWIND LEG (no higher than 1,000ft) you can turn onto the BASE LEG (usually around 500ft) at any time. You may need to turn base earlier in stronger winds.

Some Guidelines on Safety Under Canopy (cont'd)

FINAL LEG

- Once you turn onto your FINAL approach, at about 250 - 300ft, use small control inputs for any minor corrections. DO NOT make large toggle inputs close to the ground!!!!!!

- On FINAL, if you find you need to steer away to avoid a landing hazard, remember you are now too close to the ground to use anything other than MINOR (ie 1/4 toggle input) steering corrections!!

- Once on your FINAL APPROACH DO NOT make BIG control inputs just to achieve better accuracy. It is **SAFER** to **overshoot** or **undershoot** or to **land crosswind**, or even **downwind** than to make last minute corrections that could cause you serious injury. You are better off to miss out on your accuracy and **land safely** – you can always improve on your next jump.

A late wrong decision can turn you from Hero to Zero in a split second.

DO NOT lock your focus just on your chosen landing area – be realistic if you are going to overshoot and allow yourself outs past the planned landing area.

Similarly,

DO NOT lock your focus on an area you do not want to land, as you may become "target fixated" and unwittingly steer towards this area. Look to where you want to land and are able to land, not the area you want to avoid.

- Remember, a PLR may save you from injury if you need to use it. If in doubt use a PLR rather than risk injury by trying to stand up or run out a landing.

- The landing flare will start a little higher in NIL winds. With stronger winds the flare starts a little later.

- Carry out your flare in 2-3 stages until you feel more confident.

- If you flare too early hold the flare and keep your feet and knees together. ONCE committed to the flare DO NOT lift up your hands, the canopy will only accelerate towards the ground.

- Keep your flare even. Sometimes, if you are not facing directly into the wind, or if you get a bit of a crosswind "kick" your canopy can start to veer. The natural tendency can be to reach out to the ground to protect yourself – in doing so you are increasing toggle input on one side and turning yourself faster into the ground. Concentrate on keeping your toggles even during your landing flare to avoid this.

Guidelines Specific to Picton DZ

- In NIL winds or light and variable conditions land towards the **North**.
- Be aware of aircraft take offs and landings and avoid flying over the runway below 500ft
- You can do either a left or right landing circuit BUT don't cross the centre line.
  Ask an instructor if you don't understand the CENTRE LINE rule
- Anyone with less than 500 jumps (or E Licence) is NOT to land in the area out front, ie between packing lawn and swoop pond. Ask your instructor if you are not sure of the designated landing areas.
- Keep in mind, however, that **no landing area is OUT OF BOUNDS**. Always plan your circuit to land in your designated area, but if you find yourself in a situation where it is SAFER to land in an area that is not your designated landing area … LAND THERE!!!!!!

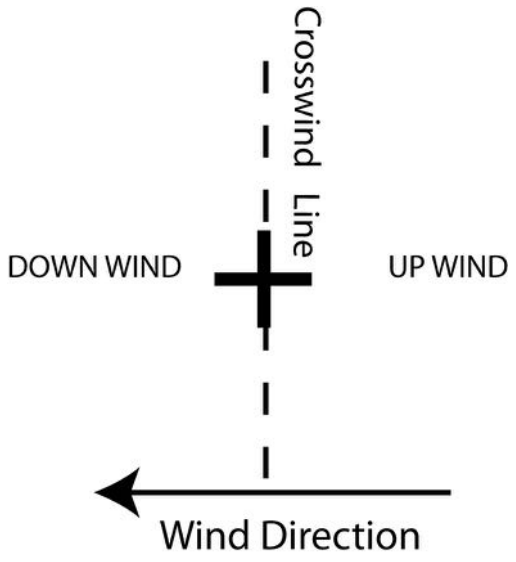
Reference Heights

Speak to an Instructor FIRST before undertaking these tips on your own

The following are basic reference heights for general planning purposes. The more experience you gain, the more familiar you will become with these heights. You need to take into account your skill level, wind conditions, the type of canopy you are jumping.

Please discuss these things with your Instructors.

Nominate the area where you plan to land. Draw an imaginary **crosswind line** through the nominated landing area, dividing the UP WIND side of the landing area from the DOWN WIND side of the landing area.



Planning and Flying your Landing Circuit

UPWIND: The upwind side of the landing area is the side that the wind is coming FROM.

Generally, remain upwind until at least 1,000ft

DOWNWIND: The downwind side of the landing area is the side the wind is blowing TO.

Generally you will not want start your DOWN WIND leg until at least 1,000ft. As you gain experience you will learn to judge the best height to cross over down wind depending on the wind strength and wind conditions and canopy you're using on the day.

HOLDING AREA – This is the area UPWIND of your landing area where you remain until you are ready to commence the DOWNWIND leg of your circuit

DOWNWIND LEG: Starts no higher than 1,000ft

How To Judge: Refer to your alti and note what the picture looks like at this height.

As you pass the imaginary line to the downwind side of the landing area you will fly the DOWNWIND LEG of your landing pattern, roughly 150m, to one side of the target area.

BASE LEG: Turn base (crosswind) at approximately 500ft. Check for clear airspace before turning

How to judge: You may refer to your alti / use your eyes.

You will turn approximately 90° onto your BASE LEG. You can turn onto base earlier in stronger winds.

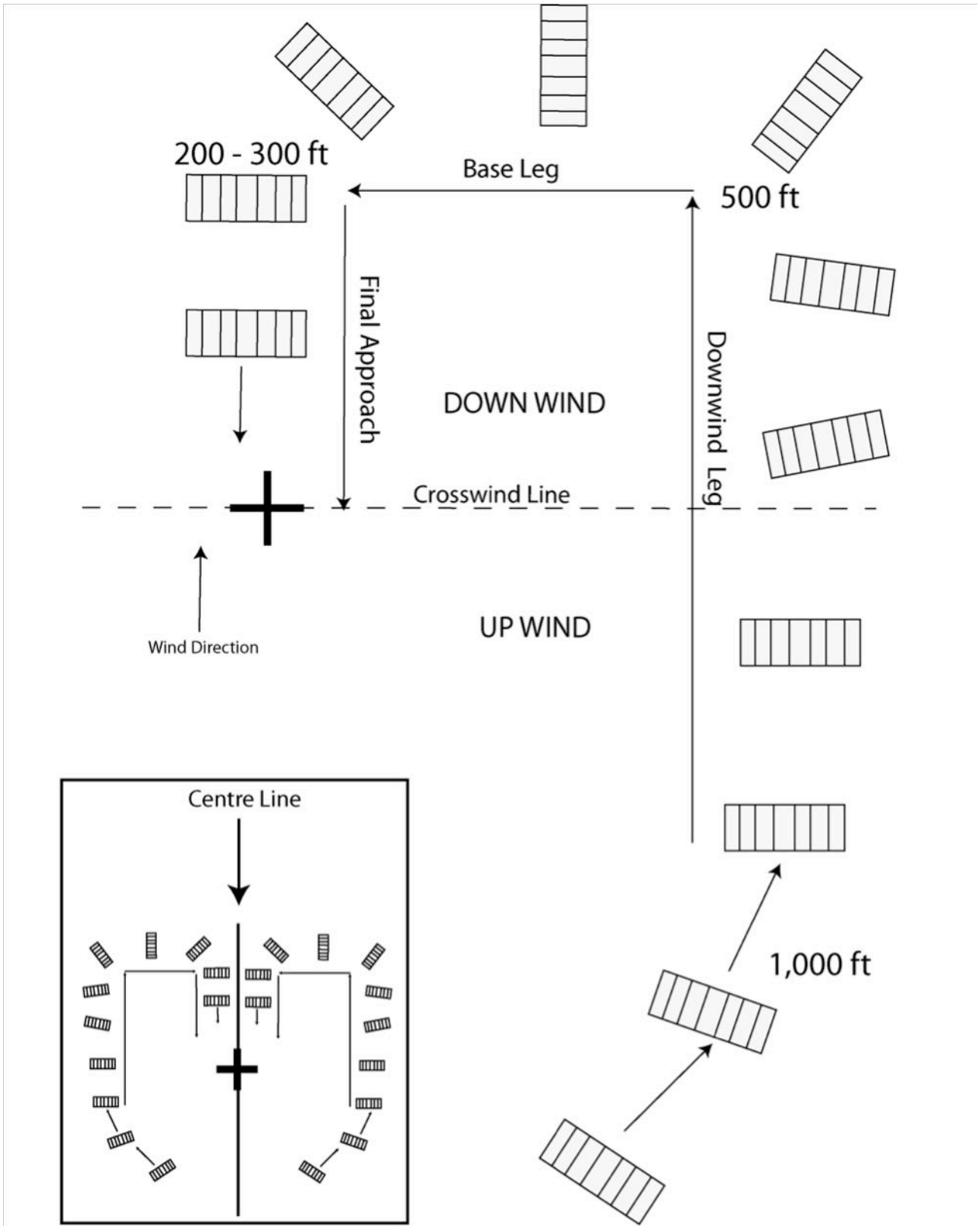
FINAL LEG: Starts at roughly 250ft. Check for clear airspace before turning

How to judge: Trust YOUR EYES at this height, rather than your alti.

You will turn approximately 90° towards your landing area and you will now be flying into the wind towards your nominated landing area.

Remember if you are going to overshoot and land past the nominated landing area allow yourself to do so as long as there is a clear area to safely land.

DON'T make big toggle corrections on final leg, small toggle input only. Better to be safe than sorry.



HOLDING AREA

STATUS BOARD - SAMPLE

This is the black chalkboard down at the emplaning area. It is updated every morning.

Saturday 7th March (*Date)*

Caravan/Beaver *(Aircraft in use on the day)*

No high openings whilst 2 A/C ops	(1)
300 °	(2)
0.4 short	(3)
Land North	(4)

Interpretation

(1) Comments

Whilst there are 2 aircraft in operation high openings (ie above 4000ft) are NOT permitted in case second aircraft is dropping shortly after first aircraft drop.

(2) Run In Direction

This is the direction the aircraft is flying INTO on jump run. In this case the aircraft is running **into** 300° (into the northwest), therefore this indicates the upper winds are coming FROM the northwest. Remember, upper winds can often be different from ground winds.

(3) Exit Point

This is the exit point of the aircraft, ie green light or "Door" command. In this case the aircraft will be *powering off 0.4 **miles** short of the DZ. It is important to understand that as there are usually several separate groups exiting the aircraft on each load the exit spot is determined for the consideration of ALL groups. The earlier groups to exit may be open slightly short of the DZ, whilst the later groups to exit will be open past the DZ (deep).

NB: As a guideline, the deeper the spot, ie the further UPWIND of the DZ we exit the aircraft the stronger the upper winds. Likewise, a shorter the spot would indicate weaker upper winds. Please consider carefully the groundspeed of the aircraft and ensure safe gaps between exit groups to achieve adequate HORIZONTAL SEPARATION between groups. **IF IN DOUBT – ASK!!!!!!!**

* Powering off *(engine power cut back a little to allow for lower speed at exit time)*

(4) Designated Landing Direction

Designated landing direction for ALL jumpers. This case would indicate that either the ground winds are coming from the north OR the winds are light and variable (Picton rule: No wind/light and variable conditions, land north).

STAGE 2 - BODY CONTROL

AIMS OF STAGE 2: **Height awareness**
Delta (forward movement)
Leg and arm awareness
Introduction to turns
Awareness checks at 5,000ft and deploy pilot chute

Exit same as Stage 1 ... Horizon, Ground, Alti (when stable start the extended practice throw straight away)

EXTENDED PRACTICE THROW (Allow for hand adjustment and wait for shake from JM1)

Check Height Read your alti
Check Left Check under your left arm for **forward movement signal** from JM2

FORWARD MOVEMENT Move into position slowly

Count 1,000, 2,000, 3,000 or until shake from your JM

Hard arch Return to arch slowly

Check Height Read your alti

Check Left Check under your left arm for **backward movement signal** from JM2

NEUTRAL / BOX POSITION Move into position

Look Left Ask, "How are my legs?" Respond to adjustments from JM.

Check Height Read your alti

Look Right Ask, "How are my arms?" Respond to adjustments from JM.

Check Height Read your alti

LEFT TURN Pivot your **upper body** to the left - imagine an aircraft banking.

Count 1,000, 2,000, 3,000 or until shake from your JM

Hard arch Return to arch slowly

Check Height Read your alti

5,000ft **WAVE OFF**
4,000ft **ARCH - LOCATE - GRASP - THROW**
1,000 - 2,000 - 3,000 – CHECK

After your JMs have adjusted your legs and arms you should still be in a HARD ARCH. Elbows to fingertips and knees slightly bent, but ARCH IS MAINTAINED FROM YOUR SHOULDERS TO YOUR KNEES

Follow the TA's directions. Check that you have clear air space before turning and think about the circuit you would fly if you were landing unassisted and compare it to the TA's directions.

STAGE 3 - HEADING & HOVER CONTROL

AIMS OF STAGE 3: **Height awareness**
Hover control
Heading control
Wave off followed by Solo Throw (at JM's discretion)

Exit aircraft as in Stage 1

Horizon, Ground, Alti (read your alti and then start the practice throw straight away)

PRACTICE THROW

Check Height Read your alti

Assume box position

Check Left **"How are my legs?"** Respond to any corrections from JM2
Check Height Read your alti

Check Right **"How are my arms?"** Respond to any corrections from JM1
Check Height Read your alti

JM2 will move around to the front. Respond to any signals *eg Hard arch (thumb down signal); leg trim adjustment, heel clicks.*
Feel for any tension in the grips before JM2 releases from the front. If you feel tension, stretch out your legs.
Be aware of and correct any deviation from heading.

Maintain **eye contact** with JM2 whilst maintaining **height awareness**.

LOOKING (at JM2), **LOOKING** (at JM2), **LOOKING** (at JM2), **ALTI**

JM1 will also release grips if your body position is smooth and stable and you are maintaining heading.

5,000ft **WAVE OFF -** Maintain eye contact with JM2 whilst waving. This will help with heading control.

4,000ft **ARCH - LOCATE - GRASP - THROW**
1,000 - 2,000 - 3,000 – CHECK

Follow the TA's directions. Check that you have clear air space before turning and think about the circuit you would fly if you were landing unassisted and compare it to the TA's directions.

REVISION

ARCH: A good body position, body symmetry ensures you maintain stable flight without drifting. After your JMs have adjusted your legs and arms you should still be in a HARD ARCH. Elbows to fingertips and knees slightly bent, but ARCH IS MAINTAINED FROM YOUR SHOULDERS TO YOUR KNEES
If unstable – ARCH. Understand back to earth recovery technique.

If you are unstable at deployment height …….. DEPLOY your parachute !!!

IDENTIFYING A PERFECT PARACHUTE: Size, Shape, Slider down, Straight flight, Twist free
CONTROLLING A PERFECT PARACHUTE: Toggles (practice flare), Turn, Target, TA
HEIGHT AWARENESS: Most important aim of every jump. Check altimeter at regular intervals.

STAGE 4 - HEADING & HOVER CONTROL

AIMS OF STAGE 4: **Height awareness**
Hover control
Heading control
Wave off followed by Solo Throw
(Radio assist canopy control)

JM on your right side for exit

Horizon, Ground, Alti (read your alti and then start the practice throw straight away)

PRACTICE THROW

Check Height Read your alti

Assume box position

Check Height Read your alti

JM will move around to the front. Respond to any signals ***eg Straighten legs, arch.***
Feel for any tension in the grips before JM releases. If you feel tension, stretch out your legs. Maintain your arch from shoulders to knees
Be aware of and correct any deviation from heading.

Maintain **eye contact** with JM whilst maintaining **height awareness**

LOOKING (at JM), **LOOKING** (at JM), **LOOKING** (at JM), **ALTI**

5,000ft **WAVE OFF -** Maintain eye contact with JM whilst waving. This will help with heading control.

4,000ft **ARCH - LOCATE - GRASP - THROW**
1,000 - 2,000 - 3,000 – CHECK

Your JM may brief you on a radio only assisted landing. Once you start landing yourself without assistance from an instructor you need to record your landing distance to target in your log book for EACH JUMP.

REVISION

HEIGHT AWARENESS: Most important aim of every jump. Check altimeter at regular intervals.
ARCH: A good body position, body symmetry ensures you maintain stable flight without drifting.

In the box, or neutral flying position, your ARCH IS MAINTAINED FROM YOUR SHOULDERS TO YOUR KNEES.

IF YOU ARE AT ANY TIME OUT OF CONTROL OR UNSTABLE - HARD ARCH, STRAIGHT LEGS, TOES POINTED. Remember back to earth recovery technique ... ARCH, arm across chest, flip over.

***** ONCE YOU REACH 4,000FT, THROW PILOT CHUTE, REGARDLESS OF STABILITY *****

STAGE 5 - 360 DEGREE TURNS AND DOCKING

AIMS OF STAGE 5: **Height awareness**
360 degree turns
Forward movement and Docking
Wave off and deploy pilot chute

JM on your right side for exit

Horizon, Ground, Alti (read your alti and then start the practice throw straight away)

PRACTICE THROW

CHECK HEIGHT Read your alti

JM will move around to the front. Respond to any signals ***eg Straighten legs, arch.***

CHECK HEIGHT Read your alti

360 DEGREE LEFT TURN - When signalled by JM to do so.

CHECK HEIGHT Read your alti
DOCK WITH JM Move forward by stretching out your legs. Do not reach out for grips with your arms.

CHECK HEIGHT Read your alti

360 DEGREE RIGHT TURN - When signalled by JM to do so.

CHECK HEIGHT Read your alti
DOCK WITH JM Move forward by stretching out your legs. Do not reach out for grips with your arms.
CHECK HEIGHT Read your alti

4,000ft **WAVE OFF -** Maintain eye contact with JM whilst waving. This will help with heading control.

3,500ft **ARCH - LOCATE - GRASP - THROW**
1,000 - 2,000 - 3,000 - CHECK

REVISION

HEIGHT AWARENESS: Most important aim of every jump. Check altimeter at regular intervals.

ARCH IS MAINTAINED FROM YOUR SHOULDERS TO YOUR KNEES.

IF YOU ARE AT ANY TIME OUT OF CONTROL OR UNSTABLE - HARD ARCH, STRAIGHT LEGS, TOES POINTED

***** ONCE YOU REACH 3,500FT, THROW PILOT CHUTE, REGARDLESS OF STABILITY *****

STAGE 6 - 360 DEGREE TURNS AND DOCKING

AIMS OF STAGE 6: **Height awareness**
Solo Exit
Turns and Docking
180° Turn, wave off and deploy pilot chute

SOLO EXIT - JM follows and positions approximately 2 metres in front of you.

CHECK HEIGHT Read your alti

Respond to any signals ***eg Straighten legs; arch harder.***

CHECK HEIGHT Read your alti

360 DEGREE LEFT TURN - When signalled by JM to do so.

CHECK HEIGHT Read your alti
DOCK WITH JM Move forward by stretching out your legs. Do not reach out for grips with your arms.

CHECK HEIGHT Read your alti

360 DEGREE RIGHT TURN - When signalled by JM to do so.

CHECK HEIGHT Read your alti
DOCK WITH JM Move forward by stretching out your legs. Do not reach out for grips with your arms.
CHECK HEIGHT Read your alti

4,500ft **180 degree turn away.** Pick a heading to avoid over turning.

4,000ft **WAVE OFF -** Maintain heading whilst waving and deploying.

3,500ft **ARCH - LOCATE - GRASP - THROW**
1,000 - 2,000 - 3,000 – CHECK

REVISION

HEIGHT AWARENESS: Most important aim of every jump. Check altimeter at regular intervals.

ARCH IS MAINTAINED FROM YOUR SHOULDERS TO YOUR KNEES.

IF YOU ARE AT ANY TIME OUT OF CONTROL OR UNSTABLE - HARD ARCH, STRAIGHT LEGS, TOES POINTED

***** ONCE YOU REACH 3,500FT, THROW PILOT CHUTE, REGARDLESS OF STABILITY *****

STAGE 7 - BACKLOOP AND TRACKING

AIMS OF STAGE 7: **Height awareness**
Solo Dive Exit
Backloop - recovery control
Tracking
Wave off and deploy pilot chute

SOLO DIVE EXIT - Perform 180 degree turn back onto aircraft heading
JM will position 2-3 metres in front of you.

CHECK HEIGHT Read your alti

JM will turn side on to you and demonstrate a backloop.

CHECK HEIGHT Read your alti

JM will give you a signal to do a backloop

Carry out a backloop - Simultaneously push both arms down, bring your knees up to your chest and throw your head back. When you see the horizon open out into a normal arch.

CHECK HEIGHT Read your alti

If you have adequate height your JM will signal you to perform a 2nd backloop.
Only carry out a 2nd backloop if signalled by your JM to do so.

CHECK HEIGHT Read your alti

6,000ft or above - JM will point you in the direction of your track
Turn and face the direction indicated and **PICK A HEADING.**

TRACK IN THE DIRECTION INDICATED BY JM.

4,500ft **Flare out of track and resume normal arch**

4,000ft **WAVE OFF**. Maintain the same heading as the track

3,500ft **ARCH - LOCATE - GRASP - THROW**
1,000 - 2,000 - 3,000 - CHECK

REVISION

HEIGHT AWARENESS: Most important aim of every jump. Check altimeter at regular intervals.

ARCH IS MAINTAINED FROM YOUR SHOULDERS TO YOUR KNEES.

IF YOU ARE AT ANY TIME OUT OF CONTROL OR UNSTABLE - HARD ARCH, STRAIGHT LEGS, TOES POINTED

***** ONCE YOU REACH 3,500FT, THROW PILOT CHUTE, REGARDLESS OF STABILITY *****

STAGE 8 - FALL RATE and "S" TRACK

AIMS OF STAGE 8: **Height awareness**
Fast and Slow Fall
"S" Track
Wave off and deploy pilot chute

SOLO DIVE EXIT - Perform 180 degree turn back onto aircraft heading
JM will position 2-3 metres in front of you.

CHECK HEIGHT Read your alti

JM will demonstrate fast fall, then signal you to do the same
FAST FALL - Perform fast fall as demonstrated
CHECK HEIGHT Read your alti

JM will demonstrate slow fall, then signal you to do the same
SLOW FALL - Perform slow fall as demonstrated
CHECK HEIGHT Read your alti

CHECK HEIGHT Read your alti

6,000ft or above **TRACK WITH "S" TURN -** JM will indicate direction of track

CHECK HEIGHT Read your alti

4,500ft **Flare out of track and resume normal arch**

4,000ft **WAVE OFF**. Maintain the same heading as the track

3,500ft **ARCH - LOCATE - GRASP - THROW**
1,000 - 2,000 - 3,000 – CHECK

REVISION

HEIGHT AWARENESS: Most important aim of every jump. Check altimeter at regular intervals.

ARCH IS MAINTAINED FROM YOUR SHOULDERS TO YOUR KNEES.

IF YOU ARE AT ANY TIME OUT OF CONTROL OR UNSTABLE - HARD ARCH, STRAIGHT LEGS, TOES POINTED

***** ONCE YOU REACH 3,500FT, THROW PILOT CHUTE, REGARDLESS OF STABILITY *****

STAGE 9 - LOWER ALTITUDE EXIT

AIMS OF STAGE 9: **Height awareness**
Familiarisation with lower exit heights

Stage 9 involves one jump - from a minimum height of 4,000ft.

The aim of this jump is not to obtain maximum freefall, but to familiarise you with opening your parachute from a lower exit height, demonstrating sub-terminal control.
These jumps used to be called "Hop and Pops". Your aim is to exit the aircraft in a stable position and commence pilot chute deployment while you are still at sub-terminal speed.

If you exit the aircraft and reach straight behind for your pilot chute handle you may roll over and become unstable. The aim is to delay for approximately 3-5 seconds, enough to allow yourself to settle before commencing your deployment.

In freefall, normally you would cover approximately 1,000ft every 5 seconds.
**** On exiting the aircraft it takes you approx 10 seconds to cover the first 1,000ft ****
There is no need to rush!!

SOLO EXIT from 4,000ft or higher

Exit aircraft by dive or poise
Demonstrate sub-terminal control
Commence pilot chute throw - minimum height 3,000ft
ARCH - LOCATE - GRASP - THROW
1,000 - 2,000 - 3,000 - CHECK

REVISION

IF YOU ARE AT ANY TIME OUT OF CONTROL OR UNSTABLE - HARD ARCH, STRAIGHT LEGS, TOES POINTED

If you are still on your back after doing the above, bring one arm in to your chest and look over the same shoulder. This will flip you over.

IF UNSTABLE AT DEPLOYMENT HEIGHT, THROW PILOT CHUTE, REGARDLESS OF STABILITY

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

Aircraft: CARAVAN / XL / BEAVER / CESSNA / OTHER ……..……..

Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM1:…… **JM2**:……. **Cameraman**:……..……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: ……

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

Aircraft: CARAVAN / XL / BEAVER / CESSNA / OTHER ……..……..

Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM1:…… **JM2**:……. **Cameraman**:……..……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: …… 54

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

Aircraft: CARAVAN / XL / BEAVER / CESSNA / OTHER ……..……..

Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM1:…… **JM2**:……. **Cameraman**:……..……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: ……

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

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Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM1:…… **JM2**:……. **Cameraman**:……..……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: …… 56

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

Aircraft: CARAVAN / XL / BEAVER / CESSNA / OTHER ……..……..

Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM:……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: ……

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

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Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM:……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: ……

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

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Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM:……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: …… 59

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

Aircraft: CARAVAN / XL / BEAVER / CESSNA / OTHER ……..……..

Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM:……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: ……

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

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Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM:……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: …… 61

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

Aircraft: CARAVAN / XL / BEAVER / CESSNA / OTHER ……..……..

Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM:……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: ……

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

Aircraft: CARAVAN / XL / BEAVER / CESSNA / OTHER ……..……..

Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM:……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: …… 63

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

Aircraft: CARAVAN / XL / BEAVER / CESSNA / OTHER ……..……..

Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM1:……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: ……

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

Aircraft: CARAVAN / XL / BEAVER / CESSNA / OTHER ……..……..

Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM1:……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: …… 65

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

Aircraft: CARAVAN / XL / BEAVER / CESSNA / OTHER ……..……..

Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM1:……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: ……

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

Aircraft: CARAVAN / XL / BEAVER / CESSNA / OTHER ……..……..

Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM1:……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: …… 67

STAGE _____ LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

Aircraft: CARAVAN / XL / BEAVER / CESSNA / OTHER ……..……..

Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM1:……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: ……

IMPORTANT – PLEASE NOTE

IS YOUR APF MEMBERSHIP IN DATE?

YOUR INITIAL STUDENT MEMBERSHIP WILL EXPIRE IN A COUPLE OF MONTHS

MANDATORY: YOU MUST BE A CURRENT APF MEMBER IN ORDER TO JUMP IN AUSTRALIA. IF YOUR APF MEMBERSHIP HAS EXPIRED YOU **MUST** REJOIN **BEFORE** YOU DO ANOTHER JUMP. ASK AN INSTRUCTOR OR SEE MANIFEST IF YOU ARE NOT SURE WHAT YOU NEED TO DO.

SYDNEY SKYDIVERS
www.sydneyskydivers.com.au
Your local full service skydiving centre

SKYDIVE SYDNEY - CAIRNS

TANDEM CAIRNS
www.tandemcairns.com.au
CAIRNS local full service skydiving centre

SKYDIVE

THE ACCELERATED FREEFALL COURSE

STUDENT'S NAME: .....

WEIGHT: .....

HEIGHT: .....

TRAINING DATE: / /

INSTRUCTOR'S CERTIFICATION

DATE: / /

INSTRUCTOR'S NAME: .....

SIGNATURE AND LICENCE #: .....

RECOMMENDATION: AFF 1 ☐ TAF 1 ☐ Comment: .....

IF STUDENT'S CURRENCY HAS EXPIRED

REASSESSED BY: ..... **DATE:** / /

SIGNATURE AND LICENCE #: .....

WORK COMPLETED: HARNESS ☐ WRITTEN EXAM ☐ ORAL and PRACTICAL ☐

Comment: .....

REVISED OCTOBER 2014

STAGE 1 LOG BOOK ENTRY

Jump No:_____ **Date**: _____/_____/_____ **Place**: PICTON / INNISFAIL / _____

Aircraft: CARAVAN / XL / BEAVER / CESSNA / OTHER ……..……..

Main: 170 / 190 / 230 / 250 / 260 **Height**: ……..ft

Wind: Nil / 2-5 / 6-8 / 9-11 / 12-15 knots **Distance to Target**: …….metres.

JM1:…… **JM2**:……. **Cameraman**:……..……

DEBRIEF

SETUP:
EXIT:
FREEFALL:
HEIGHT AWARENESS:
PILOT CHUTE THROW:
CANOPY CONTROL:
GENERAL RECALL:

JM's Recommendation: …….

Signature and Licence No: ……