

## 2 HOUR REVIEW

- 1) Decision altitude to reflect skill level – Why?
  - a) Cutaway/ Deploy reserve
  - b) Controllability check on reserve
  - c) Find suitable landing area
  - d) Identify all obstacles in immediate vicinity of landing area
  - e) Fly a landing pattern
- 2) Pull altitude to reflect decision altitude – 1,000' above decision altitude/or enough time to react to worst case scenario
- 3) Common canopy problems
  - a) Line twists
  - b) Collapsed end cells
  - c) Slider up
- 4) Equipment emergencies
  - a) Injured arm in freefall
  - b) Total malfunction
  - c) Pilot chute hesitation/Pilot chute in tow
  - d) Bag lock
  - e) Horseshoe
  - f) Tension knots
  - g) Streamer
  - h) Line over
  - i) Slow speed unusual canopy flight
    - i) Broken lines
    - ii) Damaged canopy
    - iii) Toggle fire
    - iv) Pilot chute over the nose
- 5) Two out scenarios – What causes it?
  - a) Side by side – unstow brakes if not tangled
  - b) Biplane – unstow brakes if not tangled
  - c) Downplane – cutaway regardless of altitude
- 6) Obstacle avoidance and landings – How?
  - a) Power lines
  - b) Trees
  - c) Buildings/fixed obstacles
  - d) Water
  - e) Landing out procedures

- f) PLF (physically demonstrate until correct)
- 7) Aircraft Emergency Procedures (At the plane if possible)
  - a) Parachute open in the plane
    - i) 182
    - ii) Caravan
  - b) Landing in the plane
  - c) Altitudes to stay or leave and which procedures to use
    - i) Licensed jumpers
      - (1) <1,000' – EMERGENCY LANDING - land with the plane
      - (2) 1,000' – 2,999' – EMERGENCY EXIT - A license exit on reserve
      - (3) 1,000' – 2,499' – EMERGENCY EXIT - B/C/D license exit on reserve
      - (4) Above – EMERGENCY EXIT - Exit on main – Hop n Pop regardless of altitude
  - d) Pilot is in control
  - e) Location of fuel switch and altimeter(182)
  - f) Protecting handles - Why
  - g) Seatbelt use – FAR 91.107
- 8) **Landing Pattern – EMPHASIZE**
  - a) **Landing Priorities**
    - i) **Wing Level**
    - ii) **Open Area – Free of obstacles**
    - iii) **Flare a minimum of halfway**
    - iv) **Prepare to PLF**
  - b) **Altitudes for landing patterns – Downwind – Base – Final**
  - c) **Promoting a smooth flow of traffic**
    - i) **Horizontal separation**
    - ii) **Vertical separation**
    - iii) **Who has right of way**
    - iv) **Predictable pattern**
  - d) **Areas not to be over (center line on final, obstacles)**
  - e) **Downwind/crosswind landings**
    - i) **How to perform**
    - ii) **What to expect**
    - iii) **Why would they be necessary**
- 9) **Winds**
  - a) **Upwind/Downwind - Define**
  - b) **Review winds aloft chart**
  - c) **Wind limits (Student - 14 mph v. Licensed jumper - unlimited)**

## 10) Spotting

- a) Splitting the spot
- b) Exit separation – Why is it important?
  - i) 45 degree angle, ground speed chart in plane
- c) Determining Exit and opening points – SIM section 4 Category E page 70

## 11) Freefall Safety

- a) Gear checks
  - i) **How – Physically Demonstrate**
  - ii) When – prior to gear up, prior to boarding, prior to exit,
  - iii) Check of three's
    - (1) 3 straps
    - (2) 3 rings
    - (3) 3 handles
- b) **3 rules of pulling – IN ORDER OF IMPORTANCE!**
  - i) **Pull**
  - ii) **Pull on time**
  - iii) **Pull on time and stable**
- c) Appropriate breakoff altitudes – 1,500' above highest planned deployment altitude
  - i) Why 1,500'
- d) Tracking safety – no more than five seconds up or down line of flight, potential risks

## 12) Cloud clearance requirements

- a) Above 10,000' MSL
  - i) 1 mile horizontal distance
  - ii) 1,000' above
  - iii) 1,000' below
  - iv) 5 miles of visibility
- b) Below 10,000' MSL
  - i) 2,000' horizontal distance
  - ii) 1,000' above
  - iii) 500' below
  - iv) 3 miles visibility

## 13) Scenarios

- a) Long spot
  - i) How to prevent
    - (1) Spotting
    - (2) Timely climbouts
  - ii) Open High – No track
  - iii) Upwind – Half brakes

- iv) Downwind – let it fly
  
- b) Areas not to be in freefall
  - i) Above/below another jumper
  - ii) Going low on a formation
    - (1) If less than 50' vertically of formation
      - (a) Maintain visual of formation
      - (b) Attempt to recover altitude
      - (c) Avoid going directly underneath formation
      - (d) Break off at planned breakoff altitude
      - (e) Deploy at planned deployment altitude
    - (2) If greater than 50' vertically of formation
      - (a) Maintain visual of formation
      - (b) Attempt to recover altitude
      - (c) If unable to recover within 50'
        - (i) Initiate breakoff 2,000' higher than planned breakoff altitude to allow time to create additional horizontal separation from the formation
        - (ii) Perpendicular to line of flight
      - (d) Deploy at planned deployment altitude
- c) Backward landing procedures
  - i) Flare minimum of halfway
- d) Turbulence
  - i) Where it comes from
    - (1) Differences in terrain
    - (2) Downwind of an obstacles
    - (3) Possible turbulent areas in the east field/airport
  - ii) How to fly in it
    - (1) Full flight
    - (2) Prepared to flare when needed
- e) Describe how to safely dive and dock in freefall
  - i) Slow down early
  - ii) Not directly above/below
  - iii) Approach on level
- f) Describe Exit order
  - i) Belly flyers (largest –smallest)
  - ii) Hybrids (largest – smallest)
  - iii) Freeflyers (largest – smallest)
  - iv) High Pulls (anything over 4.5k)

- (1) Must receive approval of manifest
- (2) Must inform everyone on the load including the pilot
- v) Tracking dives are either First or last depending on situation/winds
- g) Canopy control
  - i) How to stall canopy
  - ii) Mid brake turns
  - iii) **Dangers of toggle turns**
    - (1) **Near the ground**
      - (a) **Collision with the ground**
      - (b) **Collision with other jumpers**
      - (c) **Line twists**
    - (2) **In the air**
      - (a) **Line twists**
      - (b) **Collision with other jumpers**