

## 30 MINUTE 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) Do Not Cut Away Below Altitude – Why?
- 4) Common canopy problems
  - a) Line twists
  - b) Collapsed end cells
  - c) Slider up
- 5) 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
- 6) 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
- 7) 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)
- 8) 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) Students
      - (1) <1,000' - EMERGENCY LANDING - land with the plane
      - (2) 1,000' – 4,000' – EMERGENCY EXIT - exit on reserve
      - (3) 4,000' and above – EMERGENCY EXIT - exit on main
    - ii) 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
- 9) Landing Pattern
  - 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