60 MINUTE REVIEW

(For 45 second delays and higher and licensed jumpers)

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 – 1000' 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) <1000' – EMERGENCY LANDING - land with the plane
         (2) 1000' – 4000' – EMERGENCY EXIT - exit on reserve
         (3) 4000' and above – EMERGENCY EXIT -exit on main
      ii) Licensed jumpers
         (1) <1000' – EMERGENCY LANDING - land with the plane
         (2) 1000' – 2999' – EMERGENCY EXIT - A license exit on reserve
         (3) 1000' – 2499' – 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

10) Winds
    a) Upwind/Downwind - Define
    b) Review winds aloft chart
    c) Wind limits (Student - 14 mph v. Licensed jumper - unlimited)
11) 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
12) Freefall Safety
    a) Gear checks – prior to gear up, prior to boarding, prior to exit,
    b) Check of three's
        i) 3 straps
        ii) 3 rings
        iii) 3 handles
    c) 3 rules of pulling – IN ORDER OF IMPORTANCE!
        i) Pull
        ii) Pull on time
        iii) Pull on time and stable
    d) Appropriate breakoff altitudes – 1,500' above highest planned deployment altitude
        i) Why 1,500'
    e) Tracking safety – no more than five seconds up or down line of flight, potential risks
13) 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
14) 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) Look over shoulder
ii) Flare minimum of halfway
iii) Backwards PLF

d) Turbulence
i) Where it comes from
(1) Differences in terrain
(2) Downwind of an object
(3) Possible turbulent areas in the east field/airport
(4) Canopy burbles
ii) How to fly in it
(1) Full flight
(2) Prepared to flare when needed