

Intro:

- Gear storage-car trunks/contaminants etc.
- UV exposure
- Repack cycles/maintenance

Inspection:

- Packing Card
- Pin(s)/handle secure etc.
- Harness integrity
- B 12 snaps/quick ejectors

Wearing:

- Snug-not tight- difference sitting/standing.

Egress:

- Canopy-> belts. Need to practice and consider individual gliders.
- Avoid the habit of unstrapping your parachute while seated in the glider.
- Possible hindrances:
- PDA zip tied to canopy
- O2
- Drinking tube
- Radio/microphone
- Pulse OX w/wire
- Pee tube

Deployment:

- Eyeglasses/contact lenses- Gone.
- Look Reach Pull
- Immediately to 3 second delay
- Can't see handle/handle isn't there- Feel for MLW- Cable- housing- cable handle.
- Pilot chute entanglement
- Clothing-Boots/death hooks. Shirt interfering with handle.

Steering/Landing:

- Steer with risers/colored lines - do not flare round parachutes.
- 5 MPH forward speed.
- PLF-Feet directly underneath Points of contact (Feet, Calf, Thigh Butt, Shoulder/Shoulder)
- Collapsing canopy

- Wires
- Water
- Woods

Powerlines:

- Power lines present a serious hazard to all aviators; know where they are.
Identify power lines in the landing area as early as possible and steer to avoid them.
- Prepare for a hard landing (PLF).
- If a power line landing is unavoidable:
- Drop any ripcords or other objects.
With a round canopy, place your hands between the front and rear risers on each side.
Prepare for a PLF with your feet and knees tightly together and turn your head to the side to protect your chin.
Land parallel to the power lines
Do not touch more than one wire at a time.
If suspended in the wires:
- Wait for help from drop zone and power company personnel; nylon conducts electricity at higher voltage
- Verify with only the power company that electrical power is off and will stay off.
- If the computer controlling the power distribution senses a fault in the line, computer-controlled resets may attempt to turn the power back on without warning.

Water:

- Disconnect the chest strap to facilitate getting out of the harness after landing in the water.
Steer into the wind.
Loosen the leg straps slightly to facilitate getting out of the harness after splashing down.
- If you loosen the leg straps too much, you may not be able to reach the toggles.
Do not unfasten the leg straps.
- Prepare for a PLF, in case the water is shallow (it will be nearly impossible to determine the depth from above).
Enter the water with lungs filled.

After entering the water, throw your arms back and slide forward out of the harness.

- Remain in the harness and attached to the canopy until actually in the water.
- Dive deep and swim out from under the collapsed canopy.
If covered by the canopy, follow one seam to the edge of the canopy until clear.
Refill your lungs at every opportunity.
Swim carefully away upwind or upstream to avoid entangling in the suspension lines.

Trees:

- The potential dangers of landing in a tree extend until you are rescued and safely on the ground.
- If a tree landing is unavoidable:
- Prepare for a PLF; often the jumper passes through the tree and lands on the ground.
- Protect your body.
- Keep feet and knees tightly together.
- Do not cross your feet or legs.
- Cover your face with your hands while holding your elbows tightly against your stomach.
- Steer for the middle of the tree, then hold on to the trunk or main branch to avoid falling.
- If suspended above the ground, wait for help to get down.
- Don't attempt to climb down from a tree without competent assistance.
- Belay devices, parachute rope ladders- never being found.
- Hook knives.

Survival:

- Rule of threes.
- Camping/survival gear. Camping gear is in the aircraft - Survival gear is in your pockets.
- PLB's/ Handheld A/C radios/SAT. phones
- Practice/spend a night out after flying?