

IAF COMPREHENSIVE JUMP COURSE OUTLINE

1. INTRODUCTION

- A. Yourself
- B. USPA
- C. NO ALCOHOL, DRUGS of any kind
- D. IAF concept and training
- E. Review waivers. restate risks and responsibilities
- F. Who can't swim-Avoid water
- G. Scuba-- not within 24 hours
- H. Currency-- must jump within 30 days until jumper gets an A license
- I. DENTAL PROBLEMS /MEDICAL PROBLEMS or GAVE BLOOD

2. EQUIPMENT

- A. Put on rig and show position of the handles, straps, altimeter,etc.
- B. Show major components
- C. Main location and how activated (Must do 3 correct practice throws on the jump)
- D. Reserve location and how activated
- E. Cut-away and operation of 3 ring and RSL
- F. AAD (TURN OFF IF STUDENT DOES NOT JUMP) don't rely on it
- G. Rigid helmet only

3. AIRCRAFT

- A. Helmet and rig on when entering
- B. Avoid prop, stay with the JM
- C. Seatbelt ON
- D. In Aircraft EMERGENCIES, listen to JM.
The following are altitudes and procedures for the JM to relay:
 - 1) Below 1000' assume the crash position for landing, AAD off
 - 2) 1000' thru 2000' bail out (if advised) Reserve
 - 3) 2000' thru 2500' IAD or Jumpmaster Decision
 - 4) Minimum IAF exit in emergency-5000'
 - 5) Minimum IAF exit -10,500'
 - 6) Open parachute in the Airplane

4. JUMP RUN AND EXITS

- A. Review Skydive
- B. Gear check
- C. Climbout (Twin Otter -- right foot front, hands grasp the door, knees bent, back straight
- D. "ROACH CHECK" (reinforce getting OK)
- E. " PROP-UP- DOWN-ARCH"
- F. Arch facing the relative wind

5. PROBLEMS UPON EXIT

Tumbling (ARCH, ARCH, ARCH)

6. FREEFALL

- A. Stability concepts -- arched body position(signal),arms and legs symmetrical (leg signal)
- B. Relative wind
- C. Sensory overload
- D. IAF LEVEL IV SKYDIVE
 - EXIT
 - C-of-A(signals)
 - 2 PPTs
 - Heading, Altimeter (SC) (signals)
 - Right 90 (Arm Turn, Dip Right Arm)
 - Heading, Altimeter (SC)
 - Left 90 (Arm Turn, Dip Left Arm)
 - Heading, Altimeter Check (SC)
 - Foward Movement (Extend Legs Only)
 - Check Altimeter, (Check Altimeter approximately every 5 seonds)
 - Baby Wave at 5500' then THROW Pilotchute by 4500'.
- E. Review Hand Signals
 - Arch, Legs (bent & straight), C-of-A, PPT (fist), Pull, Relax (tongue), Arms (may position)
- F. JM lost -- ARCH - REACH - THROW (ART)

7. OPENING SEQUENCE

- ARCH-REACH-THROW
- Check (Pilotchute not entangled)
- 1,000-2,000-3,000
- Check (Main canopy)

8. PROCEDURES UPON OPENING

- A. Check canopy, evaluating for minor problems
- B. Minor problems (glitches) emphasize formula 4-S's (square, , stable, slider down, steerable)
 - 1. Pilot chute hesitation -- after 2 checks emergency
 - 2. Line twists
 - 3. End cell closure -- flare canopy hold 3 seconds
 - 4. Slider not more than 1/3 of the way up -- flare canopy and pump from waist to chest
 - 5. Released brake upon opening -- grab toggles and flare
 - 6. Broken suspension lines -- 4-S's
 - 7. Broken steering lines -- 4-S's, steer with rear risers
 - 8. Pilot chute through canopy -- 4 S's
 - 9. Torn canopy -- can crawl through?
 - 10. Hard deck -- 2500'
- C. No minor problems and parachute is opened and flying straight
 - Find airport
 - FLY YOUR FLIGHT PLAN
 - Listen to radio for back up assistance.
- D. Malfunctions (WATCH VIDEO)
 - 1. No Pilotchute Throw (try 2 times)
 - (High Speed) PULL RESERVE
 - 2. Pilotchute Thrown
 - Cutaway and reserve
 - 3. Two Parachutes Out
 - side-by-side:(only if good reserve and not tangled) cutaway main.
 - downplane: cutaway
 - biplane: Land the 2 STACK !
 - 5. Premature opening of Main or Reserve
- E. Reserve is square, solid color 5 or 7 cell, same characteristics as main except it can STALL
- F. HORSESHOE Malfunction
 - 1. Bridle or Pilotchute on body parts- clear if able, if not cutaway and pull reserve.
 - 2. Parachute out, Pilotchute in
 - Throwout,
 - If able deploy pilot chute and canopy malfunctions: Cutaway and Pull Reserve.
 - If you cannot locate: Cutaway and Pull Reserve

9. CANOPY CONTROL (Give handout on Radio Phraseology and review)

(Clear ears, radio on, brakes -- full flight, 1/4, 1/2, 3/4, flare. Look before you turn and holding a heading)

- A. Spotting (where might open -- wind direction at different altitudes)
- B. Locate DZ
- C. Running, crabbing, holding to upwind holding area until approx. 1000'
- D. Down wind (800'), base leg (500'), final approach(300')
- E. S -turns on final or BRAKES.
- F. Turns on final below 100' should be minor, braked turns.
- G. Flare only on radio command;
- if no radio 1/2 brakes and PLF, also if off-DZ landing with or without radio.
- H. You're driving bus, look where going, be safe, avoid collision by doing right turn.
- I. If no radio, find JM and follow, FLY YOUR FLIGHT PLAN!
- J. After landing Collapse canopy by pulling in one toggle all the way.
- K. Pick up canopy.
- L Canopy Stalls-How to find the stall point and how not to stall on landing

10. HAZARDOUS LANDINGS

- A. Power Lines
 - think thin, 1/2 brakes, face into wind
 - wait for competent help
 - "Don't touch me!" until power off
- B. Trees -- 1/2 brakes, cover face, into wind, no flare
- C. Water -- undo chest strap, 1/2 brakes, into wind, swim forward out
- D. Obstacles -- minor turns to avoid
- E. Open field is best, decide by 1500' or higher where landing
- F. Turbulance -- Strong and gusty winds, buildings,trees,etc...
- G. Canopy Collisions

11. PLF's

Standard 5-point landing technique.

Stress importance of setting up when at 100 feet and practice on the ground.

After completing the class, review and assign to Jumpmaster

12. AFTER SKYDIVE

- A. Debrief the student and fill out the logs, Review next Level
- B. Give the student Packing Handout and Packing Video