

# EMERGENCIES

## Parachute Emergencies

### MALFUNCTIONS

A canopy malfunction may occur for any number of reasons. Regardless of cause, your actions are the same:

1. **ASSESS:** check the situation, take a deep breath
2. **THINK:** decide whether to keep the main or use the reserve
3. **REACT:** cutaway and activate the reserve

**Always Practice Your  
Emergency  
Procedures!**

Familiarize yourself with some of the potential situations and the suggested emergency procedures as identified in **CSPA PIM2A & Sport Canopy Endorsement (SCE) Manual**

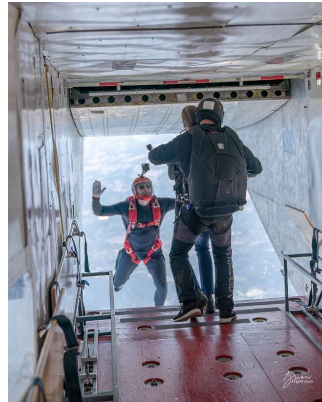
- High Speed Malfunctions
- Low Speed Malfunctions
- 2 Canopies Out:
  - ▶ Side-By-Side
  - ▶ Bi-Plane
  - ▶ In-Between
  - ▶ Down-Plane
  - ▶ Partial Deployment
- Canopy Collisions
  - ▶ Fabric Entanglement
  - ▶ Line Entanglement
- Hazards Near the Ground & Obstacle Avoidance
- Off Dropzone Landings

# STAY INFORMED

## Continued Education

### General Discussion Topics

- Buying the right equipment for you now and through your progression
- Downsizing - More to know than just a smaller parachute - What you should be aware of and how you can safely prepare (SCE)
- Learning new disciplines
- Aircraft briefing & awareness
- Wearing the right gear for the skydive
- Planning for a successful skydive
- Setting S.M.A.R.T. Goals
- Awareness & procedures in unusual canopy situations (ie. Clouds)
- Landing with Flare - Setting yourself up for successful landings
- The importance of AIM (Accident, Incident, Malfunction) Reports



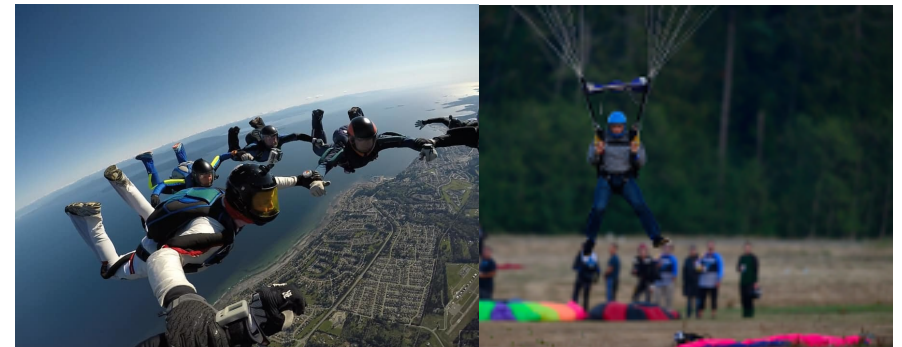
### Be Safe & Have Fun!

To be safe skydivers, it should be stressed that all participants should review all aspects of their skydive ~ following a safe progression rate to their goals ~ jumping within their limits. Safety Awareness Day is a time for all of us to step back and look at where we are, where we are going, and how each of us ~ and those around us ~ are going to safely get there!

~C.S.P.A. Technical & Safety Committee



## Safety Day



# EQUIPMENT

## Packing, Maintenance & Checks

### PACKING

- Parachute packed to manufactures requirements
- Lines straight with no twists
- All lines centered
- Brakes properly stowed
- Slider against the stops & in correct position
- Line stows proper length
- Stow bands correct size & condition
- Enough line length between risers & bag
- Closing loop proper length & in good condition
- Washer at closing loop knot
- Pilot chute bridle routed correctly
- Pilot chute cocked (collapsible)
- Pilot chute folded and stowed as per owner's manual

### MAINTENANCE

#### HARNES/CONTAINER CHECKS

- No broken or frayed stitching & fabric
- Velcro in good condition
- Clean release cables (not crooked)
- Un-frayed closing loops
- Pilot chute pouch (elastic)
- Ripcord pocket (velcro)
- 3-ring system in good condition
- Keepers present & in good condition
- RSL in good condition

#### MAIN PARACHUTE CHECKS

- Pilot chute handle (secure)
- No rips or tears (pilot chute)
- Pin secure (on bridle)
- Cocking cord in good condition (collapsible chute)
- Bag grommets secure & undamaged
- Bridle attachment point secure
- No rips, tears or broken stitching (canopy)
- No broken stitching or damage (all lines)
- Slider grommets not worn, broken or unseated
- Slider material in good shape
- Connector links & bumpers in good condition
- Soft links not worn & correctly

#### STEERING SYSTEM CHECKS

- Toggles secure (knotted or finger trapped)
- Velcro in good condition (if used)
- Keeper ring not corroded
- Wear on stitching and fabric
- Excess line keepers secure

# PRE-BOARDING

## Gear Checks

### JUMPER READINESS

- Dropzone & aircraft briefing received
- Proper gear being used according to discipline, skill, etc.
- Skydive plan communicated, prepared, & practiced (SMART Goals)

### 3-RING SYSTEM

- Only one ring through another
- Riser loop through smallest ring only
- Loop in good condition
- Loop through riser, then through grommet on housing
- Cables through housings & loop - stowed in channel
- No corrosion on rings

### HARNES

- No twists in webbing
- Correctly routed webbing through hardware
- Snaps correctly closed
- Excess webbing retained in keepers
- Handles secure
- Properly fitting & adjusted correctly

### RESERVE

- Closing loop in good condition
- Reserve pin in correct position
- Seal in place (thread not broken)
- Ripcord cable free in housing
- RSL attached and routed correctly
- AAD turned on & set accordingly

### MAIN

- Closing loop in good condition
- Pin seated correctly
- Pilot chute secure
- Handle accessible
- Bridle routed correctly
- Pilot chute cocked (check window)

### ACCESSORIES

- Altimeter set correctly
- Audible altimeter turned on
- Goggles in place (unbroken)
- Gloves (if worn)
- Headwear (shock absorbing)
- Awareness of snag hazard possibilities (cameras, hair, etc.)



**Before You Board Check Your Gear!**

# THE FLIGHT

## Boarding, In-Flight, & Exit

### YOUR PILOT

- Will check for adequate fuel
- Should conduct a thorough daily pre-flight inspection
- Will ask you to fasten your seat belt
- Should know current weather conditions & forecast
- Will check for weight & balance limitations

### BOARDING

- Don equipment and get checks prior to boarding
- Approach aircraft from behind
- Approach helicopters from the front
- Protect handles when you & others boarding & while in aircraft
- Board aircraft in reverse order of exit and according to discipline

### TAKEOFF

- Don headgear and fasten strap
- Fasten seat belts and leave connected until a minimum altitude of 1,500 feet
- Remain stationary unless otherwise directed by pilot

### AIRCRAFT EMERGENCIES

- Follow the pilots instructions
- Don't panic
- Don headgear
- Remain stationary unless otherwise directed by pilot
- If landing, ensure seat belt is securely fastened
- Assume crash position
- Once landed, move away from aircraft if able
- Refer to PIM2A for specific in-flight unusual situation procedures

### THE EXIT

- Plan the spot and exit order prior to boarding the aircraft
- If in groups, exit aircraft so all can make it back to the landing zone
- Leave adequate separation between groups



# THE SKYDIVE

## Freefall, Deployment, & Canopy Control

### BREAK-OFF

- Plan break-off altitude prior to boarding aircraft
- If circumstances dictate, increase the break-off altitude

### TRACKING

- At break-off, turn and track from the centre of the formation
- If below the formation, track at predetermined break-off altitude
- Track in a straight line
- Wave-off and check all around you before throwing the pilot chute

### DEPLOYMENT

- Look for others close by during deployment
- Once open, check for other canopies
- If any conflict arises, steer with rear risers
- To avoid collision, turn 90 degrees in one direction
- If head on collision imminent, steer right

### UNDER CANOPY

- Once open & clear of traffic collapse slider, release brakes, and do a control check (reference PIM2A)
- Look before turning at all times
- Don't spiral down through other canopies
- Yield to lower canopies
- Follow landing patterns



**S.M.A.R.T. Goals**