

Category C - Jump 8 - 2nd 10 second delay

## **Kansas State University Parachute Club**

**Jump number: ~8 (Category C)**  
**Maneuver: 2nd 10 second delay**  
**Altitude: 5,000-5,500ft**  
**Price: \$24 (+Packer fee if needed)**

### **Objectives: Stability and altitude awareness using altimeter**

This is your 2nd introduction to freefall. Like your 1st 10 second delay, we will again focus on a stable body position and heading again using the arch position. Remember the arch is the neutral skydiving position that allows for the most control and maneuverability in freefall.

Did you jump this month?

It is required that you make a jump every 30 days in order to stay current.  
If it has been more than 30 days since your last jump you must hang in the harness again.

On this jump you will start to use an altimeter and have a set pull altitude. Given that at terminal velocity it takes 10 seconds to fall the first 1,000ft and then 5.5 seconds thereafter, our deployment altitude will be 4,000ft (10 seconds from 5,000ft).

During the freefall, you will check your altimeter on the five (5) count, briefly looking at your altitude, maintain your arch and remain counting. On your six (6) count you will then wave off, "arch-thousand, reach-thousand, pull-thousand"

It is important to remember your priorities in freefall as checking your altitude may cause you to go unstable. While checking your altitude, remember to look only briefly at your altimeter and continue to arch (Don't move your whole body). If you find yourself unstable, use the hard arch "X" position to regain stability but keep in mind, time is everything in skydiving:

- 1st priority: PULL!
- 2nd priority: Pull at the proper altitude
- 3rd priority: Pull while stable

### **Canopy control**

If you are ever found in the position where you are landing off the drop zone try to find a SOFA:

Soft - Open - Flat - Area

A SOFA may be identified by keeping in mind that:

- a) Power lines run along roads and between buildings, as well as randomly in open fields.
- b) A row of vegetation often hides a fence or irrigation system
- c) Rocks, hills, and other terrain irregularities often remain invisible until just prior to touchdown.
- d) Inspecting an unfamiliar landing area more closely at every 500-foot interval during descent and continuously below 500 feet may prevent you from serious injury

When landing off remember to face into the wind and prepare to perform a PLF. Some ways to determine wind direction are: look at the trees, the smoke stacks, the river, crops or grass. The best way though would be to acknowledge the position of the sun when facing into the wind on the ground. If landing off, position the sun over the same shoulder (keep in mind though that wind direction can change so you will want to verify using the indicators above as well.)

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**Downwind landings are better than low turns.**

- a. On calm days, unexpected wind shifts sometimes require jumpers to land with a light wind, instead of against it.
- b. On windy days, jumpers sometimes fly downwind too long and run out of time to complete a turn into the wind, also requiring them to land with the wind.
- c. When faced with deciding between a low turn or a downwind landing, the downwind landing is the correct decision.
- d. When making a downwind landing--
  - (1) Flare at the normal altitude, regardless of ground speed.
  - (2) Roll on landing, using the PLF hard-landing procedure.
  - (3) Tripping when trying to run out a high-speed landing can result in serious injury or death.

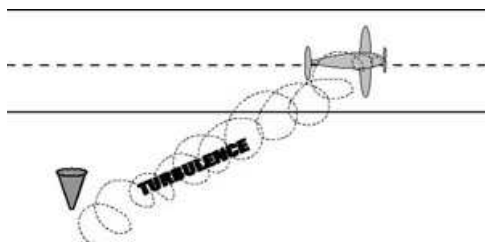
**Avoiding obstacles is another important issue to review. To avoid an obstacle it is best to**

- 1 - Decide High (Determine high above the object that you are not going to hit it)
- 2 - Look away (Look away from the object)
- 3 - Steer away (Turn away from it, don't get target fixation)

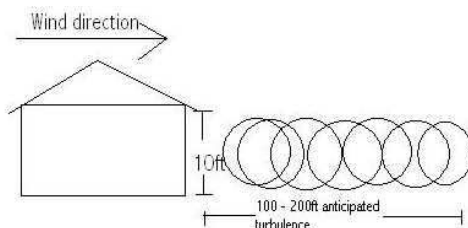
**Another obstacle to watch out for is invisible, turbulence. Turbulence can occur without notice and being you cannot see it, it is important to understand where turbulence can come from and stay away from or be prepared to deal with it.**

**Turbulence often occurs:**

- (1) near runways
- (2) alongside roads
- (3) where two areas of different colors or textures meet
- (4) behind other canopies (wake turbulence)
- (5) over irregular terrain
- (6) downwind of the propeller wash of a taxiing aircraft



**Turbulence should also be anticipated 10-20 times the height on the downwind side of a building.**



### General knowledge

**With a FAA rigger, go over the complete parachute assembly and review safety and maintenance of the container and release system. Also educate yourself about the repack cycle (120 days)**

### Completion of Category C

**Once you have completed this dive you are ready to complete category C and move on to Category D.**

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**To do so you must have your jumpmaster check off all requirements on your A License card, and complete the Category C quiz.**