

Kansas State University Parachute Club

Jump number: ~12 (Category D)
Maneuver: 2nd 30 sec delay
Altitude: 8,000ft
Price: \$30 (+Packer fee if needed)

Objectives: Bomb out exit, 2 x 360 degree turns, Rear Riser Turns, Cloud Clearance

When doing a 360 degree turn, you want to pick a reference point on the horizon and attempt to return to that point

In order to stop larger turns (180 and 360 degrees) use the "start and stop" principle.

- (1) Start the turn using the turn position for the first half of turn.
- (2) Return to neutral when half complete.
- (3) Counter the turn if necessary to stop on heading.

It is always important that before making ANY turns that you check your altitude. All turns should be completed by 5,000ft.

If you find yourself continuing to spin after making a turn, try tapping your feet together to assure one leg isn't sticking out further than the other. If you lose stability follow these steps altitude, arch, legs, relax.

Ensure you wave off and pull by 4,500

Canopy Control

1. Compete any additional requirements for Category D

Using brakes to attain the maximum glide and minimum descent:

- a. On lower-glide designs, the minimum descent may begin nearer the half-braked position.
- b. On higher-glide designs, the minimum descent may be nearer the three-quarter braked position or just prior to a full stall (reverse flight).
- c. Some canopies achieve minimum descent using the back risers instead of the toggles.
- d. Minimum sustainable descent (float):
 - (1) allows the jumper to remain above other jumpers on descent
 - (2) allows the canopy to cover a greater distance

Recognizing and adjusting for minimum descent and maximum glide ("accuracy trick"):

- a. Look ahead to the point on the ground that appears not to rise or sink in your field of vision.
 - (1) Everything before that point appears to fall.
 - (2) Everything beyond it appears to rise.
 - (3) That point is the projected landing point on the current glide slope.
- b. Pull the toggles down slightly to see if the stationary point moves farther away.
 - (1) If so, the glide slope has flattened.
 - (2) The canopy will cover more distance.
- c. Repeat until the point begins to move closer, then return to the maximum glide position that you have just determined. (note this is training found in category F)

Aircraft and Spotting

1. During jump run, observe spotting procedures and demonstrate the technique for looking straight down from the aircraft.
 - a. Sight from the horizon looking forward.

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- b. Sight from the horizon looking abreast.
- c. The junction of the two perpendicular lines from the horizon marks the point straight below the aircraft.

(Note: you are only watching your JM do this)

2. You must get your head completely outside the aircraft to effectively look below for other aircraft and clouds.

Rules and Recommendations

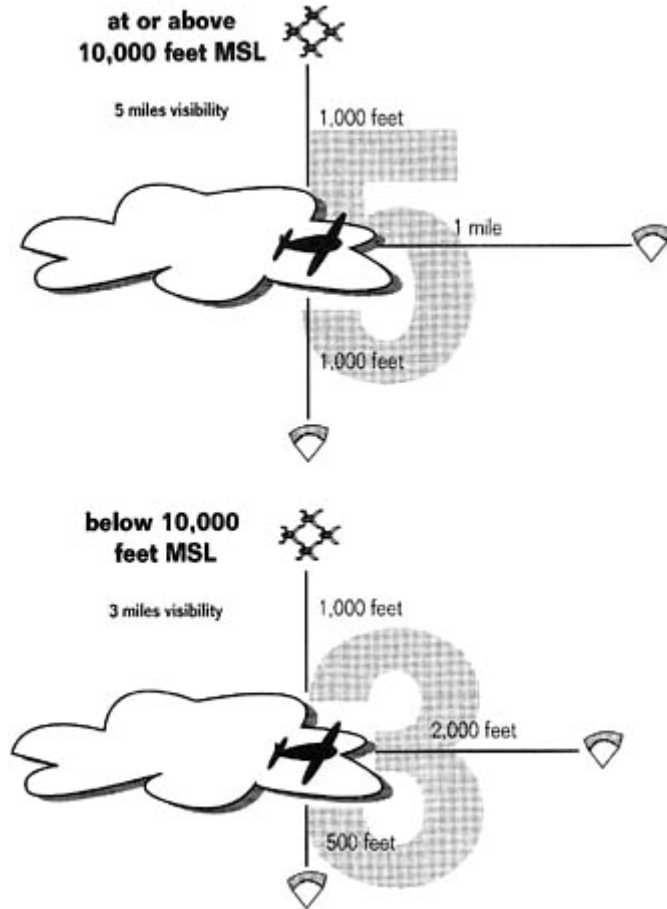


Illustration 4-D.1: Jumpers must observe the FAA requirements for visibility and clearance from clouds to avoid other aircraft flying over the drop zone.

1. Cloud clearance and visibility requirements for skydivers (FAR 105.17)
 - a. Memorize the cloud clearance and visibility table in FAR 105.17 (or see illustration 4-D.1).
 - b. The FAA places the joint responsibility for cloud clearance and visibility on the jumper and the pilot.
2. USPA requires that all student jump operations be completed prior to sunset (BSRs).

Completion of Category D

Once you have successfully completed these dives you are ready to complete category D and move on to Category E. To do so you must have your jumpmaster check off all requirements on your A License card, and complete the Category D quiz.