

PRE-JUMP TRAINING (T-10 Heavy)

POINTS OF PERFORMANCE

The first point of performance is **PROPER EXIT, CHECK BODY POSITION AND COUNT**. “**JUMPERS HIT IT.**” Upon exiting the aircraft, snap into a good tight body position. Keep your eyes open, chin on your chest, elbows tight into your sides, place your hands on the end of the reserve, with your fingers spread. Bend forward at the waist keeping your feet and knees together, knees locked to the rear and count to four thousand.

At the end of your four thousand count immediately go into the second point of performance, **CHECK CANOPY AND GAIN CANOPY CONTROL**. When jumping the T-10 series parachute, reach up to the elbow locked position and secure a set of risers in each hand, simultaneously conduct a 360-degree check of your canopy. When jumping the MC-6 series parachute, secure a toggle in each hand and pull them down to eye level, simultaneously conducting a 360-degree check of your canopy. If, during your second point of performance, you find that you have twists, you must compare your rate of descent with your fellow jumpers. If you are falling faster than your fellow jumpers or you cannot compare your rate of descent with fellow jumpers, immediately activate your reserve parachute using the **PULL-DROP METHOD**. If, you are not falling faster than fellow jumpers then reach up and grasp a set of risers in each hand, thumbs down, knuckles to the rear. Pull the risers apart, and begin a vigorous bicycling motion. When the last twist comes out, immediately check canopy and gain canopy control.

The third point of performance is **KEEP A SHARP LOOKOUT DURING YOUR ENTIRE DESCENT**. Remember the three rules of the air and repeat them after me. **Always look before you slip/turn; always slip/turn in the opposite direction to avoid collisions, and the lower jumper always has the right of way**. Avoid fellow jumpers all the way to the ground and maintain a 25-foot separation when jumping the T-10 series parachute and a 50-foot separation when jumping the MC-6 series parachute. Sometime during your third point of performance, release all appropriate equipment tie downs.

This brings leads to the fourth point of performance, which is **PREPARE TO LAND**. At 100-200 feet AGL, look below you to ensure there are no fellow jumpers and lower your equipment. Regain canopy control. At approximately 100 feet AGL, slip/turn into the wind and assume a landing attitude. When jumping the T-10 series parachute and the wind is blowing from your left, reach up on left set of risers and pull them deep into your chest. If the wind is blowing from your front, reach up on the front set of risers and pull them deep into your chest. If the wind is blowing from your right, reach up on your right set of risers and pull them deep into your chest. If the wind is blowing from your rear, reach up on your rear set of risers and pull them deep into your chest. After you have slipped into the wind, you will assume a landing attitude by keeping your feet and knees together, knees slightly bent, with your head and eyes on the horizon.

When jumping the MC-6 series parachute at approximately 250 feet AGL, determine your direction of drift. If the wind is blowing from your left, pull your left toggle down. When you are facing into the wind let up slowly to prevent oscillation. If the wind is blowing from your right, pull your right toggle down. When you are facing into the wind let slowly to prevent oscillation. If the wind is blowing from your rear, pull either toggle down. When you are facing into the wind let slowly to prevent oscillation. If the wind is blowing to your front, make minor corrections to remain facing into the wind. Look below you to ensure there are no fellow jumpers. Transfer control of one toggle to the opposite hand, so that one hand is controlling both toggles. With the free hand release all appropriate equipment tie downs and lower your combat equipment. Now regain canopy control with both hands. Assume a proper prepare to land attitude by pulling the toggles to the appropriate break position. Keep your feet and knees together, knees slightly bent, elbows rotated in toward your side, with your head and eyes on the horizon.

When the balls of your feet make contact with the ground, you will go into your fifth point of performance, **LAND**. You will make a proper PLF by hitting all five points of contact. Touch them and repeat them after me. **1) BALLS OF THE FEET. 2) CALF. 3) THIGH. 4) BUTTOCKS. 5) PULL UP MUSCLE.** You will never attempt to make a stand up landing.

Remain on your back and activate one of your canopy release assemblies using either the hand to shoulder method or the hand assist method. To activate your canopy release assembly using the hand to shoulder method, with either hand reach up and secure a safety clip and pull it out and down exposing the cable loop. Insert the thumb from bottom to top through the cable loop, turn your head in the opposite direction and pull out and down on the cable loop. To activate the canopy release assembly using the hand assist method, with either hand reach up and secure a safety clip and pull it out and down exposing the cable loop. Insert the thumb from bottom to top. Re-enforce that hand with the other hand, turn your head in the opposite direction and pull out and down on the cable loop. If your canopy fails to deflate, activate the other canopy release assembly. Place your weapon into operation and remain on your back to get out of the parachute harness.

RECOVERY OF EQUIPMENT

Once out of the parachute harness, remove all air items from the parachute harness. Roll the aviator's kit bag two thirds of the way down and place the parachute harness inside the aviator's kit bag with the smooth side facing up, leaving the waistband exposed. Remain on a knee and begin pulling the suspension lines and canopy to the aviator's kit bag, stuffing them in as you go. Route the waistband through the bridal loop leaving six to eight inches of the waistband exposed and snap, do not zip, the aviator's kit bag. Secure the reserve parachute to the aviator's kit bag, place it over your head, conduct a 360-degree police of your area and locate the nearest turn in point and move out to it.

TOWED JUMPER PROCEDURES

“JUMPERS HIT IT.” If you become a towed jumper and are being towed by your universal static line and are unconscious, you will be retrieved inside the aircraft. If you are conscious, maintain a good tight body position with your left hand on the end of the reserve and with your right hand cover the ripcord protector flap, with your right forearm on the ripcord grip/ripcord handle, and an attempt will be made to retrieve you inside the aircraft.

As you near the jump door, **DO NOT REACH FOR US**, continue to protect your ripcord grip/ripcord handle. If you cannot be retrieved, you will be cut free. Once you feel yourself falling free from the aircraft, immediately activate your reserve parachute for a total malfunction.

If you are being towed by your equipment, regardless of whether you are conscious or unconscious, we will cut or jog your equipment free and your main parachute will deploy.

NOTE: If you are being towed from a rotary wing aircraft, maintain a good tight body position and protect your ripcord grip/rip cord handle. The aircraft will slowly descend to the DZ, come to a hover and the jumpmaster will free you from the aircraft.

MALFUNCTIONS

There are two types of malfunctions, total and partial. A total malfunction provides no lift capability what so ever; therefore, you must activate your reserve using the **PULL DROP METHOD**. While cigarette rolls and streamers are partial malfunctions, they provide no lift capability and you must activate your reserve using the **PULL DROP METHOD**.

There are several types of partial malfunctions and actions for each. If you have a squid, semi-inversion, or a complete inversion with damage to the canopy or suspension lines you must immediately activate your reserve for a partial malfunction. If you have a complete inversion with no damage to the canopy or suspension lines, do not activate your reserve parachute.

If you have broken suspension lines, blown sections or gores, compare your rate of descent with fellow jumpers. If you are falling faster than fellow jumpers, activate your reserve for a partial malfunction.

ACTIVATION OF THE MODIFIED IMPROVED RESERVE PARACHUTE SYSTEM SOFT LOOP CENTER PULL

To activate the **MIRPS SLCP**; you will use the “**PULL DROP METHOD.**” “**JUMPERS HIT IT.**” Maintain a good tight body position. Grasp the left carrying handle with your left hand; with your right hand grasp the ripcord grip. Turn your head and eyes in either direction, pull up and out on the ripcord grip and drop it. Your reserve will activate.

ACTIVATION OF THE T-11 RESERVE PARACHUTE SYSTEM

To activate the **T-11**; you will use the “**PULL DROP METHOD.**” “**JUMPERS HIT IT.**” Maintain a good tight body position. With either hand grasp the ripcord handle. Throw your head back and to the rear and pull out on the ripcord handle and drop it. Your reserve will activate.

NOTE: If you have to activate the **MIRPS (SLCP)/T-11R** for a partial malfunction, any attempt to control either canopy will be useless as one canopy will act as a brake for the other. When activating the **T-11 Reserve** for a total malfunction, let up on the risers for the reserve. Pull a good two riser slip opposite your direction of drift during your fourth point of performance.

COLLISIONS AND ENTANGLEMENTS

“**JUMPERS HIT IT. CHECK CANOPY AND GAIN CANOPY CONTROL.**” If you see another jumper approaching, immediately attempt to slip/turn away. If you cannot avoid the collision assume a spread eagle position and attempt to bounce off the other jumper’s canopy and suspension lines and immediately slip/turn away. If you should enter the other jumper’s suspension lines, snap into a modified position of attention. With either hand protect your ripcord grip/rip cord handle and with your other hand attempt to weave your way out of the suspension lines the same way you entered and then slip/turn away.

If you become entangled and are jumping the T-10 series parachute, the higher jumper will climb down to the lower jumper using the hand under hand method. Once both jumpers are even, you will face each other and grasp each other’s left main lift web with your left hand. Both jumpers will discuss which PLF to execute. Both jumpers will conduct the same PLF. Neither jumper will execute a front PLF. Both jumpers will continue to observe their canopies. If one canopy collapses, neither jumper will activate their reserve as one T-10 series parachute can safely deliver two combat equipped jumpers to the ground. If both canopies collapse the jumpers will pull towards each other to create a clear path for the activation of their reserve parachutes, and then activate their reserves using the pull drop method.

If you are jumping the MC-6 series parachute, both jumpers will remain where they are, obtain a clear and unobstructed path and immediately activate their reserve parachutes using the **PULL DROP METHOD.**

EMERGENCY LANDINGS

The first emergency landing is the **Tree Landing**. If you are drifting towards the trees, immediately slip/turn away. If you cannot avoid the trees and have lowered your equipment, look below you to ensure there are no fellow jumpers and jettison your equipment making a mental note of where it lands. If you have not lowered your equipment, keep it on you to provide extra protection while passing through the trees. At approximately 100 feet AGL, assume a landing attitude by keeping your feet and knees together, knees slightly bent with your head and eyes on the horizon. When the balls of your feet make contact with the trees, rotate your hands in front of your face with your elbows high. Be prepared to execute a PLF if you pass through the trees.

If you get hung up in the trees maintain your advanced combat helmet and lower and jettison all unneeded equipment. Activate the chest strap ejector snap and activate the quick release in your waistband. Place your left hand over the ripcord protector flap and apply pressure. Grasp the ripcord grip with your right hand and pull it and drop it. Control the activation of the reserve parachute toward the ground ensuring that all suspension lines are completely deployed. Disconnect the left connector snap and rotate the reserve to the right. Grasp the main lift web with either hand below the canopy release assembly and with the other hand activate the leg strap ejector snaps and climb down the outside of the reserve. If you are jumping the MC-6 and get hung up in the trees keep your advanced combat helmet on and jettison all unneeded equipment. Activate the quick release in the chest strap and the waistband. Ensure you have a clear and unobstructed path to activate your reserve. First remove the top tuck tab and insert either hand from top to bottom behind the rip cord handle and apply steady inward pressure. With the opposite hand grasp the soft handle, pull and drop it. Now control the activation of the reserve all the way to the ground. Ensure all canopy and suspension lines are free of the pack tray, and the reserve reaches close enough to the ground for you to safely climb down. **Disconnect the left connector snap from the left D ring, and reattach it to the right Triangle Link.** Seat yourself well into the saddle and grasp the main lift web with either hand below the canopy release assembly. With the other hand activate the leg strap ejector snaps and climb down the outside of the reserve. Remember, when in doubt, stay where you are and wait for assistance.

(Note: The T-11 reserve suspension lines have a protective coating and are very slippery. Extra care must be taken when climbing down.)

The next emergency landing is the **Wire Landing**. If you are drifting toward wires, immediately slip/turn away. If you cannot avoid the wires, look below you to ensure there are no fellow jumpers and lower and jettison your equipment making a mental note of where it lands. Assume a landing attitude by placing your hands, fingers and thumbs extended and joined high on the inside of the front set of risers with the elbows locked. Place your chin on your chest, keep your feet and knees together and exaggerate the bend in your knees. When the balls of your feet make contact with the wires, begin a vigorous rocking motion in an attempt to pass all the way through the wires. Be prepared to execute a PLF if you pass all the way through the wires. If you get hung up in the wires, stay where you are and wait for assistance.

The last emergency landing is the **Water Landing**. The water landing is the most dangerous emergency landing because it takes the most time to prepare for. If you are drifting towards a body of water, immediately slip/turn away. If you cannot avoid the water, look below you to ensure there are no fellow jumpers and lower; do not jettison your equipment. Next, jettison your Advanced Combat Helmet. Activate the quick release in your waistband, disconnect the left connector snap and rotate the reserve to the right. When jumping the MC-6 series parachute activate the quick release in the chest strap and waistband, disconnect the left connector snap and rotate the reserve to the right. Seat yourself well into the saddle and activate the chest strap ejector snap. Regain canopy control. Prior to entering the water assume a landing attitude by keeping your feet and knees together, knees slightly bent and place your hands on the leg strap ejector snaps. When the balls of your feet make contact with the water, activate the leg strap ejector snaps, arch your back, throw your arms above your head and slide out of the parachute harness. Swim upwind or upstream away from the canopy. Be prepared to execute a PLF if

the water is shallow. If the canopy comes down on top of you locate a radial tape, follow it to the skirt of the canopy and swim upstream or upwind away from the canopy.

The next items to be discussed are **MISSION ORIENTED** items.

Since intentional water landings, night operations and operations under AWADS conditions require additional considerations, you must be prepared to brief them to your jumpers.

NOTE: If you are jumping the B-7 life preserver, activate it in the air. Lower but do not jettison combat equipment.

NIGHT JUMPS: When conducting night jumps, be sure to give your canopy an extra look, and maintain noise and light discipline all the way to the ground.

AWADS: When jumping under AWADS conditions, do not lower your equipment until you have passed through the clouds. Do not slip/turn unless you have to avoid a collision. If you have any type of malfunction, you must immediately activate your reserve using the pull drop method because you cannot compare your rate of descent with fellow jumpers. Ensure you recheck your canopy once you pass through the clouds.

PLFs: We will now move to the PLF platform and conduct one satisfactory PLF in each of the four directions.