

UNITED STATES ARMY JUMPMASTER SCHOOL



STUDENT STUDY GUIDE

MAY 2015

Fort Benning, Georgia

Headquarters & Headquarters Company, 1ST Battalion, 507TH Parachute Infantry Regiment

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Duties and Responsibilities of the Jumpmaster and Safety

TC 3-21.220 Chapters 7-10

KEY PERSONNEL PREREQUISITES

The initial training and follow-on refresher training of key personnel are of major concern to commanders. The proper training and supervision of key personnel ensure that correct procedures and operational safety measures are followed during airborne operations.

PRIMARY JUMPMASTER

- Be a commissioned officer, warrant officer, or NCO (E5 or above), USMC Cpl, or USAF SRA
- Be JM qualified. The JM must be a graduate from an authorized JM course at Fort Benning, GA or Fort Bragg, NC, a JM MTT, or, from a SOC JM course. (JMs qualified through SOC JM course must undergo JM refresher training prior to assuming JM duties outside SOC units.)
- Be a current jumper and JM current. The JM must have performed JM duties within the past 180 days on a USAF aircraft; or, if a senior- or master-rated parachutist, performed safety duties on a USAF aircraft within the past 180 days; or completed a JM refresher course within the past 180 days. (JM or safety duties performed on Army rotary-wing aircraft do not apply for JM currency)
- Perform AJM duties twice and safety duties twice

ASSISTANT JUMPMASTER

- Be a commissioned officer, warrant officer, or NCO (E5 or above), USMC Cpl, or USAF SRA
- Be JM qualified and current
- Perform safety duties twice

SAFETY PERSONNEL

- Be a commissioned officer, warrant officer, or NCO (E5 or above), USMC Cpl, or USAF SRA
- Be JM qualified and current

JUMPMASTER DUTIES AT THE UNIT AREA

The success of airborne operations depends mainly on how well the PJM executes their duties. They must receive mission briefings, conduct pre-jump training, supervise rigging of equipment, and move to the departure airfield, all within a rigid time schedule. A key factor in the JM duties is the mission briefing. H hour (time on target [TOT]) is established at this time and the backward planning process begins.

Upon notification of designation as PJM, the individual obtains or is provided the following information:

- Mission and ground tactical plan
- Air movement plan to include time of flight, formations, route, direction of flight over drop zone, drop altitude, location and design of code letters, racetracks, and emergency call signs/frequencies
- Names of AJM(s) and safety personnel, and time and place to brief them
- Transportation (movement to marshaling area, and departure airfield plan and times)
- Tactical cross load plan
- Weather decision time(s)
- Type of aircraft for the operation and special items of equipment being worn by jumpers, aerial delivery system (AIRPAC), AT4 jump pack (AT4JP), Stinger missile jump pack (SMJP), or A-series containers aboard aircraft (door bundles or wedge)
- Aircraft tail numbers, chalk numbers, and parking spots
- Landing plan to include drop zones, drop times, delivery sequence, number/type of loads (PP, CDS and free drop), and types of drops (CARP, GMRS, WSV, VIRS or JSJR)
- Air item turn in plan
- Medical support plan

- Time and place of initial manifest call
- Time and place of final manifest call
- Time and place to conduct operations briefing
- Time and place to conduct prejump training
- Time and place to check and inspect parachutists' uniforms and equipment
- Time and place of parachute issue, including types of parachutes
- Time and place of troop safety briefing
- Load time (Time agreed upon by jumping unit and air wing commanders.)
- Time and place of aircrew/JM briefing
- Station time (Critical time: all jumpers must be seated onboard of aircraft.)
- Takeoff time
- Time on target

OPERATIONS BRIEF

Immediately following final manifest call, the PJM briefs personnel on the details of the operation. Pre-jump training, along with mock door training, is performed after the operations briefing and is conducted at the unit area or the departure airfield. The training should be scheduled no sooner than 48 hours before takeoff and include the following:

- Drop zone
- Type of aircraft
- Chalk number(s)
- Type of parachute(s)
- Briefing on serial numbers, container delivery system, heavy drop, and type of aircraft, if a part of a larger airborne operation
- Weather decision time (for GO, NO GO decision)
- Type of individual equipment and separate equipment with which troops will be jumping (AIRPAC, PDB, parachutist jump pack (PJP), all-purpose, lightweight, individual, carrying equipment (ALICE) pack or Modular Lightweight Load-carrying Equipment (MOLLE) Rucksack, SMJP, AT4JP, M1950 weapons case or Modular Airborne Weapons Case)
- Time and place of parachute issue
- Load time
- Station time
- Takeoff time
- Length of flight
- In-flight emergencies
- Time on target
- Direction of flight over DZ
- Drop altitude
- Predicted winds on the DZ and direction
- Route checkpoints
- Drop zone assembly aids and area
- Parachute turn in point(s)
- Time and place of final manifest call
- Medical support plan

- Obstacles on or near the DZ

JUMPMaster AND SAFETY DUTIES AT THE DEPARTURE AIRFIELD

Time is a critical factor at the departure airfield. The following events occur at the same time to allow the unit to meet station time:

- Departure Airfield Control Officer (DACO)/PJM update briefing
- JM aircraft inspection and coordination with aircrew
- Control of parachute issue by AJM/safeties
- Rigging/inspection of parachutists
- Loading of aircraft

The PJM usually turns control of the chalk(s) over to the AJM and safeties while accomplishing update briefings and aircrew coordination. The AJM and safeties control parachute issue and prepare for rigging/inspection of the chalk.

PJM/DACO BRIEFING

Upon arrival at the airfield, the PJM reports to the DACO for an update briefing to include:

- Change in the station time
- Change in the overall operations plan
- Current weather and winds
- Parking plan of aircraft (location and tail number of the assigned aircraft)
- Coordination with the USAF guide if wheeled vehicles are used for transport to aircraft
- Action for incident on aircraft or drop zone, such as jump refusal, towed parachutist, or *any* parachute malfunction

MANIFEST DISTRIBUTION

Normally, there are six (6) copies of the manifest (DA Form 1306, Statement of Jump and Loading Manifest) which are distributed as follows:

- Departure Airfield Control Officer—two copies (original plus one copy)
- Primary Jumpmaster—one copy
- Pilot or his representative—one copy
- Parachute issue facility—one copy
- Unit suspense file—one copy

PJM/AIRCREW INITIAL COORDINATION

After DACO coordination, the PJM should proceed to the aircraft for initial coordination. Normally, the aircraft is open with a crew member on board one hour before station time. The first item to discuss is aircraft configuration in accordance with the unit mission. If the aircraft is incorrectly configured, the requesting unit has the option to accept or reject it. Other items to be discussed, verified, or agreed upon include:

- Control of the jump doors
- Drop altitude, speed, and heading
- Racetracks
- Towed parachutist procedures (in detail)
- Emergency actions onboard
- Time warnings and checkpoints
- Type of drop, for example, CARP, GMRS, and VIRS
- Type of parachute being used for the operation
- Load time
- Station time
- Takeoff time

- Initial contact time with combat control team or drop zone support team (DZST) for update on DZ conditions (if communications are being used)
- Drop time
- Additional details:
 - If a ground abort occurs, designate which key personnel onboard must be advised
 - If the PJM is not the last parachutist, designate who is in command of the troops on board in an emergency
 - Emphasize to the aircrew the importance of accurate direction and velocity of DZ winds (before the one-minute time warning) and accurate time warnings

AIRCRAFT INSPECTION

The PJM, accompanied by a crew member, usually a USAF loadmaster, inspects the aircraft and coordinates any activities related to the airborne operation. The PJM must check the exterior and interior portions of the aircraft directly related to the airborne operation. The inspection of the aircraft is the PJM's responsibility; however, it is normally delegated down to a safety.

While the aircraft is being inspected, a member of the JM team controls the chalk, making sure personnel remain in assigned sticks and are accounted for at all times.

PARACHUTE ISSUE

AJM/safety personnel supervise the chalk during parachute and air item issue. AJM/safety personnel ensure that all parachutists use the buddy system when donning parachutes and equipment. Personnel should not start donning parachutes and equipment earlier than one hour before load time to avoid unnecessary time in the harness.

The AJM/safety will draw:

- Extra aviator's kit bags (1 per 15 jumpers)
 - The extra aviator's kit bags are used to store the static lines and deployment bags after the jump. The extra aviator's kit bags are placed in or with the safety kit.
- At least two extra reserve parachutes

FINAL DACO COORDINATION

If directed by the PJM, AJM/safety personnel report to the DACO for any special or last-minute instructions that must be relayed to the PJM.

JMPI

AJM/safety personnel assist in rigging, inspecting, and correcting deficiencies as directed by the PJM. The PJM's role during JMPI is to observe and supervise. The PJM should only perform JMPI to facilitate meeting station time.

Note: All current and qualified JMs assist during JMPI.

MOVEMENT ON THE AIRFIELD

After personnel inspection, safety personnel load the parachutists aboard the aircraft. Load time is the time agreed on by the Army and Air Force for loading the aircraft. Station time is the time the aircrew, parachutists, and equipment are inside the aircraft and are prepared for takeoff, with everyone seat-belted and ballistic/advanced combat helmets on.

LOADING THE AIRCRAFT

Parachutists are loaded in the aircraft in reverse chalk order. During loading, safety personnel move forward in the aircraft ahead of the chalk and supervise seating of the chalk to ensure that all seats are filled, seat belts are fastened, and that personnel are in proper stick order. They also assist in loading equipment aboard the aircraft. The aircrew briefing (to the jumpers) may be given before or after loading the aircraft but must be completed before takeoff.

PILOT/ LOADMASTER/ JUMPMASER BRIEFING

- INTRODUCE THE JUMPMASER TEAM
- CONFIRM CRITICAL INFORMATION:
 - Station time
 - Take-off time
 - Drop time
 - Number and length of race tracks
 - Type of exit: Mass exit, ADEPT Option 1, or ADEPT Option 2
Type parachute
- DZ INFORMATION:
 - Name of DZ
 - DZ identification
 - Current weather on DZ
 - Location of CARP
 - Drop heading
 - Drop altitude
 - Drop speed
 - Seconds of green light
 - Method of control (CCT/DZST)
 - Parachutists (Total and number per pass)
 - View air route plan
- EMERGENCY PROCEDURES:
 - Ground (All commands from loadmaster)
 - Emergency landing signals
 - Emergency exit signals
 - Towed parachutist procedures:
 - Static line/equipment
 - Identify cutter (loadmaster for static line/jumpmaster for equipment)
 - Time warnings:
 - 20 minutes, 10 minutes, 1 minute
 - Request a 30-second *time advisory*, if desired
 - Control of paratroop doors between passes and red light procedures
 - Raising of seats
 - Retrieval of deployment bags
 - Remind loadmaster to keep jumpmaster informed of any changes
 - Insist Loadmaster give troop safety briefing and include the following:
 - Load jettison
 - Fuselage fire
 - Abandon aircraft
 - Emergency bail out
 - Crash landing
 - Ditching
 - Rapid depressurization procedures
 - Towed parachutist procedures
 - Malfunctions
- IN-FLIGHT EMERGENCY PROCEDURES
Brief jumpers in accordance with FM 3-21.220 page 9-25 table 9-1
 - CRASH LANDING ON TAKE OFF
 - Continuous ringing of alarm or oral warning
 - USAF Aircraft: remain seated until aircraft stops then exit
 - Army Aircraft: remain inside aircraft, pull legs up and cover head

- CRASH LANDING DURING FLIGHT
 - Six short rings or oral warning
 - USAF Aircraft: Time permitted jump, if not brace for impact on continuous ring then exit
 - Army Aircraft: As direct by pilot
- EMERGENCY BAILOUT
 - Three short rings or oral warning
 - USAF Aircraft: Stand up, hook up, exit under direction of PJM
 - Army Aircraft: Exit aircraft under direction of PJM
- DITCHING OVER WATER WITH INSUFFICIENT DROP ALTITUDE
 - Six short rings and oral warning
 - USAF Aircraft: Use available padding, remain seated and brace for impact
 - Army Aircraft: Remain inside aircraft, pull legs in and cover head
- LIGHTEN LOAD
 - Oral warning
 - USAF Aircraft: Assist PJM/ Loadmaster in jettisoning equipment
 - Army Aircraft: As directed by pilot
- FIRE IN FLIGHT
 - Oral warning
 - USAF Aircraft: Move from area, extinguish fire
 - Army Aircraft: As directed by pilot

JUMPMASTER AND SAFETY DUTIES IN FLIGHT

After takeoff, the PJM must remain oriented at all times and keep the paratroopers informed of any deviations from the flight plan. He may coordinate with the navigator or use strip maps and checkpoints. He also remains in communication with the pilot. This is done by relaying through the loadmaster, over the interphone. On Army aircraft, the JM/safety should wear a flight helmet or headset for direct communication with the pilot and to monitor the ground control element. If the JM/safety cannot wear a flight helmet or headset, communication can be made through the crew chief.

JUMPMASTER DUTIES IN FLIGHT

- Enforce flight rules and regulations
- Issue time warnings
- Issue jump commands
- Perform door safety checks
- Perform outside air safety checks
- Perform in-flight rigging mission
- Control exit of all parachutists
- Maintain visual on jump caution lights
- Observe for any unsafe conditions that may occur
- Eject door bundles

GENERAL RULES TO STRESS:

- DO NOT sacrifice safety for any reason
- Rehearse jumpmaster procedures on the ground
- Hook up before opening jump doors or ramp
- Face open jump door or tailgate when in flight
- Maintain firm handhold on aircraft when working in/near open jump door or ramp
- Do not allow anyone in/near open jump door without advanced combat helmet, or equivalent, and safety harness or parachute

SAFETY PERSONNEL

- During flight, safety personnel constantly monitor the condition of all paratroopers and distribute air sickness bags where needed
- They also assist the PJM in relocating personnel who are too sick to jump or jump refusals. Jump refusals are given a direct order not to touch their equipment. Safety personnel then move the parachutist forward in the cargo compartment to be seated
- During in-flight rigging missions, safety personnel assist in parachute issue. They also operate rigging, JMPI, and correction stations, as directed by the PJM
- **The safety controls or stows the jumpmaster's universal static line modified during jump commands**
- **After paratroopers are standing, safety personnel inspect the following items on each parachutist while moving forward (toward the cockpit) in the aircraft:**
 - **Waistband for proper quick release.**
 - **Ejector snap on the HPT lowering line for proper attachment.**
 - **Quick-release snap on the weapons case for proper attachment.**
 - **Adjustable leg straps on harness, single-point release**
- Safeties must be alert for and correct any excess webbing or loose hook pile tape lowering lines
- Once they have checked the last paratrooper, and after the command HOOK UP, safeties return to the aft end of the aircraft. While moving to the aft end, safeties check each jumper's universal static line for proper routing from its point of attachment, at the anchor line cable, to the first stow
- Safeties position themselves near the trail edge of the jump door and control the static line for the JM as he performs the door safety check and outside air safety check
- Safeties take static lines while the JM controls the flow of paratroopers
- Safeties take static lines with the lead hand, pass them to the trail hand ensuring the static line is firmly seated against the intermediate anchor line cable support, and controls them until the parachutists exit
- After all paratroopers have exited the aircraft, the PJM and AJM hand off their static lines to the safeties and exit the aircraft
- After all paratroopers have exited, including PJM and AJM, the safety visually clears to the rear of the jump door, then gives the USAF loadmaster a thumbs-up signal and an oral "YOUR DOOR, AIR FORCE." This indicates that all paratroopers are free and clear of the aircraft
- Safety personnel and the loadmaster retrieve the deployment bags
- Once the deployment bags are inside the aircraft, safety personnel detach the static lines and store them in the extra aviator's kit bags
- On return to the departure airfield, safety personnel turn in all air items left on board the aircraft to the storage facility (obtain a receipt). They also turn over any unit or personal equipment left aboard the aircraft to the DACO, as well as all personnel who did not jump

Army Aircraft

TC 3-21.220 Chapter 17

UH-60A BLACKHAWK

CHARACTERISTICS

- Medium speed, single main rotor Helicopter
- Maximum of 8 combat equipped jumpers
- Powered by a twin turbine engine
- Drop speed - 65 to 75 knots (70 knot-opt.)
- Drop altitude - 1500 ft AGL (minimum)
- 6000 count for MC-6 and 8000 count for T-11**

**T-11 ATPS should not be jumped above 1250 feet AGL. Due to the characteristics of the parachute, the jumper may drift off of the surveyed drop zone.

PREPARATION

- Lock both cargo doors in the open position
- Remove seat belts in the cargo compartment (except as required by aircraft crew)
- Tape cargo floor troop seat and tie-down fitting wells in front of the cargo doors
- Tape sharp edges and tie-down fitting wells on the cargo floor and door jambs that could cut or fray static lines or snag parachutists' equipment
- Tape the weather stripping on cargo doors below the door catch
- Tape up 18 to 24 inches from the cargo compartment
- Install floor mounted modified anchor line system and safety belts

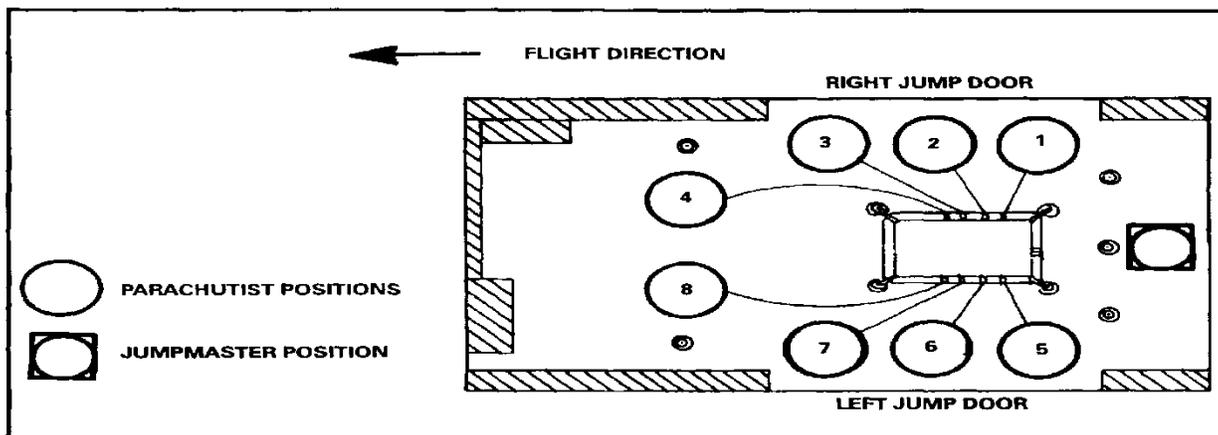
INSPECTION

- All protruding & sharp objects are padded and taped
- Lower leading edges of both doors padded and taped and locked in open position
- Anchor line system is complete, serviceable, and properly installed
- 3 modified safety belts are installed; 2 seat belts 112" to 86" long and 1 seat belt 86" to 60" long
- Headset/helmet intercom cable secured over- head
- The intercom extension cord secured overhead
- All loose objects in the cargo compartment are removed or secured forward
- Safety harnesses and backpack type emergency parachutes are available for the JM and the crew chief, as required

LOADING PROCEDURES

- Load in reverse order starting with #8
- Jumpers #1-4 load through right door
- Jumpers #5-8 load through left door
- Jumper #4 reverse bight with right hand
- Jumper #8 reverse bight with left hand
- Jumpmaster stows excess static line from bottom to top
- Snap hook faces front of aircraft

SEATING ARRANGEMENT



LOADING PROCEDURES (CONT.)

- Jumpmaster sounds off with "fasten safety belts"
- #4 & #8 pass their running ends to the center and secure the safety belt
- #5 & #7 pass to #6, who secures the safety belt
- #1 & #3 pass to #2, who secures the safety belt

JUMP COMMANDS

- GET READY
 - Issued 4 minutes or less from drop time with the aircraft level and on final approach. All seat belts are removed and pushed to the rear. The jumpmaster visually checks to insure they are clear from jumpers and equipment
- CHECK STATIC LINES
 - The jumpmaster checks the routing of each static line from the pack tray to anchor point.
- CHECK EQUIPMENT
 - Each jumper checks his own equipment.
- SOUND OFF FOR EQUIPMENT CHECK
 - Jumpers 1-8 (in order) give a verbal "okay" and a thumbs up to the jumpmaster.
- SIT IN THE DOOR
 - The jumpmaster will issue this command 30 seconds from the drop time. (This command is omitted if the jumpers are already sitting in the door on short flights) #4 and 8 remain in place.
- STAND BY
 - Issued 8-10 seconds before the command "GO". #4 and 8 remain in place.
- GO
 - This command is oral along with an individual tap out. Jumpers exit in numerical sequence. As soon as #3 clears the door, #4 moves into the door and waits for his tap out. The same procedure is repeated for the other side. The jumpmaster controls the exit of each jumper maintaining a one second interval.

SAFETY CONSIDERATIONS

- Jumpmaster wears headset for communication with pilot/crew chief
- Approach the A/C when instructed to do so by the Crew Chief
- Load the A/C when instructed to do so by the Jumpmaster
- Always protect ripcord handle
- Special items of equipment that must be jumped from a standing position are not authorized
- Retrieve static lines inside the aircraft and place them inside an aviators kit bag; Do not unhook them from the modified anchor line until the A/C has landed unless the doors have been closed
- Jumpmaster does not jump

CH-47 CHINOOK

CHARACTERISTICS

- Tandem rotor, medium transport helicopter
- Maximum of 28 combat equipped jumpers
- Drop speed - 80 to 110 knots, 90 knots optimum
- Drop altitude – minimum of 1,500 feet AGL (or 1,250 feet AGL if drop speed is 90 knots or greater)
- 6000 count for MC-6 and 8000 count for T-11**

**T-11 parachute should not be jumped above 1250 feet AGL. Due to the characteristics of the parachute, the jumper may drift off of the surveyed drop zone.

PREPARATION AND INSPECTION

- Safety belts available for each jumper
- Seats are securely fastened in the down position and can easily be lifted and secured
- Ramp is clean and free of oil & water
- Head phones available and function properly
- Anchor line cable - secured & serviceable

JUMP COMMANDS

- GET READY
 - Issued after the six minute time warning. All seat belts are removed.
- PORT SIDE PERSONNEL, STAND UP
 - Jumpers on the port side of the aircraft stand up and secure their seats in the “up” position (if required)
- STARBOARD SIDE PERSONNEL, STAND UP
 - Jumpers on the starboard side of the aircraft stand up and secure their seats in the “up” position (if required)
- HOOK UP
 - On this command, odd-numbered personnel hook up, followed by even- numbered personnel, who hook up between the odd-numbered personnel to form one continuous stick of 28 jumpers. The opening gate of the static line snap hook faces the starboard side of the aircraft
 - After hooking up, the static line is controlled by each jumper in a reverse bight at waist level in the left hand
- CHECK STATIC LINES
 - Same procedures as USAF aircraft
- CHECK EQUIPMENT
 - Each jumper checks his own equipment
- SOUND OFF FOR EQUIPMENT CHECK
 - Same procedures as USAF aircraft
- STAND BY:
 - Issued 8-10 seconds before the command “GO”. Jumper #1 assumes a standing position at the ramp hinge (near center) of the aircraft
- GO:
 - Jumper #1 walks off the port side corner of the ramp. The jumpmaster controls the flow from his location on the port side near the ramp hinge maintaining a one second interval between jumpers

SAFETY CONSIDERATIONS

- Best ramp angle is 3 degrees below horizontal
- Ramp is not opened until all paratroopers have hooked up to the anchor line cable
- Jumpmaster wears a safety harness, a BA-22 parachute or an Advanced Emergency Bailout Parachute (AEPB)
- It is recommended that the JM not jump
- One non-jumping safety is required
- Always protect ripcord handle
- Retrieve static lines and place them in an aviators kit bag

Individual Equipment Containers

TC 3-21.220 Chapter 2 & 12

ADVANCED COMBAT HELMET

The advanced combat helmet is available in 4 sizes: S, M, L and XL.

The advanced combat helmet consists of 3 major components:

- Helmet shell
- Suspension pad system
- Modified chinstrap assembly
- If you cannot wear a small Advanced Combat Helmet, you must wear an extra small ballistic helmet

HELMET SHELL

The outer rim of the helmet shell must be free of any sharp or protruding edges.

SUSPENSION PADS

All 7 suspension pads must be present for all airborne operations.

The 7 suspension pads located inside the helmet shell consist of:

- 4 oval pads
- 1 crown pad
- 2 trapezoid pads

The 2 authorized suspension pads sizes are:

- Size 6 which are $\frac{3}{4}$ of an inch thick
- Size 8 which are 1 inch thick

MODIFIED CHINSTRAP ASSEMBLY

The modified chinstrap assembly consists of:

- Four adjustable buckles
- Four adjustable straps
- Chinstrap fastener; must be worn on jumper's left side
- Long portion chinstrap
- Short portion chinstrap
- Nape pad

MODULAR AIRBORNE WEAPONS CASE

The Modular Airborne Weapons Case accommodates the various configurations of weapons and equipment paratroopers commonly jump by using a modular design that allows for both length and width adjustments. Constructed of Cordura fabric, the Modular Airborne Weapons Case is light weight yet provides critical padding where needed to safely deliver a paratrooper's weapon system and other items of equipment to the ground without damage. The two variants (small and large) replace the legacy M-1950 weapons case currently in use. The small can accommodate the M4/M16 series rifle and the M249 SAW. The large can accommodate the M240 MG, the 60mm Mortar tube or the many variants of sniper rifles.

MATERIAL

- Cordura fabric

DIMENSIONS

Variant 1 (Small):

- Width: 14 inches (top) tapered to 7 inches (bottom)
- Length: 43.5 adjustable to 34.5 inches
- Maximum Internal Weight Capacity: 65 lbs

Variant 2 (Large):

- Width: 16 inches (top) tapered to 11 inches (bottom)
- Length: 52.5 adjustable to 41 inches
- Maximum Internal Weight Capacity: 80 lbs

The Modular Airborne Weapons Case consists of the following items:

(Exterior)

- Snap shackle with Yellow Safety lanyard
- Attachment Strap
- Friction Adaptor
- Adjusting Strap
- Pouch Attachment Ladder System Webbing (Internal and External)
- Compression Strap with Quick Release Buckles
- Adjustable nose cone with pile tape
- Carrying handle
- Lower tie down strap
- Lower tie down strap stow pocket
- Upper tie down tape
- Closing flap
- Slide fastener
- Slide fastener and tabbed thong
- Upper Spring Stop
- Snap fastener

(Interior)

- Rifle Butt Stow Pocket
- Internal pocket
- Internal padded divider
- Nose Cone Securing strap

When packing the Modular Airborne Weapons Case with the M16/M4 series rifle you will insert the weapon muzzle down, forward assist up, on top of the Internal Padded Divider. Adjust the nose cone securing straps to snugly accommodate the length of the weapon system. Close the case by mating the hook and pile tape, secure the snap fasteners and engaging the slide fastener and tab thong. Secure the Compression Straps with Quick Release Buckles and stow the Compression Strap free running ends in their webbing retainers.

HARNES SINGLE POINT REALEASE

MATERIAL

- Type VIII nylon webbing

TENSILE STRENGTH

- 3600 lbs.

The harness single point release consists of the following items:

- 2 adjustable D-ring attaching straps
 - one end terminates in a triangle link
 - one end terminates in a snap hook
- Release handle cable assembly
 - release handle
 - release handle cable
 - release handle lanyard
- Release handle cross strap
- Attaching loops: white, green and red
- Adjustable Cross Strap
- Female portion leg strap release assembly

- cable loop retainer (only item that must be serviceable on the female portion leg strap release assembly)
- webbing retainer
- grommet
- Male portion leg strap release assembly
- Equipment retainer straps with corresponding friction adapters

MOLLE RUCKSACK

The MOLLE Rucksack comes in 1 size.

Cannot jump the MOLLE Rucksack with a width over 30". At a minimum, you must have an Intrenching Tool Carrier or a Sustainment Pouch centered and low on the front of the MOLLE Rucksack.

The MOLLE Rucksack consists of the following items:

- MOLLE Rucksack Frame
- MOLLE Rucksack Pack
- 2 adjustable shoulder carrying straps
- Molded Waist Belt
- MOLLE Intrenching Tool Carrier
- MOLLE Sustainment Pouch

HOOK PILE TAPE LOWERING LINE

The hook pile tape lowering line allows the jumper to lower their combat equipment during their fourth point of performance.

MATERIAL

- 1 inch wide tubular nylon webbing

TENSILE STRENGTH

- 4000 lbs

LENGTH

- 15 feet

The hook pile tape lowering line consists of the following items:

- Looped end hook pile tape lowering line
- Ejector snap with attached yellow safety lanyard
- Retainer flap
- 2 hook and pile tabs on either end of the retainer flap

When jumping special items of equipment it may be necessary to utilize a modified hook pile tape lowering line.

The modified hook pile tape lowering line differs from the hook pile tape lowering line in that

- The first set of hook and pile tabs are 46 to 48 inches from the ejector snap
- The blue strata mark is 16 to 18 inches from the ejector snap

Air Force Aircraft

TC 3-21.220 Chapter 16

C-130 “HERCULES”

CHARACTERISTICS

- Medium range high-wing transport aircraft that comes in several models
- Powered by four turbo prop engines
- Drop speeds are between 125-135 knots (130 knots being optimum)

FOR AIRBORNE OPERATIONS IT COMES EQUIPPED WITH

- Two paratroop doors
- Four anchor line cables - each can accommodate a maximum of 20 jumpers
- Seven sets of jump caution lights
- Towed Parachutist Retrieval System – 1 per door
- Over the Ramp operations are possible

THREE BASIC SEATING ARRANGEMENTS

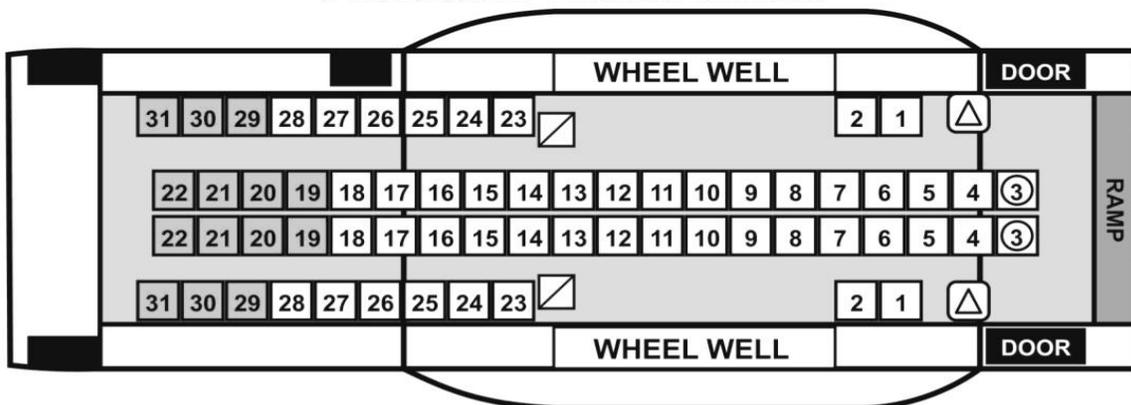
- Mass Operations
- In-Flight rigging mission
- Over the Ramp Operations

MASS OPERATIONS

C-130E/H/J

- Accommodates 62 combat equipped jumpers
- 64 seats required
- 6 Supervisory Personnel
 - 1 Primary JM
 - 1 Assistant JM
 - 2 Non Jumping Safeties
 - 2 USAF Loadmasters

C-130 E/H/J ATAP-1 MASS OPERATIONS



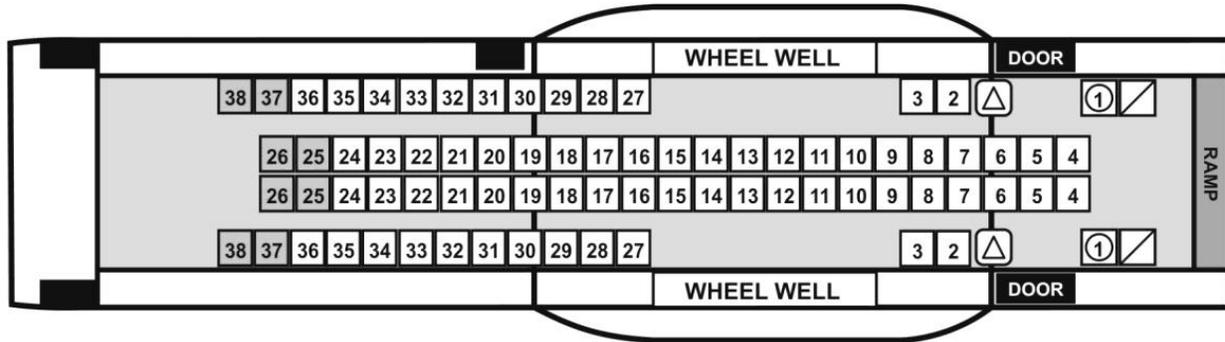
- SEATS REDUCED IN ATAP-1 CONFIGURATION.
 △ LOADMASTERS SEAT
● JUMPMASTERS SEAT
 SAFETY PERSONNEL SEAT

1. TAP-1 - 62 TROOP SEATS AND 2 SAFETY PERSONNEL SEATS - SEAT BELTS IN 24-INCH CONFIGURATION EXCEPT FOR OUTBOARD SEATS 1 & 2 AFT OF THE WHEEL WELL WILL BE IN 20-INCH CONFIGURATION.
2. ATAP-1 - 48 TROOP SEATS AND 2 SAFETY PERSONNEL SEATS - SEAT BELTS IN 24-INCH CONFIGURATION EXCEPT FOR OUTBOARD SEATS 1 & 2 AFT OF THE WHEEL WELL WILL BE IN 20-INCH CONFIGURATION.

C-130J-30

- o Accommodates 76 combat equipped jumpers
- o 78 seats required
- o 6 Supervisory Personnel
 - 1 Primary JM
 - 1 Assistant JM
 - 2 Non Jumping Safeties
 - 2 USAF Loadmasters

C-130 J-30 TAP-1/ATAP-1 MASS OPERATIONS



- SEATS REDUCED IN ATAP-1 CONFIGURATION. LOADMASTERS SEAT
 DIRECTION OF FLIGHT JUMPMASERS SEAT
 SAFETY PERSONNEL SEAT
1. TAP-1 - 76 TROOP SEATS AND 2 SAFETY PERSONNEL SEATS - SEAT BELTS IN 24-INCH CONFIGURATION EXCEPT FOR OUTBOARD SEATS 2 & 3 AFT OF THE WHEEL WELL WILL BE IN 20-INCH CONFIGURATION.
 2. ATAP-1 - 68 TROOP SEATS AND 2 SAFETY PERSONNEL SEATS - SEAT BELTS IN 24-INCH CONFIGURATION EXCEPT FOR OUTBOARD SEATS 2 & 3 AFT OF THE WHEEL WELL WILL BE IN 20-INCH CONFIGURATION.

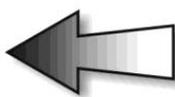
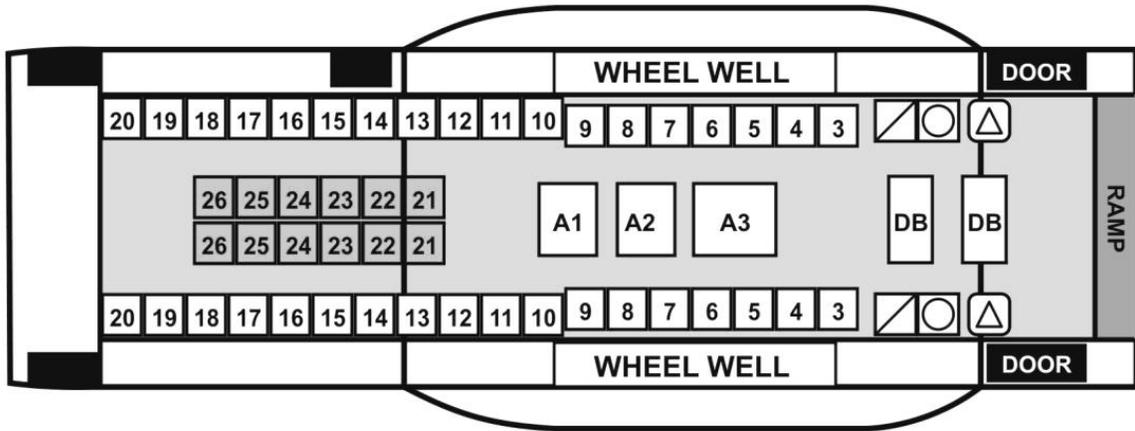
IN-FLIGHT RIGGING MISSION

C-130E/H/J

These procedures should be used on all flights of 4 hours or more in duration. In-flight rigging conserves the energy of the jumpers, and maximizes comfort for as long as possible

- o Accommodates 50 combat equipped jumpers
- o 52 seats required
- o 9 Supervisory Personnel
 - 1 Primary JM
 - 4 Assistant JM
 - 3 from chalk
 - 2 Non Jumping Safeties
 - 2 USAF Loadmasters

C-130 E/H/J TAP-2/ATAP-2 IN-FLIGHT RIGGING



DIRECTION OF FLIGHT

SEATS REDUCED IN ATAP-2 CONFIGURATION.

LOADMASTERS SEAT

JUMPMASTERS SEAT

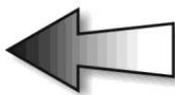
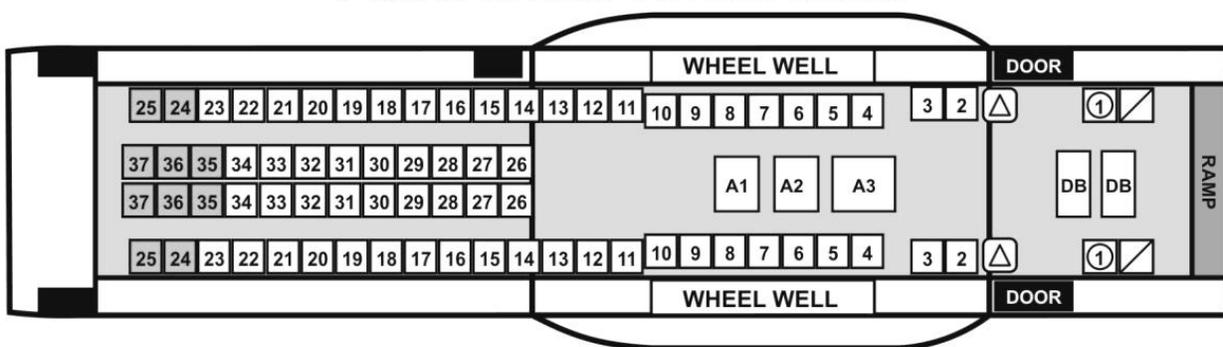
SAFETY PERSONNEL SEAT

1. TAP-2 - 50 TROOP SEATS AND 2 SAFETY PERSONNEL SEATS - SEAT BELTS IN 20-INCH CONFIGURATION.
2. ATAP-2 - 40 TROOP SEATS AND 2 SAFETY PERSONNEL SEATS - SEAT BELTS IN 20-INCH CONFIGURATION.
3. A1 IS MAIN AND RESERVE CHUTES IN KIT BAGS. A2 IS M-1590 WEAPONS CASES FOR TROOPS IN THE WHEEL WELL SEATS (3-9). A3 IS WEAPONS IN EQUIPMENT CONTAINERS STACKED. DB ARE DOOR BUNDLES.

C-130J-30

- o Accommodates 74 combat equipped jumpers
- o 76 seats required
- o 9 Supervisory Personnel
 - 1 Primary JM
 - 4 Assistant JM
 - 3 from chalk
 - 2 Non Jumping Safeties
 - 2 USAF Loadmasters

C-130 J-30 TAP-2/ATAP-2 IN-FLIGHT RIGGING



DIRECTION OF FLIGHT

SEATS REDUCED IN ATAP-2 CONFIGURATION.

LOADMASTERS SEAT

JUMPMASTERS SEAT

SAFETY PERSONNEL SEAT

1. TAP-2 - 74 TROOP SEATS AND 2 SAFETY PERSONNEL SEATS - SEAT BELTS IN 20-INCH CONFIGURATION.
2. ATAP-2 - 64 TROOP SEATS AND 2 SAFETY PERSONNEL SEATS - SEAT BELTS IN 20-INCH CONFIGURATION.
3. A1 IS MAIN AND RESERVE CHUTES IN KIT BAGS. A2 IS M-1590 WEAPONS CASES FOR TROOPS IN THE WHEEL WELL SEATS (4-10). A3 IS WEAPONS IN EQUIPMENT CONTAINERS STACKED. DB ARE DOOR BUNDLES.

TWO TYPES OF IN-FLIGHT RIGGING

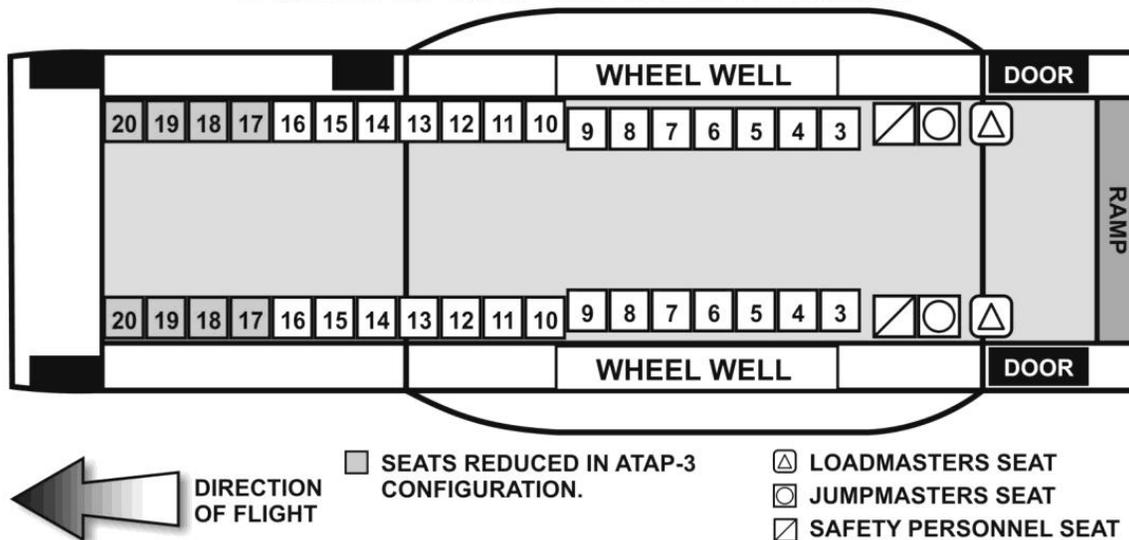
- Station rigging
- Buddy rigging (preferred method)

OVER THE RAMP

C-130E/H/J

- Accommodates 38 combat equipped personnel
- 40 seats required
- 9 Supervisory Personnel
 - 1 Primary JM
 - 4 Assistant JM
 - 3 from chalk
 - 2 Non Jumping Safeties
 - 2 USAF Loadmasters

C-130 E/H/J TAP-3/ATAP-3 HALO/RAMP OPERATIONS



1. TAP-3 - 50 TROOP SEATS AND 2 SAFETY PERSONNEL SEATS - SEAT BELTS IN 20-INCH CONFIGURATION.
2. ATAP-2 - 40 TROOP SEATS AND 2 SAFETY PERSONNEL SEATS - SEAT BELTS IN 20-INCH CONFIGURATION.

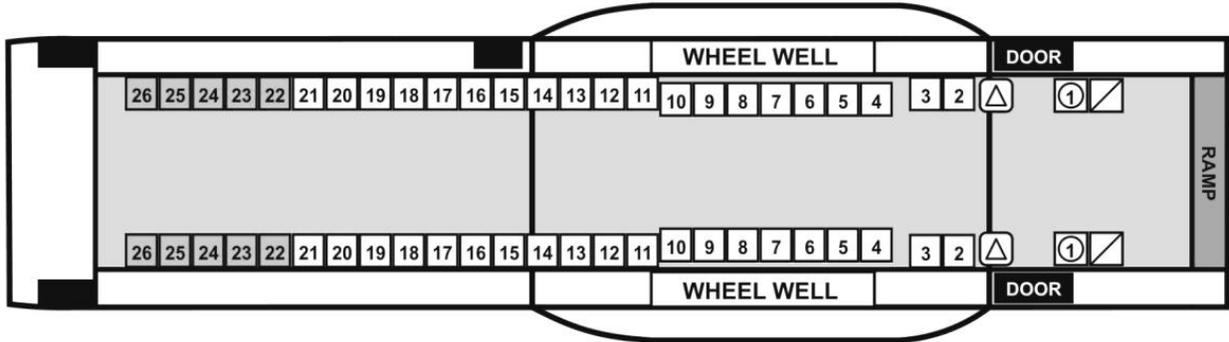
C-130J-30

- Accommodates 52 combat equipped personnel
- 54 seats required
- 9 Supervisory Personnel
 - 1 Primary JM
 - 4 Assistant JM
 - 3 from chalk
 - 2 Non Jumping Safeties
 - 2 USAF Loadmasters

AIRCRAFT OPERATIONS

- The anchor line cables (only two are used—one on each side) are rigged from the forward outboard anchor line cable attachments to the aft inboard anchor line cable attachments. The anchor line cable stop (a small clevis, padded and taped) must be installed on the anchor line cable 20 inches forward of the aft anchor line cable attachment bracket
- Maximum 20 jumpers per cable
- Static line is controlled by each jumper in a reverse bight
- Exit the tail gate at a 30 degree angle

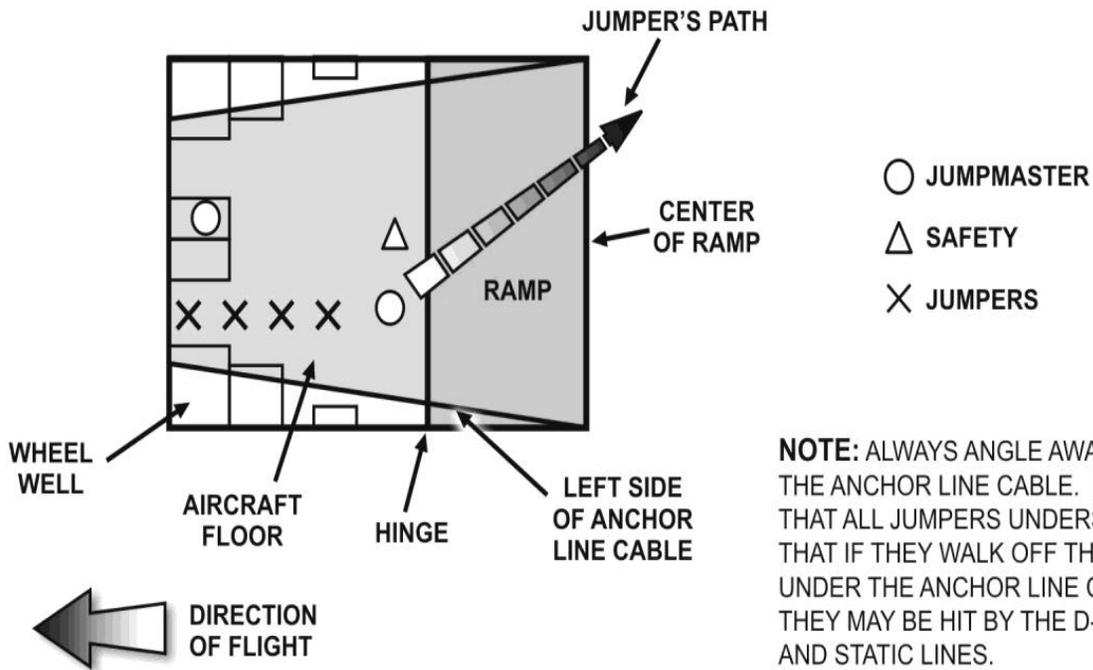
C-130 J-30 TAP-3/ATAP-3 HALO/RAMP OPERATIONS



- SEATS REDUCED IN ATAP-3 CONFIGURATION.
 △ LOADMASTERS SEAT
 ⊘ JUMPMASTERS SEAT
 ⊠ SAFETY PERSONNEL SEAT
- ← DIRECTION OF FLIGHT
1. TAP-3 - 52 TROOP SEATS AND 2 SAFETY PERSONNEL SEATS - SEAT BELTS IN 20-INCH CONFIGURATION.
 2. ATAP-2 - 52 TROOP SEATS AND 2 SAFETY PERSONNEL SEATS - SEAT BELTS IN 20-INCH CONFIGURATION.

EXIT PROCEDURES





COMBAT OPERATIONS

- All personnel will jump, including the Safeties
- This applies to Mass Operations, In-Flight Rigging and Over the Ramp Operations

C-17 GLOBEMASTER

CHARACTERISTICS

- Swept wing, four engine, turbofan aircraft
- Can carry large payloads inter-continental distances without refueling
- In-flight refueling capability increases the deployment range

FOR AIRBORNE OPERATIONS IT COMES EQUIPPED WITH

- Drop speed of 130 Knots +/- 3 Knots
- 13 sets of jump caution lights
- 6 Minute slow down
- Four anchor line cables
 - 27 Outboard
 - 24 Inboard
- 2 Static Line Retrieval Systems
- Dedicated antenna for TACSAT
- 1 USAF Loadmaster
- A/C must have a deck angle of 6-7 degrees below horizontal

TWO BASIC SEATING ARRANGEMENTS (102 Combat Equipped Jumpers)

- Mass Operations
- In-Flight rigging mission

MASS OPERATIONS

- 5 Supervisory Personnel
 - 1 Primary JM
 - 1 Assistant JM

- 2 Non Jumping safeties
- 1 USAF Loadmaster

IN-FLIGHT RIGGING MISSION

- 12 Supervisory Personnel
 - 1 Primary JM
 - 8 Assistant JM'S
 - 7 from chalk
 - 2 Non Jumping Safeties
 - 1 USAF Loadmaster

COMBAT OPERATIONS

- All personnel will jump, including the Safeties
- This applies to both Mass Operations and In-Flight Rigging

AIRCRAFT INSPECTION (C-130 AND C-17)

- Exterior serviceable
- Floors serviceable
- Adequate seats/ seat belts, proper mission configuration
- Excess equipment stored out of way
- Emergency exits outlined in yellow
- Anchor line cables
- Towed parachutist retrieval system (have loadmaster operate)
- Paratroop doors have no sharp edges or protruding objects nearby
- Pip-pin (C-130) OR Troop door up-lock (C-17)
- Manual lever for ramp secured (left door)
- Jump platforms
 - No cracks or bends (C-130)
 - Non-skid material present
 - Down locks seat properly (C-130)
 - Secured to the floor (C-130)
- Air deflectors (have loadmaster operate)
- Jump caution lights
- Interior lighting (normal/tactical)
- Emergency bell/ horn (have loadmaster operate)
- Emergency equipment
 - First aid kit
 - Fire extinguishers
 - Oxygen masks (EPOS)
- Public address system operational
- Air sickness bags and ear plugs

BA-22

CHARACTERISTICS

- C-9 Canopy
- Weighs approximately 35 lbs.
- Rate of decent is 18-20 feet per second
- 28' flat circular canopy
- Can be OD green, brown, white and orange in color
- 2 Methods of release
 - Automatic release
 - Manual ripcord grip assembly

INSPECTION

- Harness assembly
- Ejector snaps
- Quick fit “V” rings
- Canopy release assemblies
- Automatic opening device lanyard
- Locking pins and cable
- Personnel lowering device
- Rear locking pins and loops
- Overall inspection of parachute
- Electronic tracking device

ADVANCED EMERGENCY BAILOUT PARACHUTE (AEBP)

CHARACTERISTICS

- 26 foot extended skirt canopy
- Canopy constructed of low-porosity material that is vacuum sealed
- Canopy consists of:
 - Main canopy
 - Cross connector straps
 - Slider
 - Diaper
 - Steering handles
 - Upper risers
 - Suspension lines made of Spectra material
- Container is constructed of durable canvas weave material and is used to store the sealed canopy assembly and pilot chute.

INSPECTION

- Lift outer top cover flap. Check that the top closing flap tackings are present. Tuck flaps are not exposed and the color of the tape, lacing and tying, is white.
- Check the rip cord pin. Ensure the pin is straight and fully seated but not shouldered. Confirm the secure tie is present. If the secure tie is not present or is broken, remove system from service for inspection. Reseat outer top cover flap.
- Inspect the right links by opening the right shoulder flap and right link protector flap. Visually inspect soft links for holes, cuts, fraying, loose or broken stitching, and burns. Inspect the No. 4 connector link for burrs, cracks, sharp edges, corrosion, broken sealant, and exposed threads. Ensure torque sealant is on the nut and no threads are exposed. Close right link protector flap and right shoulder flap, ensuring the hook and pile tape is secure.
- Check the front rip cord housing tacking is in place and the color of the tape, lacing and tying, is white. Check that the rip cord handle and rip cord cable are stowed in the pocket and not routed through the chest strap. Ensure large portion of rip cord handle is seated in the pocket. Ensure the swage ball is located at the end of the rip cord cable and is free from burrs, sharp edges, and cracks. After inspection, ensure that swage ball is stowed in rip cord pocket.
- Inspect the left links by opening the left shoulder flap and left link protector flap. Visually inspect soft links for holes, cuts, fraying, loose or broken stitching, and burns. Inspect the No. 4 connector link for burrs, cracks, sharp edges, corrosion, broken sealant, and exposed threads. Ensure torque sealant is on nut and no threads are exposed. Visually inspect rip cord housing for burrs, cracks, corrosion, and sharp edges. Check for the presence of the rear rip cord housing tacking. Close left link protector flap and left shoulder flap ensuring hook and pile secure flap tape is secure.
- Check for the presence of the four quick ejector snap tackings securing the comfort pad to the chest strap quick ejector snap. Inspect the chest strap for loose or broken stitching, holes, burns, contamination, cuts, tears, and fraying. Inspect the quick ejector snap and quick fit V-ring on the chest strap for proper operation, rust, corrosion, burrs, sharp edges and cracks. Check if retainer webbing is present at the

chest strap. Inspect retainer webbing for loose or broken stitching, loss of elasticity, cuts and fraying. If retainer webbing is not present or is not serviceable, replace with heavy duty retainer bands.

- Inspect the main lift webs for loose or broken stitching, holes, burns, contamination, cuts, tears, and fraying. Check the main lift web adjusters for burrs, cracks, sharp edges, and corrosion. Check if retainer webbings are present at the main lift webs. Inspect retainer webbings for loose or broken stitching, loss of elasticity, cuts and fraying. If retainer webbing is not present or is not serviceable, replace with heavy duty retainer bands.
- Check for the presence of the two quick ejector snap tackings securing the comfort pads to each leg strap quick ejector snaps. Inspect the leg straps and saddle for loose or broken stitching, holes, burns, contamination, cuts, tears, and fraying. Inspect the quick ejector snaps and quick fit V-rings on both leg straps for proper operation, rust, corrosion, burrs, sharp edges, and cracks. Check if retainer webbings are present at the leg straps. Inspect retainer webbings for loose or broken stitching, loss of elasticity, cuts and fraying. If retainer webbing is not present or is not serviceable, replace with heavy duty retainer bands.
- Check the sealed canopy assembly for firmness. A soft (pillowed) AEBP indicates the sealed canopy assembly has lost its vacuum.

Note. If vacuum loss occurs, the AEBP is still serviceable for the mission. After the completion of the mission, the AEBP must be repacked.

- Conduct an overall visual inspection of the container for seam separation, holes, cuts, tears, frays, burns, and presence of Army Parachute Log record.

T-11 PERSONNEL PARACHUTES

TC 3-21.220 Chapter 2

T-11 MAIN PARACHUTE

The T-11 series parachute is used during static line airborne operations. The T-11 series is a non-steerable canopy.

WEIGHT

- Approx. 38 lbs.

DIAMETER

- Nominal: 28.6 feet
- Modified Cruciform Planform in design

SAFE DROP SPEEDS

- 150 knots Maximum
- 50 knots Minimum

AVG. DEPLOYMENT TIME

- 6.5 seconds

RATE OF DESCENT

- Approximately 18.5 feet per second with a suspended weight of 400 lbs

The main parachute consists of ten major components:

- 1) *Universal static line modified
- 2) Deployment bag
- 3) Drogue parachute
- 4) Bridle assembly
- 5) Deployment sleeve
- 6) Canopy assembly
- 7) Slider
- 8) *Riser assembly
- 9) *Harness assembly
- 10) *Pack tray

Asterisk denotes only items seen or touched while performing JMPI on a properly rigged jumper.

UNIVERSAL STATIC LINE MODIFIED

UNIVERSAL STATIC LINE SNAP HOOK

Universal static lines point of attachment to the aircraft's anchor line cable. It consists of a dual locking spring opening gate with a Rivet pin located center mass.

DIMENSIONS

- Approx. 6 inches in length and approx. 2 inches wide

MATERIAL

- Cadmium plated Chrome-Molybdenum

RATED CAPACITY

- 1,750 lbs.

UNIVERSAL STATIC LINE MODIFIED

LENGTH

- Approx. 15 feet

MATERIAL

- ¾ inch, tube edge, type 6.6 nylon webbing

TENSILE STRENGTH

- 4,000 lbs

MAIN CURVED PIN

The main curved pin is located approximately 12 feet from the universal static line snap hook.

LENGTH

- Approx. 1.3 inches

MATERIAL

- Stainless steel

MAIN CURVED PIN ATTACHING LOOP

The main curved pin attaching loop secures the main curved pin to the universal static line modified.

MATERIAL

- 3/8 inch wide Type I preshrunk nylon webbing. It may be green or white in color.

TENSILE STRENGTH

- 200 lbs.

MAIN CURVED PIN COVER

The main curved pin cover protects the main curved pin and main curved pin attaching loop.

LENGTH

- Approx. 6 inches

MATERIAL

- Cotton duck material

STATIC LINE SLEEVE

The static line sleeve prevents nylon-to-nylon contact between the universal static line modified and the pack tray.

LENGTH

- Approx. 27 inches

MATERIAL

- Cotton duck material

RISER ASSEMBLY

RISER ASSEMBLY

When attached to the canopy, the riser assemblies provide four individual risers.

RISERS

LENGTH

- Approx. 28 inches

MATERIAL

- Type VII nylon webbing

TENSILE STRENGTH

- 5500 lbs.

SLIP ASSIST LOOP

The slip assist loops are formed into the risers and sewn with reinforced stitching. They provide the jumper a means of securing a hand hold when executing slips.

MATERIAL

- Type VII nylon webbing

SLIP ASSIST TAB

There are 3 slip assist tabs sewn to the front of each riser. They aid the jumper in executing slips.

MATERIAL

- Type XVII nylon webbing

ARMY PARACHUTE LOG RECORD STOW POCKET

The Army parachute log record stow pocket is sewn to the rear risers. It is utilized to store the DA Form 3912, Army Parachute Log Record.

MALE FITTING CANOPY RELEASE ASSEMBLY

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 2500 lbs.

HARNESS ASSEMBLY

HARNESS ASSEMBLY

The harness assembly consists of a right and left upper main lift web assemblies and the lower saddle assembly.

MATERIAL

- Primarily constructed of type VII nylon webbing

TENSILE STRENGTH

- 5500 lbs.

The harness assembly consists of the following items:

- 1) Canopy release assembly
- 2) "D" Rings
- 3) Main lift web
- 4) Tuck pocket
- 5) Chest strap
- 6) Chest strap friction adapter
- 7) Webbing retainer
- 8) Equipment ring
- 9) Ejector snap
- 10) "L" shaped ejector snap pad
- 11) Triangle link
- 12) Saddle
- 13) Leg straps
- 14) Quick fit "V" ring
- 15) Diagonal back strap
- 16) Sizing channels
- 17) Diagonal back strap pad
- 18) Back strap adjuster
- 19) Horizontal back strap

FEMALE FITTING CANOPY RELEASE ASSEMBLY

The grove heel of the male fitting canopy release assembly sits on the groove of the female fitting canopy release assembly.

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 2500 lbs.

LATCH

The latch is utilized to secure the male fitting canopy release assembly to the female fitting canopy release assembly.

CABLE LOOP

The cable loop is what the jumper places his or her thumb through to recover from the drag.

MATERIAL

- Flexible stainless steel aircraft cable

RATED CAPACITY

- 920 lbs.

SAFETY CLIP

The safety clip serves 2 purposes; secures the cable loop inside the canopy release assembly and prevents foreign material from entering the canopy release assembly.

CANOPY RELEASE ASSEMBLY

When completely assembled the rated capacity is 5000 lbs.

“D” RINGS

The D-rings serve as points of attachment for the reserve parachute.

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 5000 lbs

MAIN LIFT WEB

The main lift web is adjustable and serves as 2 points of adjustment on the harness. The main lift web consists of the main lift web tuck tab assembly, the main lift web adjustment strap and the main lift web adjuster.

LENGTH

- Approximately 25 inches

MATERIAL

- Type VII nylon webbing and Type VIII nylon webbing

TENSILE STRENGTH

- 6000 lbs. combined

MAIN LIFT WEB TUCK TAB ASSEMBLY

The main lift web tuck tab assembly consists of a snap fastener and tuck tab.

MAIN LIFT WEB ADJUSTMENT STRAP

MATERIAL

- 1 ply of Type VII nylon webbing and 1 ply Type VIII nylon webbing

MAIN LIFT WEB ADJUSTER

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 2500 lbs.

TUCK POCKET

The main lift web is adjusted to 2 of the 3 sizes by inserting the tuck tab into the tuck pocket.

CHEST STRAP

The chest strap is sewn to the left main lift web. It is one of the points of adjustment on the parachute harness. There is a tabbed portion formed at the end of the chest strap.

LENGTH

- Approx. 23 inches

MATERIAL

- Type VII nylon webbing

TENSILE STRENGTH

- 5500 lbs.

CHEST STRAP FRICTION ADAPTER

The chest strap is secured to the chest strap friction adapter located on the right main lift web.

LENGTH

- Approx. 2 inches

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 500 lbs.

WEBBING RETAINER

There are a total of 6 webbing retainers on the parachute harness. They can be replaced by a retainer band if they are not present or serviceable.

MATERIAL

- Type I elastic webbing

EQUIPMENT RING

The equipment rings are located just below the chest strap on the main lift web. They are used to secure items of combat equipment.

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 2500 lbs.

EJECTOR SNAP

The ejector snaps for the leg straps are located on the main lift web below the equipment rings.

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 2500 lbs.

The ejector snap consists of three sub components, they are:

- 1) ACTIVATING LEVER
- 2) BALL DETENT
- 3) OPENING GATE

“L” SHAPED EJECTOR SNAP PAD

Located just below each ejector snap is the “L” shaped ejector snap pad. This is an added comfort feature and does not have to be present for the parachute harness to be serviceable.

MATERIAL

- Nylon duck cloth filled with ¼ inch thick cellular urethane foam

TRIANGLE LINK

The triangle links are located just below the ejector snap. They serve as points of attachment for the ejector snap on the hook pile tape lower line.

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 500 lbs.

SADDLE

Continuation of the main lift web and routed under the jumpers buttocks.

MATERIAL

- Type VII nylon webbing

TENSILE STRENGTH

- 5500 lbs.

LEG STRAPS

The leg straps are sewn midway through the saddle. They serve as 2 more points of adjustment on the parachute harness.

LENGTH

- Approx. 28 inches

MATERIAL

- Type VII nylon webbing

TENSILE STRENGTH

- 5500 lbs.

QUICK FIT V-RING

One quick fit V-ring is located at the end of each leg strap. They are attached to the appropriate ejector snap.

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 2500 lbs.

DIAGONAL BACK STRAP

The diagonal back straps form an "X" across the jumpers back. They can be sized in five sizes and serve as 2 more points of adjustment on the parachute harness.

LENGTH

- Approx. 20 inches

MATERIAL

- Two plies of Type VII nylon webbing

TENSILE STRENGTH

- 5500 lbs.

SIZING CHANNELS

The sizing channels are numbered 1-5.

DIAGONAL BACK STRAP PAD

The diagonal back strap pad is an added comfort feature and does not have to be present for the parachute harness to be serviceable.

DIMENSIONS

- Approx. 12 ¼ inches at the longest point and approx. 3 ½ inches at the widest point.

MATERIAL

- Nylon duck cloth filled with ¼ inch thick cellular urethane foam

BACK STRAP ADJUSTERS

The back strap adjusters are located at the end of each diagonal back strap.

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 2500 lbs.

HORIZONTAL BACK STRAP

The horizontal back strap is routed through the lower portion of the back strap adjuster, through the main lift web, across the small of the jumpers back, through the opposite main lift web and terminates at the opposite back strap adjuster. It serves as 2 more points of adjustment on the parachute harness.

LENGTH

- Approx. 105 inches

MATERIAL

- Type VII nylon webbing

TENSILE STRENGTH

- 5500 lbs.

PACK TRAY ASSEMBLY

PACK TRAY ASSEMBLY

DIMENSIONS

- Approx. 20 inches long by 16 inches wide by 14 inches deep

MATERIAL

- Nylon duck cloth

The pack tray assembly consists of the following items:

- 1) Diagonal back strap retainer
- 2) Diagonal back strap keeper
- 3) Directional snap fastener
- 4) Horizontal back strap retainer
- 5) Horizontal back strap keeper
- 6) Waistband
- 7) Waistband adjuster panel
- 8) Metal adjuster
- 9) Pack closing flaps
- 10) Grommets
- 11) Main closing loop

DIAGONAL BACK STRAP RETAINER

The diagonal back strap retainers are sewn to the upper portion of the pack tray.

LENGTH

- Approx. 5 ½ inches

MATERIAL

- Type VIII nylon webbing

TENSILE STRENGTH

- 2500 lbs.

DIAGONAL BACK STRAP KEEPER

The diagonal back strap keepers are sewn to the upper portion of the pack tray.

LENGTH

- Approx. 13 inches

MATERIAL

- Type XVII nylon webbing

TENSILE STRENGTH

- 2500 lbs.

DIRECTIONAL SNAP FASTENER

The directional snap fasteners are used to secure the diagonal back strap retainers and horizontal back strap retainers back onto themselves to secure the diagonal back straps and horizontal back strap to the pack tray.

HORIZONTAL BACK STRAP RETAINERS

The horizontal back strap retainers are sewn to the lower portion of the pack tray.

LENGTH

- Approx. 5 ½ inches

MATERIAL

- Type VIII nylon webbing

TENSILE STRENGTH

- 2500 lbs.

HORIZONTAL BACK STRAP KEEPER

The horizontal back strap keeper is sewn to the lower portion of the pack tray.

LENGTH

- Approx. 12 inches

MATERIAL

- Type XVII nylon webbing

TENSILE STRENGTH

- 2500 lbs.

WAISTBAND

The waist band is sewn to the bottom right corner of the pack tray. During inspection you must insure that at least 50% of the stitching is present securing the waistband to the pack tray for the pack tray to be serviceable.

LENGTH

- Approx. 43 inches

MATERIAL

- Type VIII nylon webbing

TENSILE STRENGTH

- 4000 lbs.

WAISTBAND ADJUSTER PANEL

The waistband adjuster panel is sewn to the bottom left corner of the pack tray. It consists of a nylon portion and the metal adjuster. During inspection you must insure that at least 50% of the stitching is present securing the waistband adjuster panel to the pack tray for the pack tray to be serviceable.

NYLON PORTION

LENGTH

- Approximately 7 inches

MATERIAL

- Type VII nylon webbing

TENSILE STRENGTH

- 6000 lbs.

METAL ADJUSTER (METALIC PORTION)

LENGTH

- Approximately 2 ¼ inches long by 2 inches wide

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 1000 lbs.

PACK CLOSING FLAPS

The pack closing flaps form the top, bottom, left and right portions of the pack tray.

MATERIAL

- Nylon duck cloth

WEIGHT

- Approximately 7.25 ounces per square yard

GROMMETS

Attached to all four pack closing flaps is a grommet. The grommets cannot be bent, cracked or corroded to be serviceable.

MATERIAL

- Chrome plated hard brass

MAIN CLOSING LOOP

Attached to the left Pack Closing Flap.

MATERIAL

- White Spectra cord

TENSILE STRENGTH

- 700 lbs.

STATIC LINE SLACK RETAINER LOOP

The static line slack retainer loop is sewn to the top pack closing flap. The Static Line Slack Retainer Loop is approximately 2.75" in length.

MATERIAL

- 9/16 of an inch wide Type I nylon webbing

TENSILE STRENGTH

- 500 lbs.

STATIC LINE SLACK RETAINER BAND

The static line slack retainer band is attached to the static line slack retainer loop.

MATERIAL

- 1 ¼ inch long by 3/8 inch wide rubber retainer band

MAIN CURVED PIN PROTECTR FLAP

The main curved pin protector flap is present to protect the main curved pin from damage and premature activation. The main curved pin protector flap is attached to the top pack closing flap.

TUCK FLAP

This tuck flap is the storage location for the main curved pin protector flap. It is also attached to the top pack closing flap.

OUTER STATIC LINE STOW BARS

The outer static line stow bars are sewn to the left and right pack closing flaps.

LENGTH

- Approximately 4 inches

MATERIAL

- 9/16 of an inch wide Type I nylon webbing

TENSILE STRENGTH

- 500 lbs.

INNER STATIC LINE STOW BARS

The inner static line stow bars are sewn to the left and right pack closing flaps.

LENGTH

- Approximately 5 ½ inches

MATERIAL

- 9/16 of an inch wide Type I nylon webbing

TENSILE STRENGTH

- 500 lbs.

T-11 RESERVE PARACHUTE

The T-11 reserve parachute is a troop chest mounted, ripcord center pull, emergency type parachute that has been designed for manual activation in the event of a malfunction of the main parachute. Approximate rate of decent is 26 feet per second with a suspended weight of 382 pounds.

WEIGHT

- Approximately 14.8 lbs.

DIAMETER

- Nominal: Approximately 29 feet
- Aeroconical in design

The T-11 reserve parachute consists of six major components:

- 1) *Ripcord assembly
- 2) *Reserve Closing Loop
- 3) Protection Cap
- 4) Ejector Spring Assembly
- 5) Reserve Extractor
- 6) Reserve Canopy
- 7) *Reserve Risers
- 8) *Reserve Pack Tray

Asterisk denotes only items seen or touched while performing JMPI on a properly rigged jumper.

RESERVE RISER ASSEMBLY

Each reserve riser has a connector snap attached.

CONNECTOR SNAP

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 4200 lbs.

CONNECTOR SNAP RETAINING TIE

Each connector snap is secured to the reserve pack tray by a connector snap retaining tie.

LENGTH

- Approximately 24 inches

MATERIAL

- One turn of Lacing and Tying tape

TENSILE STRENGTH

- 50 lbs.

RESERVE PACK TRAY ASSEMBLY

RESERVE PACK TRAY

MATERIAL

- Nylon duck cloth

WEIGHT

- Approximately 7.25 ounces per square yard

PACK CLOSING FLAP

The reserve pack tray consists of a top, bottom, left and right pack closing flap. The top and bottom pack closing flaps have one grommet each while the left and right pack closing flaps have two each.

TUCK POCKET

One tuck pocket is sewn to each of the four pack closing flaps. The tuck pockets are used to secure the rip cord assembly to the reserve parachute.

CARRYING HANDLE

The carrying handle aids the jumper in carrying the reserve parachute around the departure air field.

LENGTH

- Approximately 19 ¼ inches

MATERIAL

- Type VIII nylon webbing

TENSILE STRENGTH

- 4000 lbs.

SPREADER BAR TIES

The spreader bar ties are routed around the internal spreader bar, through the grommets, secured by a surgeons knot with overhand knots with its ends trimmed to 1 inch.

LENGTH

- Approximately 10 inches

MATERIAL

- Guttred red Type III nylon cord

ARMY PARACHUTE LOG RECORD STOW POCKET

The army parachute log record stow pocket is utilized to store the DA Form 3912, Army Parachute Log Record.

WAISTBAND RETAINER

The waistband retainers are sewn to the rear of the reserve pack tray. The waistband is routed behind both waistband retainers keeping the reserve snug to the jumper's body.

LENGTH

- Approximately 4 ½ inches

MATERIAL

- Type VIII nylon webbing

TENSILE STRENGTH

- 4000 lbs.

RESERVE CLOSING LOOP

The Reserve Closing Loop is a prefabricated loop that is fitted to the base of the Ejector Spring Assembly. Its length is regulated to control the pull force on the ripcord assembly curved pins.

LENGTH

- Between 11 ¾" and 12 ¼" long

MATERIAL

- White Spectra cord

TENSILE STRENGTH

- 700 lbs.

RIPCORD ASSEMBLY

RIPCORD ASSEMBLY

The ripcord assembly requires more than 14 lbs. of pull in order to activate the reserve parachute.

The ripcord assembly includes the following:

- 1) Tuck tab
- 2) Directional arrow
- 3) Ripcord handle
- 4) Curved pin lanyard
- 5) Curved pin

TUCK TAB

The rip cord assembly has a top, bottom and 2 side tuck tabs.

DIRECTIONAL ARROW

The top tuck tab is identified by the directional arrow. It must be pointing skyward when the reserve parachute is worn properly.

RIPCORD HANDLE

The ripcord handle is red in color and secured with 2 box "X" stitches.

CURVED PIN LANYARD

The curved pin lanyard is sewn by re-enforced stitching to the back of the ripcord assembly.

MATERIAL

- Dacron cord

TENSILE STRENGTH

- 600 lbs.

CURVED PIN

There is a curved pin attached to each end of the curved pin lanyard. They are sewn in opposite directions and cannot be bent, cracked or corroded to be serviceable.

MATERIAL

- Stainless steel

Duties and Responsibilities of the DZSO and the DZSTL

TC 3-21.220 Chapter 7, 20-23 & 25

DZSO

The DZSO is a key member of what we refer to as a Drop Zone Support Team. The difference in the required duties of the DZSO as opposed to the DZSTL is tied to whether or not the mission is supported by an Air Force Combat Control Team. As a result of a signed Memorandum of Agreement (MOA) we are training you to perform duties for select Computed Air Release Point (CARP) operations without the presence of CCT: therefore, your designation for those operations will become Drop Zone Support Team Leader (DZSTL).

DZSO PREREQUISITES

Must be an officer, warrant officer, or NCO (USAF must be SRA and USMC must be CPL)

- Must be a qualified and current jumpmaster
- Must have observed DZSO duties on a personnel or heavy equipment drop at least once
- Performed duties as ASST DZSO once

DZSTL

When acting as the DZSTL you are the direct representative of the ground forces commander and the air lift commander.

DZSTL PREREQUISITES

- Must be an Officer, Warrant Officer, NCO
- Must have received training on conducting airdrop operations without the support of a CCT
- For personnel and heavy equipment drops, must be a qualified and current jumpmaster

DUTIES AND RESPONSIBILITIES OF THE DZSO AND DZSTL

The DZSO and DZSTL have specific duties and responsibilities they must perform before, during and after the airborne operation.

- Attends pre-mission briefings
- Coordinates with CCT if required
- Opens the DZ through range control and closes it when accountability of all personnel, air items, and equipment is completed
- Has the DZ fully operational one hour prior to drop time
- Ensures that any water obstacle is covered by a boat detail. A boat detail is required if the water obstacle is more than four feet deep and 40 feet wide and is within 1000 meters from any portion of the surveyed DZ
- Conduct ground or aerial recon of DZ prior to drop time for obstacles or safety hazards
- Establishes communications with the DACO NLT one hour prior to drop time
- Co-locates with USAF CCT one hour prior to drop time and take initial wind readings
- Monitor surface winds from the PI
- Assistant DZSO/DZSTL monitors surface winds from the highest point of elevation or trail edge of DZ
- Establish 10 minute window 12 MINUTES prior to drop time
 - Give a GO or NO GO 2 minutes prior to drop time
- Relays No Drop Signal:
 - Surface winds exceed 13 knots within 10 minutes of the actual drop
 - An unsafe act is observed on ground or in the air
- DZSO/DZSTL will have positive communication with the ADZSO/ADZSTL, if needed, and the senior medic
- Controls all medical evacuations
- Correctly marks the drop zone
- Operates all visual acquisition aids
- Submits post mission reports properly
- Ensure that no unauthorized vehicles are on the DZ
- All antennas will be tied down

- No vehicular movement on the DZ from the time the aircraft is in sight until the last jumper has landed
- Ensure all helicopters operating in the vicinity keep at least 1 km from the DZ NLT 10 min prior to TOT
- Be familiar with the duties of the Malfunctions Officer/NCO IAW AR 59-4.
- Assist the airborne commander in the development of a written risk assessment for high and extremely high risk events

The DZSO has operational responsibility for the drop zone. In addition to the DZSO's duties for drop zones, the DZSO must also:

- Be positioned at the point of impact (for personnel drops) 15 minutes before drop time. The assistant DZSO is at the highest point of the drop zone or at the opposite end. For combination airdrop operations, the DZSO/DZSTL must follow the procedures for heavy drop operations, but observe the jumpers as they exit the aircraft
- Relay a ground weather decision and CLEAR TO DROP or NO DROP signal to the lead aircraft two minutes before the drop for each pass
- During night drops, ensure all lights that are on or next to the drop zone and are not a part of the Drop Zone Marking System are turned off five minutes before drop time and remain off during the drop (except those lights that mark obstacles)
- Contact the pilot of the aircraft immediately after the drop and ask if any personnel or equipment did not drop. He relays this information to the airborne commander on the drop zone

PERSONNEL AND SUPPORT REQUIREMENTS

The Drop Zone Support Team will consist of at least two personnel. The senior person meeting the prerequisites outlined in TC 3-21.220, Ch 7 will be designated as the Drop Zone Support Team Leader. Additional support personnel and equipment may be required.

PERSONNEL AIRDROPS-MULTIPLE AIRCRAFT OR SINGLE AIRCRAFT OPERATIONS ON A DZ OF 2100 METERS OR MORE IN LENGTH

- 1 DZSO or DZSTL and 1 Assistant DZSO or DZSTL
- 2 medical personnel with 2 FLAs
- Malfunctions officer with camera
- Parachute recovery detail (with saw and tree climbing equipment)
- Parachute turn in detail (with vehicles)
- 2 radios – 1 for DZSO, 1 for ADZSO (minimum)
- 3 Wind measuring devices
 1. Anemometers—Services should only use approved anemometers to measure surface winds during all personnel and cargo parachute operations. **THE APPROVED ANEMOMETERS ARE THE DIC3, TURBOMETER, AND AN/PMQ 3A.** The DIC3, and Turbometer cannot be calibrated; they must be given an expedient check just before use
 2. Ensure fresh batteries are installed in the anemometer
 3. Check the anemometer in a no wind condition such as in a vehicle cab or a building. Turn on the anemometer and, if any reading other than zero registers, the anemometer is not fit for use and must be discarded
 4. Use a three anemometer check by comparing the reading on three anemometers in identical conditions. Discard the one anemometer that doesn't read the same as the other two
 5. The Turbometer must be held within 20 degrees of wind line with the wind entering the rear of the meter to ensure accurate readings
 6. Calibration requirements for the AN/PMQ 3A will be conducted in accordance with appropriate TMs. Other anemometers not tested and recommended for use should be employed only after a command initiated risk assessment is completed. Regardless of the method or device used to

measure DZ winds, the airborne commander is responsible for ensuring winds on the DZ do not exceed 13 knots during static line personnel airdrops

- 2 Compasses
- 2 sets of Night Vision Goggles
- VS-17 Panels/Lights
- Binoculars, strobe light, signal mirror
- Smoke Grenades (as required)
- Vehicles (as required)
- Road Guards (as required)
- Piball equipment with helium source (If applicable)
- Military Police (If Applicable)
- Boat Detail (If Applicable)

PERSONNEL AIRDROPS-SINGLE AIRCRAFT OPERATIONS ON A DZ LESS THAN 2100 METERS IN LENGTH

- 1 DZSO or DZSTL
- 1 Radio
- 1 Compass
- 3 Wind measuring devices (above guidance concerning anemometers applies here as well)
- 1 Medic with 1 FLA
- All other requirements remain unchanged

DZSTL ADDITIONAL SUPPORT REQUIREMENTS

- Minimum of 11 omni-directional white lights
- 1 white air traffic control light and/or flares
- 1 red lens for air traffic control light and/or flares

PUBLICATIONS

- INSTALLATION RANGE REGULATION
- MOST RECENT MAP SHEET OF THE AREA
- COPY OF UNIT ASOP
- ANY OTHER LOCALLY REQ. REGULATIONS
- COPY OF DROP ZONE SURVEY
- AR 59-4 JOINT AIRDROP RECORDS, MALFUNCTIONS INVESTIGATIONS AND ACTIVITY REPORTING
- BLANK FORMS (FLASH REPORT, etc)

PRE-MISSION BRIEFING

Prior to the airborne operation the DZSO/DZSTL must attend a detailed pre-mission briefing. If possible this should be done directly with the aircrew. If it is not possible, the units S3 Air should provide the minimum essential information.

The following checklist should be used as a guide to insure all the pertinent information has been provided:

- JA/ATT (Joint Airborne/Air Transportability Training) Mission sequence number
- Type and number of aircraft
- Type of drop-PE, CDS, HE
- Type of release-CARP, GMRS, VIRS
- Type of parachutes
- Verify DZ name and location
- Verify current DZ Survey Data
- TOT(s) or Block time
- No Drop Procedures
- Number of jumpers or bundles
- DZ Markings
 - RAM
 - Panels/ lights

- Smoke/ flares
- Emergency no drop procedures
- Mission cancellation indication
- DZ support
 - Communications available
 - Frequencies/ call signs
 - Visual acquisition aids
 - NAV AIDS
- Aircraft/ Mission commanders name, rank, unit and telephone number
- DZSO/DZSTL name, rank, unit and telephone number
- Post mission reports

DROP ZONE SURVEYS

There are 2 types of drop zone surveys

- Tactical Assessment of Drop Zone
- AF form 3823

AF 3823

All information we need concerning the drop zone is on the AF form 3823.

The Air Force has a listing of all available drop zones that were approved for use. The list is called the Assault Zone Availability Report (AZAR). This list is attainable through the Air Force.

AZAR is compiled from inputs provided by 21st AF, McGuire AFB, NJ and 22nd AF, Travis AFB, CA. It identifies drop zones, landing zones, and extraction zones available in CONUS for use by the Air Mobility Command.

- Instructions for filling out AF Form 3823 can be found in the Pathfinder FM
- All obstacles must be identified within a 1000 meters of DZ
 - An aerial recon must be conducted to identify the hazards
- Once AF Form has been completed it must be verified by the first O-6 of the supported unit
- Completed AF form 3823 is good for 5 years from date of approval signature

The columns of the AF form 3823 are explained below and all blocks require an entry including "N/A" if applicable.

- 1a. DZ name
- 1b. ZAR index number (AF drop zone website reference number)
- 2a. Country
- 2b. State
3. Map sheet and series information
- 4a1. Date DZ was surveyed
- 4a2. Name and rank of surveyor
- 4a3. Contact phone number
- 4a4. Surveyor's name
- 4b. DZ approval or disapproval by mission type and day use
- 4c. Date approved for ground operations
- 4d. Date of safety of flight review
- 4e. Date of MAJCOM approval – DZ survey is good for five years from this date
- 5a. Controlling unit or agency
- 5b. Memorandum of understanding / land use agreement
- 5c. Contact phone number
- 5d. Range control frequencies (FM/ UHF)
- 5e. Contact phone number
- 6a-c. Dimensional data (length, width, radius)
- 6d-f. PI distances from the lead edge of the DZ
- 7a-d. DZ axis data (direction of flight)
- 8a-d. Ground point elevations

- 9a-f. DZ coordinates
- 9g. Point of origin data (prominent terrain feature used to help find PI)
- 9h. DZ center point and PI grid locations
- 9i. DZ corners (grid coordinates for the corners of the DZ)
- 10. DZ diagram or digital photographic
- 11. Remarks (all hazards/ restrictions and pertinent information about the DZ)
- 12. Photograph available
- 13. Low level routes available

Note: When performing a safety of flight review on a foreign DZ, as much information as possible should be filled in on the AF form 3823. At a minimum, the following items must be filled in: items 4d, 6a, 6b, 7, 9a-f, and 9h. A copy of the foreign DZ should be attached to the safety of flight review.

AIRBORNE UNIT ASSUMES RESPONSIBILITY FOR PERSONNEL INJURY AND EQUIPMENT DAMAGE ON DZ									
DROP ZONE SURVEY	1A. DZ NAME FRYAR DZ			1B. ZAR INDEX NO. 88		2A. COUNTRY USA		2B. STATE ALABAMA	
	3. MAP SERIES/SHEET NUMBER/ EDITION/ DATE OF MAP V 745-S FORT BENNING MIM 1986								
4. SURVEY APPROVAL/DISAPPROVAL DATA									
4A1. DATE SURVEYED 20050824		4A2. TYPED NAME AND GRADE OF SURVEYOR MARIANO L. PIDLAOAN, TSgt, USAF			4A3. PHONE NUMBER (DSN) 835-5218		4A4. UNIT HHC 1/507TH PIR		
4B. DROP ZONE APPROVAL/DISAPPROVAL A = APPROVED D = DISAPPROVED	FOR	CDS/CRL/CRS	PER	HE	MFF	SATB	CRRC	HSLADS	HVCDS
	DAY	A	A	A	A	A	D	A	A
	NIGHT	A	A	A	A	A	D	A	A
4C. DATE APPROVED FOR GROUND OPERATIONS	NAME, GRADE AND SERVICE OF APPROVAL AUTHORITY PAUL BINION, Capt, USAF				PHONE NUMBER (DSN) 731-4432		SIGNATURE <i>Paul Binion</i>		
	UNIT AND LOCATION 21 STS/DO POPE AFB, NC 28308								
4D. DATE SAFETY OF FLIGHT REVIEW APPROVED 19950131	NAME AND GRADE OF REVIEWING OFFICER GEORGE E. MORGAN, Maj, USAF				PHONE NUMBER (DSN) 673-1376		SIGNATURE <i>George E. Morgan</i>		
	UNIT AND LOCATION 437 OSS/OSK CHARLESTON AFB, SC 29404								
4E. DATE OF MAJCOM APPROVAL	NAME AND GRADE OF APPROVING AUTHORITY DEREK A. MOORE, Col, USAF				PHONE NUMBER (DSN) 673-2231		SIGNATURE <i>Derek A. Moore</i>		
	UNIT AND LOCATION 437 OG/CC CHARLESTON AFB, SC 29404								
5. COORDINATING ACTIVITIES									
A. DZ CONTROLLING AGENCY OR UNIT LAWSON ARMY AIR FIELD, FT. BENNI, GA				B. MEMORANDUM OF UNDERSTANDING/LAND USE YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> ATTACHED <input type="checkbox"/>			C. PHONE NUMBER (DSN) 835-9135		
D. RANGE CONTROL RANGE CONTROL FM 01.10 / UHF 111.5 (SKYWATCH)				E. PHONE NUMBER (DSN) 835-1102					
6. DZ DIMENSIONS (YDS/MTRS) (FOR CIRCULAR DZ, ENTER RADIUS ONLY)									
A. LENGTH 2500 YDS			B. WIDTH 1300 YDS			C. RADIUS N/A			
POINT OF IMPACT DISTANCES FROM DZ LEADING EDGE			D. CDS PI 275 YDS		E. PE PI 350 YDS		F. HE PI 550 YDS		
7. DZ AXIS DATA (OPTIONAL FOR CIRCULAR DZ)									
A. MAGNETIC 350.5		B. GRID (MGRS) 347.2			C. TRUE 348		D. SOURCE/DATE OF VARIATION DATA		
8. GROUND POINT ELEVATION		A. CDS PI 300'		B. HE PI 300'		C. PE PI 300'		D. HIGHEST 323'	
9. DZ COORDINATES									
A. SPHEROID 1866 CLARKE		B. DATUM 1927 NA		C. GRID ZONE 16 S		D. EASTING 6		E. NORTHING 35	
F. GPS DERIVED COORDINATES YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			G. POINT OF ORIGIN FL 92963 72166 SW corner of bus parking pad. PPI 1069 yds at 221 degrees.						
H. POINT									
MGRS COORDINATES									
WGS84 LATITUDE (D-M.MM)									
WGS84 LONGITUDE (D-M.MM)									
DZ CENTERPOINT	FL 92196 72200			32 16.317' N			084 57.561' W		
CDS PI	FL 92383 71383			32 15.844' N			084 57.452' W		
PE PI	FL 92368 71396			32 15.881' N			084 57.487' W		
HE PI	FL 92331 71574			32 15.977' N			084 57.482' W		
I. DZ CORNERS MGRS COORDINATES									
LEFT LEADING EDGE FL 91855 70958					RIGHT LEADING EDGE FL 93017 71207				
LEFT TRAILING EDGE FL 91240 73150					RIGHT TRAILING EDGE FL 92538 73442				

DZ NAME FRYAR DZ	
10. DZ DIAGRAM	
Name: Fryar Drop Zone Location: Fort Benning, GA	WGS-84 Datum: Bowen TSgt Matthew Mc Menamin Date: 22 July 2003 Lat/Long: 31.517° N - 84.37561° W
11. REMARKS	
<ol style="list-style-type: none"> 1. User accepts responsibility for damage to equipment and injury to personnel resulting from the airdrops of AMC aircraft. 2. Prior coordination is required before entry to R-3002. 3. Drop Zone is within Lawson AAF control zone. Left traffic only. Aircraft must maintain contact with control tower during airdrop operations on 119.05 / 269.525 / 288.275. Drop Zone frequencies are UHF 234.5 / VHF 141.8 FM 52.90. 4. Lawson AAF located 3NM @ 340 degrees. Dekkar Airstrip is located 1.2nm @ 030 degrees. 5. Chattahoochee river is located 030-190 degrees between 2.0-3.2 NM. 6. Jump towers 250' AGL are located 4.8 NM @ 350 degrees. 7. ILS approach to Rwy 33 passes 600 meters of eastern border of the DZ. 8. Highest obstruction is the 2249' MSL tower located 9 MN ENE, an additional tower 840' MSL is on DZ centerline 4.5NM prior to DZ. 9. Pond located within the NW section of DZ approximately, 120x100 yds in size. Water depth is 9 ft. 10. Boat support required for all personnel mass tactical and formation airdrops to Fryer DZ. Boat support will include 4 additional personnel for safety in accordance with USAIC Reg 350-3 and 210-4. 11. 70' and 90' treeline encroaches the left side and trailing edge of DZ. 12. 250' High tension power lines are located within 200 yds of the left leading edge of the DZ. Powerlines run SE to NW. Additional power lines are located 500 yds from departure end of DZ centerline. 13. Offset Personnel PI coordinates are standard 250 yards adjacent to the PEPI abeam left and right. The following coordinates are recommended: Left offset N 32 degrees 15.846', W 084 degrees 57.068. Right offset N 32 degrees 15.894', W 084 degrees 57.321'. 	
12. PHOTOGRAPH AVAILABLE YES <input type="checkbox"/> NO <input type="checkbox"/>	LOW LEVEL ROUTES <input type="checkbox"/> NONE AVAILABLE <input type="checkbox"/> ROUTE NAME/DESIGNATOR

AF IMT 3823, 20021001, V2 (REVERSE)

AF FORM 4304 STRIKE REPORT

The AF form 4304 is essentially a score card for the Air Force. Since the release point is computed by the aircrew on a CARP drop zone, the Air Force must have some documentation on the crew's performance.

The clock direction and distance from the PI will be recorded on the AF form 3823 and forwarded to higher headquarters.

Upon completion these should be forwarded through your unit S3.

- o PI is given for Strike report if first parachute suspended item lands within **25 yards** of the point of impact
- o Success if 90% of parachute items land on surveyed drop zone

The following is a list of the blocks and an explanation of the contents on the AF form 4304:

1. DATE: Enter date and year. Use either calendar or Julian date. When a "time" is required use local or GMT consistent with the date.
2. LOCATION: Enter DZ name
3. CCT AND UNIT: DZSTL name and unit
4. DZ/LZ CONTROL OFFICER AND UNIT
5. DROP ZONE SAFETY OFFICER AND UNIT
6. LINE NO: One line filled out for each pass of each aircraft. No drop passes should use a line number also. The remarks column should reflect the reason for the no drop situation.
7. TYPE ACFT: Mission design series
8. UNIT: Unit of aircraft
9. CALL SIGN: Call sign of lead and, if applicable, formation position number
10. TYPE MISSION; Refer to legend for abbreviations. Your initial appropriate training will dictate what type of drop zone you are qualified to operate
11. ETA: Estimated time of arrival, estimated TOT, or S3 air brief. Keep the unit of time consistent throughout the form
12. ATA/ATD: Actual time of every pass and actual time of departure
13. STRIKE REPORT:
 - a. YDS: Distance first jumper. Container/ pallet lands
 - b. CLOCK: Use direction of flight as the 12 o'clock and its back azimuth as the 6 o'clock, estimate direction from PI to first jumper/ container/ pallet. If item and conditions permit, the actual measurement is preferred
14. LZ: Mark the "S" box if a landing occurred between the beginning of the touchdown zone and the first 500 feet. If the landing was not successful (i.e., go-around), short of the touchdown zone or 500 feet beyond the beginning of the touchdown zone, mark the "U" box and provide comments in the REMARKS box
15. SURF WIND: Surface wind direction in degrees, and velocity in knots
16. SCORE METHOD: Refer to LEGEND for abbreviations
17. MEAN EFFECTIVE WIND: Time taken and at what altitude
 - a. TIME: Self-explanatory
 - b. ALT: Should be drop altitude
 - c. DIR & VEL: Wind direction in degrees and velocity in knots
18. REMARKS: Enter remarks as appropriate

DROP ZONE/LANDING ZONE CONTROL LOG

DATE

LOCATION ▲ ▼	CCT AND UNIT ▲ ▼	DZLZ CONTROL OFFICER AND UNIT ▲ ▼	DROP ZONE SAFETY OFFICER AND UNIT ▲ ▼
---	---	--	--

LEGEND

AH-Airland (*Heavy*)
AL-Airland
CD-CDS/CRL/CRS
GM-GMRS

HE - Heavy Equipment
HO - HALO/HAHO
IL - Inverted "L"

LS-Instrument Landing System
PE-Personnel
RB-Radar Beacon Drop

SCORE METHOD
M - Measured
P - Paced
E - Estimated

LINE NO	TYPE ACFT	UNIT	CALL SIGN	TYPE MSN	ETA	ATA		STRIKE REPORT		LZ		SURF WIND	SCORE METHOD	MEAN EFFECTIVE WIND			REMARKS	
						ATD	YDS	CLOCK	S	U	TIME			ALT	DIR & VEL			
1																		▲ ▼
2																		▲ ▼
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AF IMT 4304, 20020903, V1

REPLACES AMC 188, DEC 92

Computed Air Release Point (CARP)

TC 3-21.220 Chapters 7, 20-23 & AFI 13-217

CARP DROP ZONES

CARP drop zones are used by high performance fixed wing aircraft. The navigator on board the aircraft calculates the release point. The DZSO or the DZSTL has the responsibility of marking the drop zone and ensuring that it is of the proper size to support the mission.

OPERATION TYPES

- Personnel Drops
- CDS Drops
- Heavy Equipment Drops

DOOR EXITING PROCEDURES FOR PERSONNEL

- ADEPT Option 1 (Alternate Door Exiting Procedures for Training)
 - One door, one pass; half the jumpers minus 1
- ADEPT Option 2
 - One door followed by the other door, one pass; Total jumpers minus 1
- Mass Exit
 - For even number of total jumpers, divide in half.
 - For odd number of total jumpers, divide in half and use lower number.

PLANNING ALTITUDES

- Personnel
 - 1000 feet AGL
- Heavy Equipment
 - 1100 feet AGL

MINIMUM SIZE REQUIREMENTS FOR ONE JUMPER OR PLATFORM

- Personnel
 - 600 yards in width x 600 yards in length
- Heavy Equipment
 - 600 yards in width x 1000 yards in length
- CDS
 - Requirements can be found in AFI 13-217 Drop Zone and Landing Zone Operations

SIZE ADDITIONS

- Night (1800-0600)
 - Add an additional 100 yards to both the length and the width
 - Hours of darkness are generally from 1800 – 0600
- Altitude
 - Add an additional 30 yards to both the length and width for every 100 feet over the minimum planning altitude
- Not in Trail Formation
 - C-130: 100 yards to width (one time only)
 - C-17 **HE**: 100 yards to width (one time only), can't have more than 3 C-17's in a formation
 - C-17 **PE**: 640 yards to width for 2x C-17's; 1200 yards to width for 3x C-17's, can't have more than 3 C-17's in a formation, CANNOT BE IN TRAIL ***This is only applicable when using center PJ***
- Additional Jumpers or HE Platforms
 - Add an additional 75 yards to the length for each additional jumper
 - Add an additional 400 yards to the length for each additional HE platform on a C-130
 - Add an additional 500 yards to the length for each additional HE platform on a C-17 or C-5

- Station Keeping Equipment (SKE)
 - When used, add 400 yards to width (one time only)
 - Generally used for formations / multiple aircraft; not in trail or in trail, C-130's or C-17 formations dropping only CDS or HE
 - Compare SKE with not in trail; use whichever is larger, cancels out the smaller

CARP Chart is found in TC 3-21.220, Chapter 20, page 20-6 and 7.

ALTITUDE (AGL)	WIDTH (NOTE 1, OR C-17 NOTE 3)	LENGTH (NOTE 2)
PERSONNEL (Static Line)		
To 1000 ft	600 yds / 549 m	600 yds / 549 m
Above 1000 ft	Additional Add 75 yds / 69 m to the trail edge for each additional Parachutist (PI for ST/ Pararescue personnel)	Parachutist
Above 1000 ft	Add 30 yds / 28 m to width and length for each 100 ft above 1000 ft. (Add 15 ft / 14 m to each side of DZ, 15 yds / 13 m to each end.)	
HEAVY EQUIPMENT		
To 1100 ft	600 yds / 549 m	1 Platform 1000 yds / 915 m
Above 1100 ft.	Additional Add 400 yds / 366 m (C-130), 500 yds / 457 m (C-17/C-5) Platforms to the trail edge for each additional platform	
Above 1100 ft.	Add 30 yds / 28 m to width and length for each 100 ft above 1100 ft. (Add 15 ft / 14 m to each side of DZ, 15 yds / 13 m to each end.)	
Note: 1 (N/A for AFSOC assigned / gained, aircraft OPCON to USSOCOM, or theater special operations command):		
<ul style="list-style-type: none"> a. For day visual formations increase width by 100 yds / 92 m (50 yds / 46 m on each side) b. For C-130 SKE AWADS formation, increase width by 400 yds / 366 m (200 yds / 184 m on each side) c. At night increase width by 100 yds / 92 m for single ship visual drops (50 yds / 46 m on each side) or 200 yds / 184 m for visual formations (100 yds / 92 m on each side) 		
Note: 2 (N/A for AFSOC assigned / gained, aircraft OPCON to USSOCOM, or theater special operations command):		
<ul style="list-style-type: none"> a. At night increase width by 100 yds / 92 m for single ship visual drops (50 yds / 46 m on each side) (N?A for C-17 doing GPS drops.) 		
Note: 3 C-17 DZ width adjustments (more that one may be required)		
<ul style="list-style-type: none"> a. For visual formations (day or night) increase width by 100 yds / 92 m (50 yds / 46 m on each side) b. For night pilot directed airdrops, increase width an additional 100 yds / 92 m (50 yds / 46 m on each side) (Does not apply to aircraft performing GPS Drops.) c. For SKE HE / CDS formations minimum DZ basic width using center PI's is 1240 yds for 2 ship elements and 1800 yds for 3 ship elements. When using offset PI's minimum basic width is 1100 yds for 2 ship elements and 1300 for 3 ship elements. 		

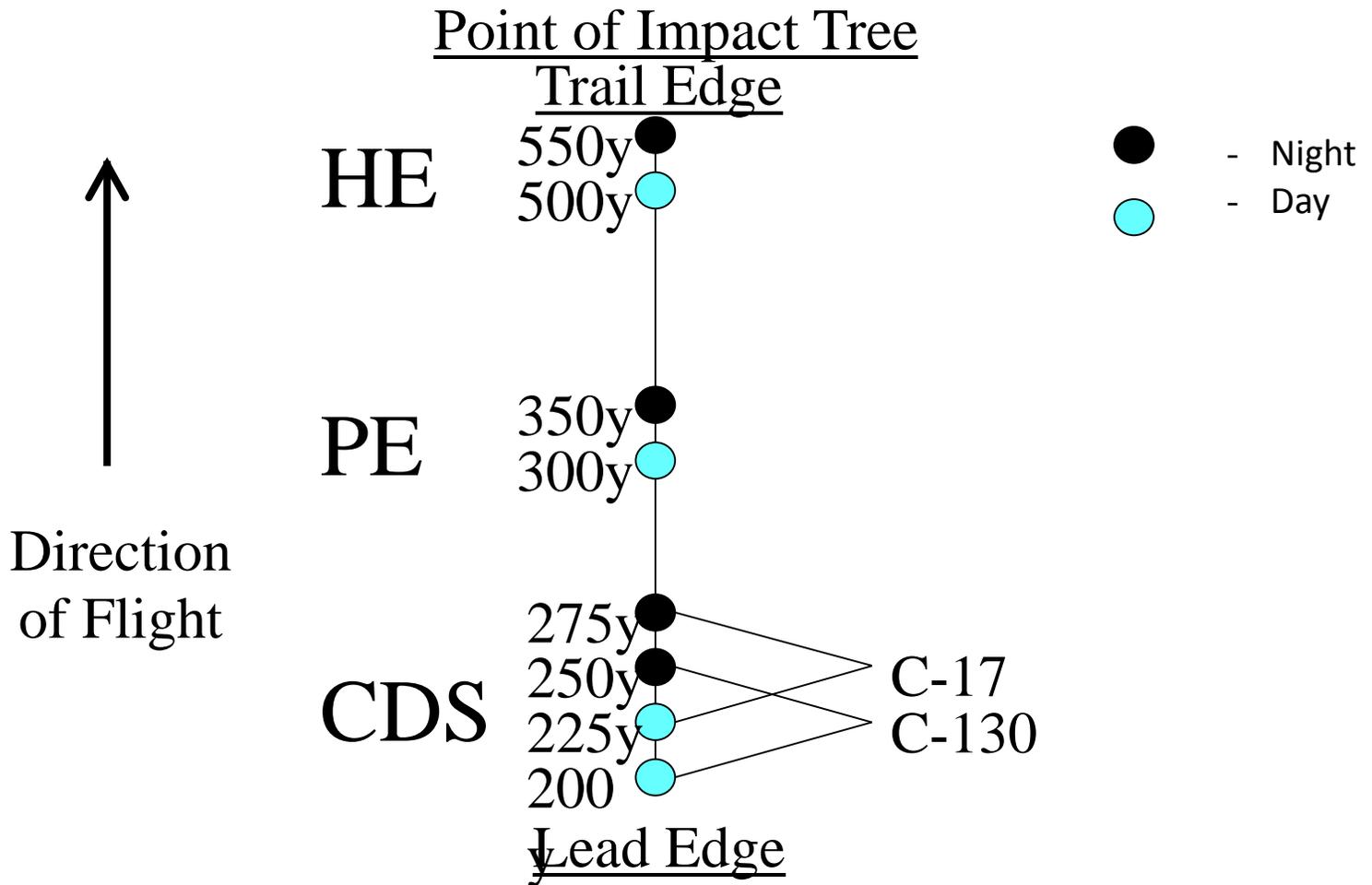
CARP PROBLEM SETUP

Planning Altitude _____	
Width	Length
1	
N	
A	
N	XXXXXXXX
A	XXXXXXXX
S	XXXXXXXX
Total	

POINT OF IMPACT (PI) LOCATIONS

The PI is determined by the type of operation being executed. All PI's will be measured from the lead edge of the drop zone and centerline.

- CDS (C-130)
 - Day
 - Minimum of 200 yards
 - Night
 - Minimum of 250 yards
- Personnel (C-130 or C-17)
 - DAY
 - Minimum of 300 yards
 - NIGHT
 - Minimum of 350 yards
- CDS (C-17) – No GPS
 - Day
 - Minimum of 225 yards
 - Night
 - Minimum of 275 yards
- Heavy Equipment (C-130 or C-17)
 - Day
 - Minimum of 500 yards
 - Night
 - Minimum of 550 yards



CARP PI MARKINGS

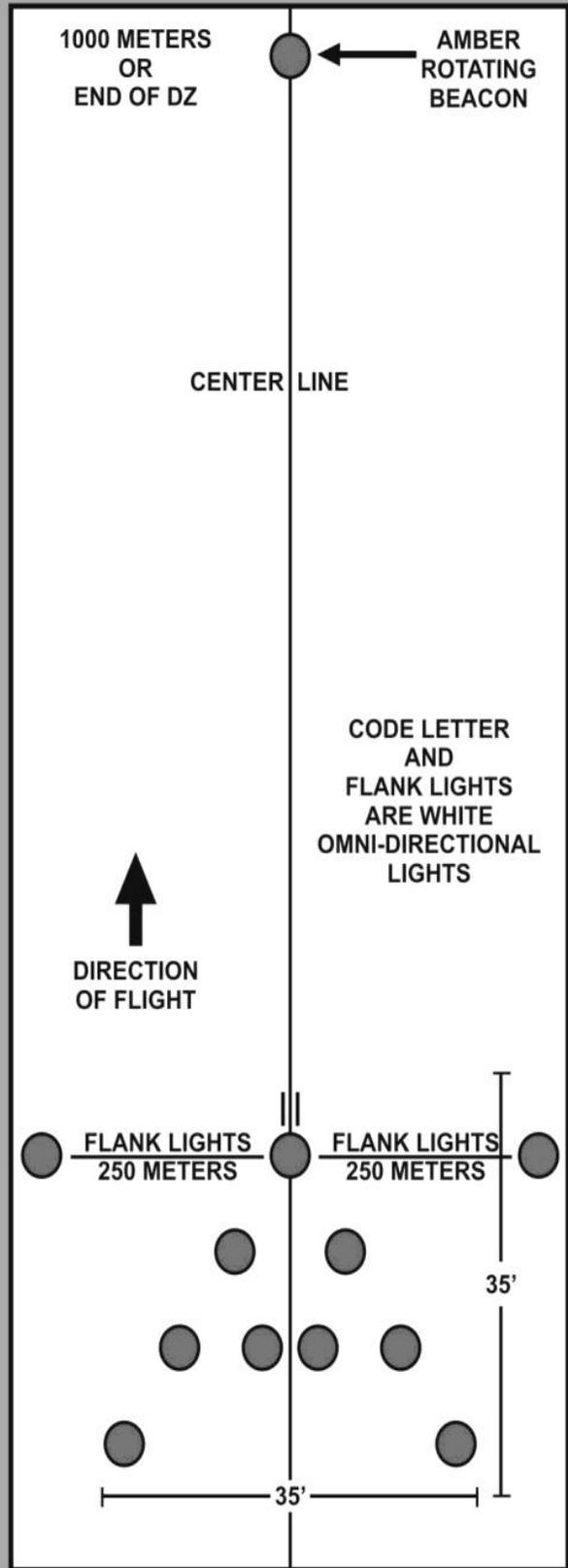
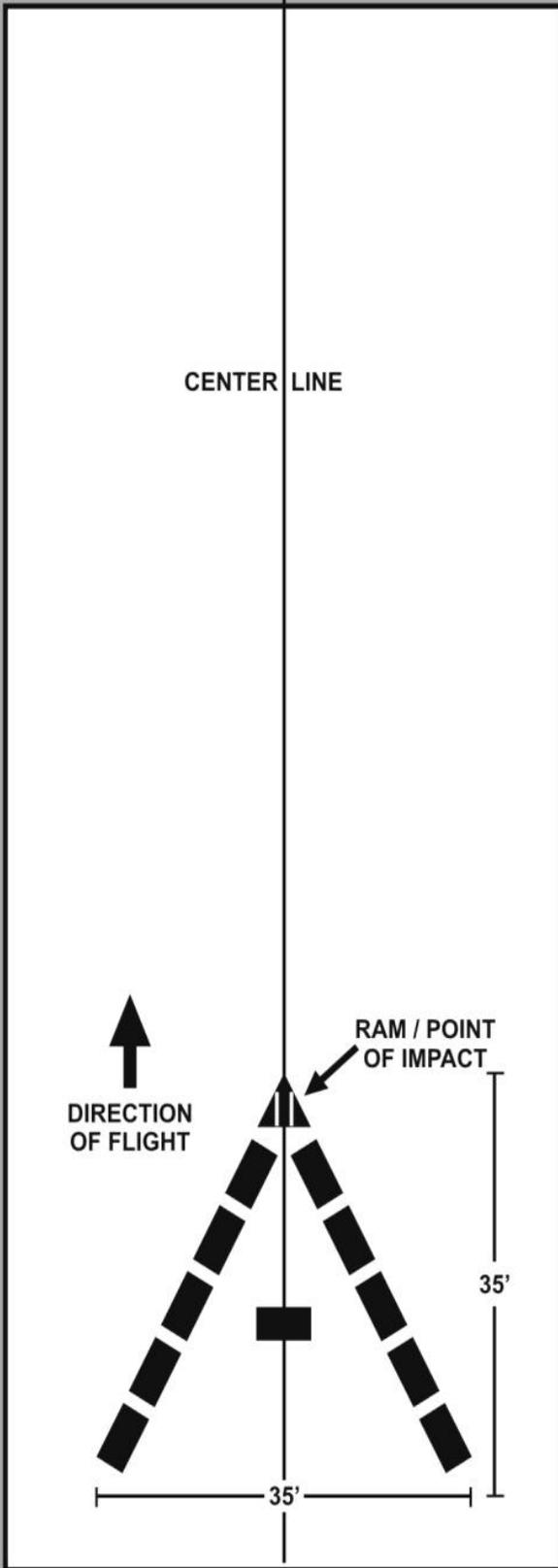
- **PRIMARY MEANS OF MARKING THE DROP ZONE IS A RAISED ANGLE MARKER (RAM).**
- A RAM must be triangular in shape, and must measure 6 feet in length by 6 feet in width and be raised to at least a 60 degree angle.
- Coder Letters for Authentication
 - J, C, A, R & S
- Circular or Random Approach DZ
 - H & O

DAY TIME MARKINGS

- Minimum of nine panels for the code letter
- At least 35 feet x 35 feet
- Only the PI Must be Marked
- Center the top of the code letter at the base of the RAM
- Color and code letter will be pre-coordinated and the color will be contrasting with the surrounding area

NIGHT TIME MARKINGS

- Minimum of nine omni-directional white lights for the code letter
- At least 35 feet x 35 feet
- If used, flanker lights will be omni-directional white lights located 250 meters to the left and right abeam of the PI
- If used, trail edge of the DZ or 1000 meters centerline from the PI, whichever comes first, must be marked with an amber rotating beacon. Beacons are not considered lights





CODE LETTERS

CONTROL CENTER

The control center is where the DZSO/ DZSTL is located to control and observe the operation. The location is determined by the type of operation.

CDS

- 200 yards from the PI at the 6 o'clock

PERSONNEL

- At the PI

HEAVY

- 300 yards from the PI at the 6 o'clock

AWADS, HIGH VELOCITY, CEILINGS OF 600 FEET OR LESS and FREE DROPS

- Off the DZ at the best vantage point

NO DROP SITUATIONS

It may become necessary for you as the DZSO/DZSTL to temporarily halt a jump or to declare a no drop or mission cancellation.

Declaring a No Drop:

- Initiate red smoke, Red **Always** Means No Drop
- Scramble or remove the code letter
- Other means of communicating a no drop could be an air traffic control light, signal mirror, flares or any specific means covered by the crew in the pilot brief.

The Universal Temporary Closing of the DZ signal is to place two parallel bars made of four VS-17 panels each, perpendicular to the line of flight.

The Universal Mission Cancellation signal is to form an "X" out of eight VS-17 panels on the PI.

AUTHORIZED WIND MEASURING DEVICES

Anemometers—Services should only use approved anemometers to measure surface winds during all personnel and cargo parachute operations. **THE APPROVED ANEMOMETERS ARE THE DIC3, TURBOMETER, AND AN/PMQ 3A.** The DIC3, and Turbometer cannot be calibrated; they must be given an expedient check just before use

- Ensure fresh batteries are installed in the anemometer
- Check the anemometer in a no wind condition such as in a vehicle cab or a building. Turn on the anemometer and, if any reading other than zero registers, the anemometer is not fit for use and must be discarded
- Use a three anemometer check by comparing the reading on three anemometers in identical conditions. Discard the one anemometer that doesn't read the same as the other two
- The Turbometer must be held within 20 degrees of wind line with the wind entering the rear of the meter to ensure accurate readings
- Calibration requirements for the AN/PMQ 3A will be conducted in accordance with appropriate TMs. Other anemometers not tested and recommended for use should be employed only after a command initiated risk assessment is completed. Regardless of the method or device used to measure DZ winds, the airborne commander is responsible for ensuring winds on the DZ do not exceed 13 knots during static line personnel airdrops

DZST EQUIPMENT FAMILIARIZATION

AN/PMQ-3A (anemometer): This is a calibrated, hand held wind measuring device, used for measuring ground wind. Oriented correctly, it will give wind direction in degrees, by pressing the trigger. It is capable of reading the wind from 0 to 15 knots on the low scale and from 0 to 60 knots on the high scale. Select High or low using the High/Low selector switch. The anemometer must be calibrated every six months. **NSN:** 6660-00-515-4339

Turbo Meter: This is an electronic wind speed indicator. It provides wind speed accurately, and is pocket size for convenience. The turbo meter has four scales which are displayed on a three digit light Emitting Diode display. The scales are knots per hour, feet per second, meters per second, and miles per hour. For best results, keep axis of turbo meter within 20 degrees of the direction of wind. **NSN:** 1670-00-T33-900

Amber Rotating Beacon: Electric driven light which provides amber rotating light for trail edge marker on a night CARP drop zone. **NSN:** Local purchase item.

VS-17 Marker Panel Aerial: Two sided panel. One side is fluorescent orange, sometimes referred to as international orange. The other side is cerise or commonly referred to as red. The panel is 2 feet wide and 6 feet long. It has six tie down points used to attach the panel to stakes. It also has three snap fasteners on the short ends in the stow pocket. It should be folded up so the olive drab (OD) green is showing. The color of the panel used should best contrast the surrounding area. **NSN:** 8345-00-174-6865

Light, Marker, Ground Obstruction: Also known as the beanbag light. It is powered by one BA-200. The color of the light can be changed with the use of interchangeable colored plastic domes. These can be used in light holes or on the surface, secured with tent pegs, or by filling the bottom with sand or rocks. **NSN:** 6230-00-115-9996

Whelen Light: Named after the Whelen Corporation which manufactured the light. It is powered by either the BA-4368 or the lithium battery used in the PRC-77 radios. The light is placed on top of the battery and is ready for operation. The color of the light can be changed with different colored domes. **NSN:** Local purchase item

M-2 Light Baton: A flashlight powered by 2 BA-30's. The color of the light can be changed with different lenses that are stored in the base compartment of the light. This light is used in light holes or on top of the ground attached to a tent peg. **NSN:** 6230-00-926-4331

Aerial, Marker, Distress: An omni-directional flashing (strobe) light. This has a very far range. A directional cover can snap on the top for the stealth operator. Colors can be changed with snap on caps. The strobe light also has infrared (IR) capabilities. **NSN:** 6230-00--67-5209

Mirror, Emergency signaling, type II: The signal mirror when used properly, can be used to signal aircraft by reflecting sunlight. There is a set of instructions on the back of the signal mirror for proper use and aiming. The signal mirror can still be used on hazy days. One misconception is that it can only be used when facing the sun. It can be used in all directions and can be seen as far as the horizon will go. **NSN:** 6350-00-105-1252

SE-11 Light Gun: A long range directional visual signaling device used to signal aircraft to mark the release point on the drop zone. It is powered by 5 BA-30's and can be set up for remote operations. It has a red cap/lens, normally used as a no drop signal. Light, Traffic Air B-2 replaces SE-11 **NSN:** 6210-00-578-6754

Pilot Balloon: the piball is a ten or thirty gram rubber balloon that, when filled with helium to the specified circumference is used to measure the mean effective wind which is the average wind from the ground to drop altitude. **NSN:** Balloon Meteorological 10 Gram 6660-00-663-7933, Balloon Meteorological 30 Gram 6660-00-663-8159

10 gram 57 inch day, 74 inch night

30 gram 75 inch day, 94 inch night

Lighting Unit (Piball): This light is attached to the piball for night operations. The piball is inflated to a greater dimension to compensate for the weight of the light so that the same ascension rate is achieved. The piball light has a wet cell battery that is activated by water, or fluid. When temperatures fall below 50 degrees the piball light activates faster by using warm water. **NSN:** 6660-00-839-4927

Drift Scale: Slide type scale that uses a 90 degree angle to measure the ascent of the piball for determining the mean effective wind. **NSN:** Locally produced by TASC (a protractor with a string through the center with a weight can be used). Also for this purpose, the Thedolite, **NSN** 6675-00-861-7939, Pocket Transit (with built in clinometer) **NSN** 6675-00-641-5735, and the Clinometer, **NSN** 6675-00-313-9730

AN/PRC-119: Frequency modulation of FM man portable radio used for contacting the aircraft with FM communication capabilities. This radio can also be used for Navaid with aircraft that have FM homing capabilities. It has a range of 4 to 16 kilometers without power increasing accessories.

PRC-113: Is a man portable UHF/VHF AM and has quick jam resistant electronic counter-countermeasures (ECCM) transceiver. Designed for short range (5 to 15 miles) tactical ground to ground or ground to air communications.

DZST GUIDE TO REFERENCES

- AFI 13-217
- AFI 11-231
- AFI 11-2c130 Volume 1
- AFI 11-2c141 Volume 1
- FM 3-21.220
- FM 3-21.38
- TC 31-24
- Memorandum of agreement, Airdrop operations without combat control teams (CCTs), dated 27 June 1987

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“A” Series Containers

TC 3-21.220 Chapter 14

FM 4-20.103 Chapters 3-7

A-7A CARGO SLING

The A-7A cargo sling consists of the following components:

- 1) 1 strap
- 2) Strap fastener, located at the end of each strap
- 3) 1 D-Ring

STRAP

Length

- 188 inches

Material

- Type X cotton or Type VII nylon

CHARACTERISTICS

Weight

- 8 lbs.

T-10 Cargo Parachute (Cargo parachute not included)

- Maximum weight: 500 lbs
- Minimum weight: 90 lbs

Maximum dimensions

- 30 inches wide
- 48 inches long
- 66 inches high to include the cargo parachute

Minimum dimensions

- Must be large enough to stabilize the cargo parachute

LOAD CONFIGURATIONS

- 2 Strap load
 - 90-300 lbs.
- 3 Strap load
 - 300-400 lbs.
- 4 Strap load
 - 400-500 lbs.

When rigging the A-7A cargo sling as a 3 strap load the following applies:

- 1) 1 strap is laid out as the main strap, thick lip portion of the friction bar facing down and away from the load
- 2) 2 straps will be laid out parallel to each other over the main strap approximately 14 to 16 inches apart, thick lip portion of the friction bar facing down and away from the load
- 3) Center the load on the straps, rough side toward the strap fasteners
- 4) Route free running end of main strap through all appropriate handles on the load
- 5) Route free running end of main strap through both D-rings
- 6) Secure the main strap tightly
- 7) Roll all excess webbing hand over hand toward the load
 - a. Secure with ¼ inch cotton webbing using a surgeon's knot locking knot
- 8) Parallel straps are routed from inside to outside through the D-rings
- 9) Secure the 2 parallel straps tightly
- 10) Roll all excess webbing hand over hand toward the load
 - a. Secure with ¼ inch cotton webbing using a surgeon's knot locking knot
- 11) Excess webbing should not protrude above the top of the load
- 12) Load will have a rough side and a smooth side

When attaching the T-10 cargo parachute you must ensure:

1. The risers go directly to their attaching points, the D rings or either cargo strap
2. Place the T-10 cargo parachute on top of the load
3. Ensure the bottom portion of the T-10 cargo parachute is on the opposite end of the rolled excess webbing of the main strap
4. Secure a sufficient length of ¼ inch cotton webbing and tie a nonslip knot to the D-ring located beneath the T-10 cargo parachute
5. Route the free running end of ¼ inch cotton webbing behind the break cord attaching loop and through the pack opening loop that has been formed by the universal static line
6. Route the free running end of ¼ inch cotton webbing under all remaining universal static line and form a truckers hitch at about the halfway point across the T-10 cargo parachute
7. Continue to route the free running end of ¼ inch cotton webbing through the opposite D-ring and then back through the truckers hitch
8. Pull the free running end of ¼ inch cotton webbing down applying pressure toward the top of the cargo parachute, securing the cargo parachute tightly to the load
9. Tie the free running end of ¼ inch cotton webbing to the D-ring with a nonslip knot
10. The purpose of the ¼ inch cotton webbing is to hold the cargo parachute in place on your A-series container
11. The T-10 cargo parachute is now properly attached to the load

Inspection of the T-10 Cargo parachute once it's attached to the load, you must ensure:

1. Universal Static Line Snap Hook is attached to the outboard anchor line cable with the spring opening gate facing the skin of the aircraft
2. Inspect the universal static line to ensure it has no cuts, frays or burns all the way to the pack opening loop and "Static Line, Cargo Only" is stenciled on it with blue strata paint
3. Two risers complete with clevis, clevis pin, and safety wire and lanyard and are attached to the load. Ensure safety wires are bent and have metal to metal contact. If a cotter pin is used, the ends must be bent at a minimum 45 degree angle
4. Connector Link Tie is constructed of one turn of ¼ inch cotton webbing and routed through the suspension line protective flap tie loops, through the first set of connector link tie loops, through the L-bar connector links, then through the second set of connector link tie loops, secured it with a surgeon's knot
5. Conduct an inspection of the Securing Tie ensuring it is constructed of ¼" cotton webbing and is securing the parachute tight to the load and routed underneath the Universal Static Line

A-21 CARGO BAG

The A-21 cargo bag consists of the following components:

- 1) Canvas cover
- 2) Sling assembly with scuff pad
- 3) Quick release assembly
- 4) 2- ring straps

CANVAS COVER

Material

- o Cotton duck material

Dimensions

- o 97 inches by 115 inches

SLING ASSEMBLY WITH SCUFF PAD

Consists of:

- 1) 1 main strap, 188 inches in length
- 2) 2 side straps, 144 inches in length
- 3) 4 carrying handles

Scuff pad dimensions

- o 30 inches by 48 inches

QUICK RELEASE ASSEMBLY

Consists of:

- 1) Quick release device with safety clip
- 2) 1 fixed strap
- 3) 3 quick release straps

RING STRAPS

Consists of:

- 1) 4 inch steel rod ring
- 2) 1- 9 inch strap terminating at a strap fastener
- 3) 1-7 inch strap terminating at a D-ring

CHARACTERISTICS

Weight

- o 18 lbs.

T-10 Cargo Parachute (Cargo parachute not included)

- o Maximum weight: 500 lbs
- o Minimum weight: 90 lbs

Maximum dimensions

- o 30 inches wide
- o 48 inches long
- o 66 inches high to include the cargo parachute
 - Can be extend to 69 inches for the 2 stinger missiles or a 90mm recoilless rifle

When rigging the A-21 cargo bag the following applies:

- 1) Spread the canvas cover out with the strap keepers facing up
- 2) Sling assembly with scuff pad is centered on the canvas cover with the carrying handles facing down
 - a. Thread the straps through the strap keepers
- 3) Flip the canvas cover and sling assembly with scuff pad over
- 4) Center the load
- 5) Wrap the load, side flaps first
- 6) Neatly fold the excess material of the end flaps
- 7) Attach the quick release straps to the quick release assembly with the thick lip portion of the floating metal bar facing down
- 8) Center the quick release assembly on the top of the load with the rotating disk facing up
- 9) Route the free running ends of the main strap through the strap fasteners on the ring straps
 - a. Do not tighten
- 10) Route the quick release straps over the top of the steel rod ring
- 11) Place a half turn in the quick release straps so they come underneath the steel rod ring to the side of the load
- 12) Route the free running ends of the side straps through the strap fasteners of the quick release straps
- 13) Alternately tighten the main strap and the side straps , keeping the quick release assembly centered on the load
- 14) Fold excess webbing hand under hand toward the load
 - a. Secure with ¼ inch cotton webbing using a surgeon's knot locking knot
 - b. Ensure the excess does not protrude below the bottom of the load

Note: Attaching procedures for the A-21 cargo bag and A-7A cargo sling are similar. The points of attachment for the trucker's hitch on the A-7A cargo sling are the D-Ring or either cargo strap. The points of attachment for the trucker's hitch on the A-21 cargo bag are the steel rod ring of the ring strap group, the main strap, or either side strap.

Practical Work in the Aircraft

TC 3-21.220 Chapters 5, 10 & 16

PWAC

THREE TIME WARNINGS

- 20 minute
- 10 minute
 - a. 10 and 20 minute time warnings begin and end at shoulder level in closed fists. As the jumpmaster issues the verbal command "TEN MINUTES" extend hands and arms forward while spreading the fingers and thumbs, then return to shoulder level in closed fists.
- 1 minute
 - a. The jumpmaster will issue the one minute time warning by extending the lead arm toward the jumpers and raising the index finger, sounding off with "ONE MINUTE."

ONE TIME ADVISORY

- 30 seconds

NINE JUMP COMMANDS

- "Get Ready"
 - a. It begins at shoulder level, all fingers and thumbs extended and joined, palms facing the jumpers. As the jumpmaster issues the verbal command "GET READY", extend both arms straightforward until the elbows lock, ensuring that the palms remain facing the jumpers.
- "Outboard Personnel, Stand Up"
 - a. This jump command is executed in two parts. The first part begins at shoulder level, index and middle fingers extended and joined, remaining fingers and thumbs curled to the palm. As the jumpmaster issues the verbal command "OUTBOARD PERSONNEL" the arms are extended down to the sides at a 45-degree angle. As the jumpmaster issues the verbal command "STAND UP", first extend and join all fingers and thumbs, rotate the hands so the palms face up, and then raise the arms straight overhead keeping the elbows locked.
- "Inboard Personnel, Stand up"
 - a. This jump command is also executed in two parts. The first part begins at shoulder level, centered on the chest, once again, index and middle fingers extended and joined, all remaining fingers and thumbs curled to the palm. As the jumpmaster issues the verbal command "INBOARD PERSONNEL", the arms are extended towards the inboard seats until the elbows lock. As the jumpmaster issues the verbal command "STAND UP" the arms are first moved back to the sides and down, all fingers and thumbs are extended and joined, the hands are rotated so the palms face up, and then raise the arms straight overhead keeping the elbows locked.
- "Hook Up"
 - a. This jump command may begin in two different ways. It may begin at shoulder level or it may begin with the arms extended straight overhead. A hook will be formed in the index finger of each hand. All remaining fingers and thumbs form fists. As the jumpmaster issues the verbal command "HOOK UP", move the arms in a pumping motion, up and down, or down and up. This motion must be repeated a minimum of three times.
- "Check Static Lines"
 - a. This is a plural command since there will normally be more than one static line attached to the anchor line cable. This jump command begins at eye level, index fingers and thumbs forming an "O", remaining fingers extended and joined, palms facing each other and the knife edge of the hands facing the jumpers. As the jumpmaster issues the verbal command "CHECK STATIC LINES", extend the arms straight forward to a near elbow locked position, ensuring

the knife-edge of the hands remain facing the jumpers. This motion must be repeated a minimum of three times.

- b. After this command is given, it will be followed by a secondary command of; "Last two jumpers turn and face the skin of the aircraft. Second to last jumper trace the last jumper's static line.
- o "Check Equipment"
 - a. This jump command may begin in two different ways. It may begin with the fingertips centered on the chest, all fingers and thumbs extended and joined, palms facing the chest or it may begin with the arms extended to the sides at shoulder level, all fingers and thumbs extended and joined, palms facing the jumpers. As the jumpmaster issues the verbal command "CHECK EQUIPMENT", extend the arms to the sides at shoulder level, or bend the arms at the elbow, bringing the fingertips to the center of the chest. This motion must be repeated a minimum of three times.
 - b. After issuing this command, the jumpmaster will observe their stick of jumpers as they check their equipment by leaning to the left and then to the right. Once the jumpmaster sees that all movement has ceased, they will give their fellow jumpmaster a thumbs up. However, for testing purposes, they will issue this thumbs up to the safety. At this time the jumpmaster is free to check their equipment. They will check at a minimum, the front rim of the advanced combat helmet, their chinstrap, the ejector snap of the chest strap, both leg straps, and the ejector snap for the hook pile tape lowering line.
- o "Sound off for Equipment Check"
 - a. The jumpmaster will form their hands into cups and place the thumbs behind the ears, with the remainder of the hands cupped alongside the outer rim of the helmet. As the jumpmaster issues the verbal command "SOUND OFF FOR EQUIPMENT CHECK" and drop the hands and wait until they receives "ALL OKAY JUMPMaster" from the number one jumper.
- o "Stand By"
 - a. The hand and arm signal is the same as the first part of the second jump command. It begins at shoulder level, index and middle fingers extended and joined, remaining fingers and thumbs curled to the palm. As the jumpmaster issues the verbal command "STAND BY" the arms are extended down to the sides at a 45-degree angle.
- o "GO"
 - a. The jumpmaster will give the first jumper a sharp tap on the buttocks while sounding off with the command "GO".

ONLY PLURAL JUMP COMMAND

- o Check Static Lines

TWO COMMANDS THAT MAY BEGIN IN DIFFERENT POSITIONS

- o Hook Up
- o Check Equipment

AT THE 10 MINUTE TIME WARNING

- o The Jumpmaster hooks up, faces his stick of jumpers and begins jump commands

AT THE 20 MINUTE TIME WARNING

- o The Jumpmaster positions door bundle
- o Hooks up door bundle to outboard anchor line
- o Inspects door bundle
- o Safety personnel hook up special items of equipment to their respective jumpers

SEQUENCE OF EVENTS

Load Master: "Jumpmaster, you have 10 minutes"

Jumpmaster stands up, hooks up, moves to the aft end of the AC and turns and faces their stick of jumpers

Jumpmaster:

"Safety, control my static line"

"10 minutes"

1st jump command: "Get Ready"

2nd jump command: "Out board personnel, stand up"

3rd jump command: "Inboard personnel, stand up"

4th jump command: "Hook up" signals 3x

- Safety "stows and goes", checks static lines from point of attachment, 4" in hand, 2" below, Never on the double sewn portion, trace back to the 1st stow. Ensures jumpers know to make eye to eye contact with him and hand the static line to him, also ensures jumpers elbows are raised to keep the static line from becoming misrouted under their arm.

5th jump command: "Check static lines" signals 3 times; after command and hand signals are given, JM will say:

"Last two jumpers turn and face the skin of the aircraft, second to last jumper check the last jumper's static line."

6th jump command: "Check equipment" signals 3times

- Look left/right; once all movement has ceased issue thumbs up to other JM and then checks their own equipment.

7th jump command: "Sound off for equipment check"

- drop hands and wait for the #1 jumper to announce "ALL OK, JUMPMASTER" Acknowledge the #1 jumper by slapping his hand, re-grasp static line from safety and take #1 jumper position. Ensure you have 3 points of contact

Load Master: "Army, Your Door"

DOOR CHECK PROCEDURE (C-130)

Grasp lead edge of jump doors, make eye to eye contact with safety and say "Safety, control my static line", rotate into the door centering your body without any portion of the feet touching the jump platform.

Safety controls the JM's static line and observes their stick of jumpers for any emergencies; he also stays aware of the JM and Load Master

- 1) Ensure PIP pin is in place, re-grasp lead edge
- 2) Kick lead down lock with lead foot , place foot back in starting position
- 3) Kick trail down lock with trail foot, place trail foot on center of platform without touching any part of the yellow painted portion. Shift weight to trail foot and ensure the jump platform will hold the jumper's weight. This is the "Door Relaxed Position" from which you will perform the remainder of your duties up to the time of placing door bundles or jumpers in the door.
- 4) Trace trail edge of the door, Start at the top, trace down to the trail down lock, then back to top, re-grasp trail edge
- 5) Wind deflector: Lean head towards trail edge, look in direction of flight and nod their head three times
- 6) Clear to the rear: Bend forward at the waist to an elbow locked position, keeping both heels flat, visually check **direction of flight, overhead, to the rear, straight down, straight to the front and back toward the direction of flight**, JM will then return back to the Door Relaxed Position and observe for check points

1st check point: Face stick of jumpers, lock out elbow and sound off with "1 Minute"

2nd check point: Face stick of jumpers, lock out elbow and sound off with "30 Seconds"

- 7) Final Clear to the rear, bend forward at the waist to an elbow locked position keeping both heels flat on the floor and conduct a 360 degree check, return back to the Door Relaxed Position, bob your head and count to 10 thousand.

- 8) Maintain a firm handhold on the trail edge of the door, step off the jump platform and rotate in towards the center of the cargo compartment, make eye to eye contact with other JM and issue a thumbs up

8th jump command: "Stand By",

- Move towards the center of the AC , bisect the lead edge of the door with your chest, and issue "Stand by" and regain control of your static line from the safety

Safety personnel will grasp the #1 jumper's static line with the lead hand and pass it to the trail hand and control it until the jumper exits

9th jump command: "GO"

- PJ will continue to observe the jump caution lights, AJ will observe the PJ by looking over his non static line shoulder. Once the jump caution lights turn green, PJ will issue the command "GO" to his #1, the AJ after seeing the PJ issue the command will turn, point at the light, and then issue "GO" to his #1

Once the AJ's last jumper has cleared the door, the AJ will transfer control of his static line to the safety, center himself in the jump door, recheck jump caution lights (point at it) and exit.

The PJ, after seeing the AJ clear their door, will turn, transfer control of his static line to the safety, center himself in the jump door, recheck jump caution lights (point at it) and exit.

Safety personnel will perform a clear to the rear by placing their trail foot on the center of the jump platform and bending forward at the waist to an elbow locked position keeping both heels flat on the floor and check to the rear of the AC, then maintaining a firm handhold on the trail edge both safeties will rotate out of the jump door stepping off the platform, make eye to eye contact with each other and give each other the thumbs up signal, then with the help of the Load Master and or Static line retrieval system pull in all static lines and deployment bags.

DOOR CHECK PROCEDURE (C-17)

Grasp lead of the jump doors, make eye to eye contact with safety and say "Safety, control my static line", rotate into the door centering your body inside the door.

- 1) Troop Door: JM will release his/her grasp with the lead hand and grasp the Troop Door Lifting Bar. Attempt to lift the door up, and attempt to pull the door down. A visual inspection of the Troop Door Up-lock will confirm it is in the "Locked" position.
- 2) Trail Edge: With the same lead hand, the JM will then trace the trail edge of the door. Start at the top, trace down to the jump platform, then retrace back to the top. JM will then grasp the lead edge of the door or the "million dollar handle" with their lead hand.
- 3) Wind Deflector: JM will lean his head toward the trail edge of the door and insure the wind deflector is deployed
- 4) Clear to the Rear, JM will bend forward at the waist to an elbow locked position, keeping both heels flat, visually check **direction of flight, overhead, to the rear, straight down, straight to the front and back toward the direction of flight**, JM will then return back to the Door Relaxed Position and observe for check points. All other procedures mimic C-130.

DOOR BUNDLE INSPECTION

- 1) Point of attachment to the A/C: Universal Static Line Snap Hook is attached to the outboard anchor line cable with the spring opening gate facing the skin of the aircraft
- 2) Inspect the universal static line to ensure it has no cuts, frays or burns all the way to the pack opening loop and "Static Line, Cargo Only" is stenciled on it with blue strata paint
- 3) Point of attachment to the door bundle: Two risers complete with clevis, clevis pin, and safety wire and lanyard and are attached to the load. Ensure safety wires are bent and have metal to metal contact. If a cotter pin is used, the ends must be bent at a minimum 45 degree angle
- 4) Connector Link Tie: ensure it is constructed of one turn of ¼ inch cotton webbing and routed through the suspension line protective flap tie loops, through the first set of connector link tie loops, through the L-bar connector links, then through the second set of connector link tie loops, secured it with a surgeon's knot
- 5) Conduct an inspection of the Securing Tie ensuring it is constructed of ¼" cotton webbing and is securing the parachute tight to the load and routed underneath the Universal Static Line
- 6) Overall inspection of the Door Bundle: ensure no loose or excess webbing
- 7) Finally, smack the smooth side of the Door Bundle ensuring it faces the trail edge of the door.

Once the Door Bundle has been jettisoned and the static line of the cargo parachute is riding high, the JM will count aloud to 3 thousand, move towards the center of the A/C, bisect the lead edge and issue the 8th jump command "Stand By", recheck jump caution lights and if still green, issue the 9th jump command "GO"

T-11 Hollywood JMPI Sequence

TC 3-21.220 Chapter 9

NOTE: PREPARE THE JUMPER FOR INSPECTION

Prior to inspecting the Jumper, the Jumpmaster will prepare the Jumper for inspection. Look at the canopy release assemblies to ensure they are seated in the hollows of the jumper's shoulders, just below the collar bones. Look at the riser assemblies to ensure that the type of parachute being inspected either has or does not have blue confluence wrap. Move behind the Jumper and remove the Main Curved Pin Protector Flap from the Tuck Flap. Ensure the Main Curved Pin is fully seated and the tip is generally pointed in the 3 o'clock position. Next, disconnect the Universal Static Line Snap Hook from the right Outer Static Line Stow Bar; ensure the Spring Opening Gate has spring tension. Remove all excess Universal Static Line Modified from the Static Line Slack Retainer Band on the Static Line Slack Retainer Loop, remove all twists and route the Universal Static Line Modified over the shoulder corresponding with the door the Jumper is to exit. Secure the Universal Static Line Snap Hook to the Carrying Handle of the T-11 Reserve Parachute, with the Spring Opening Gate facing the Jumper. Finally, you will remove the top and bottom Tuck Tabs, taking care to ensure that both side Tuck Tabs remain secure. If the Side Tuck Tabs become unsecure the Jumpmaster will notify a Rigger. You may now begin your inspection. After completing this Jumpmaster Personnel Inspection, you will place the Jumper into the jump configuration.

ADVANCED COMBAT HELMET (FRONT):

Place both hands, fingers and thumbs extended and joined, pointing skyward, palms facing the Jumper on the right side of the Advance Combat Helmet. The left hand is the control hand; the right hand is the working hand. With the working hand trace across the rim of the Advance Combat Helmet feeling for any sharp or protruding edges that may cut or damage the Jumper's Universal Static Line Modified upon exiting the aircraft. Once the hands are parallel place the thumbs on the rim of the Advance Combat Helmet and tilt the Jumpers head to the rear. Conduct a visual inspection to ensure the three suspension pads are present, are flush with the outer rim, and the oval pads are covering the bolt ends. Place the right index finger on the front left adjustable buckle, to ensure it is free of all cracked components, is serviceable, the front left Adjustable Strap is properly routed through it and the free running end is secured in the Webbing Retainer. Trace the front left Adjustable Strap down. Ensure it is not twisted, cut or frayed to the chinstrap fastener, ensure it is free of all cracked components and properly secured. Trace the long portion chinstrap, under the Jumper's chin to ensure it is not twisted, cut or frayed, to where it is sewn into the front right Adjustable Strap. Trace the front right Adjustable Strap up, ensure it is not twisted, cut or frayed, to the front right adjustable buckle. Ensure it is free of all cracked components, it is serviceable, the front right Adjustable Strap is properly routed through it, and the free running end is secured in the Webbing Retainer. Place the right index finger on the right side of the short portion chinstrap, trace it across the front of the Jumper's chin, ensure it is not twisted, cut or frayed and drop both hands.

CANOPY RELEASE ASSEMBLY:

We begin with the Canopy Release Assembly opposite the Universal Static Line Modified. Since the Universal Static Line Modified is routed over the jumper's right shoulder, the inspection begins with the jumper's left Canopy Release Assembly. Look at the left Canopy Release Assembly; tap it with the knuckles of the right hand one time to ensure that it sounds solid. **(Jumpers, this is your key to place both hands on your Advanced Combat Helmet).** With your right hand form a knife cutting edge, fingers extended and joined, palm facing towards you, and insert it behind the Main Lift Web just below the Canopy Release Assembly. Place your right thumb on the outside corner of the Canopy Release Assembly, and rotate it ¼ turn to the outside. With your head and eyes approximately six to eight inches away conduct a visual inspection to ensure the Male Fitting Canopy Release Assembly is properly secured by the Female Fitting Canopy Release Assembly, and properly secured by the Latch. Ensure the Cable Loop is properly secured by the Safety Clip and the Canopy Release Assembly is free of all dirt or foreign material that will keep it from seating completely. Now let the Canopy Release Assembly return back to its normal position. Keep your right hand in place. With your left hand secure the Universal Static Line Modified and rotate it over to your right thumb and secure it in place. Look at the right Canopy Release Assembly; tap it with the knuckles of the left hand one time to ensure that it sounds

solid. With your left hand form a knife cutting edge, fingers extended and joined palm facing towards you the jumpmaster and insert it behind the Main Lift Web just below the Canopy Release Assemblies. Place your left thumb on the outside corner of the Canopy Release Assembly and rotate it ¼ turn to the outside, and conduct the same inspection. Now let the Canopy Release Assembly return back to its normal position.

MAIN LIFT WEB:

Leave the right hand in place. Look at the left hand and the right Main Lift Web. First make note of which of the three sizes the Main Lift Web is configured. Keep this in mind and ensure the Main Lift Web Tuck Tab Assembly is properly assembled and the Snap Fastener is secure. With the left hand trace down the Main Lift Web, ensure it is not twisted, cut, or frayed, until you make contact with the Main Lift Web Adjuster. Leave the left hand in place. Look at the right hand and conduct the same inspection. Ensure the left Main Lift Web Tuck Tab Assembly is in the same location as the right Main Lift Web Tuck Tab Assembly. Leave the right hand in place.

CHEST STRAP:

Look at the Chest Strap to ensure that it is not misrouted around the left Main Lift Web. With the left hand palm facing the Reserve Parachute, grasp the Carrying Handle and lift up and out. Insert the right hand, fingers and thumb extended and joined, fingers pointing down, palm facing the Jumpmaster from top to bottom behind the Chest Strap, next to where it is sewn into the left Main Lift Web. Trace the Chest Strap, ensure that it is not twisted, cut or frayed, until you make contact with the Chest Strap Friction Adapter. Visually inspect to ensure it has a two to three finger quick release, that is secured in its Webbing Retainer, the free running end has been "S" folded or accordion folded, not rolled, and secured in its Webbing Retainer with the tab portion facing towards the Chest Strap Friction Adapter. Continue to trace the Chest Strap, ensure it is not twisted, cut or frayed, next to where it is sewn into the right Main Lift Web. Leave the right hand in place.

WAIST BAND:

Remove the left hand, move to the jumper's right side. Insert the left hand, fingers and thumb extended and joined, fingers pointing skyward, palm facing the jumpmaster, from bottom to the top behind the Waistband next to where it is sewn to the Pack Tray. Look at the Waistband where it is sewn to the Pack Tray to ensure it is secured to the Pack Tray by a Box "X" stitch, with at least 50 percent of the stitching present. Trace the Waistband forward, ensure it is not twisted, cut, frayed; been misrouted behind the Horizontal Backstrap or right Main Lift Web. Continue tracing the Waistband forward until the right Waistband Retainer rests in the palm. Leave the left hand in place. Remove the right hand from behind the Chest Strap and insert it fingers and thumb extended and joined, fingers pointing skyward, palm facing the Jumpmaster, from bottom to top behind the Reserve Parachute so the left Waistband Retainer rests in the palm of the right hand. Make fingertip to fingertip contact, and conduct a physical inspection to ensure the Waistband is not twisted and has been routed through both Waistband retainers. Leave the left hand in place. And with the right hand continue to trace the Waistband back. Ensure it is not twisted, cut, frayed and has not been misrouted behind the left Main Lift Web, until the Metal Adjuster rests in the palm of the right hand. Remove the left hand from behind the Reserve Parachute and insert the index and middle fingers from top to bottom into the quick release formed by the Waistband. Ensure it is no more than three fingers, no less than two, and it is not a false quick release. Remove the index and middle fingers from the quick release and with the index finger and thumb pinch off the free running end of the Waistband where it emerges from the Metal Adjuster. Trace the free running end of the Waistband to ensure it is not cut, torn, or frayed and is easily accessible to the Jumper until the fingers fall off the end. With the left hand palm facing the Reserve Parachute grasp the Carrying Handle, and Look at the right hand and the Waistband Adjuster Panel. With the right hand trace the Waistband Adjuster Panel back, ensure it is not twisted, cut, or frayed, and has not been misrouted behind the Horizontal Backstrap to where it is sewn to the Pack Tray. Ensure it is properly secured to the Pack Tray by a Box "X" stitch, with at least 50 percent of the stitching present.

T-11 RESERVE:

Remove the right hand and move in front of the Jumper. Look at the left Connector Snap. With the index finger of the right hand, finger the Opening Gate one time to ensure it is properly secured to the left D-ring, has spring tension, has not been safetied, and the Opening Gate is facing the Jumper with the butterfly portion to the outside. With the left

hand, lift up and out on the Carrying Handle. Conduct a visual inspection of the left Connector Snap Retaining Tie to ensure it is serviceable then visually inspect the left Spreader Bar Tie to ensure it is properly routed through both grommets, and is secured with a Surgeon's Knot Locking Knot with Overhand Knots. Insert your right index finger from top to bottom into the Army Parachute Log Record Stow Pocket and conduct a physical and visual inspection to ensure an Army Parachute Log Record is present. Transfer control of the Carrying Handle from the left hand to the right hand, palm facing the Reserve Parachute and continue to lift up and out. Conduct the same inspection of the right Spreader Bar Tie and right Connector Snap Retaining Tie. Let the reserve parachute return to its natural position leaving your right hand in place and inspect the right Connector Snap with your left index finger in the same manner. Remove the right hand. With the left hand, form a knife cutting edge, palm facing the Jumpmaster, and sweep the Carrying Handle and Universal Static Line Snap Hook towards the Jumper. Place the left thumb on the top right corner of the Rip Cord Assembly and apply inward pressure. Conduct a visual inspection of the top Tuck Tab to ensure a Directional Arrow is present and pointing skyward. With the thumb and index finger of the right hand, pinch off the Top Tuck Tab. Gently pull it down. Take care to ensure the side Tuck Tabs remain secure. Expose the Curved Pin and Reserve Closing Loop. Place the left thumb on top of the Top Tuck Tab and apply inward pressure. Place the right index finger on the upper portion of the Curved Pin and trace it down ensuring it is not bent, cracked or corroded and is properly routed through the Reserve Closing Loop, to its point of attachment the Curved Pin Lanyard. Leave the right index finger in place. Conduct a visual inspection of the Reserve Closing Loop to ensure it is not cut, frayed or burned and the Curved Pin is not puncturing it in any manner. Conduct a visual inspection of the Grommet to ensure it is not bent, cracked or corroded. Insert the index finger of the right hand from top to bottom behind the Rip Cord Assembly and trace down the Curved Pin Lanyard to ensure it is not twisted, cut, or frayed and it is properly attached to the Rip Cord Assembly by Reinforced Stitching. Withdraw the right index finger. With the thumb and index finger of the right hand, pinch off the bottom Tuck Tab and gently lift it up. Take care to ensure the side Tuck Tabs remains secure. Expose the Curved Pin and Reserve Closing Loop. Place the left thumb on top of the bottom Tuck Tab, apply inward pressure. Place the right index finger on the lower portion of the Curved Pin and trace it up ensure it is not bent, cracked or corroded and is properly routed through the Reserve Closing Loop, to its point of attachment the Curved Pin Lanyard. Leave the right index finger in place. Conduct a visual inspection of the Reserve Closing Loop to ensure it is not cut, frayed or burned and the Curved Pin is not puncturing it in any manner. Conduct a visual inspection of the Grommet to ensure it is not bent, cracked or corroded. Insert the index finger of the right hand from bottom to top behind the Rip Cord Assembly and trace up the Curved Pin Lanyard to ensure it is not twisted, cut or frayed, and it is properly attached to the Rip Cord Assembly by Reinforced Stitching. Withdraw the right index finger. An overall inspection of the Reserve Parachute must be conducted to ensure it is free of grease, oil, dirt, mud, tears and exposed canopy. Place both hands fingers and thumbs extended and joined palms facing the Reserve Parachute on the top right corner. The left hand is the control hand and the right hand is the working hand. With the head and eyes 6 to 8 inches from the working hand trace across the top Pack Closing Flap, down the left Pack Closing Flap, across the bottom Pack Closing Flap, turn the working hand over and trace up the right Pack Closing Flap until skin-to-skin contact is made with the control hand. Raise the control hand up out of the way and trace where the control hand had been. Raise the Reserve Parachute to the Jumper and issue the command of **"HOLD SQUAT"**.

LEG STRAPS:

Insert the index and middle finger of each hand from outside to inside, behind the Leg Straps, below the Aviator's Kit Bag where the natural pocket is formed. Simultaneously slide both hands back towards the Saddle, to ensure the Leg Straps are not crossed. Leave the right hand in place. With the left hand trace the right Leg Strap up, ensure it is not twisted, cut, or frayed, and the free running end is secured in the webbing retainer, until contact is made with the Quick Fit "V" Ring. With the thumb press in on the Activating Lever of the Ejector Snap to ensure it is properly seated over the Ball Detent and is free of foreign matter. Leave the left hand and thumb in place and look at the left Leg Strap. With the right hand trace the left Leg Strap up ensure it is not twisted, cut, or frayed, it is properly routed through the exposed Carrying Handle of the Aviator's Kit Bag, over the bottom and under the top, and the free running end is secured in the webbing retainer, until contact is made with the Quick Fit "V" Ring. With the thumb of the right hand press in on the Activating Lever of the Ejector Snap to ensure it is properly seated over the Ball Detent, and is free of foreign matter. Leave both hands and thumbs in place. Rock back on your heels and conduct a visual inspection to ensure the Aviator's Kit Bag is present, has not been reversed and the re-enforced sewn portion is facing away from the Jumper. Once satisfied with the inspection, stand up in front of your jumper. **(Hollywood jumpers will automatically recover.)**

UNIVERSAL STATIC LINE MODIFIED:

With the right hand grasp the Universal Static Line Snap Hook. Pull up on the Universal Static Line Snap Hook to ensure it is secured to the Carrying Handle with the Spring Opening Gate facing towards the jumper. Open the right hand and let the Universal Static Line Snap Hook rest in the palm. Place the index finger of the left hand on the Girth Hitch of the Universal Static Line Modified. Ensure the Girth Hitch has not been reversed. Place the index finger of the left hand in the vicinity of the Rivet Pin, to ensure it is present, free of rust and corrosion. With the right hand, re-grasp the Universal Static Line Snap Hook and hold it perpendicular to the Reserve Parachute with the Spring Opening Gate facing towards the Jumper. With the left hand, palm facing the Jumper, thumb pointing downward, grasp the Universal Static Line Modified just above the Universal Static Line Snap Hook. Rotate the Universal Static Line Modified down and to the Jumper's right and push it toward the Universal Static Line Snap Hook. Visually inspect inside the Girth Hitch to ensure it is free of all cuts, frays and burns. With the index finger or thumb of the right hand push the Girth Hitch back towards the Universal Static Line Snap Hook and again visually inspect inside the Girth Hitch for any cuts, frays or burns. Redress the Girth Hitch down around the narrow portion of the Universal Static Line Snap Hook and release the Universal Static Line Modified with the left hand. Since the Universal Static Line Modified is routed over the right shoulder; with the index finger and thumb of the right hand, form an "O" around the Universal Static Line Modified just above the Universal Static Line Snap Hook. You should still see metal. Raise the right hand up and tilt your "O" towards you and simultaneously inspecting the Universal Static Line Modified as it passes through the "O" to ensure it is free of all cuts, frays, or burns. Raise the right hand as high as it can go, or until you feel resistance and issue the Jumper the command "**TURN**". Once the Jumper has completed the turn, the right hand should have been raised high enough so as to keep the Universal Static Line Modified tight between the control hand and the first stow. Place the index finger, or index and middle finger of the left hand behind the Universal Static Line Modified below the right hand making skin-to-skin contact. Trace the Universal Static Line Modified down ensure it is free of all cuts, frays, burns and it has not been misrouted under or through either Riser Assembly, to the first stow. With either hand, form a bight in the Universal Static Line Modified and look at the Static Line Slack Retainer Loop. Ensure it is present, serviceable and two Static Line Slack Retainer Bands are attached. Place the bite on top of the Pack Tray and control it with either hand. This hand becomes the control hand. The opposite hand becomes the working hand. With the index finger and thumb of the working hand pinch off the first stow and pull it one to two inches toward the center of the Pack Tray. Look behind the first stow, and ensure the Universal Static Line Modified is free of cuts, frays, or burns and has not been misrouted around the static line stow bar. Release the first stow and let it pop back into place. **Note:** When tracing the Universal Static Line Modified towards you, only the index finger will be used. When tracing away from you, the index finger or thumb may be used. Insert the index finger or thumb of the working hand from bottom to top behind the first strand of Universal Static Line Modified as close as possible to the first stow. Trace the first strand of Universal Static Line Modified, ensure that it is free of all cuts, frays, or burns to the second stow. With the index finger and thumb of the working hand pinch it off and pull one to two inches towards the center of the Pack Tray and conduct the same inspection. Continue to inspect the Universal Static Line Modified in the same manner to the Main Curved Pin Cover. Ensure the last strand of Universal Static Line Modified is routed from the right Outer Static Line Stow Bar and inspected with the index finger only. With the index finger of the working hand gently lift up on the Main Curved Pin Cover. Inspect the Main Curved Pin Attaching Loop to ensure that it is properly attached to both the Universal Static Line Modified and the Main Curved Pin. With the index finger of the working hand trace the Main Curved Pin from its point of attachment to ensure it is not bent, cracked or corroded and is properly routed from left to right through the Main Closing Loop and fully seated, to the end of the Main Curved Pin. Leave the index finger in place. Visually inspect the Main Closing Loop to ensure it is not, cut, frayed, or burned and the Main Curved Pin is not puncturing it in any manner. Conduct a visual inspection of the Grommet to ensure it is not bent, cracked, or corroded. With the index finger and thumb of the working hand gently lift up on the Main Curved Pin Protector Flap, and conduct a visual inspection of the Main Closing Loop, ensure it is not cut, frayed, or burned and the Grommet is not bent, cracked, or corroded. Stand up behind the Jumper.

ADVANCED COMBAT HELMET (REAR):

Place both hands fingers and thumbs extended and joined pointing skyward, palms facing the Jumper on the left side of the Advance Combat Helmet. The left hand is the control hand and the right hand is the working hand. With the working hand trace across the rim of the Advance Combat Helmet feeling for any sharp or protruding edges that may cut or damage the Jumper's Universal Static Line Modified upon exiting the aircraft. Once the hands are parallel place the thumbs on the rim of the Advance Combat Helmet and tilt the Jumper's head forward. Conduct a visual inspection to

ensure the oval pads are covering the bolt ends, they are flush with the outer rim of the Advanced Combat Helmet and the rear trapezoid pad is flush or protruding slightly past the rim of the Advanced Combat Helmet, no more than ½ inch. Place the right index finger on the rear right adjustable buckle. Ensure it is free of all cracked components and is serviceable and the rear right Adjustable Strap is properly routed through it and the free running end is secured in the Webbing Retainer. Trace the rear right Adjustable Strap down, ensure it is not twisted, cut or frayed until contact is made with the long portion Chin Strap. Leave the right index finger in place. Place the left index finger on the rear left adjustable buckle and conduct the same inspection all the way to the Chinstrap Fastener. Leave the left index finger in place. Conduct a visual inspection of the Nape Pad to ensure it is present, secure, serviceable, and has not been reversed.

RISER ASSEMBLIES:

Reach over the Jumper's shoulders and grasp a Riser Assembly in each hand just above the Canopy Release Assemblies. Since these are like items of equipment either Riser Assembly can be inspected first. However for this talk through we will begin the inspection with the left Riser Assembly. Give the left Riser Assembly a sharp **TUG** to the rear. **OPEN** the left hand to form an "L". Apply upward pressure with the left thumb and **TRACE** the Riser Assembly rearward to where it disappears into the main Pack Tray, ensuring it is not twisted, cut, or frayed. Leave the left hand in place. With the right hand conduct the same inspection on the right Riser Assembly. You must ensure an Army Parachute Log Record is present in either Riser Assembly.

PACKTRAY:

An overall inspection of the Pack Tray must be conducted to ensure the Pack Tray is free of grease, oil, dirt, mud or tears. Place both hands fingers and thumbs extended and joined palms facing the Pack Tray on the top left corner of the Pack Tray. The left hand is the control hand and the right hand is the working hand. With the head and eyes 6 to 8 inches away from the working hand trace across the top Pack Closing Flap, down the right Pack Closing Flap, across the bottom Pack Closing Flap. Turn the working hand over and trace up the left Pack Closing Flap until skin to skin contact is made with the control hand. Raise the control hand up out of the way and trace where the control hand had been. Form knife-edges with both hands, palms facing the Jumpmaster and issue the command "**ARCH YOUR BACK**".

DIAGONAL/HORIZONTAL BACKSTRAPS:

Insert both hands under the "X" formed by the Diagonal Back straps. Look at the Diagonal Back straps to ensure they are properly routed over the appropriate shoulder, and the top Diagonal Backstrap has one more row of exposed stitching than the bottom. Look at the Diagonal Backstrap Retainers to ensure they are routed through the Sizing Channels on the Diagonal Backstraps. The Diagonal Backstrap Retainers are routed around the Diagonal Backstrap Keeper and the Directional Snap Fasteners are secure. To further ensure the Directional Snap Fasteners are secure, with both thumbs, **PLUCK** the tab portion on the Diagonal Backstrap Retainers upward from bottom to top. With the left hand, trace down the Diagonal Backstrap to ensure it is not twisted, cut or frayed to the Backstrap Adjuster. Grasp the Backstrap Adjuster with the left hand and look at your right hand and the right side of the Jumper. With the right hand trace down the Diagonal Backstrap, ensure it is not twisted, cut or frayed. Bypass the Backstrap Adjuster and pick up the inspection of the Horizontal Backstrap. Trace down, ensure it is not twisted, cut, or frayed, the excess webbing is secured in its webbing retainer and nothing has been misrouted behind it until it disappears into the right Main Lift Web. Withdraw the right hand from under the Horizontal Backstrap, and reinsert it, fingers and thumb extended and joined, fingers pointing skyward, palm facing the Jumpmaster, from bottom to top behind the Horizontal Backstrap where it reemerges from the right Main Lift Web. Issue the Jumper the command of, "**BEND.**" Place your left shoulder on the bottom Pack Closing Flap and push up on the bottom of the Pack Tray. Simultaneously, with your left hand pull down on the Backstrap Adjuster. With your head and eyes approximately six to eight inches away trace the Horizontal Backstrap across the small of the jumper's back, until your right pinkie finger makes contact with the Main Lift Web on the jumpers left side.

You are inspecting the Horizontal Backstrap to ensure that Horizontal Backstrap is not twisted, cut or frayed, that the Horizontal Backstrap retainers are routed under and over the Horizontal Backstrap keeper and secured to themselves with Directional Snap Fasteners and that nothing is misrouted behind the Horizontal Backstrap. Withdraw the right hand from behind the Horizontal Backstrap, and reinsert it, from top to bottom behind the Horizontal Backstrap and behind the waistband Adjustor Panel. Trace the Horizontal Backstrap down to where it reemerges from behind the left Main Lift Web. Trace up until you make skin-to-skin contact with the left hand ensuring it is not twisted, cut, frayed, the excess webbing is

secured in its webbing retainer, and nothing has been misrouted behind it. Remove the right hand and get left hip to head with your jumper.

SADDLE:

Place the fingertips of the right hand, fingers and thumb extended and joined, palm facing the Jumper, on the lower portion of the Jumper's left Main Lift Web Adjuster. Trace down the lower portion of the Main Lift Web transitioning to the Jumper's Saddle ensure it is not twisted, cut, frayed or been inverted, and neither Leg Strap has been misrouted around the Saddle. Continue to trace until you make contact with the lower portion of the right Main Lift Web Adjuster. Reach back and get a hand full of air and issue the Jumper that good seal of approval by tapping the Jumper on the buttocks and issuing the command "**RECOVER**".

NOTE: PLACE THE JUMPER INTO JUMP CONFIGURATION

After the Jumpmaster has completed his Jumpmaster Personnel Inspection, the Jumpmaster will place the jumper into jump configuration. The Jumpmaster will trace the Universal Static Line Modified from the Universal Static Line Snap Hook to ensure that the Universal Static Line Modified is routed over the shoulder corresponding with the door the jumper is to exit. Once behind the jumper the Jumpmaster will remove all slack from the Universal Static Line Modified and stow it in the Static Line Slack Retainer Band. The Jumpmaster will ensure the Main Curved Pin is fully seated and the tip is generally pointed in the 3 o'clock position. The Jumpmaster will reinsert the Main Curved Pin Protector Flap into the Tuck Flap. You will move to the front of the jumper and secure the top and bottom Tuck Tabs, taking care to ensure that both side Tuck Tabs remain secure. If the side Tuck Tabs become unsecure the Jumpmaster will notify a Rigger.

T-11 Combat Equipment JMPI Sequence

TC 3-21.220 Chapter 9

TRANSITION: Now that you are familiar with the inspection sequence for a Hollywood jumper, the sequence for a combat equipped jumper will be discussed.

The inspection sequence for a combat equipped jumper is the same as for a Hollywood equipped jumper down to the Waistband.

INSPECTION OF COMBAT EQUIPMENT:

WAIST BAND:

Insert your right hand, fingers and thumb extended and joined, fingers pointed downward, palm facing towards you, the Jumpmaster, from top to bottom behind the Chest Strap next to where it is attached to the right Main lift Web. Insert the left hand, fingers and thumb extended and joined, fingers pointing skyward, palm facing you the Jumpmaster, from bottom to the top behind the Waistband next to where it is sewn to the Pack Tray. Look at the Waistband where it is sewn to the Pack Tray to ensure it is secured to the Pack Tray by a Box "X" stitch, with at least 50 percent of the stitching present. Trace the Waistband forward, ensure it is not twisted, cut, frayed, or been misrouted behind the Horizontal Back Strap and routed over the right Main Lift Web and under the right Equipment Ring. Continue tracing the Waistband forward until the right Waistband Retainer rests in the palm of the left hand. Leave the left hand in place. Remove the right hand from behind the Chest Strap and insert it fingers and thumb extended and joined, fingers pointing skyward, palm facing the Jumpmaster, from bottom to top behind the Reserve Parachute outside of the left Adjustable "D" Ring Attaching Strap so the left Waistband Retainer rests in the palm of the right hand. Make finger tip to finger tip contact, and conduct a physical inspection to ensure the Waistband is not twisted, cut or frayed and has been routed through both Waistband Retainers. Leave the right hand in place, and rotate the left hand over the right forearm and grasp the left Pack Closing Flap of the Reserve Parachute, palm facing the Reserve Parachute. Remove the right hand from behind the Waistband Retainer and with the right forearm push out on the lead edge of the Modular Airborne Weapons Case for the first time. Look at the Waistband to ensure it is not twisted, cut, or frayed, has been properly routed over the left Main Lift Web and under the left Equipment Ring. With the right hand, grasp the trail edge of the Modular Airborne Weapons Case and pull it forward. With the right hand, fingers and thumb extended and joined, fingers pointing skyward, palm facing the Jumpmaster, insert it from bottom to top behind the Metal Adjuster. Remove the left hand from the left Pack Closing Flap of the Reserve Parachute and insert the index finger and middle finger of the left hand from top to bottom into the quick release formed by the Waistband. Ensure that it is no more than three fingers, no less than two and it is not a false quick release. Remove the index finger and middle finger from the quick release and with the index finger and thumb of the left hand pinch off the free running end of the Waistband where it emerges from the Metal Adjuster. Trace the free running end of the Waistband, ensure it is not cut, torn, or frayed and is easily accessible to the Jumper until the fingers fall off the end. Place the left hand on the left Pack Closing Flap of the Reserve Parachute, palm facing the Reserve Parachute and look at the right hand and the Waistband Adjuster Panel. With the right hand trace the Waistband Adjuster Panel back. Ensure that it is not twisted, cut, or frayed, and has not been misrouted behind the Horizontal Back Strap to where it is sewn to the Pack Tray. Ensure it is properly secured to the Pack Tray by a Box "X" stitch, with at least 50 percent of the stitching present. Remove the right hand and move in front of the jumper. With the right forearm, push out on the lead edge of the Modular Airborne Weapons Case for the second time.

MODULAR AIRBORNE WEAPONS CASE:

The Modular Airborne Weapons Case will be inspected in its entirety prior to inspecting the Reserve Parachute. The inspection of the Modular Airborne Weapons Case begins with its point of attachment the Snap Shackle. Look at the Snap Shackle to ensure it is the outermost item of equipment on the left Equipment Ring, and the Opening Gate is facing the Jumper. With the right thumb and index finger rotate the Snap Shackle a ¼ of a turn to the outside and conduct a visual inspection of the locking pin to ensure it is seated. Conduct a visual inspection to ensure the Yellow Safety Lanyard

is present and is secured to the appropriate Snap Fastener. Now with your right hand form a fist leaving your index finger exposed and trace down the Adjusting Strap ensuring that it is properly routed through all of the Pouch Attachment Ladder System webbing until you come into contact with the Friction Adapter. Keep your right index finger in place and visually inspect for proper routing ensuring the adjusting strap is routed through the buckle from top to bottom then routed up over the bottom and under the top to keep the adjusting strap from slipping. Visually inspect to ensure all excess webbing is stowed under the Pouch Attachment Ladder System webbing with the tabbed portion of the adjusting strap secured above one of the Pouch Attachment Ladder System webbing. With the right hand, form a knife cutting edge, fingers and thumb extended and joined, palm facing skyward and trace from front to rear along the bottom of the Modular Airborne Weapons Case to ensure the muzzle of the weapon is not protruding. Place the index finger of the right hand on the Slide Fastener at the bottom of the Closing Flap. Trace up the Slide Fastener, as you bypass the Compression Straps and Quick Release Buckles, visually inspect to ensure the free running ends have been S folded, accordion folded or rolled and secured in their webbing retainers and the Quick Release Buckles are free of all cracked components and secure. Continue to trace up the slide fastener to ensure it is secured with all teeth engaged until you make contact with the slide fastener and tabbed thong. Leave your index finger in place and conduct a visual inspection of the Upper Spring Stop to ensure the spring portion is present and serviceable. With the index finger of the right hand, form a hook and insert it from back to front into the window created in the tabbed thong portion of the slide fastener and tabbed thong and gently pull up on the Slide Fastener and Tabbed Thong to ensure it is secured by the Snap Fastener and the upper tie down tape is properly routed through it. Now, with the right hand form a knife cutting edge, fingers and thumb extended and joined, palm facing the Modular Airborne Weapons Case and trace down approximately 10 to 12 inches from the top of the Modular Airborne Weapons Case and give it a sharp slap, feeling for the forward assist of the M4/M16 series rifle or the charging handle of the M249 SAW. With the index finger and thumb of the right hand, pinch off the bowknot of the Upper Tie Down Tape on the lead edge of the Modular Airborne Weapons Case. Visually inspect the Upper Tie Down Tape to ensure it is properly routed behind the Modular Airborne Weapons Case, through the small cut away portion of the equipment ring from bottom to top, and to the outside of the Snap Shackle, and secured by a single or double loop bowknot. With the left hand, secure the Carrying Handle of the reserve parachute, palm facing the reserve with knuckles skyward. This concludes the inspection of the Modular Airborne Weapons Case. Inspect the Reserve Parachute in the same manner as if it were on a Hollywood jumper all the way down to the command, **“HOLD”**.

MOLLE RUCKSACK:

You will begin the inspection of the Harness Single Point Release beginning with the adjustable D-ring attaching straps. These are like items of equipment so either one can be inspected first, however for the purpose of this talk through you will begin with the right adjustable D-ring attaching strap. Simultaneously, with both hands form fists with your index fingers exposed. Place your index fingers on the snap hooks of the adjustable D-ring attaching straps. Focus your attention to your left hand. Conduct a visual inspection to ensure that the snap hook is not bent, cracked, corroded or distorted out of shape and that the opening gate is facing towards the jumper. With the index finger of the left hand, finger the opening gate one time to ensure that it is properly secured to the right equipment ring, and it has spring tension. With the left thumb flip the free running end of the right adjustable D-ring attaching strap out of the way. Place the left index finger on the black intermittent stitching on the front of the right adjustable D-ring attaching strap just below the snap hook. Trace down the right adjustable D-ring attaching strap ensuring that it is not twisted cut, or frayed until contact is made with the triangle link. Bypass the triangle link and pick up the inspection of the attaching loops and ensure that the white attaching loop is routed from bottom to top through the triangle link, the green attaching loop is routed from bottom to top through the white attaching loop, the red attaching loop is routed from bottom to top through the green attaching loop, and routed from bottom to top through the grommet in the female portion leg strap release assembly. Place the index finger of the left hand on the single Box “X” Stitch on the release handle cross strap. Look at the release handle cable where it emerges from the release handle cross strap. Ensure the release handle cable is properly routed through the red attaching loop and secured by the cable loop retainer. Leave the left index finger in place and with your right hand; conduct the same inspection on the left adjustable D-ring attaching strap until your right index finger rests on the single Box “X” Stitch. Focus your attention on the release handle. With the right index finger and thumb, index finger on top, thumb on the bottom lift up gently on the release handle. Ensure the release handle and release handle cable is properly routed between the two plies of the release handle cross strap and the release handle is secured by the hook pile tabs. Now form a hook with your right index finger and lift up on the release handle lanyard, to ensure it is not twisted or misrouted around the equipment retainer strap or the release handle cross strap. Place your right index finger back on

the single Box "X" Stitch. Trace the equipment retainer straps down the outside of the pouch of the MOLLE Rucksack until you make contact with the Box "X" Stitches on either side of the adjustable cross strap. Leave your left index finger in place and with the index finger and thumb of the right hand grasp the free running end of the adjustable cross strap and give it a tug to the jumper's left, ensuring that all the slack has been removed from the adjustable cross strap. Place your right index finger back on the single Box "X" Stitch and continue to trace the equipment retainer straps down until your fingers fall off. Secure the sides of the MOLLE Rucksack and raise it to eye level and look at the equipment retainer straps to ensure they are routed through the slots at the top corners of the MOLLE Rucksack frame and have not been twisted. Raise the MOLLE Rucksack to the jumper and issue the command "**HOLD**".

(Jumpers you will secure the top of the MOLLE Rucksack, and hold it up high.) You will continue your inspection of the equipment retainer straps as they route through the Adjustable Shoulder Carrying Straps from outside to inside. Ensure the equipment retainer straps are routed over the comfort pad and form an "X" configuration on the rear of the MOLLE Rucksack and are not twisted, cut or frayed. Bypass the girth hitch of the Hook Pile Tape Lowering Line and continue your inspection until your fingers rest on the friction adaptors and behind the 2-3 finger quick releases in the equipment retainer straps. Simultaneously, you will inspect the 2-3 finger quick release by placing the index and middle finger of each hand, palm facing you, on the outside of the quick releases. Visually inspect the free running ends of the equipment retainer straps to ensure they are S-folded or accordion folded, never rolled, and secured with either one turn of masking tape or two turns of retainer bands, one or the other, never both and not secured to the quick releases. Conduct a visual inspection of the friction adapters to ensure they are routed through the oval cutouts at the base of the MOLLE Rucksack frame. With the index finger of each hand, lightly tap them to ensure they are secure. With the thumb and index fingers of each hand, form an "O" around the base of the adjustable shoulder carrying straps, ensure the free running ends are on top of your hands. Simultaneously pull out to ensure they are properly secured to the MOLLE Rucksack frame. Visually inspect the free running ends of the adjustable shoulder carrying straps to ensure they are S-folded or accordion folded, never rolled, and secured with either one turn of masking tape or two turns of retainer bands, one or the other never both. With the index fingers of each hand, lightly tap the free running ends of the adjustable shoulder carrying straps to ensure they are secure.

HOOK, PILE, TAPE LOWERING LINE:

With the index finger of your right hand place it on the Hook Pile Tape Lowering line just to the left of the girth hitch. You will visually inspect to ensure the girth hitch is properly routed north to south, south to north, but never east to west. With your right index finger trace the Hook Pile Tape Lowering line ensuring that the Hook Pile Tape Lowering line is properly routed over the left adjustable shoulder carrying strap until you make contact with the first set of hook pile tabs. Visually inspect to ensure the hook pile tabs are present and secured and there are no S-folds protruding from the end of the retainer flap. Continue to inspect down the retainer flap ensuring that it is secured to the MOLLE Rucksack frame by two sets of girth hitched retainer bands on either end of the retainer flap. Continue to trace down until you make contact with the second set of hook pile tabs, once again ensure they are present and secured and there are no S-folds protruding from the end of the retainer flap. Continue to trace the Hook Pile Tape Lowering line until your index finger disappears behind the Modular Airborne Weapons Case. Visually inspect to ensure the Hook Pile Tape Lowering line is properly routed between the main body of the Modular Airborne Weapons Case and the Attachment Strap. Leave your right index finger in place. Route your left hand over your right forearm and secure the trail edge of the Modular Airborne Weapons Case and pull it forward. Make a mental note of where your right index finger is, remove your right index finger and place it back on the Hook Pile Tape Lowering line where it just was. Continue to trace up until you make contact with the ejector snap ensuring the Hook Pile Tape Lowering Line is not routed through the Carrying Handle. With the right thumb press in on the activating lever to ensure that it is properly seated over the ball detent, free of all foreign matter that will keep it from seating completely, the opening gate is facing the jumper and is secured to the triangle link. Turn the ejector snap ¼ turn out to ensure the small tooth is present. Visually inspect the yellow safety lanyard to ensure that it is serviceable and it has not been wired, tied, or taped down. Drop both hands and move back to the front of the jumper and issue the command "**SQUAT**".

LEG STRAPS:

Insert the index and middle fingers of both hands behind the leg straps just under the aviator's kit bag where the natural pocket is formed and simultaneously trace both legs straps rearward all the way back to the saddle ensuring

the leg straps are not crossed. Leave your right hand in place and begin tracing the right leg strap forward, ensuring that it is not twisted, cut or frayed, the excess webbing is secured in its webbing retainer until you have skin to metal contact with the quick-fit V ring. Rotate your left thumb up and press down on activating lever to ensure it is properly seated over the ball detent and that it is free of any foreign material that will keep it from seating completely. Leave the left hand and thumb in place and look at the left Leg Strap. With the right hand trace the left Leg Strap up ensure it is not twisted, cut, or frayed, it is properly routed through the exposed Carrying Handle of the Aviator's Kit Bag, over the bottom and under the top, and the free running end is secured in the webbing retainer, until contact is made with the Quick Fit "V" Ring. Once you have skin to metal contact, you may remove your right hand, and use your right forearm to lift up and out on the Modular Airborne Weapons Case. With your right thumb, press down on activating lever to ensure it is properly seated over the ball detent and that it is free of any foreign material that will keep it from seating completely. Leave both hands and thumbs in place. Rock back on your heels and conduct a visual inspection to ensure the Aviator's Kit Bag is present, has not been reversed and the re-enforced sewn portion is facing away from the Jumper. Secure the sides of the MOLLE Rucksack and issue the command of "**RECOVER**". (Jumpers pick up on the reserve parachute and jumpmasters simply allow the MOLLE Rucksack to rotate between your body and the jumper's body.)

UNIVERSAL STATIC LINE MODIFIED:

With the right hand grasp the Universal Static Line Snap Hook. Give a sharp tug upward on the Universal Static Line Snap Hook to ensure it is secured to the Carrying Handle and the Spring Opening Gate is facing towards the jumpers body. Open the right hand and let the Universal Static Line Snap Hook rest in the palm. Place the index finger of the left hand on the Girth Hitch of the Universal Static Line Modified. Ensure the Girth Hitch has not been reversed and is properly routed around the narrow portion Universal Static Line Snap Hook and is not cut, frayed or burned. With the index finger of the left hand, tap or trace down to the vicinity of the Rivet Pin, ensuring you do not cover it and ensure it is present, secure, and free of rust and corrosion. With the right hand, re-grasp the Universal Static Line Snap Hook and hold it perpendicular to the Reserve Parachute with the Spring Opening Gate facing towards the Jumper. With the left hand, palm facing the Jumper, thumb pointing downward, grasp the Universal Static Line Modified above the Universal Static Line Snap Hook. Rotate the Universal Static Line Modified down and to the Jumper's right and push it toward the Universal Static Line Snap Hook. Visually inspect inside the Girth Hitch to ensure it is free of all cuts, frays and burns. With the index finger or thumb of the right hand push the Girth Hitch back towards the Universal Static Line Snap Hook and again visually inspect inside the Girth Hitch for any cuts, frays or burns. Redress the Girth Hitch down around the narrow portion Universal Static Line Snap Hook. Since the Universal Static Line Modified is routed over the left shoulder; with the index finger and thumb of the left hand, form an "O" around the Universal Static Line Modified just above the Universal Static Line Snap Hook, you will still see metal. Now drop the right hand. Raise the left hand up simultaneously inspecting the Universal Static Line Modified as it passes through the "O" to ensure it is free of all cuts, frays, or burns. Raise the left hand as high as it can go, or until you feel resistance and issue the Jumper the command "**TURN**". Once the Jumper has completed the turn, the left hand should have been raised high enough so as to keep the Universal Static Line Modified tight between the hand and the first stow. Place the index finger, or index and middle finger of the right hand behind the Universal Static Line Modified below the left hand making skin-to-skin contact.

The remainder of the inspection continues in the same manner as a Hollywood jumper all the way to the command of "**RECOVER**".

Pre-Jump Training

TC 3-21.220 Chapters 3 & 8

Prior to Pre-jump Training, place the jumpers into a formation that allows the jumpmaster to easily control them and make on the spot corrections. The extended rectangular formation and the horseshoe formation are the two preferred formations.

Prior to placing the jumpers into formation, ensure the jumpmaster team inspects the advanced combat helmets, ID tags and ID cards. The jumpmasters or the safeties can accomplish this inspection.

Although Pre-jump can be given by anyone on the jumpmaster team, the primary jumpmaster can delegate authority but not responsibility.

Holding, running, one riser slips, and other information can be inserted into Pre-jump as the Airborne Commander sees fit. Discussing the use of slip assist loops, slip assist tabs, or control lines are recommended when covering the fourth point of performance.

Although Pre-jump training should be tailored to fit the mission, emergency landings will always be covered due to the many variables involved with emergency situations; i.e. if jumpers have to conduct an emergency bailout over unfamiliar terrain.

Pre-jump training is performance-oriented training and the jumpmaster team must ensure that the jumpers are performing the actions as they are being covered. During Pre-jump training, use the "HIT IT" exercise as often as needed to keep the jumpers actively involved. Jumpmasters will refer to their unit **ASOPs** for additional guidance.

When jumping the MC-6 series parachute from rotary wing aircraft, jumpers will extend their count from a 4000 count to a 6000 count.

Due to the drift characteristics of the parachute system, the T-11 should not be jumped from a rotary winged A/C; however, if a justified, mature risk assessment is approved, the jumper would count to 8000. The minimum drop altitude would be IAW TC 3-21.220, Chapter 17.

SARJET / MOCK DOOR TRAINING

S = STATIC LINE CONTROL

- Thrown static line
- Dropped static line
- Riding jumpers pack tray
- What it should look like
 - 4" in hand, 2" below, not on double sewn portion, 1st 3 jumpers elbows locked out, hands at eye level, jumpers 4-? staggered, elbows bent and held at shoulder level. As jumpers move forward, they extend their arms to the elbow locked position, hands at eye level gaining a 1 second interval and make eye to eye contact with the safety

A = ACTIVATION OF THE RESERVE PARACHUTE

- Doors closed
- Fore of wheel well, doors open
- Aft of wheel well, doors open
 - Actions of jumper in front of reserve (on seat, ramp)
 - Actions of jumper with activated reserve

R = RED/AMBER LIGHT PROCEDURES

- Reasons for a red light
- Jumpmaster actions
- Committed jumper
- Amber light
 - Used for the 30 second time advisory in a C-17

J = JUMP REFUSALS

- 3 physical and verbal commands of "go"
- "Removing you from the jump door"
- Seat jumper on the ramp "do not touch your equipment"

E = EMERGENCY EXITS

- 1 long continuous ring (crash during takeoff)
- 3 short rings followed by one continuous ring (emergency bailout, hook up if you can)
- 6 short (crash landing)

T = TOWED JUMPER PROCEDURES

- What to do if:
 - Towed by Universal Static Line Modified
 - Conscious
 - Unconscious
 - Piece of equipment
 - Actions of the jumper

PRE- JUMP TRAINING (T-11 Heavy)

THE FIVE 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, 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 **6000**, when jumping MC-6 series parachute count to **4000**.

At the end of your 6000 count, immediately go into your second point of performance, **CHECK CANOPY AND GAIN CANOPY CONTROL**. When jumping the T-11 series parachute, reach up to the elbow locked position and secure the front set of risers in each hand, simultaneously conducting a 360 degree check of you canopy. Your slider should be fully extended and begin to slide down the suspension lines. 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 decent 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.

Your third point of performance is **KEEP A SHARP LOOKOUT DURING YOUR ENTIRE DECENT**. 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 collision, and the lower jump always has the right of way**. Avoid fellow jumpers all the way to the ground by maintaining a 25-foot separation when jumping the T-11 series parachute, and a 50-foot separation when jumping the MC-6 series parachute. At the end of your third point of performance, release all appropriate equipment tie downs when jumping the T-11 series parachute.

This brings you to your fourth point of performance, which is **PREPARE TO LAND**. At approximately 200 feet AGL, look below you to ensure there are no fellow jumpers and lower your equipment. When jumping the T-11 series parachute you will slip into the wind at approximately 200 feet AGL. If the wind is blowing from your left, reach up with both hands and grasp the left set of risers and pull them deep into your chest. If the wind is blowing from your front, reach up with both hands and grasp the front set of risers and pull them deep into your chest. If the wind is blowing from your right, reach up with both hands and grasp the right set of risers and pull them deep into your chest. If the wind is blowing from your rear, reach up with both hands and grasp the rear set of risers, and pull them deep into your chest. When jumping the MC-6 series parachute at approximately 250ft AGL, determine your direction of drift. If the wind is blowing from your left, pull your left toggle down to the elbow locked position. Once 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 to the elbow locked position. Once you are facing into the wind, let up slowly to prevent oscillation. If the wind is blowing from your rear, pull either toggle down to the elbow locked position. Once you are facing into the wind, let up slowly to prevent oscillation. If the wind is blowing from 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 the other 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 brake position. After you have slipped/ turned into the wind, you will assume a landing attitude by keeping your feet and knees together, knees slightly bent, elbows tight into your sides, with your head and eyes on the horizon.

To aid the execution of slips, secure a firm hand hold by inserting your hand or hands into the slip assist loop(s). If you are unable to secure the slip assist loop, slip assist tabs are sewn to each riser to aid in gripping the risers.

The fifth point of performance is “**LAND**”. You will make a proper parachute landing fall (PLF) by hitting all five points of contact. Touch them, and repeat them after me. 1) **BALLS OF FEET**, 2) **CALF**, 3) **THIGH**, 4) **BUTTOCKS** and 5) **PULL UP MUSCLE**. You will never attempt to make a standing 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, reach up with either hand and grasp the corresponding safety clip. Pull out and down on the safety clip, 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 your canopy release assembly using the “**hand assist**” method, reach up and grasp the corresponding safety clip. Pull out and down on the safety clip, exposing the cable loop. Insert the thumb, from bottom to top, through the cable loop. Reinforce that hand with the other. Turn your head in the opposite direction, and pull out and down on the cable loop. If your canopy fails to deflate when jumping the MC-6 series parachute, activate the other canopy release assembly. When jumping the T-11 series parachute, you will activate BOTH canopy release assemblies. Place your weapon into operation, remain on your back, and remove the parachute harness.

The next item I will cover is **RECOVERY OF EQUIPMENT**.

Once you are out of the parachute harness, remove all air items from the equipment rings. Unsnap and unzip the aviator’s kit bag and roll it two-thirds of the way down. Place the parachute harness inside the aviator’s kit bag, with the smooth side facing up. When jumping the MC-6 series parachute, leave the waistband exposed. Secure the risers, and place them under the parachute harness inside the aviator’s kit bag. Remain on a knee, and begin pulling the suspension lines and canopy towards the aviator’s kit bag, stuffing them in as you go. When jumping the T-11 series parachute, place the drogue parachute, deployment sleeve and bridle assembly on top of the main canopy. When jumping the MC-6 series parachute, route the waistband through the bridle loop; leaving six to eight inches of the waistband exposed. Snap, do not zip, the aviator’s kit bag. Secure the reserve parachute to the aviator’s kit bag, and place it over your head. Conduct a 360 degree check of your area, and move out to your assembly area.

The next item I will cover is **TOWED JUMPER PROCEDURES**

“**JUMPERS HIT IT**” If you become a towed jumper, and are being towed by your universal static line modified and are unconscious; you will be retrieved back inside the aircraft. If you are conscious, maintain a good tight body position with both hands covering your ripcord handle and an attempt will be made to retrieve you inside the aircraft. As you near the paratroop door, **DO NOT REACH FOR US**, continue to protect your ripcord handle. If you cannot be retrieved, your universal static line modified will be cut. Once you feel yourself falling free from the aircraft, immediately activate your reserve parachute using the pull drop method.

If you are being towed by your equipment, regardless of whether you are conscious or unconscious, that item of equipment will be cut or jogged free, and your main canopy will deploy.

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

The next item I will cover is **MALFUNCTIONS**

There are two types of malfunctions, a total malfunction and a partial malfunction. A total malfunction provides no lift capability whatsoever; therefore you must activate your reserve parachute using the **PULL DROP METHOD**. There are several types of partial malfunctions and actions for each. If you have a semi-inversion, squid, cigarette roll or complete inversion with damage to the canopy or suspension lines, or a sleeve corner vent entanglement you must activate your reserve parachute for a partial malfunction. If you have a complete inversion with no damage to canopy or suspension lines, do not activate your reserve parachute.

If you have damaged suspension lines, blown sections or gores, compare your rate of descent with your fellow jumpers. If you are falling faster than your fellow jumpers, you will activate your reserve parachute using the pull drop method. If you are not falling faster, maintain what you have.

I will now cover **ACTIVATION OF THE T-11 RESERVE PARACHUTE SYSTEM**.

To activate the **T-11 reserve parachute**, you will use the “**PULL DROP METHOD**.” “**JUMPERS HIT IT**.” Maintain a good tight body position. Grasp the rip cord handle with either hand. Throw your head back and to the rear, pull out on the

ripcord handle, and drop it. Your reserve will activate. Ensure neither hand is in front of the reserve parachute as it deploys.

If you activate your T-11 reserve parachute for a partial malfunction, any attempt to control either canopy will be useless as one canopy acts as a brake for the other. When activating your T-11 reserve for a total malfunction, let up on the reserve risers. Pull a good two riser slip, opposite your direction of drift, during your fourth point of performance.

The next item I will cover is **COLLISIONS AND ENTANGLEMENTS.**

“JUMPERS HIT IT. CHECK CANOPY AND GAIN CANOPY CONTROL.” If you see another jumper approaching, immediately look, and then slip/turn away. If you cannot avoid the collision, assume a spread eagle body position and attempt to bounce off the jumper’s canopy and or suspension lines and immediately look, and then slip/turn away. If you pass through the suspension lines and you do become entangled, snap into a modified position of attention. With either hand protect your ripcord handle. With the opposite hand attempt to weave your way out of the suspension lines the same way you entered, once clear immediately look then slip/turn away. If you become entangled, and are jumping the T-11 parachute, the higher jumper will climb down to the lower jumper using the hand under hand method. Once both jumpers are even, they will face each other, and grasp each other’s left main lift web. Both jumpers will discuss which PLF they will execute. Both jumpers will conduct the same PLF. Neither jumper will execute a front PLF. Both jumpers will continue to observe their canopies all the way to the ground. If one canopy collapses, neither jumper will activate their reserve parachute as one T-11 series parachute can safely deliver two combat equipped jumpers to the ground. If both canopies collapse, both jumpers will immediately turn away, in order to create a clear path and activate their reserve parachute using the pull drop method. If you should find yourself on another jumper’s canopy, double time off avoiding the bridle line and slip away. Be sure to stay away from the corner vents located on all four corners of the canopy. Should you fall through a corner vent or become entangled in the bridle line, stay where you are, and be prepared to execute a proper PLF.

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

The next item I will cover is **EMERGENCY LANDINGS.**

The first emergency landing I will cover is the **TREE LANDING.** If you are drifting towards the trees, immediately look then 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 200 feet AGL, assume a good landing attitude by keeping your feet and knees together, knees slightly bent, and 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 proper PLF if you pass through the trees. If you get hung up in the trees and you do not feel you can safely lower yourself to the ground, stay where you are and wait for assistance.

If you decide to climb down, jettison all unneeded equipment. Ensure that you maintain your advanced combat helmet. Activate the quick release in your waistband. With either hand, apply inward pressure on the ripcord assembly. With the opposite hand remove the top tuck tab. Maintain steady inward pressure and with the opposite hand insert it behind the ripcord assembly and apply inward pressure. Grasp the ripcord handle with the opposite hand, pull it and drop it. With both hands, control the activation of the reserve parachute to the ground ensuring that all suspension lines are completely deployed. Disconnect the left connector snap and rotate the reserve to the right. Attach the left connector snap to the triangle link on your right side. Seat yourself well into the saddle. Activate the quick release in the chest strap and completely remove the chest strap from the chest strap friction adapter. 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 parachute. Caution must be taken when climbing down the T-11 Reserve suspension lines because of the slippery coating applied to the suspension lines. Remember, when in doubt, stay where you are and wait for assistance.

The next emergency landing I will cover is the **WIRE LANDING.** If you are drifting towards wires, immediately look and try to slip/turn away. If you cannot avoid the wires, look below you to ensure there are no fellow jumpers and jettison your equipment, making a mental note of where it lands. Ensure that you maintain your advanced combat helmet. Assume a

landing attitude by keeping your feet and knees together, exaggerating the bend in your knees, your eyes open, and your chin on your chest. Place the palms of your hands high on the inside of the front set of risers with the elbows locked. When the balls of your feet make contact with the wires, begin a vigorous rocking motion in an attempt to pass through the wires. Be prepared to execute a proper PLF in the event you pass through the wires. If you get hung up in the wires, do not attempt to lower yourself to the ground. Stay where you are, and wait for assistance.

The next emergency landing I will cover is the **WATER LANDING**. If you are drifting towards a body of water, immediately look then slip/turn away. If you cannot avoid the water, look below you to ensure there are no fellow jumpers and lower your equipment. Next, jettison your advanced combat helmet, making a mental note of where it lands. Activate the quick release in the waistband. Disconnect the left connector snap and rotate the reserve parachute to the right. Seat yourself well into the saddle and activate the quick release in the chest strap completely removing the chest strap from the chest strap friction adapter. 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 both leg strap ejector snaps. When the balls of your feet make contact with the water, activate both leg strap ejector snaps, arch your back, throw your arms above your head and slide out of the parachute harness. Be prepared to execute a proper PLF if the water is shallow. Swim upwind, or upstream, away from the canopy. If the canopy comes down on top of you, locate a radial tape, and follow it to the skirt of the canopy.

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

B-7 LIFE PRESERVER: When jumping the B-7 life preserver, activate it in the air. Lower but do not jettison combat equipment. Once in the water, activate both canopy release assemblies.

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 parachute 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.

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

ITEMS TO BE COVERED DURING PRE-JUMP TRAINING

FIVE POINTS OF PERFORMANCE

RECOVERY OF EQUIPMENT

TOWED JUMPERS PROCEDURES

MALFUNCTIONS

ACTIVATION OF RESERVE

COLLISIONS AND ENTANGLEMENTS

EMERGENCY LANDINGS:

- a. TREE LANDING
- b. WIRE LANDING
- c. WATER LANDING

MISSION ORIENTED ITEMS

- a. B-7 LIFE PRESERVER
- b. NIGHT JUMPS
- c. AWADS

PARACHUTE LANDING FALLS

DEFICIENCIES

TYPES OF DEFICIENCIES

- **MAJOR DEFICIENCY:** Could cause loss of life, limb, eyesight or military equipment OR questions the integrity of how the parachute was packed.
(-35 points)
EX) TABBED PORTION CHEST STRAP NOT FACING CHEST STRAP FRICTION ADAPTER
- **MINOR DEFICIENCY:** Could cause possible injury to jumper, damage to equipment, or discomfort when worn.
(-11 points)
EX) MAIN LIFT WEB TUCK TAB ASSEMBLY NOT PROPERLY ASSEMBLED

CATEGORIES OF DEFICIENCIES

- Cards will have 2 categories of rigs:
- 1. **JUMPER RIGGED DEFICIENCIES:** Normal donning deficiencies that the jumper will put in when donning the parachute.
EX) LEG STRAPS TWISTED
- 2. **PRE-RIGGED DEFICIENCIES:** Deficiencies that the instructors have already placed in the parachute rigs.
EX) FOREIGN MATTER IN LEFT CANOPY RELEASE ASSEMBLY

TELL US THREE THINGS.....

1. **WHAT IS IT?** Item of equipment
(USE PROPER NOMENCLATURE!!)
 2. **WHERE IS IT?** In relation to the jumper (left / right)
 3. **WHAT'S WRONG WITH IT?**
Improperly assembled / foreign matter / reversed etc.
- It can be in any order! However, if you say exactly what is on the cards there is no room for the instructor to misinterpret what it is you are saying.

NOTES:

- **MASKING THE STATIC LINE**
 1. FISH HOOKING
 2. PINCHING
 3. OVERLAPPING OF STATIC LINE STRANDS
 4. CAN NOT RAKE STATIC LINE
- **LIKE ITEMS-** If the JM sees "Foreign matter in right canopy release assembly", it can also be in the left canopy release assembly, Hollywood or Combat equipped jumper. This goes for all "Like Items"
- **USE PROPER SEQUENCE EVEN WHEN THERE IS A DEFICIENCY:**
 - WAISTBAND / WAISTBAND ADJUSTOR PANEL MISROUTED BEHIND HORIZONTAL BACKSTRAP
 - NO QUICK RELEASE IN WAISTBAND
 - LEFT / RIGHT CONNECTOR SNAP SAFETIED
 - GIRTH HITCH USLM REVERSED
 - LAST STRAND OF USLM MISROUTED FROM LEFT OUTER SL STOW BAR
- **NO ABBREVIATING!** HPT LOWERING LINE MISROUTED...
- **NO CASTING SPELLS!** Advanced Combat Helmet, Hook Pile Tape Lowering Line

- **CAN NOT** call deficiencies early,
 - **EX)** calling “saddle inverted” when inspecting the leg straps
 - Left / Right Leg Strap misrouted around Saddle
 - calling Aviator Kit Bag missing before tracing leg straps
- Must call all deficiencies prior to giving the “seal of approval” for the corresponding jumper to get credit for that deficiency.
- **GHOST JUMPERS** – Builds muscle memory, Visualization
- **TRANSITIONS** – Don’t think “I have to move faster”, think “I have to move SMOOTHER”
- **STUDY NOMENCLATURE**
- **KNOWING SIDES** (Writing a “L” on your right hand doesn’t work)
- Deficiencies that you see in the course are the only ones we will test you on; that doesn’t mean others do not exist
- **EX) STATIC LINE MISROUTED THROUGH CHINSTRAP**
- **WEAR EQUIPMENT LIKE YOU SHOULD:** Rigs are very snug on test day
- **REHAB** the parachutes: quick releases, static line, excess webbing in leg straps and horizontal back straps, ETC...
 - If you don’t REHAB, you’re setting your Buddy up for failure!
- Do not sacrifice sequence for speed. The time gained may very well jeopardize the jumper’s safety.

JMPI TEST

- 3 JUMPERS (0-5 Deficiencies per Jumper)
 - a) T-11 / MC-6 CBT
 - b) T-11 / MC-6 HWD
 - c) T-11 / MC-6 HWD
- Call all deficiencies
- 5 Minutes for all three jumpers
- Proper Sequence

GRADING

- IMPROPER SEQUENCE **-35 POINTS**
- MISSED MINOR DEFICIENCY **-11 POINTS**
- MISSED MAJOR DEFICIENCY **-35 POINTS**
- IMPROPER HAND PLACEMENT **-35 POINTS**
- IMPROPER NOMENCLATURE **-? POINTS**
- FAILURE TO INSPECT **-35 POINTS**
- OVER ON TIME **-35 POINTS**
- MASKING STATIC LINE **-35 POINTS**
- IMPROPER COMMAND OR NOT CALLING A COMMAND **-35 POINTS**

JMPI Deficiencies

The deficiencies below are some of the more common deficiencies that a Jumpmaster will come across. This is not to say that other deficiencies don't exist. Also, this list may or may not contain all the deficiencies a student will encounter while at the U.S. Army Jumpmaster School. Some of the verbiage or point values below may also differ from what is printed on the deficiency cards used during training.

FRONT ADVANCED COMBAT HELMET

FRONT RIGHT/LEFT BOLT END EXPOSED	-35
FRONT TRAPEZOID PAD MISSING	-35
EXCESS WEBBING FRONT RIGHT / LEFT ADJUSTABLE STRAP NOT SECURED	-11
CHINSTRAP TWISTED	-11

CANOPY RELEASE ASSEMBLIES

RIGHT / LEFT CANOPY RELEASE ASSEMBLY NOT PROPERLY ASSEMBLED	-35
FOREIGN MATTER RIGHT / LEFT CANOPY RELEASE ASSEMBLY	-35

T-11 PARACHUTE HARNESS

CHEST STRAP MISROUTED AROUND MAIN LIFT WEB	-11
CHEST STRAP TWISTED	-11
EXCESS WEBBING CHEST STRAP NOT SECURED	-11
NO QUICK RELEASE IN CHEST STRAP	-35
QUICK RELEASE IN CHEST STRAP NOT SECURED	-11
FREE RUNNING END CHEST STRAP NOT S ROLLED OR ACCORDIAN FOLDED	-11
TABBED PORTION CHEST STRAP NOT FACING CHEST STRAP FRICTION ADAPTER	-35
WAISTBAND MISROUTED UNDER HORIZONTAL BACKSTRAP	-11
WAISTBAND MISROUTED UNDER RIGHT / LEFT MAIN LIFT WEB	-11
WAISTBAND MISROUTED OVER RIGHT / LEFT EQUIPMENT RING	-11
WAISTBAND NOT ROUTED THROUGH RIGHT / LEFT WAISTBAND RETAINER	-11
WAISTBAND TWISTED	-11
NO QUICK RELEASE IN WAISTBAND	-35
IMPROPER QUICK RELEASE IN WAISTBAND (CPT'S BARS / DEAD MAN'S HITCH)	-35
WAISTBAND ADJUSTER PANEL TWISTED	-11
WAISTBAND ADJUSTER PANEL MISROUTED UNDER HORIZONTAL BACKSTRAP	-11
MAIN LIFT WEB MISSIZED	-11
RIGHT / LEFT MAIN LIFT WEB TUCK TAB ASSEMBLY NOT PROPERLY ASSEMBLED	-11
RIGHT / LEFT MAIN LIFT WEB TUCK TAB ASSEMBLY SNAP FASTENER NOT SECURED	-11
STATIC LINE SLACK RETAINER BAND MISSING FROM STATIC LINE SLACK RETAINER LOOP	-35

T-11 RESERVE

RIGHT / LEFT CONNECTOR SNAP SAFETIED	-35
ARMY PARACHUTE LOG RECORD MISSING FROM RESERVE	-35
RESERVE CONNECTED TO EQUIPMENT RINGS	-35
DIRECTIONAL ARROW UPSIDE DOWN	-35
CURVED PIN LANYARD TWISTED	-35

RIGHT / LEFT SIDE TUCK TAB NOT SECURED	-35
CURVED PIN LANYARD NOT SECURED TO RIPCORDER ASSEMBLY	-35
RIGHT / LEFT CONNECTOR SNAP RETAINING TIE MISSING	-35
EXPOSED CANOPY RESERVE	-35

LEGSTRAPS / AVIATOR KIT BAG

LEGSTRAPS CROSSED	-11
RIGHT / LEFT LEGSTRAP TWISTED	-11
RIGHT / LEFT LEGSTRAP EXCESS WEBBING NOT SECURED	-11
RIGHT / LEFT LEGSTRAP EJECTOR SNAP WILL NOT SEAT	-35
LEFT LEGSTRAP MISROUTED THROUGH EXPOSED CARRYING HANDLE OF AVIATOR KIT BAG	-11
LEFT LEGSTRAP NOT ROUTED THROUGH EXPOSED CARRYING HANDLE OF AVIATOR KIT BAG	-11
AVIATOR KIT BAG REVERSED	-11
AVIATOR KIT BAG MISSING	-11

UNIVERSAL STATIC LINE MODIFIED

GIRTH HITCH UNIVERSAL STATIC LINE MODIFIED REVERSED	-35
UNIVERSAL STATIC LINE MODIFIED CUT	-35
UNIVERSAL STATIC LINE MODIFIED MISROUTED THROUGH RIGHT / LEFT RISER ASSEMBLY	-35
UNIVERSAL STATIC LINE MODIFIED MISROUTED UNDER RIGHT / LEFT RISER ASSEMBLY	-35
UNIVERSAL STATIC LINE MODIFIED MISROUTED AROUND RIGHT / LEFT INNER STATIC LINE STOW BAR	-35
UNIVERSAL STATIC LINE MODIFIED MISROUTED AROUND RIGHT / LEFT OUTER STATIC LINE STOW BAR	-35
LAST STRAND UNIVERSAL STATIC LINE MODIFIED MISROUTED FROM LEFT OUTER STATIC LINE STOW BAR	-35

REAR OF ADVANCED COMBAT HELMET

REAR LEFT / RIGHT BOLT END EXPOSED	-35
REAR TRAPEZOID PAD MISSING	-35
EXCESS WEBBING REAR LEFT / RIGHT ADJUSTABLE STRAP NOT SECURED	-11
NAPE PAD MISSING	-35
NAPE PAD REVERSED	-11

RISER ASSEMBLIES

LEFT / RIGHT RISER ASSEMBLY TWISTED	-35
ARMY PARACHUTE LOG RECORD MISSING FROM RISER ASSEMBLY	-35

MAIN PACK TRAY

DIAGONAL BACK STRAPS MISSED	-11
LEFT / RIGHT DIAGONAL BACK STRAP RETAINER NOT ROUTED THROUGH SIZING CHANNEL	-11
LEFT / RIGHT DIAGONAL BACK STRAP RETAINER NOT ROUTED THROUGH DIAGONAL BACK STRAP KEEPER	-11
EXCESS WEBBING RIGHT / LEFT HORIZONTAL BACK STRAP NOT SECURED	-11
HORIZONTAL BACK STRAP NOT ROUTED THROUGH RIGHT / LEFT HORIZONTAL BACK STRAP RETAINER	-11
HORIZONTAL BACK STRAP RETAINER NOT ROUTED THROUGH RIGHT / LEFT HORIZONTAL BACK STRAP KEEPER	-11

SADDLE

LEFT / RIGHT LEGSTRAP MISROUTED AROUND SADDLE	-11
SADDLE INVERTED	-11

MODULAR AIRBORNE WEAPONS CASE

SNAP FASTENER YELLOW SAFETY LANYARD NOT SECURED	-35
FREE RUNNING END ADJUSTING STRAP NOT PROPERLY SECURED UNDER POUCH ATTACHMENT LADDER SYSTEM WEBBING	-11
ADJUSTING STRAP NOT PROPERLY ROUTED THROUGH FRICTION ADAPTER	-11
QUICK RELEASE BUCKLE NOT SECURED	-11
FREE RUNNING END COMPRESSION STRAP NOT SECURED	-11
SNAP FASTENER SLIDE FASTENER AND TABBED THONG NOT SECURED	-35
UPPER TIE DOWN TAPE NOT PROPERLY ROUTED THROUGH SLIDE FASTENER AND TABBED THONG	-11
WEAPON REVERSED	-11
WEAPON UPSIDE DOWN	-11
UPPER TIE DOWN TAPE MISROUTED THROUGH EQUIPMENT RING (TOP TO BOTTOM / EQ RING)	-11
UPPER TIE DOWN TAPE NOT ROUTED THROUGH EQUIPMENT RING (D RING / MAIN LIFT WEB)	-11
SPRING MISSING FROM UPPER SPRING STOP	-35

MOLLE RUCKSACK AND HOOK PILE TAPE LOWERING LINE

FREE RUNNING END ADJUSTABLE SHOULDER CARRYING STRAP NOT SECURED PROPERLY	-11
EJECTOR SNAP HOOK PILE TAPE LOWERING LINE REVERSED	-35
HOOK PILE TAPE LOWERING LINE MISROUTED UNDER LEFT ADJUSTABLE SHOULDER CARRYING STRAP	-11
EJECTOR SNAP HOOK PILE TAPE LOWERING LINE WILL NOT SEAT	-35
HOOK PILE TAPE LOWERING LINE MISROUTED THROUGH CARRYING HANDLE OF MODULAR AIRBORNE WEAPONS CASE	-11
FREE RUNNING END EQUIPMENT RETAINER STRAPS ROLLED	-11
GIRTH HITCH HOOK PILE TAPE LOWERING LINE ROUTED EAST / WEST	-11
NO QUICK RELEASE IN EQUIPMENT RETAINER STRAPS	-11
RELEASE HANDLE LANYARD TWISTED	-11
RIGHT / LEFT ADJUSTABLE D-RING ATTACHING STRAP REVERSED	-11
RIGHT / LEFT ADJUSTABLE D RING ATTACHING STRAP TWISTED	-11
EQUIPMENT RETAINER STRAP TWISTED	-11
GREEN ATTACHING LOOP ROUTED OVER RIGHT / LEFT GROMMET	-11
GREEN ATTACHING LOOP MISROUTED THRU RIGHT / LEFT GROMMET	-11
RELEASE HANDLE CABLE NOT ROUTED THROUGH RELEASE HANDLE CROSS STRAP	-11
RELEASE HANDLE LANYARD MISROUTED AROUND RELEASE HANDLE CROSS STRAP	-11

Legacy System Information

M1950 WEAPONS CASE

TC 3-21.220 Chapter 2 & 12

The M1950 weapons case is designed to allow the individual parachutist to jump their individual weapon or crew served weapon. With modifications this weapons case can accommodate the M240B, M249 SAW, and the 60 mm Mortar.

MATERIAL

- Heavy nylon duct material or heavy cotton duck material with ¼ inch felt padding permanently sewn inside

DIMENSIONS

- 10 inches wide
- Maximum length of 50 ½ inches
- Minimum length of 33 ½ inches

The M1950 weapons case consists of the following items:

- Upper tie down tape
- Lower tie down strap
- Female portion lift fastener
- Male portion lift fastener
- Closing flap
- Adjusting strap
- Adjusting strap connectors (top and bottom)
- Lowering line stow pocket with securing tab
- Slide fastener
- Slide fastener and tab thong
- Quick release assembly consisting of:
 - Quick release snap with opening gate
 - Rotating claw
 - Activating arm
 - Female portion quick release snap
- Quick release link
- "V" ring

When packing the M1950 weapons case with the M16 rifle you must insert the weapon muzzle down, forward assist up.

The M1950 weapons case has two safety features incorporated.

- First safety feature:
 - If the lift fastener is unserviceable route the upper tie down tape through the slide fastener and tab thong
- Second safety feature:
 - Route the adjusting strap through the appropriate set of adjusting strap connectors and secure it with a half hitch

T-11 Combat Equipment JMPI Sequence With MOLLE Ruck Sack and M1950 Weapons Case

TC 3-21.220 Chapter 9

TRANSITION: Now that you are familiar with the inspection sequence for a Hollywood jumper, the sequence for a combat equipped jumper will be discussed.

The inspection sequence for a combat equipped jumper is the same as for a Hollywood equipped jumper down to the Canopy Release Assemblies.

INSPECTION OF COMBAT EQUIPMENT:

CANOPY RELEASE ASSEMBLY:

We begin with the Canopy Release Assembly opposite the Universal Static Line Modified. Since the Universal Static Line Modified is routed over the jumper's left shoulder, the inspection begins with the jumper's right Canopy Release Assembly. Look at the right Canopy Release Assembly; tap it with the knuckles of the left hand one time to ensure that it sounds solid. **(Jumpers, this is your key to place both hands on your Advanced Combat Helmet).** With your left hand form a knife cutting edge, fingers extended and joined, palm facing towards you the jumpmaster, and insert it behind the Main Lift Web just below the Canopy Release Assembly. Place your left thumb on the outside corner of the Canopy Release Assembly, and rotate it ¼ turn to the outside. With your head and eyes approximately six to eight inches away conduct a visual inspection to ensure the Male Fitting Canopy Release Assembly is properly secured by the Female Fitting Canopy Release Assembly, and properly secured by the Latch. Ensure the Cable Loop is properly secured by the Safety Clip and the Canopy Release Assembly is free of all dirt or foreign material that will keep it from seating completely. Now let the Canopy Release Assembly return back to its normal position. Keep your left hand in place. As you can see jumpmasters, the Universal Static Line Modified is routed over the jumper's left shoulder. With your right hand secure the Universal Static Line Modified and rotate it over to your left thumb and secure it in place. Look at the left Canopy Release Assembly; tap it with the knuckles of the right hand one time to ensure that it sounds solid. With your right hand form a knife cutting edge, fingers extended and joined palm facing towards you the jumpmaster and reach around the M1950 Weapons Case, from outside to inside and insert it behind the Main Lift Web just below the Canopy Release Assembly. Place your right thumb on the outside corner of the Canopy Release Assembly and rotate it ¼ turn to the outside, and conduct the same inspection. Now let the Canopy Release Assembly return back to its normal position.

MAIN LIFT WEB:

Leave the right hand in place. Look at the left hand and the right Main Lift Web. First make note of which of the three sizes the Main Lift Web is configured. Keep this in mind and ensure the Main Lift Web Tuck Tab Assembly is properly assembled and the Snap Fastener is secure. With the left hand trace down the Main Lift Web, ensure it is not twisted, cut, or frayed, until you make contact with the Main Lift Web Adjuster. Leave the left hand in place. Look at the right hand and conduct the same inspection. Ensure the left Main Lift Web Tuck Tab Assembly is in the same location as the right Main Lift Web Tuck Tab Assembly. Leave the right hand in place.

CHEST STRAP:

Look at the Chest Strap to ensure that it is not misrouted around the left Main Lift Web. With the left hand palm facing the Reserve Parachute, grasp the Carrying Handle and lift up and out. Insert the right hand, fingers and thumb extended and joined, fingers pointing down, palm facing the Jumpmaster from top to bottom behind the Chest Strap, next to where it is sewn into the left Main Lift Web. Trace the Chest Strap, ensure that it is not twisted, cut or frayed, until you make contact with the Chest Strap Friction Adapter. Visually inspect to ensure it has a two to three finger quick release

that is secured in its Webbing Retainer, the free running end has been "S" folded or accordion folded, not rolled, and secured in its Webbing Retainer with the tab portion towards the Chest Strap Friction Adapter. Continue to trace the Chest Strap, ensure it is not twisted, cut or frayed, next to where it is sewn into the right Main Lift Web. Leave the right hand in place.

WAIST BAND:

Remove the left hand, move to the right side. Insert the left hand, fingers and thumb extended and joined, fingers pointing skyward, palm facing you the Jumpmaster, from bottom to the top behind the Waistband next to where it is sewn to the Pack Tray. Look at the Waistband where it is sewn to the Pack Tray to ensure it is secured to the Pack Tray by a Box "X" stitch, with at least 50 percent of the stitching present. Trace the Waistband forward, ensure it is not twisted, cut, frayed, or been misrouted behind the Horizontal Backstrap or right Main Lift Web until the right Waistband Retainer rests in the palm ensuring the waistband is routed under the Equipment Rings. Leave the left hand in place. Remove the right hand from behind the Chest Strap and insert it fingers and thumb extended and joined, fingers pointing skyward, palm facing the Jumpmaster, from bottom to top behind the Reserve Parachute outside of the left Adjustable "D" Ring Attaching Strap so the left Waistband Retainer rests in the palm of the right hand. Make finger tip to finger tip contact, and conduct a physical inspection to ensure the Waistband is not twisted and has been routed through both Waistband Retainers. Leave the right hand in place, and rotate the left hand over the right forearm and grasp the left Pack Closing Flap of the Reserve Parachute, palm facing the Reserve Parachute. Remove the right hand from behind the Waistband Retainer and with the right forearm push out on the lead edge of the M1950 weapons case for the first time. Look at the Waistband to ensure it is not twisted, cut, or frayed, and has not been misrouted behind the left Main Lift Web and under left equipment ring. With the right hand, grasp the trail edge of the M1950 weapons case and pull it forward. Insert the right hand, fingers and thumb extended and joined, fingers pointed skyward, palm facing the jumpmaster, from bottom to top behind the metal adjuster. Remove the left hand from the left Pack Closing Flap of the Reserve Parachute and insert the index finger and middle finger of the left hand from top to bottom into the quick release formed by the Waistband. Ensure that it is no more than three fingers, no less than two and it is not a false quick release. Remove the index finger and middle finger from the quick release and with the index finger and thumb of the left hand pinch off the free running end of the Waistband where it re-emerges from the Metal Adjuster. Trace the free running end of the Waistband, ensure it is not cut, torn, or frayed and is easily accessible to the Jumper until the fingers fall off the end. Place the left hand on the left Pack Closing Flap of the Reserve Parachute, palm facing the Reserve Parachute and look at the right hand and the Waistband Adjuster Panel. Trace the Waistband Adjuster Panel back. Ensure that it is not twisted, cut, or frayed, and has not been misrouted behind the Horizontal Backstrap to where it is sewn to the Pack Tray. Ensure it is properly secured to the Pack Tray by a Box "X" stitch, with at least 50 percent of the stitching present. Remove the right hand and move in front of the jumper. With the right forearm, push out on the lead edge of the M1950 weapons case for the second time.

M1950 WEAPONS CASE:

The M1950 weapons case will be inspected in its entirety prior to inspecting the Reserve Parachute. The inspection of the M1950 weapons case begins with its point of attachment the Quick Release Snap. Look at the Quick Release Snap to ensure it is the outermost item of equipment on the left Equipment Ring, and the Opening Gate is facing the Jumper. With the right index finger, finger the Opening Gate one time to ensure that it is properly attached to the left Equipment Ring, it has spring tension and it has not been safetied. With the heel of the right hand press up on the Activating Arm of the Quick Release Snap to ensure that it is seated between the Ball Detents. With the index finger of the right hand, trace down until contact is made with the V-ring. Ensure the Quick Release Link is routed through the "V"-ring, and the Quick Release Link is secured by the Rotating Claw. Continue to trace down the inside of the M1950 weapons case until contact is made with the Adjusting Strap. Ensure the Adjusting Strap is routed through the appropriate set of Adjusting Strap Connectors, secured by means of a half hitch and is not twisted, cut or frayed. Continue tracing down the inside of the M1950 weapons case until the finger falls off the bottom. Form a knife-edge with the right hand, palm facing skyward and trace from front to rear along the bottom of the M1950 weapons case to ensure the muzzle of the weapon is not protruding. Place the index finger of the right hand on the Slide Fastener at the bottom of the Closing Flap. Trace up the Slide Fastener to ensure it is secure, bypass the Lower Tie Down Strap and continue to trace up the Slide Fastener in the vicinity of the Lift Fastener ensuring all teeth are engaged. With the index finger of the right hand, form a hook around the Slide Fastener Tab Thong and pull down to ensure the Slide Fastener Tab Thong is secured by either the Upper Tie Down Tape or been separated over the Lift Fastener, never both. **(However, while here**

it will always be secured by the Upper tie down tape) Drop the right hand down 10 to 12 inches from the top of the M1950 weapons case and give it a sharp slap, feeling for the forward assist of the M4/M16 series rifle. With the index finger and thumb of the right hand, pinch off the bowknot of the Upper Tie Down Tape on the lead edge of the M1950 weapons case. Visually inspect the Upper Tie Down Tape to ensure it is properly routed behind the M1950 weapons case, through the D-ring from bottom to top, to the outside of the connector snap, and secured by a single or double loop bowknot. With the left hand, secure the Carrying Handle of the reserve parachute, palm facing the reserve with knuckles skyward. This concludes the inspection of the M1950 weapons case. Inspect the Reserve Parachute in the same manner as if it were on a Hollywood jumper all the way to the command **“HOLD”**.

MOLLE RUCKSACK:

Now you will begin the inspection of the Harness Single Point Release beginning with the adjustable D-ring attaching straps. These are like items of equipment so either one can be inspected first, however for the purpose of this talk through you will begin with the right adjustable D-ring attaching strap. Simultaneously, with both hands form fists with your index fingers exposed. Place your index fingers on the snap hooks of the adjustable D-ring attaching straps. Now focus your attention to your left hand. Conduct a visual inspection to ensure that the snap hook is not bent, cracked, corroded or distorted out of shape and that the opening gate is facing towards the jumper. With the index finger of the left hand, finger the opening gate one time to ensure that it is properly secured to the right equipment ring, and it has spring tension. With the left thumb flip the free running end of the right adjustable D-ring attaching strap out of the way. Place the index finger of the left hand on the front of the right adjustable D-ring attaching strap just below the snap hook. Trace down the right adjustable D-ring attaching strap until contact is made with the triangle link, ensuring that the right adjustable D-ring attaching strap is not twisted cut, or frayed. Bypass the triangle link and pick up the inspection of the white attaching loop in front of the triangle link. With the left index finger, trace down the attaching loops to ensure that the white attaching loop is routed from bottom to top through the triangle link, the green attaching loop has been routed from bottom to top through the white attaching loop, the red attaching loop is routed from bottom to top through the green attaching loop, and routed from bottom to top through the grommet in the female portion leg strap release assembly. Place the index finger of the left hand on the single box “X” stitch on the release handle cross strap. Look at the release handle cable where it emerges from the release handle cross strap. Ensure the release handle cable is properly routed through the red attaching loop and secured by the cable loop retainer. Leave the left index finger in place and with your right hand; conduct the same inspection on the left adjustable D-ring attaching strap until your right index finger rests on the single box “X” stitch. Now focus your attention on the release handle. With the right index finger and thumb, index finger on top, thumb on the bottom lift up gently on the release handle. Ensure the release handle and release handle cable is properly routed between the two plies of the release handle cross strap and secured by the hook pile tabs. Now form a hook with your right index finger and lift up on the release handle lanyard, to ensure it is not twisted or misrouted around the equipment retainer strap. Place your right index finger back on the single “X” boxed stitch. Trace the equipment retainer straps down the outside of the pouch of the MOLLE Rucksack until you make contact with the adjustable cross strap. Leave your left index finger in place and with the index finger and thumb of the right hand grasp the free running end of the adjustable cross strap and give it a tug to the jumper’s left, insuring that all the slack has been removed from the adjustable cross strap. Now place your right index finger back on the single box “X” stitch and continue to trace the equipment retainer straps down until your fingers fall off. Now secure the sides of the MOLLE Rucksack and raise it to eye level and look at the equipment retainer straps to ensure they are routed through the slots at the top corners of the MOLLE Rucksack frame and have not been twisted. Raise the MOLLE Rucksack to the jumper and issue the command **“HOLD”**.

(Jumpers you will secure the top of the MOLLE Rucksack, and hold it up high.) You will continue your inspection of the equipment retainer straps as they route through the Adjustable Shoulder Carrying Straps. Ensure the equipment retainer straps are routed over the comfort pad and form an “X” configuration on the rear of the MOLLE Rucksack and are not twisted, cut or frayed. Bypass the girth hitch of the Hook Pile Tape Lowering Line and continue your inspection until your fingers rest on the friction adaptors and behind the 2-3 finger quick releases in the equipment retainer straps. Simultaneously, you will inspect the 2-3 finger quick release by placing the index and middle finger of each hand, palm facing you, on the outside of the quick release. Now visually inspect the free running ends of the equipment retainer straps to ensure they are S-folded and secured with either one turn of masking tape or two turns of retainer bands, one or the other, never both and not secured to the quick releases. Conduct a visual inspection of the friction adapters to ensure they are routed through the oval cutouts at the base of the MOLLE Rucksack frame. With the

index finger of each hand, lightly tap them to ensure the S-folds are secure. Now with the thumb and index fingers of each hand, form an "O" around the base of the adjustable shoulder carrying straps ensuring the free running ends are on top of your hand. Simultaneously pull out to ensure they are properly secured to the MOLLE Rucksack frame. Visually inspect the free running ends of the adjustable shoulder carrying straps to ensure they are S-folded and secured with either one turn of masking tape or two turns of retainer bands, one or the other never both. With the index fingers of each hand, lightly tap the free running ends of the adjustable shoulder carrying straps to ensure the S-folds are secure.

HOOK, PILE, TAPE LOWERING LINE:

With the index finger of your right hand place it on the Hook Pile Tape Lowering line just to the right of the girth hitch. You will visually inspect to ensure the girth hitch is routed north to south, south to north, never east to west. With your right index finger trace the Hook Pile Tape Lowering line ensuring that the Hook Pile Tape Lowering line is properly routed over the left adjustable shoulder carrying strap until you make contact with the first hook pile tabs. Visually inspect to ensure the hook pile tabs are present and secured and there are no S-folds protruding from the end of the retainer flap. Continue to inspect down the retainer flap ensuring that it is secured to the MOLLE Rucksack frame by two sets of girth hitched retainer bands on either end of the retainer flap. Continue to trace down until you make contact with the second set of hook pile tabs, once again ensure they are present and secured and there are no S-folds protruding from the end of the retainer flap. Continue to trace the Hook Pile Tape Lowering line until your hand disappears behind the M1950 Weapons case. Visually inspect to ensure the Hook Pile Tape Lowering line is properly routed between the main body of the M1950 Weapons Case and the 1st ply of reinforced nylon webbing. Route your left hand over your right forearm and secure the trail edge of the M1950 Weapons case. Remove your right index finger place it back on the Hook Pile Tape Lowering line where it reemerges from the M1950 Weapons Case. Continue to trace up until you make contact with the ejector snap. With the right thumb press in on the activating lever to ensure that it is properly seated over the ball detent and free of all foreign matter and the opening gate is facing the jumper and is secured to the triangle link. Turn the ejector snap ¼ turn out to ensure the small tooth is present. Visually inspect the yellow safety lanyard to ensure that it is serviceable and it has not been wired, tied, or taped down. Drop both hands and move back to the front of the jumper and issue the command "SQUAT".

LEG STRAPS:

Insert the index and middle fingers of both hands behind the leg straps just under the aviator's kit bag where the natural pocket is formed and simultaneously trace both legs straps rearward all the way back to the saddle ensuring the leg straps are not crossed. Leave your right hand in place and begin tracing the right leg strap forward, ensuring that it is not twisted, cut or frayed, the excess webbing is secured in its webbing retainer until you have skin to metal contact with the quick-fit V ring. Rotate your left thumb up and press down on activating lever to ensure it is properly seated over the ball detent and that it is free of any foreign material that will keep it from seating completely. Keep your left thumb in place. Focus your attention to your right hand. Begin tracing the left leg strap forward, ensuring that it is not twisted, cut or frayed, the excess webbing is secured in its webbing retainer, it is properly routed through the exposed carrying handle of the aviator's kit bag, over the bottom, under the top until you have skin to metal contact with the quick-fit V ring. Once you have skin to metal contact, you may remove your right hand, and use your right forearm to lift up and out on the M1950 Weapons Case. With your right thumb, press down on activating lever to ensure it is properly seated over the ball detent and that it is free of any foreign material that will keep it from seating completely. Rock back on your heels in front of your jumper and conduct a visual inspection of the aviator's kit bag ensuring it is present, has not been reversed and the reinforced sewn portion is facing away from the jumper. Secure the sides of the MOLLE Rucksack and issue the command of "RECOVER". (Jumpers pick up on the reserve parachute and jumpmasters simply allow the MOLLE Rucksack to rotate between your body and the jumper's body.)

UNIVERSAL STATIC LINE MODIFIED:

With the right hand grasp the Universal Static Line Snap Hook. Pull up on the Universal Static Line Snap Hook to ensure it is secured to the Carrying Handle. Open the right hand and let the Universal Static Line Snap Hook rest in the palm. Place the index finger of the left hand on the Girth Hitch of the Universal Static Line Modified. Ensure the Girth Hitch has not been reversed and the green ID marking thread is present. Place the index finger of the left hand in the vicinity of the Rivet Pin, to ensure it is present and free of rust and corrosion. With the right hand, re-grasp the Universal

Static Line Snap Hook and hold it perpendicular to the Reserve Parachute with the Spring Opening Gate facing towards the Jumper. With the left hand, palm facing the Jumper, thumb pointing downward, grasp the Universal Static Line Modified just above the Universal Static Line Snap Hook. Rotate the Universal Static Line Modified down and to the Jumper's right and push it toward the Universal Static Line Snap Hook. Visually inspect inside the Girth Hitch to ensure it is free of all cuts, frays and burns. With the index finger or thumb of the right hand push the Girth Hitch back towards the Universal Static Line Snap Hook and again visually inspect inside the Girth Hitch for any cuts, frays or burns. Redress the Girth Hitch down around the narrow portion of the Universal Static Line Snap Hook and release the Universal Static Line Modified with the left hand. Since the Universal Static Line Modified is routed over the left shoulder; with the index finger and thumb of the left hand, form an "O" around the Universal Static Line Modified just above the Universal Static Line Snap Hook. You should still see metal. Raise the left hand up simultaneously inspecting the Universal Static Line Modified as it passes through the "O" to ensure it is free of all cuts, frays, or burns. Raise the left hand as high as it can go, or until you feel resistance and issue the Jumper the command "**TURN**". Once the Jumper has completed the turn, the left hand should have been raised high enough so as to keep the Universal Static Line Modified tight between the hand and the first stow. Place the index finger, or index and middle finger of the right hand behind the Universal Static Line Modified below the left hand making skin-to-skin contact.

Inspection continues in the same manner as a Hollywood jumper all the way to the command of "**RECOVER**".

T-11 Combat Equipment JMPI Sequence with the ALICE Pack and M1950 Weapons Case

TC 3-21.220 Chapter 9

TRANSITION: Now that you are familiar with the inspection sequence for a Hollywood jumper, the sequence for a combat equipped jumper will be discussed.

The inspection sequence for a combat equipped jumper is the same as for a Hollywood equipped jumper down to the Canopy Release Assemblies.

INSPECTION OF COMBAT EQUIPMENT:

CANOPY RELEASE ASSEMBLY:

We begin with the Canopy Release Assembly opposite the Universal Static Line Modified. Since the Universal Static Line Modified is routed over the jumper's left shoulder, the inspection begins with the jumper's right Canopy Release Assembly. Look at the right Canopy Release Assembly; tap it with the knuckles of the left hand one time to ensure that it sounds solid. **(Jumpers, this is your key to place both hands on your Advanced Combat Helmet).** With your left hand form a knife cutting edge, fingers extended and joined, palm facing towards you, and insert it behind the Main Lift Web just below the Canopy Release Assembly. Place your left thumb on the outside corner of the Canopy Release Assembly, and rotate it ¼ turn to the outside. With your head and eyes approximately six to eight inches away conduct a visual inspection to ensure the Male Fitting Canopy Release Assembly is properly secured by the Female Fitting Canopy Release Assembly, and properly secured by the Latch. Ensure the Cable Loop is properly secured by the Safety Clip and the Canopy Release Assembly is free of all dirt or foreign material that will keep it from seating completely. Now let the Canopy Release Assembly return back to its normal position. Keep your left hand in place. As

you can see jumpmasters, the Universal Static Line Modified is routed over the jumper's left shoulder. With your right hand secure the Universal Static Line Modified and rotate it over to your left thumb and secure it in place. Look at the left Canopy Release Assembly; tap it with the knuckles of the right hand one time to ensure that it sounds solid. With your right hand form a knife cutting edge, fingers extended and joined palm facing towards you the jumpmaster and reach around the M1950 Weapons Case, from outside to inside and insert it behind the Main Lift Web just below the Canopy Release Assemblies. Place your left thumb on the outside corner of the Canopy Release Assembly and rotate it ¼ turn to the outside, and conduct the same inspection. Now let the Canopy Release Assembly return back to its normal position.

MAIN LIFT WEB:

Leave the right hand in place. Look at the left hand and the right Main Lift Web. First make note of which of the three sizes the Main Lift Web is configured. Keep this in mind and ensure the Main Lift Web Tuck Tab Assembly is properly assembled and the Snap Fastener is secure. With the left hand trace down the Main Lift Web, ensure it is not twisted, cut, or frayed, until you make contact with the Main Lift Web Adjuster. Leave the left hand in place. Look at the right hand and conduct the same inspection. Ensure the left Main Lift Web Tuck Tab Assembly is in the same location as the right Main Lift Web Tuck Tab Assembly. Leave the right hand in place.

CHEST STRAP:

Look at the Chest Strap to ensure that it is not misrouted around the left Main Lift Web. With the left hand palm facing the Reserve Parachute, grasp the Carrying Handle and lift up and out. Insert the right hand, fingers and thumb extended and joined, fingers pointing down, palm facing the Jumpmaster from top to bottom behind the Chest Strap, next to where it is sewn into the left Main Lift Web. Trace the Chest Strap, ensure that it is not twisted, cut or frayed, until you make contact with the Chest Strap Friction Adapter. Visually inspect to ensure it has a two to three finger quick release that is secured in its Webbing Retainer, the free running end has been "S" folded or accordion folded, not rolled, and secured in its Webbing Retainer with the tab portion towards the Chest Strap Friction Adapter. Continue to trace the Chest Strap, ensure it is not twisted, cut or frayed, next to where it is sewn into the right Main Lift Web. Leave the right hand in place.

WAIST BAND:

Remove the left hand, move to the right side. Insert the left hand, fingers and thumb extended and joined, fingers pointing skyward, palm facing you the Jumpmaster, from bottom to the top behind the Waistband next to where it is sewn to the Pack Tray. Look at the Waistband where it is sewn to the Pack Tray to ensure it is secured to the Pack Tray by a Box "X" stitch, with at least 50 percent of the stitching present. Trace the Waistband forward, ensure it is not twisted, cut, frayed, or been misrouted behind the Horizontal Blackstrap or right Main Lift Web. Continue tracing the Waistband forward until the right Waistband Retainer rests in the palm. Leave the left hand in place. Remove the right hand from behind the Chest Strap and insert it fingers and thumb extended and joined, fingers pointing skyward, palm facing the Jumpmaster, from bottom to top behind the Reserve Parachute outside of the left Adjustable "D" Ring Attaching Strap so the left Waistband Retainer rests in the palm of the right hand. Make finger tip to finger tip contact, and conduct a physical inspection to ensure the Waistband is not twisted and has been routed through both Waistband Retainers. Leave the right hand in place, and rotate the left hand over the right forearm and grasp the left Pack Closing Flap of the Reserve Parachute, palm facing the Reserve Parachute. Remove the right hand from behind the Waistband Retainer and with the right forearm push out on the lead edge of the M1950 weapons case for the first time. Look at the Waistband to ensure it is not twisted, cut, or frayed, and has not been misrouted behind the left Main Lift Web. With the right hand, grasp the trail edge of the M1950 weapons case and pull it forward. With the right hand, fingers and thumb extended and joined, fingers pointing skyward, palm facing the Jumpmaster, insert it from bottom to top behind the Metal Adjuster. Remove the left hand from the left Pack Closing Flap of the Reserve Parachute and insert the index finger and middle finger of the left hand from top to bottom into the quick release formed by the Waistband. Ensure that it is no more than three fingers, no less than two and it is not a false quick release. Remove the index finger and middle finger from the quick release and with the index finger and thumb of the left hand pinch off the free running end of the Waistband where it emerges from the Metal Adjuster. Trace the free running end of the Waistband, ensure it is not cut, torn, or frayed and is easily accessible to the Jumper until the fingers fall off the end. Place the left hand on the left Pack Closing Flap of the Reserve Parachute, palm facing the Reserve Parachute and look at the right hand and the Waistband Adjuster Panel. With the right hand

trace the Waistband Adjuster Panel back. Ensure that it is not twisted, cut, or frayed, and has not been misrouted behind the Horizontal Blackstrap to where it is sewn to the Pack Tray. Ensure it is properly secured to the Pack Tray by a Box "X" stitch, with at least 50 percent of the stitching present. Remove the right hand and move in front of the jumper. With the right forearm, push out on the lead edge of the M1950 weapons case for the second time.

M1950 WEAPONS CASE:

The M1950 weapons case will be inspected in its entirety prior to inspecting the Reserve Parachute. The inspection of the M1950 weapons case begins with its point of attachment the Quick Release Snap. Look at the Quick Release Snap to ensure it is the outermost item of equipment on the left Equipment Ring, and the Opening Gate is facing the Jumper. With the right index finger, finger the Opening Gate one time to ensure that it is properly attached to the left Equipment Ring, it has spring tension and it has not been safe-tied. With the heel of the right hand press up on the Activating Arm of the Quick Release Snap to ensure that it is seated between the Ball Detents. With the index finger of the right hand, trace down until contact is made with the V-ring. Ensure the Quick Release Link is routed through the "V"-ring, and the Quick Release Link is secured by the Rotating Claw. Continue to trace down the inside of the M1950 weapons case until contact is made with the Adjusting Strap. Ensure the Adjusting Strap is routed through the appropriate set of Adjusting Strap Connectors, secured by means of a half hitch and is not twisted, cut or frayed. Continue tracing down the inside of the M1950 weapons case until the finger falls off the bottom. Form a knife-edge with the right hand, palm facing skyward and trace from front to rear along the bottom of the M1950 weapons case to ensure the muzzle of the weapon is not protruding. Place the index finger of the right hand on the Slide Fastener at the bottom of the Closing Flap. Trace up the Slide Fastener to ensure it is secure, bypass the Lower Tie Down Strap and continue to trace up the Slide Fastener in the vicinity of the Lift Fastener. With the index finger of the right hand, form a hook and pull down and out on the Slide Fastener Tab Thong. Pull down and out to ensure the Slide Fastener Tab Thong is secured by either the Upper Tie Down Tape or been separated over the Lift Fastener, never both. **(However, while here it will be secured by the Upper tie down tape)** Drop the right hand down 10 to 12 inches from the top of the M1950 weapons case and give it a sharp slap, feeling for the forward assist of the M4/M16 series rifle or the charging handle of the M249 SAW. With the index finger and thumb of the right hand, pinch off the bowknot of the Upper Tie Down Tape on the front of the M1950 weapons case. Visually inspect the Upper Tie Down Tape to ensure it is properly routed behind the M1950 weapons case, through the D-ring from bottom to top, to the outside of the connector snap, and secured by a single or double loop bowknot. This concludes the inspection of the M1950 weapons case. Inspect the Reserve Parachute in the same manner as if it were on a Hollywood jumper.

ALICE PACK:

Now you will begin the inspection of the Harness Single Point Release beginning with the adjustable D-ring attaching straps. These are like items of equipment so either one can be inspected first, however for the purpose of this talk through you will begin with the right adjustable D-ring attaching strap. Simultaneously, with both hands form fists with your index fingers exposed. Place your index fingers on the snap hooks of the adjustable D-ring attaching straps. Now focus your attention to your left hand. Conduct a visual inspection to ensure that the snap hook is not bent, cracked, corroded or distorted out of shape and that the opening gate is facing towards the jumper, and it is located to the outside of the connector snap. With the index finger of the left hand, finger the opening gate one time to ensure that it is properly secured to the right equipment ring, and it has spring tension. With the left thumb flip the free running end of the right adjustable D-ring attaching strap out of the way. Place the index finger of the left hand on the front of the right adjustable D-ring attaching strap just below the snap hook. Trace down the right adjustable D-ring attaching strap until contact is made with the triangle link, insuring that the right adjustable D-ring attaching strap is not twisted cut, or frayed. Bypass the triangle link and pick up the inspection of the white attaching loop in front of the triangle link. With the left index finger, trace down the attaching loops to ensure that the white attaching loop is routed from bottom to top through the triangle link, the green attaching loop has been routed from bottom to top through the white attaching loop, the red attaching loop is routed from bottom to top through the green attaching loop, and routed from bottom to top through the grommet in the female portion leg strap release assembly. Place the index finger of the left hand on the single box "X" stitch on the release handle cross strap. Look at the release handle cable where it emerges from the release handle cross strap. Ensure the release handle cable is properly routed through the red attaching loop and secured by the cable loop retainer.

Leave the left index finger in place and with your right hand; conduct the same inspection on the left adjustable D-ring attaching strap until your right index finger rests on the single box "X" stitch. Now focus your attention on the release handle. With the right index finger and thumb, index finger on top, thumb on the bottom lift up gently on the release handle. Ensure the release handle is properly routed between the two plies of the release handle cross strap and secured by the hook pile tabs. Now form a hook with your right index finger and lift up on the release handle lanyard, to ensure it is not twisted or misrouted around the equipment retainer strap. Place your right index finger back on the single "X" boxed stitch. Trace the equipment retainer straps down between the external cargo compartments of the ALICE pack until you make contact with the adjustable cross strap. Leave your left index finger in place and with the index finger and thumb of the right hand grasp the free running end of the adjustable cross strap and give it a tug to the jumper's left, insuring that all the slack has been removed from the adjustable cross strap. Now place your right index finger back on the single box "X" stitch and continue to trace the equipment retainer straps down until your fingers fall off. Secure the sides of the ALICE pack and raise it to eye level and look at the Equipment Retainer Straps to ensure they are routed behind the Envelope Cushion and have not been twisted. Raise the ALICE pack to the jumper and issue the command "**HOLD**".

(Jumpers you will secure the top of the ALICE pack, and hold it up high.) You will continue your inspection of the equipment retainer straps as they route through the envelope cushion. Ensure the equipment retainer straps form an "X" configuration on the rear of the ALICE pack and are not twisted, cut or frayed. Continue your inspection until your fingers rest behind the 2-3 finger quick releases in the equipment retainer straps. Simultaneously, you will inspect the 2-3 finger quick release by placing the index and middle finger of each hand, palm facing you, on the outside of the quick release. Now visually inspect the free running ends of the equipment retainer straps to ensure they are S-folded and secured with either masking tape or retainer bands, one or the other, never both and not secured to the quick releases. With the thumb and index fingers of each hand, form an "O" around the lower portion of the Adjustable Shoulder Carrying Straps. Simultaneously pull out to ensure they are properly secured to the ALICE pack frame. Visually inspect the free running ends of the Adjustable Shoulder Carrying Straps to ensure they are S-folded and secured with masking tape or retainer bands, one or the other never both. With the index fingers of each hand, lightly tap the free running ends of the Adjustable Shoulder Carrying Straps to ensure the S-folds are secure.

HOOK, PILE, TAPE LOWERING LINE:

With the index finger of your right hand place it on the Hook Pile Tape Lowering line just to the right of the girth hitch. You will visually inspect to ensure the girth hitch is vertical. With your right index finger trace the Hook Pile Tape Lowering line ensuring that the Hook Pile Tape Lowering line is properly routed over the left adjustable shoulder carrying strap until you make contact with the first hook pile tabs. Visually inspect to ensure the hook pile tabs are present and secured and there are no S-folds protruding from the end of the retainer flap. Continue to inspect down the retainer flap ensuring that it is secured to the ALICE pack frame with retainer bands, one above and one below the Horizontal frame support. Continue to trace down until you make contact with the second set of hook pile tabs, once again ensure they are present and secured and there are no S-folds protruding from the end of the retainer flap. Continue to trace the Hook Pile Tape Lowering line until your hand disappears behind the M1950 Weapons case. Visually inspect to ensure the Hook Pile Tape Lowering line is properly routed between the main body of the M1950 Weapons Case and the 1st ply of reinforced nylon webbing. Route your left hand over your right forearm and secure the trail edge of the M1950 Weapons case. Remove your right index finger place it back on the Hook Pile Tape Lowering line where it reemerges from the M1950 Weapons Case. Continue to trace up until you make contact with the ejector snap. With the right thumb press in on the activating lever to ensure that it is properly seated over the ball detent and free of all foreign matter and the opening gate is facing the jumper and is secured to the triangle link. Turn the ejector snap ¼ turn out to ensure the small tooth is present. Visually inspect the yellow safety lanyard to ensure that it is serviceable and it has not been wired, tied, or taped down. Drop both hands and move back to the front of the jumper and issue the command "**SQUAT**".

Now insert the index and middle fingers of both hands behind the leg straps just under the aviator's kit bag where the natural pocket is formed and trace both hands all the way back to the saddle. Begin tracing the right leg strap forward, insuring that it is not misrouted around the saddle, that it is free from any twists, cuts or frays. Ensure that the excess webbing is secured in the webbing retainer. Continue tracing until you reach the quick-fit V ring. Rotate your left thumb up and seat the activating lever and conduct a visual inspection to ensure that it is free of any foreign material. Keep your left thumb in place. Now focus your attention to your right hand, which still should be all the way back to the saddle. Begin tracing the left leg strap forward insuring that it is not misrouted around the saddle, that it is free from any

twists, cuts or frays. Ensure that the excess webbing is secured in the webbing retainer, and that it is routed over the lower portion and under the upper portion of the exposed carrying handle of the aviator's kit bag. Continue tracing up until you make finger tip to metal contact with the quick-fit V ring. If you have a hard time making fingertip to metal, rotate your fingers skyward and push up until you do make fingertip to metal contact. Once you have fingertip to metal contact, remove your right hand, and utilize your right forearm, lift up and out on the M1950 weapons case. Now place your right index finger or thumb on the activating lever of the left leg straps and seat it. Conduct a visual inspection to ensure that it is free of any foreign material that will keep it from seating properly. Now rotate back in front of your jumper and conduct a visual inspection of the aviator's kit bag. Secure the bottom of the ALICE pack and issue the command of "**RECOVER**". (Jumpers pick up on the reserve parachute and jumpmasters simply allow the ALICE pack to rotate between your body and the jumper's body.)

UNIVERSAL STATIC LINE MODIFIED:

With the right hand grasp the Universal Static Line Snap Hook. Pull up on the Universal Static Line Snap Hook to ensure it is secured to the Carrying Handle. Open the right hand and let the Universal Static Line Snap Hook rest in the palm. Place the index finger of the left hand on the Girth Hitch of the Universal Static Line Modified. Ensure the Girth Hitch has not been reversed. Place the index finger of the left hand in the vicinity of the Rivet Pin, to ensure it is present, free of rust and corrosion. With the right hand, re-grasp the Universal Static Line Snap Hook and hold it perpendicular to the Reserve Parachute with the Spring Opening Gate facing towards the Jumper. With the left hand, palm facing the Jumper, thumb pointing downward, grasp the Universal Static Line Modified just above the Universal Static Line Snap Hook. Rotate the Universal Static Line Modified down and to the Jumper's right and push it toward the Universal Static Line Snap Hook. Visually inspect inside the Girth Hitch to ensure it is free of all cuts, frays and burns. With the index finger or thumb of the right hand push the Girth Hitch back towards the Universal Static Line Snap Hook and again visually inspect inside the Girth Hitch for any cuts, frays or burns. Redress the Girth Hitch down around the narrow portion of the Universal Static Line Snap Hook and release the Universal Static Line Modified with the left hand. Since the Universal Static Line Modified is routed over the left shoulder; with the index finger and thumb of the left hand, form an "O" around the Universal Static Line Modified just above the Universal Static Line Snap Hook. Raise the left hand up simultaneously inspecting the Universal Static Line Modified as it passes through the "O" to ensure it is free of all cuts, frays, or burns. Raise the left hand as high as it can go, or until you feel resistance and issue the Jumper the command "**TURN**". Once the Jumper has completed the turn, the left hand should have been raised high enough so as to keep the Universal Static Line Modified tight between the hand and the first stow. Place the index finger, or index and middle finger of the right hand behind the Universal Static Line Modified below the left hand making skin-to-skin contact.

Inspection continues in the same manner as a Hollywood jumper.