

PRE-JUMP TRAINING (MC-7)

April 2011

INSTRUCTIONAL INTENT: To assist and aid the jumpmaster student in conducting pre-jump training. Jumpmaster students must be capable of briefing and training their troops on the procedures they will use while in the aircraft, during descent (to include landing), and how to react to any emergency that may occur.

NOTE: PRIOR TO PRE-JUMP

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. It is recommended that the jumpers are placed at double-arm interval to allow the jumpmasters to easily move through the formation.

Prior to placing the jumpers into formation, ensure the jumpmaster team inspects the helmets, ID cards, and ID tags. 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, and other information can be inserted into pre-jump as the airborne commander sees fit. Discussing the use of 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 in 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 ASOP's for additional guidance.

When jumping a rotary-wing aircraft, jumpers will extend their count to 6000.

Pre jump training is performance oriented. So if I say it, you do it.

The first items I will cover are 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 over the rip cord handle with your fingers spread naturally and apply inward pressure to ensure that the side tuck tabs remain secure. Do not grasp the ripcord handle. Bend forward at the waist keeping your feet and knees together, knees locked to the rear, and count to **4000**

At the end of your count, immediately go into your second point of performance, **CHECK CANOPY AND GAIN CANOPY CONTROL**. When jumping the MC-7 series parachute, reach up and 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 cannot raise your head enough to check canopy, you must compare your rate of descent with your fellow jumpers. If you are falling faster than your fellow jumpers, immediately activate your reserve parachute using the **PULL-DROP METHOD**. If you find that you have twists, 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.

NOTE: WHEN REMOVING TWISTS YOU MUST ENSURE THAT YOU GRASP THE RISERS BY THE NYLON WEBBING ABOVE THE #1 LARGE RISER RELEASE RING.

Your third point of performance is **KEEP A SHARP LOOKOUT DURING YOUR ENTIRE DESCENT**. Remember the three rules of the air and repeat them after me. **Always look before you turn, always 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 50-foot separation during your entire descent.

This brings you to your fourth point of performance, which is **PREPARE TO LAND**. At approximately 250 feet AGL determine your direction of drift. If the wind is blowing from your left, pull your left toggle down. If the wind is blowing from your right, pull your right toggle down. If the wind is blowing from your rear, pull either toggle down. 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. Once facing into the wind, look below you to ensure there are no fellow jumpers. Transfer control of one toggle to the opposite hand, so that one hand is controlling both toggles. With the free hand, release all appropriate equipment tie downs, and lower your combat equipment. Now regain canopy control with both hands. Assume a proper prepare to land attitude by pulling the toggles down to the appropriate break position. Keep your feet and knees together, knees slightly bent, elbows rotated into your sides, and head and eyes on the horizon.

When the balls of your feet make contact with the ground, immediately go into your fifth point of performance, **LAND**. You will make a proper PLF by hitting all five points of contact. Touch them, and repeat them after me. **BALLS OF FEET, CALF, THIGH, BUTTOCKS, and the 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 the hand to shoulder method. To activate your canopy release assembly using the hand to shoulder method, with either hand reach up and secure a pull-tab. Pull it out and down, rotating the canopy release assembly cover plate down. Turn your head in the opposite direction. With the thumb and index finger, squeeze the operating lug release levers. If your canopy fails to deflate, activate the other canopy release assembly in the same manner. Place your weapon into operation, remain on your back, and remove your parachute harness.

NOTE: IF YOUR CANOPY RELEASE ASSEMBLY FAILS TO ACTIVATE, USE THE OPPOSITE HAND AND TUG UP ON THE RISER ASSEMBLY WHILE CONTINUING TO DEPRESS THE OPERATING LUG RELEASE LEVERS.

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

Once out of the harness, remove all air items from your parachute harness. Roll the aviator's kit bag two thirds of the way down. Place the parachute harness inside the aviator's kit bag, with the smooth side facing up, leaving 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. Route the waistband through the bridle loop; leaving six to eight inches of the waistband exposed. Place the reserve inside the kitbag with the reserve handle facing up and snap, do not zip, the aviator's kit bag closed. Place the aviator's kit bag over your shoulder, 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. 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 for a total malfunction.

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

NOTE: 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, total and partial. A total malfunction provides no lift capability whatsoever; therefore, you must activate the reserve using the **PULL DROP METHOD**. While cigarette rolls and streamers are partial malfunctions, they provide no lift capability, and you must activate your reserve for a total malfunction.

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

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

I will now cover **ACTIVATION OF THE MC-7 RESERVE PARACHUTE SYSTEM**.

To activate the MC-7 reserve parachute, you will use the **PULL DROP METHOD. JUMPERS HIT IT**. Maintain a good tight body position. With either hand, grasp the ripcord handle. Throw your head back and to the rear, 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.

NOTE: If you activate your 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 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 turn away. If you cannot avoid the collision, assume a spread eagle body position, and attempt to bounce off that jumper's canopy and suspension lines. Then immediately look, and turn away. If you should enter the other jumper's suspension lines, snap into a modified position of attention. With either hand, protect the ripcord handle. With the other hand, attempt to weave your way out of the suspension lines the same way you entered. Then immediately look, and turn away. If you become entangled, both jumpers will remain where they are, obtain a clear path for the activation of the reserve, and immediately activate their reserve parachutes using the **PULL DROP METHOD**. If you find yourself on another jumper's canopy, double time off, and turn away.

The next items I will cover are **EMERGENCY LANDINGS**.

The first emergency landing I will cover is the **TREE LANDING**. If you are drifting towards the trees, immediately look, and 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 250 feet AGL, assume a landing attitude by keeping your feet and knees together, knees slightly bent, and head and eyes on the horizon. Just before you pass through 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, keep your helmet on, then lower and jettison your equipment. 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 other 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 equipment ring on the 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. With either hand, grasp the main lift web below the canopy release assembly. With the other hand, activate the leg strap ejector snaps, and climb down the outside of the reserve parachute.

NOTE: Caution must be taken when climbing down the MC-7R 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 land I will cover is the **WIRE LANDING**. If you are drifting towards wires, immediately look, and turn away. 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 helmet. Assume a landing attitude by keeping your feet and knees together, exaggerating the bend in your knees, and your chin on your chest. Place both hands high on the inside of the front set of risers with the elbows locked. When the balls of your feet come in contact with the wires, begin a vigorous rocking motion in an attempt to pass through the wires. Be prepared to execute a proper PLF should 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, and 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 helmet, keeping a mental note of where it lands. Activate the quick release in the waistband. Disconnect the left connector

snap, and rotate the reserve to the right. Seat yourself well into the saddle, and activate the quick release in the chest strap. Completely remove 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 come in contact with the water, simultaneously 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. If the canopy comes down on top of you, locate a radial tape, and follow it to the skirt of the canopy. Swim upwind, or upstream, away from the canopy.

The next items I will discuss are **MISSION ORIENTED** items.

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

When jumping the **UDT VEST or TFSS LIFE PRESERVER**, activate it in the air. Lower, but do not jettison your combat equipment.

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.

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 malfunction, immediately activate your reserve parachute, because you cannot compare your rate of descent with your fellow jumpers. Ensure you recheck your canopy once you pass through the clouds.

PARACHUTE LANDING FALLS: At this time, we will move to the parachute landing fall platform, and execute one satisfactory PLF in each of the four directions ensuring you conduct a proper PLF.

ITEMS TO BE COVERED DURING PRE-JUMP TRAINING

- MOD#1 1. FIVE POINTS OF PERFORMANCE

- MOD#2 2. RECOVERY OF EQUIPMENT
- 3. TOWED PARACHUTIST PROCEDURES
- 4. MALFUNCTIONS
 - a. ACTIVATION OF RESERVE
- 5. COLLISIONS AND ENTANGLEMENTS

- MOD#3 6. EMERGENCY LANDINGS
 - a. TREE LANDINGS
 - b. WIRE LANDINGS
 - c. WATER LANDINGS
- 7. MISSION ORIENTED ITEMS
 - a. TFSS OR UDT LIFE PRESERVER
 - b. NIGHT JUMPS
 - c. AWADS
- 8. PARACHUTE LANDING FALLS