

UNITED STATES ARMY JUMPMASER SCHOOL



LEGACY EQUIPMENT GUIDE

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

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TABLE OF CONTENTS

T-11 JMPI Sequence Talk Through with the MOLLE Ruck Sack and M1950 Weapons Case TC 3-21.220 Chapter 9	Page 04 – 08
T-11 JMPI Sequence Talk Through with the ALICE Pack and M1950 Weapons Case TC 3-21.220 Chapter 9	Page 09 – 13
T-10 Personnel Parachutes TC 3-21.220 Chapter 2 - Proper nomenclatures, rated capacities, tensile strengths, materials and dimensions of the T-10D main parachute and the Modified Improved Reserve Parachute System Soft Loop Center Pull.	Page 14 – 27
M1950 Weapons Case TC 3-21.220 Chapters 2 & 12	Page 28
T-10 Heavy Pre-Jump Training TC 3-21.220 Chapters 3 & 8	Page 29 – 32
T-10 Parachute, ALICE Pack and M1950 Weapons Case Specific Deficiencies	Page 33 – 34
T-10 Hollywood JMPI Sequence Talk Through TC 3-21.220 Chapter 9	Page 35 – 41
T-10 Combat Equipment JMPI Sequence Talk Through TC 3-21.220 Chapter 9	Page 42 – 44
“A” Series Containers concerning G-14 Cargo Parachute TC 3-21.220 Chapter 14	Page 45 – 46

T-11 Combat Equipment JMPI Sequence with the 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 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 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 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. Continue your inspection until your fingers rest behind the 2-3 finger quick releases in the equipment retainer straps. As you bypass the girth hitch, make a mental note to ensure it is routed north to south, south to north, never east to west. 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. 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 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 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 index finger or 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

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.

T-10 PERSONNEL PARACHUTES

TC 3-21.220 Chapter 2

T10-D MAIN PARACHUTE

The T-10 series parachute is used during static line airborne operations. The T-10 series is a non-steerable canopy.

WEIGHT

- Approximately 28-31 lbs.

DIAMETER

- Nominal: 35 feet
- Skirt: 30 feet
- Parabolic in shape

SAFE DROP SPEEDS

- 150 knots Maximum
- 50 knots Minimum

AVERAGE DEPLOYMENT TIME

- 3.2 seconds with an aircraft traveling at approximately 130 knots

RATE OF DESCENT

- 18-22 feet per second

The main parachute consists of five major components:

- 1) Deployment bag
- 2) Canopy assembly
- 3) Riser assembly
- 4) Harness assembly
- 5) Pack tray

DEPLOYMENT BAG

DEPLOYMENT BAG

MATERIAL

- Cotton sateen cloth

WEIGHT

- 8.5 ounces per square yard

DIMENSIONS WHEN PACKED

- 18 inches long
- 12 inches wide
- 5 inches deep

UNIVERSAL STATIC LINE SNAP HOOK

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

MATERIAL

- Chromium Molybdenum

RATED CAPACITY

- 1,750 lbs.

UNIVERSAL STATIC LINE

The universal static line is girth hitched to the deployment bag and girth hitched to the narrow portion of the universal static line snap hook.

LENGTH

- Approximately 15 feet

MATERIAL

- ¾ inch, tube edge, type 6.6 nylon webbing

TENSILE STRENGTH

- 4,000 lbs.

PACK OPENING LOOP

The pack opening loop is located approximately 12 feet from the upper portion of the universal static line. The pack opening loop breaks the pack closing tie during the parachutes deployment phase. The pack opening loop cannot be cut, torn, frayed or burned at all in order for the parachute to be serviceable. The pack opening loop is located between the pack closing loops at the 6 to 9 o'clock position.

MATERIAL

- Type XII nylon webbing

TENSILE STRENGTH

- 1,200 lbs.

STATIC LINE SLEEVE

The static line sleeve prevents nylon-to-nylon contact between the universal static line and the pack tray. There is a 4 inch slit to expose the blue mark.

LENGTH

- Approximately 27 inches

MATERIAL

- Cotton duck material

BUFFER LOOP

The buffer loop is sewn into the lower portion of the universal static line. It prevents nylon to nylon contact between the universal static line and the deployment bag.

MATERIAL

- Cotton duck material

BREAK CORD TIE

The break cord tie serves as the point of attachment between the deployment bag and the canopy assembly.

LENGTH

- Approximately 36 inches and one turn doubled

MATERIAL

- ¼ inch cotton webbing

SUSPENSION LINE PROTECTIVE FLAP

The suspension line protective flap prevents nylon to nylon contact between the suspension lines and the pack tray.

CONNECTOR LINK TIES

The deployment bags point of attachment to the L-bar connector links on the riser assemblies.

LENGTH

- Approximately 14 inches

MATERIAL

- ¼ inch cotton webbing

CANOPY ASSEMBLY

BRIDLE LOOP

The bridle loop is located at the uppermost portion of the canopy assembly. It is held center of mass by the apex centering lines.

LENGTH

- Approximately 3 inches in diameter

MATERIAL

- Type VIII nylon webbing

TENSILE STRENGTH

- 3,600 lbs.

APEX CENTERING LINES

There are 2 apex centering lines. They hold the bridle loop center of mass on the canopy and are sewn to 2 of the vent lines.

LENGTH

- Approximately 9 inches

MATERIAL

- Type II nylon cord

TENSILE STRENGTH

- 400 lbs.

VENT LINES

There are 15 vent lines.

LENGTH

- Approximately 27 inches

MATERIAL

- Type II nylon cord

TENSILE STRENGTH

- 400 lbs.

UPPER LATERAL BAND

The upper lateral band is the strongest component on the canopy assembly.

MATERIAL

- 1 inch wide tubular nylon webbing

TENSILE STRENGTH

- 4000 lbs.

MAIN CANOPY

MATERIAL

- Type I rip stop nylon

WEIGHT

- Approximately 1.1 ounces per square yard

RADIAL TAPES

There are 30 radial tapes which form the frame work and separate the wedge shape gores. There are 30 wedge shape gores, which are further subdivided into 4 to 5 diagonally stitched sections.

MATERIAL

- 9/16th inch nylon tape

TENSILE STRENGTH

- 500 lbs.

LOWER LATERAL BAND

The lower lateral band is located approximately 17 ½ feet from the upper lateral band.

MATERIAL

- 1 inch wide tubular nylon tape

TENSILE STRENGTH

- 525 lbs.

POCKET BANDS

There are 15 pocket bands which are attached to the lower lateral band.

MATERIAL

- 1 inch wide tubular nylon tape

TENSILE STRENGTH

- 525 lbs.

ANTI-INVERSION NET

The anti-inversion is attached to the lower lateral band and extends approximately 18 inches below. It reduces the chances of a complete or semi- inversion of the canopy.

MATERIAL

- Knotless braided nylon cord

SUSPENSION LINES

LENGTH

- Approximately 27 feet

MATERIAL

- Type II nylon cord

TENSILE STRENGTH

- 400 lbs

RISER ASSEMBLY

L-BAR CONNECTOR LINKS

There are 2 L-bar connector links on the right riser set and 2 on the left riser set. There are 7 suspension lines on each front L-bar connector link and 8 on each rear L-bar connector link.

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 3000 lbs.

RISERS

LENGTH

- Approximately 30 inches

MATERIAL

- Type XIII nylon webbing

TENSILE STRENGTH

- 6500 lbs.

MALE FITTING CANOPY RELEASE ASSEMBLY

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 2500 lbs

HARNESS ASSEMBLY

FEMALE FITTING CANOPY RELEASE ASSEMBLY

The heel of the male fitting canopy release assembly sits in 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, to secure the cable loop inside the canopy release assembly and to prevent foreign material from entering the canopy release assembly.

CANOPY RELEASE ASSEMBLY

When completely assembled the rated capacity is 5000 lbs.

CANOPY RELEASE ASSEMBLY PAD

The canopy release assembly pad is an added comfort feature and does not have to be present for the parachute harness to be serviceable. It is located under the canopy release assembly and the main lift web.

MAIN LIFT WEB

Starting approximately 5 inches above the canopy release assembly and extending approximately 6 inches below the D-ring.

MATERIAL

- 2 plies of Type XIII nylon webbing

TENSILE STRENGTH

- 6500 lbs.

CHEST STRAP

The chest strap is sewn to the left main lift web. It is one of the five points of adjustment on the parachute harness.

LENGTH

- Approximately 13 inches

MATERIAL

- Type XIII nylon webbing

TENSILE STRENGTH

- 6500 lbs.

WEBBING RETAINER

One webbing retainer is attached to the chest strap. It can be replaced by a retainer band if it is not present or serviceable.

MATERIAL

- Type I elastic webbing

QUICK FIT V-RING

One quick fit V-ring is located at the end of the chest strap. Attaches to the ejector snap located on the right main lift web.

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 2500 lbs.

EJECTOR SNAP

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

EJECTOR SNAP PAD

One ejector snap pad is located under the chest strap ejector snap. This is an added comfort feature and does not have to be present for the parachute harness to be serviceable.

D-RINGS

The D-rings serve as points of attachment for the reserve parachute and any other items of combat equipment.

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 5000 lbs.

TRIANGLE LINKS

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

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 1000 lbs.

SADDLE

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

MATERIAL

- Type XIII nylon webbing

TENSILE STRENGTH

- 6500 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. 27 inches

MATERIAL

- Type XIII nylon webbing

TENSILE STRENGTH

- 6500 lbs.

WEBBING RETAINER

One webbing retainer is attached to each leg strap. They can be replaced by a retainer band if they are not present or serviceable.

MATERIAL

- Type I elastic webbing

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 located on the harness assembly just below the triangle links.

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 2500 lbs.

EJECTOR SNAP PAD

One ejector snap pad is located under each leg strap ejector snap. These are an added comfort feature and do not have to be present for the parachute harness to be serviceable.

DIAGONAL BACK STRAPS

The diagonal back straps form an "X" across the jumpers back. They can be sized in six sizes: small, 1 through 4 and large.

MATERIAL

- Two plies of Type XIII nylon webbing

TENSILE STRENGTH

- 6500 lbs.

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. 75 inches

MATERIAL

- Type XIII nylon webbing

TENSILE STRENGTH

- 6500 lbs.

PACK TRAY ASSEMBLY

DIAGONAL BACK STRAP RETAINERS

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

LENGTH

- Approx. 5 ½ inches

MATERIAL

- Type VI nylon webbing

TENSILE STRENGTH

- 2500 lbs.

DIAGONAL BACK STRAP KEEPERS

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

LENGTH

- Approx. 6 inches

MATERIAL

- Type XVII nylon webbing

TENSILE STRENGTH

- 2500 lbs.

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 VI 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 one row of stitching is present securing the waistband to the pack tray or the parachute harness is unserviceable.

LENGTH

- Approx. 43 inches

MATERIAL

- Type VIII nylon webbing

TENSILE STRENGTH

- 3600 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 one row of stitching is present securing the waistband adjuster panel to the pack tray or the parachute harness is unserviceable.

NYLON PORTION

MATERIAL

- Type VIII nylon webbing

TENSILE STRENGTH

- 3600 lbs.

METAL ADJUSTER

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 material

WEIGHT

- Approx. 7.25 ounces per square yard

STATIC LINE SLACK RETAINER

The static line slack retainer is sewn to the top pack closing flap. It cannot be cut, torn or frayed more than 50% or the entire parachute is unserviceable.

MATERIAL

- Type I elastic webbing

OUTER STATIC LINE STOW BARS

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

MATERIAL

- Type IV nylon webbing

TENSILE STRENGTH

- 1000 lbs.

INNER STATIC LINE STOW BARS

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

MATERIAL

- Type III nylon webbing

TENSILE STRENGTH

- 800 lbs.

PACK CLOSING LOOPS

The pack closing loops are sewn to all four pack closing flaps. They cannot be cut, torn or frayed more than 50% at the looped portion or the entire parachute is unserviceable.

MATERIAL

- Type IV nylon webbing

TENSILE STRENGTH

- 1000 lbs.

PACK CLOSING TIE

The pack closing tie is routed through all four pack closing loops and the pack opening loop. It must be located between the pack closing loops at the 3 to 6 o'clock position.

LENGTH

- A sufficient amount

MATERIAL

- ¼ inch cotton webbing

MODIFIED IMPROVED RESERVE PARACHUTE SYSTEM SOFT LOOP CENTER PULL (MIRPS SLCP)

The MIRPS SLCP is a troop chest, emergency type parachute. It has been designed for manual activation in the event of a malfunction of the main parachute.

WEIGHT

- Approx. 12 – 15 lbs.

SKIRT DIAMETER

- Approx. 24 feet
- Flat circular in shape

The MIRPS SLCP consists of four major components:

- 1) Pilot parachute with Deployment Assistance Device
- 2) Canopy Assembly
- 3) Pack Assembly
- 4) Ripcord Assembly

PILOT PARACHUTE WITH DEPLOYMENT ASSISTANCE DEVICE

DEPLOYMENT ASSISTANCE DEVICE

The deployment assistance device consists of a 30 inch helical spring encased in type I marquisette netting.

MATERIAL

- Type I marquisette netting

WEIGHT

- Approx. 1.1 ounces per square yard

END CAPS

The end caps are located at both ends of the deployment assistance device.

MATERIAL

- Nylon Cordura

WEIGHT

- Approx. 10 ounces per square yard

GROMMETS

There are 4 grommets located on one end cap. They are utilized to hold the deployment assistance device in a compressed position during packing.

MATERIAL

- Hard brass

GROMMET TABS

The grommet tabs secure the grommets to the end cap.

MATERIAL

- ¾ inch Type III nylon tape

TENSILE STRENGTH

- 400 lbs.

PILOT PARACHUTE

MATERIAL

- Low porosity parachute cloth

WEIGHT

- Approx. 1.1 ounces per square yard

DIAMETER

- Approx. 60 inches
- Flat circular in shape

MARQUINETTE NETTING

There is marquisette netting attached to the skirt of the pilot parachute. It helps prevent foreign material from entangling with the pilot parachute.

LENGTH

- Approx. 27 inches

MATERIAL

- Type I marquisette netting

WEIGHT

- Approx. 1.1 ounces per square yard

RADIAL TAPES

The radial tapes are attached to the skirt of the pilot parachute. There are 6 radial tapes or 3 continuous. They serve as point of attachment for the bridle line.

MATERIAL

- ½ inch wide Type III nylon tape

TENSILE STRENGTH

- 250 lbs.

BRIDLE LINE

The bridle line is girth hitched to the radial tapes. It serves as point of attachment between the pilot parachute and the canopy assembly. Located at the end of the bridle line is the bridle loop. The bridle loop is girth hitched to the vent lines.

LENGTH

- Approx. 13 feet

MATERIAL

- 2 inch wide polyester nylon webbing

TENSILE STRENGTH

- 1750 lbs.

DEPLOYMENT WEIGHT

The deployment weight is located at the uppermost portion of the bridle line. It provides positive launch of the pilot parachute.

MATERIAL

- 5 ounces of lead

RUBBER SHEATH

The rubber sheath encases the deployment weight to prevent damage to the pilot parachute during deployment.

STAGING FLAP HOOKS

The staging flap hooks are located approximately 10 feet from the deployment weight. They are utilized to secure the staging flaps inside of the pack assembly.

MATERIAL

- Stainless steel held in place by 3/8 inch wide Type III nylon tape

TENSILE STRENGTH

- 200 lbs

APEX SOCK

The apex sock aids in inflation of the canopy assembly during low speed deployments.

MATERIAL

- Cotton sateen cloth

WEIGHT

- Approx. 8.5 ounces per square yard

UPPER LATERAL BAND

The upper lateral band is the strongest component of the canopy assembly.

MATERIAL

- 1 inch wide tubular nylon webbing

TENSILE STRENGTH

- 4000 lbs.

CANOPY ASSEMBLY

UPPER LATERAL BAND

The upper lateral band is the strongest component of the canopy assembly.

MATERIAL

- 1 inch wide tubular nylon webbing

TENSILE STRENGTH

- 4000 lbs.

RESERVE CANOPY

MATERIAL

- Type I rip stop nylon

WEIGHT

- Approx. 1.1 ounces per square yard

RADIAL SEAMS

There are 24 radial seams which form the frame work and separate the wedge shape gores. There are 24 wedge shape gores, which are further subdivided by 3 to 4 diagonally stitched sections. The radial seams provide channels for the suspension lines.

LOWER LATERAL BAND

The lower lateral band is located approximately 10 feet from the upper lateral band.

MATERIAL

- 1 inch wide tubular nylon tape

TENSILE STRENGTH

- 525 lbs

SUSPENSION LINES

The suspension lines are attached a connector snap on the pack assembly, routed up through the framework of the canopy across the apex (forming the vent lines), through the opposite framework and attach to the opposite connector snap.

LENGTH

- Approx. 20 feet from the connector snap the lower lateral band

MATERIAL

- Type III nylon cord

TENSILE STRENGTH

- 550 lb

PACK ASSEMBLY

CONNECTOR SNAPS

MATERIAL

- Cadmium plated forged steel alloy

RATED CAPACITY

- 5000 lbs.

CONNECTOR SNAP TIES

The connector snap ties secure the connector snaps to the pack assembly. They are routed through the **connector snap grommets**.

LENGTH

- Approx. 8 inches

MATERIAL

- Type II or Type III nylon cord gutted

TOP CARRYING HANDLE

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

MATERIAL

- Type VI nylon webbing

TENSILE STRENGTH

- 2500 lbs.

WAISTBAND RETAINERS

The waistband retainers are a continuation of the top carrying handle. The waistband is routed behind both waistband retainers keeping the reserve snug to the jumper's body.

MATERIAL

- Type VI nylon webbing

TENSILE STRENGTH

- 2500 lbs.

LEFT CARRYING HANDLE

The left carrying handle aids the jumper in activating the reserve parachute in the event of a malfunction.

MATERIAL

- Type VI nylon webbing

TENSILE STRENGTH

- 2500 lbs.

PACK OPENING SPRING BANDS

The pack opening spring bands aid in the deployment of the reserve parachute. There is one pack opening spring band running horizontal and two running vertically. Each pack opening spring band has a **hook** attached to it. The hook attaches to an **eyelet**.

LENGTH

- Horizontal: Approx. 18 inches
- Vertical: Approx. 12 inches

MATERIAL

- Multi-tubular nylon tape

TENSILE STRENGTH

- 500 lbs.

SAFETY WIRE AND LANYARD

The safety wire and lanyard is attached to the reinforced nylon webbing at the right rear of the reserve parachute.

SAFETY WIRE MATERIAL

- Corrosion resistant steel wire

DIAMETER

- Approx. 8/100 of an inch

LANYARD MATERIAL

- Type II or Type III nylon cord gutted

TOP PANEL

Forming the top portion of the reserve parachute is the top panel.

MATERIAL

- Nylon duck material

WEIGHT

- Approx. 7.25 ounces per square yard

RIPCORDER PROTECTOR FLAP

The ripcorder protector flap is sewn to the top panel. It has a ¼ inch strip of yellow binding tape sewn across the top indentifying it as a MIRPS.

RIPCORDER GRIP RETAINER

The ripcorder grip retainer is sewn to the top panel. It is used to secure the ripcorder grip in place.

LENGTH

- Approx. 5 inches

MATERIAL

- Type I elastic webbing

GROMMETS

Two grommets can be found on the top panel. They cannot be bent, cracked or corroded to be serviceable.

MATERIAL

- Stainless steel

EYELET

There are 2 eyelets sewn to the top and bottom panels and 1 on each end panel. The hook from the pack opening spring band is attached to an eyelet.

BOTTOM PANEL

Forming the bottom portion of the reserve parachute is the bottom panel.

MATERIAL

- Nylon duck material

WEIGHT

- Approx. 7.25 ounces per square yard

RED SOFT LOOPS

The red soft loops cannot be twisted, cut or frayed to be serviceable.

MATERIAL

- Type II nylon cord gutted

TENSILE STRENGTH

- 205 lbs.

END PANEL

Forming the left and right portions of the reserve parachute are the end panels.

MATERIAL

- Nylon duck material

WEIGHT

- Approx. 7.25 ounces per square yard

GROMMET

One grommet can be found on each end panel. They cannot be bent, cracked or corroded to be serviceable.

MATERIAL

- Stainless steel

RIPCORDER ASSEMBLY

RIPCORDER GRIP

MATERIAL

- Seamless stainless steel tubing

DIAMETER

- Approx. 5/16 of an inch

CABLE

There are 2 cables attached to the ripcord grip. They cannot be kinked or frayed to be serviceable.

MATERIAL

- Flexible stainless steel aircraft cable

RATED CAPACITY

- 920 lbs.

LOCKING PIN

There is one locking pin attached to each cable. They cannot be bent, cracked or corroded to be serviceable.

MATERIAL

- Stainless steel

STEEL SWAGED BALL

The steel swaged ball secures each cable to the ripcord grip. They cannot be cracked or corroded to be serviceable.

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

PRE-JUMP TRAINING (T-10 Heavy)

POINTS OF PERFORMANCE

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

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

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

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

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

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

Remain on your back and activate one of your canopy release assemblies using either the hand to shoulder method or the hand assist method. To activate your canopy release assembly using the hand to shoulder method, with either hand reach up and secure a safety clip and pull it out and down exposing the cable loop. Insert the thumb from bottom to top through the cable loop, turn your head in the opposite direction and pull out and down on the cable loop. To activate the

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

RECOVERY OF EQUIPMENT

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

TOWED JUMPER PROCEDURES

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

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

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

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

MALFUNCTIONS

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

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

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

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

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

ACTIVATION OF THE T-11 RESERVE PARACHUTE SYSTEM

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

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

COLLISIONS AND ENTANGLEMENTS

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

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

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

EMERGENCY LANDINGS

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

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

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

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

The last emergency landing is the **Water Landing**. The water landing is the most dangerous emergency landing because it takes the most time to prepare for. If you are drifting towards a body of water, immediately slip/turn away. If you cannot avoid the water, look below you to ensure there are no fellow jumpers and lower; do not jettison your equipment. Next, jettison your Advanced Combat Helmet. Activate the quick release in your waistband, disconnect the left connector snap and rotate the reserve to the right. Seat yourself well into the saddle and activate the chest strap ejector snap or quick release of 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 the leg strap ejector snaps. When the balls of your feet make contact with the water, activate the leg strap ejector snaps, arch your back, throw your arms above your head and slide out of the parachute harness. Swim upwind or upstream away from the canopy. Be prepared to execute a PLF if the water is shallow. If the canopy comes down on top of you locate a radial tape, follow it to the skirt of the canopy and swim upstream or upwind away from the canopy.

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

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

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

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

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

T-10 PARACHUTE HARNESS

CHEST STRAP EJECTOR SNAP WILL NOT SEAT	-35
WAISTBAND MISROUTED OVER RIGHT / LEFT D-RING	-11

MODIFIED IMPROVED RESERVE PARACHUTE SYSTEM SOFT LOOP CENTER PULL

LEFT CONNECTOR SNAP SAFETIED	-35
RIGHT CONNECTOR SNAP NOT SAFETIED	-35
RIP CORD GRIP MISROUTED BETWEEN RIP CORD GRIP RETAINER AND PILE TAPE	-35
LOCKING PIN BENT	-35
DEPLOYMENT ASSISTANCE DEVICE MISSING	-35
TOP RIGHT / LEFT PACK OPENING SPRING BAND MISROUTED OVER REINFORCED NYLON WEBBING	-11
EXPOSED METAL TOP RIGHT / LEFT PACK OPENING SPRING BAND	-35
TOP RIGHT / LEFT PACK OPENING SPRING BAND MISROUTED OVER TOP CARRYING HANDLE	-11
TOP RIGHT / LEFT PACK OPENING SPRING BAND MISROUTED OVER RIP CORD GRIP	-35
LEFT PACK OPENING SPRING BAND MISROUTED OVER REINFORCED NYLON WEBBING	-11
LEFT PACK OPENING SPRING BAND MISROUTED OVER LEFT CARRYING HANDLE	-35
BOTTOM LEFT / RIGHT PACK OPENING SPRING BAND MISROUTED OVER REINFORCED NYLON WEBBING	-11
EXPOSED METAL BOTTOM LEFT / RIGHT PACK OPENING SPRING BAND	-35
RIGHT PACK OPENING SPRING BAND MISROUTED OVER REINFORCED NYLON WEBBING	-11
EXPOSED METAL LEFT / RIGHT PACK OPENING SPRING BAND	-35

UNIVERSAL STATIC LINE

GIRTH HITCH UNIVERSAL STATIC LINE REVERSED	-35
UNIVERSAL STATIC LINE CUT	-35
STATIC LINE SLACK RETAINER CUT, TORN OR FRAYED MORE THAN 50%	-35
STATIC LINE SLACK RETAINER MISSING	-35
UNIVERSAL STATIC LINE MISROUTED THROUGH RIGHT / LEFT RISER ASSEMBLY	-35
UNIVERSAL STATIC LINE MISROUTED UNDER RIGHT / LEFT RISER ASSEMBLY	-35
UNIVERSAL STATIC LINE MISROUTED AROUND RIGHT / LEFT INNER STATIC LINE STOW BAR	-35
UNIVERSAL STATIC LINE MISROUTED AROUND RIGHT / LEFT OUTER STATIC LINE STOW BAR	-35
LAST STRAND UNIVERSAL STATIC LINE MISROUTED FROM LEFT OUTER STATIC LINE STOW BAR	-35
UNIVERSAL STATIC LINE MISROUTED BEHIND PACK CLOSING TIE	-35
PACK OPENING LOOP NOT LOCATED BETWEEN THE 6 - 9 O'CLOCK PACK OPENING LOOPS	-35
PACK OPENING LOOP CUT	-35
PACK CLOSING LOOP CUT MORE THAN 50% AT THE LOOPED PORTION	-35
IMPROPER PACK CLOSING TIE	-35

ALICE PACK AND HOOK PILE TAPE LOWERING LINE

FREE RUNNING END ADJUSTABLE SHOULDER CARRYING STRAP NOT SECURED PROPERLY	-11
HOOK PILE TAPE LOWERING LINE MISROUTED THROUGH NYLON CHAFE PORTION M1950 WEAPONS CASE	-11
EJECTOR SNAP HOOK PILE TAPE LOWERING LINE REVERSED	-11
HOOK PILE TAPE LOWERING LINE MISROUTED UNDER LEFT ADJUSTABLE SHOULDER CARRYING STRAP	-11

EJECTOR SNAP HOOK PILE TAPE LOWERING LINE MISROUTED OVER WAISTBAND	-35
EJECTOR SNAP HOOK PILE TAPE LOWERING LINE WILL NOT SEAT	-35
HOOK PILE TAPE LOWERING LINE MISROUTED BEHIND QUICK RELEASE LINK	-35
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
ADJUSTABLE D RING ATTACHING STRAP SECURED TO INSIDE OF LEFT / RIGHT CONNECTOR SNAP	-11
RIGHT / LEFT ADJUSTABLE D RING ATTACHING STRAP TWISTED	-11
EQUIPMENT RETAINER STRAP TWISTED	-11
GREEN ATTACHING LOOP ROUTED OVER GROMMET	-11
GREEN ATTACHING LOOP MISROUTED THRU GROMMET	-11
RELEASE HANDLE CABLE NOT ROUTED THROUGH RELEASE HANDLE CROSS STRAP	-11
RELEASE HANDLE LANYARD MISROUTED AROUND RELEASE HANDLE CROSS STRAP	-11

M1950 WEAPONS CASE

ADJUSTING STRAP MISROUTED THRU BOTH SET OF CONNECTORS	-11
ADJUSTING STRAP TWISTED	-11
NO HALF HITCH IN ADJUSTING STRAP	-11
QUICK RELEASE LINK NOT ROUTED THROUGH V-RING	-11
UPPER TIE DOWN TAPE MISROUTED UNDER CHEST STRAP	-11
UPPER TIE DOWN TAPE MISROUTED THROUGH D RING	-35

T-10 Hollywood JMPI Sequence

TC 3-21.220 Chapter 9

Note: As you are routing the Universal Static Line over the appropriate shoulder for which the jumper will exit, look at the riser assemblies to ensure that the type of parachute being inspected either has or does not have blue confluence wrap.

ADVANCED COMBAT HELMET (FRONT):

The jumpmaster will move to their jumper and issue the command, “**Open your rip cord protector flap.**” Place both hands on the right side of the Advanced Combat Helmet; fingers and thumbs extended and joined pointing skyward, palms facing the jumper. The left hand is the control hand; the right hand is the working hand. With the working hand trace across the rim of the Advanced Combat Helmet feeling for any sharp or protruding edges that may cut or damage the jumper’s static line upon exiting the aircraft. Once the hands are parallel place the thumbs on the rim of the Advanced Combat Helmet, 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 and is serviceable, and the front left adjustable strap is properly routed through it and the free running end is secured in the webbing retainer. Now trace the front left adjustable strap down to the chinstrap fastener, ensuring it is free of all cracked components and properly secured. Now bypass the chinstrap fastener and trace the long portion chinstrap, under the jumpers chin to where it is sewn into the front right adjustable strap to ensure it is not twisted, cut or frayed. Now trace the front right adjustable strap up to the front right adjustable buckle to ensure it is free of all cracked components and is serviceable, and the free running end is secured in the webbing retainer. With the right index finger place it on the short portion chinstrap on the right side and trace the short portion chinstrap across the front of the jumper’s chin drop both hands.

CANOPY RELEASE ASSEMBLIES:

Always start with the canopy release assembly opposite the Universal Static Line. Since the Universal Static Line is routed over the jumper’s right shoulder, we will begin the inspection 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/Ballistic Helmet).** With your right hand form a knife cutting edge, fingers extended and joined, palms facing towards you, and insert it behind the main lift web in the vicinity of the chest strap. Trace up the main lift web until your right index finger makes contact with the canopy release assembly pad. 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 that 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, as you can see jumpmasters, the universal static line is routed over the jumper’s right shoulder; therefore it is in your line of sight to inspect the right canopy release assembly. With your left hand secure the universal static line 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 right hand one time to ensure that it sounds solid. With your left hand form a knife cutting edge, fingers extended and joined palms facing towards you the jumpmaster and insert it behind the main lift web in the vicinity of the chest strap ejector snap. Trace up the main lift web until your left index finger makes contact with the canopy release assembly pad. 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 original position.

CHEST STRAP:

Simultaneously slide both hands down the main lift web until the little fingers make contact with either one of the D-rings. Look at the chest strap to ensure that it has not been misrouted around the main lift web. Insert the right hand, fingers and thumb extended and joined, fingers pointed skyward, palm facing the jumpmaster from bottom to top behind the chest strap next to where it is sewn into the main lift web. Trace the chest strap across, conduct a visual inspection to ensure the chest strap is not twisted, cut, or frayed and the excess webbing of the chest strap is properly secured in the webbing retainer until the right hand is behind the ejector snap, ensure the ejector snap pad does not come between the right hand and the ejector snap. With the thumb of the right hand, press in on the activating lever of the ejector snap to ensure that it is properly seated over the ball detent and is free of all foreign matter. Leave the right hand and thumb in place, and move to the right side of the jumper.

WAIST BAND:

Insert the left hand, fingers and thumb extended and joined fingers pointed skyward, palm facing the jumpmaster, from the bottom to the top behind the waistband next to where it sewn into the pack tray. Look at the waistband where it is sewn into the pack tray and ensure that at least 50% of one row of stitching is present. Trace the waistband forward to ensure that it is not twisted, cut, frayed or been misrouted behind the horizontal back strap. Trace the waistband forward until the left hand makes contact with the right D-ring. Look at the waistband to ensure that it is routed over the right main lift web and under the right D-ring. Rotate the right hand down and grasp the top-carrying handle of the reserve parachute, palm facing the reserve. Simultaneously lift up and out on the reserve parachute and place the left hand, palm facing the jumper, into the jumper's chest. Look at the waistband where it is routed behind the reserve parachute to ensure that it is routed through both waistband retainers and it is not twisted, cut, or frayed. Withdraw the left hand from the jumper's chest, reach under the right forearm, and insert the left hand into the left carrying handle of the reserve parachute, palm facing away from the reserve with the fingers spread. With the right hand, release the top carrying handle of the reserve parachute and move to the left side of the jumper. Insert the right hand, fingers and thumb extended and joined, fingers pointed skyward, palm facing the jumpmaster, from the bottom to top behind the waistband as close as possible to the left D-ring. Look at the waistband to ensure that it is routed over the left main lift web and under the left D-ring. Trace the waistband back to the metal adjuster, insuring that it is not twisted, cut or frayed. Leave the right hand in place behind the metal adjuster. Remove the left hand from the left carrying handle 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 waistband. Ensure that it is no more than three fingers, no less than two, and that 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 comes out of the metal adjuster. Trace the free running end of the waistband until the fingers fall of the end, insuring it is not cut, torn, or frayed, and is easily accessible to the jumper. Reinsert the left hand into the left carrying handle of the reserve parachute with the palm facing away from the reserve and fingers spread. Look at the right hand and trace the waistband adjuster panel back to where it is sewn into the pack tray insuring that it is not twisted, cut, frayed or been misrouted behind the horizontal back strap. Look at the waistband adjuster panel where it is sewn to the pack tray and ensure that at least 50% of one row of stitching is present. Drop both hands and move to the front of the jumper.

RESERVE (SLCP)

With the left hand grasp the top carrying handle of the reserve parachute, palm facing the reserve and lift up and out. Look at the left connector snap and with the index finger of the right hand, finger the left connector snap one time to ensure that it is properly secured to the left D-ring, has spring tension, and has not been safe-tied. Grasp the top carrying handle of the reserve parachute with the right hand, palm facing the reserve and lift up and out. Look at the right connector snap and with the index finger of the left hand, finger the right connector snap one time to ensure that it is properly secured to the D-ring, does not have spring tension, and has been safetied. You will now inspect the safety wire and lanyard by using the letters **PLF, pull, look** and **feel**. With the left index finger, form a hook around the lanyard portion of the safety wire and lanyard. **Pull** on the lanyard portion to ensure it is secured to the reinforced nylon webbing on the right rear portion of the reserve parachute, and to the coiled portion of the safety wire. **Look** at it to ensure the lanyard is constructed of type II or type III nylon cord gutted, and the safety wire is routed from outside to inside through the small hole in the right connector snap. With the index finger of your left hand insert it from top to bottom and **Feel** the

safety wire on the inside of the right connector snap to ensure it is bent down at a 90 degree angle, and that the safety wire is routed between the waistband and the reserve parachute, and not the waistband and the jumper's body. Keep your left index finger in place. The jumpmaster will place their right hand on the left end panel of the reserve parachute, then form a knife cutting edge with your left hand, fingers and thumb extended and joined pointed down, palm facing the jumpmaster; and sweep one time from the jumper's left to right behind the rip cord grip. Ensuring the top left and top right pack opening spring bands have not been misrouted over the ripcord grip. Form a fist with your left hand leaving the index finger exposed and insert it behind the ripcord grip retainer, ensuring that the ripcord grip is routed between the top panel and the rip cord grip retainer and not the ripcord retainer and the pile tape. Remove the left index finger and place it on the right steel swaged ball to ensure that it is present and against the ripcord grip and it is not cracked or corroded. With the index finger and thumb of your left hand pinch off the right cable where it emerges from the ripcord grip and trace it down until you come in contact with the locking pin, ensuring the cable is not kinked or frayed and it is properly routed over the pile tape. Continue to trace down the locking pin until you come to the end, ensuring the locking pin is not bent, cracked, or corroded. Leave your left index and thumb on the end of the right locking pin, and make a visual inspection of the red soft loop, to ensure it is not cut, frayed, burned or twisted and the locking pin is routed through it completely and not puncturing it. Place your right index finger on the left steel swaged ball and conduct the same inspection. Now place either hand on an end panel, and with the index finger and thumb of the other hand, pinch off the ripcord protector flap making a visual and physical inspection of the Army Parachute Log Record to ensure that it is present. Close the ripcord protector flap and make a visual inspection to ensure a piece of ¼ inch yellow binding tape is permanently sewn across the top of the ripcord protector flap. With either hand feel for the bulge created by the deployment assistance device to ensure it is centered behind the ripcord protector flap. The pack opening spring bands must be inspected for exposed metal, spring tension, and proper routing. Form a knife edge with the left hand, fingers and thumb extended and joined, palm facing you the jumpmaster and sweep the top carrying handle and universal static line snap hook back toward the jumper; this will become the control hand. Begin the inspection of the pack opening spring bands with the top right pack opening spring band. With the index finger and thumb of the right hand pinch off the tab portion of the top right pack opening spring band and pull it down toward the ripcord protector flap. Look at the pack opening spring band to ensure that it is routed through the reinforced nylon webbing on the back of the reserve, it is properly routed under the top carrying handle, and there is no exposed metal on the pack opening spring band. When the tab portion of the pack opening spring band is released the pack opening spring band should pop back into place. Repeat the same inspection for the top left pack opening spring band. With the left hand, form a knife-edge, fingers and thumb extended and joined, palm facing you the jumpmaster, fingers pointing down and sweep the left carrying handle out of the way and inspect the left pack opening spring band. With both hands secure the bottom corners of the reserve parachute and lift it up high so that it is parallel to the ground, and inspect the bottom left then bottom right pack opening spring bands with the right hand. **(On a Hollywood rigged jumper you should be able to see the waistband behind the reserve parachute.)** Remove your left hand from the bottom right corner of the reserve parachute; it should go back to its normal position. With your left hand form a knife cutting edge fingers extended and joined, palm facing toward you, the jumpmaster, and sweep the lanyard portion of the safety wire and lanyard out of your line of sight, and inspect the right pack opening spring band. An overall inspection of the reserve parachute must now be conducted to ensure that it is free of grease, oil, dirt, mud, tears, and exposed canopy. Now with both hands form a knife cutting edge, fingers extended, with your fingertips facing toward the jumper's body and place the palms of your hands on the top right corner of the reserve parachute. Your left hand is your control hand and your right hand is your working hand. Keep your left hand in place. With your head and eyes approximately six to eight inches away, focus your attention on your right hand and trace the top panel of the reserve, now trace down the left end panel of the reserve parachute insuring your pinkie finger leads the way. When you reach the bottom left panel of the reserve parachute with your working hand, drop your control hand down to the bottom right corner of the reserve parachute and lift the reserve parachute up high, ensuring your left hand does not cover up the seam on the reserve parachute, your thumb should be touching the reinforced webbing on the bottom right corner and finger tips pointing the ripcord protector flap. Hold the reserve parachute up with your control hand so it is parallel to the ground. With your working hand, trace the bottom panel of the reserve parachute insuring your index finger is leading the way, when your working hand makes contact with your control hand, drop your control hand leaving your working hand in place on the bottom right corner of the reserve parachute and let the reserve parachute fall back to its normal position. Move your control hand back to the top right corner of the reserve parachute, ensuring that you do not cover the seam on the reserve parachute, and with your head and eyes approximately four to six inches away, trace up the right end panel of the reserve parachute insuring your pinkie finger leads the way conducting a visual inspection. Once your working hand

makes contact with your control hand, you will lift control hand up ensuring that your working hand traces where your control hand just was. Now issue the jumper the command of,

“HOLD, SQUAT.”

LEG STRAPS:

Insert the index finger and middle finger of each hand from outside to inside behind the leg straps under the aviator’s kit bag where the natural pocket is formed. Simultaneously slide both hands rearward on the leg straps tracing back to the saddle, insuring that the leg straps are not crossed. Keep your right hand in place. With the left hand trace the right leg strap up to the quick fit V-ring insuring that it is not twisted, cut, or frayed and the excess webbing is secured in the webbing retainer. With the thumb of the left hand press in on the activating lever of the right leg strap ejector snap to ensure that it is properly seated over the ball detent and is free of all foreign matter. Leave the left hand and left thumb in place and look at the left leg strap. With the right hand trace the left leg strap up to the quick fit V-ring insuring that it is not twisted, cut, or frayed, excess webbing is secured in webbing retainer, and it is properly routed through the exposed carrying handle of the aviator’s kit bag, over the bottom and under the top. With the thumb or index finger of the right hand press in on the activating lever of the left leg strap ejector snap to ensure that it is properly seated over the ball detent, and is free of all foreign matter. Look at the aviator’s kit bag to ensure that it is present, has not been reversed and the sewn re-enforced 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:

Reach across your body with your right hand and grasp the Universal Static Line Snap Hook. Pull up on the universal static line snap hook to ensure it is that it is secured to the top carrying handle of the reserve parachute, 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. Ensure the green marking stitching is present and the girth hitch is properly routed around the narrow portion of the universal static line snap hook. With your left index finger trace down the universal static line snap hook until your left index finger makes contact with the rivet pin, ensure it is 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 toward the jumper. With the left hand, palm facing the jumper, thumb pointing downward, grasp the universal static line just above the universal static line snap hook. Rotate the universal static line down and to the jumper’s right and push it toward the universal static line snap hook. Inspect the inside of the girth hitch for the first time 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 inspect the inside the girth hitch for the second time 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 with the left hand. Since the universal static line is routed over the jumper’s right shoulder, with the index finger and thumb of the right hand, form an “O” around the universal static line just above the universal static line snap hook, you should see metal. Raise the right hand up simultaneously inspecting the universal static line as it passes through the “O” formed by the right hand to ensure that it is free of all cuts, frays, and burns. When the right hand has been raised as high as it can go 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 pull all of the slack from the static line slack retainer. Keep the universal static line tight between the control hand and the first stow, place the index finger, or index finger and the middle finger of the working hand behind the universal static line below the control hand so there is skin to skin contact. Trace the universal static line down to the first stow insuring that it is free of all cuts, frays, and burns and it has not been misrouted under or through either riser assembly. With either hand, form a bight in the universal static line and look at the static line slack retainer. Ensure the static line slack retainer it is not cut, torn or frayed more than 50%, if it is it renders the parachute unserviceable and must be turned in. Then insert the bight from top to bottom through the static line slack retainer and pull all excess universal static line through. Flip the bight on top of the pack tray and place either hand on it. The hand that controls the bight becomes the control hand. With the index finger and thumb of working hand pinch off the first stow and pull it one or two inches toward the center of the pack tray. Look behind the stow to ensure that the universal static line has not been misrouted around the static line stow bar and it is free of cuts, frays, or burns. Release the first stow and let it pop back into place. Insert the index finger of the working hand from bottom to top behind the first strand of universal static line as close as possible to

the first stow. Trace the first strand of universal static line over to the second stow to ensure that it is free of all cuts, frays, and burns. Once contact is made with the second stow, pinch it off with the index finger and thumb of the working hand pull it one to two inches toward the center of the pack tray and conduct the same inspection. Place the index finger or thumb of the working hand behind the second strand of universal static line and trace it away from you insuring it is not cut, frayed, or burned. Continue to inspect the universal static line in the same manner all the way down to the pack opening loop insuring that you inspect the last strand of static line with the index finger only and the last strand of universal static line is routed from the right outer static line stow bar.

Note: When tracing towards yourself, you must use the index finger only.

PACK OPENING LOOP; PACK CLOSING LOOPS, PACK CLOSING TIE:

Once contact is made with the pack opening loop, ensure that it is situated between the pack closing loops at the 6 and 9 o'clock position. Insert the index finger of the working hand from bottom to top into the pack opening loop. Pull down and out on the pack opening loop, look inside the pack opening loop to ensure the pack closing tie has been routed through the pack opening loop and that the pack opening loop is not torn or frayed at all. Let the pack opening loop pop off your finger. Place the index finger of the working hand on the pack closing loop at the 6 o'clock position. Look at the pack closing loop to ensure the pack closing tie is routed through the pack closing loop and the pack closing loop is not cut, torn or frayed more than 50% at the looped portion. Inspect the remaining pack closing loops in the same manner using a clockwise motion, 9 o'clock, 12 o'clock, and 3 o'clock. If the universal static line is covering either of the pack closing loops it must be moved by the index finger of your working hand so it does not impede your inspection. Look at the pack closing tie and the surgeon's knot locking knot. Ensure the surgeon's knot locking knot is properly positioned between the pack closing loops at the 3 and 6 o'clock position. Insert the index finger of working hand from bottom to top behind the surgeon's knot locking knot and pull down and out, to ensure it is secure and that the pack closing tie has been properly constructed of one turn and one turn only of ¼ inch cotton webbing. Let the pack closing tie pop off the end of your finger. Drop both hands and stand up behind your jumper.

ADVANCED COMBAT HELMET (REAR):

Place both hands on the left side of the Advanced Combat Helmet, fingers and thumbs extended and joined fingers pointing skyward, palms facing the jumper. The left hand is the control hand; the right hand is the working hand. With the working hand trace the rim of the Advanced Combat Helmet feeling for any sharp or protruding edges that may cut or damage the jumper's static line upon exiting the aircraft. Once the hands are parallel place the thumbs on the rim of the Advanced 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 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 to ensure the rear right adjustable strap is properly routed through it and free of all cracked components and the free running end is secured in the webbing retainer. Now trace the rear right adjustable strap down until contact is made with the long portion chinstrap to ensure it is not twisted cut or frayed. Leave the right index finger in place; now place the left index finger on the rear left adjustable buckle and conduct the same inspection. 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 reverse.

RISER ASSEMBLIES:

Reach as far forward over the jumper's shoulders as possible and with each hand grasp a riser assembly, thumbs down, knuckles skyward, 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 and 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 on the top left corner of the pack tray, palms facing the pack tray, fingers and thumb extended and joined. The left hand is the control hand and the right hand is the working hand. Ensuring the pinkie finger leads the way. 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, as you trace the bottom pack closing flap ensure you lower your head so you are able to see the bottom, flip the right hand over and trace up the left pack closing flap. When the working hand makes contact with the control hand, raise the control hand out of the way and trace across the top left corner of the pack tray where the control hand had been. Form knife-edges with both hands, palms facing the jumpmaster and issue the command “**ARCH YOUR BACK**”.

DIAGONAL BACKSTRAPS:

Insert each hand under the X formed by the diagonal back straps. Look at the diagonal back straps to ensure they have been properly routed over the appropriate shoulder, and that the top diagonal back strap has one more row of exposed stitching than the one on the bottom. Look at the diagonal back strap retainers to ensure they are routed through the sizing channels on the diagonal back straps. The diagonal back strap retainers are routed around the diagonal back strap keepers and the pull the dot fasteners are secured. To further ensure the pull the dot fasteners are secure, with both thumbs; **PLUCK** the tab portion on the pull the dot fasteners upward. **(Instructors go and make sure that all students understand Plucking, PLUCK certified)** Focus your attention on the left hand and the left side of your jumper. With the left hand, trace down the diagonal back strap to the back strap adjuster, insuring that it is not twisted, cut, or frayed. Grasp the back strap adjuster with the left hand and focus your attention on the right side of your jumper. With the right hand, trace down the diagonal back strap, ensuring it is not twisted, cut or frayed, bypass the back strap adjuster and pick up the inspection of the horizontal back strap.

HORIZONTAL BACKSTRAPS:

Trace the horizontal back strap down to where it disappears into the main lift web, ensuring that it is not cut or twisted and the excess webbing is secured in the webbing retainer. Withdraw the right hand from under the horizontal back strap, and reinsert it, fingers and thumb extended and joined, fingers pointing skyward, palm facing the jumpmaster, from bottom to top behind the horizontal back strap where it reemerges from the main lift web, your index finger should make contact with the main lift web, once the index finger has made contact with the main lift web, issue the jumper the command “**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 back strap adjuster. With your head and eyes approximately six to eight inches away trace the horizontal back strap 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’re inspecting the horizontal back strap to ensure that horizontal back strap is not twisted, cut or frayed, and that the horizontal back strap retainer is routed under and over the horizontal back strap keeper and secured to itself with a pull the dot fasteners and that nothing is misrouted behind the horizontal back strap

Now remove your right hand from behind the horizontal back strap form a knife cutting edge fingers extended and joined and insert it from outside to inside or inside to outside where the horizontal back strap re-emerges just above the waistband adjuster panel on the jumpers left side. Trace up the horizontal back strap until your right hand makes contact with your left hand which should still be in place around the back strap adjuster on the jumpers left side, inspecting the horizontal back strap ensuring that it is not twisted, cut, or frayed, and that the excess webbing is secured inside the webbing retainer and that nothing is misrouted behind the horizontal back strap

Withdraw the right hand from behind the horizontal back strap and get left hip to left hip with the jumper.

SADDLE:

Place the finger tips of the right hand, fingers and thumb extended and joined, fingers pointed down, palm facing the jumper just below the triangle link on the single box “X” stitch under the left triangle link. Trace the saddle across the

jumper's buttocks insuring that the saddle is not twisted, cut, frayed, been inverted, or that neither leg strap has been misrouted around the saddle. Trace the saddle until contact is made with the single box "X" stitch under the right triangle link. 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 issue command of "**RECOVER**".

T-10 Combat Equipment JMPI Sequence

TC 3-21.220 Chapter 9

COMBAT EQUIPMENT:

The inspection of a combat equipped jumper is the same as the Hollywood jumper down to the waistband, so the jumpmaster will start the inspection at the waistband. Place the right hand behind the ejector snap of the chest strap, right thumb in place on the activating lever. Move to the right side of the jumper. Insert the left hand, fingers and thumb extended and joined, fingers pointing skyward, palm facing the jumpmaster, from bottom to top behind the waistband next to where it is sewn into the pack tray. Look at the waistband where it is sewn into the pack tray to ensure that at least 50% of one row of stitching is present. Trace the waistband forward, insuring it is not twisted, cut, frayed, or been misrouted behind the horizontal back strap. Continue tracing the waistband forward until contact is made with the right D-ring. Look at the waistband to ensure it is routed over the right main lift web and under the right D-ring. Rotate the right hand down and grasp the top carrying handle of the reserve parachute, palm facing the reserve, knuckles skyward. Simultaneously lift up and out on the reserve parachute and place the left hand in the center of the jumper's chest, palm facing the jumper. Look at the waistband where it is routed behind the reserve parachute to ensure it is properly routed through both waistband retainers and is not twisted, cut, or frayed. Withdraw the left hand from the jumper's chest, reach under your right forearm and insert your left hand into the left carrying handle of the reserve parachute, palm facing away from the reserve with your fingers spread. 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 routed over the left main lift web and under the left D-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 carrying handle 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 that 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 comes out of the metal adjuster. Trace the free running end of the waistband until the fingers fall off the end, insuring it is not cut, torn, or frayed and is easily accessible to the jumper, exaggerating your trace. Reinsert the left hand into the left carrying handle of the reserve parachute with the palm facing away from the reserve parachute with fingers spread. Look back at the right hand, which should still be behind the metal adjuster and trace the waistband adjuster panel back to where it is sewn into the pack tray insuring that it is not twisted, cut, or frayed. Look at the waistband adjuster panel where it is sewn to the pack tray and ensure that at least 50% of one row of stitching is present. Maintain control of the left carrying handle with the left hand, remove your right hand and move back to the 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, on the left D-ring. Look at the opening gate of the quick release snap to ensure that the opening gate is facing the jumper's body and it is the outermost item on the left D-ring unless the harness is not equipped with the triangle links. With the right index finger, finger the opening gate one time to ensure that it is properly attached to the left D-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 rotating claw secures the quick release link. 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 adjusting strap to where it is sewn to the M1950 Weapons Case. Form a knife cutting edge with your 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. Ensure the slide fastener is secure by tracing up the outside of the M1950 weapons case. Bypass the lower tie down strap and continue to trace up to the vicinity of the lift fastener inspecting to

ensure all teeth are engaged. With the index finger of the right hand, secure the tab thong portion. Pull down and out to ensure the slide fastener and tab thong is secured by the upper tie down tape or been separated over the lift fastener, never both. **(However, while here at this Jumpmaster Course it will be secured by 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. **(Allow Jumpmasters time to find the forward assist/charging handle)** With the index finger and thumb of the right hand, pinch off the single or double loop 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, around the main lift web, above the chest strap, and secured by a single or double looped bowknot. This concludes the inspection of the M1950 weapons case. With the left hand, grasp the top carrying handle of the reserve parachute palm facing the reserve parachute and lift up and out. Inspect the reserve parachute in the same manner as if it were on a Hollywood jumper all the way until you issue the jumper the command of **"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, 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 D-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 box "X" 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. Continue your inspection until your fingers rest behind the 2-3 finger quick releases in the equipment retainer straps. As you bypass the girth hitch, make a mental note to ensure it is routed north to south, south to north, never east to west. 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. 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. 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 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 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 1 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 ensuring it is secured to the triangle link. 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. 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 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.)

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

“A” Series Containers

TC 3-21.220 Chapter 14

FM 4-20.103 Chapters 3-7

A-7A CARGO SLING

CHARACTERISTICS

Maximum weight (Cargo parachute not included)

- G-14 cargo parachute
 - 500 lbs.

Minimum weight

- G-14 cargo parachute
 - 200 lbs.

Maximum dimensions

- 66 inches high to include the cargo parachute

Minimum dimensions

- Must be large enough to stabilize the cargo parachute

LOAD CONFIGURATIONS

- 2 Strap load
 - 200-300 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:

When attaching the G-14 cargo parachute you must ensure:

- 1) Risers go directly to their attaching points the D-rings
- 2) 4 tie downs are attached to the load and tied in a bow knot
- 3) Static line is free to deploy
- 4) Risers are not routed around or under any part of the container

DROGUE DEVICE

The drogue device is used when jumpers are to follow bundles. There are attached to the break cord-attaching loop with a girth hitch.

- 1 drogue device for a C-130
- 2 drogue devices for a C-17
- 3 drogue devices for a C-5

NON-BREAKAWAY STATIC LINE

- Remains with the aircraft after the parachute deploys
- Clevis is routed through upper looped portion of static line
- Break cord tie is constructed of Type II or Type III nylon cord gutted
- Must have drogue device attached if parachutists are to follow load
- Cannot be used from a rotary wing aircraft

BREAKAWAY STATIC LINE

- Remains attached to the apex of the parachute after it deploys
- Clevis is attached to the upper looped portion of the static line by Type II or Type III nylon cord gutted
- Break cord tie is constructed with a minimum of ½ inch tubular nylon
- Can be used on either fixed or rotary wing aircraft

A-21 CARGO BAG

CHARACTERISTICS

Weight

- 18 lbs.

Maximum weight (Cargo parachute not included)

- G-14 cargo parachute
 - 500 lbs.
- T-10 cargo parachute
 - 500 lbs.

Minimum weight

- G-14 cargo parachute
 - 200 lbs.
- T-10 cargo parachute
 - 90 lbs.

Maximum dimensions

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