

CHAPTER 8

JUMPMaster DUTIES AT THE UNIT AREA

The success of airborne operations depends mainly on how well the PJM executes his duties. He must receive mission briefings, conduct prejump training, supervise rigging of equipment, and move to the departure airfield, all within a rigid time schedule.

Section I ESSENTIAL INFORMATION

A key factor in the PJM duties is the mission briefing. H-hour (TOT) is established at this time and the backward planning process begins.

8-1. DESIGNATION NOTIFICATION

Upon notification that he has been designated as PJM, the individual obtains or is provided the following information:

- Mission and ground tactical plan.
- Air movement plan.
- Names of AJM(s) and safety personnel, and time and place to brief them.
- Time and place of initial manifest call.
- Time and place of final manifest call.
- Time and place to conduct prejump training.
- Time and place to check and inspect parachutists' uniforms and equipment.
- Transportation (movement to marshaling area and DA plan and times).
- Tactical cross-load plan.
- Time and place of parachute issue including types of parachutes.
- Weather decision time(s).
- Time and place of troop briefing.

- Type of aircraft for the operation and special items of equipment being worn by jumpers (DMJP, AIRPAC, AT4JP, or CWIE) or A-series containers aboard aircraft (door bundles or wedge).
- Aircraft tail numbers, chalk numbers, and parking spots.
- Load time.
- Time and place of aircrew-JM briefing.
- Station time.
- Takeoff time.
- Air movement plan to include time of flight, formations, route, direction of flight over drop zone, drop altitude, location and design of code letters, racetracks, and emergency call signs/frequencies.

NOTE: If during the Joint Planning and Preparation Phase for airborne operations it is decided host nation aircraft are to be used without navigational equipment, a detailed pilot, loadmaster, and JM brief must take place.

- Landing plan to include drop zones, drop times, delivery sequence, number/type of loads (PP, HD, CDS, LAPES), and types of drop (CARP or GMRS).
- Mission and ground tactical plan.
- Air item turn-in plan.
- Medical support plan.

8-2. ASSISTANT'S BRIEFING

After he receives the initial operation briefing, the PJM returns to the unit and briefs his AJM and safety personnel. The PJM assigns them duties for the remainder of the operation. At this time, the PJM determines who assumes responsibility for parachutists remaining on board. The manifest of personnel scheduled to jump is prepared. The PJM schedules a fill rehearsal with the JM team prior to the JM team assembling the chalk (planeload).

a. Upon completion of the briefing, the PJM organizes the chalk IAW the cross-loading plan and conducts the initial manifest call. AJM(s) and safety personnel check the identification card and identification tags of each parachutist.

b. Items for cross-loading include door bundles and large, bulky equipment carried by individual parachutists (container, weapon, individual equipment [CWIE]; Dragon missile jump pack [DMJP]). The PJM determines which chalk and informs parachutists which position and door they will jump.

c. The PJM, aided by his AJM(s) and safety personnel, inspects each parachutist's equipment to ensure proper rigging. Parachutists pack and rig their equipment and containers before airborne operations.

8-3. JUMPMaster/SAFETY KIT BAG

The PJM ensures aviator kit bags for use on board the aircraft have been prepared to contain extra items that may be needed during any phase of the airborne operation. This is referred to as the JM/safety kit bag and is used by the PJM, AJM, and safety personnel. Items to consider for use on board the aircraft (depending on the type of airborne operation) are—

- Flashlight (night operations).
- Masking tape/cloth.
- Roll of 1/4-inch cotton webbing.
- Safety wires (with lanyards).
- HSPR complete, or H-harness complete.
- HPT lowering lines.
- Foam impact pads, chin straps, pull-the-dot fasteners with tab, headbands with attaching clips, and parachutist retention straps.
- Quick-release snaps.
- Upper tie-downs for M1 950 weapons case.
- Retainer bands.
- Trash bags.
- Earplugs and airsickness bags.
- Two extra reserves and extra aviator kit bags (for static lines and deployment)—1 bag for each 15 deployment bags.
- A knife should be carried by the PJM, AJM, and safety personnel. (Knife should not be carried on a point of contact.)

8-4. OPERATION BRIEFING

As soon as practical after the initial manifest call, the PJM briefs personnel on the details of the operation. Following the troop briefing, prejump training is conducted in the unit area or at the departure airfield. It should be scheduled no sooner than 24 hours before takeoff and include the following:

- Drop zone.
- Type of aircraft.
- Chalk number(s).
- Type of parachute(s).
- Briefing on serials, container delivery system, heavy drop, and type of aircraft, if a part of a larger airborne operation.
- Weather decision time (for GO, NO-GO decision).

- Type of individual equipment and separate equipment that troops will be jumping (CWIE, AIRPAC, DMJP, ALICE pack, M1950 weapons case).
- Time and place of parachute issue.
- Station time.
- Takeoff time.
- Length of flight.
- In-flight emergencies.
- Direction of flight over DZ.
- Drop altitude.
- Predicted winds on the DZ and direction.
- Route checkpoints.
- DZ assembly aids and area.
- Parachute turn-in point(s).
- Time and place of final manifest call.
- Medical support plan.
- Obstacles on or near the DZ.

Section II

PREJUMP TRAINING PERFORMANCE

All personnel require prejump training. The PJM usually does not know the proficiency of all parachutists he is responsible for; therefore, basic airborne jump techniques are rehearsed so each parachutist can demonstrate his ability to perform them. (See paragraph 8-15 for a sample prejump training narrative.)

8-5. MINIMUM TRAINING

Minimum prejump training should include a review of the five points of performance, collisions and entanglements, towed parachutist, malfunctions, activation of the reserve, and emergency landings. All jumpers must participate.

a. **Training Apparatuses.** Aircraft fuselage mock-ups, if available, should be used to rehearse prejump in-flight action. Also, mock door training reminds parachutists as to what occurs in flight before jumping. The PJM can use the mock door apparatus to show parachutists where their relative positions will be in the aircraft. If in-flight rigging is to be performed, the rigging station locations can be indicated also. The PJM reviews and leads a rehearsal of all actions related to in-flight procedures so the jump mission will be smooth and safe.

b. **Execution.** Each parachutist should be seen by the PJM and should hear him (a bullhorn should be used, if necessary). Performance-oriented training is conducted for emergency landings. AJM and safety personnel must make aggressive and positive on-the-spot corrections. Prejump training must be taught proficiently.

8-6. FIVE POINTS OF PERFORMANCE

Training on the five points of performance must be attended by all parachutists and JMs.

a. Check Body Position and Count.

- (1) Keep chin on chest.
- (2) Keep eyes open.
- (3) Keep elbows into sides.
- (4) Spread hand and fingers over ends of reserve parachute.
- (5) Bend body slightly forward at the waist.
- (6) Keep feet and knees together.
- (7) Lock knees.
- (8) Count to four by thousands (fixed-wing aircraft).'
- (9) Count to six by thousands (helicopters).
- (10) Immediately activate the reserve parachute if opening shock is not felt.

b. Check Canopy and Gain Canopy Control.

- (1) Reach up and grasp toggles (MC1-1B/C); or grasp risers (T-10C).
- (2) Make a 360-degree check of the canopy.
- (3) Remove twists, if any: grasp a set of risers in each hand, thumbs down with knuckles to the rear, and apply outward pressure while bicycling the legs in a direction opposite to the twists.
- (4) Immediately recheck canopy and gain canopy control.

c. Keep a Sharp Lookout During Descent.

- (1) Always look before turning.
- (2) Always turn in the opposite direction from another jumper to avoid a collision.
- (3) Always give lower parachutist the right-of-way.
- (4) Avoid other parachutists all the way to the ground; maintain 25 feet of separation (T-10) or 50 feet of separation (MC1-1B/C) between jumpers in the air.
- (5) Check up, down, and all sides for other parachutists.

d. Prepare to Land.

- (1) Check to ensure the air below and around is clear of other parachutists. At no higher than 200 feet, lower equipment. Immediately regain canopy control and continue to keep a sharp lookout for other parachutists.

(2) When 100 feet above ground level, slip into the wind (T-10C), or turn and hold into the wind (MC1-1B/C).

(3) Keep feet and knees together.

(4) Keep knees slightly bent and unlocked.

(5) Point balls of the feet toward the ground.

(6) Keep head and eyes toward the horizon. Before making contact with the ground, turn the lower portion of the body (below the waist) to a 45-degree angle (front or rear PLF), exposing the portion of the body that will come in contact with the ground.

e. **Land.**

(1) Make a PLF using the five points of contact.

(2) Make no stand-up landings.

(3) Remain in a prone position on the back and activate one canopy assembly release using either the hand-assist or hand-to-shoulder method.

(4) Recover and turn in equipment.

- Remain in prone position; place weapon into operation and remove harness.
- Remove air items from D-rings on harness.
- Elongate canopy into the wind, remove debris, and figure-eight-roll.
- Insert canopy into aviator kit bag with bridle loop on top. Insert waistband through bridle loop.
- Snap kit bag closed; do not zip.
- Maintain noise and light discipline. Move rapidly to the nearest turn-in point.

(5) If badly injured, call for a medic.

8-7. FIVE POINTS OF CONTACT

Training on the five points of contact includes the following:

a. **Review of Five Points of Contact.**

- Balls of the feet.
- Calves.
- Thighs.
- Buttocks.
- Side muscle of back (pull-up muscle) (right or left side).

b. **Parachute Landing Falls.** Perform one satisfactory PLF in each of the four directions.

- Left side.
- Right side.

- Front.
- Rear.

8-8. TOTAL MALFUNCTIONS (NO LIFT)

Parachutists must receive training on total malfunctions and control of the reserve parachute.

a. **Reserve Activation.** Activate the reserve using the pull-drop method.

- Remain in a tight body position.
- Keep feet and knees together.
- Grasp the left carrying handle of the reserve parachute with the left hand.
- Turn head to side. Pull rip cord grip.

b. **Reserve Parachute Control.** While descending under the reserve, control the canopy by slipping and assume the landing attitude by reaching up and grasping as many suspension lines in the opposite direction of drift as possible and slipping with both hands (as in the prepare-to-land attitude with the T-10 series parachute).

8-9. PARTIAL MALFUNCTIONS

Parachutists must receive training on partial malfunctions.

a. **Partial Malfunction Indicators.**

- Complete inversion.
- Semi-inversion.
- Blown section or gore.
- More than six broken suspension lines.
- Holes.

Should any of these malfunctions occur, and the parachutist's rate of descent increases in comparison to other parachutists, the parachutist activates his reserve parachute using the down-and-away method as follows:

(1) Places the left hand over the rip cord protector flap, fingers extended and spread. Applies pressure to prevent canopy from deploying.

(2) Pulls the rip cord grip with the right hand and drops it.

(3) Uses knife edge of the right hand and reaches into the pack tray, at the same time working the left hand through the rip cord protector flap, and grasps as much canopy as possible.

(4) Keeps feet and knees together.

(5) Throws canopy down and away from the body in the same direction as the spin. (Spin is to right, throw right; spin is to left, throw left.)

(6) Immediately frees all suspension lines using the thumbs in a downward raking motion.

b. **Reserve Does Not Inflate.** If the reserve canopy does not inflate, the parachutist gathers in as much of it as possible and throws it out again.

c. **Reserve Inflates.** When the reserve parachute inflates, and there are two inflated canopies, the parachutist has no directional control over his parachute. All other parachutists slip or steer clear. To assume the proper landing attitude, the parachutist reaches high on all four risers of the main parachute and maintains this attitude until making ground contact. Immediately upon landing, he releases the main parachute (using the canopy release assemblies) and collapses the reserve by using either the quick-recovery method or by detaching the connector snaps from the D-rings of the main lift web.

8-10. COLLISIONS

The parachutist must always attempt to slip or turn away. If unable to avoid a collision, he uses the spread-eagle method to bounce off another canopy or suspension lines. If a parachutist enters another parachutist's suspension lines, the entering parachutist assumes the modified position of attention with the right hand protecting (but not grasping) the rip cord grip, in hope that he will exit the same location without becoming entangled. If not, the entering parachutist may use his left hand to assist in exiting the other jumper's canopy and suspension lines.

8-11. ENTANGLEMENTS

If parachutists become entangled, their actions required to correct the problem depend upon the type parachute used. Reaction techniques are as follows:

a. **T-10C Parachute.** The higher parachutist moves hand under hand down to the lower parachutist. They attempt to establish eye-to-eye contact and hold onto each other by the main lift web(s). They must *NOT* touch the other jumper's canopy release assemblies. They decide which parachute landing fall to execute upon contact with the ground and both parachutists execute the same PLF. If they are face-to-face, they will *NOT* execute a front PLF. If they are back-to-back, they will *NOT* execute a rear PLF. If one parachutist has a completely inflated canopy, neither parachutist activates the reserve parachute. If both parachutes lose lift capabilities, parachutists use the pull-drop method to activate their reserve parachutes.

b. **MC1-1B/C Parachute.** Both parachutists immediately activate their reserve parachutes using the down-and-away method. Neither parachutist attempts to climb to the other parachutist. The higher parachutist avoids the lower parachutist when landing.

8-12. EMERGENCY LANDINGS

Depending upon the type of emergency landing initiated, the parachutist performs specific actions.

a. **Tree Landing.** The parachutist—

- (1) Attempts to avoid the obstacle.
- (2) Retains combat equipment (if not already lowered).
- (3) Checks below, then jettisons combat equipment (if already lowered).

(Helmet remains on the head.)

(4) Maintains canopy control until making contact with trees.

(5) Rotates forearms in front of his face and chest when making contact with trees.

(6) Prepares to execute PLF if passing through trees.

(7) Considers the possibility of activating the reserve parachute and climbing down the outside of it if hung up in trees.

b. **Wire Landing.** The parachutist—

(1) Attempts to avoid the obstacle.

(2) Lowers, checks below, then jettisons combat equipment.

(3) Raises both arms to the elbow-locked position and places the palms of the hands on the inside of the front set of risers before contact. The feet and knees are together (bend in knees is exaggerated), and chin is on the chest.

(4) Pushes forward on the front set of risers, bends at the waist, and kicks vigorously with the legs, initiating a rocking motion, and attempts to work through the wires.

(5) Prepares to do a PLF if he should pass through the wires.

c. **Water Landing Without Life Preserver.** The parachutist—

(1) Attempts to avoid the water (lake or river).

(2) Checks below and then, if clear, jettisons headgear.

(3) Releases all equipment tie-downs and lowers equipment, but does not jettison it.

(4) Activates quick release on the waistband.

(5) Unsnaps the left connector snap on the reserve parachute.

(6) Rotates the reserve to the right side of the parachute harness.

(7) Seats himself well into the saddle.

(8) Activates the ejector snap on the chest snap.

(9) Places hands on the ejector snaps on the leg straps.

(10) Activates the ejector snaps on the leg straps, throws arms up, and arches out of the harness when entering the water.

(11) Prepares to execute a PLF if the water is shallow.

(12) Swims upstream to avoid becoming entangled with the parachute.

d. Water Landing With Life Preserver.

(1) Emergency water landings could occur on a tactical training mission where the route to the DZ is over a large body of water. On such flights, life preservers are issued to parachutists. If the aircraft malfunctions, the parachutists may need to jump over the water.

(2) Emergency water landings require parachutists to leave any combat equipment on board the aircraft so they do not become entangled with the equipment in the water.

(3) A parachutist may find himself over water with attached combat equipment due to his drifting off a DZ bordered by water, or during emergency bailout after being hooked upon board the aircraft. If this occurs, the jumper must lower his combat equipment but *not* jettison it.

(4) Deliberate water landings are executed for training in selected water drop zones. Parachutists wear no combat equipment.

(5) The parachutist wears the inflatable life preserver (B-7) under his harness with the inflatable portions under his armpits.

(6) During the descent, the parachutist inflates the life preserver by discharging the attached CO₂ cartridges. If necessary, the life preserver can be inflated by blowing air into the inflation valve hose.

(7) Upon entering the water, the parachutist activates both canopy release assemblies and swims upstream or away from the canopy.

8-13. RESERVE ACTIVATION INSIDE AIRCRAFT

If the reserve parachute is activated inside an aircraft, the aircrew must follow certain procedures.

a. **Fixed-Wing Aircraft.** If the parachutist is aft of the wheel well, and the jump doors (or ramp) are open and the reserve canopy is in or going out the door (or ramp), the JM and safety personnel do not attempt to retain the parachutist inside the aircraft.

(1) The area is cleared, if possible, and the parachutist exits immediately. If the canopy is not in the door (or ramp), the deployed reserve canopy is secured as quickly as possible by anyone nearby. Then, the parachutist is moved to the forward section of the aircraft, the open reserve is removed, another reserve is attached, and the parachutist is returned to the stick to jump.

(2) If the parachutist is forward of the wheel well, and the jump doors (or ramp) are open, the parachutist either steps on or grasps the reserve canopy and traps it so it cannot inflate. Safety personnel move the parachutist to the forward section of the aircraft. They remove the reserve and attach another, and the parachutist jumps on the next pass over the DZ.

(3) If the jump doors (or ramp) are closed and a reserve parachute deploys, the JM or safety personnel move the parachutist to the forward section of

the aircraft. The deployed reserve is removed, and the loadmaster is told not to open the jump doors (or ramp). Another reserve is attached, and the parachutist is returned to the stick to jump.

b. **Rotary-Wing Aircraft.** If the reserve parachute is activated in an aircraft that requires the parachutist to sit in the door, no attempt is made to stop the parachutist from exiting the aircraft. The parachutist immediately exits. In an aircraft that requires parachutists to exit over the ramp, the procedures described for fixed-wing aircraft should be followed.

8-14. TOWED PARACHUTIST PROCEDURES

A towed parachutist is retrieved or cut free as follows:

a. If the parachutist is being towed by the static line, he is retrieved back inside the aircraft. Once he nears the jump door, he does not reach for the JM but continues to protect the rip cord grip; the JM or safety reaches for him. If the jumper cannot be retrieved, he is cut free over the drop zone. Once he feels himself fall free from the aircraft, he must immediately activate his reserve parachute for a total malfunction.

b. If the parachutist is being towed by anything other than the static line, the JM or safety tries to jog him free from the aircraft. If the parachutist cannot be freed, he is retrieved. If he is freed from the aircraft, he does not need to activate his reserve since his main parachute will deploy.

c. Only the aircraft loadmaster and the JM (with assistance from the safety) will perform towed parachutist retrieval.

8-15. SAMPLE PREJUMP TRAINING NARRATIVE

Prior to beginning prejump training, jumpmaster personnel check helmets for serviceability and proper routing of straps. Then, the JM organizes jumpers into either a half-moon or extended rectangular formation. The JM uses a half-moon formation for 30 or fewer jumpers and an extended rectangular formation for more than 30 jumpers. When in a half-moon formation, jumpers must be positioned so the JM can see them easily. The extended rectangular formation provides better control for on-the-spot corrections than does the half-moon formation. Once the jumpers are in the chosen formation, safety personnel check identification tags and cards. When finished, they make on-the-spot corrections on the jumpers as they conduct prejump training. Figure 8-1, pages 8-13 through 8-24, shows a sample prejump training briefing that will assist the PJM conduct an effective prejump training session for his jumpers.

NOTES:

1. The following items are to be covered during prejump training:
 - Five points of performance.
 - Recovery of equipment.
 - Towed parachutist procedures.
 - Activation of the reserve parachute on board the aircraft.
 - Malfunctions.
 - Collisions and entanglements.
 - Emergency landings (tree, wire, and water).
 - Parachute landing falls.
2. Although the prejump briefing can be given by anyone in the jumpmaster team (JM, AJM, safety), the primary jumpmaster can delegate his authority but cannot delegate his responsibility.
3. Prejump training is performance-oriented training and should be tailored to each mission. The jumpmaster should refer to his unit SOP for additional guidance. During prejump training, the JM uses the command HIT IT as often as needed to keep the jumpers actively involved.

THIS IS YOUR PREJUMP TRAINING FOR TODAY'S JUMP. THE FIRST ITEM I WILL COVER IS THE **FIVE POINTS OF PERFORMANCE**.

THE FIRST POINT OF PERFORMANCE IS **CHECK BODY POSITION AND COUNT**.

JUMPERS, HIT IT.

UPON EXITING THE AIRCRAFT, SNAP INTO A GOOD, TIGHT BODY POSITION AND COUNT TO 4000 IF JUMPING A FIXED-WING AIRCRAFT OR 6000 IF JUMPING A ROTARY-WING AIRCRAFT. YOUR CHIN SHOULD BE ON YOUR CHEST, YOUR EYES OPEN, AND ELBOWS TIGHT TO YOUR SIDES. YOUR HANDS SHOULD BE ON THE END OF YOUR RESERVE WITH FINGERS SPREAD NATURALLY AND YOUR RIGHT PALM COVERING THE RIP CORD GRIP. YOU SHOULD BE BENT SLIGHTLY FORWARD AT THE WAIST WITH YOUR FEET AND KNEES TOGETHER AND YOUR KNEES LOCKED TO THE REAR.

AT THE END OF YOUR COUNT, GO INTO YOUR SECOND POINT OF PERFORMANCE, **CHECK CANOPY AND GAIN CANOPY CONTROL**. LOOK UP AND MAKE A GOOD 360-DEGREE CHECK OF YOUR MAIN PARACHUTE AND ASSUME CONTROL OF YOUR CANOPY. IF YOU ARE JUMPING THE MC1 SERIES PARACHUTE, REACH UP AND SECURE THE TOGGLES LOCATED ON THE FRONT OF THE REAR SET OF RISERS AND PULL THEM DOWN TO EYE LEVEL, KEEPING YOUR ELBOWS WELL BACK. IF YOU ARE JUMPING THE T-10 SERIES PARACHUTE, REACH UP TO THE ELBOW-LOCKED POSITION AND SECURE A SET OF RISERS IN EACH HAND.

IF YOU CHECK CANOPY AND FIND THAT YOU HAVE TWISTS, YOU MUST REMOVE THE TWISTS IMMEDIATELY BY REACHING BEHIND YOUR HEAD AND GRASPING A SET OF RISERS IN EACH HAND, THUMBS DOWN, KNUCKLES TO THE REAR. PULL OUT ON THE RISERS AND BEGIN A BICYCLING MOTION WITH YOUR LEGS UNTIL THE TWISTS ARE REMOVED. WHEN THE LAST TWIST COMES OUT, YOU WILL FEEL A SHARP SNAP. IMMEDIATELY RECHECK YOUR CANOPY AND GAIN CANOPY CONTROL.

AFTER YOU GAIN CANOPY CONTROL, GO RIGHT INTO YOUR THIRD POINT OF PERFORMANCE, **KEEP A SHARP LOOKOUT DURING YOUR ENTIRE DESCENT**. REMEMBER THE THREE RULES OF THE AIR: LOOK BEFORE YOU TURN; TURN

Figure 8-1. Sample prejump training briefing.

IN THE OPPOSITE DIRECTION TO AVOID COLLISIONS; AND THE LOWER JUMPER HAS THE RIGHT-OF-WAY.

USE CANOPY CONTROL ALL THE WAY TO THE GROUND TO AVOID FELLOW JUMPERS. (EXPLAIN HOLDING, RUNNING, AND THE ONE-RISER SLIP.)

HOLDING: WHEN HOLDING, A JUMPER TURNS OR SLIPS IN THE OPPOSITE DIRECTION THAT THE WIND IS BLOWING. THIS ACTION SLOWS DOWN THE JUMPER'S LATERAL DRIFT ACROSS THE DROP ZONE.

RUNNING: RUNNING OCCURS WHEN THE JUMPER TURNS OR SLIPS IN THE SAME DIRECTION THAT THE WIND IS BLOWING. THIS ACTION INCREASES THE JUMPER'S LATERAL DRIFT ACROSS THE DROP ZONE. IT WILL BE USED ONLY AT ALTITUDES ABOVE 100 FEET AGL TO AVOID FELLOW JUMPERS AND OBSTACLES ON THE GROUND.

ONE-RISER SLIP: A ONE-RISER SLIP IS USED ONLY WITH THE T-10 SERIES PARACHUTE AT ALTITUDES ABOVE 100 FEET AGL TO AVOID OBSTACLES ON THE GROUND AND OTHER JUMPERS. THIS MANEUVER WILL INCREASE THE JUMPER'S LATERAL DRIFT ACROSS THE DZ. REMEMBER TO LET UP SLOWLY ON ALL SLIPS TO PREVENT OSCILLATION.

IF YOU ARE JUMPING THE MC1 SERIES PARACHUTE, MAINTAIN A 50-FOOT SEPARATION BETWEEN JUMPERS. IF YOU ARE JUMPING THE T-10 SERIES PARACHUTE, MAINTAIN A 25-FOOT SEPARATION BETWEEN JUMPERS.

SOMETIME DURING YOUR THIRD POINT OF PERFORMANCE, RELEASE ALL EQUIPMENT TIE-DOWNS. AFTER YOU RELEASE YOUR EQUIPMENT TIE-DOWNS, GO RIGHT INTO YOUR FOURTH POINT OF PERFORMANCE, **PREPARE TO LAND.**

AT AN ALTITUDE OF 200 TO 100 FEET AGL, LOOK BELOW AND ENSURE THERE ARE NO FELLOW JUMPERS, AND THEN LOWER YOUR EQUIPMENT. REGAIN CANOPY CONTROL AND CONTINUE TO AVOID OTHER JUMPERS. AT AN ALTITUDE OF 100 FEET AGL, TURN OR SLIP INTO THE WIND AND ASSUME THE LANDING ATTITUDE.

Figure 8-1. Sample prejump training briefing (continued).

(DEMONSTRATE ALL SLIPS AND TURNS.)

FOR EXAMPLE, IF JUMPING THE T-10 SERIES PARACHUTE AND THE WIND IS BLOWING FROM YOUR LEFT TO YOUR RIGHT, REACH UP HIGH ON YOUR LEFT SET OF RISERS, PULL THEM DEEP INTO YOUR CHEST, AND HOLD. IF JUMPING THE MC1 SERIES PARACHUTE AND THE WIND IS BLOWING FROM YOUR LEFT TO YOUR RIGHT, PULL DOWN ON YOUR LEFT TOGGLE UNTIL YOU ARE FACING INTO THE WIND AND HOLD.

YOUR FEET AND KNEES SHOULD BE TIGHT TOGETHER WITH THE KNEES SLIGHTLY BENT, ELBOWS TIGHT INTO THE SIDES, AND YOUR HEAD AND EYES ON THE HORIZON. YOU WILL REMAIN IN THIS POSITION UNTIL THE BALLS OF THE FEET MAKE CONTACT WITH THE GROUND.

WHEN THE BALLS OF THE FEET MAKE CONTACT WITH THE GROUND, GO INTO THE FIFTH POINT OF PERFORMANCE, **LAND**.

UPON MAKING CONTACT WITH THE GROUND, EXECUTE A GOOD PARACHUTE LANDING FALL BY HITTING ALL FIVE POINTS OF CONTACT. AS I NAME THEM, YOU REPEAT THEM AFTER ME AND TOUCH EACH ONE.

1. THE BALLS OF THE FEET.
2. THE CALF.
3. THE THIGH.
4. THE BUTTOCKS.
5. THE PULL-UP MUSCLE.

NEVER ATTEMPT TO MAKE A STAND-UP LANDING!

AFTER YOU HAVE COMPLETED YOUR PARACHUTE LANDING FALL, REMAIN ON YOUR BACK AND IMMEDIATELY ACTIVATE ONE CANOPY RELEASE ASSEMBLY USING ONE OF TWO METHODS, EITHER THE HAND-TO-SHOULDER METHOD OR THE HAND-ASSIST METHOD.

(DEMONSTRATE THE TWO METHODS OF ACTIVATING THE CANOPY RELEASE ASSEMBLIES.)

Figure 8-1. Sample prejump training briefing (continued).

TO ACTIVATE THE CANOPY RELEASE ASSEMBLY USING THE HAND-TO-SHOULDER METHOD, REACH UP TO EITHER SHOULDER WITH EITHER HAND, PULL OUT ON THE SAFETY CLIP, INSERT THE THUMB FROM BOTTOM TO TOP THROUGH THE CABLE LOOP, AND PULL DOWN AND OUT IN A HAMMERING MOTION.

TO ACTIVATE THE CANOPY RELEASE ASSEMBLY USING THE HAND-ASSIST METHOD, REACH UP TO EITHER SHOULDER WITH EITHER HAND AND REINFORCE THAT HAND WITH THE OTHER HAND. PULL OUT ON THE SAFETY CLIP, INSERT THE THUMB FROM BOTTOM TO TOP THROUGH THE CABLE LOOP, AND WITH BOTH HANDS PULL DOWN AND OUT IN A HAMMERING MOTION.

IF THE CANOPY STILL FAILS TO DEFLATE, ACTIVATE THE OTHER CANOPY RELEASE ASSEMBLY IN THE SAME MANNER. AFTER THE CANOPY HAS BEEN DEFLATED, PLACE YOUR WEAPON INTO OPERATION AND REMOVE THE PARACHUTE HARNESS.

THE NEXT ITEM I WILL DISCUSS IS **RECOVERY OF EQUIPMENT**.

REMAIN ON YOUR BACK WHILE GETTING OUT OF THE HARNESS. ONCE OUT OF THE HARNESS, REMOVE ALL AIR ITEMS FROM THE HARNESS.

REMOVE THE RESERVE PARACHUTE FROM THE HARNESS AND PLACE THE HARNESS IN THE AVIATOR KIT BAG WITH THE SMOOTH SIDE OF THE HARNESS FACING UP, ENSURING THAT YOU LEAVE THE WAISTBAND EXPOSED. MOVE TO THE APEX OF THE CANOPY AND ELONGATE THE CANOPY AND SUSPENSION LINES WHILE REMOVING ALL DEBRIS. INSERT YOUR THUMB THROUGH THE BRIDLE LOOP AND FIGURE-EIGHT ROLL THE CANOPY, WORKING YOUR WAY DOWN TO THE HARNESS AND AVIATOR KIT BAG. PLACE THE CANOPY INTO THE AVIATOR KIT BAG AND ROUTE THE WAISTBAND THROUGH THE BRIDLE LOOP. THEN SNAP, BUT DO NOT ZIP, THE AVIATOR KIT BAG, LEAVING THE WAISTBAND EXPOSED OUTSIDE OF THE AVIATOR KIT BAG. ATTACH THE CONNECTOR SNAPS OF THE RESERVE PARACHUTE TO THE HANDLES OF THE AVIATOR KIT BAG. SECURE ALL EQUIPMENT FROM THE AREA, PLACE THE RESERVE AND AVIATOR KIT BAG OVER YOUR HEAD, AND MOVE TO THE ASSEMBLY AREA.

THE NEXT ITEM I WILL COVER IS **TOWED PARACHUTIST PROCEDURES**.

Figure 8-1. Sample prejump training briefing (continued).

JUMPERS, HIT IT.

IF YOU GET TO A ONE- OR TWO-THOUSAND COUNT AND COME TO A SUDDEN HALT, YOU HAVE BECOME A TOWED JUMPER. IF YOU ARE CONSCIOUS, REMAIN IN A GOOD, TIGHT BODY POSITION WITH YOUR RIGHT HAND OVER THE RIP CORD GRIP. **DO NOT GRASP IT.**

IF YOU ARE TOWED BY YOUR STATIC LINE, WE WILL FIRST TRY TO RETRIEVE YOU INSIDE THE AIRCRAFT. AS YOU NEAR THE JUMP DOOR, **DO NOT REACH** FOR US; CONTINUE TO PROTECT YOUR RIP CORD GRIP.

IF YOU ARE BEING TOWED BY ANYTHING OTHER THAN YOUR STATIC LINE, WE WILL FIRST TRY TO JOG THAT ITEM OF EQUIPMENT FREE. AGAIN, PROTECT YOUR RIP CORD GRIP. IF WE CANNOT JOG THAT ITEM OF EQUIPMENT FREE, WE MAY DECIDE TO CUT YOU FREE. IN THIS CASE, YOUR MAIN CANOPY SHOULD DEPLOY NORMALLY AND YOU WILL NOT NEED TO ACTIVATE YOUR RESERVE. HOWEVER, IF YOU ARE TOWED BY YOUR STATIC LINE AND WE CUT IT, YOU WILL FEEL NO OPENING SHOCK. IMMEDIATELY ACTIVATE YOUR RESERVE PARACHUTE FOR A TOTAL MALFUNCTION.

IF YOU ARE INJURED OR UNCONSCIOUS, WE WILL MAKE EVERY ATTEMPT TO RETRIEVE YOU BACK INSIDE THE AIRCRAFT.

IF YOU BECOME A TOWED JUMPER ON A ROTARY-WING AIRCRAFT, THE JUMPMaster WILL PREVENT ANY OTHER JUMPERS FROM EXITING AND WILL NOTIFY THE PILOT. STAY IN A TIGHT BODY POSITION AND PROTECT YOUR RIP CORD GRIP. THE AIRCRAFT WILL SLOWLY DESCEND TO THE DROP ZONE, COME TO A HOVER, AND YOU WILL BE FREED FROM THE AIRCRAFT.

THE NEXT ITEM I WILL COVER IS **ACTIVATION OF THE RESERVE PARACHUTE ON BOARD THE AIRCRAFT.**

WHILE ON BOARD THE AIRCRAFT, IF THE JUMP DOORS ARE CLOSED AND YOUR RESERVE PARACHUTE IS ACTIVATED, YOU AND THE JUMPERS AROUND YOU WILL CONTAIN THE CANOPY. A SAFETY WILL COLLECT THE ACTIVATED RESERVE AND ISSUE YOU ANOTHER RESERVE. IN THIS CASE, YOU WILL BE PLACED BACK INTO THE SAME POSITION IN THE STICK.

Figure 8-1. Sample prejump training briefing (continued).

IF THE JUMP DOORS ARE OPEN AND YOU ARE STANDING FORWARD OF THE WHEEL WELL AND YOUR RESERVE IS ACTIVATED, ONCE AGAIN CONTAIN IT. A SAFETY WILL DETACH YOUR STATIC LINE FROM THE ANCHOR LINE CABLE AND MOVE YOU FORWARD IN THE AIRCRAFT OUT OF THE WAY OF OTHER JUMPERS. THE SAFETY WILL ISSUE YOU ANOTHER RESERVE AND YOU WILL JUMP ON THE NEXT PASS.

IF THE JUMP DOORS ARE OPEN AND YOU ARE STANDING AFT OF THE WHEEL WELL AND YOUR RESERVE IS ACTIVATED, AND THE CANOPY IS BEING PULLED OUTSIDE, YOU MUST EXIT THE AIRCRAFT AS QUICKLY AS POSSIBLE. IF YOUR CANOPY IS NOT BEING PULLED OUTSIDE, CONTAIN IT. THE SAFETY WILL MOVE YOU FORWARD IN THE AIRCRAFT AND EXCHANGE YOUR RESERVE.

PROCEDURES FOR ACCIDENTAL ACTIVATION OF THE RESERVE PARACHUTE DURING RAMP OPERATIONS ARE THE SAME AS DESCRIBED ABOVE.

WARNING

DURING ROTARY-WING AIRCRAFT OPERATIONS THAT REQUIRE THE JUMPER TO SIT IN THE DOOR TO EXIT, SHOULD A RESERVE PARACHUTE ACTIVATE, THAT JUMPER MUST IMMEDIATELY EXIT THE AIRCRAFT. IF A SAFETY STRAP IS USED, ALL JUMPERS MUST REMAIN ALERT AND BE PREPARED TO DISCONNECT IT TO ALLOW THE JUMPER TO EXIT SAFELY.

THE NEXT ITEM I WILL COVER IS **MALFUNCTIONS**.

THERE ARE TWO TYPES OF MALFUNCTIONS: TOTAL AND PARTIAL.

A TOTAL MALFUNCTION PROVIDES NO LIFT CAPABILITY TO THE JUMPER. YOU MUST IMMEDIATELY ACTIVATE YOUR RESERVE PARACHUTE FOR A TOTAL MALFUNCTION.

A TOTAL MALFUNCTION MAY OCCUR WHEN THE STATIC LINE BREAKS; WHEN THE ANCHOR LINE CABLE BREAKS; WHEN THE JUMPER FAILS TO HOOK UP; OR WHEN THE MAIN CANOPY FAILS TO INFLATE FOR WHATEVER REASON.

ALTHOUGH CIGARETTE ROLLS AND STREAMERS ARE CONSIDERED PARTIAL MALFUNCTIONS, THEY PROVIDE NO LIFT CAPABILITY TO THE JUMPER. YOU MUST ACTIVATE YOUR RESERVE FOR A TOTAL MALFUNCTION.

Figure 8-1. Sample prejump training briefing (continued).

I WILL NOW DISCUSS ACTIVATION OF THE RESERVE FOR A TOTAL MALFUNCTION.

JUMPERS, HIT IT.

IF AT THE END OF YOUR COUNT YOU FEEL NO OPENING SHOCK, MAINTAIN A GOOD, TIGHT BODY POSITION. WITH YOUR LEFT HAND, GRASP THE LEFT CARRYING HANDLE; WITH YOUR RIGHT HAND, GRASP THE RIP CORD GRIP. TURN YOUR HEAD TO THE LEFT OR RIGHT; PULL THE RIP CORD GRIP AND DROP IT. THEN LET UP ON THE RESERVE SUSPENSION LINES THAT WILL DEPLOY APPROXIMATELY 45 DEGREES TO YOUR FRONT.

TO CONTROL THE RESERVE PARACHUTE, GRASP THE SUSPENSION LINES OF THE RESERVE PARACHUTE AND PULL THEM IN THE DIRECTION THAT YOU WISH TO GO. TO PREPARE TO LAND WITH THE RESERVE PARACHUTE, PULL YOURSELF AS NEARLY VERTICAL AS POSSIBLE AND ASSUME A GOOD PREPARE-TO-LAND ATTITUDE.

A PARTIAL MALFUNCTION OCCURS WHEN THE MAIN CANOPY DEPLOYS AND IS DAMAGED OR DOES NOT INFLATE NORMALLY. THIS MAY INCREASE THE JUMPER'S RATE OF DESCENT. THERE ARE SEVERAL TYPES OF PARTIAL MALFUNCTIONS AND VARIED ACTIONS FOR EACH.

IF YOU CHECK CANOPY AND FIND BROKEN SUSPENSION LINES, BLOWN SECTIONS OR GORES, HOLES IN THE CANOPY, OR A COMPLETE INVERSION WITH DAMAGE TO THE CANOPY, YOU MUST COMPARE YOUR RATE OF DESCENT WITH THAT OF FELLOW JUMPERS. IF YOU ARE FALLING FASTER THAN FELLOW JUMPERS, YOU MUST IMMEDIATELY ACTIVATE YOUR RESERVE FOR A PARTIAL MALFUNCTION.

IF YOU CHECK CANOPY AND FIND THAT YOU HAVE A SQUID, SEMI-INVERSION, OR DISTORTED CANOPY, YOU MUST IMMEDIATELY ACTIVATE THE RESERVE PARACHUTE FOR A PARTIAL MALFUNCTION.

IF YOU CHECK CANOPY AND FIND THAT YOU HAVE A COMPLETE INVERSION WITH NO DAMAGE TO THE CANOPY, YOU DO NOT NEED TO ACTIVATE YOUR RESERVE PARACHUTE. YOUR RISERS WILL BE TWISTED ABOVE THE CANOPY RELEASE ASSEMBLIES, AND YOU MAY HAVE TO REVERSE YOUR STEERING

Figure 8-1. Sample prejump training briefing (continued).

TECHNIQUES. WITH AN MC1 SERIES PARACHUTE IF THE MODIFICATION IS TO YOUR FRONT, THE TOGGLE KNOBS WILL BE ON THE FRONT SET OF RISERS. (THAT IS, TO STEER LEFT YOU WILL HAVE TO PULL THE RIGHT CONTROL LINE.) REMEMBER, WHEN PREPARING TO LAND, INSTEAD OF FACING INTO THE WIND YOU MUST TURN SO THAT YOU ARE FACING WITH THE WIND. ON THE T-10 SERIES PARACHUTE, THE SET OF RISERS EXTENDING TO THE FRONT OF THE CANOPY WILL STILL CONTROL THE FRONT OF THE CANOPY.

I WILL NOW DISCUSS ACTIVATION OF THE RESERVE FOR A PARTIAL MALFUNCTION.

JUMPERS, HIT IT.

TO ACTIVATE THE RESERVE PARACHUTE FOR A PARTIAL MALFUNCTION, SNAP BACK INTO A GOOD, TIGHT, MODIFIED BODY POSITION, WITH THE LEFT HAND COVERING THE RIP CORD PROTECTOR FLAP, AND APPLY INWARD PRESSURE. WITH THE RIGHT HAND, GRASP THE RIP CORD GRIP, PULL THE RIP CORD GRIP, AND DROP IT. FORM A KNIFE-CUTTING EDGE WITH THE RIGHT HAND AND INSERT IT INTO THE UPPER RIGHT-HAND CORNER OF THE RESERVE PACKTRAY. GRASP AS MUCH CANOPY AND SUSPENSION LINES AS POSSIBLE AND RAISE THE CANOPY UP OVER YOUR SHOULDER AND THROW IT DOWN AND AWAY FROM YOUR BODY INTO THE DIRECTION OF DRIFT OR SPIN. ASSIST THE DEPLOYMENT OF THE RESERVE SUSPENSION LINES BY FORMING FISTS WITH EACH HAND WITH THE THUMBS EXTENDED, AND RAKE DOWN AND AWAY INSIDE THE RESERVE PACKTRAY. IF THE RESERVE CANOPY FAILS TO INFLATE, PULL AS MUCH OF THE CANOPY AS POSSIBLE BACK IN, RAISE IT UP OVER YOUR SHOULDER, AND AGAIN THROW IT DOWN AND AWAY IN THE DIRECTION OF DRIFT OR SPIN.

IF YOU HAVE TO ACTIVATE THE RESERVE PARACHUTE FOR A PARTIAL MALFUNCTION, ANY ATTEMPT TO CONTROL EITHER CANOPY WILL BE USELESS AS ONE CANOPY WILL ACT AS A BRAKE FOR THE OTHER.

THE NEXT ITEM I WILL COVER IS COLLISIONS AND ENTANGLEMENTS.

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 OF THE OTHER

Figure 8-1. Sample prejump training briefing (continued).

JUMPER'S CANOPY OR SUSPENSION LINES. THEN IMMEDIATELY TURN/SLIP AWAY. IF YOU SHOULD PASS THROUGH THE SUSPENSION LINES, ASSUME A MODIFIED POSITION OF ATTENTION WITH YOUR RIGHT HAND COVERING THE RIP CORD GRIP. WITH YOUR LEFT HAND ATTEMPT TO WEAVE YOUR WAY OUT OF THE SUSPENSION LINES THE SAME WAY YOU WENT IN, THEN IMMEDIATELY TURN/SLIP AWAY.

IF YOU BECOME ENTANGLED, TAKE THE FOLLOWING ACTIONS:

IF YOU BECOME ENTANGLED WITH AN MC1 SERIES PARACHUTE, DO NOT ATTEMPT TO WORK YOUR WAY DOWN TO THE LOWER JUMPER. BOTH JUMPERS MUST IMMEDIATELY ACTIVATE THEIR RESERVE PARACHUTE FOR A PARTIAL MALFUNCTION.

IF YOU BECOME ENTANGLED WITH A T-10 SERIES PARACHUTE, THE HIGHER JUMPER MUST WORK HIS WAY DOWN HAND UNDER HAND TO THE LOWER JUMPER. YOU WILL THEN FACE EACH OTHER AND GRASP EACH OTHER BY THE MAIN LIFT WEB, TAKING CARE NOT TO TOUCH THE CANOPY RELEASE ASSEMBLIES. YOU WILL DECIDE WHAT PARACHUTE LANDING FALL TO EXECUTE. YOU WILL BOTH EXECUTE THE SAME PARACHUTE LANDING FALL. HOWEVER, DO NOT ATTEMPT A FRONT PLF.

IF ENTANGLED WITH THE T-10 SERIES PARACHUTE AND ONE CANOPY SHOULD COLLAPSE, YOU DO NOT NEED TO ACTIVATE THE RESERVE PARACHUTE BECAUSE THE T-10 CAN SAFELY DELIVER TWO COMBAT-EQUIPPED JUMPERS TO THE GROUND.

IF BOTH CANOPIES SHOULD COLLAPSE, BOTH JUMPERS WILL PUSH AWAY FROM EACH OTHER AND IMMEDIATELY ACTIVATE THEIR RESERVE PARACHUTES FOR A TOTAL MALFUNCTION.

THE NEXT ITEM I WILL COVER IS **EMERGENCY LANDINGS**.

THE FIRST EMERGENCY LANDING I WILL DISCUSS IS **TREE LANDINGS**. IF YOU FIND YOURSELF OVER TREES, THE FIRST THING YOU SHOULD DO IS ATTEMPT TO TURN/SLIP AWAY. IF YOU CANNOT AVOID THE TREES, TAKE THE FOLLOWING ACTION: IF YOU HAVE ALREADY LOWERED YOUR EQUIPMENT, LOOK BELOW TO ENSURE THERE ARE NO FELLOW JUMPERS AND THEN

Figure 8-1. Sample prejump training briefing (continued).

JETTISON YOUR EQUIPMENT. MAKE A MENTAL NOTE OF WHERE IT LANDS. IF YOU HAVE NOT LOWERED YOUR EQUIPMENT, KEEP IT WITH YOU AS IT WILL ADD PROTECTION WHEN YOU GO THROUGH THE TREES. AT 100 FEET AGL, PREPARE TO LAND BY SLIPPING INTO OR TURNING AND HOLDING INTO THE WIND. KEEP YOUR FEET AND KNEES TIGHT TOGETHER. WHEN THE BALLS OF YOUR FEET MAKE CONTACT WITH THE TREES, ROTATE YOUR ELBOWS AND FOREARMS IN FRONT OF YOUR FACE TO PROTECT YOUR FACE AND EYES. BE PREPARED TO EXECUTE A PARACHUTE LANDING FALL SHOULD YOU GO ALL THE WAY THROUGH THE TREES.

IF YOU BECOME HUNG UP IN THE TREES, TAKE THE FOLLOWING ACTION: KEEP YOUR HELMET ON AND JETTISON UNNEEDED EQUIPMENT. DISCONNECT THE CHEST STRAP; ACTIVATE THE QUICK RELEASE IN THE WAISTBAND; AND DISENGAGE THE LEFT CONNECTOR SNAP OF THE RESERVE PARACHUTE AND ROTATE IT AROUND TO THE RIGHT. THEN ACTIVATE THE RESERVE PARACHUTE AND LOWER IT TO THE GROUND. GRASP THE MAIN LIFT WEB BELOW A CANOPY RELEASE ASSEMBLY WITH ONE HAND; WITH THE OTHER HAND ACTIVATE THE EJECTOR SNAPS FOR THE LEG STRAPS AND CLIMB DOWN THE OUTSIDE OF THE RESERVE.

WHENEVER YOU ARE IN DOUBT, STAY WHERE YOU ARE AND SOMEONE WILL COME AND RETRIEVE YOU OUT OF THE TREES.

THE NEXT EMERGENCY LANDING I WILL COVER IS **WIRE LANDINGS**.

IF YOU FIND YOURSELF DRIFTING TOWARD WIRES, THE FIRST THING YOU SHOULD DO IS ATTEMPT TO SLIP/TURN AWAY. IF YOU CANNOT AVOID THE WIRES, TAKE THE FOLLOWING ACTION: IF YOU ARE JUMPING COMBAT EQUIPMENT, LOOK BELOW FOR FELLOW JUMPERS, THEN LOWER AND JETTISON YOUR EQUIPMENT. MAKE A MENTAL NOTE OF WHERE IT LANDS. JUST PRIOR TO MAKING CONTACT WITH THE WIRES, PLACE YOUR HANDS, FINGERS AND THUMBS EXTENDED AND JOINED, ON THE REAR OF THE FRONT SET OF RISERS, ELBOWS LOCKED. PLACE YOUR CHIN ON YOUR CHEST AND EXAGGERATE THE BEND IN YOUR KNEES, KEEPING YOUR FEET AND KNEES TOGETHER. WHEN THE BALLS OF YOUR FEET MAKE CONTACT WITH THE WIRES, BEGIN A ROCKING MOTION BY PUSHING ON THE FRONT SET OF RISERS

Figure 8-1. Sample prejump training briefing (continued).

AND KICKING YOUR LEGS TO THE REAR. THIS WILL ALLOW YOU TO WEAVE YOUR WAY THROUGH THE WIRES. BE PREPARED TO EXECUTE A PARACHUTE LANDING FALL SHOULD YOU GO ALL THE WAY THROUGH THE WIRES.

IF YOU SHOULD BECOME HUNG UP IN THE WIRES, **DO NOT** ATTEMPT TO CLIMB DOWN. STAY WHERE YOU ARE UNTIL HELP ARRIVES.

THE LAST EMERGENCY LANDING I WILL COVER IS **WATER LANDINGS**.

THE WATER LANDING IS THE MOST DANGEROUS EMERGENCY LANDING BECAUSE IT TAKES THE MOST TIME TO PREPARE FOR.

IF YOU FIND YOURSELF DRIFTING TOWARD A BODY OF WATER, THE FIRST THING YOU SHOULD DO IS ATTEMPT TO SLIP/TURN AWAY. IF YOU ARE UNABLE TO AVOID THE WATER, TAKE THE FOLLOWING ACTION: REMOVE YOUR HELMET, LOOK BELOW FOR FELLOW JUMPERS, AND JETTISON THE HELMET. AGAIN LOOK BELOW FOR FELLOW JUMPERS AND LOWER, BUT DO NOT JETTISON YOUR EQUIPMENT. ACTIVATE THE QUICK RELEASE IN THE WAISTBAND, DISENGAGE THE LEFT CONNECTOR SNAP OF YOUR RESERVE, AND ROTATE IT AROUND TO THE RIGHT. SEAT YOURSELF WELL INTO THE SADDLE AND DISCONNECT THE CHEST STRAP. REGAIN CANOPY CONTROL AND ASSUME A LANDING ATTITUDE.

PRIOR TO MAKING CONTACT WITH THE WATER, PLACE YOUR HANDS ON THE EJECTOR SNAPS FOR THE LEG STRAPS. WHEN THE BALLS OF YOUR FEET MAKE CONTACT WITH THE WATER, ACTIVATE THE EJECTOR SNAPS FOR THE LEG STRAPS, THROW YOUR ARMS ABOVE YOUR HEAD, ARCH YOUR BACK, AND SLIDE OUT OF THE HARNESS. SWIM UPSTREAM OR UPWIND AWAY FROM THE CANOPY. BE PREPARED TO EXECUTE A PARACHUTE LANDING FALL SHOULD THE WATER BE SHALLOW.

SHOULD THE CANOPY COME DOWN ON TOP OF YOU, LOCATE A RADIAL SEAM AND FOLLOW IT OUT TO THE SKIRT OF THE CANOPY. THEN SWIM UPSTREAM OR UPWIND AWAY FROM THE CANOPY.

IF YOU ARE WEARING THE B-7 LIFE PRESERVER, ACTIVATE IT IN THE AIR. IF YOU ARE WEARING THE B-5 VEST-TYPE LIFE PRESERVER, **DO NOT** ACTIVATE IT UNTIL THE HARNESS HAS BEEN REMOVED.

Figure 8-1. Sample prejump training briefing (continued).

THIS CONCLUDES YOUR PREJUMP TRAINING. AT THIS TIME WE WILL MOVE TO THE PLF PIT WHERE YOU WILL EXECUTE ONE SATISFACTORY PARACHUTE LANDING FALL IN EACH DIRECTION.

Figure 8-1. Sample prejump training briefing (continued).