



Accelerated Freefall (AFF) Category B-H Training Aid

All training to be conducted by instructors of the:



This Book Belongs to:





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Your skydiving instructor will be happy to explain any area of this book that is not clear to you.



In Memory of Harry Short



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Freefall Priorities

1. Pull! Pull!!! Pull!!!! ALWAYS PULL!
2. Pull at the proper altitude. Always know your altitude!
3. Pull at the proper altitude while stable.

Landing Priorities

1. Land with your wing level and flying in a straight line. No low turns!
2. Land in a clear and open area, avoiding obstacles.
3. Flare to at least half brakes. Perform a parachute-landing fall (PLF).

Other Good Advice

Be altitude aware. It will save your life.

If you are unsure about something, ask an instructor.

Do not get discouraged. Take it one jump at a time.

Plan the dive, dive the plan, and always have a backup plan.

Seek professional coaching when learning new skills whenever possible.

Do not push yourself beyond your current capabilities.

Set SMART (Specific, Measurable, Achievable, Relevant, Time-bound) goals.

Know when to say NO. Use good judgment to avoid dangerous situations outside of your comfort/skill level (i.e. jumping in high winds, borrowing equipment, large formation jumps, free flying, CRW, high performance landings, wingsuiting, etc...).

Have fun. ☺



Mental Relaxation: The Key to Body Flight

In the early Categories, like a magic mantra, you will hear repeatedly from your instructors: “Altitude, arch, legs, relax.” Managing all four points at once is the key to controlled freefall.

After altitude awareness, relaxing is your key goal. It takes only a little push from the hips to get an effective arch, and you usually need to extend your legs only a little to get use of them in the wind. However, you need to relax your other muscles a lot.

So how can a brand-new skydiver relax in such an adrenaline-charged, exciting, and new environment?

Sports psychologists all recognize the value of staying loose and mentally relaxed for peak performance. Many describe ways to achieve a state of prepared relaxation. Each athlete learns to develop one technique and uses it to gain that state before and maintain it during every performance.

Almost all the techniques begin with slower, deeper, controlled breathing. Learn to breathe from deep in your lungs, using the muscles of your diaphragm. Practice breathing in slowly until your lungs are full and then emptying your lungs completely when you breathe out.

While you practice controlled breathing, you can use one of several suggested devices to relax your mind and your body:

- Imagine yourself in a familiar, comfortable place, trying to visualize every sensual experience that you can associate with it: sight, sound, odor, taste, and touch. Picture the colors of the background and the details, try to smell the air as it would be, imagine you hear the sounds, and feel the air on your face. Imagine you just took a sip of your favorite drink.
- Relax your body part-by-part, starting with your toes, then your ankles, calves, thighs, hips, abdomen, etc., spending five to ten seconds in each place while continuing your controlled breathing.
- Count up to ten with each breath and then backward to zero.

There are many other relaxation techniques you can borrow or develop, but choose one and practice it until you perfect it, even when you are not skydiving. That way, you can relax yourself quickly and effectively whenever the need arises—such as just before a skydive.

As you are getting ready to jump, you should continue controlling your breathing. Move slowly and deliberately in the aircraft as you approach the door and get into position, not only to help you maintain your relaxed, prepared state for the jump, but also for safety. Take another breath just before you actually launch from the aircraft and another to help you settle into freefall as soon as you let go. Make breathing part of every sequence, especially as you go through your “altitude, arch, legs, relax” sequence.

While skydiving is inherently a high-speed sport, you will notice that the best skydivers never do anything in a hurry.



Category B

One Jump

In Category B, you learn to be more comfortable in the skydiving environment. You perform leg awareness exercises to improve control and may even perform assisted turns (if time) in preparation for heading maintenance in Category C and controlled turns in Category D. Training in this category reviews and expands your understanding of the canopy landing pattern and the airport environment, with attention to avoiding aircraft on or approaching the runways. You help with pre-flight planning and the use of the written flight plan, including the opening point, the projected wind line, and the landing pattern. In addition, you learn to use the runway as a reference for direction and distance when observing the drop zone from the aircraft or under canopy. Your emergency review emphasizes topics from the first-jump course on parachute malfunctions. In Category B, you become more responsible for your equipment, particularly while moving around and inside the aircraft. Study topics introduce USPA Basic Safety Requirements for student jumps. To advance, you should monitor altitude and deploy at the correct altitude without prompting from any instructors.

Learning and Performance Objectives

- Relaxing in the skydiving environment
- Heading awareness
- Parachute deployment
- More on the landing pattern
- Written flight plan
- Airport orientation
- Protecting handles
- Equipment emergency review

Rules and Recommendations

Review the USPA Basic Safety Requirements (BSRs) on supervision and progression requirements for students.

1. All student-training programs must be conducted under the direction and oversight of an appropriately rated USPA Instructor until the student is issued a USPA A license.
2. A person conducting, training, or supervising student jumps must hold a USPA instructional rating according to the requirements that follow.
3. First-jump course:
 - a. All first-jump non-method-specific training must be conducted by a USPA Instructor or a USPA Coach under the supervision of a USPA Instructor.
 - b. All method-specific training must be conducted by a USPA Instructor rated in the method for which the student is being trained.
4. All students must receive sufficient training in the following areas to jump safely:
 - a. Equipment
 - b. Aircraft and exit procedures
 - c. Freefall procedures
 - d. Deployment procedures and parachute emergencies
 - e. Canopy flight procedures
 - f. Landing procedures and emergencies



5. Harness-hold program advancement criteria:
 - a. All students must jump with two USPA AFF rating holders until demonstrating the ability to deploy reliably in the belly-to-earth orientation at the correct altitude without assistance.
 - b. All students must jump with one USPA AFF rating holder, exit safely, maintain stability, and deploy at the planned altitude without assistance prior to attempting disorienting maneuvers.
 - c. All students must jump under the direct supervision of an appropriately rated USPA instructor until demonstrating stability and heading control prior to and within five seconds after initiating two intentional disorienting maneuvers involving a back-to-earth presentation.
6. Student training for group freefall (Coach or AFF):
 - a. Student freefall training for group freefall jumps must be conducted by either a USPA Coach under the supervision of a USPA Instructor or;
 - b. USPA D-license holders provided there is a minimum ratio of one D-license holder to one student with a maximum of a four-way.
7. No skydiver will simultaneously perform the duties of a USPA instructional rating holder and pilot-in-command of an aircraft in flight.
8. All student jumps, including tandems, must be completed between official sunrise and sunset.

Review the BSRs on wind limits for students (waiverable by a USPA S&TA)

1. **Maximum ground wind limits for all solo students (waiverable by a USPA Safety & Training Advisor) are 14 mph for ram-air reserve canopies and ten mph for round reserve canopies.**
2. There are no wind limitations for licensed skydivers. Licensed skydivers must exercise judgement.

Review the BSRs on minimum required deployment altitudes for students

1. Minimum container opening altitudes above the ground for skydivers are:
 - a. **Tandem jumps: 4,500 feet AGL**
 - b. **All students and A-license holders: 3,000 feet AGL**
 - c. B-license holders: 2,500 feet AGL
 - d. C and D-license holders: 2,500 feet AGL (waiverable to a minimum altitude of 2,000 feet AGL)

BSRs on drop zone requirements for students and what are considered hazards

1. Areas used for skydiving should be unobstructed, with the following minimum radial distances to the nearest hazard:
 - a. **Solo students and A-license holders: 329 feet**
 - b. B and C-license holders: 165 feet
 - c. D-license holders: 40 feet
2. Hazards are defined as telephone and power lines, towers, buildings, open bodies of water, highways, automobiles, and clusters of trees covering more than 32,292 square feet.
3. Manned ground-to-air communications (e.g., radios, panels, smoke, lights, etc...) are to be present on the drop zone during skydiving operations.



Equipment

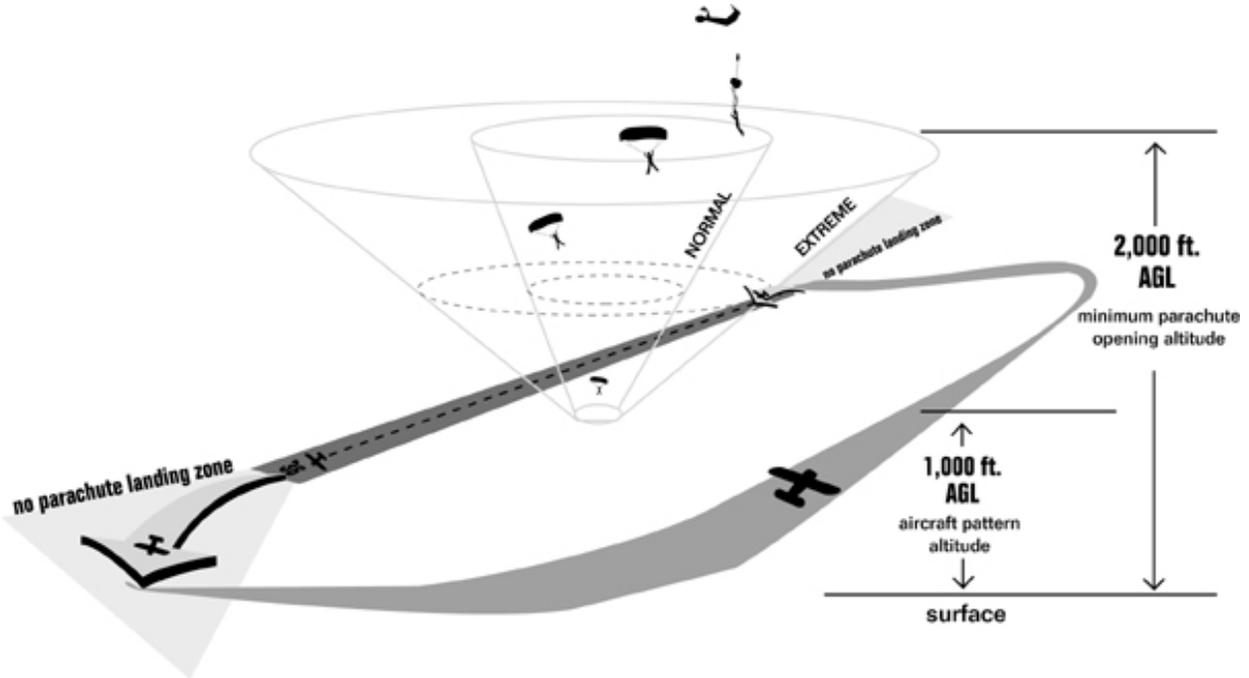
1. Parachute deployment with opportunities for malfunctions explained (actually deploy it on the ground):
 - a. Lost, missing, or unrecoverable main deployment handle
 - b. Impossible main deployment handle extraction (hard pull)
 - c. Pack closure (closing sequence, bridal routing, pin orientation, etc.)
 - d. Pilot chute hesitation (burble)
 - e. Pilot chute in tow
 - f. Premature deployment (premature container opening)
 - g. Pilot chute entangled with jumper or equipment
 - h. Horseshoe
 - i. Bag-lock
 - j. Streamer
 - k. Line-over
 - l. Tension knots
 - m. Fabric or line failure sufficient to interfere with control and flare (broken lines or canopy damage)
 - n. Slider hang-up (stuck slider)
 - o. Control-line entanglement
2. Review parachute retrieval after landing, including stowing toggles and daisy-chaining lines.

Spotting and Aircraft

1. Minimum, careful movement in the aircraft helps prevent premature activation.
 2. Runway lengths and headings (use of a compass):
 - a. The runway heading provides a reference for direction (north, south, east, and west).
 - b. The runway length provides a reference for judging distance from the air (in tenths of a mile for GPS and Loran).
- Note: The Middletown Airport's runway is oriented 050°-230° (NE-SW) and is 6,100 feet in length.*
3. Winds are described by their direction of origin, said as a compass heading (for example, "The winds are two-thirty," means the winds are blowing from the southwest).
 4. Avoid runways and approaches, including getting clear of a runway after landing on or near one.
 5. Crossing the runway:
 - a. Avoid crossing the primary paved runway under canopy below 1,000'. Avoid ends below 2,000'.
 - b. Before crossing on foot, stop at least 50 feet away from the edge of the runway and look towards both ends of the runway for aircraft both on the ground and in the air multiple times.
 - c. If you see an aircraft about to take off or land, kneel on the ground until it has cleared the runway.
 - d. Once the runway appears to be clear of all traffic, quickly run straight across the runway.
 - e. As you are crossing, continue to scan for aircraft that may be taking off or landing.
 - f. If you see an aircraft about to takeoff or land before you are halfway across, turn around and run at least 50 feet back into the grass on the side where you were before you started crossing.
 - g. If you see an aircraft about to takeoff or land after you are halfway across, get off immediately by running forward until you are at least 50 feet into the grass on the other side.

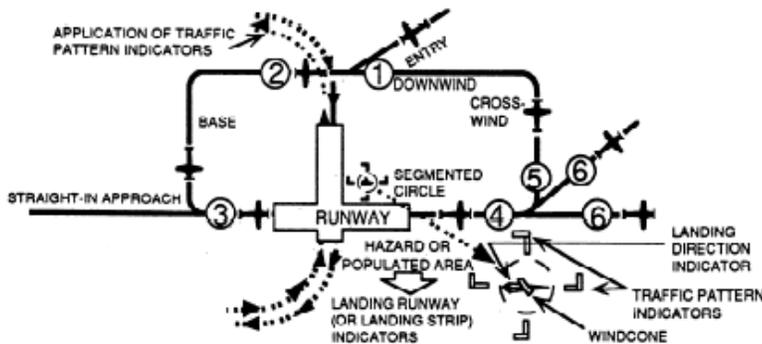


6. Discuss local aircraft traffic approach altitudes and landing patterns and their relationship canopy approach and landing patterns. (Study the illustrations below.)



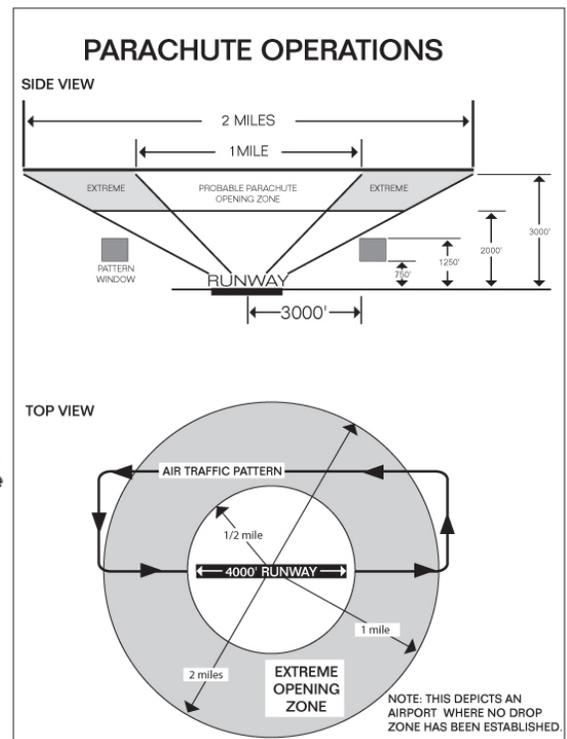
Illustrations B.1, B.2, and B.3: Normal flight practices separate aircraft and parachutes at airports, but jumpers need to respect the runways and approaches.
Note: All diagrams depict a non-towered, single-runway airport where no drop-zone has been established.

SINGLE RUNWAY AIRPORT OPERATIONS NON-TOWERED



KEY

- ① Enter pattern in level flight, abeam the midpoint of the runway, at pattern altitude. (1000' AGL is recommended pattern altitude unless established otherwise).
- ② Maintain pattern altitude until abeam approach end of the landing runway, or downwind leg.
- ③ Complete turn to final at least 1/4 mile from the runway.
- ④ Continue straight ahead until beyond departure end of runway.
- ⑤ If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway, within 300 feet of pattern altitude.
- ⑥ If departing the traffic pattern, continue straight out, or exit with a 45° left turn beyond the departure end of the runway, after reaching pattern altitude.
- ⑦ Do not overshoot final or continue on a track which will penetrate the final approach of the parallel runway.
- ⑧ Do not continue on a track which will penetrate the departure path of the parallel runway.



Exit and Freefall

1. Student-led exit (all students):
 - a. Review the exit set-up from Category A. (Right hand, right foot, left hand, left foot.)
 - (1) Climb-out and exit procedures prepare you to meet the relative wind in a stable, belly-first freefall body position.
 - (a) Move to climb-out into position using practiced steps for efficient placement in the door.
 - (b) The pre-launch position set-up should place your belly (pelvis) into the relative wind as part of the launch from the plane.
 - (2) Count: Verify that the instructors are ready.
 - (a) Call "Check in!" the inside instructor, who responds, "OK!"
 - (b) Call "Check out!" the outside instructor, who responds, "OK!"
 - (c) Take a deep breath to relax and then begin a verbal and physical cadence of three ("Up, down, arch!") to help the instructors leave simultaneously with you.
 - (d) On "ARCH!" take a deep breath to relax and look up and watch the plane fly away.
 - (e) After stepping off of the plane, count out loud by thousands to five-thousand, then do a CoA
 - (f) You must exit soon after climb-out to ensure that you open the parachute over the correct place on the ground.
2. Altitude awareness to recognize & act at the assigned pull altitude is the most important task in freefall
3. "Altitude, arch, legs, relax": Repeat to establish and maintain awareness, stability, and control.
 - a. Know your altitude.
 - b. Check your arch (hips forward a little).
 - c. Check your legs (most beginners need to extend their legs a little and point their toes).
 - d. Relax.
 - (1) Consciously breathe deeply in and out to release tension.
 - (2) Use this technique just before and after releasing from the aircraft.
4. You practice leg awareness by extending legs while arms remain in a neutral position.
 - a. Extending the legs from the neutral position adds more drag in the back, lifting your lower body.
 - b. The off-level attitude causes you to slide forward on the deflected air.
 - c. Hold the position for three seconds and return to neutral to cancel the effect.
 - d. Finish all maneuvers 1,000 feet above wave-off altitude or 6,000 feet, whichever comes first.
5. Maintaining a heading:
 - a. First, relax into a comfortable neutral body position.
 - b. Find a point ahead on the horizon as a heading reference.
 - c. If turns are performed:
 - (1) Check the altitude.
 - (2) Turn head to the side and pick new heading 90° to current heading.
 - (3) Initiate a 90° turn by dipping the shoulder on the side that you wish to turn toward and twisting your upper body at the waist while keeping your arms fixed to deflect air to one side.
 - (4) Stop the turn by returning to a neutral body position once your body is pointing at the heading
 - (5) Check the altitude.
 - (6) Repeat in the opposite direction if time permits.
6. Deployment:
 - a. Perform at least three consecutive unassisted practice pilot-chute touches or continue to perform more until they are smooth and you comfortable with locating the deployment handle in freefall.
 - b. Wave-off to signal deployment at 5,500 feet.
 - c. Pull by 4,000 feet without prompts or assistance from any instructors.



Emergency Procedure Review

1. **You must always practice your emergency procedures before your first jump of each day!**
2. Deploy at the correct altitude, regardless of stability. (Review all three pull priorities.)
3. Review and practice recognizing and responding to deployment handle problems for manual activation:
 - a. Make only two attempts or two seconds, whichever comes first, to correct the problem before initiating emergency procedures.
 - b. The correct response to lost deployment handle:
 - (1) Sweep bottom of container for only one second, then down the side of container to the corner for one second only.
 - (2) If the main deployment handle cannot be located after two tries or two seconds, whichever comes first, deploy the reserve immediately.
 - (3) If deploying the pilot chute results in another malfunction, cut away and deploy the reserve.
 - c. The correct response to a stuck main deployment handle (hard pull):
 - (1) Place elbow against container for leverage.
 - (2) If the main deployment handle cannot be deployed after two tries or two seconds, whichever comes first, deploy the reserve immediately.
 - (3) If deploying the pilot chute results in another malfunction, cut away and deploy the reserve.
3. Review and practice the correct response to a pilot chute hesitation (burbles) or pilot chute in tow:
 - a. Twist at the waist and look over the right shoulder to modify the airflow for only one second.
 - b. Repeat over the left shoulder for only one more second.
 - c. If the pilot chute does not deploy or the container does not open after twisting right and left for one second each, then cutaway and deploy the reserve immediately.
4. Review premature container opening in freefall for hand deployment:
 - a. Attempt to locate the main deployment handle and deploy the pilot chute first.
 - b. If the pilot chute cannot be located or deployed after two tries or two seconds, whichever comes first, or if deploying the pilot chute results in another malfunction, cut away & deploy the reserve.
5. Review and practice common problems in the training harness in order of correction:
 - a. The correct response to line twist(s):
 - (1) Spread the risers and kick to untwist, leaving the toggles stowed until all twists are cleared.
 - (2) If spinning, twist risers to untwist the lines & stabilize canopy, then kick to untwist the risers.
 - (3) If you cannot correct all line twists by 2,500 feet, cut away and deploy the reserve.
 - b. The correct response to slider hang-up (stuck slider):
 - (1) Pull both toggles down to the full flare position to slow the canopy and pump at the bottom of the control range between three-quarter brakes and full flare.
 - (2) If unable to use the toggles, pump the rear risers smoothly between full flight and full flare.
 - (3) The slider needs to be at least halfway down and pass a controllability check for a safe landing.
 - (4) Repeat remedial procedures twice or until reaching the decide-and-act altitude of 2,500 feet, whichever comes first.
 - c. The correct response to end-cell closure(s):
 - (1) Pull both toggles down to the full flare position and hold them there until the end cells open and then let them back up to full flight smoothly.
 - (2) If unable to use the toggles, perform a full flare using both rear risers.
 - (3) If the closed end cells cannot be inflated, evaluate controllability and flare before reaching the decide-and-act altitude of 2,500 feet.
 - d. If the canopy has opened normally but turns on its own, release both toggles to full flight by performing a full flare.
 - e. Evaluate controllability and flare before reaching the decide-and-act altitude of 2,500 feet for:
 - (1) Broken steering line(s) or toggle(s): Use rear risers.
 - (2) Broken suspension line(s)
 - (3) Pilot chute entangled with the canopy or in the lines
 - (4) Canopy damage, such as rips or tears



6. Review and practice for recognizing and responding to total and partial high-speed malfunctions:
 - a. Total high-speed malfunction (unable to locate or extract the main deployment handle): Cannot activate or deploy your main parachute after two tries or two seconds, whichever comes first.
 - (1) ARCH! Return to the arch position.
 - (2) LOOK for, locate, and LOCK your eyes onto the reserve ripcord handle.
 - (3) HOOK the reserve ripcord handle with your left hand and secure your grip with the right hand.
 - (4) PEEL, PULL, and STRIP the reserve handle all the way out to activate the reserve parachute.
 - (5) ARCH! Maintain the arch position as the reserve deploys.
 - (6) TWIST RIGHT and LEFT for one second each while checking over each shoulder for reserve pilot chute deployment.
 - b. Perform these same emergency procedures for any type of malfunction below 1,000 feet.
 - c. Partial high-speed malfunction: The main pilot chute has left the container, but the main canopy is either not deploying or not inflating at all after two tries or two seconds, whichever comes first.
 - (1) ALTITUDE! Check your altitude to ensure you are still above 1,000 feet.
 - (2) ARCH! Return to the arch position.
 - (3) LOOK for and locate the cutaway handle.
 - (4) GRAB the cutaway handle with your right hand first and secure your grip with the left hand.
 - (5) LOOK for, locate, and LOCK your eyes onto the reserve ripcord handle.
 - (6) PEEL, PULL, and STRIP the cutaway handle while keeping eyes locked onto the reserve handle.
 - (7) Immediately HOOK the reserve ripcord handle with left hand and secure grip with right hand.
 - (8) PEEL, PULL, and STRIP the reserve handle all the way out to activate the reserve deployment.
 - (9) ARCH! Maintain the arch position as the reserve deploys.
 - (10) TWIST RIGHT and LEFT for one second each while checking over each shoulder for reserve pilot chute deployment.
7. Review minimum cutaway altitude and reserve deployment without cutaway if necessary:
 - a. You should decide if you are going to cut away and take the appropriate actions by 2,500 feet.
 - b. If below 1,000 feet without a functioning main canopy, deploy the reserve immediately!
 - c. If in a canopy entanglement with another jumper below 1,000 feet and both of the canopies are uncontrollable and it appears that they cannot be separated in time for a safe landing, both of you should deploy your reserves immediately!
 - d. Both parachutes deployed (two canopies out):
 - (1) Stable biplane:
 - (a) Do NOT cutaway! Leave the toggles stowed on both canopies.
 - (b) Gently steer the front canopy by smoothly pulling on the rear risers of the front canopy.
 - (c) Only use as minimal input as necessary to maneuver the canopy for a safe landing.
 - (d) Land both canopies without flaring. Perform a parachute-landing fall (PLF) on landing.
 - (2) Stable side-by-side with directional control:
 - (a) Leave the toggles stowed on both canopies and gently steer the dominant canopy (larger and more directly overhead) by smoothly pulling on the rear risers of the dominant canopy.
 - (b) Only use as minimal input as necessary to maneuver the canopy for a safe landing.
 - (c) Land both canopies without flaring. Perform a parachute-landing fall (PLF) on landing.
 - (3) Down-plane or pinwheel:
 - (a) Disconnect the reserve static line (RSL) if altitude/time permits (above 1,000 feet).
 - (b) Immediately cut away the main canopy, regardless of altitude. Steer the reserve to landing.
 - (4) Main-reserve entanglement:
 - (a) Do NOT cutaway! Do everything possible to attempt to clear the entanglement of the two canopies by pulling on the risers or toggles of the canopy with the highest chance of inflating. Once one canopy is fully inflated, start trying to inflate the other canopy by pulling on the risers or toggles. NEVER give up! Perform a parachute-landing fall (PLF) on landing.
 - e. Premature deployment in aircraft:
 - (1) You should attempt to contain and secure the open parachute, inform the instructor, close the door, and land with the plane.
 - (2) If your parachute goes out the door, you must follow it immediately before being extracted.



Canopy

1. Always look first in the direction of a turn under canopy before and during the turn.
2. Using a DZ photo (Page 98) or taking a walk in the field, you will preview with an instructor the expected opening point and prepare a written flight plan together.
3. Review the descent strategy:
 - a. Determine position and altitude upon opening.
 - b. Locate the target and establish a line to the pre-planned 1,000-foot pattern entry point.
 - c. Divide the line logically in thousands of feet according to the remaining altitude (halfway down, halfway back). For example, if open at 4,000 feet:
 - (1) Divide the line in thirds and fly over the first third of the line until 3,000 feet.
 - (2) Fly over the second third of the line until 2,000 feet.
 - (3) Alternatively you can divide the line in half and remain over the first half of the line until 2,500'.
4. Fly over the remaining division of the line until reaching the instructor-assigned pattern entry at 1,000 feet, as identified on the written flight plan.
5. Fly the pre-planned pattern using downwind, base, and final approach legs, with specific points to fly over at specified altitudes.
6. Fly a straight-in final approach without S-turns (S-turns present a hazard to other traffic).
7. Flare at ten feet, based on Category A experience.

(Note: Flaring is covered in more detail in Categories C and F.)

8. Review the PLF and its value to protect parachutists against the shock a hard landing:
 - a. Parachutists absorb the shock of a hard landing with a Parachute Landing Fall (PLF).
 - (1) To prepare for a PLF, press your feet and knees tightly together with your knees slightly bent.
 - (2) Flare the canopy completely with both hands together and into your groin to help prevent wrist and hand injuries.
 - (3) Bring your chin down to your chest to help prevent neck injuries.
 - (4) Allow the balls of your feet to make first contact with the ground.
 - (5) Maintain the PLF position throughout the entire landing roll.
 - (6) As soon as the balls of your feet first touch the ground:
 - (a) Lean into the direction of the landing to roll down one side of the body.
 - (b) Lay over to the side of one calf.
 - (c) Continue to roll to the thigh on the same side.
 - (d) Continue rolling on to that hip (side of the butt).
 - (e) Roll diagonally across your back to the opposite shoulder.
 - (f) Allow your body to continue rolling and absorb the energy of the fall.
 - b. The PLF position is also the proper way to prepare for a stand-up landing.
 - (1) The PLF position keeps your weight balanced in the harness and helps avoid the tendency to reach for the ground.
 - (2) If you touch down softly, you can step out of the PLF position and remain on your feet.



Category B Quiz

(Must be passed before Category B jump.)

- 1. Who must directly supervise your student training jumps?**
 - a) USPA Instructor rated for my discipline.
 - b) The local Safety and Training Advisor.
 - c) Drop zone owner/operator.

- 2. What is your most important task when in freefall?**
 - a) Correctly complete planned dive flow.
 - b) Altitude awareness to recognize and act at the assigned pull altitude.
 - c) Fall stable and on heading.

- 3. What are the maximum winds in which any student may jump?**
 - a) 15 mph
 - b) 10-15 mph, depending on conditions and individual student ability.
 - c) 10 mph for a round reserve canopy; 14 mph for a ram-air reserve, can be waived by an S&TA.

- 4. How would you clear a pilot chute hesitation?**
 - a) Pull harder.
 - b) Wait for the AAD to fire.
 - c) Change body position to modify the airflow over my back.

- 5. In the event of a canopy problem, students should decide and act about executing emergency procedures by what altitude?**
 - a) 2,000 feet
 - b) 2,500 feet
 - c) 3,000 feet

- 6. How would you address the following routine opening problem: Twisted lines?**
 - a) Before releasing the brakes, spread risers or twist risers to transfer line twist to risers, kick in opposite direction, watch altitude to 2,500 feet.
 - b) Cut away and deploy the reserve.
 - c) Pump rear risers or steering controls at the bottom of the stroke while watching altitude to 2,500'.

- 7. How would you address the following routine opening problem: Slider stops halfway down?**
 - a) Pull toggles to flare position and hold (or pull down rear risers and hold) and watch altitude. If stubborn, determine controllability with turn and flare by 2,500 feet.
 - b) Pump rear risers or steering controls at the bottom of the stroke while watching altitude to 2,500'.
 - c) Cut away and deploy the reserve.

- 8. How would you address the following routine opening problem: Closed end cells?**
 - a) Make hard left and right turns in rapid succession to inflate each cell individually.
 - b) Pump rear risers or steering controls at the bottom of the stroke while watching altitude to 2,500'.
 - c) Pull toggles to flare position and hold (or pull down rear risers and hold) and watch altitude. If stubborn, determine controllability with turn and flare by 2,500 feet.

- 9. How would you address the following routine opening problem: Broken lines or other damage?**
 - a) Determine controllability and ability to flare by 2,500 feet.
 - b) Cut away and deploy the reserve.
 - c) Pump rear risers or steering controls at the bottom of the stroke while watching altitude to 2,500'.



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- 10. How would you address the following routine opening problem: Good canopy that is turning?**
- a) Be sure both brakes are released.
 - b) Pump rear risers or steering controls at the bottom of the stroke while watching altitude to 2,500'.
 - c) Cut away and deploy the reserve.
- 11. What is the appropriate action if below 1,000 feet without a landable parachute?**
- a) Cut away and deploy the reserve.
 - b) Do not cutaway, immediately deploy the reserve parachute.
 - c) Wait for AAD to fire.
- 12. If the pilot chute goes over the front of the canopy after it has opened, how can you tell if it is a malfunction?**
- a) If the canopy flares and turns correctly, it is probably safe to land.
 - b) If the pilot chute is fully inflated, it is a malfunction.
 - c) If the pilot chute is not fully inflated, it is a malfunction.
- 13. What is the correct response to an open container in freefall using a hand-deployed system?**
- a) No more than two tries or two seconds to locate and deploy the main pilot chute; if no success, cut away and deploy the reserve.
 - b) Cut away and deploy the reserve.
 - c) Immediately deploy the reserve parachute, but not below 1,000 feet with an SOS system.
- 14. If the pilot chute extracts the deployment bag from the parachute container (backpack) but the deployment bag fails to release the parachute canopy for inflation, what is the correct response?**
- a) Determine controllability and ability to flare by 2,500 feet.
 - b) Do not cut away, immediately deploy the reserve parachute.
 - c) Cut away and deploy the reserve.
- 15. If part of the deployed parachute is caught on the jumper or the equipment (horseshoe), what is the correct response?**
- a) Immediately deploy the reserve parachute.
 - b) Cut away and deploy the reserve.
 - c) No more than two tries or two seconds to locate and deploy the main pilot chute; if no success, cut away and deploy the reserve.
- 16. What are the three legs of the canopy landing pattern with relation to the wind direction?**
- a) Downwind (with the wind), base (across the wind but downwind of the target), final (with the wind)
 - b) Downwind (with the wind), base (across the wind but downwind of the target), final (into the wind)
 - c) Downwind (against the wind), base (across the wind but upwind of the target), final (into the wind)
- 17. Why is it undesirable to land at the end of a runway?**
- a) Approaching and departing aircraft
 - b) Turbulent winds
 - c) FAA regulations



Category B Dive Flows

Two AFF Instructors

Freefall Dive Flow

- Exit in a relaxed arch.
(Must be stable within ten seconds of exit to pass.)
- Instructors release arm grips.
- Perform the first full Circle of Awareness.
- Three consecutive practice touches without assistance, or more until comfortable.
- Perform the second full Circle of Awareness.
- Perform a short CoA (Altitude, arch, legs, relax).
- Extend legs for three seconds and hold.
- Smoothly return legs to ideal 45° position.
- Perform a short CoA (Altitude, arch, legs, relax).
- Team turns, if altitude permits (above 6,500 feet).
(L 45-90° turn, Altitude, R 45-90° turn, Altitude)
- Repeat as altitude permits. No new maneuvers below 6,500 ft. Stop final maneuver by 6,000 ft.
- Lock on to the altimeter at 6,000 feet.
- Begin wave-off at 5,500 feet.
- Pull by 4,500 feet (without prompting to pass).

HAVE YOU JOINED USPA?

The United States Parachute Association represents and works for skydivers like you. USPA maintains FAA-recognized skydiving training, licensing, and rating programs, sanctions competitions and much more.

As a USPA member, you receive third-party personal liability and property damage skydiving insurance coverage.

Maintaining a strong association of skydivers requires your participation. Please join at your local drop zone, on line at www.uspa.org, or call (540) 604-9740.

Canopy Dive Flow

- Check altitude.
- Assess the canopy by asking, "Is it there? Is it square? Is it stable and steerable?"
- Correct any common canopy problems by 2,500'
- Unstow the toggles from half brakes by pulling them down to your groin & letting them back up.
- Check altitude.
- Full flare for five seconds.
- Smoothly let toggles all the way back up to return the canopy to full flight.
- Check altitude
- Look left and turn left at least 90°.
- Check altitude.
- Look right and turn right at least 90°.
- Check altitude.
- Full flare for five seconds.
- Check altitude, position, and traffic.
- Find landing area and pattern entry point.
- Divide flight path by thousands of feet.
- Look at runway & determine compass heading.
- Identify suspect areas of turbulence.
- Verify landing pattern & adjust as necessary.
- Steer over correct portion of flight path until 1,000 feet.
- Look for obstacles around the landing area.
- Follow pre-assigned pattern over the planned or alternate landing area.
- Prepare to PLF once on final at 300 feet.
- Begin to flare quickly to half brakes at ten feet.
- Finish flare to groin just before the balls of your feet touch the ground.

Advancement Criteria

Freefall and Exit

- Stability within 10 secs of exiting the aircraft
- Maintain correct body position for stability throughout, including leg awareness & control
- Initiate deployment procedures within 500 feet of assigned altitude without prompts

Equipment

- Understanding routine canopy problems and the correct responses

Canopy

- Understanding & planning descent strategy from opening to pattern entry and pattern principles
- Steering with clearance procedures without prompting (self-evaluated)
- Assisted flare for a safe landing within 30° of heading into the wind

