

AFF LOGBOOK



**DROPZONE
DENMARK .DK**





PERSONAL DATA

NAME		
STREET		
CITY	ZIP	STATE
COUNTRY		
HIGHT	WEIGHT	DATE OF BIRTH

EMERGENCY CONTACT DETAILS

NAME	
HOME PHONE	MOBILE
NAME	
HOME PHONE	MOBILE

This logbook is an irreplaceable record of my skydiving accomplishments. If found, please return to the address above!



SKYDIVERS LOGBOOK

JUMP NUMBER	DATE	LOCATION	FREEFALL TIME
EQUIPMENT	AIRCRAFT	EXIT ALTITUDE	TOTAL TIME
SIGNATURE			

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JUMP OVERVIEW

BRIEFING

The entire jump is explained, demonstrated and practised from standing in the door and until landing.

PRACTISE ALONE

When you are able to remember the entire program, you will be given some time to practise for yourself. Do all movements as correctly as possible so you get the correct muscle memory. It is also a good idea to visualize everything.

FLIGHT PLAN

You will make a flight plan together with an instructor. The flight plan will be based on the current weather conditions. If the weather changes you need to make a new flight plan.

GEAR ON AND PRACTISE

You should be geared up 15 minutes before the jump. You can find the following in the student area: jumpsuit, helmet, goggles, gloves (optional). An instructor will provide you with: altimeter, radio, parachute (rig). After you gear up, you will practise the jump again.

Remember to get a gear check before you go to the boarding area. You will not be allowed on the plane without it.

IN THE PLANE

Stay calm at all time and ensure that your handles stay in place. It takes 15 minutes to get to 13,000 ft. Use the time to visualize the jump but don't overthink it. Your instructor will ask you to explain the jump one last time. Remember to relax and enjoy the view.

You are required to wear your seatbelt and helmet until 1,500 ft.

FINAL GEAR CHECK

Right before you jump you will get a final gear check from your instructor.

FREEFALL

You will have 45 seconds of freefall from 13,000 ft. The different exercises are explained later.

UNDER THE CANOPY

Perform your canopy check and steering test. Always fly according to your flight plan and do all canopy exercises above your hard deck. The different exercises are explained later.

LANDING

Follow your landing priorities and only do small corrections from 300 ft and down. After you land, stow your toggles and pick up your canopy, bag and pilot chute. Remember to put everything back in place.

DEBRIEFING

You start by explaining your experience of the entire jump as detailed as possible. Then you will watch the video of the jump and you will agree on what was good, what can be improved and what your next jump will be. Everything is noted in this logbook.





GEAR

3 RING SYSTEM

A system that allows a skydiver to cutaway (disconnect) a malfunctioning main parachute with a single motion. The mechanical advantage of the design allows the system to withstand the huge loads placed on it during openings and flight, and yet be easily released with just a few pounds of force on the cutaway handle.

AAD

Automatic Activation Device. Measures your altitude and speed in freefall. It will cut the reserve loop to begin reserve deployment if it determines you are at a low altitude and still falling at a high speed.

BRAKES SET

When packing a parachute, setting the brakes means inserting the tip of the toggle into the loop near the end of the brake line, causing the parachute to open while flying more slowly (around half brakes). Parachutes were not designed to open flying at full speed so you **MUST** set your brakes before packing.

BRIDLE

A long strip of webbing that runs from the pilot chute to the deployment bag and then to the top of the main canopy.

CHEST STRAP

Webbing that goes across your chest to hold you securely in the harness and container system that contains your main and reserve parachutes. It must be routed correctly through the metal buckle in order to function.

CUTAWAY HANDLE

Emergency handle located just under your chest strap on the right side of your body. Pulling this handle cuts away the main canopy by disconnecting the 3-ring system.

LEG STRAPS

Webbing and padding that goes around your legs to hold you securely in the harness and container system that contains your main and reserve parachutes. The webbing must be routed correctly through the metal buckle on each side in order to function.

PILOT CHUTE

A mini parachute with a handle on it that is thrown in order to deploy the main parachute. In modern skydiving gear, the pilot chute is folded and placed in a pocket at the bottom of the container (BOC), with the handle located just behind the right hip of the jumper. Its job is to open the main container by pulling the pin attached to the bridle and then extract the deployment bag which contains the main parachute.

RESERVE HANDLE

Emergency handle located just under your chest strap on the left side of your body. Pulling this handle begins the deployment of the reserve parachute. On our student gear, this handle is a D-shaped metal handle.

RISERS

Long strips of webbing that connect the container to the canopy. The canopy lines attach to the top of the risers using soft links (slinks) or metal hard links. The bottom of the risers attach to the container using the 3-ring system.

There are four risers in total: two front risers and two rear risers. The front risers connect to the A and B lines on the front of the canopy, and the rear risers connect to the C, D and steering lines on the back of the canopy.

RSL

Reserve static line. A lanyard that runs from a ring on your main risers to the reserve ripcord or reserve pin. In the event of a cutaway, it will cause the departing main canopy to pull the reserve pin, initiating reserve deployment.

TOGGLES

Also called brakes. These are the handles attached to the steering lines of your canopy used to turn and flare your canopy.



THE AFF PROGRAM

The AFF (Accelerated Freefall) program is designed to be the best and fastest way to learn to do a solo skydive safely. This means that after you complete level 7, you will be able to do solo skydives without an instructor in freefall. There will always be an instructor in the plane until you get your A license.

Every level is build on the knowledge and skills acquired in the previous level. This means that you might have to practise some levels multiple times.

Remember to check your altimeter between every exercise and every 5 sec. Only start a new exercise if you have time for it before your lock on altitude.

AFF LEVEL 1	13,000 FT
Hotel check → Exit → Circle of awareness	
3 x dummy pull	
(LOCK ON) 6,000 ft	(DEPLOY) 5,500 ft

AFF LEVEL 2	13,000 FT
Hotel check → Exit → Circle of awareness	
2 x dummy pull → forward flying → 90° turn to the right → 90° to the left	
(LOCK ON) 6,000 ft	(DEPLOY) 5,500 ft

AFF LEVEL 3	13,000 FT
Hotel check → Exit → Circle of awareness	
1 x dummy pull → solo	
(LOCK ON) 6,000 ft	(DEPLOY) 5,500 ft



AFF LEVEL 4	13,000 FT
Hotel check → Exit → Circle of awareness	
Forward flying → 90° turn to the right → 90° to the left	
(LOCK ON) 6,000 ft	(DEPLOY) 5,500 ft

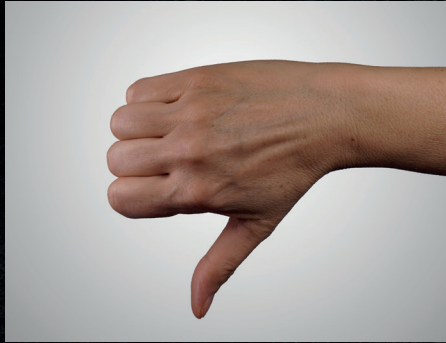
AFF LEVEL 5	13,000 FT
Hotel check → Exit → Circle of awareness	
Forward flying → 360° turn to the right → 360° to the left	
(LOCK ON) 5,500 ft	(DEPLOY) 5,000 ft

AFF LEVEL 6	13,000 FT
Hotel check → Solo exit	
2 x back loop → Track	
(LOCK ON) 5,000 ft	(DEPLOY) 4,500 ft

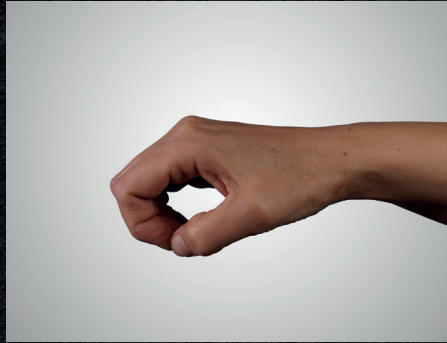
AFF LEVEL 7	13,000 FT
Hotel check → Dive exit	
1x back loop → 360° turn to the right → 360° to the left → track	
(LOCK ON) 5,000 ft	(DEPLOY) 4,500 ft

AFF LEVEL 8	5,000 FT
Check spot → Solo exit	
(DEPLOY) within 5 seconds	

FREEFALL HAND SIGNALS



Arch



Check altitude



O.K.



Deploy (Pull)



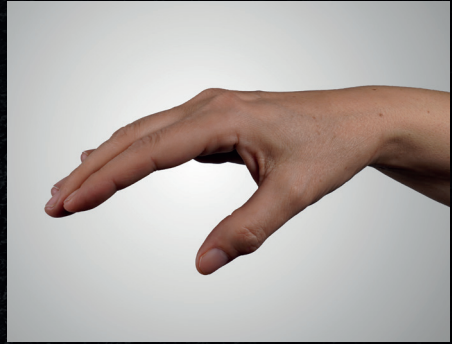
Legs in



Extend legs



Check arms



Knees together/knees apart



Dummy



Relax





PRIORITIES

PULL PRIORITIES

1. **Pull** - You must deploy the canopy.
2. **Pull at the proper altitude** - You should maintain altitude awareness and pull at the assigned altitude.
3. **Pull at the proper altitude while stable** - The goal is to deploy the canopy at the assigned altitude. Deploying in a stable body position will help to reduce the chances of experiencing a parachute malfunction, but never sacrifice altitude for stability

HARD DECK

The hard deck is your lowest decision altitude. If you don't have a fully functional main canopy when you hit your hard deck, you should do an emergency procedure.

LANDING PRIORITIES

1. **Flat and level** - Only do small corrections below 300 ft. Only a flat and level canopy will allow you to land safely.
2. **Open area** - Land in a big open area free of turbulence and other obstacles. Flare to at least half brakes - Slow down your descent rate and ground speed.
3. **At least half brake** - Slow down your decent rate and ground speed.
4. **Prepare for PLF** - A PLF will soften the impact from a hard landing.
5. **Against the wind if possible** - It is nice to slow down your ground speed but not needed for a safe landing.



BASIC EXERCISES

HOTEL CHECK

When you stand in the door, ready to exit, to make sure your instructors are ready as well.

1. **CHECK IN** - Yell this to the instructor inside the plane.
2. **OKAY** - Is the response you get when your instructor is ready.
3. **CHECK OUT** - Yell this to the instructor outside the plane.
4. **OKAY** - Is the response you get when your instructor is ready.

DIVE EXIT

Imagine standing in the door, facing the tail of the plane, and diving into free-fall like diving head-first into a pool. Keep both arms fully extended and your legs fully bent. This will keep the relative wind from flipping you on your back.

FLOAT EXIT

Stand in the door facing the front of the plane. Right foot in front of the left and both hands on the door frame. To ensure that you and your instructors leave the plane at the same time, a small setup is used.

1. **PROPELLER** - Look at it.
2. **DEEP BREATH** - Everything is easier if you relax.
3. **OUT** - Move forward so both your instructors see it clearly.
4. **IN** - Move backwards in a nice rhythm.
5. **ARCH** - Keep the rhythm and jump out of the plane.
Remember your freefall position.

CIRCLE OF AWARENESS

The first thing you do after exiting the plane.

The simple definition of awareness: understanding the situation (situational awareness) in order to respond appropriately (self awareness)

The Circle of Awareness:

- Look straight in front of you, check your heading, focus and relax
- Look to your left hand and check your altimeter
- Look over your left shoulder and check in with your reserve-side instructor, react according to his/her hand signals
- Feel your legs and make sure they are extended properly





- Look over your right shoulder and check in with your main-side instructor, react according to his/her hand signals

DUMMY PULL

An exercise in locating the main deployment handle to ensure that you can deploy your main canopy by yourself at the correct altitude.

1. **ARCH** - Arching ensures stability and heading.
2. **REACH** - Move your right arm to the back of your right thigh.
Remember to compensate by moving your left arm in front of you.
3. **LOCATE** - Locate the main deployment handle by moving your hand up your thigh to the bottom of the container.
4. **RECOVER** - Move your arms back into the freefall position.

DEPLOY MAIN CANOPY

This is often referred to as “pull your main” or just “pull”.

1. **ARCH**- Arching ensures stability and heading.
2. **REACH** - Move your right arm to the back of your right thigh.
Remember to compensate by moving your left arm in front of you.
3. **LOCATE** - Locate the main deployment handle by moving your hand up your thigh to the bottom of the container.
4. **THROW** - Pull the main deployment handle and throw the pilot chute out into the relative wind.
5. **RECOVER** - Move your arms back into the freefall position.

CANOPY CHECK

Wait 5 seconds after you deploy your canopy.

1. Big - whole - square
2. Lines straight
3. Slider down
4. Do you want to land with it?



STEERING TEST

1. Release half brakes
2. 2 full flares
3. 90° turn to the right
4. 90° turn to the left
5. Check altitude

PLF

Parachute Landing Fall is a technique for softening a hard landing.

EMERGENCY EXIT

In case of an emergency in the plane, stay calm and listen to your instructor.

1. Below 3,000 ft

Locate your reserve handle and exit without setting up in the door.
Deploy your reserve immediately after exit.

2. Above 3,000 ft

Locate your main deployment handle and exit without setting up
in the door. Deploy your main canopy immediately after exit.

INSTRUCTORS MISSING IN FREEFALL

If one instructor lets go, continue the program. If both instructors are missing for 5 seconds, deploy your main canopy immediately.

FORWARD FLYING

To move forward in freefall, stretch your legs so they are fully extended and move your arms slightly back. Stop by returning to your freefall position. All movements should be slow and calm.

Keep your heading by doing small adjustments. Lower your left elbow to turn left and your right elbow to turn right.

90° TURNS

The easiest way to change your heading is to use your arms. Lower your left elbow and raise your right elbow to turn left. Lower your right elbow and raise your left elbow to turn right. Just like the wings on a plane.

You can look in the direction you want to go but keep your spine straight. Stop the turn by returning to the freefall position.



360° TURNS

Just like a 90° turn but you will gain more speed and lose sight of your target heading. To compensate for the additional turning speed, return to the freefall position before you reach your target heading. You can also do a more aggressive stop by shortly turning the opposite direction.

BACKLOOP

This exercise is about becoming unstable and stable again. You perform a backloop by stretching your arms in front of you and tucking your knees towards your chest. This will increase drag on your arms and decrease drag on your legs, effectively moving your arms up and your legs down relative to your center.

After you flip to your back and your head is facing down, return to the freefall position. You can recover from any instability by arching in the freefall position.

TRACK

A track is fast forward flying. We use this to get away from other jumpers. The most important thing in tracking is keeping your heading.

To perform a track, stretch your legs to start flying forward. Stretch your arms backwards 45° from your body so your body is shaped like an arrow. Press both your legs and arms down a bit so you feel additional pressure from the relative wind.

Lower your left shoulder to turn slightly to the left. Lower your right shoulder to turn slightly to the right.

The narrower and more de-arched your body position is, the faster you will go and will gradually be harder to control. Start easy and improve from there.



CANOPY EXERCISES

TRIPPLE A

Before attempting any canopy exercise you need to be aware of the 3 A's be aware of the following

Air traffic - Make sure the airspace is clear

Altitude - All canopy exercises needs to be performed above your hard deck.

Awareness - Be aware of where you fly. The flight plan takes priority over exercises.

CONSULT AN INSTRUCTOR FOR ADVICE BEFORE ATTEMPTING ANY CANOPY EXERCISE

FRONT RISERS

Puts the canopy in a dive if pulled. Do a full flare before pulling the front risers to minimize the pressure.

BRAKED APPROACH

After turning onto your final at 300 ft, fly on half brakes all the way to the ground. Be aware that your glide is changed and that your flare will be weaker.

To compensate for the weaker flare, pull the toggles faster. Try different combinations of flare speeds and from different braked positions up high.

REAR RISER TURNS

Performed by pulling down on one of the rear risers. It can be done both with toggles stowed or with toggles released. It preserves more flare power than a toggle turn but loses more altitude.

It is the fastest way to turn with stowed toggles and therefore the preferred way to avoid a canopy collision right after opening.

REVERSE TURN

A 90° turn to one side followed by a 180° turn to the other side. This puts the canopy in a steep dive and can cause line twists.



THE COACH PROGRAM

JUMP 1

Exit: Linked exit (student inside)

Freefall: Fall rate control

(BREAK OFF) 5,500 ft → **track away** → **(DEPLOY)** 4,000 ft

Canopy: Rear riser turns & introduction to the 3 A's

JUMP 2

Exit: Linked exit (student outside)

Freefall: Forward and backward movements and docking

(BREAK OFF) 5,500 ft → **track away** → **(DEPLOY)** 4,000 ft

Canopy: Front riser turns

JUMP 3

Exit: Rear float solo exit (student key)

Freefall: Side slide and center turns

(BREAK OFF) 5,500 ft → **track away** → **(DEPLOY)** 4,000 ft

Canopy: 90° turn followed by 180° reverse turn on toggles

JUMP 4

Exit: Solo delayed exit

Freefall: Swoop to pin, docking, M-F-J

(BREAK OFF) 5,500 ft → **track away** → **(DEPLOY)** 4,000 ft

Canopy: 90° turn followed by 180° reverse turn on toggles

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JUMP 5

Exit: Solo delayed exit

Freefall: Swoop to pin, docking, M-F-J

(BREAK OFF) 5,500 ft → **track away** → **(DEPLOY)** 4,000 ft

Canopy: Fly in half brakes/braked approach

JUMP 6

Exit: 3-way H exit

Freefall: M-F-J

(BREAK OFF) 5,500 ft → **track away** → **(DEPLOY)** 4,000 ft

Canopy:

JUMP 7 - CHECKDIVE (must be with an AFF instructor)

Exit: Check spot, optional exit

Freefall: 360° turn right, 360° turn left, backloop, docking

(BREAK OFF) 5,500 ft → **track away** → **(DEPLOY)** 4,000 ft

Canopy: Plan and execute a complete flight plan

**IF PASSED,
YOU MAY NOW JUMP
WITH SKYDIVERS
WHO HAVE 200+ JUMPS**





ADVANCED EXERCISES

FALL RATE

How fast you fall in freefall. This varies depending on body size, weight and position. By changing your body position you will be able to fall with the same speed as a jumper of a different size and weight.

The easiest way to increase your fall rate is to arch more. This will give you a smaller surface area and decrease the drag. You can also tuck your arms in and look up.

To decrease your fall rate, extend both your arms and legs. This will give you a bigger surface area and increase the drag. You can also look down and de-arch a bit.

If you need to decrease your fall rate but still look up, try turning 90° away from where you need to look and tilt your head to the side instead.

BURBLE

Turbulence created by the relative wind hitting a jumper. If you get caught in another jumpers burble, you will fall faster. This can result in a high speed collision.

ADVANCED FORWARD FLYING

When you extend your legs to fly forward you will also increase your surface area and therefore slow your fall rate. Compensate for this by arching a bit more or making the surface area for your arms a bit smaller.

BACKWARD FLYING

To fly backwards in freefall, stretch your arms so they are fully extended and bend your legs.

When you extend your arms to fly backward you will also increase your surface area and therefore slow your fall rate. Compensate for this by arching a bit more.



DOCKING/GRIP

A dock is when you grab on to another jumper in freefall. A dock needs to be slow and controlled to avoid affecting the other jumpers stability.

- 1. Level** - If you are on the same level you can't get caught in the burble.
- 2. Approach** - Stay on level and get close to each other. Remember to brake before docking.
- 3. Dock** - Nice and easy. Keep your arms in a neutral position.

You should always fly your slot, meaning that if you let go of your grip, you should stay in place. Extend your legs slightly to achieve this.

SIDE SLIDE

There are two effective ways to side slide without turning. They can also be combined.

You can stretch your left arm and left knee out to the side to slide to the right.

You can lower your right elbow and right knee to slide to the right.

CENTER TURNS

In a center turn you turn around your torso. Turning only with your arms makes you turn around your feet. A center turn is faster and takes up less space. It is achieved by using both your arms and legs to turn.

To turn with your legs, lower your left knee to turn right and your right knee to turn left. Learn to turn with your legs before you combine your arms and legs.





SWOOP TO PIN

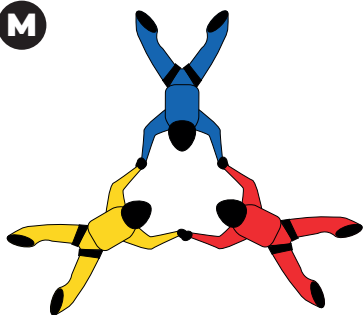
When you are falling behind another jumper and have to increase your fall rate to catch up and end in a dock.

This can happen at quite high speeds so make sure to slow down before the dock. Always aim in front of or next to the jumper you want to dock on to avoid a high speed collision.

FORMATIONS

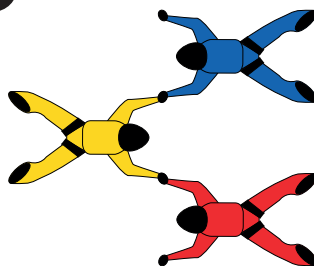
Belly formations in skydiving are defined by letters.

M



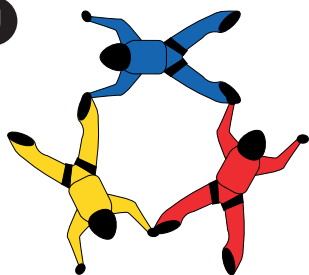
STAR

F



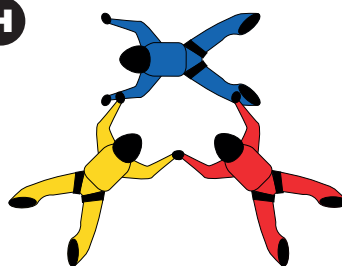
OPEN ACCORDION

J



DONUT

H



BOW



EMERGENCY PROCEDURES

LOOK



LOCATE



CUTAWAY



RESERVE



ARCH



YOUR HARD DECK

2,500 ft

PROBLEMS AND EMERGENCIES



These are examples of what can occur and not a complete list!

React to your situation. If you are in doubt - you are not in doubt!

**Your hard deck:
2,500 ft!**



Perfect canopy
Steering test



Closed end cells
Attempt to air up the end cells by making a steering test



Line twists (fully inflated canopy)
Attempt to clear twists, if not possible, emergency procedure



Line over

Attempt to clear by making a steering test, if it does not clear, emergency procedure



Pilotchute under nose

Steering test, fly conservatively



Broken lines

Emergency procedure



Ripped canopy
Emergency procedure



Bag lock
Emergency procedure



Line twists (high speed)
Emergency procedure



Line entanglements
Emergency procedure



Streamer
Emergency procedure



Horse-shoe
Attempt to deploy your pilotchute (maximum 2 times), if it does nothing perform emergency procedure



Two canopies out (side by side)

Keep toggles stowed. Steer dominant canopy on rear risers.
Land without flaring.



Two canopies out (by plane)

Keep toggles stowed. Steer dominant canopy on rear risers.
Land without flaring.



Two canopies out (down plane)

Emergency procedure



Delayed opening

Turn your body and look (max 2 times). If main is still in container, emergency procedure.



Pilot chute in tow

Emergency procedure



Hard pull

Recover and try again (max 2 times). If deployment still fails, emergency procedure



EMERGENCY EXIT

In case of an emergency in the plane, stay calm and listen to your instructor.

1. Below 3,000 ft

Locate your reserve handle and exit without setting up in the door. Deploy your reserve immediately after exit.

2. Above 3,000 ft

Locate your main deployment handle and exit without setting up in the door. Deploy your main canopy immediately after exit.



CANOPY COLLISION

Most canopy collisions happen soon after deployment or in the landing pattern. The best way to avoid a canopy collision is by keeping horizontal separation from the other jumpers.

Exit order, separation on exit, break off altitude, track heading, tracking speed, heading on deployment and keeping the stack all affect the risk of

a canopy collision.

If you are in doubt whether another jumper has seen you, kick your legs and the other jumper should reply by kicking their legs.

If approaching another jumper head on, both jumpers should steer right unless it is obvious that steering left is necessary to avoid the collision.

If this happens before the steering test, steer on rear risers. In case of a collision, communicate. Bottom jumper has priority on a cutaway. Be aware of your minimum cutaway altitude (1,000 ft).

At low altitude where a cutaway is not an option you can deploy your reserve directly.



INSIDE A CLOUD UNDER CANOPY

You are of course not allowed to jump in clouds however if you find yourself in a cloud under canopy, do a slow braked turn to the right. You can sing or yell to let others know where you are.



EMERGENCY LANDINGS

OFF LANDING

Perform an off landing when you can't make it back to the main landing area.

1. Pick a spot in good time
2. Plan your landing pattern
3. Keep your landing priorities
4. Let us know where you are



WATER LANDING

In case a water landing can't be avoided.

1. Disconnect RSL
2. Open chest strap
3. Land close to shore or a boat
4. Land as you would on ground
5. Swim out of your gear
6. Leave the gear

POWER LINES

In case you can't avoid landing in power lines.

1. Land parallel to the power lines
2. If stuck, stay there
3. The power company has to turn off the power before you can get down



TREES

In case you can't avoid landing in trees.

1. Hold the toggles in your hands and put your arms crossed under your armpits
2. Protect your body by tucking your legs in
3. Protect your neck by lowering your head
4. If suspended above the ground, stay there
5. Properly trained personnel is required



BUILDINGS

In case you can't avoid landing on a building.

- 1.** Land normally
- 2.** Cutaway immediately
- 3.** Disconnect RSL as quickly as possible. Preferably before the cutaway
- 4.** Get out of your gear and wait for help

TURBULENCE

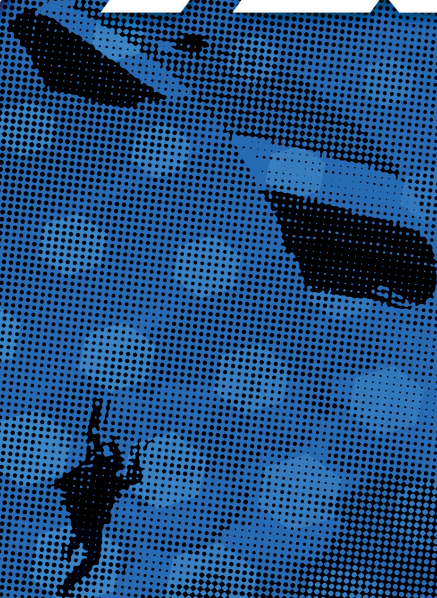
Turbulence occurs when the wind passes by an obstacle (buildings, trees etc.). Anticipate turbulence 10-20 times the height of an obstacle on the downwind side. Flying in turbulence will negatively affect the performance of your canopy. Worst case your canopy can collapse.

If you have to fly in turbulent conditions, it is important to keep calm and give your canopy the best conditions to fly. Which means arms all the way up to fly at full speed. When landing you might have to do a powerfull flare and expect a hard landing.



WHATS NEXT?

FIGHTA



RECURRENCE

In order to keep skydiving safe it is important that everybody stay current. Depending on your skill level and the amount of time since your last jump, there are different criteria for what you have to do to become current again. After your first recurrence jump, additional jumps may be required based on your skill level.

RECURRENCE CHART

The table below is a guideline for what needs to happen. The instructor can always change details to accommodate for the individual skydivers needs.

	30+ days	60+ days	90+ days	180+ days	1+ year	2+ years
AFF level 1-3	Harness test	Harness test	Recurrence course	Recurrence course	Ground school	Ground school
	AFFI: Last passed level	AFFI: Last passed level	AFFI: Max. level 2	AFFI: Max. level 2	AFFI: Level 1	AFFI: Level 1
AFF level 4-8	Harness test	Harness test	Harness test	Recurrence course	Ground school	Ground school
	AFFI: Last passed level	AFFI: Last passed level	AFFI: Last passed level	AFFI: Level 4	AFFI: Level 1	AFFI: Level 1
Solo student	Harness test	Harness test	Harness test	Recurrence course	Ground school	Ground school
	AFFI: Last passed level	AFFI: Last passed level	AFFI: Level 7	AFFI: Level 7	AFFI: Level 3	AFFI: Level 1
A License (min. 25 jumps)		Harness test	Harness test	Recurrence course	Ground school	Ground school
		Coach: Check dive	Coach: Check dive	Coach: Check dive	AFFI: Level 4	AFFI: Level 1
B License (min. 50 jumps)			Harness test	Harness test	Recurrence course	Ground school
			Coach: Check dive	Coach: Check dive	AFFI: Check dive	AFFI: Level 7
C License (min. 200 jumps)				Harness test	Recurrence course	Ground school
				Coach: Check dive	Coach: Check dive	AFFI: Level 7
D License (min. 500 jumps)				Harness test	Recurrence course	Ground school
				Coach: Check dive	Coach: Check dive	AFFI: Level 7



HERNING FALDSKÆRMSKLUB - ET FÆLLESSKAB I SPORTEM

HFK samler faldskærmsinteresserede gennem sociale arrangementer og aktiviteter, for at udvikle medlemmernes teoretiske og praktiske færdigheder. Vi afholder både konkurrencer og kurser for at engagere medlemmerne, og støtter op om deres udvikling som faldskærmsspringer i sporten!

- 20,- rabat pr. spring hos Dropzone Danmark
- Mulighed for at springe i ALLE danske klubber
- Vær en del af faldskærms fællesskabet i Danmark
- Modtag støtte fra DFU til springerudvikling
- Adgang til konkurrencer og DM
- Sociale arrangementer med fællesspisning
- Gratis coaching og undervisning i f.eks. FS / 4-way
- Rabat på mad og drikke i Nomad Café (incl. gratis kaffe)

Skriv til: bestyrelse.hfk@gmail.com for at høre mere...



A-License Progression Card

United States Parachute Association®

Coach or Instructor: sign your License # on blank lines.
"I" indicates only Instructors can sign.

APPLICANT

(Please type or print) Change address on file

First Name _____ Last Name _____

USPA# _____

Street Address _____

City, State & Zip _____

Telephone _____ DOB ____/____/____

Email _____

By submitting this application for processing, I acknowledge that my privacy settings for sharing my personal information with third parties, in Parachutists and in public lists at uspa.org are to be maintained by myself in my USPA account at uspa.org.

Signature of Applicant

CANOPY PROGRESSION

A jumper should be proficient with the following landing maneuvers on their current canopy before downsizing:

Wing Loading = $\frac{\text{Exit weight (lbs)}}{\text{Canopy size (ft}^2\text{)}}$ Example: $\frac{215}{280} = .77:1$

TYPE	SIZE	WL	JUMPS	I LIC. #
NAV	200	0.77	7	D-123456
A-LICENSE CHECK DIVE				

- Stabilized final approach with flare initiated at proper height
- Consistently finishes flare with soft landings, using PLF as needed
- Consistently adjusts pattern for winds to land w/in 65 ft of a planned target

CATEGORY A

FJC Method: AFF TAN IAD SL Date _____ I _____

Canopy Pre Jump	Discuss ground and winds aloft _____ I _____	Freefall Debrief	Safe exit _____ I _____
	Plan flight to holding area and pattern w/ assist _____ I _____		Overall awareness _____ I _____
	Practice PLF _____ I _____		Stable body position _____ I _____
-----		-----	
Canopy Debrief	Fly pattern w/ assist _____ I _____	Freefall Debrief	Altitude aware _____ I _____
	Staged flare w/ full finish _____ I _____		Initiated deployment _____ I _____
	Land w/in 60 degrees w/ assist _____ I _____		For AFF and Tandem: w/in 1,000' of the assigned altitude
Canopy Debrief	Land w/in 330 ft w/ assist _____ I _____	Freefall Debrief	For IAD and SL: exit on command
	PLF _____ I _____		CATEGORY QUIZ
			Date _____

CATEGORY B

Canopy Pre Jump	Discuss ground and winds aloft _____ I _____	Academics	Read SIM Ch. 1 Cat. B _____
	Plan flight to holding area and pattern w/ assist _____ I _____		Train exit / freefall _____ I _____
	Discuss runways / aircraft patterns _____ I _____		Full EP review _____ I _____
-----		-----	
Canopy Debrief	Clearing before turns / traffic in holding area and pattern _____ I _____	Freefall Debrief	Stable throughout _____ I _____
	Discuss flight cycle: Flaring - one way street _____ I _____		Leg control _____ I _____
	Practice PLF _____ I _____		Practiced or assisted deployment _____ I _____
-----		-----	
Canopy Debrief	Fly pattern w/ assist _____ I _____	Freefall Debrief	For AFF and Tandem: Pull w/in 500' of the assigned altitude
	Staged flare w/ full finish _____ I _____		For IAD and SL: Successfully perform 3 practice pulls, 3 jumps in a row
	PLF _____ I _____		CATEGORY QUIZ
Canopy Debrief	Land w/in 30 degrees w/ assist _____ I _____	Freefall Debrief	Date _____
	Land w/in 330 ft w/ assist _____ I _____		

SOLO TRANSITION

Solo transition course (from tandem) (may be completed after Category A or B) Method _____ Date _____ I _____

CATEGORY C

Canopy Pre Jump	Discuss ground and winds aloft _____ I _____	Academics	Read SIM Ch. 1 Cat. C _____
	Plan flight to holding area and pattern _____ I _____		Train exit / freefall _____ I _____
	Discuss adjusting pattern for wind changes _____ I _____		Review open parachute in aircraft _____ I _____
-----		-----	
Canopy Debrief	Discuss wing loading _____ I _____	Freefall Debrief	Observe equip pre-flight and AAD operation _____ I _____
	Discuss downwind landings _____ I _____		Control w/in 5 sec _____ I _____
	Discuss turbulence and flight cycle _____ I _____		Relaxed fall _____ I _____
-----		-----	
Canopy Debrief	Review off-field landings, choose by 2,000 ft, obstacle avoidance _____ I _____	Freefall Debrief	Heading control _____ I _____
	Flight cycle drill _____ I _____		Wave-off _____ I _____
	Fly pattern w/ min assist _____ I _____		Solo pull at assigned alt. w/ stability _____ I _____
Canopy Debrief	Staged flare w/ full finish - min assist _____ I _____	Freefall Debrief	CATEGORY QUIZ
	PLF _____ I _____		Date _____

CATEGORY D

Canopy Pre Jump	Student gives ground and winds aloft _____ I _____	Academics	Read SIM Ch. 1 Cat. D _____
	Spotting, wind drift, and opening point _____ I _____		Train exit / freefall _____ I _____
	Discuss cloud clearance _____ I _____		EP review w/ training harness _____ I _____
-----		-----	
Canopy Debrief	Plan flight to holding area and pattern _____ I _____	Freefall Debrief	Conduct 4 gear checks _____ I _____
	Discuss landing accuracy / choose target _____ I _____		Solo exit, stable w/in 5 sec _____ I _____
	Jump run observation _____ I _____		90-degree turns w/in 20 degrees <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 _____ I _____
-----		-----	
Canopy Debrief	Review building landings _____ I _____	Freefall Debrief	180-degree turns w/in 45 degrees <input type="checkbox"/> 1 <input type="checkbox"/> 2 _____ I _____
	Canopy flight EP: Train rear riser turns _____ I _____		360-degree turns w/in 45 degrees <input type="checkbox"/> 1 <input type="checkbox"/> 2 _____ I _____
	90-degree rear riser turns w/ brakes: Set <input type="checkbox"/> 1 <input type="checkbox"/> 2 _____ I _____		CATEGORY QUIZ
Canopy Debrief	Released <input type="checkbox"/> 1 <input type="checkbox"/> 2 _____ I _____	Freefall Debrief	Date _____
	Fly pattern, land w/in 165 ft w/ assist _____ I _____		

CATEGORY E

Canopy Pre Jump	Student gives ground and winds aloft _____	Read SIM Ch. 1 Cat. E _____
	Discuss time between exits and spotting techniques _____	Train exit / freefall 1 _____
	Review aircraft EPs _____	Review aircraft EPs _____
	Plan spot, exit separation, wind drift and opening point _____	Expand on causes of two parachutes out _____
	Plan flight to holding area, pattern, traffic avoidance _____	Review high wind landings _____
Academics	Discuss landing accuracy / choose target _____	Identify components, their function and potential malfunctions _____
	Discuss flare techniques: staged (sweet spot) and continuous _____	Joined USPA _____
	Train sweet spot drill _____	Barrel roll 1 _____
	Train stall point drills _____	Back loop 1 _____
	Participate w/ jump run using S.P.A.C.E. _____	Front loop 1 _____
Canopy Debrief	Sweet spot practice _____	Cleared to jump w/o FF supervision by recovering from intentional instability w/in 5 secs. <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 1
	Stall point practice w/ toggles (above 2,500 ft) _____	
	Land w/in 165 ft w/o assist <input type="checkbox"/> 1 <input type="checkbox"/> 2	

CATEGORY QUIZ

Date _____

CATEGORY G

Canopy Pre Jump	Student gives ground and winds aloft _____	Read SIM Ch. 1 Cat. G _____
	Plan spot, exit separation, wind drift and opening point _____	Train exit / freefall _____
	Plan flight to holding area, pattern, choose target _____	Review tree landings _____
	Discuss max rate of turn _____	Discuss equipment maintenance _____
	Canopy flight EP: Train turn reversals _____	Pack w/o assist _____
Academics	Train adjusting glide path _____	Redock from 10 ft w/ SCS <input type="checkbox"/> 1 <input type="checkbox"/> 2
	Spot w/ min assist _____	Match level w/ SCS <input type="checkbox"/> Up 6 ft <input type="checkbox"/> Down 6 ft
	Adjust glide path _____	Redock w/ adj. level w/ SCS <input type="checkbox"/> 1 <input type="checkbox"/> 2
	Turn reversal drills (above 2,500 ft) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4	Break-off at alt. w/o prompt _____
	Land w/in 65 ft w/o assist <input type="checkbox"/> 1 <input type="checkbox"/> 2	Track 50' w/in 10 degrees _____
Canopy Debrief		

CATEGORY QUIZ

Date _____

VERIFICATION

Licenses Requirement	Pass A-license oral exam at 100% 1 _____	Official USPA A-license stamp: This stamp and signature of a USPA Instructor or Examiner verifies that the applicant has completed all qualifications for the USPA skydiving A-license and performed satisfactorily on the USPA A-license check dive. This temporary USPA A license expires 60 days from the date signed.
	Pass A-license written exam at 75% 1 _____	
	Pass A-license practical exam check dive with a USPA Instructor 1 _____	
	Be introduced to the SIM and Governance Manual Section 1-6 1 _____	
	Attain a total of 25 skydives 1 _____	
Instructor's Name _____		
Signature _____		
USPA # _____ Date _____		
Drop Zone _____		

NOTE

Prior to freefall self-supervision (typically after the first jump in Category E), all students must meet the standards listed in the USPA BSRs. Clearance to freefall self-supervision requires the endorsement of an appropriately rated USPA Instructor (signature in logbook).

CATEGORY F

Canopy Pre Jump	Student gives ground and winds aloft _____	Read SIM Ch. 1 Cat. F _____
	Plan spot, exit separation, wind drift and opening point _____	Train exit / freefall _____
	Plan flight to holding area, pattern, choose target _____	Review power-line landings _____
	Canopy Flight EPs: Train braked turns _____	Review SHAGG _____
	Train ½ braked flare _____	Pack w/ assist _____
Academics	Spot w/ min assist, exit separation _____	Check other jumper's gear _____
	90-degree braked turns <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4	Discuss aircraft weight and balance _____
	½ braked flare <input type="checkbox"/> 1 <input type="checkbox"/> 2	Tracking sequence w/in 30 degrees <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
	Land w/in 82 ft w/o assist <input type="checkbox"/> 1 <input type="checkbox"/> 2	Clear & pull 5,500 ft _____
		Clear & pull 3,500 ft _____
Canopy Debrief		

CATEGORY QUIZ

Date _____

CATEGORY H

Canopy Pre Jump	Student gives ground and winds aloft _____	Read SIM Ch. 1 Cat. H _____
	Plan spot, exit separation, wind drift and opening point _____	Train exit / freefall _____
	Plan flight to holding area, pattern, choose target _____	Review water landings and flotation _____
	Canopy flight EP: Train low-turn recovery _____	Replace closing loop _____
	Spot w/o assist _____	Assemble 3-ring _____
Academics	Low-turn recovery drills <input type="checkbox"/> 1 <input type="checkbox"/> 2	Dive to dock w/ stairstep approach <input type="checkbox"/> 1 <input type="checkbox"/> 2
	Land w/in 65 ft w/o assist <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3	Break-off at alt. w/o prompt _____
		Track 100 ft w/in 10 degrees _____
Canopy Debrief		

CATEGORY QUIZ

Date _____

PAYMENT

\$ _____ License Fee (\$43)

\$ _____ Expedite with email confirmation (add \$20)

\$ _____ Total

I authorize my card on file at uspa.org/me to be used for this purchase.

X _____
Card Holder Signature

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