

PARACHUTING NOTES

Parachute Handling

- Always store the parachute in its bag in a well-ventilated area
- Do not allow the parachute to get wet, or come in contact with oil, grease or chemicals
- DI the parachute every day, know what to look for, ask for training if you don't know.
- Carry it like a baby – avoid the ripcord handle!
- Put it on by tying the leg straps first, otherwise, if the parachute canopy accidentally opens, you may be dragged along the ground by it. **(see video)**
 - <https://www.youtube.com/watch?v=9Kx-buGUOhw>
- Do not attach anything to the shoulder straps where the risers will tear the strap covers open as they deploy, otherwise when the parachute opens you will either lose the item or the riser will not deploy correctly.
- If you do attach anything to the parachute:
 - It must be firmly secured to prevent the airflow during free fall pulling it off
 - It must not be in a position to cause injury if it is buffeted by the airflow during free fall - for example, do not attach a heavy camcorder to the chest strap, it might strike you in the face.
- The harness should be tight enough to be uncomfortable when standing upright
- Some parachutes have adjustable side straps, ensure that these are tight too.

Emergency Egress

- Have a plan in advance / Be ready to take an immediate decision
 - Do you have control? If not get out!
 - Is the tail damaged? It may be OK now but fail later.
 - How high are you, below 1500' it may be better to stay with the glider if it is controllable. BGA statistics: 19 collisions above 1500' since 1998 resulted in 7 fatalities and 14 successful parachute descents.
- Getting Out
 - Jettison the canopy
 - Know how to do this on every glider you fly
 - Side opening canopies may cause difficulty in some cases.
 - Is the head rest attached to the canopy. The head rest may strike you when the canopy is jettisoned.
 - Undo your straps – not the parachute ones! (Make it routine to exit the glider while still wearing your parachute, you will then be used to the hindrance caused by the parachute and less likely to open the parachute straps in error when bailing out.)
 - Get out of the cockpit
 - Use negative “g” if required to exit the glider
 - Be aware of the potential to be struck by the tailplane
 - Consider practicing bailing out when the glider is in the workshop for its annual or ARC renewal, but be aware of the potential to damage the canopy or instruments when doing this.
- See G Dale bail out video: <https://www.youtube.com/watch?v=cDXlxHAmSX0>

Descending on the Parachute

- Don't worry too much about stabilising your freefall
- Look at the ripcord handle before pulling to make sure you are holding the handle.
- Pull the ripcord as soon as you are clear of the aircraft, earlier if you are very low...
- Pull the ripcord with both hands, pull downwards and in line with the ripcord tube.
- Anything on you that is loose will probably be blown away, including spectacles...
- Emergency parachutes are very reliable when used properly, some potential problems:
 - Line overs will not materially affect your descent rate (**see photo 1**)
 - Twisted risers will probably clear themselves, but you can assist this by pulling the risers apart (**see photo 2**).
 - Drogue chute trapped on you or in your slipstream burble, throw it into the clear slipstream
- Steer by using the toggles on the risers (**see photos 3 and 4**), pull left for left, right for right, DON'T PULL BOTH
- Steer into wind for the softest landing, NB you may fall backwards on landing if wind strong
- Steer to avoid power lines, fences, roofs, trees, lakes, etc
- Be aware of target fixation, if you are looking at something you may subconsciously steer towards it – don't fixate on that tree!

Landing

- Be aware of ground rush – especially if you usually wear spectacles and they are gone
- Adopt the landing position early (**see video**)
<https://www.youtube.com/watch?v=Lu2f1u928xk&feature=youtu.be>
 - Legs tightly together
 - Knees slightly bent
 - Feet pointing slightly to one side
 - Hands on top of head
 - Elbows pointing forwards and tight together if going into trees
- You will hit the ground hard – its like jumping off a 12' platform
- Roll as you hit the ground to dissipate the force of the landing
- To avoid being dragged by the parachute, if you have quick release clips, open them as soon as you land OR pull in ONE of the risers OR run round in front of the canopy to prevent it inflating and stand on it.
- Undo the leg straps first and only move off the canopy once the harness has been removed
- If you land in a tree you may fall through the branches, maintain the landing position
- If you are stuck in a tree, do not undo the harness unless you are close to the ground <2m
 - When undoing the harness in a tree remember to undo the chest strap first
 - If you are more than 2m off the ground wait for help to arrive.
- If you land on power lines
 - Do not touch more than 1 at a time
 - Do not allow yourself to be connected to a live power line and the ground.
 - If bystanders appear while you are stuck on the power line, keep them clear of you and your parachute (they may pull something across and connect you in a circuit) and get them to call the power company to turn off the power ASAP.
- If you land on a roof undo the harness ASAP before the canopy pulls you off the roof.

PHOTOS

Photo 1 – A suspension line (shroud line) has gone over the top of the canopy



Photo 2 – The risers have become twisted.



Photo 3 – The toggles for steering the parachute may look like canvas loops, some canopies do not have toggles and you pull on the riser to steer.



Photo 4 – The canopy has open sections allowing air to spill out and propel the parachute forward allowing some control over the landing area.



Photo 5 – Parts of a parachute

