

# CANOPY HANDLING PROGRAM

- Practice all actions with an instructor before the jump.
- Going through the jump program requires good weather conditions. Also above 600m altitude.
- Below 600m start preparations for landing pattern. Do not make aggressive steering movements below 600m since it might result to malfunctions.
- During canopy handling jumps there is no actions in freefall.
- If possible, canopy handling jumps should be jumped as first jumps in Advanced training and continue to practice learned things on rest of the jumps.
- When student receives permission to use own gear, or gear that is not designed for student skydiving, canopy handling jumps are jumped before other jumps and on a row.
- Jumped skydives are logged and evaluated to logbook and advanced training certificate.
- Further information: Skydivers guide chapter 17 and part VI *Canopy handling guide*

## Jump 1

Goal is that you learn the features of your canopy and you learn to perform correct two-staged flare.

Exit altitude is at least 2000m. Deploy after about 5 seconds. Remember club- and airport specific things regarding deployment altitude.

Before releasing the toggles, check your airspace and try steering from the rear risers. Make at least two 90 degree and 180 degree turns both directions. This is a way to practice avoiding collisions right after deployment.

Release the brakes and find the stall point on your canopy by slowly adding more and more brakes. If canopy does stall, lift toggles slowly and symmetrically. If there is enough altitude (over 1000m) left, practice this 2–4 times.

After this practice flaring from full flight position. Remember sharp first stage and then slowly apply more brakes to keep the canopy flying horizontally. During the first stage notice the G-forces getting higher and canopy transferring to horizontal flight.

Prepare for the landing pattern and respect the landing order. Perform correct flare from full flight position. If you did not land where you wanted, think about why and discuss with your instructor how you could fly the pattern differently (for example different starting point, earlier turn to the final and so on).

## Jump 2

Goal is to learn to fly half- and full brake positions.

Exit altitude is at least 2000m. Deploy after about 5 seconds. Remember club- and airport specific things regarding deployment altitude.

Before releasing the toggles, check your airspace and try steering from the rear risers. Make at least two 90 degree and 180 degree turns both directions.

Release the brakes. Brake to a half-brake position (toggles on your shoulder level). In this position try at least two different turns (90, 180, 360 degrees to both directions) both by pulling one toggle down and by lifting one toggle up. During the whole exercise fly in half-brake position and do not release the canopy in to a full-flight position.

Brake to a full-brake position (toggles on your waist level). In this position try at least two different turns (90, 180, 360 degrees to both directions) by lifting the opposite toggle up. During the whole exercise fly in full-brake position.

After these if altitude allows (more than 700m), try 2–4 times flare from a full-flight position.

Prepare for the landing pattern and respect the landing order. Perform correct flare from full flight position. If you did not land where you wanted, think about why and discuss with your instructor how you could fly the pattern differently (for example different starting point, earlier turn to the final and so on).

## Jump 3

The goal is to learn how much altitude you lose with different kind of turns.

Exit altitude and freefall is the same than during previous jumps.

Before releasing the toggles, check your airspace and try steering from the rear risers. Make at least two 90 degree and 180 degree turns both directions.

Release the brakes and check airspace and altitude. Try one calm and one quicker 90 degree turn from full-flight position and check your altitude after each turn and observe how much it did drop. Notice the airspeed getting higher compared to a student canopy. Try the same with 180 degree turns.

Check airspace and altitude. Try quick 360 turn and stopping to a pre-defined direction. Notice how airspeed gets higher and altitude drops more quickly. Notice how much earlier the turning must be stopped so the canopy will stop turning to a correct direction and how big of a counter action it requires to stop the turn. Observe the loss of altitude while turning and try the same with calm 360 degree turn.

After these if altitude allows (more than 700m), try 2–4 times flare from a full-flight position.

Prepare for the landing pattern and respect the landing order. Perform correct flare from full flight position. If you did not land where you wanted, think about why and discuss with your instructor how you could fly the pattern differently (for example different starting point, earlier turn to the final and so on).