

# NEW JUMPER

## INTRO!



# Club Jump IN!

## New Jumper Intro:



## Safety Info

Your safety and the safety of others starts with you. Know your surroundings, know your limits.

### Landing Patterns

Brandon Aaskov & Harry Parker

No matter where you jump, one of your biggest responsibilities is to know the landing pattern for the dropzone you are jumping at. Along with that info you will need:

- Current Winds Aloft
- Where your outs are for any wind condition
- Map of the DZ

### Current Wind Aloft

Anyone showing up to a new dropzone can get the info they need. Every dropzone wants you to be safe and will provide someone to give the 411 on just about anything you can think of. Make sure to be bold enough, go find manifest and let them know you want a briefing. Most cases this will be done when you check in. Questions are eagerly answered. Trying to look cool by not asking can get you and others in trouble. Know the layout of any operation you jump at.

## Landing Off

You haven't landed off yet? Notice how I said "yet"? Know your outs. In fact, get a group together someday when you're on a wind hold and *drive* to the outs at your local DZ. Eventually, you'll need to pick someone up out there and eventually; you'll need to be picked up out there. Which reminds me, when the winds are cooking and you're on the ground thinking "hmmm - I hope I'll make it back" just throw a cell phone in your jumpsuit pocket. If you land out, you'll want to tell someone where you are. It'd be pretty embarrassing if you just stood on the edge of a farm road or highway waiting until dark for someone to come get you.

### TIP:

**Be aware of fences and powerlines!** when you're coming in for a landing. You don't want to get tripped up in one of those. In short, be *very* visually aware of your surroundings landing in an unfamiliar place.

**If you land anywhere on someone else's land**, whether it be in a field of cattle or in the middle of someone's barbecue, be as polite as possible and ask how they prefer that you leave their property. This is especially true with farmland where there are fences (sometimes electric) and animals that need to stay inside those fences. Aside from asking how to properly leave, all you should say is "yes, sir" and "no, sir" (not being sexist - Farmer McNasty could be anyone).

You'll find yourself, at times, checking the spot and seeing nothing but clouds below you. As a student, you can't jump. As a licensed jumper, it's up to you. Pay attention in the plane, on the way up to altitude, and find the base and tops of the clouds for yourself measured with your altimeter. Look at your SIM for could clearances. It's your job to not to break those rules. If you don't have a copy of the [SIM, Download Here](#).

Ideally, you'll want to see the DZ below you before you get out of the plane, but that's not always the case. First, know that you don't have to jump. Most of the time you will be pushed with a dramatic chanting from jumpers with GO, GO, GO. As jump planes are usually using GPS for the spots, they can be trusted. Bottom line, it's entirely up to you jump or stay on the plane. The biggest weapon you have in your arsenal against getting into an unfavorable situation is COMMUNICATION. Make your voice heard. ASK!! Look to the leader in your group or plane. There is no excuse getting hurt while trying to not look bad by asking questions. Others will support you as they were to afraid to ask.

If you do end up jumping over clouds for whatever reason, be incredibly safe. Keep everyone in your group in sight. You definitely don't want to be breaking off and tracking in the middle of a cloud; that's just asking for an awful collision. Not being able to see the airport can lead to an off airport landing. The most important thing to realize when jumping with a potential off-landing, you are pushing the limits and statistics. Some DZ's have little options. Know the area. Is the jump worth landing in a tree? In a swamp?

## TIP:

- When in doubt, always ask someone, find the leader.
- If you really want to stay in the plane, get out of the way. Allow people to pass.
- Make sure the pilot knows you are going down.
- Make sure you turn off your ADD
- Put your seatbelt on for landing
- Know the area beforehand for the eventful off airport landing

## Knowing the Winds and Your Limits

Brandon Aaskov

You know that 14 mph wind limit for students? That's there for a reason. That's not just the USPA being too conservative. Once you're licensed, you've been given enough rope to hang yourself with. By that, I mean that it's up to you what winds you want to jump in - there are no official restrictions unless manifest says so (and when they do, you listen, dammit!).

Talk to people with experience. Talk to instructors and take that advice seriously. If your wing loading (if you're not sure what that is, check your SIM - if you don't know what the SIM is... that's not a good thing) can sustain the wind speed, meaning you won't be going backwards in your holding area, then maybe it's something you're comfortable jumping in, maybe not. Comfort zones vary from person to person. Winds can be scary, and not just the "going backwards" thing. Don't forget about the turbulence coming off of the trees, buildings, and other obstacles. Having a bumpy final approach can be a scary experience. As you progress, you'll learn ways to deal with a bumpy canopy ride, but for now you should obey the winds as best you can. Always do a penetration check ;) after opening your canopy by pointing into the wind. Find where the winds are coming from and get into a holding area as soon as possible. Don't be futzing around to find out too late that you're too far downwind and can't make it back.

# Jumping With People

## Keep It Small For Now

Brandon Aaskov

Congratulations! You're licensed and you can jump with 200 people at the same time if you want. Should you? Absolutely not, until you're ready anyway. You should start small with some 2-ways, some proximity flying, a couple of points here and there - just keep it easy. Eventually you can graduate to 3-ways, 4-ways and then big- ways. Quite a few of us have done 8-ways or more at only around 35 jumps, but luckily we had load organizers that helped us tremendously and set us up for a safe and successful skydiving. In short, don't try that on your own.

This is one of your biggest services you get as a Club Jump IN! member. Organizers will do their best to structure, challenge and keep you learning, having fun in a safe environment. One learns fastest when they are jumping with people that are better than they are. There is no reason to rodeo this sport, you will not last long. Common sense goes a long way. Jumping in a group dedicated to everyone's needs greatly increases one's learning curve.

## How to Approach People

You've got your license, and as a member of Jump IN!, there's a pretty good chance you've already buddied up with a few people. But maybe you're the shy type. First of all, stop that right away. There's no reason for that. If you really can't muster the courage, ask one of the Jump IN! leaders to set you up with some people for a jump. Luckily, you found some of the most fun Drop Zones and mentors the sport has to offer with Club Jump IN! Both SEB & SNE are one of the most (if not *the* most) friendly drop zones in the world. If you see some people planning a skydive, ask if they want another one to join in. Don't be discouraged if they decline - maybe they're doing team training, or have been working on a dive-flow for a while that

they're trying to nail. But, more often than not you'll find that people are just looking to jump and will take any willing body. Just be up-front and honest about your experience and the load organizer, whoever that may be, will attempt to setup a jump that accommodates everybody.

The more you are on the Drop Zone and the more you jump with Jump IN! Leaders you will meet everyone in the community. You also have access to the Jump IN! Fanpages, Local Email Groups and [The Jump IN! website](#). There is no reason you can't find friends here and all the info you need to have the most fun.

## How to Plan What to Do

No one can come up with a dive-flow? Maybe it's time you step up and take the leadership role. Find out what everyone has for experience BEFORE figuring out the dive. Maybe just attempting to get everyone into a round is what you should be doing. Just going from taking grips to just proximity flying can be more challenging than it appears on paper. If you're new to doing RW (that stands for "relative work" by the way, which also means a "belly jump"), you should probably stick to sidebodies, open accordions, and closed accordions for the points to go in and out of. If you're not sure what those positions are or what they look like, just ask anyone around the drop zone and they'll be happy to help you.

## Planning the Exit

Remember all that "check-in, check-out" stuff? Thankfully, that's done. Now you have to figure out how to leave the plane with at least one other person. Linked exit? Diving exit? Gorilla exit (that's a fun one)? There are plenty of options, but you should take into consideration how many people are on the jump, who the heavier jumpers are (you might want to make them the base), and who the stronger divers are. For instance, let's say you have a 4-way planned and one of the jumpers is a sinker (Fat Guy). You might want to consider getting everyone some weights, but short of that, you should try

to do a two-way linked exit where the heavier jumper is part of the base. Then, you could have two of the other jumpers dive out immediately after and join the formation. Planning exits is just as much an art as planning the dive itself. This is one of those disciplines where practice really goes a long way, so reach out and have someone with more experience help plan the exit for you too. That's what the Jump IN! leaders are for, to give you the experience and guidance to do some of this on your own. Learn from the Pros!

While the "check-in, check-out" might be gone, the "ready, set, go!" will forever remain a part of your exit. The exit count is crucial to make sure everyone is leaving at the same time. Typically, someone in the door leads with their leg. On the ready count, they'll stick their leg out, on "set" bring it back in toward the door, and on "go" you're all leaving the plane. From experience, here are two good tips.

1) Practice the exit count while you're mocking up the exit. Early on, it can be easy to screw up the exit count and pull your leg *in* on "ready" instead of sticking it out. That screws everyone up.

2) Have whoever is giving the count give a big shake before starting the count. Let's face it - there's a lot of wind outside that plane. That can make a first accidental movement look like the first part of the count, which can lead to people leaving early. Also, yell at the top of your lungs so that people in the plane can still follow the count, even though they may not be able to see you.

## Dirt Diving

I remember when I was working on my solos and coach jumps what dirt diving looked like: complicated and intimidating. If you haven't gotten to the dirt diving stage yet, let me rest your mind at ease. It's very simple. It's basically a standing up version of the dive flow. If you flattened everyone out (or watched it on creepers), it'd make a lot more sense. But watching it from the outside while people are standing can make it hard to visualize. When it comes time for you to dirt dive, just focus on *your* slot. Pay attention to where *you* should be, what grips you need to be taking, the colors of

jumpsuits, rigs and what pattern *you* need to be paying attention to. In time, you'll get more comfortable with knowing all of the slots, and you can help others if they're a little lost. Time and attention will give you wider picture.

## Boarding the Plane, But In Order

Brandon Aaskov

So, you've got some friends and you're ready to get on the plane. But who's getting off first? It might be you and it might not be, but the exit order is very important. Which means the loading order of who gets on the plane is equally as important. The general rule of thumb is:

- Hop & pops gets out first
- Belly groups, biggest to smallest
- FreeFly
- Students
- Tandems

If you're doing a 2-way and someone else is doing a 5-way, then you're not going out first. After the belly groups goes the freefliers, then students, then tandems. That's generally how it goes, but depending on what altitude people are pulling at, it could change. Be very vocal while waiting to board the plane. Talk to the other groups, and figure out who is going out first. Just keep in mind that you're boarding the plane in the opposite order of who is getting out. Don't be the fool that says "we're the biggest belly group, so we'll get out first" and then just get on the plane whenever you please.

## Gear Checks are F'ing Cool

If you think about it, there is very little fabric and a very basic system keeping you from having a really bad day. Make sure that system is working. Have someone check you on the ground, before you get on the plane, and before you get out of the plane. Have

them check your main pin, reserve pin and AAD. You should also be making sure your closing flap is still closed and covering your main pin, and that your pilot chute is still in the BOC (bottom-of-container) pouch where it should be. Check that several times as you move around the shuttle bus and the plane, especially before the door opens and you start moving towards an open door. Check your handles and make sure they're in place, check your three rings to make sure they're routed properly, and practice your emergency procedures. Really visualize the emergency too. The better you can picture it, the less you'll panic when the time comes.

Quick side note as a reminder: if you see someone's pilot chute get sucked out the door, you shove that person off the plane, immediately.

## Don't Forget That Landing Pattern

Even if the winds have been consistent all day, just say it out loud on the plane which way you're landing. Even frame it as a question if you'd like, such as "Is everyone still landing to the south?" You're helping others out more than you might think. Just planting that seed in everyone's mind is a huge help to keeping everyone coordinated. Just remember that not all landing patterns go according to plan, so be prepared to only fly your final, or maybe just half of your downwind leg. Be prepared to land off, but most important of all, be prepared for the other people in the sky around you. Don't turn without looking, and if you get near someone, just yell a friendly hello or kick your feet. BE SEEN. Maybe they don't even know you're there, and you don't want them turning toward you. Don't cut off people during who are in their pattern, and don't shoot for the peas if it means you're going to be landing too close to others. And take it from me, a master of the PLF from plenty of practice, once you're off the student gear, start learning a two-staged flare instead of that "stab the toggles" approach we become so familiar with during our student gear days.

## Drop Zone Life

### Beer Rules

As Trunk from Hypoxic once aptly said, “a DZ without a bar lives and dies by the beer rules.” First jumpsuit? You owe beer. Landed in the tandem area? You owe beer. Basically, anytime you accomplish something for the first time, you’ll owe beer. That’s a good thing for you. Hand out your beer and tell everyone why. Anytime you screw up royally, you’ll owe beer. That’s only good for others if everyone is safe at the end of the day, but you still have to pay your dues. A case of Heineken at the liquor store down the road is where you’ll want to go. I guarantee anyone will offer you the ride. Just make sure you get chewed out by others, listen to their advice, and learn from it. It’s part of growing up as a jumper, and we all go through it.

[Find THE BEER RULES HERE](#)

## Packing and Manifest

You might pack for yourself, and honestly, you should. It takes time to get good at it and to get quick with it, but it’s a vital skill to learn. That said, sometimes you’ll be jumping all day, back to back, and dirt diving in between each jump. On those days, you’ll be relying on packers heavily. Make sure you let them know ahead of time that you’ll need that kind of attention. They’ll be honest with you if they can’t handle it, but usually there’s someone around that’s willing to pack you up. Remember that it’s typical for \$6 a pack job, but paying more than that can help you get some priority. Speaking of which, these guys/gals are busting their ass all day to keep the tandems running on time, student gear packed, and now they have to worry about you too. I think a tip is in order, don’t you?

[READ THIS ARTICLE ON USING A PACKER](#)

But, let's not forget about Manifest. The girls (and occasional guy) that work in the Manifest office make that drop zone run, and don't forget it. Be especially kind to them. Learn their names, be patient and understanding, and appreciate that they'll continually help you with a smile after dealing with the most stressful job around. Think about it: they have to deal with cranky tandem students, talking to the pilots, students, fun jumpers, organizing the loads, keeping track of finances... the list goes on and on. Bring in some food/snacks sometime. Deliver some beers to them specifically at the end of the day. Invite them on a fun jump. Just make sure that you continually strive to let them know they're appreciated. Because they truly are. Without them, we'd just do even more sitting around and chatting. Which is fun, but to a point.

[READ THIS ARTICLE ON USING A PACKER](#)