

Appendix C: Pre First Jump Assessment

Student's Name: Date:

Course Instructor:

Prior to Emplaning:

1. If you have any questions about your jump, who do you ask?
 - a) Your instructor
 - b) An experienced skydiver
 - c) A pilot
 - d) Another student

2. A logbook is necessary because it records:
 - a) when you last consumed alcohol
 - b) your on-going performance and progression
 - c) length of time spent in the classroom
 - d) drop zone opening hours

3. What are the alcohol/drug restrictions for skydiving?
 - a) Required to walk in a straight line to the aircraft
 - b) No alcohol 24 hours before skydiving
 - c) No alcohol/drugs measurable if participating in any skydiving operations
 - d) 8 hour restriction before skydiving

4. From which direction should you approach an aircraft?
 - a) The rear
 - b) The rear if the propeller is spinning
 - c) The front
 - d) Any direction if being careful

5. What is the final check to be performed by your instructor prior to boarding the aircraft?
 - a) All handles and pins are in place, Altimeter correctly adjusted and AAD is turned on
 - b) The pilot is correctly licenced
 - c) The colour of your parachute
 - d) Both A and B

6. How do you put your life jacket on? (Coastal locations only)
 - a) Remove from pouch, place over head, pull red tab, inflate with tube if required
 - b) Remove from container, pull red tab, place over head, inflate with tube if required
 - c) Remove from container, inflate with tube, place over head
 - d) Remove from container, place over head, inflate with tube, pull tab if required

The Ride to Height:

7. Why is it important to remain still in the aircraft?
 - a) To make sure everyone is comfortable
 - b) So pilot isn't distracted
 - c) So the Instructors can get some rest
 - d) To ensure that no handles or pins can be dislodged.

8. In the event of an aircraft emergency, who will you take instruction from and what will you do?
 - a) Take and follow instructions from loudest parachutist on-board
 - b) Take and follow instructions from the parachutist nearest the door
 - c) Take and follow instructions from my Instructor, and the pilot
 - d) Decide for myself what to do.

9. If a parachute container opens inside the aircraft, what must you do?
 - a) Yell loudly "Parachute open!"
 - b) Open the door
 - c) Both a) and b)
 - d) Try to smother and contain it and let Instructor know

10. If your parachute begins to escape out of the door of the aircraft, what must you do?
 - a) Yell loudly
 - b) Nothing
 - c) Grab onto your Instructor
 - d) Follow it

Exit:

11. What are the important points to remember during the climb-out?
 - a) Protect your handles
 - b) Follow your Instructors directions
 - c) Ensure you have eye contact with your Instructors when communicating
 - d) All of the above

12. Describe your body position as you exit the aircraft:

head

arms

legs

body

13. Why is a good body position prior to canopy opening so important?
 - a) To look good for the video
 - b) To make the Instructors job easy
 - c) To make it easy to see and find the landing area
 - d) To give the parachute the best platform to launch from

Solo Freefall – Static-Line (SFF-SLD) ONLY:

14. What do you do if you experience a static-line hang-up?
 - a) Free it immediately
 - b) Activate your reserve immediately
 - c) Advise the instructor
 - d) Hands on head, do not activate your reserve until you are cut free.

Accelerated Freefall (AFF) ONLY:

15. What does it mean if your jumpmaster(s) shake you after exit?
 - a) Arch harder
 - b) Look for the landing area
 - c) Read my altimeter
 - d) Look for video person

16. What do you do if you have NO jumpmasters at your side after exit?
 - a) Arch and deploy your main parachute without hesitation
 - b) Look where the Instructors might be
 - c) Check altimeter
 - d) Arch harder.

17. If a jumpmaster shows you a FIST in freefall, what do you do?
 - a) Tongue poke your Instructors
 - b) Arch and deploy your main parachute without hesitation
 - c) Check your altimeter
 - d) Arch harder

18. How long does it take to freefall:
 - a) the first 1,000 ft? seconds,
 - b) the next 1,000 ft? seconds

19. Why is the awareness check at 5,500 ft so important?
 - a) It signals to the camera person that you are having fun
 - b) It isn't important
 - c) It tells your instructors that you are enjoying yourself
 - d) It tells the Instructors that you are aware of your height

20. At what height on your first jump do you commence your main parachute deployment procedure?

..... ft

21. If you reach for your main parachute deployment handle, but cannot locate it, what must you do?
 - a) Just keep trying
 - b) Wait for your Instructor to assist you
 - c) Tongue poke to the right
 - d) Try once more, commence emergency procedures

Parachute Opening:

22. Why do you count "one thousand... (etc)" after deploying your main parachute (*or after exit for SFF*)?
 - a) To give you something to do
 - b) So that your Instructors can hear you
 - c) To remain time aware
 - d) To reduce nervousness

23. You have counted to “six-thousand” as trained and felt no opening shock. What do you do?
- Commence Emergency Procedures
 - Assess the situation carefully
 - Release the brakes
 - Two full flares
24. You feel opening shock on your main canopy. What do you do next?
- Relax and enjoy the view
 - Commence canopy checks
 - Commence emergency procedures
 - Release the brakes
25. What are you checking for to ensure you have a good canopy?
- Square, Symmetrical, End Cells Open, Slider Down
 - Nice shape and colour
 - Rectangular, End Cells Open, Slider Up, Line Twists
 - Size, Shape, Flying straight, Slider down, No twists
26. What do you do if you feel opening shock and look up to see a tangled canopy less than 50% of its full size?
- Wait a while, it might not be serious
 - Try twice to resolve issues myself
 - Wait for instructions
 - Commence Emergency Procedures
27. Complete the description of the key words for your emergency procedures:
- Legs Look Locate
- Look Locate Peel
- Punch Peel Punch
- Arch
28. What is the minimum safe height to begin your Emergency procedures? feet
29. How do you steer and land your reserve canopy?
- As per the instructions over the radio
 - I can't steer this canopy
 - The same as my main parachute
 - Carefully
30. If your canopy has line twists, what action could make the situation worse?
- Try to get slider down
 - Try to open End Cells
 - Release the brakes
 - Kick out of the Line Twists

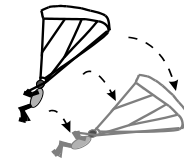
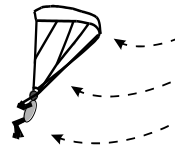
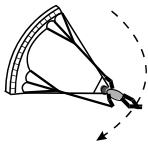
31. In the event of having two canopies out and they are flying erratically, what would your actions be?
- a) Wait for the TA's instructions
 - b) Take no action, these canopies will naturally steer apart
 - c) If in any doubt about controllability, cutaway your main parachute
 - d) The landing will be soft as you will have 2 parachutes
32. Where are your steering toggles located?
- a) On the shoulders
 - b) Above my head, on the rear of the rear risers
 - c) On the front of the suspension lines
 - d) Either a) or b)
33. How do you release the steering toggles?
- a) One at a time
 - b) Peel both off the Velcro, then 2 flares smoothly
 - c) Pull down as you approach landing
 - d) Pull sideways
34. After you have checked your canopy and you have released the steering toggles, what do you do next?
- a) Enjoy the scenery
 - b) Feel proud of what I have just done
 - c) Look and locate the Target, beware of other skydivers
 - d) Look for the cameraman

Under Canopy:

35. How do you stall your main canopy?
- a) Slowly pull both toggles down past the flare point
 - b) Suddenly release both toggles
 - c) Slowly pull both toggles down to the chest area
 - d) a) followed by b)
36. When you are at height, how do you control your recovery from a stall?
- a) Smoothly lift one toggle at a time
 - b) Quickly return both toggles to full drive
 - c) Look and locate the target then assess the recovery
 - d) Smoothly lift the toggles back to the half way, then back to full drive
37. If you cannot see or hear the Target Assistant, how will you determine which direction the wind is blowing on the ground?
- a) Look at the clouds above you
 - b) If no indicators land in a slow and gentle turn
 - c) Look around for smoke, flags, water ripples or grass ripples to help determine wind direction
 - d) Either a) or b)
38. On final approach for landing, you are flying towards a landing hazard. What will you do about it?
- a) Continue as normal
 - b) Gently turn away and avoid if safe to do so
 - c) Initiate a sharp turn to avoid it
 - d) The Target Assistant should solve this

Landing:

39. What happens to the “rate of descent” of your canopy in the following situations? Will it increase or decrease?



40. During a turn:

- a) Increase
- b) Decrease

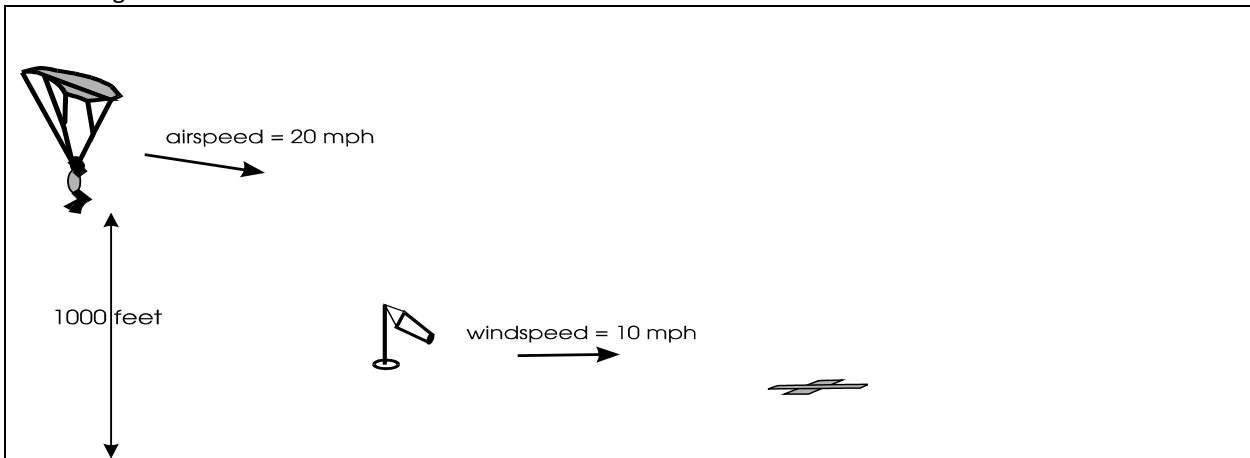
41. During a flare:

- a) Increase
- b) Decrease

42. During a stall:

- a) Increase
- b) Decrease

43. In the space below, draw the landing pattern you would fly to land near the target. Show any turning heights:



44. Why should you face into wind for landing?

- a) So you have more groundspeed for landing
- b) So you have more airspeed for landing
- c) So you have less airspeed for landing
- d) So you can minimise your groundspeed for landing

45. What do the following signals by the Target Assistant mean:

Answer:	Answer:	Answer:	Answer:

46. What position should your hands and toggles be as you approach landing and **before** you flare?

- a) Fully down
- b) Eye level
- c) Chest level
- d) Fully up, at full drive

- 47. At what height above the ground do you start to flare your canopy?
 - a) 1,000ft
 - b) 100ft
 - c) When I think it's about right
 - d) Approximately 6ft to 10ft (2m to 3m) as directed by the Target Assistant

- 48. You have flared your canopy to land but you find you have flared too early and the parachute begins to stall while you are still (30 ft/10m) above the ground. Describe your reactions:
 - a) Let go of the toggles gently and push your legs forward
 - b) Bring both toggles up slowly to about your waist and PLR
 - c) Continue the flare
 - d) Pump the toggles quickly

- 49. You cannot see or hear the Target Assistant, how will you land the canopy on your own?
 - a) Flare when I think it's about right
 - b) Close to the runway
 - c) Try to face into wind, 1/2 brakes and PLR
 - d) Downwind so I have as much speed as possible

- 50. Describe your body position when you think you are going to have a hard or awkward landing:
 - a) Feet and knees together, chin up and back straight
 - b) Chin on chest, feet and knees apart, back bent
 - c) Back bent, chin up, feet and knees spread, toes down
 - d) Chin on chest, back curved, feet and knees together, toes up

- 51. You have landed, but your canopy has reinflated and you are being dragged. What is the first thing to do?
 - a) Wait for the Target Assistance to help
 - b) Fully pull in one steering toggle
 - c) Roll onto your front and slide with the wind
 - d) Pull Cutaway handle (the red one)

Finally:

- 52. Do you feel you are ready to participate in your first jump?
- 53. Do you feel able to land your canopy unassisted if necessary?
- 54. Do you want any more training on any subject(s)?

