

# Two Canopies Out!



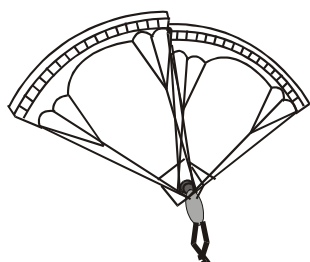
**FINAL CONCLUSIONS OF THE DUAL SQUARE STUDY** conducted by the Parachute Industry Association to assess the best procedure to follow in the event of finding yourself under both main and reserve canopies. \*

**1. The best way to handle any Dual Square Scenario is to avoid the situation.** Use appropriate and available altitude reporting devices to help maintain good altitude awareness.

Follow safety regulations on proper opening altitudes. Ensure that AADs are properly maintained and used. Use properly maintained equipment and gear checks.

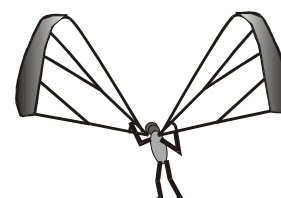
**2. Use great care to choose proper equipment.** Choose canopies that are not drastically different in size. A general rule of thumb is to choose a reserve that is similar in size to the main canopy.

**3. If a biplane** occurs and the jumper has directional control, leave the brakes stowed on both canopies and fly the biplane using gentle rear riser input on the rear canopy. Do not flare either canopy for landing, and be prepared to do a PLF.



**4. If a side by side** occurs and the canopies are touching, then keep them together by steering using the inside rear risers of each canopy. Do not flare either canopy for landing, and be prepared to do a PLF. If the canopies do not seem controllable, and they are not entangled with each other, disconnect any RSL, if time/altitude permits and cut away the main canopy.

**5. If a downplane** occurs, disconnect any RSL, if time /altitude permits, and cutaway the main canopy.



**6. If the main canopy deploys and the reserve is in a stage of deployment it might be best to aid the deployment** of the reserve by shaking the risers. Then be prepared to take action on the resulting configuration.

If the reserve opens and the main is in a stage of deployment, it might be best to remove the RSL and cut away the main.

**7. If a main/reserve entanglement** should occur, do everything possible to clear the two canopies by pulling on risers and/or toggles. Be cautious about immediately cutting away the main canopy as this may accentuate the problem.

**8. Additional safety devices, such as AADs & RSLs, may cause standard emergency procedures to change.** Analyze the release recommendations and be sure they coincide with your equipment manufactures guidelines.

Practice these new emergency procedures prior to every jump.

\* *The ABOVE is only a summary and differs slightly (based on more recent best practice), from the original PIA report. Further details are contained in the APF Canopy Pilot Guide.*

