BASTED

BAY AREA SPORTIES TRAINING
AND EDUCATION DEPARTMENT

B LICENCE CANOPY PROFICIENCY

SICK SENSE

INTRODUCTION

B licence canopy Course overlay

- Jump 1: Evaluation jump
- Jump 2: Basic aerodynamics, effective flaring and riser turns
- Jump 3: Stalls
- Jump 4: Flat turns and cross wind landings
- Jump 5: Long spot

#1 EVALUATION JUMP

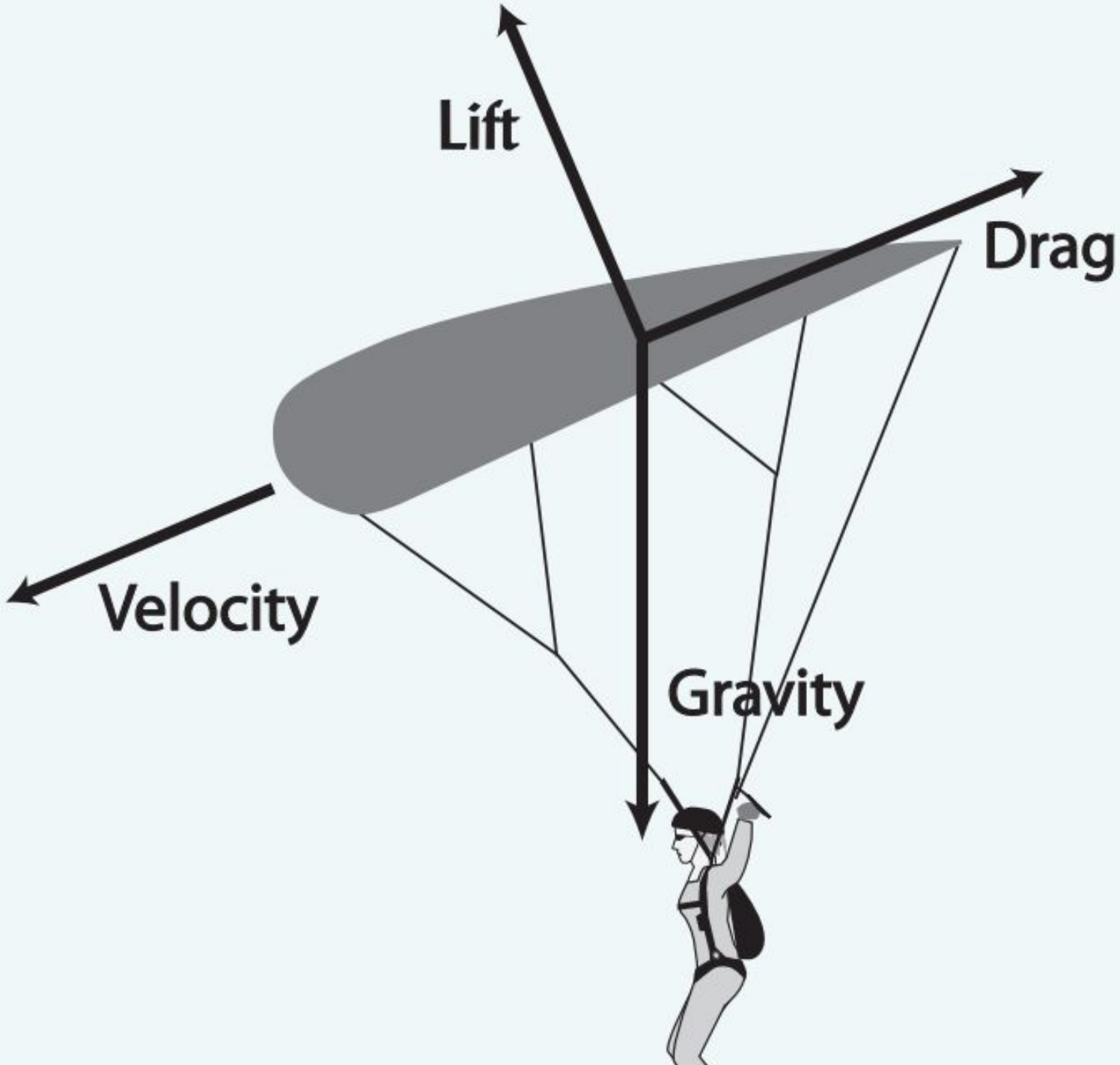
COLLAPSE SLIDER • LOOSEN CHEST STRAP • CHECK BRAKE LINE LENGTH • PRACTICE FLARES UP HIGH • PLAN AND EXECUTE A DISTINCT DOWNWIND, BASE AND FINAL APPROACH

- Clear Predictable pattern
- Airmanship
- Straight in approach - Full flare

#2 BASIC AERODYNAMICS, EFFECTIVE FLARING AND RISER TURNS

- Lift
- Drag
- Gravity
- Momentum (force)
- Flaring

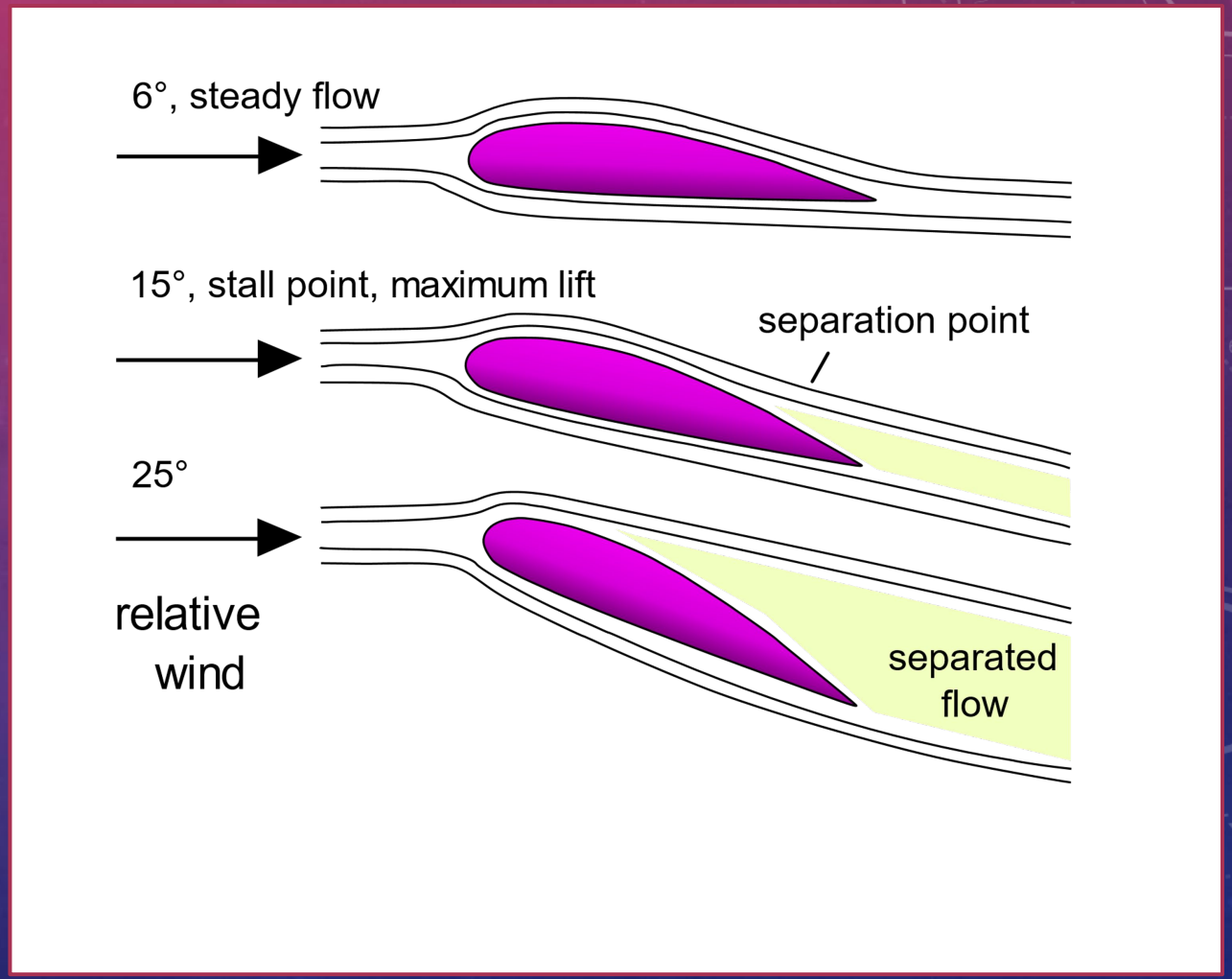
- Riser turns
- Under canopy



#3 STALLS

- Dynamic stalls
- Aerodynamic stalls
- Full ram air stalls (reverse flight)
- High speed stall

- Stall characteristics
- Stall practice - Full ram-air stalls using toggles.
  - Rear riser stalls



#4 FLAT TURNS & CROSS-WIND LANDINGS

- Reasons for flying in brakes
  - Vertical separation from canopy traffic
  - Slow forward speed and descent rate
  - Returning from a long spot
  - Flat turns as a defence tool at low altitudes
- Techniques for initiating a braked turn
  - Bring both toggles to mid-stall position to start.
  - Raise one toggle slightly to turn in the opposite direction.
  - Pull one toggle down slightly to initiate a turn in the same direction.
  - Most effective method for flat turns: Raise one toggle slightly and pull the opposite toggle down slightly to initiate a turn in the direction which the toggle is pulled down
  - Avoid stalling the canopy.

- Effect of brakes on glide
  - Slower forward speed
  - Lower descent rate
  - Change in glide:
    - The pilot needs to experiment to determine the change in glide path at different degrees of flying in brakes.
    - Most modern nine-cell canopies fly flatter when a slight amount of brakes are applied.
    - Some lower-aspect canopies are designed to sink for a classic accuracy approach, which is less effective when performed under a higher-aspect ratio canopy in low-wind conditions.
- Flaring from a braked position
  - Expect a different glide on a braked final approach.
  - Expect a shorter and quicker stroke needed to flare.
  - Prepare for a harder landing.

5 LONG SPOT

- Projected landing point
- Discovery of how to locate the point on the ground the parachute will reach while flying at natural speed
- Altering the glide using brakes and rear risers
  - Minimize the drag.
    - Collapse the slider.
    - Pull legs up, arms in, and arch to reduce air resistance
    - Loosen the chest strap to improve glide.
  - If holding brakes, reducing fatigue by hooking your thumbs in the harness. (Be careful not to hook onto your cutaway or reserve ripcord handles.)
  - Decide by 1,500 feet about a new landing area.
    - Allow enough altitude for the final turn.
    - Expect the winds to weaken as you get lower.
- Choose an alternate landing area if necessary, and follow off-field landing recommendations.