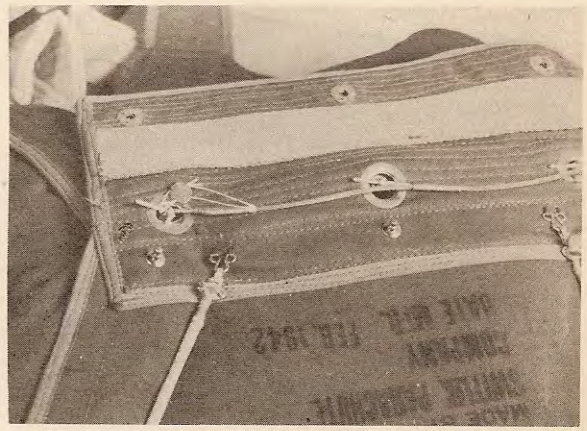
Pay particular attention to the fit of your goggles. There should be no space for air to leak in around the edges of the rubber pads. Make sure that the air vents in each frame are open, otherwise the lenses will tend to fog. If the goggles do not feel comfortable, get your instructor to show you how to adjust the three-position pin in the nose piece to make it fit over the bridge of your nose. If you can't get a good fit, see your Flight Surgeon. In fitting the goggles to your helmet, make sure that the elastic strap runs through the safety loop at the back of the helmet.

Your Parachute

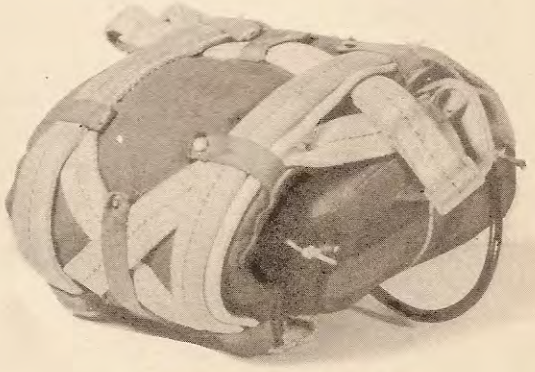
You will probably share your parachute with several other students your size and build. If you find that the parachute assigned to your group is a particularly loose fit for you, bring it to your instructor's attention. If it is possible, he will place you in another group more nearly your size. As far as is practical, try to get the best fit possible.

The only adjustment that you can make on the parachute will be in the fit of the leg straps. Make sure that they fit snugly. If necessary, readjust the leg straps every time you use it. THIS IS IMPORTANT.

When you carry a parachute, carry it by the leg straps and never by the riser straps. Before every flight, check the seal and the pins to make sure that the pins are not bent or broken. If they are bent, they will not pull loose when the rip cord is pulled. When you lay the parachute down, fold the back pad under the parachute proper. Never put a parachute on a wet seat or any wet surface, and never store it where it may come in contact with oils, moisture or acid.



Inspect here. If a pin is bent, return chute to supply.



Proper way to fold chute.

Parachutes

CORRECT LANDING POSITION

All persons aboard Army airplanes will wear standard-type parachutes and be instructed in their use. Following are suggestions on how to bail out and what to do after your parachute opens.

BAILING OUT

If you find yourself in serious trouble:

1. Note your altimeter reading.
2. Estimate the altitude of the terrain below.
3. Decide on a minimum altitude or altimeter reading at which you can safely bail out, taking into consideration the flight characteristics of the plane and the kind of trouble you are having.
4. If you are still in trouble when you reach that minimum altitude—bail out.

Bailing Out of Primary Trainers

1. Open the cockpit canopy if so equipped.
2. Slow the airplane as much as possible.
3. Release your safety belt.
4. Dive out and down. Often you can go out flat, onto the wing, and slide head first off the trailing edge.

CLEARING THE AIRPLANE

Probably the most important single act, in any parachute jump, is opening the parachute only **after** you are clear of the plane. **Wait** until you are well away from the airplane before you pull the ripcord. Keep your eyes open. Look around.

PULLING THE RIPCORD

There is nothing complicated or difficult about getting your parachute safely open. Just:

1. Straighten your legs and put your feet together to reduce the opening shock and to avoid tangling your harness.
2. Use both hands to grasp the ripcord pocket.
3. Grab the ripcord handle with the right hand, and yank! Keep your eyes open and look at the ripcord as you pull it.

THE DESCENT

About two seconds after you have pulled the ripcord, you will feel a sharp, strong tug as the canopy opens and bites the air.

Look up to see that the chute is fully open. If a suspension line traverses the top, or if the lines are twisted, manipulate the lines to remedy the fault.

Do not worry about oscillations. They will almost certainly occur on your way down, but are of minor consequence. Do not attempt to check them or to slip the parachute, as such maneuvers are useful only to experts, and are dangerous below 200 feet.

Make a quick estimate of your altitude by looking first at the ground below and then at the horizon.

You will descend approximately 1,000 feet per minute.

Observe your drift by craning your neck forward and sighting the ground between your feet, keeping your feet parallel and using them as a driftmeter.

Face in the direction of your drift.

While you cannot steer your chute, you can turn your body in any desired direction. The body turn is the most useful maneuver you can learn because with it you can make certain that you land facing in the direction of your drift. It is simple and easy. Note carefully exactly how it is done.

Study the pictures. Practice the body turn in a suspended harness if you get the chance. This description may sound backward to you. Note with special care how these turns are executed and simply say to yourself:

"To turn right, right hand behind my head."

"To turn left, left hand behind my head."

HOW TO MAKE BODY TURNS

TO TURN YOUR BODY TO THE RIGHT:

1 Reach up behind your head with your right hand and grasp the left risers.

2 Reach across in front of your head with your left hand and grasp the other risers. Your hands are now crossed, the right hand behind, and in each you have two risers.

3 Pull simultaneously with both hands; this will cross the risers above your head and turn your body to the right below them. You can readily turn 45, 90, or 180 degrees by varying the pull.

Remember, to turn to the right, put your right hand behind and grab the opposite risers.

To turn to the left, reverse this procedure.

In the descent, start your body turn high enough to allow you to master it. Once you have made the turn, you will find that you can control your direction of drift perfectly. Hold the turn, or slowly ease up if necessary, to bring you in facing downwind. Continue to hold the risers, twisted or not as the case may be, and ride right on into the ground this way.

THE LANDING

Normal Landings

Whether you have made a body turn or not, keep your hands above your head, grasping the risers.

Look at the ground at a 45-degree angle, not straight down.

Set yourself for the landing by placing your feet together and slightly bending your knees, so that you will land on the balls of your feet.

Don't be limp; don't be rigid.

Relax, and keep your feet firmly together with your knees slightly bent, and your hands grasping the risers above. Now hold everything and ride on into the ground, drifting face forward.

At the moment of impact, fall forward or sideways in a tumbling roll to take up the shock.

High Wind

If there is a strong wind blowing across the ground when you land, do two things.

First, make certain that you carry out the procedures described above for a normal landing, including the body turn to face you exactly in your direction of drift.

Second, once you are down, roll over on your stomach and haul in hand over hand on the suspension lines nearest the ground. Keep right on pulling them in until you grab silk. Then drag in the skirt of the canopy to spill the air and collapse the chute. If you can't manage this maneuver on your face, go over onto your back. Haul in the suspension lines until you can grasp the bottom edge of the canopy, then spill the chute.

Trees

Tree landings are usually the easiest of all. If you see that you are going to come into a tree, drop the risers, cross your arms in front of your head, and bury your face in the crook of an elbow. You can see under your folded forearm. Keep your feet and knees together. If you get hung up high in a tree, consider first the possibility of immediate rescue before you try to climb down. Failing that, get out of the harness and cut the lines and risers to make a rope for climbing down.

Water

If you see that you are going to come down in water, start getting ready at least 500 feet up.

1. Throw away anything you won't need.
2. Pull yourself back into the sling as far as possible.
3. Undo your chest strap by hooking a thumb beneath one of the vertical lift webs, pushing firmly across your chest to loosen the cross webbing so that you can undo the snap.
4. Free the leg straps by doubling up first one leg and then the other, unsnapping the fasteners each time. Hang on to the risers.
5. When your feet touch the water, throw your arms straight up and shrug your shoulders out of the harness, so that the canopy will blow clear.

HIGH TENSION WIRES

High tension wires are frequently high above the ground and strung about six feet apart. If you find yourself coming into such wires, extend your hands above your head, with the palms flat against the inside of the risers to avoid contact. Keep your feet and knees together. Turn your head into one

shoulder to protect your face. The idea is to streamline your body as much as possible so that you will fall straight through. The chute may collapse, but will open again enough to break the fall. Even if you get hung up, remember that silk is a non-conductor and wait for rescue.

NIGHT JUMPS

As soon as your chute is open, prepare for a normal landing. Since you cannot see the ground on a dark night, you want to be ready to make contact at any moment. Get your feet and knees together, your legs slightly bent. Hang onto the risers above your head and wait for contact.

TAKE CARE OF YOUR PARACHUTE

The longer you fly the more you will "pamper" a parachute. Inspect the pack whenever you go up. If dirt, grease, or water has marked it, return the chute to supply. Look for breaks or signs of abuse.

Don't dump it on the floor. Never kneel on the pack, or carry it jammed against your hip.

Don't leave it in the airplane where moisture may reach the pack.

Take care of your parachute. It's life insurance. Don't let that policy lapse.