



www.flygang.com
paracadutismo

&



MoLi Zone
Italian Skydiving Club
www.MOLI-DZ.com

WARNING: this is a summary of the subjects explained during the AFF Parachuting Course. It contains topics and procedures common to all solo first jumpers in the AFF. Every subject must be discussed, explained and learned by the student. A CS AFF Instructor in that student's training discipline is required to teach any sections unique to the student's training method.

Before the course, it is necessary to give: 2 photo, insurance, and medical certificate

AFF – ACCELERATED FREE FALL COURSE

This kind of teaching is called AFF because the learning process is faster than the traditional Static Line Course. The AFF method provides a consistent personalized instruction for students who really want to become parachutists.

The course will explain techniques, methods, and modern materials.

At the first jump with the AFF method, the student must be able to prove its stability during the free fall for a time higher than any other method. During the fly students have to do some exercises: to look at the instruments, check the altitude, try opening three times, and pull the handle at the pre-designed altitude (1500 mt). The fly will be assisted by two instructors with video camera.

There are 7 levels, the student attitude is the most important thing to pass a level and not necessarily the number of jumps.

A good work on a level is strictly necessary to pass to the following level.

During the first levels, student learns and develops the basic techniques of stability: a good position and a right exit from aircraft, stable and checked free fall, awareness of the altitude and opening of the parachute at the requested altitude. The following levels have the object to develop the ability of the student with the movement: 360° left and right turn, looping ahead and beside.

These object are learned and developed by the student thanks to an intensive theory course, and also to the presence of the instructors during the free fall.

For every level there are **mandatory targets** and instructional goals, the followings are the 7 levels standard targets and goals:

1st AFF

The student jump from 4000 mt with n° 2 JMs that hold him during the exit;
*the student assume the freefall position, arch, legs, arms, head (**mandatry target**);*
in freefall the student check the altitude and check the position of the hand-deploy handle as briefed (instructional goals);
*the student keep concentration and focus on stability position and altitude (**mandatry target**);*
if the student fly in a very good position, the secondary JM leave the grip and keep flying close to the formation (instructional goal);
as soon as the altitude of 1700 mt is reached, the student communicate the “end of the jump” (instructional goal);
*at 1500 mt the student open the canopy (**mandatry target**);*
*check of the canopy, landing circuit, landing in a safe area (**mandatry target**).*

2nd AFF

The student jump from 4000 mt with n° 2 JMs that hold him during the exit;
*the student assume the freefall position, arch, legs, arms, head (**mandatry target**);*
*in freefall the student check the altitude and check the position of the hand-deploy handle as briefed (**mandatry target**);*
*The student keep concentration and focus on stability position and altitude (**mandatry target**);*
If the student fly in a very good position, both the JMs leave the grips and keep flying close to the formation (instructional goal);
as soon as the altitude of 1700 mt is reached, the student communicate the “end of the jump” (instructional goal);
*at 1500 mt the student open the canopy (**mandatry target**);*
*check of the canopy, landing circuit, landing in a safe area (**mandatry target**).*

3rd AFF

The student jump from 4000 mt with n° 2 JMs, one JM or both of them hold him during the exit;
*the student assume the freefall position, arch, legs, arms, head (**mandatry target**);*
*In freefall the student check the altitude and check the position of the hand-deploy handle as briefed (**mandatry target**);*
*the student keep concentration and focus on stability position and altitude (**mandatry target**);*
*if the student fly in a good position (**mandatry target**), both the JMs leave the grips and keep flying close to the formation (instructional goal);*
if both the JM left the grips, the student perform a left turn and a right turn (instructional goals);
as soon as the altitude of 1700 mt is reached, the student communicate the “end of the jump” (instructional goal);
*at 1500 mt the student open the canopy (**mandatry target**);*
*check of the canopy, landing circuit, landing in a safe area (**mandatry target**).*

4st AFF

The student leave the aircraft in back position or with a front looping, n°2 JMs fly close to him.
*the student recover the freefall position, arch, legs, arms, head (**mandatry target**);*
*in freefall the student check the altitude and check the position of the hand-deploy handle as briefed (**mandatry target**);*
*the student perform a left turn and/or a right turn (**mandatry target**);*
as soon as the altitude of 1700 mt is reached, the student communicate the “end of the jump” (instructional goal);
*at 1500 mt the student open the canopy (**mandatry target**);*
*check of the canopy, landing circuit, landing in a safe area (**mandatry target**).*

5th AFF

The student leave the aircraft in back position or with a front looping, n°1 JM fly close to him.

the student recover the freefall position, arch, legs, arms, head (**mandatry target**);

in freefall the student check the altitude and check the position of the hand-deploy handle as briefed (**mandatry target**);

the student perform a left turn and/or a right turn or a looping as briefed (instructional goal);

as soon as the altitude of 1700 mt is reached, the student communicate the “end of the jump” (**mandatry target**);

at 1500 mt the student open the canopy (**mandatry target**);

check of the canopy, landing circuit, landing in a safe area (**mandatry target**).

6° AFF

The student jump with n°1 JM that fly close to him.

the student recover the freefall position, arch, legs, arms, head (**mandatry target**);

in freefall the student check the altitude and check the position of the hand-deploy handle as briefed (**mandatry target**);

the student perform one looping (**mandatry target**) or more loopings (instructional goal);

as soon as the altitude of 1700 mt is reached, the student communicate the “end of the jump” (**mandatry target**);

at 1500 mt the student open the canopy (**mandatry target**);

check of the canopy, landing circuit, landing in a safe area (**mandatry target**).

7°

The student jump with autonomy, the JM or the DL(Load Director) go with him on the aircraft and check the exit point, but the student go in freefly with no more JM.

the student recover the freefall position, arch, legs, arms, head...

the student keep concentration and focus on stability position and altitude...

at 1500 mt the student open the canopy (**mandatry target**);

check of the canopy, landing circuit, landing in a safe area (**mandatry target**).

EQUIPMENT

The equipment for AFF course is a kit composed by a rig with a main canopy activated by hand-deploy system that open pulling the handele and releasing it in the right position, and a reserve canopy activated by a spring pilot chute that work pulling the reserve handle.

In addition there must be an automatic activation device able to open the reserve canopy.

The main canopy is about 250 ft² and the reserve is very similar to the main.

- JUMP SUIT
 - HELMET (WITH EARTH/AIR RADIO FOR FIRST JUMPS)
 - ALTMETER AND GLASSES
 - GLOVES (IN WINTER)
 - (PERSONAL) SPORT SHOES
-

BOARDING PROCEDURE (for all the Jumps)

- CHECK THE EQUIPMENT AND HARNESS (ON THE GROUND), INSTRUCTOR CAN HELP THE STUDENT IN WEARING THE EQUIPMENT AND ADJUSTING IT CORRECTLY.
 - BOARDING WITH HELMET ON HEAD, SECURE BELTS.
 - 300 mt: TAKE OFF THE HELMET.
 - 1500mt: COMMUNICATE TO THE INSTRUCTOR THE "END JUMP" AND CHECK THE HAND-DEPLOY HANDLE.
 - 2500 MT - REPEAT TO THE INSTRUCTOR THE JUMP PROCEDURE.
 - 3000mt: CHECK THE EQUIPMENT.
 - 3500mt: PUT ON GLASSES AND HELMET, TURN ON THE RADIO (if present)
 - 4000mt: START THE AFF JUMP
-

Free Fall

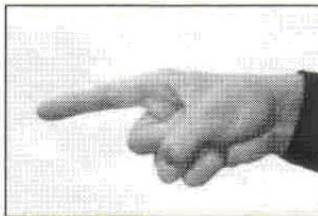
FREE FALL BODY POSITION



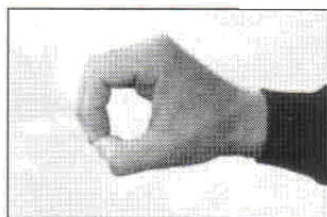
1° AFF LEVEL

- RIGHT POSITIONING ON THE DOOR
- EXIT PROCEDURE : CALL "OK" TO THE RIGHT INSTRUCTOR WHO RESPONDS "OK", CALL "OK" TO THE LEFT INSTRUCTOR WHO RESPONDS "OK", LOOK AT THE HORIZONT (PROPELLER), AND EXIT WITH UP DOWN ARCH...
- CHECK BODY POSITION, ARCH, LEGS, ARMS, HEAD...
- HORIZONT (REFERENCE)
- READ ALTITUDE AND COMMUNICATE IT TO THE INSTRUCTOR ON THE RIGHT
- THREE CHECK OF HAND-DEPLOY HANDLE (ARCH, REACH, TOUCH)
- HORIZONT (REFERENCE)
- READ ALTIMETER AND COMMUNICATE IT TO THE INSTRUCTOR ON THE RIGHT
- FREE TIME (CHECK BODY POSITION AND ALTITUDE EVERY 3/4 SECONDS)
- 1700 MT COMMUNICATE THE END JUMP AND BEGIN OPENING PROCEDURE
- 1500 MT OPEN THE CANOPY (ARCH, REACH, GRIP, PULL, CHECK)

SIGNAL INSTRUCTORS



OPEN



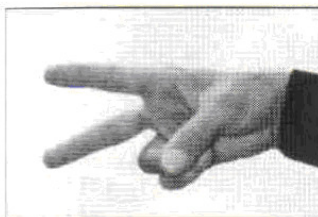
CHECK
THE
ALTITUDE



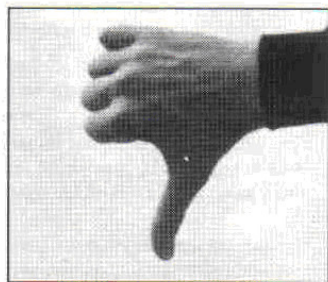
FALSE
HANDLE



EXTENDING
THE LEGS



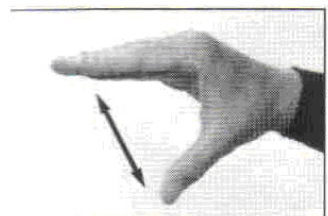
PUT THE PELVIS
DOWN



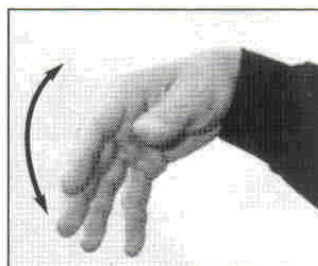
ARCH



CHECK
THE ARMS



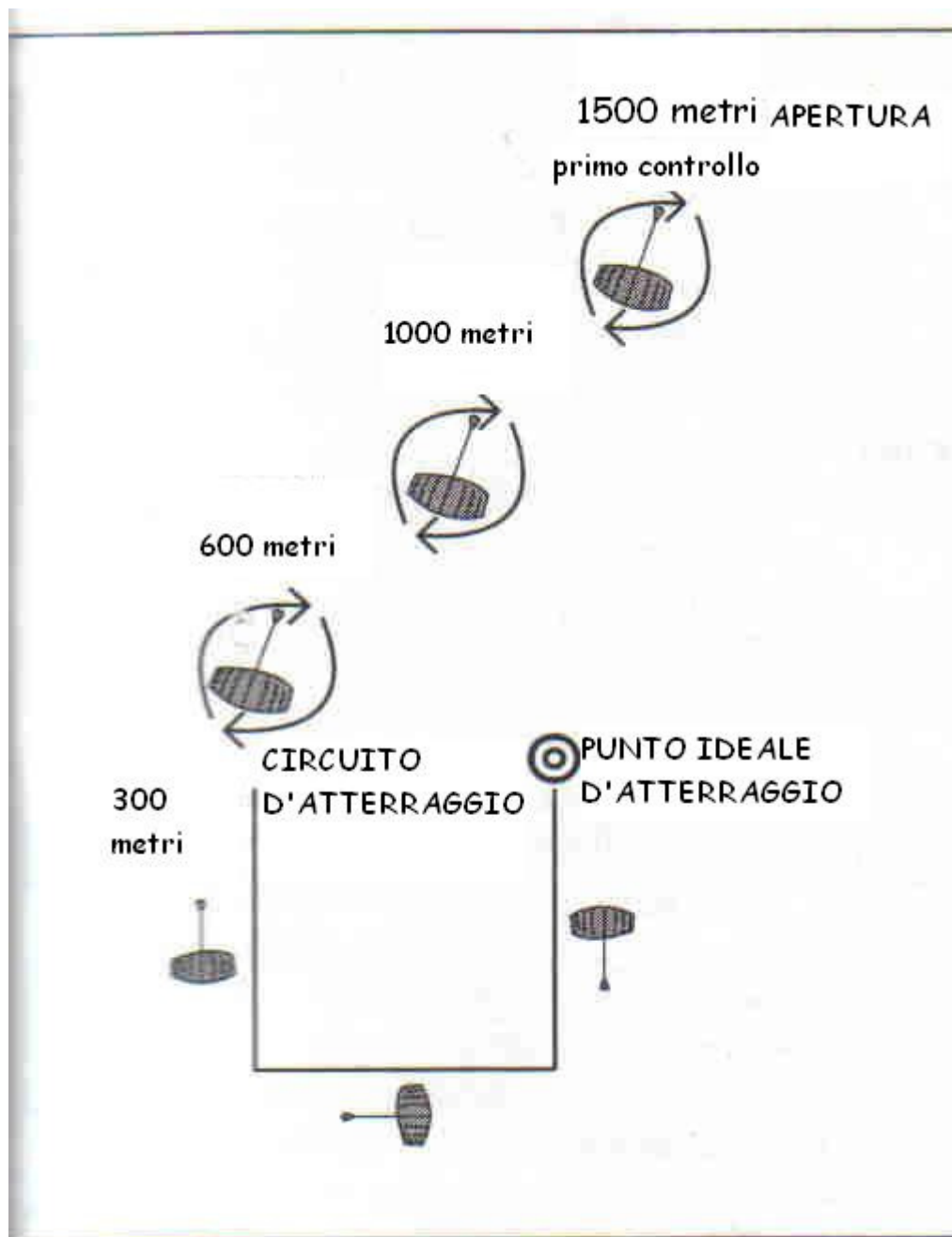
CLAP YOUR
FEET



RELAX
BREATH

OPEN CANOPY FLYING (landing circuit, landing)

- CHECK CANOPY AFTER OPENING SEQUENCE (1001, 1002, 1003, 1004, 1005)
- CHECK ALTITUDE
- CHECK POSITION COMPARED TO THE FIELD
- GRIP THE TOGGLES AND UNBLOCK THE HALF BRAKES
- CHECK THE CONTROLLABILITY OF THE CANOPY (360° RIGHT, 360° LEFT, TRY A FULL BRAKE) **AND ENTERING THE LANDING PATTERN**



- ENTRY THE LANDING PATTERN (AGAINST WIND, BASE, END)...

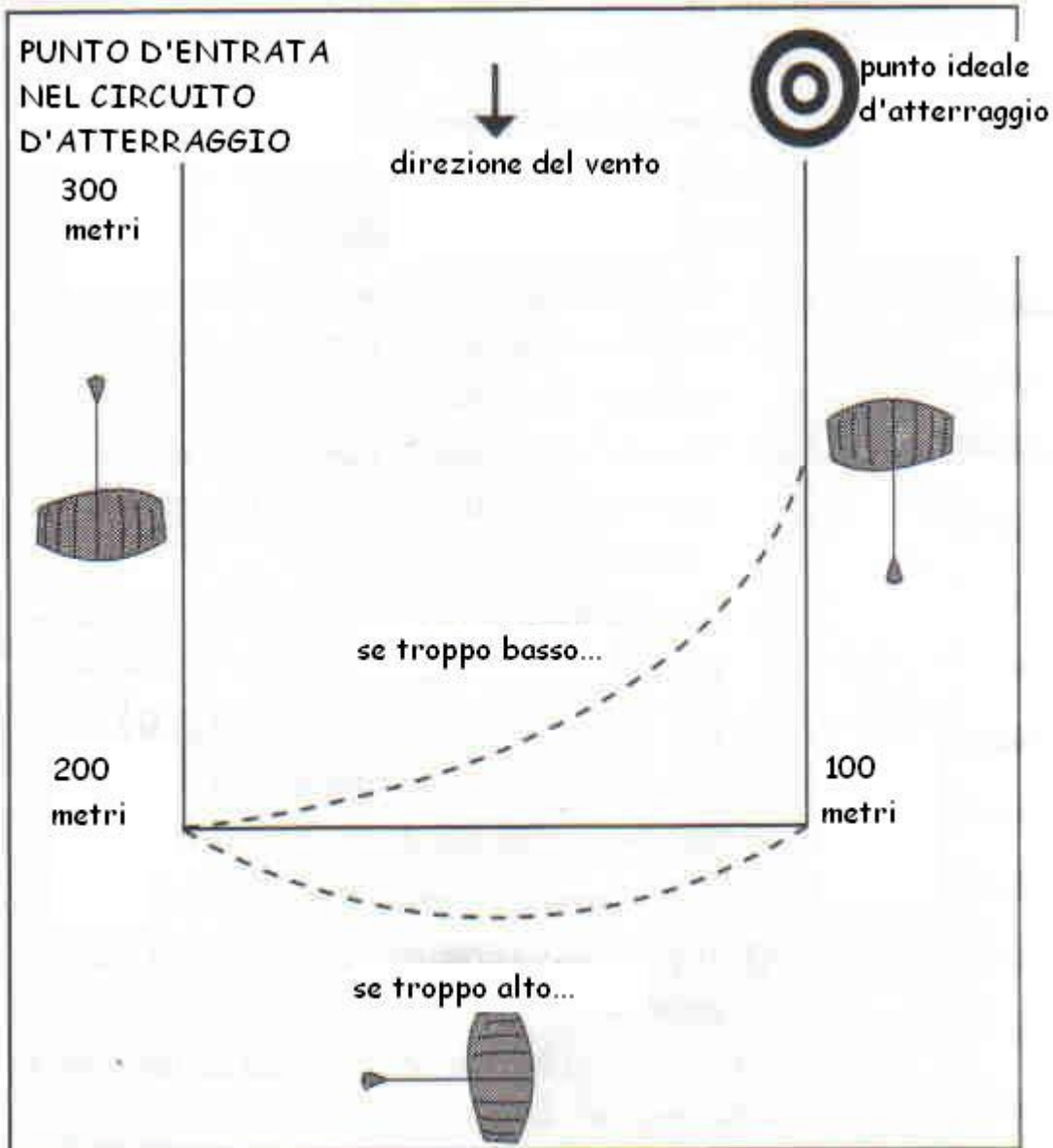
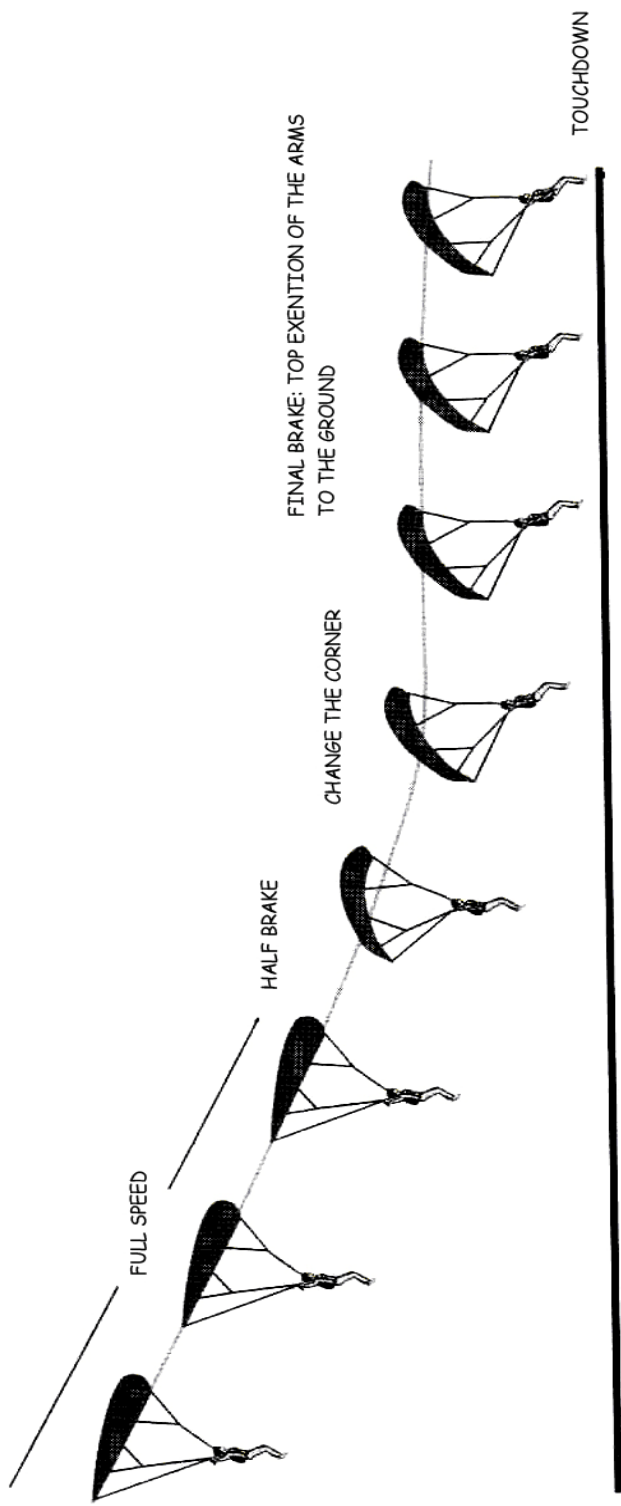


Illustration 4.1. The correct pattern shown to represent the correct

PRIORITY IN LANDING:

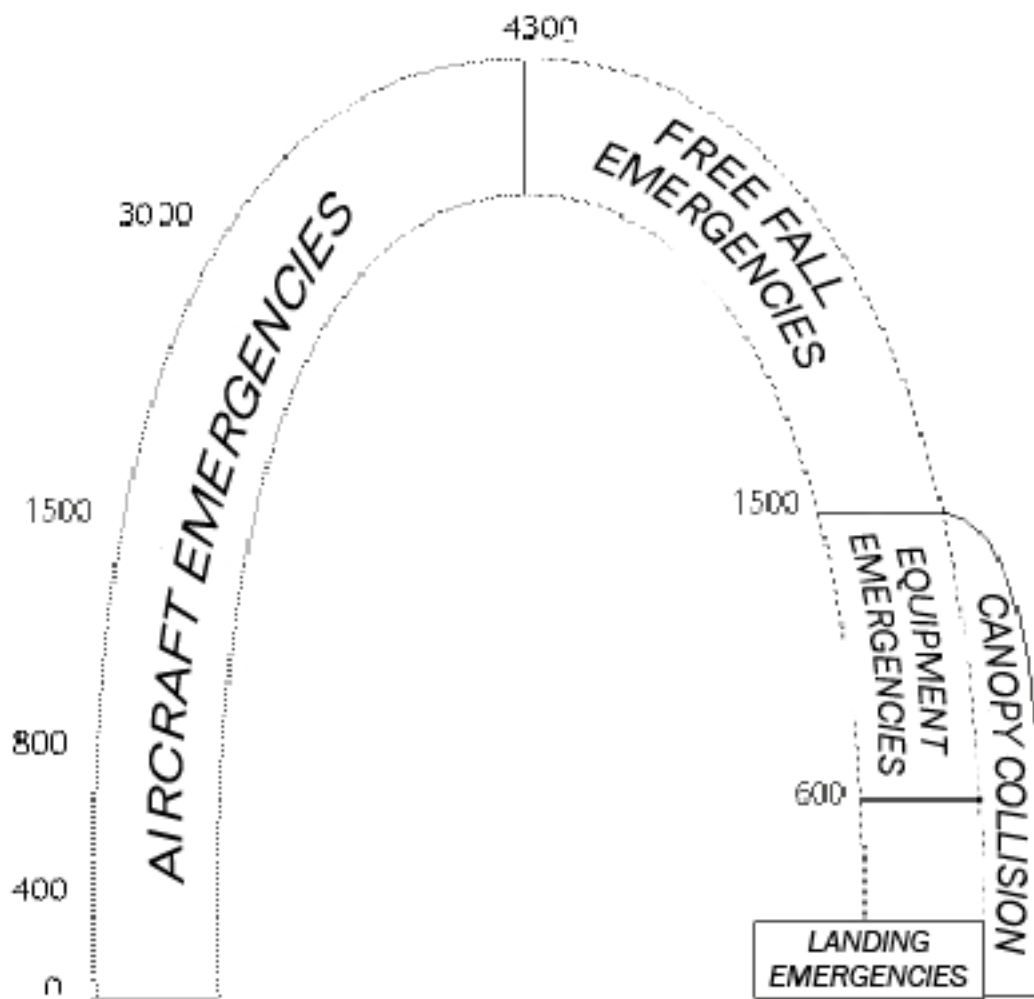
- **LANDING :**
 1. WITH THE CANOPY PARALLEL TO THE GROUND
 2. IN A CLEAR AREA FREE OF OBSTACLES
 3. AGAINST WIND

AT 3 METERS FLARE HALF BRAKES TO THE GROUND, FROM UP TO DOWN USING, PROGRESSIVELY, ALL THE EXTENTION OF THE ARMS ARMS



EMERGENCY PROCEDURES

- AIRCRAFT EMERGENCIES
- FREE FALL EMERGENCIES
- EQUIPMENT EMERGENCIES
- LANDING EMERGENCIES



AIRCRAFT EMERGENCIES

THE INSTRUCTORS WILL EXPLAIN THE AIRCRAFT EMERGENCY PROCEDURE GIVING AN IDEA OF WHAT COULD BE THE ORDERS IN SUCH A SITUATIONS. IT IS IMPORTANT TO KNOW THEM WELL TO DO THEM FASTENER

1. 0/300 meeters

- Everybody must land with the aircraft
- Take a position to avoid a probably impact
- Leave the aircraft after landing

2. 300/800 meeters

- Take positioning on aircraft door gripping reserve handle with the left hand.
- Exit and count 1001,1002,1003, then pull reserve handle

3. 800/1500 meeters

- Take positioning on aircraft door gripping main hand-deploy handle with the right hand
- Exit and count 1001,1002,1003, then pull main hand-deploy parachute handle

4. 1500/3000 meeters

- Exit with instructors and take the positioning of the briefing level you are doing
- Do all the exercises the altitude permits
- Opening (5000 ft)

5. 3000/4300 METRI

- Regular jump

N.B. IF IT IS NOT POSSIBLE TO REACH THE LANDING TARGET AREA, SELECT ANY CLEAR AREA FREE OF OBSTACLES YOU CAN COMFORTABLY REACH.

PREMATURE DEPLOYMENT IN AIRCRAFT

If it is possible hold the pilot chute and land with the aircraft. If the pilot chute goes out the door, the only thing to do is to jump immediately following it before being extracted by the opening canopy.

FREE FALL EMERGENCIES

LOSS OF THE INSTRUCTORS

STABLE JUMP

In case of stable jump, students must keep the arch, check constantly the altitude and pull the hand-deploy no lower than 1500 meters.

INSTABLE JUMP

If, for any reason, it is not possible to keep a stable position or if cannot check the altitude, then relax... and pull the hand-deploy to open the canopy.

PRIORITY OF EVERY JUMP (MANDATORY TARGETS)

OPEN THE PARACHUTE

OPEN THE PARACHUTE AT THE ALTITUDE REQUESTED

OPEN THE PARACHUTE AT THE ALTITUDE REQUESTED IN A STABLE POSITION

NOTE: PULLING THE HANDLE IS MORE IMPORTANT THAN STABILITY

EQUIPMENT EMERGENCIES

The Parachute equipment properly rigged and maintained to the highest standard of security for the correct work, but students must be very well trained to be able to apply the emergency procedure in the right sequence.

MALFUNCTIONS

Malfunctions can be total (**high speed**) and partial (**low speed**). Most of the partial malfunctions that can be resolved.

TOTAL MALFUNCTIONS

If the bag of the canopy doesn't open because we don't find the handle, or, after gripping the handle it is impossible to pull it, or after pulling the handle the bag stay closed and we still are in free fall, then **locate the cutaway handle of the main canopy and locate the reserve handle, grip with the left hand the cutaway handle and with the right hand the reserve handle. Pull the cutaway handle then put the left hand on the right hand positioned on the reserve handle, and pull it (with both hands)**. Between total malfunctions there are also pilot chute or pod entangled in the lines, pilot chute in depressed zone, and horseshoe.

PARTIAL MALFUNCTIONS

We have a partial malfunction when the canopy is not correctly open (flame, stuck slider, etc.) that could means a little decrease of the falling velocity, but not enough to land safely. If it is not possible to solve the problem we will apply the emergency procedure: **locate the cutaway handle of the main canopy and locate the reserve handle, grip with the left hand the cutaway handle and with the right hand the reserve handle, pull the cutaway handle then put the left hand on the right hand positioned on the reserve handle, and pull it (with both hands)**.

Spinning, deflated external caisson, stuck slider, broken rope, broken control lines, canopy damage, can be considered **light problems** that can be solved without the needest to opening the reserve parachute if the canopy can be considered safe after a deep check of control of the performances. In any case, if there are more than one malfunction, it is mandatory the emergency procedure (always decide within 2500 feet) So, when we try to solve the problem we always have **TO CHECK THE ALTITUDE. If there is any doubt, go on with the emergency procedure!**





BOTH PARACHUTE DEPLOYED

MAIN CANOPY OPENED, THEN DEPLOYMENT OF THE RESERVE (OR VICEVERSE)

1. Try to stop the deployment of the reserve (or the main) while it is opening, then put it between the legs to avoid deflating
2. Do a somersault in landing

A. BIPLANE

- 1 Steer the front canopy gently using toggles. Leave the brakes stowed on the back canopy. Use the controls in front of the canopy, braking gently and lightly (between 1/3 and half brake)
- 2 Do a somersault in landing

B. SIDE BY SIDE

1. Leave the control of both canopy looked.
2. Keep command and move parachute gentle with back lines and keep central toggles together with the other hand
3. Do a somersault in landing

C. DOWNPLANE

1. Cut away the main canopy and choose a free and safe place for landing.

D. MAIN AND RESERVE CANOPY ENTANGLED

1. Try to deflate the last opened canopy
2. if it is possible, when the two canopy are already opened, leave the controls stowed and prepared yourself to do the best somersault you can

**IN ANY CASE EVALUATE THE PROBLEM,
TAKE A FAST DECISION WITH GOOD SENSE AND KEEP THE CALM.**

CANOPY COLLISION

During the fly every parachutist has the responsibility to keep a safe distance from the other skydivers. Anyway, if a collision is imminent, in most cases both jumpers should steer to the right. If it is not possible to avoid collision keep arms and legs open and do your best for not been entangled.

LANDING EMERGENCIES

We have to select an open area free of obstacles nearby in which to land from when we grip the toggles and unblock half brakes, fly into the wind to specific, pre-assigned points above the ground, near the landing target area. Do an upwind landing only if it is strictly necessarily.

WATER

Before landing **PUT OFF** helmet, glasses, gloves and shoes, **DISCONNECT** the chest strap, **RELEASE** leg straps and, when the water is reached, **SLIDE OFF** the harness and **LEAVE** the equipment.

POWER LINES

Follow the direction of the lines during the landing also if not against wind.

TREES

Flare to half brakes, keep your legs tight together, both elbows tightly together and close to your body, keeping the toggles, protect your face with both hands. Try to hold on to the main branch to avoid falling.

OTHER OBSTACLES

Buildings, cars, aircrafts, hangar, streets, etc..., keep your feet tightly together, fold lightly the legs and prepare to impact.

Methods of payment for AFF course:

AFF Course can be payed _____, ___ € in one solution at the registration.

N.B.:

A.S.FlyGang is a non-profit-making organization and in any case, the amount payed are not reimbursable because it is fully used to pay in advance aircraft rent, fees, instructors and collaborators.

The amount not include:

- MEDICAL CERTIFICATE (if needed)
- INSURANCES (90 €)
- REJUMPS

AFF lessons and Rejumps:

The amount of € _____, ___ include:

- Registration to the sportive association for the whole year
- All the theory lessons
- AFF course manual (this)
- Rent of the equipment necessarily for 7 jumps
- packing of the main canopy
- 7 jumps:

1st, 2nd, 3rd e 4th jump with 2 Jump Masters and video for every jump.
5th e 6th jump with 1 Jump Master and video for every jump
7th jump first solo jump, without Jump Master and no video.

These 7 jumps should match with the 7 levels, completing the AFF training is necessary to learn the basic knowledges to fly solo and safe and to have fun in skydiving.

To pass a level it is necessarily to hit the **"mandatory targets"**:

- 1- Open the parachute
- 2- Awareness of all the steps during the fly, form the harness to the came back in hangar
- 3- From 2° level, take a right position, explained during the briefing, with a stable fly without instructors taken
- 4- From 4°, good execution of the exercises explained during the briefing.
- 5- The time between a level and the next one cannot be more than 5 weeks.

If a jump should be repeat it is necessarily to pay the additional lessons:

____, ___€ for levels 1st to 4st

____, ___€ for levels 5th and 6th

____, ___€ for 7th level (level 7th is a solo jump...)