

## SAFETY NEWSLETTER

### PARACHUTE OPERATIONS V1.1, date 25 Sept 2016

#### Abstract:

In order to avoid conflicts in four dimensional space, we must know what to expect from Skydive Monroe. Listen for radio transmissions on 122.9 . Critical transmissions are from “Skydive One”. When you hear “Skydive One crossing runway midfield”, become very alert and start planning. You will know from the AM briefing where the drops will occur. You will have about 5 minutes to vacate the dropzone when you hear “Skydive One taking off Rwy XX”. When you hear “Jumpers away”, you will have to wait about 5 minutes before entering the landing pattern. When you hear wingsuits, be aware that they are dropped a mile further upwind, and they like to float near clouds. Skydive One is listening on CTAF from 6000 ft down.

#### Main Article:

So, first thing is to be sure your radio is receiving, so a radio check before takeoff is essential. No radio, no takeoff, punk!

Next, understand where the King Air, AKA “Skydive One”, will be going. He will transmit “rolling on the ramp”, “crossing runway at midfield”, and “taking off runway 3”. Takeoff on Runway 03, straight out, 15 degree nose up, climbing over 1500 ft/min. Actual climb angle is about 8 degrees, so visibility is limited. He will be above our altitudes by the time he crosses Highway 78. So-avoid this corridor.

Next, remember where the dropzone is and know where you are! Joel is getting a poster made to put in the office, which will help you locate yourself. Know what North, East, South, West quadrants look like. Skydive One will be at altitude about 10-12 min after takeoff, and will drop the load. He will give a 2 minute warning—listen for it. You should have your plan made by 5 min after his takeoff, and be executing it.

When you hear a radio call including wingsuits, be aware that they are dropped about a mile more upwind than the freefallers. The wingsuits will head toward the airport and open chutes about 3000 ft AGL. They like to fly near clouds—the speed sensation I guess. The good thing is that they are very maneuverable, more so than the freefallers, and they are always looking down and ahead. Andrew says they can see us and avoid. Only very experienced skydivers are allowed wingsuits.

The King Air will then begin a rapid descent at over 2500 ft/min, to a left traffic pattern Runway 21. He will enter downwind, about ½ to 1 mile East of runway, at 5000 ft, and will land before the last jumper is down. So, from “Jumpers Away” call, to pattern clear, will be about 5 minutes or so. Skydive One switches to CTAF at 6000 ft, overhead the field, headed for downwind. So, from that call on, he is listening.

Your decisions for landing need to consider the following factors---What is the sinkrate of your glider at Minsink airspeed, worst case? What is your height above traffic pattern altitude? Where are you in relation to dropzone? What are the lift conditions? The decision is “expedite landing” vs. “hang out”. Don’t forget---if there is a problem, it is alright to ask (tell?) the jump plane to go around. Be “In Command”.

Bill Scott is interested in having a safe operation. He has a lot invested, and can't really afford trouble. If you see a problem, like jumping through clouds, etc. tell the OD who will bring it to Bill's attention, and report it to your Safety Officer.

Fly Safe, Have Fun-----

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