



# Downsizing Best Practices

## Are You Ready?

### CONSIDERATIONS BEFORE DOWNSIZING

Name: \_\_\_\_\_ Total # Jumps: \_\_\_\_\_

**Current Canopy**

Model and Size: \_\_\_\_\_ Wing Loading: \_\_\_\_\_

Total # Jumps on Canopy: \_\_\_\_\_

In Past Month: \_\_\_\_\_ In Past 6 months: \_\_\_\_\_

- Change planform (type of canopy) or size, not both
- Downsize one size at a time
- A canopy class is the best way to master your current parachute
- Competency/currency are more important than jump numbers

### PROFICIENCY EXERCISES

On your current canopy, can you reliably perform the following exercises to the satisfaction of the S&TA or DZO?

#### In-Air (Above 2,000 Feet)

- Rear-riser turns and slow flight
- 90-degree braked turns with braked flares
- Toggle and rear-riser stalls and recovery
- Flight cycle practice, including how to prevent entering one
- Harness turns and flare turns
- Low-turn recovery with braked flares

#### Landing

- Reliable stand-up landings in no wind and crosswind
- Reliable stand-up landings within 30 feet of a target in various conditions
- Full-glide landing approaches
- Flare turn of no more than 45 degrees on final (in a canopy class or with professional instruction)

#### Other

- Do you have a lot of jumps on your current parachute and have you been jumping it recently or have you had a layoff?
- Do others feel you have mastered your current parachute?
- Do you feel confident landing off?

If you have any doubts about the above, make 50 or 100 more jumps on your current canopy before considering downsizing.

**There is no penalty for waiting!**

## Learn Your New Canopy

### CONSIDERATIONS WHEN DOWNSIZING

**New Canopy**

Model and Size: \_\_\_\_\_ Wing Loading: \_\_\_\_\_

Size or planform change: \_\_\_\_\_ New or Used: \_\_\_\_\_

- Inspect used canopy for wear
- Are the steering lines the correct length?
- Does the canopy require a two-stage or continuous flare?
- It's always a good idea to read the owner's manual
- Flight characteristics and landing techniques will be different; plan on dedicating several hop-and-pops to learning about your canopy and practicing canopy-flight emergency procedures

### IN-AIR EXERCISES (Perform Above 2,000 Feet)

#### First Jump

- Find stall point with toggles
- If stall point is above full flare, focus on practice flares to find stall point to avoid stall on landing

#### Subsequent Jumps

- Dial in the sweet spot for the best flare
- Max glide/min descent
- Canopy-Flight Emergency Procedures
  - Rear-riser turns
  - 90-degree braked turns
  - Half-braked flares
  - Reverse turns (aka turn reversals)—max rate of turn
  - Low-turn recovery

### LANDING EXERCISES

- Full-glide landing pattern and approach
- Braked patten and full-glide final approach
- Accuracy practice

## Stay Alive—Practice Five

### CONSIDERATIONS AFTER DOWNSIZING

- Practice canopy-flight emergency procedures on a dedicated hop-and-pop at least once per month so you can use them quickly and correctly when needed!

1. Rear-riser turns
2. 90-degree braked turns
3. Half-braked flares
4. Reverse turns (aka turn reversals)—max rate of turn
5. Low-turn recovery

- Practicing your canopy-flight EPs is just as important as practicing your other EPs. They could save your life on your next jump!
- Strive to increase your canopy-flight proficiency by taking an advanced canopy class
- Maintain traffic, altitude and position awareness under canopy when performing canopy-flight exercises so practicing a simulated emergency does not turn into a real emergency
- Be a role model! Encourage other jumpers to practice canopy-flight EPs, too

**Canopy-Flight EPs**

Date: \_\_\_\_\_ Date: \_\_\_\_\_ Date: \_\_\_\_\_

Date: \_\_\_\_\_ Date: \_\_\_\_\_ Date: \_\_\_\_\_

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