

Experienced Jumper Information

1. Role of the RNZAF Despatchers and Loadmasters

We are there for your safety.

We are going to check seatbelts are secure prior to take off

We are going to give timings to the drop.

We will stop you from exiting if the red light illuminates or an unsafe situation develops.

We will not check you, your equipment or passengers. You are responsible for yourselves and your passengers.

The despatchers are in charge of the jumpers.

The loadmaster is in charge of the cabin of the aircraft.

2. Exits

Exit speed will be around 125-130 Knots.

You will generally slow down to terminal. Be prepared for the slipstream to be a very 'Hard wind'

Separation:

You are traveling at around 64 meters per second through the air so 2 or 3 seconds between Tandem exits should be adequate unless the uppers are really blowing. We will be checking the aircrafts speed over the ground to ensure good separation is achieved.

A good way to exit over the ramp is a standard dive exit from the center of the Ramp.

Remind your passengers allow themselves to go head low and not to hop out feet first.

3. Spotting.

The aircraft is spotted by the aircraft navigator,

Actual winds are calculated on the way to altitude and a real time/actual wind release point is plotted for each sortie.

C130 spots can have a tendency to be long so be prepared to deploy high if you need to. I'll be asking the navigator to half their normal calculated release as I find this to be a good compromise. We'll keep good communications with the navigator as the day progresses and will adjust the spot accordingly.

Cloud conditions may prevent us from dropping. The navigator needs to be able to see the target and release point to release us.

Run In direction will be briefed on the day.

4. Getting ready to board

Clothing

All on board need to be fully clothed i.e. shoes will full uppers, full length trousers and long sleeves. A purpose made jumpsuit is ideal. Any one not complying with this standard will not be flying.

The PTSU manifest will be run by one of our staff. His job will be to

1. Form every one up prior to boarding
2. Ensure that the people boarding the aircraft are the people on the manifest.
3. Move everyone to the aircraft and hand you over to the crew.

Stick Leaders:

Each stick will have a leader who has been nominated by the JUMPSTART organizers.

Their job is to gather up their stick members and get them all to the RNZAF Marshall.

This is to facilitate the boarding process. The Form up area is inside the PTSU hangar.

When boarding, like all jump aircraft, we'll board in reverse exit order.

5. Conduct on board the aircraft

If any aircrew member, (including the 2 despatchers) tell you to do something. Don't ask why, just do it, we'll talk about it afterwards.

Wait until invited to board by a crewmember.

Sit down and secure your seat belt.

Be care full of the webbing seating as this can snag poorly protected pins and bend them in half with ease.
The despatchers will show you where to sit.

6. Wind Limit

20 knots including gusts.

7. Hearing protection & motion sickness.

We'll provide earplugs and sick bags

8. DZ Marking

Our DZ will be identifiable by a large orange 'J' Juliet. It is not a target to land on. It is a target that the navigator will use to ID our DZ; we'll also have a windssock close to the DZ.

9. Aircraft drill

We will be using our own military aircraft drill but all we want you to do is take note of the timings.

Unfasten seat belts.....Start to prepare you passengers

10 min

6 min

2 Min.....stand up in exit order and be ready to go.

1 MinFirst jumper will move to the hinge of the ramp.

30 seconds (we'll signal this with arms crossed above the head)...Move to within 2 meters of the ramp edge.

5 seconds (We'll call "Standby").... Move into your exit position.

GO.....The green light will illuminate and the Loadmaster will call "Green On". Do not exit until you hear the GO from the Despatcher.

After each pass there will be approximately 3-4 minutes.

The next stick should prepare to exit as soon as the last person of the previous pass has exited. The next call will be the 2 minute warning.

10. Exit altitude

This will be 10,000ft AGL.

11. Local area & DZ brief

This will be done on the day. See the diagram below for a general idea of the DZ area.

12. Non Jumpstart flying activity on Base

Flying activity on base has been restricted. Movements of aircraft will not occur whilst the C130 is operating. There will be no other parachute, Glider or model aircraft operating on the day.

