

Parachuting Accuracy – Final Approach and Landing

Assuming that as you are now jumping an accuracy canopy, the basics from jumping a sport canopy have been learnt, however reminders of these continue as they become more important in the final stages when landing on a tuffet.

The major change now is that you are aiming from final set up to fly slightly past the target, remember your feet are 4-5' below your eyes, and now your intention is to drop directly onto the target from above.

As with any landing walking away from a safe landing comes first. If you don't think you will hit the tuffet, then land safely.

So back to the set-up position, you should be on $\frac{1}{4}$ - $\frac{1}{2}$ brakes and the target should be fixed, not moving away or closer, if it is then react early, but smoothly. If you lift the toggles quickly the canopy will increase in speed, but also drop, similarly depressing the toggles quickly the canopy will slow but also produce lift, both of these will mean your perception of where the canopy is flying will be ruined until the canopy settles again, so make the movement slowly and smoothly to keep the canopy on the line to target. You will hear the term soft hands, what this means is gentle and small movements. Some will try to over adjust at an early stage and then aim to return to their original brake position, this is personal preference and dependant on experience, ideally being back in the $\frac{1}{4}$ - $\frac{1}{2}$ brakes position gives the greatest options. Fly the canopy where you are comfortable, being in deep brakes close to the ground is not always comfortable, if in doubt, let the canopy fly, take a safe landing. If you still have the height, complete a flat S turn, this will allow you to lose height whilst remaining back from your target, and more importantly keep control.

You are the pilot, the canopy will react to your inputs, reacting rapidly and often will unsettle the canopy, so keep it smooth and controlled. Just like driving you don't snatch the steering side to side you adjust slowly and smoothly so you don't upset the ride.

Positioning in the harness, the ability to be able to look directly down past your foot is important, sitting back in the harness will mean that you will have to have your foot ahead of you, so dropping onto the target seeing your foot to the target doesn't work. Loosen your chest strap and lean forwards into the chest strap, you can then look past your foot to the target seeing precisely where your first point of contact will be on the pad.

The final approach will be aiming past the target, allowing for the pilot to slowly and steadily stop the canopy in a parabolic curve to stop above the target, dropping directly down into the centre of the target.

Placement of the foot comes from constantly flying the canopy to the target, ideally you shouldn't be moving the foot, just looking past the heel to the centre until you fly the foot, via the canopy onto the little dot. If you're moving the foot or reaching then you're not in the ideal place, this takes practice

Knowing your limitations – experienced pilots will have the stall point of their canopy ingrained, the intention here is to enter the sink phase, not to allow the canopy to stall, the stall will rotate the pilot backwards, losing target vision and put the pilot on their back, at worst short of the tuffet....