

Parachuting Accuracy – Initial Approach

Splitting the approach to the target, first off is to fly on a line that will take you to a point just over the target and then there is the transition onto the target. One very important part is you can slow the canopy down using brakes or do S turns to if you are too close, but apart from front risering, you cannot do much else to increase speed to get to the target if you start from too far away

You should from high up start to assess the line that, in the present wind conditions, will allow you to fly on a quarter to half brakes from your set up point to the target with as little input as possible.

The reason that flying on brakes is a good starting position is that you can both fly faster and therefore further by letting your brakes up if your line of flight is short of the target, or fly slower and therefore not as far by applying more brake if your line of flight is past the target.

So from high up, and remaining upwind of the target (you're not yet interested in the target) face into wind and apply $\frac{1}{4}$ - $\frac{1}{2}$ brakes, you are now looking for an position on the ground that will not be moving either away from you, or towards you. This in theory, if nothing else changes will be the point at which you will land. In higher winds this position will be closer to your feet than it would be in lighter winds, but in effect the angle is the important factor and this is what you need for your turn onto final approach. This point isn't as simple to find as it sounds, so this is something to practice and not only on accuracy jumps, this will regularly get you on target, whether this be the middle of the DZ, the demo arena, the accuracy pad or even for an off landing into the landing area of your forced choice!

This angle can be done several times if you are top of the stack, but at the bottom this is generally a one off assessment. Remember at height the winds may be a different strength than lower down, so don't just do this once, repeat it, but not so often that it uses up too much energy by constantly flying on brake. Your last assessment should be around 1000' and remember, upwind of where you wish to start your final approach.

You should now do your turns, keeping them flat, to pick up the angle that will bring you to your target with your chosen amount of brake.

Sport approach

With faster canopies landing from $\frac{1}{2}$ brakes will not give as effective a flare, therefore your angle should be bringing you slightly short of your target for landing, anticipating that you will **slowly** let your brakes up, increasing your speed and allowing this to bring you to your target with a safe flare.

Accuracy approach

With accuracy canopies the approach is opposite and you will be aiming to overfly the tuffet and pad, slowly decreasing the speed until you drop onto the target.

Both of these are covered further in 'final approaches'

With all canopies, one important factor is that you are using your eyes to assess your landing position, but what you are looking at will be about 4-5 foot out from where your feet are going to land, so when you start getting more accurate in your landing keep this in mind so you're not landing just short.