

# Coaching 2 Flight Planner (category G2)

---



## a. REVIEW TOPICS

Aircraft: gear protection when moving inside the aircraft, airplane stall and bail out procedure

Freefall: "body" count, fall rate control and docking, Altitude checks, break off, tracking on heading

Canopy control: Unassisted flight plan, identify areas of turbulence, flying through turbulence procedure

Emergency procedures: decision altitude, low pull, AAD fire, two outs

---

## b. FREEFALL

### Training Objectives

Front floater exit (no grip, student counts)

Up, down, and forward moves (with Start-coast-stop)

Break off and track on heading (within 20 degree)

### Dive Flow

Spot (with assistance)

Front floater position (check with coach for an OK)

Student initiates head and leg count: "ready, set, go."

Exit, hold direction of flight until stable

Turn to face coach and make a dock, COA

Coach moves down (up) and back 5 feet

Student follows, matches level and docks

Repeat up/down until break off at 6,000 feet

6,000 feet student turns 180 and tracks for 5 seconds

Coach remains in place and evaluates track

Wave-off and pull at 4,000 feet

## c. CANOPY CONTROL

### Training Objectives

Deep brakes flight and stalls (above 2500)

Wind check under canopy

Canopy flight plan (use of flight planner)

### Canopy Flight

Perform controllability check

Steer the canopy toward the dropzone

**In the playground,**

Pull both toggles to  $\frac{3}{4}$  brakes, and perform braked turns, similar to  $\frac{1}{2}$  brake turns.

Pick a direction and fly in full flight for 5 sec, and look down in between feet, note ground track

Make a 90-degree turn (either direction), and note ground track again

Practice 2-stage toggle flare (above 1,000 feet)

Execute planned pattern (A,B,C)

Check altitudes at each point A, B, C

Fly all flight modes for landing: Full flight, begin to flare at 12ft, level-off, and stall.

---

## d. REVIEW QUIZ

Describe your procedure for landing in trees?

What does a tall cumulus cloud indicate?

What to do if you can only turn right under a reserve?

Why is it bad to leave a parachute in the sun?

What to do if someone has pilot chute out in the aircraft?

Why do we have to stop before docking?

What is your wind limit after you get the A license?

Why should we stow the toggles after landing?

Who may maintain a main parachute system?

How to store a rig or a parachute?

---

## e. KEY POINTERS

Exit: keep the chin up and hold exit heading

When changing fall rate – avoid being on top/bottom of the group/coach

Increase fall rate – arch and decrease surface area

Decrease fall rate – torso flat and increase surface area

For stable tracking, keep arms out more, feet shoulder-wide and slightly reduce arch