

# Briefing for Night Jumps

## **RULES**

Skydiver's Information Manual Section 6-4

Get endorsement in logbook as proof of this briefing.

official 1 hour after/before to count towards license

NOTAM needs to be filed

FAR 105.19 requires light visible for 3 statute miles under canopy

hypoxia can be evident as low as 5K, and night vision is first to go; when in doubt, step down from the jump; denial is also very common so watch each other's back.

## **GEAR**

turn Cypres off and back on

take cell phone

chemlite in front on chest strap (break on ground so make sure it works)

strobe on left back, don't turn on until under canopy (practice feeling where this is, make sure it turns on)

no tinted or yellow goggles

glow in dark altimeters, "charge" them by the light

## **AIRPLANE**

cover up chemlite to aid in night vision adjustment

look around outside and try to recognize familiar landmarks that look different at night

runway lights are white/green/red, don't confuse with the white street lights west that are actually brighter

## **JUMP**

Transcom communication to plane, if no contact, look for lights in landing area; dark means no go

"jumpmaster" on load spots, must be experienced night diver; make sure space between,

can go around for spot in higher winds; have pilot announce that

Solo must be if never did night jump before

Two way: keep it simple if RW; breakoff higher than normal: one track, one pull in

place, stagger opening alts; less experience team up with someone with experience

night winds strong uppers, 100 feet nothing

stagger opening altitudes

## **LANDING**

Jen drives golf cart

land the direction of lights, not INTO headlights

the "moon" shadow phenomenon

tendency to flare late because loss of color vision

Try to clear landing area quickly, leave strobe on

look up and around for others coming in behind you

## **WHAT IF**

off field landing; same as in daylight, but especially harder to see power lines, just

assume if it's by a road or a light pole, there are also powerlines; if not immediately

adjacent to DZ, please call on cell phone so we know you are okay and where you are

malfunction: don't chase main; just land safely

injury: use cell phone! stay put and just try to help us find you