

BIG WAY CAMP

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EVENT REGISTRATION

Make sure all your registration and waiver paperwork is completed, your rig is checked and you have money on account prior to showing up for the first dirt dive.

DIRT DIVES

1. **Show respect to the organizer:** Be on time (or early), pay attention and keep quiet (unless you have a question). Bring or wear your jumpsuit.
2. **Dress for success:** Estimate fall rate based on your docking position in the formation to determine if you need to add weight or move to your bigger (or smaller) jumpsuit. If you don't feel comfortable in the slot assigned to you, now is the time to ask your organizer to be moved to a more appropriate slot.
3. **Find the references for your slot:** Memorize reference points during the dirt dive to make sure you understand several key set-up targets. This is especially important in the final dirt dive with full gear so you can see color of rigs, jumpsuits, helmets, or any other visual references that will help you.
 - a. Your quadrant radial from the center of the base and line of flight
 - b. The persons docking in front, behind, and beside you.
 - c. Your *clone* across the formation
4. **Eye contact:** During most dives you will be looking through the center of the formation to your *clone* to maintain the fall rate, integrity of the shape of the formation and waiting for keys for the next points.
5. **Run-outs:** You will probably do several types of full dirt dives. These are opportunities to not only practice building the formation using your references, but also to thinking about exit lineup and potential traffic issues on your approach.
 - a. **Back-in:** Starting from the completed formation and backing it into an aircraft line-up.
 - b. **Run-out:** Starting from the full line-up in the plane to a real-time formation build.
 - c. **Exit frame:** Starting from 5-seconds after leaving the aircraft to a real-time formation build.
6. **Sheep Dogging:** Sheep dogging starts in the dirt dives. Know who you're docking on. If you can, follow them on the ground as you do runouts and build the formation. Board the plane just ahead of them so you can dive out behind your leader, and then follow them out the door, into your quadrant, into the stadium and all the way until you set up to dock on them. You can't get lost if you are following the person you're docking on (Assuming that they are going to the right place. You always have to know other references as you don't want to follow them to the incorrect place). Besides knowing who you're docking on, know who's in front of you. Maybe you're lucky enough to be on a leg grip of the person in front of you. If you're not, such as if you're on a weedwacker, you need to know who to set up behind. That way, you won't have tension in your line, because you'll be lined up behind the person the dive designer had planned for you to be behind.

LOADING THE PLANE AND RIDE TO ALTITUDE

1. **Before loading the plane:** Make sure you have all of your equipment on and ready to skydive: Harness tight and straps stowed, booties on, gloves, helmet, altimeter, weights on, etc. It's very discourteous to try to put your booties on in a full plane of jumpers (even worse when you are at 21,000 feet with Oxygen).
2. **Loading the plane:** In the loading area walking to the plane (or during a full run out), find the people who you are sitting beside, in front of and behind. Follow and lead each other

- in this order to the plane. You can even have a hand on the yoke of their rig if this will make loading the plane clean, quick, and easy. When you sit down locate your seatbelt *and* the seatbelt for the person who is about to sit down right next to or in front of you. As they sit, hand them their seatbelt, then fasten your own. If everyone does this it drastically decreases the time to load the plane.
3. **Climb to altitude:** Minimize talking and movement. This is valuable mental dirt diving time. Use it to finalize your visualization of the complete process (aircraft exit to canopy opening) and try not to distract others. This is especially important as you start to breath your O₂.
 4. **Gear Check:** A good time to give a final adjustment to your harness and get a gear check is between 9,000' and 11,000'. Even Arizona airspeed does this on every load. *NOTE: Make sure the person checking your equipment knows what they are looking for and don't offer to give a gear check if you are not sure what you are supposed to be checking.*

JUMP RUN, CLIMB-OUT, AND EXIT

1. **Jump run:** This is time to be still and quiet. Do not block the aisle from the door to the cockpit and do not make noises or hand gestures that could be confused with the one or two minute call signs.
 - a. 2 minute call, everyone hold up "two" sign (peace) to relay from cockpit to spotter, no talking (everyone does not need to yell out "2 minutes").
 - b. Red light means open door and look for aircraft (1 minute call).
 - c. Green light (streamer from lead aircraft) climb out.
2. **Spotting and climb-out:** On each load there should be a designated person in each plane to perform the jump-run and climb-out commands.
 - a. **Lead plane:** Spotter will check the ground position for clear airspace and give the climb-out signal
 - b. **Trail plane:** The designated person(s) will watch for the climb-out signal from the lead plane (streamer, green light or a wave from the lead floaters). *NOTE: If you are not one of the designated person(s), there is no need for you to verbalize or signal that the red light or green light is one – the spotter(s) should be paying attention to them.*
3. **Climb-out, line-up, and exit:** Every effort must be made to climb out and line-up as quickly and efficiently as possible in all aircraft. An organized and tight line-up will promote a faster exit. It's a team effort and should be practiced several times during the full gear dirt dives. Also, good aircraft positioning and visual contact from trail plane(s) to lead plane is required for a timely group exit.
 - a. **Door Line-up:** In an otter, usually three rows in a three, two, three, or three, three, two configuration. A quick, tight, organized door line-up is only achieved by having everyone positioned correctly with their back straight up and down, squatting down, hips forward and feet underneath or slight left foot forward. Everyone must launch straight out (perpendicular to the line of flight) or else people towards the back will get smashed by their teammates into rear of door.
 - b. **Diver Line-up:** A quick, tight, organized diver line-up is only achieved by having everyone positioned correctly in the plane with their backs straight up and down, slight squat, hips forward and feet staggered front and back (everyone left foot forward). In a two-by-two line up exit for divers, the left diver should aim for the low rear area of the door and the right diver should aim for the upper front area of the door. This avoids collisions.
 - c. **Outside floaters:** Regardless of the number of floaters outside the plane (this depends on the size of the formation and organizers design), the front floaters must push aggressively straight out from the side of the plane to leave room for others. The center floaters push out just enough to leave room for the remaining floaters in the rear. The rear floaters just drop straight down.

- d. **Dive floaters:** Dive floaters, when used, are usually the first one or two rows of jumpers lined up in the door. Their purpose is to turn immediately out the door up the line of flight and fly back up like a floater towards the base. There can be dive floaters in either or all aircraft depending on the placement of the base jumpers in the line-up. *NOTE: There is no dive in "dive float".*
- e. **Lead Plane:** The count and base will come out of the lead aircraft.
- f. **Trail Plane:** Trail aircraft will exit on a predetermined signal – usually leaving with a super floater or when regular floaters exit.
- g. **Exit:** Immediately upon exiting all aircraft, identification of the base should be your first priority so you can proceed to your quadrant on the most efficient approach line. Floaters and early divers from the trail plane will most likely be going up the line of flight towards the base. It is important to fly to where the base will be (intercept) not where they are immediately after exit. It is also important to have a clean, stable exit.

APPROACH, DOCKING, AND FLYING THE FORMATION

1. **Stadium Approach:** Flying into your quadrant and red zone on your radial at a 45-degree vertical angle. After locating the base and choosing your approach line, find and follow (sheep-dog) the jumpers who are docking in front of you to your quadrant and into the red zone. There is no reason to pass jumpers you need to be behind. It just causes traffic (and lots of confusion) in the red zone.
2. **Radial:** Your approach to the formation should be made in a straight line and about a 45-degree vertical angle to your base target.
3. **Quadrant:** The radial line that expands or fans outward and upward from your base target in a pie shape from where you will make your initial approach. The actual size of this area is relative to the size of the formation.
4. **Red Zone:** Area inside the quadrant closing on your slot where minimum up, down, and side ways movements are made from your radial. The closer to the formation you get, the straighter your approach must be to minimize collisions. Once you are in the Red Zone, you should be almost level with the base and going straight into your slot. You'll need to stay very alert in the red zone and maintain visual contact with the jumpers around you to avoid collisions.
5. **Setting up in your slot and before you take your grips:** When you are reached your docking position, stop and wait for the formation to be ready for you to take your grips (let your slot invite you in). There is always time to take a relaxing breath before you pick up your grips to make sure you won't affect the formation. If everyone took the time to stop and take a breath before docking the formation will build fast (slow is fast).
6. **No Momentum Dock:** To avoid transferring angular energy through the formation, you must be able to sit directly in your slot, completely stopped without touching the formation before taking grips on it. This is only achieved by being on level, matching the fall rate of the base, looking through the base to your clone and being able to sit still without washing around – once docked you are now becoming part of the base.
7. **Fly the formation:** Your flying does not stop once you've successfully docked on the formation.
 - a. **Eye Contact:** Keep eye contact through the base with your clone. If there is any tension, first start with yourself (e.g. you might be causing the tension) and fly towards the center of the formation. You should be looking slightly under the formation at bellies, not across the top at rigs.
 - b. **Turns:** If the formation begins to turn or rotate (usually caused by momentum from horizontal docks), every person has the ability to stop the turn by applying gently pressure in the opposite direction.
 - c. **Waves:** If the formation becomes wavy (usually caused by momentum from vertical docks), everyone needs to solidify the formation by focusing on falling with the base again.

BREAK-OFF AND TRACKING

1. **Break-Off:** In larger formations there may be different *waves* for breakoff (the end result will resemble an umbrella). The objective is to stagger break-off and deployment altitudes so that everyone has clear horizontal space. This helps to accommodate our faster high performance canopy's forward speed on opening.
 - a. **First Wave:** Tracks the farthest and deploys the lowest.
 - b. **Subsequent Waves:** Leave at approximately 5 second intervals (500' to 1000') and deploy at 500' higher increments.
 - c. **The Center:** Leaves last, tracks the shortest distance, and opens the highest.
2. **Tracking:** Your track at break-off is always initiated by making a turn that results in facing 180-degrees from the center of the formation. A *fast, flat, high-lift* track is essential for everyone to gain the most horizontal distance from the center of the formation. While tracking you should constantly be scanning for jumpers next to, above, and below you so there are no surprises at deployment time.
 - a. **Quadrant or Team Tracking:** Everyone in your quadrant will be making their turn towards the *center* of your quadrant and following the tracking leader as a team away from the formation in a close "V" shape, then fanning out to the sides as the distance from the formation increases.
 - b. **Flat Tracking:** A flat track starts during your turn from the center: a slower high-lift turn allows for a quick transition to high-lift track (a fast tight turn will usually result in a loss of valuable altitude, dropping you under other trackers). Start from your turn having arms and legs wide, flat, and pointed... then bring everything in slowly as you gain horizontal speed. Eventually having shoulders rolled forward, abs tight, legs completely together and straight, arms touching your hips (hands cupped) and pushing down to gain more lift. When you reach your maximum lift you should notice the air gets quiet. If you are doing it correctly, you will be quite tired when your canopy opens and your abs will hurt.
 - c. **Stay in your group:** Avoid causing unnecessary traffic by staying in your tracking wave/group. There is no benefit to anyone for you to pass the tracking wave in front of you or crossing into another quadrant group. If you are tracking faster than the jumpers in the wave in front of you, give them some horizontal space for safe deployment.
3. **Deployment Altitude:** If your group/wave is designated to track to 2500', it means you should be fully deployed by 2000', not throwing your pilot chute at 2000'. If you have been looking around and clearing your airspace throughout your track, you'll be ready to wave-off and deploy at your designated deployment altitude. Low pulls are not tolerated and safety violations are taken very seriously. *NOTE: Stopping your track early or pulling higher than your designated deployment altitude causes serious safety issues. If you are uncomfortable with your assigned deployment altitude speak to an organizer. He/She can raise the altitude for the entire group or move you to a slot closer to the center where your deployment altitude will be higher by design.*

CANOPY FLIGHT AND LANDING

1. **Canopy Flight:** As your canopy is inflating you should be checking for possible traffic issues and your hands should be on your rear risers, steering to avoid any possible collisions. Your head should be on a swivel the entire canopy flight to the landing. Don't worry about booties or your slider unless you are 100% sure your airspace is clear. In many large formations, there is no time to remove booties or collapse sliders safely.
2. **Landing Zone:** Depending on the size of the formation you may be assigned designated landing zone. Designated landing zones are designed to minimize traffic by having smaller groups of jumpers to land in different areas of the drop zone. *NOTE: You should never cut across the landing pattern and other traffic trying to make your way into your designated landing area or to try to land closer to the packing area. Landing in the most logical area adjacent to your opening point is always a safe choice.*

3. **Landing Pattern:** Each landing zone will have a predetermined pattern and landing direction. This should be discussed and reviewed prior to boarding the plane on each load. All canopies should be flown in the designated landing pattern. Everyone should stay in their own position, following the flow of traffic (designated by the descent rate of your canopy) through the entire landing pattern. No hard turns or spirals trying to get down before others, it only creates more traffic and adds confusion.
 - a. **Left Hand Pattern:** A left hand pattern is created when everyone who after entering the landing pattern makes all final turns (down wind, base, final) with their left steering toggle.
 - b. **Right Hand Pattern:** A right hand pattern is created when everyone who after entering the landing pattern makes all final turns (down wind, base, final) with their right steering toggle.
 - c. **Split Pattern:** A split pattern is when a wider landing area is divided in half, up the wind-line with the group landing on the left ½ of the DZ performing a left hand pattern and the group landing on the right ½ of the DZ performing a right pattern. There will also be a center "No Fly Zone" defined to avoid any traffic crossing over the center line.
4. **After Landing:** Once you have landed safely landed, immediately collapse your canopy and turn to face on coming traffic. Stand still and keep an eye on the landing canopies as you reset your slider and set your brakes. Walk quickly out of the landing area while continuing to watch for landing canopies. *The skydive is not over until you are taking off your gear in the packing tent/hangar.*

AFTER THE DIVE

1. Debriefs: Again, be respectful of your organizer by showing up on time and being quiet during debriefs. If you have video, you should be looking for your performance and evaluating what you did well, as well as what you could have done better. Ask questions of the organizer when you don't understand issues that occurred. Inform the organizer of any situations he/she did not mention during debriefs, especially safety issues.
2. Get Ready for the Next Dive: At the end of the debrief your organizer will set the time to meet for the next dirt dive. Be on time and with your jumpsuit.

FREQUENTLY ASKED QUESTIONS

What if I go low?

1. Try to recover: Move out from underneath the formation and red zones, turn so your side is toward the formation and maintain visual contact with it. Use your best slow fall/de-arched body position to try to get enough altitude on the formation to make another safe approach, and don't give up. Zooming around under the formation and red zones creates a very hazardous environment for you and your teammates.
2. At Break-off: Continue to attempt to recover altitude until the planned break-off is signaled. Leave with the outside wave and track until their designated altitude while maintaining visual contact with those trackers and make very sure you have clear air above you before deploying (you will most likely still be underneath everyone so don't assume they see you).

What if I have comfort/safety issues about or during a skydive?

These issues should be discussed before the jump in the dirt dive, during the debrief, or in private with your plan captain or organizer.

What will get me asked to sit down or moved to another group?

This is a training camp. Everyone is trying to learn as much as possible during the entire dive process. Be considerate and respectful of your teammates, organizers, and DZ staff by being on time, quiet, safe, and cooperative.

- a. Safety Violations, bad attitudes, disruptive behavior (like being late) will probably get you some extra ground time.
- b. Not flying up to the ability of your group will probably get you moved to a more appropriate group level.

What if I get to my slot and the person I am docking on is not there?

Unless directed by the organizer during the dirt dive, fly your slot until break off time. In some situations (based on the type of the dive) you can "fill in" and the person can dock/break when/if they arrive. There is nothing you can do about anyone else. Don't worry about looking around and trying to find them as this will only cause you to lose focus, and start to cause more problems in your area (and you might start to go low or whatever). Stay focused on flying your slot and staying level with the base. If the person finally shows up, simply take your grip and move on. It looks really great on video when you are just sitting in your slot.

Additional Comments:

1. Yes, it's a big way. You need your head on a swivel, you need to dock with no momentum, and once you dock, you need to **KEEP FLYING** your slot. Still, you're probably only taking grips on one or two other people. That's your own little three or four-way out there. You're not docking on a big-way, you're docking on a four way. Don't let the numbers intimidate you.
2. "Slow is smooth. Smooth is fast." Take a breath (mental or physical) as you set up on your radial. Take another breath as you set up behind and above the person who'll be in front of you, and put yourself on the right level. Take another breath as you stop in your slot, and take a breath before picking up grips. Now fly and breathe. Big way is intimidating, but break it down into the small responsibilities you have control over, and you'll find you can successfully contribute, even if it's your first big event.

MOST IMPORTANTLY

Play Safe!

Be on time or early!

Be courteous to your teammates, organizer, and DZ staff!

Have fun!

SAFETY SHOULD ALWAYS BE YOUR PRIMARY GOAL ON EVERY SKYDIVE!!