

e. "Inboard Personnel Stand Up".



In Board Position



Stand Position

“Inboard Personnel Stand Up”.



Up Position

f. “Hook Up”

Keep in mind you must extend your arms above your head a minimum of 3 times, and where you start you must finish.



Hook Position

“Hook Up”.



Up Position

g. “Check Static Lines”.

**Keep in mind you must extend your arms a minimum of 3 times,
and where you start you must finish.**

“Check Static Lines”



Start Position for Check Static Lines

“Check Static Lines”



Lock Out Position for Check Static Lines



Stop Position for Check Static Lines

Supplementary command: “Last two jumpers turn towards the skin of the aircraft, second to the last jumper check the last jumpers’ static line”.

- h. “Check Equipment”. Once all movement has ceased, the JM student will turn to the JM evaluator and give a thumb up sounding off with, “All Movement Has Ceased, Jumpmaster”. You will then check your own equipment to include: The entire outer rim of the ballistic helmet, parachutist retention strap, foam impact pad, pull the dot fastener with tab, chinstrap, canopy release assemblies, chest strap ejector snap, upper tie down tape, connector snaps, snap hooks, leg strap ejector snaps, quick release snap, quick release in waistband, ejector snap HPT lowering line, appropriate adjustable leg strap, release handle and the rip cord rip insert.

“Check Equipment”.

Keep in mind you must extend your arms a minimum of 3 times and where you start you must finish.



Start Position for Check Equipment

“Check Equipment”.



Lock Out Position for Check Equipment

“Check Equipment”.



Stop Position for Check Equipment

- i. “Sound Off For Equipment Check”. Once you issue “Sound off for Equipment Check”, you will turn to your JM Evaluator giving a thumb up sounding off with “**All Okay Jumpmaster**”.

“Sound Off For Equipment Check”.



Position for Sound Equipment Check

- j. Place the hand closest to the skin of the aircraft over the inboard anchor line cable and back up until you make contact with the universal static line snap hook. Form a bite in the universal static line using both hands. Turn towards the skin of the aircraft, open your hand to remove the twist in the universal static line, and then reform the proper bite. Inspect your universal static line from the universal static line snap hook down to the bite, open your hand and inspect the bite, place two fingers in the bite below your hand, then trace the universal static line until it disappears over your shoulder. You will leave your hand in place then sound off with “Number One Jumper Check My Static Line”.
 - k. The JM Evaluator will then inspect your universal static line from the universal static line snap hook to the pack closing tie and tell you to hand your static line to the safety.
2. Actions at the Paratroop Door.
- a. The JM Evaluator will say, “You Watch Me”, and will perform a proper paratroop door check. Upon completion of the paratroop door check, the JM Evaluator will turn to the JM Student and say, “Army Your Door”.
 - b. Extend your arm and sound off with, “Safety Control My Static Line”. **DO NOT MOVE YOUR FEET!!!** Once the safety has control of your universal static line.



- c. Secure the lead edge of the paratroop door with the hand closest to the skin of the aircraft. Rotate into the paratroop door and secure the trail edge of the paratroop door with your trail hand. Either place is correct.



- d. Ensure your feet do not touch any portion of the yellow or white line on the jump platform.



- e. With your lead hand you will release your grasp of the support bracket on the lead edge of the paratroop door and point at the PIP pin while visually inspecting to insure that it is secured in place in the forward hole. Then re grasp the support bracket on the lead edge of the paratroop door.



- f. The JM Student will now perform a paratroop door and jump platform check utilizing the letters **LTCT**. You will then kick the **LEAD** down lock with the lead foot, and then place it back inside the aircraft, behind the yellow line.



- g. Kick the **TRAIL** down lock with the trail foot, and then place it on the **CENTER** of the jump platform.



- h. You will now place your trail foot in the center of the jump platform.



- i. Form a knife cutting edge with the trail hand, and **TRACE** the trail edge of the paratroop door. While tracing the edge of the paratroop door your hand cannot break contact, if your hand does break contact you must start your inspection from the top and trace the entire edge again.

From top to bottom.



Then bottom to top.



Upon completion of this inspection, immediately regain control of the trail edge of the paratroop door.

- j. The JM Student will then make the first clear to the rear. You will lean straight outside the aircraft, locking of your elbows is not required, **however; you must lean far enough outside** so that you can check down and to the rear of the aircraft for any unsafe conditions. While coming straight back inside the aircraft to take up the rest position JM students **will not** collapse their right elbow while the left arm is locked, and on the left paratroop door, the JM Student **will not** collapse their elbow while the right arm is locked.



k. Come back inside the aircraft and look at your jumpers.



l. Then look at your safety.



m. You will then take up a rest position and wait for the 1 Minute Reference Point.



n. Once the 1 Minute Reference Point is identified, the JM Student will issue a **SILENT 1 Minute Time Warning** to the jumpers, **with the lead hand.**



- o. You will then re-secure the lead edge of the paratroop door. You will then take up a rest position and wait for the 30 Second Reference Point.



- p. Once the 30 Second Reference Point is identified, the JM Student will **IMMEDIATELY** make the final clear to the rear. **There is not a 30 second hand and arm signal.** This is your last opportunity to ensure there are **NO** unsafe conditions outside the aircraft.



- q. You will then take one step back with the trail foot that is on the jump platform placing it back inside the aircraft next to your lead foot, now with your lead foot you will rotate around with your body facing towards your jumpers, ensure that you let go of the trail edge of the paratroop door, and issue a thumbs up to the JM Student on the opposite paratroop door. You can receive a thumbs up from one of the following: the JM Student, the JM Evaluator on the opposite paratroop door or your JM Evaluator.



- r. Once you receive thumbs up, you will immediately issue the jump command, “Stand By”.



- s. You will then take a step forward with the inboard foot and rotate your body so that you are facing the skin of the aircraft, with your body bisecting the lead edge of the paratroop door. Ensure you are back far enough so you will not block jumpers from exiting the aircraft.



- t. You will then reach out with your trail hand, and your JM Evaluator will place your universal static line back in your hand. **DO NOT MOVE YOUR FEET.**



- u. If you are the JM Student on the right paratroop door, you will look over your shoulder and ensure that you can see the JM Student on the left paratroop door, prior to getting your universal static line from the JM Evaluator. Once you have regained control of your universal static line, **DO NOT MOVE YOUR FEET!**



3. Actions at the Green Light:

- a. Primary JM (Left Paratroop Door): The PJM will observe the jump caution lights on the lead edge of the paratroop door. Once the green light illuminates, you will issue a verbal command of “GO”. **DO NOT** tap your number one jumper. Once all of your jumpers have exited the aircraft, you will hand your universal static line to the JM Evaluator. **DO NOT MOVE YOUR FEET** until the JM Evaluator has positive control of your universal static line. You will then take one-step or half step to the left or right centering yourself on the paratroop door. Then place both hands on the ends of the reserve parachute. You will then look over either shoulder to ensure that all jumpers, to include the AJM, have exited from the opposite side of the aircraft. You will then check the jump caution lights on either edge of the paratroop door. If the jump caution light is still green, you will exit the aircraft.

- b. Assistant JM (Right Paratroop Door): The AJM will observe the PJM over their shoulder and wait for the PJM to issue “GO”. Once the number one jumper has exited the aircraft, the AJM will issue a tap and a verbal command of “GO” to their number one jumper. Once all of your jumpers have exited the aircraft, you will hand your universal static line to the JM Evaluator. **DO NOT MOVE YOUR FEET** until the JM Evaluator has positive control of your universal static line. You will then take one step or half step to the left or right, centering yourself on the paratroop door, place both hands on the ends of the reserve parachute and check the jump caution lights on either edge of the paratroop door. If the jump caution light is still green, you will exit the aircraft.

4. Actions at the paratroop door: (C-17 Globemaster III)
 - a. The JM Evaluator will say, “You, Watch Me”, and will perform a proper paratroop door check. Upon completion of the paratroop door check, the JM Evaluator will turn to the JM Student and say, “Army Your Door”.
 - b. Extend your arm and sound off with, “Safety Control My Static Line”. **DO NOT MOVE YOUR FEET!!!** Once the safety has control of your universal static line, secure the lead edge of the paratroop door with the hand closest to the skin of the aircraft. Rotate into the paratroop door and secure the trail edge of the paratroop door with your trail hand.
 - c. The jumpmaster student will then secure the paratroop door lifting bar with the trail hand and then pull down on the paratroop door while looking at the paratroop door up-lock to insure that the paratroop door is locked in the up position. Then replace the trail hand on the trail edge of the paratroop door.



Paratroop Door Up - Lock



- d. With the lead hand, reach across to trace the trail edge of the paratroop door, inspecting for any sharp or protruding edges that could cut or fray a universal static line.



- e. Trace from the top corner to the bottom corner of the trail edge of the paratroop door, then to the middle of the jump platform.



- f. Then back to the top corner of the paratroop door, insuring that your hand does not break contact at any time. It may be necessary to turn slightly in the paratroop door to accomplish this. **DO NOT TURN SO MUCH AS TO EXPOSE YOUR BACK TO THE OPEN PARATROOP DOOR.**



- g. There is a handle located in the fuselage of the aircraft, on the lead edge of the paratroop door. **YOU MUST PLACE THE LEAD HAND DIRECTLY INTO THE HANDLE**



- h. Walk out onto the jump platform, with both feet on the jump platform, and lean straight outside the aircraft, locking your elbows is not required, **however; you must lean far enough outside** so that you can check down and to the rear of the aircraft for any unsafe conditions. JM students **will not** collapse their right elbow while the left arm is locked, and on the left paratroop door, the JM Student **will not** collapse their left elbow while the right arm is locked.



- i. You will then come straight back inside the aircraft and look at your jumpers.



j. Then look at your safety.



k. You will then take up a rest position and wait for the 1 Minute Reference Point.



1. Once the 1 Minute Reference Point is identified, the JM Student will issue a **SILENT** 1 Minute Time Warning to the jumpers, with the lead hand.



- m. You will then take up a rest position and wait for the 30 Second Reference Point.



- n. Once the 30 Second Reference point is identified, the JM Student will **IMMEDIATELY** make the final clear to the rear. **There is not a 30 second hand and arm signal.** This is your last opportunity to ensure there are **NO** unsafe conditions outside the aircraft.



- o. You will then rotate into the aircraft, facing towards your jumpers, and issue a thumbs up to the JM Student on the opposite paratroop door. You can receive a thumbs up from one of the following: the JM Student, the JM Evaluator on the opposite paratroop door or your JM evaluator.



- p. Once you receive the thumbs up, you will look at the jump caution lights and wait until the amber jump caution light illuminates, **THEN AND ONLY THEN**, you will issue the jump command.



“Stand By” DO NOT ISSUE THE JUMP COMMAND “STAND BY” UNTIL THE AMBER JUMP CAUTION LIGHT IS ON!!!



- q. You will then take a step forward with the inboard foot and rotate your body so that you are facing the skin of the aircraft, with your body bisecting the lead edge of the paratroop door. Ensure you are back far enough so you will not block jumpers from exiting the aircraft.



- r. You will then reach out with your trail hand, and your JM Evaluator will place your universal static line back in your hand.



- s. If you are the JM Student on the right paratroop door, you will look over your trail shoulder and ensure that you can see the JM Student on the left paratroop door, prior to getting your universal static line from the JM Evaluator. Once you have regained control of your universal static line, **DO NOT MOVE YOUR FEET!!!**



SUBJECT: Jumpmaster Personnel Inspection (JMPI)

REFERENCE: 82D ABN DIV ASOP, Edition VI, Chapter 13.

A. Deficiencies:

1. A minor deficiency is described as any discrepancy in the rigging or donning of the jumper's equipment that could cause injury to the jumper or, a violation of standard rigging procedures outlined in the ASOP.
2. A major deficiency is described as any deficiency that could cause loss of life or serious injury to the jumper. Additionally, it is defined as any deficiency in the rigging of the main or reserve parachutes that would question the manner in which it was packed.

B. Sequence:

1. A sequence violation is described as any deviation, performed by the Jumpmaster, with either the eyes or the hands, from the sequence prescribed in the ASOP.
2. When describing locations in the sequence, (i.e. top right corner, left side, etc.) they will be in relation to the jumper, not the Jumpmaster.
3. When the word trace is used in the sequence, it describes the working hand moving along the item being inspected and the eyes following the hand.

C. Correcting Deficiencies:

1. If a rigging deficiency is found, the Jumpmaster should attempt to correct the deficiency. If the deficiency cannot be corrected within 30 seconds, the jumper should be sent to the correction station to have the deficiency corrected. The correction should be made, and the Jumpmaster can continue the sequence of inspection.
2. Once the Jumpmaster has completed the correction of a deficiency, the sequence can then be continued from the point at which the Jumpmaster stopped. If the deficiency was corrected at the correction station or by a rigger, then the Jumpmaster must start the sequence from the beginning. If the Jumpmaster rigs a jumper, it is acceptable for the Jumpmaster to JMPI that jumper. The rigging procedures and the JMPI sequence are two different systematic checks.

JMPI Sequence

1. **Ballistic Helmet**: At this time both hands should be on the right side of the jumpers' ballistic helmet, fingers extended and joined, palms facing the ballistic helmet. Your left hand is your control hand and your right hand is your working hand. Keep your left hand in place. With your right hand trace the outer rim of the ballistic helmet. You are inspecting for any sharp or protruding edges, which may cut, or fray the jumpers' universal static line upon exiting from the aircraft. Once your hands are parallel, you will insert both thumbs inside the ballistic helmet and place them on the locking nuts. You are inspecting to insure the locking nuts are present and they are tightened down. You will now tilt the jumpers head to the rear and with your head and eyes approximately six inches away, conduct a visual inspection to insure that the headband is present and that it is the proper headband for the ballistic helmet; the smooth leather side is against the jumpers skin, the opening gates of the attaching clips are facing the jumpers feet, and the opening gates are secured. If it is a modified headband, ensure that the securing tabs are properly secured. Now place your right index finger on the pull the dot fastener of the pull the dot fastener with tab. With your head and eyes four to six inches away, you will conduct a visual inspection to insure it is a serviceable pull the dot fastener with tab, and that it is constructed of four plies of nylon webbing with three plies routed through the pull the dot fastener and two bar tack stitches one located at each end of the tab. Trace down until your right index finger comes into contact with the metallic portion of the adjusting buckle. Conduct a visual inspection to insure that it is not bent, or distorted out of shape rusted cracked or corroded and that the long continuous portion chinstrap is properly routed through the adjusting buckle. That the parachutist retention strap is properly routed around the long continuous portion chinstrap and secured below the adjusting buckle, with the smooth side against the jumpers skin and the hook pile tape side facing away. With your right index finger trace the long continuous portion chinstrap as it routes under the jumpers chin to the opposite adjusting buckle. You are insuring the long continuous portion chinstrap is not twisted, cut, torn, frayed or reversed. Once your index finger comes into contact with the adjusting buckle on the opposite side, conduct a visual inspection to insure it is not bent, or distorted out of shape, rusted, cracked, or corroded. That the long continuous portion chinstrap is properly routed through the adjusting buckle, and the parachutist retention strap is properly routed around the long continuous portion chinstrap and that it is secured just below the adjusting buckle, with the smooth side against the jumpers skin and the hook pile tape side facing away. With your right index finger, trace up the nylon portion of the adjusting buckle until your index finger makes contact with your left thumb which should still be in place on the locking nut. You are inspecting the nylon portion of the adjusting buckle to insure that it is free of any twists, cuts, or frays. Keeping your left hand in place, place your right index finger on the short sewn portion chinstrap where it is sewn to the long, continuous portion chinstrap on the jumpers' right side. Trace the short sewn portion chinstrap across the front of the jumpers' chin, to where it is sewn to the long continuous portion chin strap on the jumpers left side insuring it is not twisted, cut, torn, frayed, reversed or dry rotted. You have just completed the frontal inspection of the ballistic helmet, drop both hands.

2. **Canopy Release Assemblies:** These are like items of equipment so either one can be inspected first, with your right hand form a fist. With the knuckles of your right hand lightly tap the canopy release assembly; you should hear a solid metallic sound. Jumpers, this is your key to place both hands on your ballistic helmet. With your right hand form a knife cutting edge, palm facing towards you, fingers extended and joined and insert it behind the main lift web in the vicinity of the chest strap. Trace up until your right index finger makes contact with the canopy release assembly pad. Place your right thumb on the outside corner of the canopy release assembly and rotate it to the outside 1/4 turn. With your head and eyes approximately four to six inches away conduct a visual inspection to insure that the male fitting canopy release assembly is properly secured in the female fitting canopy release assembly by the latch. Insure the cable loop is secured by the safety clip and the canopy release assembly is free of any dirt or foreign material. Let the canopy release assembly return to its normal position and keep your hand in place. As you can see jumpmasters, the universal static line is routed over the jumpers' right shoulder; therefore it is in your line of sight to inspect the right canopy release assembly. With your left hand secure the universal static line and rotate it over to your right thumb and hold it in place. With your left hand form a fist. With the knuckles of your left hand lightly tap the canopy release assembly; you should hear a solid metallic sound. With your left hand form a knife cutting edge, palm facing towards you, fingers extended and joined and insert it behind the main lift web in the vicinity of the chest strap ejector snap. Trace up until your left index finger makes contact with the canopy release assembly pad. Place your left thumb on the outside corner of the canopy release assembly and rotate it to the outside 1/4 turn. With your head and eyes approximately four to six inches away conduct a visual inspection to insure that the male fitting canopy release assembly is properly secured in the female fitting canopy release assembly properly by the latch. Insure the cable loop is secured by the safety clip and the canopy release assembly is free of any dirt or foreign material. Let the canopy release assembly return to its normal position.

3. **Main Lift Web:** Now with both hands simultaneously trace down the main lift web insure that it is not twisted, cut, torn, or frayed and nothing is routed behind it until your pinkie fingers come into contact with the D-rings.

4. **Replacement D-Rings:** Now with both hands simultaneously trace down the main lift web insure that it is not twisted, cut torn, or frayed and nothing is routed behind it until your pinkie fingers into contact with the Replacement D-Rings. Visually inspect to insure that the D-rings are tied off with type II or type III nylon cord gutted. Inspect to insure the replacement D-ring ties are not cut, torn, or frayed.

5. **Chest Strap:** Keep your left hand in place. With your right hand form a knife cutting edge, fingers extended and joined, palm facing towards you. Insert it from bottom to top behind the chest strap so your right index finger makes contact with the main lift web. Inspect the chest strap to insure is not misrouted around the main lift web. With your head and eyes approximately four to six inches away trace across the chest strap until the palm of your right hand is between the quick fit V-ring and the ejector snap pad and not the ejector snap pad and the jumpers' body. You are inspecting to insure the chest strap is not twisted, cut, or frayed and that the excess webbing is secured in the webbing retainer. Rotate your right thumb over and seat the activating lever.

With your head and eyes approximately four to six inches away conduct a visual inspection to insure it is free of any foreign material that would keep it from seating properly. Leaving your right hand in place, drop your left hand and take a half step to the jumpers' right side.

6. **Waistband**: With your left hand form a knife cutting edge, fingers extended and joined, palm facing toward you and insert it from bottom to top under the waistband so your left index finger makes contact with the pack tray. With your head and eyes approximately four to six inches away conduct a visual inspection to insure that at least 50% of one row of stitching is securing the waistband to the pack tray. Now you will inspect the waistband as far forward as possible behind the reserve parachute. Your left hand should come into contact with the waistband retainer on the right rear of the reserve parachute. You are inspecting to insure the waistband is not misrouted behind the horizontal back strap, behind the main lift web, or over the right D-ring, and it is free of any twists, cuts, or frays. With your right hand secure the top carrying handle of the reserve parachute and lift up and out. Insure that the back of your hand is facing skyward. Simultaneously, place your left hand, palm facing the jumper, into the jumpers' chest and apply equal pressure. With your head and eyes approximately four to six inches away conduct a visual inspection to insure the waistband is not twisted, cut, or frayed and that it is routed thru both waistband retainers on the rear of the reserve parachute. Leaving your right hand in place, route your left hand under your right forearm and place it in the left carrying handle of the reserve parachute with your fingers spread. With your right hand form a knife cutting edge, fingers extended and joined, palm facing toward you. Now insert it behind the waistband from bottom to top as far forward as you can reach behind the reserve parachute. On a jumper rigged with hollywood equipment you should be able to touch the waistband retainer on the left rear of the reserve parachute. Continue your inspection of the waistband until the metal adjuster of the waistband adjuster panel rests in the palm of your right hand. Insure the waistband is not misrouted over the left D-ring, behind the main lift web, horizontal backstrap, and that it is not twisted, cut, or frayed. Now remove your left hand from the left carrying handle of the reserve parachute. Insert the middle and index finger of your left hand from top to bottom in the 2-3 finger quick release. This is the only quick release you will inspect in this manner. Insure the quick release is no less than 2 fingers and no more than 3 fingers and no metal is felt. If you feel metal then an improper quick release has been incorporated and it must be removed, you will also conduct a visual inspection of the free running end of the waistband to insure that it is not routed through both vertical bars of the metal adjuster. If it has been, it is incorrect and it must be removed. Remove your left hand and place it back in the left carrying handle of the reserve parachute with your fingers spread. With your right hand inspect the waistband adjuster panel until your right index finger makes contact with the pack tray. Insure the waistband adjuster panel is not misrouted under the horizontal back strap, or the main lift web, and is not twisted, cut, or frayed, and at least 50% of one row of stitching is securing the waistband adjuster panel to the pack tray. Drop both hands and move to the front of the jumper.

7. **M1950 Weapons Case**: With your right forearm, push out on the lead edge of the M1950 weapons case. Place your right index finger on the snap fastener of the quick release snap. Insure it is not bent, cracked, corroded or distorted out of shape, the opening gate is facing the jumper, and it is the outermost item of equipment on the left D-ring. Rotate your index finger around and pluck the opening gate for spring tension.

Now place your right index finger on the top of the activating arm and trace down to the base of the activating arm. Visually inspect to insure there is no safety tie. With the palm of your right hand, push up on the activating arm to insure it is fully seated. With your right index finger continue to trace down to the base of the quick release snap to insure the quick release link is routed through the V-ring and it is secured in the female portion quick release snap by means of the rotating claw. As you pass the HPT lowering line, make a mental note to insure it is properly routed between the main body of the M1950 weapons case and the 2 plies of reinforced cotton webbing on the cotton duct M1950 weapons case or the 1 ply of nylon webbing on the nylon duct M1950 weapons case. Trace down to the upper set of adjusting strap connectors. Insure the adjusting strap is properly routed through the upper set of adjusting strap connectors, and that there is a half hitch present, and it is tight against the upper set of adjusting strap connectors. Trace down the adjusting strap to the point where it is sewn to the M1950 weapons case. Inspect to insure it is not twisted, cut, or frayed. With your right hand form a knife cutting edge, palm facing skyward and fingers pointed towards the jumper, and make one sweeping motion from front to rear or rear to front, along the bottom of the M1950 weapons case. You are insuring the muzzle of the weapon is not protruding and that there are no large rips, holes, or tears. Place your right index finger on the base of the slide fastener and tab thong. Trace up the slide fastener and tab thong to insure that all the teeth are engaged. As you bypass the lower tie down strap, make a visual inspection to insure it is constructed of type VIII nylon webbing and it is yellow in color. Continue to trace until you reach the tab thong portion of the slide fastener and tab thong. With your right index finger, secure the tab thong portion and insure it is secured by either the lift fastener or the upper tie down tape. Always one, never both. Form a knife cutting edge with your right hand and measure down approximately 11 inches. Smack the side of the M1950 weapons case. You are feeling for the forward assist. With the index finger and thumb of your right hand, secure the single or double looped bow knot of the upper tie down tape on the lead edge of the M1950 weapons case. With your index finger on top and your thumb on the bottom visually inspect to insure it is routed around the main body of the M1950 weapons case, behind the main lift web, above the chest strap, and it is secured to the lead edge of the M1950 weapons case with a single or double looped bow knot and leave your hand in place.

If there is an L-bar connector link you will inspect it in this manner. With your left hand secure the top carrying handle of the reserve parachute and lift up and out. Place your right index finger on the inner mounting screw of the L-bar connector link. Rotate it around to insure it is present and tightened down. Place your right index finger on the outer mounting screw of the L-bar connector link and conduct the same inspection. Now rotate your right index finger behind the L-bar connector link. You should feel metal, if no metal is felt, then the L-bar connector link has been misrouted through the main lift web and is unserviceable.

8. **Replacement D-Rings:** You will now begin your inspection of the D-rings. With your left hand secure the top carrying handle of the reserve parachute, insure that the back of your hand is facing skyward and pull up and out. Place your right index finger next to the screw pin on the left replacement D-ring. With your head and eyes 4 to 6 inches away, visually inspect to insure that the dimple is present between the screw pinhead and the body of the D-ring. Continue with your normal sequence of inspection of the connector snap.

Switch hands on the top-carrying handle and with your left hand form a fist with the index finger exposed. Place your left index finger next to the screw pin on the right replacement D-ring. With your head and eyes 4 to 6 inches away, visually inspect to insure that the dimple is present between the screw pin head and the body of the D-ring. Continue with the inspection of the outer guard of the right connector snap and complete your normal sequence of inspection.

9. **Reserve Parachute:** You will now begin your inspection of the reserve parachute. With your left hand secure the top carrying handle of the reserve parachute, insure that the back of your hand is facing skyward and pull up and out. Place your right index finger on the outer guard of the left connector snap. With your head and eyes approximately four to six inches away conduct a visual inspection to insure that the connector snap is not bent, distorted out of shape, rusted, cracked or corroded. That it has not been safetied by means of a safety wire or safety wire and lanyard. Now pluck it for spring tension. Jumpers this is your key to drop both hands. Now switch hands on the top carrying handle, once again insuring the back of your right hand is facing skyward. Pull up and out with your right hand. With your left hand form a fist, with your index finger exposed. Place your left index finger on the outer guard of the right connector snap. With your head and eyes approximately four to six inches away, conduct a visual inspection to insure that the connector snap is not bent, distorted out of shape, rusted, cracked or corroded. Now pluck it to ensure that there is no spring tension and that it is safetied with a safety wire and lanyard. You will now inspect the safety wire and lanyard using the letters **PLF**, pull, look, feel. With the left index finger, form a hook around the lanyard. **Pull** on the lanyard to insure it is secured to the reinforced nylon webbing on the rear of the reserve parachute and to the coiled portion of the safety wire. **Look** to insure the lanyard is constructed of type II or type III nylon cord gutted and the safety wire is routed from outside to inside through the small hole in the right connector snap. With your left index finger **Feel** the safety wire from top to bottom on the inside of the connector snap, insure it is bent down at a 90 degree angle and it is routed between the reserve parachute and the waistband and not the waistband and the jumpers body. Keep your left hand in place and place your right hand on the left end panel of the reserve parachute and apply pressure. With your left hand form a knife cutting edge, fingers extended and joined, palm facing towards you. Now with one sweeping motion sweep from top to bottom behind the ripcord grip. You are inspecting to insure that the ripcord grip has not been winterized and that the right pack opening spring band is not misrouted over the ripcord grip. Now insert your left index finger into the ripcord grip stow pocket. You are inspecting for the steel swaged ball, which should be near the opening of the ripcord grip stow pocket. Now, this is one of the items of equipment that we cannot see you inspect, so if you feel the steel swaged ball, you will sound off loudly with **JUMPMASER**. Now remove your index finger. With the index finger and thumb of your left hand you will inspect the cable and locking pins. Place your left index finger and thumb on the locking pins and cable where it re-emerges from the ripcord grip stow pocket. Insure your index finger is on top. You will inspect the cable to insure it is not kinked, frayed, or corroded. You will insure the locking pins are not bent, cracked or corroded as you inspect, you will also seat the locking pins to the jumpers' left. You will trace until your fingers fall off the furthest locking pin exaggerating your trace. If the steel swaged ball is against the ripcord grip and the locking pins won't seat, it is an improper ripcord assembly and the reserve parachute is unserviceable and must be replaced.

10. **Soft Loop Center Pull Reserve Parachute:** Once your right hand is on the left end panel the jumpmaster will remove the left hand and form a knife cutting edge, fingers extended and joined, palm facing toward you fingers pointed downward and sweep one time from the jumper's left to right behind the ripcord grip. Ensure the top left and right pack opening spring bands have not been misrouted over the ripcord grip. Form a fist with either hand index finger exposed and inserts it into the ripcord grip retainer. Ensure the ripcord grip is routed between the top panel and the ripcord grip retainer and not the ripcord grip retainer and pile tape remove the index finger and place the left index finger on the right steel swaged ball. Inspect to ensure the steel swaged ball is present against the ripcord grip and not cracked or corroded. Form a pincher with the left index finger and thumb and trace the cable and locking pin from top to bottom ensuring the cable is routed over the pile tape and that the cable is not kinked, frayed or corroded, seating the locking pin as you trace. Inspect to ensure that the locking pin is not bent, cracked, or corroded and that it has been routed completely through the closing loop and not puncturing it. Conduct a visual inspection of the closing loop to ensure it is not burned, cut or frayed, and that no canopy, suspension lines, or marquisette netting are visible. Remove the right hand and form a fist with the index finger exposed and place it on the steel swaged ball is present against the ripcord grip and not cracked or corroded. Form a pincher with the left index finger and thumb and trace the cable and locking pin from top to bottom ensuring the cable is routed over the pile tape and that the cable is not kinked, frayed or corroded, seating the locking pin as you trace. Inspect to ensure that the locking pin is not bent, cracked, or corroded and that it has been routed completely through the closing loop and not puncturing it. Conduct a visual inspection of the closing loop to ensure it is not burned, cut or frayed, and that no canopy, suspension lines, or marquisette netting are visible. Remove both hands and place either hand on an end panel and with the other hand inspect the ripcord protector flap for the DA Form 3912 Army Parachute Log Record. Ensure that the fingers are on top and thumb on bottom as you inspect for the deployment assistance device. Inspect it to insure it is at least 50% centered behind the ripcord protector flap.

11. **Reserve Parachute:** You will now secure both end panels of the reserve parachute. With your head and eyes approximately four to six inches away, you will rotate the reserve parachute 360 degrees as you inspect one set of locking pins, cones, and grommets insuring there is no exposed canopy, suspension lines or marquisette netting. Now focus your attention to the next set of locking pins, cones and grommets and conduct the same inspection. Now stand up, with either hand, thumb on the bottom fingers on top, pinch the log record stow pocket. You are inspecting to ensure that the DA Form 3912 Army Parachute Log Record is present inside the log record stow pocket. If it is not, the reserve parachute is unserviceable and must be replaced. Now close the ripcord protector flap. Conduct a visual inspection of the yellow binding tape on the ripcord protector flap, identifying it as a MIRPS. With either hand, thumb on bottom, index finger on top locate the deployment assistance device. Inspect it to insure it is at least 50% centered behind the ripcord protector flap. The next items to be inspected are the pack opening spring bands. You will begin with the top right pack opening spring band. With your left hand form a knife cutting edge, fingers extended and joined, palm facing toward you. Sweep the top carrying handle and the universal static line snap hook from front to rear out of your way ensuring the back of your hand is facing the jumper and you can see the reinforced nylon webbing on the rear of the reserve parachute. Secure the tab portion on the pack opening spring band so that your thumb is pointed in the same

direction as the pack opening spring band. Curl your fingers under and use them as a lever. Pull the top right pack opening spring band at least one inch from the reserve parachute, then inspect to insure there is no exposed metal at the tab portion, none of the five coiled springs are broken, the pack opening spring band is routed through the reinforced nylon webbing, and not routed over the top of the reserve parachute or over the top carrying handle. Pluck it for spring tension. Keep your left hand in place. Pull the top left pack opening spring band at least one inch from the reserve parachute then inspect to insure there is no exposed metal at the tab portion, none of the five coiled springs are broken, the pack opening spring band is routed through the reinforced nylon webbing, and not routed over the top of the reserve parachute or over the top carrying handle. Pluck it for spring tension. Sweep the left carrying handle out of your way with your left hand. Pull the left pack opening spring band at least one inch from the reserve parachute and conduct the same inspection. Insure it is not misrouted over the left carrying handle. Now secure the bottom corners of the reserve parachute and lift it up high so that it is parallel to the ground. On a jumper rigged with hollywood equipment you should be able to see the waistband. Hold the reserve parachute parallel to the ground with your left hand on the bottom right corner of the reserve parachute. Pull the bottom left pack opening spring band at least one inch from the reserve parachute and conduct the same inspection. Pluck it for spring tension. Pull the bottom right pack opening spring band at least one inch from the reserve parachute and conduct the same inspection. Pluck it for spring tension. Let the reserve parachute return in its normal position. Sweep the lanyard of the safety wire and lanyard out of your way with your left hand. Pull the right pack opening spring band at least one inch from the reserve parachute and conduct the same inspection. Insure it is not misrouted over the ripcord grip. Pluck it for spring tension. Now place both hands on the top right corner of the reserve parachute, with your palms facing the reserve parachute and your fingers extended and joined, with your head and eyes approximately four to six inches away. You will now conduct an overall inspection of the reserve parachute. Your left hand is your control hand and your right hand is your working hand. Keep your left hand in place. With your right hand, trace the top panel. You are inspecting for any exposed canopy, suspension lines, excess dirt, oil, water or grease.

Trace down the left end panel and conduct the same inspection. When you reach the bottom left corner, drop your control hand to the bottom right corner, and lift up high on the reserve parachute. Hold the reserve parachute up with your control hand so it is parallel to the ground. With your working hand, trace the bottom panel inspecting for exposed canopy, suspension lines, excess dirt, oil, water or grease. Ensure that you do not cover the seam with your left hand. When your working hand meets your control hand, drop the reserve parachute back to its normal position. Place your control hand back on the top right corner of the reserve parachute. With your working hand, traces up the right end panel, conducting the same inspection, until your working hand meets your control hand. Lift up your control hand and sweep under it with your working hand to insure you have not covered up a deficiency. Now secure both bottom corners of the reserve parachute. Lift it up high and issue the command of **HOLD**. Now-issue the command of **SQUAT**.

12. **ALICE Pack rigged with the Harness Single Point Release:** Simultaneously, with both hands form fists with your index fingers exposed. Place your index fingers on the snap hooks of the adjustable D-ring attaching straps. Now focus your attention to your left hand. Conduct a visual inspection to insure that the snap hook is not bent,

cracked, corroded or distorted out of shape and that the opening gate is facing towards the jumper, and it is located to the outside of the connector snap. Rotate your index finger around and pluck the opening gate for spring tension. With your thumb, rotate the free running end of the adjustable D-ring attaching strap out of the way. Place your index finger on the black interwoven stitch of the nylon portion of the adjustable D-ring attaching strap and trace it down until you make contact with the triangle link. Insure that the nylon portion is not twisted, cut, frayed or misrouted behind the ALICE pack frame. Insure the white attaching loop is routed from bottom to top through the triangle link, the green attaching loop is routed from bottom to top through the white attaching loop, insure the red attaching loop is routed from bottom to top through the green attaching loop, through the grommet in the female portion leg strap release assembly, and the release handle cable is routed through the red attaching loop and secured in the cable loop retainer. Place your left index finger on the single X box stitch just below the female portion leg strap release assembly. Keep your left hand in place. Now focus your attention to your right index finger, which should still be on the snap hook of the adjustable D-ring attaching strap on the jumpers left side. Inspect to insure it is not bent, cracked, corroded or distorted out of shape and that the opening gate is facing toward the jumper, and it is positioned between the connector snap and the snap fastener of the quick release snap. Rotate your right index finger around and pluck the opening gate for spring tension. With your thumb, rotate the free running end of the adjustable D-ring attaching strap out of the way. Place your index finger on the nylon portion of the adjustable D-ring attaching strap and trace it down until you make contact with the triangle link. Insure that the nylon portion is not twisted, cut, frayed or misrouted behind the ALICE pack frame.

Insure the white attaching loop is routed from bottom to top through the triangle link, and the green attaching loop is routed from bottom to top through the white attaching loop, insure the red attaching loop is routed from bottom to top through the green attaching loop, through the grommet in the female portion leg strap release assembly, and the release handle cable is routed through the red attaching loop and secured in the cable loop retainer. Place your index finger on the single X box stitch just below the female portion leg strap release assembly. With your right thumb and index finger, index finger on top, lift up on the release handle.

Inspect to insure the release handle is properly routed through the release handle cross strap and secured with the hook pile tape and that the release handle is not reversed or upside down. With your right index finger, form a hook and lift up on the release handle lanyard to insure that it is not twisted or misrouted around the equipment retainer strap. Place your right index finger back on the single X box stitch. Simultaneously, trace down the equipment retainer straps, until your fingers make contact with the second set of single X box stitches. As you bypass the outer accessory pouches, make a mental note to insure they are properly filled with non-fragile items of equipment. You are inspecting the equipment retainer straps to insure they are not twisted, cut, or frayed. With your right hand, secure the adjustable cross strap and tug it one time to your right. Place your right index finger back on the single X box stitch and continue to inspect the equipment retainer straps until your fingers fall off the ends of the ALICE pack. Now secure the sides of the ALICE pack and raise it up to approximately eye level. Visually inspect to insure that the equipment retainer straps, on the medium ALICE pack only, are routed to the outside of the shoulder carrying strap loops, under the envelope cushion portion of the ALICE pack and under the tubular portion of the ALICE pack frame. Lift out and up on the ALICE pack; and issue the command of "HOLD". You will now continue your inspection of the equipment retainer straps as they route under the envelope cushion

portion of the ALICE pack. Insure the equipment retainer straps form an X configuration on the rear of the ALICE pack. Continue your inspection until your fingers rest behind the 2-3 finger quick releases in the equipment retainer straps. As you bypass the girth hitch, make a mental note to insure it is routed vertical. Simultaneously, you will inspect the 2-3 finger quick release by placing the index and middle finger of each hand, palm facing you, on the outside of the quick release. Now visually inspect the free running ends of the equipment retainer straps to insure they are S-folded and secured with either masking tape or retainer bands, one or the other, never both and not secured to the quick releases. With the index fingers of each hand, lightly tap them to insure the S-folds are secure. With the thumb and index finger of each hand form an "O" around the base of the shoulder carrying straps. Give them a tug to insure they are properly secured to the ALICE pack frame. Visually inspect the free running ends of the shoulder carrying straps to insure they are S-folded and secured with masking tape or retainer bands, one or the other, never both. With the index fingers of each hand, lightly tap the free running ends of the shoulder carrying straps to insure the S-folds are secure. With the index finger and thumb of your right hand, back of your hand facing you, form an O around the HPT lowering line, just to the right of the girth hitch. With the index finger on top you will visually inspect to insure the girth hitch is vertical. With your right hand trace the HPT lowering line until you make contact with the first hook pile tab modification. Insure it is present and that it is secured. Visually inspect to insure there are no S-folds protruding from the end of the retainer flap. Continue to inspect down the retainer flap to insure there are no large rips or tears, and at least 50% of the hook tape and pile tape is securing the retainer flap, and the HPT lowering line is secured to the ALICE pack frame by two retainer bands, one above and one below the horizontal frame support. Continue to trace down until you make contact with the second hook pile tab modification. Once again, visually inspect to insure it is present and secured and there are no S-folds protruding from the end of the retainer flap. Continue to trace the HPT lowering line until your hand disappears behind the M1950 weapons case. Visually inspect to insure the HPT lowering line is properly routed between the main body of the M1950 weapons case and the 2 plies of reinforced cotton webbing on the cotton duct M1950 weapons case, or 1 ply of reinforced nylon on the nylon duct M1950 weapons case.

Route your left hand over your right forearm and secure the trail edge of the M1950 weapons case. Release your right hand and secure the HPT lowering line where it routes out of the M1950 weapons case. Continue to trace the HPT lowering line until you make contact with the ejector snap. Visually inspect to insure the yellow safety lanyard is present and it is constructed of 1 inch tubular nylon webbing and is yellow in color. Form a fist around the ejector snap of the HPT lowering line. Rotate your thumb up and seat the activating lever to insure that it properly seats. Tug it to insure that it is properly secured to the parachute harness. Rotate the ejector snap 1/4 turn to the outside and inspect to insure the small tooth is present on the opening gate and that the opening gate is facing towards the jumper. Move to the front of your jumper and issue the command of "SQUAT". Now insert the index and middle fingers of both hands beneath the legstraps and trace both hands all the way back to the saddle. Begin tracing the right leg strap forward, insuring that it is not misrouted around the saddle, that it is free from any twists, cuts or frays. Insure that the excess webbing is secured in the webbing retainer. Continue tracing until you reach the quick-fit V ring. Conduct a visual inspection to insure that it isn't bent, cracked, corroded, rusted, dented or distorted out of shape. Rotate your left thumb up and seat the activating lever and conduct a visual inspection to insure that there is not any foreign material present that will keep it from properly seating. Keep your left

thumb in place. Now focus your attention to your right hand, which still should be all the way back to the saddle. Begin tracing the left leg strap forward insuring that it is not misrouted around the saddle, that it is free from any twists, cuts or frays. Insure that the excess webbing is secured in the webbing retainer, and that it is routed over the lower portion and under the upper portion of the exposed carrying handle of the aviator's kit bag. Continue tracing up until you make finger tip to metal contact with the quick-fit V ring. If you have a hard time making fingertip to metal, rotate your fingers skyward and push up until you do make finger tip to metal contact. Conduct a visual inspection to insure that it isn't bent, cracked, corroded, rusted, dented or distorted out of shape. Once you have fingertip to metal contact, remove your right hand, and utilize your right forearm, lift up and out on the M1950 weapons case. Now place your right index finger or thumb on the activating lever of the left leg strap and seat it. Conduct a visual inspection to insure that there is not any foreign material present that will keep it from seating properly. Now rotate back in front of your jumper and conduct a visual inspection of the aviator's kit bag. Secure the bottom of the ALICE pack and issue the command of "RECOVER". Jumpers pick up on the reserve parachute and jumpmasters simply allow the ALICE pack to rotate between your body and the jumpers' body.

13. **Leg Straps:** Now, form that good hand and arm signal of STAND BY. Simultaneously insert both hands, from outside to inside, behind the leg straps, just below the aviators kit bag. Simultaneously trace both hands back to the saddle. This is your starting point for your inspection of the leg straps. Keep your right hand in place. With your head and eyes approximately four to six inches away, with your left hand trace the right leg strap forward until your hand is between the quick fit V-ring and the ejector snap pad. You are insuring the leg strap is not misrouted around the saddle and it is not twisted, cut or frayed and the excess webbing is secured in the webbing retainer. Rotate your left thumb up and fully seat the activating lever while you visually inspect to insure there is no foreign material in the ejector snap that would keep it from completely seating. Keep your left hand in place. Now focus your head and eyes approximately four to six inches away from your right hand. With your right hand, trace the left leg strap forward until your hand is between the quick fit V-ring and the ejector snap pad.

You are insuring the left leg strap is not misrouted around the saddle and that it is not twisted, cut or frayed. That it is properly routed over the bottom portion and under the top portion of the exposed carrying handle of the aviators' kit bag, and that the excess webbing is secured in the webbing retainer. Rotate your right thumb up or place your index finger on the activating lever to insure it is fully seated while you visually inspect to insure there is no foreign material in the ejector snap that would keep it from completely seating. While keeping your hands on the leg strap ejector snaps visually inspect to insure the aviators kit bag is horizontal across the jumpers lap and the sewn reinforced side is facing out and the exposed carrying handle is to the jumpers left. Now stand up, hollywood jumpers will automatically recover.

14. **Universal Static Line Snap Hook:** To attach the universal static line snap hook to the top carrying handle of the reserve parachute: If the static line is the 15-foot universal static line with the 5-foot universal static line extension, prior to detaching the static line from the right outer static line stow bar, Push in on both girth hitches and inspect the girth hitch that joins the 5-foot universal static line extension with the 15-foot universal static line. Visually inspect the upper loop portion universal static line girth hitch for burns, cuts, or frays and inspect the cotton buffer on the 5-foot universal static line extension for

burns, cuts, or excessive frays. Ensure that the girth hitch is centered between the first stow on the left and right inner static line stow bars or the 9th and 10th stows. Remove the universal static line snap hook from the right outer static line stow bar and remove all twists and turns in the universal static line. “DO NOT BREAK THE FIRST STOW WHEN USING THE 5-FOOT UNIVERSAL STATIC LINE EXTENSION WITH THE 15-FOOT UNIVERSAL STATIC LINE”. The first stow to be inspected will be the left inner static line stow bar. If the universal static line is the 15-foot universal static line without the 5-foot universal static line extension, break the first stow on the left inner static line stow bar. Route the universal static line and the universal static line snap hook over the jumper’s appropriate shoulder and secure the universal static line snap hook to the top carrying handle on the reserve parachute ensuring that the top carrying handle of the reserve parachute passes through the first and second gate on the universal static line snap hook. Pull up on the universal static line snap hook to ensure that the top carrying handle is secured. Ensuring that the opening gate of the universal static line snap hook is facing toward the jumper.

15. **Universal Static Line:** Secure the universal static line snap hook with the right hand and right hand only from the girth hitch. Form a fist around the universal static line snap hook and hold it perpendicular to the reserve parachute. Open up your right hand and lay the back of your hand on the top of the reserve parachute. Place the index finger of your left hand next to the upper loop portion universal static line where it is girth hitched to the cut away portion, universal static line snap hook. Ensure that the girth hitch is facing towards the jumpers’ right and the jumpermaster left and that it is free from all cuts, tears, excessive frays, or burns. Trace down the universal static line snap hook until your index finger makes contact with the rivet pin, ensure that it is present and is not rusted, cracked, corroded. Trace down the universal static line snap hook to ensure it is not rusted, cracked, corroded or bent out of shape and the opening gate is facing toward the jumper. With your right hand, hold the universal static line snap hook perpendicular to the reserve parachute and form a fist around it just below the girth hitch. With the left hand, secure the upper loop portion, universal static line at the 4-inch stitch.

Visually inspect the universal static line as it routes through the universal static line snap hook for burns, cut, or frays. Then push in on the universal static line exposing the inside portion of the universal static line that is girth hitched to the universal static line snap hook. Visually inspect to ensure the inside portion, universal static line is not burned, cut or excessively frayed. If the universal static line is routed over the jumper’s left shoulder, with the thumb and index finger of your left hand form an “O” around the universal static line just above the universal static line snap hook. If the universal static line is routed over the jumper’s right shoulder, with the thumb and index finger of your right hand form an “O” around the universal static line just above the universal static line snap hook. Raise your working hand to the elbow locked position, issue the command of “TURN”. Once the jumper has stopped moving, insert the index finger or index finger and middle finger of your working hand under the universal static line, so your index finger makes contact with the thumb on your control hand. Trace the universal static line from your control hand to the first stow of universal static line, which should be on the right inner static line stow bar when, using a 15-foot universal static line. When using the 20-foot universal static line trace the universal static line from your control hand to the first stow of the static line, which should be on the left inner static line stow bar. Using both hands, form a bite in the universal static line and route it from top to bottom in the static line slack retainer. Visually inspect the static line slack retainer to

ensure it is not torn or frayed more than 50%. Rotate the excess universal static line on top of the pack tray and control it with your control hand. If you are right handed, your left hand is now your control hand. If you are left handed, your right hand is now your control hand. With your working hand, pull out on the first stow of universal static line, and then release it. Insert your index finger, index finger and middle finger or thumb under the first piece of universal static line. If you are right handed, you will pull towards you with your index finger or index finger and middle finger and push away from you with your thumb. If you are left handed, you will push away from you with your thumb and pull toward you with your index finger or index finger and middle finger. Trace the entire universal static line ensuring you pull out on each stow as you reach them, ensure that the universal static line is not cut, burned or excessively frayed and ensure the universal static line is not misrouted around the static line stow bar. When inspecting the universal static line on a 20-foot universal static line you will by-pass the girth hitch joining the 5-foot universal static line extension to the 15-foot universal static line. The upper looped portion of the universal static line and the cotton buffer of the 5 foot universal static line extension will be inspected prior to detaching the universal static line snap hook from the right outer static line stow bar. Visually inspect for burns, cuts, or frays. When you reach the final stow of the universal static line, ensure it is routed from the right outer static line stow bar down to the pack closing tie. Insert the index finger of your working hand through the pack-opening loop, from bottom to top. Ensure it is not torn or frayed at all, the pack closing tie is routed through it and it is in the 6 to 9 o' clock position. Place the index finger of your working hand on the 6 o' clock pack closing loop to ensure the pack closing tie is routed through it and it is not torn or frayed no more than 50% at the looped portion, then go to the 9 o'clock pack closing loop and conduct the same inspection, then go to the 12 o'clock pack closing loop and conduct the same inspection, then go to the 3 o'clock pack closing loop and conduct the same inspection. Insert the index finger of your working hand under the surgeon's knot/locking knot of the pack-closing tie. Ensure it is in the 3 to 6 o' clock position and it is constructed of one turn of ¼ cotton webbing. Pluck the pack-closing tie.

16. **Ballistic Helmet**: Form knife cutting edges with both hands, fingers extended and joined, palms facing the jumper, and place them on the left side of the jumpers' ballistic helmet. Your left hand is your control hand and your right hand is your working hand. With your right hand trace the outer rim of the ballistic helmet. You are inspecting for any sharp or protruding edges, which may cut, or fray the jumpers' universal static line upon exiting from the aircraft. Once your hands are parallel place both thumbs on the rim of the ballistic helmet and tilt the jumpers head forward. Visually inspect the parachutists' retention strap to insure it is not twisted, cut, or frayed and it is not misrouted in front of the foam impact pad / modified foam impact pad. With the thumb and index finger of either hand, secure the foam impact pad / modified foam impact pad and give it a slight tug to insure it is properly secured inside the ballistic helmet.

17. **Riser Assembly**: Form the get ready hand and arm signal over the jumpers' shoulders. Rotate your thumbs down and insert them under the risers as far forward as possible. You should be able to touch the canopy release assemblies. You will use the letters TOT, to inspect the riser assembly, **Tug, Open, Trace**. You can inspect either one first. Form a fist around each riser set, give it a slight **Tug, Open** your hand all the way, then **Trace** all the way back to the pack tray. You are inspecting to insure the riser assembly is not twisted, and the DA Form 3912 Army Parachute Log Record is present in

one of the log record stow pockets located on either riser set. Continue to trace until your hand comes into contact with the pack tray.

18. **Pack Tray:** Now from knife cutting edges with both hands, fingers extended and joined palms facing the jumper. Place both hands on the top left corner of the pack tray palms facing the pack tray. Your left hand is your control hand, and your right hand is your working hand. Keep your left hand in place. With your working hand trace the top pack-closing flap. You are inspecting for any excess dirt, water, oil, grease, exposed canopy, or suspension lines. Trace down the right pack-closing flap and conduct the same inspection. To inspect the bottom pack-closing flap you have to bend over well enough to see it. Trace the bottom pack-closing flap and conduct the same inspection. Trace up the left pack-closing flap and conduct the same inspection. When your working hand meets your control hand, lift up your control hand and sweep under it with your working hand to insure you have not covered any deficiencies.

19. **Diagonal Backstraps** Form a knife cutting edge with both hands, palms facing towards you, and issue the command, **ARCH YOUR BACK**. Place both hands under the diagonal back strap in the vicinity of the back strap adjusters. Simultaneously trace both hands up until your index fingers make contact with the diagonal back strap retainers. You will insure the parachute harness is properly sized by counting the rows of stitching on the diagonal backstrap. There should be one more row of stitching on the diagonal back strap closest to you than there is on the diagonal back strap closest to the jumper. Visually inspect the diagonal back strap retainers to insure they are routed through the appropriate sizing channel in the diagonal back strap, and it is routed under and over the diagonal back strap keeper, and secured to itself with a pull the dot fastener. With each thumb, simultaneously pluck up on the outside corner of the diagonal back strap retainer to ensure that the pull the dot fasteners are properly secured. Look over to your left hand. Inspect down until you reach the back strap adjuster. Insure the diagonal back strap is not twisted, cut or frayed, and is not routed over the jumpers shoulder. Form a fist around the back strap adjuster on the jumpers left side.

This is where your left hand will stay for the remainder of the inspection. Now focus your attention to your right hand and trace down to the back strap adjuster and conduct the same inspection. Now bypass it and continue until you reach the main lift web. Ensure the excess webbing is secured in its' webbing retainer, and the horizontal back strap is not twisted, cut, or frayed. Remove your right hand and form a knife cutting edge, fingers extended and joined, palms facing towards you. Insert it under the horizontal back strap where it reemerges from the main lift web from bottom to top. Ensure that your right index finger makes contact with the main lift web. Issue the jumper the command of **BEND**. With your left shoulder push up on the bottom of-the pack tray, and with your left hand simultaneously pull down on the back strap adjuster. With your right hand, trace the horizontal back strap across the small of the jumpers back. When you reach the right horizontal back strap retainer, insure it is routed over the horizontal back strap, under and over the horizontal back strap keeper and secured with a pull the dot fastener and that it is not twisted, cut, or frayed. Continue to trace to the left horizontal back strap retainer and conduct the same inspection. Trace the horizontal back strap until your little finger makes contact with the main lift web once again inspecting to insure it is not twisted, cut, or frayed. Remove your hand and insert it under the last piece of horizontal back strap, palm facing towards you, from top to bottom or bottom to top, either way, so long as you make contact with the main lift web. Trace up until your working hand meets your control

hand. Insure the horizontal back strap has not been twisted, cut, or frayed and the excess webbing is secured in the webbing retainer.

20. **Saddle:** With your right hand form a knife cutting edge, fingers extended and joined, palm facing the jumper and fingers pointed towards the jumpers' buttocks, and place it on the single X box stitch located just below the lowering line adapter web or the triangle link. Trace the saddle under the jumpers' buttocks insuring it is not twisted. As you bypass the leg straps, insure they are not misrouted around the saddle. Continue to trace until you make contact with the single X box stitch on the jumpers right side.

Raise your right hand high in the air and issue the seal of approval.

Rigging the Modular Lightweight Load-Carrying Equipment (MOLLE)

Prior to rigging the Modular Lightweight Load-Carrying Equipment, **MOLLE**, all excess webbing will be secured with either masking tape or retainer bands. To properly secure the harness single point release to the MOLLE, you will first lay it out on a flat surface insuring that the three color coded attaching loops are facing skyward and all twists are removed from the equipment retainer straps. Place the adjustable D-ring attaching straps next to the Harness Single Point release, insuring that the opening gates of the snap hooks are facing down. Place the female portion leg strap release assembly next to the adjustable D-ring attaching strap ensuring the three component parts are facing skyward. Route the release handle assembly from bottom to top through both plies of the release handle cross strap insuring that you do not incorporate any twists in the release handle lanyard and secure it in place utilizing the hook pile tape. Then route the white attaching loop from bottom to top through the triangle link, the green attaching loop from bottom to top through the white attaching loop, the red attaching loop from bottom to top through the green attaching loop and through the grommet in the female portion leg strap release assembly. Route the release handle cable through the red attaching loop and into the cable loop retainer. Once again route the white attaching loop from bottom to top through the triangle link, the green attaching loop from bottom to top through the white attaching loop, the red attaching loop from bottom to top through the green attaching loop and through the grommet in the female portion leg strap release assembly. Route the release handle cable through the red attaching loop and into the cable loop retainer for the other side. You will then rotate the harness single point release over so that the opening gates of the snap hooks are facing skyward, and remove all twists from the equipment retainer straps. It is now ready to accommodate the combat load. The MOLLE should maintain a square configuration as much as possible to insure that the harness single point release will remain tightly secured to it.



FIGURE 1

The outer accessory pouch and side compartments must be filled with non-fragile items of equipment for every Airborne Operation.

With the frame side up, place the MOLLE on the harness single point release so that the nylon of the MOLLE is facing the HSPR and the bottom of the frame is toward the adjustable D-ring attaching straps.



FIGURE 2

You will now route the equipment retainer straps under the carrying strap on the top of the MOLLE pack (**Figure 2-A**), under the top horizontal support of the frame (**Figure 2-B**), between the shoulder carrying straps and over the back pad (**Figure 2-C**). Cross the equipment retainer straps and form an “X” configuration on the back of the MOLLE.



FIGURE 3

From the bottom of the MOLLE, route the two friction adapters through the large cutaway portion of the MOLLE frame at the bottom center (**Figure 3-A**). Then secure one equipment retainer strap to its appropriate friction adapter insuring that you do not incorporate any twists. Do this by routing it under the floating metal bar, back over the floating metal bar, and then back onto it self-forming a quick release.

Now secure the other equipment retainer strap, once again routing it under the floating metal bar, back over the floating metal bar, and then back onto it self-forming a quick release. Then secure the lower portions of the quick releases and tighten the harness single point release as tight as possible to the MOLLE. Once the harness single point release has been tightened down to the MOLLE, the white attaching loops should be approximately centered and on line at the bottom of the MOLLE. Then reduce the length of the quick releases to a 2 to 3 finger quick release. The equipment retainer straps will then be S-folded and S-folded only and secured with masking tape or retainer bands, one of the two, never both and there is no preferred method. Ensure that the S-folds are not secured to the quick releases. All slack in the shoulder carrying straps will be removed and the excess webbing will then be S-folded and S-folded only and secured with masking tape or retainer bands, one of the two, never both and there is no preferred method. Then secure the hook pile tape lowering line in its normal configuration to the X configuration by routing the looped end hook pile tape lowering line from top to bottom or bottom to top under the X configuration and then route the entire hook pile tape lowering line through the looped end hook pile tape lowering line, forming a girth hitch.

Route the hook pile tape lowering line over the left shoulder carrying strap and secure it to the cut away portion of the MOLLE frame (**Figure 4-A**) utilizing two retainer bands in two different slots on the MOLLE frame as close to the bottom as possible. Finally, route the male portion leg strap release assembly from the point where it is sewn to the equipment retainer strap by its most direct route along the side of the MOLLE and attach it to the female portion leg strap release assembly. Remove the slack and S-fold or roll the excess webbing and secure it in the webbing retainer. The opposite adjustable leg strap will then be secured in the same manner.



(FIGURE 4)

Modular Lightweight Load-Carrying Equipment JMPI

You will now begin the inspection of the HSPR beginning with the adjustable D-ring attaching straps. These are like items of equipment and either one can be inspected first. With both hands form fists with your index fingers exposed. Place your index fingers on the snap hooks of the adjustable D-ring attaching straps. Now focus your attention on the snap hook of either hand. Conduct a visual inspection to insure that the snap hook is not bent, cracked, corroded, distorted out of shape, that the opening gate is facing towards the jumper, and it is located to the outside of the connector snap. Rotate your index finger around and pluck the opening gate for spring tension. With your thumb, rotate the free running end of the adjustable D-ring attaching strap out of the way. Place your index finger on the black interwoven stitch of the nylon portion of the adjustable D-ring attaching strap and trace it down until you make contact with the triangle link. Insure that the nylon portion is not twisted, cut, frayed or misrouted behind the MOLLE frame. Insure the white attaching loop is routed from bottom to top through the triangle link, the green attaching loop is routed from bottom to top through the white attaching loop, the red attaching loop is routed from bottom to top through the green attaching loop, through the grommet in the female portion leg strap release assembly, and the release handle cable is routed through the red attaching loop and secured in the cable loop retainer. Place your index finger on the single X box stitch just below the female portion leg strap release assembly. Keep that hand in place. Now focus your attention on you other hand, which should still be on the snap hook of the adjustable D-ring attaching strap. Inspect to insure it is not bent, cracked, corroded, distorted out of shape, that the opening gate is facing toward the jumper, and it is positioned between the connector snap and the snap fastener of the quick release snap. Rotate your index finger around and pluck the opening gate for spring tension. With your thumb, rotate the free running end of the adjustable D-

ring attaching strap out of the way. Place your index finger on the nylon portion of the adjustable D-ring attaching strap and trace it down until you make contact with the triangle link. Insure that the nylon portion is not twisted, cut, frayed or misrouted behind the MOLLE frame. Insure the white attaching loop is routed from bottom to top through the triangle link, and the green attaching loop is routed from bottom to top through the white attaching loop, the red attaching loop is routed from bottom to top through the green attaching loop, through the grommet in the female portion leg strap release assembly, and the release handle cable is routed through the red attaching loop and secured in the cable loop retainer. Place your index finger on the single X box stitch just below the female portion leg strap release assembly. With your right thumb and index finger lift up on the release handle. Inspect to insure the release handle assembly is properly routed through the release handle cross strap and secured with the hook pile tape and that the release handle is not reversed or upside down. With your right index finger, form a hook and lift up on the release handle lanyard to insure that it is not twisted or misrouted around the equipment retainer strap. Place your right index finger back on the single X box stitch.

Simultaneously, trace down the equipment retainer straps until your fingers make contact with the second set of single X box stitches. As you bypass the outer accessory pouches, make a mental note to insure they are properly filled with non-fragile items of equipment. You are inspecting the equipment retainer straps to insure they are not twisted, cut, or frayed. With your right hand, secure the adjustable cross strap and tug it one time to your right. Place your right index finger back on the single X box stitch and continue to inspect the equipment retainer straps until your fingers fall off the ends of the MOLLE. Now secure the sides of the MOLLE and raise it up to approximately eye level. Visually inspect to insure that the equipment retainer straps are routed under the carrying handle, to the outside of the shoulder carrying strap loops, and under the MOLLE frame. Lift out and up on the MOLLE; and issue the command of "HOLD". Jumpers will secure the MOLLE by the adjustable cross strap and hold it up high. You will now continue your inspection of the equipment retainer straps as they route from under the MOLLE frame. Insure the equipment retainer straps are routed over the back pad and form an X configuration on the rear of the MOLLE. Continue your inspection until your fingers rest behind the 2-3 finger quick releases in the equipment retainer straps. As you bypass the girth hitch, make a mental note to insure it is routed top to bottom, bottom to top, or vertical. Simultaneously, you will inspect the 2-3 finger quick release by placing the index and middle finger of each hand, palm facing you, on the outside of the quick release. Now visually inspect the free running ends of the equipment retainer straps to insure they are S-folded and secured with either masking tape or retainer bands, one or the other, never both and not secured to the quick releases. Conduct a visual inspection of the friction adapters to insure that they are routed through the small cutaway portion of the MOLLE frame. With the index fingers of each hand, lightly tap the excess webbing of the equipment retainer straps to insure the S-folds are secure. With the thumb and index finger of each hand form an "O" around the base of the shoulder carrying straps. Give them a couple of tugs to insure they are properly secured to the MOLLE frame. Visually inspect the free running ends of the shoulder carrying straps to insure they are S-folded and secured with masking tape or retainer bands, one or the other, never both. With the index fingers of each hand, lightly tap the free running ends of the shoulder carrying straps to insure the S-folds are secure. With the index finger and thumb of your right hand, back of your hand facing you, form an O around the HPT lowering line, just

to the right of the girth hitch. You will visually inspect to insure the girth hitch is vertical. With your right hand trace the HPT lowering line until you make contact with the first hook pile tab modification. Insure it is present and that it is secured. Visually inspect to insure there are no S-folds protruding from the end of the retainer flap. Continue to inspect down the retainer flap to insure there are no large rips or tears, and at least 50% of the hook tape and pile tape is securing the retainer flap, and the HPT lowering line is secured to the MOLLE frame by two retainer bands. Continue to trace down until you make contact with the second hook pile tab modification. Once again, visually inspect to insure it is present and secured and there are no s-folds protruding from the end of the retainer flap. Continue to trace the HPT lowering line until your hand disappears behind the M1950 weapons case. Visually inspect to insure the HPT lowering line is properly routed between the main body of the M1950 weapons case and the 2 plies of reinforced cotton webbing on the cotton duct M1950 weapons case or the 1 ply of nylon on the nylon duct M1950 weapons case.

Route your left hand over your right forearm and secure the trail edge of the M1950 weapons case. Release your right hand and secure the HPT lowering line where it routes out of the M1950 weapons case. Continue to trace the HPT lowering line until you make contact with the ejector snap. Visually inspect to insure the yellow safety lanyard is present, it is constructed of 1 inch tubular nylon webbing and is yellow in color. Form a fist around the ejector snap of the HPT lowering line. Rotate your thumb up and seat the activating lever to insure that it properly seats. Tug it to insure that it is properly secured to the parachute harness. Rotate the ejector snap 1/4 turn to the outside and inspect to insure the small tooth is present on the opening gate and that the opening gate is facing towards the jumper.

Configuring the Advanced Combat Helmet (ACH)

When issued, leaders must ensure the ACH is properly fitted. When properly worn the helmet shell should not sit too high (i.e. the crown pad does not contact the head or too much of the forehead is exposed) or too low (i.e. too low on the brow or not compatible with eye wear) and is not too tight or too loose.



To ensure proper fit it will be necessary to make measurements of the soldier's head length, width, and circumference. The maximum head measurements for the medium ACH are 8" in length, 6" in width, and 23" in circumference. If any one measurement exceeds these maximums, a large ACH should be utilized. The ACH is issued with two different size **suspension pad systems**, (**size 6 or size 8**) which are used to further adjust the fit of the ACH. When first trying on the ACH for fit, all 7-suspension pads will be worn (**Figure 1 & 2**), and the pads should be size 6. If the ACH is too small, a larger ACH may be needed. If it is still too big, try size 8 pads. The suspension pads may be turned horizontally to seal around the soldiers' head for cold weather conditions.

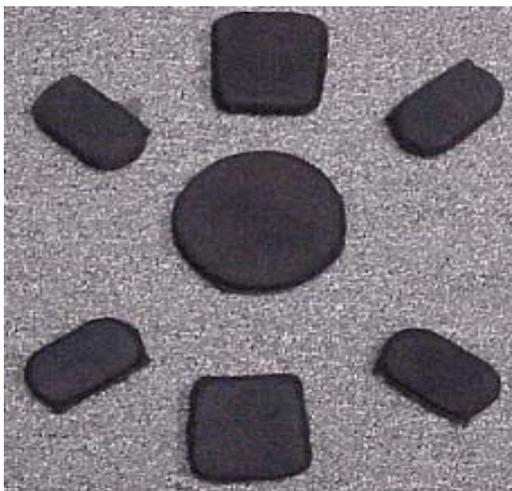


Figure 1



Figure 2

Once the ACH has been properly fitted, leaders must ensure it is properly configured. During airborne operations all 7-suspension pads must be worn and should be worn during all other high-risk operations where impact head injuries may occur. The 4 **oval pads** must cover all 4 ballistic mounting screws inside the advanced combat helmet. The oval pads must be flush with the outer rim of the advanced combat helmet to provide maximum impact protection. **(Figure 3)** The **trapezoid pad** should be flush with the outer rim of the advanced combat helmet or may extend $\frac{1}{2}$ " beyond the outer rim for further protection. **(Figure 4)**

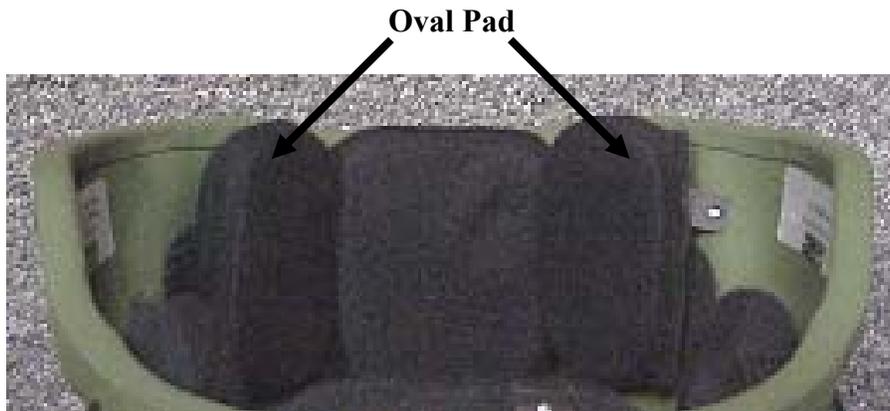


Figure 3



Figure 4

To properly attach the camouflage cover to the ACH, first remove all the suspension pads from the advanced combat helmet and remove the **modified chinstrap assembly**. Align the label on the rear of the camouflage cover with the rear of the advanced combat helmet. Pull the cover over the front and sides of the advanced combat helmet. Thread the **adjustable buckle** through the holes provided in the camouflage cover. Pull the **retaining tabs** down and attach the pile tabs to the **hook disk** ensuring a tight fit. Place the suspension pads back into the advanced combat helmet and replace the modified chinstrap assembly.



To attach the PVS-7/14 head harness, ensure the camouflage cover is attached, then place the head harness over the camouflage cover. Ensure the hole in the plate, the hole in the camouflage cover, and the hole in the advanced combat helmet are in line. Insert the mounting screw (the mounting screw and locking nut are issued with the head harness) through the plate and into the advanced combat helmet. **DO NOT OVER TIGHTEN THE MOUNTING SCREW OR THE FRONT BRACKET ASSEMBLY MAY BREAK.** Insert the locking nut from inside the advanced combat helmet and tighten the mounting screw. Before completely tightening the mounting screw ensure the plate is snug up against the advanced combat helmet by pushing up on the plate. It is imperative that you supervise your soldiers when configuring their ACH. Not only will this keep them safe during airborne operations but it will also prevent any delays at departure airfield.



Advanced Combat Helmet JMPI

At this time both hands should be on the right side of the jumpers' advanced combat helmet, fingers extended and joined, palms facing the advanced combat helmet.



Your left hand is your control hand and your right hand is your working hand. Keep your left hand in place. With your right hand trace the outer rim of the advanced combat helmet. You are inspecting for any sharp or protruding edges, which may cut, or fray the jumpers' universal static line upon exiting from the aircraft.



Once your hands are parallel, you will place both thumbs on the rim of the advanced combat helmet. You will now tilt the jumper's head to the rear and with your head and eyes approximately six inches away, conduct a visual inspection to insure that all three Suspension pads are present and are properly installed.



Leave your left hand in place. Now we must begin the inspection of the **Modified Chinstrap Assembly**. Place your right index finger on the **adjustable buckle** on the left side of the jumper. With your head and eyes approximately four to six inches away, inspect the **adjustable buckle** to ensure that it is not cracked or broken and that the **adjustable strap** is properly routed thru the **adjustable buckle** with the free running end secured in the webbing retainer.



Trace down to the **chinstrap fastener**. Ensure that it is not cracked or broken and that it is properly secured. Place your right index finger on the **long portion chinstrap** where it is secured to the **chinstrap fastener** on the jumper's left side.



Trace the **long portion chinstrap**, as it routes under the jumper's chin to the point where it is sewn to the **adjustable strap** on the jumper's right side. You are inspecting to ensure that the **long portion chinstrap** is not cut, torn, frayed, reversed, or dry rotted.



Continue to trace up to the **adjustable buckle** on the right side of the jumper. Inspect the **adjustable buckle** to ensure that it is not cracked or broken and that the **adjustable strap** is properly routed thru the **adjustable buckle** with the free running end secured in the webbing retainer.



Now place your right index finger on the **short portion chinstrap** where it is sewn to the **long portion chinstrap** on the jumper's right side.



Trace the **short portion chinstrap** as it routes over the jumper's chin to the point where it is sewn to the **long portion chinstrap** on the jumper's left side. You are inspecting the **short portion chinstrap** to ensure that it is not cut, torn, frayed, reversed, or dry rotted. You have just completed the frontal inspection of the advanced combat helmet. Now drop both hands.



After transitioning from the front of the jumper to the rear of the jumper by means of the universal static line you must start at the top of the jumper and work your way down. Form knife cutting edges with both hands, fingers extended and joined, palms facing the jumper, and place them on the left side of the jumpers advanced combat helmet.



Your left hand is your control hand and your right hand is your working hand. Keep your left hand in place. With your right hand trace the outer rim of the advanced combat helmet. You are inspecting for any sharp or protruding edges, which may cut or fray the jumper's Universal Static Line upon exiting the aircraft. Once your hands are parallel, place both thumbs on the outer rim of the advanced combat helmet and tilt the jumper's head forward. Conduct a visual inspection to insure that all three **Suspension pads** are present and properly installed. Conduct a visual inspection of the **nape pad** to ensure that it is present, free of any cuts or tears, and is not reversed.



Now place your right index finger on the **adjustable buckle** on the right rear of the jumper.



Inspect the **adjustable buckle** to ensure that it is not cracked or broken and that the **adjustable strap** is properly routed through the **adjustable buckle** with the free running end secured in the webbing retainer. Trace down the **adjustable strap** to the point where the **long portion chinstrap** is sewn to the **adjustable strap** on the jumper's right side. Stop when your index finger comes into contact with the **long portion chinstrap**. You are inspecting to ensure that it is not cut, twisted, torn, frayed, or dry rotted. Leave your index finger in place. This is a control point.



Now place your left index finger on the **adjustable buckle** on the left rear of the jumper and inspect the **adjustable buckle** to ensure that it is not cracked or broken and that the **adjustable strap** is properly routed thru the **adjustable buckle** with the free running end secured in the webbing retainer.



Trace down the **adjustable strap** to the point where the **long portion chinstrap** is sewn to the **adjustable strap** on the jumper's left side. You are inspecting to ensure that it is not cut, twisted, torn, frayed, or dry rotted.



You have just completed the inspection for the rear of the advanced combat helmet. The next items of equipment to be inspected are the riser assemblies, drop both hands down over the jumpers' shoulders and continue with your normal sequence of inspection until you issue the jumper the seal of approval.