

CAUTION

It is mandatory that precise altitude and airspeeds be maintained on each approach, so that the results obtained by the spotter chutes will be accurate and comparable to future passes.

4. Pararescue Personnel Drop Procedures.

a. Prior to take-off, the pilot will coordinate and determine the following with the team commander and jumpmaster:

- (1) Jump pattern speed and altitude.
- (2) Jumpmasters interphone instructions to pilot.
- (3) Number of jumpers.
- (4) Weight of jumpers and equipment.
- (5) Responsibility of flight crew for delivery of requested kits.
- (6) Methods of communications (primary and secondary) after parachutists have landed.

b. Prior to initiating the spotter chute procedure, the pilot will insure that the trailing antenna is IN, and that the trailing edge of the port hatch and the sea anchor cleat are thoroughly masked or covered to prevent fouling of parachute gear.

c. Prior to entering the spotter chute procedure lower 15 degrees of flaps, and set up power to maintain desired airspeed and altitude.

d. The pilot will take instructions from the jumpmaster as soon as the first spotter chute is dropped, and will continue to take instructions from the jumpmaster until the last parachutists have been dropped.

5. Flight Technique. Use 15 degrees of flaps throughout the drop procedure, and adjust the MP and RPM to maintain 1200 feet above the ground and an indicated airspeed of 85 knots. At normal dropping weights, 1800 RPM is the desired maximum, and 23" to 25" MP will usually maintain the desired airspeed and altitude. Manifold pressure corrections may be made by the pilot, or by pre-arrangement, the pilot may maintain the desired altitude while the co-pilot adjusts the manifold pressure to maintain the airspeed.

NOTE

It is unnecessary to throttle the left engine at the time parachutists jump, if the above flight conditions are met.

a. The responsibility for safe operation of the aircraft rests with the pilot; the responsibility for the safe dropping of the parachutists rests with the pararescue team commander and his appointed jumpmaster.

b. In-flight maneuvers should be as smooth and precise as possible. Directions to the pilot from the jumpmaster on the final approach headings will consist of LEFT, RIGHT, or STEADY, and should be as continuous as necessary to insure that interphone contact is maintained. Make course corrections promptly and smoothly -- avoid skidding or "fish-tailing" the aircraft by large rudder corrections.