

# Checklist for Aircraft Exits



## Communicating With Pilot

Speak with pilot or management about their policy on reducing engine power for wingsuit exits, and how they configure the aircraft. If there are not very well established wingsuit patterns at the DZ, then discuss the descent pattern with the pilot. Ensure the pilot knows where you will be flying, and ensure that you know where the plane will be descending.

## On Jump Run

*Look, Listen, Feel:* You should see the flaps come down, and you might see the power reduced on the torque indicator dial. **Look** at the gauges. **Listen** for the power cut. **Feel** the airspeed with your hand out the door, and feel the aircraft decelerate. Note the aircraft deck angle. All of these things indicate that the conditions have been altered for better wingsuit exit conditions.



## Aircraft Checklist

*For all side-door aircraft:* A low power setting is the most important thing. Level deck angle is also critical. Airspeed is third. All Twin Otters and Caravans should be able to fly at or below 80 KIAS with the power pulled back, a level deck angle, and a slight descent (e.g., 500 fpm).



### Twin Otter:

Left engine pulled back to idle (as close as the pilot is willing to get it). Right engine at normal power setting, or as close as pilot is willing. Left engine idle, right engine at 40 on the dial, is typical at wingsuit friendly DZs. Slight descent, level deck angle.



### Caravan:

Flaps, power pulled back to 300lbs torque, level deck angle, slight descent.



### Skyvan:

90-95 knots is comfortable. Main issue here is avoiding collisions on the hill with other wingsuiters in your group.



### PAC:

Power back, slight descent is ok, airspeed also should be low -- around 70 KIAS. Watch out for the wing trailing edge, it's just as easy to hit that as it is to hit the tail.



### King Air:

Left engine pulled back as close to idle as the pilot is comfortable doing. Right engine at close to normal power setting. Level deck angle. The airspeed will likely not be below 90 KIAS, and this aircraft is known to be difficult to exit from. Wingsuiters beware of the small door variants. Expect difficulties exiting cleanly in groups.



### Small Helis, Side Door:

Level flight (no climb or descent). Forward airspeed of 15-20 KIAS. Better to exit from side opposite to tail rotor. A too-high forward airspeed is bad for floating exits. Many heli pilots will struggle to hold a low airspeed at high altitude. Note that if the heli is in a hover or unintentionally flying backwards slightly, exits will be very unpredictable.

