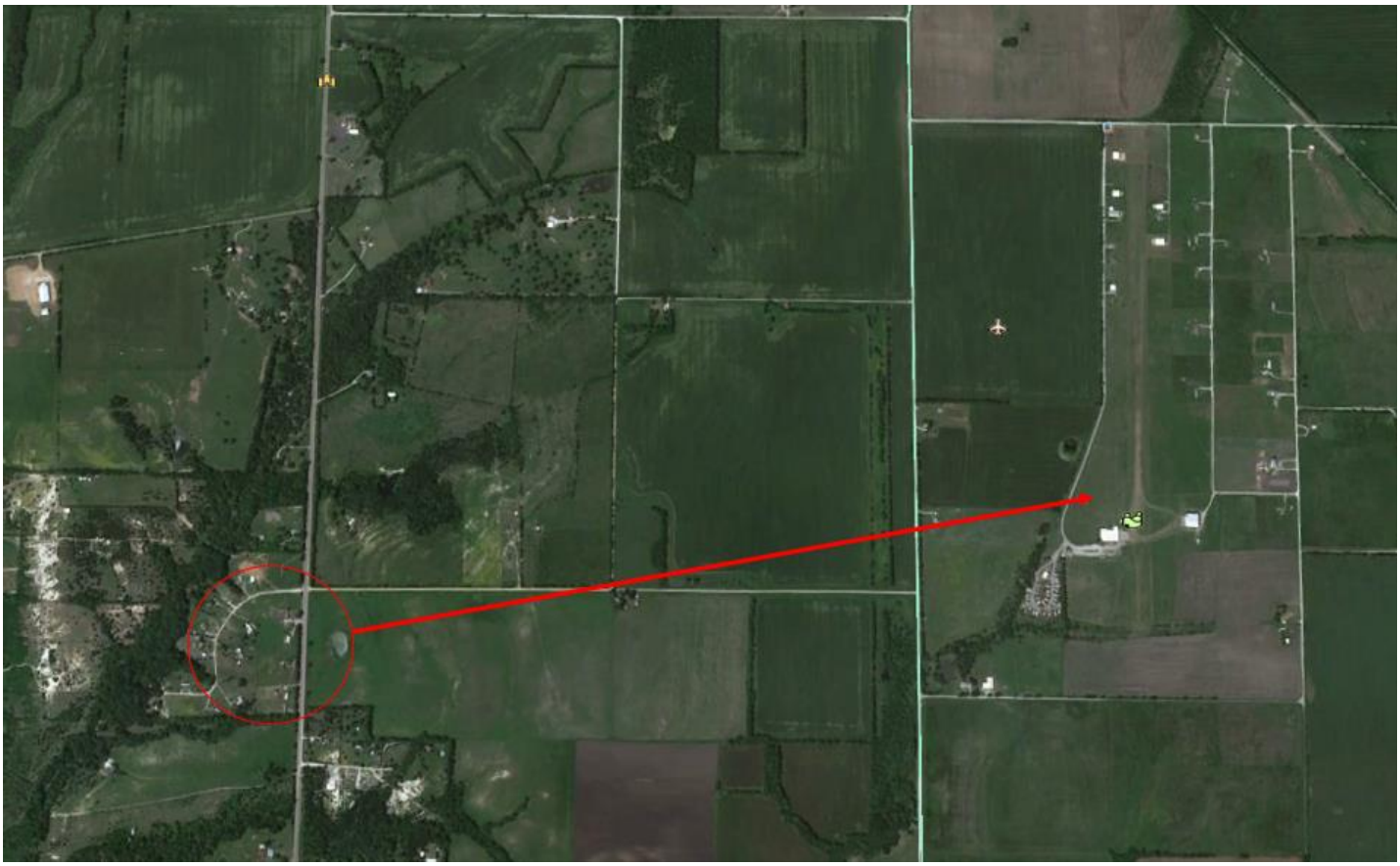
Because the winds down to 200 feet were reported as strong out of the west, I picked my deployment spot prior to the jump. This point was easy to see and it happened to be 1.4 miles from the landing area, which looked about “right”. I needed to be able to hold in the wind and do my housekeeping before setting up the landing pattern. I am flying a Pilot loaded at 0.93:1, so I have to plan out windy day jumps carefully.

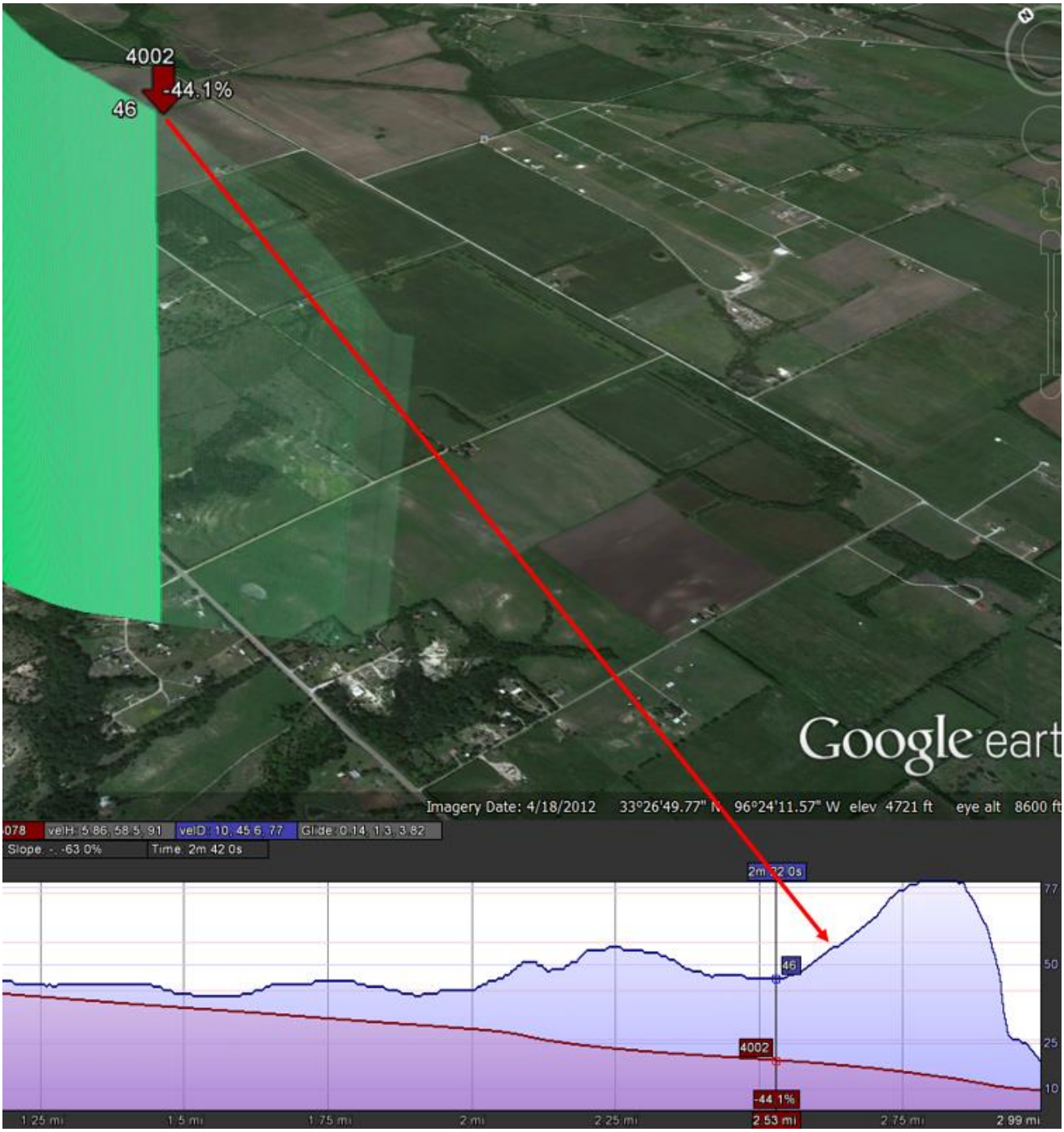


The red section is the plane flight just prior to my exit. My Flysight was set to give tones for Glide Ratio with a range of 1.0:1 to 2.7:1. At first I was below 1.0 for a time and then starting getting above 1.0, but I also noticed I had turned to flying a bit north by now. I turned almost directly into the strong wind from the west 59 seconds after exit.

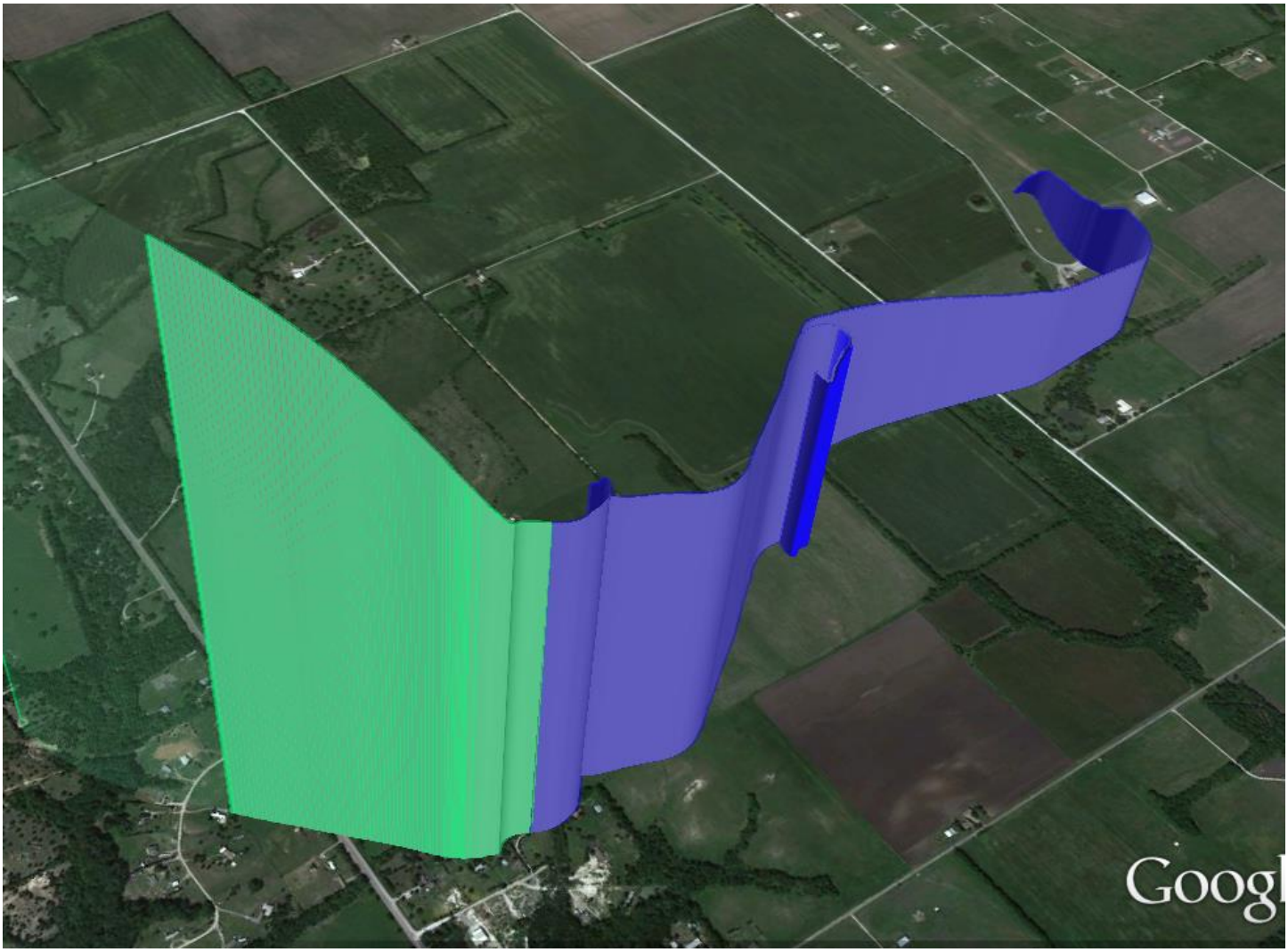
I was again below 1.0 glide ratio, but with the strong upper winds this was not a surprise. I could see the tandem canopies now and they were clear of my desired run to my deployment point. This westerly leg had a ground speed of about 20 MPH, despite the fact that I was flying normally. This short leg was about 18 seconds (1m:17s into the flight). About 8500 feet, I decided to make my run for home.

It looked like my spot was easily within range, so I didn't fly hard, holding a ground speed in the 70s and a glide ratio in the range of 1.6-1.8 to 1. After about 45 seconds on this leg, I could see I would overshoot my deployment spot so I turned a little back to the west for a few seconds.

My audible altimeter is set for 5000 breakoff and 4000 deploy. I didn't want to deploy at 4000 but I don't like to take it lower before I reach for my handle. I started my deployment sequence at 4002, got the handle, stayed folded and arched, watched my chest mount altimeter until 3000 feet, and then, I pitched my pilot chute. The belly posture's increase of the vertical speed shows up in the blue graph at the bottom right of this image. I held this flying position for about 8 seconds, holding 77 MPH vertical speed for the last 3 seconds before deployment.



The canopy flight is shown in blue. The data shows I as fully inflated (<20 MPH vertical) about 2500.



Final (elevator ride) was a bit short but it all worked out well, putting me in the round circle of stones marking the landing target.