

THE DOWNSIZING CHECKLIST

Wanting a smaller canopy is normal. Going there **before you're ready** is how good jumpers get hurt on landing. This is a straight-up, no-ego checklist to run before you change wings — built from the safety principles every canopy coach and CI teaches. Print it. Be honest with yourself. Then go talk to a human who watches you land.

Read this first: This checklist is a reality-check, not clearance. It does not replace your Chief Instructor or a canopy coach who has actually watched you fly. If you can't tick a box honestly, that's your answer — not a box to skip.

1 WHY ARE YOU REALLY DOWNSIZING?

- I can name a **specific, honest reason** to downsize — not "gear lust," not the trend, not because everyone else is.

- I understand a smaller canopy barely changes my **forward speed** — but sharply increases **dive and descent rate in a turn**. That's where the danger lives.

- I've considered whether a **different canopy model at my current size** would give me what I actually want.

- I'm not downsizing just to "punch through" higher winds. (If I'm backing up, the conditions are the issue — not my canopy.)

2 CAN YOU LAND IT — IN EVERYTHING?

- I land where I plan to, consistently — not "most of the time."

- I have **logbook-verified** nil-wind, crosswind, and downwind landings — not "I'd be happy to." Done, recorded, signed.

- Over my last 50 jumps, my stand-up-to-stumble ratio is honestly strong.

- I know my **current** canopy's full range — I've explored its flight modes, flat turns, and flare timing, not just point-and-shoot.

3 ARE YOU CURRENT ENOUGH?

- I'm genuinely current — not "I jumped a lot two summers ago."

- I've accounted for the **winter / layoff effect** — downsizing right before a slow season is a bad combination.

- My jump frequency matches the wing I'm moving to — not the wing I hope to fly someday.

4 HAVE YOU DONE THE MATH & THE SIZE STEP?

- I've calculated my actual **wingloading** (exit weight ÷ canopy sq ft) — the real number, not a guess.
- My next canopy is **no more than ~15% smaller** than my current one. (Manufacturers' size steps are built around this for a reason.)
- I've checked where I sit against a published experience guideline (e.g. the APF / USPA downsizing chart) — and I'm honest about the gap.
- I've accounted for **density altitude** — a high-elevation or hot DZ makes any canopy fly faster and land longer.

THE ONE RULE THAT NEVER BENDS

15% MAX, ONE STEP AT A TIME

Never jump more than one size step at once. Fly each canopy through its full control range — flat turns, braked approaches, all wind conditions — before you even think about the next one down. Upsize your **skill** before you downsize your **wing**.

5 HAVE YOU BROUGHT IN THE RIGHT PEOPLE?

- I've talked to my **Chief Instructor** — and they're on board, not just unaware.
- I've booked, or completed, **canopy coaching** for the new wing — ideally a structured course (Flight-1 or similar).
- My peers aren't quietly telling me to slow down. (If they are — listen.)
- I've planned crosswind/downwind practice **with** my CI and coach — not as a solo experiment.

STOP GUESSING. KNOW YOUR NUMBERS.

Perceptions around the DZ aren't data. Two free Jump Slut tools tell you what your canopy actually does — before you trust it with your ankles:

Wingloading + Size Calculator — your real wingloading and where you sit vs. the guideline. jumpslut.com/tools

Spotting Tool — your wind-adjusted reach at each canopy and size. See what downsizing actually costs you. jumpslut.com/tools/spotting

MY HONEST SIGN-OFF

I've run this checklist honestly. Where I couldn't tick a box, I've stopped — not skipped.

JUMPER

CI / CANOPY COACH

DATE