The following are some thought-provoking reminders when reviewing the “ASHHE” visual indicator.

**Approach... *(What you do first affects everything afterwards.)*

- Have I set up an approach that is clear of obstacles?
- Will my approach allow for deviation of my flight path if required?
- Will my approach allow me to maintain complete control of my aircraft?
- Have I set up an approach to allow me to not touch down prior to scoop area?
- Have I set up an approach that is appropriate for the drop area?
- Have I set up an approach that aligns me with the target?
- Have I set up an approach that allows maximum time to visually acquire the target?
- Have I viewed the previous drop and understand the tag-extend intent?
- Will my approach allow for a safe exit?
- Will my approach allow the maximum safety margins possible?
- Will my approach angle allow for an easy transition to the appropriate drop height?
- Will my approach allow me to maintain an elevation above the “minimum drop height”?
- Have I armed the retardant gate and verbally acknowledged?
- Will my approach allow?

**Speed *(speed is life.)*

- Is my airspeed allowing me to maintain aircraft separation in flight?
- Is my airspeed within the performance envelope for the drop sequence?
- Is my airspeed Increasing or decreasing?
- Is my airspeed radically different from my ground speed?
- Will I need to adjust my airspeed drastically to remain within the flight envelope for the drop?
- Will my airspeed be appropriate when I reach the target?

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Will my airspeed be adequate to fly through the “Spool up” delay during climb out, even if I have retained the load?

Am I reducing my airspeed to compensate for poor pilot technique?

**Horizontal Separation** *(...a little to close is way too close for comfort.)*

Am I trained in operations as a flight?

Are communications and duties understood with all aircraft in the flight?

I will establish and maintain a safe distance between aircraft?

Will I maintain safe exit and separation from the flight?

**Height** *(...you can only tie the world record for low flight.)*

Am I maintaining a safe height during a “Dry Run”?

Am I maintaining a safe height that does not threaten the “Minimum safe Drop Height”?

Am I maintaining a safe height throughout the entire drop sequence?

Am I familiar with the “Appropriate drop height” for the conditions in the target area?

Am I able to maintain a safe height?

Have I adjusted my coverage level to allow for proper height as per ATGS?

**Exit** *(...mountain flying is inherently dangerous.)*

Does my Approach, Speed, Horizontal Separation and Height allow for a safe Exit from the drop area?

Is my exit flight path free of obstacles?

Is my exit corridor safe even if I have to retain the load?

Is my exit visible during the drop sequence?

Does my planned exit corridor require a radical change of direction or elevation?

Does my exit corridor provide options should I lose power or lift?

Have I set a go-no-go lift off point, regardless of scoop load taken on board?

Is my exit flight path........?

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