"ASHHE" 2021 and Beyond

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?

February 2021

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 **A**pproach, **S**peed, **H**orizontal Separation and **H**eight allow for a safe **E**xit 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……..?