The following are some thought provoking reminders when reviewing the “ASHE” 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 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?
- 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”?
- Will my approach allow...?

**Speed** (…speed is life.)

- 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?

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?

“ASHE” Acronym review.

H

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...?

“ASHE” Acronym review.

E

Exit (...canyon flying is inherently dangerous.)

Does my Approach, Speed, 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?

Is my exit flight path...?