



STRONG ENTERPRISES

A DIVISION OF S. E. INC.

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TANDEM NEWSLETTER

November, 1985

REPORT TO U.S.P.A

On October 1985 Strong Enterprises attended the U.S.P.A. Board of Directors meeting in Los Angeles, CA and reported the following to the Safety and Training Committee:

- 1) 1100 Tandem Jumps were made on the Dual Hawk Systems in 1985 without any canopy or line damage,
- 2) There are 23 centers approved as representatives to use the Dual Hawk System.
- 3) There are now 100 Tandem Pilots trained to use our tandem equipment.

We also applied for and received a one year extension to our waiver from U.S.P.A. which allows us to develop our Tandem Training technique for students. The requirement that "a spring loaded pilot chute must be used" has been eliminated so that we can use a static line deployed drogue as a means of activation on the students solo jump.

We submitted a chronological development of S.E. Inc. Dual Hawk Tandem which is enclosed for your information. It shows what we have been doing for the last three years. Please note that U.S.P.A. requested that we develop a level 8 program, to compliment our Tandem Training technique program, to guide the student from graduation on to solo freefall up to the "A" license.

THE DROGUE

Kill Line - The 800 pound dacron kill line has proven to be more durable than anticipated. Several rigs have over 50 jumps on one kill line. We recommend coating the kill line with parafin or silicon spray or both. When checking the kill line, check the entire kill line. It wears, up at the apex most heavily.

LOG FORMS

We appreciate the letters that have been accompanying the log forms that have been sent in. The letters from the users are the best way to share your experiences. It is only through your sharing that this Tandem program can develop fully and safely.

OBLIGATION

You assumed the obligation of complying with all the stipulations of the F.A.A. exemption when you ordered your Tandem Rig. The only one requiring any nuisance work is the requirement to submit log forms, but this must be followed. Anyone not meeting the requirement to submit these forms at the end of each month may find themselves out from under our F.A.A. exemption. WE HAVE NO CHOICE! Our recourses are limited. Lack of cooperation endangers the privilege, not the right we all enjoy allowing Tandem Jumping.

SHARING

1) Bill DeGunther gave us the hot tip on using parafin/beeswax on the kill-line. The present one he's using has over 50 jumps with very little wear.

2) Dave Fink wrote that his canopy performs best in all wind conditions with the brake toggles set at 27 1/2" below the brake loops on the lower control "F" lines. He showed it to Dave Strickland and Strong Enterprises and we are now using it with very good results.

3) There have been two reports by Tandem Pilots that they felt that they didn't have full drag on their Drogue and that they were falling faster than normal. Pulling the ripcord resulted in normal deployment in both cases. Make sure that the apex of the drogue is pulled all the way up to full extension when packing.

4) Glen King of R.C. Paracenter in New Jersey reports that after five second delay he deployed the drogue then heard "a snap" and looked over his shoulder at a collapsed drogue. He fired his "Mighty Mak Reserve" for an uneventful opening and landing. According to owner Bill Deguenther the drogue body separated from the flag bridle at the top of the flag. We have not yet received the drogue for inspection. (SEE SAFETY NOTICE)

5) While taking another delightful passenger ride with Tandem Pilot Tom Fowler. Bill Morrissey reached back and deployed the drogue before Tom knew what happened. It was planned and deployment was "the same as though I was in the Pilot's seat."

Thanks for the good response to the Newsletter. We will publish it as often as we can, with as much information that we can gather.

Blue Skies,
Ted Strong
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