



TANDEM NEWS

A PUBLICATION FOR TANDEM INFORMATION BY STRONG ENTERPRISES
NO. 6 "THE PARACHUTE COMPANY WITH IMAGINATION" October 1990

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FAA MEETING IN ORLANDO

Another step along the arduous path to rule change was taken 30 August 1990 when members of the FAA's Tandem Project Team--Mel Cooper and Tom Smith--met with Ted Strong and Bill Booth in Orlando. The main purpose of the meeting was to gather more facts about tandem jumping because the FAA's initial findings were not very encouraging.

Following an appraisal of worldwide jump data of skydiving activity between 1985 and 1989, Smith determined that tandem parachute instruction "...poses a greater risk of death or injury to U.S. student parachute jumpers than the traditional single harness system..." In fact, the findings give a student a **37% greater chance** of dying on a tandem jump than on one using a single harness parachute. By placing a value on a human life and using the above statistics to

determine how "expensive" tandem jumping is, FAA's normal course of action would be to not write a permanent rule change or renew the exiting exemption.

In preparation for the meeting, SE asked 25 of its rig owners to respond to a questionnaire on their student instruction activity. As important as the data is to tandem's cause, only eight answers came back in time for the meeting. Regardless, those attending the meeting were able to combine the information with other available data and convince Smith that another evaluation was reasonable.

Smith and Cooper now believe tandem is much safer than originally thought, but are still requiring each manufacturer to supply more information. They need statistics on: the number of students who made their first tandem jump; those students that made more than one tandem jump; and all tandem instructor jumps made since 1984. All rig owners that received a questionnaire and have not yet responded are again requested to do so.

Smith implied that if tandem jumping remains accident-free through the end of the year, he will be able to convince the rest of the FAA team that tandem jumping's benefits outweigh its cost--an FAA requirement--and should continue along the road to an eventual rule change.

THE REAL NAME

During the meeting with the FAA, it was once again agreed between the two tandem manufacturers that the person on a tandem jump wearing the two-parachute harness (the guy in the back) will be referred to as the 'Tandem Instructor'. Therefore, from now on, no more 'tandem pilot' or tandem master, but TANDEM INSTRUCTOR.

INSTRUCTOR QUESTIONNAIRE

Enclosed, on a separate sheet of paper, is a Tandem Instructor Questionnaire Form for every tandem instructor to fill out and return to SE before 15 October 1990.

SE has every intention of maintaining an accurate picture of what's really happening in the tandem world and the best way to do it is have the facts from those who are making tandem jumps.

The form is only ten questions long and can be filled out in just a few minutes, so take the time, complete the form and mail it in.

THE NEW T-520

Because of the changes made to the old T-500--as discussed in the last Tandem News--and the fact that the eleven cell, four toggle parachute does measure out to be about 520 square feet, the parachute is now officially named the **T-520**, so as not to confuse it with the lesser performing T-500.

Three of the brightly colored T-520 demo canopies--pink, green and orange--received rave reviews at the boogies across America this summer. The canopies were jumped at the USPA Nationals, the World Free Fall Convention, and the

Jumpfest International as well as several parachute centers nationwide.

PIA SYMPOSIUM

The 1991 International Parachute Symposium, to be presented by the Parachute Industry Association in Orlando, Florida, 18-24 January, is promising to be "the place to be in '91".

SE will be conducting seminars on a myriad of subjects with the help of several tandem instructors from the field, including:

Jamey Woodward of Washington will talk about "Marketing Your Tandem Business"; and Don Balch from California will present his ideas on "Tandem As A Business Operation".

Other topics will be: "Malfunctions and Incidents"; "First Tandem Jump Briefings"; and, "Future Operating Rules for Tandem Jumping".

There will be also be tandem reserve packing classes and workshops on Dual Hawk Tandem maintenance for riggers and non-riggers alike.

All SE Tandem Examiners are asked to make it their business to attend the symposium. In addition, Tandem Instructor Certification Courses will be scheduled for the period just before and just after the symposium.

If you haven't already, now is the time to plan a trip to sunny Florida for a post-Christmas vacation and a skydiving experience well worth the time.

MARKETING TECHNIQUES

Here's an idea that Larry Bagley uses with pretty good results. If you haven't tried it, now's the time.

Almost every center has a brochure telling a little bit about their sky-diving services. But if prospective customers don't call and ask for one to be mailed to them, they won't know what the center has to offer.

Drop by other "like" businesses in your area and offer to "trade" brochures with them. Offer to take some of their literature with you to be made available to your customers and ask them to take yours for their customers. Businesses like scuba shops, spa centers, sporting goods stores, etc., are quick to spread their name and will probably trade you the favor at no charge.

SE has a beautiful four-color brochure promoting tandem jumping that can be purchased by parachute centers for \$50 for 500. They come flat or folded and the middle back panel is blank so a parachute center can have printed their own information, i.e., name, address, prices, a map, etc. Jamey Woodward in Washington is on his second 10,000 batch of brochures and his parachute center has made over 7,000 tandem jumps. They sure work for him!

25-JUMP CHECK

Every SE Tandem Instructor is reminded of a provision of the FAA Exemption under which tandem jumping in America is allowed, specifically, "The dual parachute harness, hardware, main canopy, deployment slider, suspension, and steering lines shall be thoroughly inspected each 25 jumps." That means the owner is obligated to

repair whatever is worn or damaged.

It's painfully obvious that many of the rigs coming to SE for repair/update have gone a long time without any repair and visits to the field have confirmed the suspicion.

Take the time and energy to know the condition of your rig(s) and have any discrepancies repaired immediately.

INCIDENT REPORTS

The positive growth of tandem jumping is directly related to how effectively and efficiently all tandem instructors fill out and submit incident reports.

SE is continually proclaiming the success of tandem and the Incident Reports have helped SE focus on any weak spots in their training programs and their equipment and the reports have contributed greatly to establish tandem's success. Every tandem instructor agreed to do the paperwork when they earned their rating and Incident Reports are part of the job. Enclosed is one which can be copied and kept handy for your use.

Not only does SE want the details of the more obvious "abnormal" jumps, such as broken bones, and malfunctions, but three other distinct areas: 1. students fainting in freefall; 2. main containers prematurely opening; and, 3. drogues prematurely releasing.

An immediate call (1-800-344-6319), backed up with the completed Incident Report Form, will keep SE ahead of the game on developing tandem the way it is expected it to be.

ADDRESS CHANGES

Tandem Instructors, Examiners and Dual Hawk Owners are encouraged to keep SE advised of any address changes. Several copies of the last issue of Tandem News were returned as "undeliverable" so if you're a SE tandem instructor and reading someone else's copy of Tandem News it's probably because your address with SE needs to be updated.

If you know of a tandem instructor who has changed addresses lately, remind him to call or write SE with the change.

LINE DAMAGE REPORT CARDS

SE has received some phone calls about lines breaking on canopies, mostly on the Master 425's, but very few written reports of the broken lines have been received at SE.

About a year ago, SE mailed to every rig owner a stamped 3"x5" card with instructions on how to fill out the "line damage report card". The sole purpose of the cards is, of course, to follow the trend of broken lines in the field and develop a remedy for their cause.

If rig owners do not advise SE of the circumstances under which a line breaks, SE has a difficult time rectifying the problem, so FILL OUT THE CARD AND MAIL IT IN.

RESERVE TSO

The SAE-17 committee met in San Francisco on 31May90 to put the finishing touches on the 7th draft of new proposed TSO testing requirements. The new document

will include future testing for new manufacturers of tandem systems and also provides for a complete overhaul of the parachute certification procedure.

The meeting discussed in length the six second low speed cut-away opening time of tandem reserves. Both Strong and Booth are in favor of the six second time, while many of the others want the time reduced to at or near the three second time for solo systems. The two tandem manufacturers argued that if they design for a faster opening reserve on a low speed cut-away, they also get a faster opening reserve on a high speed (180 mph) terminal opening. Keep in mind, the same packing procedures go for both situations.

The all day meeting, chaired by Elek Puskas, reviewed the new proposed document cover to cover with many excellent recommendations and changes.

SPECTRA LINES

The newest parachute suspension line available--Spectra--is now being tested on both a T-520 and a Master 425 Dual Hawk. In-house tests and the few jumps already made suggest the opening shock will increase by about 5%.

When compared with the reduced pack volume and increased strength, it seems like a fair trade-off.

Of course, much more testing will be done in the coming weeks and the results will be made available in the next newsletter.

TANDEM LOG FORM

SE continually receives Tandem Log Forms from the field that are improperly filled out. The forms are not only mandatory as per the Exemption granted by the FAA, they are very important to SE in their quest to gather statistics.

In an effort to standardize the information received from rig owners, here is a sample of the form and some direction on how to properly fill it out:

TANDEM LOG FORM

Parachute Center: Good Time PC For the Month of: Aug 90

A/C	(1) C182 N4750B	(2) C206 N438D	(3)	(4)	(5)
A/C PILOT	(1) B JONES	(2) T. SMITH	(3) D ALLAN	(4)	(5)
RIG	(1) BLUE 208093	(2) RED 809048	(3) BLACK 909156	(4)	(5)
TANDEM "I"	(1) A. WHITE	(2) G OWEN	(3) T. HATCH	(4)	(5)
D/Z	(1) GOOD TIME	(2)	(3)	(4)	(5)

Passenger/Student Name	Month Day	Student Info					Student Training				A/C		Rig		D/Z
		Age	Sex	Wt	Ht	Jump	Pull	Delay	Alt	Canopy	Pilot	T. P.			
1 JUDY SMITH	7	25	F	130	65	1	Y	40	95	Y	2	1	3	2	1

"A/C" = Identification of each jump aircraft used by make, model, and registration number;

"Rig" = Identification of each parachute used by make, model, and serial number;

"Pull" = Yes or no, depending on whether or not the student pulled the ripcord provided;

"Delay" = The length, in seconds, of the freefall;

"Alt" = The altitude at exit time;

"Canopy" = Yes or no, depending on whether or not the student was taught, and participated in, canopy control.

The rest of the form should be self-explanatory.

In the above example, the Tandem Log Form is from the Good Time Parachute Center for tandem jumps made in the month of August 1990. Passenger/Student number 1, Judy Smith, made her jump on 7 August, she was 25 years old, weighed 130 lbs, was 65 inches tall and this was her first jump. The jumps were flown in a Cessna 206, N438D by pilot B. Jones. The jump was made using the black tandem rig, #909156 and G. Owen was the tandem instructor.

A.S.T.R.O.--NOW OR NEVER

SCOTCH-GARD™ SPRAY

SE recommends that a non-foamy fabric spray be applied to the surfaces of the harness/containers to protect from dirt and stains. Many Dual Hawk owners have reported success with the technique and believe it's an easy, inexpensive method to add life to the rigs.

Remember to allow the spray to dry completely before jumping the rig.

USED TANDEM RIGS

SE almost always has a used Dual Hawk Tandem rig the shop for sale. They usually come from rig owners updating their equipment to brand-new T-520's.

If you're in the market for a great deal, call SE to find out what's available.

Last June, most tandem rig owners received invitations to join A.S.T.R.O.--The American Society of Tandem Rig Owners. Says Bruce Berger, Chicago-based founder, "The major benefit of ASTRO membership is insurance coverage for tandem passengers..."

Now Berger reports that the program is going to be cancelled if ASTRO membership is not substantially increased by 1 October 1990.

According to Berger, the insurance provided is not going to open doors to lawsuits but, in fact, will prevent litigation. That's because it is not liability insurance but accidental death/dismemberment and medical insurance.

As of September, many rig owners expressed interest in the program but have failed to submit an application and the first installment payment. For more information, contact Berger at (312) 666-5995, day or night.

Strong Enterprises
11236 Satellite Blvd.
Orlando, Fl 32821