

# STRONG ENTERPRISES TANDEM NEWSLETTER



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## DUAL HAWK TANDEM SYSTEM NOW WITH SPACER FOAM



*Spacer foam is available for both the instructor and passenger harness.*

Long rides to altitude and multiple jumps in a day can leave instructors feeling sore by day's end. By adding spacer foam, the Dual Hawk Tandem System becomes an even more comfortable tandem system to spend the day working in. It's light and breathable, the perfect combination for those hot summer days.

### Silver Dual Hawk with Spacer Foam (pictured) with SET 366: \$10,880.00

Another option to consider when ordering your DHT is color! The current industry standard color for containers is black, which is great because doesn't show dirt or wear as easily as other colors may through constant use. However, lighter and brighter colors reflect more sunlight than black, so your tandem system won't wear as quickly from UV rays. When you're selling a video or photos of your tandems, it may even help provide a brighter more vibrant finished product. Worried about dirt and grass stains? Scotch-Guard is applied prior to assembly to help further protect your tandem system. Show a little color on the dropzone! Call or email the Strong Enterprises Sales Department to find out available colors!

### Red Dual Hawk demo (pictured) with SET 366

**only 25 jumps: \$9,880.00!**



### Dress For SUCCESS

*With temperatures rising during Summer months, it's not uncommon to see Tandem Instructors trade their jump suits for t-shirts and even (gasp!) shorts... It's important to remember that DRAG plays a critical role in stability, both in EXIT and in FREEFALL. Increase your consistency in stable exits and freefall by keeping the drag on your arms and legs.*



# PREFLIGHTS AND PACKING TIPS

PIC A



PIC B



PIC C



PIC D



PIC E



PIC F



PIC G



## Proper Line Stows on the ALS (Anti Line Slump) D-Bag

It's not uncommon in the field to find ourselves drifting from proper packing procedures as more and more pack jobs are done each season. It's hopefully just a minor deviation that can be corrected with a review of the SET 400 Packing Video or review of the DHT Owners Manual. The most common "deviation" is stowing the lines. The key to good openings is proper line stows of the SET 400, short clean stows that don't flop over the side of the bag (PIC A & PIC B). As Chuck McHugh, our resident SET 400 expert likes to say: "Bring the bite to the stow, not the stow to the bite". Follow this simple rule and you'll have cleaned up your openings in no time!

## Folding the Six Gore Drogue

The Dual Hawk Six Gore Tandem Drogue is built with a few different components that are easily identified: cordura, mesh and kevlar - just to name a few. Two things to consider when folding a drogue: 1) Protect the delicate mesh from the abrasive kevlar (PIC C, PIC D & PIC E), and 2) Keep the drogue in a tight roll through the extraction to prevent the fabric from "mushrooming" as it is deployed (PIC F). A tightly rolled drogue will clear the tandem burble before it begins to unfold, making for cleaner drogue deployments into the relative wind.

Remember: **PROTECT YOUR MESH** and **ROLL THE DROGUE TIGHT!**

## Cutaway Handle Guide Ring

The guide ring attached to the Dual Hawk Tandem System Cutaway Handle provides a VITAL safeguard when it comes to emergency procedure safety measures. As you know, following proper procedure is critical to handling emergency situations. To prevent the possibility of out-of-sequence deployments (cutting away before releasing the drogue), the Dual Hawk Cutaway Handle has a guide ring that connects the cutaway handle and instructor ripcord release handle. This allows the instructor handle to deploy freely, but also allows the cutaway handle to deploy the instructor handle first incase the instructor fails to do so on his own. Proper placement of the guide ring OUTSIDE the handle pocket is essential for this safety feature to be effective (PIC G).



## The USPA Tandem Instructor Rating

The publication of the 2009 USPA Instructional Ratings Manual (which will hit shelves in October 2008), marks the official deadline for all manufacturer rated tandem instructors to earn an additional USPA Tandem Instructor rating. This USPA requirement is to ensure that all tandem instructors performing tandem skydives on USPA Group Member Dropzones do so within the USPA's Basic Safety Requirements.

If you do not make tandem skydives at a USPA Group Member Dropzone, or are overseas, your current manufacturer rating will still entitle you to perform tandem skydives acting as Tandem Instructor. Moreover, the majority of current manufacturer ratings will be "grandfathered in" to the new USPA rating.

To find out more information about converting your tandem rating, check out the USPA website ([www.uspa.org](http://www.uspa.org)) and read the Instructional Ratings "Already An Instructor" page.

Strong Enterprises and USPA

- two tandem ratings, one goal -  
- SAFETY

# TANDEM ANNOUNCEMENTS

## 'Euro'pean Discount When Buying Strong Gear

The strength of the Euro against the US Dollar lately has had an unexpected benefit for our customers overseas: SAVINGS. Everything from spare parts to complete Dual Hawk Tandem Systems have become even more affordable for our European Union owners and instructors. If you are overseas and you need some gear, now is the time to get it. Email: sales@strongparachutes.com for current stock and pricing.

## Service Life Inspection Reminder

Your Dual Hawk Tandem System is a complex system. And like most complex products, regular inspection intervals are required to prevent large scale problems. Imagine if you never changed the oil in your car or never had the engine checked at regular intervals. Now, apply the same principal to your Dual Hawk Tandem System.

An eight year then subsequent five year inspections are required to maintain the airworthy rating of the system. Use the Date of Manufacture (plus or minus three months) as the timeline for these inspections.

What does Strong Enterprises do with the gear when we get it? One of our riggers does a complete inspection of the canopies, passenger harness and instructor harness/container. Using our twenty five years of inspection knowledge and tandem experience to care for areas that have potential for serious damage, they inspect for any internal wear and tear on the container that may not readily visible to the untrained eye. They also perform an overall inspection on the Master Reserve and SET series canopies, which includes trim and porosity checks.

As a result, when you receive your re-certified system, you can return it to service with the piece of mind that the safety and integrity of your Dual Hawk Tandem system is Strong's priority.

**Strong Enterprises**      Date Rec'd at S.E.: \_\_\_\_\_  
11236 Satellite Blvd.  
Orlando, FL 32837      Time: \_\_\_\_\_  
Report Incidents & malfunctions Toll Free 1-800-344-6319  
Fax this form to: 1-407-859-9378

### Dual Hawk Tandem Incident Report

Warning: submission of this information to both the FAA and Strong Enterprises of each tandem parachute jump requiring a reserve parachute activation, or resulting in injury or death to the certified instructor or student jumper, within 48 hours of the incident, and must include the following if marked # (if required):

Reported by: _____	# Incident date: _____
Address: _____	# Incident location: _____
Phone: _____	# Tandem Instructor's name: _____
# Student's name: _____	Tandem Instructor's phone: _____
Tandem Instructor <u>total</u> no. of jumps: _____	Tandem Instructor no. of <u>tandem</u> jumps: _____
# Canopy serial no.: _____	No. of jumps on canopy: _____
# Canopy Mfg/Model: _____	# Harness/Container Model/Serial No.: _____

**Check all that apply:**

<input type="checkbox"/> Serious injury (break; hospital, etc.)	<input type="checkbox"/> Instructor	<input type="checkbox"/> Student
<input type="checkbox"/> Minor injury (sprain, etc.)	<input type="checkbox"/> Instructor	<input type="checkbox"/> Student
<input type="checkbox"/> Operator malfunction (brake lock)	Remarks: _____ _____ _____ _____ _____ _____ _____ _____	
<input type="checkbox"/> Droogie damage		
<input type="checkbox"/> Main canopy malfunction		
<input type="checkbox"/> Major Malfunction (cut away)		
<input type="checkbox"/> Minor problem (control, etc.)		
<input type="checkbox"/> Main canopy damage		
<input type="checkbox"/> Normal reserve opening		
<input type="checkbox"/> Problem with reserve		
<input type="checkbox"/> Reserve damage		
<input type="checkbox"/> Problem with landing		
<input type="checkbox"/> Other (please explain) _____		

# Narrative description of events, including any injuries to the instructor and/or student:  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

# Recommendation for equipment changes, operating procedures or retraining:  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

SE Form No. 98383, Rev. B, 27 Aug 1998      Date report completed: \_\_\_\_\_

### DUAL HAWK INCIDENT REPORT

*Any tandem skydive made on the Dual Hawk Tandem System that results in the injury or death of a tandem instructor or tandem student, requires that an Incident Report be provided to Strong Enterprises and the FAA within 48 hours. In addition, any tandem skydive resulting in the activation of the Master 425 Reserve must also be submitted with an Incident Report.*

*The form is available on our website for download at [www.strongparachutes.com](http://www.strongparachutes.com). It is crucial to maintain these records to determine any growing trends in gear or training issues.*



### SERVICE BULLETIN #22

Only components approved by Strong Enterprises may be used on the Dual Hawk Tandem System



## ARGUS and VIGIL II AADs Receive Limited Approval

Service Bulletin #22 (available for download on [www.strongparachutes.com](http://www.strongparachutes.com)) states that only approved components may be installed for use in the Dual Hawk Tandem System. After completing a series of successful independent drop tests in Kingman, AZ, Strong Enterprises has elected to offer a limited approval for use of both the Argus and Vigil II AADs. For specific requirements on each device, please consult our Service Bulletins #28 and #29 regarding AADs available on our website [www.strongparachutes.com](http://www.strongparachutes.com). The Airtec Cypres unit has been compliant since 1993; the Airtec Cypres 2 is also compliant. If you would like a copy of the Service Bulletins or if have any questions, please email [tandem@strongparachutes.com](mailto:tandem@strongparachutes.com).

## “CONNECTIONS” - JEN SHARP



What if instructors spent more time with their students and saw them as student skydivers? What if they trained and geared up your own students? What if they talked to their students on the ground and got to know where they were from, what they did, and why they were skydiving? The answer? Their students would experience meaningful participation and feel like they accomplished something. They would feel community and belonging and would be more likely to return. They would also be more likely to perform better if they felt comfortable and had a task to focus on.

When I speak to prospective students about tandem skydiving, I get a large range of personalities, anywhere from the person who is frightened and doesn't want to do anything, to the person who "doesn't want to be strapped to some guy!" Besides telling them they could be

strapped instead to "some girl," I describe an instructor as a life jacket. When you have a life jacket on, you can just float and do the bare minimum, let the life jacket do all the work, OR you can swim and do as much as you are capable of, with the life jacket as a backup. There is a huge chasm between how the student sees themselves and their role and how they see the instructor who, in their estimation is the world's greatest gift to skydiving. Although it's a good ego boost, resist the temptation to give in to that difference between student and instructor. Make the tandem rating attainable. Point out the newest instructor and say, "Just 3 short years ago, that person was in your shoes making their first jump." Encourage them that they can do it, too, starting with going solo, then getting a license. Referring them to a student program overview can help put it in perspective

for them. At Skydive Kansas ([www.skydivekansas.com](http://www.skydivekansas.com)) we use a card that details items to cover in order to attain a license. This card includes tasks they can accomplish on their first skydive, so they can see progress from the very start.

On some level we all have that drive to seek out more, or we wouldn't be tandem instructors in the first place. What if we explore what's possible with what the rating gives us?

*"Connections" is an excerpt from Jen Sharp's tandem essay "Two Birds With One Stone".*

*Visit [www.strongparachutes.com](http://www.strongparachutes.com) to read the full length essay. Jen is a Strong Tandem Instructor with 2200 skydives and over 300 tandem jumps. She also holds AFF and CCD ratings and is an S&TA.*

### MONTHLY NOTES

#### **Winter Factory Visit**

*Planning a trip to Florida this winter to escape the cold and stay current? Stop by Strong Enterprises for a factory tour! Calling ahead is advisable, but "drop ins" are always welcome.*

#### **PIA 2009 - RENO, NV**

*February 2009 is right around the corner. That means the PIA Symposium is only a few months away. Planning on attending? Let us know ahead of time and we can hand deliver orders at our booth!*

#### **Tandem Calendar Pictures!**

*Strong Enterprises is putting together our 2009 Tandem Calendar and we want your pictures. Students must have soft helmets, altimeters and ripcords. Include names and photographer credit. Email them today!*