

TANDEM NEWS

A Publication for Tandem Information by Strong Enterprises

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INDEX	PAGE
Equipment	4
FAA	3,4
Manual	2
New Products	2
Jump Stories	1,3
Training	1
World News	2

This TANDEM NEWS, has been about two years in the making. Needless to say the original material is somewhat dated and has been tossed! Rather than wait for more info or to try and get this newsletter 'pretty and perfect', I thought it more prudent to get it in the mail.

Enjoy and comment! Ted Strong

JUMP STORY.

Recently we heard about a Tandem/Pilot that was experimenting with Static/Line deployment of the drogue on tandem jumps. During a visit by the Examiner the Tandem/Pilot was demonstrating how great it worked; no instability on exit, no groping for the drogue. Well, you guessed it! With the Examiner in the aircraft the Tandem/Pilot exited with a passenger/student and had the static line misrouted. The Tandem/Pilot and student ended up in tow below the C-182. The Examiner showed a knife to the sheepish Tandem/Pilot looking up at the Examiner gave the OK to cut the S/L. After activating the reserve, the rest of the jump was

uneventful. (Strong Enterprises in the initial development stages of using the drogue chute on tandem jumps, static-lined it. After 4-5 months of testing we had one close call where we almost exited the aircraft with the S/L misrouted. Fortunately another jumper saw it and stopped the tandem pair on the step. After that we developed the freefall deployment method for the drogue).

TRAINING.

The Tandem Training instructors course has been substantially upgraded. As before, everyone goes through the classroom lecture portion of the course (3-4 hours). All new instructors do the five jumps of the Basic course (with a minimum of one passenger jump). A second five jumps with experienced jumpers of 100 jumps or more is now required. (Previously, they were only recommended). We have also incorporated the use of Examiner Handles on all training jumps.

TANDEM JUMPING BOOKLET.

We have a 16 page booklet available free of charge that gives all the vital information on Tandem. Including, Instructor requirements, currency, and Examiner requirements. Lots of good information for your press releases, etc..

NEW PRODUCTS:

T-500 CANOPY:

Now released, the T-500 canopy was developed for several applications. No winds, heavy loads, high field elevations. Over 500 sq. ft., the T-500 is an 11-cell canopy, but packs only slightly bigger than the 425 sq.ft. Master. How did we do it?

Several changes:

1. Cascaded suspension lines.
2. Lighter tapes throughout the canopy.
3. CM, (**canopy magic**).

EXAMINER SAFETY HANDLES.

What are they? They are handles on each side of the passenger harness that allow direct access to cut-away and reserve activation handles from the passenger harness. This gives full capabilities to activate all the handles from the up-front position. These handles are intended for Tandem Course jumps and recurrency jumps. They are not for student passenger use!

Each Dual hawk Tandem System is being shipped with a set of the Examiner Safety handles. Extra sets are available to all System owners for \$15.00 a pair.

3-D RING

-Good news After much designing and negotiating Strong Enterprises has improved the 3-D ring from a welded 2 piece unit to a single forged piece. Also some minor dimensions and angle changes have been made. The 3-D ring is now one constant thickness (the welded 3-D ring has a slight

difference between the 3 ring and the D ring.) Other changes, the angle of the outward bend has been increased for more ease of passenger attachment. The spacing of the D ring portion has also been increased.

All Dual Hawks manufactured after April '89 have the newer ring.

WORLD NEWS.

Tandem is definitely spreading worldwide. So far in 1989 Strong Enterprises has trained over 800 Tandem Instructors, and selected 20 Tandem Examiners throughout the world. Strong Enterprises' representative, Bill Morrissey has just returned from the very successful Bali Boogie where he ran a Tandem Instructor course appointing two new Dual Hawk Examiners. This brings the total Examiners to 20 that are using the Strong Enterprises Dual Hawk Tandem

Bill Morrissey will be at the World Parachute Meet in Spain in October, then on to China for two Tandem Pilot Training Courses. For the China trip, Bill has recruited two Strong Examiners to help with running courses Don Balch and Larry Bagley. We'll give you a report on the trip in the next TANDEM NEWS issue.

MANUAL.

The Master Main Packing manual has been completely upgraded with drawings. If you're training new people in packing the Dual Hawk Tandem, be sure to have them learn the 'factory pack' method.

Deviations from the factory packing have recently caused:

- * A main pack closure.
- * Burns and tears on a main canopy.
- * Premature opening of the main.

FAA.

As you all know Tandem jumping is still operating under the FAA exemption. There has been several occurrences of Tandem operators trying to do demos or use their tandem system at air show for rides. This has been specifically prohibited in the exemption. Although FAA FSDO offices, may be asked and sometimes persuaded to give permission, this still does not make it 'legal'. Permission for these types of jumps can only come from the Washington office of the FAA. The same office that issued the exemption. Only FAA in Washington has the authority to change the exemption, this they do by issuing an exemption to the exemption!

PARACHUTING.

the Skydiver's Handbook,
-A Great handbook, completely revised for the new and upcoming skydiver. It's interesting to read this 1989 handbook and the information in it regarding Tandem Jumping. Of the total 400 pages, ONE page is the total amount on Tandem. Here it is:

"Tandem Jumps require only a brief checkout before you are attached to the front of a certified instructor with oversize parachutes. You are carried as a passenger throughout the jump from exit at 5,000 feet or higher, into freefall, and under the canopy for about four minutes flying time to landing. After

opening at 3,000 feet, your instructor will probably let you steer the canopy. Tandem equipment is highly specialized. The main canopy is much larger, a drogue chute is used in freefall to slow the descent and assure stability and the student's harness is designed to snap onto the instructor's. Tandem rides are almost carnival-like and appeal to the very young, the very old and the very scared. They are also used as part of AFF and static-line orientation courses to introduce students to canopy flying. Tandem training may be substituted for static-line training if you attend a static-line first jump course. The cost for a tandem jumps is around \$150.00.

'the very old
and the very scared.'

The choice. Each of the three methods of training offer you the opportunity to exit the aircraft, feel the parachute open, and fly the canopy to the landing area. Tandem training will either be a carnival ride or a substitute for static-line jumps so let's compare the static-line instruction with the AFF method"....etc..

If you have an opinion on this maybe you'd like to write to the author and let him know it!

Para Publishing,
P.O. Box 4232,
Santa Barbara, CA 93140.

TANDEM WINGS

Designed by Sandy Williams for Strong Enterprises and Relative Workshop, this attractive multicolor badge has holes for attaching 100 thru 1,000 tandem jump bars. These Tandem Wings are available for \$4.95 to all Tandem Pilots on record.

JUMP STORY

A Tandem Pilot felt a good healthy tug on his foot during an opening. He looked down to find that

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JUMP STORY cont.

apparently his shoelaces became entangled with his passengers shoelaces during freefall. At opening shock his shoe was ripped off of his foot and was dangling from the passengers shoe-laces. All landed safely!

COSTS \$

Over the last five years of tandem jumping there has been many changes and updates. But there has been only one price increase. January 1, 1990 the price for the Dual Hawk Tandem System will be increased to \$5,600.00 with twin Master canopies, and \$5,800.00 with the T-500 Main. That's the bad news. The good news is, all the improvements that have been incorporated into the new DUAL HAWK TANDEM. To mention a few:

- * Solid piece 3-D ring
- * Reinforced Main canopy
- * 1 1/2" Kevlar drogue bridle
- * Hidden improvements
- * Thru-loop Drogue riser

NO DROGUE = NO MAIN

EQUIPMENT.

One of the ways we get up to date information is with our almost constant feed back from owner/operators throughout the world. We get good news as well as bad. Much of the information may not make for an immediate change, but your opinion and ideas are valuable to us. If you don't like a method or procedure or a piece of equipment let us know. Chances are we've got ideas about it to, or maybe we tried it and had a problem.

FAA PAPERWORK

The logging of tandem jumps and keeping the necessary information is still required by Tandem operators/owners and Strong Enterprises. Get out the exemption some rainy or windy day and read it very carefully. There is a lot of responsibility that we all have to protect. The development of tandem jumping and its future is definitely in our hands. It's not law, and if it's not taken care of properly it won't be. Your choice!