Ted Strong, Marcie LaVanway, Marty Jones, Bill Morrissey, Mike Rinaldi, and Jessie Hanson represented Strong Enterprises at the Parachute Industry Association (PIA) Symposium in Reno held February 14-17, 2011.

“50 Years and Still Going STRONG!” was Strong Enterprises theme for this year Parachute Industry Association Symposium. The booth was decorated with an eye-catching arch made of gold and blue balloons. Displaying the “decor” gave us room for the most prominent area of our display showcasing our NEW Tandem system front and center. Marty, our new Director of Operations, and Ted ran a seminar introducing the new system and pro-packing the reserve for all to observe. We were pleased to bring this new and exciting product to PIA, and the attention we received during and after exhibit hours proved that our customers are just as excited. Comments have been very positive and it is safe to say that both Strong Enterprises and our customers look forward to having this system on the market soon!

Strong Enterprises has taken 50 years of experience in the industry, listened to and worked closely with our Tandem Instructors and Owners to come up with this exciting new design. The NEW Tandem system will be smaller & lighter and it will feature a single pin reserve container, an Air Anchor (Main Assisted Reserve Deployment M.A.R.D.) and an optional left handed Drogue release. The instructor harness as well as the passenger harness has been redesigned for added comfort. There will be a new reserve canopy available and we are working with other manufacturers on approving additional main canopies for use in the system. There are still minor changes that can be made based on the feedback we receive from you our customers. Now is the time to let us know. The system is currently in the TSO process.

Now to name the system! See page 2 for more details on the naming the NEW Tandem system contest.

Do you know?
What entails the Tandem student/passenger briefing prior to boarding the aircraft according to the FAA FAR 105.45?
Answer on page 3.
NEW TANDEM System

FEATURES:
- Air Anchor - Main Assisted Reserve Deployment (M.A.R.D.)!
- 1-Pin Reserve Container!
- H-Style Drogue Suspension System!
- New Tandem Instructor Harness!
- SET-366 Reserve/Pro-Pack!
- Optional Left Hand Main Deployment System!

Our innovative New Tandem System will provide a seamless transition from the Dual Hawk Tandem System you all know so very well. No additional training will be required. You are automatically certified as an Instructor and Instructor Examiner on both the DHT and the New Tandem system. Pending FAA TSO approval.

Nome Contest!

Winners will receive:
- Contest Winner Certificate:
- Personalized Letter from Ted
- Strong Enterprises' Limited Edition 50th Anniversary Coin
- 20% off a New Tandem System

Don’t miss out on the opportunity to name Strong Enterprises’ New Tandem System!!

Let your creativity shine through! Send us good creative name options for our NEW Tandem System. All entries must be sent to tandem@strongparachutes.com before May 15th, 2011. Please include in your e-mail your name and contact information. Good luck!!!
1. **No Jumpers Under The Age of Legal Majority.**
   The Legal Side Of It: A parent cannot “sign away” the rights of a minor.
   
   **BE WARNED!** Young children’s necks are fragile and not adequately supportive of their heads.
   
   Opening shock may cause injury to the head or neck, it may easily tear or bruise tendons in the neck.

2. **Waivers – A Must!** Specifically naming the equipment manufacturer.

3. There must be a student/passenger briefing covering at a minimum the FAR 105.45 passenger briefing requirements.

4. **Tandem Passenger harness should be on the student/passenger in jumpable configuration before boarding aircraft.**

5. **Minimum Exit Altitude 7,500’ AGL.**

6. **Drogue must be deployed within 3 – 5 seconds of exit.**

7. **Handle Checks in the order you would use them after drogue deployment.**

8. **RW must cease by 6,500’. There will be a pre-jump briefing, with the student/passenger.**

9. **Pull Drogue Release by 5,500’.**

10. **Under full open Canopy by 4,000’.**

11. **Maintain adequate [100’] separation under canopy.**

12. **No Hook Turns** (turns over 90 degrees under 500’).

13. **Stabilized on final by 100’. There is no reason not to.**

14. **Report any cutaway…or equipment failure that may or may not have resulted in a cutaway, whether or not there is an injury. Report any injury.**

15. **Videographer Minimum Experience:** 500 RW jumps with 100 camera jumps, a currency requirement of 100 jumps in the previous year, or 300 jumps and has passed air skills of a USPA Coach course.

16. **100 tandem jumps before using a Handcam.**

17. **Follow currency requirements per Manufacturers policy.**

18. **Adhere to Manufacturer’s maintenance and packing instructions.**

19. **All TI’s will be required to participate in the Continuing Education Module. There will be a test covering the 19 Commandments (thus 18 or 19 questions); it will be multiple choice format, with three answers to choose from.**

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**Triva Answer- Question on page 1.**

Tandem student/passenger briefing before boarding the aircraft according to FAA FAR 105.45:

- Emergency exit procedures with the aircraft and after exiting the aircraft.
- Procedures while preparing to exit and exiting aircraft.
- Procedures during freefall.
- Operating the parachute after freefall.
- Procedures for landing approach and landing.

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**Tandem Student/Passenger Legal Age in Areas Regulated by the FAA**

**It’s official!**

At the USPA BOD meeting in Reno, NV, the BOD adopted the minimum age for tandem student/passengers at 18 years or age of majority, whichever is higher.

This has been a concern for manufacturers for several years and has been raised at BOD meetings before. Perhaps it was the realization that manufacturers needed some protection from getting sued out of business that caused cooler heads to prevail.

No one under the minimum ages is allowed to jump as a tandem student/passenger.

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**Strong Enterprises**

**The parachute company with imagination.**

**WWW.STRONGPARACHUTES.COM • 407.859.9317 • TANDEM@STRONGPARACHUTES.COM**

**11236 SATELLITE BOULEVARD • ORLANDO, FL 32837**

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**Tips, Stories & Headlines**
Strong Enterprises Releases Service Bulletin #31

This Service Bulletin withdraws approval of the Argus AAD for use in the Dual Hawk Tandem System. In addition Strong Enterprises does not approve use of the Argus AAD in any of our solo skydiving systems.

This Service Bulletin went into effect March 29, 2011 and will remain in effect until such a time as a suitable solution to the problem has been tested and approved by Strong Enterprises.

BACKGROUND:
At least four documented instances of ARGUS AAD units have been recorded where the units have fired and the cutter failed to fully cut the reserve closing loop. These instances have been worldwide and documented with photographs of partially cut reserve loops. This failure mode subjects users to an extreme hazard and possibly death by not being able to activate the reserve parachute at all.

FAA, Part 65.129 (e) states, “No certificated parachute rigger may pack, maintain, or alter a parachute in any manner that deviates from the procedures approved by the administrator or the manufacturer of the parachute.”

The Service Bulletin #31 document is available online at www.strongparachutes.com. Click Information Central tab / Service Bulletins.

You may send any comments or questions to tandem@strongparachutes.com.

SERVICE BULLETIN #31

| Issue Date: | March 29, 2011 |
| Subject: | Argus AAD, manufactured by Aviacom SA/NV use in the Dual Hawk Tandem System. |
| Identification: | Dual Hawk Tandem System P/N 103000 through 103005. We do not approve the Argus AAD’s to be used in any of Strong Enterprises solo skydiving systems. |
| Background: | At least four documented instances of ARGUS AAD units have been recorded where the units have fired and the cutter failed to fully cut the reserve closing loop. These instances have been worldwide and documented with photographs of partially cut reserve loops. This failure mode subjects users to an extreme hazard and possibly death by not being able to activate the reserve parachute at all. FAA, Part 65.129 (e) states, “No certificated parachute rigger may pack, maintain, or alter a parachute in any manner that deviates from the procedures approved by the administrator or the manufacturer of the parachute.” |
| Effective Date: | March 29, 2011 |
| Authority: | Ted Strong, President Strong Enterprises 11236 Satellite Blvd. Orlando, FL 32837 US |
| Distribution: | Manufacturer, FAA, USPA, PIA Tech Comm. and Rigging Comm., Foreign Parachute Organizations, all Dual Hawk Tandem Examiners and Instructors, Dual Hawk Tandem owners on record, Parachutist, www.strongparachutes.com |