BRITISH SKYDIVING

TANDEM INSTRUCTOR MANUAL

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Revision History

Date	Subject
June 2008	Initial issue.
October 2009	Drills for “Strong in Next Configuration” included.
June 2010	Drills for Next System revised.
March 2012	Drills for Vector, Next, Atom, Sigma, and Strong in Next configuration revised.
March 2014	Introduction of BPA form 281 (page 8). Change to revised BPA forms 112A & 112D. Revised and amended error in drills for Vector, Next, Atom (right hand incapacitated).
December 2014	Tandem Instructor Currency requirements (page24). Requirements to attend a BPA Tandem Instructor Course (page 37). BPA TI Proficiency card form 254e (page 32).
January 2015	Tandem Emergency Procedures, Systems Check (page 23).
April 2015	Example Tandem Lesson Plan, student harness (page19).
June 2015	Tandem Instructor currency requirements (page 24).
February 2016	Example Tandem Student Training Record sheet, change of the training syllabus wording “Equipment”. Change to landing statement (page 21), change to “I have practiced raising my legs for landing”.
February 2018	Updated BPA forms 281, 112B, 112C, 112D, 112E.
November 2019	Drills for Vector, Next, Atom, Sigma, and Strong in Next configuration revised.
April 2021	Change to British Skydiving Logo.

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Introduction

In 2008, British Skydiving formed The Tandem Working Group, as a result of several equipment issues which resulted, or had the potential to result, in serious injury to both Tandem Instructor and Student.

Tandem skydiving is becoming increasingly intensive on all Drop Zones and represents the most popular method of completing a first skydive. For many people, their Tandem Instructor represents their first, and often lasting, impression of professional skydiving. In addition, Tandem skydiving equipment is subjected to the type of usage and wear and tear not experienced by normal sports equipment – it could easily be argued that Tandem equipment is the hardest working equipment on any drop zone and, when combined with its increased complexity, requires extra care and attention during packing, maintenance and use.

Consequently, it was felt that all aspects of Tandem skydiving be reviewed, and extra emphasis be placed on training and equipment maintenance issues due to the increasingly intensive nature of the Tandem skydiving industry. This manual aims to give an overview of Tandem emergency drills for various Tandem container systems as well as introducing the mandatory extra inspections (over and above those required for normal sports equipment) required for Tandem equipment and the paperwork used to record and log those inspections.

Equipment Maintenance Issues

Tandem equipment is, arguably, the hardest working skydiving equipment on any drop zone. It is subjected to a hectic jumping schedule, often packed to a deadline, is more complex than standard skydiving equipment (and therefore needs to be checked more carefully) and is designed to carry two people (one of whom is a student) which, in turn, subjects the equipment to harsher loads than normal – particularly during canopy deployment.

Since Tandem skydiving has also become more intensive at all Drop Zones, it is increasingly important that extra consideration is given to the packing, continued maintenance and the associated paperwork for Tandem equipment (Tandem containers and student harnesses). Consequently, new standardised paperwork has been introduced which will remain as a record with all Tandem equipment. This paperwork provides a history of all packing (main and reserve canopies), maintenance, modifications and inspections. Currently, details of approved Tandem modifications can be found on the British Skydiving website. This standardised paperwork must accompany the Tandem equipment at all times – Tandem equipment will only be considered airworthy when accompanied by the completed, in-date, relevant British skydiving documentation. Tandem paperwork is contained within a booklet (available from the British Skydiving HQ) where each booklet describes the life and history (including any and all modifications, repairs and component changes) of a set of Tandem equipment.

In addition to the standard 6-monthly reserve inspection and repack, Tandem equipment must also be inspected every 100 jumps (although this may be extended by a maximum of 10 jumps if required). This 100-jump inspection must be recorded in the paperwork associated with that Tandem equipment. The inspection of the Tandem equipment must be performed by an Advanced Packer (T) or Rigger. All student harnesses must be inspected monthly by a TI or above (although a 6-monthly inspection must be performed by an Advanced Packer (T) or above).

Example Tandem equipment paperwork is shown below, and the Forms **required** to be held with each set of Tandem equipment are:

- Reserve packing/record card
- Form 112A – Tandem Equipment Record of Inspection and Checklist

- Form 112B – Tandem Equipment Main Parachute Packing/Inspection Log and 100 Jump Equipment Inspection
- Form 112C – 100 Jump Inspection Requirements
- Form 112D – Tandem Student Harness Airworthiness Inspection & repair/modification log
- Form 112E – Tandem Equipment Repair/Modification/Component Replacement Log
- AAD Service/Maintenance Record card (From appropriate manufacturer).

Main Canopy Packing Inspection

The following is a suggested pattern of inspection/packing (for a pro-pack) for a Tandem main parachute thought to be in good condition:

1. Place the container ready for packing, quick scan of harness and container, check drogue release toggle by running through hands as well as visual check, whilst placing drogue release look at drogue riser, drogue riser attachment, and housings (hard and soft) for the drogue release cables, check secondary drogue release system in this area, making sure ends of housings are tacked securely in place and release loop is in good condition and not wet or muddy.

2. Pull out drogue, looking at drogue and bridle, assess amount of twists in inner drogue line (if there are too many it may be possible for someone else to remove them whilst packing is progressing).

3. Pull the tail of the canopy out, spreading on top of the rest of the canopy looking at the fabric as it becomes visible, as brake lines are pulled out the cascades can be checked either visually from the canopy or if in doubt by placing lines between fingers and walking to the cascades. This is a good time to take a good look at the condition of the brake lines and attachment to the canopy, assess amount of twists in brake lines and remove.

4. Remove any obvious tangles, look at bottom of risers (nearest container), looking for any signs of damage and ring flips, look at and assess condition of steering toggles and set brakes, noting condition of brake setting loops, toggle keepers and/or Velcro.

5. Look at the top of the risers and connector links, at least once a day check tightness of connector links with finger pressure. Pick up the lines in 'clearance check configuration' look at lines at connector links, then walk up to canopy looking at condition of lines as well as for tangles. Look at slider, (fabric and grommets).

6. After placing slider on shoulder, at the same time as placing the lines in position look at line attachments to the canopy, as making sure stabilizers are in place look at slider stops and surrounding area. Whilst sorting lines also look at condition of bottom skin of canopy.

7. When bringing tail around and placing canopy on ground look at visible area of top skin.

8. Once canopy on ground, whilst pushing air out check top of canopy around bridle attachment point, bridle attachment point, bridle between canopy and bag, bridle as it passes through bag, and bag.

9. While placing canopy in bag, look at sides of bag and bungee attachments, as well as any visible canopy fabric.

10. During line stowage look at the lines, bungees and any grommets on the bag.

11. While preparing the container for the bag, look at the side flaps, grommets, stiffener plates, condition of the bottom of reserve container and closure loop.

12. When moving risers into position, check them again, check connector links and visible lines.

13. While pushing the bag into place and routing the bridle, look at visible parts. Check all drogue bridle between bag and main pin (and pin attachment and bar-tacking).

14. While closing the container, look at container flaps as you bring them into place, checking grommet, stiffener plate, edging tape and fabric.

15. While attaching the drogue, check visible parts of inner drogue bridle, check drogue bridle between pin and ring. Check the 3-rings, especially large ring for roughness, drogue riser and drogue release toggle for condition, routing and attachment, look at the connector link that attaches the drogue and check the tightness of the screws at least once a day.

16. While cocking drogue, check condition of outer bridle, look inside drogue (easy whilst it is still un-cocked), check inner bridle attachment to top of drogue and any other attachments within the drogue, tightness of any connector links. When pulling on the toggle look, at the toggle attachment to the drogue and condition of the toggle.

17. While folding the drogue look at the fabric for damage.

18. While placing the drogue in pocket look at condition of pocket.

19. While routing bridle and closing tuck flaps or Velcro look at condition of these items.

20. Final Check (starting from top of shoulders)

    i. Scan container for damage
    ii. Reserve container
    iii. Check reserve pin and RSL attachment
    iv. AAD is turned on
    v. Check housings secure
    vi. Check main closure
    vii. Check harness from top to bottom
    viii. Check Riser 3 rings, including loop and grommets
    ix. RSL attachment and Velcro
    x. Reserve and cutaway handles in place and secure with all housings secure
    xi. Collins lanyard secure (if fitted).

www.britishskydiving.org

5 Wharf Way, Glen Parva, Leicester LE2 9TF
Tel: 0116 278 5271, e-mail: info@britishskydiving.org

GUIDANCE NOTES FOR THE TANDEM EQUIPMENT PARACHUTE PACKING/INSPECTION LOG AND 100 JUMP EQUIPMENT INSPECTION (FORM 112B BLUE BOOK) AND GUIDELINES ON SERVICIBILITY OF COMPONENT PARTS

GUIDANCE NOTES

When the Tandem system is initially placed into service, by an Advanced Packer (T), a new blue book must be started, which is a record of the specified Tandem system, together with the components placed in the Tandem system.

At each 6-month reserve repack and equipment inspection, or 100 jump equipment inspection, the type, serial number, date of manufacture and jump numbers (as a running total) for the harness/container, main canopy, reserve canopy and AAD should be recorded. In addition, a running jump number total for the risers, lines, drogue, centre line and AAD batteries should be recorded. Some components such as drogues may break down into two or three subcomponents (centre line, drogue canopy, and outer bridle); running jump numbers on each of these should be recorded in the notes section, if they have been individually replaced. If a subcomponent, such as a drogue centre line is replaced, it does not zero the jump numbers for the drogue, just the subcomponent. The running totals are recorded to ensure components that wear at different rates are replaced on a regular basis and last as long as expected. If a replacement component is fitted, new or used, the running total for the component should be updated. If a used component is fitted, without a component history, an estimated jump number should be detailed, depending on condition, as a starting point.

Any existing 'old blue books' being used need to have the 100 jump check page amended by deleting the two references to "(since last inspection)" and "(since last six-month inspection)".

Parachute packers should be familiar with the notes detailing routine inspection and the components to be inspected and should be aware of their responsibilities when they sign the packing log. Parachute packers should record the date, packer name and signature, for each time the main parachute is packed. A maximum of 110 jumps may be carried out before a 100-jump inspection is completed.

Advanced Packers (T) should refer to the 100 jump inspection requirements, detailed on form 112C, at the rear of the blue book, when inspecting the Tandem equipment for the 100-jump inspection. They should record the date of inspection, name, qualification and signature. Advanced Packers (T) should complete a 100-jump inspection, when completing the 6-month Tandem reserve repack and Tandem equipment record of inspection. Irrespective of the number of jumps completed in the previous six months a new section should be started.

Tandem equipment repairs, modifications, component replacements, should be recorded on form 112E, with the date, procedure, jump number (on the container), name and qualification and signature. The Tandem reserve packing card must record the date, qualification and signature of the Advanced Packer (T).

Tandem student harness inspection should be completed monthly, recording the date, name and qualification, signature. The student harness should be inspected every six months by an Advanced Packer (T). Individual harnesses should be identified with a reference (harness colour is not sufficient). The reference, serial number and date of manufacture should be recorded on form 112D. If a student harness is not in use for several months these sections can be blocked out. Any Repairs or modifications on the student harness should be detailed on the reverse of form 112D – Repair and Modification Log.

Form 112A Record of Inspection

www.britishskydiving.org
5 Wharf Way, Glen Parva, Leicester LE2 9TF
Tel: 0116 278 5271, e-mail: info@britishskydiving.org

TANDEM EQUIPMENT RECORD OF INSPECTION

This document does NOT cover the student harness – the student harness inspection should be documented on Form 112D.

A 100-jump inspection must be performed in conjunction with this check and signed for in the container's book (Form 112B(i)).

The following equipment has been subject to a detailed routine safety inspection:

Container Type:	_____	Serial No:	_____	Date of Manufacture	_____
Main Canopy:	_____	Serial No:	_____	Date of Manufacture	_____
Reserve Canopy:	_____	Serial No:	_____	Date of Manufacture	_____
AAD Type:	_____	Serial No:	_____	Date of Manufacture	_____

INSPECTION CHECKLIST *Every box must be ticked, crossed or marked N/A (√, X, N/A)*

1.	Cutaway main canopy, unpack reserve and inspect	☐	10.	AAD service due _____	☐
2.	Safety notices and PSB's checked and complied with		11.	Battery replacement due _____	☐
3.	Any modifications are British Skydiving approved (*)		12.	AAD attachment and routing of cables	☐
4.	All components of correct type		13.	Reserve sealed	☐
5.	All components in serviceable condition		14.	Cutaway system condition and function	☐
6.	Webbing		15.	User test pull_____(**).Signature_____	☐
7.	Fabric and stitching		16.	Poundage force of pull ___(**). Signature_____	☐
8.	Housing and attachments	☐	17.	Tool check	☐
9.	RSL routing	☐	18.		☐

(√, X, N/A)

When the inspector signs this form, he/she is stating that he/she has inspected all items and that he/she considers the equipment airworthy.

Areas inspected include, but are not limited to the list below:
Canopies, lines, connector links, risers, steering toggles, harness webbing and metalwork, stitching on harness and container, handles, ripcords and cables, fabric, elastics, stiffeners, housings, drogue riser, pin
The inspector must clean and lubricate any cables and components that have this requirement.

In the opinion of the inspector, the equipment was considered to be safe for use at the time of the examination.

Inspected by…… Signature……

British Skydiving Membership No…… Advanced Packer (AP) No……Riggers No. (if applicable) ……

Date…… Inspection and repack due by……

The next inspection is due within a maximum of 6 calendar months from the date of this inspection

COMMENTS

(*) Tandem system modifications approved by British Skydiving Riggers' Subcommittee are listed on Form 212.
NB – modifications may only be carried out by those qualified to perform such work.
(**) Reserve ripcords may be test pulled by the user of the equipment who will then sign at 15 above, but ALL ripcords must be tested for the pull poundage by the inspector and signed for at 16 above with the force of the pull also notated.
ALL SECTIONS OF THIS FORM MUST BE COMPLETED OR THE FORM IS NOT VALID

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TANDEM EQUIPMENT MAIN PARACHUTE PACKING/INSPECTION LOG & 100 JUMP EQUIPMENT INSPECTION

Routine Inspection (During main parachute packing procedure)

An inspection of the equipment (Not including parts inaccessible whilst the reserve is packed)

Looking for signs that closer inspection is required: Visual scanning of accessible fabric, metal work, webbing, stitching of finger traps and all attachment points.

The purpose of this inspection is to ensure the equipment is safe to jump and the person who is packing the equipment is confident in his/her ability to identify damage/wear that could make the equipment unsafe to use. The inspector should take all reasonable care to inspect the equipment, as they are packing and to look at parts of the equipment as they handle them. If any doubt exists in the inspector/packers opinion of the serviceability of any part, he/she must NOT sign for the check but seek advice from a qualified person designated by the Club. If the designated person is not available the issue must be reported to the CI (or person delegated by the CI), so that a decision can be made as to the serviceability of the equipment.

COMPONENTS TO BE INSPECTED DURING THE MAIN CANOPY PROCESS

DROGUE (OUTERBRIDLE, INNERBRIDLE/KILL LINE), MAIN CANOPY (LINES, BAG), CONTAINER (MAIN TRAY, RISERS DROGUE POCKET, RESERVE TRAY, HARNESS)

This inspection is to be carried out each and every time the equipment is packed, when a packer/checker signs for the packing of the equipment, he/she is declaring he/she has carried out this check in full and could find no unserviceable components.

EQUIPMENT DETAILS:

COMPONENT	TYPE	SERIAL No.	DATE OF MANUFACTURE	JUMP No. (Total jump on each item)
Harness/Container	Sigma	112345	20/01/16	315
Main Canopy	Sigma 340	SG340-003221	09/16	153
Reserve Canopy	Vector 360	360-0135	01/12	1 *(No. of Live Uses)*
AAD	Cypres C/Mode	C5415	09/16	137

INDICATE TOTAL JUMP Nos ON FOLLOWING:

RISERS……315…. LINES……153…… DROGUE…265…… DROGUE CENTRE LINE…265……

AAD BATTERIES…n/a……

Note: If any components are replaced between detailed checks the item must be inspected prior to fitting

DETAILS OF ANY CHANGES/REPLACMENTS SINCE LAST DETAILED INSPECTION

** *Details of any changes made should be noted here*

Change main D-bag.
Replace Drogue Release

TANDEM EQUIPMENT MAIN PARACHUTE PACKING/INSPECTION LOG & 100 JUMP EQUIPMENT INSPECTION

Note: You must re-start the 'log' at 100 following the 6-month inspection, even if fewer than 100 jumps were completed in the previous 6 months

1	02/01/17	Hollow P.Hollow	26	3/04/17	Hitchen Hitchen
2	2/101/17	Hollow P.Hollow	27	3/04/17	Hitchen Hitchen
3	5/01/17	Hollow P.Hollow	28	3/04/17	Hitchen Hitchen
4	5/01/17	Southgate Southgate	29	3/04/17	Hitchen Hitchen
5	6/01/17	Glover Glover	30	3/04/17	Hitchen Hitchen
6	6/01/17	Southgate Southgate	31	7/04/2017	Butler Butler
7	7/01/2017	Butler Butler	32	7/04/2017	Butler Butler
8	9/01/17	Montgomery Montgomery	33	7/04/2017	Butler Butler
9	14/01/17	Green Green	34	7/04/2017	Butler Butler
10	14/01/17	Glover Glover	35	7/04/2017	Butler Butler
11	3/02/17	Hitchen Hitchen	36	7/04/2017	Butler Butler
12	3/02/17	Hitchen Hitchen	37	09/04/17	Glover Glover
13	5/02/17	Hitchen Hitchen	38	09/04/17	Glover Glover
14	20/03/17	Montgomery Montgomery	39	09/04/17	Glover Glover
15	22/03/17	Hollow P.Hollow	40	09/04/17	Glover Glover
16	25/03/17	Montgomery Montgomery	41	09/04/17	Glover Glover
17	25/03/17	Montgomery Montgomery	42	09/04/17	Glover Glover
18	25/03/17	Montgomery Montgomery	43	15/05/2017	Hitchen Hitchen
19	01/04/17	Davies Davies	44	15/05/2017	Hitchen Hitchen
20	01/04/17	Davies Davies	45	15/05/2017	Hitchen Hitchen
21	01/04/17	Davies Davies	46	15/05/2017	Hitchen Hitchen
22	01/04/17	Davies Davies	47	21/04/2017	Page Page
23	3/04/17	Hitchen Hitchen	48	21/04/2017	Page Page
24	3/04/17	Hitchen Hitchen	49	21/04/2017	Page Page
25	3/04/17	Hitchen Hitchen	50	21/04/2017	Page Page

TANDEM EQUIPMENT MAIN PARACHUTE PACKING/INSPECTION LOG & 100 JUMP EQUIPMENT INSPECTION

Note: You must re-start the 'log' at 100 following the 6-month inspection, even if fewer than 100 jumps were completed in the previous 6 months

51	01/05/17 Davies Davies	76	22/05/17 Hitchen Hitchen
52	01/05/17 Davies Davies	77	22/05/17 Hitchen Hitchen
53	01/05/17 Davies Davies	78	22/05/17 Hitchen Hitchen
54	01/04/17 Davies Davies	79	22/05/17 Hitchen Hitchen
55	02/05/17 Hollow Hollow	80	22/05/17 Hitchen Hitchen
56	02/05/17 Hollow Hollow	81	22/05/17 Hitchen Hitchen
57	02/05/17 Hollow Hollow	82	22/05/17 Hitchen Hitchen
58	06/05/17 Knight Knight	83	22/05/17 Hitchen Hitchen
59	06/05/17 Knight Knight	84	22/05/17 Hitchen Hitchen
60	06/05/17 Knight Knight	85	22/05/17 Hitchen Hitchen
61	06/05/17 Knight Knight	86	24/05/17 Einstein A. Einstein
62	06/05/17 Knight Knight	87	24/05/17 Einstein A. Einstein
63	16/05/2017 Butler Butler	88	24/05/17 Einstein A. Einstein
64	16/05/2017 Butler Butler	89	24/05/17 Einstein A. Einstein
65	16/05/2017 Butler Butler	90	26/05/17 B. Booth B. Booth
66	16/05/2017 Butler Butler	91	26/05/17 B.Booth B. Booth
67	16/05/2017 Butler Butler	92	26/05/17 B. Booth B. Booth
68	16/05/2017 Butler Butler	93	26/05/17 B. Booth B. Booth
69	17/05/2017 Bond Bond	94	26/05/17 B. Booth B. Booth
70	17/05/2017 Bond Bond	95	28/05/17 Parker Parker
71	17/05/2017 Bond Bond	96	28/05/17 Parker Parker
72	17/05/2017 Bond Bond	97	28/05/17 Parker Parker
73	18/05/17 Shuttleworth Shuttleworth	98	28/05/17 Parker Parker
74	19/05/2017 Pacey Pacey	99	28/05/17 Parker Parker
75	20/05/17 Montgomery J Montgomery	100	28/05/17 Parker Parker

TANDEM EQUIPMENT MAIN PARACHUTE PACKING/INSPECTION LOG & 100 JUMP EQUIPMENT INSPECTION

Note: You must re-start the 'log' at 100 following the 6-month inspection, even if fewer than 100 jumps were completed in the previous 6 months

FULL, DETAILED (100 JUMP) INSPECTION IS NOW DUE

Up to, but not exceeding, 10 further jumps may be carried prior to the inspection.

1 DATE PACKER SIGNATURE	**6** DATE PACKER SIGNATURE
2 DATE PACKER SIGNATURE	7 DATE PACKER SIGNATURE
3 DATE PACKER SIGNATURE	8 DATE PACKER SIGNATURE
4 DATE PACKER SIGNATURE	9 DATE PACKER SIGNATURE
5 DATE PACKER SIGNATURE	10 DATE PACKER SIGNATURE

Inspection Completed

<u>Note:</u> The 100 jump inspection requirements can be found on Form 112C.

I declare that I have carried out the 100 jump inspection, as detailed on Form 112C (at the rear of this book) and could find no unserviceable items, or have replaced any unserviceable items as described.

I have completed the details on the equipment details area of next page of the book for this equipment.

NAME: A Rigger

QUALIFICATION/RATING: AR123

SIGNATURE: A Rigger

DATE: 2/8/17

<u>Note:</u> No matter how many jumps have been completed since the last 'six-month' inspection/reserve repack, a full inspection/reserve repack must be completed every six-months (Form 112A).

NEXT RESERVE DUE DATE: 1/2/18

TANDEM EQUIPMENT 100 JUMP INSPECTION REQUIREMENTS

Definition: An inspection of the equipment in detail (not including the parts unaccessable when the reserve is packed). To be inspected: All fabric, all metal-wear, all stitching, all finger-traps, all attachment points -loosening larks-head knots to look closer, material under covers. Velcro peeled to inspect condition, security and grip. Cutaway cables removed and lubricated with silicon.

1 DROGUE
a, Fabric, netting, support tapes
b, Toggle attachment
c ,Toggle
d, Outer bridle attachment
e, Inner bridle (kill line) attachment

2 OUTER BRIDLE
a, Attachment to drogue;
i- around connector links
ii- inside where the inner kill line enters outer bridle
iii- connector links, tight, no cracks or sharp pieces
b, Attachment to ring, especially inside of loop
c, Outer bridle bottom end where the bridle 'scrunches up' when cocked
d, Ring, make sure not rough
e, Attachment of pin to bridle especially any fingertrapped areas
f, Pin
g, Lower bridle, between bag and pin -especially where can be trapped against flaps of container and any fingertrapped areas

3 INNER BRIDLE (KILL LINE)
a, Attachment to drogue
b, At least 5' at each end (needs to be pulled out)
c, Joint of inner bridle long end to short end near container
d, Twists –remove

4 RISERS
a, Toggle keepers -effective and attached soundly
b, Attachment of toggle to riser, effective, if velcro, clean
c, Brake locking rings smooth and soundly attached
d, Condition of webbing,
e, Any velcro covers effective and sound
f, Top of risers including inside of turnovers
g, Connector links, tight, smooth, no cracks in barrels
h, RSL ring smooth and attached securely
i, Rings(3 ring system), smooth, attached securely, no distortion
j, Cutaway loops good condition and securely attached
k, Grommets, smooth and correctly seated
l, No loose stitching, especially in area close to rings
m, Collins lanyard condition and securely attached
n, Toggles in good condition, especially top where brake setting loop sits
o, Webbing around rings(3 ring system) flexible, -disconnect to check and flex

5 LINES
a, Condition of lines at connector links, pull any cover away to see properly, finger traps and stitch patterns in good condition
b, Condition of lines
c, Cascade finger traps and stitch patterns sound
d, Line attachments at canopy, finger traps and stitching sound

6 MAIN CANOPY
a, Top skin sound
b, Bottom skin sound
c, Cell walls sound, cross port vents in good condition
d, Stabilisers in good condition
e, Line attachment points in good condition
f, Slider stops in place, sound. Any tape /webbing/ fabric covers in good condition.
g, Bridle attachment point sound
h, Stitching,- no pulls or broken threads.
i, Any patches sound

7 BAG
a, Fabric sound
b, Stitching sound, particularly at sides, no loose threads
c, Bungee attachments sound,
d, Grommets smooth, correctly seated, and secure
e, Bridle attachment/canopy attachment secure and in good condition (especially where passes through grommet of bag)

8 CONTAINER- MAIN TRAY
a, All grommets smooth and correctly seated
b, All stiffener plates- no cracks or excessive bends
c, All binding tape securely sewn, no edges exposed through worn binding tape -particularly at edges of stiffener plates
d, Closure loop in good condition, top and bottom,
e, Closure loop attachment in good condition, any cover for knot in closure loop sound
f, All fabric in good condition, inner fabric and outer fabric
g, Reserve container secured to backpack

9 CONTAINER- DROGUE POCKET
a, Spandex pocket securely attached
b, Spandex in good condition
c, Tuck flaps in good condition, no cracks in stiffener plates, binding tape secure
d, All bar tacks intact
e, Tuck flap pockets in good condition
f, Drogue riser in good condition
g, Drogue riser connector link in good condition, all screws tight
h, Housing for secondary drogue release secure, tacking in good condition.
i, Primary drogue release attachment sound
j, Any Velcro in good condition and clean
k, Drogue release cables in good condition, with no cracks or severe indentations.

10 CONTAINER- RESERVE
a, Reserve pilotchute seated correctly,
b, Reserve pin seated correctly
c, Reserve closure loop in good condition
d, RSL lanyard routed correctly, in place on velcro,
e, Reserve ripcord housing secure
f, Stiffener plates in good condition, no cracks or excessive bending
g, Any plastic inspection windows in good condition,-no cracks
h, All fabric in good condition
i, No foreign objects, especially in grommets or housings

11 HARNESS
a, Front lift webs, webbing in good condition
b, Webbing around base of large ring attachment sound
c, Chest strap in good condition,
d, Front lift web adjusters, functional, webbing around and in hidden places in good condition
e, Leg straps, webbing in good condition, webbing around adjuster in good condition
f, Leg strap adjusters functional
g, Elastic retainer bands fitted and sound on chest and leg straps
h, Housings for cutaway and reserve cables securely attached.
i, Cutaway and reserve handles secure, Velcro in good condition, cables not frayed and coatings in good condition with no cracks or severe indentations
j, Secondary drogue release attachment sound
k, Any fittings on end of cutaway housings secure and covered by undamaged heat shrink
l, Student side attachment rings, smooth and webbing attachment sound
m, Swedish link of RSL condition and correctly attached
k, All stitch patterns sound with no broken stitches

www.britishskydiving.org
5 Wharf Way, Glen Parva, Leicester LE2 9TF
Tel: 0116 278 5271, e-mail: info@britishskydiving.org

TANDEM STUDENT HARNESS AIRWORTHINESS INSPECTION

Student Tandem harnesses must be inspected monthly and certified as serviceable, by a Tandem Instructor or an Advanced Packer (Tandem). The harness must also be inspected and certified as serviceable every six months by an Advanced Packer (Tandem).

Harness Identification Ref/No:_____

Manufacturer's Serial No:_____

Date of Manufacture:_____

Areas of Inspection: a) Top attachment hooks, condition and closes properly, b) Side attachment hooks, condition and closes properly, spring return effective, c) Front lift webs, stitch patterns, webbing and adjustors, d) Chest strap, webbing and adjustor, e) Leg straps, webbing and adjustors, f) Back straps, webbing and adjustors, g) Comfort pads, h) Hook knife attached

I declare that I have inspected the above harness with all reasonable care, and could find no faults to render it unserviceable.

MONTH	DATE	NAME AND QUALIFICATION	SIGNATURE	COMMENT
1				
2				
3				
4				
5				
6				
1				
2				
3				
4				
5				
6				
1				
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1				
2				
3				
4				
5				
6				

www.britishskydiving.org
5 Wharf Way, Glen Parva, Leicester LE2 9TF
Tel: 0116 278 5271, e-mail: info@britishskydiving.org

TANDEM STUDENT HARNESS REPAIR/MODIFICATION LOG

PREVIOUS REPAIRS, MODIFICATIONS				
DATE	PROCEDURE		NAME AND QUALIFICATION	SIGNATURE

Form 112D (ii) **Issue 5, Dec 2019**

Form 112E Tandem Equipment Repair / Modification Log

www.britishskydiving.org
5 Wharf Way, Glen Parva, Leicester LE2 9TF
Tel: 0116 278 5271, e-mail: info@britishskydiving.org

TANDEM EQUIPMENT REPAIR/MODIFICATION/COMPONENT REPLACMENT LOG

CONTAINER:_____ SERIAL No:_____ D.O.M: _____

Guidelines for the completion of Form 112E can be found on the reserve of this form.

PREVIOUS REPAIRS, MODIFICATIONS, REPLACEMENTS:				
DATE	PROCEDURE	JUMP No	NAME AND QUALIFICATION	SIGNATURE

GUIDELINES FOR THE COMPLETION OF FORM 112E

The following guidelines have been produced to assist Advanced Packers/Parachute Riggers with the completion of Form 112E. These guidelines will help to clarify what information must be annotated on Form 112E. Should any repairs, modification or replacement be carried out at any time or at completion of the 100-jump inspection or 6-month inspection check this form should be completed. Correct completion of Form 112E enables an accurate audit trail and historical data for any component part being used on a Tandem Parachute System.

Form F112E – Repair, Modification, Replacement sheet

Any changes, modification or repairs should be recorded; this includes but is not limited to:

Changing or replacing: Main/reserve Canopies, Drogue, Risers, AAD or ANY component part including kill line and subcomponents thereof (such as bridle).

Any Repairs to: The Container, Main/reserve canopy, Drogue, Risers or subcomponent, including any servicing or changing of batteries on the AAD.

Modification: Modifications to the equipment, which may include alterations to the RSL (such as the UPT split RSL for Skyhook system) or any modification recommended by the Manufacturer.

These changes should be recorded on form 112E with the date the change was made. The jump number on the container of when the change was made, the name, qualification and signature of the person completing the work.

Riggers and Advance Packers (T) are further reminded that the following alterations to paperwork has also taken place:

F112C – Blue Book

This has been re-written and new books are now available from British Skydiving HQ. The Total Numbers of Jumps on each item (container, Canopies, AAD, Risers, Drogue, Lines) is now required. If, however you are still using the original blue book the following action should be taken:
The old blue books should be amended by deleting the two references to "(since last inspection)" and "(since last six month inspection)" The wording should be changed to "Total number of jumps"

In the back of the blue book Section 12 of the 100 Jump Inspection log should be removed (or stricken through) as this is recorded separately on form 112D.

F112D – Student Harness Airworthiness Inspection sheet

This has also been changed and is now double sided. This allows for a further Modification Sheet relating to the Student Harness only. This should be completed when any repairs, replacement (such as side clips), or modifications are carried out to the Student Harness Only. The new Form 112D should be stapled to the original to enable an audit trail. NB: The student harness MUST be checked and signed for every six months by the AP(T) or rigger completing the repack.

Packing Data Cards should be kept up to date and should include the serial numbers and DOM of each item – for example: if there is a change in AAD the packing card should be altered to reflect this.

Example Tandem Briefing Lesson Plan

Time: 20 Minutes
Area: Lecture Room
Teaching Aids: Tandem rig, student harness, student hat, goggles, gloves, jumpsuit, briefing DVD/video, student training record sheets.
Aim: To teach students what they should do at all times, before, during and after a Tandem parachute descent so that they feel confident about the whole jump and the equipment used.

Subject Area	**Notes**
1.Introduction This briefing will last around 20 minutes and is aimed at giving you the information you need to complete your skydive safely and enjoyably • Orientation and Documentation • Equipment • Sequence of the skydive, including landing positions • Practice of the freefall position • DVD/video • Completion of the form to confirm that you understand If you have any questions at all, then please ask a Tandem Instructor	
2.Equipment • Jumpsuit • Helmet • Goggles • Gloves • Tandem parachute system and harness **Tandem Parachute System** Carries two people, reserve also designed for two people Drogue, released after exit to slow us down a little, to about 120mph Handles for the instructor to use **DO NOT GRAB ANY HANDLES OR HANDS!!!** AAD, backup only if instructor cannot find or pull handles Student Harness 4 attachment points. Adjustable to fit most sizes, once fitted it is only to be adjusted by the instructor and student mustn't remove	Misc. Wear warm clothes *Remove items from pockets/jewellery/watches* ***Harness*** *Once fitted, do not adjust or remove.* *Two load bearing hooks, two to keep you tight to the instructor in freefall*
3.Kitting-Up Manifest will call your name to meet your instructor Jumpsuit and harness fitting. Stay within the flight line area **Boarding the Aircraft** Stay with, and close to, your instructor at all times, approach the aircraft from the rear, sit in front of your instructor and watch them connect you to all four connection points. **The Ride To Altitude** Close to the jump altitude, your instructor will tighten the side adjusters. They may ask another skydiver to help. Then stow away any excess strapping. When the door opens place your goggles over your eyes	*Last chance for the toilet* *Remove items from pockets* *No eating drinking or smoking in the harness*
4.Aircraft Emergencies If we have any problems we can always leave the aircraft if necessary. Listen to your Instructor – they will make the decision about what to do!	*The Instructor will make any and all decisions*

Subject Area	Notes
5.Exiting The Aircraft You will then move to the door of the aircraft and be asked to adopt the exit position (*demonstrate now*). **Freefall** You will exit the aircraft; the instructor will then throw the drogue. After this you will feel a firm 'tap-tap' on your shoulders. You can then bring your arms to 90°. If you feel a further 'tap-tap' then move your arms back to the harness. It is possible to breath in freefall! If it takes your breath away, then shout or scream which will help you to inhale and breathe easily. Look up and enjoy the ride, smile for the cameraman. **Deployment, Opening and The Canopy Ride** Your instructor will open the canopy, you will then be able to talk to the instructor again. The instructor will then loosen the side straps for comfort - *never reach behind you!* **Landing** This is the most likely part of the skydive that could hurt you - you MUST have your legs up higher than the instructor's legs. • **Standing landing** – when there is wind to help stop the canopy. Lift your legs and point your toes to the ceiling. Do not reach for the floor and do not put your feet down until told to do so by your instructor. • **Sliding landing** – when there is insufficient wind to slow the canopy. Lift your legs and stretch them out in front out you. Allow them to touch the floor as you come into land but do not put any weight on them and allow yourself to slide in on your backside	*Demonstrate the position (kneeling – ensure it is clear that kneeling is just for demo* *Practice exit and freefall positions* ***Golden rules*** *– maintain your arched position throughout; leave your instructor's hands well alone; leave all handles well alone* ***Landing*** *Hands under knees – lift up legs - DEMONSTRATE* ***LANDING IS THE MOST IMPORTANT PART OF THE TANDEM SKYDIVE*** *Spend PLENTY of time on landings – it is the only time when you cannot help the student!*
6.DVD/video Show DVD/video to comment on skydive and landings	
7.Operational Flying Regulations Parachuting and skydiving aircraft are not operated to commercial Public Transport regulations. It is important that students realise that Parachute Training Organisations (PTO's) do not operate to the same regulations as, for example, airlines and commercial aviation businesses.	
8.Summary • Once kitted up – do not adjust or remove your harness • Adopt the hard-arch position for exit and throughout freefall • Leave your instructors hands and all handles alone at all times • Lift your legs for landing • Smile and enjoy it! • If in doubt, ask an Instructor	*Ensure students are aware of importance of good landing*
9."Must-Know" Brief Contents Do not adjust or remove your harness once fitted Exit and freefall position, to include demonstration and practise Student to keep hands away from instructor and all handles Student must stay with the instructor at all times, even after landing Student must have knowledge of aircraft emergency situations Student must understand the importance of lifting legs for landing and should know what kind of landing is to be performed – this should include a demonstration and practise of the landing position	*These represent the minimum that should be taught during a Tandem briefing. The type of landing (and the importance of it) must be stressed at all times!*
10.Training Documentation Each Tandem student to complete Tandem training form – name, date and signature for each training segment	*Ensure all segments signed by student. Countersign by Instructor*

Example Tandem Student Training Record Card Sheet

"*Skydive MyDropZone"* trains all Tandem Students to British Parachute Association standards. Tandem students must be aware of the risks associated with skydiving and parachuting, even though they are accompanied by a Tandem Instructor.

I [*Tandem student*] am aware of and fully understand the following aspects of the Tandem ground training syllabus:

Tandem Student Name: ……**Date of training:** ……..

Training	I am satisfied with my training and am aware of…	Student Signatures	Instructor Signature
Risk of injury	I am aware that parachuting and skydiving is potentially a dangerous sport and may lead to injury or death		
Airfield Safety	I am aware of how to approach the aircraft safely I will follow all commands when walking back after landing		
Aircraft Emergencies	I will obey all the commands of my instructor in the event of an emergency		
Aircraft exits	I am familiar with the pre-jump body position (head back, legs back, arch, hands on harness) I am happy with exiting procedures		
Freefall	I am aware of the importance of a good arched position to a successful skydive I will NOT grab any part of the instructor at any time		
Canopy descent	I will NOT reach behind me and will keep my hands away from all parts of the equipment unless instructed otherwise - I will obey the commands of the instructor at all times I am aware of the importance of in-air landing practices		
Landings	I am aware of the importance of the correct landing position (Standing/Sliding) I have practiced raising my legs for landing.		
British Skydiving Training Syllabus *(as per the Operations Manual)*	I am happy that the following aspects have been covered during my training: • Orientation & Documentation • Equipment • The Stable Position • Aircraft Drills and Exits • Landings		

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Flight Line Checking / Student Supervision and Control

"Once your tandem student has been equipped and flight line checked, you must ensure that direct supervision and monitoring of your student is maintained at all times. Students will naturally want to speak to their friends and family before their skydive, however it is important to ensure that the integrity of the student is maintained at all times and that the student does not adjust or change the harness in anyway. This can only be achieved by constant direct supervision and monitoring of your student. Once they have been flight line checked, you should accompany them everywhere and never let them out of your sight!".

Tandem Emergency Procedures

The following pages present the recommended emergency drills for the common types of Tandem container system presently in use in the UK. Candidates should note that the emergency drills differ radically from system to system and can even differ between different handle configurations on the same type of container.

Although the British Skydiving Tandem Instructor course is designed to qualify candidates to safely operate the type of container they bring to the course, candidates must be aware that changing to different types or configurations may require dramatically different reserve procedures from one container system (or handle configuration) to another. It is not recommended that inexperienced Tandem instructors change container types – stick to one reserve drill and speak to your Chief Instructor (CI) before changing systems.

The Tandem emergency drills are based on responses from equipment manufacturers, although some details have been modified to suit the Operations Manual.

These emergency procedures relate to Tandem equipment supplied as standard from the manufacturer and may not relate to any modifications which have been made to it. Any such modifications are only approved on a per-rig basis and sometimes only for a specific Tandem instructor and it should be noted that modifications can change your emergency drills significantly!

System Checks

The Tandem Instructor courses incorporate required drills (systems checks) for Tandem Instructors to carry out, prior to exit, in the door and in freefall. It is believed that all Tandem Instructors should carry out these drills. Therefore, it is requirement that the drills (systems checks) below must be carried out on all tandem descents by all Tandem Instructors. In an emergency situation such as: a Tandem Instructor encountering an awkward student in freefall or exiting at a lower exit altitude where there is no time to carry a complete systems check, an aircraft emergency, this may not be possible.

1. In aircraft prior to exit

Tandem Instructors must carry out a full systems' check prior to moving to the door, which includes drogue, drogue release(s), cutaway, reserve handle(s) RSL, both side connectors, both main top connectors, chest straps (instructor and student).

In addition to this the instructor must check both top hooks, drogue & drogue release at the door prior to exit.

2. In freefall after exit

Tandem Instructors should conduct a Systems check after drogue is deployed, which is; check drogue is gone and that's its inflated, then check all handles/pads.

3 Under canopy

Check cut away pad, reserve handle and connectors.

Tandem Instructor Currency Requirements

Section 4, Paragraph 5.7, 5.8, 5.9 & 5.10 details the currency & renewal requirements for British Skydiving Tandem Instructors.

Currency requirements to jump a hand/wrist mounted camera

Tandem Instructors wishing to jump with a hand/wrist mounted camera must have a minimum of 500 Tandem descents and have completed a minimum of 250 Tandem descents within the previous 12 months. Prior to jumping with a hand/wrist mounted camera with Tandem Students the Tandem Instructor must demonstrate the ability to perform 3 successful consecutive Tandem jumps with a 'A' Licence skydiver acting as a Tandem Student whilst using a hand/wrist mounted camera.

Only a TI approved by the CI may use a hand/wrist mounted camera and its mount must be inspected and approved by the CI.

TIs must be fully briefed by the CI or CI nominated TI on the requirements to use the camera. This will include emergency procedures.

Prior to jumping with a 'A' Licence skydiver the TI must make a minimum of 2 descents with a hand/wrist mounted camera on Tandem equipment using a suitable container.

The Tandem Instructor must be able to carry out his/her systems checks, maintain heading and deploy in a stable position.

The 'A' Licence skydiver must be briefed on how to respond to Tandem emergencies.

Each 'A' Licence Tandem descent must be filmed by inside/outside camera person and this must be included in the Tandem Instructor's debrief.

Hand/wrist mounted cameras are to be fitted to left hand/wrist only. Tandem Instructor Currency.

Tandem Instructor Currency

Any TI, who has not made a Tandem descent in the preceding 3 calendar months, must make one Tandem jump with a British Skydiving 'A' Licence skydiver before taking a Student Tandem Skydiver. The British Skydiving 'A' Licence skydiver must be briefed on how to respond to Tandem emergencies.

Prior to the above jump the TI must practice emergency procedures with the skydiver attached.

All current TIs must have practiced Tandem Reserve Drills in a suspended harness within the previous one calendar month. The harness handle configuration must be as per the equipment to be used. It is the responsibility of the TIs to ensure that the reserve drills are observed and signed for in their logbook by a CI, or CI nominated TI.

Currency requirements to jump a hand/wrist mount

Any TI wishing to continue jumping a hand/wrist mounted camera 12 months after first being cleared to do so must have made 100 hand/wrist mounted camera descents within the preceding 12 calendar months, otherwise they must again satisfy the initial requirements.

Any TI previously cleared to jump a hand/wrist mounted camera who has not made a Tandem descent within the preceding 3 months must either meet the requirements of 5.8.1. above, or be within 12 months of their initial Tandem hand/wrist mounted camera Clearance, and in each case, they must make a jump with a hand/wrist mounted camera with a 'A' Licence skydiver before jumping a hand/wrist mounted camera with Tandem Students. The British Skydiving 'A' Licence skydiver must be briefed on how to respond to Tandem emergencies.

Any TI who has over 500 hand/wrist mounted camera descents must do a minimum of 50 hand/wrist mounted camera descents within the previous two years to continue jumping hand/wrist mounted cameras.

Tandem Instructor Rating Renewal

In addition to normal Instructor Rating Renewal requirements (see para 12 below), a TI must also fulfil the following:

Has made a minimum of 20 Tandem descents in the previous 12 months. Instructors holding ratings for more than one Tandem System must have made a minimum of 10 Tandem descents on each system in that period.

Failure to reach the required number of descents in the preceding 12 months will require the TI to present him/herself to an IE for refresher training. Training will include the following:

a. Suspended harness drills and emergency drills.

b. One descent with a suitable container.

c. One descent with a British Skydiving 'A' Licence Skydiver, who has been fully briefed on how to respond to Tandem emergencies.

Subsequent failure to reach the required number of Tandem descents in the next 12 months, will require the instructor to present him/herself for reevaluation on a TI course. The course Instructor Examiners will decide on the number of descents required.

The Training Syllabus for Tandem Instructors can be found on Form 152.

Tandem Aircraft Emergencies

Dealing with an aircraft emergency as a Tandem Instructor is not as simple as it is with normal sport skydiving equipment. Tandem manufacturers may give clear advice in their equipment manuals, however the following extracts may be of use. Tandem candidates should check the manual for their Tandem equipment for any specific information regarding aircraft emergencies issued by the equipment manufacturer.

Vector-Type Tandem Systems

The following extract is from the Vector-II and Vector Sigma Tandem Manuals:

"Aircraft Emergencies:

- *Below 1,500 feet, engine out*
- *Below 1,500 feet, catastrophic airframe failure*
- *1,500 to 4,000 feet*
- *Above 4,000 feet*

PROBLEM: *Aircraft emergency requiring exit at lower altitude than planned.*

REACTION: *Because of the steps required to deploy the main canopy correctly, it may be better to pull your reserve ripcord in the event of a low-altitude emergency exit. Each Tandem Instructor should develop his own emergency exit procedures designed for the aircraft he jumps from.*

ANALYSIS: *Due to the high freefall velocities that must be dealt with in Tandem, the United Parachute Technologies Tandem canopies open a little slower than most square reserves. Otherwise, non-drogue Tandem terminal openings (160-180 MPH or 300kph) would be hard and uncomfortable. It is recommended therefore, that no emergency exits from disabled aircraft be made below 1,500 feet. There are different recommended procedures for different altitudes.*

a. *Below 1,500 feet (aircraft engine out):*
   If the aircraft is stable and gliding, then stay with the aircraft. (This would be in the case of an engine out.) When the aircraft has descended through 500 feet, unhook your student and instruct them to put on a seat belt. Doing this will facilitate the climb out after a bad landing.

b. *Below 1,500 feet (catastrophic aircraft failure):*
   If the aircraft is on fire, or in a spin, or if the wing or some other large control surface has come off, get out and pull the reserve ripcord. If death is assured by staying in the aircraft, then leave. Some chance at survival is better than none.

c. *Below 1,500 – 4,000 feet:*
   Exit the aircraft and pull the reserve ripcord.

d. *Above 4,000 feet:*
   Exit the aircraft, deploy the drogue, pull drogue release handle at appropriate altitude. It is important to note here that not all Tandem systems work the same way. On the Tandem Vector, the drogue will not fully inflate if the release handle is pulled first. In fact, if the drogue release handle is pulled first, and then the drogue thrown, a 10 second main canopy deployment can be expected. Not a good idea if you're low. The correct procedure is to throw the drogue, wait for it to inflate (1-2 seconds) and then immediately pull the drogue release handle. On the Sigma you can not release the drogue before deploying it. The obvious advantage here? No mind games to play, no tricky scenarios that require out-of-sequence handle pulling. You must always operate the handles in the same order each and every jump. No matter what the circumstance, pull the operating handles in the same order.

Student refusal

There are two different situations which may arise: i) The student refuses while still in the aircraft, or; ii) The student refuses once on the strut or outside of the aircraft. Follow the procedures below:

1. *If the student verbally lets you know they do not want to jump then you must bring them back into the aircraft unless the aircraft door is restrictive in a way that it would be dangerous to re-enter the aircraft (accidental deployment of either parachute system).*

2. *Once back into the aircraft get the student comfortable and ask what the problem is. Do not assume that it is fright, as it could be some physical discomfort.*

3. *Once you have established the problem decide on whether to make another attempt or not. If it seems to be a psychological problem, re-assure the student of the ease of tasks and reliability of doing Tandem jumps. If they still do not want to jump, descend with the aircraft, accompanying them to the ground."*

Note: It is the British Skydiving policy not to give student refusals a second chance to jump due to the risks of possible litigation afterwards should an injury occur.

Strong (Dual Hawk) Tandem Systems (and converted Strong Systems)

Although the Strong System does not give explicit advice on aircraft emergency procedures, much of the above advice still applies. However, it should be noted that there is one major difference in the operation of the drogue system between Vector and Strong equipment – and this affects your actions in the event of an aircraft emergency.

Should you need to make a low exit (using the main canopy) on a Strong Tandem system, the drogue release handle may be pulled in the aircraft *before* exit. This is in complete contrast to a Vector-type system and is due to differences in designs between the two types of drogue – the Vector drogue collapses once the drogue release has been pulled and relies on the drag from the collapsed drogue to deploy the main canopy, whereas the drogue on a Strong system is collapsed by the inflating canopy (in much the same way as a normal kill-line pilotchute) once the canopy is out of the deployment bag.

Consequently, in the event of a low altitude aircraft emergency using a Strong system, pull the drogue release in the aircraft before exit and immediately deploy the drogue once out of the aircraft.

Racer Tandem Systems

The Racer Tandem System drogue works in a similar fashion to the Strong System (the drogue will only deflate when the canopy is out of the deployment bag) and as such the same low altitude aircraft emergency procedures apply (pull the drogue release handle in the aircraft, exit and then deploy the drogue). The following is an extract from the Racer Tandem System manual:

"The main is normally a two step procedure for deployment, but if the drogue release ripcord is pulled before exit, then the drogue becomes a throw-out pilot chute, a one step procedure."

Appendix A: List of Tandem Emergency Drill Sheets

Exit Phase (Before Drogue Fall)

Bag out immediately on exit
Deploy drogue, release drogue immediately and expect malfunction – (If cannot deploy drogue) disconnect RSL, cut-away and deploy reserve.

Unstable on exit
Try to physically rectify student's position to gain stability, if unsuccessful deploy drogue preferably in a face to earth position

Side spin
If left side down, deploy drogue, if right side down initiate reserve deployment. It may still be advantageous to deploy drogue even if right side down

Drogue release handle pulled prior to deployment of drogue
Immediately deploy drogue

Unable to locate drogue
Check drogue has not prematurely deployed, if not immediately initiate reserve deployment.

Unable to deploy drogue
Immediately initiate reserve deployment.

Drogue Fall

Drogue does not inflate
Pull drogue release handle after 6-8 seconds.

Drogue detaches / breaks
Immediately initiate reserve deployment.

Cannot locate (Or Pull) drogue release handle
Pull secondary drogue release handle.

Cannot locate (Or Pull) secondary drogue release handle
Immediately initiate reserve deployment

Drogue bridle becomes entangled
Have one attempt to clear, if unsuccessful initiate reserve deployment.

Main container opens during drogue fall
Pull drogue release, be prepared for a malfunction.

Left arm incapacitated by injury or by student
Pull secondary drogue release handle, if cannot locate secondary drogue release handle, with right hand immediately initiate reserve procedure using RSL.

Right arm incapacitated by injury or by student
Pull primary drogue release handle, if cannot locate primary drogue release handle immediately initiate reserve deployment.

Unable to locate either drogue release handles
Initiate reserve deployment immediately.

Primary Drogue Release Handle Pulled

Main Malfunctions
Cut-away and initiate reserve deployment.

Inflated drogue does not release
Pull secondary drogue release handle.

Inflated drogue in tow
Immediately initiate reserve deployment.

Drogue deflates but does not release
Pull secondary drogue release handle.

Deflated drogue in tow
Immediately initiate reserve deployment.

Drogue detaches / bridle breaks on drogue release pull
If main does not deploy, initiate reserve deployment. If main canopy starts to deploy after reserve deployment, cut away main canopy.

Exit Phase (Before Drogue Fall)

Bag out immediately on exit
Deploy drogue, release drogue immediately and expect malfunction – (If cannot deploy drogue) disconnect RSL, cut-away and deploy reserve.

Unstable on exit
Try to physically rectify student's position to gain stability, if unsuccessful deploy drogue preferably in a face to earth position.

Side spin
If left side down, deploy drogue, if right side down initiate reserve deployment. It may still be advantageous to deploy drogue even if right side down.

Drogue release handle pulled prior to deployment of drogue
Immediately deploy drogue.

Unable to locate drogue
Check drogue has not prematurely deployed, if not immediately initiate reserve deployment.

Unable to deploy drogue
Immediately initiate reserve deployment.

Drogue Fall

Drogue does not inflate
Pull drogue release handle after 6-8 seconds.

Drogue detaches / breaks
Immediately initiate reserve deployment.

Cannot locate (Or Pull) drogue release handle
Pull secondary drogue release handle.

Cannot locate (Or Pull) secondary drogue release handle
Pull third drogue release / cutaway handle and initiate reserve deployment, but expect main cutaway and RSL reserve deployment.

Drogue bridle becomes entangled
Have one attempt to clear, if unsuccessful initiate reserve deployment.

Main container opens during drogue fall
Pull drogue release handle, be prepared for a malfunction.

Either arm incapacitated by injury or by student
Pull primary or secondary drogue release handle (you have one on each side).

Unable to locate either primary or secondary drogue release handles
Pull third drogue release / cutaway handle and initiate reserve deployment, but expect main cutaway and RSL reserve deployment.

Primary Drogue Release Handle Pulled

Main Malfunctions
Cut-away and initiate reserve deployment.

Drogue pilot chute detaches on primary drogue release pull
If main does not deploy pull second drogue release and third drogue release / cutaway handle and initiate reserve deployment. Disconnect RSL as soon as possible.

Inflated drogue does not release
Pull secondary drogue release handle.

Inflated drogue in tow
Pull third drogue release / cutaway handle and initiate reserve deployment, Disconnect RSL as soon as possible.

Tandem Emergencies

STRONG

Exit Phase (Before Drogue Fall)

Bag out immediately on exit
Deploy drogue, release drogue immediately and expect malfunction – (If cannot deploy drogue), cut-away and deploy reserve.

Unstable on exit
Try to physically rectify student's position to gain stability, if unsuccessful deploy drogue preferably in a face to earth position.

Side spin
If left side down, deploy drogue, if right side down initiate reserve deployment. It may still be advantageous to deploy drogue even if right side down.

Drogue release handle pulled prior to deployment of drogue
Immediately deploy drogue.

Unable to locate drogue
Make second and third attempt to locate drogue again, check drogue has not prematurely deployed, if not immediately initiate reserve deployment.

Drogue handle comes off
Drop handle, reach back to drogue pouch, grab cordura cap fabric and throw as normal.

Drogue Fall

Drogue is thrown but not above tandem pair
Check if drogue has been thrown. If drogue pouch is empty, roll to side (right shoulder down) to allow clean air to free drogue from burble. If after 2 attempts of this method the drogue is still not up pull reserve.

Drogue bridle becomes entangled
Have one attempt to clear, if unsuccessful initiate reserve deployment.

Deflated drogue in tow
Proceed with skydive as normal, pull 1000ft higher to allow for a slower deployment.

Drogue detaches / breaks
Immediately initiate reserve deployment.

Cannot locate drogue release handle
Pull secondary release handle.

Cannot locate secondary drogue release handle
Immediately initiate reserve deployment.

Main container opens during drogue fall
Pull drogue release handle.

Left arm incapacitated by student or injury
Pull primary release handle.

Right arm incapacitated by injury or student
Immediately initiate reserve deployment.

Primary Drogue Release Handle Pulled

Main Malfunctions
Cut-away and initiate reserve deployment.

Inflated drogue does not release
Pull secondary drogue release handle.

Inflated drogue in tow
Immediately initiate reserve deployment.

Drogue detaches / bridle breaks on drogue release pull
If main does not deploy initiate reserve deployment. If main canopy starts to deploy after reserve deployment, cut away main canopy.

BRITISH SKYDIVING

Tandem Emergencies

NEXT

Exit Phase (Before Drogue Fall)

Bag out immediately on exit
Deploy drogue, release drogue immediately and expect malfunction – (If cannot deploy drogue) disconnect RSL, cut-away and deploy reserve.

Unstable on exit
Try to physically rectify student's position to gain stability, if unsuccessful deploy drogue preferably in a face to earth position.

Side spin
If left side down, deploy drogue, if right side down initiate reserve deployment. It may still be advantageous to deploy drogue even if right side down.

Drogue release handle pulled prior to deployment of drogue
Immediately deploy drogue.

Unable to locate drogue
Check drogue has not prematurely deployed, if not immediately initiate reserve deployment.

Unable to deploy drogue
Immediately initiate reserve deployment.

Drogue Fall

Drogue does not inflate
Pull drogue release handle after 6-8 seconds.

Drogue detaches / breaks
First check for bag out, if not then immediately initiate reserve deployment.

Cannot locate (Or Pull) drogue release handle
Pull secondary drogue release handle.

Cannot locate (Or Pull) secondary drogue release handle
Immediately initiate reserve deployment.

Drogue bridle becomes entangled
Have one attempt to clear, if unsuccessful initiate reserve deployment.

Main container opens during drogue fall
Pull drogue release, be prepared for a malfunction.

Left arm incapacitated by injury or by student
Pull secondary drogue release handle, if cannot locate secondary drogue release handle, with right hand immediately initiate reserve deployment using RSL.

Right arm incapacitated by injury or by student
Pull primary drogue release handle, if cannot locate primary drogue release handle immediately initiate reserve deployment.

Unable to locate either drogue release handles
Initiate reserve deployment immediately.

Primary Drogue Release Handle Pulled

Main Malfunctions
Cut-away and initiate reserve deployment.

Inflated drogue does not release
Pull secondary drogue release handle.

Inflated drogue in tow
Immediately initiate reserve deployment.

Drogue deflates but does not release
Pull secondary drogue release handle.

Deflated drogue in tow
Immediately initiate reserve deployment.

Drogue detaches / bridle breaks on drogue release pull

If main does not deploy initiate reserve deployment. If main canopy starts to deploy after reserve deployment, cut away main canopy.

Tandem Emergencies

ATOM

Exit Phase (Before Drogue Fall)

Bag out immediately on exit
Deploy drogue, release drogue immediately and expect malfunction – (If cannot deploy drogue) disconnect RSL, cut-away and deploy reserve.

Unstable on exit
Try to physically rectify student's position to gain stability, if unsuccessful deploy drogue preferably in a face to earth position.

Side spin
If left side down, deploy drogue, if right side down initiate reserve deployment. It may still be advantageous to deploy drogue even if right side down.

Drogue release handle pulled prior to deployment of drogue
Immediately deploy drogue.

Unable to locate drogue
Check drogue has not prematurely deployed, if not immediately initiate reserve deployment.

Unable to deploy drogue
Immediately initiate reserve deployment.

Drogue Fall

Drogue does not inflate
Pull drogue release handle after 6-8 seconds.

Drogue detaches / breaks
Immediately initiate reserve deployment.

Cannot locate (Or Pull) drogue release handle
Pull secondary drogue release handle.

Cannot locate (Or Pull) secondary drogue release handle
Immediately initiate reserve deployment.

Drogue bridle becomes entangled
Have one attempt to clear, if unsuccessful initiate reserve deployment.

Main container opens during drogue fall
Pull drogue release, be prepared for a malfunction.

Left arm incapacitated by injury or by student
Pull secondary drogue release handle, if cannot locate secondary drogue release handle, with right hand immediately initiate reserve deployment (Cross chest pull on reserve).

Right arm incapacitated by injury or by student
Pull primary drogue release handle, if cannot locate primary drogue release handle immediately initiate reserve deployment.

Unable to locate either drogue release handles
Initiate reserve deployment immediately.

Primary Drogue Release Handle Pulled

Main Malfunctions
Cut-away and initiate reserve deployment.

Inflated drogue does not release
Pull secondary drogue release handle.

Inflated drogue in tow
Immediately initiate reserve deployment.

Drogue deflates but does not release
Pull secondary drogue release handle.

Deflated drogue in tow
Immediately initiate reserve deployment.

Drogue detaches / bridle breaks on drogue release pull

If main does not deploy initiate reserve deployment. If main canopy starts to deploy after reserve deployment, cut away main canopy.

Tandem Emergencies

SIGMA

Exit Phase (Before Drogue Fall)

Bag out immediately on exit
Deploy drogue, as main canopy deploys expect malfunction. If cannot deploy drogue, disconnect RSL shackle, pull cutaway handle, attempt release of main risers and pull reserve handle.

Unstable on exit
Have one good attempt to rectify student's position to gain stability. If unsuccessful, deploy drogue preferably in a face to earth position.

Side spin
Implement side spin recovery procedures. If unable to recover and left side down, deploy drogue. If right side down, pull reserve handle. It may still be advantageous to deploy drogue even if right side down.

Unable to locate drogue
Check drogue has not prematurely deployed, if not pull reserve handle.

Unable to deploy drogue
Two attempts to deploy drogue. If unsuccessful, immediately pull reserve handle.

Drogue release handle pulled first
Deploy drogue immediately.

Student interference
If student grabs left arm, attempt to free left arm, if unable, deploy drogue, consider releasing drogue at altitude. If student grabs right arm, attempt to free right arm, if unable, deploy reserve with left hand. If student grabs both arms, attempt to free arms and follow left or right arm procedure depending which has been freed first.

Drogue Fall

Drogue entanglement with videographer or skydiver
Release RSL shackle, pull cutaway handle, attempt release of main risers, pull right drogue release, track away, pull reserve handle.

Drogue does not inflate
Big arch, to maintain stability, pull either drogue release handle after 6 to 8 seconds.

Drogue detaches / breaks
Immediately pull reserve handle.

Cannot locate (Or Pull) left side drogue release handle
Pull right side drogue release handle.

Cannot locate (Or Pull) right side drogue release handle
Pull left side drogue release handle.

Unable to locate (Or Pull) either drogue release handles
Immediately pull reserve handle. If left arm is incapacitated pull RSL upward to release Trulock pin, then outward to direct pull on reserve pin.

Drogue bridle or drogue becomes entangled with instructor or student
Have one attempt to clear, if unsuccessful immediately pull reserve handle.

Left arm incapacitated by injury or by student
Pull right side drogue release handle. If can't locate right side drogue release, with right hand immediately pull reserve, by pulling RSL upward to release Trulock pin, then outward to direct pull on reserve pin.

Right arm incapacitated by injury or by student
Pull left side drogue release handle, if can't locate left side drogue release handle, immediately pull reserve handle. If main malfunctions, free right hand, pull cutaway handle and pull reserve handle. If unable to free right hand, pull reserve handle.

Container opens in drogue fall
If main malfunctions, pull cutaway handle and pull reserve handle.

Drogue release handle pulled

Main Malfunctions
Attempt to capture student by hooking legs, if time and altitude permit. Pull cutaway handle and then pull reserve handle.

Main deployment bag lock malfunction
Pull cutaway handle, attempt release of main risers, pull reserve handle.

Inflated drogue does not release
Pull both drogue releases at the same time. If an inflated drogue in tow, pull reserve handle.

Deflated drogue does not release
If a deflated drogue in tow, an open container, release RSL shackle, pull cutaway handle, attempt release of main risers, pull reserve handle.

Tandem Emergencies

STRONG IN NEXT CONFIGURATION

Exit Phase (Before Drogue Fall)

Bag out immediately on exit
Deploy drogue, release drogue immediately and expect malfunction – (If cannot deploy drogue) cut-away and deploy reserve.

Unstable on exit
Try to physically rectify student's position to gain stability, if unsuccessful deploy drogue preferably in a face to earth position.

Side spin
If left side down, deploy drogue, if right side down initiate reserve deployment. It may still be advantageous to deploy drogue even if right side down.

Drogue release handle pulled prior to deployment of drogue
Immediately deploy drogue.

Unable to locate drogue
Make second and third attempt to locate drogue again, check drogue has not prematurely deployed, if not immediately initiate reserve deployment.

Drogue handle comes off
Drop handle, reach back to drogue pouch, grab cordura cap fabric and throw as normal.

Drogue Fall

Drogue is thrown but not above tandem pair
Check if drogue has been thrown. If drogue pouch is empty, roll to side (right shoulder down) to allow clean air to free drogue from burble. If after 2 attempts of this method the drogue is still not up pull reserve.

Deflated drogue in tow
Proceed with skydive as normal, pull 1000ft higher to allow for a slower deployment.

Drogue detaches / breaks
Immediately initiate reserve deployment

Cannot locate (Or Pull) drogue release handle
Pull secondary drogue release handle

Cannot locate (Or Pull) secondary drogue release handle
Immediately initiate reserve deployment

Drogue bridle becomes entangled
Have one attempt to clear, if unsuccessful initiate reserve deployment

Main container opens during drogue fall
Pull drogue release, be prepared for a malfunction

Left arm incapacitated by injury or by student
Pull secondary drogue release handle

Right arm incapacitated by injury or by student
Pull primary drogue release handle, if cannot locate primary drogue release handle immediately initiate reserve deployment.

Unable to locate either drogue release handles
Initiate reserve deployment immediately.

Primary Drogue Release Handle Pulled

Main Malfunctions
Cut-away and initiate reserve deployment.

Inflated drogue does not release
Pull secondary drogue release handle.

Inflated drogue in tow
Immediately initiate reserve deployment.

Drogue deflates but does not release
Pull secondary drogue release handle.

Deflated drogue in tow
Immediately initiate reserve deployment.

Drogue detaches / bridle breaks on drogue release pull

If main does not deploy initiate reserve deployment. If main canopy starts to deploy after reserve deployment, cut away main canopy.

N.B. in the event of an aircraft emergency & exiting on main canopy pull primary drogue release handle before exit & then deploy drogue.

Tandem Emergencies

SWS FIRE

Exit Phase (Before Drogue Fall)

Bag out immediately on exit
Deploy drogue, release drogue immediately and expect malfunction – (If cannot deploy drogue) disconnect RSL, cut-away and deploy reserve.

Unstable on exit
Try to physically rectify student's position to gain stability, if unsuccessful deploy drogue preferably in a face to earth position.

Side spin
If left side down, deploy drogue, if right side down initiate reserve deployment. It may still be advantageous to deploy drogue even if right side down.

Drogue release handle pulled prior to deployment of drogue
Immediately deploy drogue.

Unable to locate drogue
Check drogue has not prematurely deployed, if not immediately initiate reserve deployment.

Unable to deploy drogue
Immediately initiate reserve deployment.

Drogue Fall

Drogue does not inflate
Pull drogue release handle after 6-8 seconds.

Drogue detaches / breaks
First check for bag out, if not then immediately initiate reserve deployment.

Cannot locate (Or Pull) drogue release handle
Pull secondary drogue release handle.

Cannot locate (Or Pull) secondary drogue release handle
Immediately initiate reserve deployment.

Drogue bridle becomes entangled
Have one attempt to clear, if unsuccessful initiate reserve deployment.

Main container opens during drogue fall
Pull drogue release, be prepared for a malfunction.

Left arm incapacitated by injury or by student
Pull secondary drogue release handle, if cannot locate secondary drogue release handle, with right hand immediately initiate reserve deployment using RSL.

Right arm incapacitated by injury or by student
Pull primary drogue release handle, if cannot locate primary drogue release handle immediately initiate reserve deployment.

Unable to locate either drogue release handles
Initiate reserve deployment immediately.

Primary Drogue Release Handle Pulled

Main Malfunctions
Cut-away and initiate reserve deployment.

Inflated drogue does not release
Pull secondary drogue release handle.

Inflated drogue in tow
Immediately initiate reserve deployment.

Drogue deflates but does not release
Pull secondary drogue release handle.

Deflated drogue in tow
Immediately initiate reserve deployment.

Requirements to attend a British Skydiving Tandem Instructor Course

Candidate Name: _____

British Skydiving No: _____ **British Skydiving Licence No:**_____

In preparation for your British Skydiving Tandem Instructor course, you must complete/possess the following:

1. **Hold at least a valid CSBI, TBI or AFFBI rating**

2. **Have a minimum of 800 logged jumps***

   Total number of jumps:_____

3. **Have a minimum of 8 hours freefall time logged***

   Total accumulated freefall time: _____

4. **Written recommendation of your CI**

   CI Name: _____ CI Signature: _____

5. **Hold a current British Skydiving Tandem Medical Certificate (Form 116)****

   Tandem Medical Certificate Expiry Date:_____

6. **Completed and fulfilled the requirements of the British Skydiving TI Proficiency card (form 254e) and present this on the first morning of the course.**

7. **Completed a minimum of 50 jumps in the last 12 months**

   No. jumps in last 12 months: _____ Date of last jump: _____

8. **Made a descent as a student Tandem parachutist within the previous 6 months**

   Date of Tandem jump: _____ CI Signature: _____

   Tandem Instructor Name: _____

9. **Have read and be fully familiar with the manual for the equipment to be used**

   Tandem container system to be used: _____

10. **Be competent and qualified to pack the equipment to be used**

    Date Packing Certificate issued: _____

    Date Tandem endorsement added: _____

**This must be clearly demonstrated in your logbook*
***A Tandem medical must be both stamped and signed by your Doctor/AME*

Note: *It is highly recommended that TI candidates have observed and practised Tandem briefings and Tandem reserve harness drills prior to attending the TI course. Tandem briefings and reserve harness drills should be performed while under the direct supervision of at least a current TI.*

THIS PAGE MUST BE COMPLETED AND BROUGHT WITH YOU TO THE TI COURSE

Items To Bring To Your British Skydiving Tandem Instructor Course

When attending your Tandem Instructor course, you *must* bring the following with you for presentation to the Course Examiners/Evaluators. *Failure to do so will result in you being withdrawn from the course:*

- Valid British skydiving membership (with at least a CSBI/TBI/AFFBI endorsement) ❒
- British Skydiving Instructor Course Details Sheet ❒
- British Skydiving Licence / FAI 'C'-Certificate (Red) ❒
- Written recommendation from your CI ❒
- British Skydiving TI Proficiency card (form 254e) available on British Skydiving website: ❒
  (Copy of form 254e can be found at the end of this document)
- *All* your personal logbooks (correctly written up and up to date) ❒
- A fully endorsed and stamped packing certificate (endorsed for your equipment) ❒
- A stamped and signed Tandem Instructor Medical Certificate (Form 116) ❒
- The Tandem system and student harness you intend to train with ❒
- The manufacturers manual for your Tandem equipment ❒
- Complete (and original) documentation for your Tandem equipment, to include:
- Reserve packing data card ❒
- Form 112A – Tandem Equipment Record of Inspection and Checklist ❒
- Form 112B – Tandem Equipment Main Parachute Packing/Inspection Log and 100 Jump Record of Inspection and Checklist ❒
- Form 112D – Tandem Student Harness Airworthiness Inspection ❒
- Form 112E – Tandem Equipment Repair/Modification/Component Replacement Log ❒
- Audible altimeter ❒

If you do not possess a manufacturers manual for your equipment, manuals can usually be downloaded from the manufacturers web site.

It is also recommended that you may wish to consider bringing the following with you:

- All teaching aids required for presenting Tandem briefs ❒
- A suitable helmet, jumpsuit, gloves, altimeter and goggles for your “live” student ❒
- A suitable knife and pouch for your Tandem bag ❒
- Any writing aids that you may feel are appropriate ❒
- Lesson plans detailing your Tandem briefing (to give to the Examiners) ❒
- Any candidates attending a Tandem Instructor (TI) course should ensure they bring a set of spare ancillaries bag such as, main closure loops, spare primary and secondary release handles and where possible a spare drogue. This may allow the candidates to continue on the course should they lose any handles or if any damage is found on the drogue.

Please ensure that you bring the required documentation with you on the course, failure to do so will result in you being withdrawn from the course! If you have a problem with any of the course documentation, please let the Course Director know (via British Skydiving HQ Offices) prior to attending the course.

Notes:

British Skydiving Tandem Instructor Proficiency Card (Form 254e)

www.britishskydiving.org

5 Wharf Way, Glen Parva, Leicester LE2 9TF
Tel: 0116 278 5271, e-mail: info@britishskydiving.org

TANDEM INSTRUCTOR (TI) PROFICIENCY CARD

DETAILS OF APPLICANT

Title (Mr. Ms etc) & SURNAME_____

FORENAMES_____

ADDRESS_____

_____

POST CODE_____E-MAIL ADDRESS_____

BRITISH SKYDIVING MEMBERSHIP NUMBER_____LICENCE NUMBER_____

TI PROFICIENCY REQUIREMENTS

Prior to attending a TI Course the candidate must have completed and recorded (on this form) the following:

a. Fitted a Tandem student harness on 3 occasions.
b. Carried out 3 successful simulated Tandem canopy control descents & landings using a large docile student type canopy.
c. Delivered at least 3 successful Tandem briefs as per their Parachute Training Organisation (PTO) lesson plans.
d. Proficient in suspended harness drills on 3 occasions for the Tandem system being used.
e. Successful Tandem packing of the main parachute for the system being used on 3 occasions.
f. Completed the candidate declaration.

These requirements are the minimum requirements and the candidate should practice more if required

THE FOLLOWING ARE TO BE EVALUATED BY A CHIEF INSTRUCTOR (CI) NOMINATED TANDEM INSTRUCTOR.

SUCCESSFULLY FITTED A TANDEM STUDENT HARNESS ON 3 OCCASIONS

1) Date:_____ Evaluator:_____

2) Date:_____ Evaluator:_____

3) Date:_____ Evaluator:_____

CARRIED OUT 3 SUCCESSFUL SIMULATED TANDEM CANOPY CONTROL DESCENTS AND LANDINGS USING A LARGE DOCILE STUDENT TYPE CANOPY WITHIN THE PREVIOUS THREE MONTHS

NB: Candidates may do some or all of these descents having acted as a Tandem Student on a Tandem descent providing they are allowed to fly and assist with the landing of the Tandem canopy.

1) Date:_____ Jump number:_____ Evaluator:_____

2) Date:_____ Jump Number:_____ Evaluator:_____

3) Date:_____ Jump Number:_____ Evaluator:_____

CARRIED OUT 3 SUCCESSFUL TANDEM BRIEFS

1) Date:_____ Evaluator:_____

2) Date:_____ Evaluator:_____

3) Date:_____ Evaluator:_____

Form 254e(i) **Issue 5, Dec 2019**

FULLY PROFICIENT IN SUSPENDED HARNESS DRILLS FOR THE SYSTEM BEING USED ON 3 OCCASIONS

1) Date:_____ Evaluator:

2) Date:_____ Evaluator:_____

3) Date:_____ Evaluator:_____

FULLY PROFICIENT IN MAIN PARACHUTE PACKING FOR THE SYSTEM BEING USED ON 3 OCCASIONS

1) Date:_____ Evaluator:_____

2) Date:_____ Evaluator:_____

3) Date:_____ Evaluator:_____

CANDIDATE DECLARATION

I am fully familiar with the British Skydiving Tandem Instructor Manual.

I am fully familiar with the Tandem Equipment Manual for the system being used.

I am fully familiar with the Tandem Equipment being used.

I have adequate knowledge of the British Skydiving Operations Manual.

I have completed all the requirements of this proficiency card.

I meet the requirements in the British Skydiving Operations Manual to attend the British Skydiving Tandem Instructor Course.

Name:_____ Signature:_____

Date:_____ British Skydiving Membership No.:_____

CI DECLARATION

I am satisfied that the candidate has demonstrated the ability to carry out all proficiency requirements for attending a Tandem Instructor Course.

Name:_____ Signature:_____

Date:_____British Skydiving membership No.:_____British Skydiving Licence/FAI No.: _____

Maintaining the highest safety standards in our sport.