



For immediate release . . .

Contact: Dan Poynter (805) 968-7277

# Retaining AFF Students

Two of the greatest challenges in skydiving are getting students and keeping students. Many people come out to the skydiving center, make a jump, get their certificate—and never return. The sport and the industry will never grow and prosper unless more students can be persuaded to jump again—and again.



Jan Meyer has risen to the challenge by writing *Parachuting Manual with Log for Accelerated FreeFall*. Dan Poynter's Para Publishing publishes *PML-AFF*. "The object is to retain more of our novice jumpers by providing them with concentrated study materials" says Poynter. "Knowledgeable students perform better; and when they do well, they enjoy themselves more. If they are having fun, they will return for more jumping, join the club, buy equipment and become members of the skydiving community. Therefore, training manuals are an investment in the future of our sport."

*PML-AFF* is a 36-page, pocket-sized condensation of AFF training that may be reviewed at home during the week. Some of the basics covered are how to move about the aircraft, exits, body position, flying, malfunction recognition, emergency procedures, canopy control, landings, and hand signals. There are freefall tables and regulations as

well as parachute nomenclature and function. A brief log in the back of the manual allows the student to record his or her first seven AFF dives.

*PML-AFF* is part of Para Publishing's *Manual with Log* series. *Parachuting Manual with Log* is the most successful book on skydiving ever published. Through 25 years, 18 printings, several extensive revisions and three major editions (the change from round canopies to ram-air and conventional containers to piggyback and now the addition of AFF training), more than 300,000 copies of three basic versions are in print.

Jan Meyer is an AFF instructor with more than 2000 jumps and an MS in physics. Editor of the *Sport Parachutist's Safety Journal*, Jan knows skydiving and how to write teaching materials.

*Parachuting Manual with Log for Accelerated FreeFall* is available from many parachute dealers and skydiving schools as well as direct from the publisher for \$3.95 (plus \$.80 for air shipping, add .31 cents sales tax to California addresses). Para Publishing, PO Box 8206, Santa Barbara, CA 93118-8206 USA. <http://ParaPub.com>

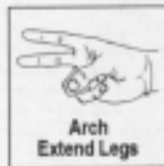
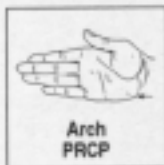
-30-



***Parachuting Manual with Log for AFF*** by Jan Meyer, fourth revised edition, ISBN 1-56860-068-2, LC 91-6811, 4 x 6, 36 pages, 34 illustrations and tables. 38,000 in print. \$3.95. Para Publishing, P.O. Box 8206-940, Santa Barbara, CA 93118-8206 USA. Tel: (805) 968-7277, Fax: (805) 968-1379, [info@ParaPublishing.com](mailto:info@ParaPublishing.com), web site: <http://ParaPub.com>. Photographs of the book and/or author are available on request.

## Hand signals

Hand signals vary throughout the world. Consult your instructors for the hand signals used at your DZ.



12

## AFF dive sequences

Level One  
Hotel check  
Exit  
COA (Circle Of Awareness)  
3 PRCPs (Practice RipCord Pull)  
COA  
5-5 signal  
Pull at assigned altitude. . . .



A Level One exit from a King Air

Level Two  
Hotel check  
Exit  
COA  
3 PRCPs  
COA  
Coordinated body movement, team turn or head high/head low maneuvers  
COA  
5-5 signal  
Pull at assigned altitude. . . .

Level Three  
Hotel check  
Exit  
COA  
PRCP, Heel clicks (optional)  
Release  
Hover, COA  
5-5 signal  
Pull at assigned altitude. . . .



Hover on Level Three

13

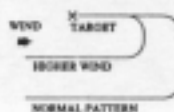
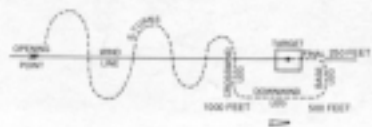
## Canopy ride and landing

**Visual check:** Look at your canopy. Make sure it is rectangular and the lines are straight, clear and free.  
**Controllability check:** Test your canopy for proper operation. Unstow the brakes. Turn right. Turn left. Flare.  
**Minor problems:** End cell closure, twisted lines and slider-up occur frequently. They are minor problems, but if they can not be corrected by 2000 feet, you should perform emergency procedures for a partial malfunction.



As long as you descend within the "wind cone," you will have the ability to get back to the wind line and hit the target.

**Determine winds:** Look for the wind sock, smoke, etc. Stay upwind of the landing area until ready to fly the landing pattern.



Which way is the wind blowing? Are you drifting toward or away from the target? Your instructor will explain the steering of your reserve canopy.

Representative  
Interior  
Pages