



For immediate release . . .

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Improving Student Retention

The growth and future of the sport of skydiving depend upon two things: Getting students and keeping students. Getting students is the minor challenge while keeping them is the major problem. Students who stay with the sport, fill our aircraft, buy equipment, join USPA and add to our political strength in numbers. Those who drop out are lost—probably forever.



Too many students come to the DZ, make their first (and only) jump, gather their certificate and leave—never to return. Maybe they only planned to make one jump but what if they could be talked into making another and another? Many dropzones are giving a training text to first jump students to aid student retention.

Students are given Dan Poynter's *Parachuting Manual with Log* when they sign up. *PML* is a pocket-sized condensation of the first jump course which may be reviewed at home during the week. Some of the basics covered are how to move about the aircraft, exits, body position, the count, malfunction recognition, emergency procedures, canopy control, landings, and spotting. 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 few weekends of jumping.

“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.”

Parachuting Manual with Log is the most successful book on skydiving ever written. Through 22 years, 18 printings, several extensive revisions and two major editions (the change from round canopies to ram-air and conventional containers to piggyback), more than 300,000 copies are in print. This edition covers the Static-Line and Tandem courses. There is another version for Accelerated FreeFall.

Dan Poynter, D-454, is the author of 81 books and more than 500 magazine articles, many of them on parachutes and skydiving. Past chairman of the board of the U.S. Parachute Association and past president of the Parachute Industry Association, he is a master Rigger and parachuting Instructor/Examiner with more than 1,200 jumps. He was instrumental in the establishment of the USPA Jumpmaster and Instructor programs.

Parachuting Manual with Log is available from many parachute dealers and skydiving schools as well as direct from the publisher for \$2.95 (plus \$1.00 shipping, add .24 cents sales tax to California addresses). Para Publishing, P.O. Box 8206-925, Santa Barbara, CA 93118-8206 USA. Tel: (805) 968-7277.

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Parachuting Manual with Log by Dan Poynter, ISBN 1-56860-057-7, LC 84-27374, ninth revised edition, softcover, 4 x 6, 24 pages, \$2.95. Para Publishing, P.O. Box 8206-925, Santa Barbara, CA 93118-8206 USA. Tel: (805) 968-7277, Fax: (805) 968-1379. info@ParaPublishing.com. <http://ParaPub.com> Photographs of the book and/or author are available on request.

THE COUNT

Normal Procedures



1. **ARCH-THOUSAND.**
Exit aircraft, hand arch, arms and legs spread, head back.

2. **LOOK-THOUSAND.**
Maintain arch, tuck in chin and look at the main ripcord handle.

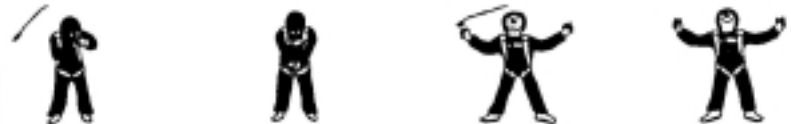
3. **REACH-THOUSAND.**
Maintain arch, bend arms at elbows and grasp ripcord handle.

4. **PULL-THOUSAND.**
Maintain arch, pull vigorously going back out into the spread position, head back.

5. **CHECK-THOUSAND.**
Check the canopy (look back over your shoulder for pilot chute hesitation, malfunction, etc.). Body may roll slightly.

(The canopy normally opens between REACH-THOUSAND and PULL-THOUSAND (34 seconds) but you must continue the count through CHECK THOUSAND (5) and pull the practice ripcord handle. Practice the entire count of nine.)

Emergency Procedures for total malfunctions



6. **LOOK AND REACH THOUSAND.**
Let go of the main ripcord. Locate and grasp the release handle with the right hand and twist.

7. **PULL-THOUSAND.**
Push the release handle full down with both hands.

8. **SPREAD-THOUSAND.**
Spread hands to clear cables from housing. Let go of handle. Look and reach for reserve ripcord handle. Push full down.

9. **ARCH-THOUSAND.**
Return to arch and spread. Let go of handle. (Attempt to pull reserve even if self-activated.)

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EMERGENCY PROCEDURES

Emergencies such as aircraft failure, equipment malfunctions and descending under the canopy into dangerous areas are rare but they DO occur. Be Prepared! Practice the corrective measures for each of the possibilities so that your reactions will be quick, correct and sure if the need should arise.

A. AIRCRAFT EMERGENCIES

1. Engine out and structural failures: Listen carefully and follow the commands of your jumpermaster.
2. Opened parachute: Try to contain it. If it STARTS out the door, FOLLOW IT QUICKLY.

B. CANOPY MALFUNCTIONS (Failure to inflate properly). If uncontrollable, initiate reserve procedure. These are some of the canopies you could see when you look over your shoulder on the fifth count:



Line twists. Spread risers and throw legs in same direction. Do not release brakes until unstated. Breakaway may be necessary.

Broken suspension line: Correct with toggles.

Broken steering line: Release other brake and steer with both risers. Flare landing. If you cannot make canopy fly straight, breakaway and pull your reserve.



Slider hang-up. Halfway: Toggles to catch for two seconds then let up slowly. Repeat. (Pump).

At canopy or caught in line: Breakaway and pull your reserve.

Pack closure: pull the reserve.

Winged ailer: Toggles to catch for two seconds then let up slowly. If spin continues, breakaway.

Combination malfunction: Correct for line twist first.



End cell closure: Toggles to catch for two seconds then let up slowly. Repeat if necessary. OK to land if not spinning.

Pilot chute over leading edge: Control with toggles or breakaway.

Rips & tears: Control with toggles or breakaway.

Student in tow: Signal jiv to cut static line by placing hands on harness.



Good canopy: Once the toggles are up, the slider should be down, with the canopy rectangular and flying straight.

Two canopies out: Breakaway main when clear of reserve.

Turbulence: Keep canopy inflated by flying at half brakes.

Small recovery: Let toggles up to chest first, then slowly let up to full flight.

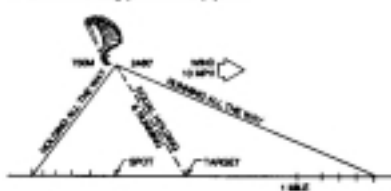
Your instructor will explain reserve canopy malfunction recognition/procedure.

Practice the exit, full count and the corrective procedure as outlined by your instructor for each malfunction.

Canopy control: Wind determination and steering the canopy. A three minute ride.

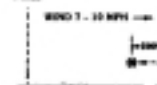
After Opening:

- LOOK UP:** Check the canopy: rectangular, flying straight, slider down, no twists and end cells inflated. Down AAD, if required. Show ripcord handle. Grasp steering loops "toggles."
- TRAFFIC CHECK:** Are there any jumpers flying in front of you?
- CLEAR BRAKES AND SLIDER:** Push steering toggles down to catch for count of two. Let toggles up. Repeat, if necessary.
- CONTROLLABILITY CHECK:** Right turn 360°, left turn 360°, half brakes, flare.
- LOOK DOWN:** Get oriented. Find the target and wind sock. Determine the wind line and head toward it. Check altimeter. Listen or watch for ground instructions. Get halfway back before halfway down.
- FLY** to landing pattern entry point.



As long as you descend within the "wind cone", you will have the ability to go back to the wind line and hit the target. If the wind is high and you are backing up, fiftail so you can see where you are going.

LANDING:



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.

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Representative
Interior
Pages