

What does it take for an instructional rating holder to renew their yearly rating?
(assuming you have kept current previously and have had your rating more than a year)

Where is this information? (IRM)

- | | |
|------------------------|--|
| Coach | - 15 "Coached" jumps (latitude as to what "Coached" is) |
| | - taught or assisted with general part of FJC |
| Tandem instructor | - 15 tandem jump in past year, one within last 90 days |
| | - has conducted training or complete review in Category A |
| AFF instructor | - 15 "AFF" jumps (lot of latitude as to what "AFF" is) |
| | - has conducted training or complete review in Category A |
| Static line instructor | - jumpmaster 10 static line students (or 10 experienced jumper |
| | simulated students), jumpmaster 5 freefall students |
| | - has conducted training or complete review in Category A |
| IAD | - jumpmaster 10 IAD students (or 10 experienced jumper simulated students), jumpmaster 5 freefall students |
| | - has conducted training or complete review in Category A |

Static line rigging

- show rig
- explain how original design is rubber bands only
- explain why break-cord is needed
- surgeons knot or many knots

Static line handling

- hold static line high
- keep slack in static line short to minimize wind pulling on it

discussion on problem students

- slow exit
- falling off step
- ?

Spotting

Start them early if they are not afraid-

- because they are unlikely to spot on later loads going to higher altitudes
- because when it gets cold we don't want the door open that long

Get them on their knees as early as possible so they can identify landmarks

- easy transition to diving exit

Get them handling the door as early as possible so they feel more in control of the jump

Separate presentation if desired-

Fitting student gear to students when rig has an adjustable lift web

Other topics- AFF? Tandem? Coach?

Exiting all small Cessnas

1. Jumpers must get up to their knees in time to check their gear
(unless they are sitting back to the dash)

Loading and exiting the C206

1. Weight as far forward as possible
2. Load airplane like the picture unless in conflict with #1
3. Jumpers in back must be ready to move forward as jumpers in front exit
 - A. This includes when someone gets out low!
 - B. This means the jumpers in the rear must get up if someone exits at 4000!

Tammy's items

Airplane emergencies, be thinking about altitudes and what to do and guiding students and experienced jumpers towards actions

Refresh students minds on aircraft emergencies and preparedness and always thinking of what to do and when

Be ready when below 3k for quick action, above that there's a little time to act, but not always depending on the emergency

gearing students, recommended progression, and reasoning, and then reiterate the important points