Coach/Instructor Meeting 3-2-19

1. Radios
	1. Larry found a good article about good radio operators; ground prep, radio procedures, radio commands, turns, maintaining direction, flares, emergencies, and malfunctions
	2. Don’t have to say a lot, but do speak calmly with a nice, steady (yet loud) voice
	3. Don’t be afraid to repeat yourself because the student might sometimes not hear the first command
	4. Will also go through radio operations on hop and pop day; goal would be to get all radio operators on the same page speaking the same language so that students are expecting the commands; if they expect to hear “left turn”, it makes it easier for them to hear “left turn”
	5. Maybe radio operators should fly the patterns to better learn the altitudes
	6. New radio operators should watch experienced jumpers (maybe on hop and pop day?) and get a better picture of altitudes
	7. Runway cones are 200’ apart, so this can be used to line up jumpers
	8. Difficult to steer students when they fly into the sun; sometimes just have to wait for them to come out of it
	9. If students don’t let go when they should, they can sometimes get out way past the spot; radio operator needs to remind that student to steer to a clear, open area
	10. We’ve gotten better feedback about putting two radios on each student
	11. Chris ordered some adapters that feed into some speakers glued into the helmets; might work; some dropzones have helmets with built-in speakers, but they aren’t made any more; most dropzones hang radios around the students’ necks
	12. If you are a coach/instructor, then you should be obliged to run radio **BUT**, if you aren’t trained, don’t do it
	13. Always good to have a second person when you’re running radio for a second set of eyes or to help someone who had a hard landing
	14. Signal to tell the SLI not to put students out is if someone parks the golf cart on top of the tarp or pulls up the tarp completely; if the tarp is obstructed, don’t put students out
	15. Good to train people how to use air-to-plane radios; also, document the frequencies used and how to change them on the radios
2. Traffic patterns/maps
	1. Want to do something new, bigger, better; full wall-size map we can write on with dry-erase markers; map attached to the wall with glass/Plexiglas covering that can be quick-changed in case it gets grody after a while
	2. Could also do a laminated hanging map that can easily be taken off and put on the floor to better show north/south/east/west
	3. Tandem room will now be the rig room; all club-owned rigs will be stored there, rather than just tandem rigs
	4. Banana’s company can do up to 60” wide printing so this may be a good way to go
	5. When going to other dropzones, you commonly get a briefing before jumping; Burble also has a feature that lets you indicate someone has been briefed before jumping; implement this briefing? If so, who should do it? Instructor? DZC?
	6. Burble has a feature that lets you report to manifest if you landed off; has options for I’m fine and walking back or send help, etc.; only works if people have their phones with them
	7. Used to have landing pattern map online that showed patterns and landing areas; may bring this back and revamp it
	8. New maps should also show high performance landing area with respect to demolition of old hangar and location of new building
	9. New pea pit is also up for discussion, but likely won’t happen before new building is done
	10. We can get some paint or baseball chalk and lay out a temporary pea pit
3. Accuracy
	1. Try and instill a sense of accuracy and reaching goals; should help them focus more on landing patterns and safety
	2. This should prevent them from freaking out when turbines come
	3. Current wind sock location may not be ideal; should it be DZC’s job to put out the wind socks/tarp?
	4. New wind banners might be a good idea; whoever sets them out needs to realize they telescope; two banners, one at triangle and one near current pea pit, would be good for both jumpers and pilots
	5. Any new wind sock at almost any location will be influenced by its surroundings; down by the triangle would be a good place
4. Safety day/PRO stuff
	1. We will be doing a PRO day on hop and pop day to help people get their PRO ratings
5. Instructor bios
	1. Would help new students better learn the instructional staff and possibly have an email address so students can get in contact with
	2. Could also help with student retention
	3. Would be good to have pictures of yourself; also, good to take pictures of your S/L class; “I just taught this group of people to skydive! Yay!”; would be great to post on the public FB page
6. AFF
	1. Some of the rigs will be modified for AFF
	2. There is an extra pocket on the back for the reserve side instructor
	3. Michael Wadkins is known for being a good AFFI; he could be the one to teach the AFFI course; AFFI course is very involved; cost is $450~$500 per person; 2-day pre-course where he will put you through the paces of being an AFFI before the actual course; pre-course jumps are great for coaches to be better coaches and better flyers;
7. Video stuff
	1. Several people have asked about being camera flyers; talk with TI’s
	2. Since TI’s need 200 jumps to use hand cams, we will put together a camera flyer course to show people how to shoot video, edit video and so on
	3. Would be nice to have a few people to do this while new TI’s get their 200 jumps before using a hand cam; also makes you a better flyer
	4. Videos can be attached to planes, but the attachment can not be permanent and can not disrupt movement or airflow; talk to Larry
8. Go online and download the new SIM; read through it and know the new stuff
9. Coaches can only work under the direct supervision of an instructor; there needs to be an instructor on the ground for a coach to coach; pilot can not act as instructor at all; there needs to be a separate instructor
10. PA system in new building is pretty much functional; internal speakers are up and running, outside speakers will be up soon
11. Weather station will be brought up at a later date
12. Remember to teach students how to collapse a parachute once landed to avoid getting drug; run around to the downwind side of the canopy and pull one toggle
13. We have an altimeter trainer to use with the hanging harness
14. Seems the USPA is looking to move toward more of an academy setup where you have to travel somewhere else to get your rating
15. Hanging harness
	1. Some students have short arms and can’t completely pull cables out of housings during a cutaway; teach students to clear cables
	2. Crete has a system that connects the risers to the harness so when they cut away, there is a brief drop to simulate the trap door
	3. We have a steel frame to hang from the ceiling to mount the harness to as a hanging harness
	4. Can try a tablet to show the malfunction videos