

**COMMUNICATING
with the
JAPANESE TANDEM
PASSENGER**

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This thesis was written as part of my Instructor "A" rating. December 1997

ABOUT THE AUTHOR

I first started jumping, 15 years ago. A static line course which was part of the entry procedure for the Special Air Service Regiment. While in the Regiment I nominated myself for the Freefall troop, not knowing at the time what this decision would mean in the future.

After leaving the Military, I moved back to my home state Tasmania, where I continued to jump with the local skydiving clubs. In 1993 I started to obtain my instructor ratings, (AFF and Tandem ratings) and by the end of that year I had decided on a life style change, a working holiday. I wanted to work in the industry for a while, and so that meant moving to the mainland. By doing this, I would gain a lot more exposure to all facet of skydiving, and to help me gain more experience.

I eventually ended up working for Sydney Skydivers, for a period of two years, with a couple breaks through the winter to go snow skiing, and a trip back to Tasmania, where I gained my Inst., B, rating. The experience and exposure I gained while working in Sydney has set me up well for what has become a fair bit more then a working holiday.

I am currently working for Skydive Guam, as Manager and Senior instructor. Having just completed two years with Tandem Skydive Saipan.

I have nearly 4000 jumps, and over 2000 of them being Tandems. I have competed for Australia at two World Para-Ski meets. The last one in April of this year, in Italy been my most successful where I placed 14th overall.

I am married and my wife Mikiko is expecting our first child, early next year. I started out jumping 15 years ago as a means to enter the SASR and now I find myself working full time in the industry, thinking to myself does this extended working holiday ever have to END.???

COMMUNICATING WITH THE JAPANESE TANDEM PASSENGER

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INTRODUCTION.

Tandem Skydiving has been with us for over fifteen years now, and has allowed thousands upon thousands to experience the exciting thrill of Skydiving in a relatively safe environment. It has also been a great stepping stone for many to continue on in the sport of Skydiving.

Tandem Skydiving can be attributed to many changes in the way that skydiving has been conducted in recent years. We have gone from small club operated, weekends only jumping. The club members would turn up each weekend for a few fun jumps and for instructors, maybe a couple of work AFF, Tandem jumps or dispatching a few S/L students, have a few social drinks at the end of the day and then head home for another working week.

Well hasn't things changed. The small clubs are been over run by business orientated Tandem operations. For every club drop zone there must be two to three Tandem operations now. Tandem operations are opening up all over the country, especially on the Eastern sea board of Australia and in other areas pending on the summer and winter the holidays and the tourist seasons. Where ever there is a good market of Tourists or a decent local population you find a Tandem operation not to far away. These Tandem operations once up and running can be a great source of income for the operator and Tandem Master a like. Good enough in most markets to employ several Tandem masters full time.

As soon as these markets started to show potential, so did the competition. So operators had to start looking at many areas of there operation to try and hold onto their market share. This meant having good Market strategies in place, being price competitive and having very efficient and Professional Staff.

My thesis is directed towards, these many Tandem operations, large and small, and the Tandem master. I want to deal with the efficiency and handling of the Japanese tourist. The Japanese are second only to Australians in the number of tandem jumps per year. They are our biggest customer, in the international tourist market. Figures provided by the Australian Parachute Federation, show that the Japanese Tandem passenger represented around 10% of the Tandem market for the years 1995/96 *. I have written this thesis to assist all those that come in contact with the Japanese, namely the office staff and the Tandem Masters. I want to help them to be able to communicate with them in the Japanese language.

I feel that this thesis can be a benefit in four ways. 1, It can make the operation more attractive to the Japanese booking agents if they know that the staff can communicate in their language. (This could be used as a good marketing tool to attract more Japanese agents). 2, Will allow the Japanese to be handled in a lot more efficient way. 3, For the small operator who may only see the occasional Japanese, they could use the Japanese brief to their benefit. 4, The Tandem Master can also benefit from this, by learning the key words to assist them in there jump and for the more senior Tandem Master, who can put sentences together, and may wish to learn how to give the whole brief in Japanese.

Having worked in this industry for some years now, I have accomplished more then 2000 Tandems and over 75% of them have been Japanese. At first I could not communicate with them at all, but as their numbers grow I started to pick up a few words to get me by. Now with the market I work in 95% are Japanese, and I have found it essential to know more then 'lets go' and 'legs up' in Japanese. Not only is it easier to handle them but it also helps in covering all the safety aspects of the skydive.

I picked up the language by taking classes and picking words up here and there from the occasional Japanese customer that could speak English well enough to help me. I have put together this thesis from what I have learnt over the years to help those in the same predicament I was in when I first started and to save them all the trouble that I had by putting this all together in the one booklet.

I hope this thesis will be helpful for those in the need.

* Year	Japanese	Total	Percent Japanese
1995	3727	36859	10.11%
1996	4109	41596	9.88%

THE JAPANESE LANGUAGE

There are no languages in the world that bear any resemblance to the Japanese language. It is unique in every way. The only relief you may get when learning to speak Japanese is when you are talking about something that the Japanese language doesn't have a word for. In this case they would adopt the English word for it, but they would change it a little to help them with the pronunciation. For example: there were no forks used in Japan hundreds of years ago, so they have adopted our word but changed it slightly. They write it in Romaji as "fo-ku," but it sounds very similar.

Romaji is the Japanese alphabet for us English speakers, it allows us to read Japanese. The Japanese language is normally written in three different types of characters, these three types of characters can be converted to Romaji. 'The Japanese Briefing' at the end of this thesis is in Japanese characters. All the Japanese words that I will be giving you to learn will be in 'Romaji'.

So what I want to do now, is give you some help in pronouncing Romaji. Here are your vowels, they can be pronounced in a short form or long form,

When pronounced short:

alike the "u" in but and cut

ilike the "i" in pin and ink

ulike the "u" in put and full

elike the "e" in end and egg

olike the "o" in stop and fog

When pronounced long:

alike the "ar" in park and farm

i-ilike the "ee" in peel and feet

ulike the "oo" in pool and fool

elike the "a" in pale and fate

olike the "or" in port and fort

The consonants, k, s, t, n, h, m, y, r, w, g, d, b, z and p are pronounced as the consonants in English:

shlike the "sh" in ship and shell

chlike the "ch" in cherry and chimney

tslike the "ts" in nets and parents

jlike the "dge" in bridge and judge

Generally the "l"s in English are pronounced as "r"s by the Japanese, all "th"s are pronounced like "s," "sh," "j," or "z." They just don't have the "th" sound in their language. And "v"s are pronounced like "b."

Whenever you see double consonants in the Japanese words, (e.g., kk, pp) remember that you actually have to pronounce them like double consonants. In English, the double consonants are pronounced the same as single consonants. The best way for you to pronounce Japanese words with double consonants correctly, is to insert a very short pause between the two consonants:

NipponNi-ppon

NikkoNi-kko

cont.

No Japanese word ends in a consonant, they all end in a vowel. That is the reason why all those English words ending in consonants that have been adopted into our language are pronounced with an extra vowel added to the end. For example, fork becomes "fo-ku," and hotel is "ho-te-ru." One exception is "n." "N" at the end of a word is pronounced like the "n" in the English words "ping - pong," "Hong Kong."

If you have trouble making these consonants the Japanese way, your English pronunciation will be intelligible and will not be considered incorrect.

There are many different dialects spoken in Japan but the entire nation can speak the so-called standard language which is taught at school. It's not unusual while dealing with some one from Osaka to note a difference in their language, as compared to some one from Tokyo. All official documents, newspapers, novels, radio, and television use the standard Japanese. Which is also the Japanese that is spoken by Tokyo-ites.

One other problem that you may come across, is the "yes," and "no" answers to questions. When you are dealing with the customer, using English, keep your questions in the affirmative form. For example, the negative form is, "Don't you drink?", the customer would answer "yes." Meaning that is correct, he doesn't drink. But we would take it as "yes," he does drink. "Confused now," well how do you think the Japanese customer would be thinking when you go and crack a beer for them?. So you should ask instead, "Do you drink?" keep your question affirmative and you will find that a "yes," or "no," answer will be exactly what they mean.

There is a lot more to the Japanese language than this, but there should be enough to get you through the Romaji that I am giving you in this thesis. Learn the Romaji and keep using it as much as possible, and you will find that your pronunciation will improve. Along with the corrections that the Japanese may give you and their confused looks from not understanding, you will pick it up. It will make the Tandem jump a lot easier, especially when your customer is starting to stress a little prior to jumping. Communicating in their language can and will make all the difference.

THE JAPANESE PEOPLE AND THEIR MANNER

The Japanese are a very polite, and the more you learn the language the more you understand why. They have what is called a politeness level throughout their language. The Japanese language reflects the importance of interpersonal relationships in the society. Other languages, of course, have ways of expressing degrees of formality in a relationship or situation. But the Japanese have more ways than most, and they take them very seriously.

Formality is also present in the way they work and play, everyone and every thing has it's place, and a big part of formality is punctuality. The Japanese are very punctual, and they expect the same in return. For example: We have questioned many Tandem passengers that have done a Tandem in Hawaii, and their biggest complaint is that they had to wait to long to do the jump. They are not use to waiting, you give them a time to be there, then they are there, and so should you.

From an early age they are taught respect, courtesy, and the social status. You only have to look around yourself, in a train in Tokyo to see the vast difference between the same type of trip in Sydney. Although very crowded the Japanese respect each others space, the children will give their seat up for the elderly, and when speaking, nothing over a whisper. They can be so polite and courteous sometimes that it can be off putting for us Aussies. I have found quite often, when giving a brief to the Tandem passengers. I ask, do you understand and I get 'yes', when really they don't. This is not that unusual in that Australian's will say the same, but for different reason. Australian's will say 'yes' for fear of asking a stupid question and embarrassing themselves in front of their friends. Where's the Japanese will say 'yes' for they think it's being impolite and rude to the instructor by questioning them. When dealing with Japanese, it will stand out even more with the country folk, then with the people from the bigger cities.

So when they come to do a Tandem jump they are put in a very different environment, not only are they trying to get over the idea of jumping out of aircraft but they have to deal with the vast difference in culture and of course the language barrier.

Just a couple of things on the Japanese tour agent. When dealing with them you can never be to formal with them. To talk to them about doing business, you will very rarely get a answer from them straight away. They will take it back to head office for the decision. When dealing with their customers you should always keep them informed if there has been any problems, this will help you in the long term by showing your companies professionalism and care for their customers.

HOW TO USE

Japanese Romaji:

I have put the romaji all in order of how we would receive them. Starting from the office then gearing up, practices exits, sitting in the aircraft, gearing up in the aircraft, exit, flight under parachute, parachute landing, giving of certificates and taking photos. I have covered the complete brief for a Cessna 182 exit. Using this brief you should be able to, add on too or subtract where needed. This will allow you to be able to brief the student for a Navajo, Nomad or Twin Otter type exit.

The Japanese romaji is on the left hand side, with the English version on the right. Under the Japanese romaji, in brackets, is how we would pronounce their romaji. I did this for all of the romaji to help you out with the pronunciation. In the case of words like kudasai, (please), it is repeated so many times, so I have given you the pronunciation only on the first few occasions.

With the romaji words that I have chosen to describe what we need them to do, you will find that you may already know and use a different word that will cover the same subject. For example: Parachute landing can be said in one of two ways, parachute oriu or parachute chakuchi. You may come across this quite often, as I did when I first started learning Japanese. What romaji I have given you here, I use myself everyday, and don't have any problem with the customers understanding. The biggest problem I had while trying to learn the language, was the pronunciation and to over come that I just persisted with it, speaking Japanese at every opportunity, and giving the customer a laugh or two on the way, I may add.

Tandem briefing in the Japanese Kanji:

The Tandem brief in the Japanese kanji has been included in this thesis to mainly assist those smaller Drop Zones that may only have the odd Japanese Tandem customer throughout the year. So I have included a copy of the Pink card in the Japanese language just in case you only have the English version of it. They can read the Japanese one and fill out your English one.

On each page of the brief in Kanji, I have also given the English version. This is so you can see what the Japanese customer has read, as you may have slight differences in your exits etc., and wish to show them something different to suit your operation. As with all translations, there can be some problems with it, especially when going from English to Japanese. The translators that were used for this thesis, have been briefing Japanese Tandem passengers for two years now, and they had to change a few things, so as to make it easier for the customer to read. There is also some words that have been used that the customer would not understand, so the translators have add a small explanations at the end of each section where needed.

THE JAPANESE TANDEM BRIEF IN ROMAJI

In the office:

Ohayou Gozaimasu (oh-hah-yoh goh-zah-ee-mahs)	Good morning
Konnichiwa (kohn-nee-chee-wah)	Good afternoon
Kochirani suwatte kudasai. (kohn-chee-rah-nee soo-waht-teh koo-dah-sah-ee)	Please sit down here.
Koreo yonde kinew shite kudasai. (koh-reh-oh yoh-deh kee-nehw shee-teh koo-dah-sah-ee)	Please read this and write down where needed.
Koko ni sain o onegaishimasu. (koh-koh nee sah-in oh oh-neh-gah-ee-shee-mah-soo)	Please sign here.
Mibunshoumeisho o misete kudasai. (mee-boon-shoo-meh-ee-shoh oh mee-she-teh)	Do you have some ID, show it to me please.
Oshiharai wa donoyouni itashimasuka (oh-shee-hah-rah-ee wah don-noh-yoh-nee ee-tah- -shee-mah-soo-kah)	How would you like to pay?
Video to shashin wa doushimasuka (toh shah-sheen wah doh-shee-mah-soo-kah)	Do you want video and stills or not?
Shibaraku omachi kudasai. (shee-bah-rah-koh oh-ma-chee)	Please wait for a while.

Meeting and Gearing up:

Konnichiwa (kohn-nee-chee-wah)	Hello / Good Afternoon
Watakushi no namae wadesu. (wah-tah-koo-shee noh nah-mah-eh wahdeh-soo)	My name is
Onamae wa. (oh-nah-mah-eh wah)	What's your name?
Anata wa Eigo hanasemasuka. (ah-nah-tah wah eh-ee-go hah-nah-seh-mah-soo-kah)	Do you speak English ?
Jump sutu o kite kudasai. (soo-tsoo oh kee-teh)	Please put this jump suit on.

cont.

Kontakuto lenz o shitemasuka. Do you have contact lenses ?
(*kohn-tah-koo-toh lenz oh shee-tah-mah-soo-kah*)

Tsukete kudasai. Please put on these goggles.
(*tsoo-keh-teh*)

Tai jyu wa How much do you weigh ?
(*tah-ee duo wah*)

Dai jo bu OK
(*dah-ee joh boo*)

Ikimashou Let's go.
(*ee-kee-mah-shoh-oo*)

Practice exit Cessna 182:

Watashi o mite kudasai. Please watch me.
(*wah-tah-shee oh mee-teh*)

Motto chikaku ni kite kudasai. Please come closer.
(*moh-toh chee-kah-koo nee kee-teh*)

Atama ni kiotsukete kudasai. Please watch your head.
(*ah-tah-mah nee kee-oh-tsoo-keh-teh*)

Watashi ga mihon o misemasu. I will demonstrate for you.
(*wah-tah-shee gah mee-hoh-n oh mee-seh-mah-soo*)

Koko ni suwatte Sit here.
(*koh-koh nee soo-wah-teh*)

Agete Up
(*ah-geh-teh*)

Seiza o shite kudasai. Sit on your knees.
(*seh-ee-zah oh shee-teh*)

Ushiro ni sagatte Move back
(*oo-shee-roh ni sah-gah-teh*)

Watashitachi ga ikimashou to Please wait until I say "let's go"
(*wah-tah-shee-tah-chee gah ee-kee-mah-shoh-oo toh*
iuno o matte kudasai.
ee-oo-noh oh mah-teh)

cont.

Ikimashou (<i>ee-kee-mah-shoh-oo</i>)	"Lets go"	
Ashi dashite (<i>ah-shee dah-shee-teh</i>)	Legs out.	
Migi ashi, hidari ashi (<i>mee-gee ah-shee, hee-dah-ree ah-shee</i>)	Left leg, right leg.	
Hiza magete (<i>hee-zah mah-geh-teh</i>)	Knees bent.	
Ude o kunde (<i>oo-deh oh koon-de</i>)	Cross your arms.	
Ago agete (<i>ah-goh ah-geh-teh</i>)	Chin up.	
Ready set " GO "		
Hikouki kara jump shitara, (<i>hee-koh-oo-kee kah-rah jump shee-tah-rah</i>)	As soon as you leave the aircraft,	
suguni oheso o dashite, (<i>soo-goo-nee oh-heh-soh oh dah-shee-teh</i>)	immediately push your belly button out,	
ryoashi o ushironi magete, (<i>ryoh-ah-shee oh oo-shee-roh-nee mah-geh-teh</i>)	both legs bend back,	
karada o sorashite kudasai. (<i>kah-rah-dah oh soh-rah-shee-teh</i>)	Arch your body please.	
Ton, ton to tataitara, (<i>tonn, tonn toh tah-tah-ee-tah-rah</i>)	When I tap, tap,	
ude o hirogete. (<i>oo-deh oh hee-roh-geh-teh</i>)	bring your arms out.	
Parachute ga chakuchi toki, (<i>gah chah-koo-chee toh-kee</i>)	When parachute is landing,	
ashi o wasurezuni agete. (<i>ah-shee oh wah-soo-reh-zoo-nee ah-geh-teh</i>)	remember legs up.	
Wakarimasuka (<i>wah-kah-ree-mah-soo-kah</i>)	Do you understand ?	
Renshou shimashouu (<i>rehn-sho-oo shee-mah-shoh-oo</i>)	Let's go practice.	
Ganbatte (<i>gahn-bah-teh</i>)	Try your best.	cont.

In the aircraft and exit:

Oshiri o shita ni shite suwatte kudasai. Please sit on your bottom.
(oh-shee-ree oh shee-tah nee shee-teh soo-wah-teh)

Koko Here
(koh-koh)

Mae ni susunde Move forward
(mah-eh nee soo-soo-nee-deh)

Ushiro ni sagatte Move back
(oo-shee-roh nee sah-gah-teh)

Seiza o shite kudasai Sit on your knees please.
(seh-ee-zah oh shee-teh)

Agete Up
(ah-geh-teh)

Gogguru o tsukete kudasai Please put your goggles on.
(goh-goo-roo oh tsoo-keh-teh)

Ikimashou Lets go
(ee-kee-mah-shoh-oo)

Ashi dashite Legs out
(ah-shee dah-shee-teh)

Migi ashi, Hidari ashi Left leg, right leg
(mee-gee ah-shee hee-dah-ree ah-shee)

Ude o kunde Cross your arms
(oo-deh oh koon-deh)

Ago agete Chin up
(ah- goh ah-geh-teh)

Ready Set Go

The Flight Under parachute and Landing:

Kimochi ee desu ka Do you feel good ?
(kee-moh-chee ee deh-soo kah)

cont.

Watashi no ashi ni notte kudasai Please put your feet on top of mine.
(*Wah-tah-shee noh ah-shee nee noh-teh*)

Tatte Stand up
(*tah-teh*)

Parachute wa asoko ni chakuchi shimasu. Parachute landing over there.
(*wah ah-soh-koh nee chah-koo-chee shee-mah-soo*)

Nagame e desu ka The view is good ?
(*nah-gah-meh eh deh-soo kah*)

Chakuriku taisei o rensyu shite kudasai Please practice landing style.
(*chah-koo-ree-koo tah-ee-seh-ee oh rehns-yoo*)

Ashi agete, Motto Legs up, more
(*ah-shee ah-geh-teh*), (*moh-toh*)

Giving of Certificate and taking Photos:

Omedetou gozaimasu Congratulations
(*oh-meh-deh-toh-oo goh-zah-ee-mah-soo*)

Doutamashite You are welcome
(*doh-oo-ee-tah-mah-shee-teh*)

Shashin Photo
(*shah-sheen*)

Esyoni Altogether
(*eh-syoh-nee*)

Waratte Smile
(*wah-rah-teh*)

Sayunara Goodbye
(*sah-yoh-nah-rah*)

Here are a few more words that you may wish to include in your brief, when using a Nomad or Navajo type aircraft.

Mae ni aruite kudasai. Walk forward please.
(*mah-eh nee ah-roo-ee-teh*)

Doa no fuchi made susunde kudasai. Put your feet right on the edge of the door.
(*doh-ah noh foo-chee mah-deh soo-soon-deh*)

Questions and Answers

In this next section I want to give you some help in general conversation, and give you some words and numbers that may come very useful. The questions that I have given you here are the questions that are asked quite often by my students.

<p>Ichi nichi ni nankai tobimasuka (ee-chee nee-chee nee nahn-kah-ee toh-bee-mah-soo-kah) Shigokai desu (shee-goh kah-ee deh-soo)</p>	<p>How many jumps do you do in a day ? 4 to 5 times.</p>
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<p>Ima made ni nankai tonde masuka (ee-mah mah-deh nee nahn-kah-ee ton-deh mah-soo-kah) San zen kai desu (sahn zeh kah-ee deh-soo)</p>	<p>How many jumps do you have total ? 3,000 times</p>
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<p>Nansai desuka (nahn-sah-ee deh-soo-kah) San ju go sai desu (sahn joo goh sah-ee deh-soo)</p>	<p>What is your age ? 35 years old</p>
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<p>Doko kara kimashitaka (doh-koh kah-rah kee-mah-shee-tah-kah) Watashi wa Australa no Tasmania kara kimashita (wah-tah-shee wah.....noh.....kah-rah kee-mah-shee-tah)</p>	<p>Where do you come from ? I come from Tasmania, Australia.</p>
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<p>Sugoi eeVery nice (soo-goh-ee ee)</p>	<p>Saiko.....I feel really good. (sah-ee-koh)</p>
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<p>Kimochi eeFeels great (kee-moh-chee ee)</p>	<p>Kimochi warui....Feel sick (kee-moh-chee wah-roo-ee)</p>
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<p>KireiBeautiful (kee-reh-ee)</p>	<p>Kowai.....Scary (koh-wah-ee)</p>
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<p>Itai.....Pain (ee-tah-ee)</p>	<p>Dame.....Dont do it (dah-meh)</p>
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<p>Mou ichi do.....One more time (moh-oo ee-chee doh)</p>	<p>Chigau.....Wrong (chee-gah-oo)</p>
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<p>Chotto matte kudasai..Wait a minute please. (choh-toh mah-ted)</p>	<p>Atode.....Later (ah-toh-deh)</p>
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<p>Ichi banNumber one (ee-chee bahn)</p>	<p>MataAgain (mah-tah)</p>
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cont.

<p>Kumo.....Cloud (koo-moh)</p>	<p>Ame.....Rain (ah-meh)</p>
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<p>Arashi.....Storm (ah-rah-shee)</p>	<p>Sugoi kaze.....Very windy (soo-goh-ee kah-zeh)</p>
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Now I will give you Numbers and how to express Time in Japanese. This may benefit the office staff when dealing with the Japanese directly.

1.....ichi (ee-chee)	2.....ni (nee)	3.....san (sahn)
4.....shi/yon (shee/yohn)	5.....go (goh)	6.....roku (roh-koo)
7.....shichi/nana (shee-chee/nah-nah)	8.....hachi (hah-chee)	9.....ku/kyu (koo/kyoo)
10.....ju (joo)	100.....hyaku (hyah-koo)	1,000.....sen (senh)
18.....ju hachi (joo hah-chee)	225.....ni hyaku ni ju go (nee hyah-koo nee joo goh)	8,000.....hassen (hahs-sehn)
359.....san byaku go ju kyu (sahn byah-koo goh joo kyoo)	10,000.....ichiman (ee-chee mahn)	12,000.....ichiman nisen (ee-chee-man neesehn)

Time:

o'clock.....ji (jee)	am Morning.....gozen (goh-zehn)	pm Afternoon.....gogo (goh-goh)
1 o'clock.....ichi ji	2 o'clock.....ni ji	3 o'clock.....san ji
4 o'clock.....yo ji	5 o'clock.....go ji	6 o'clock.....roku ji
7 o'clock.....shichi ji	8 o'clock.....hachi ji	9 o'clock.....ku ji
10 o'clock.....ju ji	11 o'clock.....juichi ji	12 o'clock.....juni ji

Minutes are expressed by two different words depending on what minutes you are talking about. If you find it hard to remember which one is the correct one for that particular minute, just give them the one that you do know and you will find that they will still understand.

Minutes.....fun/pun (foon/poon)	1 minute.....ippun (eep-poon)	2 minutes.....ni fun (nee foon)
3 mins.....san pun / 4 mins.....yon pun / 5 mins.....go fun / 6 mins.....roppon / 7 mins.....nana fun		
8 mins.....happun / 9 mins.....kyu fun / 10 mins.....juppun / 11 mins.....ju ippun / 12 mins.....ju ni fun		

Nanji desu ka.

(nahn-jee deh-soo kah)

Ju ji ju go fun desu

(joo jee joo goh foon deh-soo)

Gogo yo ji juppun desu

(goh-goh yoh jee joop-poon deh-soo)

What time is it ?

It's 10:15.

It's 4:10 pm.

日本人のためのタンデム・スカイダイビング講座

THE TANDEM SKYDIVE BRIEF FOR JAPANESE



著者：アダム・デイビーズ
翻訳：さゆみ・コーン
監修：今谷 健太郎



AUSTRALIAN PARACHUTE FEDERATION

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PHONE (06) 281 6830 FAX (06) 285 3989

STUDENT PARACHUTIST

ISSUED DATE (交付日/月/年) EXPIRY DATE (有効期限日/月/年)

SAMPLE

ISSUED TO (氏名)

DOB (生年月日/月/年)

SIGNATURE OF HOLDER (本人署名)

このライセンスの所持者は、オーストラリア・パラシュート連盟の規則
組取の範囲内において、パラシュート降下(スカイダイビング)の訓練
を行うことができます。このライセンスはAPFが保有するものであり、地
域の保安係官もしくは連盟評議委員会は、これを即時取り消すことができ
る。パラシュート降下(スカイダイビング)を5回以上行えば、このライセン
スの常時携帯が義務付けられています。

096773

AUSTRALIAN PARACHUTE FEDERATION INCORPORATED MEMBERSHIP APPLICATION

オーストラリア・パラシュート連盟 入会申請書

SURNAME (姓)	GIVEN NAMES (名)	096773
-------------	-----------------	--------

Address (住所) Sex (性別)
Postcode (郵便番号) Citizenship (国籍)

Phone-Business (電話) (勤務先) Private (自宅)
Date of Birth (生年月日) / / 年

Occupation (職業)

Have you ever jumped before? (スカイダイビングの経験がありますか?) Yes/No Number of jumps (飛行回数)

Were you an APF Member? (過去に当連盟の会員でしたか?) Yes/No APF Number (APF会員番号)

CLUB CODE:
TANDEM AFF
S/LINE TANDEM/AFF

重要：裏面の注意事項をよく読んでから署名してください。

私、上記氏名の入会申請者は、オーストラリア・パラシュート連盟への入会申請に際し、パラシュート降下(スカイダイビング)、および他の付随活動を行うにあたっては、当連盟の規約を遵守することに同意します。また、パラシュート降下(スカイダイビング)の安全性に支障を来すような発言を持たないことを、ここに告知します。

署名 証人 日付 / / 年

こちらをお読みになり、英語にてご記入下:

Please read this pink card if the operation you are jumping with has only the English language version. Read this Japanese one and fill out the English card.

裏面もお読みいただき署名をお願いします

Please turn to the next page and read the back of the Pink card.

始めに

タンデム・スカイダイビングを行なうにあたって、より分かり易くその全行程を理解していただくために、段階ごとに構成された写真付きの説明文を読んでいただきます。

この説明文を読み終わり、書類の記入が完了したら、タンデムマスターを紹介いたします。ジャンプスーツ（つなぎ）を着たら、タンデムマスターがあなたの靴がスカイダイビングをするのに適切であるかどうか、またコンタクト・レンズを付けているかどうかを確認します。次に、タンデムマスターがハーネスをあなたにとって窮屈すぎないようにしっかりと装着します。最後に、ゴーグル（眼鏡用またはコンタクトレンズ用）を装着します。

- ※ タンデムマスター・・・あなたと一緒にタンデム・スカイダイビングをするインストラクター
- ※ ハーネス・・・タンデムマスターとあなたの連結器

The BRIEFING

What we are going to do now is, get you to read the briefing so that you will have a better understanding of the procedures that need to be carried out throughout the Tandem Skydive . Please note that this will be done in stages and there will be some photos for you to view , to help you to understand what to do .

Once you have completed the paperwork and read this brief you will be taken and introduce to your Tandem Master . Your Tandem Master will give you a jump suit or pair of overalls to put on , he will check to make sure that your foot wear is suitable for the jump and weather you are wearing eye contacts or not . The Tandem Master will then place a Tandem harness on you making sure of a firm but comfortable fit. You will then be given a pair of goggles to suit your needs , i.e. for glasses or contacts etc.

エグジットの練習

タンデムマスターがあなたの装備をしその点検を終えたら、航空機へご案内します。ここでは、タンデムマスターが「航空機搭乗中はどうするか」「エグジット」「フリーフォール」「着地」などの説明と実演をします。あなたにも実際に練習をしていただき、正しくできるかどうか確認します。次に、タンデムマスターが再度ハーネスの点検をした後、航空機に搭乗します。エグジットまでのおよそ10分から15分の間、指示をされた場所に座ります。

航空機に搭乗中やその周辺にいる時は、常にあなたのタンデムマスターの指示に従い、離れず、勝手な行動は謹んでください。

- ※ エグジット・・・航空機より飛び出すこと
- ※ フリーフォール・・・自由落下

PRACTICE EXIT

Once your Tandem Master has put your equipment on and check it , they will then take you to the aircraft or mock up and give you a brief on the procedures to be carried out , while in the aircraft , the exit , the freefall and the parachute landing . The Tandem Master will then get you to go through a practice of the exit , freefall and parachute landing , checking that you have the correct procedure and body position .

When the Tandem Master has done a complete check of your harness and equipment , you will then be led by the Tandem Master to the plane . Where he will instruct you where to sit . You will stay seated in this position for approximately ten to fifteen minutes , while the plane is climbing too the exit height .

Please note , at all times be listening for instructions from your Tandem Master and while you are near the airplane operation area , don't wander around , stay by your Tandem Master .

装備連結とエグジット

航空機よりエグジットする数分前に、タンデムマスターが最後の準備をするためにあなたに正座をするように指示をします。あなたのハーネスの両肩2ヶ所、両腰2ヶ所の留め具をタンデムマスターが自分の装備に連結します。そしてハーネスの全部分と自分の装備の点検をします。その後ゴーグルを装着します。中に風が入り込まないようにゴーグルと鼻の接点に隙間をつくらないようにしてください。そして、出口へ移動へしてくださいというタンデムマスターの指示を待ちます。



GEARING UP AND EXIT

A few minutes before your exit your Tandem Master will instruct you to get on your knees , so he can start doing the final preparation for exiting the aircraft . They will attach you to themselves at four points . Two attachments at the shoulders and two at the hips . They will then go through a equipment check . Checking all parts of your harness and there own equipment . When placing your goggles on , make sure they are well down on the breach of your noes , so as to not allow any wind to get in .

Then wait for your Tandem Master to give you the instruction to move too the door .

セスナ182からのエグジット

航空機の扉が開かれると、タンデムマスターの声が風の音に遮られて聞き取りにくくなります。準備ができ、タンデムマスターに「行きましょう」と言われたら、出口から左足、右足の順で車輪の支柱の上に両足を並べて乗せてください（正確な場所はタンデムマスターが指示をします）。続いてすぐに膝をまげ、しゃがみます。そして両腕を胸の前で組み、頭を後ろに反らしてください。この姿勢が整ったら、タンデムマスターがあなたを後ろより押すようにして、航空機より飛び出します。

※セスナ182・・・5人乗り、シングル・ピストン・エンジン航空機



CESSNA 182 EXIT

When the door is open you will notice a rush of wind and it will be a bit harder to hear your Tandem Master . When your Tandem Master is ready he will say , 'Lets Go'. At this stage you will start your climb out , place your left leg out on to the wheel strut , (this exact position will be shown to you by the Tandem Master) , then your right leg next to your left leg . With both your feet together and your knees bent , in a squatting position . You then need to cross your arms to the front of your chest and put your head back . The Tandem Master will then initiate the exit from the aircraft .

ナバホ、ノーマッドからのエグジット

航空機より飛び出すために出口へ向かう直前に、タンデムマスターがあなたに両足を前方に伸ばして座り直すように指示をします。そして「行きましょう」と言われたら、両手両足を使い、タンデムマスターと共に出口へ進みます。出口の縁に両足を揃えてしゃがみ、両腕を胸の前で組み、頭を後ろに反らして下さい。この姿勢が整ったら、タンデムマスターがあなたを後ろより押すようにして、航空機より飛び出します。

※ナバホ・・・10人乗り、ツイン・ピストン・エンジン航空機

※ノーマッド・・・16人乗り、ツイン・タービン・エンジン航空機

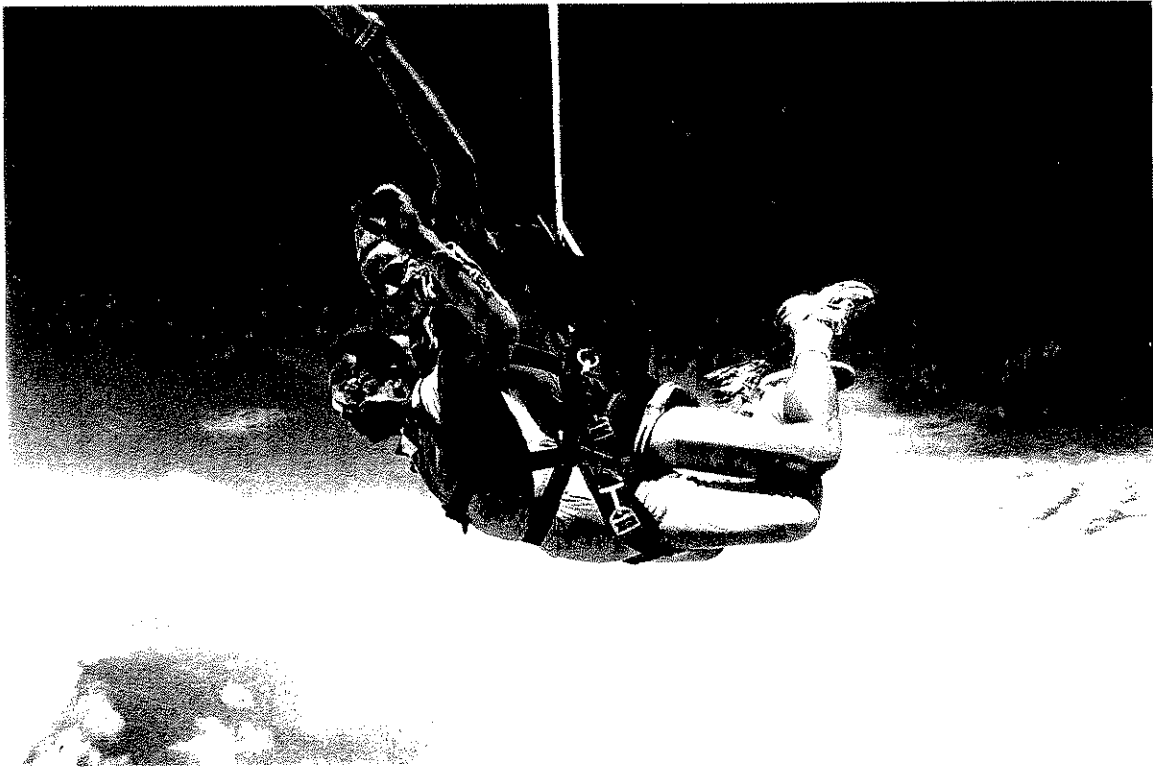


NAVAJO , NOMAD EXIT

Just before you move to the door, the Tandem Master will ask you to come up off your knees, by placing your feet out to the front. He will then say, 'Lets Go'. At this stage you will assist the Tandem Master by walking toward the door. Once at the door place your feet flat on the floor, together and right up on to the edge. Have your knees bent, your arms crossed to the front and your head back. The Tandem Master will then initiate the exit from the aircraft.

エグジットとフリーフォール

航空機から飛び出したらすぐに体を弓状に反らしてください。コツは、腰を前に突き出すようにすると同時に、しゃがんでいる状態の両足をタンデムマスターの両足の間で後ろに伸ばすことです。あなたの身体は、腰を最低辺とし、バナナの形のようにするのが理想的です。エグジット後およそ5秒後に肩を叩かれたら、組んでいる腕を自分の身体と平行に広げ、両肘を少し前に曲げてください。フリーフォール中に身体を弓状に保つことは重要です。身体のを抜くことによって、楽に良い体型が作れるはずです。また、エグジット中およびフリーフォール中は、決して航空機やタンデムマスターの身体を掴まないようにご注意ください。



THE EXIT AND FREEFALL

Immediately after leaving the aircraft we need you to go into a good arch position . To do this you will need to push your hips forward , at the same time take your legs from the squatting position and push them back in between the Tandem Masters legs . Your body should look like a banana with your hips being at the lowest point . Around 5 seconds after exit you will feel a tap on your shoulder , at this stage you should take your arms from across your chest and spread them out level with your body and with a slight bend in the elbows . A good arch position is essential in freefall . You will find that if you can relax a little this will help to achieve a good body position . Please note that at no stage throughout the exit and while in freefall do you grab for any part of the aircraft or the Tandem Master .

パラシュート飛行

パラシュートが開かれる時は、多少の衝撃を感じます。完全に開かれた後はとても静かになり、タンデムマスターとの会話が可能となります。パラシュート飛行中に、着陸時にとる姿勢の練習をすることもあります（両足全体をまっすぐ前に延ばし、その際に両手で両足を持ち上げる）。

タンデムマスターが着陸地点までご操縦するおよそ5分間のパラシュート飛行、そして景色をお楽しみください。

THE FLIGHT UNDER THE PARACHUTE

You will feel a slight jolt as the parachute goes through its opening procedure . Once the parachute is open you will notice how much quieter it is and at this stage you will be able to communicate with your Tandem Master . While you are under the parachute pry to landing your Tandem Master may ask you to do a practice 、 parachute landing , (bring your knees up with the assistants of your hands and place your feet up and out to the front) . The parachute flight will take approximately 5 minutes , enjoy the flight and the view while your Tandem Master is steering the parachute to the landing area .

パラシュート着地

地上およそ30メートルまで降下したら、タンデム・マスターが、「両足をあげてください」と言います。そうしたら両手で両膝の下を掴み、両手の力も使い両足を上にあげてください。着地の際に両足を上げることはとても重要です。着地時には、完全に停止するまでは絶対に両足を曲げたり、下げたりしないでください。

最後に

初めてスカイダイビングを体験する方にとって、タンデム・スカイダイビングはとても安全な手段です。これまでの多くの体験者のみなさんがおっしゃっていることですが、これほどエキサイティングなものはないでしょう。常にタンデムマスターの指示に従い、素晴らしい飛行を楽しんでください。



THE PARACHUTE LANDING

Approximately 30 meters from landing your Tandem Master will say to you 'Legs up'. At this stage reach down with your hands and place them under your knees. Bring your knees up with the assistance of your hands, and bring your feet up and out to the front. It is very important to keep your legs up at all times throughout the landing. At no stage of the landing do you drop your knees or your feet until you have come to a complete stop.

CONCLUSION

A Tandem skydive is a very safe way to experience your first skydive. You may never experience something as exciting as what you are about to do, again. As so many customers have said before you, please listen to your Tandem Master at all times, and have a great flight.

CONCLUSION

I hope that this thesis has been of some help to those Tandem operations that are handling the Japanese market. As we have been employing more Tandem Masters to work in the Micronesian Islands, we have found that quite a few of these Tandem Masters have seen the need to improve their knowledge of the language. Some have come from very busy Drop Zones, but only have a few basic Japanese words to get them by and yet they were taking Japanese customers for Tandems nearly everyday.

In putting together this thesis I hope that it has made it easier for you to learn to speak the Japanese language in relation to doing a Tandem Skydive. It can help in handling them from the office work, to gearing them up, the practice exit, in the aircraft, exit, freefall and the parachute landing, all the way through to saying goodbye at end of the jump. Things can only work smoother with a bit more knowledge of their language and I feel confident that the safety aspect of the jump will improve greatly. The Japanese customer will definitely appreciate it as well as the Japanese agent, and I feel that it would make your operation and yourself more attractive and more Professional to the eyes of potential customers that are wanting to go for their first Tandem jump.

Thats, what we are all striving for in the long term.

BLUE SKIES.

Adam Davies.

ACKNOWLEDGMENTS

I have been learning Japanese bit by bit over the past two years and have receive alot of help in the process, from the Japanese staff that I worked with. Not knowing that much of the Japanese language on arriving here in Saipan, Kentaro Imaaya, Kyong Hui Chon and Sayumi Kohn where a great help for me in tackling the Japanese language.

When putting the thesis together I draw on many of my skydiving colleagues, some having years of experience with the Japanses Tandem market, to some that had little to no experience, they all were a great help. Stephen Baker, Dave Crowe, Oleg Tchernychenko, John Stewart, Matt Bold, and of course the pilots Danny Lee and Paul "the Gimp" Gilmore.

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The books that I used in my research for this thesis where:

Japan: A hand book in Intercultural Communication. By Tomoko Koyama

Instant Japanese. By Masahiro Watanabe and Kei Nagashima

Learn Japanese: The fast and fun way. By Carol and Nobuo Akiyama

Last, but not least. I must thank my wife Mikiko for being my motivation for this thesis and for putting up with my late nights and endless questions on their language.