

Sport Parachutist

A large formation of Royal Marines parachutists is shown in a diamond shape against a clear blue sky. The parachutes are dark blue with red, yellow, and green horizontal stripes. The formation is composed of many individual parachutists, each with their own parachute, arranged in a precise diamond pattern. The sky is a deep blue, and the overall scene is one of precision and teamwork.

JUNE 1990

18 Way Diamond Another CRW jewel from the Royal Marines

A team of Royal Marines from past and present display teams gathered together at Netheravon at the end of April.

The plan was to practice a base 9 for an eventual 18 diamond CRW formation over the first weekend and start the big attempts during the week.

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*SP Ed - Full Report
CRW World Meet
Club Corner
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Editor's Note

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Sport Parachutist

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18 Way Diamonds. Photos by Simon Ward.

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WORLD FREESTYLE COMPETITION 1990



Skydiving reunion planned

● The next Northern California Skydiving Reunion will be held in Calistoga on August 4th and 5th. All parachutists who jumped during the 1960s are invited.

The last reunion in 1988 drew over 210 jumpers and their families. Some of the clubs represented were the California Parachute Club, The Golden Gate Sky Divers, Lincoln Parachute club, Diablo Skydivers, Calistoga Sky Divers, Schellville Skydivers, Yolo Parachutes Club, Chico Sport Parachute Club, and the Latin Skydivers. There were even a couple of old Skylarks lurking around the keg. There were a lot of low D license numbers and several of those who jumped before D numbers.

For more information on the August soiree, contact the Old Friends Association, Ed Nunes, 1924-A Hidden Valley Drive, Santa Rosa, CA 95404. Telephone: (707) 578-1959.

● The Parachute Industry Association will not be hosting its annual Riggers' conference in Muskogee, Oklahoma during the National's in July 1990. PIA has decided to make a change in its annual sponsorship of the Riggers' conference, a big change! PIA will sponsor the International Parachute Symposium Incorporating the Riggers' conference.

PIA, during its Summer 1989 Meeting, voted to hold the next Riggers' conference, now the International Parachute Symposium, during the winter of 1991 in Orlando, Florida. It was felt that an event held only a few months after this past conference in July was too soon both for organisational and attendance reasons. It is hoped that the move to the winter will enable those usually tied up with busy summer schedules to attend in greater numbers.

In addition, USPA and PIA are coordinating their winter meetings with the parachute symposium at the same location, during the week, so travel and lodging can be combined.

It is hoped the combined events will bring together the greatest gathering of parachute industry professionals, riggers, drop zones, and jumpers the skydiving scene has ever assembled in one place for the purpose of regulating, learning, and exchanging ideas and techniques.

It is hoped the event will attract interested individuals from around the world with the expanded agenda which will be of interest to more than just U.S. participants.

The parachute symposium will be held on 21, 22, 23 January 1991, in Orlando, Florida at the Holiday Inn International Drive Resort with tours planned on the 24th. a welcome cocktail party, and a banquet are also being planned. USPA and PIA board meetings are being planned for just before or just after the symposium. In addition, it is expected that many other activities will be piggy backed to the symposium making it a must attend event!

Registration information is being prepared and will be available in a couple of months.

● The Following ammendments were made to Appendix 1, (Rules for the Classic Events) at the Competitions Meeting of the 4th April 1990.

Appendix 1, Para 3 (Accuracy: Conduct of Event) sub-para a) should now read:

'g) At the end of the 8th round the top 20 male and the top 20 female individuals in the Senior event will qualify for the semi-finals (round 9). The top 10 male and the top 10 female individuals at the end of round 9 will qualify for the finals and will do the 10th and final round. The 9th and 10th rounds will be jumped as individual accuracy from a maximum height of 2,500 ft. to a minimum of 2,200 ft.'

Appendix 1, Para 4 (Style: Conduct of Event) sub-para c) should now read:

'c) At the end of the 3rd round the top 10 male female individuals in the Senior event will qualify for the final (round 4)'.

● The Royal Marines at Dunkeswell have recently taken delivery of a new BN2 Islander - check it out!

● This unusual shot was taken last May over the London Parachute School at Lewknor, and may be of interest of newcomers to the sport. The student, Giana Sacamani, was carrying out her first ever jump, and the main, due to twisted lines, was having trouble opening. Giana, following her training, acted as instructed and opened her reserve. She had a safe landing, but unfortunately is now too scared to jump!

If in doubt...



● In this unique competition, the freestylist and a cameraman form a team - the entries will be judged on the camera work as well as the freestyle. The preliminary round will be judged by videotape in early August. Deadline for video entries is August 1, 1990. The top 10 teams in each category will be invited to compete in the final rounds in Bryan, Texas. The finals will be held in conjunction with the TeXXas 20-Way Relative Work Competition on September 28-30, 1990. Entries must be unedited, unsplined, single skydives in either the solo female, or solo male categories. Music may be added to the tape before submitting it for judging. Sherry Schrimsher and Norm Kent will be judges for the preliminary round and Mike "Michigan" Sandberg will be the chief judge. The entry fee for the preliminary round is \$50.00, which includes a videotape containing the rules and an example entry. There will be an additional fee for non-NTSC format. Your entry must be submitted on the tape that we send to you. For more information or an entry form please contact Aggies Over Texas, Inc. 6120A Hwy 21 East, Bryan, Texas, 77803 at (409) 778-0245 (weekends) or call Mary Hankins/Steve Haskett at home (409) 693-0415.

● A B.P.A. Provisional Riggers Course will be held at Curtis Rigging Services Ltd. for one week commencing 3rd December, 1990.

Any B.P.A. member with two years in the sport may apply for a place on the course.

For further information contact John Curtis on Gainsborough 0427/614917.

John felt compelled to write the letter as he had played a lead role in supporting Steve's applications to become Editor but now felt that it had been a mistake. He was also writing it purely as BPA member and not in any official capacity.

Dear Jim,
I have just read my copy of the April 1990 issue of Sport Parachutist. I have some observations which I would like to record about the contents of what is, on the face of it, a well presented magazine.

Before doing so, and for the benefit of others who may subsequently read this letter, we should remember that as a sport, we are heavily funded by a Government department (the Sports Council) and we operate under permission from another Government department (the CAA), both of whom read our magazine. We know they do because in the past, they have criticised or otherwise commented on articles etc. contained therein.

Let us now look at what this bumper issue contains for us:

1. On page 2 we have an advertisement for the Boogie in Southern Africa, with Council Member Amanda Kenny's phone number as the contact. It sounds like a fun event to attend, but remember the Government attitude to sporting links with South Africa when you read an article about the same boogie later on.

2. Move on to page 5. Note a small mention about Pete Reynolds filming a new WARP video. The fact that the Association has agreed to contribute 60% of the costs is unfortunately omitted. Never mind, members may be able to find out about our support in some other way!

We also have one third of the page taken up with an "obituary", to Amanda Kenny's pet dog. Whilst her loss is most unfortunate, I doubt its value as an item in the magazine. Note also the gratuitous use of the photo which caused considerable dismay at the CAA when it first appeared, and which the Editor now takes an opportunity to reprint.

5. Then we arrive at Page 10, the correspondence column. Here, by careful selection of letters, use of comments, and where "appropriate", failure to use the "right of reply", which incidentally, the Editor champions elsewhere, we have a veritable hornets' nest of complaints, largely directed against you personally, or the council generally.

I do not know why, so long after the event, either Martin Evans chose to write his letter, or the Editor chose to print it. I do believe it is intended to be highly damaging to you, and vicariously, the Association. I believe the decision to print it was taken deliberately to provoke unnecessary comment about a matter which was concluded long ago. In my view, the Editor's decision was indefensible and intolerable.

We then have the predictable letter generated as a result of the blank space left in the last issue's correspondence column. Notice the Editor's voluminous reply, including his final appeal for support for his proposal for the magazine to become the, and I quote "unofficial" journal. By unofficial, based on recent events, I imagine the Editor means unanswerable, or perhaps uncontrollable. Finally, note the unnecessary comment about fax machines.

We then have the letter from Mr. Carlton about Tony Butler, which is not accompanied by any reply from Tony, from which people will no doubt draw their own conclusions. This can hardly help Tony's own position within the sport, or come to that, the Association's.

In conclusion, the overall tone of this section is of major dissent within the sport, and of considerable disenchantment with the BPA Council and its Chairman. Note the amount of editorial in relation to other copy. This is Editorial

SP Ed. The Background

freedom taken to the most excessive and in my opinion unacceptable extremes. It is thoroughly irresponsible journalism.

4. Let us now consider the article on Page 18. I wonder what the Editor's purpose was when declining to write this piece. It is highly selective in content, in that it seeks to show how badly Rob Colpus was treated, how poorly qualified John Hitchen is for the role, and how, despite representations from certain eminent quarters, the Council obstinately went ahead with its decision. There are several factual inaccuracies. Factual inaccuracies. The article is, in my opinion, designed to drive yet another wedge between members and the Council, and will undoubtedly be another cause celebre in coming months.

5. On Page 23 we have Amanda's article about the Bophuthatswana Boogie. This is the second year running that this report has appeared, despite previously aired comments that sports Council were disturbed by the situation, and in particular that senior people within the sport appear to support links with South Africa. Before anyone mentions "Southern Africa", note that in the article we are told that next year there will be organised trips into South Africa, both for sightseeing and for skydiving.

6. On page 28, we have a pointless piece of rubbish headed 'Hints for Would-Be Skydivers'. I am not sure whether the Sports Council would see this as helpful to their aims of increased participation and retention. I just thought it was a waste of space in the magazine.

I now come to the point of my letter. I regret that, despite having been instrumental in appointing Steve Eversfield as Editor, and having supported him throughout his "career", I now call for him to be dismissed from his post.

There is a vicious, critical and carping undertone to this magazine, which I for one find highly offensive. It cannot do anything either for harmony within the sport, or for our relationship with the Sports Council, the CAA and others, to read some of this garbage.

I want to be entertained and informed by our magazine. I do want to hear news and views, but I do not want to be regaled with whingeing tales from expatriate skydivers, carping articles by the Editor and so on. I want to see the magazine edited responsibly, with due regard to the wider issues that may be affected by what goes into print.

The magazine belongs to the Association. Of course it also belongs to our members, but Council is elected to manage matters on their behalf. It should not be hijacked by a morally bankrupt Editor for his own insidious purposes. If Council are doing things wrong, the Ballot Box is the proper place to change things, not the magazine.

In my opinion, and I write as someone who has sixteen years' worth of magazines kept at home, this issue is, for the reasons previously stated, the worst I have ever read.

Steve Eversfield must be dismissed immediately before his vicious pen achieves its apparent objective of anarchy within, and the ultimate destruction of, our sport.

Yours Sincerely
John Lines

To all BPA Council Members:

Whilst I am perfectly aware that John Lines letter of 30th April was addressed to Jim Crocker, and copied to the BPA Council, it was totally about me or the April edition of Sport Parachutist for which I was the Editor. Thankfully there are a couple of free minded individuals on the BPA Council who thought it was only fair that I see a copy of the charge sheet before sentence is passed on Thursday and my tenure as Editor is brought to an abrupt end. Although I have absolutely no confidence that this letter will change anyone's mind, it may at least serve the purpose of shortening Thursday's meeting and allow everyone the chance to get their expense claims in, have a beer in the pub and be home with their feet up before the News at Ten is over. Here are my observations on John Lines literary dissertation:

His comments about the Mmbatho Boogie seem to insinuate that there is a total embargo on reporting events in Southern or South Africa, or even printing the words South, Southern or South Africa adjacent to each other. If there is, it has never been communicated to me. John correctly states that this is the second year running that Amanda Kenny has written an article on this Boogie; in last year's article (Sport Parachutist, April 1989, Page 23) Amanda finished with the following sentences:

"There are several DZs in South Africa to be visited during a subsequent holiday. If anyone would like any details before next year I will be happy to provide them."

To the best of my knowledge the Gleneagles Agreement was in force then as well as now and the Sports Council's attitude has not changed in the last year, so why is it that John did not register any complaint then, could it be that it was less expedient to do so?

Let us move on to page five and Pete Reynolds' WARP video. The objective here is to prove that I deliberately and maliciously refused to acknowledge the BPAs donation to this film as part of my insidious plot to undermine the Association, this is not so.

Pete Reynolds wrote a personal letter to me requesting that I mention that he was doing the film. He made no mention of any BPA funding. I have searched through my minutes file and have come across only one reference to this subject. I would refer you to the Development Meeting Minutes of Tuesday 20th March, pages 2 and 3 under the heading of "WARP SYSTEM VIDEO - PETE REYNOLDS/SIMON WARD. Please note that there is absolutely no mention of any BPA contribution being approved whatsoever. Also note that the copy date for the April edition was the 30th March. If there was a reference to this matter in a subsequent meeting it is highly unlikely that I would have received the minutes early enough to have beaten this deadly.

I would like to point out that when the BPA Council members do tell what they are doing or what they would like to see printed, I react positively. If you look two inches to the right of the news item on the WARP Video you will see the piece about the "Memoranda and Articles" being updated; Lyn George was good enough to send me a letter telling me about it. Again, if you turn to page 42, there, pinned on the noticeboard is something entitled "BPA Council goes out to meet the members". Who wrote this informative little snippet? well bugger me, to use a popular phrase, if it wasn't John Lines! How did I know about this fine example of

democracy on the hoof? John sent me a letter, thank you John, if you hadn't sent me that information it would never have appeared in the magazine at all.

The objections to the obituary on Amanda Kenny's dog only prove that John Lines made a wise choice in not taking up a career in the media. Most of the world cried when Lassie didn't come home and mourned when Rin-Tin-Tin died. As the only skydiving dog that I am aware of I considered it to be an acceptable news item. My only comment in regard to the CAA is that they can now sleep sound in the knowledge that Katie won't be chalking her name on the board anymore for the next Islander lift at Netheravon.

John starts his complaints about the letters page by stating that they were carefully selected. In the April edition I printed every letter I received, there was no selection, or censorship.

The Martin Evans letter arrived in January, just too late to be included in the February edition. I was aware that it was sensitive and took the precaution of referring it to a solicitor so as not to repeat the libel fiasco that accompanied the February issue. A right of reply was not given because it was not necessary, the BPA were not involved so there was no BPA viewpoint to seek.

As for it being unnecessary to comment on a matter that was concluded long ago, Martin is still commonly referred to, both verbally and in print, as the chap that sued the BPA (Sport Parachutist, August 1989, Page 12). If it was so important to acknowledge the £3000 BPA grant for Pete Reynolds' WARP video how come a £178,000 damages award is not worth mentioning? The size of the Martin Evans payout and the circumstances leading up to it have never been reported in the magazine in any way at all, I felt it was time they were. As for it being concluded long ago, costs for the case have just been submitted for adjudication, it's not over yet.

My reply to so called "predictable" letter about the last issue's blank space was as detailed as it needed to be. I seem to remember being told by Council that my previous editorials were seen by members as being a BPA viewpoint so if I had anything to say would I please consign it to the letters page. I have complied to that request and have not written an editorial in the last two issues; I am still in the wrong it would seem. As for my comments about the fax being unnecessary? They were about as unnecessary as the slippery reason why Sue Dixon's proposal couldn't be voted on at this year's AGM.

Immediately after I received a copy of the April issue I phoned Tony Butler to apologise about the lack of reply to John Carlton's letter. John Lines knows Tony Butler too well for him not to know that this is the case, he is just mischievous making.

Before putting the letter in the magazine I spoke to Tony and told him that I was printing it with the following reply:

"All this letter seems to prove is that, contrary to popular belief, the NCSOs are more interested in seeing people jump than not."

Tony seemed quite happy with this reply. Unfortunately the other Tony (Lewis) omitted to put it in the magazine, it was a mistake which he acknowledges and apologises for. I, as I have already done, apologise also.

The article I wrote about the CIP delegate was a perfectly responsible piece on journalism. If you cast your mind back to the 5th March you will recall a letter from Tony Knight taking me to task for the content of the February issue of Sport Parachutist. He also chose to attach a personal letter which I hadn't received due to an addressing error. As well as being STC Chairman and CCI of Ipswich Parachute Centre, Tony revealed himself, as a

result of some unnecessary personal remarks, to be an expert on "Napoleonic willies (1769-1821)". In the course of further, and more restrained, communication between us Tony made the following observations on the content of the magazine.

"By all means raise contentious issues, ask public questions and examine them. If Council is ever in bad error it should be called to account and quality journalism is a very effective way of doing that."

I would maintain that the CIP article stayed strictly within the bounds of that statement. As for the content being selective, I agree, it was. I chose not to select the following quotes:

14th February 1989, letter from Chairman Jim Crocker to the then National Development Officer, Sue Dixon, about the forthcoming vote on the CIP delegate.

"I am a great believer, where possible, in preserving continuity. I think it is particularly so where, as in this case, the delegate has thus far carried out an outstanding job on behalf of the Association."

22nd December 1988, letter from John Hitchen to the Council.

"Council requested that anyone wishing to represent the Association as CIP Delegate should write a CV for consideration."

This came about because of a proposal by J.L. Thomas that I should be CIP Delegate and he be Alternate Delegate.

Having considered this proposal for some time, I can see no problems with the present arrangement. Rob Colpus has always represented the Association well.

I believe it is essential that a National Coach represents the Association at CIP as more and more CIP deals with safety matters and this is likely to increase in the future. The National Coach is current with all aspects of parachuting and will be aware, when important decisions are being made, of what will be in the best interests of the Association and its members. This representation need not be as Delegate but can adequately suffice as alternate.

What happened in 1989, did Rob Colpus stop doing an "outstanding job," did he fail to "represent the Association well"? The whole point of the article was that whilst there was a mass of material, comment and opinion supporting the status quo, there was nothing to justify Rob being replaced as CIP Delegate.

John Lines again displays his ignorance on magazine matters with his complaints about the "Hints for would be skydivers". Magazines do not magically fall into 48 or 52 page blocks by themselves, gaps appear, space has to be filled. Whilst agreeing that it was not straight out of the top drawer of articles, I am not so overburdened with material that I can be so picky.

As for the merits of this "pointless piece of rubbish", it was written by a pointless and rubbishy member from Swansea, Chris Jones, he also wrote the jargon dictionary on the opposite page. In his letter, which accompanied these articles, he informed me that it had been written for local consumption at his DZ and it had proved to be very popular. He continued thus:

"Sport Parachutist is good; I think you've done a remarkably impressive job to overcome the inherent problems of editing any 'house rag'. But it isn't overburdened with laughs, I thought it was more constructive to submit something than sit and complain."

Without input you have no magazine. If I took out the articles and letters from our "whingeing ex-pat", tugged a servile forelock at the Sports Council and removed all mention of any skydiving activity south of Zimbabwe, pretended that the whole of the BPA membership understood and applauded the decision on the CIP delegate and consigned all doggy

trivia to the dustbin, the magazine would have been a bit on the thin side.

John Lines has every right to have his opinion, but that's all it is. Trying to prop up his proposal that I am some form of literary terrorist by playing the Sports Council and CAA cards is a touch pathetic. Tom Oxley's letter, on its superficially impressive CAA headed notepaper, is nothing more than a prime example of the well greased "Old Boy Network" being cranked into action. I have sent a copy of his letter to Mr. T.E. Gill, the head of the General Aviation Department at the CAA, asking for his comments on Tom Oxley's use of official stationery to make personal observations about a BPA internal matter which has nothing to do with the CAA.

If John's opinion that this is the worst magazine in sixteen years were universal, I think I would have heard about it by now. I have been at DZs for the past two weekends and have had nothing but positive feedback; people I've never seen before have congratulated me on the style and content of the magazine. I have also had many letters of support, one came from as far afield as Canada. The ex-pat (whingeing or otherwise) in question was a chap called Mike Crow. It said:

"I'll begin by echoing the praise and adulation that people have been heaping upon you since you took over. SP is a massive improvement over what it was a couple of years ago, and if a few people get annoyed with you each issue, you've probably got the balance about right."

Whilst the balance in numbers seems to be pretty heavily in favour of my approach to editing the magazine, the weight is all on the other end.

I don't feel moved to make any response to my alleged "moral bankruptcy" and desire to "destroy the sport", except to say that it is untrue. Charles Port did a far better job than my morals would allow in regard to bankrupting the Association, as did a former STC Chairman to John Lines own club a couple of years back (neither of which was reported in the magazine).

In his letter John Lines has sought to paint as black a picture as possible about my editorship of the magazine; Sports Council about to withdraw their grants, CAA up in arms, anarchy on the DZs, blood on the streets, all because of me. I think he overestimates my influence and underestimates the members' intelligence. I read a lot of sports magazines, most adopt a totally independent viewpoint, feel free to question their governing bodies whenever necessary and prick a few sacred cows along the way. By doing this they retain their credibility with their readers and force the governing bodies to explain and justify their decisions. The statement "we were elected to manage matters on their behalf" is not an explanation, it's an excuse.

John Lines stated in his candidate details that main aim for seeking election in 1990 was to "close the credibility gap", does he honestly believe that my dismissal and a return to the traditional BPA approach of being "economical with the truth" will help him achieve this?

Steve Eversfield

SP Ed. - Report by Lyn George

On 17th May a Special Council Meeting was called at the BPA Offices at the request of several Council Members, to discuss the editorship of Sport Parachutist magazine. As a result of this meeting Steve Eversfield was dismissed as editor. This will no doubt appear to be a controversial decision to many members and may also come as a surprise. The intention of this article is to try to provide some facts as to why the meeting was called and the reasons behind what turned out to be a very heated and lively debate.

Steve Eversfield officially took control as Editor of Sport Parachutist in June 1989. Since that time most people believe the magazine content has improved tremendously, giving more informative articles and items, combined with the fact that, unlike previous issues, it was actually coming out on time.

Over the last few months though, there have been several complaints to the BPA about its editorial style from both Council Members and the membership alike.

This was highlighted in the February 1990 edition with the late withdrawal of Kevin Hughes letter, headed A1 Aggro, following the threat of legal action from the JNSCOs. It was for this reason that the subject was initially raised at Development Committee Meeting on 5/3/90. A large volume of correspondence had changed hands concerning this letter, and it was all circulated to Council Members prior to the meeting.

During this Meeting Jim Crocker stated that he felt the tone of Steve's letter acrimonious and totally out of order. Jim also felt that for an editor to persist in printing a letter that could or would result in legal action showed poor professional judgment.

A lengthy discussion took place between everyone present as to what "freedom" the editor of the magazine should be allowed to hold and as to whether or not Steve had exercised good editorial judgment. It was generally felt that there should be more cooperation and communication between the editor, Council and the BPA staff to alleviate any potential problems occurring in the future.

Following the publication of the April edition of SP two letters were written to the BPA Chairman expressing grave concern about the editorial style and the level of criticism directed against individuals within the BPA. One of these letters was written by Tom Oxley of the CAA. The other from John Lines, Treasurer.

John's letter highlighted specific areas in the magazine where he felt that Steve had shown poor judgement and in conclusion called for Steve's dismissal as editor (see attached letter).

As a result of both written and verbal criticism against the mag an extra Council Meeting was called on 17th May 90 to deal solely with the editorship of SP. As a result of the meeting being called further correspondence was received and circulated from Charlie Shea-Simmonds, John

Horne, Leo Dickinson, Martin Evans and also a reply to John Lines' letter from Steve Eversfield (again see attached letter).

Although called at short notice only Kerry Noble and Steve Treble were unable to attend due to annual leave. John Meacock attended the meeting as Vice-President along with Tony Butler and Sally Bates in attendance along with Dock Gays, John Curtis, Steve Hastings, Dave Waterman and Ray McGuire as observers.

Jim Crocker called the meeting to order and welcomed everyone. Jim emphasised the point that the meeting had been called to discuss the editorship and editorial style of the magazine and requested input from each council member in turn.

The overall opinion was that the magazine had improved tremendously over the last year (and that Steve should be congratulated on that) but several members felt that Steve was abusing his right as editor by including too much personal comment and editorial.

Many Council Members felt that much of this personal comment had a very damaging effect on the Sport in general in the way many outside bodies view us. The point was raised that although the SP is the official journal of the British Parachute Association there were no editorial guidelines laid out so therefore it was wrong to criticise Steve for the way he managed the magazine. Many members now enjoyed the style of the magazine and the fact that it reported on rather controversial items rather than ignore them. Tony Knight, Anthea and Lyn agreed that controversial subjects should be aired but that was a responsibility to report the subjects accurately and that this had not been the case on several occasions.

Dave Hickling pointed out that subject of South Africa had been discussed on previous occasions and was surprised to hear that Steve did not believe this to be the case. John Lines, Dave Hickling and Bob Card all felt that a vindictive, vicious streak had been added to the magazine by the editor. Amanda Kenny made the valid point that in her opinion the minutes produced from Council Meetings did not accurately reflect the depth of discussion and the decisions made at Council Meetings.

Steve Eversfield then took the opportunity to reply to some of the comments made. He stated that he was unaware that he could not publish articles on South Africa and that with reference to his editorial comment, he felt he could not act as a PR man for the Association. He felt that his style of writing was very popular with the members and that it was reasonable for an association to have a magazine with an independent viewpoint.

All in all Council seemed split on the right course of action. Several members were of the opinion that the fundamental problem was basic lack of communication between Council, the BPA staff and the members, and that Steve should continue as Editor but with some editorial

guidelines to assist him.

Several other members were of the opinion that Steve's attitude would never change and that he should be replaced as editor.

There were two proposals put before the table concerning the editorship. Amanda Kenny proposed that the Editor remain in position but that some editorial guidelines be drawn up. This was seconded by Bryan Davies.

For 5 (T. Knight, A. Lee, A. Kenny, L. George, B. Davies).

Against 5 (J. Crocker, B. Card, J. Lines, D. Hickling, J. Horne)

This proposal therefore failed. The second proposal was made by Kerry Noble in a letter that Steve Eversfield be immediately dismissed from the post of Editor of the magazine. This was seconded by Dave Hickling.

For 7 (T. Knight, D. Hickling, J. Lines, J. Crocker, J. Horne, B. Card, K. Noble (proxy))

Against 4 (A. Lee, A. Kenny, B. Davies, L. George).

This proposal was therefore carried. John Horne and Bryan Davies agreed to help produce the magazine whilst a new editor was sought. Steve was asked back into the meeting and informed of the decision, and asked if he had any questions.

Steve handed over to Council all the material for the next magazine, thanked the people present for their time and left. The meeting finished at 10.30 p.m.

Hopefully this has given a little background information into why the Meeting was called and why it generated so much debate.

All in all over 40 letters or pages of documents have been circulated concerning this issue and will no doubt increase over the coming weeks.

It would be very wrong for me to express any personal opinions on the subject in an article intended to be factual and to supply information concerning this issue. What I would like to say though is that a great many people, on council or otherwise, have spent a tremendous amount of energy to push some very strong opinions and arguments on this subject.

Some of the arguments were for Steve to remain as editor, some were against. All arguments were thoroughly aired at the meeting and votes were taken after listening to these arguments.

I would therefore encourage every member who wants to see how these sometimes difficult decisions are made to take time out to attend a Council Meeting or open forum.

After all, you voted the Council in.

Lyn George

Species Name -

SKYDIVASAURUS (Skī-dīvá-saw-rus)

General Description

Brightly coloured, financially ruined, highly optimistic biped of dubious origin.

Habitat

Usually found grouping in tribes predominantly in hutted 'Deezeds' at remote, desolate areas, or at the nearest watering hole after dark. Whilst most hibernate during the winter months, some fortunate individuals emigrate to warmer climates, returning with garishly decorated T-shirts.

Activity

Following long periods of inactivity, skydivasaurus will make repeated (futile) attempts to imitate birdflight, resulting in considerable thrashing of arms and legs whilst plummeting groundwards and landings reminiscent of the Gooney Bird. This is frequently preceeded by a ritual dance or "dirt dive" and followed by offering prayer to the Canopy God whilst kneeling on special packing mats. 'Going to Max' is a desire expressed by most of the tribe, but so far we have not met him.

Social Structure

The CCI is the Headperson, enforcing laws passed down from the Tribal Elders at BPAHQ. Instructors, pilots, Riggers, the Tea Lady, the DZ dog and D licence Skygods are afforded appropriate respect by the rest of the tribe. Inexperienced members are regularly reminded of their lowly position by having to pay for crates of beer at the whim of the CCI.

Reproduction

Repeated mating whilst under canopy seems to be unproductive, however there must be considerable frenzied 'relative work' elsewhere as there is no shortage of recruits to the tribe.

Language

The Skydivasaurus has a unique dialect involving extensive abbreviation of words - BPA, AAD, RW, CRW, CCI, PLF, AFF, WDI, WARP, RAPs, DZ, POPS, CAA, etc, etc. Furthermore, 'Boogies' and 'Zoos' are mentioned, though no disco dancing or caged animals have yet been observed.

Religion

The Money God and the Blue Sky God are the most fervently worshipped deities. Minor Skygods can usually be recognised by the close fitting ribbed headgear.

Conclusion

With a cohesive, progressive and flexible leadership, the sky is the limit for this species, however it must be remembered that pride comes before a fall, so Skydivasaurus has to cease its tribal infighting and bickering; Sport is supposed to unite individuals, not divide them.



Cartoon by Peter Stroud, Angel Graphics 1990



club corner 1...

SIBSON

Asquith Burrows

Its been a while since we had a 'club corner' page about Peterborough in the magazine, and while the experienced scene here is covered more ambitiously elsewhere in this issue, let's take this opportunity to give the students a mention.

We've cleared fourteen students for freefall this year so far, with many more 'bubbling under' at the moment. Because this is the first issue of Sport Parachutist they will have received, why not have a roll call.

Ian Peters
Paul Rossiter
Bob Parr
Neil Edwards
Simon Potter
Glen James
Mark Gilbey
Mike Stewart
Tim Ragdale
Ricky Dolphin
Richard Adams
Ian Trounson
Jack Delabye
Sevinc Salih

One of these heroes deserves a special mention. Mark Gilbey completed his basic training course and jumped for the first time at 4 o'clock on a Thursday evening. At 3 o'clock the following day he was despatched on his first free-fall. Now that's progression. He was unfortunately shot some hours later by a number of students who had been waiting ten weeks for their first three jumps, but there you go. It's the luck of the draw... combined with a bit of talent.

Well done to you all.

Category 8's awarded this year include:

David Lock
Mark Blanchard
Kev Topham
Shaun Higlett
Judi Bennett (at last!)
Adam Young
Allan Ramsay

Category 10's include:

Natalie Stear
Roger Millington
Joanne Millington
Claire Walsh

Reg Wayment ...and Tracy hall.

The Category 10s were all achieved on the WARP system and all those mentioned were presented with the customary Sibson engraved goblet and champagne.

So what's happening next?

Well, for a start there's the sequential 8 Way on 26/27 May, the BCPA nationals 2-6 July and the grown ups' nationals from the 4-12 August.

We conclude the year's time table with a 16 Way sequential competition on October 6/7, but before that... yes, it's 40 Way time again. On September 21 we begin our 2nd Annual 40 Way competition, so if you have 39 friends, and let's face it most skydivers don't, bring them along and join the party.

Along with the BPA instructors courses we've just finished, and the usual smattering of chaotic parties that accompany most functions here, that's about it... Oh yes, apart that its from the fact that we are open for skydiving at all levels, 7 days a week, year round. So whatever 'IT' is 'IT' is definately here at the moment... come and join in.

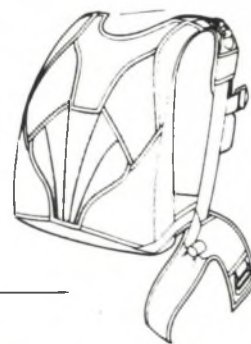
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CORRESPONDENCE



caused by repeated exposure to high altitudes? Perhaps the air is just too rarified up there after a time. Safety and the sport first, egos last should be the dictum in my view.

Regards
Graham Tottle
436892
C8830



FREE AT LAST

Dear Steve,

I'll begin by echoing the praise and adulation that people have been heaping upon you since you took over. SP is a massive improvement over what it was a couple of years ago, and if a few people get annoyed with you each issue, you've probably got the balance about right. Keep sticking it to them.

As one who has spent most of the last three years in North America, full time since last April, I can reliably inform you that skydivers are much the same sort of people everywhere; big egos, big mouths, fairly relaxed on most issues. Sometimes they get a bit heated; no problem. But when I opened the recent issue of SP to find half the letters page blacked (whited?) out owing to the threat of legal action between two senior members of the BPA, I started to wonder. BPA members suing each other when noone's even bounced? Calm down chaps, it's only a game.

Or is it? Part of the problem I have here is that I hardly ever hear any of the gossip going around the DZs in the UK. Perhaps most BPA members resident in Britain know the basics of all this unpleasantness that seems to be creeping into the BPA (JNSCOs trying to shut down DZs and getting squashed, and so forth). All I can do is try and piece together the story from your carefully guarded comments such as on the whited-out letters page and the salty, nay witty, remarks you put in your editorials.

I'm no lawyer, but I realise that your hands were tied in the last issue. However, British jurisdiction ends at the 250 mile limit (or is that only for fish?). If you included in your international mailings a short description of who's done what to whom, how it was received, who burst into tears as a result, and whether John Lines had anything to do with it (just kidding, John, more power to you), I would promise not to release it in the UK in its original form. If things haven't got as far as council members threatening to hold their breath, you could print the facts of the matter (if disputed, print both sides' positions). Don't get me wrong; your editorials are most entertaining, but give us the news as well as the views.

Blue Skies
Mike Crow
D4610

Dear Steve,

Please find enclosed for your consideration my humble offering for the magazine. If you consider that it needs tidying up/altering/scrapping, please feel free to do so - my ego can take it!

I have only been in the sport a year, so for what it's worth, please accept my congrats regarding your editorial (or should it be gladiatorial) efforts to date - Long may you keep it up! I just can't see why some people get so steamed up all the time. Is this loss of perspective and decline in a sense of humour

P.S. I hope nobody sues me about the above - keep your fingers crossed.



MORE RESERVE-ATIONS?

Dear Steve,

I am writing with regard to Dave Porter's letter, 'Reserve-ations' in the Feb 1990 issue of your magazine.

Yes Dave, you were indeed very lucky to have your reserve replaced by G.Q. and I totally agree that people who have not had any satisfaction should take the matter further.

However, this situation does not only apply to American canopies.

Despite promising in writing to replace my reserve, G.Q. later refused to do this. Instead, they washed my canopy together with carrying out a patch test without my permission.

After repeatedly trying to get satisfaction without any success, I took my case to the small claims court. I am delighted the judgement was given in my favour.

I am in total agreement that one day it is entirely possible one of these washed canopies may not survive a terminal opening.

I exercised my rights and would urge others to do the same.

Yours Sincerely
E. Wakefield
339429



WE ARE THE ELITE

Dear Secretary,

It is with great pleasure I inform you that I completed the London Marathon: my time 7 hours 35 mins. The weather was rather unpleasant. What kept me going was that, had I not finished the course members of the London Skydiving Centre at Cranfield were going to hang me. We parachutists are a race apart. We are the elite.

Blue Skies
Donald Evison-Jowett
387566

P.S. I will be 69 on July 9.

Dear Sirs,

Let me apply to you for a request. I'm 44 years old and I'm an active skydiver, member of The Czechoslovak Aerolub in Sumpersky city.

I live in Olomouc but the airport in this town was occupied by the Soviet army in 1968. They made our activities impossible.

I'm a collector and I collect all things connected with skydiving. I'm mainly interested in metal badges, small flags, labels, badges, car stickers, helmet stickers, magazines with this topic and advertising material. Thanks to your kindness I might enlarge my collection and acquire something from your club.

Please comprehend my interest in activity I could start to develop only a short time ago because to get into contact with somebody from abroad was the reason for the secret police to forbid us from all flying and skydiving.

I know that it is incomprehensible for you but recently such situation was in my country. I'm happy that at last it turned out well and my country can open her borders to all the world. It enabled me to devote my hobby.

If some member of your club is a collector in this topic too, I can send some metal badges and small flags from our aeroclub or some models of planes made in Czechoslovakia.

Thank you for your understanding. A lot of success in your activity, sunny sky and soft landing.

Bohumil Svoboda
U Morávky 2
772 00 Olomouc
Czechoslovakia



THE ROARING 90s

Dear Steve,

You know this story 'cos you was there there but for the rest... Whilst the POPS played at Langar over May Bank Holiday Roger and Jo Milington, husband and wife skydivers, where kind (brave) enough to invite me to jump with them. It was my 300th. I added up our total ages and whilst the three of us were together (we managed at least one point on each dive) there was one hundred and thirty three years in free fall over Sibson.

This, we hope might be the beginning of a team, 'The Roaring 90's', each of us did not start skydiving until into our fourth decade. There are two other POPS 'students', Pete Gardener and Ernie Sale potential team members, so we will at least have a four way soon.

Sibson seems to attract 'the mature student'. Maybe it's that nice man with the shorts and a dog that limps? He and the rest of the staff have been a continual source of encouragement to me and many other wrinklies.

Maybe a 'short' history of my (slow) progression through the system might encourage any student out there with problems: 35 dummy pulls, put back on the rope 3 times, 6 alti' jumps (still blind!) 48, yes 48 mixture of turns or stable delays, "Was that meant to be a turn?" I must admit to the occasional little white lie now and again. 4 attempts at back loops, 4 deltas and three goes at CAT 8 before finally getting it on jump number 132! "Let's face it Pete you're not a natural skydiver".

I will not bore you with all the WARP stories or it will fill the whole mag. I don't want to be accused of doing a Martin Evans. I'm a sup-porter too!

Pete Male
C7957

(Still CAT 9)



MISTAKEN IDENTITY

Dear Sir,
Re: 'Cloud Busting'

I am extremely concerned about the letter printed in your April edition regarding the above topic which was allegedly sent to you in my name.

I am amazed that such controversial material could be printed by a reputable organisation without the facts being checked out prior to publication, and that if you had checked it out you would have found that not only had it not been sent by me, but also that the FAI number quoted was not mine.

I would be grateful therefore if you could print this letter in full in an effort to combat further re-occurrence of this distasteful type of backbiting by persons lacking the courage to use their own name.

May I also request that you send the original letter back to me in order that it can be forwarded to Lancashire Police so that an investigation can be carried out as to the origin of the material.

Should you have any queries please do not hesitate to contact me.

Yours Faithfully
John Carlton
BPA 160456

FAI D7650



TANDEM BY MOONLIGHT

Dear Editor,

On September 7th 1989 the STC granted permission for Greg Cox and myself to make a night tandem jump. On Saturday May 12th 1990 I arrived at Cranfield at 5.30 p.m. and waited for it get dark. The briefing took place at 9.16 p.m. and we dirt-dived and kitted up. We exited the skyliner at 10.30 p.m. and the free fall was brilliant. Waggy Wagstaff, Graham Guest, John Turner (JT), and Andy Philipson made up a six way with us. When Greg and I were under canopy I could see some orange areas which turned out to be Bedford and Milton Keynes. I also saw the car lights on the M1. It was a most thrilling experience and when we landed in the lit up pit it was marvellous. We all went back to the club and, of course, the bar to celebrate.

I would like to thank the STC without whose permission it would not have been possible



Dear Ed,

I recently visited Pujat, Avignon with the Royal Engineers who were doing static line jumping, AFF and RW training.

The weather was however against us for most of the two weeks but everyone seemed to be enjoying themselves.

The pics I have enclosed show Nigel Rogoff (CCI) Knocker Cole and an AFF student enjoying a skydive.

Another shows a hectic exit from the Porter and the third shows a nice 8-Way tound above the river running through Avignon.

Thanks to Nigel Rogoff and to Capt. Storm Smith, Officer IC, who allowed me to attend and take these happy snaps.

Best Wishes
Blue Skies
Ali Wright
D7420



and also my special thanks to Greg who carried me.

Yours Sincerely
Charlotte Kirwan
BPA 219189
BSCR 421
POPS 427



Charlotte Kirwan, Greg Cox, Waggy Wagstaff, Graham Guest, John Turner and Andy Philipson, at Cranfield.



DEAR EDITOR

The Few (BPA hierarchy)

Everybody who I have spoken to about the dismissal of Mr Steve Eversfield from the "S.P." Editorship have been shocked and very surprised. Even rumour control does not give a satisfactory explanation for this gross injustice. I believe that not all the BPA Council



agreed with the decision. The feeling I have had from the grass-root skydiving fraternity is that the "S.P." magazine has been the best factual, most honest, most informative and greatly improved magazine we have seen for a considerable number of years. Therefore, from the grass-roots, your voting membership, we want Mr Steve Eversfield reinstated forthwith.

We also want to point out that this decision has been taken without the consultation of the membership and been kept very hush-hush. This is a democratic country isn't it? Thus it leads to a lack of confidence in the BPA. Now, BPA, how are you going to explain this away with a factual and honest answer, the same way the NSCO conducted himself at the Black Knights P.C.???

Lastly we would like this opportunity to thank Steve for all the very good work he has done for the magazine in the past and hopefully he will do in the future.

Yours with anticipation
Adrian Thornton
D2819



Dear Editor

The decision taken at the "Special" Council meeting to sack Steve Eversfield was appalling. Council was voted in to reflect the opinions of its members.

This it failed to do.

400 or so people have already demonstrated their feeling by signing a document in support of Steve.

Speaking only for myself, although I am sure that the vast majority of the BPA would agree, I would like to thank Steve for the excellent job that he did during his "short" period in office.

The sooner he is reinstated the better.

Yours Sincerely
Leo Dickinson

Continued on page 13

NORTH WEST PARACHUTE COMPANY

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High performance surf the turf (if you must).

But when the muck hits the fan or the DZ is small go to ½ brakes and tip-toe away.

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6. Spanwise constructed with direct line attachment for the ultimate strength & durability, with small pack volumes & static line deployment designed in.
7. All type testing prior to manufacture is similar to TSO 23C with more accent on terminal
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9. No dint top skin construction with drop seams, triangulated. Load support & area load dispersal for flight efficiency & strength.
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The Loft, 38 Rogersfield
Langho, Nr Blackburn
Lancashire



Dear Steve

I am writing as a result of the article by Martin Evans "DZ and Boogie Round Up USA 1989" in your recent issue. I realise that this letter is delayed but us ex-patriots tend to get the mag a little later than everybody else and we only received our copy on 2nd June.

Lee and I moved to San Francisco 2½ years ago and began jumping at Lodi as I had jumped with Bill Dause at Pope Valley a few years before. We therefore went to Bill's new DZ.

Bill and Cathy run a busy, popular and very successful DZ that has many regulars who like the way the place is run. When I showed the article to Cathy she could not remember who Martin Evans was which is unusual for her as anybody who has been to there can attest. The impression that I got from the article about Lodi was that it was written from a visit to the local rival DZ at Skydance Skydiving and consisted of innuendo and somewhat ignorant comment about what Lodi is all about.

I was delighted that you printed Ian Hord's comments that more accurately reflect the real Lodi and should be taken as relevant by potential visitors rather than the somewhat uneducated comments of Mr Martin Evans (whom I do not know and have never met).

To rebut Mr Evans comments in detail would be too boring but my impression from the comments and the other articles is that Mr Evans is one of those happy band of people often referred to as 'Sky Gods' who are heroes in their own minds and rear ends in many others.

At Lodi, the rules are relaxed in order to encourage sport parachuting in its broadest sense. The centre is run very efficiently and it is the cheapest place to skydive in California, \$14.00 to 12,500 ft as compared to \$15.00 everywhere else. The safety record is second to none and accidents, of any sort, are a very rare occurrence.

The only rule that is heavily enforced is the manifest rule whereby you only manifest when you have packed and are ready to skydive. Those people who wait for the load to be called prior to beginning their dirt dives get shouted at and rightly so.

As to the comment "if you won't lay base for six or seven of his low experience students you're an arrogant git" ... well if the cap fits... I've been jumping for twenty years and in my experience even skygods started on their first jump and progressed through to their exalted position through the encouragement and teaching of more experienced and better skydivers (and personalities). At Lodi, doing one more jump a weekend with less experienced jumpers to improve their confidence and ability is a small price to pay, and further goes a long way to keeping people in the sport. If you do not invest in the sport's future then you are merely generating a dying breed as everybody (even an arrogant git) has to get older and the next generation has to be encouraged. Regulars at Lodi consider this a worthwhile investment should follow their inclinations and go elsewhere.

If you are interested in round the year skydiving and you are an individual or a small group then Lodi is an ideal stop. If you want hard core four or eight way team training then the facilities at Skydance are probably better in terms of the availability of experienced coaching BUT Lodi is the cheapest place around, has several resident cameramen who will jump with you and will always put a plane in the air if you keen to jump (weather permitting

Continued on page 27



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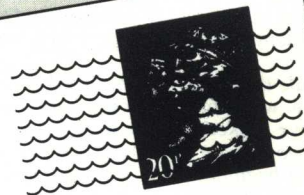
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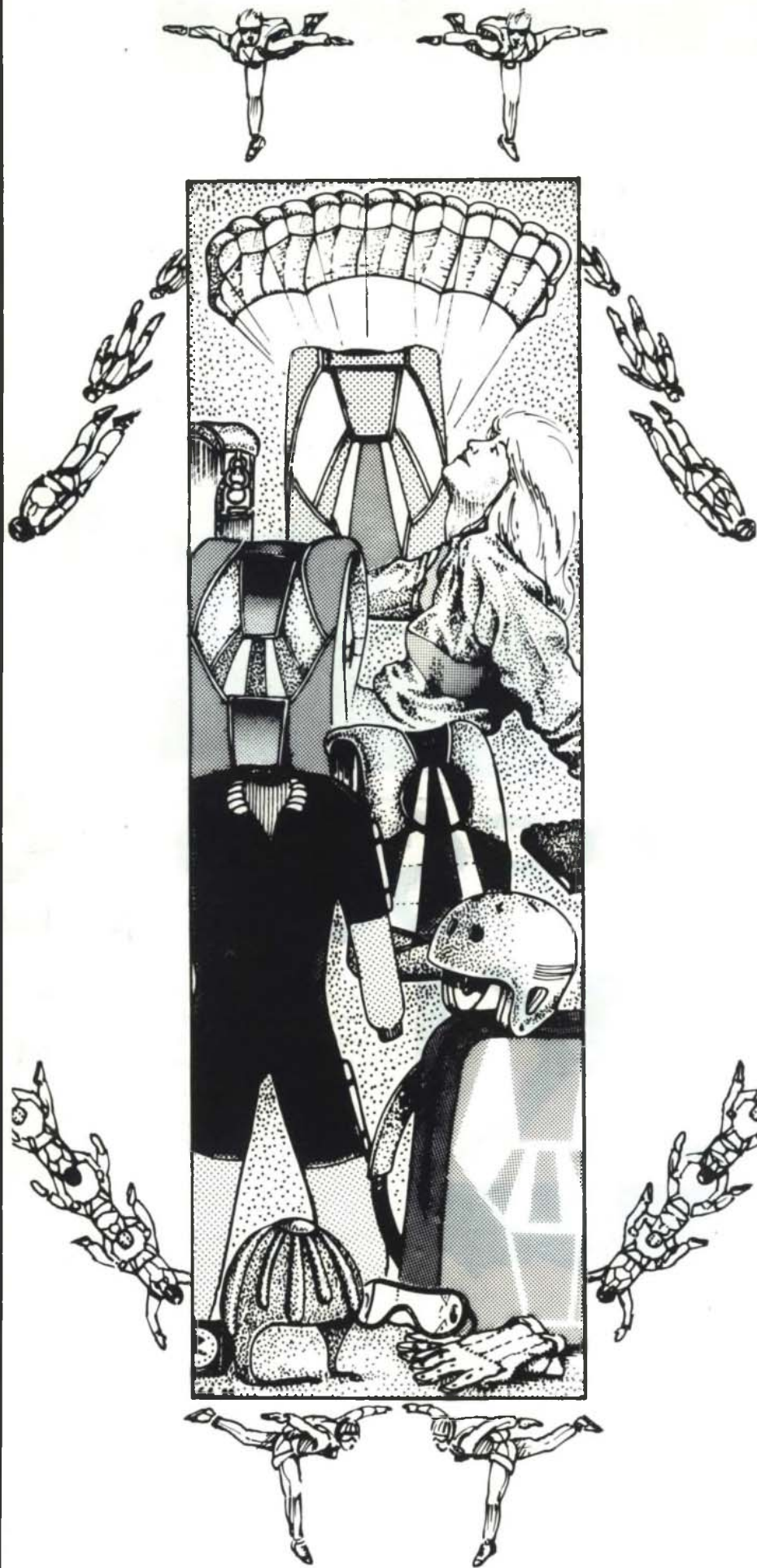
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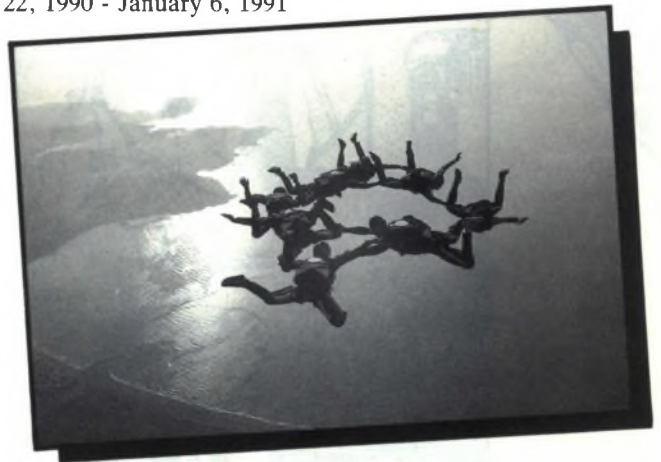
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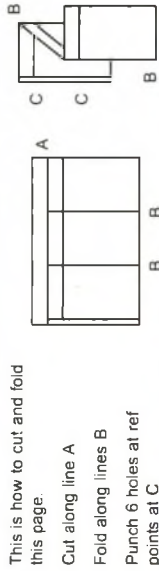


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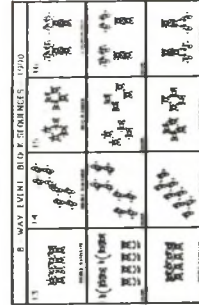
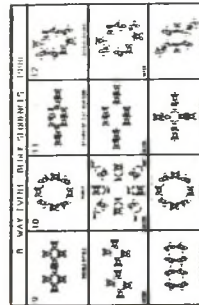
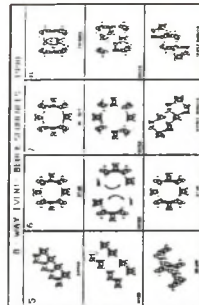
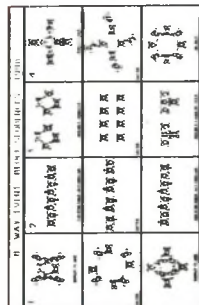
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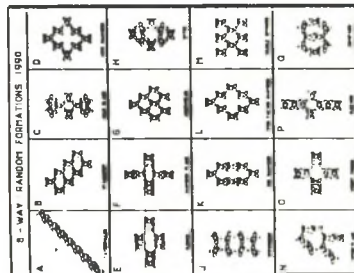
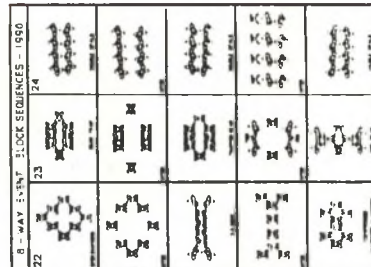
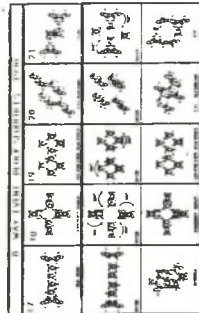
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THE FREE FALL SIMULATOR

Article by Dick Gays



The free fall simulator gives a realistic head down attitude when a good tracking position is adopted.

A Free Fall Simulator is a new training aid with a superficial resemblance to a horizontal suspended harness, but far more versatile and unlike conventional suspended harnesses and very comfortable.

As an alternative to using a harness to suspend the trainee in, a jump suit is used instead. Webbing is used to reinforce the body, arms and legs at strategic points, each webbing having a sewn loop at the ends. The suit itself is not quite complete, the body and legs have no back to them, only the arms being totally enclosed. The wrists of the suit have elastic thumb loops fitted and the ankles have elastic foot loops which help to make the one suit a good comfortable fit for all sizes of skydiver.

The suit itself is suspended by several lengths of elastic shock cord threaded through the webbing loops and hooked onto a steel framework above. The elastic shock cord and suit together provide a firm but flexible support to the person in the suit regardless of the position he or she adopts. Slightly softer elastic shock cord is used for arm support than for the body and legs.

The steel frame that anchors the elastic shock cords is a much simplified copy of a human skeleton. The body itself is rigid though mounted below a combined tilt and swivel mechanism allowing it to tilt head up or head down (pitch axis) and to fully rotate (yaw axis), but not

to tip sideways (roll axis). An adjustable rigging screw (left hand and right hand threads) is provided between the body and its supporting yolk which allows the suspension point to be moved forwards or backwards so that the exact trim required can be obtained for any size or shape of person using the simulator.

The upper part of the legs are a fixed extension to the body, the lower part being attached by a 'knee joint' which allows them to bend upwards (backwards) some 90 degrees but not downwards (forwards), similar to the human knee. The arms are hinged at the shoulder and can move from the side of the body, through the level with the shoulder position and for-

ward (upwards) until they are parallel. There is no elbow joint in the arms.

The impression gained when seeing the free fall simulator for the first time is one of complexity. Getting into the suit for the first time can seem difficult until you have been shown the easy way. Once in the suit and correctly positioned it is immediately apparent how comfortable it is and how realistic. It is very easy to get into any position you wish, and easy to stay in that position for as long as you want to. The experienced skydiver immediately feels at home and several have commented that it would be easy to fall asleep whilst suspended. Because the lower leg of the steel support frame is hinged at the 'knee joint' and has an elastic shock cord from ankle position to support yolk, a relaxed position in the simulator is exactly as it is in free fall. Only by conscious effort will the lower legs be straightened.

When the simulator is correctly trimmed for the person using it, several manoeuvres becomes effective or partly effective. As an example of an effective manoeuvre, adopting the track position results in pitching slightly head down, just as in free fall, though of course no forward movement is made. Examples of partly effective manoeuvres are back-



The fast fall style position can be practiced in the free fall simulator.



Only the first third of a back loop can be completed in the free fall simulator, the elastic shock cord support system restricts further progress.

ward or forward loops. Both are partly effective if attempted vigorously, but are only effective through some 120 degrees or so, the elastic support system preventing further rotation. Both front and back loops fail if the attempt is uncoordinated or lacking in effort. Lacking real experience in free style manoeuvres, I am unable to assess the effectiveness of the free fall simulator in this respect. Manoeuvres such as turns are ineffective, though with an instructor present and assisting, the trainee can be 'walked through' a turn.

The free fall simulator does not make you do things right, it gives you the freedom to make mistakes. "When diving, always keep your head up and your eyes surveying the area in front of you".



As supplied the suit has no ripcord pockets, no cutaway pad and no throw away pouch. Jump centres using the free fall simulator are advised to fit their own so as to exactly match the kit being used at the centre. Because the suit has no back to it there is no where to attach a pull out pad. This can easily be overcome by actually wearing the real rig whilst in the free fall simulator, and temporarily removing any support elastic that may interfere with reaching it.

The free fall simulator is designed and built by Parachute Engineering Limited, 55 Conaglen Road, Aylestone, Leicester, LE2 8LE, England and retails at £240 ex works.

All photos by Dick Gays, taken at the Wild Geese Parachute Centre, Northern Ireland.

The recent PI Course at Sibson - a Poet's View

The P.I. course at Sibson
"No pressure" it was said
A 16 Way with 4 diamonds
And a quarter of it 'red'.

It built quite smooth and easy,
Most people took it slow
'Till a crimson flash hit one side
And another went below.

The second point was messy
With fifteen different levels
And a photo to show the sixteenth one -
"Ya naughty little devil".

C.D.

Photos by Ron O'Brien



THE 3rd CRW WORLD CHAMPIONSHIPS

When on 3rd April, the CRW train pulled away from the station, our seats (more than usual) had been reserved alongside the 'big guns', but our initiative had been lost. Lost to the 'new kids on the block' - Indonesia, Italy, Thailand - and everyone watched from on board as British CRW was left standing on the platform.

In order to establish a theme for a report on the 1990 Realtive Work World Championships, it is first necessary to decide what best to focus on. A superbly ran competitive event which embodied all the principles of competition, or what clearly was a bitterly disappointing performance by all three teams representing the UK and the BPA. Both are central issues, neither warrant being ignored, but the event is far bigger than one delegations failure.

Our Hosts

The Royal Thai Army takes the credit for the 'Complete Meet'. Assembling a team of 140 organisers and officials, they laid on everything for the competitors. It took organisation, dedication and an estimated £600,000 budget to achieve their objective. General warmth and sincerity was rewarded by numerous spontaneous applause and standing ovations from competitors in appreciation and a hint that in the future we may all be back.

As co-hosts the Thai people are naturals. Laughter and giggles echoed through the streets of Chiangmai in an atmosphere you can only grasp by being there. How do they do it? ...how do you teach a whole nation to be happy?!

The Teams

Traditionally the 'CRW family' varies only marginally from the previous competition. There was little difference, for example, between the 1986 and 1988 World Meets - the same guys chasing the same medals, albeit at a higher level.

One of the features of this meet was almost all the contingents had new teams or introduced new members.

The USA, Australia, France and, to an even greater degree, the UK introducing a new line up.

A 19 man British Delegation, the majority of whom were entering world class competition for the first time, was the largest entered. 'Cell Mates' and 'No Speed Limits' who thrashed it out at the nationals with the Royal Marines for many years, now lined up for the team photo alongside them.

Italy, entering for the first time paraded only one guy behind their flag bearer at the opening while the other two jumped in.

**Words by Nigel Watson Clark
Snaps by Sward**

official opening, fireworks and a huge aerial explosion signalling the start of competition ... "and so it begins!"



The complete British squad with the exception of Pete Halfacre and Doc Flynn who were judging and Simon Ward taking the snaps.

France, as formidable as ever, arrived as favourites and the self funding Kiwi squad still struggling with the 'corporate image' bit!

The Canadians' strength lies in Rotations - the event requiring most 'go for it' - and they have more than anyone else, but Mafia Brothers replaced their emphasis from Rotation to Sequential, a Dutch decision they almost certainly regretted.

The Indonesians confidently demonstrated what can be done with positive training. Mathematicians are better placed than me to calculate the percentage of improvement from one point in 8 rounds one meet, to 55 points in the next... is it 5,500%!0

China make their shortest trip yet with some 'new' guys and Austria arrive with hours to spare.

The stage set, 14 nations and 168 competitions travelling from all corners of the globe (but still no Eastern Block), there is a warm welcome, the

Rotations

Ex Vietnam War Huey Helicopters were our 'jumpships' and sitting on the skids at 70 knots, 200 feet above the Thai countryside made it difficult not to visualise what it must have been like for those gunners during the War.

Obviously the USA Rotation team had more important things on their minds by smashing the previous World Record with 16 points on the first round. They were off, no-one else came close. Bill Hazlett had taken his years of experience, custom built canopies and new rotation equipment north to St Louis and trained up 'Quantum Leap'. They proved devastating and hit 16 again in the 6th round.

There were five different rotating techniques amongst the 14 teams, most preferring the faster more volatile 'stack/plane' formation. Sub 5 second rotations have been boasted

but the key is now the guy taking charge of the stack ...it's hectic!!!

China chose not to modify their previous winning technique and although finished a creditable second, they had some hot teams chasing hard. Canada, being one of them, consistency kept them there, but always just the wrong side of 13 points.

We (The Royal Marines) were frustrated at our own performance. Better than in training, but well short of our potential. We had not managed to master the importance of either stack or personnel discipline. Individual rotation times were 'crisp' but there were now far more elements in this event to consider. Bitten by the new 'malfunction rule' (no re-jumps for malfunctions but one throw away round) in rounds 3 and 5 added to our frustration and not making the 7th round cut we headed for an early bath with New Zealand and Australia.

The feeling amongst competitors two years ago was that this event may well be merged and become an integral part of the sequential event. This competition gave it a new lease of life, keenly fought and benefitting from new ideas, new canopy technology and the established thrill of just getting it right. I'd suggest we were wrong in our predictions ...so for now, keep rotating.

8 Way Formation

The last 8 Way Speed Formation event?! There was a lot of discussion going on around the team huts as to why that should be. The CIP (IPC) questioning why CRW should have three event when other disciplines have just two. Federations finding it too expensive to spend sizeable delegations, possible future organisers unwilling to bid for such a massive event, or the younger CRW nations finding the degree of difficulty a bit much. All sorts of questions, but the event came up with its own answer. It's still the flagship of our discipline - France and Australia showed how it can be done.

France, beaten for the first time on their home ground in 1988 came determined to raise the crown they considered their own once again. After a crucial first round when we witnessed an American incomple- tion, it seemed only Australia stood in their way. It was the Aussies who

Winners of the Speed 8 competition.



1st Australia, 2nd France, 3rd USA.

grasped the nettle taking the initiative to the French. Their new technique looked slow from the ground until, from a long 'down wind' approach they used the speed out of the turn to a straight in dock. Their non porous canopies apparently forgave a harder dock and it worked well.

New Zealand raised a few hopes amongst the 'neutrals' by succeeding in 7 completions with only a handful of training dives, but their times were slow. To grab a medal their hopes pinned on another US bust and they showed no sign of that. After their first round agony they adopted a steady policy but never challenged the two first runners.

However, the biggest applause was reserved for the Thai team completing their first Bi-plane Diamond just out of time. Who was it said world championship medals were easy?! ...I want to speak with him.

No Speed Limits clearly had their own problems. It wasn't a happy time and when Mike Daly twisted heavily on a reserve after a wrap it only compounded the situation.

There were a series of spectacular events, wraps, stalling Bi-planes and triple cutaways (reminiscent of the 1982 RW team!). However, morale was visibly raised by Hitchen's efforts and a Bi-plane diamond completion just out of time. But it was not an encouraging team performance by some guys who undoubtedly have good individual skills.

Meanwhile, Australia and France jostled for the lead in gripping competition coming within less than 2 seconds of each other. With the completion of almost all the events after a full day's jumping on Sunday, only the two 8 Way teams were left to battle it out on an early Monday morning call. A 'Commonwealth Party' without the party-mad Aussies is about as much good as a window cleaner in Beirut but they had to go to bed early! That morning, early, the Australians took gold. Inspired jus-

tice I'd say and very well deserved!

4 Way Sequential

One of the benefits of going to a world CRW meet is being able to watch the French execute 4 Way Sequential. They are good at it, the best and I find it difficult to imagine anyone catching them for a long time yet. For three meets now the battle has been for the minor placings and a very disciplined New Zealand team made sure of their first ever World Championship medal with real consistency. They beat every other team (with the obvious exception) in every single round. The USA were disappointing and the Dutch desperately unlucky being hit by some cruel decisions, but no-one in the same league as the French.



Cell Mates UK 4 Way sequential team.

A few people would give the prize for 'all round good eggs, ambassadora and guys keen to learn' to the Cell Mates. They will hate me for it I know, because they are good competitors also, but there is one major void to narrow.

Something new, some new direction is going to have to shape up the British sequential tradition. You can write off zero points in round one as competition nerves, but when the scores are laid down over an eight point gap already. I'm confident there is a major lesson learnt and hopefully the skies above Ipswich will herald improving CRW.

Arguably the best, most encouraging CRW competition to date, all that remained now was the prize giving, closing ceremony and the farewell



Paddy fields of Thailand

party. I think most teams felt the standard of judging fair but competitors and officials did hit head on occasionally over the midday turbulence and haze, but for the most part the 10 days passed 'hassle free'. In fact there wasn't a single protest throughout the competition which is probably down to the Throw-away round rule.

Other points include a number of changes in the sequential rules for 'busts' and more significantly a recommendation that the previous CIP decision to suspend 8 Way speed formations be reversed. Bill Hazlett's argument, for example, "not to mess with something when it's running right" received the support of the majority attending the competitors meeting.



The UK base at the drop zone.

Quick thanks, of course, to the other guys who have the intolerable task of watching us from the ground 'enjoying' ourselves. Doc Flynn and Pete Halfacre for working for no thanks, long hours in their windowless video room. Our head of Delegation, John Hitchen, for his strength of confidence and reassurance as the walls of Rome collapsed around him with each passing round, and Simon (up to 14 jumps a day) Ward for getting it all on film.

So with international CRW competition still so healthy our domestic scene is now under scrutiny. If we have indeed lost the thread of the game then it is up to those characters involved in it to swing the CRW pendulum back in our direction. Some new enthusiasts on the modern range of canopies, trained by independent coaches and some encouragement.

"Success has many features...", JFK once said, "...but failure is an orphan." No-one present at Chiangmai in April will want to be orphaned from such a close knit, happy family ...of that I am sure.

Nige Watson Clark



No Speed Limits doing downplanes.



Murline's Leader Andy Driver concentrates on tactics??

Some Unofficial Awards

Most Popular Victory

Australian 8 Way, for sticking to their guns:

4th in 1984

3rd in 1986

2nd in 1989

Gold in 1990

Most Convincing Victory

US Rotation Team, for showing us the 'way to go'.

Oldest Competitor

Our very own Dave Corbell, and by no means the slowest!

Most Improved

No contest - Indonesian Rotations Team.

Most Popular Medal

New Zealand Sequential Team, who just got on with doing it right.

Longest Serving Member

Cliff Dobson (USA) there in Z-Hills 1980 and not missed a meet since.

Unluckiest Team

Dutch Sequential, for being hammered by the judges.

Most Watchable Team

No Speed Limits for their 'wrap-factor'.

Most Jumps

Simon Ward who read an entire novel on the way to altitude on his 71 jumps!

Most Disappointing Team

Carlisle United, once top of the first division and now look where they are!

Exit, Exit

The Twin Otter takes a



THE 3rd CRW WORLD

The UK team were always worth watching.



ast dive at A1 Skydiving

Australian Speed 8, the winners.



CHAMPIONSHIPS

Get out of that! The scratch 8 team from Thailand with a minor problem.



CRW World Championships Chiangmai Thailand 1-11 April, 1990

Report

The Delegation, excluding the Royal Marines, arrived at Chaing Mai on the evening of the 25th. Hotel reservations were made on arrival at the airport through a travel agent which enabled us to stay at the competition hotel. This proved to be a substantial saving on the "official rate" as charged by the Organisers, despite the fact that meals and transportation still had to be found.

Due to bad weather conditions suffered in the UK since the British Nationals, "Cellmates" and "No Speed Limits" had not had the chance to make many jumps so we were eager to take advantage of the training camp.

On the first day, the teams were ready to go at 0630 hours but due to some organisation problems with aircraft, parachuting did not commence until late afternoon. Both teams managed one training jump.

The following day things began to run more smoothly and teams were able to make training jumps as required. Slight problems later in the week with weather conditions in the form of haze and turbulence, nevertheless both teams completed all ten training jumps paid for prior to leaving the UK, additional tickets were therefore purchased.

The training jumps were certainly needed as there were some problems to be ironed out, especially within the 8-Way team.

The Royal Marines were met on arrival at the airport on the 29th and were advised to book into the same hotel through the travel agent.

Towards the end of the training camp, Mike Daly, of "No Speed

Limits" injured himself on a reserve landing. Spot Watson was brought in as an Alternate for the final training jump of the day.

Official registration took place on the evening of the 31st. A jury meeting was also held to discuss a change of notified helicopter. This had been requested by the Organisers who wished to use Sikorsky twin pack helicopters in addition to Hueys. The reason for this being a potential problem with hours on the Hueys. This was agreed unanimously by the jury.

A judges seminar was held on 1st April. Registration of teams and nomination of Alternates also took place. The official training jumps were postponed until 2nd April. At the start of the "official" training jumps there was some confusion as there had not been a team leaders' briefing. Pilots, Crew etc had not been briefed which resulted in most teams being awarded a re-jump.

As a result, a team leaders' briefing was given to clarify exit commands etc. Turbulent weather conditions and the opening ceremony delayed the training jumps another day.

The opening ceremony included a CRW display of 3 stacks from 9 nations. Three members of Cellmates were nominated from the UK Delegation. The display was very effective and well planned at such short notice by Patrice Girardin of France and Bill Hazlett of USA.

In the evening a formal welcome party was held at the Chaing Mai Plaza Hotel, an excellent buffet with free drinks was enjoyed by all.

Meanwhile, Mike Daly continued to receive medical attention in his room from the Thai Army Medics to remove the severe bruising and circulate the blood around his ankle. There is no doubt that this injury would have kept Mike grounded for 2-3 weeks in the UK, however, with constant attention the medics had Mike fit, with some discomfort, to jump at the start of the Meet. He chose however not to jump on the first round. It is my intention, with the permission of the Council, to contact the Thai Military to thank them for the attention and dedication of the Medics, not enough praise can be given for their efforts.

The competition began officially on the 3rd. Training jumps were completed. Round one of each event was also completed by the UK. Cellmates

had a problem in round one of the sequential with one of the pilot chutes which would not retract, this was one of the contributory factors to the score of zero points.

A Jury meeting was called later in the day to discuss the procedure for turbulence - whether to have a stand down period in the middle of the day. It was decided that members of the judging staff and Jury would periodically do jumps to test for turbulence as this could not be felt in the helicopters by Competitors on the way up to altitude.

During round three of the 8-Way event, the UK suffered a bad "wrap" which necessitated 3 team members cutting away.

Following two days of inclement weather the meet seemed to speed up considerably, in fact, finishing with almost 2 free days.

During round 8 of the 8-Way event the UK built the formation out of time but had difficulty in flying it. This was late found to be due to a tear in the top skin of one of the canopies.

I feel it necessary that I should point out that of the six teams which entered the 8-Way event, only 2 teams built all 8 formations within the 2 minutes of working time. This being Australia and France. Our 8-Way team actually built every formation, other than the easiest, which was the stack due to a serious wrap. The expertise and knowledge is there, I believe they simply need a change of attitude to think of themselves as an 8-Way team and not 2 4-Way teams, coupled with training jumps to improve on speed.

The Marines also had problems with the pilot chute not retracting on a couple of rounds. This was believed to have been caused by the exit speed.

Cellmates were "bust" on a couple of rounds from 3 and 4 points to one point. This was a judgement call. The team were certain they had the correct grips. They also suffered a pilot chute problem in one round.

I would like to end this report by saying that the scores do not really reflect the teams' performance. The 8-Way in particular suffered with injury and canopy problems. The training jumps at Chaing Mai were invaluable. It is unfortunate that the weather in the UK could not permit any more prior to the competition.

John Hitchen

OFFICIAL RESULTS FOR ROUND 8

4-way Rotation

TEAM	TOTAL	PLACE
1 U.S.A	101	1
12 China	85	2
6 Canada	82	3
9 Netherlands	79	4
10 France	76	5
5 Switzerland	68	6
8 Italy	56	7
2 Indonesia	55	8
13 Germany	55	9
14 Belgium	54	10
11 Thailand	51	11
3 New Zealand	42	12
7 United Kingdom	42	12
4 Austria	6	14

4-way Sequential

6 France	62	1
1 New Zealand	51	2
3 U.S.A.	42	3
5 Netherlands	34	4
7 Australia	25	5
8 Germany	22	6
4 United Kingdom	14	7
2 Switzerland	6	8

8-way Speed Formation

TEAM	8-WAYS	TOTAL	PLACE
6 Australia	7	404.38	1
4 France	7	417.41	2
1 U.S.A.	7	472.88	3
2 New Zealand	7	680.73	4
5 Thailand	2	169.72	4
3 United Kingdom	1	97.56	5



although that it seldom a problem). Bill's 'private airforce' is the most flexible of any DZ that I have jumped at and getting jumps in is NEVER a problem

As to quality of skydives. You get out what you put in. The annual 16 Way meet usually gets at least six teams, of which three are regulars from Lodi, and the day before the meet this year in two formation loads, a 40 way attempt built to 36 and a 50 way attempt built to 48. There were no other big ones but these results speak for themselves.

In my experience, the majority of people who travel to the US to jump do so to take advantage of the weather, the prices, the relaxed and friendly atmosphere at DZs and the wealth of experience that they can gain in a short period of intense jumping. The USA is not, however, the answer to real skydiving progression. Only dedication, hard work and lots of instruction (and the right attitude to listen to instructors) will make you into a good skydiver. Lodi offers an excellent atmosphere that positively encourages involvement in the sport and I highly recommend the DZ as worth more than a visit in order for you to make up your own mind.

In conclusion, I found the whole article a little offensive but the comments on Lodi particularly nauseating. I do not know Mr Evans and frankly after reading the article realise that I am positively not missing anything.

Rod Boswell
D1343
BPA 7812

'D DIT 'DITTER

I BOUGHT MYSELF A
DITTER THE OTHER DAY...



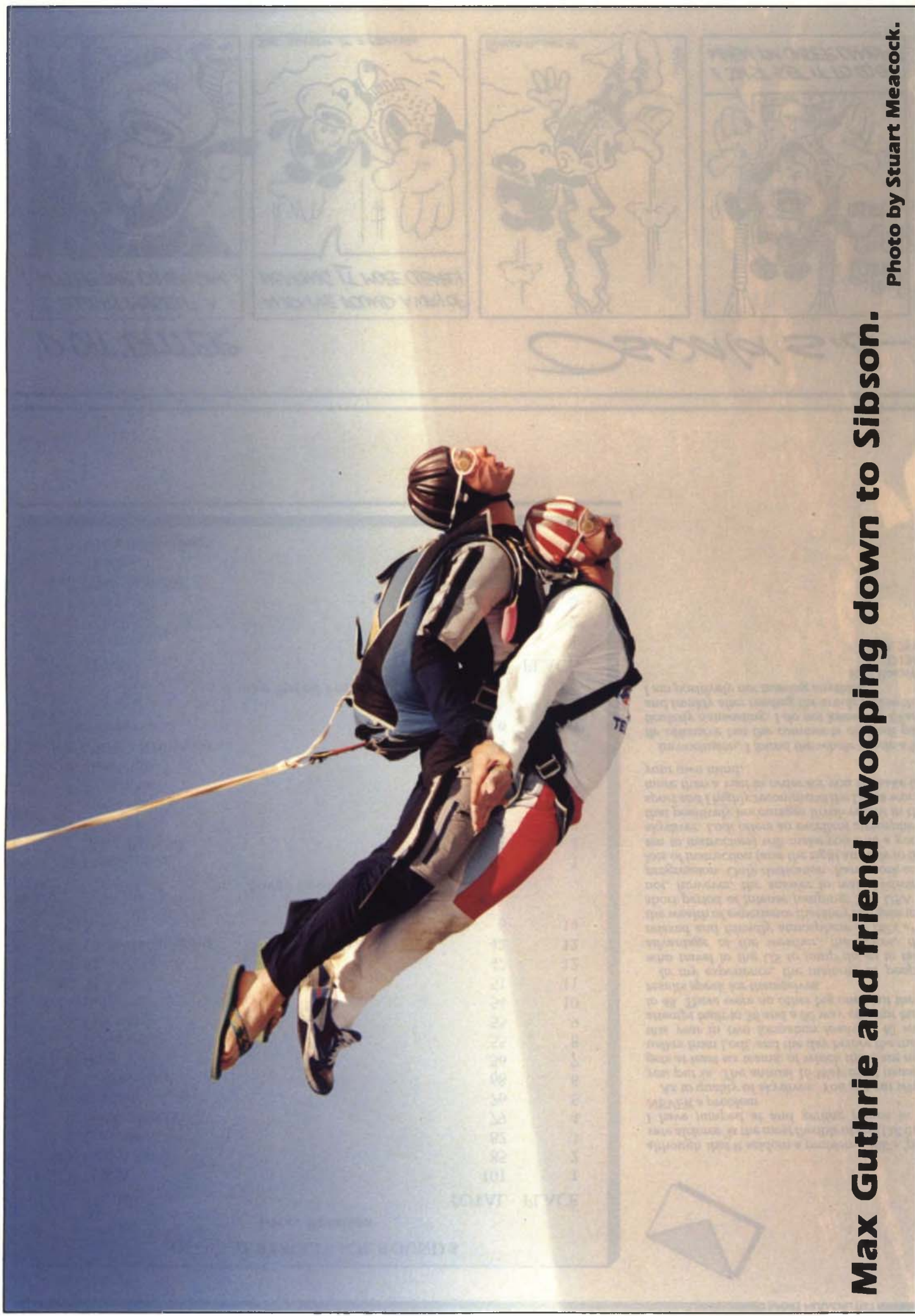
AND I'VE FOUND A WAY OF
HEARING IT MORE CLEARLY



Oswald S.G



I JUST SET IT TO GO OFF
WHEN I'M UNDER CANOPY



Max Guthrie and friend swooping down to Sibson.

Photo by Stuart Meacock.

EASTER IN SPAIN

By Chris Avery D4594

Ampuriabrava for Easter brought dreams of blue skies, warm sunshine, the beach, great skydives and hard partying. The reality only had the later two, interspersed with high winds, rain, sleet, a few blue holes, great skydiving and very hard partying.

Rule One has got to be don't drive to Spain - those of us who left it too late to book flights could be recognised the morning after arriving by the black bags under the eyes and the glazed stare after fourteen hours on the mad French Autoroute from the English Channel (yes, fourteen hours, even in that red car). Traffic jams and crashes everywhere, four stiff on the opposite carriageway, and as for the Paris Periphique, the less said the better!

Ampuria greeted us with Tina Turner at four billion decibels in the clubhouse, which is OK because I like Tina Turner. Good to see Sparky again, adding his style to a well run DZ, and we were straight in the air with Benchy as lead organiser, (he has since been to the Spring Fling at Deland and will hopefully have learned some new dives!)

Fortunately the rules are a bit different in Spain and it was only wind in excess of 30 knots which kept us on the ground - either that or catching parties were sent out to stop the previous load from being dragged out to sea

Congratulations to Ron Dickie for flying the van and putting us out in the right place most of the time ("I think I've dropped them a little too far to the East!"), although the lift still want a refund for the 8000 ft exit when the port engine went.

Ampuria's greatest attraction is probably their ability to transfer the Drop Zone to another part of the country when

*Graham (Benchy) Goodwin stops for 'T' over Gerona.
Photo by Phil (Moley) Stapleton.*

the wind is set at max for the day on the coast. Better still is to be on the lift that jumps into the alternate DZ and the one that jumps back into Ampuria at the end of the day. We did six jumps that day and won't mention Moley's exit from the Porter when vidoman and 8 way launch got seriously involved.

The skydives over the five days I was there were good quality - lots of piece flying, big stars and cups of T, although Darryl's 500th was really more of a sip. The weather didn't help: hail hurts and snows messes up the video lens, (if it's switched on to start with, Moley!)

As far as the nightlife was concerned well not mention the night at the Disco which turned out to be gay. Funnily enough no-one seems to remember much about it now! In fact no-one remembers much about the nightlife generally, which suggests it was pretty good, but I do have some vague recollection of a window breaking at the Italian restaurant.

For a short Easter skydiving holiday, this was one of the best - Akiro! Thanks Maria, Sparky and Benchy.



club corner 2...

ANTHEA GOES TO LANGAR

General Information and Directions:

British Parachute Schools otherwise known as Langar is situated about 15 miles south-east of Nottingham. Dave Hickling is CCI and jointly owns the centre with John Fletcher. The centre is open 7 days a week and jumping, weather permitting, takes place between 9 o'clock and sunset on all days apart from Sundays when jumping starts at 10 o'clock. The Drop Zone is one of the largest in the country and is situated in unrestricted airspace (up to 12,000 ft), surrounded by agricultural land with few hazards.

The Drop Zone can be approached from either the A46 or A1 and lies on the road between Langar and Harby village. From the A46 travelling north from Leicester continue past the Nottingham A606 turn and after approximately 4 miles turn right at a crossroads (Petrol garage on corner) towards Cropwell Bishop. Continue through Cropwell Bishop and then onto Langar village where the road ends at a 'T' junction, turn right and soon the airfield control tower can be seen onto the A52 towards Nottingham and then look for a left hand turn signposted Granby or Langar.

British Parachute Schools has been established for over 10 years, they have 6 full-time instructors and many more instructors available at week-ends. A few staff live on site and the rest live locally. The chief pilot is Angela Hickling who can call upon 2 other full-time pilots and 2 weekend pilots. The centre has a piston Islander and two Cessna 206's which operate from the Drop Zone's concrete runways. Mid-week the 206 may only be operating but at week-ends and busy periods both the Islander and 206 are frequently airborne at the same time. There is an Accuracy Pit and the landing area for experienced jumpers is only a short walk away from the packing area.

Most of the regulars frequent the 'Boot and Shoe' in Granby village, a short journey by car. If you arrive at the DZ and nobody is about try the 'Boot and Shoe', this pub also serves evening meals.

Jumping:

Langar runs Static Line, RAPS, AFF and Tandem courses. RAPS courses were introduced to Langar recently when Bridlington DZ closed and Dave Johnson became associated with British Parachute Schools. I understand that Langar are heavily committed to the future of RAPS. RW instruction is also available through the WARP system. The Johnson's have a keen interest in CRW and CRW instruction is available from Nicky Johnson, he follows the C.P. (Canopy Relative Work Progression Programme) system. Nicky appears to be a very busy person as he instructs AFF and Tandem as well as RAPS and Static Line students, therefore CRW may be difficult to come by.

There are 70 Statci Line rigs, 18 RAPS rigs, 10 front and back freefall systems, 2 or 3 rigs for square conversion, 4 AFF and 2 tandem rigs. All round student canopies are GQ aeroconicals.

With regard to AFF there are 3 full-time AFF instructors which includes Dave Morris who is returning to Langar for the summer season. The AFF course costs £1150 and AFF jumps can be made 7 days a week.



There are 2 or 3 Tandem instructors at the centre full-time with 6 in total. A Tandem course costs £110 and tandem are videoed by air to air cameramen.

Jump prices are as follows: static line jumps are £16 and all student square jumps £25. Student freefall jumps vary between £18.00 (9,000ft) and £22.00 (12,000ft). Experienced jumpers pay between £5.00 (3,200ft) and £13 (12,000ft).

Normally the maximum exit altitude for experienced jumpers is 10,000 feet, but the pilots will fly to 12,000ft on special request and for AFF students. Langar does not operate a ticket system and jump bills must be paid at the end of each, payment can be made by Credit Card, cash, cheque, eurocheque etc. There is no club membership. Team rates can be negotiated and a video cameraman could be available by prior arrangement.

Competitions/Boogies/Workshops

There is an annual fun Launch and Accuracy meet each Easter, unfortunately this year's was dogged by bad weather and the fan trainer was used to provide the accuracy scores. Martin Booth unfortunately discovered accuracy descents from fan trainers can seriously damage your health and failed to complete the competition after injuring a knee, by the way thanks for the photos Martin. On May 12/13 Langar hosts the Central Regional RW Meet.

Langar's busiest month of the year will be June. From June 14th-19th the Large Aircraft Boogie takes place followed quickly by the Classics and CRW British Nationals. Dave Hickling has booked a Twin Otter 300 for the Large Aircraft Boogie and there will be at least one other turbine aircraft, possibly a Skyvan, a Pilatus Porter or both.

During August 25/30 an RW Workshop is being organised by Dave Morris and at the same time Dave Morris is organising a series of Colour Coded Dives, no doubt red and yellow will be in the colours. At all the above events a Party/Disco will be provided.

Facilities:

Langar now provides an extensive rigging service run by Nicky Johnson who is an advanced rigger. Nicky is also manufacturing a new Vector type container and he and his girl friend have just taken over the Air Care franchise (previously owned by Sandy Spence), he will continue to manufacture jump suits and other items Sandy sold.

Camping and Caravans are free of charge

and no booking is necessary. There is a large unheated bunkhouse with adjoining showers and washing facilities. The bunkhouse is almost entirely open plan and can be both noisy and cold, a good sleeping bag and a heavy session in the local pub is required if you want to sleep. At present there are no toilets in the bunkhouse, but work is proceeding to install 3 loos. There is an outside loo attached to the club house some distance away and 2 toilets inside the club house which is locked at night. The 2 electric showers are adequate and provide hot water until your money runs out.

There is a covered ground training area and one classroom. The packing shed has 4 packing tables. There is no designated indoor packing area for experienced jumpers, but there is a large grass area available for packing.

A small kitchen provides a reasonable selection of snack food and meals, bacon cobs, various sandwiches, chilli etc etc. the food is reasonably priced and very edible. A small bar exists on the airfield and this is opened when jumping has stopped for the day. There is a pool table in the club house which is often in frequent use. (P.S. the CCI is a keen player and will take anybody on as long as he wins!). The only animal allowed on the DZ is the DZ black and white cat called Murphy.

If the weather is bad there are a number of activities/sights to see in the surrounding area. The National Water Sports Centre at Home Pier Point is not far and on the weekend I visited the club a number of jumpers went water skiing. Belvoir Castle overlooks the airfield and is open to the public, jousting tournaments are sometimes held at the castle.



Visit Summary

I found that although only a handful of experienced jumpers were at the DZ the welcome was friendly from both staff and jumpers. The manifesting system was straightforward and once the weather improved the CCI was keen to get people jumping. Both the Islander and 206 were in action in no time at all. I only managed one jump but I could have done 2 or 3 if desired.



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As you will have gathered from the last magazine there is a new WARP video on the way. The WARP system (World-wide Approved Relative-work Progression) has helped hundreds of students to learn the basic skills of relative work.

Sward Sports and the BPA are supporting the project which will shortly provide a complete WARP system package comprising of a Video Tape and Booklet in Faxlog Format.

Pete Reynolds, the author of the WARP system, first came to Sward Sports for support in February. Since then filming has been completed and post production is almost finished. The BPA is also contributing to the content of the video and intends to run a full WARP coaching programme based on the video package.

At time of writing the exact price has yet to be fixed but there will almost definitely be two separate versions at under £30 each - An instructor's tape and a 'Teach Yourself Skydiving' video that prepares category eight students for WARP coaching.

The video(s) and booklets will be



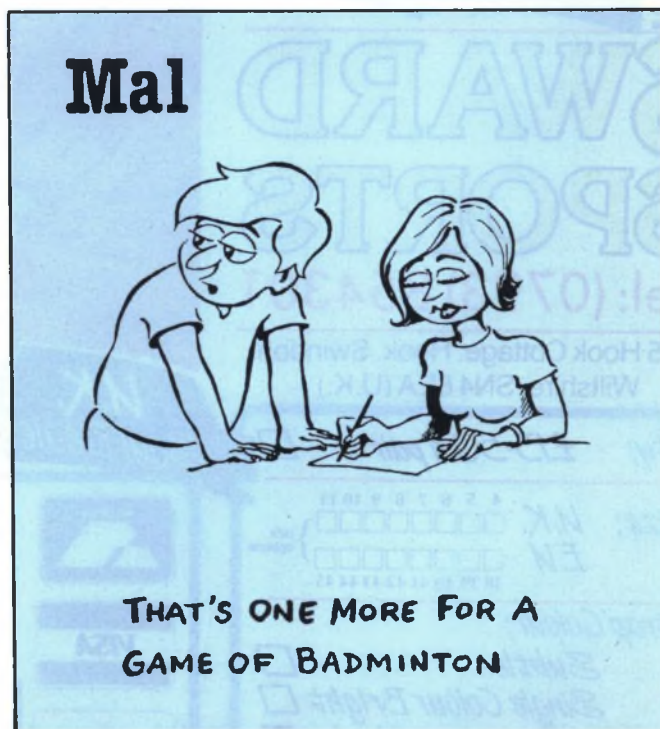
The student observes as the coach demonstrates the 'vertical dive' (WARP 6). Still from the Warp film.

packaged together and available from Sward Sports. Early July is the target date but all enquiries are welcome at any time.

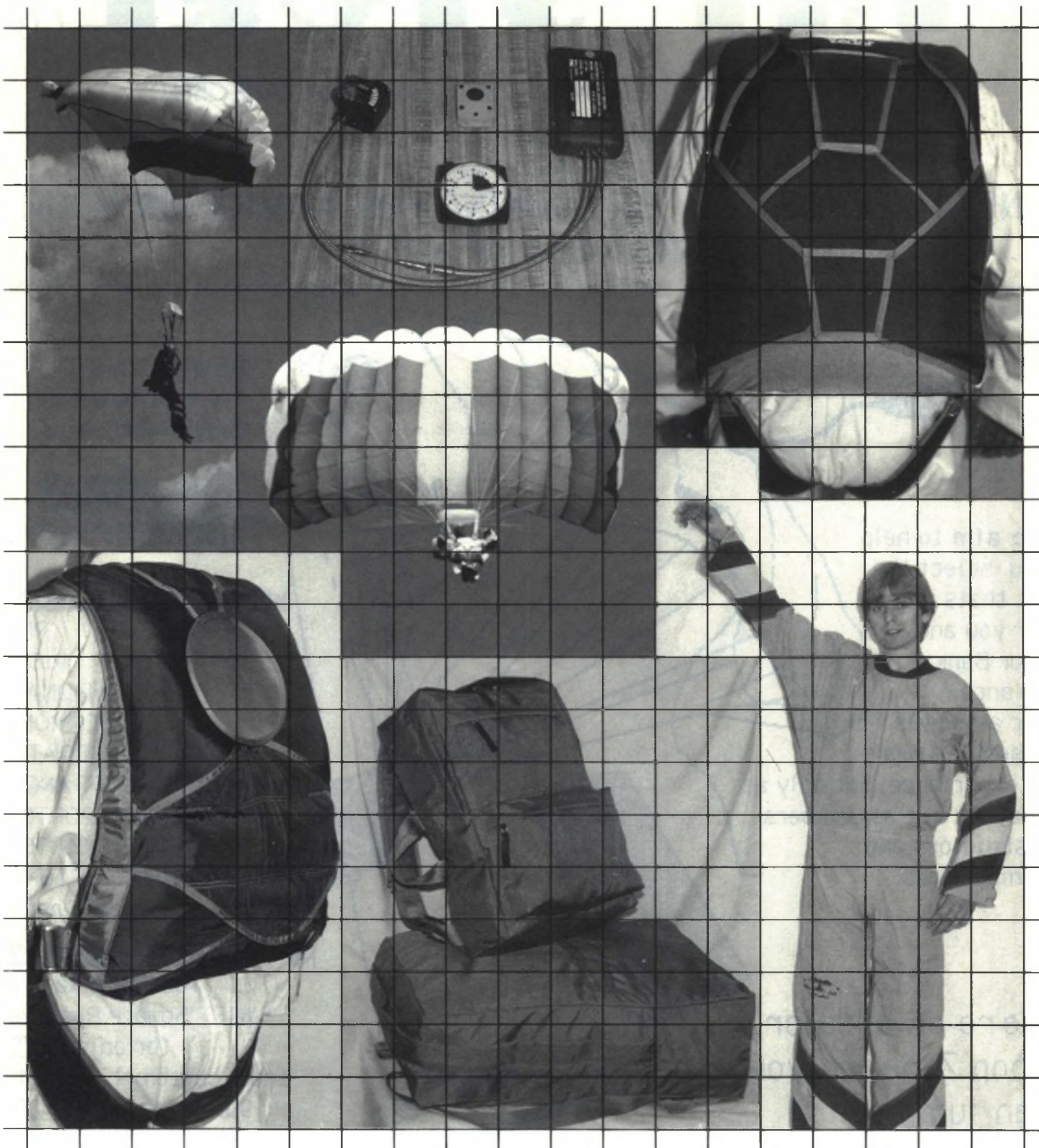
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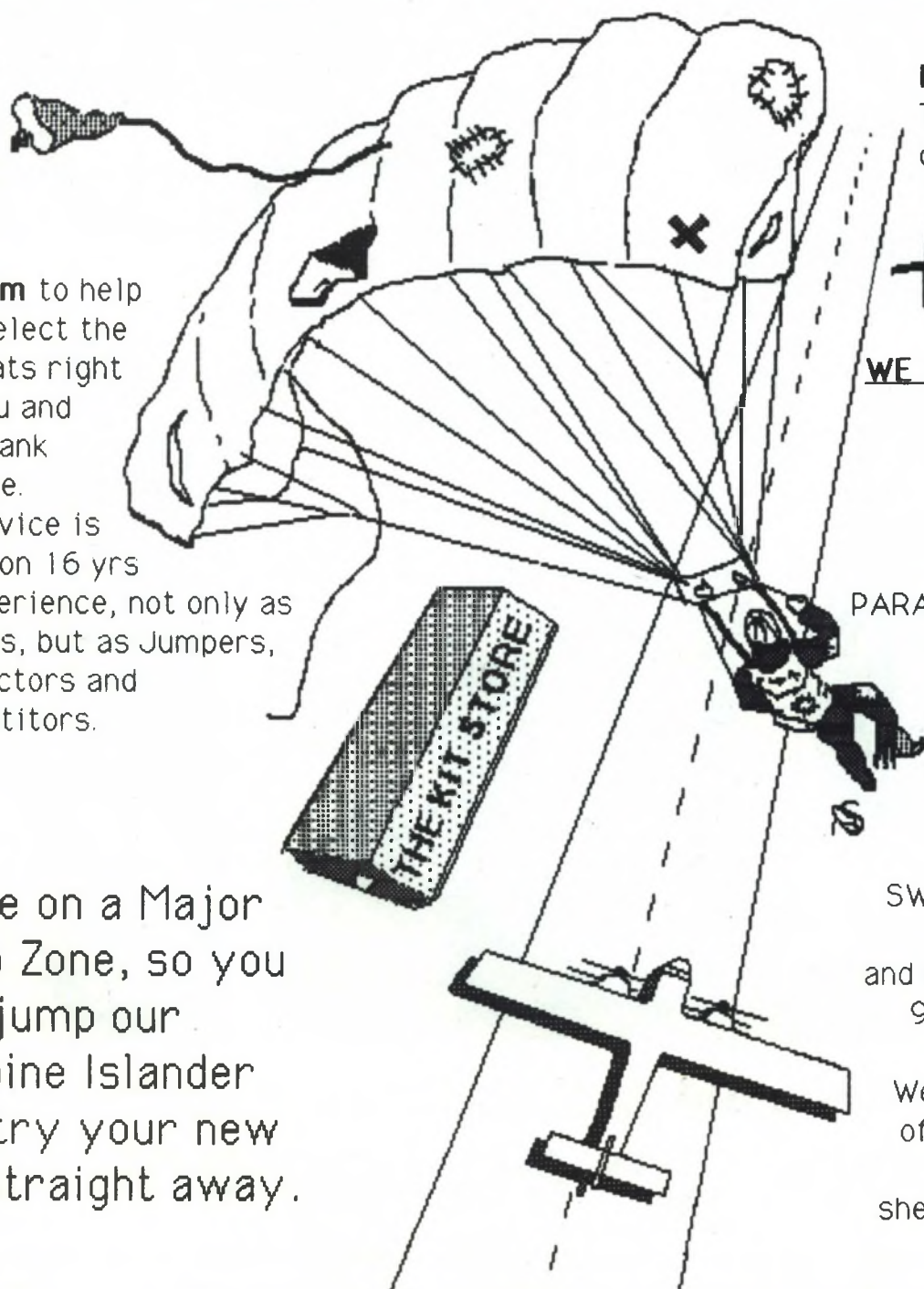
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We aim to help you select the kit that's right for you and your Bank balance. Our advice is based on 16 yrs of experience, not only as Dealers, but as Jumpers, Instructors and Competitors.

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Complete system ready to jump. Small sized Chaser unit, Firelite 172 main, blue/orange/green Phantom 22 reserve. Passed acid test. 30 jumps total. £700 ono

Call Tony 0603 817131

Complete System ready to jump. Harness - Vector (Burgundy and grey) Main - Clipper (95 jumps, microlines and mini risers) Reserve - Hobbit (square) Complete with kit bag and packing mat. All in excellent condition £1059.

Contact Andie Rees 0865 891629 (home)
081 574-8983 (work)

For Sale: Complete new kit (8 jumps only). Talon container (navy blue and silver) + throwaway, Fury Main - blue and silver grey, 4.8m sac reserve - all immaculate condition - £395 ono.

Call Bob Gale 0292-42284 (home)
or 0292 75000 Ext 339

Complete system. Ready to jump. Maverick (150 jumps) Raven 1 square reserve. TSE Chaser with throwaway pilot chute. All in excellent condition £950.00

Telephone Reading (0734) 890642 Evenings

CLASSIFIED ADVERTISEMENTS

252 lite approx 100 jumps + Phantom 26 never used in Black/blue Tracer, as new. Pull out system. All VGC. £850. Instructors manual as new £15. F/F log book £2
Contact Gerry on 0234/270338

Ideal 1st rig, ready to jump system 2 container - black American unit main - black and white. 26' lopo reserve. £275 tried tested and safe.

Tel: 0252 331033

Foil. Complete system red/white/blue 252, Defender reserve in black rapid transit, Throwaway, reefed. £450. Chaser, blue/black, burgundy trim, pull-out, pilot chutes, fit Wildfire/Phantom 24. 250 jumps. £175

Phone Tony 0622 671241 ext 3244 (days).

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Tel Mandy 01-601-2220 daytime
0920 460435 evenings

Complete system:- Zerox (black/blue), cloud main, lopo reserve, two jumpsuits, wrist mount alti, blue protec. Container brand new never used. Sell as one, only £800 ono.
(0895) 445341

GQ UNIT, green/yellow 600 jumps. GQ reserve, (acid test OK) used twice. In GQ system. Throwaway. All good condition. Good first kit. £350 ono.

Tel: 0602 864652. (anytime)

Equipment for sale, advanced kit, ideal first purchase: TSE Jetstream-Unit-26' Lopo. TSE Jetstream-Heavyweight 252-Taliman Reserve. Large TSE Chaser-Wizard-26' Lopo. Large TSE Chaser-240 Cloud-26' pisa. 2 x Large TSE Safe systems (chaser) 26' Lopo and Protector. Pisa 24' Reserve steerable. Tricon Reserve steerable. 26' Lopo reserve steerable. 23' Tricon reserve steerable.

Offers invited on the above-please call 02665 58609

Complete Rig in as new condition. Chaser-pull out- black with two silver stripes. Fury main-five cells black, two silver. Phantom 26 reserve-silver and black. All reserve mods carried out. Acid and strength tested. Only 20 jumps. Matching bag. Alti 2 and mount. Sensible offers please.

Tel Nick 01-402 9471 (day)
01-898 1344 (eve)

2 Complete kits for sale, Tracer (2 blues) Coe D 190 (3 blues) phantom 26' pin pull. Good condition throughout £700 ono. Wonderhog (throwaway) Magnum (red, white & blue less than 150 jumps) National 26' Lopo £400 ono.

Call Ally 0224 641952 anytime

Display Smoke Generators. For details of inexpensive smoke generators, call ColourTrail on 0602 277485 (24 hours). Display DZ/Commentator wanted for 1990 season for a small friendly Midlands team. Please call Joe Forster on 0602 277485 or write to 4 Dunoon Close, Rise Park, Nottingham, NG5 5DH.

Complete kit, Glide Path Raider, X210R, Druid, Container, jumpsuit, Parabags, Altimeter, Frapp hat. Many more extras, must sell. Offers around £12,000.

Tel: Tim Morphy 0773 60 8603
or 0773 60 2277, after 7 pm (weekdays only)

SST Racer black (lt wt cordura), Medium harness, Fury main (red/white/blue) 120 jumps, Phantom 26 reserve (with mods and tested) unused. All excellent condition - £800.

Tel: 0625 522960 evenings

Complete system - Black Racer with well preserved Pegasus main (200 jumps) and Phantom 24 reserve (never used). £700. Also available - Paralot and Altimaster II.

Contact 01-785-7900 (home)
01-548-4797 (work)

Chaser+Pegasus+Swift reserve, Racer+Strat+26 ft Security, 3 jumpsuits 2 parabags, Altimaster II, Pointvert Frapp hat. £375 the lot.

0229 55625 (Cumbria)

The BPA does not guarantee equipment bought and sold through the Sport Parachutist Journal. Purchasers are advised to use the services of approved riggers.

THE 1990 8-WAY BLOCKS

Artwork courtesy of Symbiosis Suits
and Mad Hatta

8 - WAY EVENT: BLOCK SEQUENCES - 1990

5 ZIPPER	6 STAR	7 IN - OUT	8 TRIANGLE
INTER 	INTER 	INTER 	INTER
CRANK 	STAR 	BIPOLE DONUTS 	TRIPLE DONUTS

8 - WAY EVENT: BLOCK SEQUENCES - 1990

13 DOUBLE SATELLITE	14 DOUBLE DIAMONDS	15 OPAL & ZIPPER	16 CANADIAN TEES
INTER 	INTER 	INTER 	INTER
DOUBLE SATELLITE 	PHALANX 	ZIPPER & OPAL 	MONOPODS

8 - WAY EVENT: BLOCK SEQUENCES - 1990

1 DONUT FLAKE	2 COMPRESSED ACCORDIAN	3 DOUBLE DONUTS	4 SNOWFLAKE
INTER 	INTER 	INTER 	INTER
DONUT FLAKE 	COMPRESSED ACCORDIAN 	DOUBLE CHINESE TEES 	IN-OUT

8 - WAY EVENT: BLOCK SEQUENCES - 1990

9 DOUBLE BIPOLE	10 DONUT	11 STAIRSTEP CAT DIAMOND	12 STERIO BIPOLE
INTER 	INTER 	INTER 	INTER
BIPOLE DONUTS 	DONUT 	BIPOLE FLAKE 	DIYNO

8 - WAY EVENT: BLOCK SEQUENCES - 1990

17 OLD BONE	18 SIDEBODY DONUT	19 COMPRESSED DIAMONDS	20 CAT DIAMOND	21 LEAD
INTER 	INTER 	INTER 	INTER 	INTER
AREOLA 	SHOCK / DONUT 	COMPRESSED DIAMONDS 	CAT - ACCORDIAN 	EYE

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SKYVAN-CARIBOU**

**July 12-17 th
L100-30 STRECHED HERCULES**

8 - WAY EVENT: BLOCK SEQUENCES - 1990		
22 OPEN DIAMOND	23 BEAR TRAP	24 DOUBLE OPALS
 INTER	 INTER	 INTER
 OLD BONE	 TRAPPED BEAR	 DOUBLE OPALS
 INTER	 INTER	 INTER
 COMPRESSED STAIRSTEP DIAMONDS	 FREE BEAR	 DOUBLE OPALS

8 - WAY : RANDOM FORMATIONS 1990			
A CATERPILLER	B STAIRSTEP	C HOUR GLASS	D HOPE DIAMOND
E RUBICK	F DIAMOND FLAKE	G ARROWHEAD	H OPTIC
J SPRINGBOK	K LONG DIAMOND	L OPEN FACING DIAMOND	M DOUBLE SPIDERS
N ZIPPER FLAKE	O DONUT CROSS	P BLIZZARD	Q COMPASS

SAFETY INFORMATION

PROBLEMS WITH VERY HIGH PERFORMANCE CANOPIES

Jumpers are still getting injured, some seriously, because they are not flying their high performance canopies (Blue Tracks, Excaliburs etc.) correctly.

1) Hook turns, especially under the above type canopies (due to rapid height loss in manoeuvre) can be dangerous.

2) Mid-air collisions continue to happen, because of the greater forward speed of these canopies. 'All round observation' must take place for the entire canopy ride.

3) Violent canopy collapsing can result in these canopies not being able to be re-inflated and necessitating a cutaway, be aware of altitude.

4) Display Team Leaders should consider carefully if these type of canopies should be used on demos (especially small arenas in low wind conditions).

VERY HIGH PERFORMANCE CANOPIES NEED TO BE TREATED WITH RESPECT.

Tony Butler
JNCSO

EQUIPMENT COMPATIBILITY

In order to help prevent problems which may arise from the purchase of faulty or incompatible equipment all jumpers intending to purchase second hand equipment are reminded that it is important to have the equipment checked by a Rigger before purchase.

Mick Thurman
Chairman Riggers Committee

ACID MESH PROBLEM

This safety notice is issued to draw to the attention of all those who pack reserves with mesh in them that the Acid Mesh Problem has not gone away and that it is imperative that the proper servicing and inspection procedures are carried out on these canopies.

The procedures to be carried out when dealing with these canopies is laid out in the following Safety Information Sheets:

No.	Issue Date	Issued By	Reference
02/89	14 Feb 89	Chairman STC	GQ Parachutes Ltd - STC Service Bulletin reference Acid Mesh rectification Programme.
04/89	24 Apr 89	JNCSO for	National Parachute Industries - Service bulletin Reserves and Pilotchutes.

Anyone who does not understand these procedures or has questions should contact the JNCSOs.

Mick Thurman

Complete system ready to jump:
Harness - Wonderhog with belly band throwaway.
Main - Crusaire (waterfall colours)
Reserve - Trivalent 28' Lopo
Ideal first square first kit bargain at £300.

Contact: Dave Fisher 04024 41583 (H)
0277 690210 (W)

Or can be seen at Cranfield.

Fury Canopy, very good condition. Royal blue/red - £450.
Contact Ian 0642-585061

NOTICE

IT'S ALL RELATIVE

O P E T S R I A T S J K T V Y H P R U M
S P F G E A C E H B V E N O J G W A B A
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O B V O L B U N Y I P Q U E R T Y C I Q
W A S D S F G H J N K L Z X C V X O B U
F Y L I H E D R G E Q S C F T Y U R L I
L L R L J G D J F R A N K I E K Y D G S
A F A C A N A D I A N T E E A H Y I K P
K R T D R Z I B I R W W O R K M D A F R
E E S D G L L L D A H Y C Z Q O R N L I
L T Z I P P F R G T M X D O P A L K I N
B T Z I P P B E Y E L O P I B E A T H G
Z U C V B N M P L K J H N P O I U Y R B
I B D F G T T P O O O U G D H H E T G O
B S F G E G D I W A E R U B I C K K I K
T S C S G Y E Z I P E R N E K A L F D E
U D F D R C G J T A C Y H P R U M J O L
N F S T Y L E A N D D R G U O K Z O K E
O T A C C U R A C Y L O C H U A E D N H
D R O C A T A C A T E R P I L L E R A D

Accordion

Bipole

Box

Butterfly

Bunyip

Canadian Tee

Catacord

Caterpillar

Diamond

Donut

Flake

Frisbee

Line

Marquis

Murphy

Murphy Cat

Offset

Opal

Opposed Diamond

Rubick

Snow Flake

Springbok

Stair Step

Star

Tee

Unipod

Widge

Zipper

Zig Zag

BOARD



WANTED

Any information on the whereabouts of the stolen kit itemised below.

Teardrop - navy, green trim with pink Pop Top

Cruislite - Dark blue centre cell, powder pink and blue cells with red on underside.

Swift - Dark grey. Serial Number: 96260

Racer - Blue with grey/white Pop Top.

Clipper 194 - White centre cell flanked by pale blue, darker blue and purple. Serial Number: 209

Hobbit - White. Serial Number: 281

Please contact PC934 Hooke on 0277 262212 Essex Police

STOLEN

Black & blue Chaser (blue Challenger/pink Minimax)
Blue Chaser (leather pop top) (Rainbow Pegasus/26' lopo)
3 jumpsuits
2 Alti IIs
2 Frapp hats (1 black with blue Dyttter/1 blue)
Goggles, gloves etc.
Mint green & blue parabag
Black Nylon Suitcase.

Contact Peter Sizer 081 653 0671 (work)
0689 29354 (home)

STOLEN

on Friday 6th April 1990

Dark Blue Teardrop, with leather pop top and flash, rainbow stitching. Red leather cutaway pad.

MAIN: Coe-D 210 (flourescent rainbow)

RESRVE: Swift (blue)

Also Stolen

in black/purple rig bag

Blue protec with dytter
Alti III with wristmount
Blue Trim Goggles
Purple Ski Gloves
Document Case (log book, FAI, etc.)

**Contact Paul on 0226 283999
BPA 187564 FAI D7509**

REWARD FOR RETURN

Equipment Stolen from Langar

- 1 124 Reserve DOM July 67 No 6559129 in single pin black container.
- 1 124 Reserve DOM May 67 No 466537 in single pin black container.
- 1 124 Reserve DOM June 73 No 121662 in single pin black container.
- 1 T10a Reserve DOM June 67 in single pin black container.
- 1 FXC 12000 AAD Ser. No.
- 1 GQ (GB) System Main: Cloud, H. wt. Rainbow/white. Reserve: Protector
- 1 GQ (GB) System Main: Foil 252 Rainbow/white. Reserve: Guardian
Both GQ systems are red and black.
- 1 GQ (USA) System, Black with red & white stripes. Main: Comet, white/gold/brown. Reserve: SAC.
- 1 Chaser Black leather main Avenger, brown/beige. Reserve 370R
- 1 Chaser Blue leather main Firelight, black/pink/purple. Reserve Ph 22
- 1 Chaser Blue cordura main Avenger, red/blue/orange. Reserve Ph 24

Racer blue/light blue cordura Pegasus main blue/light blue/white Res. Aerotec.

Vector blue main: PD 170 reserve: Swift

3 Frap Hats different colours.

3 Altimasters 2s Altimeters

2 Altimasters 3s Altimeters

1 Star Altimasters

6(?) green Protec

6 Jumpsuits, Air Care and Symbiosis

Rig bags, Drag bags, gloves, boots! Yes and lots more small items that we all keep in our kit bags.

The above kit is a mixture of British Parachute Schools and personal rigs. This will mean that a lot of people will have to stay on the ground for some time to come. If you hear or see anything about this kit please, please let me know. Reward money, yes, whatever it takes.

Thanks,
Dave Hickling

Andy Gaffey: Invoice of Disaster STOLEN:

Large Racer container
Serial No. 26207 (1982)
Navy/burgundy/grey

Featherlite R2-1
Serial No. 825607C (1982)
Burgundy/white

Wildfire WF 210 (1986) Pink/purple/white

Symbi Warm Wear Suit Navy/raspberry/yellow

Rig bag Navy

Air Care

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1989 Perris Valley Skydiving Events Schedule

See next issue for new diving dates

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Phone (714) 657-9576

STYLE - COMPETITION TRAINING

Introduction

1. Style, or the simple execution of six manoeuvres as precisely as possible conducted at best speed, requires a discipline unique to this event combined with body control of the highest order. Primary to advancement is the facility of a coach, who is of a sufficient standard to advise and provide positive encouragement to the prospective competitor, this, combined with consistent training, which requires at least 3 but ideally 5 jumps a day, will ensure that the competitor is given the best opportunity of advancement.

2. There can be no greater frustration for the novice stylist than to make repeated descents from 7,000 ft, slogging through a style sequence fully aware that the body control is not good and sensing that there is little or no improvement in performance. It is a fact that in the style event a great deal of work is done before any appreciable improvement is observed, this combined with a shortage of coaches to guide and direct a programme and the students, watching their mates "having a good time" tends to discourage the jumper who, frequently, will not realise the latent potential as yet undiscovered.

At the other end of the scale there is what we may refer to as "the accomplished competitor" who, has worked away making best efforts possibly with some help and happy that medals are being won. This type of competitor is usually performing at about half the level of performance they are capable of and with the introduction of the correct salient points into the training programme a dramatic improvement can be made, provided the jumper can break the bad habits and embrace the new technique, this is the \$64,000 question! Cited as the evidence for this is the inability of any competitor in the UK to average "in the sevens" in competition in the last number of years.

Preparation

4. The stylist is not required to be super human in fitness terms, they are however required to be of a good standard of fitness but possibly of greater importance is the need to be supple, this can be achieved in a number of ways through the full range of physical activities and if necessary specialist instruction should be sought in this arena. The prospective stylist should not be a newly qualified Cat 10 jumper, but one who has had sufficient experience to develop body control in the RW field both to gain experience in free-fall and to get out of the system all those fun dives thereby allowing the mind to focus on the job in hand.

Equipment

5. Various types of equipment may be worn and it is important for the stylist to wear what's comfortable to them. The old ideas such as to turn fast style you must wear a front and back system do not hold water, we have only to look at what appears to be the heavy, cumbersome and antiquated systems worn by some of the Eastern block competitors, to realise that it is not the kit but the body which performs the sequence. Similarly with regard to jumpsuits the same rules apply, as long as the jumper is comfortable that's fine. I would add a point of a personal nature here, that I found that Leg control was never as good if tracksuit bottoms were worn, I therefore never wore anything but shorts under the jumpsuit. At this point I

would also sweep away the idea that it is necessary to wear big bulky gloves to get a good grip of the air, rubbish. A necessary piece of equipment at a style camp is, without a doubt, a suspended or style harness. Problems are not corrected by a short time in free fall, but by time and again running through the position of each part of the body, in many painstaking "harness dirt dives". To maximise practice time in free fall use the maximum altitude available, if the aircraft is going to 10,000 go with it, any mistake made will have the opportunity to be corrected at a second or subsequent attempt.

Running In

6. The jumper should exit the aircraft on a down run having ensured that the aircraft is headed directly toward the target, if not the jumper will have the additional difficulty of having to correct the heading throughout the free fall and at this stage that is a problem that can be done without. Due to the increased ground speed caused by the throw forward on a down wind run, the spot should be doubled, to place the jumper in a comfortable position for a shot at the target after opening. As a training expedient an "into wind run" may be used if, for example the stylist is to follow a group out, but certainly prior to a competition, a number of downwind runs must be practised to appreciate a realistic look at the target.



Fast Fall Position

7. Prerequisite to any turns or loops is a good fast fall position and this should be the main priority on the first number of jumps, with no other manoeuvre practiced till this is perfected. The jumper should exit the aircraft in as big a student spread as possible and hold that position for about five seconds, this will allow the jumper to kill the throw forward and correct any slight deviation of the heading, it is at this stage that the jumper should take a deep breath to relax, take a good look at the target are before starting to reduce the body into the fast fall.

8. The reduction into the fast fall should be done slowly, especially in the early stages and it is important that it is done symmetrically to

maintain stability. The legs may be together or apart in the fast fall which ever is more comfortable, the important factor to appreciate at this stage is that the body may be as wide as it is long, so the position of the legs whether apart or together is a matter of personal comfort.

9. As the knees are drawn up towards the chest the head should be rolled forward, so that ideally the chin should be as close to the knees as possible. In this position it will be impossible to see the target but this is no problem, the target will easily come into view when the turns start. A final point to add about the legs is that the toes should be pointed, this makes the lower limbs rigid and reduces lower leg wash in the turns, a point covered later.

10. Throughout the fast fall the arms are used to maintain the correct attitude, if the hands are moved forward toward the shoulders, the body will assume a more flat, or sitting up position and if the hands are allowed to rotate back toward the only important feature here is personal comfort as long as the jumper remains within the bounds of the rules. The elbows should be held close to the side of the body with the lower arms controlling the attitude. It should be remembered that the fast fall is an inherently unstable position which may, on occasion be difficult to maintain. Finally it must be remembered that the rate of descent in the fast fall considerably increased therefore the jumper must maintain altitude awareness.

Turns

11. After the fast fall has been held for about 8 seconds the jumper has sufficient speed to commence the turns, it is a complete misconception that a minimum fast fall of 15 seconds is required to initiate the first turn for the following reasons:

- a. With a good fast fall it is easy to initiate a turn much faster than even an experienced stylist is capable of controlling, this results in a loss of body control and the rest of the jump is a salvage.
- b. The difficulty in turning a fast set is not in making 6 fast manoeuvres but in making 5 good transitions, it is possible to execute a turn in about 7/10s of a second but it is better to slow that down, especially with the first turn to about a second per manoeuvre and eliminate the transition time.
- c. By starting earlier in the jump there is more time to practice therefore more chance of achieving the aim on that jump.

12. Great gesticulating arm movements are not necessary to initiate a turn, in fact the greater the arm movements the greater the loss of body control. To initiate the turn a small thrusting movement should be made with the lead arm about 9 inches down in front of the shoulder, it is most important that this movement is down and not out to the side, which will only increase lift in that quadrant causing the body to lift. The trail arm should have the elbow held against the side and the hand rotated outwards to act as an aid to the turn, this hand should be held against the front of the trail shoulder. A common error is for stylists to adopt a saluting position with the trail arm, this creates drag, causes the body to extend and subsequent loss of body control. Imagine that a large basketball is held in the hands and as the ball is rolled to the left or right the hand position moves with it.

13. Once the turn has taken and gone about 60 degrees allow the body to resume the fast fall or neutral position. The fastest part of a turn is the start and when a turn is well initiated it is easier to maintain the turn and therefore body control throughout the turn in the neutral position, many experienced stylists hold the knees in the neutral position and this has many obvious advantages, the neutral position also allows better anticipation to stop the turn "on heading".

14. To stop a turn simply initiate a turn in the opposite direction. The important factor is that it does not matter if the turn catches you out or that it does not finish "on heading", it does not even matter that the jumper may have made two turns in the early stages, what matters above all is that the body control has been maintained. It is easy with practice to bracket the turns onto heading but it is not easy to regain body control if the jumper is in the habit of losing it.

15. Especially on the initial jumps care should be taken to feel into the first turn then as confidence is built the turn can be made more and more snappy, this also relates to an earlier statement about starting the first turn after about 8 seconds of fast fall. When the first turn is completed it is important to stop, quickly assess the good and bad points, regain any lost control and try again. The advantage of making practice jumps from a greater altitude than normal means that there is more opportunity to get it right.

16. Turns should be conducted the same way throughout the jump to start with, turning a different direction on each jump, being careful not to start in the same direction on the first jump each day so as not to develop a favourite turn. The legs should be held in the fast fall position throughout the jump and the point made earlier that the toes should be pointed helps to prevent lower leg wash at the end of the turns and therefore assists in the transition time.

17. When individual turns in the same direction have been mastered, then progress on to turns in pairs can be made operating on the same principle, after a short fast fall make two turns then stop "get tight" and try again. Having eased into the first pair of turns then try a little more snap, on each jumps start the turn in a different direction and then as confidence and technique develop start each pair of turns on the jump in different direction. When these are mastered then the jumper is ready to introduce the loop.

Backloops

18. The loops are the easiest and fastest manoeuvre to perform when body control is maintained and on the initial practice jumps loops should be practiced on their own. The initial procedure is as for turns, a big exit position followed by an 8 second fast fall then start.

19. To perform a loop from the fast fall the arms are pushed forward to such a position that as they are fully extended the thumbs should touch, this maximises the lift and causes the body to rotate backwards. The head at this time should be forced forward toward the knees, in this position the loop will be completed in about the time it takes to extend the arms. In other words if the arms are forced or blasted out fast then the loop will be proportionately fast, conversely if the arms are pushed out at a more gentle rate the body will rotate at a more sedate pace. The main point to be stressed in the initiation of the loop is to keep the head forward and the knees up, this will allow the jumper to see the horizon rotate past his knees and is an aid to adopting the neutral position, thereby allowing a short thinking period before stopping the loop.

20. A loop in this position with the head forward allows the jumper to be more aware of the position of the body in the loop in relation to the ground. If the head is allowed to be pushed back in what could be described as a student skydiving loop, the body will become extended, the legs will drop and in addition to the speed of the loop there will be the considerable problem of centrifugal force to control at the end of the loop, resulting in a major loss of transition time.

21. The ideal neutral position in the loop is with the hands holding the knees and pulling them up whilst pushing the head down to meet the knees. This position should be adopted as the knees are seen to rotate past the horizon. In the early stages jumpers frequently observe that they are unable to see the horizon and it should be appreciated that in most cases this type of loop is so alien in relation to what has been previously practiced that it may take a little time to comprehend exactly what is going on. In the absence of seeing the horizon pass, work on adopting the neutral position as soon as the arms are fully extended.

22. To stop the loop beat down with the arms as the ground comes into view, the arms should be dug deep and must certainly reach below the knees. Once again this is a matter of practice and timing, it is not unusual in the early stages to complete two or even three loops before stopping, the important factor once again is to maintain the body position, the timing can easily be adjusted with practice. It is acceptable to drop the knees and lower legs as an aid to stopping the loop but they must be gathered again as soon as the loop is completed, this technique results in a loss of transition time.

23. While the loops are being worked on it is important not to allow the turns to get rusty, allow perhaps one jump a day on turns or, if the training is conducted from a greater altitude, a pair of turns may be included at the end of the jump.

Progression Training

24. Having mastered the individual techniques of turns and loops it is now necessary to progress to fitting the manoeuvres together. As always the important factor is maintaining body control and if there is any loss the jumper should stop, "get tight" and try again.

25. The first combination to work on is "turn to loop", this will develop the technique of going from a turn into a loop without a loss of transition time, it will also maintain and allow the development of stopping the loop in a tight position.

26. Progress to a half set which will develop the practice of two tight and a loop. Stop and "get tight" after each jump where there are no stops and body control is maintained. Use the short gap between half sets to consider what could be improved then try it again, with practice the gap for thinking time should be reduced. On each jump only have one main point for concentration and perfect that before progressing. At this stage the headings must be good.

27. Try turn loop turn, an easy sequence to develop and very good for reducing lost transition time. Watch particularly that the headings are correct and that the body does not continue to turn whilst in the loop thereby incurring penalties. This should be practiced making both the turn before and after the loop in the same direction and then in the opposite direction i.e. on one jump left turn loop left turn, on another left turn loop right turn etc.

28. Finally before progression onto sets work on turn loop turn turn loop, a major point to look at here is that the most frequent period to lose transition time is at the end of the third turn. This sequence will allow the jumper to kill a major problem it starts.

29. It is a big mistake made by many to bash on turning full sets time and time again, mistakes rather than being corrected tend to become compounded and progress is stunted. Regardless of what stage a jumper is at there is always something that needs to be worked on, full sets should only be conducted when everything else has been practiced and developed. Without a doubt the fastest sets will be the first half a dozen after fully working through this programme, after this sets tend to slow down a little as the jumper settles from a peak. With this in mind, prior to a competition only a couple of sets (if any) should be completed prior to the meet practice jump.

Psychological Approach

30. As with any sphere of competition the mental approach is of vital importance, many jumpers arrive at a competition venue with a log book full of recorded sets indicating a performance in excess of what that jumper ever exhibits on the day. This tends to give them a totally false sense of security and frequently

Continued on page 45.



BLADERUNNER

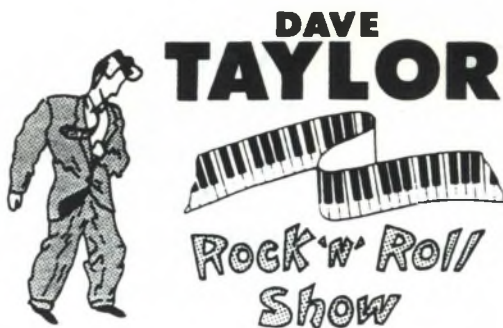
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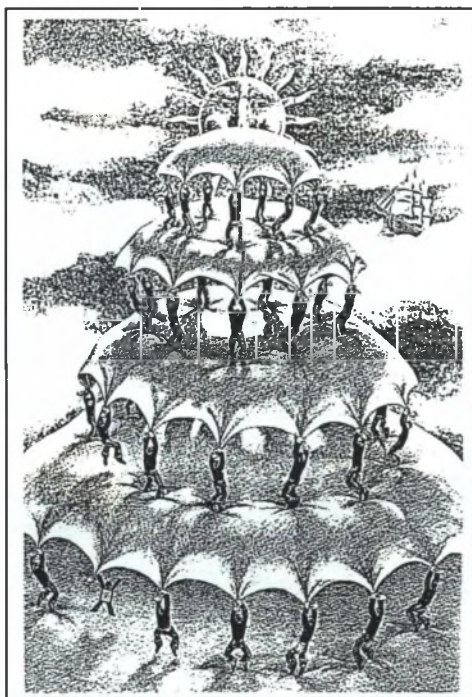
3 way R.W. mix & match
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DATE	EVENT	LOCATION
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23 June-1 July	CLASSICS & CRW NATIONALS	Langar
14-15 July	Met Police accuracy Meet	Headcorn
20-29 July	Bi-Plane Boogie	Swansea
21-28 July	RAPA Championships	Bad Lippespringe, Germany
4-12 August	RW NATIONALS	Sibson
6-10 August	AFF/Tandem Instructor Course	Langar
11-19 August	Progression Week	Cranfield
11-19 August	Espace Boogie	Vichy, France
13-17 August	PI/Adv Instr. Course 3-90	Langar
20-24 August	Exam/Pre Adv Instr. Course 3-90	Langar
20-30 August	Army Championships	Netheravon
25-27 August	16-Way Sequential Meet	Sibson
1-2 September	LAC Meet	Headcorn
21-23 September	2 Skyvan Boogie & 40 Way Meet	Sibson
5-6 October	Night Jumps	Cranfield
6-7 October	16 Way Sequential Meet	Sibson
9-11 October	I.P.C. 4th Technical Congress of Parachuting	Bisham Abbey
2-3 November	Night Jumps	Cranfield
12-16 November	PI/Adv Instr. Course 4-90	(RN/RM SPA) Dunkeswell
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their ego is shattered by the reality of added pressure and strict judging, similarly the simple change of venue or aircraft is sufficient to throw those not mentally prepared. How then do we develop that mental robustness necessary to overcome the pressure and still turn in a creditable performance? There is no simple answer and of course the situation is different for each competitor, there are however some basic guide lines which will help in the mental preparation but it must be clearly stated that there is no substitute for competition experience and for that reason every available competition should be entered, the jumper who states that they are not yet ready is unlikely ever to compete!

31. The following guide lines should only be employed when the basic techniques have been mastered, there is quite enough to occupy the mind up to that stage.

32. First let's use something as a measure of our levels of tension and for this a 12' rule will be employed. Imagine that the 0 mark is when we are at rest in peaceful sleep while the 12' represents complete panic. The level at which most jumpers train is around the 3' to 4' mark while the level at which most jumpers compete is about the 8' to 9' marks (all though some are closer to the 11'). What must be achieved is the narrowing of those marks, this can be achieved by instilling a competitive instinct in all training. Imagine for example that each jump is the jump off at some big competition and the jumper has to produce peak performance etc.

33. Cultivate a frame of mind from which nothing can detract from a good effort.

- a. Take the opportunity to use different aircraft.
- b. Exit at differing air speed.
- c. Change Dz or any variable that can be introduced.

34. The more these features can be included and the more this frame of mind can be cultivated the better chance the competitor will have of performing to the full potential under the pressure of the event.

35. In the competition the opposite frame of mind should be adopted, this is just another practice jump, nothing out of the ordinary, etc.

The Dive

36. The dive is not covered in this article for two reasons:

- a. This article is principle for novice stylists although the principles remain regardless of standard.
- b. The dive is no more than a personal preference, it is not necessary to have that extra air speed to turn fast style as was originally thought.

Conclusion

37. Everything done in the air is practice, it is up to the jumper and coach if it is good or bad practice. It is pointless to bash on without a firm idea of what is required and it is hoped that this article provides a framework upon which to base a training.

38. Beware of the "stopwatch watcher". It is of course necessary to see how the training is developing in relation to the time, but this should only be done at an advanced stage in the programme and as infrequently as possible. The moment time watching takes over from body control is the moment that the stylist takes a quantum leap backwards.

R. A. Milne
WO2
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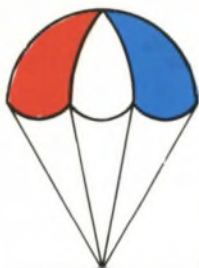
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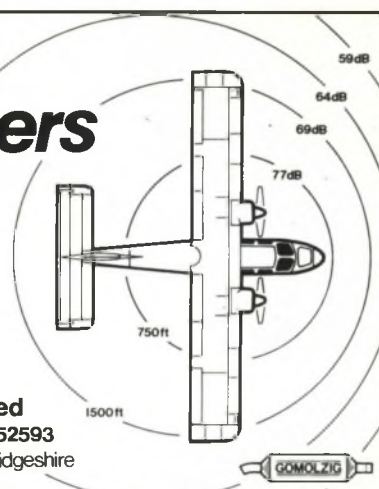
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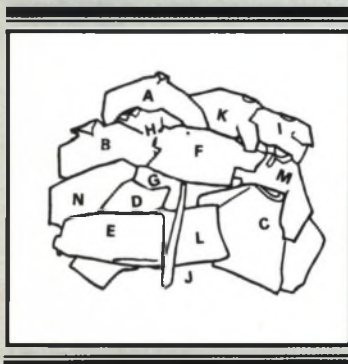
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