

Sport Parachutist

AUGUST 1990



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A Visit to the USSR
Boogie in Cyprus
Belgian Herc Boogie*

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Leather Chaser with Firelite Reserve and Maverick Main

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Sport Parachutist

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Editor's Note

The views of contributors to *The Sport Parachutist* are not necessarily those of the Editor, or of the British Parachute Association, and no liability is accepted for same.

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Front Cover: Belgian Herc Boogie - Exit from the Caribou
Photo by Simon Ward.



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Bromocresol may not give accurate indications of acid levels in nylon if it has been exposed to air too frequently, or has been in use for a lengthy period of time. Therefore, it is recommended that Bromocresol is replaced at fairly frequent intervals.

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Tony Butler

► D.I.S.C. & Bath University Parachute Club invite you to the:
INTASUN SKYWORLD SEPTEMBER COLLEGIATE BOOGIE. Open to all Collegiate Club Members. The Meet runs from Monday 17th to Friday 21st September 1990 and will be held at Dunkswell International Skydiving Centre, near Honiton in Devon. The organisers advertise 'Fun jumping (no hassle), Night Jumping (min. 'C' licence). COMPETITIONS for; Hit & Run round accuracy (students and cat. 8+), R.W. Launch & Accuracy, and best progression.'

The aircraft will be 2xCessna 206 (5 places each). Facilities include: Club room, pool table, television, coffee machine, hot showers, full cafeteria and bar on airfield. There will be a barbeque on the Thursday (fancy dress compulsory).

Bad weather activities include the local sports centre (swimming etc.), Ten Pin bowling, volley ball, trivial pursuit... Registration is £12.00, and covers T shirt, B.B.Q., prizes. Jump prices are £10.00 a student (including packing fee), £8.50 for 10,000ft. Accommodation: Bunks £1.00/night, Camping £1.50/per tent/night.

To register: phone Chris Hasler on (0689) 21010 a.s.a.p.

► BATTLE OF BRITAIN 50th ANNIVERSARY FLYPAST

Airspace restrictions from the surface to 3500 ft AMSL will be in force over Eastern, Central and Southern England on 10, 11, 12, 13, 14, 15, 21* and 22* September 1990 during the rehearsals and flypast by a formation of 163 military aircraft to commemorate the 50th anniversary of the Battle of Britain.

Full details are contained in NOTAM A441/1990. Further information and free copies of the NOTAM are available from NATS, C(AP)3 - telephone: 071-832 5454/5453.

*only if the Flypast on 15 September is cancelled.

Recently an incident in Norway occurred where a very experienced jumper had difficulty to deal properly with a malfunction on his BLUE TRACK BT-50 canopy. This incident leads us to draw your attention to the fact that today's high performance canopies call for appropriate instructions on handling techniques including emergency situations.

It is important to realize that malfunctions of relative small and fast ram-air parachutes may become just as "exciting" as their flight performance and generate high centrifugal forces. Therefore a jumper, experienced as he or she may be, should never hesitate to cut away from the main canopy soon as a malfunction is discovered.

"Playing" with the malfunction should never even be considered!

We strongly recommend the use of our LOR 2 reserve lanyard system which assures the activation of the reserve parachute after a cut-away. It our aim to make the LOR 2 more accepted by experienced jumpers as well. We supply it standard with our CAMPUS student and GALAXY tandem rigs and offer it as an option on the other harness/container systems, including the new ATOM. To enhance acceptance we manufacture the lanyards in several colours corresponding with the colour pattern of the rig. This way the presence of the LOR 2 will not be too evident.

We thank you in advance for dissemination this information to your members/readers.

Sincerely
Parachutes de France

► A Nomination Paper for the election of members to the council of the BPA at the next Annual General Meeting, is enclosed with this issue.

Please note that the latest date by which nominations can be accepted at the BPA office is Monday 1st October 1990

► On Tuesday 18th September 1990, a meeting of the BPA council will be held at Doncaster Parachute Club, commencing at 4 p.m.

As advised earlier in the year, this will be the second meeting to be held at a venue other than Leicester, thereby giving members in different parts of the country an opportunity to meet council members and to take part in some discussion.

This discussion will take the form of an 'Open Forum' where members can table questions, and exercise their democratic right to raise with their elected representatives, matters of national policy or local interest within the sport.

The 'Open Forum' will start at 7.30 p.m., following the council meeting.

It is requested that all questions be submitted to the BPA office in sufficient time for any required research to be undertaken.

Attendance at the first 'Open Forum' at Headcorn in May was somewhat disappointing, so as many members as possible are urged to come along and take this opportunity to air their views.

► Last year as well as the actual Annual General Meeting other events and seminars were held during the weekend. The format for the AGM this year will be similar and thus anybody who would like to give a presentation on any aspect of the sport (eg Freestyle, CRW, RW, Accuracy etc.) should contact the office myself.

Anthea
Also: When is the EGM? Doesn't it need advertising in the mag!

► Many thanks to Graham Tottle, for his Skydivasaurus article. Graham's name did not appear in the last issue.

Helen Beecham, seen here enjoying the sunshine over Eaglescott in Devon on her fifth Tandem Familiarisation Jump.
Photo Dave Tylcoat.





The
Alternative

Sport Parachutist

I'm Back !

Yep

- It's yer old mate and skydiving guru Walter Gubbins IFC, not to be confused with some gangling impostor who can be seen in a succession of Video Nasties using the apt name of Wally.

Having followed, and contributed to, the Bee Pee Aye rag for a number of years it is quite obvious to this particular gaggle of brain cells that we've hit a new low on a par only rivaled by a snake's duodenum.

The Walter Gubbins Corporation (International Inc) Publishing Division (Glossy Mags) would now like to propose a new format for the official journal of the Bee Pee Aye.

Never late off the starting blocks, we've already contacted a number of top personalities in the sport and are in the process of offering lucrative contracts in key positions.

- Editor in Chief - Chief
- International Reporter & Diplomat
- Safety Committee
- Sth African & Canine Correspondent
- Freestyle Editor
- Technical Advisor

Steve Neversfield
Martin Heavans
Benchy's Boys
Amanda Kennel
Daffy Tee
Gay Dick

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Soon!!

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How to stay in the politics game

- ☞ Mixing Business and Politics
- ☞ Optimum council sizing
- ☞ Swaying the vote
- ☞ Military vs Civilian

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6 easy steps to get to the top with hot hints on

- ☞ Backstabbing
- ☞ Council politics
- ☞ Controlling the media
- ☞ Communications in the 90's

Skydiving & Travel

How to do International Boogies and Meets on the cheap

- ☞ Load Organisers
- ☞ Cameramen
- ☞ Judges
- ☞ CIP Delegates
- ☞ Hangers On



What the critics are saying about Sport Parachutist



- ✗ "A pacier read than Wilbur Smith" - *Funday Times*
- ✗ "More Boobs than page three" - *Literary correspondent, Naturists Gazette*
- ✗ "...contains more scandal than *Private Eye*." *Clement Fraud*
- ✗ "more tipographical errors than the *Gordian*" - *Spell Checker, The Guardian*
- ✗ "never has there been as much dictatorship since *Idi Amin* merged with the *Third Reich*" - *Overheard in DZ bar (very late)*
- ✗ "...a small council with large tits and a fair share of knockers..." - *Aviary Monthly*
- ✗ "More humour than *Viz*" *C29876*
- ✗ "...in two full pages they presented more dirty laundry than *Sketchleys*." - *Aerial correspondent*
- ✗ "Never in the history of the sport have so many owed so little to so few" - *An outgoing editor*
- ✗ "Less frills than come dancing" - *Fatman in Mothercare shop*

We need you !

As the people's magazine we need your help. Send your articles, gossip, tittle tattle and any good skyjiving stories to our HQ.

Don't worry about contentious issues - **use the fax!**



WHY?

The publishers wish to express that the views herein do not necessarily agree with anyone elsel

Whilst politics and passive bullshit are prevalent throughout life, we wish to remind you that skydiving is a fun sport for all to enjoy and benefit from.

**LET'S LIGHTEN UP
GUYS!**

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- ☆ Tandem Tandem (The Quad)
- ☆ 'Sky Stud' bares all in a special photo story, starring Ron Done-It

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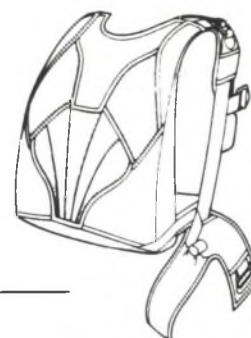
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CORRESPONDENCE



Dear Editor

Well I have just finished yawning over John Lines letter which appeared in the June issue of SP.

I found his list of charges, tedious, boring and at total waste of space. His allegations that Steve's comments were designed to 'drive yet another wedge between members and the council' is laughable when you compare it to the sacking of the best SP ed yet, now that is what I call drivind a wedge between the membership and the 'ghost' council. I use the term ghost because most people believe they exist but few ever get to see them.

His dismissal of the article on Amanda Kenny's pet dog was at least insensitive. When you consider that the BBC and other news agencies invested hours of time viewing to cover the plight of a couple of whales stuck in an ice flow.

If we wanted a totally factual, total serious magazine we would all go out and buy the Financial Times. It is fun articles and a human interest stories which appeal to the majority of readers.

Articles on or about dare I say it (let alone commit it to the paper) South Africa? Why not! South Africa will not disappear if we all ignore it, and as the association covering sport parachuting in this country, then it is surely your duty to keep the membership informed of events regardless of where they happen. We, the membership, can make up our own minds on moral issues without anybody elses help. Leave politics to the politicians, keep skydiving safe, fun and accessible. But above all bring back Steve, because in my book his views were perhaps more representative than the council would like to think.

Yours faithfully
Douglas Naismith
C 8857



Dear Sir,

John Lines is concerned that Council is not projecting a proper image to the CAA through the magazine. This problem will not be solved by sacking Steve Eversfield and hiring a yes-man. The problem is that Council want to use the mag for this purpose.

The mag has always attracted criticism for being either boring, late, badly made, unfunny, biased, uninformative or offensive; although I think Steve did a better job than any other editor in the 10 years I have been reading SP. No editor can please everyone. They are

unpaid, but expected to do a professional job. If they are the Council's poodle, the readers complain; if they are independent, they get sacked. Meanwhile, jumpers continue to have to pay for what many consider to be a load of rubbish. Nobody wins.

When you are in a no-win situation, it's time to change the rules. Steve's suggestion is to make the mag unofficial, with the BPA acting as an agency for collecting subscriptions. I would like to suggest a different model.

There is no doubt that an independent mag is more interesting than one with its hands tied; just compare the awful USPA mag 'Parachutist' with the lively, independent 'Skydiving'. However the most important difference between the two is that 'Skydiving' is an optional purchase. It has to be good or people won't buy it. There is another example closer to home. 'Sailplane and Gliding' is a consistently high standard publication with a full-time editor who has complete editorial freedom. It is financially independent of the Gliding Association and is an optional purchase.

If SP was run on such lines, the following benefits would result:

- 1) BPA subscriptions would be slashed.
- 2) We would have a truly independent magazine, able to report all the news that's fit to print, guided only by the editor's judgement and the law.
- 3) Council could stop interfering and get on with the more important job of leading us into the 90s.
- 4) Final judgement on the quality of the mag would rest in the proper hands; those of the readers.

Can the BPA stop treating skydivers as a captive market? I believe that until it does so, the mag will continue to be a problem for all of us.

Yours
Martin Lyster
D4246



Dear Sir,

I entered skydiving later in life than many people and I regard my views on life and the sport as quite mature and rational. On my return from the very enlightening Polish Boogie (a place where freedom of speech is becoming fashionable) I was astonished to discover the circumstances under which Steve Eversfield has been dismissed as editor of Sport Parachutist. Everyone agrees that the magazine has taken a quantum leap since he took control. I strongly believe he neither supported the establishment nor the 52nd state. He was impartial and provoked interest and discussion. Look at the way he justified the actions of the JNSCOs in the A1 incident.

Now let us look at some of the criticism of the April Issue. There was an advert for the South African Boogie. I find apartheid more abhorrent than anybody and my conscience

would not let me attend such an event nor buy South African kit but I don't deny others the right to go. I jump with South Africans but I don't ask whether or not they support apartheid. I've no desire to create friction, our sport should be above that.

Next the obituary to Katie. No doubt the creature was dear to a fair number of the skydiving community and the article was therefore appropriate.

As for criticism of pointless rubbish we have only to look at Skydivasaurus and the poetry in June's issue.

All in all I thought April's mag was pretty good. My only criticism was the proportion of input by Martin Evans. Although "The Full Story" want some way to exonerate him I still say that someone who flies into slow moving agricultural implements is going around with his eyes shut. I think Steve has done a admirable job without his input the mag would have been 'on the thin side' to quote his word.

Lyn Goerge ends his report by saying he voted the council in. Now theres a whole new forum for discussion. Ive been in this sport for just over three years and the council are just anonymous as the candidates for the Building Society Board who own my house whom I have the opportunity to vote annually. Democracy only works when the electorate are informed. I do not believe that we are.

Yours Scincerely
R A Sayers
364287 D7991



Dear Bryan and John,

The seven to four decision of the council to sack the editor of the Sport Parachutist, Steve Eversfield, is further evidence of the gulf between the ruling establishment and the grass-root feelings of the membership. Among the dozens of people I have spoken to in the last few weeks not one has agreed with the decision to sack him and there has been almost unanimous approval of his handling of the magazine. This is not to say that everyone agrees with his personal views (my previous letter was based around a refutation of two of his earlier editorials and many people disagreed with his contribution to Gravity Matters) but they do agree that an editor's job is not to uncritically whitewash the governing body but to actively explore controversial matters in a constructive manner in the hope that a fuller picture of exactly what is happening with the direction and control of our sport at its topmost level can emerge. As his last letter hints there are a few more items yet to be brought to the membership's general attention. The abrupt decision to remove Steve Eversfield will almost certainly further damage the reputation of our sport with both the CAA and the Sports Council. When this happens it would be advisable for the membership to realise that this will be a direct result not of the establishments critics

but of the cavalier and cynical attempts by the establishments itself to control and suppress the freeflow of information within our sport.

I present the following suggestion as a possible solution to the problem. This is that the editor of the magazine is voted for at the same time as the annual Council vote. This means that the membership have a direct say in the appointment of the editor and that if the membership (that's you and me by the way) disapprove of the magazine's they can do something about it without the backtracking of John Lines or the intervention of Tom Oxley or Charles Shea-Simmonds (whoever they are). The establishment no doubt will be quick to point out the problems with this proposal (the main one being that Steve would almost certainly be re-appointed as editor). With a little bit of goodwill though the idea is a workable solution to the current problems.

That's enough from me as I'm sure that the editors have lots more letters in a similar vein.

Blue Skies
Kevin Hughes
D4778

P.S.

Is there more than meets the eye with the typographical confusion between me and Kevin Marsh in the last set of minutes or am I just being paranoid.

In reply to the letters from Mr. Naismith, Mr. Lyster, Mr. Sayers and Mr. Hughes, all commenting on various aspects of the dismissal of Steve Eversfield, I offer the following comments. May I make it clear that I am replying as an individual, and not on behalf of Council.

1. SOUTH AFRICA

The reason for being concerned about the inclusion of this article has nothing to do with the moral issues of apartheid, or the desirability of the current South African Government. It is simply that the British Government, via the Sports Council, has confirmed its continued support for the Gleneagles Agreement, and has made that point forcefully to us as recently as 7 months ago at a meeting in London, and again 3 months ago in writing. As a sport which is heavily Grand-Aided by Sports Council, it is prudent for us to take care not to offend agencies who support us.

2.

Two of the writers complained that they do not ever get to see Council Members, and consider them to be faceless individuals. Why is this? Both of them live in the South of England, where an open forum was held at Headcorn in early May. The 'faceless ones' were there in force to answer questions from members. Did these gentlemen attend on that evening? Mr. Sayers also reports that he was in Poland for the Boogie in June. So was I, and I would have been very happy to debate these matters with him then, had he so wished. By the end of this year, I will probably have visited at least a dozen UK Drop-Zones, as well as several boogies. Other Council Members do likewise. We are as 'faceless' as BPA Members care to make us.

3. POLITICS

The writers complain that Council should leave the politics alone. My answer is that if that others do likewise, Council will have no reason to indulge in the kind of discussion and decision-making that some like to refer to disparagingly refer to as 'politics'.

4. AN INDEPENDENT MAGAZINE

There is absolutely nothing stopping anyone commencing publication of an independent

magazine. So why do they suggest that Sport Parachutist should be independent? Why not just start another one? If it contains the kind of information people want, they will buy it, won't they? At present, Sport Parachutist is the official publication of the BPA. As such, it obviously makes sense to take care what it prints. We cannot afford the luxury of a cavalier 'print and be damned' attitude, when others who read S.P. may conclude that what is printed represents the official views of the BPA.

5. EDITORIAL 'FREEDOM', AND THE APPOINTMENT OF THE EDITOR

There has been much comment about the alleged 'censorship' of Steve Eversfield. For all the time I have been involved with Council, there was no attempt at direct censorship. But Steve made some grave errors of judgement, by printing items that were inaccurate, untrue and sometimes misleading, and frequently printing controversial items without giving, where appropriate, the right to reply, despite having previously agreed to do so. These matters were brought to his attention and it is fair to say that he always robustly defended his decisions to publish. But there is no such thing as 'free speech', as Ian Hislop (Editor of Private Eye) will attest to, I am sure! Free speech, editorial freedom, call it what you will, must go hand in hand with editorial responsibility. In the end, to a majority of Council Members, Steve demonstrated that he could not, or would not, accept full responsibility for the wider implications of the 'print and be damned' philosophy which pervaded some issues of Sport Parachutist.

Much has been made of the allegations that the 'establishment' has some dark secrets that it is trying to hide from the Members. But no-one can ever say for sure what they are. Steve alluded to further matters of great importance which were yet to be exposed, yet since his dismissal he has been remarkably silent. Why have drop zones the length of the country not been inundated with lurid tales of misbehaviour from on high? Because there isn't any, that's why! If people feel they are not informed it could be because they don't take the trouble to ask about matters of interest to them, not because Council tries to hide things from them.

On the question of the Members electing an Editor, that is of course one suggestion, and it is about as logical as electing the BPA receptionist. What happens if the elected editor does not perform his duties satisfactorily, for whatever reason? Can you un-elect an Editor? How would the membership, to quote Kevin Hughes, "do something about it" if they disapprove of the magazine's direction? It seems to me that this question would need addressing in tandem with any suggestion of adopting a policy of electing an Editor.

In conclusion, I freely acknowledge that much of Steve Eversfield's work as Editor was superb, and a great credit to his skills as a journalist. But a small amount of his work was awful, and it was for that reason that he was sacked. When, and indeed if, this matter is finally over, let's not forget what we are here for. I don't know about you, but I only joined up for the skydiving, and frankly, the aggro sucks! Can't we agree to unite in the face of other much more important problems the sport has, instead of engaging in this endless internecine warfare?

John Lines
D2280



Just a short letter of thanks for everyone's concern and kindness following my accident in "Poland".

The damage ended up to be worse than first thought but nothing permanent so I will be back jumping hopefully in 6 months or so and will definitely be back in "Krakow" next year to see all the new friends I made both British and Foreign.

I would like to give special thanks to the following people:

Firstly, John Carter, Magda & Marter who did such a good job of my immediate handling and medical welfare at the time of the accident and also in a rather "novel" Polish hospital when I arrived there. Magda & Marter were the Polish interpreters who were worth their weight in canopies and had the long and for them traumatic job of precisely interpreting everything said by myself, John Carter and the Polish medical staff.

Next to all the continuous flow of visitors that made my stay in Krakow hospital just one big party, a huge effort that was well appreciated in what was otherwise a bleak place.

My thanks also to all the Polish people we met who were so warm and friendly and for making us feel so welcome.

And lastly but by no means least to all the people from my DZ at Doncaster for refusing to even think of returning to England without me with them and for making arrangements with the insurance company for the party on LOT Airlines flight back a possibility. Also thanks to Theo my private doctor and ambulance escort (even if you did sleep all the way back).

The "Helicopter Boogie 90" is one I won't forget for many reasons, but mostly for the help and friendship of the people I went with and met while I was there!

Thank You!
Chris Miller
D8261



Dear Editor,

Many thanks for sending us your magazine for skydivers "Sport Parachutist". For the time being it represents for us one of the very valuable sources of information on events abroad in the sport of our common interest mainly in Great Britain.

I suppose you may be familiar with the current changes in our country. There are really great changes in progress in all spheres of political and social life not excluding our sport organisation Svazarm where they have resulted in the abolishment of the central body of the organisation and its official name Svazarm and the formation of two independent national Aero clubs, the Czech one and the Slovak. As the process of their reconstruction hasn't been finished yet, the best way how to ensure the smooth contact without any difficulties would be to send all the correspondence including all printed material, the magazine 'Sport Parachutist' to my home address.

Yours Sincerely
Ing. Anton Liska
Šmeralova 13
79601 Prostějov
Czechoslovakia



Dear Steve

Please would you include the following 'Thank You' in your next publication:

I have just returned from my first boogie, the Helicopter Boogie in Cracow, Poland and through the magazine would like to say an enormous thank you to everyone who helped to make it a worthwhile and enjoyable experience. There are too many names to mention but I would particularly like to pass on my thanks to the following people - Pete Marsden for organising the trip out and finding me RW instructors to jump with - including himself. Dave Ruffell (who was my AFF instructor at Doncaster) for being there when I needed him most and last but not least Walter, Harry, Tim and Mick who arranged some brilliant skydives for me, including my first 8 way on my 50th jump. I shall not be forgetting my first boogie in a hurry and can't wait for the next.

Thanks everybody and see you all again soon!

I should be extremely grateful if you would find room to show my appreciation.

Thanks a lot
Regards
Allison France
BPA 442518



Dear Friends,

Our federation is organizing an European Cup in Relative Work and in Canopy Relative Work.

PLACE: GAP (south east of France)

DATE: from September 22nd to September 30th.

ENTRY FEES:

One event: 1500 FF per competitor

Two events: 2300 FF per competitor

Alternate and accompanying person: 700 FF

Sorry to push you but please could you confirm us your involving in this competition right now. Please do notice the definitive registration date is August 20th.

You could contact us now to the following fax number: 33-1.48.78.45.42.

Nice to see you in the Gap

Best Regards
Bernard COLAS
President



Dear Sir

Please stop sending me Sport Parachutist. I'm sure the money saved could be put to better use (buy a beer ?) and my time saved wading through the usual dross of internal back biting, slanging politics which at the most means something to a few but which is probably of no interest to the vast majority of the

people who pick up the mag. If the magazine is supposed to represent to state of sport parachuting, then it is portraying it in a very bad light. Cut out the c*** and you might have a half decent mag.

Yours scincerely,
Chris Ivin



Dear Skygods,

Hello from sunny North- Ooops! Can I say that? Is this country on a Sports Council black list. How should I know? Well even if it is, I'll go for it. Hello from sunny Northern - - - Ireland.

Let us face facts everybody, the ANC couldn't give a toss if SP reviews a boogie in South Africa. (I believe all reports on sunny, far away DZs should be stopped as only a few elite members or the army can get to go to them).

The letter page is very good. There is always a good range of views on various topics. If nobody writes into support the Council, what can the Editor do. Fake them?

So Mr. Butler maybe jumped above cloud base. If he did, then he's only human. However I agree with Mr. Carlton's letter. If you don't have the guts to sign your own letter, don't write in.

Regards Mr. Evans' letter, it was very interesting. It's far better to have it straight from the horse's mouth than from rumour control.

I wish I was as witty as the guy from Swansea. If SP was 100% serious, SP would become a newsheet very quickly. Recently I have read many old SP issues. I'm glad I didn't have to pay for them. So inferior to recent efforts by Steve.

Did any of the council members contact the Wild Geese Club about the future of Mr. Eversfield? Did they heck. So much for the democratic council. We support him. Bring him back.

And finally, if there are any "Done it all, Seen it all" Skygods out there, come over to the Wild Geese and we'll add a fourth dimension to your skydiving. The porter's waiting and we're all ready. See you all at 12 grand.

Blue Skies and Pink Porters
N. Creighton C8635



To all at the BPA

Just a quick note to thank you for the generosity you showed in sending me a bouquet of flowers during my stay at Perriford Hospital in Plymouth, after my accident at Deland, USA in May.

I am pleased to report to you that my condition, after much surgery, is quite reasonable now and hopefully I will not be needing any more future work.

I would appreciate very much if you would remind your members, perhaps buy an article in your magazine, that skydiving outside this country without adequate insurance cover is not very wise.

Apart from inevitable costs of medical treatment abroad (my bill is currently \$25,000 for an 8 day stay with no surgery) there are many other complications and headaches which like myself you may encounter after an accident and be unable to control. Fortunately my parents, friends and even Richard Branson were there to help, the next casualty may not be so lucky.

As I have just read in the most recent issue of 'Parachutist' in their 1989 fatality report, complacency does kill. I never thought I would have an accident, I always thought it happens to other people. I was wrong unfortunately.

Again thanks for your concern.

Yours Faithfully,
Chris Gauge



Dear Editor

Once again the Polish Boogie has come and gone. This year, I'll leave the write up to someone else.

However, I wish to use the letters page to personally thank my good friends in Poland for the wonderful tie they gave me.

Thanks to Roman Sendor, CCI, for a warm welcome and excessive amounts of vodka.

Thanks to Marta, interpreter and manifestor for doing an excellent job again, and for being a good friend.

Thanks to all the Polish jumpers for their friendship and further excessive amounts of vodka.

Thanks to Pete Marsden and Jon Dodd for taking the time to come on the smaller dives and giving excellent instruction.

Thanks to Martin Trui and everyone else involved in organising this very enjoyable boogie.

Finally, special thanks to Magda, Marta's fellow interpreter, for bringing sunshine into my life.

Til next year,
Dave Kennedy D7327.

Mal



MOST OF THE JUMPERS WENT AWAY TO ANOTHER D.Z. WHEN JILL TOLD THEM THAT THE PILOT HAD DEFINITELY BLOWN OUT! SHE SHOULD HAVE EXPLAINED THAT SHE WAS TALKING ABOUT THE GAS STOVE !



*Ah, look at
the time.
Now, what
do I do?*



Pink Porter Power



Look!

AFF OVER NORTHERN IRELAND



Pull!

Pictured above and right with his two AFF instructors is Mike "Mick" Rust. This was Mick's first AFF jump and as you can see the boy did good!

Mick travelled from afar to take his AFF course and is now on level 4 after one weekend. Above right is our new Porter just waiting for all you poor people who have never had the experience (climbing to 12,000 feet in the Pink Porter I mean).

So come on over and enjoy the fun. The people are friendly, the food and Guinness good and the black bush (you know, Whisky) even better.



Arch!



*S***! Where
did that
come from?*

P.S.

Chris Francis made me put the posey photo at the end even though I didn't want to (he threatened to ground me!)

Blue Skies etc.
Ivor Evans
D7049



*I'm glad
that's over.
Now
where's the
bar?*

DZ'S AROUND THE WORLD

Pete Reynolds
Karina Andrewes



After the last Thai Boogie Karina and I met up in Sydney where we spent four weeks taking in the incredible Australian experience!



Turbine Beaver in the Bush.

We stayed with Gary Gnapp (ex action enterprise) who emigrated two years ago and is building a company appropriately named 'Activated Action Sports'. Gary, in between countless telephone calls, business meetings, deals and marketing plans, introduced us to the skydiving scene in N.S.W.

Sydney Skydiving Centre is approximately one hour south of the city, just off the South Western Freeway F5, near the town of Picton. The club is co-owned and operated by three highly experienced and very active skydivers. Chief Instructor Grahame Hill, Steve Whalan and Phil Onis have between them, every qualification within skydiving you could care to name. Grahame and Phil are also experienced pilots.

Luckily our first visit to this weekend operation included a Twin Otter with the regular jumpships, ten place turbine Beaver and Cessna, being used as back up. Jump prices came to £12.00 for 12,500 ft. The overall standard of skydiving we found to be surprisingly high considering that Aussies don't have the advantage of easily accessible international competitions and Boogies that we enjoy in Europe and USA. They do love to skydive though we had found lots of them had travelled to skydive in USA, GB, Europe and more recently in Bali and Thailand!!

It appeared that Sydney skydivers enjoyed multi aircraft weekends on a fairly regular basis and this is probably one of Australias best attended clubs.

Student Training

Although they advertise Static Line courses for students we observed that Accelerated Free Fall (AFF) was used as the primary method of student instruction. The DZ management are allowed to qualify their own AFF instructors, consequently they have lots of them!

The instructors don't get paid very much and the students get cheaper courses (£140 for ground school and first jump). This is financially, a good deal for the student but I am not so sure if they receive expert instruction every jump.

Facilities

Although the parachuting equipment was of high standard unfortunately the club has stone age facilities. The toilets and showers were to be avoided at all costs. Also, the club rooms were sparse and very basic. The centre had a privately operated canteen which provided good quality DZ food from breakfast time til sundown. Camping by the DZ was available plus cheap and cheerful rooms in 'The George' (oldest pub in N.S.W.) - telephone in advance or you won't get one!

Turbine Beaver at Sydney Skydiving.



COPY DATE

For the next issue is:
Thursday 20th September

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 11. We always include the extra 10%.
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6. New Teardrop black/silver. Mini Firecrest black/blue/turquoise & GQ 175 reserve, used 5 times £1290. With used Invader £370R £1190.
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SCOTTISH PARACHUTE CHAMPIONSHIPS 1990

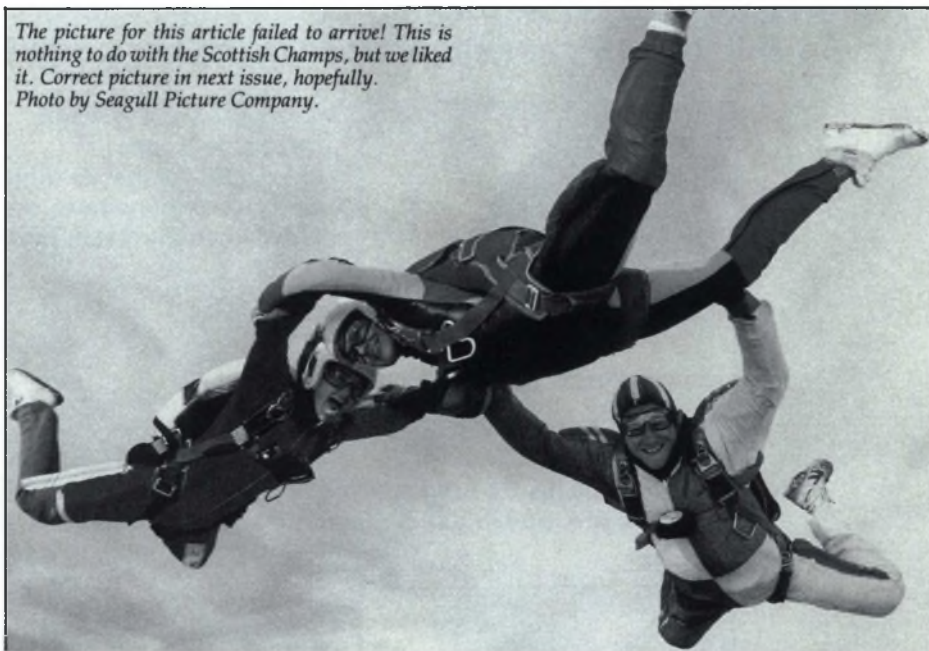
STRATHALLAN, AUCHTERADA, 25-28 MAY

With a total entry of 18 four way R.W. Teams, 34 Accuracy jumpers and five style entrants this had to be the largest and the best Scottish Nationals for a long time. The weather and three aircraft ensured that the competition was finished on the Sunday evening. Somewhere in the region of 650 descents and 101 aircraft flights meant a busy time for all who were involved in the running of the competition.

The Friday was practice day and this saw The Red Devils demonstrate that they were going to be hard to beat. Tim Andrews and Harry Morgan were busy practising their accuracy (little did they know they could have saved some money at this stage, but as usual hindsight is wonderful.) Tim was also practising style as was his wife Kath. By Friday evening around 12 RW teams were expected (little did we know).

Saturday morning was the finish of registration and wheels were off at 9.15 for the 1st round of Relative work. After round one the Red Devils scored 9 points the closest to them were the Remnants on 7 points. A few others were on 4 points including Clueless Clan who were in the intermediate event (fortunately for some of the senior teams). Round two saw the Red Devils score another 9 points with Remnants only scoring 6 points. Iced T started to show their form and scored 6. Sudden impact also appeared to be entering the running. Round three of the RW saw little change in the placings with most of the teams in the running for the medals scoring 5. The Red Devils were being consistent with their third 9. Clueless Clan were well ahead in the intermediate competition and were fourth overall. By Saturday evening round four of the RW was started, but only 9 teams did round four on Saturday. This resulted in a definite split in the competitors in the bar that evening between those who had to jump early the next day and those who did not. Two teams were in for a

*The picture for this article failed to arrive! This is nothing to do with the Scottish Champs, but we liked it. Correct picture in next issue, hopefully.
Photo by Seagull Picture Company.*



shock the next morning since they had not been recorded on video due to a technical error. On Sunday morning Foremans Functions were not functioning at all when Sandra threw them out of The Star Hotel and the team of 1080 from Peterborough all seemed to be doing an impression of Sue Meacock. Both of these teams went up for their rejump and both were missed on the video. After a few solphadienes they again went up with air to air video which worked much to their relief. The fourth round of RW was completed by Sunday lunchtime with the Red Devils putting an 11 on the board. The positions on the second and third placed teams did not change. Par 4 Nailiun scored 6 on this round but it was not enough to get in the medals.

The style event was also started on the Saturday and this saw Tim Andrews start well in round one with a 8.62 clean. Round two saw Tim continue to lead the other three competitors while Harry Morgan seemed to be doing ariel ballet rather than style. Round three of the style saw Alan Dumbell put the best score on the board with Kath Andrews not far behind. The thought of his wife beat-

ing him at style got to Tim by this stage.

On Sunday afternoon the accuracy was started just as the clouds were forming and the wind could not make up its mind which way it was going. Round 1 saw Alan Dumbell, Steve Crowhurst and Steve Hastings on 0.01 with the rest not far behind. The wind continued to be changeable and round two saw two of the round 1 leaders drop scores namely Alan and Steve.

The rest were still not far behind including Billy Somerville. Rounds 3 & 4 saw the winds continue to catch people out and by the end of round four Billy Somerville was in the lead with 0.08, second was Tim with 0.14 and third was Harry Morgan on 0.21. Kath Andrew and Dave Crowhurst both having dropped big scores. Round 5 saw the demise of Harry Morgan. Billy got a disc (luck was with him as he reached back after going over the top), Tim scored 0.03 to keep in contention. Round 6 saw the winds disappear and to win Billy had to score less than 0.09. With a score of 0.08 he just made it. The team accuracy was also decided in

the last round with the Andrews Sisters taking the gold from the Golden Lions. B.S.E. with Sandy Spence, Kenny Sinclair, Bounty, Frank Davis and Graham (Bomber) Harris were a surprised third. The best entertainment prize in accuracy must go to Bomber Harris with his low level approaches on his Clipper which certainly kept the judges and spectators on their toes. Elaine Blaney who was the most consistent accuracy jumper also scored an unusual D.C. when she hit a deck chair next to the pit.

The spectator was however too fast for her.

The whole competition ran very smoothly due to the co-operation of all the competitors. Thanks must go to the Scottish Sport Parachute Association Committee, The Scottish Parachute Committee and Rob Noble Nesbit for all the work they did before and during the competition. Thanks also go to the pilots Paddy Platt and Matthew who flew the islander, Bill Dickson and the S.P.C. pilots who flew the club 206 and Cara

Baille, Brian Baille and John Bell who flew the Glenrothes 206. The judges Martin Rennie, Doc Flynn, Julie Allen, Biff Burn, Bob Thompson and Debbie did an excellent job as did Fran and Ken the video operators. And finally thanks to Yvonne for a superb job at the manifest, to the ladies in the canteen, to Wobby for his rigging services, and to Sandra at The Star Hotel for putting up with everyone.

See you all next year.

RESULTS

STYLE			ACCURACY	
NAME	TOTAL	PLACE	NAME	TEAM TOTAL
Tim Andrewes	37.19	2m/3A	ANDREWS SISTERS	11.99
Steve Hastings	46.07	3m/4A	Alan Dumbell	
Alan Dumbell	36.14	1m/1A	Steve Hastings	
Kath Andrews	37.01	1f/2A	Tim Andrews	
Harry Morgan	62.06	5A	Kate Andrews	
RELATIVE WORK		TOTAL	4 MEN & A BABY	55.16
1. RED DEVILS		38	Harry Morgan	
Neil Dixon			Eddie Evenden	
Eddie Carroll			Jim Agnew	
Charlie Hartigan			Dave Aitken	
David Alexander				
C. Allen			GOLDEN LIONS	12.50
2. REMNANTS		23	Tom Mackie	
Billy Somerville			Stuart Thornton	
Mike Strachan			Roy Bannerman	
Melissa Harvey			Ian Bishop	
Neil Reeves			Steve Booth	
Rocky Stewart				
3. ICED T		19	ICED T	
Alan James			Alan James	
Ian Chick			Ian Chick	
John Howarth			John Howarth	
Steve Houlker			NUMPTIES	79.29
4. PAR 4 NAILIUN		18	P. McLaughlin	
5. B.S.E		17	J. Hindle	
6. SUDDEN IMPACT		17	Y. Pennycook	
7. 4 MEN & A BABY		13	A. Gibson	
8. MAMAS & PAPAS		11	REMNANTS	33.98
9. FORTUNES ORPHANS		10	Billy Somerville	
10. 1080		9	Neil Reeves	
11. THE NUMPTIES		3	Melissa Harvey	
			Mike Strachan	
			Rocky Stewart	
INTERMEDIATE			B.S.E	31.48
1. CLUELESS CLAN		18	Bounty	
G. Bowler			Sandy Spence	
G. Street			Kenny Sinclair	
A. Tate			Frank Davies	
K. Taylor			Graham Harris	
2. RELAXED FREAKS		8	PRESS	54.62
3. PRESS		6	Dave Crowhurst	
3. FOREMANS FUNCTIONS		6	Peter Stevenson	
5. JAKK		4	Steve Brooker	
5. THE GROOVERS		4	Peter Sizer	
5. 1066		4	Elaine Blaney	



Club Med

CALENDAR

PARAPASCUA - EASTER BOOGIE - April 12 - April 22

RW TRAINING CAMP for BEGINNERS (0-100 RW JUMPS) - June 17 - June 30

RW TRAINING CAMP for INTERMEDIATES (100-250 RW JUMPS) - July 1 - July 14

VAMOS A LA PLAYA - SKYDIVING/BEACH EXTRAVAGANZA - July 15 - August 18 (2 Pilatus Porters, formation loads, RW organizers, joint ventures with the GAP SKYDIVING CLUB)

RW TRAINING CAMP for the ADVANCED (250+ RW jumps) - August 19 - September 1

COMPETITION RW TRAINING CAMP for TEAMS - September 9 - September 21

CPCB BOOGIE - OCTOBER BOOGIE - October 6 - October 14

PARANAVIDAD '91 - X-MAS BOOGIE - December 22, 1990 - January 6, 1991

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EASTER BUNNIES CAN, AND WILL, BOOGIE IN CYPRUS

16,000ft over Dhekelia, Cyprus, the two camouflaged C130s thundered across the sky in formation, whilst inside 153 hyped-up skydivers rocked to the strains of the The Rolling Stones pumping over the intercom system, courtesy of the RAF. This was the Cyprus Easter Boogie '90 for the privileged few. Inside the body of my stretched Herc, the noise was deafening, as were the multi-coloured jumpsuits and smiles. With a flash of light, the tailgate began to open, revealing the bright patchwork of Kingsfield far below. It was all too much! The elderly RAF loadmaster, with his emergency rig on his back and an ear-to-ear grin, flashed down a large chequered flag, signalling a mad dash to the exit. I dived out in a swirl of contorted bodies, doing handstands, cartwheels, backflips, forward-rolls, twoways, tenways; you name it and somebody did it-it was mayhem. As the roar of the Rolls Royce engines faded into the bright blue sky, bodies began moving into the first 100 Way ever seen in Cyprus - this was skydiving man! I slotted into my position with ease and stared at the massive ring of excited faces, growing bigger by the second. It was then I noticed the elderly jumper in the flying overall - bugger me, if it wasn't the Loadmaster from the Charlie 130 with the biggest smile I've ever seen. This was unreal; with a cool back loop I exited the formation and tracked head down into the bedroom carpet. With a scream of rage the wife threw a right hook at my head and wrenched the bed covers off my shaking body. Oh no, it was all a dream (don't tell me you hadn't guessed - I mean to say, The Rolling Stones and two RAF Hercs - way out!) but this was still Cyprus and tomorrow was the start of our Easter Boogie. Dodging a well-aimed groin crimpler from the beloved I crawled back into bed - you never know, I might still be in time for that 100 Way?

Okay, right... so much for adventurous prose writing... let's begin! Well, Easter comes but once a year and in the words of a well known politician, "Bunnies can and will go to Cyprus" and with this in mind the RA Team, plus the Blue Helmets (led by

the delectable Jan) made the hop across to this sun-kissed Isle for a spot of team training. This was a bit of a pity really, as our legendary 206 was undergoing a protracted engine change, which goes to prove you can't win them all. However, Jan smiled deeply at someone and whistled up a Wessex, nice if you can get it! Which brings us to Easter (screams of Yeah, baby, let's boogie etc.). Well, yes, we did have a boogie, attended by about 70 jumpers, which included the Space Cadet Tracey Harrison, but more of this character later! The plan was to run the RW competition over four days with numerous rounds. Sounds good in theory, however - shock, horror, hold the front page - Cyprus weather took a day off and blew out day two. So three days and 3 rounds organised by the demure and sensitive Phil Bell, plus Paul Worthing (sponsored by RayBan/Bandana?). Oh, I guess I should mention it was a two-way, okay. As I look at the notes it's all flooding back, most of all the incessant whingeing by Ian Cessford, God but how he went on and on, something to do with points in the Accuracy (every RW jump went on into an Accuracy competition) and how he was robbed. The judges, Bob and Kate Charters, quite rightly ignored him. He was last seen talking to a lemon tree!

In the 2 Way after day one Terry Robinson and Darren Mattinson were leading, with others close behind (my notes are not too comprehensive!). As I said, day two was blown out, but day three was great.

At this point, I should state that I had been teamed up with Space Cadet Harrison. This is the astronaut who guided me through every round of the 2 Way, working out each dirt dive and making it happen in the air. I guess I should have known better. When the heat was on (we were doing quite well, actually) good old Tracey turns to me as we are getting in the moving aircraft, "I think we should change the dive, the other guys are doing it better." Good grief, Harrison, how many dirt dives have you done in a climbing 206? Suffice to say the Cadet gave up this wild idea and we flew our original dive. What's more, we got 7 points, not bad, but only the first three counted, hey hum.

Once again, the DZ played host to a bunch of young soldiers from Chepstow and once again their round canopy handling put a considerable number of square jumpers to shame. These guys were really switched on, managing to get in and around the pit on most jumps. Mark Dorkin and Chris McCullagh were in



Some of the guys - guess which one is Darwin Wang? (2nd left).
By Paul Burns.



Jock Simpson (Blue Helmets) going for it!
By Paul Burns.

danger of becoming boring with the frequency they put their round near the disc. Obviously, these lads had not been corrupted by the acres of naked female flesh they had stumbled over at Nissi Beach in Ayia Napa the previous day. I even hear they got JP to do an involuntary water jump, minus! A new member of the Centre staff, Chris Murphy, started off his career in career in true Ian Cessford style with a monumental whinge, then put in some steady round accuracy to take the first prize, closely followed by another local jumper George Hodson.

Meanwhile, back at the ranch, the RW was forging ahead with the likes of Jan McKee finishing off her 2 Way with CRW, very nice - until she realised she was at the opposite end of the runway to the DZ! The Blue Helmets included such strange persons as Glen Harwood, who scooped the Crash and Burn award for a monumental pile-in on a night jump. Well, someone had to do it! Steve Hicks ran away with the Heavy Drinking award, which rather went at odds with the 5 hours of paradise he was heard to offer anything in a skirt. I will not mention Dave Chapman's legs, or Tommo's airborne habits, but apparently the team had a good time.

On with the show. The final round came and went with good flying by all. As indicated, first position went to Terry Robinson and Darren Mathi-

son, for RW/Accuracy - good work, guys. Now hear this: first Cyprus paid-up Club member in accuracy went to Darwin Wang (I swear to God this is not a made up name, the guy actually exists - mind you, I wouldn't introduce him to my sister!). Senior Accuracy went to John Adderton, with Ian Cessford only managing second place (stone the crows, Cessford, I though you were supposed to be a leading display jumper?).

So, another wildly successful CPC promotion drew to a close with a magnificent Cypriot buffet (thanks, Kate) under the sun-kissed palms of Pergamos - sigh!

By the time this epistle goes to print the CCI, Bob Charters, will have left these golden shores to return to the UK for his last posting in the Army. All I can say about Bob is that if all CCIs were as good-natured and helpful as this one, then the BPA would not have the problem it does

with student and experienced jumper retention. In a sport that is awash with so-called "Sky Gods" who care only for their own self-advancement at the expense of the student (when was the last time you offered to do Warp with a student?) this guy really cares, a rare commodity in our sport. From all the jumpers in Cyprus, the best of luck in the future to both Bob and Kate.

For all you cold, wind-swept UK jumpers, a bright glimmer of hope. Yes, the CPC November Boogie will go ahead as normal this year, complete with SUN and SUN. Why not book a fortnight at Ayia Napa and jump in God's back yard - after all, it beats the hell out of Bognor in the rain! Must go now and catch the last sunset load, as we jump onto the beach for evening cocktails!

Chris Devine D2248

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Following on from the WARP videos, SWORD SPORTS is extending its video services and has now been appointed the sole distributor of all Wally videos in Europe.

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As a special offer the complete set of all four Wally tapes is being made available at £99.95, a saving of just under £20.00.

A VISIT TO THE U.S.S.R.

In 1985 Russia entered their first RW championships, ever since then we have been trying to arrange some sort of visit to the Soviet Union.

The opportunity presented itself in the shape of an invitation for the British Teams to attend Moscows Aero Club's 60th anniversary, a RW and Classics international meet. Mo still reeling from last years training commitment plus the lost of Tim Mace and Andy Woodmansey accepted the invitation picking up Graham Goodwin and Neil Stokes for a weeks training camp at Gap (France). Unfortunately Graham didn't make Russia due to a wrap after deployment on the last days training which left him unconscious and suffering from multiple injuries. Bob Hiatt had already decided to enter the accuracy event so he fortunately agreed to join the team, it was now a week prior to the event and a visa can take considerably longer to arrange, John Farr came with us as camera man plus Dawn Rivers as Head of Delegation.

So thanks to Perestroika and the \$400 entry fee we arrived in Moscow on the 23rd June. The Western delegation were housed in the imposing Hotel Ukraine, built by Stalin in the 50's and were bussed the thirty minute ride to the drop zone every day. Patience and attention to the Russia art of queing came in very handy.

The opening ceremony consisted of a packed hour of barn storming by various Russian 'Masters of Sport' some of the more memorable shows were the three jumpers on one hundred foot ropes, being towed under three separate helicopters, in tight information up to three thousand feet where they all cut away in unison, double Mr Bills, jumpers with huge racks of fireworks attached to each leg who set off a bombardment at five hundred feet, and to finish the show an AN2 flew over at three hundred feet and commenced to dispatch a group of jumpers who just managed to get vertical and deployed prior to landing.

Aircraft for the meet were Antonov AN2's (style and accuracy) and M18 helicopters (RW). After the first day sub zero temperatures the weather was on our side, all the RW and style completed and only the last two rounds of accuracy went unfinished.

Mo entered every event in some form or other. Bob Hiatt having only just joined us at the meet meant we had no jumps together as a team, 'H' however did a great job, Tim Mace joined us for the last four rounds 8-Way on a break form the exhaustive process of becoming a cosmonaut. We also entered one official 4 Way team, myself, Rob Colpus, Geoff Saunders and Kevin Hardwick, and were pretty happy with our scores considering we had just got together at the meet, the four of us plus Bob Hiatt entered the Accuracy and Kevin Hardwick "went for it" by also entering the Style. We managed to keep the manifest amused by having a Brit on every load.

The French have been training virtually full time since the last World Meet and were hot favourites for the 8 Way. They are a very young team with an average age of 25 years and are incredibly enthusiastic, this may be helped by the fact that they are fully sponsored by the French Federation, Parachutes De France plus other companies. During the meet they scored an impressive 18 in time and won with a 15 plus average. Golden Knights watch out!

The Russian's were still resplendent in their mish mash of gear, some home built and some very old Parachute De France Requins plus Strato Stars Cloud copies as mains. They are however receiving Vectors and canopies from America and the 4 Way have all been given Tony suits. The only mal's of the week were by Russians, both using pilot chute reefed delta wings as reserves! One Russian however is developing an Excalibur copy which, according to one Aussie who jumped it "streamed like crazy", but seemed to land okay. The Russians skydiving was as silk as usual. Although each delegation was only allowed one official team the Russians had a host of impressive B teams all of world standard.

The German 4 Way team also stuck together since Spain and made approximately 300 jumps this year which put them comfortably into second place. Their entry fees and travel were paid for by their association and an airline company.

The Golden Knights were expected and had paid the registration but to late commitments were unable to attend. The Relative Workshop with Bill and Bob were however in attendance and were busy "Tandeming" as many locals as allowed.

Moscow itself was an experience with queues stretching on forever and very little to buy once you reached end. The average Russian wage is 15 US\$ a month and you can haggle with a stall holder to buy a Matrushka (Russian doll) painted up to look like all the Premiers since Lenin for about \$10 with a starting price of \$45, the locals are keen to get their hands on dollars.

We had prepared ourselves for cold cabbage and army barracks but were surprised the food was plentiful and accommodation very comfortable.

The meet was run superbly and the whole experience was well worth the five year wait.

Thanks to:

Russian 4 Way team for showing us the "other side" of Moscow.

Dawn Rivers for being a very well organised and totally voluntary head of delegation.

John Farr for camerawork.

Symbi suits for suit deal and free strides.

French 8 Way for a source of constant enthusiasm.

Brittany Ferries for a Channel crossing.

....Best of luck to Benchy for a swift recovery.

8 Way Team

Kevin Hardwick

Sara Brearley

Rob Colpus

Geoff Sanders

Bob Hiatt

Niel Stokes

Pam Duncan

Tim Mace

Pete Allum

4 Way Team

Kevin Hardwick

Rob Colpus

Geoff Sanders

Pete Allum

RESULTS

Team	8 Way	
	Place	Total
France	1st	141
USSR	2nd	123
Great Britain	3rd	105
Team	4 Way	
	Place	Total
USSR	1st	127
West Germany	2nd	153
Great Britain	3rd	76

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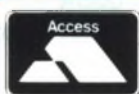
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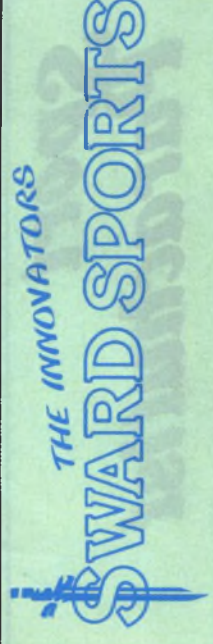


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Style		Style		Style	
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Aff jumps		Aff jumps		Aff jumps	

[illegible]

WALKING ON AIR... THE STUDENTS WAY.
Photo by Dave Howse.



Sunshine, Sunshine

Belgian Herc. Boogie 4

Sunshine was the order of the day for this years boogie. The first two days during the warm up were dull and overcast, the next seven days, which steadily got hotter were all spent in brilliant weather, lots of sun tanned bodies left Moorsele this time.



John Drew films Rob Colpus, George Pilkington, Ali & Mark doing a sunset 4 Way Fundive over Moorsele.

There were a lot less registration this year which made the first lift of the day a bit slow to get in the air (esp. after people had been in the bar til late!!) even though the Moorsele staff were up and about at the crack of dawn every day. But once things got going it all ticked over well. Due to the extra capacity of the Herc, (150 manifested per load) they had to have two loads back to back. Despite being slower on turn round, on average everybody got more

skydives in due to the lower registration level. The exit altitude for the Herc was 14½ grand. All the aircraft were on station, the Caribou and Herc only went down briefly which did not effect.

There has to be a mention of out standing skill and courage from Bruno Brokken, who normally works as staff in Ampuriabrava, Spain. This situation occurred during a skydive from the skydive from the Caribou when a Belgian guy Charlie, was celebrating his 500th skydive. There were approximately 10 on the skydive. The launched an exit, it seemed to fly then funnelled, as it funnelled there was a premature opening from a split pouch leg strap throwaway, this opening hit three people, two not too seriously, but George Pilkinson was hit very badly, he proceeded to tumble away then ended up falling face to earth flailing around not aware of what was going on. Bruno with video chased after him, caught him, on the second pull attempt dumped George out between 4 and 5 grand. George is now OK and luckily only suffered concussion. Bruno undoubtedly saved George's life.

Alexis Perry led the load-organisers who worked very hard trying to satisfy skydivers on all levels. They were all very professional in their approach to organising. I think a lot if not all who were organised learnt something from their skydives.

Having seen Alexis at work again this year the general consensus is that he has become very professional in his



Evening Caribou exit.

teaching and anybody would benefit from his boogie school.

There were a good deal of well disciplined skydives especially with the best vibe generator, George Pilkington. The biggest formation built was a 47 way blob. But the heat did get to a few people and some of the skydives were disappointing. There was a quantity of very inexperienced skydivers who would not admit to their lack of experience and then proceeded to spoil what were to be potentially good dives.

Blue tracks and other high performance squares were out in force this year. On openings it could be quite entertaining with all the closing speeds. When there was little or no wind you needed eyes up your... as everybody zeroed in on the landing area, where you could see all sorts of weird and wonderful landings from all directions. Most people became very good at all round observation but there were still the few who thought they were on their own with tunnel vision for the pit. Talking of landing areas, there were the usual extremes to the off landings (27 kms was the furthest) but as a rule the spotting was a lot better this year, a lot was done from the ground.

All the freefall photographers got some good footage and stills especially as the breeze kept the haze at bay.

The vibes at this years boogie were excellent again this year and with the weather, no aircraft problems and good organisations (the Moorsele staff worked extremely hard as usual) everybody seems to have come away happy. Next year there is talk of having a Buffalo (newer larger version Caribou) Skyvan and Caribou, unless the Belgian Military with a Herc decide to come up trumps.

lands, Luxembourg, Denmark, Germany, France, UK, Australia, Austria, USA, Italy, Sweden, Norway, Switzerland, Poland, Ireland.)

Load Organisers: Alexis Perry, George Pilkinton, Derek Thomas, Frederik Post, Sandy McRobbie, Etienne Herin, Charles Von Sury.

Camerapersons: Adrian Thornton, Bruno Brokken, Simon Ward, Wendy Smith, Willard Jansen, John Drew.

Total number of jumps: 6.037

Herc L100-30: 3.702

DHC-4 Caribou: 1.568

BN2A Islander: 9

Tandem jumps: 60

Malfunctions: 60 (included in total jumps made)

Incidents: 8 (2 canopy collisions on opening)

(1 in voluntary canopy opening at altitude)

(1 low hook turn)

(2 landings on barbed wire)

(2 high canopy openings)

Injuries: 5 (1 serious injury from a low hook turn)

(3 from canopy collisions near landing area at very low altitude)



One to go to complete the first point of a 28 Way dive.

The Moorsele Parachute Centre would like to thank all that participated and supported this year's BHB4 and hope to see them next year. Thanks again to the Moorsele staff for making it an enjoyable boogie.

Below are the main statistics:

Total number of registrations: 652

Nationalities: 20 living in 17 countries (Belgium, Nether-

Blue skies
Adrian Thornton D2819



Wendy Smith being filmed by Bruno Brokken filming a 16 Way sequential dive.



A tight Herc exit organised by George Pilkington. Photo by Adrian Thornton.



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Mil M16 - coming to England in September?

MOST British skydivers enjoy a stylish start to the 1990 Poland Boogie by arriving in a convoy of helicopters.

Two 20-seater Mi 17 choppers and the giant Mi6 met our flight at Warsaw and ferried us around 170 miles south to Cracow, throwing in a low pass over the DZ before landing.

A kit and docs check on arrival introduced us to Polish style queues. These became a feature of the boogie which was run by the Aeroclub of Poland rather than the parachute club itself.

Skydiving started around noon on the first day after a short safety brief, and some lightning manifesting gave our 'tent team' the first pass of the first lift and we took the first lift and we took the Mi17 up to 14,000ft.

The pilots had been instructed to keep the rear doors of the helicopter on but decided to take them off anyway to give us an 'unofficial' tailgate exit.

Initially the choppers ran in around 35 Knots. The lack of slipstream made launching pieces tricky and led to a few RW groups being a little too close for comfort on break-off so run in speeds were increased.

About 200 skydivers registered for the boogie, most from Britain, Germany, Scandinavian and Belgium.

Apart from the clubs regular jumpers and a party of Lithuanian girls there were few Eastern Europeans, although two East German hitchhikers who strayed too near the airfield found themselves on tandems after a whirpound on the DZ.

Load organizing was handled by Pete Marsden and Jon Dodd from England and by Martin Trui from West Germany.

Most people preferred smaller, point-turning RW to big formations although there was a 32-way attempt to celebrate a 31st birthday.

Other fun dives include a 15-way tube launched from the Mi17 tailgate and an 'international skydive' with a someone from each nationality on the DZ.

CRW was organized by Keith Kempton and Mickey Doyle whose task wasn't made any easier by the manifest's decision to only allow it on the last An2 biplane lift of the day. They went some way to making up for this by downplaning over the packing area at the end of their RW dives.

Rumour had it that the Polish, whose accuracy was phenomenal throughout the boogie, had done very little relative work and 'pinning a Pole' caught on as a nice way to end the day's jumping.

On one such occasion a spotter made it clear that he didn't want to leave on his own so I subconsciously prepared for an RW intro.

He turned out to be one of the Polish national 4-Way team and after a handful of 360-pins from 6kft he waved me off. Some rumour.

Glider and balloon jumps were very popular. So popular in fact that 30 seconds after the manifest opened for them it closed again with enough names for the next day's jumping. Lifts could be lurked though by being at the



*Wilgas - used for glider towing or 3 Way.
Photo by Dominic Blake.*



Handstanding off the Mi17 tailgate.
Photo Steve from Netheravon.

manifest when it opened at 7.30 a.m. which wasn't easy with the amount of partying going on.

One of the highlights of the boogie was the Antonov 26 aeroplane. Thirty jumpers a time were flown by helicopter to meet it at a military airfield on the edge of town.

About 15 minutes after take off it depressurized, dropped its tail ramp and blasted us out in 300 kilometers per hour pass over the DZ.

On exit there was a split second of nothingness followed by an outrageous slipstream that blew your mind away - and leg straps, goggle and anything else that wasn't battened down tightly.

Launching pieces from this was far from practical, rarely successful but great fun. The best result achieved was an 8-way launch with 7 still on it once had *slowed down* to terminal.

The star of the boogie though had to be the vast Mi 16 helicopter which had static lines were tied from the side doors right down to the end of the wheel struts, to give a 'chariot race' exit.

The Mi6 didn't intentionally carry more than about 45 but had the capacity for many more and had no trouble reaching the 13.5 to 14 grand exit height. Even with a load on board there was enough room to pack a couple of rigs...

The 1990 boogie was probably the last opportunity to jump the Mi6 abroad but Pete Marsden is hoping to get one to a club in England in September. By the time this article is published we should all know one way or the other.

There were only a couple of days of bad weather during the boogie and people made use of this to see more of the country.

After a jumping those staying in town were bussed back to their hotels, while those camping on the DZ broke out the beer and followed on later to eat.

The Poles have wised up since last year when it comes to hard currency exchange. The exchange rate was better this year but prices were higher, although they remain way below West European charges.

Our main objective when eating out in town was to find the best food we could and go all out for a 1,000,000 Zloty restaurant bill. This was eventually achieved in the Hotel Forum on the far side of Cracow. Our table of ten ordered virtually every dish on the menu between us, with copious amounts of wine, champagne and lody (ice cream) in treble measures of spirit.

Getting into Cracow presents you with a choice. A bus and three trams will get you there eventually for 25p but the novelty soon wears off.

Doyley and Kempton found the fastest way into town early on. Fill up two minicabs and promise both drivers an extra \$5 dollars if they get to the hotel first. Other traffic, pedestrians and stop lights cease to be a problem and you're there inside 15 minutes.

Fact File

- Future Poland boogies will be run by professional European manifesters, probably from Belgium. This should *at least* double the number of lifts.
- UK registrations will now be handled through Pete Marsden's Boogie Club. This cuts out the aggro of telexing registration fees to Poland and means he can charter a plane for cheaper flights.
- A training camp should will be under way in Poland from August 2nd to 8th.
- Dates for the 1991 boogie have already been set for mid July.
- More info is available from The Boogie Club, 3 Cheltenham Close, New Malden, Surrey KT3 3HG. Tel: (081) 336 2092.

Do's and Don't's

- Don't drink too much local vodka. You might not live to regret it - ask Dave Kennedy.
- Do take a sleeping bag if you're staying on the DZ. The tents are pretty good but the bedding provided somehow manages to suck the heat out of you.
- Do take small denomination dollar bills, most places around town would have difficulty would have difficulty changing larger notes.



The An2 biplane. Photo by Ray Sayers.

● If you fly with Lot, the Polish airline, check your lunch very carefully. Eddie Atherton found the most energetic worm I've ever seen in his cold meat salad.

● Don't miss the next Poland Boogie!

By Dominic Blake



The Mi6 with 'baby' Mi17s in the background.
Photo by Dominic Blake.



On the DZ at last light. Photo by Ray Sayers.

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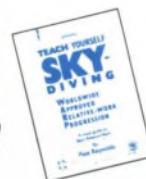
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Photo by Stuart Macdonald



for the
Student



A student observes as the coach demonstrates the 'Vertical Dive' (WARP 6)

for the
Coach

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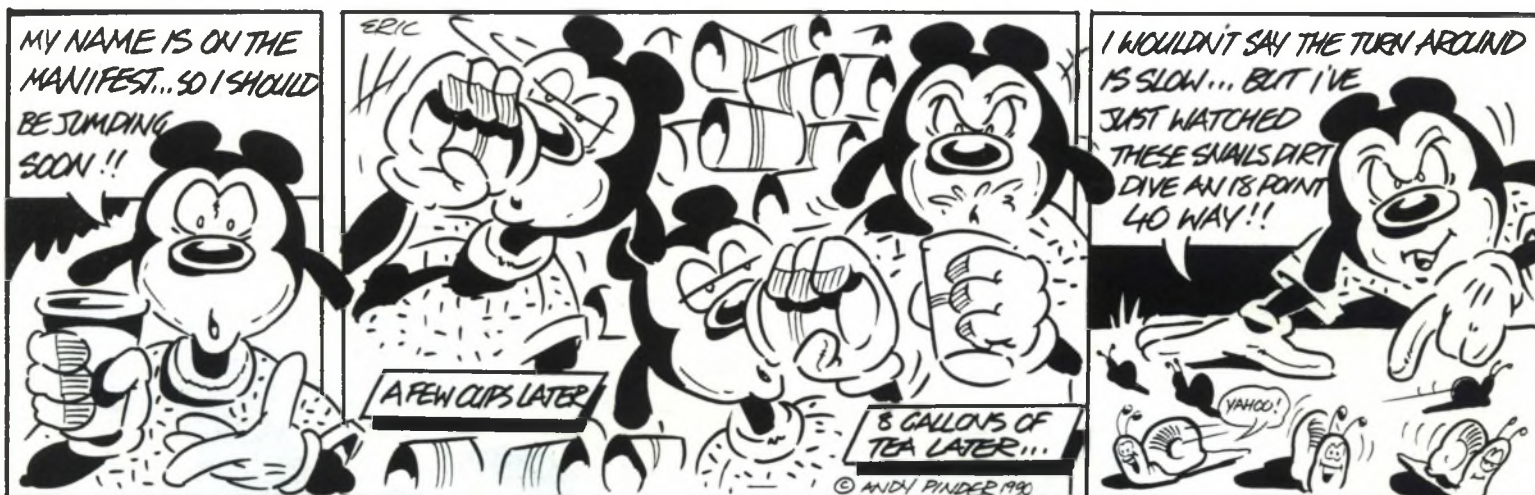
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COACHING THE WARP SYSTEM is designed for the Coach who will find the coaching format fully explained and illustrated. The tape is also used to show examples of the ten WARP levels to students. An aide memoire booklet (in six ring format) is included with the package which is invaluable in the field and away from a video machine.



Beauty....



Photos by Seagull Picture Company.



....and the Beast

I LEARNT ABOUT SKYDIVING FROM THAT...

Hindsight is a wonderful thing. You can sit in the bar after the event, debriefing yourself until you run out of beer tokens, and everyone will have their own personal version of 'What you should have done'. Now, over a year later, and recovering quite well thank you, I've decided that the best thing about hindsight is being around to use it at all...

I was full of myself. Seven years in the sport, not many jumps logged (350), but I was what I call "Streetwise", well qualified on the 'important' things like don't jump with anyone who's too serious, if you land smiling it was a good one, etc. Now I feel like I'm arriving at last. I've had my PI's rating for two whole weeks, people actually listen to my opinion, and I keep the club smiling as any dutiful court jester should. My rig is old and my landings cause a grin to observers everytime the old fabric spansks me into the deck. More significantly, the cutaway system is single piont and unique at my club. Okay, so Im the only one Ive ever seen using this system, but its not actually illegal and you've just got to stand out from the crowd some how haven't you?

I have a visitor staying at my flat. We have become friends. He has brought an unusual canopy with him, to jump whilst here and for a week now, I've read the manual, seen the beast fly, and had all my questions answered. Everyone else on the DZ gives me that look for men with the right stuff, when I puff my chest out to P.I. size and announce that i'm going to jump it. On reflection, a lot of those looks might have been reserved for P.I.s with an ego problem but at the time I don't notice, and pausing only to check that my friends rig contains a round reserve, I leap in the helicopter. The cab is airborne and climbing fast, its a gorgeous day and the bloke next to me wants me to join his pal on a three way. No problem. 8000 feet is the local ceiling for us skydivers, so off we get. The RW was so average that I have no entry in my log book for it, and still only remember that there were definately three of us. Dump time. FLUMP !!

I must pump the slider is down, sometimes it does this, but he said it would fly alright once the slider is down over the cascades. lots of pumps later and its looking no better, one side

is fine but the right side is collapsing and reinflating every couple of seconds. This can't be giving much lift, I wonder where I am, Uh Oh, I'm off the windline, probably was before we left the helo, whatever happens I'm going to zap the DZ which is surrounded on all sides by sharp, hard and smelly farms, except where its built up! Perhaps its time to get off. Hands are hovering over the handles when the canopy suddenly pops out and stays inflated for a few seconds, despitethe slider not budging. Well it can't be that bad a malfunction, and who wants to whistle off the park on a grotty old round reserve I know nothing about, I'll stay with it, its bound to pump out, after all it's only a stuck slider for gods sake, And down the plughole into trouble we go, as I use up my last remaining plus factor, height. My attempts to inflate the beast get more and more frantic until, with groundrush giving me a suddenly terrifying realisation of just how fast im shifting, I make the only good decision of the day. I stopped clowning around and get my feet and knees together. As I just miss a large warehouse and pass out of sight of DZ control, I say to myself a quick prayer that the wife and the kids aren't watching and then in I go.

Those are essentials which concern you people out there. As anyone who has suffered a bad injury and remained concious knows the pain, shock and suffering to the subject is nothing compared to the worry caused to yourfriends and loved ones whilst you recover, and is deeply printed in your brain for life. You draw what conclusions you want, mine are as follows.

1. This sport to quote my boss, is about egos. if yours gets out of control you will pay the price sooner or later.
2. If it goes to bits make an early decision to do something, and see that decision through. Don't change your mind half-way on the big decisions in your life, they count!
3. Borrowed Kit, no matter how similar to your own, is still borrowed kit. Thatmeans you aren't familiar with it. Re porgramme your brain first before you jump or better still, decide if you really want to jump it or your ego does.
4. If youre doing something different or new pretend you were once student, and approach it as a progression jump. Concentrate on the new subject and make that the meat of the dive. Don't get suckered in to something else just because its available!

Its just possible that a lot of you sky-gods might be thinking 'what a A.hole he deserved it, I'd never find myself in that situation'. A few weeks ago a very experienced instructor had a similar mal on his own kit he later told me that he could see why someone could be tempted to stay with it. I guess that means there could be somone else out there.....I hope he read this..... Rick Boardman.

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1990 CLASSICS PARACHUTE CHAMPIONSHIPS

LANGAR

CHIEF JUDGES REPORT.

Judges.

The following judges attended the 1990 Classics parachute championships held at Langar Airfield:

Full time:

Bob King.
Joe Scott.
Sandra Cochrane.

Part time:

Roger Flinn.
Tony Makepeace.
John Hitchen.
Amanda Kenny.

The availability of judges was as follows:

Name	Sa	Su	M	T	W	Th	F	Sa	Su
Bob	X	X	X	X	X	X	X	X	X
Joe	X	X	X	X	X	X	X	X	X
Sandra	X	X	X	X	X	X	X	X	X
Roger	X	X	X	X			X	X	X
Tony	X	X	X	X		X	X	X	X
John				X	X	X	X	X	X
Amanda	X	X						X	X

As John Hitchen unexpectedly had to spend the start of the 1990 Classics Parachute Championships in hospital, I was asked to be Chief Judge with only two and a half days notice before the start of the competition.

A review of available judges was made on Friday night and the following Event Judges were appointed:

Style: Roger Flinn

Accuracy: Joe Scott

CRW: Amanda Kenny

Whilst both Roger and Amanda were going to be away for part of the competition it was felt their particular knowledge and expertise in these two events warranted the appointments.

John Hitchen, who should of been convalescing after his hospital visit, managed to help us for most of the week.

Bob Card (meet director) also helped with the judging from time to time.

Camera Operators.

John Boardman and Sara Young operated the two video cameras for both the style and accuracy events.

As John Boardman was also competing in the style both Bob Card and John Hitchen stood in for John whilst he was jumping.

Equipment:

Video.

Two complete sets of video equipment were available one from the APA the other from the BPA.

Both sets were installed on the second floor of the airfield control tower such that the recording equipment remain in the weatherproof glass observation room, Whilst the cameras could be set up on the external balcony. This system worked extremely well.

The army equipment functioned perfectly throughout the meet and was used as the primary videoing unit.

Initially some trouble was experienced with BPA system when a wiring fault was discovered close to the camera. This was repaired by one of the camera operators.

Playback Facilities.

The host club provided a single large monitor and a video recorder in a room on the first floor of the control tower for judging.

Unfortunately the recorder had no slow motion facility and could not be used for judging style.

Two other video recorders were tried, one blew its internal fuse, the other produced a double image when playing slow motion and hence style had to be judged using the recorders associated with camera recording equipment installed in the observation area.

Because of the amount of glazing this area could not be blacked out, leaving the viewing situation far from ideal.

Anenometer.

The BPA Anenometer was checked and was found to have a faulty printer. Whenever an attempt was made to use the printer the anenometer display ceased and required the system to be switched off before normal working could resume.

Tony Makepeace took the instrument apart but was unable to repair it. This made the latest amendments to the accuracy wind rules even more difficult to implement. (See rules below).

Accuracy Landing Pad.

As in previous years an electronic pad with a 5cm centre disk was used to score the accuracy event.

This year we were given a 1.5 metre mat which scored 16cm on the electronic readout wherever it was touched.

The scoring pad was fixed in the central 'dead zone' of the mat using three velcro tapes which were sewn to the mat and threaded through three rings of the underside of the scoring pad.

These tapes and ring did not mate perfectly and when all three were attached one of the chrome rings on the underside of the pad twisted on its side and caused false readings on the electronic score system.

This was overcome by leaving one of the velcro fixings undone and substituting a length of pvc tape.

Mr. A. Chandler brought a number of gymnasium mats and assembled them to form an area of approximately 5 metres square held in place by a covering tarpaulin.

The scoring mat and pad were fixed in the centre of this landing cushion bungs, rigging line and tent pegs.

At first there was considerable reluctance by competitors to use this system preferring the pea gravel pit on which most of them had trained.

After the practice round was completed competitors were asked to decide between continuing using the gymnasium mat or changing to the pit for the rest of the competition. All competitors voted for the mat.

The 1.5 metre mat was sensitive to point loads and would distinguish between an apparent simultaneous foot strike (one on the pad and one on the mat).

The mat would not register a distributed load such as a butt or a back strike.

Once used to the system judges found their work load considerably reduced compared with the pea gravel pit configuration, but still had to be vigilant regarding butt judging.

Radios.

Communication with the jump aircraft was carried out using portable radios supplied by the host club.

During the Style event considerable difficulties were experienced with these units.

Whilst at first the problem was assumed to be the operator it soon became clear that each new

operator at some time encountered a similar difficulty.

The style event demands precise control over the aircraft heading and the jumpers exit point. Poor communications with aircraft resulted in a number of competitors having to rejump their style style. the flying by each pilot was excellent.

Rules:

Style.

Para 5(g) in the Nationals Rules For Classics Events stated that the Style penalties would be as designated in the Sporting Code. Since the Sporting Code no longer carries Style Penalties those intended to be used for the 1990 WPC were used to judge the event. No difficulties were encountered with these rules.

CRW.

No problems were experienced with the rules for CRW. One request for a rejump due to air turbulence was received and subsequently granted.

Accuracy.

Wind Interruptions.

The rule regarding wind interruption of the accuracy event had been revised since the 1989 National.

This rule now requires the event to be interrupted if the wind exceeds 7 mps and to resume 30 seconds after the gust has subsided.

Other rules require that competitors landing in an interruption must not be scored.

I believe that this rule will be implemented at the next WPC using clever electronics that will inhibit the pad scoring system for the period of a wind interruption and the following 30 seconds.

Since we did not have the clever electronics these rules seemed impractical to implement in full.

The 30 seconds part of the rule was implemented but modified such that competitors landing in an interruption would be scored and given the option of keeping their score or taking a rejump.

The BPA anenometer has the facility to print out the competitors touch down time together with the wind speed and direction at the time of landing.

Had the printer facility on the anenometer been functioning administering this rule would have been less difficult than it was.

As it was, a written log of these events had to be maintained throughout the event.

The judges signalling of a wind interruption resulted in a protest (see below).

Rejumping of Individual Scores.

For mainly economic reasons the accuracy event is run as a 5 person team event with individual scores to be counted towards the individual event.

The Rules of team jumping prevent competitors of the same team who interfere with each others jump from making a rejump.

Many competitors feel that these rules should not apply to a competitor's individual score particularly as some of them are forced into teams not of their choosing.

Neither the Sporting Code nor National Classic Rules have any provision for awarding individual scoring rejump.

At the start of the competition a rule was verbally agreed with the competitors that 'in the case of interference between competitors of the same team, at the discretion of the judges rejump may be awarded for individual scores'.

This rule caused some contention in the 5th round of the accuracy event and resulted in two pro-

tests from competitors (see below).

Protests.

Four protests were received during the competition, all of them from the accuracy event.

Competitor Interference

Due to intermittent cloud between 2500 and 3000 feet most of the accuracy event was carried out with the aircraft making two passes per team over the Dz with jumpers exiting two on one pass and three on the other.

Rounds 4,5,6 and 7 of the accuracy event were carried out in conditions of strong thermal activity.

In spite of the fact teams were exiting on split passes many experienced difficulties maintaining a stack.

Several rejumps were awarded to jumpers who had been impeded by other competitors on their final approach. Scores obtained from these rejumps were used only for calculating their individual positions.

Two competitors who felt they had been impeded had their requests for rejumps denied by the judges at the target. Both of these competitors protested the judges decision and presented their protest at a formal hearing.

Since the agreed rule on individual scoring rejumps contained 'at the discretion of the judges' the decision of the judges who had witnessed both approaches was upheld and the protest was rejected.

Wind Interruption

The anemometer was positioned by the windsack 50 meters from the centre of the target and manned by a judge whenever accuracy jumping was in progress.

This judge was responsible for maintaining a log of competitor touchdown times and wind speeds at their time as touchdown.

He was also required to signal to judges at the target whenever the event was interrupted by wind and subsequently when the event was clear to resume.

The start of an interruption was communicated verbally to the target judges by the wind judge who then held a yellow flag up for the duration of the interrupt.

A spectator believed he had seen the wind flag flying when a colleague of his touched down.

The jumper concerned requested a rejump believing he had landed during a wind interruption. Both the target judges and the wind judge believed the competitor had landed just before the interruption and denied his request for a rejump. The competitor protested their decision and presented his protest at a formal hearing.

The wind log was examined and showed the protesting competitor and a subsequent competitor to have landed just before the interruption occurred. The protest was subsequently rejected.

Student Canopies.

During round seven of the accuracy event student jumpers were despatched from a second aircraft whilst the event was in progress. This aircraft ran parallel to a line taken by the team aircraft and about 300 metres to one side. A high placing competitor received 16cm for his 7th round score during this period. Later a request for a rejump was made by the competitor on the grounds that he had been distracted by the student canopies.

This request was denied and the competitor formally protested quoting the Sportig Code, Second 5, rule 4.3.6 (3).

After a formal hearing the protest was rejected for two reasons.

1) The judges at the target believed the competitor had had the opportunity to show his ability.

2) The meet regulations permitted student parachuting throughout the competition.

Rule Changes (Accuracy Event).

Whilst team jumping and the skills that go with it are now part of the WPC accuracy event and should therefore be looked for when selecting a National team, it would be a great pity if a

talented competitor were denied a National team place due to a bungle of a fellow team mate.

I would therefore recommend to the Competitions Sub Committee that some thought to be given to incorporating a rule enabling rejumps to be given in such cases.

The committee should first decide whether such a rule is necessary and if so to what part of the jump should it apply.

Should the rule apply to all of the jump or just to specific parts such as the final approach.

I appreciate that such a rule will be difficult to write and probably contentious to operate but would be grateful if the time could be given.

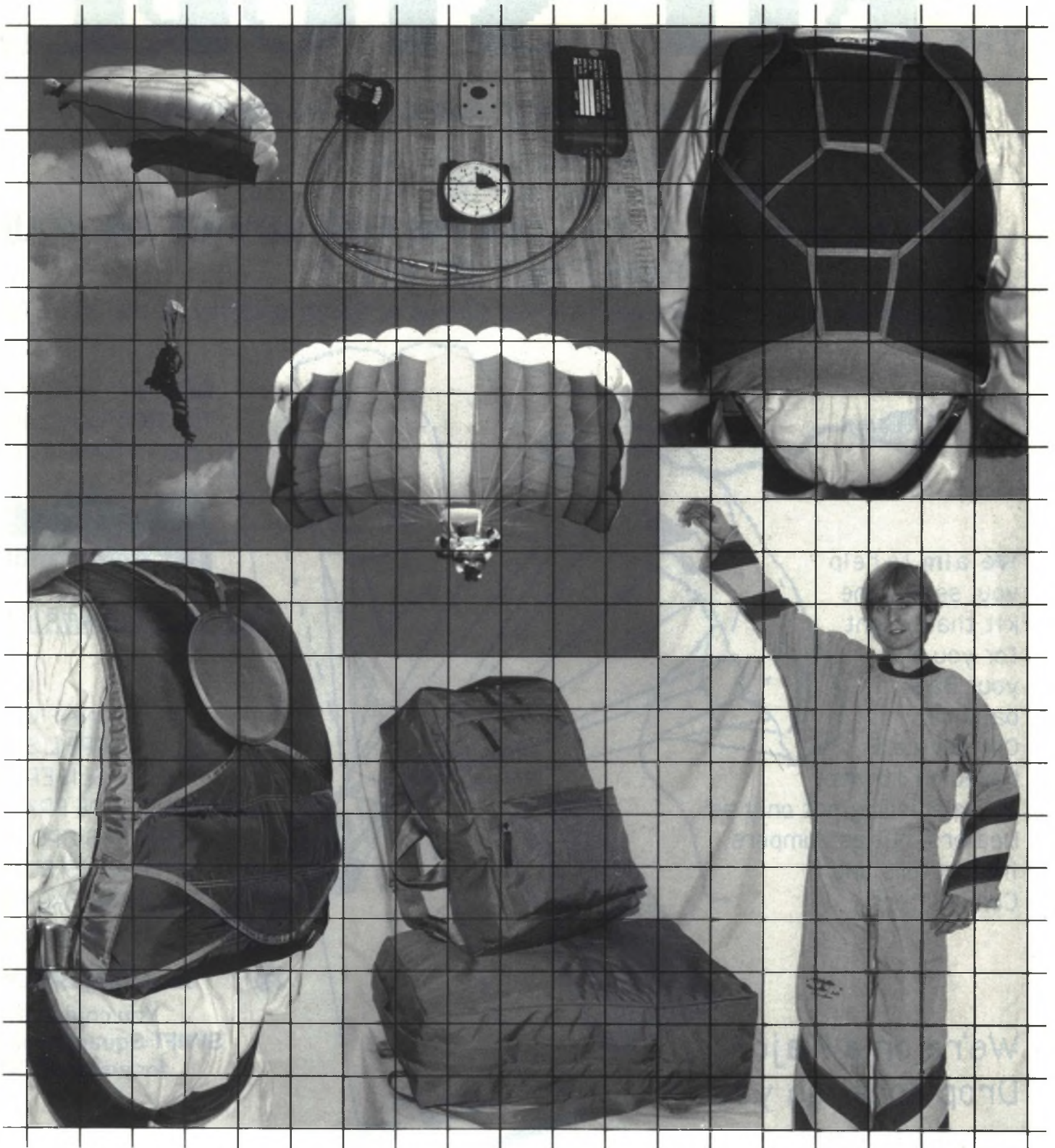
I enclose with this report the 4 written protest received by me during the competition.

Bob King
Chief Judge
National Parachute Championships
Langar

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Thursday 20th September



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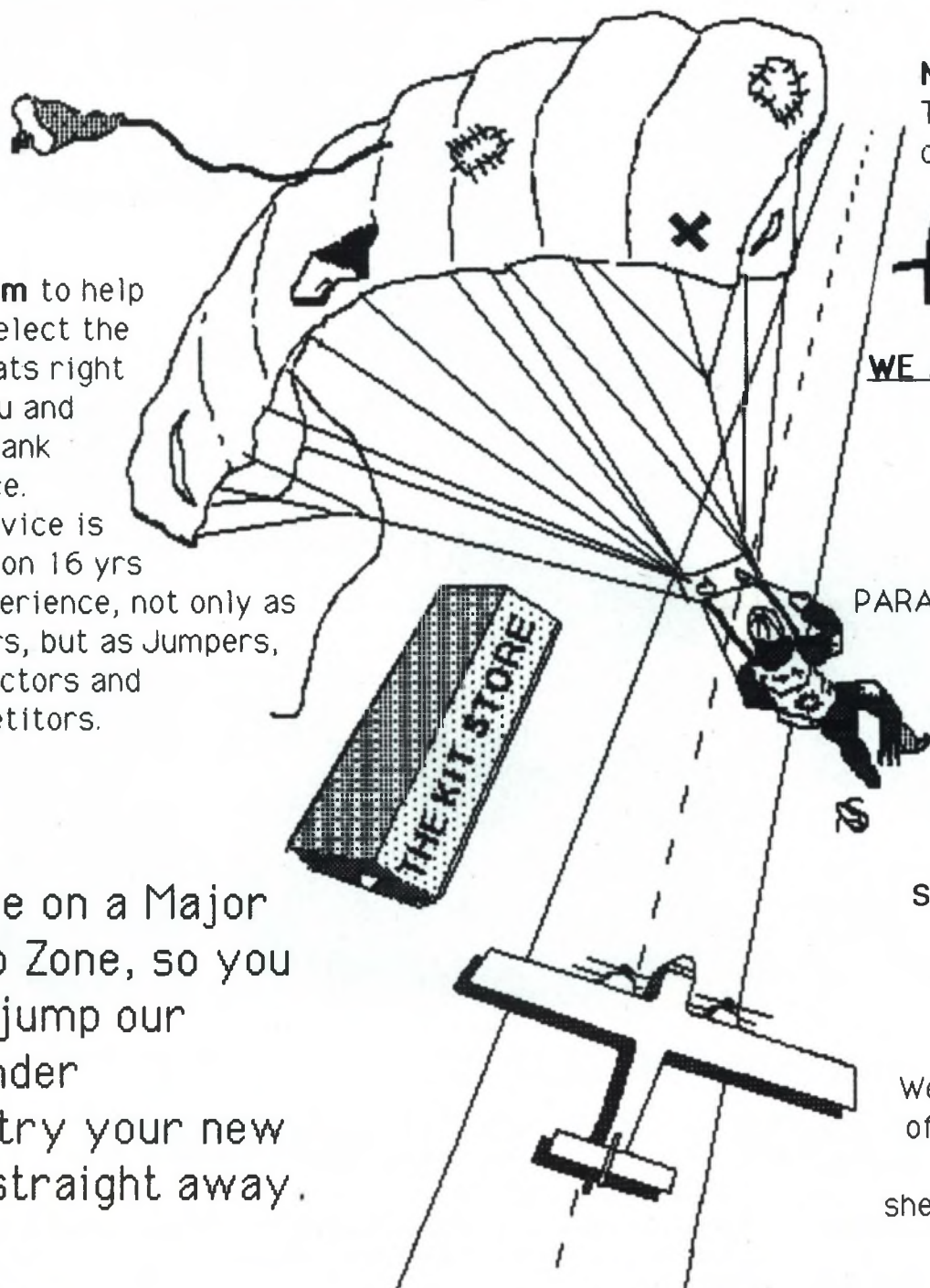
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Contact Mark 081 827 4634

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WOMEN'S WORLD RECORD - NIORT JULY 1990

It is only when you try breaking a world record that you realise why the people who set the previous record did not achieve more. Not only do all the right ingredients have to be brought together at the same time, it is essential for there to be zero mistakes. We had the people, the planes, the place, but were plagued by minor errors on every jump. Until, at last, it all came together and we made an 80 Way so high that it held for 14.52 seconds.

The People

The organisation was professional and well thought out, thanks to Alexis Perry and Jerome Bunker, who had been planning the attempt for a year. During the week's break from the Boogie School, they provided all that was needed, (apart from the weather), to make a new record.

Ninety-three women, from seventeen different countries, registered. The French made up the biggest contingent (27), followed by the Germans (14) and the Swiss (8). There were 7 Brits and at least 2 representatives from every Scandinavian country. Although dominated by Western Europeans, there were 6 Americans, 1 Canadian, 2 New Zealanders and 2 Russians.

The three FAI judges, who counted us on to every load and always checked for headgear and shoes, were from France, Switzerland and Russia.

The Planes

Four planes were brought in from different parts of Europe: Skyvans from Denmark and Luxembourg, a French Twin Otter and the Cranfield Skyliner. On the 80+ jumps, the usual V formation was adopted. The Danish Skyvan carrying the 24 Way base, lead, with the Skyliner behind on the left and the second Skyvan and Twin Otter trailing on the right. Thanks to Mike Fitzgerald, a hastily constructed door kept the Twin Otter occupants warm.

The Photos

There were 6 cameramen, with the video team led by Patrick Passe. Their high quality films played a crucial part in the intense debriefs. Didier Klein was taking photos for Paramag and had plans for a special August edition featuring the record attempt.

The Place

Niort lies 400km to the SW of Paris, (not quite as far away as Bordeaux). The airfield has a single tarmac runway and is surrounded by endless fields of wheat and sunflowers.

With the assistance of the local paracub, Alexis and Jerome won the full support of the town. Free accommodation was provided in a new boarding school,

and breakfast and dinner were laid on in a nearby cafe. We were even invited to a reception at the Town Hall, where we sipped Pinot among 15th Century tapestries.

The Participants

Britain

Karina Andrews
Jill Arundell
Mandy Dickinson
Heather Leach

Anthea Lee
Felicity Martin
Carol Schofield

Ireland

Allison Cronnelly
Patricia Sheehan

Canada

Heather Bisiker
N.Z.

Kathy Basalaj
Jennie Bruce Schafer
USA

Sue Clifton
Betty Hawkins
Janine Marcacci
Clare Meredith

Cindy Pirkkala
Val Thal Slacum

CH

Barbara Bor Leis
Alexandra Erni

Doris Hunziker
Heidi Mauchle
Veronique Maurer
Franzi Moeshi
Isabelle Rey

Bea Winkler

Italy

Susi Lombardi
Valerie Venturi

Germany

Doris Bramlage
Heike Dittman
Sabine Graak
Inge Kerzel
Babs Ludwig
Eva Maag
Ruth Nietsche
Andrea Schlagheck
Regine Sucklow
Sabine Thiele
Ivonne Tratz
Sigrid Von Thun

Av. Age: 30 Min: 22 Max: 45
Av. years jumping: 9 Min: 2 Max: 20
Av. no. of jumps: 1387 Min: 310 Max: 3400
Av. no. RW jumps: 927 Min: 260 Max: 3250
Av. no. jumps 1989: 187 Min: 19 Max: 650

France

Joelle Agache
Isabelle Biarnes
Frederic Bossert
Monique Boulanger
Valerie Bourignon
Anne Marie Branel
Catherine Chalondon
Corinne Delbouille

Sandra Dubois
Brigitte Dugay
Isabelle Gallet
Michele Gayraud
Catherine Gilbert
Annick Gory
Franciose Haye
Karine Leclerc
Brigitte Maitre
Pascale Piketty
Astrid Poissonier
Joelle Putinier
Ghislane Quelelennec
Magalie Sergent
Marivonne Simon

Spain

Concha Gomez
Villanoya

Belgium

Anne Van Aken

Holland

Mariska Breevert
Marianne Van Der Reijden
Petra Van Leenen
Marjolein Woerlee
Maria Wynker
Ingrid Zoetmulder

Denmark

Brigitte Halett

Norway

Anita Furuseth
Susanne Larsen
Theresa Rosholt

Sweden

Sussi Knutson
Vanja Pihl
Kia Scherl

Finland

Lisa Mattila
Laura Vemalain

Av. no. big Form'n: 65 Min: 20 Max: 144

The Practice

At the Gap Boogie, six weeks earlier, the base 24 did practice jumps with Alexis, whilst Jerome made selection jumps with a further 20 hopefuls. Towards the end of the week, some bigger dives were made, including a completed women's 43 Way.

The Gap Boogie seems to be a well-kept secret; although little known in Britain it is one of the highlights of the French calendar. The only thing limiting the excellence of the skydives were the daily thunderstorm.

The Plan

The formation chosen struck us all as being quite unusual. It consisted of a square 24 Way base surrounded by 5 Way lines in a lacy pattern. The base was composed of a 4 Way with zippers and diamond closers, effectively forming four 6 Way wedges. These wedges were in colour coordinated suits; pink yellow, purple and turquoise. The logic was that the 24 would form a solid centre and set a fast fall rate. The succeeding lines, with just wrist grips, would be able to match the fast fall rate and keep the pace going. However, good dockings were essential!

We would be jumping from 5000 metres, (16,500 feet), with a staged break off from 1500 metres, (5,000 feet). We were briefed on the use of oxygen, supplied free by the local fire brigade. As the flights were often lengthy, it seemed sensible to follow instructions and take some breaths every few minutes above 12,000 feet.

The Progress

Our first dives were 20 to 24 ways. The base needed a practice, as a third of them had not been in Gap, whilst everyone else was keen to break the ice. On the second dive, a ring of 20, including most of the Brits, was added to the base. At the third try, this 44 Way was successfully built in 42 seconds, setting a new European Women's Record.

The next stage was to add a further 20 in four more 5 way lines. The 64 way was built on the first attempt and held for 10 seconds - it was getting easy!

The final 16 were added as clusters to the "64 Way base", to form the 80 way. This succeeded on the second go, but was not held long enough; we were 1.5 seconds short of a new record. A further 5 jumps, over three days, were needed before everything went right again. When we eventually made the 80 Way, it was held so long we all knew it must be complete - the whoops of joy were audible in freefall!

For the sake of glasnost the next two jumps included all ninety-three girls,

including the two Russians. Their apparent lack of experience at large formations was explained when we discovered that, although they had over 6000 jumps each, only about a tenth of those were RW. After two jumps, in the hope of a completed formation, the size was reduced back to 88. With three attempts more we nearly made it; on one jump an 87 Way was held for 10 seconds, with the 88th girl arriving at break off.

The Pressures

Undoubtedly, a number of girls were a bit overawed by the proceedings. However, Alexis' superb "man" management and fluent transition between French, English and German, helped everyone to feel fully involved. In Jerome's group, where girls were waiting to be added to the big formation, mistakes received more attention and the tension was greater.

Some days, there was hardly long enough to queue for the loo and grab some lunch between jumps. One girl made optimum use of her time by breast feeding her 10 week old baby during debriefs.

Some light relief was provided mid week, when Alexis was presented with a Cindy Doll; the idea being that it might save him from repeatedly asking us to bend over...

The Problems

The biggest hindrance was the weather. On three days only one jump was made and the repeated stand-bys disrupted the flow. The forecasts were accurate and when the weather was hopeless we were allowed to disperse and become tourists for the rest of the day.

Some of the exits were not very well synchronised. Only the Twin Otter floaters had a good view of the lead plane. There was one disaster, when one of the cameramen at the Skyliner window shouted "Go" five seconds too early; forty people ended up 1000 feet below the base.

By and the large the atmosphere was quite congenial, but there were mood swings, and there was the inevitable contingent of whingers. One day, with the excuse that the control tower was giving speeds within limits, we jumped in high winds. Alexis was so bombarded by complaints about muddy jumpsuits from some of those who had been dragged, that he settled the matter by offering to wash them all!

The Parties

The sponsors laid on drinks, normally Kir, most days after jumping. On the evening of England's World Cup quarter and semi finals, the British contingent invited themselves and several litres of

red wine to the hotel room of Jan, the Danish pilot, who had the only known TV set in Niort. His bed withstood seven supporters, but his neighbours were less understanding.

Inge Kerzell's birthday almost resulted in everyone being thrown out of the accommodation. Finding her still up at 1 a.m., her friends decided to give her her birthday cake early. The 33 candles triggered the smoke detectors and everyone was woken by the alarm, which rang for an hour before being silenced.

On the Saturday night the local parachute club arranged a buffet and disco in the hangar. After the meal, the organisers, pilots and cameramen were called up to be given presents by the girls. Jerome received a pair of binoculars, to aid his ground spotting, and even more pointedly, Alexis was given an anemometer. Finally, they were all lined up and ninety-three of us descended to give them each a kiss!

Felicity Martin
D2808

FLORIDA FUN

Having come against many obstacles in my quest to pass my AFF, I had the pleasure of finishing my course on a recent trip to Florida.

I felt I had to write a letter praising the people who helped me to reach my aim.

My first port of call on arriving was Flagler Aviation who had kindly arranged accommodation for my wife and I in a house on Flagler Beach. Flagler Aviation is approximately ten minutes drive from the beach.

We received a very friendly welcome from Richard Fennimore otherwise known as 'Fang', his partner 'Rocky' Evans and John Norman. Fang turned out to be my instructor for the duration of my course and I had every confidence in him (as well I should know his skydiving history) and he made my time in training enjoyable too!

Another member of the team was Rick (the cameraman) who, on the occasion of my wife's first tandem jump (with John as her Tandem Master) shot off 36 exposures of brilliant still film and video tape. My wife and I cannot thank

all at Flagler enough for making our stay in that quiet little town so much fun and we are looking forward to seeing them all again next year.

Another person without whom I don't think I would have passed my AFF as quickly as I did was Clive Ure. We paid him a visit in Tampa before I started my course in Flagler. Clive runs an open air wind tunnel called 'Aerofly - Tampa Airodium'. On arriving Clive showed a video presentation of the tunnel and in my first lesson we were treated to the spectacle of a chap called Olaf going through his manoeuvres in the tunnel; it was very spectacular.

I then had my turn and found it not as easy as it looks when done by the experts but great fun and I was soon shown the ropes by Clive, assisted by Olaf. Anyone can have a go in the tunnel and it's well worth it. I am sure it helped me with my skydiving as you have more time in which to practice turns etc. than you do in the air.

I would recommend a visit to both the above but would offer a little tip - when arriving in Flagler pop into the local Lion

supermarket and open an account for long neck bottles of Budweiser. This is consumed frequently (at the end of the skydiving day - of course) for various celebrations i.e. first jump in Florida, first time jumping in Teva to passing your AFF.

My wife somehow managed to escape with her first tandem jump and in Florida missed out their guys!

As a final note I would just like to say that without the people (and a few friends not mentioned but regulars at Flagler Aviation) mentioned above our stay in this Sunshine State would not have been so memorable and my addiction to Budweiser and skydiving so complete.

Thanks to you all - see you all next year.

Cheers
Gary Willard

PS. The crew at Flagler even welcomed our WHUFFO friends with a smile!

club corner

WESTON-ON-THE-GREEN

Weston is an RAF centre, and its prime function is to promote parachuting throughout the services. During the week the centre instructs and trains military personnel and is known as the Joint Services Adventure Training Parachute Centre, at the weekend it is open to civilians and is under the control of RAFSPA. The centre closes completely over the winter, last season it closed in November and reopened in late March, the time period varies slightly each year. Weston-on-the-Green is a small village 8 miles north of Oxford and the RAF base/Drop Zone is situated a further mile north of the village off the main A43. It is fairly easy to get to by car, but as for most DZs difficult by public transport, there is a bus to Weston-on-the-Green from Oxford and a train service to either Islip or Bicester; Islip is small village approximately 4 miles away and Bicester is the nearest town also around 4 miles away. The base is guarded 24 hours a day and anybody arriving will be expected to show identification and sign in at the gate. The CCI this year is Dave Emerson and the commanding officer is Glen Alcock.



The Drop Zone is large enough with few hazards, comprising mainly of mown grass and grass runways. At one end of the Drop Zone the gliding club operates a winch program and both sports run in comparative harmony, in fact the gliding club have their own bar which is often frequented by skydivers. Weston operates a turbine Islander and a turbo Cessna 206, although the DZ is in RAF Heyford airspace gaining clearance to 12,000ft does not prove a problem, and on occasion both planes are flown in formation so that larger dives can be organised. (P.S. The formation flying is exceptionally good).

All the full-time staff are military personal and are usually posted to Weston for a maximum of 2 years, this means that each year new members of staff arrive and familiar faces disappear, as the staff change the atmosphere changes and with each new CCI a different style of rule follows. At present there are 4 full-time instructors, 2 potential instructors and another 5 weekend instructors available, the pilot are RAF pilots and there are usually two pilots on duty each weekend; the chief pilot is Patrick Thomas. There is a large Accuracy Pit in the centre of the airfield and a small one nearer the packing area; to use the small pit special permission is required, the landing area for experienced jumpers is only a short walk away from the packing.

There are two local pubs, both situated on the A43 about a mile from the DZ towards Oxford, the nearest is called the Ben Johnson and slightly further down the road is the Chequers. The Chequers has a friendly landlady and serves good food, most jumpers meet there on a Friday night.

Jumping:

Weston runs Static Line, AFF and Tandem courses. Courses are not run every weekend and early booking is required to secure a place, RW instruction is available via the WARP system, the standard of Warp instruction is on the whole good. There are also a number of very competent CRW jumpers who can teach basic CRW.

There are 75 Static Line rigs, 8 front and back freefall systems, 4 square conversion rigs, 10 club squares, 4 AFF and 2 tandem rigs. All round student canopies are 6.5M aerocanals.

With regard to AFF there are 2 full-time AFF instructors and the AFF course costs £1020 or (£840 military), remember unlike many other centres which run AFF courses jumps can only be made at weekends during summer months.

Facilities:

Weston has many superb facilities: Most jumpers are used to poor washing and toilet facilities and thus Weston's modern, warm and clean shower blocks are highly ranked among the skydiving fraternity. The main club house includes showers, toilets, bar, lounge area (incl. pool table) and rigging room. The large pation attached to the club house a permanent bar-b-que and is often used. Away from the main club house is the large hangar incorporating large packing hall (must be at least 40 packing table) and large indoor area used for training students and as an area for experienced jumpers to pack. Weston has a large collection of training aids both for the student and the experienced jumper, including two aircraft mock-ups and some eye-slides. As well as the large covered ground training area there are several classrooms for student training.

An advanced rigger is available during the week, but there is no service at the weekend unless by chance there is a rigger on the DZ.

Weston has no bunkhouse accommodation and therefore camping is allowed on the base, tents and caravans are free of charge and no booking is necessary, there is a large mown area where tents and caravans can be positioned.

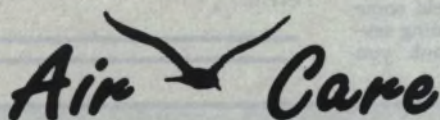
RAF chefs provide a small range of hot and cold food from the club house kitchen, the food and drink sold behind the bar is reasonably priced and enough to sustain the average person on a long day's jumping. Alcoholic drinks are sold when either the last lift of the day is airborne or jumping has finished for the day.

If the weather is bad there are several sporting activities available on the airfield, a mini golf course, a tennis court and trial gliding flights can also be arranged.



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Royal Navy & Royal Marines Sport Parachute Association
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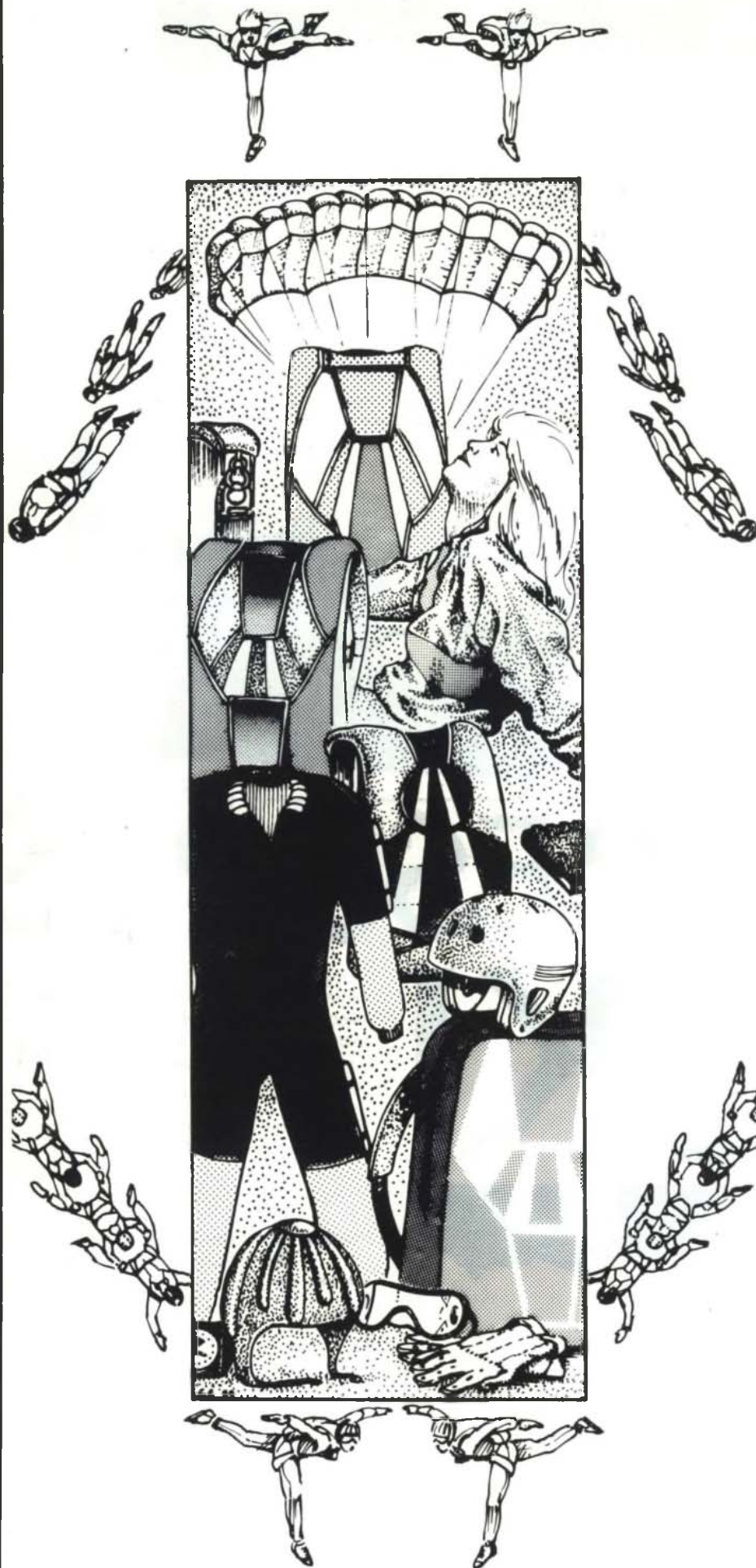
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COACHES' COLUMN

One of the criticisms within the sport, which to a certain extent is justifiable, is that there is a lack of communication between the Council and Staff and the membership.

In an effort to keep you informed and to let you know of some of the battles and problems that have been dealt with on your behalf, we intend writing a series of articles explaining the background to some of these happenings.

The first is Aircraft Maintenance, as this is one of the recent problems we have had to deal with.

A couple of months ago the Civil Aviation Authority (CAA) contacted the Association as they were concerned that a few of the aircraft used for parachuting were not being maintained to the required standard. In fact the CAA did not renew the Annual 'Permission and Exemption' (P&E) to operate for one club, which meant that hasty action and negotiation had to take place, we therefore called an urgent meeting with the CAA, as without a P&E parachuting cannot legally take place at a club.

A 'Permission and Exemption' is needed because prior to 1984 it was illegal to drop anything from an aircraft including parachutists, before 1984 we needed an 'Exemption' from that law. In 1984 part of the law was changed (the Air Navigation Order - ANO), which enabled parachuting to take place legally, providing permission to operate was granted by the Authority. To obtain the 'Permission' we had to produce an Operations Manual which was acceptable to the CAA. This happened quite suddenly and we were given less than a month to produce it, or all parachuting in the UK would stop. We therefore had an incredible amount of work to do, which entailed many late nights including having to sleep on the floor of the BPA office to make the most of the time. The Operations Manual was accepted by the CAA and the 'Permission' part of the P&E was completed. The 'Exemption' part of the P&E was an exemption from some of the rules regarding commercial flying, but now that parachute flying is included in the 'Aerial Work' category the exemption is from some of the Aerial Work maintenance requirements. Without this exemption the costs entailed under the rules of Aerial Work maintenance would be prohibitive for most clubs. That does not mean that parachuting aircraft can be maintained to a low standard.

When the meeting took place, the BPA was represented by Tony Knight (Chairman STC) and us (NCSOs), there were four representatives from the CAA including two from the Maintenance Standards dept. The club that had had its Annual P&E refused was also represented.

The first part of the meeting concerned the specific problem with the club, which was settled to the satisfaction of everyone present.

The second part of the meeting, which took many hours, concerned the CAA's, or at least some departments within the CAA's wish to include parachuting aircraft within the previously mentioned maintenance requirements of Aerial Work.

Just to give an example of one area that would be affected. You may know that parachuting aircraft have to have what is called a '50 hour check', which means that for every fifty hours flown, the aircraft disappears for a couple of days to be checked over (something like an MOT test). Well, under the Aerial Work maintenance category, that check must take place every 50 hours or 62 days, whichever is the sooner.

Often in the winter, parachuting aircraft do not do 50 hours flying in 62 days, because of the weather, they may only do a couple of hours in that time. Some small clubs may only need two or three '50 hour' checks a year, but if the rules changed they would need a minimum of 6 checks a year and you can imagine how expensive that would be for small clubs (or any club). In turn it would only be a short time before that extra cost would reflect in your jump bills, or sadly a further reduction in clubs.

After a great deal of discussion and hard negotiating it was decided those onerous rules would not be imposed on our clubs and we agreed to a rule which would not put any hardships on the clubs. Which is that the 50 hour checks must be carried out by an authorised maintenance facility, we believe this is common sense. Up until then 50 hour checks could be done by a pilot who was the owner of the aircraft. Hardly any parachute clubs did that anyway and we believe that parachutists would rather know that the aircraft they are jumping from are being maintained by proper engineers and not the pilot himself, having said that, most of us just take it for granted that our 'jumpsuits' are fully maintained.

The above problem alone generated many hours of letter writing, telephone calls and other meetings. Tony Knight especially worked extremely hard on this subject, which is only one of the problems he is dealing with in his capacity as Chairman of STC.

John Hitchen & Tony Butler

EQUIPMENT CHECKS

Flight Line and Pre-Jump checks are necessary.

A contributory factor towards the cause of at least two fairly recent fatalities in this country could have been a lack of, or poorly carried out 'Flight Line' or Pre-Jump checks, as in both cases gear incorrectly fitted caused the initial problem. This has also contributed to a number of fatalities in the past.

Case No. 1 concerned a female who may have, when fitting her 'piggyback' gear inadvertently knocked off the 'cutaway' pad, partly moving the teflon cables until they were almost at the point of release. It is fair to say that this may also have happened at a later stage, i.e. upon leaving the aircraft, although when the equipment was examined later it was discovered that the cutaway pad was under the harness lift webbing, indicating the first cause mentioned was the most likely.

The woman then probably caught the 'loose' cutaway pad with her arm as she pulled her right toggle whilst turning into wind at about 150 ft. causing the canopy to cutaway at too low an altitude to use her reserve.

Case No. 2 concerned a male who fitted his piggy back container incorrectly by routing his 'bellyband' throwaway pilot chute under, instead of over his harness lift webbing, which caused a pilot chute in tow type malfunction, he then failed to deploy his reserve canopy.

Even though in both of the above cases the deaths were not caused by the poor execution or omission of checks, both may have been avoided if proper Flight Line and/or Pre-Jump checks had been carried out.

Up to 'C' licence all Flight Line checks must be carried out by an instructor (one of the above was below C licence the other just above), and that instructor must sign to state that the 'check' has been carried out (which happened in the above instance).

'C' licence and above parachutists are responsible for their own equipment (unless a CCI states otherwise on his/her drop zone), but a number of clubs insist that all parachutists are given a formal 'Flight Line' check, although if it is not done correctly and systematically there is little point.

Most parachutists who go through a formal 'Flight Line' check agree that it is sensible, and once they get used to the idea they generally have someone give them this check no matter where they are jumping. Also more and more experienced jumpers are also getting Pre-Jump checks in the aircraft before they exit.

If, as an experienced parachutist you are not getting a proper Flight Line or Pre-Jump check, why not? You should insist on them as both the above mentioned deaths could just as easily been, and in one case was, an experienced jumper.

As a student parachutist you must receive a formal Flight Line check and must also receive a Pre-Jump check (no matter what type of equipment you are jumping).

If you think back to your first jump course you will probably have been taught that it was yours, as well as the instructor's responsibility to ensure that you were 'hooked up' - well that responsibility should continue throughout your jumping life - remind the instructor to give you that Pre-Jump check, he won't forget but make sure you don't let him.

Finally no parachutist, no matter what category, should get into an aircraft without a thorough Flight Line check and no parachutist should get out of an aircraft without a Pre-Jump check, and if this is done perhaps we can eliminate some totally unnecessary deaths.

Tony Butler

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CORNWALL PARACHUTE CENTRE

DIARY OF EVENTS FOR

1990

"The Harlyn Shuffle"

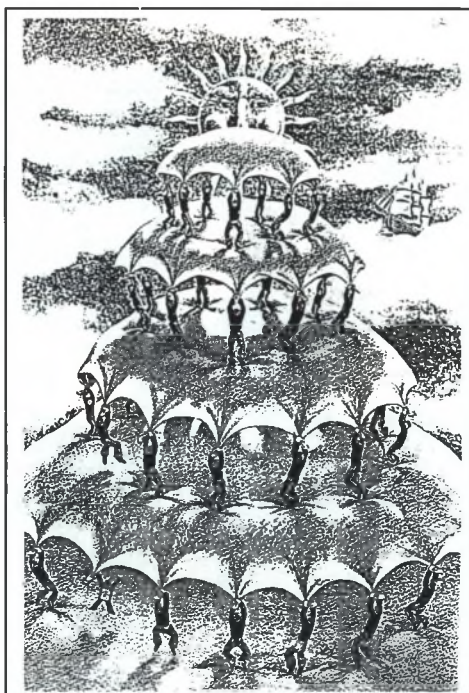
3 way R.W. mix & match
14-15-16th April
Air to Air Video
Cash Prizes
Trophies & Medals
Disco

Jump Shack

Elite™

"The May Day Hop"

4 way launch & accuracy
Mix & Match
5-6-7th May
Barbecue
Cash Prizes
Trophies & Medals



"The China Challenge Cup"

8 way Speed Star Competition
Mix & Match
5-6th August
2 Cessna 's'
Air to Air Video
Cash Prizes
Trophies & Medals

"The Strongbow Static Line Competition"

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25th, 26th & 27th AUGUST

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DIARY OF EVENTS

DATE	EVENT	LOCATION
12-17 July	Belgian Hecules Boogie	Moorsele, Belgium
14-15 July	Southern Region, 4-Way RW Meet	Cornwall
14-15 July	Met. Police Accuracy Meet	Headcorn
14-22 July	Partenevia Boogie	Klagenfurt, Austria
15 July-8 Aug	Skydiving/Beach Extravaganza	Ampuriabrava
20-29 July	Bi-plane Boogie	Swansea
21-28 July	RAPA Championships	Bad Lippspringe, Germany
21-22 July	Helicopter Accuracy	Cornwall
4-12 August	RW NATIONALS	Sibson
5-6 August	3 Way Fun Meet	Cornwall
6-10 August	AFF/Tandem Instructor Course	Langar
10-19 August	World Freefall Convention	Quincy, USA
10-12 August	Skyathallon	Netheravon
11-17 August	Classics Competition	Szolnok, Hungary
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
7-16 September	CLASSIC WORLD CHAMPIONSHIPS	Bled, Yugoslavia
11-17 September	International 4-Way Meet	Raeford, USA
21-23 September	2 Skyvan Boogie & 40 Way Meet	Sibson
22-30 September	4 & 8 Way RW and 4 Way CRW Competition	Gap, France
29-30 September	Central Region, CRW Meet	Ipswich
6-7 October	16 Way Sequential Meet	Sibson
6-14 October	CPCB Boogie	Ampuriabrava, Spain
9-11 October	I.P.C. 4th Technical Conference of Parachuting	Bisham Abbey
12 October	European Parachuting Union Meeting	Bisham Abbey
13-14 October	Northern Region, Style & Accuracy Meet	Doncaster
12-16 November	PI/Adv Instr. Course 4-90	(RN&RMSPA) Dunkeswell
19-23 November	Exam/Pre-Adv Instr. Course 4-90	(RN&RMSPA) Dunkeswell
19-25 November	Cyprus Championships	Cyprus



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Reflections on the Classics and CRW Championships

It's a quiet but windy day here at Langar, 3 or 4 days after the end of the British Classics and CRW Championships. We have had time to reflect on the performance of Langar, the administration, the back up etc, the performance of the officials, and lastly the performance of the competitors.

Firstly - Langar. The weather was not helpful. This June was one of the duller on record. We came in for criticism for the lack of show-ers - we only have two, but they are within 50 yards of the campsite and with less than 50 competitors we thought that was enough. We are short of toilets, 3 in total, and they were flat out just prior to 'take - off' time.

Catering came in for a fair amount of flack from a small section, breakfast coming in for most criticism. However not one person pre-ordered breakfast as requested is the Administration Handouts, so we felt that was quite unnecessary. The bar was open every night - but even this did not suit some. When it was shut at 10.30 p.m. the biggest complainers were those who had been drinking canned ale bought elsewhere!

The aircraft were all 100% OK, as were the pilots, not one lift being lost on that score. Thanks Pilots.

The BPA, Langar and the APA provided a host of ground to Air Video, TV's etc. Our thanks especially to the APA for their help not only in the running of the Ground to Air, but in setting up the 'new kit'. Names to note here John Boardman - video, Jeff Chandler for x number of miles getting the artificial pit kit to Langar, and of course Steve Trouble (well thats what we call him).

Manifest made one error on day 2 (a team out of order) which we were still being reminded about on day 9, even after Manifest managed 59 lifts on day 7 all in correct order. Needless to say the complaining judge CRW Specialist did not compliment us on the good parts - perhaps that was one of the days she had missed. But then we should of been 100% correct all the time.

Being told the day before the Nationals that the 30 metre pit was not to be used, and could we cut ¾ acre of grass so an artificial pit could be used was somewhat of a surprise, but we did it.

Now to the Officials: We thankfully had the best Team going. They were there for 10 days - early morning to late evening!!! Very many thanks to them. Meet director Bob Card trod the precarious path of setting priorities on who should jump in the weather windows that rushed past us. Each discipline demanding that they should have priority. In a no win situation - he came up trumps.

Bob King as Chief Judge, never quite got over his nerves at this lofty title (he was unaware of John Hitchen's unavailability until a few days before the start.) Nerves to one side, Bob lead the team of Judges splendidly, and was a Master at getting the results out, quickly and in a most clear and well presented manner. At the end of the Meet all Competitors were given a booklet containing all the results.

Now the Competitors. Well to be fair, we at Langar have had no experience at 'hard core' Style and Accuracy jumpers fighting for a slot in the British Squad, so we did not quite know what to make of them! (and still don't!).



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Boy-do you have to know the rules. Pete Fisher was booked to run a seminar on Protest-ing and Rule dodging. The seminar was over-subscribed, however when Pete turned up late he was disqualified!! (Rule 13Y, Part 3 subsection 90).

Now the CRW Teams were quite normal by our standards, that is they wanted to jump. No matter what the winds, they were able to laugh and crack jokes and seemed to enjoy themselves.

Special thanks go to Caroline Apps, Georgie Best and Steve Hastings who kept happy and smiling and offered their help with students etc. Thanks also to Pete Fisher for his coaching

and humour, both on Pool and Accuracy, - neither were really much good. Now Steve Trouble, you know he is quite a nice guy deep down, thanks for your help Steve.

To all you competitors, thanks for coming to Langar - we do mean that!

We have said it was a learning experience for us! Now about next year(s) - we won't offer, so please don't ask.

D.T.Hickling
CCI

BRITISH PARACHUTE ASSOCIATION

AFFILIATED CLUBS AND CENTRES



BADMINTON PARACHUTE CLUB

Contact J. Davis
Badminton, Avon
Tel: 045 421 249
Airfield: 045 421 486

BLACK KNIGHTS PARACHUTE CENTRE

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Contact: Bob Parry
Patty's Farm, Hilliam Lane,
Cockerham, Nr. Lancaster
Tel: weekend 0524 791820
(Midweek) 051 924 5560

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Alnwick, Northumberland
NE66 3XF
Tel: Embleton (0665 76) 588

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British Parachute School
The Control Tower, Langer Airfield
Langer, Nottingham
Tel: 0949 60878

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St Merryn, Cornwall
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Nr. Honiton, Devon
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Doncaster, South Yorks
Tel: Weekends 0302 532922
Tel: Midweek 0532 505600

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07693 552/0392 75222

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Tel: 0473 710044

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Tel: weekdays 0904 645488

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Steane. Nr. Brackley, Northants
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Strathallan Airfield
Auchterada, Perthshire. PH3 1LA
Tel: 0764 62572 weekends

SWANSEA PARACHUTE CLUB

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Swansea Parachute Club
Swansea Airport,
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Dave Penny (0265) 868669

ARMY PARACHUTE ASSOC

The Commandant, JSPC
Airfield Camp, Netheravon
Salisbury, Wilts. SP4 9SF
Tel: Bulford Camp 0980 33371 ext:
Commandant 8245
Chief Instructor 8229
Staff 8277

RAFSPA

Weston-on-the-Green, Nr Bicester,
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010 357 47 44245 (D.Z.)
Contact: Club CCI

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Borneo Lines, BFPO 1
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RAPA JSPC(L)

Bieiefelderstr. Normandy, Kaserne
4791 Sennelager
Tel: 010495 254 822378
JSPC(L), STC, Sennelager, BFPO 16

OTHER ORGANISATIONS ASSOCIATED TO THE BPA

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BRITISH COLLEGIATE PARACHUTE ASSOCIATION

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Lancashire Polytechnic Students Union
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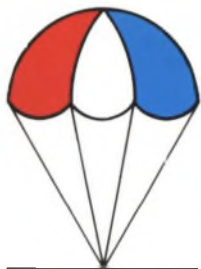
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Leicester University
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Nottingham Polytechnic
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Gavin Mcleod bcpa chairman 1990
Douglas Naismith bcpa secretary 1990

POPS UK

Hon Treas./Sec Graham St Clair
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If your club or centre is not featured on these pages, or if any of the information is incorrect, please contact the Editor immediately.



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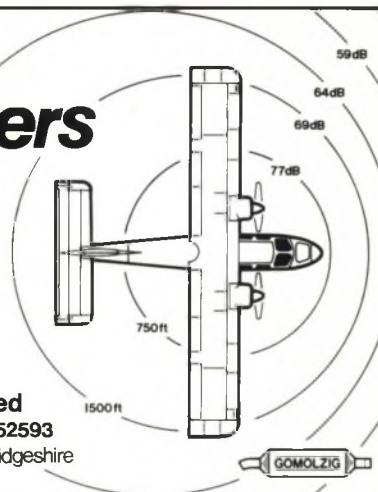
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WANTED

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1991

If you are interested, contact:

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- | | |
|---------------|----------------------------|
| 11-19 August | - Student Progression Week |
| 8-9 September | - Accuracy Seminar |
| 5-6 October | - Night Jumps |
| 2-3 November | - Night Jumps |

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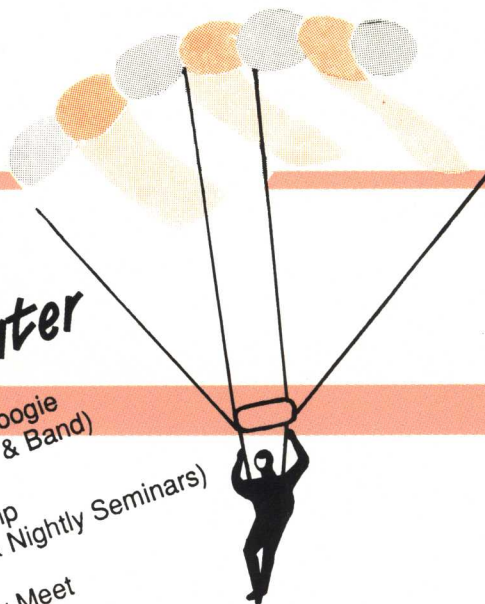
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Phoenix/Z-Hills Parachute Center



◆ October 27-28

3rd Annual Halloween Boogie
(Costume Party, Prizes & Band)

◆ November 4-10

Fall RW Training Camp
(Day time Jumping & Nightly Seminars)

◆ November 15-26
15-16
17-18
19-21
22-24
24th

22nd Annual Turkey Meet
Practice
8-Way
16 & 20-Way
10-Way
Awards & Band
(FUN JUMPING THE ENTIRE MEET)

◆ December 8-January 7
December 29-30

Christmas Boogie
Christmas Scrambles

◆ February 3-8

Tandem Certification Course
AFF Certification Course
(USPA approval pending)

◆ February 9-24

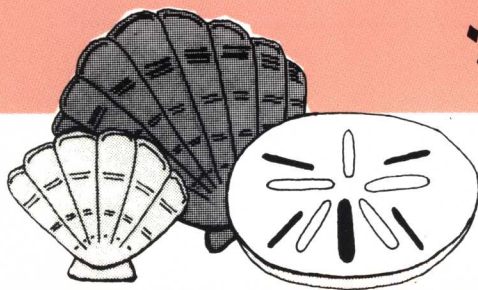
Spring RW Training Camp
(Day time Jumping & Nightly Seminars)

◆ March 3-10

26th Annual Easter Boogie
2nd Annual 20-Way Sequential
6th Annual Speed 40-Way
(FUN JUMPING THE ENTIRE MEET)

◆ March 15-April 7
March 25
March 29

International 120-Way
Practice
120-Way Attempts



◆ April 20-28
April 20-25
April 26-28

Large Formation Sequential Camp

◆ May 4-12

FFI: Phoenix Parachute Center
P.O. Box 1889 • Zephyrhills, FL 33539
(813) 788-5591 • FAX (813) 783-1339
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THE BRITISH PARACHUTE ASSOCIATION



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