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Sport Parachutist

OCTOBER 1990



World Freestyle Championships

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Kaleidoscope of Colour

Corn Circles...!!!

British Army Championships

THOMAS

Sports Equipment



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Mr. Walter Gubbins I.F.C. in this seasons 'Thomas Tropical Kit' gets his knees together and boogies through South American skies. The large, furry rodent sleeping under his hat was a gift from a grateful Brazilian 2 Way Sequential Team.

Suit by Symbiosis · Make-up by Mandy · Photo by Leo

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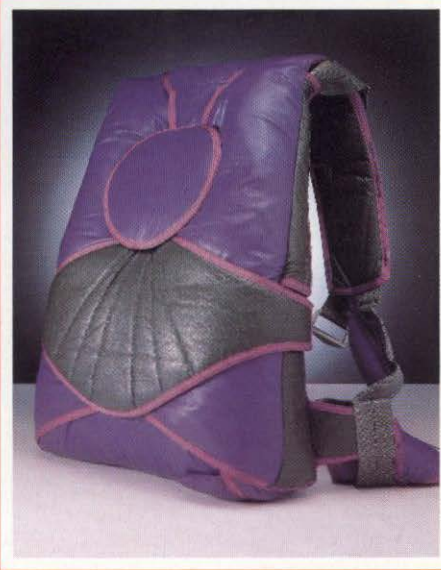
It should come as no surprise to find out that we have supplied student freefall rigs (including AFF kit developed by TSE for use in this country), to the majority of British clubs. Of the largest military and civilian centres, APA at Netheravon, RAF SPA at Weston, Slipstream Ad ventures, Headcorn P.C. and Peterborough P.C., all use equipment from TSE for advanced students. If you've just come through the Cat system, the chances are that TSE were helping you progress.

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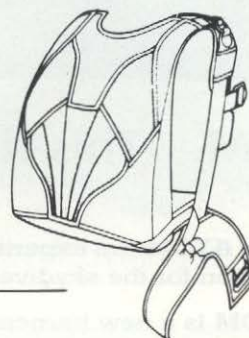
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Sport Parachutist

JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION WHARF WAY GLEN PARVA LEICESTER LE2 9TF Tel. (0533) 785271

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R.Ae.C.

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: Geoff Wood takes Howard Thomas for a ride over Netheravon.

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SAFETY NOTICE

GROUNDING OF G.Q. PROTECTOR

▲ There has been a recent structural failure of a G.Q. Protector when deployed as a reserve at subterminal velocity. This incident was not fatal. STC acting on the advice of Riggers Committee have grounded these canopies until the incident can be further investigated.

Tony Knight

AIR TO AIR CAMERAMEN'S ASSOCIATION
PLANNED....

ATTENTION ALL AIR TO AIR CAMERAMEN!

There is a judges seminar planned for the weekend of 24/25 November at Netheravon.

Tapes will be available and evaluation courses will be run. It is the opinion of the Judges Subcommittee that Air to Air is the way forward for the judging of Relative Work and to this end any Cameramen who would like to attend would be most welcome.

We intend to hold discussions on air to air filming and demonstrate the type of quality we are looking for. It is also intended to have a general forum on the possibility of setting up a National Cameramans Association or similar from which we can draw people to attend competitions etc.

We would welcome the attendance of as many Cameramen as possible with samples of their work and any input on the above comments. For further information call Amanda Kenny on: 0622-891292

NB. For those submitting photographs for inclusion in Sport Parachutist, some points to note:

Please do not write on the back of the photographs, biro ink or felt tip tends to come off and often marks pictures, rendering them unusable. Write your name and address on a Post-It pad and stick this on the back instead.

Also please do not staple photographs to your article/letter as again we cannot use them.

KENYA BOOGIE 1991

▲ The organisers inform us that the boogie in Kenya is definitely on in early April 1991. More information in next issue.

▲ In response to a BPA request for donations to the British Classics 1990 Team fund the following were kind enough to send contributions:

Mr G Nolan
Mr F Mallabone
Northern Ireland Services Sport Parachute Association
Army Parachute Association

▲ The Competitions Committee of the BPA Council have discussed the possibility of bidding to host a World Championships in this country. As most of you are aware the British have never hosted a World Meet of any description. The committee would be interested in the opinions of the membership on this subject. If you have any comments please write to:

Chairman Comp Committee
JSPC(N)
Airfield Camp
Netheravon
Wilts

Please mention in your letter whether or not you have any objections to your comments being printed in SP.

BIRTHS

▲ ALLEN. Sue (nee Bates) and Steve are proud to announce the birth of their daughter, Laura Elizabeth, on Monday, September 24th, 1990 at 4.45 a.m., weighing 8lb. 14oz. Many thanks to L.R.I.M.U. and L.F.U. Surgery.

Congratulations from all at the BPA!



XMAS ISSUE ★ WANTED ★

If you have any 'Christmassy' snaps, we need them for the December issue. Send them, with a suitable caption, to:
Sport Parachutist
213 The Commercial Centre
Picket Piece, Andover
Hants. SP11 6LU

WANTED

PRESENTATIONS/EVENTS FOR 1991 AGM

At last years AGM a number of events and seminars were organised for the membership (e.g. cameraman work/techniques). The format for this years AGM will be similar thus anybody who would like to volunteer a presentation on any aspect of the sport (e.g. freestyle, CRW, RW, Accuracy etc.) should contact the BPA Office or myself - Anthea Lee.

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THE BRITISH PARACHUTE ASSOCIATION LTD ANNUAL GENERAL MEETING

Notice is hereby given that the
**TWENTY-FOURTH
ANNUAL GENERAL MEETING**

of the Association will be held at
The Park International Hotel
Humberstone Gate
Leicester

On Saturday 12th January 1991, at 11.30 a.m.

AGENDA

1. To consider, and adopt if approved, the Report of the Chairman of the Council.
2. To consider, and adopt if approved, the Report of the Council.
3. To fix subscriptions payable by Members for the ensuing year.
4. To discuss any Special Business.
5. To announce the election results for the 1991 Council.
6. To draw the Annual Lottery.

Dated the 6th Day of September,
One Thousand Nine Hundred and Ninety.

For and on behalf of the Council of the B.P.A.

NOTE: Members are reminded that under article 30 of the Articles of Association only such business as is notified to the BPA Office in writing at least 30 days prior to the date of the meeting can be included under item 3 - Special Business.

Accommodation at the Park International Hotel for Friday and/or Saturday should be booked directly with the hotel:
Telephone Leicester (0533) 620471 FAX (0533) 514211

ELECTION OF COUNCIL: Ballot papers will be sent to full Members of the Association by the Electoral Reform Society in due course.

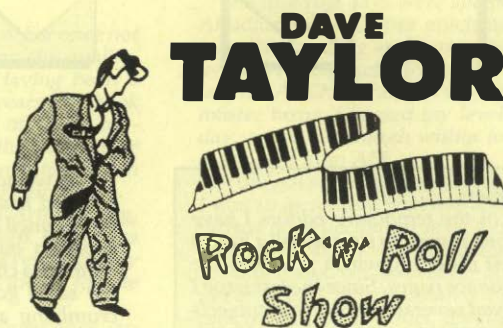
DINNER DANCE: 12th January 1991.



The 1991 Annual Dinner Dance of the British Parachute Association will be held on SATURDAY 12th January 1991, 7.30 p.m. for 8.00 p.m.

The disco will be open to all Membership free of charge. Members will not be admitted to the disco until after Diners have finished their meal, approximately 11.00 p.m.

JUMP & JIVE!!!



Bands, discos etc. provided for all
your down to earth entertainments.
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CORRESPONDENCE



Dear Members,

As one of the temporary editors I have taken it upon myself to try and call a halt to the tone off ill-feeling which pervades the correspondence pages. Since the last issue I have received several letters on the subjects of Steve Eversfield's dismissal, the Martin Evans letter and the Council's activities in general.

Some letters supported council some did not, however: the point I am trying to make is that **all** of the letters merely rehashed old arguments and continued the mud slinging that we have seen recently. I have therefore refrained from printing **any** of the letters. If you perceive this as a form of censorship then so be it. However my feeling is that the majority of members are fed up with the discordant wrangling that appears on these pages thinly disguised as significant and relevant issues.

As you will appreciate the editorship is in a state of flux at the moment, a new editor will be chosen from amongst those who have applied for the job. It does not help the Association or its magazine to continue the gruelling exercise in castigation which we seem to be obsessed with at the moment.

The next editor will undoubtedly have different views, and it will be entirely up to him/her what contributions they see fit to publish. I would therefore urge those people who feel slighted by not having their letters printed, to write to the new editor who should be firmly in post by the beginning of next year.

Dodging the issue?... Passing the buck?... Maybe, but let us for a short time at least, concentrate on enjoying our sport and ensuring that whatever decisions are made by the ruling body, we do not lose sight of the fact that we all want the same thing, i.e. to get out of an aircraft door at 12000' and have a good time!!

John Horne



Dear Editor,

I got the impression that as the last Editor had been sacked, the current edition of the magazine would be about five pages thick with nothing in it. I was therefore surprised that the August edition was, in my opinion, one of the best yet. If that is the result of temporary editors, lets keep them temporary!

I feel that the majority of members must be sick and tired of all the bickering, back-biting and backstabbing in the magazine over the last year or so. John Lines' reply to various letters in the last edition goes, I believe, a long way to putting the record straight.

Can we now have an end to the 'Editor' subject and lets get on with the skydiving. Give the Council and BPA Staff a chance to run the sport on our behalf and lets try supporting them for a change. Surely we are all working to the same goal? I do not believe the sport is crumbling around our ears as some people imply. Every time I am on a DZ and the sun is shining, everyone seems happy enough to me.

Stop the crap and keep jumping.

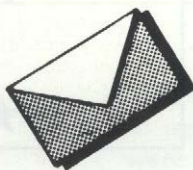
Blue Skies

Mick Matthews

D5444

P.S.

I have never written to the magazine before, but after 10 years in the sport, I felt I ought to say something.



Why do people stand for election to the Council of our Association?

You might well ask.

If one is to believe the Correspondence page of the last 12 months of Sport Parachutist, it is because Council Members have a wish to be seen as:

1. Self-centred, acting for and thinking only for themselves or their own DZ, or Rigging shop etc.
2. Completely out of touch with what is going on out there in the real world of Skydiving.
3. Attend BPA Meetings only if it means that they can collect loads and loads of expenses.
4. Retired from active Skydiving, and anyway could not close 3rd from 12 grand, however did style and accuracy in the 60's.
5. Weak willed and totally able to be manipulated by the 'Inner Circle' of power!!

However, most Council Members think they are,

1. Working for you, the Membership
2. Have their fingers on the pulse of Skydiving in the U.K.
3. Attend and contribute fully to all the meetings at little or no expense to the BPA.
4. Are active Hot Shot Skydivers who regularly turn 6 point 4-Way, have closed 50th etc, can do Style and Accuracy - but some choose not to.
5. Are free thinking, with minds of their own and are NOT members of the 'Inner Circle'.

Well, well, well - now who do you believe???

If you are a Council Member it's the latter, but if your main source of information is the Mag, then the former is most likely.

This year's Council will go down as most probably having the:

1. Best attended meetings ever.
2. Most active skydiving Council ever.
3. Worked their butts off for their Sport, and yes, pushed their own points and interests hardest - but they have worked.

4. SECURED THE NEXT 5 YEARS SPORTS COUNCIL GRANT, while other Sports of long standing have failed to get any grant whatsoever.

5. Taken more flack than ever.

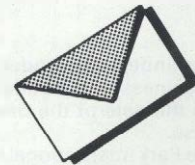
6. Been seen (Skydiving) at more DZ's in the U.K., Europe and the World than any Council before!!!

If you are thinking of standing for the 1991 Council please take note of the above. It's no joyride, and if you are elected be prepared for lots of hard work, long meetings, no thanks and just a whole bunch of criticism.

We, the BPA, the Skydiving Community need a strong hard working and balanced Council. We need competitors to work for their interests, we need DZ Operators/CCI's to look after their ends and we need Pilots and Fun Jumpers to give a rounded viewpoint.

In summary a balanced Council - some of the old hands, yes, but we need new blood, people who have vision and a big appetite for hard work.

Dave Hickling



Dear Editor,

I have recently had the pleasure of completing an AFF course at the Wild Geese Parachute Club Garvagh Northern Ireland.

Not only did I thoroughly enjoy the course under the excellent instruction of Chris Francis the recently appointed CCI at the centre but I have never before had the pleasure to meet such a friendly and enthusiastic bunch of people in any sporting or social activity. If anyone tells you about the hospitality extended by the Irish believe them its true.

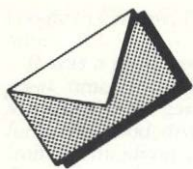
The facilities at the Wild Geese are excellent with a Porter and a Cesna 206 aircraft available. In addition Dave Penny the owner of the centre has invested heavily in the latest equipment for AFF Raps and student hire. There are also freefall simulators (as recently featured in the magazine) for trainers and static rings all in excellent condition. A classroom canteen and inexpensive overnight accommodation means that residential courses can be catered for.

If the weather happens to be inclement or a rest day is required there are plenty of activities locally. The centre has a power boat equipped for parascending and a leisure gym available for those who are on a residential course. Horse-riding is available locally and the scenery including coursework is quite noticable. Incidentally the local hostelry in Garvagh offers cheap bar meals an excellent restaurant and marvellous black stuff in pint glasses.

There are one or two characters at the Wild Geese and I found the tuition on packing from Goerge McGuinness the resident comedian to be of great help (he also does marriage guidance counselling and lays a mean guitar).

I would thoroughly recommend a trip to the Wild Geese for anyone who wants to combine a good break and jumping with a great bunch of people.

Mike Rust 485029



Dear Editor,

The BSE Boogie - well the advert promised a fun boogie with the comment "remember when boogies were fun", well I do and this one wasn't.

Dive organisers were promised, all we got were skygods strutting their stuff in their fancy pink T-shirts who basically had no interest in organising any dives. All they wanted to do was have free skydives with their 'reliable' friends, and stuff the rest of you.

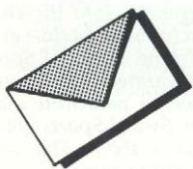
Surely a dive organiser takes people of certain skill levels and creates a dive which can be completed by that group level - NOT AT THIS BOOGIE - if you didn't wear strops and have a bum bag, boy you were a nobody and as such totally ignored.

By the second day some nice 10, 12 and 16 ways were happening but if you tried to get on one (regardless of your ability to complete the dive) without the strops, forget it. Load organisers were saying 'you might find some people to team up with' - well excuse me but isn't that your job?

If people of their level in the sport aren't willing to help people of a lower skill level improve, when because of the boogie it costs them nothing, how can our sport hope to survive. Lyn and his team went to a great deal of effort to produce the excellent 3 days boogie, it's a pity it was spoiled by the usual skygod attitude. Remember when skydiving was fun - I do.

Kirk Royle
BPA 105684

Any replies, skygods!! See article on page 20.



Dear Editor,

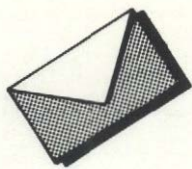
Hi Guys! Just a short note to let you know how a Brit is doing here in the States. My girlfriend Sandy Ridgeway who started skydiving at Sibson 2½ years ago, (her life has never been quite the same since!) received her AFF jump-master rating last September 1989. In the 11 months since she has accumulated over 170 AFF jumps and doing very nicely too. She is also regularly teaching 1st jump courses, both Static Line and AFF. But she tells me this wouldn't count for anything back in England. Is that true, and if so, wouldn't it be possible for her to simply transition to the BPA AFF system?

By the way, if any Brit is thinking of coming over over during the summer, this is a good place to hang out. Full camping and trailer facilities, Twin Otter (carpets, buttons, roll up door, CD player) 12 place Queen Air and 2 x C182s. Open 5 days a week and definitely a party drop zone.

All for now.
Blue Skies to all
South African Steve Woodford

You are quite right Steve, Sandy would have to attend and pass a PI course in this country and then an AFF certification course. This is to ensure that candidates reach the high standards required in the UK. Qualifications to attend the AFF course are 1000 jumps and 10 hours in free fall.

Ed



Dear Editors,

Just a light moan with a motive! For once not about the contents of SP or even the quality, but that of the QUANTITY. Having been a member of the BPA for only 7 years, my book shelf currently holds 42 copies of SP. In contrast, having been a member of the USPA since Christmas I have 7 issues of Parachutist (which are generally twice as thick as SP) already.

Other sports such as Martial Arts, Sailing, Fishing etc., which have proved to be less exhilarating have weekly or even monthly issues of magazines which provide up to date information.

If SP was to be issued along similar lines, circulation of the following information would be more frequent, which may prove useful or even essential.

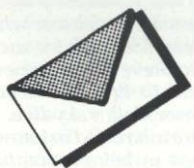
1. Events - Can be advertised nearer to the time and not 2 or 3 months prior to the event, or worse after the event.
2. Kit Sales - these may aid the first time buyer looking for that imminent purchase.
3. Stolen Gear - More frequent ad, more frequent response.
4. Safety - as this is the most important, issue of recent up to date changes/incidents could be vital.

As we all know all these items can be found on every noticeboard on every DZ, but how many people having spent 2 or 3 months away from the sport actually read their noticeboard when they arrive (too-busy getting their kit on!!)

Like many other 'almost dedicated' parachutists with non Skydiving influences, such as mortgage, work, social life and other sporting interests (not fishing), I find it helps to motivate peoples enthusiasm towards Jumping more frequently, when all they read in their spare time are copies of SP. I'm still reading June's issue of Parachutist, (either a slow reader or no spare time!) until the next issue of SP.

The 'mag' does a job better than the 'grape vine' when dealing with the flow of information, but could it be done more often?

Blue Skies
Mark Footitt
C8630



Dear Editor,

An Airodium in the UK - Why Not?

As a very new member of the BPA and a novice at sport parachuting, I would like to write about my experiences so far - both to encourage beginners who might be having problems (as I did) and to ask the question 'why don't we have an airodium (vertical wind tunnel) anywhere in this country?'

Last October I did a tandem jump for charity, as with many people I thought this would be a 'once off' experience. Little did I know! The addiction took a grip the moment we left the aircraft at 12,000 ft! So in May this year I started an AFF course. It never occurred to me that I would have problems - but Level 3 eluded me, and after five attempts and no improvement with my 'ARCH' I decided I would have to do something radical if I was going to be able to stay in the sport.

Two weeks ago I flew to Tampa, Florida where I had 8 days at Topp of Tampa airport. 'We never have a failure' said Clive Ure, my instructor and designer and builder of 'Airofly', the open air wind tunnel. I thought 'You don't know me!' and 'I'll probably be your first failure!'. 'We'll get you through your AFF in four days', insisted Clive. I just didn't believe him.

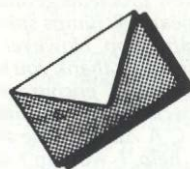
The first two days were spent mostly in the Airodium where, after much coaching, cajoling, manhandling and persistence, I gradually learnt which muscles to use, not only to maintain the ARCH but also to vary the fall rate and master turns. I passed my level 3 on the first day, and sure enough within four days I had graduated from AFF.

It did not seem possible that four days before I was so incredibly hopeless and here I was, a novice it's true, but at least I had graduated from AFF. I know now that without the time in the unstressed situation of the Airodium, I just never would have mastered that ARCH. (It took me a total of 2 hours, the equivalent of 150 jumps!) The rest of my time at 'Skydive Tampa Bay' was spent jumping - solo jumps, two ways and four ways. What fun I had! All made possible by this wonderful machine the Airodium and of course good weather. Even more reason to invest in Airodiums in this country - please!

Another reason why the vertical wind tunnel is such a marvellous asset is that children can learn to freefall from the age of 5 upwards. I have never seen anything like the brilliance of some of the children at 'Airofly', as soon as they are old enough to jump out of aeroplanes they will surely be champion slydivers. The champions of the future. Come on UK, we don't want to lose all our beginners to the States to learn to freefall.

This letter is written as a 'thank you' to Clive Ure who has opened the doors for me to be able to participate in a sport which I knew I would love and was desperate to be able to do.

Yours Faithfully
Polly Vacher



Dear Editor,

I feel that I must comment on your article about the Belgian Boogie in the August issue. It referred to the load organisers "satisfying Skydivers at all levels" and having "no aircraft problems". I went to that Boogie, and apart from one particular incident, all did go very well.

Our first lift was in the Skyvan. We entered the aircraft to be met and ordered around by a bad tempered, foul mouthed idiot of a pilot who insulted a load organizer by calling him a 'stupid pig man' because no one could understand a foreign accent.

When, eventually we took off and reached altitude we discovered that the tailgate had jammed shut on the side of the aircraft. Two passes and a lot of panic later, they manage to force the door open by hands, much to the relief of everyone.

We formed a six way in two lines of three, and flew it off. Something was obviously wrong in free fall because my hand was numb, and my leg was hurting. I waved off and tracked off into my own airspace to find out was wrong. When I landed it was to find out that I had a cut on my leg and it needed eight stitches. At the debrief I found that another lad on my lift had his jumpsuit ripped by the same piece of loose metal on the aircraft.

I went to the manifest to bring the fault on

the plane to the attention of the powers that be.

I spoke to a Sandy McRobbie who was not the slightest bit interested. His excuses ranged from your formation was too big, you don't have the protection of the C.A.A. here on the continent and its no use complaining about it, no one will take any notice of you.

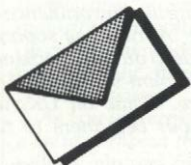
Being 6'3 and by this time, a very angry 16 stone when ignored, people did listen to me. Particularly a gentleman who I now know to be Alexis Perry.

He not only listened intently, he acted immediately trying to stop the lift that followed us in the Skyvan. Before he managed this, the same piece of metal had pulled the lines and bag from the bag of another parachutist, wrapping them around the neck of another jumper. Both sorted it out, but it just goes to show that if someone would have listened to the people that pay their wages, it would have avoided what could of been a fatal accident.

I would respectfully suggest that some of next years boogie staff, excepting Mr Perry, took a crash course in both aircraft maintenance and common courtesy.

Take note Sandy McRobbie.

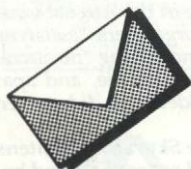
Blue Skies, Light Winds,
Neil Johnston C8886



Dear Editor,

On 1st August I exited Langar's 206 to do my cat 8 jump and I am bloody glad to say that it all went well (honestly Dave). Now I know that with all the good weather etc there will probably be quite a few who get their cat 8. But I am mega chuffed as I have a few problems getting there, eg 14 months and nearly 40 jumps spinning faster than the aircrafts prop. However I did crack it and would like to say thank you to everyone at Langar for the help, encouragement, and the insults. Especially Dave Hicking and Air Commodore Mr C A Alldis of the air league. Without whose help I wouldn't of started jumping. Anyway thank everybody.

Yours, M SLATER



Dear Editor

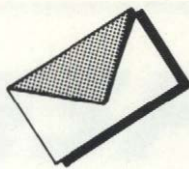
Through your pages I wish to raise two points, one serious and one flippant.

Firstly, please inform Mr John Lines that I did attend the Council Meeting at Headcorn although my name was not included in the list of observers. As for Steves dismissal, this occurred less than two weeks before Poland, it was not common knowledge and there was therefore nothing to discuss. My letter in the last issue does say 'on my return from Poland'.

Secondly I disclaim all responsibility for the snapshot entitled 'On the DZ at last light' in the Poland article. Dominic Blake retrieved it from a litter bin and had it published without my permission merely to satisfy his own vanity.

Yours sincerely,
R.A.Sayers D7991.

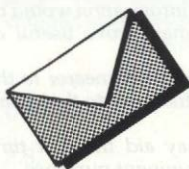
P.S. Dominics on the left.



Dear Sir,

As a beginner just venturing forth on the WARP system, I would like to say how very helpful I have found Pete Reynolds' video 'Teach Yourself Skydiving'. The instructions are clear and the demonstrations good. I have treid to watch each jump so that they become ingrained in my mind, and then under Bob Simmons' excellent guidance I have found the manoeuvres quite easy.

Yours Faithfully
Polly Vacher



Dear Editor

I thought you would find the enclosed photos of interest for your (our) mag. As tandem shots go they're much the same as usual but the story behind them is a little different.

The passenger who is clearly having a good time is Colin Brooks who did the jump to raise interest in leukaemia research and bone marrow transplants. Colin suffers from leukaemia himself, being diagnosed only a couple of years ago and chose this way to bring attention to the need for healthy people to consider registering themselves as potential bone marrow donors. The very next day after this skydive Colin went into hospital to start the long process of recieving a transplant, donated by his brother.

Colin was also keen to make this jump a little different too. Colin and I work for British Telecom so we thought it would be fun to arrange a complete BT lift which included him. It didn't take long to find Steve Bartholomew in BT, who readily volunteered as Tandem master: the fourth BT person we found was Shaun Higlett. So with the four of us 'BT - ites' ready and with Stuart Meacock handy to take the photos, Colin made his skydive at Sibson in July. As you can see it all went extremely well.

Our thanks go to the staff at Sibson who kindly fitted us in, to Stuart Meacock for such excellent camera work, to Steve Bartholomew for his time and skill and to British telecom who have agreed to sponsor Colins skydive. If any of the readers of SP are interested in knowing about whats involved in being potential bone marrow donor I would be pleased to forward all the information to them.

Yours
Chris Shaw D7365

Sorry Chris, only space for one picture.

Tony



SP Ed

My wife and I are keen jumpers (pardon the pun) and recently went to Yugoslavia. My wife being Yugoslavian was visiting her parents. I however just happened to bring my kit along just in case, I mean you never know when you might need it. Scouring the area for a DZ I was told of an aero club 100 km north west of where we were staying in Baška-Voda. So kit at the ready and one rent-a-car later started the journey. When we arrived at the DZ the first thing to hit me straight in the face was the 16 seater Antonov bi-plane, which was later followed by an Mi8 helicopter - both being army issue. Enquiring about jumping I was soon surrounded by curious Yugoslavs who had never seen the likes of boogie goggles or an Alti III before. After gaining permission to jump due to army regulations, I was only promised 2,000 ft.



So expecting a hop and pop it was at 6,500 ft when I realised that they were talking in metres. A quick 3 way, 2 instructors later and we were back on the ground. Into the club house which was a nightclub at night time and out come my April and June issues of Sport Parachutist. I was soon swarmed over by students who had never seen a parachute mag before and soon after the Sward Sports order form was like a godsend to them. This was because goggles etc are hard to come by.

Later that week I returned for the helicopter; jumping that wasn't a problem as everyone now knew me. My first time in a helicopter so I was buzzing. Same height again, 2000 metres 6,500 ft. This time just a quick 2 way, met instructor as the other jumpers weren't very experienced. We landed and went back to the club house. After exchanging addresses and T-shirts I enquired about the jump bill. The reply was "Vot is a jump beel?". Somy twolobs were free. All in all it was a great day out and the Aeroclub Sinj is now considering opening its gates to all skydivers, with reasonable jump prices. Anyone interested in going can call me on Wigan 217057. So can I end this letter with a big thank you to all at Sinj Aeroclub in Yugoslavia and special thanks to Branko.

Plavo Nebo
(Blue Skies)
Mark Massey
C8896



Dear Ed,

I wonder if you could print this short note as I would like to say thank you to a few people. In late May early June I was one of over sixty people who attended the second helicopter

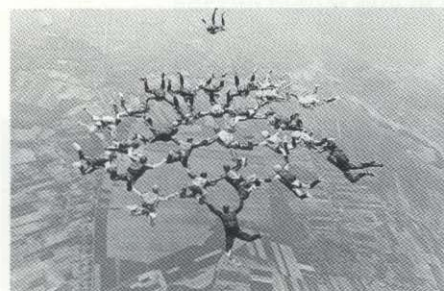
boogie in Cracow, Poland, who came from Britain.

It was a good boogie and everybody had a great time, including me. Many thanks to Maxine and the gang from Headcorn. Thanks for some good dives, and to John and Julia from Netheravon and Dave and Susie from Swansea, and especially Alison. After we stepped out of the AN 26 at 300 knots she did some perfect flying, I wish I had been wearing the cameras.

On the very last day I managed to damage my spine quite severely, so many thanks to Pete Marsden, John and Julia, and lastly Dave Howerski who pushed my wheelchair out of Heathrow and got me home.

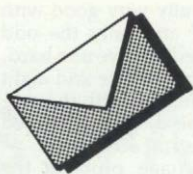
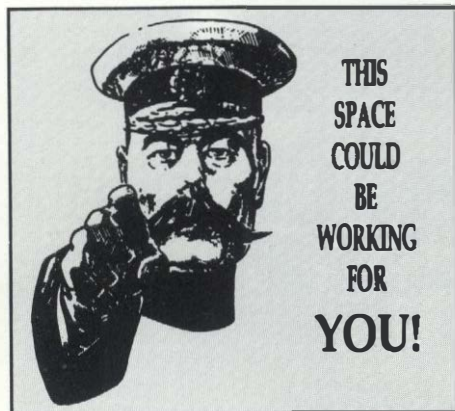
After an interesting three months of hospital and physio I am walking again and should be jumping early next year, providing my back is strong enough.

Anyway enough of this, thanks Pete for an interesting boogie and book me in for next year. If there is space I have enclosed some pics that I took during the boogie.



If anyone wants any prints drop me a line.
Hope to see all of you again soon.

Blue Skies and Safe Jumping
Bob Suttle D729



Dear Sir,

With regard to the photographs 'Beauty and the Beast' in last month's mag I enclose a photograph which I took in Poland of another Beast. I also enclose a photograph of him leaving the tailgate of an Antonov 26. I hope they can be of use to you.

Regards
Kcith Kempton
D4147
BPA 70276



A cautionary message from the Chairman of Safety and Training Committee.

I would like the enclosed letter to be published in full. It may serve a more effective purpose than the countless warnings that have been issued both in writing and at numerous STC meetings regarding the dangers of canopy mishandling. In this case the victim didn't even have himself to blame.

I am particularly saddened in this instance because Chris Sanders is a personal friend of mine and because the jumper that ruined his chances of ever jumping again was British.

Tony Knight

Dear Bill,

I am writing in connection with the annual file update requested by USPA from lifetime members. I apologize for not returning the questionnaire sooner. You'll notice that I sustained an injury last year. This is what I wish to discuss.

On December 6 last year I was jumping at Z-Hills. It was, I am glad to say, an enjoyable day, and I made five loads. The last of these also was the final one of the day. The group I was with exited on the first pass and the jump itself, although I remember little of it, was routine. What followed was not. I landed a few yards away from the beer line, picked up my gear, and started walking towards the packing shed. At this point I was struck from behind with considerable force by another jumper flying an Excalibur. The impact threw me six feet

from the point of contact. I am 72 inches tall, and weighed 200 pounds at the time, so when I say I was hit hard, I speak with some feeling.

I walked away from that on my own steam, but there is no doubt in my mind that I had been hit anywhere but square between the shoulders with my reserve absorbing a lot of the shock, that the outcome would have been more immediately serious. The jumper who ran me down said that he had done a 180 degree turn into the landing area, and hadn't seen me or the dozen or so other jumpers in my vicinity until it was too late. I'll pass on whether or not making a low turn like that on an Excalibur is very bright, and just observe that if his objective was to be seen making a spiffy landing, he didn't do such a good job, although he did make it pretty close to the beer line.

I returned to the drop zone the following day, made one jump, and felt so ill that I had to quit. Shortly thereafter, my wife and I returned to England. Unfortunately, as the weeks passed, I didn't feel any better. In mid-January I was hospitalized with pulmonary edema, and shortly afterwards was told that I had a regurgitating mitral valve. The mitral valve, if you don't know, regulates the flow of oxygenated blood from the lungs to the rest of the body. If the support structure of the valve is damaged, as it was in my case, blood gets pumped backward into the lungs as well as forward. In severe cases this obviously results in death. (Ironically, the structure of the valve resembles nothing so much as a parachute). My condition deteriorated through February and in the end I had open heart surgery during which the valve was reconstructed.

The surgeons who worked on me all concurred that the damage to my heart was consistent with a severe blow, such as might be sustained in a car accident. I did have a mild heart murmur before my accident, a condition that is shared by millions of others and is life threatening in only a small minority of cases. In this instance the point is really that one jumper's carelessness almost killed another. Another point is that modern equipment has changed the sport in some respects almost beyond recognition, whereas the infrastructure that supports it and the attitude of many of those who participate in the sport have not. At Z-Hills, once the staff were reassured that I could walk, their interest in the incident ended, apart from one load organiser who had not seen it telling me I should look where I was going. Not letting it go at that, he asked me not to report the incident to the owners lest the jumper who hit me be banned. He was, I was told, a good relative jumper after all; the implication being, I suppose, that the whole thing should be written off to high spirits. I didn't report the incident, and regret that I didn't. I now have a titanium ring inside my heart to support what's left of the valve, and after skydiving for 19 years, am going to have to stop because of a jerk in a tight jumpsuit under a canopy that he didn't have the self discipline to fly safely.

I hope this is helpful in some way, especially if it serves as a warning to others who don't have eyes in the back of their head. That's not a landing area any more. It's a runway.

Sincerely yours
Chris Sanders

DON'T FORGET!
Copy Date for next issue
16th November

Classics Training - Czechoslovakia

At the end of a week of cloud dodging and waiting for the winds to drop at Langar the Style and Accuracy Nationals were finally completed and the teams were selected for the World Championships to be held in Yugoslavia in September. Prior to the World Meet a training camp was scheduled for ten days in August in Pribram, Czechoslovakia. The squad, consisting of Les Carroll, Jeff Chandler, Tim Andrewes, Barry Henderson, Steve Treble, Alan Dumbell, Cheryl Smyth, Caroline Topps, Fran Gannon, Katherine Andrewes, Debbie Card, Esther Reynolds and John Hitchen as manager, left Heathrow for Prague on Friday 6th August. We were heading into the unknown as Eastern Block countries have previously been unavailable for teams to train but knowing their skill at style and accuracy, we were hoping to learn a lot. We were met in Prague by our hosts and driven the hour to Pribham airfield which was to be our home for the next ten days. The accommodation was infinitely superior to any DZ bunkhouse in this country with large, comfortable, clean four man rooms with wardrobes and bedside cabinets and good shower and toilet facilities. Having dropped our kit off we were then taken to the local motel where we were to eat all our meals. A plate of steak, egg and chips did much alleviate everyone's fears 'funny foreign food' and washed down by the local beer and wine we all started to feel at home. We also discovered to everyone's delight that the beer was only 10p a pint and we began to anticipate a good training camp.

The pattern was set for the week the following morning, with breakfast at 7.30 a.m. and wheels off at 8.30 a.m. With five accuracy jumps as a warmer into the bank before lunch and 3 style in the afternoon the pace was set.

The weather was generally very good with temperatures up to 31°C and only the odd thunder shower, well-timed, to give us a hard-earned break. We did between five and eight jumps every day except one and with the concentrated jumping everyone showed a marked improvement both in style and accuracy.

Despite an initial language problem the coaches Emil and Paul did an excellent job with the aid of good ground to air video and brilliant flying by the pilots of the Antonov 2 who gave us perfect run-ins and spots everytime. With the use of suspended harnesses, including one which enabled complete backloops, an accuracy harness and the trampoline (a good excuse for having fun) everyone became far more aware of what exactly the professionals are achieving now.

The artificial accuracy pit was invaluable for soft landings in sometimes horrifically fast and thermally conditions and gave us more chance to practice on the real thing before the World Championships.

During 1½ days of bad weather we had a souvenir shopping trip to the local town of Pribram where everyone picked up exceptionally cheap pottery, crystal and china (Christmas presents problems solved). This was where we noticed the biggest differences between our own affluence and the poverty in the East. Although prices were very low, there was virtually nothing in the shops to buy and much of what there was was pretty poor quality. Most of us changed a small amount of money which we then found very difficult to spend.

The sightseeing tour around Prague proved to be very interesting with much appreciation of the wonderful architecture much of which, unfortunately, is in a sad state of repair due to the repression in Czechoslovakia's recent history.

The highlight for some of us was a few hours spent in the local para-club bar teaching Emil and Paul to play typical British pub games. For

the others, the highlight of the week was a Rolling Stones concert in Prague's massive open air stadium on top of a hill (would have made a perfect demo) with a brilliant light show and culminating in some pretty spectacular fire works.

Our final day was spent concentrating on accuracy, having done some fairly intensive style jumping throughout the week, and sorting out some potential stack problems.

Having finished jumping for the training session everyone relaxed over a barbequed pig (nick-named Horace) which the pilots had killed and butchered the day before and then cooked to perfection over the fire for the entire day using Czechoslovakia's entire supply of garlic, and washed down by yet more beer and wine. The younger members of the ladies team serenaded everyone with some dubious renditions of old pop and girl guide songs while the men tried desperately to get them to stop.

Monday morning saw us heading back to Prague airport with our souvenirs and memories of some pretty good experiences to tell the folks back home.

If the people at Langar didn't understand we Styles, it might be some consolation for them to know that the Czechs didn't seem to either, but having done 55 jumps each (even Hitch did about 30) and had a very successful and fun training camp, they did express a wish to see us back there again and we are all in agreement that we would all jump (no pun intended) at the chance to return.

Thank you everyone, especially Emil and Paul and the pilots for making the trip so memorable and enjoyable.

See You in Yugoslavia
Katherine Andrewes D7134

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RED-ON...GO!

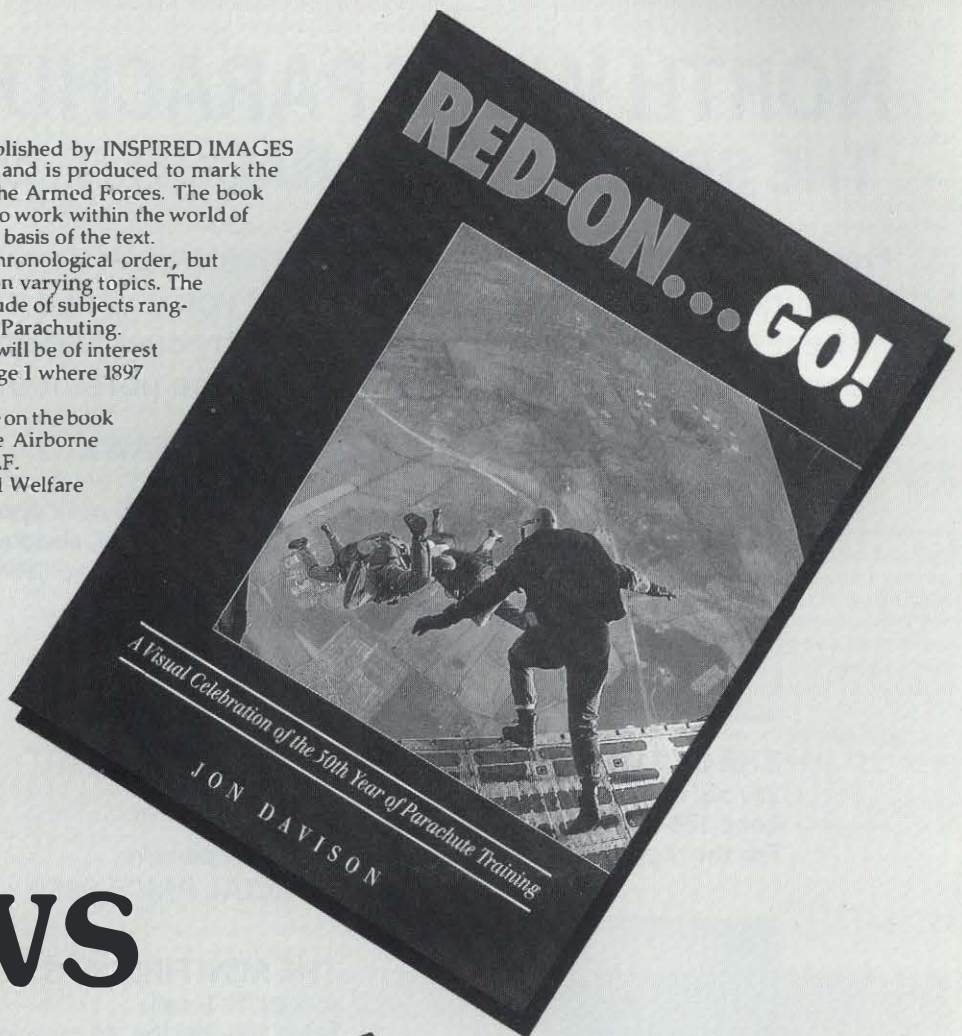
This book is written by Jon Davison and published by INSPIRED IMAGES LTD. It is primarily about military parachuting and is produced to mark the 50th anniversary of parachute training within the Armed Forces. The book captures the emotions and feelings of people who work within the world of Airborne Training, and their narrative forms the basis of the text.

There are no chapters, formal structure or chronological order, but instead a range of short narratives and articles on varying topics. The book is full of excellent photos covering a multitude of subjects ranging from military static line, to HALO and Sport Parachuting.

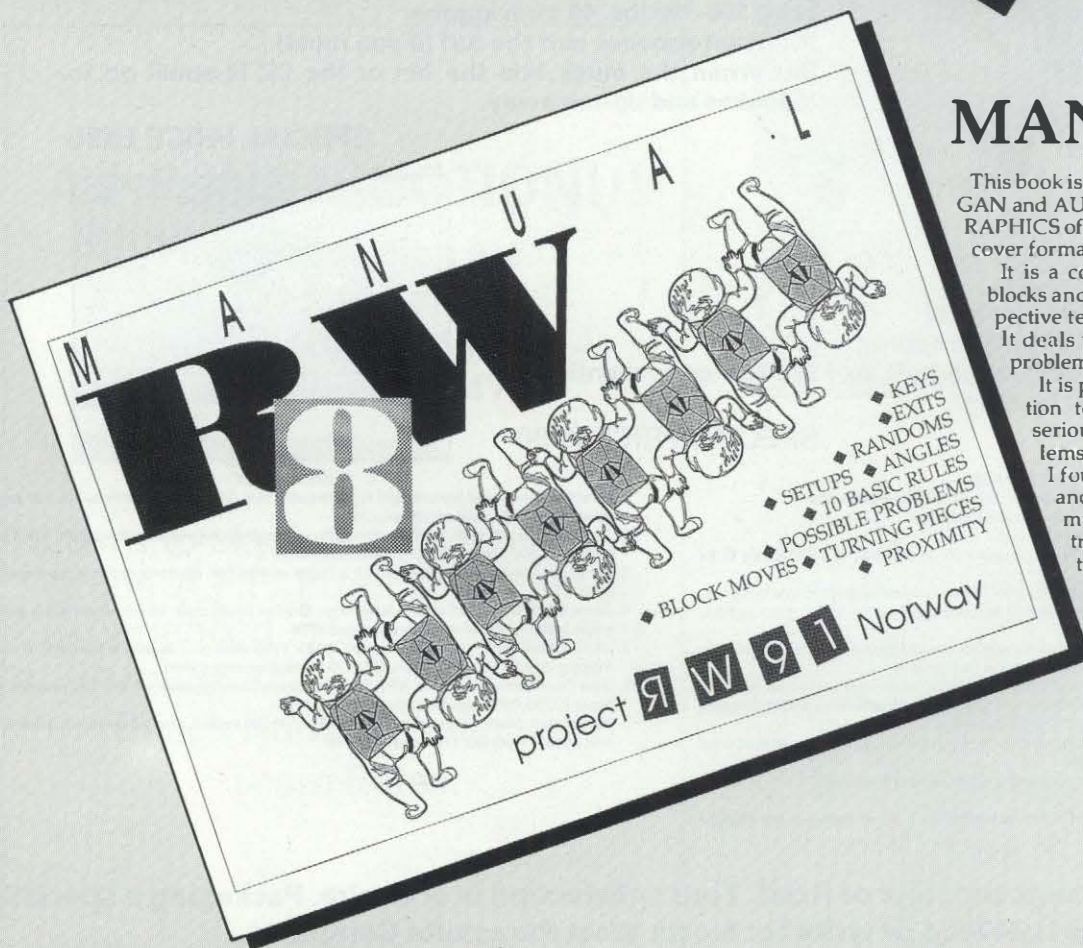
The emphasis is on military parachuting and will be of interest to all ex-airborne soldiers. The only error is on page 1 where 1897 is described as late 18th century!!

In all a good book that will certainly find a place on the book shelves of all past and present members of the Airborne Brigade and NO 1 Parachute Training School RAF.

Price £6.95 Part of the proceeds will go to PJI Welfare Fund.



BOOK REVIEWS



MANUAL RW 8

This book is written by two Norwegians PAL BERGAN and AUDUN WIK, it is produced by AEROG-GRAPHICS of DELAND FLORIDA, and is in A4 soft cover format.

It is a compilation of the CIP pool of 8 way blocks and randoms, and sets out to show prospective teams the easiest way to fly each point. It deals with set-ups, keys, angles, exits and problems particular to that block or random.

It is primarily of interest to 8 way competition teams, however anyone considering serious RW may gain from seeing the problems that can arise from turning pieces etc. I found the book very easy to understand and the diagrams are quite clear, but I must emphasise that it is a technical treatise on 8 way sequential and will therefore not appeal to the 'fun sky-diver' who is interested in doing only tube dives, horny gorillas and daffies.

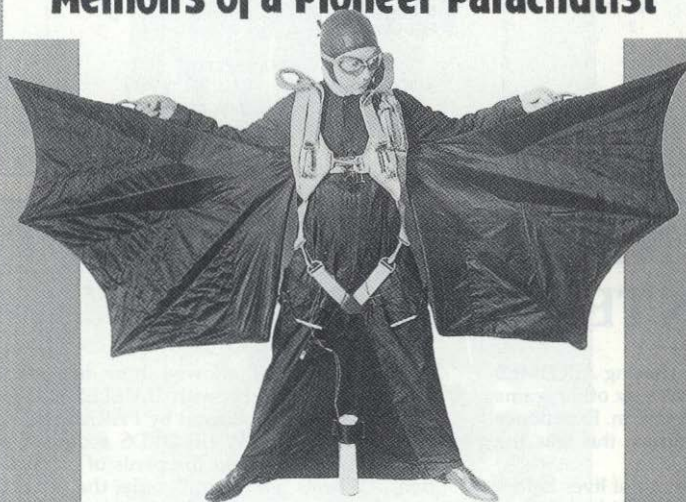
THE YORKSHIRE BIRDMAN

The Yorkshire Birdman tells Harry Ward's story, from his early days in the R.A.F. in the 1920s, through his involvement with the 'Loonies', the R.A.F.'s original parachute demonstration team, to the pioneering days at Ringway in the early 1940's via incredible adventures as a barnstorming parachutist with Alan Cobham and Tom Campbell-Black. Apart from all that he made a number of parachute jumps in the late 1930's with flexible wings of his own design in an effort to provide free fall flight; but, unlike Clem Sohn and Leo Valentin, he survived the experiences. Harry Ward, who is still very much alive, aged 87, is obviously a real character and his life story provides fascinating, humorous and entertaining reading. Peter Hearn, whose historical expertise is a vital thread running through the book, needs no introduction, having been an outstanding parachutist himself and having provided a number of excellently readable parachuting books, including the authoritative life of Leslie Irvin. It was Peter, who, whilst digging up material for his new book "The Sky People", met Harry Ward and persuaded him to produce this book. The Yorkshire Birdman is, in my view, not only great fun but also of particular importance to anyone who wants learn of the historical development of parachuting - I recommend it without reservation.

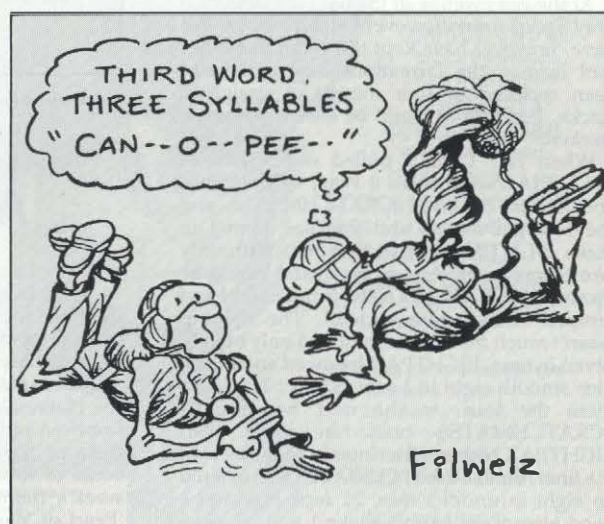
Charles Shea-Simonds

THE YORKSHIRE BIRDMAN

Memoirs of a Pioneer Parachutist



Harry Ward with Peter Hearn



Filwelz

1990 CANOPY RELATIVE WORK NATIONAL CHAMPIONSHIPS

Kevin Monk D5530

High winds, Low cloud, Pouring rain - Yes it's Nationals weeks it's again. Saturday dawned and we were stood down for the day. This allowed us to sample the delights of Nottingham in the rain, it was just the same as Bridlington in the rain - WET!

The one major difference between Langar and Bridlington is that Langar has different videos to watch during periods of bad weather, except of course, the immortal Raiders of the Lost Ark. The nationals just wouldn't be the same without Harrison Ford! With Saturday washed out it was time to sample the delights of the Boot and Shoe, a friendly hostility which the jumpers seemed to favour. The reasons could be the photos of the stripogram on the cigarette machine and no Stock, Aitken and Waterman on the juke box. The beer wasn't bad either! Many pints were sunk and most competitors were glad the jumping couldn't start until 10 o'clock on Sunday morning.

This year saw a few new faces in the CRW clan. The "Fabulous" FLYING DRAGONS (didn't Spud and Brad do well) entered the nationals for the first time along with IN MATERIAL who we had first seen at the regional meet earlier in the year. With the disappointing absence of the ROYAL MARINES and NO LIMITS the field was slightly depleted but the competition was no less fierce.

CELLMATES and FOURPAK were back again, CELLMATES had three of their original members (some parachutists like their families!) and FOURPAK were half of last year's 8 way Gold Medal team. The fifth team SCRATCH were, as their name suggests, a scratch team made up of Debbie House and three stompers, Martin Ramsey, Steve Apps and Dennis Hayes.

8 Way Speed

At the last meeting of the CIP, the existing 8 Way Speed formation event was dropped. We have, however kept the event in a different format, the formations have gone and been replaced by four rounds of straight 8 stacks. Formations could be either planed or stacked.

When NO LIMITS pulled out it left IN MATERIAL without an 8 Way, so Cellmates and Scratch formed SCRATCHMATES and the Flying Dragons and Fourpak joined to make EIGHTPAK. (Nice T-shirts!) With only two teams entered no silver medal would be awarded. SCRATCHMATES jumped first and jumped straight into a cloud. The re-jump wasn't much more successful and only built to seven in time. EIGHTPAK followed and built a nice smooth eight in 1 min. 37 sec. This gave them the lead. In the next two rounds SCRATCHMATES built an eight, but EIGHTPAK bettered the times in both cases. In the final round SCRATCHMATES had to build an eight in under 1 min. 21 secs. but after a good attempt could only make 1 min. 34 secs. EIGHTPAK then jumped and the Gold Medal was theirs!

4 Way Sequential

The draw for the sequential was the hardest in four years, with several top docks being required and a few sets of pairs flying. In round 1 the first point required a top dock. FOURPAK, IN MATERIAL and THE FLYING DRAGONS all had valiant attempts but without success. This left CELLMATES who eventually made the point and went on to the second, putting them into an early two point lead. Only to be told the following day that they had to re-jump round 1 because the video had been lost! This they did and scored two points again.

Round 2 had an easy first formation but the second required two top docks, this again caused difficulties. Geordie Best provided the 'Best' entertainment with his frequent attempts to remove the rest of the Dragons from the sky but never quite got the contact required to necessitate the pulling of the cutaway pad.

Round 3 became the last round with the brief respite in the weather fast running out. FOURPAK scored three and were unlucky not to get the fourth, CELLMATES also obtained three points which allowed them to retain the Gold Medal they won last year.

4 Way Rotations

The largest rotations had the largest entry with five teams competing. The first round started and again the weather was responsible for 'FOURPAK' having to rejump.

'CELLMATES' were trying the stack plane method of rotating which gave the Americans success in the World Championships. 'SCRATCH' 'IN MATERIAL' 'FOURPAK' and 'THE FLYING DRAGONS' stayed with the more conventional stacked rotations. The stack plane method gave an interesting swinging stack which moved around the Vale of Bevoir at a great rate of knots but only produced moderate results, while the standard rotating method gave 'FOURPAK' a seven pointer which resulted in them taking the Gold Medal.

On reflection it was a shame that the 'big guns' of the Royal Marines and No Limits did not attend, but encouraging to see other teams entering the nationals for the first time.

Anyone that thinks that the CRW medals are always won by the same team should ask last years Marines team about it, and those who think that the 'CRW medals are easy to get' should ask In Material who not only trained hard in England but also had a weeks training in France.

At the end of the week the weather again came out the winner and unfortunately at some times, the breaks in the weather were not taken full advantage of.

Thanks should go to MAJOR BOB CARD for doing his best under extreme circumstances. The choice of Langar as a host for the Nationals has in retrospect proved to be questionable. With jumpers looking out of their tents at 6am. knowing that the perfect weather was sure to last only until 8.00 when jumping could start. I'm also sure that the accuracy jumpers, like us, were disappointed to see jumping stop at 8.00pm just as the winds were dropping.

Finally, the prize for 'shout of the week' must go to Dennis Hayes whose reaction to England scoring against Belgium almost took the roof off!

4 WAY ROTATIONS					4 WAY SEQUENTIAL				
	Rd1	Rd2	Total			Rd1	Rd2	Rd3	Total
FLYING DRAGONS	2	5	7		FLYING DRAGONS	0	1	1	2
CELLMATES	4	5	9		CELLMATES	2	2	3	7
IN MATERIAL	2	3	5		IN MATERIAL	0	1	0	1
SCRATCH	3	1	4		FOURPAK	0	1	3	4
FOURPAK	7	2	9						
					8 WAY SPEED				
					SCRATCHMATES	7	8	8	8
						2:00	1:37	1:34	1:34 6:45
					EIGHTPAK	8	8	8	8
						1:37	1:28	1:30	1:48 6:23

NATIONALS 90 AN 'INTERMEDIATE VIEW'

As well as the hotshots chasing AIRTIMES 14 point skydives, there were six other teams fighting it out in their competition. Experience ranged from 100-3000+ jumps; this was the Intermediate 4 Way.

The teams had led a variety of lives before the Nationals; CLUELESS CLAN had done a hundred jumps together in the past year, in spite of the 'crash and burn' landings that some of them prefer. PARABAS has spent a week's training camp in France, with Kevin 'Pearl of Wisdom' Hardwick as coach; other teams had got together only a week or so before the competition.

The first round showed how important jumps together can be, with CLUELESS CLAN leading with a 6, followed by PARABAS and the PSYCHELIC WARLORDS scoring 5's. Round two introduced the perils of competition; "Wheels off 7a.m." only the wheels stayed on the ground! and several bodies were to be seen fast asleep in their jumpsuits!

WHISTLE WHILE YOU WORK gave Jane Buckle a happy introduction to RW competition with a funnel that put one member out of the competition with back problems. The competition was already dividing into two halves, with PARABAS and the WARLORDS chasing

CLUELESS, and HAMAHALMAHAY leading the rest.

CLUELESS looked as if they were going to get away from the field with a fine 7 points, but PARABAS stayed in touch with a 6 on a re-jump, after the cameraman did his rubber ball impersonation, bouncing off both the skyvan and the team! BOB finally got it together and scored 5, along with the WARLORDS.

HAMAHALMAHAY bust a grip on a transition and it looked as if the places were sorted out by the halfway stage, but an interesting turn of events occurred in Round 6, with CLUELESS and WARLORDS turning steady 5's with BOB one behind. At this point BOB seemed to be having their own competition, flying Donuts, Crazy's etc. out of the door, while other teams were content to launch stars and figure eights.

'Pearl' gave PARABAS a good talking to, and they pulled out a blistering 8 point dive that made a few senior teams look up, and CLUELESS were behind for the first time.

Number 7 was unlucky for most. PARABAS, busy commentating for Sky TV, got a bust; WHISTLE, with their third line up of the week funnelled again, and CLUELESS built 11 points, only for two cameras to fail to record it! They then funnelled the re-jump, but levelled the scores, going into the final round. PARABAS maintained the standard with a nice 6, leaving CLUELESS to sit out the night, before their final round. WARLORDS turned their best yet with a 6, and returned to Head-corn with a Bronze.

BOB in 4th place, decided to have some fun, and after funneling the launch and turning a few points built a 5 Way star with cameraman Ronnie (nice pics!!)

Friday loomed, and a very quiet CLUELESS CLAN set off after gold - 11 points built, 8 in time. Gold returns to Topcliffe for the third year in a row, adding nicely to their success at Langar and Scotland. (I'm beginning to hate competing with these guys!!)

PARABAS returned to Cranfield with the Silver, and the Intermediate 4 Way proves what the world meet did: it's the training that counts, the placings largely following the number of jumps together.

So you budding Sky Gods get together with

three friends and start doing some 4 Way - it's a great way to improve your skydiving, and it's been great fun to be part of the 1990 Nationals.

Thanks to all the competitors for the friendly spirit it was taken in, and thanks to everyone who helped it to swing along, the Judges, the Cameramen (sorry about all the injuries guys) P.P.C. and all the other folk for advice, support and interest - and I liked the parties too!

See you next year?
Peter Sizer

RESULTS

TEAM	Rnd								TOTAL
	1	2	3	4	5	6	7	8	
CLUELESS CLAN	6	4	7	5	6	5	6	8	47
PARABAS	5	5	6	5	6	8	4	6	45
PSYCHEDELIC WARLORDS	5	4	5	4	4	5	5	6	38
BOB	2	2	5	3	4	4	3	3	26
HAMAHALMAHAY	3	2	3	1	4	2	1	3	19
WHISTLE WHILE YOUWORK	2	0	2	2	3	3	0	2	14



Sarah and Parabas.

Intermediates to altitude: Bob-Clueless-Parabas.



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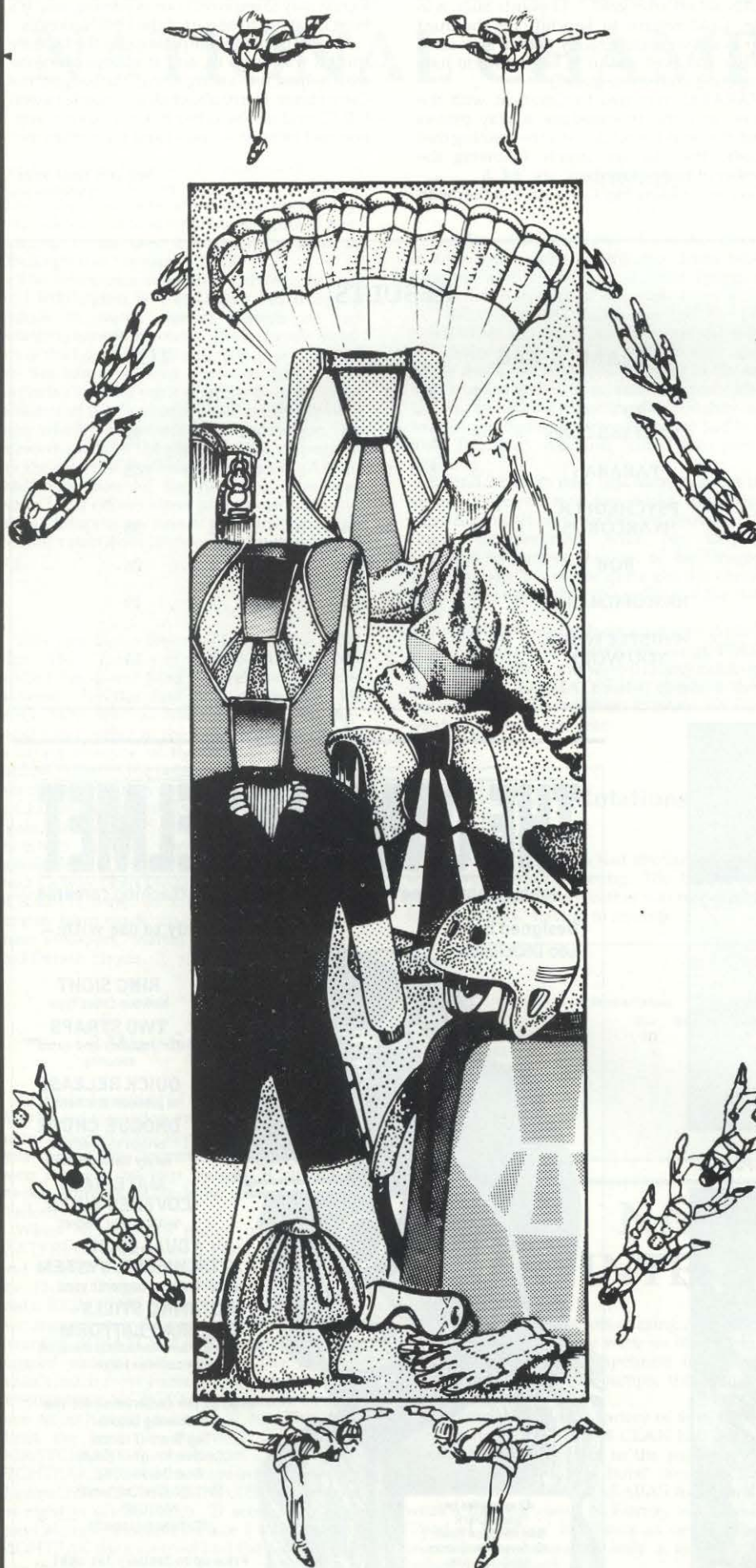
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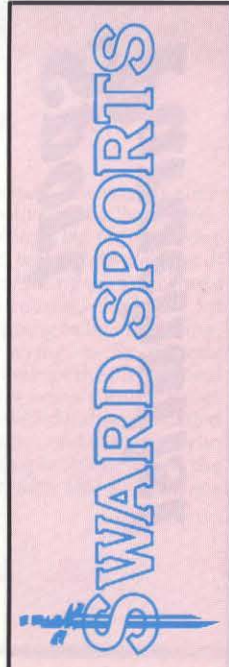


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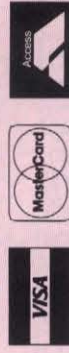
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In this edition of Sport Parachutist, we are listing the WARP System Levels.

The aim of the WARP System is to teach the basic skills necessary to take part in Relative Work. The 10 levels consist of the following exercises which have to be successfully completed before moving on to the next level.



Not so many days to **Christmas** and once again we are geared up to make your Christmas shopping easy!

For the CRW worker, we have just released our latest video **The World CRW Championships**. It's amazing value with nearly two hours of material for just £29.95. The first half is a documentary made by German TV (in English) followed by some of the 70 best skydives filmed by SWARD at Championships in Thailand.

On the subject of tapes, don't forget the **WARP training tapes for Coach and Student**, nothing but great reviews. Thanks for all the complimentary letters - we also think they are the best training tapes on the market!

We have a new book in the collection - **The Sky People, A history of Sport Parachuting by Peter Hearn** who founded the Falcons and an ex Brit Team Member. It's hardback, 200 pages and has over 80 photos for £18.95.

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Sport Parachutist

WARP 1: To fly non contact in the neutral position. Forward movement to pin the coach.

WARP 2: Fast and slow fall, side slipping.

WARP 3: 360° axis turns, left and right to pin the coach.

WARP 4: Spotting with advice from the coach. Side-ins left and right.

WARP 5: Spotting with advice from the coach. Back-ins left and right.

WARP 6: Spotting on your own. Diving/swooping to a set-up point.

WARP 7: Spotting on your own. 5 point dive - side-ins and back-ins in each direction, finishing by pinning the coach. Qualifying jump for Category 9.

WARP 8: 3-way launch. To complete a minimum of three different 3-way random formations using side-in techniques.

WARP 9: 3-way launch. To complete a minimum of three different 3-way random formations using back-in techniques.

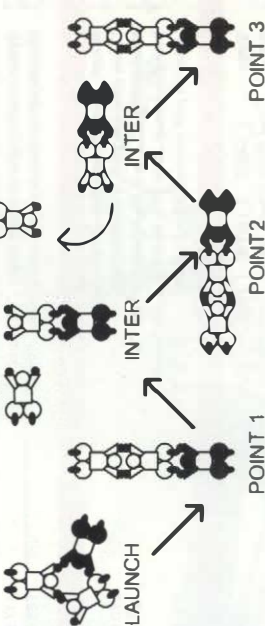
WARP 10: 4-way launch. To complete a minimum of three different 4-way random formations. Qualifying jump for Category 10. YAHOO!!

Sport Parachutist

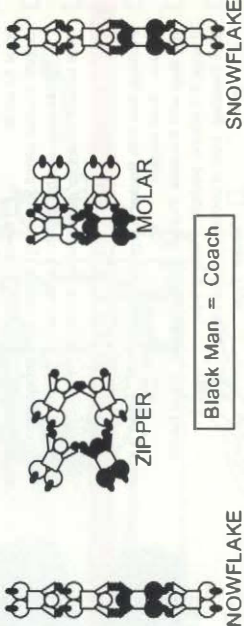
WARP 8



WARP 9



WARP 10



The BPA has helped to fund a WARP coaching video tape. It is entitled 'Coaching the WARP System' and is available from Sward Sports. There is a second tape available called 'Teach Yourself Skydiving' and it is for the early Relative Worker. Both are highly recommended and BPA approved.

LÉ-FERTÉ GAUCHER 16-WAY MEET

In August this year, members of Midland Parachute Centre and friends were summoned by Frank Smith to take part in a 16 way team. The team was to be called 'Terminal Neglect', 'Terminal' because it is a skydiving buzzword, and 'Neglect' because it sums up most of the Slug Brothers philosophies.

The competitions were to be held at Peterborough, and La Ferte Gaucher in France. The Peterborough meet was cancelled, but it was decided (eventually) to go to Peterborough anyway to practice the dives for the following weekend in France.



The first important task was to assemble 16 or so people from around the country, and from afar as Belgium. Frank Smith and his word processor worked overtime here, and his post office must have sold out of first class stamps!

At last everyone turned up at Sibson, and a total of 7 dives were made over the weekend. The dive sheet for La Ferte's competition had been sent in advance, so after one 'knees in the breeze' jump, the competition dives were practiced. They were fairly simple dives, meant for enjoyment rather than difficulty. The practice dives went very well, the exits form the Skyvan improving every time.

So, the teams departed on Sunday night, and made their way over the next 4 days in France.



The Slugs arrived at 11.00 p.m. on the Thursday night, just in time to get a couple of rounds in at the bar. They were pleased to find that they were not the last to arrive, although Frankie wasn't! No matter, for by 2.00 a.m. everyone was on the DZ. Unfortunately, it was raining! Those who didn't fancy nocturnal tent erection took to the bunk rooms.

As it turned out, the Friday was weathered out anyway. Saturday saw the start of the Competition, and a total of 10 teams had entered. The team captains were summoned to a briefing, where the finer competition rules were discussed. The summary of the whole briefing seemed to be 'The rules will be changed as and when necessary to allow the French team to win!'



So the competition began. The rounds alternated between the Skyvan and the Twin Otter. 4 Rounds were completed by the Saturday night. The French 'hot' team were clear leaders, but with 3 teams (including ours) scoring 4 points in the first two rounds, the battle for 2nd and 3rd place was going to be interesting. Round 3 was a pig, trying to fly six cats together, but everyone (except the French) had problems here. Round 4 wasn't much better either, but thanks to the blind judge who failed to spot a very dubious grip, and the other who didn't seem to mind people flying down the wrong lanes in an inter, after that first day we were in line for a gong.



The Sunday saw the competition heating up for a silver and bronze, between ourselves and the two German teams. Their top team, "Steam Team" competed in last year's competition at A1, and they averaged 2000 jumps each then! The competition was to be called after 6 rounds, and after 5 there were only a couple of points separating the 3 teams.

The French Tag/Cola team were so far in front they didn't really have to try anymore. "Steam Team" got second place, just one point ahead of ourselves, who came third. The other German Team, "Fifty/Fifty" dropped back to fifth place, and another French team "Franco Fous" came steadily on through the competition to finish fourth.

Alexis Perry assembled a scratch team, but they were forced to withdraw after two rounds as they were considered too dangerous to all be in the sky at the same time!

After the competition there was a prizegiving, and a nice gesture was that every team got a selection of prizes, even the bottom team who only scored two points in the whole meet! Teams staggered away laden with wine and champagne!



The Brits then decided to do a final 21-way before departing, which didn't go as smoothly as planned (probably something to do with the prizes) but was nevertheless very enjoyable. The pilot in particular was so fascinated by our scientific experiment with partially filled balloons,

he tried to pop them by getting everyone to hit the roof of the plane as he demonstrated the Twin Otter's negative-G capability. To compensate for this he then wanted to take us to 17,000', but we were advised against this on medical grounds (thank you Doctor!).

All in all, an immensely enjoyable couple of weekends, and our thanks to Frank Smith for all his efforts in making TERMINAL NEGLECT happen. (Can we have some cheaper T-shirts though next time please!)

Terminal Neglect

Chris Ballance
Rod Bartholomew
Steve Bartholomew
Tony Butler
John Carter
Tony Collins
Mark Cox
Eric De Costa
Phil Curtis
Greg Duff
John Goodman
Dave Howerski
John Lennon
John Lines
John Mayo
Frank Smith
Caz Walker
Mark Wilson

John Mayo

THE OTHER CHAMPIONSHIPS

The Freds took a well earned rest after their Nationals victory, the military here being represented by General Accident, Major Incident, Cpl. Punishment, and Pte. Parts.

A European 4-way team took an early lead, consisting of the pessimistic German, Klaus Toolow, his safety conscious compatriots, Helmut Zonn, and Dieter Wentoff, and the helpful Dutchman, Anders Awiddy.

A second Euro-team had the optimistic Swede, Lars Lift, the French fireman with the snivelly canopy, Pompier Sliderdown, and their two argumentative friends Uros Potting and Noah Innot.

A Scottish team was led by Fife Wright, with Angus On, Ian Flight-Door, and Wee Ron Next.

The American team, specialising on their exit technique, was made up of Flo Tersout, Len Rightout, Ben Ditround, and Reddy Setgo.

A riggers team also featured in the scoring, with Andy Ploy, Ray Sirr and his Pop, Topp, and Kev Larlines. Wanda Hogg and Kay Pwells were their alternates.

Hot on their heels were the canopy manufacturer's 4 way, Terry Dactyl, Mark Onepeecee, Irving Skydriver, and Peggy Suss.

A team of aircraft enthusiasts included Constance Speedprop, Ellie Vator, Pete O'Tube, and Tiernan Bank. Claire Prop was their alternate, and they also bought their own hire team cameraman, Hairy Al Foto.

A Novice team, barely off the static line, included Roland Tumble, Archie Telps, Count Loudly, and their French member Pierre Leff. Their alternate was the girl who constantly lands badly, Denise Hitfirst.

The Met. Office team comprised Percy Pritation, Andy Cyclone, Al Tostratos, and his relative, Hugh Midity.

At the classics, the scoring for the accuracy was hindered by the decisions of the French chief judge, Didier Didinot. The drunken Scottish accuracy entrant, Hamish D'Pitt, came last (as expected). Anyone who queried the often high winds, and wanted to know when they were going to jump, were referred to Anna Mometer and Wendy Windrops.

The French wielded their old style which hasn't quite got the hang of RW, Monsieur Slot.

The Style event was one by Arfur Series.

A couple of people had to be reprimanded for their dangerous antics after breakoff. The main offenders were Stan Dupp and Barry Roll-Track. Lowe Puller also made an appearance here after a long layoff.

One almost reserve ride came from a girl who failed to locate her hand-deploy, Sonya Legstrap. Lucy Lastic also had a near miss when some webbing came loose and flapped dangerously near her throwaway handle.

There were two landing injuries, sustained by a fat guy with an old canopy, Niel Wind-Landings, and in a low hook turn by Barry Atoggle.

The only item of equipment that had to be banned by Kitt Check, was owned by the eccentric, Twisted Billy Band. One competitor, Dickie Ticker, was not allowed to compete on medical grounds. The unfortunate Irish competitor Shaemus Allover, arrived too late to take part.

TILSTOCK

B.S.E. BOOGIE



THE Sport PARACHUTE CENTRE

Ermintrude the Cow: 'Ere, wot abaht this mad cow disease, then?'

Gertrude the Cow: 'Nuffin' to do wiv me - I'm a fish'

It was billed as a party. Then 450 skydivers arrived and turned it into the biggest boogie Britain's ever seen. The scandalous idea for a party with skydiving - weather permitting - was born in the usual place. The pub. At the time, Tilstock CCI Lyn George believed himself to be an aardvark, and as Bovine Spongiform Ecephalopathy dominated the headlines, nothing was more obvious than to christen the event 'The First Annual Tilstock BSE Bounce Back Boogie'. Of course.

Over Agust Bank Holiday it usually rains. Not this time. Well, not quite. As people turned up Friday afternoon swapping stories about their journey into the wilds of north Shropshire (where is Tilstock?), Weston on the Green's Islander was doing a steady job of ferrying the early birds to 12,000 feet and leaving them to make their own way back. Some even managed to complete an eight way en route.

The bouncy castle, more difficult to organise than Derek Thomas, duly arrived and was promptly barred to anyone under 18. The marquee was up. The food, booze and other goodies had arrived. The DZ van had been ritually prepared for the van smashing competition (all the useful bits removed) and the dwarf was ready for throwing. Tent city filled up and the boogie band Total Chaos rehearsed one more time.

Then Saturday dawned. Cloudy. Dave Harrison's Twin Otter turned up and sat there. So did the jumpers.

At lunchtime the skies cleared - briefly - and the first few lifts got off the ground. Spotting initially left a little to be desired, but eventually the jumpmasters got it sussed and no-one had more than five miles to walk.

But it rapidly became apparent that one twin otter for an unexpectedly large turnout really wasn't enough. Easy. Get another. It materialised on Sunday. By this time Lyn George believed himself to be an armadillo.

Sunday and Monday saw mainly blue skies with a little haze and the six load organisers had their work cut out, with unexpectedly strong demand from low to medium experience jumpers. Most of the organised dives

were five to twelve ways with varying degrees of success, but the highlight had to be the 20 way cow skull dive, a variation on the skull dive of the Pampisford Boogie of 1984. Or was it the five way launched off the clubhouse roof onto the bouncy castle?

There was a cocktail of other 20 and 16 ways and Dave Turner's Shark Enstrom helicopter buzzed up and down for most of the weekend.

There were Cat 8 and Cat 10 dives, a sprinkling of SCR and SCSs and 16 tandems - most notably band member Jim Barber, who managed to achieve a 3½ point eight way, his SCR and first jump certificate at the same time. Other notables - Wayne Gehan who did a tandem on his 16th birthday and Rosemary Taylor, landlady of the club's local B&B who was so intrigued by the stories of first time jumpers she simply had to try it herself.

Another bout of cloud on Monday afternoon nearly spoilt plans for a 20 way demo into the local town carnival, the biggest civilian demo in the country. It went ahead from 4,000 feet and everyone had great fun avoiding each other and the rugby posts at either end of the arena.

And the party? The far from chaotic Total Chaos, led by ex Renaissance member Jon Camp, served up a boogie set the envy of a good night at Wembley Arena. Jon and colleagues Richard Peace, Andy Leake, Phil Beaumont, Ivan Horn, Jim Barber and John Young (all of whom did tandems) are booked for next year. And they got good support from the no-name band put together by Matt from the kitchen.

The banana and peach eating competitions were suitably ribald - the winners in much demand afterwards. The van got seriously dented, but not what you'd call wrecked. Unlike most people.

By Monday night Lyn George believed himself to have a success on his hands. Not that he could speak.

Anyone got a Blues Brothers tape?

BOOGIEFAX

Registrations: 463

Lifts: 108

Descents: 1872

Reserve Rides: 2

Injuries: 2 (one from the bouncy castle!)

Load Organisers: Steve Freedman, Paul Dixon, Alan (nice cutaway!) James, Gareth Holder, Ian Chick, Eddie Norris.

Cameramen: Phil Parker, Glyn Jones, Steve Freedman, John Drew, Pete Harlow

Staff: Andy Blease, Dave Curwen, Simon Davenport, Kevin, Craig and Darren Daykin, Steve Elvy, Colin Fitzmaurice, Sally Fowler, Sue Grayling, Vic Gregory, Pete Hopkins, Brian Hucker, Rachel King, Marie Kinsey, Heidi Liddle, Jeff Page, Clive Parton, Maggie Sheehan, Simon Wilkinson, Matt, Gareth. And Lyn.

Special thanks to British Oxygen, Symbi Suits, the Sunshine Factory, Russ Wylie, Saddam Hussein and Thomas Sports.





Stafford Soldier Wins Major Sports Award

Five years after joining the Army Corporal Karl Lester, whose parents Derek and Jaqui live in Stafford, has been awarded a medal of excellence for his expertise in free fall parachuting.

The medal, and £100 worth of vouchers, was awarded by the British Army of the Rhine's Sports Board. It is sponsored by Embassy and takes into account an advanced free fall parachuting course in August last year.

Corporal Lester (21) joined the Army in 1985 after leaving Walton High School

and working as a mechanical apprentice for Dorman Diesels of Stafford.

He currently serves as a section commander with the 1 Battalion the Staffordshire Regiment at Fallingbostal, near Hanover, West German.

Corporal Lester has also served in France, Denmark, Canada and the UK.

He began jumping only two years ago after attending a parachuting course the previous summer. To date he has done 300 jumps.



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Registration Number SW557



Steve Clark and Mandy Dickinson as Bride and Groom in the Cessna

MADE IN HEAVEN

These slides were taken during the filming of an ITV Drama called 'Made in Heaven'. The programme was about a marriage bureau who arrange unusual weddings and we had to do the freefalling sequence for an aerial wedding shown on TV on July 31st.

Photos by Leo Dickinson



Tip Tipping as the Vicar with his Bible



All four performing the wedding ceremony in the air

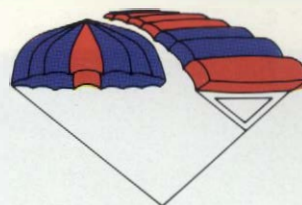


Steve Putting the wedding ring on the Bride's finger



Mandy Dickinson and Tip Tipping as Bride and Vicar

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SKI



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A Training Video Production

Although I planned a single video it soon became apparent that there was a clear need for a coaches version as well as a special programme designed for the student.

The Finance

Having teamed up with Sward Sports for promotion, distribution and marketing we approached the BPA for a grant of £6,500 towards the overall costs of production estimated at £9,500. This figure rose on completion of both programmes to well over £13,000 which has been subsidised by Sward Sports.

It is quite obvious that with this kind of outlay, recouping finance from video sales to skydivers in Britain will take a long time. The BPA, Sward Sports and myself have made these training programmes in the interest of promoting skydiving and ultimately to raise standards across the board.

How does it work?

Students should study the programme 'Teach Yourself Skydiving' and brief themselves from the video on the particular level required

(levels 1, 2, 3 and 6 may be practiced on solo jumps before incorporated a coach).

Coaches should study the 'Coaching the Warp System' video tape, learn the coaching format, in air signals and memorise each dirt dive.

The students will then approach the coach already briefed and ready to go! This has the obvious advantage of saving time during the initial briefing period and standardising the process of learning.

Student has more knowledge than the Coach

During the first six weeks that the training videos have been available I have observed that the students are very keen to study the tape and practice in the comfort of their homes. They arrive at the DZ keen, ready briefed and raring to go.

Unfortunately, the experienced skydivers *have not* displayed the same enthusiasm and several students from various DZs have told me that *they* appear to have more knowledge about the system than their coach - how embarrassing!

Qualifying WARP Coaches

I'm sure that eventually the BPA will find a method of qualifying RW coaches but until that time I would like to suggest an alternative. Each DZ should acquire at least one copy of 'Coaching the WARP System' tape plus several 'Teach Yourself Skydiving' tapes. The CCI should request that each RW coach study the 'coaching' tape. The next weekend they must coach one of the first six levels, to be decided on the week day, plus make one evaluation jump. This need not be with the CCI, it may be more pertinent to ask an AFF instructor to evaluate. In this way, the RW coach will be forced to study the all important 'coaching format'.

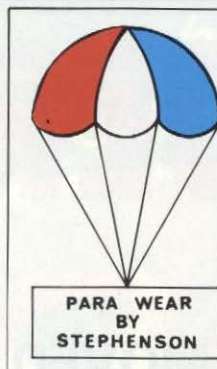
I would like all experienced skydivers to encourage Category 7, 8 and 9 jumpers to use the 'Teach Yourself Skydiving' training tape in order to get the system rolling.

Today's Technology

If you are using the WARP system take advantage of the training aids now available to you. Use these BPA approved video tapes for both student and coach.

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RUNNING FOR EDITOR



By Sharon Page

Getting up at 5am in the morning is a little early for me but knowing I'm getting up to jump from a hot air balloon, well it didn't seem quite so bad. Although, through nerves, I hadn't slept too well anyway.

I arrived at the National Power Offices in Harrogate where I work, which was the site that the 3 National Power Hot Air balloons were to take off from.

As I arrived I was greeted with a sight I am not used to, the 3 large balloons being inflated. I had met the balloon crew the evening before, a very nice crowd. I was also introduced to Bob Smith, the skydiver/cameraman (Bristol School of Skydiving) I was to jump with from the balloon.

I found Bob amongst the balloons, to see how he wanted us to exit from the balloon, what to do in

Free Fall and when to open. We put our parachuting gear on to practice the exit. I then noticed our local TV station Tyne Tees, filming our exit preparations. By this time I was getting more excited about the jump and little less nervous.

I had a short interview with the film crew inside the Balloon Envelope which was quite strange but and surprisingly large.

Then suddenly it was time to take to the Skies. I was quite nervous, all this because I wanted to jump from our works balloon, 3 balloons Press people and a Camera crew.

It was a wonderful feeling as we lifted, and seemed to climb very quickly. Our balloon pilot, Dave Partridge, had been piloting balloons for many years and has in the past dropped parachutists before. So both Bob and Dave were quite happy and content, but I was very nervous and exited. As I looked over Harrogate it felt very strange, at this time on a normal day I would have still been in bed.

We surprisingly quickly reached 7000ft. Everything was very calm

and relaxed. Only a few hundred feet away across the sky was the spectacular sight of the other two National Power balloons, a round balloon and the 88ft cooling tower shaped one. It was quite an incredible sight.

Bob then asked me if I was ready to exit, it felt strange that there were no noisy engine and no rush. So, I said yes, Bob climbed on the side of the basket first, I took a big breath then gave the ready set go. Away we fell into totally calm, silent still air. The feeling was quite incredible, we slowly picked up speed and reached the familiar 120mph. We fell for a short time, opened our parachutes and landed on the outskirts of Harrogate, and the feeling was incredible.

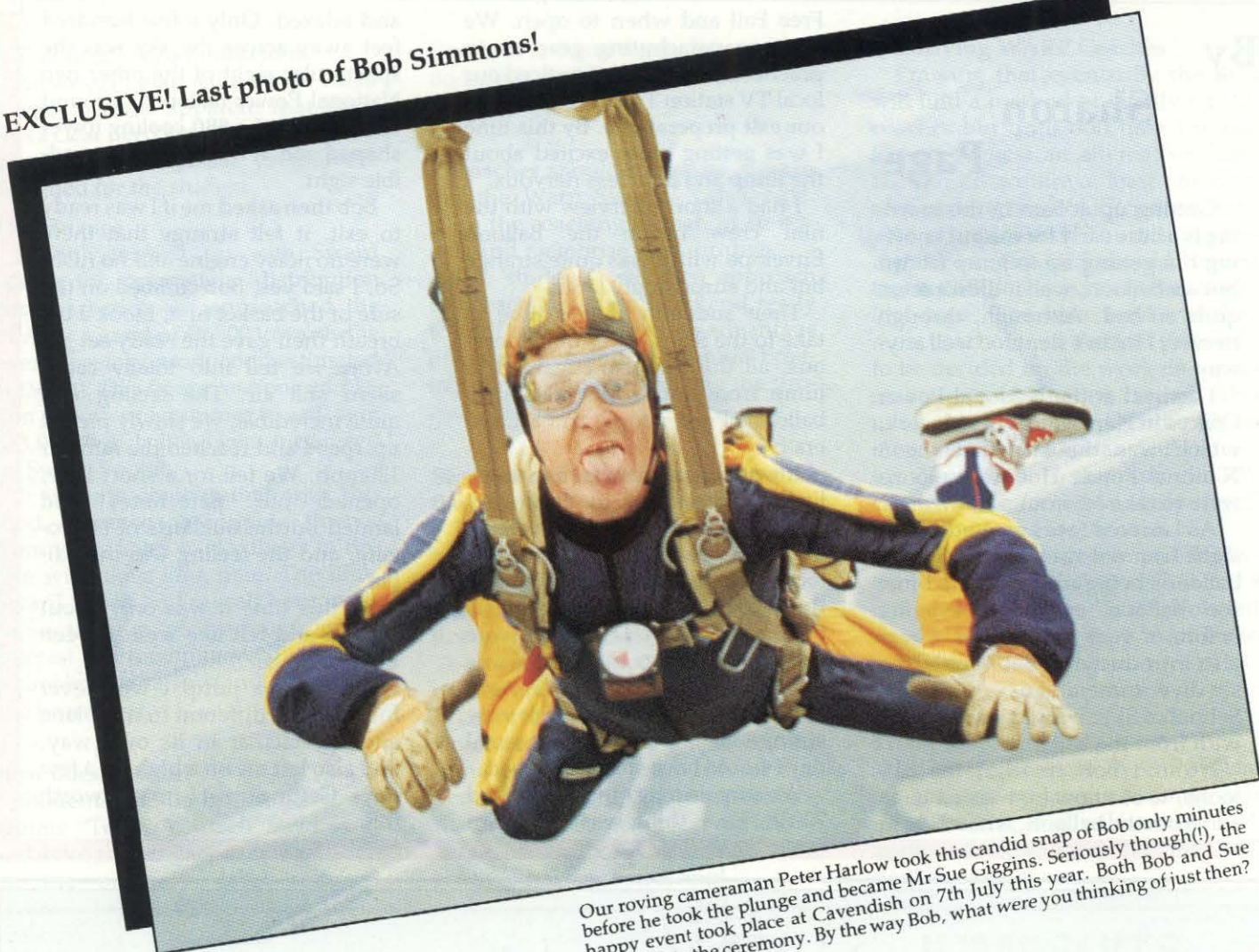
By this time it was only about 7.15am and felt like we had been up a lot longer.

This was a jump I will never forget, quite different from a plane and spectacular in its own way, and also left me on a high for a few days. Getting up at 5am was worth it!!!!



Women's World Record 80 Way over Niort. Photo Didier Klein.

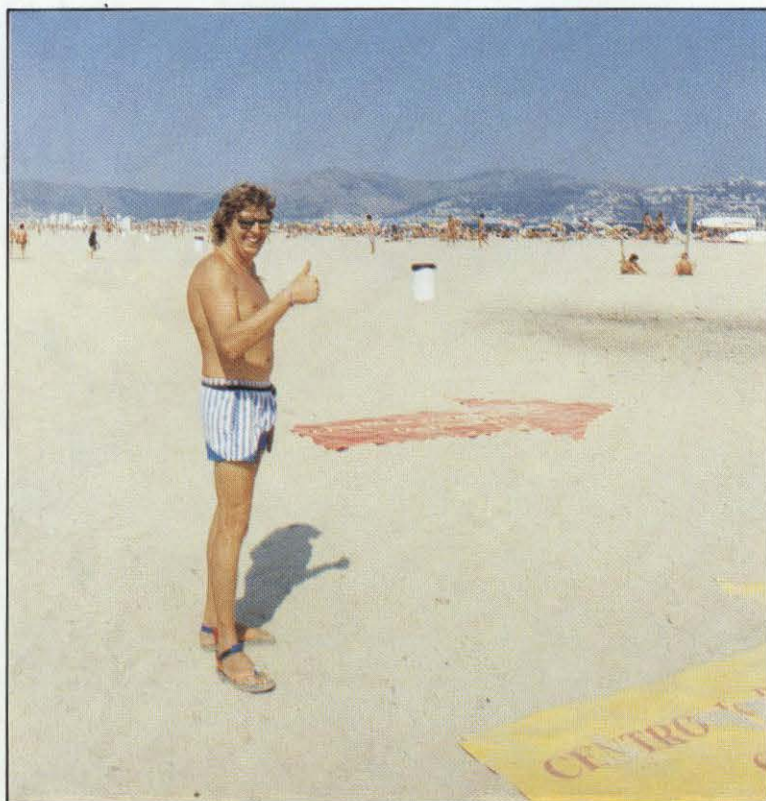
EXCLUSIVE! Last photo of Bob Simmons!



Our roving cameraman Peter Harlow took this candid snap of Bob only minutes before he took the plunge and became Mr Sue Giggins. Seriously though(!), the happy event took place at Cavendish on 7th July this year. Both Bob and Sue jumped into the ceremony. By the way Bob, what were you thinking of just then?



Our own Keith Hughes tests the ground at Ampuriabrava's beach DZ earlier this year.



A KALEIDOSCOPE OF COLOUR

By Team Bimbo, D5630



'We're so pretty, oh so pretty, yeah!!...' was the chant as twenty excited skydivers got dressed up in colour co-ordinated suits on August Bank Holiday week-end. Trying on a new jumpsuit is always fun, when there's twenty of you, and you all match it's like a kid's playground! Four suits of each of five different colours looked great on the ground and we couldn't wait to see what they looked like in the air. Dave Morris had organised the twenty way group at Sibson Airfield for five days of jumping together to hopefully produce some stunning stills and video.

The video of the first dive confirmed our expectations of how good formations look in colours. While no-one is suggesting that wearing jumpsuits makes your skydiving any better, it does instantly look more impressive (prettier!) and make relative work easier for the whuffo to understand. As such, Dave will be using the footage gained over the week to look for sponsorship for the team and actively seeking positive coverage for our sport. So far, it has been used by Sky TV and aroused much interest in other areas.

At first, the weather seemed to have something against us, we only did three jumps in the first two days

as we kept being grounded through lack of vertical visibility. This led to Rhino's famous comment as the sun was shining on us at the time: 'Lack of verticle visibility?? You can see the sun, that's 93 million miles away, how much further do you want to see??'

Anyway, looking on the bright side, the jumps we had done together, though not brilliant, had been promising and ironed out a few things like pace and discipline. Any

group of skydivers training together have to go back to basics and we were no exception. We were all learning a new sort of position flying for the colour-coded, based on strict discipline and making the video look like a kaleidoscope of colour. To fly in your slot until the whole formation is built no-contact and then dock simultaneously took some getting used to, but the results on later videos were worth the extra effort.

On Bank Holiday Monday things really started warming up, quite literally, as the weather improved and we were able to finish up with four jumps that day, five the next and three to finish up with on Wednesday. Not all the dives went according to plan (do they ever??), but some of the dives worked brilliantly and we built some lovely formations. These included a snowflake of five four-man cats (which snaked around something rotten!), head-to-head ten-way wedges which we flew together and re-docked to a 20 way diamond shape and a clustered frisbee-flaked bipole Stuart Meacock organised which was probably the most aesthetically pleasing formation.

A particularly satisfying dive was a repeat of the very first one we did, starting in a 20-way cluster with the colours jumbled up (a cacophony of

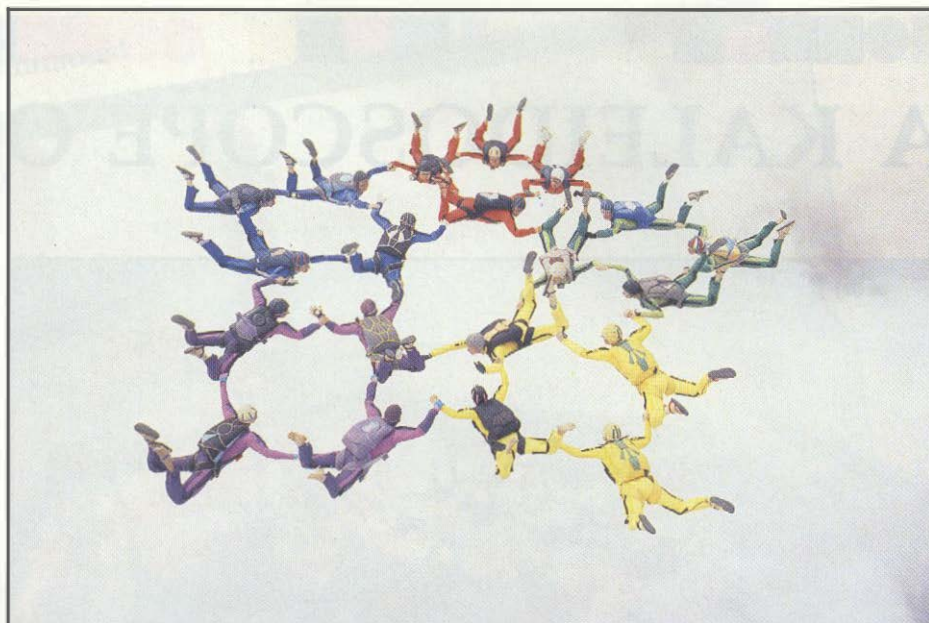


colour, Dave's words, not mine!) and rotating first the central 15-way cluster, the five outside men redock to produce the same formation, but revealed are five four-way diamonds of different colours. Order out of chaos!

The most memorable dive started with a ten-way round with ten flakers catting onto their own colour simultaneously on a key (Nice flying, guys!). Then, in a beautifully disciplined wave, the flakers took cluster slots, again docking at the same time. The resulting formation was then starburst and the ten inside people half back-looped so they were upside down, the idea being to take grips and produce a sort of round compressed accordion with alternate people flying on their backs. The actual result was a spectacular 20-way colour co-ordinated funnel, the confusion had us helpless with laughter, especially watching the video. Chaos out of order!

A spirit of friendly rivalry had developed between the teams, each colour sticking together and giving the other colours a hard time. This was accentuated by the champagne and silver cup ceremony on Monday night, awards being made to each group for their memorable behaviour. We also had a brilliant meal at the 'Pie Pub' on Tuesday night, each person dressing in their team colour apart from Stuart who was so embarrassed at being a Yellow that he went in black and said he was a grip!

All in all, a brilliant time was had and we all learnt lots, not least Dave



who tried to be a democratic organiser and invite comments only to find he couldn't get a word in edgeways! Next time, he said, things will definitely be better. We can't wait!

Purple Posers

George Pilkington (good vibes man)
Tony Modebe (thanks for the warm-up, Funky)
Nicky Johnson
Justin Barron
Guests: Chris Donaldson, Chris Meacock, Judd, John Farr

Mellow Yellows

Stuart Meacock
Heather Leach
Dave Morris
Lesley Morris

Gopping Greenies

Rhino
Charlie Hoare
Darrell Moran
Chris Avery
Guest stars: Annette Haulker, Max Guthrie

Revoltin' Reds

Mike McCarthy
Bob Thompson
Rob Harmer
Steve Haulker
Guest: Grant Lancaster

The Blues Brothers (singing the 'Donut Blues'!)

Derek Armstrong
Craig Morris
Dave Hickling
Steve Johns



Specials thanks to:

John Meacock and all the staff at the Peterborough Parachute Centre, for running the DZ just for us on Tuesday.

Dave Morris, for organising the whole thing.

Stuart Meacock and George Pilkington, for guest appearances as organisers.

Simon Ward, for photography, good vibes and organising the funnel!

Nicky Johnson and Aircare for making us look the part!

Chris Meacock for flying, Sue and Louise for the food Alex, for being the only Meacock not yet mentioned!

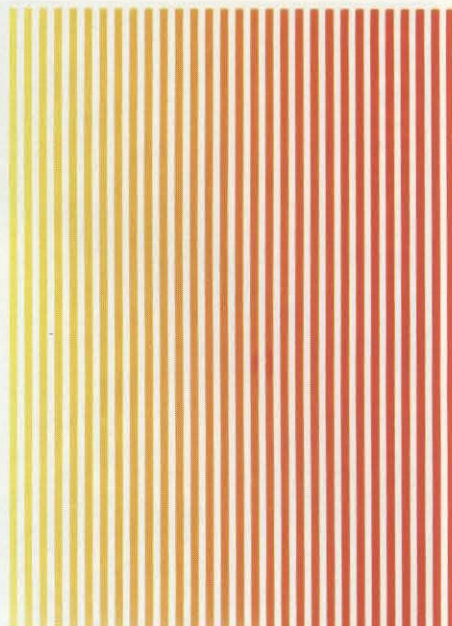




Photo Stuart Metcock

CORN CIRCLES

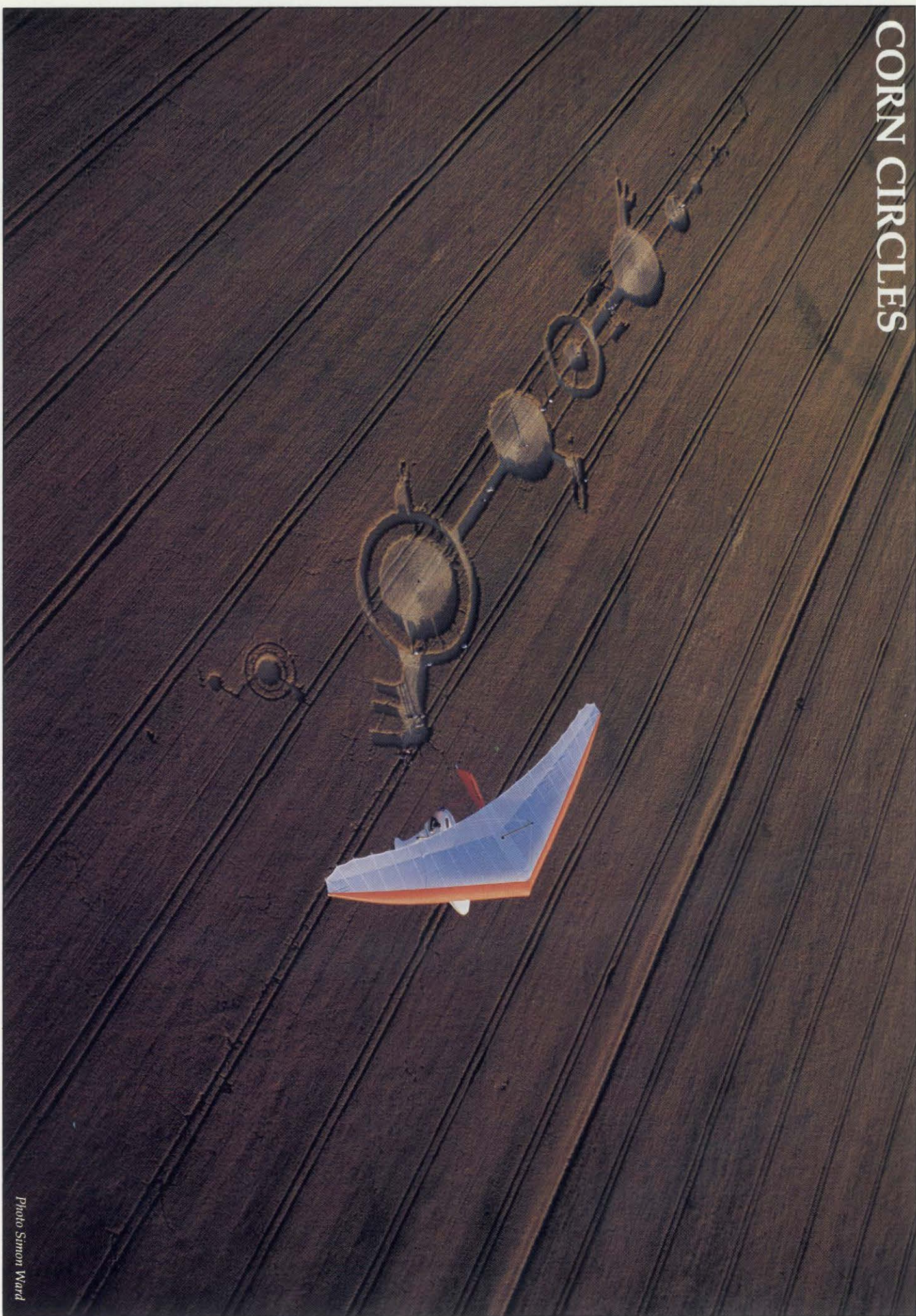


Photo Simon Ward

ALIENS OVER SIBSON

The dive shown on page 32 was organised by George Pilkington after the mysterious appearance of several corn circles on the airfield earlier this summer.

George and Stuart liased to plan how to get all the corn rings in the picture, and, as you can see, they were successful. There are 5 rings in total if you look closely.

BALLOON JUMP

Originally scheduled as a surprise eight man balloon ride (5 jumpers) for George's birthday in June when we finally got the weather. Jumpers pictured are George Pilkington (the ugly one!) and Ali Lawley (that's me). The photo was taken by Stuart.

Also in the balloon were Dave Morris, Dave Rockman (both jumping out), Jaqueline Asplund and Adrian Neal (along for the ride).



Photo Stuart Meacock

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26th BRITISH ARMY PARACHUTE CHAMPIONSHIPS

18-28 AUGUST 1990

After weeks of unbroken sunshine, the advent of the annual Army Championships saw the usual gathering of cloud and wind. The practice days were virtually wiped out, and further gloom was cast over proceedings when it was discovered that the airspace above Netheravon was to be occupied by fast jets during the weekday working hours. Fortunately the hierarchy of the Army Air Corps Centre at Middle Wallop saved the day by allowing us to use their airfield while they were away on their summer holidays.

15 RW teams entered, including 7 intermediate teams, 18 Accuracy teams, and 5 CRW teams, together with a slack handful of Styles and novice accuracy jumpers. The plan was to complete 8 rounds of Accuracy followed by a semi-final and final, 4 rounds of style, 4 rounds of CRW rotations, and 8 rounds of 4 way RW.

Visiting teams included the Spanish Army, the Sultan of Oman's Parachute Regiment and, for the first time, the Kenyan Army.

By about lunchtime on the first Saturday the cloud base had risen sufficiently to launch a streamer lift, and by accepting 2800 ft as the exit height, we managed to complete almost 5 rounds before it became too dark to see the target. The weather clamped in again after last night and we did not jump again until the Monday morning.

Monday saw an improvement in the weather but the start of the fast jet operations. After 0900, the ground party departed for Middle Wallop, and shortly after everyone had been fed and watered, the aircraft started ferrying competitors to the DZ. Rather than land them at Middle Wallop, it made more sense to climb to altitude en route and drop them at 9,500 ft to start round one of the RW competition. The system worked even better than expected because the new DZ was some 150ft lower than Netheravon, and while the former remained blown out all day, we managed to complete nearly five rounds of RW. Everyone, including the pilots, were amazed to have 3 square miles of open mowed grass field on which to land.



The Spanish Army Team receiving the prize for Visiting International Accuracy.

On Tuesday morning we were ready to go again at 0600 and had picked up some new additions to the competition in the form of the Men's and Ladies Nationals Classics teams. They would be allowed to compete but collect prizes only if they could catch up on numbers of jumps already completed. The classics teams are dominated by the military and members of the men's team were absorbed into their respective regimental teams. The ladies, however, competed in the open events as the 'National Ladies team'.

Accuracy was the first discipline of the day followed by the RW once we had moved to Middle Wallop, and the day ended with Style and Novice Accuracy back at Netheravon. Major difficulties were caused by the hazy conditions but by now it was becoming clear who was in contention, and who had decided that they were going to win but not this year.

In the accuracy, the Top Teams were the Spanish Army, REME, RCT and the RA. The RW was being contested by the Red Devils, REME, RE 'Red', and the QUEEN's team, but with the Red Devils significantly ahead of the others with a 16 point lead after 5 rounds. In the intermediate competition, RE 'Blue' and QUEEN's 'B' were leading. The novices were

doing very well with P. Catterall, D Howells, S Morgan, C McCallagh and A Price being the main contenders.

Wednesday saw us starting with Style and Novice Accuracy and then to see if the judges would notice the difference, we switched to RW without changing video tapes. Once again we spent the day at Middle Wallop, and returned to Netheravon for 1630 only to find that the fast jets wanted the airspace until 1930. By now the operation had become so slick that it was no real problem to revert to Wallop for three hours. The competitors were becoming used to commuting by air while the pilots were enjoying the low flying necessary to avoid being taken out by Tornados.

By Thursday it was time to give the CRW teams a chance to show what they could do. At first it was virtually impossible to judge owing to the haze, and the apparent ability of CRW stacks to steer towards any available cloud and hide themselves behind it. Eventually one of the competitors remembered a Cunning Plan from a few years back and the Turbine Islander launched with two teams on board, one recorder and your Author as judge. After exit, the aircraft simply circled the stack while the competitors performed and I judged. After three rounds, the Golden Lions who had been scoring a consistent six points per round, were 2 points clear of the QUEENS A team, who were in turn 3 points ahead of the Omani team. A mention here for the Kenyan Army who managed their every rotation without mishap.

By the end of the day the competition was virtually complete, and the next four days saw the finishing touches being applied when the weather would allow. For only the second time in 26 years, the competition was complete.

The Minister of State had been scheduled to present the prizes on the Tuesday but unfortunately the Gulf Crisis took priority, and the Chairman of Army Parachuting, General Mike Rose, took his place. The event started in windy condition with a skilful accuracy display using a synthetic pad placed in front of



The REME team who won loads of prizes, but still can't get the drill right!!



Corporal Caroline Apps (WRAC) National Classics Champion receiving the Ladies Senior Style.

spectators, followed by the Golden Lions landing a four stack impressively close to the crowd (and a parked aeroplane), and a sixteen way from 10,000 ft by the top three RW teams and four of the JSPC staff.

In conclusion we would like to thank all those who made the competition possible, mentioning in particular the Army Air Corps at Middle Wallop, the Judges, Pilots, and Officials, but most of all the JSPC staff who spent a month before the competition painting everything which did not move and a few things that did, weeding the pit, mowing the grass, rigging and varnishing a new fence etc. etc. and all for the love of it!

by Pete Lambson



Professor Tony Makepeace receiving the Joe Reddick Memorial trophy for the person who contributed most to the Army Championships.



Sgt. Martin Ramsey RCT (National Accuracy Champion!) demonstrating his new Missing-the-Mattress technique!!

OPEN EVENTS

4 Way Canopy Relative Work

- 1st The Golden Lions
2nd The Queens Regiment
3rd The Sultan of Oman's Parachute Regiment

Visiting International CRW

- 1st The Sultan of Oman's Parachute Regiment
The Kenyan Army 'A' Team

4-Way Sequential Relative Work

- 1st The Red Devils
2nd The REME 'A' Team
3rd The Royal Engineers 'Red' Team

Visiting International Accuracy

- 1st The Spanish Army
The Sultan of Oman's Parachute Regiment
3rd The Kenyan Army 'B' Team

Open Team Accuracy

- 1st The British National Ladies Team
2nd The Spanish Army
3rd The Royal Artillery

Ladies Intermediate Accuracy

- 1st 2Lt Ebling WRAC

Mens Intermediate Accuracy

- 1st Dvr Kelly RCT
2nd Gnr Scarr RA
3rd A/Tpr Lawrence AAC

Ladies Individual Accuracy

- 1st Miss Esther Reynolds
2nd Miss Debbie Card
3rd Miss Fran Gannon

Mens Individual Accuracy

- 1st WO Parades Spanish Army
2nd Bdr Carroll RA
3rd Sgt Henderson RAF

Ladies Intermediate Style

- 1st 2Lt Ebling WRAC

Mens Intermediate Style

- 1st Cpl Mitchell The Queens Regiment
2nd Lcpl Parkin RE
3rd Lcpl Dunnell A&SH

Ladies Senior Style

- 1st Cpl Apps WRAC
2nd Mrs Katherine Andrewes
3rd Mrs Tina Coffey

Mens Senior Style

- 1st Sgt Henderson RAF
2nd Sgt Chandler RCT
3rd Bdr Carroll RA

Open Overall Champion

- 1st Sgt Henderson RAF
2nd Bdr Carroll RA
3rd Sgt Chandler RCT

BRITISH MILITARY EVENTS

- Best Team Outside Airborne Forces .. REME 'A' Team
Best Team from the RA/RE Royal Artillery
Best Corps Team REME 'A' Team
Best RAF Competitor Sgt Henderson
Best PARA Regt Soldier Pte Ballard PARA REGT
Best BAOR Competitor Cpl Apps WRAC

4-Way Canopy Relative Work

- 1st The Golden Lions
2nd The Queen's Regiment 'A' Team
3rd The REME 'A' Team

Intermediate 4-Way Sequential RW

- 1st Royal Engineers 'Blue'
2nd The Queen's Regiment 'B' Team
3rd The REME 'C' Team

Senior 4-Way Sequential RW

- 1st The Red Devils
2nd The REME 'A' Team
3rd The Royal Engineers 'Red' Team

A new trophy is being introduced this year for the most outstanding contribution to the championship chosen from 'everyone' involved. This trophy is to be known as the Joe Reddick Cup in memory of Joseph Michael Reddick who very sadly passed away just six weeks ago after a lifetime of dedicated service to the parachuting world in general and the APA in particular.

The person selected this year to receive the Joe Reddick Cup is Prof Tony Makepeace.

Senior Team Accuracy

- 1st The Royal Artillery
2nd The REME 'A' Team
3rd The Silver Stars

Novice Accuracy

- 1st Gnr Catterell RA
2nd App/Sgt Howells RE
3rd App/Tds Morgan RE

Intermediate Accuracy

- 1st Dvr Kelly RCT
2nd Gnr Scarr RA
3rd A/Tpr Lawrence AAC

Senior Accuracy

- 1st Bdr Carroll RA
2nd Lcpl Ramsey
3rd Sgt Apps QDG

Intermediate Style

- 1st Cpl Mitchell Queen's Regiment
2nd Lcpl Parkin RE
3rd Lcpl Dunnell A&SH

Senior Style

- 1st Lcpl Apps WRAC
2nd Sgt Chandler RCT
3rd Bdr Carroll RA

Army Intermediate Champion

- 1st Lcpl Parkin RE
2nd Pte Murray QOH
3rd Gnr Scarr RA

Army Overall Champion

- 1st Bdr Carroll RA
2nd Sgt Chandler RCT
3rd Cpl Apps WRAC

Best Junior Soldier

- 1st App/Sgt Howells RE
2nd App/Tds Morgan RE
3rd App/Sgt McCullagh RE

FILLING THE GAP

by Pete Reynolds



In 1984, after several years as a BPA instructor working on full time drop zones I began to see a picture emerging. Students would qualify to Category 8 using well structured and professionally administered systems (AFF or the Category System) to the stage where they needed relative work instruction.

The Gap

Category 8 to Category 10 proved to be the GAP in the system, there was no structured coaching format for relative work!

At this time I was working at Netheravon and was frustrated to see Category 8 skydivers going nowhere.

Basic Skills

Before I started skydiving I qualified as a Physical Training Instructor in 1970, coaching sport full time. From this perspective the answer seemed simple - there are certain basic skills that everyone must know in order to take part in relative work. Launching, fast and slow fall, side slipping, diving, forward movement to pin, 360 degree axis turns, side-ins, back-ins and, most importantly, maintaining contact i.e. not drifting away.

Having qualified as an AFF Instructor in the USA (1984) I intended to experiment and apply similar methods of instruction in order to teach Category 8 students the basic skills of relative work.

A Helping Hand

I co-opted the help of Sharky Sheridan, Nigel Watson-Clark, Mick Thurman and Karina Andrewes and, in just a few days, wrote down a system which would teach the student these skills and allow them to practice with others. Jackie Young (formerly Smith) typed the first WARP manual and Keith Hammerton reproduced copies (with the aid of Naval Support), thanks to everyone in those early days.

News Travels Fast

We called the project WARP (Weekend Astronaut Relative Work Progression) and used it during weekends at Netheravon, adopting

similar coaching techniques as used today. Soon other DZ's were asking for copies of the manual and the WARP system started to spread.

In 1986 the BPA recognised its merit and requested that the WARP system (now the Weekend Advanced Relative Work Progression) be included within the BPA instructors manual. This was granted and it has remained ever since.

Misinterpretation

Over the years certain techniques changed slightly and in 1988 I produced an updated manual as an attempt to make it easier for experienced skydivers to teach the system correctly. This didn't have the desired effect and although the updated manual gave more information, the interpretation of the system was different on every DZ. Students received various methods of instruction from experienced skydivers who, not being trained to teach WARP, had interpreted the system in their own way. The students inevitably did not receive consistent coaching which resulted in various degrees of success.

Educating the Coaches

In 1989 I ran several weekend courses for experienced skydivers who wished to coach the WARP system. Nigel Rogoff and others did the same at other DZs in order to standardise the coaching format and ultimately continue to raise the overall standard of skydiving in this country.

These courses worked very well but coaches who did not keep current, very soon forgot the techniques and of course, the student suffered through the same problem of inconsistent coaching.

Realising that few experienced skydivers actually coached the system in the way it was intended prompted the idea of a training video.

The system was *proven* irrespective of how it had been interpreted. Just think of the overall progression if all coaches taught the same way and all students were given visual examples of each basic skill which they could practice on solo dives.



From the video 'Coaching the WARP System'.
Photo Stuart Meacock.

A DREAM COMES TRUE FOR SHARON



A Dream Comes True For Sharon



National Power

PRESS RELEASE PRESS RELEASE PRESS RELEASE PRESS

Sharon Page, a Clerical Assistant at National Power PLC's Harrogate Offices at Beckwith Knowle realised her ambition recently of making a parachute drop from a hot air balloon.

Her dream came true by courtesy of National Power's Hot Air Balloon Team which organised Sharon's 250th jump early one morning near Harrogate (Friday 13 July!)

Sharon, aged 24, who lives in Harrogate is an experienced free-fall parachutist who has made jumps in this country, USA, Spain and Belgium, in the process raising several hundreds of pounds for charity. She has made jumps from different sizes of planes and from a helicopter, but never from a hot air balloon which provides a very stable platform for a parachute drop.

She was accompanied by Bob Smith from the Bristol School of Skydiving who filmed her descent with a helmet mounted camera. Tyne-Tees TV also covered the event.

After her jump Sharon said "I was nervous at first because I had not been in a hot air balloon before but the jump was fantastic - the best I have ever done."

National Power's Hot Air Balloon Team is operated by Bristol-based firm Air 2 Air Ltd and is involved in many promotional events for National Power, the largest electricity generating company in the UK. The 'flagship' of the team is a cooling tower shaped balloon which is 88 feet high and has a special registration number G-WATT to represent the millions of watts of electricity produced by National Power each day.

Texel 16 Way Competition

DUTCH INTERNATIONAL COMPETITION

On my very first skydive over the Texel Island, I was struck by how picturesque it is, 27kms long by 10kms wide with islands stretching away to the north, long wide sandy beaches which made it look almost tropical. Unfortunately the weather kept us firmly reminded that we were right next to the North Sea.

"Paracentrum Texel" is a very modern and purpose built centre with excellent facilities catering for all levels of experience. Plenty of kit available and staff around at all times who are very helpful, friendly and experienced. There is a restaurant and bar next door. The whole place has a good atmosphere. The centres own Pilatus Porter and C206 whizz you to altitude, therefore a quick turnaround for £13 (approx) to 9 grand can be obtained. Much more altitude and it does get a lot more expensive. The jump height is unrestricted even though to the north the NATO fighters are busv blowing up one of the sandy islands all day long. 2000 S/L round and RAPS students trek through the centre each year. The courses are one week long and cater for a minimum of 8 jumps. They have a lot of



Wendy Smith films the winners "Plastic No No" during the Texel 16 Way competition.

Nice visuals were to be seen over Texel Island, here 3 guys, Dave Clements, Tim Bishop and Mike Yeo pose for the camera during a sunset dive. (Smile Dave your face will crack!!)



W.German military through to get their 'wings' up as they have to have a pilots licence to fly a parachute in the W.Germany military!! 80 plus AFF students are trained per year mostly recruited as a direct result of them doing a round or RAPS course the year before. Incidentally they had trained 65 AFF students to date (this prior to the 16 way comp.). All exits; round, RAPS, AFF and Tandem are videoed. The first jump certificate is a photo of them exiting, then mounted in a frameless frame with a caption etc. In the month of August there were 250 tandems over Texel. The efficacy of the centre really showed as the weather played everybody up, When a programme actually started they were running student courses along side the competition without any interference or difficulty. Although the island has a lot of sunshine per year they are plagued by high winds as we all discovered (ever seen Blue



One of the Dutch teams seen here with a completed point and good ground vis!!



Tracks go backwards!!). Therefore a great deal of emphasis is placed on the students PLF lectures!!.

In the evenings the jumpers usually go to the Prins Hendrick Hotel which really caters for skydivers, they have in the bar two TV's which they play the days jumps on, or skydiving movies which always go down well. The surrounding towns have plenty of places to eat well.

The Boogie School with Alexis Perry and Jerome Bunker was held but suffered from a poor attendance due to it being held late in the season, I believe.

There were a total of nine teams from Holland, Belgium, Denmark, Sweden, W.Germany and Gt. Britain. The competition was to be eight rounds with a minimum of five, which was all that was actually achieved from a last rush on the Sunday. Scored on completed number of points and correct grips in forty seconds working time. There were two videopersons per team, one to float, t'other diving, on landing the videos

were transferred on to a master tape to be judged by four Dutch/International Judges. The rounds were not too difficult but a couple of points made it hard to judge from the air to air video, so there was a bit of discussion a couple of times especially in round five.

The Brit's team "Plastic No No" won the competition after a close battle with the W. German "Steam Team" and Texels home team "The Mob". Plastic No No did not do too well on a couple of rounds but fought back well to win. There were some interesting exit techniques which ended with some being very tight, all due to the strung out exit positions needed for the Skyvans and lots of camerapersons considering there were only nine teams. What with the weather being so incredibly changable the pilots did an excellent job, but the old routine of on exit "if you can't see the ground below us, we don't go" came into effect more than once, as the North Sea isn't half a big place and the island so small.

Article and pictures by Adrian Thornton

PLACING TEAMS		1	2	3	4	5	T
1	Plastic No No	75	96	23	73	84	351
2	Steam Team	82	46	62	40	99	329
3	The Mob	63	35	61	57	83	299
4	Oud Turnhout	51	31	44	47	43	216
5	Team Denmark	40	46	23	40	36	185
6	Ja Baas	22	23	44	34	47	170
7	Haar in de War	56	36	23	14	27	156
8	Mein Team	49	32	23	13	32	149
9	Paradogs	15	4	11	12	8	50

Graham Goodwin and Bob Sinclair
enjoying the sunset.
Phot: Kevin Hughes





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Photo by Stuart Macdonald



for the Student



for the Coach

A student observes as the coach demonstrates the 'Vertical Dive' (WARP6)

TEACH YOURSELF SKYDIVING Is a 50 minute tape for the student about to embark on basic relative work.

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COACHING THE WARP SYSTEM is a 57 minute tape especially for Coaches of basic relative work. It demonstrates the coaching format and shows examples of all ten WARP levels.

The tape comes complete with an aide memoire booklet and six ring folder for convenient use in the field away from a Video player.

VICHY 1990

- A NEW APPROACH

If last years reports were to be believed we were taking a risk by going to Vichy this year. Our worries were unfounded - this was one excellent boogie.

Held from August 11th-19th, the boogie was located at Charmeil Airport, three miles north of Vichy itself.

Registration and manifest was well organised and with the help of a computer ran very smoothly. Thankfully credit cards were accepted for ticket sales. (135 ff each) Around 400 people registered but probably only 250 were present at any one time during the week.

DZ facilities were mixed. A large camping area was provided with ample loos and hot showers, although loo paper soon became a precious commodity. Catering on the other hand was a total disaster! It was frustrating to see a potentially good facility ruined by service that was so bad it was frustrating to watch. Many people escaped to the airport restaurant where good coffee and real pots of tea could be found... at a price.

The weather for the nine days of the boogie was generally very good. Despite one rainy morning and a couple of cloudy days we jumped every day and most of the time it was hot and sunny with little wind. There were no excuses for sitting around the DZ wingeing during what bad weather there was, as the town offered plenty of scope for entertainment, with good shopping and sports facilities, and a river to mess about on. There was even a man made system of rapids for those in a daring mood!

Any doubts about aircraft were forgotten when we first saw the huge Russian MI-26 helicopter sitting on the tarmac. The MI-26 - this one civilian - was cleared to carry 120 jumpers, and climbed up to 15,000' (the usual exit height) in 9 minutes. Take off and flight was very smooth, however those without earplugs regretted it as the noise was incredible.

Run in speed was about 70 kts and tailgate exits - 5 or 6 abreast - were very easy without the usual propblast. Spotting on the whole was good, but with only one pass, groups were scattered the full length of the one mile stretch of runway. A bus rounded up the weary. During off landings the locals came valiantly to the rescue, ferrying people back to Charmeil from far and wide. In fact the boogie became quite an attraction as spectators flocked to the airport in response to local T.V. coverage (and bum spots!) Many jumpers found themselves the centre of attraction as they packed, surrounded by curious eyes.

As far as the jumping was concerned all credit must go to Etienne Herin and his band of 7 hardworking and hassled load organisers, for creating a unique approach to boogie jumping. These included our very own 'Derro' and Graham Haywood - who thought he was getting a holiday! The structured system was based on the principle of allocating people to one of six groups - A to F - initially according to their number were restricted to a reasonable size - 8 to 20. The system could cope with only 70-80 jumpers at any one time. Consequently a 'waiting list' for each group rapidly developed over the first weekend and people were slotted in when possible. This was a problem to those without an alternative group to jump with and one or two extra load organisers would have helped the situation.

The fun started as, with the help of video debriefs, people were moved up and down through the groups. Jump numbers and cool and groovy ratings became academic when those prone to exaggeration and ego trips found themselves demoted as the axe was wielded. Others, the victims of an unkind video or an off day, had the opportunity to redeem themselves and move back up. People were promoted usually after having performed well in a 'test slot'. Oh the pressure! Many people moved through from groups D & C (300-500 jumps) to groups B & A (800-1000 jumps) and it was this that proved the success story of the boogie - by giving 'inexperienced' or unknown the chance to prove their abilities and do some really good dives.

Of course individuals and groups outside the 'system' were free to manifest themselves, and later in the week some people had opted out to form their own groups. Waiting lists for the organised groups became non-existent then and people found their own levels as things settled down.

Running concurrently a French large dive organiser, Patrick Passe, had initially gathered together a group of 40-50 'known' jumpers to perform large formations. The intention was to increase the size of these and as the week progressed people from group 'A' were 'fed' into Patrick's group. Several 50 and 60 ways were organised with mixed success, including an imaginative room dive and a nice 64 way diamond, held for 8 seconds. On Friday, two 70 ways were attempted - the first even broke into rings as a second point. Each had two out, the first losing one guy at 14,000' when his AAD fired! Something of a shock - particularly for those nearby.

On Saturday, groups A and B combined in a 40 way to select those going up for the final 'biggie'. Etienne, impassive as ever, pronounced sentence on everyone and later that day - after only an hour or so of dirt diving - the first of two 100 ways was attempted. People who had previously done no larger than 40 ways were now looking alternately excited and alarmed as a queue for the toilets suddenly developed! From 16,000' the formation built to 95 and apart from a few ropey dockings flew quite well. All things considered it was an excellent result. The second attempt was slightly less successful and built to 90.

Break off was a well ordered affair - thank God! This was vital with so many high performance canopies in the air together - dumping could be pretty hazardous at times.

There was a good atmosphere throughout and most people were happy and very pleased to have had the experience of doing such large formations.

This was essentially a jumping boogie and those heavily into partying had to make their own entertainment. The bar stayed open late but there were no BBQ's or a band, and until the last evening, when the French made a dustbin full of lethal punch and got totally legless, things were fairly quiet. However we were in the land of great food, which whilst not cheap was worth spending an evening over - and there were more than enough good restaurants in town to choose from. Several of us managed to track down the best chocolate profiteroles in the world! We also managed to boost supermarket sales of beer and wine quite substantially.

Those who were there will not forget the crazy 'robot' who checked us onto every load, the notorious 'green man' or the wierd chap whose nice doggy provided us with some great entertainment one afternoon.

This boogie was very much what you made of it, and those who put a lot in got a lot out. It was the first time such a structured system had been tried in Europe and most people found it gave them a lot of motivation and some great opportunities.

Let's hope next years boogie is just as good.

Fran Gregory
D7187

Look out for photographs in next issue.
'Angel'

RN/RM SPA CRW SEMINAR 1990

The weather looked promising, assembled at RN/RM SPA were some of the most experienced CRW jumpers, both civilian and military, in the country. There were also some of the most inexperienced jumpers in the country!

All were gathered for the RN/RMSPA CRW seminar, 1990. Set over the August bank holiday weekend, it was to prove the highlight of the jumping year for a number of those involved.

Saturday was slow to start with the inevitable kit and document checks (which were very strict), followed by briefing, assessment and grouping. There was a broad span of experi-

ence amongst the students from nil to about 30 CRW jumps. Each was asked to detail their experience and what they hoped to achieve during the seminar.

Dave Payne took the information away and began what was for him a busy and tiring weekend by allocating students to instructors (and he didn't get a single jump - of any kind!). Those requiring an introduction to CRW were to jump first with one-to-one instruction.

It was at about this point that a difficult decision had to be taken. A second Islander had been arranged to complement the centre's 300hp beast and the quickest way to get it was

for two pilots to depart in the one to bring back the other. The weather was overcast and the decision was made to use the quick option. Everyone (anyone?) reading this will know exactly what happened about 25 minutes after the pilots left! Well, there were a couple of hours when jumping could have been going on, but once the two planes returned, jumping started with a vengeance. Fifteen lifts were completed before the light failed and there weren't too many complaints in the bar that evening!

Sunday dawned bright and early. Well, overcast and early really. Someone began, not too quietly, to inflate a hot air balloon. Unfor-

tunately, no one had a pin big enough to burst it!

The course resumed at nine. Dave Payne had organised loads and most had dirt dived their next jump the evening before. It was another stop/go day due to cloud which obscured the airfield and led to suspension of jumping for a couple of hours around mid-day.

When jumping did take place there were some very commendable successes. Students were now encouraged to think for themselves and rely less on their instructors to build successfully.

Andy Guest (CCI) and his staff, notably those manifesting, continued to excel themselves and make the most of every jumping opportunity for both CRW jumpers and regular club members alike.

Sunday night was party night and despite the weekend weather, there were plenty of people with cause for celebration. The entry fee had provided a lamb roast and free beer which was supplemented by an unknown, but clearly excessive quantity of crates, for first CRW, first three/four/five/six stck, first rotations, first diamond etc, etc, etc

Plans for the next day included using both planes for 16 way RW and CRW lifts, but most people were well pleased with their achieve-

ments at this stage and celebrated accordingly. Frankly, this was just as well as the Monday weather was awful and there was no jumping until evening, by which time most people had left.

The general consensus was that although the weather had been less than kind, the seminar was very successful, due to the efforts of the organisers, the expertise of the instructors, and the enthusiasm of the students. Andy Guest had deliberately limited the number of students to 20 to ensure a favourable Instructor/Student ration and promote learning throughout the whole seminar. There were instructors on every dive and although they took a less active part as the seminar progressed, they continued to place a great deal of emphasis on detailed post-jump critiques and thereby ensured maximum learning was gained from every jump.

It is worthy of note that students did not pay for their instructors' slot and that the instructors gave their time and expertise without any charge whatsoever. Particular thanks to the members of CELLMATES who travelled from Ipswich at their own expense to instruct on the seminar.

Facts and figures, impressive by any standard, were as follows:

CRW hook-ups: 150
CRW loads: 27
Largest stack: 6
Largest diamond: 4
First rotations: 3
First Bi-hand/down plane: 7
First CRW: 7
First 3 stack: 11
First 4 stack: 9
First 5 stack: 5
First 6 stack: 5

Most impressive of all was the fact that these results were achieved without single wrap, cut-away or injury!!! A very commendable achievement of which those involved can feel justifiably proud.

Keep your eyes open for news of next years seminar. Remember, places will be limited and it's first come, first served. If you snooze.....

Also, Andy tells me that there will be two seminars next year. One will be a 'progression' seminar for established CRW jumpers and the other an introduction as this years.

Tony Crilly
D7649

TIME AND/OR BRAIN: Ruling Factors in Team Formation Skydiving (TFS)

Dear Ed

Enclosed you find an article/manuscript I was inspired to by your report about the IPC Conference in the April issue, which you may choose for publication in one of the next issues.

Orthographic mistakes or grammar-typ mis-conducts may be excused, because my native idiom is not English but German.

Yours Sincerely 'EXI'

The 41st Conference of the IPC 1990 in Rome, Italy, excellently and informatively reported by Rob Colpus (Sport Parachutist, April 1990, P34 - 35) lead to some changes in the RW, now TFS - events. The most distinctive alteration fell upon the 8 way event: The introduction of so called '3 point blocus'. Changes of rules always have not only reflected the development within a sports event, The number of changes in a given period of time may also serve as an indicator, If this specific sports event is still on the way growing up or has found a solid settlement, already. TFS is still a young event.

In the past changes in TFS rules mostly reflected an adaption to the rapidly growing physical abilities of the RW individuals. Out of the 'Star - Back - Loop - Star - Concept' various formations were developed, Resulting in the interesting format of random and block sequence. Formations, Used noq and in recent years. Alongside with this adaption to physical abilities almost silently another human ability slid into TFS. The mental capacity of the RW individual, best described in modern TFS with its counter effect, The 'Brain Lock' Now, not only the fastest time accounted for the good score, A brain factor started to play an important role in TFS also.

This years decision to change the rules of TFS again, has been influenced mainly by a time factor, to be more precise, A time factor on the ground. This impression inevitably arises when looking at the conclusions, which lead to the change of TFS rules and the introduction of 3 point blocks.

The reasons given for the change of rules can be paraphrased to the statements:

1. A disproportionate amount of time is being spent on the ground, By 8 way teams, in order to work out dive mechanics.
2. It is very important for an 8 way team to get individuals back to original slots to repeat point number one.
3. some 8 way blocks mix up jumpers into opposite quadrants, it becomes very difficult to achieve statement 2 without being confronted to statement 1.
4. Teams regularly perform the drawn sequence two or three times during a dive.

5. Not to lose some interesting block moves.

Without any doubt all of these reasons seem fairly reasonable. nevertheless, a closer inspection of them should be allowed, They consequently led to the change of the rules at least.

The time and brain connection

The main concern of statement one is 'Disproportionate time on the ground' and 'Dive mechanics' obviously.

Well dive mechanics seem to be sort of a build in factor in modern TFS, ever since the 'Star Backloop' concept was followed by the different formations - variation. With the introduction of block sequences. A specific built in factor of dive mechanics found its way into TFS. Now right from the beginning, It was clear, That to compose a drawn sequence efficiently the labor for working out the mechanics not only afforded the alone, There was brain work involved also. In other fields of human life this procedure is named 'logistic'.

Outside of TFS it is a proven fact, that it is quite helpful to use the brain before starting a project in order to determine the logistics. More often than never, this procedure saves time, labor and money. The same seems to count for TFS. For example the input of brainwork beforehand resulted in the lined exits of teams instead of dropping off the aircraft single filed, saving so to say a disproportionate amount of time in the air to get to the first formation. In TFS there seems to be an interaction of time and brain, not only in the air, but on the ground also.

If a disproportionate amount of time is spent on the ground for working out the dive mechanics, not necessarily the mechanics should be the ones to be blamed. The approach to the problem may be blamed even more. Besides, there does not exist any rule anywhere forcing a team to spend that time on the ground, trying to find out its own best solution. One reason why teams voluntarily do spend that time on the ground is so obvious and simple, That it is almost needless to mention: Time spent on the ground for figuring out dive mechanics does save time in the air. If a term is not even familiar mentally with the already pre - determined logistics of a specific

COPY DATE
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Continued on page 49

THE QUALIFYING ROUND

There I was with a tad over 500 jumps, reasonable, but needing more experience before I could cut the mustard on the better dive. Freestyle was a bit of fun, to take the pressure off after a duff RW jump, or a filler before the next one. Then in March there was a low key notice in the USPA mag about a 'Video Freestyle' event at Aggies over Texas. I hadn't entered competition before, but freestyle, this was new - first give them a ring:

"Hi y'all, world freestyle competition" Beg your pardon, did you say WORLD? "Judges will be Norman Kent, Sherry Schrimsher, and Mike Michigan Sandberg" Mmm, top known video, top FAI judge and Mr Freestyle himself. "Preliminary round will be by videotape of one unedited, unspliced skydive, to include a 'T', a Daffy and a double loop" Okay. "Only the best ten in the world to be invited" Now hold on there a moment...

With less than 50 freestyle jumps, no wind tunnel time and no idea of how difficult it might be to film, was it possible to qualify? There was only one way to find out.

First find a videoman and preferably one who can fall fast, stable and keep me in frame. Thinking local and starting at the top I gave Simon Ward a call - problem solved, he was looking for a challenge and Freestyle was on his list.



Jeff Lewis performing a Freestyle Exit.

The first videos proved very disheartening, there were some severe problems. Descent rate varied between very fast and supersonic, horizontal movement was incredible and again at a rapid speed. There was no way to continually keep me in frame in this manner. Until the problem could be overcome Simon and I decided to regroup between manoeuvres just to make the freestyle viewable.

This revealed the next problem, my freestyle looked appalling, the difference between 'doing a Daffy' and showing a pleasing and correct Daffy to a video camera is immense.

Another problem encountered was, that with it being such a new form of the sport, there was virtually no one who could offer any first hand advice on the best way of doing things in this country. We would just have to experiment and hope to find out for ourselves.

Study of the freestyle videos that were available showed much of it has been filmed in short bursts and heavily edited. The French one was nearly all slow, slow-motion.

Many of the positions tended to shoot around the sky so fast that it was decided that anything that did not 'go-down-the-tube' would have to be done relative to the camera in order to remain viewable. The routine also needed changing so that the faster falling sections were shorter and slotted in between 'slower' manoeuvres. The freestyle itself also required some serious practice!

Meantime the experiments went on. A Dytter meant less nervous glances groundwards and hence a better upright position. (Ground rush only occurs when you can see the ground!) Simon suggested webbed gloves that gave extra control and much greater stability, some positions only becoming feasible when they are worn.

Music from a Walkman was not really audible enough to be useful in setting a rhythm. Gymnastic coaching on the ground did help, knowing how to balance without



Jeff Lewis doing a 'T'.

using the airflow made some movements easier. The correct exercises to increase flexibility helped even more. The trampoline was not immediately helpful, first you have to learn how to use one competently enough. Though a handy alternative to a wind tunnel in the long run.

Simon tried different types of jumpsuit ranging from Shorts and a T Shirt to his normal camera suit with 8lbs of extra weight. His theory was to use the wings for horizontal push and the weight to counteract the extra lift they generated - Whatever, it worked just fine. We also tried different viewing angles to attain the best chase ability and capture of particular sequences.

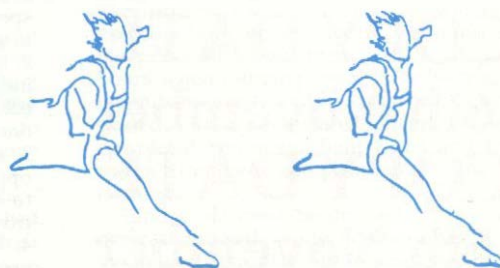
The latest micro-chip driven AAD the CYPRES was worn to give printouts of registered altitude against time. Knowing what positions I had been in, the printout clearly showed the effects and also the speeds. RW fall rate is quoted as between 100 mph and 120 mph. The CYPRES registered a 'T' at 120 mph, a Daffy at 140 mph, a layout at 160 mph and a Stand-up at 180 mph. Now I knew why I was getting hard openings! Take a safety note.

Some one hundred jumps later and all too quickly the closing date was upon us, we had to go with what we had. The final camerasuit was fast fall with wings and a hefty weight belt (as if the cameras weren't enough of a pain). The Freestyle routine had to lose the more spectacular moves, mainly because they didn't work reliably and we had run out of time, in order to concentrate on the essentials. The necessary musical backing was added and the tape was sent.

Two weeks later the reply came back - YES we had qualified. The poster at Netheravon is perhaps true after all "The impossible is often the untried".

The list of thanks includes:

Simon Ward for accepting the challenge and obtaining the necessary video, JSPC and RAFSPA for some rapid manifesting and turbine aircraft, Bushman for choosing the entry, Lyn George for his phone, the many many people who have given encouragement and the even greater number who put up with the ghastly jumpsuit next to them on the way to max!



Freestyle by Jeff Lewis, Snaps by SWARD

The aircraft were flown by a consortium of American pilots, led by Rich Mixture, and his associates the Otter twins, and Mr. Douglas. The only aircraft incident occurred when one plane ran out of fuel. The pilot, M.T. Tanks, managed to force land it OK.

Sunday brought the usual crowd of whufos, such as Willie Makeit, Betty Frapps, and Wanda Aimlessly.

A CRW demo was laid on by Dr. Biplanes, Marcel Scolapsed, Kurt Away, and Paul Yerreserve. Their other two members, who always land a Biplane into the arena, were Isiah Thanyou and Amanda Neath.

Among others who couldn't quite make it onto a team, the amnesiac Indian, Mahatma Goggles, and the keen Arab Mustapha Lob. The two American RW big formation hot-shots, Ed Down and Max Track, found their skills too radical for this competition.

Tandem jumps were offered by the enthusiastic German, Jurgan Alikeit.

Thanks must be given to the Cafe owner, Thurstan Hunger, for all his efforts.

The bar staff must also be thanked, Gina Tonic, Lars Torders and Tim Gentleman-Please.

The chief Judge, Buster Grip did an excellent job in the air, our thanks to Manny Fest and his American assistant, Earl E. Birdload.

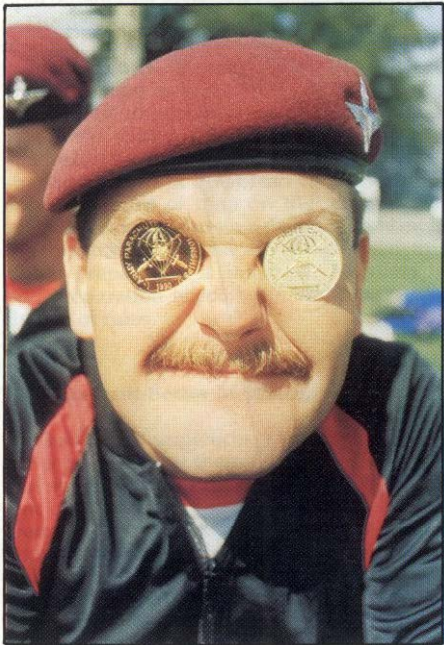
At the end of the meet, everyone settled their jump bills with the DZ owners, Owen Moncy, Robin Bastard, Noah Creditcards, Justinian Forthemoney, and Iona Ferrari with his tough guy minder, Hard Ern Cash.

The author apologises unreservedly for any similarity to any person, living or dead; any correspondence should be referred to the BPA solicitors, Dump, Snivel and Bounce, at 123 Ivebeen Court.

● Circle of Slime Publications
John Mayo

Continued from page 41

Pte Eddie Carrol (Para regt.) Modelling the new sunglasses for infantry soldiers.



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So to conclude, Herman Lansman did a splendid job organizing (with his dedicated staff) an enjoyable well run competition and evening entertainments. The centre is well worth the visit for competitions or fun skydives. See you there next year perhaps. A "Well Done" to the Brit's for keeping the side up. Credit to the following: Derro Thomas (Team Captain, as they made him do all the work) Rob Colpus, Sara Brearly, Pete

Allum, Kevin Hardwick, Nick Power, Steve Mikos, Dicko (Paul Dickson), Charlie Hoare, Mark Miller, Mike Macarthy, Jerome Bunker, Alison Cronerlly, Etienne Herin, Reddy Redfern, Fred Ryland.

Brit. Camerapersons: Wendy Smith, Simon Ward, John Drew, Johnny and myself.

Blue Skies
Adrian Thornton

Liz (Perfectly Formed) Harlow caught spotting the cameraman Pete (who fell off?) Harlow, over Weston on the Green earlier this year.



Kevin Quinn, Sara Bell, Joe Foxwell and Paul Heighton over Headcorn.

block sequence, It will need more ground time. The in put of some brain work before starting the project will pay off time wise.

Any good project planner, in skydiving usually called organiser, will come up with a plan for his project. Before putting physical labour into the project. In TFS this is not really different. If the brainwork for the project was good enough, then time may not be disproportionate any more. But without the consideration of this brain factor, the time factor can grow out of proportion. But to take this obviously team affected and inflicted ground time factor as a reason for changing the rules seems to be a reaction out of proportion also, what is going to happen, when teams start to express the opinion, that a disproportionate amount of brain has to be spent to remember dive-mechanics? Adapt the rules?

Now the introduction of 3 point blocks, three of them or 12.5% of the block-system shall help to ease a team-organisation-related and-created problem, and save time on the ground. Any mathematician will demonstrate quickly and easily, that the introduced procedure will not even save this percentage-rate on ground-time. There's still the reality of transitions from randoms to blocks and vice versa. There will be a brain- and time- factor involved. Being inter-lined they will be proportionate for any team, when used in the right proportion.

So far, there is no rule keeping a team from using the shortest ways in transitions from point to point, which would have a shortening effect on the ground-time also. therefore, there must be still more involved to be willing to spend that time. A brain-factor, again, is involved, leading directly to statement 2.

The return-to-the-origin effect

The importance of 'getting individuals back to original slots to repeat point number one' is directly related to an effect of the human brain, which is not merely used in TFS.

The brain's memory-system works faster and more precise when only loaded with few informations. The simpler the information, the faster the reproduction, and the more repetitions the better and easier the reproduction. An automatism is developed, reducing the brain-factor. Similarly, physical movements are getting more accurate and faster with multiple repetitions, reducing the time-factor.

The desire to use those effects in TFS is very obvious: save brain and time in the air, where it finally counts. In order to achieve this goal, brain and time have to be used on the ground before. The importance to get to this goal is part of the strategy of TFS success. But it is a mis-leading conclusion that to follow this strategical concept must lead to a disproportionate amount of time on the ground; and again, there is nowhere a rule forcing a team to use this strategy. To take advantage of it in this game, preparation is involved. Needless to say, preparation needs brain and time, not a change of rules.

The Quadrant-Sector-Mixture

When block-sequences were brought into TFS a quick look at them revealed right away, that some of them mix up jumpers into different quadrants. In 8 way the term 'quadrant' seems to be inappropriate, since not 4 but 8 jumpers are involved. Sector might be a more suitable term. Aside from this the impression arises, that this mix-up effect was designed with some intention. Probably, to oppose the star-backloop-star system, which inhibits such

mix-ups, effectively. Of course, some blocks do make it difficult only, if there is an intention to achieve that. This only should lead to the optimization of logistics and strategy to deal with the in-built structural effects of the 8 way program, instead to a change of the structures of the program.

So far, again, there is no rule forcing a team to try anything on the ground to get jumpers 'back to the top'. They do it anyway just for the sake of more efficiency in the air. As mentioned already, there are paths for more efficiency on the ground also. Somehow they are guided by a brain and time factor.

So far, there is only a rule in the sporting code, Section V (4.3.14) restricting the number of jumps per day and participant to six. But there is no rule anywhere restricting the number of points an individual is capable of or willing to remember. The air, teams are working in and with, is the same, everywhere, anyway in every quadrant or sector, at least. But if time and brain-factors are really that dominant or the intention is to create sector- or quadrant-specialists, then, just change the rules.

The Multiple Sequence Repetitions

For teams, which 'regularly perform the drawn sequence two or three times during a dive', first of all, optimal logistics and strategy next to physical and mental fitness lead to the multiple repetitions. Hence, the amount of repetitions in the 50 sec. working time is a product of physical, that is speed and exactness, and mental combined performances, that is ground preparation and memory. To be efficient all over, the consideration of time and brain is an essential. Neglect either one on the ground and the neglected one will flash back in the air.

But, because teams are able to do multiple repetitions of a sequence it is not really essential to change the rules. There doesn't seem to exist a logical consequence for such a step. On the other hand, the majority of teams, which perform the sequence regularly two or more times during a dive, do that performance only during the 'dirt-dive', so far. A look at the World Meet results reveals, that teams with multiple repetitions in the air - regularly - are still a minority. But even those teams are now - with the introduction of 3 point blocks - opposed with an increased brain-factor in the air. So far, 6 points built the maximum before starting the repetition. Now, one has to remember sometimes even 7 points. A great side-effect for a fractional reduction of ground-time, the latter one having other and better possibilities to be reduced.

The fact, that 3 point blocks as 'steady states' are more open to automatization and therefore favour full- and semi-professional teams, as experienced in the past with the set-sequences, may only be mentioned.

The Interesting Block Moves

Last but not least, there finally a positive aspect of the change of rules must be stated. Interesting block moves have not been lost by the introduction of 3 point block moves, some even have been gained. They do not really influence the time factor on the ground, though they seem to have more impact on the brain factor in the air. Enough for justifying such a decisive alteration.

The Ultimate Solution

Certainly, there will be opinions not agreeing with the conclusions given. Nevertheless, there are more radical solutions which cover all consideration that led to the change of the rules.

1. The creation of blocks with a determined number of points, formerly unknown as set sequences where every jumper gets back to the original block slot to repeat the sequence.

This solution minimizes the brain and time factor on the ground. All dive mechanics are worked out already. A brain factor in the air will be still essential.

2. The elimination of the desire to get individuals back to original slots to repeat point one is accomplished perfectly by having no repetition at all. Do the sequence once and clock the time.

3. The ultimate solution would be a combination of 1 and 2: standardized sequences without a repetition.

4. The final solution may be the sacrifice of interesting block moves to relief the time and brain factor of the stressed TFS participant: The creation of blocks were either individuals turn 360° in their slot like in block 10, or 2 way sub groups like block 18 or 4 way sub groups like in block 10 or 19, before rebuilding the same formation. No repetition of course.

This solution, by coincidence slightly similar to the star back loop concept, the 360° only had to be verticle not horizontal, would definately not need much time or brain, not on the ground or in the air.

Time and brain are ruling factors in TFS especially but not really factors for changing rules in TFS.

DR Rainer Hoenle A.K.A 'EXI'

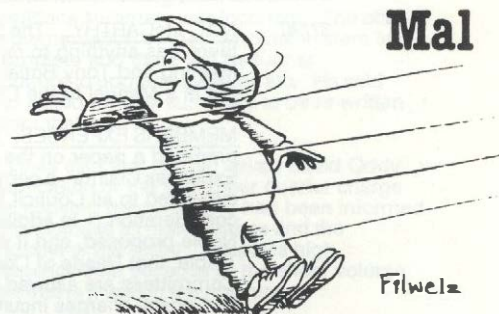
FREESTYLE STOP PRESS

Jeff Lewis (see article) swooped a bronze at the first World Freestyle Competition. Brits in exile also took a share of gold and silver. More details next issue.

FREESTYLE STOP PRESS

COPY DATE

16th November



COMPARED TO KEV LANDING
HIS 21- CELL CANOPY IN
NIL-WIND CONDITIONS,
BEN JOHNSON COULD HAVE
BEEN ON VALLIUM !

BRITISH PARACHUTE ASSOCIATION

MINUTES OF COMMITTEE MEETINGS

THE BRITISH PARACHUTE ASSOCIATION MINUTES OF THE COUNCIL MEETING 24th July 1990.

BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER.

AT 6.30 P.M.

PRESENT: David Hickling - Vice Chairman
John Lines
Kerry Noble
Amanda Kenny
Bryan Davies
Anthea Lee
Lyn George
Tony Knight

IN ATTENDANCE: Tony Butler - NCSO
John Hitchen - NCSO
David Oddy - Office Manager
Norma Harrison - Secretary

APOLOGIES: Jim Crocker - Chairman
Bob Card -
John Horne -

OBSERVERS: John Meacock [Vice President], Dick Gays,
Lofty Thomas, Mike McCarthy, S.C.
Meacock, Margo Lerin, Steve Hastings,
John Farr, Karen Adkins, Tony Danbury,
Andrew Abbess.

The Meeting was Chaired by David Hickling who thanked Council Members and Observers for attending.

He advised the Meeting that Jim Crocker, Bob Card and John Horne were unable to attend the Meeting as they were all out of the country.

The Vice Chairman then informed everybody that Joe Reddick had passed away last week, and with his death part of the history of parachuting had disappeared.

Condolences by those present were extended to his family. David Hickling said he would be sadly missed.

MINUTE ACTION:

42/90 TO RECEIVE AND APPROVE THE MINUTES OF THE COUNCIL MEETING HELD ON THE 12TH JUNE 1990.

It was proposed by David Hickling and seconded by Kerry Noble that the Minutes of the Council Meeting of the 12th June 1990 be accepted as a true record.

UNANIMOUS

43/90 MATTERS ARISING FROM THE MINUTES OF THE COUNCIL MEETING OF THE 1ST MAY 1990.

37/90 **MAC MCCARTHY:** The Chairman asked if there was anything to report since the last Meeting and Tony Butler stated that Mac had put in a Manual to the CAA.

MEMBERS EXPENSES: Kerry Noble had prepared a paper on the subject of "Allowable Expenses Claims", a copy of which had been circulated to all Council Members for their consideration. In addition to this Kerry Noble proposed, and it was seconded by Steve Treble, that Heads of Committees and Sub-Committees are allowed reasonable telephone and postal charges incurred in the performance of their duties.

UNANIMOUS

MIKE SKEET: Kerry Noble informed the Meeting that he had received a letter from Mike Skeet advising him that he had now paid off £2862.03 leaving a balance outstanding of £6635.00. The figure recorded in the last Minutes was an approximate one.

39/90

TO RECEIVE AND APPROVE THE MINUTES OF THE SPECIAL COUNCIL MEETING HELD ON THE 17TH MAY 1990.

Tony Knight pointed out that the Minutes should read that "two of the abstentions were because the people concerned were not at the Meeting referred to in the Minutes". As there were eleven Members present at the Meeting the voting should read:-

For: - 6

Abstentions: - 3

Kerry Noble felt that where somebody feels that they have to abstain, and actually states the reason for their abstention, it should be Minuted.

The Chairman said "if you feel strongly about anything you vote on you should say it at the time and the Minute taker can personalize your objections or support".

Amanda Kenny pointed out that she recalled stating that the Minutes were not a true record, and it was not Minuted.

The Chairman informed Amanda that this would be amended.

40/90

MATTERS ARISING FROM THE MINUTES OF THE SPECIAL COUNCIL MEETING OF THE 17TH MAY 1990.

John Lines said he understood that some criticism was expressed regarding a letter which was sent to him as Chairman of the Development Committee from Steve Eversfield. He informed those present that it was basically a report on the Magazine situation. It wasn't circulated to Members at that time as the question of the Editorship arose, and as it was a report on how the Magazine was being run, it was his intention to circulate the document at a Development Committee Meeting in due course when the question of the Magazine was an Agenda item. He hoped his report would defray any further reservations as to why the document was not circulated at the time.

John Lines went on to say that reservations were also expressed regarding what Tony Lewis actually charges for, and what he does and doesn't do. He suggested, with respect, that people read the copious correspondence that came out when the Magazine system was set up last year, and Tony Lewis was appointed as Commercial Manager of the Magazine because it was covered in some detail, including budgets, for the whole operation.

The Chairman thanked him for his report.

Amanda Kenny then referred to page 6 of the Minutes, and stated that in her opinion the Minutes did not reflect a true record of the Meeting.

Some discussion ensued but no specific changes were suggested.

Tony Knight stated that, in the event of any item in the Minutes being incorrectly reported, the procedure should be for the person querying the Minutes to give a clear indication as to exactly what is wrongly reported, and to indicate what the correct version should be.

If extensive amendments are required they should be set down in writing and circulated to Council so that they can be debated, if necessary, at the proper time.

Following a further lengthy discussion Kerry Noble advised the Chairman that he would like to make a point of order, in that the Minutes had already been approved on the second item on the Agenda. Matters arising were now being dealt with.

The Chairman thanked everyone for their input.

REPORT FROM SUB-COMMITTEES OF COUNCIL.

41/90 STC COMMITTEE REPORT 7TH JUNE 1990.
 Tony Knight informed Council that there were actually two Meetings to report on. At the last Council Meeting, the STC Meeting had only just been held, and he did briefly report on the question of Aircraft Maintenance situation and the discussion with the CAA.

Tony Knight proposed and it was seconded by Anthea Lee that the Minutes of the STC Meeting of the 7th June 1990 be accepted as a true record.

STC COMMITTEE REPORT 19TH JULY 1990. Tony Knight then gave a brief report on the STC Meeting held on the 19th July 1990. Again, he had only received the Minutes the day before, but advised those present that the actual results of the voting had been checked and they are accurate.

He suggested that the Draft copy of the Minutes be approved subject to any alterations that may arise which could be discussed at the next Council Meeting.

He pointed out that there was a change to the Operations Manual at the back of the Draft which relates to the renewal of Instructor Ratings which will now be done on a yearly basis.

It was proposed by Tony Knight and seconded by Lyn George that the Minutes of the STC Meeting of the 19th July 1990 be accepted as a true record.

MATTERS ARISING:Item 5 - Incident Reports - Resume.

Following a short discussion the Chairman asked Tony Knight to review the situation of the Medical Advisors to the BPA, in the light of modern sport parachuting requirements.

COMPETITIONS COMMITTEE - 12TH JUNE/ 1ST JULY & 10TH JULY 1990.

In the absence of Bob Card, the Competition Committee reports were given by Steve Treble.

There were no questions raised on the first two Meetings.

With reference to the Meeting on the 10th July, Steve advised those present that Bob Card had telephoned just prior to the Meeting with the following amendments:-

Page 2 - Item 1.7 A.O.B. - Scoring System. The Chairman reported that the decision to purchase a second-hand, up-dated system from the Rhine Army had been made, and it was used satisfactorily at the Nationals at Langar.

Page 3 - RW NATIONALS. The officials for this event are understood to be:-

The appointed Judges are understood to be:-

Page 4 - Item 6. All trophies necessary. A letter stating this requirement is to be sent to the Winners when known.

ACTION - David Oddy

Page 6 - Item [e].

Para. 2.

ACTION - David Oddy

Page 6 - Item 8.

SUNDAY 12TH AUGUST - AT SIBSON [following the RW Nationals Prize Giving].

[Subject to the agreement of Mr. John Meacock].

John Meacock asked the Meeting who selected the list of Judges, and Amanda replied that at the Competitions Committee it was asked who the Judges were going to be and she pointed out that John Laing was the Chief Judge, and the other names were submitted as the people who had said they would be willing to attend at the Judges Meeting in February.

It was proposed by Steve Treble and seconded by Anthea Lee that the Minutes of the Competition Committee Meetings of the 12th June, 1st July and 10th July 1990 be accepted as true records.

DEVELOPMENT COMMITTEE MEETING 12TH JULY 1990.

D17/90 John Lines gave a brief outline of the Meeting with reference to the revised Development Plan and stated that he had asked for written input with a view to re-writing the Development Plan. He informed the Meeting that there had been considerable discussion regarding budgets etc. Andrew Abbess was asked for an up-date and he advised that the formats were now going on to the computer, and there was approximately three days actual work left to complete this process.

John Lines went on to say that the budgets have been fixed for the remainder of the year with the proviso that they can be amended from time to time. He stated that figures are now moving and we should shortly be getting some reporting.

Amanda asked if the new system will allow us to know how much we have to spend on a running basis, and was informed that that was the intention.

Tony Knight raised the question of the extra work that is being done by Andrew Abbess at what appears to be a sum of £600 per week, and asked if it was actually necessary.

John Lines explained that although the cost was high it did represent a significant reduction on the original figure requested. He said that it was felt that we should pay the money and get the work completed. The alternative was to bring in yet other parties, and taking into consideration the amount of time Andrew had already spent on the work, it was felt appropriate to recommend this sum.

D18/90 John Lines stated that the latter part of this Minute referred to the Draft Accounts, and because there was not a full Development Committee present and also because the Council may wish to consider the Draft Account situation, he had written to Nick Farmer with reference to a number of points mentioned in the summary on the last page of the Draft.

He objected to the comments under 1.2 and he said that he had written asking him to delete this because it is misleading. Under item 2.1, he had written pointing out that the competitions summary was incorrect. The plan for implementation of the computer system is not complete and there will be further expenditure to upgrade systems etc. He said he had asked for that summary to be re-written to reflect that fact.

John Lines said that he had asked David Oddy for clarification of the £1200 per quarter charge for the copying machine, and had been informed that this includes all maintenance and the leasing cost of the sorter. We pay a high maintenance cost because of the sheer volume of work that is done on the machine.

Finally, John said that as a result of representation from John Curtis last year, he had written to the Auditors asking them to show interest charges for credit cards as a separate item under operating costs. This had not been done and he had again written and asked them to do it.

A short discussion took place and mention was made that the Auditors had been asked for their opinion on revealing the property in terms of a tangible asset.

Sport Parachutist Magazine had been discussed in some detail and this was an Agenda Item for Council.

The design of the Affinity Card had been agreed and this will now be going into production. Members should be receiving letters in September inviting them to take up this credit card. Kerry Noble raised the question of the interest charge, and was informed that this would be just over 1% less than current interest rates on other credit cards.

- D21/90 John Lines informed those present that David Oddy had carried out a detailed investigation into this situation. It appears that the error we thought had happened, may not have happened and that the Bank may have received the amount that they have maintained all along was handed over.

With reference to the second issue of excessive sums of money being held at the Office instead of being banked, this situation was being looked into further.

- D22/90 There was a re-write of this Minute - para. 2, as follows:-

"The Chairman stated that he had written back to Dave thanking him for his letter and, whilst wishing him every success in his new venture, did not feel that his Grant application would be successful as it was likely to conflict with the BPA Development Plan and the present Instructor Training Scheme. He had asked for further information to enable the Committee to reach a decision".

John Lines then pointed out that there was a recommendation on the Agenda [Item 5] "Ratification of Job Title" for David Oddy. David felt that his title of Office Manager did not reflect the responsibilities he was expected to undertake, and following a short discussion and a request for his preference, it was agreed that National Administrator was a more appropriate title. This needed to be ratified by Council, and it was proposed by John Lines and seconded by Kerry Noble, that the new title be agreed by Council.

David Oddy asked if in view of the fact that his 3 month probationary period did not expire until September, Council might prefer that he should delay the use of his new title until then. Council agreed that it was in order for the title to be used immediately.

That concluded the report on the Minutes of the Development Committee Meeting.

ACCEPTED

ROYAL AERO CLUB REPORT

The Chairman stated that there had not been a Meeting of the Royal Aero Club since the last Council Meeting so there was nothing to report.

REPORT FROM CLUB REPRESENTATIVE

Anthea Lee informed Council that as she had spent considerable time out of the country and had not had the opportunity of touring round the Clubs, she had nothing to report.

45/90 EDITORSHIP OF MAGAZINE

David Hickling stated that in view of the content of a letter from Jim Crocker, unless things had changed he would point in setting up a selection panel in view of the low number of applicants to date. He thought it would be prudent to wait until the current Magazine was out to give more people the opportunity to reply.

Bryan Davies asked if the C.V's of the two applicants had been copied to himself and John Horne and was informed that John Horne had forwarded the applications to the BPA Office but there were no C.V's attached.

John Lines stated that the Development Committee had asked for this matter to be put on this Agenda to clarify the position regarding Editorship criteria etc.

Further discussion took place and the Meeting was advised that applications were going through the proper channels. Questions were raised regarding lack of information sent to the Magazine and Tony Butler advised those present that Tony Lewis gets the same information as Council.

The Chairman asked for some written input regarding the job of Editorship and said he would also speak to Tony Lewis regarding an advert in the Magazine.

46/90 ANY OTHER BUSINESS

CRITERIA FOR A "CENTRE OF EXCELLENCE":

The Chairman informed Council that written input was required for Centres of Excellence. Sports Council have funded us for Regional Centres of Excellence and they want more information regarding this. We had divided the regions into seven which relate to Sports Council regions and all Council Members should know which region they are in and give it some thought.

John Lines stated that if it helps people any further, within the Development Plan and during discussions with the Sports Council that one way forward in the next five years it might be more beneficial to the sport to designate regional Centres of Excellence and possibly fund those to a greater extent from the BPA, with the agreement being written that they in turn disseminate some of that assistance with Instructors, Aircraft etc. within their region rather than concentrating the Associations money in one area. People should give some thought as to what the criteria for these Centres of Excellence should be.

John Lines read out a letter from Sports Council regarding the provision of National facilities, and a lengthy discussion followed. It was pointed out that the attitude of the BPA Council, STC and most Centres had been that a National Centre would not be practical or desirable. Members were advised that Sports Council had been made aware that it would not find favour if it competed against other Centres. It was thought that two Coaches would be tied up at that Centre and other Clubs would lose out.

The Chairman asked if Council wanted to proceed and following a further discussion John Lines said at this stage he intended to reply to Sports Council to the effect that we are still interested in a National Air Sports Centre.

It was decided to follow this up and the Chairman asked David Oddy to look up previous correspondence and circulate copies to Council, together with copies of the latest correspondence. John Lines said if Members would like to send written input to him he would respond to Sports Council. The deadline date being 31st August 1990.

MIKE MCCARTHY: Amanda Kenny had been requested by Mike McCarthy to approach Council with a view to re-instating his Membership. The Chairman asked him to approach Council and he informed them that it was his wish to compete in the National Championships.

Following a short discussion it was proposed by Amanda Kenny and seconded by John Lines that his membership be re-instated.

For:- - 8
Against:- - 0
Abstentions:- - 0

UNANIMOUS

RIGGER'S INSURANCE: Amanda Kenny informed Council that Rick Shillabeer had asked her to check if he was covered by Rigger's Insurance. Following a short discussion the Chairman advised Amanda that he should write to the BPA Office.

NOMINATION PAPERS FOR COUNCIL MEMBERS 1991:

David Oddy informed the Meeting that In the August issue of Sport Parachutist last year the nomination paper was included as a loose sheet. Following a short discussion it was unanimously agreed to issue the nomination papers through the Magazine as before.

ACTION - David Oddy

Lofty Thomas stated that some members were not receiving copies of the Magazine and the Chairman asked him to submit a list of names in order that this could be rectified.

RE-AFFILIATION OF CENTRES FOLLOWING CHANGES OF CCI's

Tony Butler informed the Meeting that over the last few months there had been some changes as follows:-

Pat Slattery	-	CCI London Parachute School
Chris Francis	-	Wild Geese
John Lines	-	Acting CCI Midland Parachute School

Tony also informed the Meeting that Dick Barton was the new proprietor at the London Parachute School.

The Meeting was informed that Jim Crocker had indicated that he did not intend to stand for Council next year. In view of his long standing service to the Association it was proposed by Tony Knight and seconded by John Lines that at the next AGM, Jim Crocker be accorded the status of Vice President of the Association.

UNANIMOUS

A general discussion took place regarding title and position of Vice Presidents. Input is required for the next Meeting as to whether we should limit the number and/or duration of service of Vice Presidents.

David Oddy reminded those present that there is to be an 'Open Forum' following the next Council Meeting at Doncaster on September 18th 1990. David was asked to liaise with Doncaster and finalize arrangements.

ACTION- David Oddy

Anthea Lee asked if this had been mentioned in the Magazine and it was thought to be a good idea to inform membership again, due to the low attendance at the last Open Forum at Headcorn. BPA Office to fax details to Tony Lewis.

Amanda Kenny queried the purpose of the list of Insurance Claims which Tony Butler had circulated to all Council Members. It was stressed that this was purely for information only and illustrated the outstanding and settled Claims against our Insurers.

John Lines said he had been asked by an Insurance company if we would like them to look at our Insurance situation. With the Members agreement he intended to take this up with the Association's Insurance Brokers and let them know we have been approached.

John then informed Members that Development were going to propose that the Sport Parachutist Magazine is sent to major public libraries. There would be a small cost involved, and if members were in agreement perhaps they would advise their nearest town and centre.

He proposed that the Association recognise the service that John Carter had given to the sport over the years.

He had given exceptional service in the cause of medicine, and supporting BPA members. The Chairman said if anyone had any input, to bring it up at the next Council Meeting or contact John Lines.

The Chairman advised those present that A.O.B. items must be notified in writing 48 hours before the Meeting.

As there were no other items to discuss the Meeting closed at 8.30 p.m.

The date of the next Council Meeting is Tuesday 18th September 1990 at Doncaster Parachute Club, at 4.00 p.m.

An Open Forum will be held following the Council Meeting.

Norma A. Harrison
31st July 1990.

THE BRITISH PARACHUTE ASSOCIATION MINUTES OF THE STC MEETING 6th September 1990

County Arms, Leicester Road

Glen Parva, Leicester

Present:

A.G. Knight	-	Chairman
J. Curtis	-	Riggers
D. Cox	-	Badminton
G. Cox	-	London Skydiving
D. Emerson	-	RAFSPA
L. Thomas	-	Riggers
P. Lambson	-	JSPC (N)
L. George	-	Sport Para Centre
D. Hickling	-	BPS
C. Donaldson	-	PPC
T. Dobson	-	Merlin

Apologies:

K. Noble, J. Lines, R. O'Brien, M. Sheridan, A. Guest, D. Tylcoat, Barnes.

In Attendance:

T. Butler	-	NCSO
T. Kemp	-	Secretary

Observers:

J. Davis, V. Davis, H. Gartside, A. Cowley, P. Osgood, T. Danbury, J. Farr, K. Adkins, B. Adkins, P. Ross, J. Thomas, S. Fowler, S. Meacock, C. Waymouth, D. Pryor, K. Copeland, I. Rosenvinge.

ITEM

1. MINUTES OF STC MEETING OF THE 19TH JULY 1990

It was proposed by L. George and seconded by G. Cox that the Minutes of the STC meeting of the 19th July 1990 be accepted as a true record.

Carried Unanimously

2. MATTERS ARISING FROM STC MEETING OF THE 19TH JULY 1990

2.3 The Chairman informed those present that the item concerning Greg Cox's AFF rig had been discussed at that evenings Riggers meeting.

2.4 The Chairman stated that as yet no date had been set for the Inquest regarding the Fatality at Cranfield.

2.5 The Chairman reported that the item concerning Medical Advisors had been discussed by Council and that he had been asked to deal with this and that the NCSOs and himself had agreed to arrange a meeting to discuss the structure and system of medical advice to the BPA and to report their recommendations to Council for their approval.

3. APPROVAL OF RIGGERS MINUTES OF MEETING OF THE 19TH JULY 1990

The Chairman stated that these Minutes did not need approval as there had only been two voting members present at this meeting, the Committee had discussed the Agenda but that no items were voted on.

The Chairman informed those present that as M. Thurman has resigned from the position as Chairman of Riggers, J. Curtis had been elected to continue to serve in his place.

The Chairman gave a brief resume of that evening's meeting and stated that the items regarding DC5 canopies and FXCs had been discussed.

The Chairman also stated that Greg Cox had been unable to obtain an inspection by 2 Advanced Riggers to inspect his AFF kit as directed at the last STC Meeting, and stated that Boscombe Down are carrying out tests on similar equipment.

The Chairman stated that in the absence of any definitive data it was suggested that this rig may continue to be used in a single riser RSL configuration.

It was proposed by G. Cox and seconded by J. Gleave that this proposal be ratified.

Carried Unanimously

The Chairman gave details of an incident concerning a G.Q. Protector Reserve, where the jumper was jumping a Tandem conversion rig. The pilotchute toggle came away in the jumpers hand on attempting to deploy. The parachutist deployed the reserve, stable and sub terminal, which suffered a total inversion with numerous hole and tear damage. Despite this the parachutist landed without injury.

The Riggers Committee had requested to see all the equipment concerned and recommended that a Safety Notice be issued grounding G.Q. Protector canopies until further notice. The equipment was to be sent directly to John Curtis for examination.

It was proposed by John Curtis and seconded by D. Hickling that this proposal be ratified.

Carried Unanimously

4. INCIDENT REPORTS RESUME

The Chairman stated that the principle incidents had been discussed in the previous item. He also stated that there had been a number of incident reports submitted including an aircraft incident, which had been referred to the Pilots Committee.

5. INSTRUCTOR COURSE 3-90

Tony Butler thanked British Parachute Schools for the use of their facilities over the duration of the Course. A Course Report had been sent out with the Agenda.

The recommendations of the course were that Ally Taylor, Mike Strachan and Richard Buchan be given six month extensions to their P.I. ratings.

It was proposed by D. Hickling and seconded by J. Buckle that these recommendations be accepted.

Carried Unanimously

6. BELLY-BAND MOUNTED THROW-AWAY PILOT-CHUTES

L. George gave details of his proposal banning Belly-band Mounted Throw-away Pilot-chutes, which had been circulated with the Agenda. A letter opposing the ban, from D. Tylcoat, had also been circulated with the Agenda, this letter was also considered by the meeting.

Further input had been received on this item from K. Noble and R. O'Brien, details of which were circulated at the meeting.

Further discussion took place, after which it was proposed by L. George and seconded by P. Lambson that as of 01.01.91, Belly-ban Mounted Throw-away Pilot-chutes be banned from use by ALL Categories of Parachutist.

For 11 (Inc 2 Proxy), Against 2 (Proxy), Abstentions 0

Carried

7. QUALIFICATION TO JUMP CAMERA

The Chairman stated that further to the last STC meeting, regarding the proposal from Adrian Thomson (requesting an amendment to the BPA Operations Manual to change the requirement to jump video/camera, from the present minimum FAI 'D' licence qualification to a minimum of 500 descents), there had only been input received by 2 people, both opposing the request.

8. PERMISSIONS

The Chairman gave those present details on the following Permissions.

- i) A letter had been circulated from Ian Rosenvinge requesting the extension of a P.I. rating for Ian Chapman.

It was proposed by P. Lambson and seconded by T. Dobson that this permission be granted.

Carried Unanimously

- ii) A request previously circulated had been received from I. Rosenvinge to run an AFF programme at Topcliffe.

It was proposed by T. Dobson and seconded by P. Lambson that this permission be granted.

Carried Unanimously

- iii) A request from S. Wagsfaff (JSPC HK) had been received and previously circulated, requesting an exemption for Sgt. G. Lal to run the DZ in S. Wagsfaff's absence for a two week period in October.

It was proposed by P. Lambson and seconded by J. Buckle that this permission be granted.

Carried Unanimously

- iv) Jane Buckle gave details of a request for permission to coach Kevin Hardwick in Static Line Teaching and Dispatching, so that he may attend the next Exam course.

Kevin had attended all the formal lectures on his P.I. Course and had passed the written examination. He had also successfully completed his AFF course in February 1990.

It was proposed by J. Buckle and seconded by L. George that this permission be granted.

Carried Unanimously

- v) The Chairman gave details of a request that had been received from Mr. T. Mackie of the Golden Lions FFT for permission for Ian Cessford and Bob Charters to make Tandem Descents onto Fife Airport, Glenrothes. The Chairman stated that I. Cessford had several hundred descents onto Glenrothes and had served with the team for seven years. For the last three years he has held a Tandem Instructors rating. Bob Charters is a BPA Examiner and has made many Tandem descents in Cyprus and at RAPA.

It was proposed by P. Lambson and seconded by T. Dobson that this permission be granted.

Carried Unanimously

- vi) John Gleave gave details of a request for an exemption from Section 5, Paragraph 10 (a) of the Operations Manual, where student parachutists will not complete more than 4 descents in one day.

The Tandem passenger Christopher Duckworth wishes to make as many Tandem descents as possible within a 12 hour period to create a new World record. It was envisaged that approximately 24 jumps would be made utilising 4 Tandem rigs and 6 Instructors.

It was proposed by J. Gleave and seconded by G. Cox that this permission be granted.

Carried Unanimously

9. A.O.B.

There were no items for discussion under A.O.B.

Date of next meeting: Thursday 25th October 1990
County Arms, Glen Parva, Leicester.
7.00p.m.

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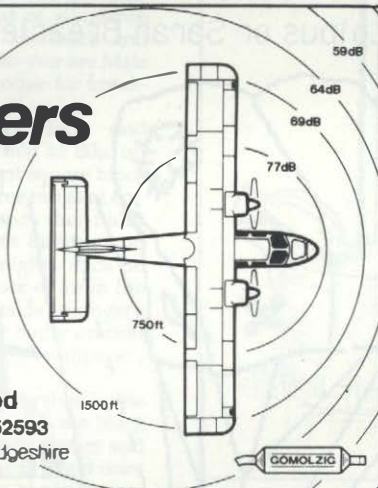
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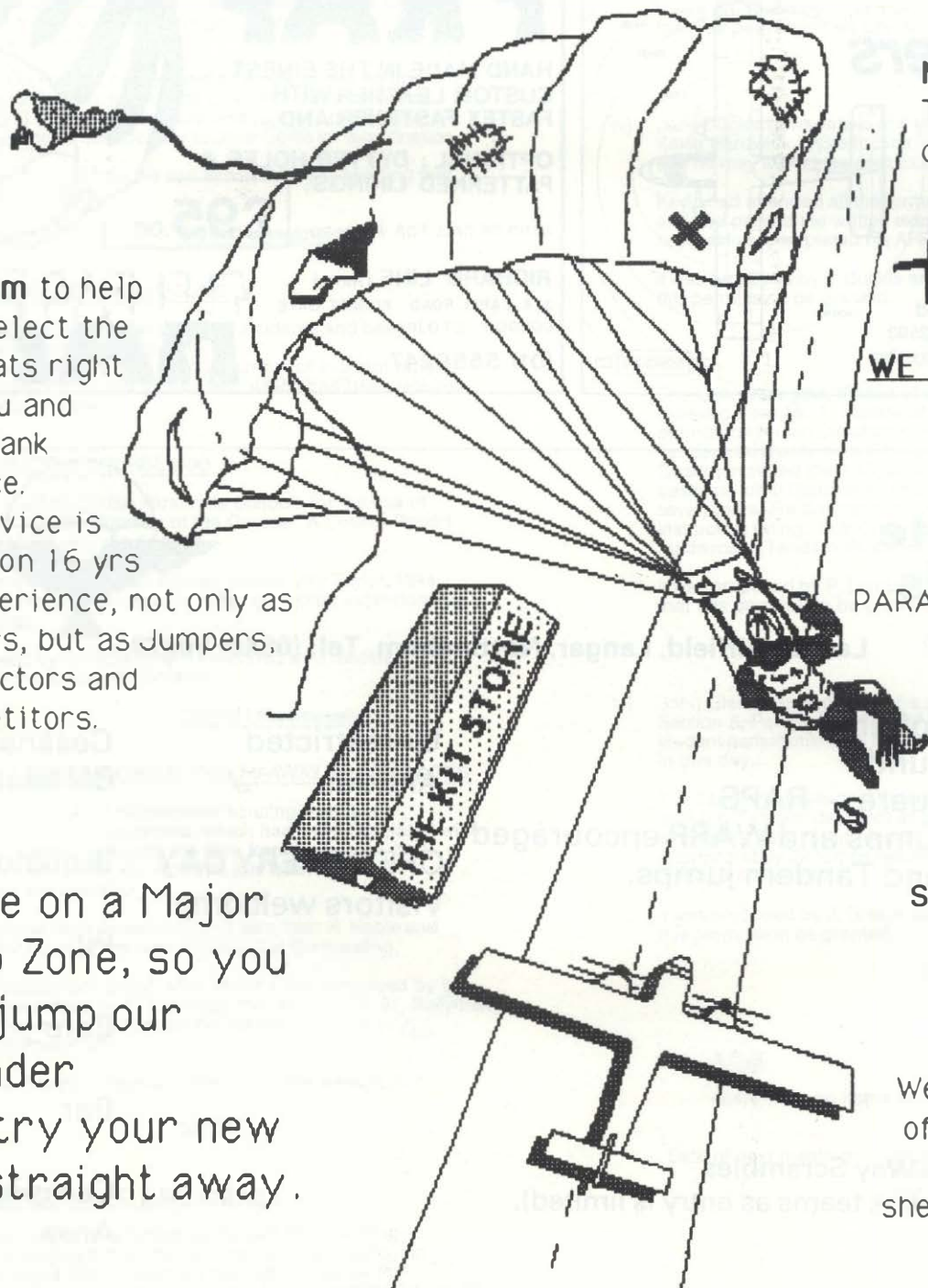
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..AND NOW FOR SOMETHING COMPLETELY DIFFERENT: WOODCHIP WIGWAMS AND WICKER BASKETS

absolutely nothing to do with skydiving

Having had a couple of "funny turns" I went to the doctor to see if he would laugh. He didn't. I took my clothes off....then he laughed. He prodded things and tapped things and listened to things and sent me off to Andover Hospital for the obligatory X-ray and blood tests.

At the Hospital I met Dracula dressed in a white coat and steel rimmed glasses, wielding a foot-pump and a twelvebore - and that was just to get my signature. Having disgorged enough blood for two dozen blackpuddings I went for my X-ray. Here you get dressed in white nighty made out of woodchip wallpaper which fastens up the back and which is not over practical when you are Male and have had three mugs of coffee for breakfast.

I was sent into a room which said "DANGER, KEEP OUT" and told to take off my nighty and cuddle a two foot square block of ice, which doesn't do the three mugs of coffee much good either....Everybody then hides behind things while they press buttons and you are then told to put the nighty back on while they put the two foot block of ice in the fridge. While you are sitting outside amongst a lot of other people looking like badly erected Wigwams made out of woodchip wallpaper, they develop your picture.

When they have stoped giggling they invite you back for a second encounter with the block of ice. By now one is resigned to things and only has to worry as to how one is to get ones shirt on over an inch thick layer of goose pimples. Actually there isn't any need to worry, pulling the nighty off files the top threequarters of an inch of the top of them.

I was sent back home with the usual message after a screen test "Don't ring us, we'll ring you".

A few days later I had a letter from my Doctor saying that there was a shadow on one side of my lung which was not there six years ago, - obviously the darker side of my nature was being revealed. I then had another letter from a man at Southampton General Hospital who invited me to bring my shadow along to see him (obviously a psychiatrist - who else would want to have a look at the darker side of my nature?) on Tuesday, an appointment which I was asked to confirm. This I did and was told there was somebody in my bed and as double parking was not allowed could I make it by 10:00 am Wednesday. I could and did.

Southampton General is about the size of Australia with parking for ten cars. After driving around for several hours I had to leave my wife outside the entrance to take the car home whilst I found Reception. Here I was given a packed lunch and a compass and directions to Ward E2 which I found somewhere in the Out-back. Here I was greeted with "We expected you a long time ago, go in there and put this on." - another woodchip nighty. Then I was visited by a succession of ladies in blue who asked if I knew my name and when I was born, both questions which I could answer fairly accurately. The remaining questions I made up answers to as we went along hoping that they would not check up with Crufts at a later date.

I was then invited to climb on to a trolley and taken for a ride to....they don't tell you anything in this place....suffice it to say that I was somewhat concerned to see a notice as we went along which said "WAY OUT" - under the circumstances you think that they could have phrased that better....



Anyway I finished up on my trolley in a room with several other woodchip wigwams, only these were horizontal. The chap next to me asked what day it was, he said that he seemed to have been there some time and anyway he had only come to deliver some toilet rolls. He was still there when I was collected.

At some stage in the proceedings a man approached the foot of the bed with a long pole which he proceeded to poke up the bedclothes towards me. My first reaction was "well I'll be B.....d" unfortunately this was not the case - two poles were inserted either side of the bedclothes in slots which enabled them to lift me off one trolley on to another.

I was taken into another room where they stuck disks on me and needles in me and told me not to worry. I didn't.

I woke up some hours later in another room feeling like a lump of cold porridge which has been dropped on the carpet, and wearing a mask which made funny noises as I breathed. People came and looked at me at intervals and eventually scraped me off the carpet, put me on a trolley and deposited me in a bed in a room with five other people. I dozed off. I dreamed that somebody had opened my mouth with a miners lamp, a pick and a wicker basket and proceeded to chip bits off me until he had a basket full, he then tugged on the rope and was dragged up with his basket of bits. When I woke up I wondered if it had all been a dream - it all seemed so real, especially that wicker basket.

My Wife and Son came to visit me in the evening but I didn't think I made a great of sense - that bloody wicker basket was still stuck in my throat.

Next morning (talk about the morning after the night before) the Doctor came to see me and said that he had seen my shadow, liked the look of it and could he have it to make up the set - all he wanted was Cliff Richards and

he could branch out on his own. Of course I said Yes, he looked so eager with his little Doctors set which he had had for Christmas on his lap. "O.K." he said "Monday at 8 o'clock, see you", and off he went.

The next few days were a bit tedious, relieved every evening by visits from Doris and Nick who 'came to view the body'. Actually the highlight was the Thursday evening when Doris brought my mail from home. When I opened one envelope it was a leaflet from Sun Life Insurance which said "PUT THE WORRY OF FUNERAL EXPENSES BEHIND YOU" I did laugh.

Monday morning came as Monday mornings do and it was back to the woodchip nighty, the trolley and the man with the poles and people saying "Don't Worry" I had hoped they had lost that wicker basket....I was glad it was early in the week and early in the day so that the Stanley knife would be sharp- nothing worse than blunt tools I remember saying to myself. I could just see the Doctor, round about Thursday afternoon sharpening his tools on the front step and saying to himself "You think that they could afford a new blade more than once a week".

The bit between the "Don't Worry" bit and the "cold porridge on the carpet" bit was the same as before only longer. Doris and Nick came to see me in the evening as usual but this time their was nothing encouraging in the mail, so I didn't laugh much.

Next morning when I was sufficiently awake to appreciate the fact that, I was able to do a bit of st. ktaking, I saw that I had two tubes running from somewhere inside my left side into two demi-johns in a (surprise, surprise) wicker basket. They don't waste anything in this place.

When you get up to go anywhere you have to carry this b....y basket with you complete with the demi-johns, which has to be kept below the waist otherwise you can get a blow-

Continued on page 64

club corner

HEADCORN

Tandem instructors. They also have 2 full time cameramen living on the DZ, so there should be little problem getting video AFF and Tandem. The CCI at Headcorn in Jane Buckle.

General Information & Directions

Headcorn Parachute Club is situated 45 miles from the heart of London, in the Kent countryside. The trek down the M20 takes about an hour but it is obviously traffic dependant. The airfield is situated beyond Headcorn village, if you approach from the London side, and is easy to find; continue through the village and over the bridge, soon after the bridge you will see the Dairy on the right, take the first left turn after this and the airfield entrance is approximately ½ a mile further, on the left. It is one of the few centres that can be reached easily by public transport, Headcorn train station is approximately 3 miles from the airfield, if you phone the centre and ask nicely somebody will probably fetch you from the station. If you intend to walk be careful, several people have been knocked down on the main road as there is no footpath. The car park extends into a large field where other activities sometimes go on, like plane spotting or watch the 'parachutist'. This car park gets very full so when you have weaved through the potholes, bear in mind that if you have to get out early, this may prove difficult unless you park in the field. If the parachute centre is closed the local pub where food, beer and usually skydivers are found is the Bell in Smarden. From the airfield turn left out of the gate continue on until the crossroads, turn left and the pub can be found to your right.

The Club shares the airfield with Headcorn flying club and has done for so many years, both parachute club and flying school work together to ensure safety on this busy airfield. For people who do not know Headcorn, it is one of the best centres in the country and the airfield is also host to Symbi Suits, the Loft Shop, a full time rigging loft run by Kevin Hardwick, and arguably the best AFF school in the country, Slipstream Adventures. The parachuting centre is open 7 days a week all year round.

The original parachute club now shares all its facilities with the AFF school. Between them, they have 7 full time instructors and they also have an additional 9 instructors on call at weekends and at other times they may be required. 3 of the full time instructors and 5 of the normal part time instructors are AFF/

Jumping

Headcorn runs static line, RAPS, AFF and Tandem Courses. The club has 7 RAPS/AFF systems two of which they leave set up for static line. In winter they expect to do 4-5 tandem jumps a day and in summer they can easily cope with 10-12. There is usually one RAPS course a week, containing 2 student and one AFF course with 2-3 students, thus a high standard of training and personal tuition can be maintained. The AFF school graduated 14 students to Cat 8 in 1989, many others did not go this far. The club also runs two static line courses a week, one mid-week and one at the weekend. RW instruction using the WARP system is readily available via qualified instructors.

The club operates a piston islander throughout the week and weekend, supplemented on a regular weekend basis by Dave Harrison's Otter 300. Maximum altitude in the piston is 11,000ft and 12,000ft+ in the Otter. As Headcorn airfield is in restricted airspace, sometimes lifts can be held by air traffic control at lower altitudes. At present this seems to cause only the occasional problem with only one or two lifts being held, this situation could of course change.

Unfortunately Dave Parker, owner of Headcorn Parachute club has recently increased the jump prices for experienced jumpers. The regrettable increases have been forced upon Dave because of the non-payment of the insurance claim early in the year. He hopes that the jumpers might regard the extra money being charged as an investment to ensure the long survival of H.P.C. Jump prices <3,500 = £6.00, <5,500ft = £8.00, <11,000 = £14.50 and <13,000 = £16.50.

Membership is optional, but if you don't join you pay extra on the jumps, so it is a good idea to join if you're a jump hog.

Facilities

There are two packing sheds, one for round canopies and the other for squares. There is also lockable storage for the lucky few. This is an extra cost on the membership.

The centre has limited accommodation, its simple and cheap, you can also camp on the airfield, in the field where the cars end up

parking. This means after a party on the Saturday night, when you are feeling delicate you will almost certainly be woken up at the crack of dawn by someone's parents and kids as they turn up to watch the course jump.

There is a toilet block that had its last noticeable change 4 years ago when they covered the mould with whitewash. The toilets often get blocked and the place is grotty, not a place to loiter.

The canteen like most airfield canteens provides expensive cups of what can loosely be called tea and coffee, and some of the food can be argued about being either value for money or edible.

Like all DZs, there is little to do on the wet and windy days. It is possible to get videos played in the packing shed. For those who have seen Wally 97 'Doing it on the moon' for the millionth time, and have got bored with playing cards, Maidstone is a short drive away with its sports centre, swimming pool, cinemas and numerous other offerings of what todo.

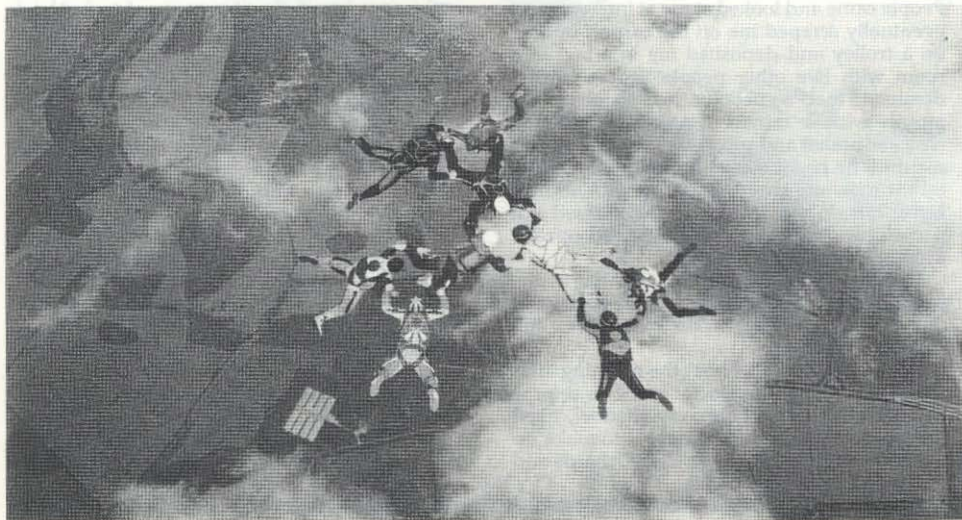
Competitions/boogies/etc.

Headcorn runs several annual competitions, this year as usual, Headcorn again successfully completed the Speed 9 in June, the Police Accuracy meet in July and the 4 Way LAC (Launch and Accuracy) competition in September. Apparently 304 Way teams competed in the LAC meet and it was an excellent fun competition. Also Headcorn runs a series of Progression weeks and RW seminars through the summer.

Summary

Some people prefer Headcorn mid-week, there is a much friendlier atmosphere and the staff are noticeably more approachable. At weekends, the staff are very busy and during what little breaks they do have, most go into hiding to avoid getting hassled. Some of the staff at the centre and the various parachuting businesses on the airfield have belonged to the best British competition teams, from Symbiosis to Mo in RW and not forgetting Style and Accuracy representatives. Thus emphasising the high standard of skydivers at this centre. However, there are, like on all DZs, people who think that they are better than they really are and think the colour of their jumpsuit is more important than skydiving skills.

If you're in the south-east of Britain, whatever day of the week, Headcorn is definitely worth a visit, if the weather is good enough you'll jump.

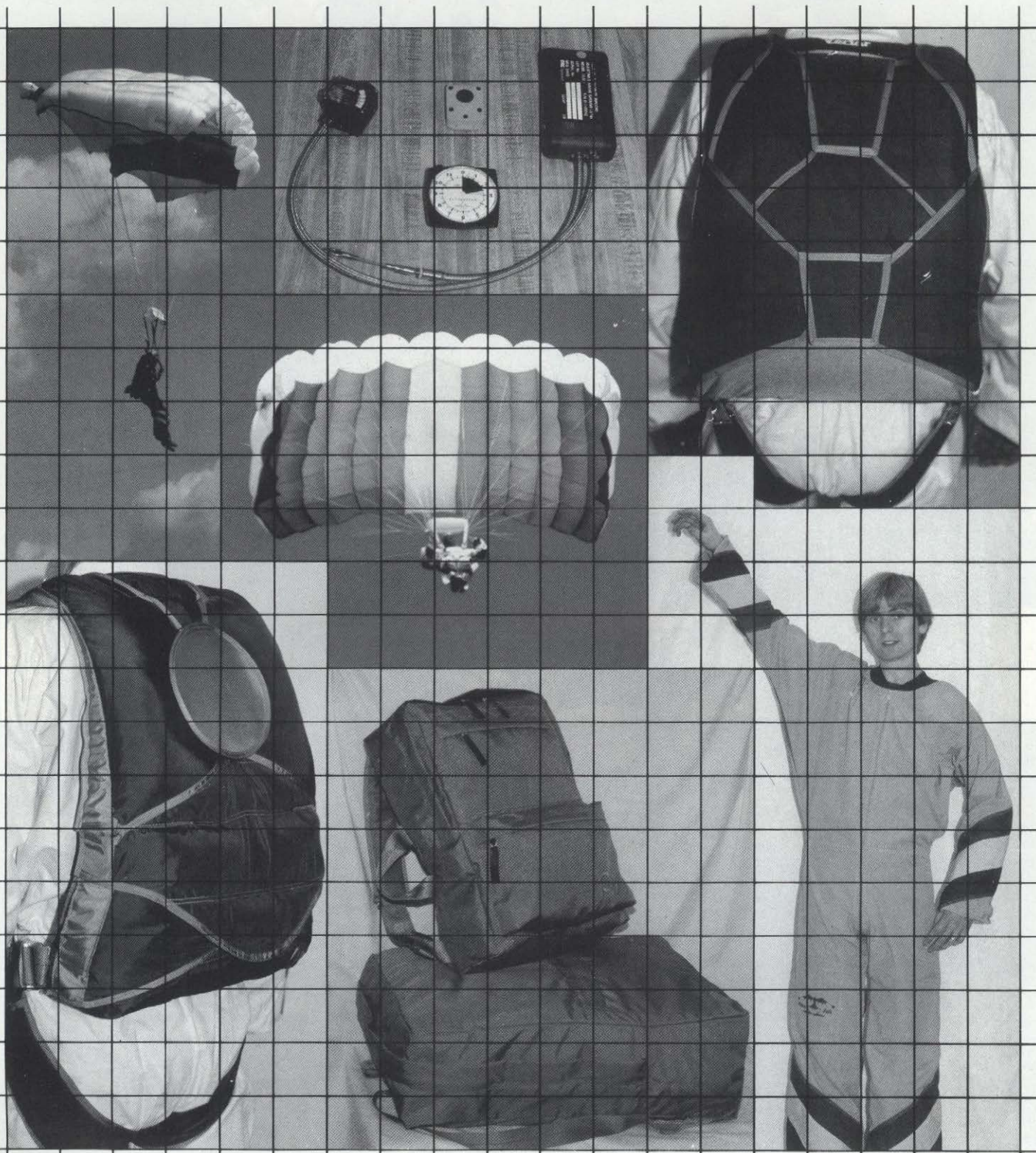


THANKS!

I'd like to thank all the staff at Weston on the Green for helping me to achieve my D licence. Also thanks to Andy House (Banana Man) for getting me into the sport and Ali Wright for doing the stills and video.

Blue Skies
Mark Walker D8534

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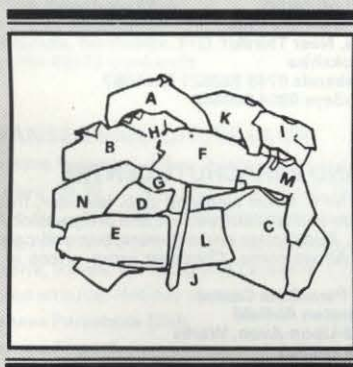
CRANFIELD (LSC)
Photos by Seagull Picture Co.



THE BRITISH PARACHUTE ASSOCIATION



5 Wharf Way, Glen Parva, Leicester, LE2 9TF Tel: (0533) 785271



- | | |
|--|---|
| A Sweatshirt Collared - Banded | H Designer Polo Shirt |
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| C Sweatshirt Crewneck | J Tie Single Polo |
| D Jogging Pants | K Lambswool Sweater |
| E SkyDive Pants | L T Shirt B.P.A. Logo - Crew |
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Please use B.P.A. shop price list enclosure when ordering, quoting colour and size required.

BRITISH PARACHUTE ASSOCIATION

AFFILIATED CLUBS AND CENTRES



BADMINTON PARACHUTE CLUB

Contact J Davis
Badminton, Avon
Tel: 045 421 486

BLACK KNIGHTS PARACHUTE CENTRE

Weekend centre, first jump SL courses, radios and aeroconicals. Tandem courses. SL and FF progression to category 10. RW and CRW instruction. Cessna 105 (inflight door). SL and FF kit hire. Accuracy pit, canteen, washing and toilet facilities. Camping and caravans on DZ. B & B local.

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

BORDER PARACHUTE CENTRE

In beautiful Northumbrian countryside. Cessna 205. Full equipment, free hire RW/CRW instruction. Visitors welcome, no membership fees. Centre has superb accommodation (booking essential), Bar Restaurant, Entertainments. All weekends and Wednesdays and Friday afternoons/evenings (BST).

Border Parachute Centre
Dunstanburgh House, Embleton
Alnwick, Northumberland
NE66 3XF
Tel: Embleton (0665 76) 588

BRITISH PARACHUTE SCHOOL

Open daily. Static Line Round and Square courses. AFF and Tandem. Progression and WARP encouraged. 3xCessna 206 and Islander Accuracy Pit. Bunkhouse with showers and Canteen and Bar on DZ. Visitors welcome.

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

CORNWALL PARACHUTE CENTRE

Is about people enjoying themselves, safely, the finest equipment, good food and friendly staff. C182, Video, Tandem, Static Line Square, WARP. Unrestricted altitude. All types of accommodation available. Open Wednesday through Sundays. Please contact Secretary Linda Ruth Grant.

Cornwall Parachute Centre
Frens Ranch, Old Nevel Airfield
St Merryn, Cornwall
Tel: 0841 540691

DUNKESWELL INTERNATIONAL SKYDIVING CENTRE

Friendly full time with basic courses and tandem jumping available all year round. Student progression, RW and CRW instruction, accuracy pit. Student and ram air kit available. Overnight accommodation, B&B nearby, canteen, bar and camping on DZ, Cessna 206. Non members welcome.

DISC, Dunkeswell Airfield
Nr. Honiton, Devon
Tel: 040 489 350

DONCASTER PARACHUTE CLUB

The new skydiving centre of the north. Open Fri, Sat, Sun & Bank Holidays - other weekdays by arrangement. 1st jump static line courses, tandem jumps, excellent student progression - WARP, RW, CRW and AFF instruction by competent instructors. Radio helmets, AAD's, Accuracy Pit, student and experienced kit hire. Cafe, toilet and shower facilities, accommodation, caravans and camping. Bar on airfield. C206 Cherokee 6 and Piper Lance. Competitive jump prices, everyone welcome.

Doncaster Parachute Club
Doncaster Airfield
Doncaster, South Yorks
Tel: Weekends 0302 532922
Tel: Midweek 0532 505600

EAGLESCOTT PARACHUTE CENTRE

Open every weekend and also weekdays by arrangement. Friendly small club atmosphere with emphasis on safety. All students equipped with A.A.D.s, helmet radios and GQ Aeroconicals. RW, CRW, Style and Accuracy Coaching. Superb accuracy pit. Tents and caravans on the DZ. Local B&B. If it is windy, you can always go surfing!

Dave Tylcoat
Eaglescott Parachute Centre
Eaglescott Airfield
Ashreighney, Chulmleigh
Devon EX18 7PH
07693 552/0392 75222

FIFE PARACHUTE CENTRE

Full time 9-7 from Wednesday to Sunday. Caters for 1st times, Progression, RW, CRW, Tandem. Facilities include canteen, one aircraft, 22 bunks, camping facilities, B&B locally. Everybody welcome.

Fife Parachute Centre
Muirhouses, Grange
Errol, Perthshire.
Tel: 08212673

FLYING TIGERS SKYDIVING CENTRE

Beginners' course, Ram air progression, Tandem, RW, CRW instruction. Restaurant, bar, camping available, accommodation nearby. Cessna 206 always available. Open Friday through to Sunday all year and other times by arrangement.

Flying Tigers Skydiving Centre
Goodwood Airfield, Nr Chichester
West Sussex
Tel: Kevin McIlwee 0243 533444

HALFPENNY GREEN SKYDIVING CENTRE

Friendly centre catering for progression. RW, CRW instruction. First jump courses, S/L square, Tandem and AFF. Two Islander aircraft. Cessna 180 (in flight door). Unrestricted altitude, accuracy pit, free bunk house with showers. Food and bar on airfield. Camping available. Open weekends and by arrangement.

Halfpenny Green Skydiving Centre
The Airfield, Bobbington
Nr Stourbridge, West Midlands
Tel: 038 488 293

HEADCORN PARACHUTE CENTRE

Full time, 9 to dusk, very active midweek. All levels of instruction/progression, AFF, RW, style, Accuracy. Experienced staff, 2 Islanders, video, team rates. Canteen, free accommodation. Everybody welcome.

Headcorn Parachute Club
The Airfield, Headcorn, Kent
Tel: 0622 890862

IPSWICH PARACHUTE CENTRE

Open 6 days a week (closed Tuesdays). Islander and Cherokee V1 permanently available - Student, RW and CRW instruction by full time staff, accuracy pit, excellent rigging facility. Food, accommodation, camping and bar on drop zone.

Ipswich Parachute Centre
Ipswich Airport, Nacton Road
Ipswich, IP3 9QF
Tel: 0473 710044

LONDON PARACHUTE SCHOOL

Weekend club: beginners' courses and progression training. Farmland DZ. B&B available locally. Aeroconicals Radios, boots and helmets loaned free. All welcome at small but friendly club. Please telephone beforehand for weekdays activity.

London Parachute School
P.O. Box 18, Goring on Thames,
Reading. RG8 9EW
Tel: 0249 651909

LONDON SKYDIVING CENTRE

1st Jump Course. S/L and Static Line Square, AFF, Tandem. Experienced WARP Instructors. Load Organising. Full Time Centre. Skyliner and Cessnas. New clubhouse with showers, accommodation, Cafeteria, Bar, Kit hire, Camping, easily accessible from London and the Midlands. 5 miles from M1 (Junction 13 or 14). Very friendly club.

London Skydiving Centre
Cranfield Airport, Cranfield
Bedford. MK3 0AP

MERLIN PARACHUTE CLUB

Open every weekend and bank holidays. Beginners courses, excellent student progression, student radios, AADs, boot and helmets, Tandem, WARP, RW/CRW instruction and airvideo available. Purpose built training areas, toilet and canteen facilities, accuracy pit and Islander aircraft. Friendly atmosphere, non members made very welcome. B&B and free camping off camp.

Merlin Parachute Club
Topcliffe, Near Thirsk
North Yorkshire
Tel: weekends 0748 832521 Ext 5367
Tel: weekdays 0304 645488

MIDLAND PARACHUTE CENTRE

Skydive MPC. Great weekend club. Islander, free kit hire, video and tandem plus S/L and progression R/W jumping. Bunkhouse and showers, bar and cafe on airfield. All welcome. Cheapest jump prices in the Country.

Midland Parachute Centre
Long Marston Airfield
Stretford-Upon-Avon, Warks
Tel: 0789 297959

NORTHERN IRELAND SERVICES FREE FALL CLUB

S.Sgt. T. Andrewes,
N.I.S.F.F.C.,
Shackleton Barracks,
B.F.P.O. 802
Tel: 0504 763221 Ext. 36472

NORTH WEST PARACHUTE CENTRE

Situated in fabulous Lakeland Scenery. Open weekends and Banks Holidays. Student progression, RW, CRW, BN Islander, kit hire, accuracy pit, canteen, toilets, shower. Bunkhouse and camping on the airfield.

North West Parachute Centre
Cark Airfield, Flookburgh
Nr. Grange-Over-Sands, Cumbria
Tel: Airfield 05395-58672/58555
Tel: Weekdays 0772 720848

OXON & NORTHANTS PARACHUTE CENTRE

Situated off A422 between Banbury and Brackley. Open every weekend, midweek evenings during BST months. Beginners S/L courses, radios, freefall progression, kit hire. Cessna 180 (inflight door) always available. Friendly atmosphere, visitors very welcome, no membership fee.

Oxon & Northants Parachute Centre
Hinton-in-the-Hedges Airfield,
Steane, Nr. Brackley, Northants
Contact: Mike Bolton,
85 Oak Park Road,
Wordsley, Stourbridge
W. Midlands. DY8 5YJ
Tel: 0384 393373

PETERBOROUGH PARACHUTE CENTRE

Full time centre. Shorts Skyvan, RW instruction. Ground to Air and Air Video, unrestricted altitude, accommodation, free camping, bar, food, tandem. Eighteen years unrivalled experience.

Peterborough Parachute Centre
Sibson Airfield, Wansford
Peterborough
Tel: Elton 0832 280490

RN & RM SPA

S/L progression, freefall progression, accuracy pit CRW. Training by Europe's most experienced and successful jumpers, air to air video, kit hire (round and square), Cessna 182 (inflight door) Cessna 185 (inflight door). Bar, Canteen, free showers, camping.

RN & RM SPA
Dunkeswell Airfield, Dunkeswell
Honiton, Devon
Tel: Luppitt 040 489 697

SCOTTISH PARACHUTE CLUB

Open weekends and most public holidays. C206, all types of training, best of facilities including: Fan Trainer, Gravel Pit, 2 Training/Lecture rooms. Air to Air video, electronic pad, canteen, lounge area, packing table.

Scottish Parachute Club
Strathallan Airfield
Auchterada, Perthshire. PH3 1LA
Tel: 076462572 weekends

SWANSEA PARACHUTE CLUB

Everyone welcome. Open Wednesdays through till Sundays 08.30 - last light. Exception Thursdays 4.00 p.m. - last light. S/L square course, AADs, radios, AFF, WARP, Air to Air video, tandem, licensed cafeteria, toilets, camping and caravans. C207 unrestricted altitude. Holiday area.

Swansea Parachute Club
Swansea Airport,
Fairwood Common, Swansea
West Glamorgan.
Tel: 0792 296464

THE SPORT PARACHUTE CENTRE

Young progressive centre, operated by skydivers for skydivers. Student and RW. Progression/AFF/Tandem/RAPS/courses. Weekend and midweek evenings at present. Full-time soon. Cherokee 6 A/C, new club building, unrestricted altitude. Canteen and accommodation available.

The Sport Parachute Centre
Tilstock Airfield
Whitchurch, Shropshire
Tel: 0948 841111

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Open 7 days a week. NITB Approved with accommodation for 42, hot showers, full catering. Camping welcome. Daily student courses - full indoor training - training to Cat 10, RW and CRW instruction and Night Jumping. S/L Square courses, AFF, Tandem Jumping and Display Team. Kit Hire, AADs, Radios, Air to Air Video and a large accuracy pit with competition pad. Cessna 206 and Pilatus Porter PC6 B2H4.

Wild Geese Skydiving Centre
Movenis Airfield
116 Carrowreagh Road
Garvagh, Coleraine
Co. Londonderry N. Ireland
Tel DZ: (02665) 58609/57050
Dave Penny (02665) 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,
Oxon. Tel: 086 989 343

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Queen's Parade, Aldershot, Hants.
Tel: 0252 24431 ext. 4600/4699
Contact: Red Devils,
Browning Barracks,
Aldershot, Hants.

SILVER STARS PARACHUTE TEAM

RCT PARACHUTE CLUB
Azimghur Barracks, Colerne
Chippenham, Wilts. SN14 8QY
Tel: 0225 743585/743240 Ext 5265

OVERSEAS CLUBS & CENTRES

CYPRUS COMBINED SERVICES PARACHUTE CLUB (CCSPC)

CJSATC Pergamos Camp, BFPO 58
Tel: from UK

010 357 47 44337 (Office)
010 357 47 44245 (D.Z.)
Contact: club CCI

JOINT SERVICES PARACHUTE CENTRE HONG KONG

Borneo Lines, BFPO 1
Tel: 0-483 7221

RAPA JSPC(L)

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

OTHER ORGANISATIONS ASSOCIATED TO THE BPA

SCOTTISH SPORT PARACHUTE ASSOCIATION

Organisers of the Scottish Nationals. All visitors assured of a warm Scottish welcome.

Richard Bunchan
Lynmore, Madderty
Crieff, Perthshire. PH7 3NY
Tel: 0764 83 255

BRITISH COLLEGIATE PARACHUTE ASSOCIATION

Lancashire Polytechnic Skydiving Club
Lancashire Polytechnic Students Union
Fyde Road Preston Lancashire PR1 2TQ

Bath University
Exeter University
Lancashire Polytechnic
Leicester University
Manchester University
Newcastle Polytechnic
Nottingham Polytechnic
Portsmouth Polytechnic
Southampton University
South Bank Polytechnic
Surrey University

Gavin Mcleod bcpa chairman 1990
Douglas Nalsmith bcpa secretary 1990

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With 4 fulltime AFF instructors and 6 AFF rigs at our disposal. Slipstream offers you outstanding instruction. We operate full time with the use of all Headcorn's facilities. We also offer RW/AFF Courses at Avignon in the South of France.
Slipstream Adventures
The Airfield, Headcorn
Kent. TN27 9HX
Tel: 0622 890641/890662

POPS UK

Hon Tres/Sec Graham St Clair
37 Fetti Place, Witney
Oxfordshire
Tel: 0993 704095

EAST COAST PARACHUTE CENTRE

8 Burns Crescent, Chelmsford
Essex, CM2 0TS
Currently sharing facilities with the London Parachute School at Lewknor Drop Zone.

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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BRAND NEW: Never used. Coe-D 190, main. SALE due to double order. Cell colours L to R, 4 royal blue, 1 pink, 1 purple, 1 silver, 1 pink, 1 royal blue. £500 ono (paid £560).

Tel: Daytime 0233 75294 (Kent)

Complete rig, Scorpion 180' main, Rascal 202 reserve, unused. In Talon pack with pin pull. Whole system is immaculate only 12 jumps + rig bag, drag mat, Alt, Protec £1100 ono.

Tel: Bob, Devises 0380 726800

Kit for Sale:

WARP III harness (small), in tan and dark brown with throwaway deployment system and mini 3 ring circus; Raven I reserve (bought from new - not used) in yellow, with Kevlar lines;

Mosquito main, 7 cell with Kevlar lines in navy, sky blue end grey with yellow cell walls. This is a nippy canopy with 100 jumps. Small light kit suitable for a woman/light man.

Price £700 ono complete kit or will sell reserve for £500.

Tel: 0908 674163

Complete kit (150 jumps). Main: Pegasus, WARP III container (blue/grey) reserve: Phantom 24, acid tested OK and unused all in as new condition. 2 jump suits, large kit bag, hook knife, helmet. £995 ono

Tel: 0272 692612

Complete system ready to jump. Navy blue and pink Mirage container, silver and pink Wildfire main and Cricket square reserve. All in excellent condition. £1,000 ono.

Genesis container, black with pink and purple stripe (20 jumps only), Wildfire and Phantom 24. £650.

Tel: 081 421 1700

Vector (blue and burgundy) with Firefly main and Phantom 24 reserve (acid free). In good condition. £700 ono.

Day: 0206 764446 Ext 401
Evenings: 0206 767180

Complete rig: Chaser container, Fury main (throwaway) and Preserve IV reserve. Excellent first kit. £700 ono.

Tel: (031) 447 7218

FORSALE

Unit in GQ Jetstream 26 ft Lopo never used. £325

Tel: 0934 641149

Complete kit: GQ system with unit (green and yellow) and GQ reserve (acid test OK) 600 jumps. Good condition. Cheap first kit. £350.00 ono

Tel: 0602 864652

Black SST Racer. Black/red/silver firelight unused Phantom 24 tested. 10 jumps £1100

Contact Sarah, Cornwall Parachute Centre

0841540691
or 0872 41758

'Colour blind' Tilstock BSE Boogie T shirts will stay a collectors item, but there's only another 30 available (that means only 60 in the world!). First come first served. Top quality T shirt. 2 colour design. £8 includes P & P cheque to: Alan James, 24 Redshaw Close, Liddlewich, Cheshire CW10 0DX. Allow 3 weeks. State small, med or large.

Complete system. Chaser - black/purple, cricket reserve all new. Clipper approx 150 jumps. £1,100 ono. Also jumpsuit & purple Protec

Contact Kevin Edwards

0243 379311

Continued from page 57

back which is upsetting apparently.

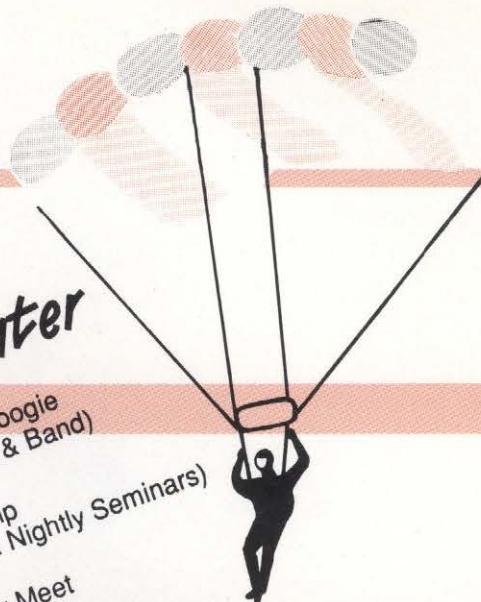
Sleeping is great fun if you get round to it, apart from the lights, the coughing, the walking about, the tubes, the laying in one position, other patients being plugged in, unplugged and doing things in grey plastic bottles, things are well-interesting. I wonder what Andrew Lloyd Webber could make of it.... "I left my part in Southampton general" perhaps? Well Sinatra got away with it.

One is encouraged to go walkies after you

have got rid of the wicker basket this is to stop things getting stuck in the wrong position before the glue sets. So I went walkies and found a secret place. It's called the Cutting Room. In this room all the bits and pieces which have been left lying about in the Ops. room are put into pots with John Innes No.3 and encouraged to take. You've heard of transplants? this is the N.H.S. D.I.Y. unit. You don't believe me do you....?

Have a nice day.

Written by Don Pannell with apologies to nobody.



Phoenix/Z-Hills Parachute Center

◆ October 27-28

◆ November 4-10

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

◆ December 8-January 7
December 29-30

◆ February 3-8

◆ February 9-24

◆ March 3-10

◆ March 15-April 7
March 25
March 29

◆ April 20-28
April 20-25
April 26-28

◆ May 4-12

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

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

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

Christmas Boogie
Christmas Scrambles

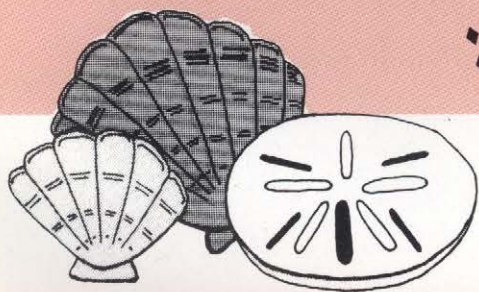
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