

Sport Parachutist

December 1991



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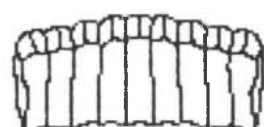
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Alexis Perry: France (33) 93092171 - Fax: (33) 704699**



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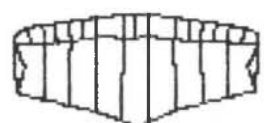
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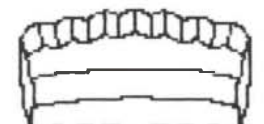


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Sport Parachutist

December 1991

JOURNAL OF THE
BRITISH PARACHUTE ASSOCIATION
WHARF WAY: GLEN PARVA: LEICESTER
LE2 9TF
Telephone 0533 785271 Fax: 0533 477662

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Cover Picture: Sunset and snow over Cranfield by Kevin Hughes

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NEWS & EVENTS

AGM EXTRA

Addendum to the agenda for the 25th AGM on Saturday 11th January at Leicester:

Item 3

To discuss any special business:

3.2 To consider whether Council and STC minutes should again become part of the BPA Sport Parachutist magazine.

MR AND MRS GUBBINS GO SOUTH

Pete Reynolds (Walter Gubbins' alter ego) and Karina Andrewes have finally tied the knot. Their 'alternative' wedding ceremony was held at the Chalice Well Gardens in Glastonbury on the 28th September and by all accounts it was a riotous occasion attended by many of their skydiving friends from the UK and abroad. Pete and Karina are leaving the UK for good to live in the antipodes. They would welcome a visit from travelling Brits who will be able to find them at the Australian National Airsports centre. (Address: PO Box 150, Temora, NSW 2666, Australia).

WATCH OUT EUROPE

Symbiosis suits are on the march - they have just opened up a 'Southern Branch' of Symbi Suits at the Gap Parachute centre in the Haute Alpes region of France. Sarah Brearley will be in charge of the operation. Even the local city council, keen to develop the region as a top air sports centre, have been of assistance to the enterprise. British jumpers intending to go abroad for a spot of team training who visit this centre will find ex British National Champion Kevin Hardwick on hand if technical advice is needed - he has set up an AFF and training operation at the centre.

EUROPEAN PARACHUTIST CHALLENGE II

The second European Parachutist Challenge will be held in 1992 and will be organized in two phases:

The Training phase will concentrate on the structure of the formation and base and will be held in the South of France from 28th to 31st of May 1992. Aircrafts will be provided by Joel Cruciani, and an Espace Boogie will be held at the same time. Skydivers selected will be the 4 and 8-way European teams, who have realized the best scores in 1990 and 1991 (50 skydivers personally invited).

The final phase from June 29th to July 5th, 1992 will be in Koksijde, Belgium and the aircraft will be two C-130 Hercules from the Belgian Air Force. Selected Skydivers for the attempt will be the 50-way from the training phase plus 150 candidates chosen by the Selecting Committees.

There will be about 20 jumps from an altitude of between 15,000 and 20,000 feet.

Selection for the training phase: The participants will be invited personally.

Final phase: Applications are required before FEBRUARY 15 1992.

A form has been provided on page 5.

HISTORICAL NOTE:

August 11, 1986, Quincy, Illinois, world record, 120-way.
Organization: Roger Nelson.

July 11, 1987 Koksijde, Belgium, world record, 126-way.
Organization: Groupe Cirrus.

(1st record established out of USA).

August 8, 1988, Quincy, Illinois, world record, 144-way.
Last record officially confirmed.

WHO'S WHO?

1. Groupe Cirrus: Main organization and coordination.

HEADCORN BOOGIE

Headcorn Parachute Club are planning a summer event for 1992. No firm details have been announced but large aircraft, competitions and a guaranteed good time is being planned. Watch this space.

SKYDIVE HUNGARY

If you would like to take a trip to Hungary for a change, you will get a warm welcome from Markusz Laszlo. He would like to encourage Brits/European jumpers to visit the centre where he is an instructor - The parachuting club of Eger. The centre boasts a Pilatus Porter, and in addition the home grown jumpship L-410 which can lift 18 skydivers to 12,500 ft in 10 minutes. Jumps cost approx £8.50 to 12,000ft. Markusz Laszlo can be reached at:

Szechenyi u. 9
Eger 3300, Hungary.



The Czechoslovak L-410

Didier Lagasse - Etienne Herin.

2. Technical Committee: Organization of the jumps and selections during the final phase.

Members: Marcel Aeby (Swiss) - Peter Allun (U.K.) - Pol Bergan (Scandinavia) - Jerome Bunker (France) - Patrick Degayardon (France) - Alfio Fontana (Italy) - Jack Gregory (USA) - Dieter Kirsch (Germany) - Luc Maisin (Belgium).

Coordinator: Patrick Passe.

3. Selection Committees: Wellknown skydivers in each country.



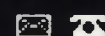
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EDITORIAL: Just a minute!

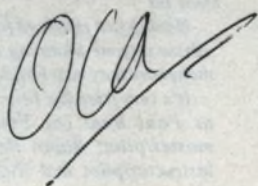
The minutes of council and STC meetings have been in and out of the magazine more often than have editors. They are at present being included as an insert in the magazine, but a proposal for discussion at the AGM is that they once more become an integral part of the mag.

Both methods will achieve the same end: distributing available minutes to the members every two months. So I believe that the debate will centre around the costs of the two options, and what members feel should happen to the magazine. Should the size stay the same and the editorial content be reduced? Should editorial content stay the same and the size of the magazine, (and the costs of production and postage) be increased? Do people read the present minutes, and if they don't are they likely to do so if they are put in the magazine? I do not know the answers to these questions. I know how much I want to be kept informed about how the sport is being run, and how much I am prepared to pay for the privilege - or the right. I don't have a clue how the rest of the association feels. The issue will be decided by a representative body of members at the AGM, and for those who will not be making the trip to Leicester but would like an opinion taken into account, please write in and I will endeavour to collect the main arguments for and against this proposal, and put them forward at the meeting.

Why limit the debate to this though? Are there no other alternatives? Why send the minutes out with the magazine at all? What about a monthly newsletter from the BPA? ...Or maybe the minutes should be made longer, more comprehensive and then distributed via the clubs.

If the last AGM debate on this topic is anything to go by it should be a lively session at Leicester; whatever the outcome, it's about time this matter was decided upon once and for all and laid to rest.

Blue skies...White Christmas.



**COPY DATE FOR THE
JANUARY ISSUE OF SPORT
PARACHUTIST IS FRIDAY
18th JANUARY 1992**

CORRESPONDENCE

Dear Sir

After reading the letter by Boz in the last issue, I feel it unnecessary to travel to France for good CRW instruction. Here in Britain, a few centres offer Canopy Relative Work instruction from experienced CRW jumpers.

The standard of CRW in France is higher but this is because the French Parachute Federation have a much more positive attitude towards the discipline, and have adopted a training system whereby a jumper can obtain a qualification to show a basic or advanced proficiency in CRW. Come to Cranfield, which is a bit closer to Halfpenny Green than France, where you can get CRW instruction from introductions to advanced levels. This has encouraged many jumpers to try it, forming an increased following and dispelling some of the old attitudes to CRW.

Ian Marshall is starting to implement a training system with the idea of it being adopted by the BPA as a recognised system, with not much uptake from the association.

Certain DZs don't appear to show a willingness to support CRW, even to the point of being anti-CRW. It's funny how at Sibson, you get grounded for landing off doing CRW, but not for anything else. Is this policy designed to discourage CRW or what!!

The attitude of some RW jumpers (only a few) portrays CRW in a very negative manner and does little to encourage jumpers to try it for themselves. Speaking to one RW oriented jumper, I was told "CRW is shit, CRW is dangerous and you wouldn't catch me doing it." When asked to support these comments, having not done any CRW, I was told that they were in a wrap once, caused by someone tracking underneath and deploying, thus causing a wrap. This has nothing to do with a well planned CRW jump!! I don't mind criticism of anything as long as it is objective. I too would like to thank Lyn George, for giving me the opportunity to mix with and learn from people who are at the top of this sport. I hope this attitude and enthusiasm towards all skydivers, at whatever level, cannot permeate to any other centre across the country.

Your's sincerely

Malcolm Function

PS Tom's a zoomie....

Correspondence contd on next page



European Parachutist Challenge II - Application form.

If you want to participate in the attempts of the world record in Belgium, from June 29th to July 5th, 1992. Please copy and send in this form before the deadline, **FEBRUARY 15th**, 1992 at Groupe Cirrus, chaussee d'Ottembourg, 58, 1300 WAVRE, BELGIUM (Print neatly, please)

1. Nationality
2. Surname
3. Christian Name
4. Full Address
5. Tel and Fax
6. Age.....7. Number Of RW Jumps
8. Biggest Formation (where and when?)
9. Best Competitions (4, 8, 16, 40-Way)
10. Are you member of The "European Skydiving Convention"; if yes, in which group are you?

Only complete, clear answers, well readable and sent in time will be used.

ATTENTION: 150 candidates only!!

Dont forget - stick your passport photograph on the form.

CORRESPONDENCE

WARP VIDEO

Dear Editor,

As somebody who has great respect for both the humorous and serious work of Pete Reynolds I was interested to read in the August edition of the mag that the WARP system is being adopted by other countries. What did surprise me was the final paragraph where Pete states that the BPA is uninterested in the development of the WARP system. Although it is not immediately obvious from the 1990/1991 BPA accounts, which were in the August edition, I understood that the BPA has allocated from its coaching budget £6500 (+VAT) to the Reynolds/Sward video. So what has caused this feeling that the BPA is not interested in developing the WARP system? If Pete has some constructive criticism I am sure the members would like to hear it...

Blue Skies,

Andy Abbess D7778

SHOCKED CAT

Dear Ola

A quick note to congratulate you on the standard of the Mag at the moment - it's getting better all the time. I was shocked to see the sad letter in the last but one issue from Neville Ewkalor. It caused quite a stir at Cranfield I can tell you - the management thought it referred to their DZ - I can't think why!

Incidentally - the last issue was full of outstanding pictures - especially the one on page 8 of Ian Marshall's CRW exit. A great pity though about the unsightly growth on his right shoulder - I hope it gets better soon Ian!

Keep it up Ola

The Ships Cat

Thanks for the encouragement...Ed

(Name and address withheld by the vet)

POETRY SLOTT

Dyve Talcoat! Who the hell is he?

Anti Lott No 1, doubt if there were even three
The Lott were a fun loving bunch
and that's all you see.

No back stabbing or politics
Skydiving for all, the key
No APDO or the financial crap
No need for any of that
Just fall out of aeroplanes
Have Lotts of fun
that's all, no more than that

NB: Thought Tylcoat was in an old folks home for the infirm. Last I heard of Tim Andrewes was that he had gone to a geriatric unit north of Hadrian's Wall. Promise not to sue you Dave (Tylcoat that is!). Probably pour a beer over your head next time we meet.

JP (A friend of the LOTT)

PS To someone very special - thinking about you
LOTTs

TILSTOCK

Dear Readers

With nomination for Council with us again I feel it necessary to point out a few 'facts'.

Most people will be aware of the sad death of John Ward at a 'Boogie' in August of this year. What a lot of people are probably not aware of is the catalogue of 'horrors' that led up to the incident. Unfortunately the coroners enquiry has now been put back until 'Feb 1992' so the bulk of the membership will be voting prior to the findings of the court being made public.

I, as a prime witness, have read the report from STC and am absolutely disgusted with the amount of 'blatant' breaches of the Operations Manual.

The fact that a lad was killed seems to be going over the heads of some of those concerned. What I am trying to say is that we have nominees for council who are basically politicians, with the attitude of 'vote for me, I'll set you free!' Watch out for the 'ladder climbers' on their way to the Royal Aero Club. This incident will put our sport back years.

My interest is this:

I was the jumpmaster of the Bandeirante who was initially branded the culprit. I was the jumpmaster who was subsequently going to be charged with manslaughter. For all those who knew that the aircraft was totally illegal, and used it for capital gain...I hope they have your ?...?

Jeff Page D1235

NOTE: The BPA Board of Enquiry have subsequently totally exonerated me.

PS Thanks to Dave (where is he now?) and all the others involved for the inspiration and need for this letter.

PRAGUE PC

Dear Friends

Prague Parachuting Club has the pleasure of informing you of features which can be offered in 1992:

1. Seven days jumping holiday in the region of East Bohemia which is notable for numerous historical and natural places of interest. The jumps will be made from an AN-2 aircraft in close vicinity of historical monuments. The selection of individual drop zones respects individual jumpers ability. Your final jump should be made into the Chateau of Vysehrad in Prague to carry on the sight seeing tour. A friendly evening can be spent in the town centre with Prague skydivers in their club. All jumpers are encouraged to bring along family and friends.

2. Courses are available for students, intermediate and expert jumpers. Staying on the drop zone can be accompanied by trips either to Prague or other places of interest at your leisure.

3. AN-2 biplane is available for jumps to be made at your own drop zone at a time convenient for you. In this case early booking is appreciated.

In case of interest contact Prague Parachuting Club for more information at the address as follows:

Office: PARA CLUB PRAHA
Nebovidska 2, 118 00 Praha 1, CSFR
Tel/Fax: 42-2-53-82-46

CURRENTLY MAD

Dear Ed

I write to reassure your readers, they need have no worries of impacting the ground, through flashback to Ribena ads at pull time.

The writer of 'Currant' jumpers is alas to my certain knowledge totally mad.

Yours faithfully

George Raft C9097

LUDICROUS DATES

Dear Sport Parachutist,

Being a newcomer to the exhilarating sport of Sport Parachuting, I look forward every two months to receiving my issue of Sport Parachutist through the letter box. It does seem ludicrous however that each issue comes out so late after its published month. Most other journals that I receive regularly are issued in the third week of the month preceding issue date.

The June issue of SP I received in August, the August issue at the end of September and the October issue in mid-November. Having read of the problems relating to SP and listened to other skydivers, I accept that this is a normal state of affairs but I would like to enquire if a fixed publication date is to be set now that the journal is in the hands of new management?

A second point that I would like to raise is in relation to the August Bank Holiday Boogie at Tilstock. I realise that the event ended in unfortunately tragic circumstances, but up to that point, I for one had enjoyed my first ever boogie and found it a marvellous opportunity to meet like-minded people from other regions of the country. I would like to endorse the comments made by Nicky (My Little Pony) Henson in the October issue that the boogie was aimed at all levels of experience and Kevin Daykin did a marvellous job trying to co-ordinate the distribution of the two club AFF rigs between the Skyvan, Bandeirante and Islander lifts.

When I arrived at Tilstock, I had made just one descent after completing my AFF course. The boogie started with a dramatic entrance by Pete (Cow What Cow?) Carroll. Over the weekend, I managed to get in three jumps from the Skyvan and two from the now infamous Bandeirante. These jumps were great for my confidence but the unfortunate events of lift 5 on Monday made me wonder whether to continue with my newly adopted sport. I decided that I enjoyed the adrenalin rush and the feeling of freefall too much to let this incident put me off permanently and two weeks later I was back jumping at Cranfield again.

I sincerely hope that SP will write up a review of the weekend as it was still one of the major events of the UK sport parachuting calendar and the lessons learnt from its organisation should benefit all members of the parachuting fraternity.

George Wood B9756

We have advertised for a decent crystal ball which will enable us to issue the magazine in the month before issue date (like the others you receive), thus enabling us to get boogie and competition reports to you before they happen. Until then, the schedule is to bring the magazine out in the first two weeks of the month of issue.

It is not easy writing about an event like the Tilstock boogie. Knowing about the sad end it is hard to write about how much fun everybody had. I fully agree that until the Monday it had been one of the most enjoyable events of the year. I hope more of you will write in and add their little bit to some of the more positive comments we have had...Ed

FLAGLER FUN

Dear Ed

Having just returned from Florida, I would like to advise anyone planning a US skydiving holiday to make sure they visit Flagler Aviation, Flagler Beach.

It's very friendly, beer's cold, Brits abound, such as Paul Beat (ex Flying Dragons) tandem master/pilot, Robin Reid (ex Para Regt) AFF instructor/pilot and Richard Palmer, admin and pilot.

Everybody wants to help and nothing is too much.

As well as the skydiving, if you're into hunting or motor bikes then co-owners Rocky Evans and Fang Fenimore are the guys to see, these two will just about do anything to make sure you have a good time. Jump prices are \$15 to max. Food and accommodation is real cheap. Police are real hot on speeding as I found out...! Otherwise don't miss out on Flagler.

Blue and cloudless skies

Scouse Green B7559

A NOTE TO CONTRIBUTORS

Thanks to all readers who have been sending in material for publication. We have seen a gradual increase in the number of submissions of all types. We feel that as a result the magazine is proving to be a good read and a useful showcase for parachuting photographers' efforts.

There is of course no room for complacency: there's still plenty of room for improvement. We are working hard on improving the production process, both in terms of punctuality and quality. I hope readers will keep up the flow of pictures, letters and articles. Below is a reminder of how and what to do if you want to send something in.

Of course we will not be able to use absolutely everything that comes our way, but anyone whose material is not used will hear from us – the least we can do is acknowledge your efforts.

Pictures: We can process anything but the order of preference is prints, transparencies, and as a last resort negatives. Pictures should be in good focus.

Pictures with poor contrast do not reproduce well. Black and white as well as colour pics are welcome. Each picture should have your name and address on the back or on the frame of the slide. This is best done with a sticky label. Do not emboss pictures or write on the back in ball point, as the pressure may affect the front of the picture. Avoid using paper clips as they can crease and scratch the print. All pictures will be returned so please supply a stamped SAE. Do let us know if we can keep the pictures though, as we would like to build up a photo library for *Sport Parachutist*.

Articles: We welcome contributions for any of the sections of SP, be it Video Review or DZs Around the World. Many people use word processors these days and if you can submit a disc please do: it will be sent back by return of post. We have the facility to deal with either Apple or IBM compatible material (both 3.5 and 5.25 inch disks) and can cope with just about any WP format. Discs should be submitted with the file saved as normal (state the WP used) and also as an ASCII (unformatted) version, along with a hard copy of the article. (Please phone us if you want any advice on this). If you

want to be really flash you can even modem your article to us.

Letters: We are getting a lot of letters these days. Everyone, well nearly everyone, has a right to air their views, so to give others a chance please keep your letters short. Lengthy letters may be edited if they are to be used.

Copy Date: We are finally back on schedule and for 1992 we intend to stick to a fairly rigid production schedule. The Magazine will come out in the first half of the month of publication, ie, February, April, June, August, October and December. Copy date for each issue will be the middle of the month preceding issue date. The earlier a contribution comes in, the better the chance of publication. Having a copy date enables us to plan an issue. If you know what you are going to submit, but are not sure you will make the deadline, phone us up – if we know what to expect we can plan for it and maybe allow a few days grace.

Material will get to us most quickly if sent direct to Airscape Ltd, at the address at the bottom of the contents page. Our phone and fax number is there also.

Finally, if you are not sure that what you want to send in will be of any use to us, please write or ring us for a chat, or send it in anyway – don't just do nothing! We want to hear from you.

Ola

Skydivers!

Need money for...

- **New Equipment?**
- **A Boogie?**
- **Team Training?**

...or anything else for that matter?

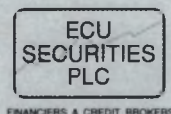
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**IT ADDS INSULT TO INJURY
WHEN PEOPLE ASK IF
DEMO MEANS DEMOLITION.**

Mid - Air Rescue

On 6 October 1984 Chris Lyall became the first person to successfully carry out a mid-air rescue of a parachutist rendered unconscious by free-fall collision. His account was not permitted at the time of the incident for political and security reasons. However, there is now no reason why an account of the event cannot be given, and it may be of interest to the readers of the "Sport Parachutist"...

Brief History

To set the scene it is necessary to understand something of the history of the Sultanate of Oman which is where the event took place - the person rescued was a soldier of the Sultan of Oman's Land Forces.

The present Sultan, Quaboos, came to power in 1970. His father, Sultan Said Bin Taimor ruled Muscat and Oman for thirty-eight years. Before the discovery of oil in the mid 1960's, Oman was a poor, bankrupt country in debt to foreign powers including the British.

Even after the discovery of oil, the old Sultan refused to spend money for the benefit of his people and country. He refused to build hospitals and to permit schooling; there were no roads; no

To visit Oman then was like climbing into a time machine and travelling back to the twelfth century.

communications of any sort; no vehicles except for those belonging to the oil company and the armed forces; villagers were not allowed to travel outside their villages without special permission; and countless other petty restrictions were imposed. No foreigners except for oil company employees and seconded British officers (no Omani could rise above junior non-commissioned rank) were permitted to enter the country, and their movements were strictly controlled. Throughout his reign he kept an iron grip on his country. He effectively cut Oman off from the outside world and his subjects lived as their forefathers had for centuries. To visit Oman then was like climbing into a time machine and travelling back to the twelfth century. He was once quoted as saying "The British lost India because they educated the people". He was determined that he would not lose his kingdom for the same reason.

Finally, Quaboos, his son, decided that the time had come to act. Assisted by British officers in the Sultan's army, he took over from his father in a bloodless coup. (The only person hurt was the old Sultan who accidentally shot himself in the foot with his own revolver!) The old Sultan was placed on an RAF plane and flown to dignified exile in London where he died three years later. The takeover was a popular move.

The People

It is important to understand something of the nature of the Omani people; they are intelligent, kind, generous and utterly charming. As time passed I became increasingly involved in their customs and traditions and learned their language.

From an instructional point of view, one of their greatest assets is their pronounced sense of humour. They also have a tremendous sense of the ridiculous and I found that this could be



Chris Lyall on the day of his audience with His Majesty the Sultan of Oman

used constantly to highlight coaching points. I was thus able to coach the team to a high standard in a very short space of time - that is a complete story in itself, but maybe more of that at a later date!

It was this environment then, that greeted me when I took up the post of Chief Instructor Free-Fall, Sultan of Oman's Land Forces in March 1980, just ten years after the coup.

However, on to the events of 6 October 1984:

By this time the team had reached an advanced stage in its development. Most of the original team members had well in excess of one thousand parachute descents. The subject of this narrative, CPL Gharib Bin Amor Bin Suleman Al-Shakely (Gharib for short) had in fact completed 1204 descents and had earned an American SCS when he closed 10th at

Ripcord Parachute Centre, New Jersey, the previous year.

Relative work ability for the team in general was still pretty basic. They could launch a four-way and turn three maybe four simple points in time. However, their ability to close both vertical and horizontal distance, 'swooping' and 'mushing' was definitely lacking.

With this in mind, I devised for my most experienced jumpers an exercise for a maximum of three people; I would exit the aircraft first from 9000 AGL (we always used competition exit altitudes) followed by jumper no.2 after a pause of one second, followed by no.3 again after a pause of one second, thereby achieving both vertical and horizontal separation.

This exercise became a regular feature of our training programme and we had completed it successfully on many previous occasions.

On the day in question however, it all went wrong! This is what happened:

I exited the aircraft and was followed

The force of impact was obvious and awesome - he appeared to wrap himself around Shanin's parachute pack like a rag doll

by no.2 jumper Shanin Jumma, after a one second pause as briefed. For reasons not explained, Gharib waited for at least three seconds before exit which resulted in considerable separation between us. Shanin Jumma came down the glideslope perfectly and took up position to my right, flying no contact without difficulty. Looking away to Gharib, I saw him in a no lift dive, straight down, going like a dingbat, with enormous vertical speed. I was hoping that he would misjudge where we were completely and therefore miss us - not so! He came out of his dive straight at me - now in horizontal plane - at great speed!

From the ground, an eye witness said that it appeared that I had 'jumped' out of his way. Shanin Jumma meanwhile, had turned to the right and began to track away. Gharib, within feet of impact with Shanin, seemed to become aware for the first time of what exactly was happening; he instinctively curled up to become a human canon ball!!

The force of impact was obvious and awesome - he appeared to wrap himself around Shanin's parachute pack like a rag doll. The force was such that both jumpers were carried far below and to the right of me; they were completely merged. Eventually they separated. Shanin seemed to have some difficulty in regaining stability but then he deployed his main canopy and I knew he was safe. Gharib however, by now a long way below was on his back, spinning and tumbling, drastically unstable.

My own emotions at this stage were odd to say the least! I can remember them as if it were only yesterday - they are indelibly burned into my memory. First there was a feeling of absolute horror that Gharib was to lose his life within 30 seconds, that I was going to have to pick up the body and that I was responsible. Secondly, that maybe there was enough height and therefore time to try to do something. Finally, an all consuming rage came upon Me!

The next few moments are not entirely clear but I recall diving as I had never done before, at the same time bellowing at Gharib that no matter how hard he tried to kill himself that morning, I would NOT allow him to succeed. There is no doubt in my mind now that it was this incredible rage that was responsible for his life being saved.

The next thing was that I was down alongside him and a very strange sight he was too! It was obvious, even at this stage, that his leg was badly broken at the femur - it was bent at a most peculiar angle! In addition, his goggles were dislodged and blood was streaming from his

Every time I had him at my fingertips, down he'd go again involving yet more chasing. I was becoming desperate

nose and mouth which looked for all the world like a very fine smoke trail.

There was a pattern developing in the way that he was falling; first there would be two 360 degree turns and then a tumble would take place - much in the manner of a falling leaf. Naturally, as he tumbled much height was lost. I kept missing him - every time I had him at my fingertips, down he'd go again involving yet more chasing. I was becoming desperate and can clearly recall telling myself not to look at my altimeter - if I had I would have left him to his fate. I knew I was running out of time - the horizons had long gone! Eventually I worked out the pattern he was following and positioned myself below. This time I got him! I rolled him face to earth (which was depressingly close) and then reached across and pulled his reserve. (Subsequent investigation showed that the entire ripcord casing had been wrenched right off the harness - and I'm only a little bloke!).

On line stretch I released Gharib and deployed my own main canopy - common sense now dictates that it should have been my reserve - it's easy with hindsight!

He also stated that he thanked Allah first and myself second

We were LOW! Just how low I will tell you over a pint in the bar - provided you pay for it!

We landed almost simultaneously, alongside each other. Gharib was still unconscious, although he quickly began coming around. I grabbed him to prevent him from moving - he was in great pain. Next at the scene was old fat Jack Hiley, my parachute rigger, followed by a medic. With great presence of mind, Jack had asked the Defender to land and keep the engines running for an immediate casevac.

Literally, within five minutes of landing, we had Gharib back in the aircraft for the seventy mile flight to Seeb Military Hospital.

At this stage it never occurred to me that something extraordinary may have happened. It wasn't until we arrived at Seeb when FLT LT Neil Eden (the senior QFI on loan service), who had been an eye witness from the ground, jumped out of the back of the aircraft and began furiously shaking me by the hand, declaring

hours duration, in the early hours of the morning and had subsequently only had two hours sleep before coming on parade without any breakfast. This of course meant that he was in no fit state to commence a day of rigorous team training.

The board of enquiry found that two errors of judgement had been made:

The first error of judgement was by myself which I fully accept and shall quote directly from the notes of the board of enquiry:

"Captain Chris Lyall, an expert in this high risk sport of free-fall and as an officer commanding the free-fall section, should have obtained more knowledge of the history of the parachutists during the twelve hours prior to the first descent."

The second error was by Gharib - again I quote:

"As a CPL and an experienced free-fall parachutist, he showed a measure of irresponsibility by not ensuring that he was mentally fit to carry out a rigorous free-fall training programme."

In mitigation however, he was probably genuinely unaware of the possible reduction in performance caused by a combination of lack of sleep, nourishment, and making three descents from high altitude."

Gharib, on the left, in HALO mode over our Drop Zone at Al-Hazm



On a personal basis and much to my surprise, in December 1984 I was awarded the Sultan's Distinguished Service Medal (Gallantry) WKhM (G) - the secret's out! So you now know what I've been writing in your log books!

In addition, on 1st May 1985, I was greatly honoured by being awarded the Royal Aero Club Gold Medal by Her Majesty the Queen at a ceremony in London - an occasion it is quite difficult to live up to!

Finally, the real reward comes, even years later, in the quiet

moments when I recall that I have been given a very rare privilege, that of having saved a person's life.

Chris Lyall D1898

Postscript

Gharib made a rapid and full recovery but, as far as I am aware, did not parachute again - who can blame him! He also stated that he thanked Allah first and myself second - I didn't see Allah anywhere around at the time!

Finally, I feel that it is a great shame that my old friend Ronnie O'Brien of Peterborough, received no formal recognition in saving the lives of not one but two persons in a recent incident. An outstanding achievement! I declare myself to be his greatest fan! Ronny suggested that we should start a club and I'll drink to that any day!

that he had never seen anything like it before!

Board of Enquiry Findings

An extremely searching board of enquiry was set up by order of the Commander of Sultan's Land Forces, presided over by Lt Col Simon Brewis.

Gharib's list of injuries follows:

- a) Broken jaw (nine places)
- b) Broken nose
- c) Smashed teeth
- d) Broken left femur
- e) Two puncture wounds (left thigh)
- f) Multiple lacerations of face and left lower leg
- g) Compression fractures - two lower vertebrae

It transpired that Gharib had driven from his home village Bhala a journey of some four

'Skies Call' Revisited.

Book Review by Ola Soyinka

I've been very industrious and have reviewed three books for this issue; I didn't have to do too much reading though - they contained mainly pictures and leafing through them was a pleasure.

The **Skies Call** books are full colour, glossy publications of spectacular skydiving photographs. The first book was published in 1974 (photographs by Andy Keech, designed by John Partington - Smith), **Skies Call 2** came out in 1979 and the third volume was published in 1981 so it is inevitable that they appear somewhat dated.

As I unwrapped the parcel the books arrived in, I found myself looking forward to a little bit of nostalgia. It was not that long ago that I started my jumping career (I did my first jump between books 2 and 3 but I'm not saying when), but I remember as a student these books were providing full colour pictures for us UK skydivers while SP was still in black and white.

Looking through the books, I certainly did get a whiff of nostalgia; not just from the sight of the Paracommanders, balloon suits and swooping skydivers with belly mounted reserves, but also because the book itself reminded me of those windy rainy weekends spent sitting ground bound as I leafed for the hundredth time through the club copy of **Skies Call 2**, recalling my last panic stricken exits and brief seconds of uncontrollable aerobatics. I would look at the pictures and wonder how anyone could ever get it together enough to leap out of a plane smiling and waving. I wondered if I would ever get to the stage of being experienced enough to have as much fun.

I had never seen **Skies Call 3** until now. Gone are the army surplus rigs and front mounts (except in the pictures from China) and there's not a round canopy to be seen. There are some spectacular shots of BASE jumping; the emergence of RW and the decline of the classics

in popularity is clear. The changes in kit are ever obvious...but the skydivers never change.

Now that I can jump out of a plane smiling, I've been able to look at the books in a new light. No longer in awe of the subjects, but able to appreciate the quality; a good photograph is timeless, a fleeting moment captured forever. The indefinable ingredients that make a photograph great will always survive changing fashion. Despite being a '1990s' jumper I'd be hard pushed to make a choice between the three books. Although volumes 2 & 3 have more variety, I did enjoy much of the writing and poetry in volume 1. Each book is full of many powerful evocative images and they cover every facet of the sport.

All the photographs in the first book are by Andy Keech who also wrote the accompanying text and poetry, (this is the source of his best known verse, the catchy "*Man small, Why fall? Skies call. That's all.*" 'The second book expands the concept; reducing the accompanying text, and widening the list of contributing photographers to 21. **Skies Call 3** has photographs from over 50 photographers from 12 countries and is a truly international affair.

The advent of glossy colour sport parachuting magazines has reduced the demand for this type of book and as a result this set of books are going quite cheaply at the moment...(don't say SP doesn't help with the Xmas shopping). As for me, now I've got the books I'm hoping to get a coffee table for Christmas - to put them on.

An extract from Skies Call: 1

*If I could retrieve
the fortune I have spent
Worrying where it came from,
not caring where it went
I could live the heady lifestyle
of Playboy magazine
I would see the worldly sights
that still remain unseen.*

*It must amount to thousands
I've squandered on the sport
The mark of any jumper,
a balance close to nought
But if I had it back
in one financial lump
I'd go south in the winter
and jump and jump and jump.*

Details: Skies Call. Volumes 1,2 & 3. By Andy Keech

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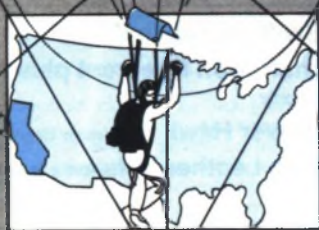
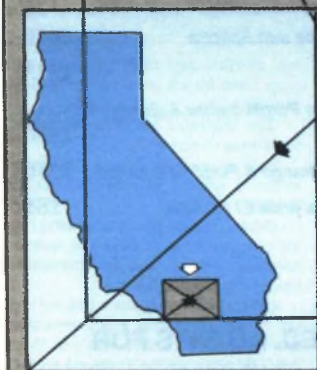
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Adelaide Grand Prix 1991

The cheap way to get to 'The Ultimate Grand Prix' in Adelaide, South Australia: **First** – Sign a large sponsorship deal with the makers of the Amber Nectar for a series of live, satellite linked, radio programmes from Down-under. **Second** – On the premise of being an integral part of the broadcast activity, hop on a plane to Hong Kong and obtain a few rolls of film, a Hi8 video machine and party with local skydivers with the sole aim of avoiding jet lag. **Third** – On arrival in South Australia visit the local DZ and grab a slot on the next load into the Grand Prix, film it and give the results to Channel Nine and GPTV (Grand Prix TV).

The locals have been using this method of getting into the Grand Prix for a number of years, each time they include a few more and

invite jumpers from other parts of the country. Garry Gnapp (late of Action Enterprise and now a full blown True Blue Aussie) was organising the PR for the skydiving. This amazing event costs a mere \$Aus 42 million (£20 million) and takes two months to erect and a further two months to take apart.

The Australian Army Team jump onto the Hairpin leading up the Pit Straight.



15 Way over the Adelaide Grand Prix circuit.

The team arranged a series of 16 ways and mega flag jumps over four days. There were ten sponsors who each had a 1,000 square foot flag. The last demo, an hour before the start (and 20 minutes before the storm), included all ten flags into the circuit. Next year it may be bigger and better again and, with a developed approach, this really could be the ultimate demo.

On a recent trip to the land Down-under it seemed appropriate to inspect the facilities of the number one Sward Sports outlet in Hong Kong.

The JSPC centre is a small but active DZ based at the military base of Sek Kong - about 30 minutes drive from the main city.

Although located on an airfield - which it shares with a refugee camp - aeroplanes are not allowed to use the adequate runway so flight operations are from the main Hong Kong airport with take-offs amongst an array of vast passenger

JSPC Hong Kong

jets. The runway on the airfield has just been opened (for an experimental period); this will make a considerable difference.

The parachute centre is run by Sgt 'Waggy' Wagstaff and a small staff of locals and imports. During my visit there was a member from Netheravon and Dixie from the Red Devils. Jumping is open to civilians at weekends and the jumpship is a Cessna 182 with an occasional Scout Helicopter from the base for demos and demo practice.

The club already boasts home grown jumpers as well as a number of imports who are commercially based in Hong Kong for various periods of time. They enjoy their own nationals and several trips to China and Boogies in the area.

The club is extremely friendly and so laid back as to be near horizontal, just don't expect too much too quickly as this is Hong Kong and there's always another party to get to.

**Words and Photos
by Simon Ward**

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De-constructed.....Re-constructed

Nigel Watson-Clark takes a look at a fresh initiative recently adopted by our Canopy Contact Competitors.

Most people recognised the emerging void developing between our own domestic competition scene and that at International level. Most people that is who take an interest. It's true that we do have some encouraging signs, such as over subscribed CRW Seminars, new teams squaring up to a decade of dominance by the Royal Marine Teams and attendance levels at the Regional Competitions sometimes bettering that of the 'Nationals'. These signs however do blanket the truth that British CRW has lost its grip on World Championship medals and the emerging nations are taking our place and graduating to the upper ranks.

British CRW has lost its grip on World Championship medals and the emerging nations are taking our place

If necessity be the mother of invention, then it was only a question of how long we let the decline continue before we did something about it. It started in February with a 'draft proposal', altered in April to an 'amended proposal'. and ultimately accepted in June: 'The definitive proposal'. They all bumped their way through competition committee meetings, an extra-ordinary meeting, plus some lobbying and countless telephone calls, before finally being rubber stamped in time for the June Canopy Contact Nationals.

It was tricky handing over the baton, some sceptics believing the 'old order' wished to maintain a firm grip; some of the purest principles therefore were watered down to accommodate genuine fears. 'Safety nets' were written in and compromises accepted which meant that the original draft proposal had taken some serious right hooks, but with the competitors input, the new structure has emerged much stronger.

The basic principles of this new structure are in fact far from new. The undisputed strength of French CRW arises from a similar squad system which had been in operation for a number of years. The essential factors of our new system go like this.

Off Year Selection

You can't operate a squad selection system without facing the issues of off year selection. It's been an area of continued

discussion in all three of our sport's disciplines and the arguments for and against are well documented. Off year selection is now an integral part of our system.

Minimum Standard

Each of our three events, Sequential, Rotations and Eight-Way Speed Formation, have minimum standard criteria. If a winning team at the 'Nationals' reaches or betters that standard, they are not then subjected to re-selection.

Squad

In the event of no team reaching the laid down minimum standard, individuals are selected by an elected selection committee. Regardless of their team's position they'll be considered on skill level, commitment and other factors rather like the England Soccer Squad may be made up of players from Notts Forest, Arsenal, Manchester United, Carlisle and Liverpool, etc.

Funding

Having established a definitive squad and manager, funding from a training subsidy may be applied for. Putting a greater emphasis on pre-championship training and partially re-directing funding into training is an essential part of the re-structure. Teams that are either selected, or reach the cut on merit can apply for training funding.

Determining whether it has been a success or not will take only a quick glance at the results sheet of the 4th CRW World Championships in China

The four points above appear simple enough in outline, there is much more to the final document, a copy of which can be obtained from the BPA office.

These fundamental reforms had to have had the backing of the majority of those it was designed to benefit: the competitors. It also has the support of the Competitions Committee and a number of people in positions throughout the association, all of whom are no doubt keenly looking on to see if we can keep up the principles and maintain the momentum. It is very early yet, but we've got off to a good start. Determining whether it has been a success or not will take only a quick glance at the results sheet of the 4th CRW World Championships in China next September, but in the meantime we had the first hurdle to negotiate.....

Some wives and girlfriends may well have been suspicious of their loved ones this year when on two separate occasions they heard "I'm off to the CRW Championships".

Our usual monogamous annual flirt with competition was held at Weston-on-the-Green in June, but due to a late IPC decision on the 'Eights', we were forced to enjoy a bit on the side in September at Langar!

The decision incidentally was that having accepted the bid by China, the Eight Way Speed Formation would be re-instated as an event. Although welcomed by CRW Competitors, it did come too late to alter our own National format which included the eight way event but not formations, simply straight stacks. Obviously it's not representative (or fair) to have our National Championships compete at domestic level at 'straight 8's and then at World level at Eight Way Formation. So to overcome the problem a second event exclusively dedicated to the Eight Way Formation was held in September.

Weston on the Green, June

Five days ground bound during the worst recorded June weather since records began threatened to wipe out this year's CRW and Classics Nationals entirely, it was appalling. When the break did arrive the officials and competitors alike



The 1991 CRW

were hard pressed to keep up with a self imposed momentum and feverish activity. Bob Card, the Meet Director, with the benefit of long range forecasts was happy to stand us all down for twelve hour periods, he now expected competitors, judges, administrators and staff to take best advantage of our slots and that meant pre-dawn, post dusk jumping. In the event it was a massive effort by everyone and we all but completed the meet.

Rotations

The new minimum standard rule looked to hit the Rotation event hardest. At an average of 9.3 points per round it meant in reality that no-one at any previous Nationals had come close to that standard. But there was one team that trained hard, purchased the new breed of canopy, and learnt to fly them. **Team Rabbit** dominated the event from the starting gun. The 'stack-plane' technique was executed with control, speed and precision and with the benefits of the new techniques and technology (and some experience thrown in) no one else came close. That's not to say there weren't problems or disappointments, every team has its own story to tell, but not reaching our consistent 13 in training slightly dulled an otherwise convincing gold. **The Flying Dragons** and **Cell Mates** meanwhile were having an almighty battle over the silver. Each team's fortunes fluctuating until the final round when the **Queens Regiment** team clinched it. There was some good CRW going on and I'd predict some teams find themselves competing at a higher level next year.

even our Meet Director had to admit that he'd no longer consider it 'Canopy Wrap Roulette'

Other notable performances came from the **Red Devils** (who had a bloody good go and were seen mastering the new technique), the **Marines** (who did not!), **Immaterial** who jacked in half way through (probably for safety reasons!) and **No Limits** (who came a long way behind).

Sequential

It's been a long time coming, but there's a persistence in **No Limits** that is second to none. The longest established team in British CRW finally achieved their goal in taking gold in Sequential and taking it in style. They will be heading for China in September and are the second team to qualify by reaching the minimum standard. In a major battle with their old friends and rivals **Cell Mates** they performed consistently in what were sometimes difficult conditions. Indeed, so too did **Cell Mates** and there was some sympathy for them after a disastrous first two rounds.

The Royal Marines in action. Photo: Simon Ward

Championships

Undoubtedly, Sequential has the highest skill factor and is the most difficult event to train for, but it is the most varied and most enjoyable of the three, we need more serious teams.

The **Flying Dragons** took their second medal of the week by pushing an encouraging performance out of the **Flying Toads**, their buddies in the sway. Both teams now look set to build their strengths even further, their commitment is not in doubt.

Eight Way Speed

The flagship of competitive Canopy Contact has taken a real battering recently, not I may say from the troops on the ground. For the time being the event has been given a stay of execution and will be there in China 1992. It is to the credit of the Comps Committee that Eight Way remained (albeit in a different format) as part of the Nationals but it had to wait on the sidelines on this occasion while good weather priority went to the two Four Way events.

That was far from the minds of the guys from **'Eight Pack'** they went out to win! They'd bought compatible canopies and trained in California together to have a serious crack at the event so long the undisputed property of the **Royal Marines**. With two outstanding performances which took most of us by surprise they left the remaining three composite teams to fight it out for the minor placings. There were however some good solid times banged out by all other teams and one session of late evening jumping was appreciated by applause from the ground and 'yahooing' from the air. After a very tense Nationals with a lot at stake, I reckon people were having fun up there.

Intermediate Event

It's a little bewildering why only one team **'Gregs Wraptures'** entered this event when traditionally there's an excellent response for the regionals...perhaps a week off work is a bit much to ask. There's one team however that now has experience of eleven rounds of competition, a team that benefited from watching some good CRW, a team that went home with two gold medals - the only team to do that since 1988!!

And finally, a big thanks for a job well done to the guys at RAFSPA Weston-on-the-Green and the competition staff. The 1991 CRW and Classic Championships were a huge success and a lot of credit goes to those characters who choose to organise and administrate an event like this. This year particularly was run with a clinical efficiency, right down to an inter-discipline volley ball tournament!

Sunday evening: The east hanger, packed with officials and competitors (Classics and Canopy Contact), echoed to the

applause for those stepping forward to receive their trophies. There's some new names on them these days and a steady growing interest in our discipline. Good heavens - even our Meet Director had to admit that he'd no longer consider it 'Canopy Wrap Roulette'...funny ol' world isn't it!

Langar, September

Eight Way Speed Formation.

After a convincing win in June **'Eight pack'** made a determined effort to re-direct their skills to building quick formations. They were the team with their noses in front and considered the team to beat. The **Marines** too were now in training having recruited some more to join their competition team. But it was getting late and there was still a lot of work to do. It soon became obvious in the lead up to the competition that the battle would be between **Eight Pack**, the **Marines** and the minimum standard criteria. Set at two minutes working time it was going to be difficult. (No teams ever reached it before at National level) but not beyond the teams who were confronting the task in training.

No one could have predicted the transformation of a team that barely featured in the competition three months earlier. By their own standards the **Royal Marines** put up three mediocre performances at Weston-on-the-Green and looked destined to watch from the sidelines as others carried the Brit CRW banner abroad. On a perfect Saturday morning they set the competition alight. Watching a reasonable time bettered by **Eight pack** in the first round, they held their nerve with a second round 1.39 Wedge, then a 1.14 Box and consolidated a splendid win with a secure 1.39 Kite.

I know the effort that went into both training camps and how bitterly disappointed **Eight pack** were with their own performance, but now their foundation is set for future competition. **Eight pack's** spirit of sportmanship also deserves a mention, but the talking point of everyone at Langar was the awesome potential of this R.M. outfit.

The squads are now complete, with three winning teams each making the cut: **No Limits**, **Team Rabbit**, and **Royal Marines**. I think it looks exciting...in a measured, optimistic type of way of course!

Nigel Watson-Clark, (Team Rabbit.)



Photo: Team Rabbit

Sodmore Aces Fly Again



*The final installment of
the Sodmore Saga
— by Chris Devine*

Far below in the centre of a panic-stricken flower show crowd, an inebriated Nat Head looked upwards in awe as the six smoke trails detached themselves from the three canopies and hurtled earthwards. Behind him the fire in the main marquee had gained a serious hold and was beginning to spread to adjoining tents. But all was not lost for the show fire team had now forced a way through the crowd and were tackling the blaze. Unfortunately, they too were forced to dive for cover, when the six smoke canisters put in an abrupt appearance, rocketing into six separate (bone dry) marquees, with inflammable consequences. As the fractured canisters ignited the tents, the crowd's panic escalated into hysteria as they began a general rush for the car park and a speedy exit from the doomed show. Such was the scene that greeted an enraged Brian Fang as he arrived at the main entrance to the show in a bloodstained BMW minus a windscreen and with a severely crushed roof.

Up above him Red was happy. The rocket was fast, I mean really fast; as he looked up at the taut red wafer thin canopy, the lines glistened in the afternoon sunlight. Looking down he could just make out the DZ cross through the barbecue smoke, which reminded him how hungry he was. Mind you, the crowd certainly looked excited as they rushed around in the smoke down below, trying to gain a better view no doubt. With no wind to worry about, Red hooked the rocket down to ground level at 50 mph just as a sea of people swarmed over the cross. "No problems," muttered Red as he yanked down on both brakelines which detached themselves onto his shoulders "Shiiit..." screamed the ill fated dwarf as the Kevlar lined Rocket scythed into the crowd at lethal speed.

"Almost purple with rage Fang pulled himself out of the side window of his car, the crushed roof preventing the doors opening"

High above the carnage ZF and the Major hung limply in their harnesses clutching throbbing goolies and groaning in unison, oblivious to the conflagration below. With tears in his eyes and in a high falsetto voice, the Major shrieked at ZF suggesting they land in the car park area as some sort of sports event was going on below. ZF waved a limp hand of agreement and using one hand weakly steered after the Major.

Almost purple with rage Fang pulled himself out of the side window of his car, the crushed roof preventing the doors opening. He watched the two parachutes land on the side of the car park, which was rapidly filling up with fleeing show visitors. Recognising ZF, Fang ran over to them and screamed into the CCI's face, "you two will never jump again, you're finished in the BPA and so is your club." In the midst of the human confusion around him ZF turned to look at Fang, slowly wiping the spittle off the side of his face. "Before you say anything else Fang, I suggest you read this," muttered ZF as he pulled a sheaf of papers from his jump suit pocket and thrust them at the NSO. With evident distrust Fang gingerly accepted the papers and slowly began to read them - as he did so the sneer on his face changed to disbelief, followed by incredulity then the cold fear of reality of defeat. With slumped shoulders Fang dropped the papers on to the ground and turned away muttering to himself with tears coursing down over his pudgy cheeks.

Picking up the papers ZF and the Major retrieved their canopies and made their way through a stream of incoming fire engines and ambulances out onto the road, where miraculously Nat Head was waiting in a

"You mean when we jumped at the flower show we were in fact an Albanian display team jumping under French Federation guest rules!"



battered minibus containing a bloodstained but smiling Red. "Good demo, was it boss?" enquired a solicitous Head.

Like a faithful friend the wind dove into the side of the Sodmore club hut, rocking it on its non-existent foundations. Inside, the scruffy band of club members were discussing the latest developments at the BPA headquarters where a persistent aircraft re-arranger was rumoured to be the next chairman, which was all part of a plan for an eventual knighthood. "That's assuming the Palace don't find out about the Welsh sheep farm parties," exclaimed Red to a delighted audience.

As everyone shifted closer to the stove, the Major looked at ZF and asked the long-awaited question. "Exactly what was in those papers that saved our bacon then?" Clearing his throat ZF reached into his jacket pocket and pulled out the same wad of papers, which he then passed to the Major. "Well I knew Fang was closing in so I did a bit of lateral thinking: it seemed the only way not to be bound by BPA regs was not to be a member, however then the CAA wouldn't allow us to jump either. So then I went on a visit to the Albanian Embassy in London, where for a small sum of western currency I got this club registered as an Albanian Airlines Airsport Social Club, which just happens to be affiliated to the French BPA equivalent." ZF glanced up at the ring of mystified faces "Well," he continued "it seems the French have a demo agreement with the BPA, which in small print covers all members of the French Federation, so you see the CAA also recognises that agreement..." At this point the Major broke in waving the papers, "you mean when we jumped at the flower show we were in fact an Albanian display team jumping under French Federation guest rules?" "Exactly" agreed ZF "after that it was all downhill, even after the umm... unexpected events of the flower show. The BPA complaint to the French Federation has been ignored as the French still have good diplomatic relations with Albania and don't want to upset the commercial trade."

At this point Red interjected with "How come we haven't been billed for the err... problems at the flower show?" "Simple, as the government have no diplomatic relations with Albania, due to a mishap over sinking one of our destroyers at the end of the last war, we do not diplomatically exist and are therefore not liable for anything," explained ZF to a cheering crowd. Finally as the noise abated, ZF continued "mind you, we are still skint and we do owe the BPA £2000. However I have been having a quiet word with the new BPA chairman who is willing to allow us back into the association and also waive our back student dues" ZF looked at Red "and before you ask, yes I have agreed in return to say nothing about sheep farming in Wales."

Holding both hands up to silence the joyous jumpers ZF began to outline his plans for the future. "Now Christmas is nearly here, it seems the new toy store at Stoke Madgett would like a night time Flying Teddy Bears demo on to the roof of their store - with smoke..."

...The End

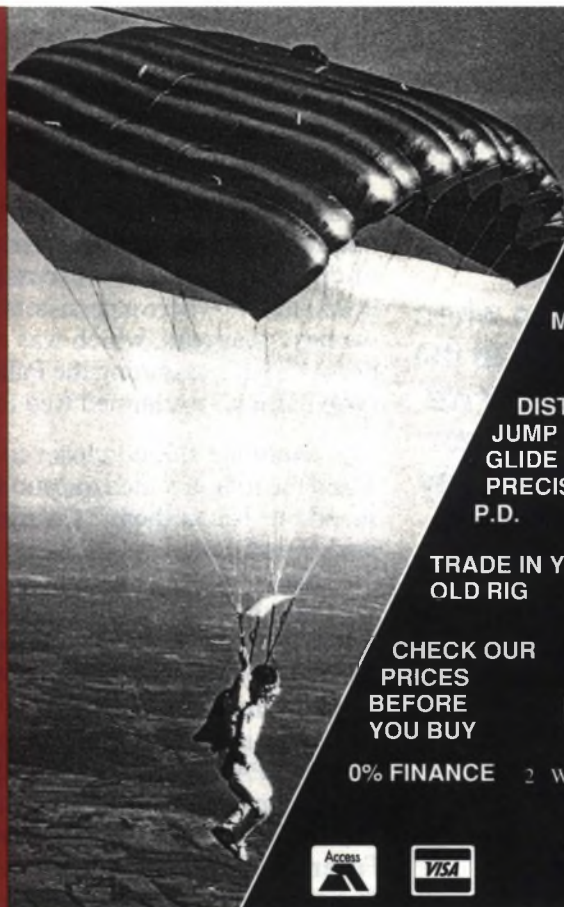
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The Vulcan

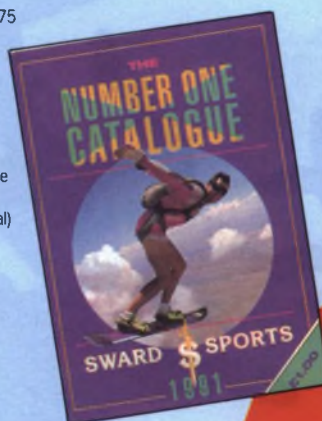
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Micron	Yes	390	198/ 89	417.84
Reflex 125	Yes	320	154/ 69	568.38
Reflex 145	Yes	350	176/ 79	583.74
Predator 150		350	155/ 70	537.66
Peregrine 150	Yes	370	180/ 81	629.83
Predator 170	Yes	380	178/ 80	543.80
Reflex 175		390 (est)	215/ 97	599.10
Predator 190	Yes	425	198/ 89	549.95
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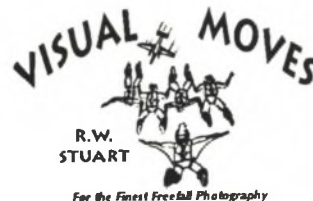
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Winter draws on and don't forget the thermals, golly does it not get cold very rapidly in this country of ours, but never mind plans are now well advanced for next years trip to sunny Cyprus.

Already quite a lot of members have booked for this meet/holiday but there are still a few seats left so if you and your family are interested contact either myself or our group travel agents Anglia Travel on 0473 232576. The dates are the 10th to 17th May for the competition, but a lot of members are staying on for an extra week, making it hopefully an enjoyable holiday. Whilst you have your diaries out make a note that the other two meets will be at Swansea on 4th/5th of July and Peterbrough 19th/20th September. As it is the festive season and I am in a contemplative mood, thinking back over this years meets, I would like to say a big thank you to the regular members who always turn up, they make all the time and effort spent organising the meets worthwhile; so how about some of our closet members getting out their rigs, dusting off their jumpsuits, and making an effort to attend one or more meets next year. It would also be appropriate at this point to thank all the drop zone operators who have invited us, and thanking those we have been to for their enthusiastic welcome and

co-operation. Quite a few members manage to attend the AGM at Leicester, and as we always have our own meeting it would be nice to meet or even meet again as many POPS members as possible to hear views and get criticism of the way our society is run. If you cannot attend but would like to voice an opinion then please write to me.

We have to say a very profound congratulations to POPS member 358, **Ronnie O'Brien**. We are proud to have you as a member of our group. Also a warm welcome to new members: **Tony Gardiner**, at the moment in Luxembourg, **Brian Andrews** from Kent and **Richard O'Shea** from Cambridge who has started jumping again after a lapse of twenty years; welcome back, Richard!

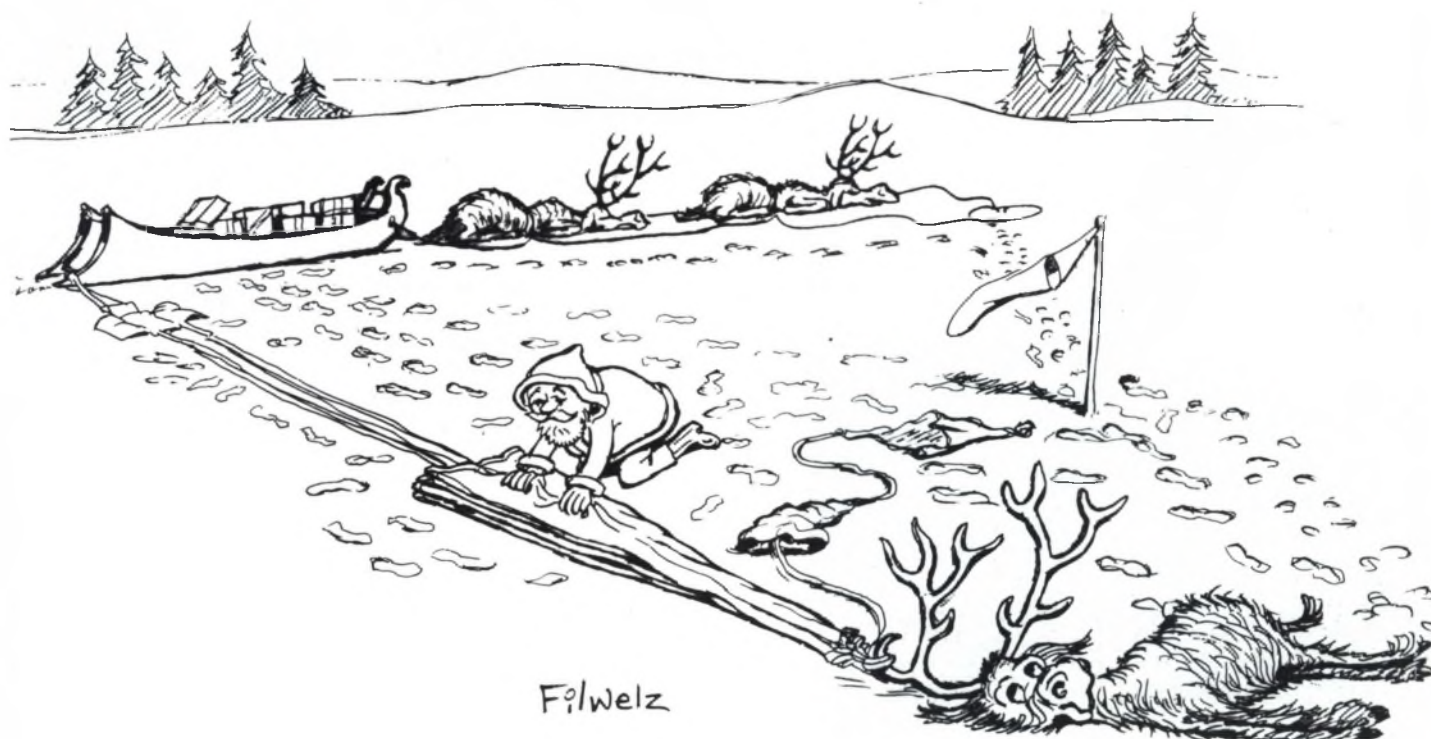
May you all, both PUPS and POPS, have a good new year, may all your jumps be great, but most of all be safe, and thank you all for the pleasure and camaraderie that being a member and secretary of POPS has given me.

Michael Allum POPS 252

Hon.Treas/Sec POPS UK.

POPS MEETS

Date	Place
10th May to 17th May	Cyprus
4th July to 5th July	Swansea
19th to 20th September	Peterborough



Filwelz

ANY WHICH WAY BUT FACE TO EARTH



Photo: Simon Ward

Jim Parsons and Robin
Tomes over Gap.
Photo: Ian Thomas



Above: Simon Ward captured this
view of his hairy legs while
filming in the Shoot Assise
position.

Right: Simon Ward captures
some Chute Assise in
France.



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Surfing out of a Porter



Jeff Lewis in Freestyle mode
Photo: Simon Ward

channel is 'Chute Assise' - a not-so literal translation would be bum-to-earth RW.

No doubt there are more whacky ideas to come; we can be sure the skies over our drop zones are going to be humming with skydivers falling any which way but face-to-earth.



A three man Totem
Pole built by Phillippe
Vallard (top) Eric
Fradet and Jean-
Baptiste Oliver.
Photo: Wendy Smith



IPSWICH PARACHUTE CENTRE SUMMER CUP

After much debate over conflicting events, a date was finally set for the Ipswich Parachute Centre Annual Summer Cup and in true parachuting style, it blew a gale all day on Saturday the 17th of August. Fortunately it was sunny so we all got to work on our suntans before tucking into the barbecue and beer to toast the winner, which in our case was the weather.



The Summer Cup, also known as **Bungles Boogie** (after the organiser Geoff Tucker, if you don't watch Rainbow you won't get the connection) was intended to be a 3-way scrambles followed by accuracy and fortunately most of the next day was good enough for it to go ahead.

The barbecue which went ahead as scheduled is worth a mention if only to report the attempts of Brad Scott to cook himself as well as the dinosaur spare ribs he organised. Nice food Brad but the devilled eggs and beans were a real mistake, the Islander stunk the following day. The highlights of the piss-up after the meal were the ungentlemanly attempts to tune Lorraine William's nipples in for Radio Orwell and Sheila's (office Doris and all round whuffo) attempt to persuade Richard (instructor, tandem master, gigolo, DZ pretty boy and used condom salesman) Toll into surfing naked on the roof of the vehicle of his choice. The bribe went up to 3 crates of beer at one stage, you left a trail of disappointed women in your wake Richard.

So dawn broke the following morning on the heads of some well entrenched hangovers, fortunately revealing a healthy improvement in the weather. Bungles Bandits (Colin Dickson, Jane Amey, Steve Cole, Nick Bull, Tracey Veal and Bob (BTK) Whiting) laughingly referred to later as judges took up their positions and armed with defective stopwatches prepared to fabricate scores. The manifest was filled and away we went.

We managed to get through two rounds of RW and accuracy before the weather intervened once more resulting in having to do the last round on accuracy alone due to the low cloud. Rob Ward and Paul Speller (Cell Mates CRW team) decided that this meant they would try to hit the pad as quickly in succession as was possible, being on different passes hindered them not a whit.

Unfortunately this was too much to think about for BTK who timed them both at a fortnight each and blacked out under the mental pressure.

Finally with all the results in and all the protests rewarded with a poke in the eye with a sharp, stick the winning team were declared as Richard Toll, John Howells (who also picked up the individual award for in-flight flatulence) and Lorraine Williams the trio winning the summer shield (pardon?) I won't print the full list of results as they make appalling reading, especially as my team came 3rd from last.

Congratulations must also go to Gerry Buggle (no, it really is a proper name!) for doing his 500th jump and to point out that the next time he gets spotted filling his log book in, in the car he will get another soaking regardless of how many jumps he's done. Also a mention to Melanie Adams for doing her first three way, good luck for the rest of your WARP.

Commiserations to the DZ Dippy Doris Duo of Kate Warburg and Sue Murray for being too deaf to hear the tannoy announcements to pose for the photo.

Finally it has to be said, many thanks to Geoff for all of his efforts and the shiny (in more ways than one) new CCI, Tye Boughen for running the DZ and to all who competed and didn't get mentioned.

As a PS, we still trained students whilst the competition was on and the trainee dentist in Andy Pages group was heard to leap out of the mock up shouting 1000, 2000, 3000, 4000, Check Cavity!

Mick Cooper D8776

The Birth Of A Skydiver

It all started down the pub (these sort of things always seem to start at the pub). The usual poster asking volunteers to throw themselves out of a perfectly trustworthy plane at 2000 feet had been stuck on the wall and various people were considering the challenge. I was asked if I were interested in taking part and I said NO.

After suffering all the ribbing about the yellow streak down the middle of my back etc, I qualified my reply by saying that I had already completed 11 static line jumps back in 1980/81 and I would not feel right about trying to collect sponsorship for something that I had previously done.

At this point the organiser joined in the conversation and pointed out that I could do a tandem jump instead of a static line jump. I didn't know what he meant as these jumps did not exist in 1981, but he explained how they worked and I signed up for the jump.

I arrived at Cranfield on the morning of 8th June, registered at the manifest and paid my money. Then I remembered what parachuting was really like (sitting around for hours drinking coffee, watching videos and hoping that the weather would improve). Fortunately the weather did improve and at about 2.30pm that afternoon I was sitting on the floor of the Skyliner wondering what I had let myself in for. We climbed to 12,000 feet and I watched all the bodies in front of me disappear out of the back. It was our turn, and I knew I had no choice, we dived out of the back of the plane and I was petrified. I had no idea what was happening to me and it took about ten seconds for me to adjust to these very strange surroundings. After landing, I knew that I had to freefall again but without someone attached to me.

I enquired about the costs of doing my third training for round static line jumps and was told that if I were seriously looking at getting into freefall then I should consider the AFF course. This was yet another innovation that had taken place in my ten years absence. I spoke with some of the instructors and ended up convinced that this was for me (the only problem was going to be how to explain to my wife). I got home and my wife asked if I had enjoyed myself and after prattling on about how great it was, she turned to me and said 'I suppose that means you are going back then?' I couldn't believe that it was this easy, but it was.

I phoned Cranfield on the following Tuesday and signed up for the AFF course with training to take place on Friday 26th July. I could hardly wait for the date to come around but it finally did; after finishing work on the Thursday, I caught the train to Milton Keynes and jumped into a taxi to let the centre know that I had arrived and was ready for training the next morning.

There were three of us on the course that Friday; Bob Howlett, Debbie Clarke and myself. The other two had

previously been RAPS students and so had more experience than myself in both emergency drills and canopy control, but I managed anyhow.

Next came the briefing and dirt dive for the first of the descents. We were to go from the Cessna 182 at 12,000 feet and I was extremely nervous. The ascent was not too bad and I spent most of it wondering if I was really suited to becoming a skydiver. We eventually reached altitude and the in-flight door was opened. A short run-in and then came the dreaded question: Are you ready to skydive? I was glad that we had been taught to respond by rote as at that point I should probably have answered 'Not a chance' if I thought about it. I managed to get out on the wing, went through my 'HOTEL' check. (Check In, Check Out, Look Up, Down, Aaaarrrrgh). Then came the sensation of dropping and WOW! By 11,000 feet I told my secondary (Greg Cox) and then my primary (JT) of our altitude and went through the 3 dummy ripcord pulls (missing the ripcord initially), a second announcement of altitude to both instructors and then I settled down for the ride glancing at my altimeter every couple of seconds. At 6,000 feet I signalled that I was aware there was to be no more airwork and at 5,000 feet I made my final yell at my primary instructor and on his signal, I pulled my ripcord.

The canopy control was not great but I landed safely in the DZ and most of all, I was a skydiver!

Over the course of the next two weekends, I was fortunate enough to experience good weather and managed to complete all eight levels of AFF including one off-DZ landing. There was no stopping me at that point and as I write this, I am preparing to jump for my seventh weekend skydiving out of the last nine weeks and this week I am hoping to jump my very own rig.

**George Wood BPA 89138 (1980)
BPA 105870 (1981), BPA 515877 (1991).**

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ESPACE BOOGIE, VICHY'91

This has to be the venue of the "European Skydiving Convention". Why travel to far away destinations of the world when only a short trip across the Channel and four hours drive to the South of France you can enjoy the sunshine, skydive from 15,000ft, (good quality skydives which are fun and educational for all levels of experience), excellent organisation, good food, and a buzzing atmosphere.

The weather was almost perfect, zero to light winds all day, with only a couple of grey overcast mornings. Vichy is situated at the

top of the South of France area, you could see a lot of cloud a short distance to the north most days. Vichy is pleasantly green despite the heat. The town is old with plenty of character and the upkeep is pretty good. One of the main attractions is the Health Spa. The food and drink on the DZ was excellent with a good choice, although it was expensive. If you took a quick trip (3 miles) into town there is a large Hypermarket which proved to be the cheapest. For meals off the DZ, again if you travelled a few miles into the country, then the local fayre was plentiful and reasonably priced.

Vichy DZ had free camping and plenty of ablution facilities which were always kept serviceable. There was a bar in the Airport complex and one next to the food tents. The usual T-Shirt, gear sales and service (with on site riggers) were situated around the large

pit. This over large pit was for load organisers, free-fall photographers and tandems throughout the Boogie. But there were a few people who started to land outside the pit as the "pebbles" were knocking bits off their Teva clad feet, plus the heat from the pebbles made for some interesting landings (myself included, ask Wendy Smith !!!). Manifest/DZ control and the load organisers/free-fall photographers portacabins finished the compliment (the L/O and F/P area did get a bit small with all the kit!!) in the main area. Adjacent to this area there were two videos and seating set up in one of the hangers for debriefs. This ensured that the video debriefs were very thorough, even if there was a bit of a delay before your turn to view.

"Impressive monster", was the word used for the aircraft, an MI-26 Russian helicopter. Manifesting 120-150 per load, 12 minutes to 15,000ft (the fastest load I was on took only 8 minutes!!), at approximately £16 per person. These lifts were carried out in three lift cycles followed by a shut-down (longer for lunch and tea). The manifest opened daily at 07.30 with the first lift taking off at 9/9.30. The first item of equipment to be sold out were "ear plugs", because of the noise, especially the spinning tail-rotor shaft visible above our heads. If you were on or near the ramp whilst climbing to altitude, you could watch the tail boom and stabilizers "waggle" around!!

The load organisers, free-fall photographers and tandem masters made between 8-12 skydives per day (except "jump-hog" Derro Thomas who made more than anyone else every day!!) The punters would make between 3-6 skydives per day, more if they really worked hard and did not stay with their groups (which was usually not beneficial). Therefore the load organisers really worked hard; sometimes making a fun dive for the third cycle. This is where two rig ownership came into its own.

The European Skydiving Convention supplied these load organisers for the 12 organised groups, sizes ranged from 8-70 plus, who were graded by number of jumps attained. You could then move up or down according to your merit and performance, usually accessed on two skydives back to back with easy and difficult jobs to be carried out during them. This was an excellent system as some groups became consistent and improved well by constantly jumping

The flight deck for a crew of 4 plus Loadmaster on the MI-26



together. But there were always a few who thought they could run before they could walk and others who would not accept (with video evidence) their errors. Also removed from the organised groups were people who were dangerous or just lacking in the required minimum qualification of, "being able to enter without any problem into a 10 way and knowing sufficiently the basic moves, diving, tracking and security rules". Basically everybody benefited from this system and all achieved some very memorable skydives. From the "A" group under Patrick Passe and Etienne Herin some of the skydivers who demonstrated the precision required would be selected to be part of the "European Parachutist Challenge"- Group Cirrus. There will be record attempts organised in Belgium from

together on opening!! To get a faster exit speed, you needed to follow a large group as the sudden weight loss from the ramp would make the helicopter dip forward and down, the pilot would correct it, thus the extra exit speed brief as it was, made the difference between a very steep exit and steep exit. All the organised groups had at least one free-fall photographer, the large loads had a minimum of two. There was always a queue to dump tapes after a load landed. There were groundings for low-pulls and dangerous antics, ie. low-hooks in busy airspace.

On each night of the last weekend there was a free beer for everyone to start the evening rolling. There were

STATISTICS

Total number of registered skydivers: 965 (425 the first day)

Sex :		Average age:	32
Men:	774	Less than 1000 jumps:	638
Women:	191	More than 1000 jumps:	327
Country of origin :		Average experience:	1023 / 9.6 yrs
France	455		
Switzerland	148	The most experienced skydiver (a member of French national 4-way team) has more than 9000 jumps	
Germany	95		
Italy	88		
United Kingdom	68	Number of lifts	
Belgium	55	M126 Helicopter:	100
Holland	21	Casa 212:	4
Spain	8	Total number of jumps:	13,250
Luxemburg	8	Height:	4500m
USA	5	Skydiving/Landing Incidents	
Austria	4		
New Zealand	2	Number of reserve openings:	24
South Africa	2	(23 skydivers / 1 tandem)	
Monaco	2	Total number of cutaways:	21



32-way on the first of 2 points achieved in a dive organised by Derro Thomas.

June 29th to July 5th 1992. Outside of the load organised groups there were a lot of self organised groups - both good and bad. So if you did not wish to be part of the load organised scene then there was still plenty of other groups which could offer satisfactory skydives. The spotting was generally OK, with the light winds, there was one pass along the length of the runway (best to be the second group out, so over the top of the DZ). The larger groups tended to go first so did the least walking, although they had buses out on the airfield. The exit speed of the MI-26 was about 60/65 knots at 15 grand, so this meant that some groups were quite close

some good parties and some sore heads the next day!! Although it has to be said that the majority of skydivers retired to bed fairly early as a result of the heat and extra effort they were putting into their skydives.

All said and done it was a very safe and enjoyable Boogie. The Brits' who were staff at the Vichy ESC were: Wendy Smith, Derro Thomas, Lukas Knutson, Simon Ward, Pip and Sandy McRobbie and myself. Our thanks go to the Organisers of the Boogie and the numerous packers. See you all there next year.

Words & Photos by Adrian Thornton

A 'P.S.' from Darryl Moran

Vichy, is a Boogie where you can turn up on your own, get registered into a group at your own level, and progress through, on your own ability and merits. The debriefs were very detailed, using slow motion video, especially on the 'B' Group with Etienne Herin, (1000 Plus jumps). Most people on this group were attempting to progress to Patrick Passe's 'Diamond 90' A' Group, which was looking for perfection!

I started in B' Group, making several 70 - way attempts, and a couple of nice two point 36 ways. I progressed to Patrick's group halfway through the Boogie. We made some very nice skydives, including a successful 50 - way room dive, and a 3 point 56 - way.

The Boogie culminated in 81 - way Diamond attempts. The best falling one short of completion. Brits on these loads were; Darryl Moran, Derro Thomas, Tim Mace, Adrian Mills, Lucas Knutson, Pip and Sandy McRobbie.

Vichy is definitely the Boogie in Europe.

BE THERE IN '92!

Polish Boogie Report '91

Location : Aeroklub Krakow (1928 - 1991),

Jumpships: MI-17, MI-8, Antonov 2, AN-12, AN-26, Wilka's Gliders, Hot Air Balloons and Zlim 42 Aerobat - a veritable cacophony of jumpships that have to be one of the main attractions of the Polish Boogie.

Organisation: The organisation from England was undertaken by Pete Marsden of "The Boogie Club" who flew us directly to Bilicea International Airport, Near Krakow, Poland.

Load organisers: These included Pete Marsden from England, Bent Kock from Q-Parachute Centre Denmark, Jaser Gienscrak from Poland, Uli Seeth from Germany and Chuck Kanker from the US.

Video: The video requirements were set up and run by Wendy Smith and Simon Wade who even lugged complete TV systems all the way to Poland.

Manifest: This was co-ordinated by Kathy and Astrid, our friendly Boogie girls from Moorsele in Belgium.

Pilots: They were supplied by the Polish Military Services and Krakow Aeroklub.

Skydiving

Approximately 170 skydivers of various nationalities registered, of which 64 were from Pete Marsden's Boogie Club.

Services offered at the Boogie included rigging, video, AFF, Tandem, one to one student progression, load organisation, debriefs and exit advice for the more unusual jumpships.

The DZ controller was Roman Sendor, CCI of **Skydive Krakow**. His job was made considerably more pleasant by the

fact that there were no malfunctions during 3009 helicopter and aeroplane, 40 Hot air balloon, and 60 glider lifts.

MI-17 "taxi" service was supplied from Krakow Aeroklub to Bilicea Airport for AN-12 and AN-26 loads - the blast of the boogie!!

The last evening at Krakow was rather adventurous for those who made the two MI-17 loads into "Downtown" Krakow City Park demo

Sightseeing

Cultural exchange starts by changing US dollars into literally handfuls of Polish

seem small and intensely farmed mainly utilising manual labour with assistance supplied by horse and cart. Outside of the city, there is little colour to the land, and society suffers from years of restrictive law. Despite this I found the Polish skydivers extremely enthusiastic and keen to absorb new ideas.

Bus trips from Krakow DZ included contrasting visits to Auschwitz Concentration Camp and the cathedrals of beauty found in the salt mines.

Adventure trips in Krakow city held many rewards of historic and classic memory or just personal "barter" satisfaction.

AN2 Exit Photo: Wendy Smith



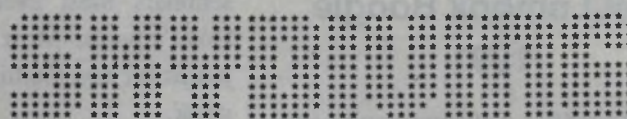
Zlotys, a beer being around 10,000 Zlotys - it soon becomes novel to increase the bill to hundreds of thousands of Zlotys. A great feeling of wealth prevails.

The western tourist is welcomed into Poland, with the nearby city of Krakow displaying the closest to our Western life-style. A quite different picture is seen once free of the city. Landblocks

So, by the end of the Krakow Boogie every jumper had benefitted through cultural exchange, making new friends, improving their skydiving or a combination of all three. See you there next year.

(For details about Polish Boogie '92 contact "Boogie Club")

Wendy Smith BAEM#1



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Bali/Lombok Boogie 1991

If a friendly welcome and total acceptance by the local population is the hall mark of a successful Boogie, then the Boogie in Bali/Lombok 1991 scored maximum points.

When the 300 or so jumpers arrived in Indonesia for the 2nd only Boogie in this exotic tropical paradise, they were greeted by their Indonesian hosts with genuine pleasure and a desire to make their stay as enjoyable as possible. The Boogie Organisation had recruited BJ Worth and a group of Ex-World and National Champion load organisers from the USA, Australia and the UK.

Lombok

The 1st Boogie in Bali in 1989 took place on the island of Bali itself, but this time the organisers opted for the neighbouring island of Lombok. This proved to be a good choice because of the relatively unrestricted airspace and the quiet airfield at Mataram, not to mention the undisguised enthusiasm of the local Sasak and Balinese people, who would stand for hours, ten deep, just to watch us dirt dive, and pack.

To get people together at the start of the boogie a 12-way scrambles was organised with about 15 teams taking part.

Aircraft

The Aircraft support was excellent with one stretched and one regular Hercules. Three passes were the norm, with groups from one to 20-ways. The average experience level was not high, therefore formations over 20 were not often attempted. The load organisers concentrated on smaller sequential dives with as much constructive tuition as possible and most jumpers said that they had learnt a lot during the week. The experienced organisers, led by Dan O'Brian also held a series of informal

seminars most evenings around the Hotel's pools. Most jumpers made 4-6 jumps per day, totalling about 30-40 per week.

Sunset dives

The highlight of every day was a Sunset dive on to the Beaches beside the Hotels. Because half of the jumpers were accommodated on Bali they would be flown from Lombok in one Herc to jump into Bali's Kuta Beach, whilst the Lombok residents were flown to Senggigi beach on Lombok. The beaches were always crowded with spectators who would go crazy to see the jumpers land on the beach and, in a few rare cases, in the Ocean. The visual

un-spoilt environment and traditional culture very much in evidence, particularly on Lombok where the local Sasak people have seen very few non Asian faces before in their lives. The only negative occurrence of the whole Boogie was when Australian Jumper Mick Brennon had a very bad landing accident which almost cost him his life. But due to the excellent first aid he received he is now on the road to recovery.

Mass exit

On the last jumping day of the Boogie, BJ Worth and his team organised a mass exit of various groups from 12,000 ft from both Hercs flying in formation.



spectacle of Skydiving from 12000 ft over the Senggigi beach with the sun setting behind Mount Agung volcano on Bali 35 miles away, was unforgettable. Indonesian TV covered the boogie extensively with news programs almost every evening.

Tourism

Another great feature of this Boogie was the choice of things to do on days off from jumping. The tourist attractions of Indonesia are second to none, with an

This resulted in the beautiful spectacle of over 200 canopies ion the air at the same time, with most of them landing in front of the podium in honour of the Governor of Lombok. This was a fitting end to a wonderful event, one which will hopefully be repeated in 2 years time.

Most of the 300 jumpers present said that they would definitely get their registration in early, so as not to miss the next Boogie in the Tropical Island paradise of Indonesia.

By Rob Colpus

KENYA - A JUMPERS PARADISE

Where can one jump every day of the year in a City of two million people at lunch time, after work or on week-ends? The answer is: Kenya.



A skydive with the Red Devils

The Kenya Skydivers Club, based in the capital Nairobi, has been in existence since 1970. It has had its ups and downs, but it is still going strong. Unlike other African countries, where parachuting is usually regarded as something that mercenaries do to overthrow the government of the day, in Kenya the sport has thrived. It can be said without exaggeration that Kenya, along with South Africa, Zimbabwe, and more recently Namibia, has the only healthy skydiving scene in Africa.

To this can attest countless travellers who have jumped with the club over the years, and who always found a friendly reception, free use of equipment, jovial jumpers, and excellent beer.

The club operates out of Wilson Airport, about ten minutes drive from downtown Nairobi. The airport is the busiest in Africa, being the home of over 300 light aircraft including DC 3's, Twin Otters, Caravans and the like. At any given time, there will be three or four aircraft on "final" and another two or three in the "circuit". And yet, unlike in Europe or North America, the Kenyan controllers have always managed to fit us in, without unkind words or a brusque "call back later".

Our record speaks for itself. In over twenty years of operation, we have never had a fatality. Yes, we have had the odd broken or sprained ankle, but when your airfield elevation is 5500 feet and the temperature is in the thirties (C°), that is to be expected. Canopies do come down faster here, and we all tend to buy canopies of greater square footage.

The club is small. Sometimes we have less than ten members, at other times it has exceeded twenty-five. Part of the reason for this is the cost. Avgas is very expensive here, and because the aircraft starts out at 5500 feet ASL, most of our jumps are only 30 second delays. Beyond that, things get unreasonable, particularly since we are using normally aspirated Cessnas. So it is not unusual for a thirty second freefall to cost the equivalent of 15 per jumper. Hop'n pops go for about 7 per jumper. You have to like jumping out of airplanes pretty badly at those prices!

To jump in Kenya, you require a permit from the Directorate of Civil Aviation. To obtain this, you should contact the Club at least three weeks before your arrival, because the CCI has to sign the application form and recommend that a permit be issued. This is, in a way, very good, because the Civil Aviation people let us govern ourselves.

They agree that they know little about the sport and thus try not to interfere. We, in turn, make sure that everything on the flying side is done by the book.

To jump with us, we insist on BPA, USPA or equivalent membership, and production of a log book. You can borrow equipment here, mostly Vectors or Talons, with PD or Fury canopies, but to jump with us you must follow our Basic Safety Regulations which are based on the Canadian ones. Due to snakes you must wear shoes here.

Several times a year, the club organises training camps at Malindi on the shores of the Indian Ocean. This is where we prefer to train students, because there is less air traffic and we are at sea level for slower landings. At these camps, the opportunities for high jumps are endless, and jumps onto the beach outside of the villas which we rent are every day occurrences.

On several occasions, we have been able to jump together at these ocean sites with the Green Eagles - The Kenya Army Parachute Team, and with the British Army Red Devils. These events were, of course, memorable because we were actually able to put thirty or forty skydivers into the air at the same time, particularly when the Kenya Army helped out by giving us a 60 person Buffalo aircraft. The Buffalo is the fastest climbing turbine aircraft in the world, capable of getting from sea level to 18,000 feet in 7 to 8 minutes.

Saying thank you to the Buffalo of the Kenya Airforce, Malindi, Kenya



A few times during the year, the club members have jump week-ends in one of the Kenyan national parks. Most of the lodges in these parks have airstrips. There is nothing like hanging under your canopy over a herd of elephants or a pride of lions. Your canopy control improves dramatically on such jumps.

For those jumpers who are tired of the pressures of boogies, and who are looking for something different to the well-known DZ's of Europe and America, Kenya may be the answer. Here the jumping is kept uncomplicated and is practised as a very civilized past time, to be simply enjoyed, in conjunction with unique scenery, fine dining in a lodge or beach villa and the camaraderie of people who think alike. Join us if you wish. For further information about jumping in Kenya, and about the next jump week offered by the Club contact

Harro Trempenau
(Chairman, Kenya Skydivers Club)
P.O. Box 60157 Nairobi, Kenya

Tel: 010 254 2 338041 (office) Fax: 010 254 2 338072

SOUTHERN REGIONAL CLASSICS

MEET 1991

Who said you need patience and perseverance to be a skydiver? Well, as Eaglescott Parachute Centre's CCI Dave Tylcoat found out, you need a good dollop of both to be the host of a Regional Championship event. Twice during 1990, Eaglescott hosted the Southern Regional Style and Accuracy Championships, and twice sunny Devon was lost under low cloud and drizzle.

As always, the patience and perseverance paid off...Practice day, Friday 19th July came amidst various met reports ranging from high pressure, blue skies and sunshine, to looming lows off the West coast. We managed a 3000' cloud base and decidedly 'iffy' winds but practice we did, and as Friday rolled on teams rolled up with all the promise of a good meet.

First to arrive were the 'Go Lightly's' amid disputes as to (a) whether they were indeed 'light' from the now worried pilot Tim Riddle, and (b) 'How do you spell Lightly' from team member Chris Murphy, whilst denying all knowledge of belonging to the artillery.

Following on were Brian Shaw and Helen Prouse, the now famous 'Must Get Beers' and the formidable 'H Troop' headed by Les Carroll. Not to be outdone Eaglescott fielded 'Brians Farm' (no pun intended!) fronted by our secret weapon Dave Tylcoat, with CRW

jumpers Steve Peck and John Dent, and me - I may be the C.C.I.'s wife but with only 129 jumps and a Contact even entering was frightening - need I have worried?

Saturday morning, 8am, John Hitchen, (still teamless!) Mick Turner (chief judge) and team set up the electronics and off we went. With the cloud base still kindly sitting at around 2500' Accuracy was announced (and I panicked). The first round became a hit and miss affair, not the pad, but whether you landed within 30 secs of the wind going over 7m/sec listening to the buzzer sounding on approach! We ended up with 50% re-jumps from Round 1 and the judges called a hold until things settled down. They didn't, but we managed nearly 2 Rounds of Accuracy, and with the cloud base still stubbornly sat at 2500', no Style was done. At 7.30pm we gave up, the judges called a halt and Dave Tylcoat called free beer and food at the local "Ye Olde Inn" real ale pub. With free beer all night, loads of food including Garlic Bread, (making for some interesting plane rides Sunday!) went live music provided by a local trio and, as the saying goes, a jolly good time was had by all!

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**"Free beer all night and loads of food
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interesting plane rides on Sunday!)"**

Sunday dawned with the same old cloud base - but where had the wind gone? Absolutely nothing, to very little at all - so wheels off at 8.15am and into the Round 2 re-jumps, from then on it was constant lift after lift. The no wind conditions proved even more interesting than the border line one's, again bringing mixed fortunes for the competitors (not to mention prayers for more wind from those of us not jumping Foils or Clouds!).

Round 5 proved the downfall of Les Carroll, scoring 4 discs previously, he was rear footed by the judges and scored a 0.47, whilst Dave Tylcoat kept plugging away with the 0.01's and discs. All 6 rounds were over by 3.30pm and calculations showed that Dave headed the men with a total of 0.07, and Cheryl Smyth the women with a total of 0.07 - a jump off! - Or was it? Steve Hastings tried to explain the new way of calculating the overall winner (does anyone understand that rule?!) but with both Dave and Cheryl scoring 2 discs, 3 x 0.01's



Accuracy Winning Team: H Troop

L to R-Les Carroll, Jimmy Frith, Dave Ballard and Carl Williams

and one 0.04 each, the coin was tossed and Dave was to jump first. He scored 0.01 (again!) leaving Cheryl with a chance - unfortunately 0.02 flashed on the score board - how close can you get! An appropriately thrilling end to a wonderful weekend.

Me? - I got in the pit twice (2.96m & 2.62m) - doubling the occurrence of 'Pit' in the log book, and as there were only two intermediates (well done Chris!) I got a silver medal! Everyone was full of encouragement and advice, kind, helpful and friendly, proving the old adage

"I hope that this will, in turn, encourage other jumpers to get in there and have a go, no matter how inexperienced"

that we skydivers belong to a small family and must stick together and encourage the new faces. This was a wonderful weekend for me, to meet the best in the country and get such encouragement from all of them. I hope that this will, in turn, encourage other jumpers to

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get in there and have a go, no matter how inexperienced - I know that I have learnt so much this weekend, and for that I thank everyone involved.

Many thanks to all who turned up (to all 3 meets!), to pilots Tim Riddle, Robin Boyes and Barry Young, the judges - Mick Turner, Jo Scott and team, manifester Steve Peck, and refuellers Terry Sampson and John Dent. Finally to farmer and landowner of Eaglescott Mr Brian Fraser-Smith, who presented the prizes, with a stirring speech about keeping the sport alive (wish that there were more people around like him!) - and to Vander Clothing who donated jackets as prizes.

Sue Tylcoat C8872

PS: Apparently Lionel and Gervais lost their way and ended up at another Club in Devon run by someone called Maureen. Before setting out again Gervais decided to 'freshen up'. We hear that he slipped on some soap in the shower severely hurting his back. He was promptly given an internal spine support by Maureen and had to spend the whole weekend in bed. Alas, we missed this flamboyant pair. Maybe next year....

DT

SOUTHERN REGION CLASSIC MEET, EAGLESCOTT DEVON

ACCURACY SCORES 6 ROUNDS

SENIOR INDIVIDUAL

POSITION	COMPETITOR	SCORE
1st.	DAVE TYLCOAT	0.07 + 0.01 JUMP OFF
2nd	CHERY SMYTH	0.07 + 0.02 JUMP OFF
3rd	BRIAN SHAW	0.12

POSITION

TEAM

1st	H TROOP
2nd	MUST GET BEERS
3rd	JOHNS TEAM

INTERMEDIATES

POSITION	COMPETITOR	SCORE
1st	CHRIS RAFFERTY	22.58
2nd	SUE TYLCOAT	25.46

TEAMS

H TROOP	MUST GET BEERS	JOHNS TEAM
LES CARROLL 0.47	CHERYL SMYTH 0.07	BRIAN SHAW 0.12
DAVE BALLARD 0.16	JOHN SMYTH 2.55	JOHN HITCHEN 2.28
CARL WILLIAMS 0.18	ALAN DUMBELL 6.79	PETE FISHER 0.32
JIMMY FRITH 4.22	STEVE HASTINGS 0.82	TERRY SAMPSON 9.89



WHAT'S NEW FOR 92?

NEW PRODUCTS FOR THE NEW YEAR

Even the depths of Winter don't stop Sward Sports looking ahead to the Summer season and ways to improve our range of accessories.

Following a high demand for Stropps we are also stocking the American 'Fibus' Sandal. They offer a hard-wearing sole and fully adjustable ankle straps. Well worth the extra money if you use this kind of footwear alot.

Many will have seen 'Chums', a soft and colourful retainer strap for sunglasses. Sward Sports now stock 'Googlies' in a wide variety of colours and these are sure to take off this year.

Our small aluminium safety knife is now available in three colours: black, red and blue.

We've introduced the EZ Goggle to our range. They are rimless, shatterproof, non fogging and comfortable.

Finally, may we urge you to check out the CYPRES - Cybernetic Parachute Release System. It is a life-saver, safety net, protector and should be seriously considered in the interests of your own health and safety.

HAVE A GREAT YEAR OF SKYDIVING!

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 - ☐ **'Guide to Sport Parachuting'** By Charles Shea-Simmonds. Ideal for students. 144 pages HB £12.50
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Marketing Sport Parachuting

How can clubs attract all those punters out there who would quite like to do a jump? How do we get them to make that final commitment? Andrew Abbess recently conducted a survey to find some answers.

If parachute centres are to succeed in persuading more members of the public to dispose of their income at their centres, more 'marketing' activity will be necessary - especially in a recession. Accurate information, ie market research, is often the key to a successful marketing strategy, unfortunately it is hard to come by - especially in a minority sport such as ours and is usually expensive.

There is no doubt that the marketing of Sport Parachuting could be improved. Debates occur with great regularity on topics such as student retention, sponsorship, the public image of the sport, the APDO vs Military, training, the use of BPA money and so on. What the association and clubs do, and fail to do, to sell the sport to the public is central to many of these issues.

The reason for trying to encourage more people into sport parachuting, is not to try to turn it into a mainstream sport (I doubt that will ever ever happen) but to enable progress. No one can deny that for clubs to improve their facilities, and buy decent planes and equipment, a steady flow of new jumpers is needed.

The reason for trying to encourage more people into sport parachuting, is not to try to turn it into a mainstream sport, but to enable progress.

We need a supply of new talent to provide a source for our National Champions of the future. We need a constant stream of fresh ideas and innovators.

The vicious circle - a lack of money to keep up facilities and spend on PR, leading to falling retention and fewer new jumpers - needs to be broken and if clubs are to succeed in doing this, the means will need to be affordable.

With a fresh year for council coming up, perhaps it would be useful to present some thoughts on how the BPA and clubs could try to swell their membership; this article examines a thesis written by **Andrew Abbess**, (Newcastle Upon Tyne Polytechnic), as part of his Honours Degree on the subject of The Marketing of Sport Parachuting. It is a timely study and one which I hope will provoke some feedback.

Central to the thesis was a Postal Survey, carried out with the assistance of the BPA to determine the answers to the following questions:

- ***How do people first become aware of the Sport?***
- ***What makes people take action to do a jump?***
- ***Where do they find their information on how to go about doing a jump?***

Though the survey sample was relatively small, it has highlighted important areas where the BPA and individual clubs could do more to increase participation.

The survey showed that the ways in which people first become aware of Sport Parachuting and their reasons for taking action were similar, with the most common method of people becoming aware of the sport being by word of mouth. Parachute displays featured highly, and media such as TV radio and newspapers, often local, were other channels through which the sport reached the general public.

After the initial exposure some people have been excited enough to try to find out more about the sport. Most people first of all looked in the phone book and/or Yellow Pages. Directory enquiries also featured. The local library was a common option as was one particular magazine Pursuit 1991, an annual adventure activity publication.

A high proportion of people had some difficulty. The first attempts were often not successful where the local phone book or Yellow Pages was involved. Some people ended up ringing airfields or other aviation centres for information. Obviously all those in the survey had succeeded in getting through to the BPA; but how many people never got through?

In his discussion, in particular with regard to how people first become aware of the sport, Andrew Abbess points out that the two most common ways, word of mouth and media coverage, rely on factors not initiated or directly controlled by the BPA (or clubs). Similarly, the impulse to act on the information usually came from friends, a media report on a parachuting event of interest or published material by organisations other than the BPA.

Clubs, and the BPA, can influence what is said by the media, or at least what there is for them to report. Clubs in particular have a major role to play in determining what is passed on by word of mouth.

Amongst the conclusions and recommendations in the report were the following:

- ***The BPA should redefine the aims of the association - to "Encourage participation and promote excellence".***

A seemingly cosmetic action such as this can have far reaching effects if it is taken at more than face value. The BPA - and many clubs - are guilty of missing opportunities to pull in and keep newcomers. It should be a fundamental aim of the association to encourage participation; if this is accepted, it will influence the decisions of council and committees when allocating money.

- ***In terms of marketing objectives the BPA should decide who to target and what message needs to be communicated.***

The BPA perhaps need not initially be too sophisticated in their attempts to identify segments and implement marketing strategies, although, as Andrew Abbess points out, there are some immediate actions that can be taken that are simple, practical and cheap. For instance:

- **Contact local/major libraries to make sure they are able to supply information about parachuting to enquirers.**
- **Ensure that all sporting aviation bodies have details of the BPA to pass on to enquirers. A reciprocal arrangement could be made by ensuring that parachute centres have the details of the other sporting aviation governing bodies.**
- **When people enquire to the BPA about parachuting send out a map showing the location of parachute centres with a club list and brochure. (This suggestion has recently been implemented by the BPA using the map produced recently in SP).**
- **Investigate putting more information on the provisional members membership card.**

- **Investigate the cost of using the Yellow Pages as a source of information for enquirers**
- **To raise the awareness of parachuting; introduce an official BPA display team that the association arranges to have perform at as many major events as can be persuaded to have a parachute display.**
- **Investigate holding annual record breaking attempts in various disciplines with media included in the arrangements from the start.**

Certainly suggestions like making sure the Yellow Pages and local libraries have information should be heeded, especially by clubs, as they are area-specific. The BPA should certainly be able to afford the cost of getting entered in phonebooks nationwide. It would be ridiculous to lose eager potential participants for lack of a phone number. Many clubs do make successful recruitment efforts, and rather than looking at them as "student factories", other clubs should look at what they are doing right. Some clubs are of course marketing themselves actively but with little success in this economic climate.

There is a clear role for initiatives from the BPA as a backup to local efforts by

clubs. The Association has made many worthwhile efforts, such as the production of the Brochure Freedom of the Skies and by providing funds for various efforts by individuals, and the development council is looking at some of the recommendations in the report.

The efforts at club and BPA level will have more impact if the present piecemeal approach is substituted with a carefully thought out strategy, which sets out the roles of the clubs and how these are to be augmented at a national level by the association. The combined effects could be substantial.

Suggestions, such as those contained in Mr Abbess's report, and from other sources should be examined, and a strategy should be worked out which is then executed during the course of the year. Maybe the BPA should spend some money on research to follow up on a larger scale the work done by Mr Abbess. This need not be expensive, as there are many students in business and marketing establishments looking for projects and some help in funding them.

The strategy should embrace efforts to harness the media to our advantage. For instance Mr Abbess points out that much of what is reported is beyond the control of the BPA, but he puts forward the excellent idea that the BPA fund annual record attempts and organise media coverage.

This approach would mean that the association could manage the media coverage to some extent. Display teams are perhaps a more valuable source of PR than we realise. I think Andrew Abbess's idea that the teams be given material to hand out at displays could be looked into.

Serving the present members naturally preoccupies affairs at both BPA and club level, I believe it would be an easier job if they had more new members - because of the increased revenue.

The association has made a start by encouraging the report; it has been examined and some actions have already been taken as a result. Hopefully this will continue, and I also hope that members will weigh in with their suggestions and opinions to keep the ideas flowing.

Ola Soyinka

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High

WORLD ALTITUDE RECORD ATTEMPT TEXAS, USA, 1992

Vital Statistics

In 1960 as part of the U.S.A.F.'s research into high altitude escape systems, Capt. J. Kittinger (JNR) successfully jumped from a helium gas balloon at 102,800 feet over New Mexico. Several attempts to beat this record have been unsuccessful. The last serious attempt was by Nicholas Pintanida in 1966, who while ascending through 57,000 feet inexplicably opened the visor on his pressure suit's helmet and suffered fatal brain damage.

One member of the 'High Adventure' Team will attempt to shatter Kittinger's record with a leap over Texas, his goal is to jump from 120,000 feet - a virtual space environment.

The Team

Nish Bruce will make the Skydive from Space. He is ex SAS and formerly of the British Army Parachute Team "The Red Devils". He has over 2000 jumps to his credit including many high altitude oxygen descents.

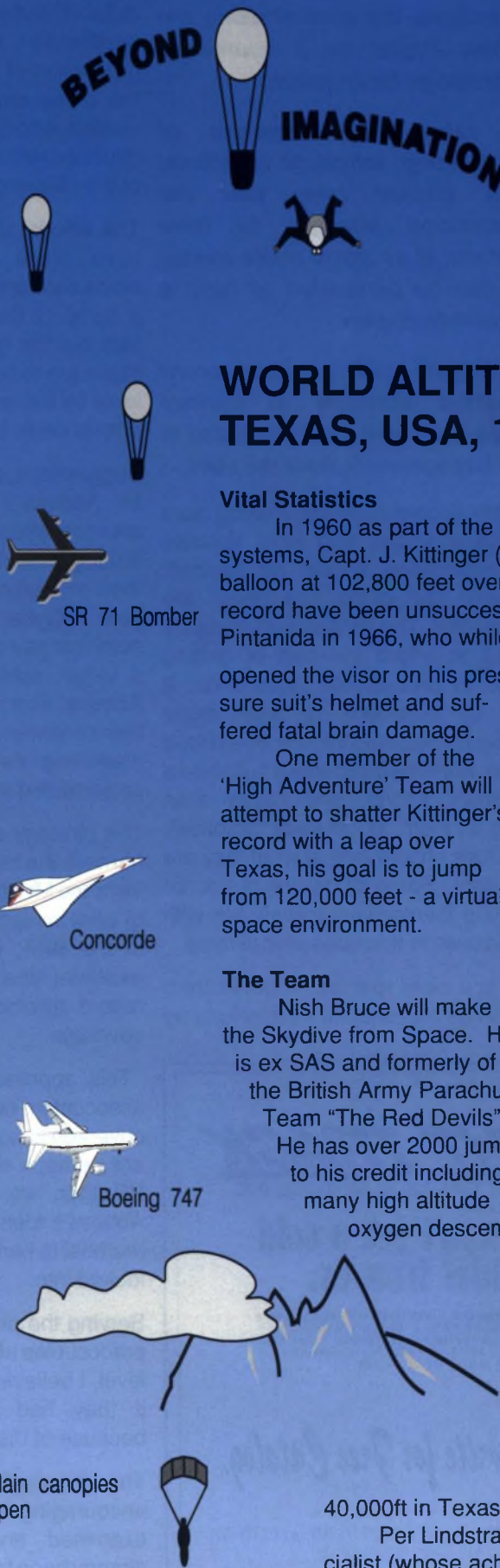
Pete Reynolds checks Nick's oxygen before lift off



Harry Taylor is first reserve and is fresh from his exploits on Mt. Everest. In August 1991 the pair made a Tandem jump from 25,000ft in Spain and intend to make another, which will be a world record, from

40,000ft in Texas next year as a warm up for the big one.

Per Lindstrand, the internationally renowned balloon specialist (whose achievements include the Pacific crossing with Richard Branson) is designing and building the gas balloon that will transport Nish to his release point over 20 miles above the earth's surface, higher than any previous manned balloon.



Main canopies
open

Adventure

SKYDIVE FROM SPACE

700 mph



Lift off
en route to
25,000ft

The Plan

- The balloon created by Per Lindstrand's British-based company "Thunder and Colt" will feature an open gondola that will quietly lift Bruce on a journey estimated to take 2.5 hours.
- The Skydiver will be wearing a full pressure suit and full oxygen support system designed to sustain him in the increasingly rarified atmosphere, where temperatures can drop to as low as -60° to -90° F.
- The Skydive from Space will take approximately 4.5 minutes until deployment of the main parachute at 10,000 feet. A transponder attached to the jumper will enable air traffic radar to follow and plot the entire descent.
- A radio link to the jumper will provide for live commentary, while cameras organised and co-ordinated by world leading adventure cameraman Leo Dickinson will record the entire event from the air by a helicopter from a designated altitude on 16mm and video.

The next great High Adventure will again enable lovers of sport around the world to share the vicarious thrill of an exciting risk well taken.

High Adventure team - L to R: Russel Brice, Pete Reynolds (coach), Nish Bruce and Harry Taylor



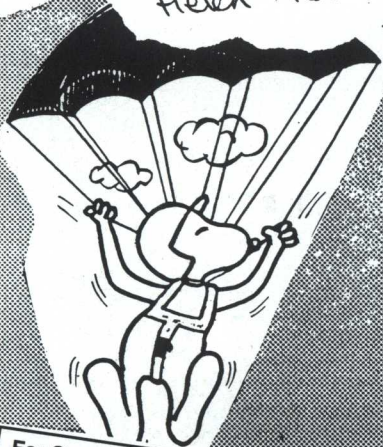
140 mph

Many Thanks

To the person who kindly returned a long lost photo album (6 years) Who are you? Who ever, its most appreciated.

Helen Herbst.

I hope Snoopy has soft openings!



NOTICE BOARD

Medics parachute to Arctic rescue

From Hugh Winsor in Ottawa

ALL 13 survivors of a military plane crash near the North Pole were airlifted to safety early yesterday, owing their lives to the heroism of army paramedics who parachuted into howling blizzards in almost total darkness to save them.

Five people, including the pilot, were killed when the Canadian Forces Hercules transport plane crashed on Wednesday 12 miles from Alert, on the northern tip of Ellesmere Island. The wreck was quickly located and snowmobiles and bulldozer-tractors made three attempts to reach the site over land but the rough, rocky terrain and white-out blizzard conditions prevented them.

Early on Friday, a slight drop in wind force finally allowed two six-man teams of paramedics, equipped with drugs, intravenous equipment, tents and heaters, to parachute on to the crash site. They found the survivors in the fuselage of the plane, where they had been huddling for almost 40 hours in minus 20 Celsius temperatures. Suffering from lacerations, burns, broken bones and hypothermia, they were all only hours away from death.

Given that exposed flesh will freeze in one to two minutes in the conditions prevailing at the crash site, "the situation was getting desperate", according to Colonel Mike Wansink, who co-ordinated the operation from Edmonton base, 2,250 miles to the south.

It was 10 more hours before an airlift out could be arranged. Two large American helicopters were ferried from Alaska in a huge Galax transporter to make the arctic flight, while a Canadian Forces helicopter flew 30 hours from Newfoundland to reach the site and remove the most seriously injured to a military hospital at Thule, a US base in Greenland.

The Hercules had been on a routine supply run from Thule to Alert, a top secret military base which monitors Soviet communications, when it crashed short of the runway. Alert, the world's most northerly settlement, is at the Latitude 83 degrees, level with the northernmost point of Greenland, and at this time of year there is weak daylight for only two hours each day.

During the two-day ordeal there was only spasmodic contact, by radio and Morse code, between the survivors and the Edmonton military base which was co-ordinating what became Canada's biggest rescue operation.

The injured survivors were first airlifted to Alert and then moved by special, medically-equipped Hercules to a US military hospital at Thule. Some were later flown on to Ottawa.

For Sale: Racer, Featherlite R-2, Wildfire. Throwaway deployment. Approx 300 jumps for £600. Racer, Phantom 22, Hummingbird. Pin-Pull. Approx 100 Jumps, excellent condition for £850. Chaser container (Ph22/Hummingbird, throwaway on legstrap - £200 or £750 with canopies. Phone Andy on (0533) 553407

"Well, I was just great. It was you lot went wrong". Here comes the hot shot Singing his song.

"You becalid. You grabbed. It was you who took it out. The only one right there was me. There's no doubt"

"I flew so fast Just like I knew I would My docking was perfect. I'm so f***g good."

But there in the corner the video sits. Just a small piece of tape That tears egos to bits.

The pictures reveal Why the dive was a zoo Irrefutable proof Of just who took out who So think, when you debrief and tell me no lie For I know the truth I'm the eye in the sky.

By Ray Ellis

(for Danny whose eyesight gets better every jump)

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RESERVE Swift - Number not known at the moment.

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Yours Bob Parry



Brian Shaw over NWPC on his 500th Tandem

Photo Phil Parker

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Ideal First Or Spare System Chaser With Throwaway. Red/Yellow/Orange GQ Unit.

Red/White Invader 370 Checks Ok And Never Used.

Overhauled By BPA Rigger In VGC.

£400 Ono

Graham Amies 0492 877771

WARP III CRUISE PHANTOM 24

Warp III container (Red/Blue)

Cruiselite main (throwaway)

Phantom 24 reserve (acid tested)

300 jumps, excellent condition, recent full service.

£600

Lady Astra container (Rapid Transit with slightly smaller harness and low chest strap).

K20 reserve (acid tested)

350 jumps. All kit in good condition all recently overhauled by master rigger.

New velcro.

£375

Lindsey or John 081-530 4322.

TALON PD 190 PHANTOM 24

New kit forces sale of Black Talon

(As seen in Leglock photo, Oct issue)

Rainbow P.D.90 300 jumps

Phantom 24 - unused

Realistically Priced at

£750

Rob Harmer 0446 781541 (Answer-phone during office hours)

CHASER MAVERICK SWIFT

Navy/Red Chaser, Maverick main colour blues, Swift square reserve, never used. Complete with Para bag and Jumpsuit.

All in good condition, ready to jump.

£650 Ono

(0734) 713087 after 6pm.

CHASER MARAUDER SWIFT

Gold Marauder - Seven cell, 22 jumps. Swift Reserve - Nil jumps.

Black Chaser - With exquisitely decorated pop top (Take a bow Pam Mobbs). Recent full MOT and converted to throw away for student use.

Perfect, unmarked, new condition throughout

£1,100 Ono.

John 081-878 0147 or 397 1902

CRUISELITE INVADER INVADER

Cruiselite Main - 10 jumps,

Invader reserve - unused,

Invader system - Excellent condition + Parabag, Altimeter, Helmet, Goggles etc...

£1000 Onco

Mark Mon - Friday (Daytime) 0352 780441 x 31

Weekends 0332 382866

RACER ELITE P.D.170 SWIFT PLUS

Complete system ready to jump, Low mileage, Only 63 Descents

Container : Racer Elite (pull out)

Main : P.D. 170 Micro-lite, Bright colours. Sunshine Factory - Retractable P/C

Reserve : Swift Plus (7-cell)

£1200 Ono

Andy 0793 - 854301 Daytime
0793 - 770617 Evening

MAVERICK CHASER PHANTOM 24

Complete Rig, Red and blue chaser pull out deployment.

Maverick main, all red with mini risers. Phantom 24 reserve treated and tested.

20 jumps only, bargain of the year

£750 no offers.

Phone Nigel, Doncaster 0302 787229

BLUE TRACKS RAYDER

Blue Track 40, 300 jumps

£425

Blue Track 50, 300 jumps

£475

Blue Track 60, 100 jumps

£575

GQ Rayder 225 Sq ft cell, 50 jumps

£150

Days- 0622 890967 Nights- 0233 77548

CLASSIFIED ADVERTS COST £5 FOR 40 WORDS PLUS 10p PER WORD THEREAFTER. ADVERTS CAN BE SENT IN BY PHONE OR FAX BUT PAYMENT MUST BE RECEIVED BEFORE GOING TO PRESS. CHEQUES SHOULD BE MADE PAYABLE TO AIRSCAPE LTD AND SENT TO:

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INSTRUCTOR WANTED

Seasonal Instructor wanted at the

PETERBOROUGH PARACHUTE CENTRE

March-November 1992.

Contact: John Meacock

Oundle (0832) 280490

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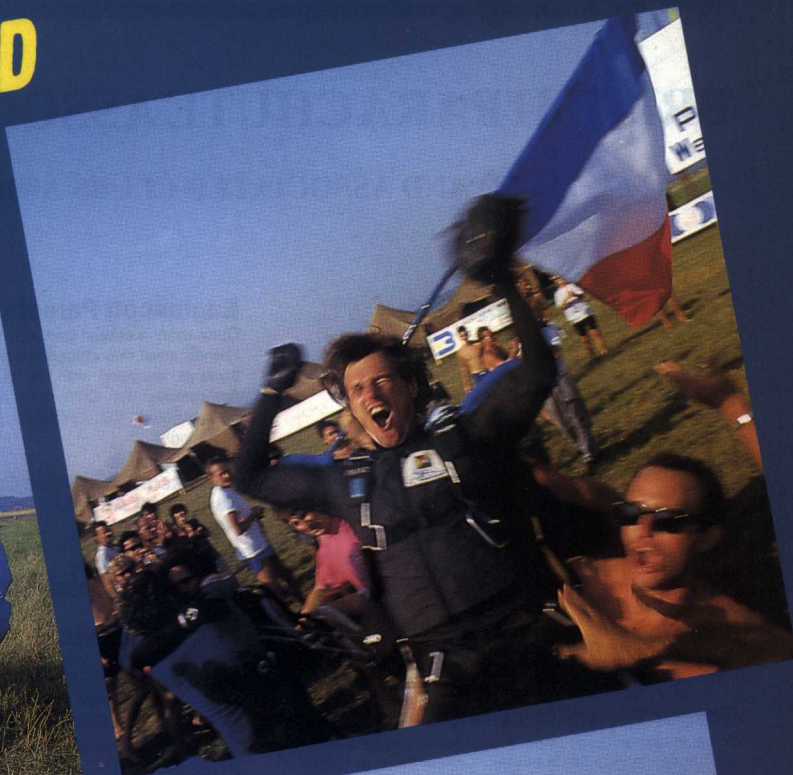
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Tandem photos by James Wilkinson



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SILVER: FRANCE 8-WAY
BRONZE: ITALY 4-WAY
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WE ARE PROUD TO
SUPPORT THEM.**



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AGAIN!**

BRITISH PARACHUTE ASSOCIATION

AFFILIATED AND ASSOCIATED 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 aeronicals. Tandem courses. SL and FF progression to category 10. RW and CRW instruction. Cessna 105 (in-flight 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
Hilliam Lane
Cockerham Nr. Lancaster
Tel: weekend 0524 791820
(midweek) 051 924 5560

Border Parachute Centre

On Northumbrian coast (area of outstanding natural beauty) ideal for combining a family holiday. Cessna 205 with in-flight door. Visitors most welcome. No membership fees, no hire charges (even for squares). Canteen on DZ, bar, restaurant and great accommodation at centre, 3 miles. Open weekends, occasional Wednesdays (BST) and all last week in May.

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

British Parachute School

Large airfield only used for parachuting, with unlimited altitude. Open every day. Visitors welcome. Static line Round and Square courses, AFF, Tandem and WARP. Progression encouraged. Cessna 206 and Islander

British Parachute School
The Control Tower
Langar Airfield
Langar
Nottingham
Tel/Fax: 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
Frans Ranch
Old Naval 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, Cessna 206. Non members welcome.

DISC
Dunkeswell Airfield
Nr. Honiton
Devon
Tel: 0404 891350

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, AADs, 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 AADs, helmet radios and GO Aeroconicals. RW, CRW, Style and 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
Chulmeigh
Devon EX18 7PH
Tel: 07693 552/0392 75222

Fife Parachute Centre

Full time 12-7 from Wednesday to Friday, 9.30-7 Sat and Sunday. 1st Jump courses, progression jumps, Tandem, RW (WARP system), CRW. Facilities include canteen, bunk beds, camping, Islander. B&B locally. DZ visitors welcome.

Fife Parachute Centre
Errol Airfield
Grange
Perthshire PH2 7TB
Tel: 0821 2673

Flying Tigers Skydiving Centre

No round Parachute Courses!

Our 5th year of RAPS training & 2nd year as the only All RAPS centre in the country. Join us down on the sunny south coast. We specialise in student square progression, midweek courses available. Private, large, hazard free off-airfield DZ with pit.

Tandem, AFF, WARP, CRW & RW coaching.

Experienced jumpers & team training welcome. Islander & 206 aircraft.

Flying Tigers Skydiving Centre
Goodwood Airfield
Nr Chichester
West Sussex PO18 0PH
Tel: Kevin McIlwee 0243 533444

Halfpenny Green Skydiving Centre

A lively friendly centre geared towards progression. RW & CRW instruction. First jump training on both Round and Square Canopies also Tandem and AFF instruction. Islander aircraft with in-flight doors, and Helicopter. Unrestricted altitude, accuracy pit. Bunkhouse, showers, food and bar on airfield. Camping and caravan site next door. Open weekends and mid-week in summer.

The Airfield
Bobbington
Nr Stourbridge
West Midlands
Tel: 038 488 293

Headcorn Parachute Centre

Fulltime, 9 to dusk, very active midweek. All levels of instruction/ progression. Tandem, AFF, RAPS, Rounds, WARP, Accuracy. Two Islanders - Twin Otter most weekends. Free accommodation. Cafeteria run by skydivers, parachute club shop on site. Competitions, lots of fun, everyone welcome.

Headcorn Airfield
Headcorn
Kent TN27 9HX
Tel 0622 890 862

Ipswich Parachute Centre

Open 6 days a week (closed Tuesdays). Islander and Cherokee VI 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
Suffolk 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 weekend activity.

London Parachute School
P.O. Box 18
Goring on Thames
Reading RG8 9EW
Tel: 0249 651909 DZ
(Weekends) 0860 559112

London Skydiving Centre

1st jump Courses. S/L round and 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 OAP
Tel: 0234 751866

Merlin Parachute Club

Open every weekend and bank holiday. Beginners courses, excellent student progression, student radios, AADs, boots and helmets, Tandem, WARP, RW/CRW instruction and air to air video 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 site.

Merlin Parachute Club
Topcliffe, Near Thirsk
North Yorkshire
Tel: weekends 0748 832521 ext 5367
Tel: weekdays 0904 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
Stratford-Upon-Avon
Warks
Tel: 0789 297959

North West Parachute Centre

In fabulous lakeland scenery. RW, CRW, WARP, Kit Hire, BN Islander bunk house, showers etc. Camping on airfield, visitors welcome open weekends and bank holidays mostly.

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

Tuesday to Sunday from 0800hr. Skyvan and C206. AFF, WARP, Tandem. Bunkhouse accommodation, free camping, bar, food.

UNRESTRICTED ALTITUDE. Twenty years unrivalled experience.

Peterborough Parachute Centre**Sibson Airfield****Wansford****Peterborough****Tel: Elton 0832 280490****Peterlee**

Shotton colliery airfield, 2 miles west of Peterlee Flyover intersection. Open daily up to 8.30pm.

Beginners, Tandem, WARP, CRW, canteen, toilets and indoor packing facilities.

Shotton Colliery Airfield**Peterlee****Co. Durham.****Tel: (091) 5171234****(091)3865315****Scottish Parachute Club**

Over thirty years of skydiving in Scotland. Open weekends and Friday evenings. C206/207. WARP, RW, CRW, Style, Accuracy (pit and electronic pad), Air-Air video. Canteen, lounge, video room, shop. Excellent student progression, radios, free kit hire. Good camping/B&B nearby.

Scottish Parachute Club**Strathallan Airfield****Nr Auchterarder, Perthshire****Perthshire PH3 1LA****Tel: 0764 62572 (weekends)****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. Aircraft - C182 with others on occasional call. New club building, unrestricted altitude. Canteen and accommodation available.

The Sport Parachute Centre**Tilstock Airfield****Whitchurch****Shropshire****Tel: 0948 841111****Wild Geese Centre-
New High Tech Training Area**

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, & 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: 0265 58609/57050****Dave Penny: 0265 58002**

OTHER ORGANISATIONS ASSOCIATED TO THE BPA**The Free Fall Company**

Peter Allum and Kevin McCarthy are moving from Slipstream Adventures to Peterborough Centre, setting up a new Accelerated Free-Fall school, using Sibsons excellent aircraft, facilities and unlimited altitude. Also RW/AFF trips to Gap (S.France).

The Free Fall Company**Sibson Airfield,****Wansford****Peterborough,****Cambs. PE8 6NE****Tel: 0832 280055****Scottish Sport Parachute Association**

Dedicated to the promotion and development of parachuting in Scotland. Services provided include equipment grants (Fan Trainers, Parachutes, Aircraft, Accuracy Pits, etc), sponsorship of the Scottish National Championships and other competitions, provision of the only student progression, WARP, and CRW training subsidy system in the world; Rigger and instructors training grants and much much more.

Mike Strachan (Secretary)**47 Great Southern Road,****Aberdeen, Scotland.****Slipstream Adventures**

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 890641/890862****POPS UK****Hon Treas/Sec Michael Allum****64 Ardleigh Court****Hutton Road****Shenfield****Essex****Tel: 0277 219717****East Coast Parachute Centre**

Currently sharing facilities with the London Parachute School at Lewknor Drop Zone.

8 Burns Crescent**Chelmsford****Essex CM2 0TS****Tel: 0245 268772****British Collegiate Parachute Association****Bath University****Lancashire Polytechnic****Manchester University****Nottingham Polytechnic****Southampton University****Surrey University****British Collegiate Parachute Association****c/o Parachute Association****Manchester University****333 Oxford Rd****Manchester M13 9PG****Paul Fortes Mayer - BCPA chairman 1991****Exeter University****Leicester University****Newcastle Poly****Portsmouth Poly****South Bank Poly****David Morris Action Sports**

Private AFF instruction with the use of Langar's facilities and aircraft. We can arrange AFF courses in Southern France. Kaleidoscope - experts in skydiving promotions, exhibitions, stunts and displays.

41 Ellindon,**Bretton North,****Peterborough.****PE3 8RG.****Tel: 0733 266076**

OTHER AFFILIATED CLUBS/CENTRES**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****The Red Devils****Queen's Parade****Aldershot****Hants****Tel: 0252 24431 ext 4600/4699****Contact: Red Devils****Browning Barracks****Aldershot****Hants.****RN & RM SPA****Dunkeswell Airfield****Dunkeswell****Honiton****Devon****Tel: 0404 891697/891716****Northern Ireland Services Free Fall Club****John Boardman****N.I.S.F.F.C.****Shackleton Barracks****B.F.P.O. 802****Tel: Civil 0504 49972 Fax: 0504 49842****Military: Limavady 36472****Silver Stars Parachute Team****RCT Parachute Club****Azinghur Barracks****Colerne****Chippenham****Wilts. SN14 8QY****Tel: 0225 743585/743240 ext 5265****Cyprus Combined Services Parachute Club (CCSPC)****CJSATC Pergamos Camp, B.F.P.O. 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 Senneiger****Tel: 010 495 254 822378****JSPC(L), STC, Senneiger BFPO 16.****NON AFFILIATED
CLUBS/CENTRES**

S U N S E T 1991



Photo by:
John Drew



Photo by:
James Wilkinson



PHOENIX/Z-HILLS

1991-1992 Schedule of Events

- | | |
|--------------------------|--|
| ■ October 26-27 | 4th Annual Halloween Boogie |
| ■ November 10-17 | Fall RW Training Camp |
| ■ November 10-17 | *Sky-Eye Sequential "College Camp" |
| ■ November 20-December 2 | 23rd Annual Turkey Meet |
| 21-22 | Practice |
| 23-24 | 8 Way |
| 25-27 | 16 & 20 Way |
| 28-30 | 10 Way |
| 30th | Awards Night |
| ■ December 8-14 | *Sky-Eye Sequential "College Camp" |
| ■ December 14-January 7 | Christmas Boogie |
| ■ December 28-29 | Christmas Scrambles |
| ■ December 28 | Prizes |
| ■ January 19-25 | *Sky-Eye Sequential "College Camp" |
| ■ February 19-25 | *Sky-Eye Sequential "College Camp" |
| ■ February (pending) | Tandem Certification Course |
| ■ March 22-28 | Spring RW Training Camp |
| ■ March 22-28 | *Sky-Eye Sequential "College Camp" |
| ■ April 4-20 | 27th Annual Easter Boogie |
| ■ April 13-15 | 3rd Annual 20-Way Sequential |
| ■ April 17-18 | 7th Annual Speed 40-Way |
| ■ April 18 | Awards Night |
| ■ April 24 | PARTY, PARTY, PARTY!!! |
| | *Sky-Eye Sequential Presents |
| | "The Over the Hill Boogie" |
| | Come celebrate the Old Man's Birthday— |
| | 40 WAYS ALL DAY |

*Sky-Eye Sequential "College Camps"—Higher Level Skydives
by Martin Evans and Friends. No Fee/Pre-Registration Suggested.
The Sky-Eye Sequential Team is Based All Season Long at Phoenix/Z-Hills

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Manufactured to BS 5750: Part 2: 1987 / ISO 9002-1987. TSE Standard 1: Issue 2 (as amended), approved by the Australian Civil Aviation Authority CAA under Civil Aviation Order CAO 103.18 - Equipment Standards - Emergency - Parachutes. This equipment qualifies for TSO-C23b under bilateral airworthiness agreements between the US and Australia.