

April
1992

Sport Parachutist



RN CALIFORNIA • WORLD CLASS COACHING • VIDEO • VIDEO REVIEW ROOMS • BUNK H.

PERRIS, SKYDIVE HARD!

"The right time for a new place"

Open 365 Days a Year!

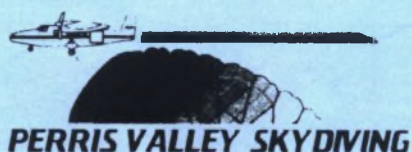


PHOTO BY ROLAND BARKSDALE

PERRIS VALLEY
714 OR 213 - SKYDIVE

AIRMOVES
COACHING, DAN B.C.

SQUAREONE
PARACHUTE SALES & SERVICE

talon



D ORGANIZERS • JUMP WITH THE AIRMOVES 4-WAY TEAM • 2 TWIN OTTERS • KING AIR • "OUR DOUGLAS" DC-3 • C-206 • SOUTHE

2 TWIN OTTERS • KING AIR • "OUR DOUGLAS" DC-3 • C-206 • SOUTHERN CALIFORNIA • WORLD CLASS COACHING • VIDEO • VIDEO

REVIEW ROOMS • BUNK HOUSES • TEAM TRAINING FACILITIES • CREEPER PADS • LOA

SABRE

From Performance Designs

**Feel the Difference!
Join Sabre.**



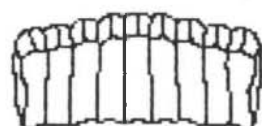
 **Performance
Designs** INC

1300 Int'l Speedway Blvd.
DeLand, Florida USA 32724
Phone: (904) 738-2224
Fax: (904) 734-8297

**Available now. Contact
your local dealer today.**

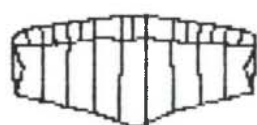
The KIT STORE

*** We have in stock a large selection of Canopies, Rigs and Accessories, including :-**



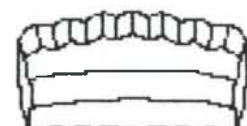
BLUE TRACKS

TEARDROPS



PINTAILS

ATOMS



SABRES

RACERS



FURYS

ZEROX



PDs

VECTORS

CLIPPERS

ALTIMETERS

COE-Ds

HELMETS

SWIFTS

JUMPSUITS

RAVENS

GEARBAGS



*** Expert advise given without obligation**

SPECIAL AFTER SALES SERVICE

You will remain on our Computer, and we will keep you updated on any Safety Notices or modifications pertaining to your Equipment for as long as you own it.

*** We're located on a Drop Zone, so you can try out our Demo rigs, or jump your new Kit straight away.**



Call or write for a Brochure and Stock List



Rob Colpus and Sarah Brearley at The Kit Store, The Airfield, Headcorn, Kent, TN27 9HX
Tel - 0622 890 967, Fax-0622 891 236

Sport Parachutist

April 1992

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

C ontents

REGULAR FEATURES

- News and events:** *Keep informed - what's happened, what's happenin'* 4'
- Correspondence:** *Members musings* 7
- Video Review:** *Boogie videos- Spain and Bali from the comfort of Ed's living-room* 9
- BCPA NEWS:** *British Collegiate Parachute Association's page* 12
- DZ's Around the World:** *Vannes in France visited Chris Jones* 16
- Kit News:** *The equipment column is back* 20
- Pops Corner:** 27
- Diary of Events:** *Chronology of coming occasions* 31
- Dead Men's Tales:** *The first in a series of articles by Leo Dickinson about the stories in his new film and the stories behind the filming* 33
- Editorial:** 35
- Noticeboard:** *Pin-ups galore* 40
- Council Matters:** 42
- Classified Ads:** *Loads of gear going cheap* 43
- Clubs and Centres:** *Some new clubs are in, some old ones are out* 46

CENTRE SPREAD

- Wind Tunnels:** *Tunnel flying is growing in popularity. Three articles on how to play in the 'relative wind' without having to take a plane ride* 24

© SPORT PARACHUTIST

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted in any form or by any means, electronic, mechanical, photocopying, recording or otherwise, without the permission of the Editor...however if you don't tell him he probably won't find out. The views expressed in Sport Parachutist are those of the contributors and not necessarily those of the BPA. The Editor retains the right to refuse or withdraw any advertisement at his discretion and does not accept liability for the delay in publication or for clerical or printers' errors. Every care is taken to avoid mistakes but they sometimes have a supernatural tendency to evade all known methods of detection.

Published by Airscape Ltd, 3 Tyers Gate, London SE1 3HX
Tel: 071 403 6753 Fax: 071 378 1208

Design/Typesetting by Airscape Ltd, London SE1

Printed by Stevensons and George Ltd., in association with Caric Print Ltd, Clerwood, Corunna Main, Andover, Hampshire.

READERS WRITE

- Arousal, Anxiety and Performance:** *Nothing sexual; it's a lesson in sports psychology from Andy Abbess* . 18
- African Adventure:** *The second instalment of Chris Lyall's fond recollections of his early parachuting days* 10
- Some thoughts on Shakespeare:** *J Gregson finds hidden meaning in the Bard's play - 'The Tempest'* . 36
- History of the Lott:** *A Lott of in-jokes explained* ... 38

BOOGIES

- Zanzibar Boogie:** *Another exotic location. Rob Colpus and Kevin McPhillips report back from the tropics* .. 13
- Durban Beach Boogie:** *Pierre Steynberg* 17

COMPETITION

- British Team Fund Competition:** *The prizes are still up for grabs!* 32

Cover Picture: Geoff Wood plus passenger. Taken from the front by Simon Ward...and from behind by Rob Harmer.

BRITISH PARACHUTE ASSOCIATION COUNCIL MEMBERS

Chairman John Lines Vice-Chairman Dave Hickling Chairman STC John Hitchen
Chairman Competitions Committee Bob Card Chairman Development Committee Dave Hickling
Vice-President Jim Crocker Council Members : John Lines, Dave Hickling, Steve Hastings, Amanda Kenny, Bob Card, Lofly Thomas, Kevin Hughes, Allison Cronnelly, Chris Lyall, Richard Atherton, Andy Fair, Terry Carroll

BRITISH PARACHUTE ASSOCIATION STAFF and REPRESENTATIVES

National Coach and Safety Officers John Hitchen and Tony Butler
Financial Administrator: Steve Harratt Treasurer: Debbie Clouting
Office Manager David Oddy
Administrative Staff Trudy Kemp, Sharon Gurney
Royal Aero Club Representative Jim Crocker GASCO Representative Angela Hickling
CIP Delegate John Hitchen Chairman Riggers Committee John Curtis
Chairperson Pilots Committee Angela Hickling
Editor Ola Soyinka, 10 Brecon Road, London W6 8PU
Editorial Assistants: Patti Gallagher, Linda Edlin, Lynette Horne Airscape Ltd
Commercial Managers Conor Cassidy / Ola Soyinka, Airscape Ltd

NEWS & EVENTS

OTTER CRASHES ON TAKE-OFF AT PERRIS VALLEY

On April 12, 1992 a Twin Otter crashed seconds after take-off at the Perris Valley Airport. The pilot, an observer and twenty Skydivers were aboard. Preliminary reports point to contaminated fuel from a vendor causing the right engine to fail.

Fellow Skydivers and aviators immediately rushed to the accident site. Ignoring possible danger to their own lives, their only concern was to do everything in their power to try to save the lives of those aboard. They were soon joined by Paramedic teams. The injured were transported by both ambulance and helicopter to local area hospitals.

The pilot, observer and thirteen skydivers were pronounced dead at the scene. Skydiver James Layne, 21, died three hours later that day at Riverside General Hospital.

Members of the Perris Airmoves and Dutch Tomscat skydiving teams were aboard as well as instructors and students from the popular Perris Valley Skydiving School. One of the students was to have made his first jump.

Confirmed dead are:-

Pilot **Rowland Guilford**, 44, Moreno Valley, CA; Observer **Chris Harrel**, 28, Perry, OK; AFF Instructor **Scott Border**, 32, Moreno Valley, CA; AFF Instructor **Larry Fatino**, 52,

Aguanga, CA; AFF Instructor **John Mitchell**, 43, Perris, CA; Freefall Videographer **Geoffrey Anderson**, 26, Moreno Valley, CA; Freefall Videographer **Jacqueline Downs**, 27, Perris CA; Freefall Videographer **Dave Clarke**, 33, Quail Valley, CA; Airmoves Team member **James Layne**, 21, Menifee, CA; Tomscat Team member **Sjaak Strating**, 25, Netherlands; Tomscat Team member **Ray Herder**, 28, Netherlands; Skydiver **John Henderson**, 28, Los Angeles, CA; Skydiver **Ribet Christophe**, 25, San Diego, CA; AFF Student **Anthony Cabrera**, 25, Covina, CA; AFF Student **Dwight Sanders**, 27, Hurber Heights, OH, and Student **Rolando DeJay**, 38, Santa Ana, CA.

Survivors are:-

Airmoves Team member **Thomas Falzone**, 31, fractured ribs and vertebrae; Airmoves Team member **Dan Brodsky-Chenfeld**, 30, head trauma and multiple fractures; Airmoves Team member **Troy Widgery**, 25, hip injury and fractured collar bone; Airmoves Videographer **Wayne Flemington**, 26, head injury and multiple fractures; Tomscat Team member **Jos Arkes**, 26, fractured pelvis; Tomscat Team member **Gerard Fidom**, 30, internal injuries and multiple fractures. Their conditions range from critical to good.

On Saturday, May 2nd, Perris Valley Skydiving will be holding a Remembrance Day at the

Perris Valley Airport. They will be holding Remembrance skydives and an auction to raise money for the Skydiving Community Fund. Proceeds will go to cover funeral expenses first, medical expenses second and the remainder will go to the survivors. AFF Jumpmaster Sterling Peterson is the trustee for the fund.

Donations can be made directly to the fund:

Skydiving Community Fund,
22335 Loch Lomond Drive,
Canyon Lake,
CA 92587

Perris Valley Skydiving wishes to thank all who have expressed their sympathy and asks that you keep the injured in your special thoughts and prayers.

(Report from Dennis J Lau, Perris Valley)

LONDON SKYDIVING CENTRE CLOSES

London Skydiving Centre has been wound up. The centre which operated a Skyliner and a Cessna from Cranfield Airport, was a popular centre for CRW and night jumps amongst experienced jumpers and also had a high student throughput. The club had suffered from commercial pressure to move, which had arisen since the car manufacturer Nissan arrived.

Cranfield airport, owned by the MOD, was a



AT THE TOP FOR TEN YEARS

JUMPSUITS,
WARMWEAR
FALL RATE EQUIPMENT
PARA BAGS

by Rob Colpus & Sarah Brearley
Fast Delivery
Guaranteed Workmanship.

SEND FOR BROCHURE



The Airfield, Headcorn. Kent TN27 9HX
Tel: 0622 890967 Fax: 0622 891236

busy airport with many small operators such as glider clubs, vintage aircraft operators and aerobatic teams cohabiting happily with the larger air traffic which included small jets and helicopters. Many of the smaller operators are being edged out and LSC, who had a contract to operate till 1995 were given notice to quit. They successfully fought this in the courts. After this however, the club found it impossible to operate as Air Traffic Control made life extremely difficult. One example was the holding of a full Islander for over an hour at altitude before finally refusing permission to drop.

The Skyliner will be reappearing at Netheravon after a facelift. John Eaton continues his involvement in the sport as a director of Halfpenny Green Skydiving Centre in the West Midlands.

WEATHER FAX

Weather forecasts and charts from the met are now available via the fax machine. This facility should help organisers of aerial activities, as the information is specifically tailored to cover individual aerodromes in Britain. It also covers parts of the continent. Forecasts for up to three days ahead can be obtained. The system works by dialling up the appropriate number and a recorded message tells the dialler to switch on the fax machine and the charts are then sent.

Further information can be obtained from the Metfax helpline 0344 854435

NO LIMITS TO SPONSORSHIP

No Limits have received footwear sponsorship from Reflex Sports Shoes, the sports division of the Jen Shoes footwear distributors. Soft landings will be guaranteed, as the team will be kitted out with Pacific Hi and Atlantic Hi boots which boast air system soles.

CLASSICS CHAMPIONSHIPS

The 1992 British National Open Classics Championships (Style and Accuracy) will take place at the Scottish Parachute Club at Strathallan Airfield from the 6th to 15th June 1992. The events will be divided into categories according to experience: The Senior category will have Team/Individual Accuracy and Individual Style competitions. Intermediates will compete individually in Accuracy and Style and there will be a novice category in Accuracy on both round and square canopies. The intermediate category will be open to 'C' Licence jumpers with up to 200 descents and Category 5, 6 or 7 jumpers with FAI 'B' Licence will be classed as novice if they have less than 50 jumps at the start of the competition. Entry forms are obtainable from the BPA and must be submitted with fees by Friday 22nd May to the Scottish Parachute Club.

16-WAY COMPETITIONS

The Norwegians have thrown down the gauntlet, "Bring your team and beat us, we'll come and beat you later!" The challenge comes from the Norwegian Parachute Association who are promoting 16-way competitions. They already have a number of teams in training who intend to travel to competitions in Europe. The Norwegian competition will take place on July 10th to 12th, (training from 4th to 10th). At Ostre Aera National Skydiving centre. There will be 6 rounds. Jumps will cost NOK 140 13,000 (work it out yourself!) and registration NOK 400. The aircraft will be a Skyvan (with satellite navigation), judging will be air-to-air (cameramen supplied). For teams who need a bit of help, coaches from the Norwegian national 8-way team will be in attendance.

Further information is available from the sports committee, Norwegian national Parachute Assoc, c/o Kjartan Reithaug, Odvar Solbergs vei 94, 0973 Oslo.

A six round 16-way competition will be taking place in 'East' Germany over the weekend of the 31st July to 2nd August, followed by one on the 8th to 10th of August in Le Luc, South of France. Further details can be obtained from the Boogie school who are organising the events.

WOMENS WORLD RECORD ATTEMPT

Any women interested in taking part in the record attempt should attend the selection process in Le Luc, France from 5th to 8th June. The UK contact is Allison Cronnelly 081 421 1700.

MOSCOW EVENTS

The Moscow Boogie '92 will take place from July 3rd to 12th at Chekov, Volosovo, an airfield 60Km south of Moscow, dedicated solely to parachuting. The Parachute club uses Anto-

nov-2 aircraft and has a 25 seater MI-8 helicopter at its disposal. For the event they will also be getting in a 60 seater MI-6. Additional events include accuracy competition (29th May to 2nd June), 4 way competition 26th to 30th June, and 16 way competition 6th to 11th August.

Prices are:

Accuracy	\$180 a person
4-way	\$240 a person
16-way	\$250 a person

This includes: registration, accommodation, meals, transport and jumps.

The Moscow Parachute club are also holding a special event in late August. Starting on the 29th and continuing until September the 6th is the Paratour of the Golden Ring of Russia. This is being organised for people who like a bit of culture and sightseeing with their skydiving. During the week there will be a tour taking in 7 historic towns and cities with jumping at many scenic DZs.

It begins and finishes in Moscow, (capital of the USSR and old Russia from XIV century) crosses Vladimir, (one of the oldest Russian towns, was founded in 1108 by King or Kiev - Vladimir Monomah) Suzdal, (national park, one of the oldest Russian towns, was founded in VII - IX century) Yaroslavl, (big industrial and cultural centre of Russia, was founded in XI century) Uglich, Rostov Velikiy, (one of the oldest capitals of Rostovo - Suzsalski kingdom, the biggest town on the North-East side of Russia) Zagorsk, (very famous Troitse - Sergiev monastery).

Price: US\$590: Includes - accommodation in the hotel, meals, movies and 10 jumps from 3,500m. For further information contact Victor Gorbunov at the Moscow Parachute club, 12 Kashirskoe shosse, Moscow, 115230, Russia. Tel: (095) 111-33-15, (fax) 095)111 4475.

INSURANCE FOR PARACHUTISTS



WEST MERCIA INSURANCE BROKERS

High St., Wombourne, Nr Wolverhampton WV5 9DN
Tel: 0902 892661

CORRESPONDENCE

MOSCOW BOOGIE

Moscow Parachute Club invites you to take part in the "Moscow Boogie-92" to be held July 3rd - 12th 1992.

Have you ever been to Moscow? Do you want to go there? Moscow boogie is a very good chance to make a sightseeing trip to Moscow, and of course to jump near Moscow.

Chekhov, Volosovo, an airfield about 60 km south of Moscow where Moscow Parachuting Club is situated, is only used for parachute jumping. Every year about 25,000 descents are made and 2,000 students and 150 sportsmen trained. With round and square canopies out of Antonovs-2 (of which eight are constantly available), and MI-8 helicopter (25 seats).

During the boogie it will be enough MI-8 and MI-6 (60 seats) helicopters. Also ground-to-air, and air-to-air video system. We have very good instructors (members of the national team) to work with RW teams (RW-4 & RW-8).

There is an extensive complex of buildings of which a part is used for guest jumpers and students, and there is of course a big canteen.

If it is not possible for you to come to our country during the boogie, we would be very glad to see you any other time. Our club works from December to September, but the best time to jump is from the middle of May to the end of August. In April we can suggest you jump in Northern Caucasus too.

If we are interesting you with our information, write us a letter, as soon as possible please.

Sincerely yours

Vladimir Gorbunov

Chief of Moscow Parachute Club.

12, Kashirskoe shosse, Moscow, USSR 115230

UP DOWN UNDER

Dear Ola

At the beginning of December, Sue and I decided to counter the annual "latitude depression" by taking a short hop over to Australia for the winter. We were not disappointed!

On arrival in Sydney after a reasonably pleasant journey, we headed for the Australian National Skydiving Centre at Temora, about four hours from Sydney and two hours from Canberra, the capital. The centre is owned and operated by Garry Gnapp, an ex-brit who has become a certifiable Australian Citizen, and has the best facilities of any of the Australian DZs we've visited so far.

At present, it is the only full-time centre in the country, taking advantage of the consistently glorious weather. The regular aircraft is a 206 which takes 6 jumpers for A\$20 to 10,000ft (about 9 pounds!!) and attracts team training camps, it has full video facilities and inexpensive, good quality motel accommodation, but the majority of the trade is fun jumping with Tandem and AFF as the primary training system. The training here is of an extremely high standard and an Australian "B Licence" is roughly equivalent to Cat.10. The short term plan is to replace the centre's Turbine Beaver, which met it's untimely demise while it was away from the airfield, with a Porter or similar.

The local recreational lake provides the DZ for the last lift on Sunday, followed by the obligatory barbecue and water sports. This usually provides some entertainment for the locals who are, justifiably, proud of "their" skydiving centre (the centre has never received a complaint!).

If you find the British winter as tedious as I do, you

could do worse than a trip "Down Under". The scenery is fantastic, the natives are friendly and you'll get a warm reception in Temora. When I say warm, I mean temperatures consistently in the 30's (it's even warm enough for Sue to start skydiving again!). The heat is dry and comfortable but bring sunblock with your swimsuits, tanning takes place in minutes, not days.

Anyway, it's time I found myself another cold beer. See you in the spring!

Boringly Blue Skies

Colin Fitzmaurice D3782

NO LICENCE...

Dear Ola

Why not reset deadlines etc. in order to publish S.P. a month earlier than stated date, thus allowing the 'regular' delays to permit receipt on time?!

Whilst writing (and if space doesn't permit insertion, please bin the usual c.p. from Merlin to make space - I've asked Graham and he doesn't mind!) I should like to congratulate myself and Hubby for both achieving Cat 8 last Sunday - many thanks for patient tuition from Cliff Lloyd, CCI. Phil 'on the f.....g step' Cavanagh and Jeff Illidge, without whom I would be on the rope!

I look forward to May, sorry - April's issue!

Blue wotsits

Mike Jones B9640

(where the hell is my "C" licence?)

Regarding SP timing, last SP was held back to save the BPA money by including the membership renewal forms. This has a knock on effect, especially on our receipt of material to fill the mag Regarding your 'C' licence. I haven't a clue - if you contact the BPA they might help...Ed

CURRENT LICENCE

Dear Ola

Following Septimus T Phroggs letter in the last October's S.P. regarding the irresponsible activities depicted in the Ribena advertisements on commercial T.V. I was concerned to see yet another advert from the people at Ribena showing even more dangerous actions.

This time the reckless blackcurrant daredevil blobs can be seen cramming themselves into a mini. They then drive off at high speeds, with three death defying superblobs hanging out of the sunroof. I'm sure this heroic stunt is not only highly dangerous but also illegal.

Having so many blackcurrant adrenalin junkies stuffed into a car must invalidate the insurance - yet another blatant breach of the law.

I fear that this motor car stunt may be associated with the previous skydiving advert. The public probably think that the same blobs perform both amazing feats of bravery. This sort of bad publicity only encourages the armchair critic to assume that all skydivers are involved in both illegal and irresponsible activities. What next? Base jumping perhaps!

This sort of dangerous display of such horrific past-times must stop! Please do something about it before someone dies and the whole issue ends up on "That's Life"

Yours sincerely

Andrew Perry C9507

STUDENT INPUT

Dear All,

With reference to the magazine. During the course of my conversations with various skydivers in my role as club representative, the same point appears to emerge with increased regularity. Specifically, people complain about the content of the magazine when compared to other skydiving publications, particularly those of other countries.

Let us be absolutely crystal clear on a most important point - Ola can only print the input which he receives from you, the membership. Anyone can sit, do nothing and criticise. Few people are prepared to do anything about it. I firmly believe that we have sufficient talent within this organisation to produce the best skydiving publication in the world! It all comes down to effort.

I agree that in the past the magazine has been used as a vehicle to pursue personal vendettas and grievances, and for personal gain. This I believe did tremendous damage and must not be allowed to happen again. This appears to have stopped and now the pages of our magazine are waiting expectantly for your contributions.

I propose the following - there is a distinct void in the magazine with regard to the student element of our sport, which is its life and blood. Following various conversations with Ola, I require input from students who are currently progressing through the category system. Their view of the training they have received, combined with how they perceive it can be improved. In addition, I intend to put the instructor's point of view and then produce a series of articles to the benefit and interest of all.

As a gentleman once said, who had far greater influence than I 'Let us bend ourselves to the task'. It really is in our own hands to improve matters. If you have any ideas along these lines, please contact me at my home address:

Northfield Cottage, Barrow Haven, Barrow on Humber, South Humberside, DN19 7ET or give me a call on 0469 31580.

Chris Lyall, Club Representative D1898

LANGAR PLUG

Dear Sir

Two years ago, or thereabouts, I was asked by my daughter to do a sponsored jump with her, 30 years after I had finished jumping with 2nd para and 16th Ind. Para. Cog (Lincoln) T.A. in the 1950's. After the jump I was hooked again, doing another 9 jumps on rounds, but looking with admiration at the activities of the guys and gals on squares. It was suggested to me by David Johnson that a RAPS course would be more conducive for my age group - stand up landings and such. Now after 2 yrs and 60 jumps, some hard work, sitting out bad weather etc. and of course money, I attained my CAT VIII.

This brings me to my reason for writing. I am hoping, through your columns, I can in some small way, say many thanks to David Hickling, John Fletcher, all the pilots, staff, instructors and friends at British Parachute School. Langar who have instructed, encouraged, chided, cajoled and good naturedly laughed with me at my mistakes, foul ups and not so soft landing's, but helped me achieve a place in a thrilling sport. Once more thanks a lot to all at Langar.

Blue Skies, Yours faithfully

S Hopkins

PETERLEE PLUG

Dear Editor,

In response to several letters in SP recently, I would like to tell you about the attitude of our local centre, which is about 15 miles south of Newcastle, to student parachutists.

I am a member of Newcastle University Parachute Club, which inherently has a high turnover of once-only jumpers, since many students try as many things as possible, with limited resources, whilst at college. However, our local centre - Peterlee Parachute Club - goes out of its way to make all our first time jumpers feel welcome. This is a welcome attitude when there are so many one off jumpers. The atmosphere is very friendly, students are given priority for their first jump and given every encouragement to jump again the same day. The training emphasises progress, and the instructors are friendly and approachable. A notable point is that the experienced jumpers talk about what they were like on static line or dummy pulls or whatever, not about how good they are now. All students are fully informed about BPA regulations and how they will be affected as they progress, and everyone is encouraged to learn how to pack - a useful way to make the jumps that little bit cheaper. We are often collected from Durham station by someone from the DZ, and we can usually catch a lift back to Newcastle from someone at the end of the day. We are within reach of two other DZs, but the atmosphere is so good, we don't want to go anywhere else. If this isn't the best students can get, then we don't know what is. In fact, as I write, a party is being prepared by the centre, to send off one of our students as he is returning to Germany.

Yours sincerely,

P Boyd for and on behalf of NUPC

PS. Bon Voyage Wolfgang (aka 'Helmur')

FLYING CRUSADERS

Dear Ed,

I have just returned from a trip to Flagler DZ Florida where I met up with the Flying Crusaders Parachute Display Team who were doing some training under the watchful eye of Keith Winterburn (Ex Rabbit) who was putting the girls through their paces. I have enclosed a number of slides showing the girls in different CRW formations over the coast line of Daytona. The team is made of 4 girls:- Angie Ostacchini (Team leader), Christine Betts, Cathie Riddle and Debbie Allum.

All the best to the team for the future and have a great future and have a great season.

Best wishes

Ali Wright D7420

Pics will be in the June issue, ta...Ed

AGONY & ECSTASY

Dear Sir,

I've often heard how closely pain is related to pleasure but never fully grasped the concept until opening the last Sport Parachutist. The intense pleasure of having my two CRW piccies published on page 45 lasted only moments before the searing pain of seeing them not only credited to Simon Ward but also apparently used as decorations for one of Simon's advertisements.

Yours in disappointment

John Carter

It is with great pleasure that I seize this opportunity to apologise unreservedly and correct the error. Talking about related pain... it did hurt a bit to see my lovingly designed and carefully laid out spread referred to as a 'decoration for one of Simons Ads!' I look forward to more of your pics which I will ensure are correctly attributed.. Ed

KEEN COMPETITOR

Dear S.P.

Since my first 'Giant step' in May 91, the desire to drop has taken over most of my spare time and all my spare cash. (With the exception of a few pounds I keep for liquid refreshment). However, it was while following my 'windy day' enjoyment of competitions (I daydream of winning my own rig) that I decided to write.

Why does S.P. not follow the lead set by motorcycle news? Bike enthusiasts can win some once in a life time prizes related to their own ilk. Why not parachute competitions with rigs as prizes or even an Alti or Jumpsuit. Would not manufacturers of these items be prepared to donate at reasonable prices for publicity. Would not a budding Sky God forsake a pint of ale for the chance of owning his/her own top of the range kit, accessory, ect.

Surely enough BPA members would try their hands to make such a competition financially viable, any profit made could even be spent to benefit BPA members in some way.

Here's looking at the horizon through rose coloured goggles.

Yours

R.J. Redhead A9774.

Have you entered the British Team Fund Competition!?!...Ed

COSTLY RENEWAL

Dear Sir,

Ever since I started skydiving I've always enjoyed reading about what's happening around the country in the pages of Sport Parachutist. I started skydiving in 1985 and have remained a full member of the BPA up until March 1991. I did not renew my membership from April 1991 to March 1992 for a number of reasons, but these are unimportant.

However, in February I decided to rejoin the BPA, now having bought my own kit, in order to be able to visit BPA affiliated Clubs and legally jump at them. Not having a renewal form to send to the BPA I phoned them up with the intention of renewing my membership for the remainder of this year, and when appropriate for next year as well.

The young lady who dealt with my application was very helpful and courteous, and after giving her all the information she required, I promptly quoted my Visa number, said, 'thank you very much' and sat back awaiting my new membership card. When this arrived it didn't surprise me in the least to see that the expiry date was 31st March 1992.

What did surprise me was when I looked at my bank statement I saw that £39.80 had been paid to the BPA. Ironically, since I renewed my membership I haven't actually jumped at any BPA affiliated DZ's.

Now I know you use the membership fees for a host of things such as promoting our sport, insurance etc, and these days everybody needs all the cash they can lay their hands on, but I think that in this instance you were more interested in my money than anything else! I was obviously not aware of the way you treat membership renewals. Do you honestly think that anyone in their right mind would be willing to pay a full year's membership when there was just 8 weeks left before your need to renew your membership again!? As I wasn't aware of this fact why wasn't I made aware of it during our telephone conversation. You certainly wanted to know all about me!

I appreciate that there have to be rules regarding membership payments/renewals, but surely the maximum I should have to pay is a 6-month membership, 3 months would have been fairer, but to have to pay 12 months is ridiculous. Consequently, I'm having to review my situation and decide whether its actually worthwhile renewing my membership again. After all, if I do I'll have paid nearly £80 to you for the privilege of jumping at a BPA affiliated DZ.

Also, if this is the case I think it only fair that you forward all back issues of Sports Parachutist that I have paid for during April 1991 to March 1992.

Yours faithfully

P Jones

MALLORCA HOLIDAY BREAK

Dear Ola

I Would like, through the medium of Sport Parachutist, to express publically my sincere thanks to the numerous people who devoted time and effort in assisting me following my unfortunate discovery in Mallorca that the ground really can be hard sometimes!

I am certain that the help I received from fellow skydivers of various nationalities far surpassed what would have been the equivalent had I been involved in a different sport.

Whilst many people played a part, I would like especially to thank the following who rearranged their time in Mallorca in order to help me: Steve Tomlin and George Raft who sacrificed a day's jumping to stick with me whilst dealing with Spanish hospitals etc, and an evening's drinking whilst wheeling me around and packing my suitcase for me; Kevin Hardwick for, as ever, always knowing what to do for the best, (and for getting up early to ferry me to the airport); Andy from Topcliffe who kindly packed my kit following my accident; and last but by no means least Tony Modebe who accompanied me back to Heathrow and dealt most efficiently with the airline and officialdom on my behalf.

Once again, thank you all! I am on the mend and looking forward to jumping again soon.

Yours sincerely,

Shaun McConnell

BOYS IN BLUE SKIES

Dear Ola

I am hoping to generate some interest in Sport Parachuting from within the Police Service.

There are 120K plus of us nationally and no small number have the health, finance, and outlook which make them potential recruits.

The printing in the magazine of the attached letter should swiftly provide me with an indication of how many Forces already have regular jumpers in their ranks. If I, and some like-minded colleagues in other areas can organise a coordinated recruitment campaign then with a little success we could be pressing for P.A.A. recognition in two or three years and if such status was attained then things would really take off!

We would need 200 regular jumpers (of any standard) to qualify for P.A.A. status or 1 in 600 Officers to take up the sport nationally.

Go on, it's worth a paragraph even if the audience is limited... but one day!

Cheers

Paul 1392939

Paul Ledden, F.I.B., Warwickshire Police,
P.O. Box 4, Leek Wootton, WARMS CV35 7QB
Tel: 0926-415000 ex5192

HELPING WITH ENQUIRIES

Dear Editor,

I note with interest the tenacity and attention to detail with which the panel of inquiry pursued their investigation into the events of the Tilstock Boogie.

But wait! What's this?

Irregularities uncovered at other clubs!

Never fear, our intrepid heros will get to the bottom of this. No?

No further action required? Hmmmmm.

Phil Ede D8274

AFRICAN ADVENTURE-1

Dear Ola,

With great sadness I read about my old friend Chris Lyall's African Adventure in the February magazine. I owe it to my good friends of the Rhodesia Sky Divers Club to put the record straight.

I made my first descent on 26 June 1972 in Rhodesia after a mandatory two weekends training and a couple of months later Chris joined us. I met him when he was doing his SL jumps. I enclose a photo taken at that time of myself, Chris Lyall (kneeling), our pilot and John Pletts. We were all briefed and kitted properly labelled pilot chute reserves with crocodile clips and not 550 lb cord as tie downs at each end. As you will see Chris is quite clearly wearing an alti- the same he used on all his jumps. (No room for pic, pls see noticeboard...Ed).

Our Chief Instructor was Mike Godfrey, ex British parachute Regiment as was the second instructor, Buster Brown. The Safety Officer was Detective Inspector Keith Samler ex London Metropolitan Police and our Kit Room Officer was Major John Pearson of the Rhodesian Light Infantry. All of these people were extremely strict, highly efficient and supremely safety conscious.

Chris states that 'discipline was totally unheard of' - with these men around he must have been joking! Two Australians and I opened low at 1,500 ft and were promptly grounded for two weeks. We were left in no doubt as to our stupidity and warned that the next time we opened below the limit we would be grounded for six months. No one ever opened below 1,000 ft.

With relative work, the rules were that after thirty jumps and provided you were in control of stability and turns, only then could you do RW and only with D Licence holders. They would brief you to stay put on break off and they would track away. (D Licence 200 ft jumps +) I think that from Chris's 13th jump onwards, he was doing relative work with Walter Mitty. There is no record in the Safety Officers incident book of any one ever going through someone's Paracommander removing three gores entirely and the peripheral hem. It happened in the Carl Boenish film 'Masters of the Sky', where the skydiver was badly injured.

As to the 150 plaster casts in the bar, I only saw 5 - the other 145 must have happened on the weekend I was away, with each of the 30 members breaking their legs several times!

We did have a telemeter back in 1972 and all jumps were observed, ie, (tracking exercises) and timed.

It was really not so dark in Africa!
Blue Skies and no Porky Pies

Derk Boersma D17 Rhodesia

This letter was passed on to Chris Lyall for his comments which follow. I am grateful to Chris for his entertaining contributions and would like to hear from any other readers who have interesting stories to tell about their early days in the Sport....Ed

AFRICAN ADVENTURE-2

Dear Ola

Obviously I must reply to Derek Boersma's letter. I stand firmly by the content of my last article and I am quite willing to discuss it with Derek in detail if he so chooses.

Furthermore, the points made in the article can be confirmed by a third party who was also present and trained at the same time. Indeed he helped refresh my memory!

At the end of the day the articles are written as a fond memory of a happy time. Never at any point were they intended as a personal attack or reflection on any individual or indeed the country and continent in which they occurred.

LANGAR AGAIN

Dear Ola

Reading Karen Rendall's article in S.P. Feb '92. Prompts me to write this letter. I am a student Parachutist myself (10 jumps so far). I have only jumped at one DZ so far, so I cannot comment on other DZ's. But let me use your magazine to inform students who are disappointed with instructors at their own DZ to tell them about the one that I use.

I made my first Parachute jump for charity at British Parachute School Langar. It was to be a one off jump because nobody in their right mind would surely want to do it twice (so I thought).

Myself and my friend, turned up at Langar on 3/11/90 to start our training. We were quite surprised by the amount of people that did this Parachuting lark.

We did our training on the Saturday and by the end of the day I found that instead of being apprehensive about my first jump I was quite looking forward to it. I can only put this down to the excellent instruction I received and the friendliness of the other jumpers at Langar.

Langar is a 330 mile's round trip for me and my friends, I only wish I could transport the whole lot down to my neck of the woods, then I could see the many friends I have made there every weekend.

So in conclusion if you are a student trying to progress and you are unhappy at your D.Z. Go and check out Langar, a great place to be whatever the weather.

Yours Faithfully

Tel Wilkins BPA 500666

COPY DATE FOR JUNE ISSUE OF SPORT PARACHUTIST: FRIDAY MAY 29TH

*If you have something to say, please write in. So that everyone can get a fair say, try to keep your letters to a reasonable length. Letters may have to be edited. Letters to the editor should be sent :
clo Airspace Ltd, 3 Tyers Gate London SE1 3HX*

FIRST AID

Dear Ola

I was interested to note the comments in the STC minutes (yes, someone does read them) concerning First Aid provisions at DZs. I have luckily never yet been in dire need of them, but I and other jumpers have viewed some of them in the past with concern.

May I make a constructive suggestion, through your letters column, to the powers that be? I am a qualified RYA sailing instructor, a position which requires training not unlike that of an API, and puts you in a similar situation in charge of new students in a strange and potentially dangerous environment. My instructor's ticket contains a prominent written notice: it is valid only when presented with a current first aid qualification from a recognised authority.

It doesn't have to be a major one, but it does mean that every RYA instructor must attend (and pass) a course given by the Red Cross, St John Ambulance Brigade or similar body, every 2-3 years, in order to keep his rating.

It is true that, when the rule was introduced a while back, the RYA lost a lot of instructors who just couldn't be bothered. It hurt at the time, but in retrospect most sailors feel it was a thoroughly justified loss. Do you really want to be taught by someone who won't spend a few hours every three years, learning what to do if he hurts you?

This is an easy solution which requires no extra work by the BPA, and must provide a core of experience at every DZ. Think about it, guys.

On a lighter note, Ola, thanks for making me incredibly famous by printing a photo of me a couple of issues back; nice work on the mag, and lots of love to everyone, especially manifestors who are wonderful warm people and can I lurk the next lift please?

Blue skies

Chris Jones D8783

PS. Have you noticed how nearly all freefall photographers have at least one name ending in 'N'? Mind you, I don't know if this is significant, some have names ending in 'cock'.

LOTS OF MONEY

For every 1st jump student you send to the Midland Parachute Centre we will pay £15.00. Our course fee is currently £100.00. For further information contact Liz on 0543 271676

Video Review

We have two videos for your edification in this issue. They are the films of two of the more popular Boogies among travelling UK skydivers.

Bali Boogie 1991.

The Lombok experience

This is a real 'I wish I'd been there' video. The opening shot looks out of a Hercules tailgate, across a carpet of cloud through which a solitary mountain peaks, across to the setting sun. The plane is banking slowly, and I can just see myself, preparing for exit as the big beast turns onto jump run. Thousands of miles away in a tropical paradise with warm air, even at altitude, and an ice cold beer awaiting me after the last jump of the day... but back to reality. I missed it and will have to enviously watch others having the fun.

In Sept 250 skydivers from all over the world converged on Bali, amongst them were five cameramen. I don't know who they were, as the blurb doesn't say, but they did some filming and the resulting video captures the carnival spirit of the event. It was a fun gathering so the skydives were not of a particularly high quality.

Of course there was the 'Herc factor'; it's hard enough keeping your limbs attached to your body when you hit the 135 mph slipstream, never mind trying to hang on to someone else. 'Keep the structure hard' was the buzzword for launched pieces.

Dan O'Brien, BJ Worth and Jeff Barbone were the organisers, and with the numbers involved on each lift there sure was some organising to be done. The inside of the C-130 has to be seen to be believed. It is basically a hangar with wings on the outside.

The video is essentially a compilation of the usual; exits, large formations, sequential (some nice shots with the cameraman taking part in the dive) funnels, fun

jumps, tandem rides, canopy rides (tropical scenery in the background) and shots of the beach landings. Kit wise, some novel jumpsuits were on display (fishnet tights and lingerie).

I found the narrative a bit irritating at times and the overall feel of the video was of random selection of shots accompanied by rock 'n' roll songs.

Tacked on the end of the Bali video was 5 minutes of what was "Wilbur 100 way sequential dives" from Skydance Skydiving California. 100 way sequential? Are you serious; what's the second point then - 100 way tracking? I studied the clip with great interest, and the formation built smoothly - impressive but unfortunately the cameraman filmed most of the dive from too close and too level with the formation, so the second formation was not very clear. (I'm pretty sure it wasn't a 100-way donut though).

I would think the main customers for this film will be those who actually went to the boogie, as a reminder of a fun holiday.

Spain Xmas Boogie 1991.

This one also opens with orange skies, which seem to be in fashion in videos these days - which is fair enough as the only other choices of backdrop are blue, green or occasionally brown. The frost encrusted grass brought back pleasant memories of the winter weather on the Costa Brava - a refreshing combination of cold nights and hot sun; clear skies during the day with crisp 'n' cool air at altitude. The Spanish Xmas Boogie is an annual pilgrimage for many UK jumpers and this year Bruno Brokken teamed up with UK cameraman Kevin Hughes to make a video of the event.

The attention to composition and the camerawork is evident and demonstrates the quality that can be achieved with a bit of pre-planning. There are interesting

angles to many of the shots and there is plenty of cameraman movement. With both cameramen often present on the dives, interest is maintained on some of the slower dives with different viewpoints of the same manoeuvre.

The discipline in the skydives contributed to the overall professional feel, with most of the dives working with a good degree of precision. When they didn't it was usually worth the laugh.

The colour coordinated dives looked great. The video has been edited with some humour, there is a grand prix sequence filmed with a helmet mounted camera on the go kart track, and a selection of outtakes at the end. On the down side, there is not much CRW, which always adds some interest.

I must mention the sound track; the first time I watched the film I found myself particularly enjoying the music, noting with relief that it was not another rock/pop compilation. It blended well with the changing mood of the film and I was pleasantly surprised to find out that it was composed and performed by Bruno Brokken himself, obviously a talented man. At £15 this one's a snip.

Ola

DETAILS:

1991 Bali Boogie Video

Duration: 30 mins
Price: \$37.50 (Pal) \$29.95 (NTSC)
(Plus: \$7.50 p&p)

From: Air Adventures Inc
Attn Phil McCormick
PO Box 24343
GMF Guam 96921
Tel: (671) 734 2416 Fax: 734 2703

Spanish Boogie 1991

Duration 45 mins
Price £15 (Plus £1.50 p&p)

Seagull Pictures
15 Coronation Rd
Bedford MK43 0JP
Tel 0234 750683

African Adventure

From my last article you will recall that I outlined the outrageous training methods that I personally had to suffer as a student parachutist. I also mentioned that this led to equally outrageous descents. There follows a description of two such incidents worthy of recall.

The one hundredth jump!

Within the club there were certain rules which had to be followed at each milestone reached and then to be celebrated in the prescribed manner. The 100th jump was no exception! Here are the guidelines:

1. The jumper (victim) must exit the aircraft on the command, irrespective of location.
2. Equipment was to be static line deployed (even on Para-Commanders).
3. Mode of dress was to be that laid down by the club committee and absolutely must be adhered to.
4. The jumper had to make his own recovery back to the drop zone.

Despite my deliberate efforts to conceal the fact that my 100th jump was approaching, everybody knew anyway, and the fateful day arrived.

My rig was taken away from me to be fitted with a static line and I was thrown to the women - to be dressed! It had been decreed that my mode of dress for the momentous occasion of my 100th jump was to be that of a fairy - very appropriate some of you may be thinking! The outfit was as follows:

A lacy top with silk wings sewn onto same supported by coat hangers and fashioned in the shape of a butterfly; a pair of ladies tights complete with seams - worn over underpants (the only concession); a ballerina's tutu and pink ballet shoes; a pair of lacy armlets with gloves (very pretty!).

To complete the effect I was made up heavily to look like a tart - very difficult considering I had a beard!

The end result was a very passable fairy Chris!

The rig reappeared and was carefully put on me over my wings, then I was marched out to the aircraft by the three maniacs who were to preside over the event. The spotter was a gentleman by the name of Buster Brown, Chairman of the club and who was not particularly happy about a liaison I was having with his daughter Janet.

We duly took off and left the drop zone far behind. It was obvious that the location of the drop had been previously decided and the pilot knew exactly where he was going.

I explained how it was that I came to be dressed as a fairy and deposited in the middle of nowhere.

Time passed, Buster stuck his nose out of the door and began calling corrections. I attempted to have a peek and received a clip round the ear for my efforts. He called out and invited me to depart. Well, in for a penny, in for a pound, as they say! There I was, out on the undercarriage leg, wings flapping in the breeze - mine, not the aircraft's! I looked down to see nothing except the African Bush! I left the aircraft and the static line did its stuff. It all went quiet and I suddenly felt very lonely and vulnerable.

In the bush there was a clearing and in the clearing a large, tin roofed, African type bungalow surrounded by a huge veranda - just the way you imagine them to be! This was obviously the target which I had been spotted for. I made towards it. With about 500ft remaining the first thing I noticed was a large colourful African lady, gainfully employed in hanging out the washing. Not unnaturally, she was oblivious to my presence so, I called to her. She looked all around,

but not upwards so, I called again. This time she did look up, screamed, dropped the washing and legged it back inside the bungalow.

With only a couple of hundred feet to go, a hoard of people emerged from the house to witness the arrival of the strange apparition. I landed, nobody moved. It was utterly silent - suddenly, it didn't seem funny any more. I was acutely embarrassed. It must be remembered that during the early seventies in Rhodesia it was rare for a remote tobacco farm to receive **any** visitors. It was even **more** rare to receive a bearded fairy from the skies!

Eventually, whilst I was rather self consciously gathering up my kit, the lady of the house twigged just what was going on. 'Are you one of those crazy guys from over there?' she enquired, pointing in the approximate direction of the drop zone. I replied in the affirmative.

Great merriment followed when I explained how it was that I came to be dressed as a fairy and deposited in the middle of nowhere. Loads of beer arrived on the veranda - I felt it would be rude not to accept!

I did not return to the drop zone until the next day. I stayed for dinner and the old man kindly lent me some of his clothes - after I had washed the make up off that is! To this day I can still clearly recall the interior of the bungalow, with its large roaring fire and various animal heads around the walls. There was also a heavily laden gun rack in the corner, just like something out of an old Stewart Granger movie - African Queen - very appropriate!

The hospitality shown to me by this Rhodesian family was quite overwhelming. Such friendliness was evidenced many times during my stay in that wonderful country. They also had a daughter of eighteen called Rosie who, remains to this day, one of the most beautiful women I have ever seen. Staying the night was certainly a very attractive proposition - definitely **not** more of that later!

In the morning I was given a lift back to the drop zone - it was fifteen miles! On arrival, I was presented with a bill for a round of drinks which I had generously bought the night before - very good of me!

That evening I was also compelled to recount my experiences from the sacred stump. There is no need for me to expand upon this tradition - as a result of my last article, all clubs and centres within this country will now have adopted one of their own - such an excellent idea!

Water jumps

Back to the log book. Perusal of the early pages show that jumps number twenty five and twenty six were water jumps and the location was Kariba - now here's a tale worth telling.

As those of you who have suffered a half decent education will be aware, Kariba is the point at which the Zambesi river is blocked by a huge wall, from memory some four hundred feet tall. The lake formed behind the wall is absolutely immense, so much so that it is affectionately referred to as 'the sea'. The area is famous for its wildlife and there is plenty of it about - herds of elephants, rhinos, all manner of game and **crocodiles**. You don't require the brain of an airborne archbishop to know that water jumps and crocodiles make poor bedfellows!

However, at least once a year the entire parachute club would venture northward for the weekend to perform water jumps, in front of the 'Lakeview Hotel' where we were to stay. The ancient club Cessna 182 was brought up for the occasion, but sadly, the sacred stump had to remain in Salisbury.

There were four of us on the lift - my elder brother Mike, a weird character called Colin Kellogg (seriously) who, legend has it, used to make a living from smuggling diamonds, dear old Manfred Pucher, an Austrian welder and of course yours truly, Manfred was by far the most experienced of us with four hundred jumps to his credit. I met Manfred on the construction site where I worked when I first arrived in Rhodesia and I hold him totally responsible for all the events which have befallen me over the last twenty years!

The kit - I had never jumped a Para-Commander before (bear in mind that this was the canopy of the day) and I had

been very firmly told that I could not use one of the club's PCs. However, I had bought one of my own and so it was perfectly all right to use that. So this jump was to be a double first - first water jump and first jump on my new Para-Commander kit!

I refer you now to my last article with particular regard to reserve tie downs. Yes, you've got it - this occasion was to be no different! We literally used the standard two pieces of 540 lb cord and tied ourselves into the gear. Good idea on a water jump, eh? My brother Mike had borrowed my old 'Purple People Eater' and had the grand total of thirteen jumps to his credit. He was feeling a little nervous!

He was on his back kicking and clawing at the air like a frantic spider

We had donned the old foam filled life jackets (the only concession to safety) and without a word of a lie we had no formal briefing. One point was mentioned and was considered to be of major importance - we were told 'Don't under any circumstances land near the edge of the lake'. Being of an enquiring disposition I naturally asked why - 'Because the edges of the lake are infested with crocodiles' was the answer.

Thanking the informant for this valuable snippet of information, I tentatively asked about the rest of the lake - 'They don't like deep water, so you'll be all right if you land in the middle'. This was meant to be some comfort, all very well I thought but, has anyone bothered to remind the crocodiles of this fact. What if one of them is a rogue - a kind of Jonathan Livingston crocodile, who follows no set pattern despite the evidence of millions of years!

We dismissed sinister thoughts from our minds and proceeded to the aircraft. It has on occasion occurred to me in later years, that such a situation is a wonderful incentive for improved canopy handling - maybe we could adopt it at Doncaster - moat around the drop zone infested with crocodiles!

A final question was raised - 'How do we get out of the lake, assuming we have landed in it?' The comforting answer was that there was a boat to pick us up - no problem!

We took off and climbed to 5000 ft. Kellogg, the lunatic, was spotting, it was all out on one pass. After a normal twenty second delay I deployed, brother Mike, who was following me, whistled past about 10 feet away from my peripheral hem. He was on his back kicking and clawing at the air like a frantic spider, never mind avoiding procedures like tracking etc, he couldn't even fall stable. The Purple People Eater appeared between his legs and opened with a tremendous crash, flicking him around like a rag doll. He really did *not* like skydiving!

The landing area was marked by an orange buoy - well out from the shore! We all managed to splash in around it - the accuracy was really quite good - Kellogg got the spot right for once!

Problem - no boat! This, even by Rhodesian standards, was worth worrying about. Minutes passed and I was becoming less buoyant. Also, for reasons already described, I could not get out of the kit. Think positive - at least I wasn't being chased by a crocodile.

Eventually a boat set off from the jetty which was becoming increasingly difficult to see. Manfred and Kellogg were recovered first with little delay. By this time however, the water was lapping at my eyelids. Even I, daft as a brush, was beginning to worry. The boat came towards me much to my relief, and then went straight passed me - much to my dismay. 'Back in a minute' said the man at the helm. It would appear that Mike (who is a big lad) was in a far worst state than I and was just about to expire. The boat *did* come back and drag me out - I really did believe that my end was nigh. Better born lucky than rich!

Years later, I reflect that we expect to go through life and learn from our experiences and mistakes. We didn't - the next day we did it all over again. On the plus side, the beer, barbecue and company were superb and the sun went down on an incredibly beautiful African landscape. A relaxing way to end another African adventure.

Chris Lyall

BCPA NEWS

BCPA Nationals

This year, the best offer for jump prices for the BCPA Nationals has come from Peterborough Parachute Centre, Sibson. It has therefore been decided to hold the event there.

The Nationals will be held from the 5th to the 11th of July at Sibson airfield. The events will include static line competitions as well as the usual events for the more experienced jumpers.

Jump Prices

£13 for Static Line jumps and round canopy freefall.

£14 for 13,000ft, decreasing by £1 per 1,000ft decrease in altitude.

Each university or Polytechnic should send £25 per person for registration (£15 will be accepted from clubs not subsidised). Please remember that the more money raised from registration the better the event and associated entertainment will be.

Affiliation to the association on the day will cost £3 per individual and £25 per club.

Entertainment kicks off on the night of Sunday 5th with an 'Olympic lighting of the barbeque toga party'. There will be Bar Flying, (sticking yourself to the wall in a velcro suit!), a cabaret, discos and Karaoke. Later in the week there will be a barbeque at the local water park.

Send registration fees to:

PF Mayer, 231 Heald Place,
Rusholme, Manchester M14
5NJ as soon as possible.

BCPA Progression Week at Headcorn

Everyone who stayed for the week got onto freefall and one person made it all the way to Cat 8 - congratulations to Brian Carroll. Many thanks to Headcorn PC, and Giles Huby, the organiser.

Message from the editor:

You college types must be able to write or you wouldn't be where you are! I'd like to encourage more input from you. If it is forthcoming then we should be able to have a regular slot in the mag for the BCPA once again.

Safe Jumping.

SQUARE ONE

PARACHUTE SALES & SERVICE

Aim for the Best.

SQUARE ONE®

PARACHUTE SALES & SERVICE

Supporting the world of skydiving.

Call Victor or Virginia today. Use our tollfree number to place your order: (800) 877-7191
 2095 Goetz Road, Perris, California 92570
 Tel: (714) 657-8260 • Fax: 714 657-8179

Visit both stores conveniently located directly on the drop zones at Perris and California City.
 2095 Goetz Road, Perris, CA 92570 • 5998 Curtiss Place, Unit A, California City, CA 93505

ANZIBAR BOOGIE 1992

(Thanks to Rob Colpus and Kevin McPhilips who both sent in reports on the Zanzibar event)

In February this year approximately 130 jumpers, friends and supporters from 8 different countries took up the offer of two weeks skydiving on the spice island of Zanzibar.

Located in the Indian ocean off the coast of Tanzania, and only a few miles from the equator, Zanzibar's climate was hot, but thankfully not plagued with mosquitoes and other stinging, biting beasts. The boogie was organised by Alexis Perry from France and Hermann Lansmann from Holland, with Mitch Decoteau (USA), Michael Bouman (Holland), Eric De Coster (Belgium), Fred Post (Switzerland), and myself, as load organisers and staff.

Aircraft

The aircraft used were Tanzanian Defence Force DH Buffalos. The buffalo is an ideal boogie-ship, with a capacity to lift 60 skydivers to 13,000ft in about 10 mins, and a smooth tailgate slipstream that doesn't make your exits reminiscent of ten pin bowling. The majority of dives carried out were in the region of 10-20 ways, with the occasional 30-45 thrown in. Fred Post's Swiss group largely stayed together throughout the boogie and attempted with pretty reasonable success, some fairly challenging 15-20 way sequential.

Unfortunately 2 days jumping were lost due to a broken aircraft, and a further one and a half days due to bad weather, but despite this, most jumpers managed to get about 30 jumps, averaging about 4 per day.

Notable dives

Notable dives during the boogie included a 45 way attempt (that built to 42), as a special display in honour of the president of



Tanzania Defence Force DH Buffalo

Zanzibar, who arrived in a Lear Jet. Five jumpers broke off from the blob at five - as the 40 others went on down to two-five. All canopies landed in front of the president's tent, followed by the five others, flying no-contact CRW on Blue Tracks and trailing national flags. British jumper, Debbie Clouting, was supposed to act as public announcer, but found herself commandeered as the president's personal announcer, in order to explain to him what the other 45 assorted lunatics were up to. We think he was suitably impressed. Although to our disappointment he didn't use his influence to improve the slack attitude and shabby service, provided by most (but not all) Zanzibar officials.

Another notable event was an excellent skydive onto a long, white, beautiful beach on the relatively remote eastern part of the Island. Two buffalo loads deposited all the jumpers with sufficient experience, into a rapturous welcome by the locals, followed by a swift rum and coconut milk, drank out of the husk, a crab and fish salad, Bar-B-Q, and a native dance around a campfire at night (no kidding). This was slightly spoiled for most, by a two and a half hour, beat-up coach trip at midnight over rough dirt roads, and for the load organisers by first getting lost and then breaking down, and then being deserted by their driver in the middle of the bush, in the middle of the night. Well, we were promised an adventure in Africa!

Life in Africa

Alexis and crew worked hard to make everyone's stay as enjoyable as possible, and to provide skydivers that challenged and improved skills. The general opinion of the boogie was very positive on the jumping and organising side, but a bit disappointing on the hotel and food side, which just seems to be a fact of life in Africa. But overall all jumpers stated in a questionnaire that they would like to attend the next 'Tropical Boogie' if organised by Alexis Perry and his boogie crew.

Overall the Zanzibar boogie '92 was a success and in retrospect even the disappointment with the hotels and local organisation will be remembered as an adventure which you could never experience if you do not venture away from Europe and the USA.

Rob Colpus

Wizards of death

The strangest thing I noticed on our flight to Egypt was the graffiti in the Egypt air loos. On the way back I was barefoot - not a good thing to be when the plane wasn't fully cleaned before the flight. Still 'Hakuna Matata', which is Swahili for 'No Problem'. The inflight socks served well as a camera case.

The jumpers from Britain left on a Friday evening. The flight was 45 minutes late, and lasted 5 hours. I had left Edinburgh 30 minutes late, on a one hour flight. The flight from Cairo was 15 minutes late, and lasted 6 hours. The flight from Dar Es Salaam to Zanzibar was four hours late, and lasted 12 minutes. 'Hakuna Matata', we were in Africa, after all.

The boogie started on time, preceded by a couple of days acclimatisation and sightseeing. Pity the poor Belgians and Dutch, who were delayed a few hours in Amsterdam, which snowballed into arriving 4 days late. There are no super shuttles in Africa. Those who expected them may have been disappointed.

The boogie was small, but that was just fine. All nationalities mingled well, and addresses were being exchanged all the way back

to Cairo. Unlike people you meet casually in Torremolinos, as an active jumper, you are likely to meet people on holiday after holiday. It makes boogies even more fun. Anyway, there were a few highlights...

Exhibition for the President

This was fun - a hasty 47 way for Salmin Amour, president of our host country. The event got us a 15 minute slot on Tanzanian TV. It built to 45, and happened to coincide with Rob Colpus' 4,500th jump. Andy Peckett had the Tanzanian flag in the front of his jumpsuit, enlarging his chest. He nearly got arrested for suggestively fondling his false front while shaking hands with the President. Alexis Perry hit Andy later. I understand that this is better than a month in a Tanzanian jail.

Italian mixed fry

Whatever about the Dutch and Belgian groups, the Italians were less lucky. On one non-jumping day, I saw a bunch of our friends from Italy madly revving a few Vespa scooters. I took a photograph, as I reckoned they would never be seen alive again. They were OK, apart from 4 punctures suffered in their travels, and one chap who got second degree burns from sunbathing for 6 hours in the equatorial sun. He says he did this because he was told that no one ever got sunburnt in February.

A few days later an Italian electrical engineer landed on a power line. He was sore, but prompt and efficient treatment from Eric Da Coster, the official boogie doctor meant he was going to be OK, just uncomfortable for a few weeks. It could have been worse. Although we had MedEvac facilities available, there was no need to ship him home. On the way back, 3 Italians had to pay \$100 each in police bribes, when they were nicked for changing dollars on the black market. Not lucky.

Health

Eric, the boogie doctor, brought 80 kg of medical supplies. Most of this (about 78 kg) was donated to the local health service. The most common complaint was African Tummy. I was OK - trots for about three hours. Debbie Clouting (the one on the left on the BPA mastercard) had only one day off, and Dr John Carter (the one on the bottom of the same card) seemed to be invincible. Others varied. Just as Eskimos have 40 different words for snow, textures of bowel motions had a multitude of descriptions. While I was happily laying mars bars, others were enduring chicken korma or melted fudge. Rob Colpus got it, but only on the non-jumping days. I reckon the 8 way team name 'Mo' must be an abbreviation of 'motilium', a diarrhoea treatment which was very popular throughout the boogie. By the way, Wendy Howells was affected, despite what she intended to tell all at Ipswich.

Reserves

The first reserve ride was by Michael Bouman, from the Netherlands. Wendy Howells was next, but both her main and free bag were promptly retrieved (in mid-air) and returned to her. This sort of retrieval is not for the faint hearted, nor for those without the skills and experience of Andy Peckett and Rob Colpus.

The next reserve ride was mine, and the best argument for a square reserve I have ever found. I landed in a very tight area, under my Mayday 7. This was in a coconut plantation. My main was about 500 yards away, near a bigger clear area, at the top of a 40 foot coconut tree. These trees don't have branches. A young local retrieved it for me, but cut 7 of the lines in the process. Crude, but expensive. When I, and those who followed my main (special thanks to John McLoughlin), were collected, our guide Ali told us that the people were calling us 'Wizards of Death'. When I got back

to Scotland, all I got called was 'Coconut Man'. Hakuna matata. Interestingly, less than 2% of the jumpers had round reserves. Is this indicative of something? Round is sound, but square usually gets you well away from bad things.

Sights

Why pick an exotic boogie? Well, you combine an exotic holiday with jumping. I can't lie on a beach for most of 2 weeks, but I can jump a lot, and take time to see local sights. In Zanzibar these included spice plantations, Persian baths, the old town, and a former prison island inhabited by giant tortoises.

The best sights were seen on a fabulous beach jump. The shades of blue and green, divided by a thin white line (the landing area) were spectacular. We had completed a 3 point 12 way about 4,000 feet early, leaving little to do but admire the island, track and dump. This was followed by a beach party. The journey back was bumpy, and for the organisers, eventful. They first got lost, and Alexis Perry got so angry, he frightened away the driver and his assistant. They were stuck in the jungle for about 2 hours before they were retrieved.

Other stuff

'Pole pole' is swahili for 'slowly, slowly'. This attitude is prevalent and understandable, because of the heat. Between loads conversation was plentiful, and activity minimal. I spent most of my energy trimming my nasal hairs from time to time. Three of the group from Britain were called John, and John McLoughlin, from London, commented that this could be quite confusing, as all of the waiters were called John too. Joe Gallagher kept us amused with his unique brand of humour, while John Carter told us of different ways to die, as well as a very odd knock knock joke.

I enjoyed the boogie. The load organisers excelled themselves, being very attentive to jumpers at all levels (including some one-on-one instruction for less experienced participants). The success was mainly due to Alexis Perry. His work and personality kept things going, and his support from the others involved made the whole event worthwhile.

by Kevin McPhillips



Kevin McPhillips meeting the President of Zanzibar before the Exhibition jump

BOOGIE STATISTICS

Participants:	123
Jumpers:	107
Countries represented	13
Organisers:	7
Loads:	53
Descents:	2,582
Tandem jumps:	23
Camera jumps:	88
Organised jumps:	167
Malfunctions:	3
a Aircraft:	Buffalo
9 jumping days, 2 bad weather days, 1 rest day	

ParaGear

The best known name on the planet.

SERVING THE WORLD



When it comes to skydiving, Para-Gear is the best known company worldwide!

The best, year after year, in:

- Inventory
- Selection
- Big 160-page catalog
- Competitive pricing
- Fast shipping anywhere on the planet

More individuals and organizations worldwide use Para-Gear for all their equipment needs than any other.

Don't you deserve to have the best working for you too!

Send for your catalog Today! Catalog + Air Mail Postage to Europe, South America, Canada, Alaska, Hawaii, APO, FPO: \$6.50.

Catalog + Air Mail Postage to Africa, Asia, Australia: \$8.00.

para-gear  **equipment co., inc.**

3839 W. OAKTON STREET • SKOKIE, IL 60076 USA • (708)679-5905 • TELEX: 724438 • FAX: (708)679-8644
\$25.00 minimum on credit card purchase



Dealer Inquiries Invited
Member Parachute Industry Association





VANNES CPS

(Centre-Ecole de Parachutisme Sportif)



This must be about the closest European DZ to Britain, except maybe Dieppe, and is slap in the middle of a holiday area, but they seemed a bit surprised to see me when I rolled in. Vannes is the regional centre for smaller clubs across Brittany, a lovely big flat field surrounded by heavily wooded (and very pretty) country. It is basically a military site, on a military camp, but did not have the 'feel' of military DZs in Britain, except maybe RN/RMSPA - it is relaxed and fairly informal, and at least half the jumpers who were there when I went, were civilian. It's based on a modern hangar-like shed which contains an absolutely huge packing area, very full video room, office, manifest, rigging room, cafe/bar, all training aids and the inevitable table football machines. All well maintained, and a shock to the British jumper since you can drive up without losing springs and exhaust - even without a 4WD truck!

The provincial French have three reputations (well, four actually, but as I had a friend with me I couldn't test that one - and neither could she). The others held good: they were hospitable and friendly, hated to speak anything but French, and were pretty 'slack valley'. Arriving at 12.15 on an absolutely perfect Sunday, the only sign of life was a few film-star types posing in ski-jackets and Raybans - and *nobody* poses like the French do. Everything stops for lunch, so don't expect to jump from 12 to 2pm. Where are they? In the bar of course,

chugging wine and beer happily in anticipation of the afternoon. This can come as a shock to those of us who generally stay on the windy side of the 'drink and dive' rule, especially when you see the pilot sinking what I was proudly assured was his third pint! You have to be careful.

After lunch, things move fast. They have a C185 and a Dornier (with in-flight door) year-round, and a Porter for the summer months. Spotting is great fun; either everyone shouts at the pilot who ignores them completely, or the whole thing is conducted in a series of monosyllabic grunts. Either way, on the button everytime.

They are heavily into Vol Relatif (RW, sorry, Formation Skydiving), the impression being that anyone who ever jumps alone for some reason is severely retarded. This extends into other areas, asking someone to check me out before emplaning, I got a very odd look indeed. Nor did anyone want to see my kit, except to marvel over the oddity of a non-French rig (they have never heard of most of them), though they did want to see my FAI licence and were mildly impressed with the 'D' - their system isn't quite the same as ours and I got the impression it is quite hard to get a 'D-licence' there. There is a permanent staff of about 300, as far as I could make out. Certainly there is no lack of instructors even on a quiet day. It seemed pretty big time to me for a regional club - at least on a par with the big UK DZs like Cranfield / Headcorn / Langar - but I was assured by CCI Noël Hardouin it was only 'small to middling'. A bit of French bullmerde? Maybe. Initial student training is all RAPS - they have 50 rigs - and according to the brochure it starts at 9am exactly, with half an hour of paperwork, mainly checking that you are over 14 and have the statutory insurance certificate. Then you meet your instructor, and make your first jump just after midday!

Prices are a touch below UK average once you convert from metres to feet, but you have to pay the FPA surcharge unless you are doing enough jumps (about 30) to

justify becoming a member. Even then it is cheaper than at least two UK clubs I go to regularly. There is no visitor charge or altitude limits, and they happily take cash, plastic or Eurocheques.

For bad days or families there is tennis, squash, horse-riding, swimming (heated or sea), flying, gliding and a lot more either on-site or close by. There is a host of nearby scenic or historic towns and sights including old Rochefort-en-terre, Belle-Ile (where Aramis schemed and Porthos died) and Vannes itself. If you fancy a long day out, the truly lovely city of Saumur is within reach, with its own weekend DZ and a lot of vineyards you can visit (and sample the wines!). Accommodation is about par, camping or old caravans, though they have much smarter rooms at the back of the building for rent. Sadly, being in France on business and having accommodation, I forgot to ask the prices.

I had a great time, though I do speak French, and I suspect visitors would be better off with at least one French-speaker present. To be fair, one military type did vouchsafe that he once jumped at 'Nezzair Avong'. Mind you, they are fond of the Welsh, Brittany having much the same relationship to France as Wales does to England - don't call a Breton 'French'! The Breton-speakers can understand Welsh (and vice versa) pretty well. The weather is constantly good in Spring and Summer, and it is after all, close enough to visit for a long weekend quite easily if you live in the South, especially the Southwest. Why not go for it?

Location: Military base at Meucon, a few miles north of Vannes on the D767 to Locmine. About two hours' drive from Roscoff or Douarnenez, a bit less from St Malo or Brest, more from Cherbourg. You turn east in Meucon, and the camp entrance is a click or so down on the right. It is signposted Aeroport, but not very obviously. Opening hours:- weekends in winter, and every day from March to September.

Chris Jones D8783

Durban Beach Boogie

Carl Basson and Gavin Phoenix on Virginia Beach



While visiting family in Durban over Christmas I stumbled upon a playground in the new South Africa that is alive with adventure and will set your spirits soaring. Not only is there excellent surfing, the warm Indian ocean offers breathtaking scuba diving, good fishing and there are easily accessible sports such as golf, tennis and yes wait for it.....skydiving.

A group of hard core dedicated South African jumpers have started a beach boogie at Virginia Airport, 15 minutes outside Durban, that runs parallel to miles of unspoilt beach. If you enjoyed the beach loads at the Thai and Bali boogies then this venue is a must. Jumps were from a Pilatus Porter and cost R40 to 11,000ft. There was mostly a strong on shore wind, I would strongly advise square reserves for this one. There are no shark nets by the beach and the area is infested with them. A shark seen from the plane had a radical effect on precision of spotting. The atmosphere was extremely friendly and I took home some memorable dives and met a lot of people I would like to meet and jump with again. The days jumping often ended in an informal "Brau" (B.B.Q.) around the pool where the nights brought a refreshing cool to the day's heat. Next year two Pilatus Porters are planned from the 20th Dec - 2nd Jan '93 and camping facilities will be available.

Pierre Steynberg D2768

SKY RATS

Hey

Our CENTRO de PARACAIDISMO COSTA BRAVA is your habitat. We cater to your species' needs and desires by offering you.

- BLUE SKIES and MEDITERRANEAN SUN.
- TURBINE A/C (Pilatus Olympic Porter and others).
- MODERN, LUXURIOUS FACILITIES (bar, canteen, shop, dormitories, showers, toilettes).
- LOAD ORGANIZER/RW INSTRUCTORS/COACHES (top-rated professionals helping you to get more out of your skydives).
- AIR-to-AIR and GROUND-to-AIR VIDEO SYSTEMS, VIEWING ROOMS (the "EYE IN THE SKY" that will make you debriefings easy).
- LOW DIVE RATES (discounts for "FREQUENT FLYERS" and for TEAMS).
- ALTERNATIVE SPORTS (mountain bike, rafting, sailing, surfing, waterskiing).
- FUN (**SKY RATS** are PARTY ANIMALS after all).

Send for our free information/registration package!

**CENTRO de PARACAIDISMO
COSTA BRAVA**

Apartado de Correos, 194, 17486 Ampuriabrava, Gerona, España
Tel. +34 72 45 01 11 - Fax +34 72 45 07 49

SKY RATS



Arousal, Anxiety and Performance in Sport Parachuting

While I was talking to one of the classics competitors from the last world meet, he described how the pressure of attending a world meet for the first time had psyched out a few of the less experienced competitors. However once they had blown their chances in the competition their performance had improved.

successful outcome; being certain of an unsuccessful outcome.

Trate anxiety is how a person tends to react to general situations. Somebody who is high in trate anxiety is an 'anxious person' who will generally tend to react to situations with fear. People who are low in trate anxiety still get 'anxious' but not as often.

they are in. The highly skilled competitor competing against people way below their own level might suffer from under arousal and need to be psyched up. However, when they get to a world meet their arousal level may then be at their optimal level and to optimally aroused at a club or national meet might be over aroused by attending a world meet, and what is needed is a method of reducing that level of arousal to their optimal level.

The Practice

First athletes need to learn to recognise their own optimum arousal level. Prior to a competition jump do they feel switched off, not with it, relaxed and have a low heart rate? (Underaroused). Or do they feel alert and able to concentrate on their performance, while enjoying the 'competitive buzz'? (Optimal arousal). If they feel tense or anxious, finding it difficult to concentrate ("what's the 2nd point / is it left or right series") and have a high heart rate are they overaroused.

There are several relaxation procedures to help reduce anxiety. Two are outlined below:

Jacobsons Progressive Relaxation Procedure

Competitors lie on their backs with their arms and legs by their side. Then for about 5 minutes they systematically work through the body's muscle groups (feet to face) tensing the muscles before completely relaxing them. The tensing helps the competitor recognise the difference between tension and relaxation. When this is completed the competitor then spends another 10 minutes completely relaxing.

After several months of training like this the competitor can be expected to completely relax in a matter of seconds while in a stressful situation (eg. just about to putt for the British open golf championship).



Having spent three years studying similar situations while on a sport studies degree it occurred to me that there might be a number of competitors, or budding competitors, who might benefit from an introduction to the subject. First two definitions:

Arousal: In physiological terms arousal is considered a state of readiness or alertness. It is a physiological state ranging from deep sleep (low heart rate & relaxed muscles) to hyperactivity (increased heart rate and tense muscles).

Anxiety: In psychological terms anxiety occurs in two forms: state anxiety and trate anxiety. State anxiety is how you feel at a particular time. High state anxiety is a feeling of apprehension with increased levels of arousal, similar to fear. It is considered to have a bad effect on sporting performance and can be caused by many different factors, such as not wanting to appear stupid, foolish or incompetent; being uncertain of a

The Theory

A good sporting performance requires an optimal level of arousal. If the level of arousal is too low the athlete appears switched off (eg. "oh are we running in - I didn't realise"). If it is too high the athlete appears tense or hyperactive (eg. a jumper being so keen to get into a large formation that they dock very aggressively and take the formation out, rather than dock carefully).

There are three situations that the sport psychologist, coach or athlete need to look for:

1. The under aroused athlete, who needs to be psyched up.
2. The optimally aroused athlete, who needs no intervention.
3. The overaroused athlete, who needs to be calmed down.

The arousal level will vary for each individual depending upon the situation

Biofeedback

The competitor monitors their own heart rate and experiments with different thoughts, feelings, sounds or sensations to slow the heart rate and thus reduce arousal. For example, a photograph of my girlfriend in her swimming costume normally increases my heart rate, but imagining my favourite hill top view while listening to a traditional Scottish slow air tends to reduce it.

Cognitive Strategies are used to mentally prepare athletes and can be used to increase or decrease arousal. Two are outlined below:

Imagery

Basically this is imagining that you are doing something. R.W. and style jumpers often do this in the aircraft on the way up to altitude. In an effective imagery session a jumper can imagine themselves succeeding in a pressure packed competition in difficult conditions. Accuracy jumpers could visualise an approach in thermal conditions and could rehearse and run

through in their mind exactly what they would do in that situation.

Thought stopping & centering

When athletes are starting to lose concentration or lose control, negative thoughts often enter their head. They can be trained to stop this and to concentrate on the most relevant and positive factors.

There are also several programmes which mix relaxation and imagery training in specific stress management training packages. In addition there are programmes for very anxious athletes. These are similar to the schemes that help people with phobias (eg. fear of spiders or heights) where the individual is introduced, in small doses, to what ever it is that causes the anxiety. Such a programme is not recommended without professional help.

Several methods exist to increase arousal levels, some work better for some people, others work better for other people. These methods tend to be more generally known about, such as:

1. Fan support - having somebody along to see you compete.
2. Setting a realistic but challenging goal and letting others know what it is, eg. we aim to average x points in time.
3. Pep talks by the coach to individual athletes.

There are many other types of relaxation training, cognitive strategies and arousal increasing procedures. Anybody who is sufficiently interested might try the reference below for a fuller description. I would also recommend the courses run by the National Coaching Foundation at various centres throughout the country, specifically 'Mental Preparation for Performance'.

Contact the NCF at 4 College Close, Beckett Park, Leeds, LS6 3QH. Tel: 0532 744802

Reference.

R H Cox. Sport Psychology. Concepts and Applications. Wm. Brown Publishers, Iowa, USA. 1985.

Andy Abbess D7778

HEADCORN PARACHUTE CLUB AND SLIPSTREAM ADVENTURES ARE ALIVE AND WELL

TEN REASONS WHY YOU SHOULD VISIT US:-

1. LOTS OF FUN

- | | |
|-------------------------------------|-----------------------------------|
| 2. 2-4TH MAY SCRAMBLES | 3. AFF/RAPS/WARP/TANDEM/VIDEO |
| 4. 30-31ST MAY SPEED EIGHT | 5. EXPERIENCED STAFF |
| 6. 18TH-19TH JULY FORMATION LOADS | 7. YUMMY CANTEEN RUN BY SKYDIVERS |
| 8. 20TH-28TH JULY TWIN OTTER BOOGIE | |
| 9. FREE ACCOMMODATION/CAMPING | 10. 12TH-14TH SEPTEMBER LAC MEET |

**HEADCORN PARACHUTE CLUB
THE AIRFIELD
KENT**

TN27 9HX

TEL 0622 890862/FAX 0622 890641

Kit News

Smaller Sabre

Performance Designs Inc have introduced the Sabre 97. This canopy is especially for the experienced, lighter jumper and has so far been flown regularly since May 1991. It's designers feel that the Sabres forgiveness significantly reduces the risks of flying smaller canopies at higher wingloadings. The manufacturers claim that finally this gives the lighter jumpers the great performance the big guys get!

The introduction of the zero porosity Sabre in 1990 have had a huge surge in demand which led to longer delivery times. PD have now moved to larger premises. This expansion, the company claims, will cut delivery time down to 12 weeks; in addition stock canopies are now available for immediate delivery from many dealers.

Automatic Opening Devices

The advent of the novel AOD the CYPRES (Cybernetic Parachute Release System) has reawakened interest in the use of these devices. There has been no doubt that they save lives, but there has been the stigma of the occasional inappropriate deployment. It has provided ammunition for those that argue that injuries or even deaths could be caused by premature deployment. Nevertheless the FXC devices are in wide use for student training. The CYPRES innovation, and product development by the existing manufacturers means that the balance of the argument is shifting towards the use of AODs. As prices come down perhaps we will see them becoming as essential a piece of kit as the reserve canopy itself.

Below is some equipment information and recent examples of the AOD in action.

AODs in action

Cypres

A German student on his 36th jump from 5000ft went unstable on pull. The pilot chute went under his arm. He didn't realise what happened and, he said, all the way down his only intention was to cut-away. He was unable to because there were a lot of lines

on top of his cutaway handle and he didn't try anything else. Cypres worked, the reserve deployed and he landed unhurt.

Another student had successfully completed a first jump course the same day as his first jump. After exit the jumpmaster observed the main canopy fail to deploy apparently due to a bag lock. The student did not attempt any corrective action and did not pull his reserve ripcord.

At approximately 750 feet, the reserve parachute was observed to deploy and open alongside the bag-locked main. The reserve opened satisfactorily. The student landed off the DZ but was fine.

Later inspection of the main canopy showed that the bag lock had been created by a double stowing of one of the bag's locking loops.

FXC

In Canada an unusual incident occurred when the Skyhawks, the Canadian Forces Parachute team, were being filmed by Norman Kent. The shot called for Norman to pass under a 7-way donut, filming on his back. Unfortunately this funnelled the donut, worse, it occurred at 3000ft. Six of the team were not clear enough to deploy by 1000ft. All the team wear FXC 12000s, and all six devices fired as the team members belatedly de-

ployed their mains. The rest of the jump passed uneventfully, except for them having to gather in their reserves as quickly as they could.

Developments

Cypres for Tandems

In Autumn 1991 the Tandem Cypres was designed, produced and tested. The conditions for its functions which were defined are: Opening of the reserve container when the altitude is approx 580m above the ground and the vertical speed is higher than 35m per second. Tests are being carried out by Ted Strong (of Strong Enterprises) accompanied by 2 freefall photographers, who reports that firing occurred as advertised at 4,750ft (plus or minus altimeter inaccuracy). The openings were pretty normal, and the drogue did not create any problems at all; there was a full canopy by 4,200 to 4,000ft.

New modification from FXC:

FXC Corporation of California have announced an upgrade to their Model 12000 altimeter called the J revision. It incorporates additional two air passages for pressure equalisation, equipped with micron filters to keep out small particles. The modification is available on new models and can be made to existing models when they are returned to the factory for servicing.

Merit Main from Parachutes de France

Parachutes de France, manufacturers of the popular Blue Track range of main canopies, have launched a new canopy called the Merit. They describe it as a semi-elliptical nine cell canopy with a zero-porosity top skin which has been designed to have similar flight characteristics as the BT but with more room for error. It will be available in sizes 190 (for 60-90kg jumpers) and 210sq ft (up to 110kg). It comes with Optima lines, collapsible slider, size 5 rapid links, and slider bumpers. The merit is aimed at the medium experience jumper who does not want quite such high speeds as the BT series provides.

Tandem Equipment Lifting

The Relative Workshop, manufacturer of the Tandem Vector, recommends that the lines of its main canopies and the centreline of its drogue be replaced every 300 jumps and the main canopy and drogue assembly should be replaced every 600 jumps.

Company president, Bill Booth, said replacing the lines helps prevent malfunctions. The lines weaken with use; worn lines are obviously more likely to break than new ones and are also more prone to entangling with each other because their smooth surface has become fuzzy. The Florida company charges \$175 for

Explanatory Notes With Regard To The New Packing Rules

It is reported that there has been some difficulty with interpretation of the recent rule changes with regard to reserve packing and inspection requirements. The following points may help with clarification.

1. The new rules do away with the 25 year lifing rule. The serviceability of a reserve parachute is now regarded as being assessed every six months. When the six months has expired the parachute is regarded as becoming unserviceable until it has been successfully passed through an inspection.
2. Holders of packing certificates are regarded as cleared to pack the parachutes for which they were previously certified but are not cleared to do any specialised inspection and testing (eg. bromocresol testing) unless they have attended the necessary course. If they haven't, then they must get the necessary inspection work done by somebody who is qualified.
3. A checklist (which conforms to the BPA approved checklist format) must be completed at every repack. If the checklist items are applicable to a particular canopy then they must be completed. They are not optional.

a replacement set of suspension lines and an experienced rigger should take about two hours to install them.

The tubular nylon centreline of the drogue receives considerable stress during deployment, from snatch force and from the action of the centreline sliding inside the long Kevlar bridle that encases it. The centreline has a critical role in the deployment of the canopy.

The Relative Workshop also recommend that the entire main canopy and drogue assembly should be retired from service after 600 jumps when the fabric is becoming weaker and the canopies do not land as well as they once did, and their fabric is weaker.

Amendments To BPA Operations Manual (re Reserve Packing)

At the STC Meeting of the 9th April 1992 the following amendments were made to the BPA Operations Manual:-

Section 6 (Equipment); Paragraph 3 (Parachute Packing), sub-para (c). New N.B. (3) to read:-

N.B. (3) Only riggers may seal reserves and must use the figure of eight method. Seal thread must have a maximum breaking strain of 4lbs. (Sealing of reserves is optional).

Section 6 (Equipment); Paragraph 3 (Parachute Packing) New Sub-para (d) to read:-

Reserve parachutes that have been packed in a foreign country, in a manner acceptable to the parachuting organisation of that country, may be jumped at a BPA Club/Center for up to 120 days from the date of that re-pack.

Previous Sub-para d) and e) become Sub-para e) and f).

Are you... tired of waiting for good weather...
having problems getting off student status...
tired of jumping outdated parachute equipment...



If so why not plan a trip to sunny

Flagler Beach Florida, U.S.A.

Skydive Flagler Beach dba Flagler Aviation Inc. is the home of Rocky Evans and Rich Fennimore. At Flagler Aviation you will receive personalised instruction from the folks who developed the "Accelerated freefall programme" (AFF). We specialize in AFF instruction using "state of the art" parachute equipment. Our student gear is equipped with modern Ram-Air canopies, main and reserve. Our student progression programme is second to none.

Cost for the AFF course (7jumps) is \$1045.00 US

Flagler Aviation also offers WARP instruction, level 1 through 10, Tandem Parachute Jumps and Tandem Master certification by appointment.

Cost \$200.00 US. (You cover slots in aircraft).

Should you be interested in learning to fly an airplane Flagler Aviation Inc has a flight school. Our training aircraft is a Cessna 152 (1FR). Our flight instructor will give you personalized instruction to prepare you for your written, oral and practical flight tests. We have a 100% success rate with our student pilots; PPL commercial and instrument.

We guarantee your Private Pilots flight training for \$2,000 US.

Flagler Aviation offers complete Parachute Sales and Service. Team rates are also available in any of our aircraft. Aircraft for 1992-93 include: Cessna 182, Twin Otter and DC-3 (on call).

When you're not jumping you can relax and enjoy the beach, just five minutes from the airport. Accommodation on the beach available.

For further information contact:
Flagler Aviation Inc.
S.R. 100 Box 1636
Bunnell, Fl. 32110-1636 U.S.A
Phone 904-437-4547 Fax: 904-437-0541

or
Terry Warby
222 High St, West
Sunderland, SR1 3DH
Tel: 091 567 8080

From July 3rd to 12th you could be at the

MOSCOW BOOGIE

In conjunction with Peregrine Travel we are organising a visit

The package:
Registration
Hotel or on-DZ accommodation
Three meals a day
Transport to and from DZ
15 jumps
Sightseeing trip to Moscow

The aircraft:

Antonov II (8-Pers)
Mi-8 Helicopter (25 Pers)
Mi-6 Helicopter (60 Pers)

The cost:

£400 plus return flight:
(the cost of this will depend
on the number travelling)

Phone now to take advantage of group travel rates and Moscow prices

Phone: 071 403 6753
Write: Airscape Ltd
3, Tyers Gate, London SE1 3HX

This trip is being organised by
Airscape, in conjunction with
Peregrine Travel (fully
bonded ABTA Travel Agent).

The state of the art automatic
reserve parachute opening device
employing microprocessor
technology and a unique opening
mechanism.

How does it work? ...

Helmut Cloth, the inventor, answers
your questions

CYPRES

Cybernetic Parachute Release System

What does Cypres stand for?

Cypres is an abbreviation of Cybernetic Parachute Release System.

What is Cypres?

Cypres is a safety system for skydivers.

What is the philosophy behind Cypres?

The Cypres is comparable to a safety net for tightrope walkers. The net does not prevent a fall from the tightrope, but it rescues the performer close to the ground thus preventing impact. Cypres works on the same principle. Cypres is an invisible guardian for days, weeks and years. It is designed to open the reserve container 5 sec. before impact when everything else has failed.

Once installed in a rig, it neither takes up much space, nor is its weight worth mentioning. It is invisible and inaudible. Handling Cypres does not require any time wasting efforts.



The Cypres Release Unit

When does the Cypres come into operation?

Cypres is designed to open your reserve container if your rate of descent is higher than 115 fps at, or lower than, approx. 750 ft above ground level. It will work down to as low as 130 ft AGL. The activating descent rate of 115 fps was chosen because, during extensive test jumping we never observed a higher vertical speed than 101 fps once the canopy was fully open. Therefore, Cypres will not restrict your enjoyment under canopy, for example it can be safely used in all CRW situations, even downplanes up to a vertical speed of 115 fps.

What does Cypres consist of?

Cypres consists of a processing unit, a control unit and a release unit (2 release units for dual pin systems).

How big and how heavy is Cypres?

The processing unit measures 88 x 56 x 28 mm, the control unit measures 64 x 16 x 7 mm. The release unit is a cylinder, 43 mm long with a diameter of 8 mm. That is approx. as big as a cigarette box, an eraser and half a cigarette. The complete Cypres requires a space of approx. 153 cm³. In comparison a reserve-container has a volume of between 5146 cm³ and 10307 cm³.

Cypres weighs apx. 262 gram.

How do I obtain the parts needed for the installation of Cypres?

All these parts are included in the shipment and they will arrive with your Cypres.

Where is Cypres installed?

Everything except for the control unit is installed in the reserve container. The control unit is placed underneath the top flap next to the ripcord pin. To prevent damage to the reserve canopy, everything inside the container is placed underneath a nylon cover.

What is necessary to install Cypres?

Cypres can be fitted into every system without increasing the volume and without noticeable outer changes. Little pockets for the processing unit and the release unit which come with Cypres have to be installed inside the reserve container by a rigger, as well as a cover for the connection cable and a 2.5 cm long slot for the control unit cable.

Can a built-in Cypres be removed and reinstalled by any skydiver?

Yes. On an open reserve container it will only take 5 minutes either to remove or install Cypres.

How can you tell that Cypres is fitted to a rig?

You cannot detect Cypres from the outside. Only by lifting the top flap of the reserve container will you see the control unit.

How much attention does Cypres need?

If you remain on the same DZ all day, you only have to set it once. Before your first jump you switch Cypres on by pressing the button. For safety reasons Cypres should be switched off and on again after a jump where the airport and DZ levels are different or after a flight which has taken more than one and a

half hour.

Can Cypres be operated incorrectly?

Hardly. There is only one button, the operation is simple. If you intend to jump into another DZ with a higher or lower ground level, Cypres tells you what to do.

Can Cypres be switched on or off unintentionally?

No. That has been made nearly impossible by means of a special coding procedure.



A typical installation

Is it a complicated code?

No. It is not complicated at all. If the device needs to be turned on, one has to press the push button on the control unit four times. Turning the device off requires the same procedure. In both cases the device is activated by depressing the push button only once. Within seconds an LED light comes on, at which time the push button has to be depressed again. This is repeated twice. After correct activation by the jumper the device indicates this on the display. Cypres ignores button presses which do not occur at the required time. This prevents Cypres from being unintentionally being activated.

How long will Cypres continue to operate after activation?

Cypres will turn itself off automatically 14 hours after it has been switched on. Of course Cypres may be turned off manually at any time.

Is it possible to use Cypres in case of an altitude difference between airport and DZ?

Yes, this is possible. Keep your finger on the push button while depressing it for the fourth time during the turn on procedure. After having shown "0", at the end of the selftest, the device will show 30 feet with an arrow pointing



The Cypres: Control, processing and release units

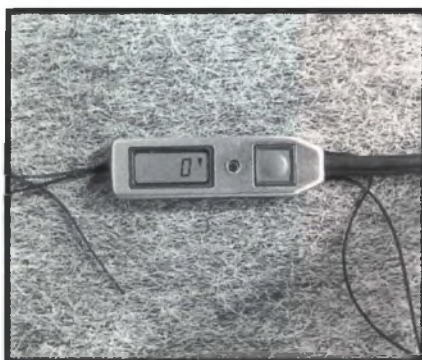
upwards. It is asking the jumper whether the DZ is located 30 feet higher than the airport. If this is the case, release the push-button and the display will continue to show 30. If you keep your finger on the button the arrow will change to point downwards (indicating DZ 30 feet lower than the airport). If the button remains depressed the the display will continue the cycle at 30ft increments to a maximum of 1500 feet plus or minus. When you take your finger of the pushbutton the figure shown on the display will remain there. On the subsequent jump Cypres will take into account that you will land as much higher or lower as shown on the display.

How does Cypres open the reserve container?

Cypres does not need the components the sky-diver uses (reserve handle, cable, pin). Cypres has its own opening system. It does not pull the pin, but it cuts the loop inside the reserve container. This is better than the previously used procedures because:

- the rig is now equipped with two fully independent container opening systems, one activated by the jumper, the second by Cypres
- a totally bent ripcord pin will not interfere with Cypres' opening performance
- due to the minimal mechanical motion within the actual release unit the reliability of the system is considerably increased
- due to the fact that the actual opening device is fully protected within the reserve container the chances of damage from the outside are nearly eliminated

Control Unit: LED display, light and push button



- in addition the total assembly can not be seen from the outside.

Is the cutter strong enough to cut the loop in any situation?

During tests the cutter was able to cut a steel rope of 3 mm in diameter without any problems.

What kind of power source does Cypres need?

Cypres is equipped with a battery lasting for either 2 years or 500 jumps, whichever comes first. This battery is the best available on the market today (density of charge, lifespan, self discharge etc). It does not contain any heavy metals. However all these advantages have their price, it will cost DM 90. It may be replaced by the jumper himself.

What happens if the battery or any other part of Cypres fails?

In case any important part of Cypres fails, you will not be able to switch Cypres on, and the digital display will tell you the reason why.

When and how often does Cypres need maintenance?

There are two different checks - a minor and a major check.

The minor check is executed every time you switch on Cypres. It carries out an elaborate selftest which takes apx. 30 seconds. This selftest either results in a message that everything is o.k. and the subsequent start of normal operations, or in a shutdown preceded by the display of the error causing the shutdown.

The major check up has to be done every 2 years by Airtec or an authorized workshop.

Is Cypres suitable for students?

Yes. A Student Cypres is available.

How does the Student Cypres work?

If a student's rate of descent is greater than 43 fps and the altitude is below the set value, the Student Cypres is designed to come into operation. If the student is in freefall, this will happen at approx. 750 ft above ground level. If the student's rate of descent is lower, but exceeding 43 fps (e.g. with a streamer or fast turning canopy) Student Cypres is designed to activate the reserve at an altitude of approx.

1000 ft above ground level. This way, the student will have more time to cope with the stressful situation and prepare for landing.

Is Cypres suitable for tandems?

Yes. A Tandem Cypres is available.

How safe is Cypres?

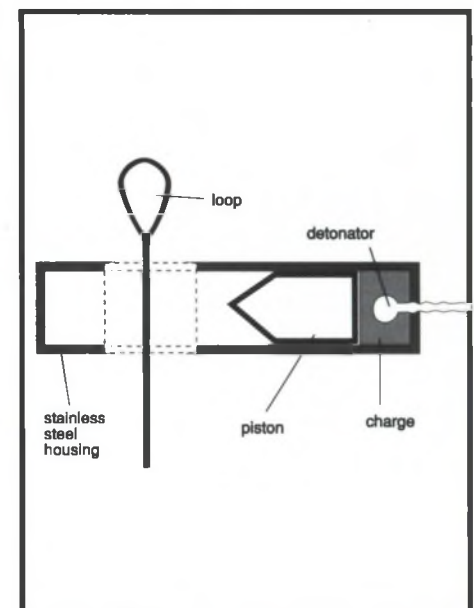
During several thousands of test jumps, we never experienced any unwanted release. After ten of thousands of tests in our testlab we had the same outstanding result. Every time Cypres was supposed to release the reserve, it did so successfully.

How was the extremely high success rate of Cypres achieved?

Cypres utilises some unique ideas and applies the latest state-of-the-art technology (e.g. microprocessors).

How much money and effort has been spent on the development of Cypres?

Detail of the loop cutting mechanism



One million and three hundred thousand German marks and an unbelievable amount of energy has been put into the development of this device. We think that this is unique for the sport parachuting industry.

Has Cypres been patented?

Yes. A US-Patent was granted in 1989 and the European Patent has been granted in 1991.

How many units are in use?

By the end of April 1991 there were apx. 1950 Cypres units in use and in 7 documented cases a Cypres has stopped a freefall by opening a reserve at apx. 750 feet.

Cypres is manufactured by:
Airtec GmbH, Mittelstr. 69, 4798
Wünnenberg, Germany Tel: 010 49 2953
8010 Fax: 010 49 2953 1293

UK distributors:
Thomas Sports, Sward Sports, JSPC
Netheravon, The Kit Store

Zurich Aerodium Switzerland

At the start of November five skydivers of varying skills meet at Heathrow to catch the flight to Zurich. Apprentice gnomes, perhaps, well Carol is a little short, but that wasn't the reason for the journey.

Rumour had it that a vertical wind tunnel had opened in the Swiss finance capital. So after numerous phone calls and a couple of faxes, we had a rough guide showing how to get there, what it cost and a few technical details unfortunately it was written in German but after calling in a few favours we had a rough translation.

After the short flight to Zurich and, thankfully, an even shorter taxi ride we checked into the Hotel Rumlang which is a small well run family owned hotel, and all the rooms are equipped with mini bars. Wow! party time tonight. Having got rid of the bags we decided to get on with some serious fun, now where was that wind tunnel? Fortunately it was just a short walk away, the walk that we were to get to know very well over the next three days.

When we entered the brand new Grodooia Shopping Centre the first thing that struck us was that the aerodium had been put in at the design stage, so folks, it's here to stay unless they demolish the shopping centre.

The aerodium is housed adjoining an indoor rock climbing wall. After a short break to watch the climbers traverse the climbing wall, using just finger tips and toes to climb the 40ft artificial rock face, we press onward and upward to the Aerodium. The

**one minute you are crashing
about making a fool of
yourself much to the
amusement of everyone and
the next you are soaring like
an eagle**

aerodium is staffed by four American instructors and Andy Duff who is one of the Swiss instructors. Some of you will know Andy as a very accomplished free-fall cameraman who's claims to fame are, filming the winner of the last world freestyle competition and being a regular ditch surfer at the Deland Spring fling '91, we are talking certified nutter here. Most of the instructors have about 10 years wind tunnel

experience and don't mind giving exhibitions of their skill, of which I shall be eternally jealous.

After watching the 15 minute introductory video we then get helmets, gloves, goggles and the baggiest jump suits I have ever seen, thank god the guys at Weston can't see me now. Before letting us loose in the aerodium they remind us to "tuck and roll" onto the air cushions at the edge if we come off the air column, *OFF the air column!* how dare they. What you have to imagine is five skydiving egos that are going to show these wind tunnelers how it's done; you know, quick 50 point two or three way followed by a handful of T's, a couple of front loops and a barrel roll to end then let someone else have some fun. *Wrong, solid wrong.* What we all forgot was that we were flying sub terminal and I for one don't have much experience at that. After a quick exhibition of how easy it all is from one of the instructors we all take it in turn to give an exhibition of how difficult it is. After a short caffeine break we are all raring to have another go, this time we are not much better but at least I managed to stay in the air column for half the time, and the air cushions are kind of fun to land on. By the afternoon one of our group, Bernard, seems to have got it cracked and is managing to stay in the air column and even manage a few very rough turns.

Day two dawns and we all meet for breakfast to discuss plans, tactics and who's room the party will be in tonight. During the day we all hit a point where we master the basic skills of flying a wind tunnel which is amusing to watch because one minute you are crashing about making a fool of yourself much to the amusement of everyone and the next you are soaring like an eagle, well at least you are staying in the air column. At the end of the second day some of us have mastered T's which is difficult when you

*Simon gets
his wings*



WIND TUNNEL



Pigeon Forge Aerodrome



Bottoms Up - Peter Coleman in Zurich. Photo: Carol de Solla

can't wander very far from the centre of the column. Bernard and I have discovered the fun that can be had de-arching, and going up the column sometimes to 30-40 foot above the base, when you do this you pop out of the building and can see across the roof to the fields below, which gives a surreal feeling of being in free fall without the vertical movement. Bernard has to leave to go skydiving in Cyprus, (wish I worked for an airline too), so as a farewell, Bernard and I try a simple two way which works really well.

In the evening we take the Double Decker train into Zurich to sample the fondue which I can recommend, and the alcoholic icecream which warmed Miles up no end and got him staggering up the street towards two women on the outskirts of the red light district, he informs me that all he wanted was to do was talk to them (but we know the truth). After a few more drinks we manage to forget, the icy wind, the snow, and the last train back, so we have to find a taxi driver who can speak English and who knows where our hotel is located.

The last day dawns and we again meet at breakfast, but this time we discuss yesterdays high points and todays aching muscles. During the last day we all master T's turns and precision flying all of which sounds pretty basic but it has cost us blood and sweat. By the end of the third day we have all performed several two ways with varying degrees of success, and the finale was a four way which was fun, as we all seemed to take it in turns in falling off the air column.

After 'just one more' flight we say our goodbyes, I think the aerodrome staff are kind of glad to see the noisy skydivers go back to England, so that they can get back to more 'normal' customers. The flight home proved to be quiet as everyone was

exhausted and took advantage of the break in activities to catch up on some sleep.

To sum up I would say that it was hard work, highly addictive and great fun. While I shall not be selling my rig and giving up skydiving, I will definitely be returning to the aerodrome as often as possible.

Was it fun? *yes.*

Did it improve my skydiving? *definitely.*

Was it worth it? *you bet.*

Tunnel flyers: Peter Coleman

Carol De Solla

Bernard Agorpien

Miles

Paul

Photographs: Carol De Solla

Peter Coleman

DETAILS:

For further details telephone:
01041 1 817 0209

Flyaway Indoor Skydiving USA

(Part 1)

Welcome to Flyaway - home of indoor skydiving. That's the facility at Pigeon Forge, Tennessee where I had just missed the annual Tunnel Boogie. However, I was in Nashville just a few days after the event and when you're that close there's little excuse.

Tunnel flying is a bit like bungee jump-

Tunnel flying is a bit like bungee jumping and wing walking, you just have to try it some time if the opportunity presents itself

ing and wing walking, you just have to try it some time if the opportunity presents itself. I was just 2 hours drive from Nashville with an unsuspecting radio colleague who thought we were going first to Dollywood (I kid you not - the Dolly Parton theme park, thankfully closed for winter) and then fishing in the nearby Great Smoky Mountains (definitely worth a visit).

Flyaway is generally closed during the week but available for hire at \$250 for 30

WIND TUNNELS CONTINUED

coached by Gary Spear the owner, Mike 'Michigan' Sandberg, Gus Wing and others.

The instructors are hot, Don Strickler who coached me is a definite 'POP's' candidate, he has over 500 hours in 5 years and has yet to make a skydive.

Briefing is very American, they video you watching the briefing video and signing the waiver. I'm not sure what they did for the 5 year old, the 71 year old and the orangutang that also took to the air!

Before going to Flyaway I had the impression that a tunnel would be a bit of fun and maybe quite useful for AFF and Warp students.

The learning process is smooth, you start by practicing falling into the cushions before lying in the 'stable' position whilst the instructor holds you in the airflow. More power is applied and before you know it you're flying - then falling!

Over 2,500 jumps mainly with cameras I've developed a weirdflying position and seem to wave my legs a fair bit. Several minutes later in the tunnel I'm flying far smoother in a much better position. I was also doing a few 'T's (in those baggy suits!) and other basic manoeuvres.

AFF and WARP students can undoubtedly save loads of money in a tunnel. My colleague Mike was flying unassisted for short periods of time in about ten minutes and he's hooked!

It's a pity that there are only about three civilian tunnels available in the world. However a trip to Pigeon Forge is a good investment and it's run by a skydiver - Gary Spear. Make a point of going if you can, or visit the new facility in Zurich which was built by Gary.

Simon Ward

Pigeon Forge (Two)

I don't get to do much skydiving these days. Usual reasons - demanding job, family to look after etc. As a result the few skydives I do are usually garbage because of lack of practice. I know that there are other skydivers in the same situation. Many of my friends from my early jumping days either do very few jumps, or have given up completely. But I still struggle on with a few dives a year because I occasionally need the adrenalin - I still get a kick out of a dive even if I don't perform well. What I need is a cheap way of practising so that the

dives I do are more likely to succeed. So on a recent business trip to the U.S. I took a day out to try the vertical wind tunnel at Pigeon Forge in Tennessee.

According to Skydiving magazine there are only seven free-fall simulators in the world which are open to the public. As well as Pigeon Forge, there is one in New Jersey (open-air and closed during winter), one just started in Alabama, one in Switzerland, one in Australia and two in Japan. The wind tunnel at Pigeon Forge (called Flyaway) is inside a building and open all year. The main customers seemed to be people who wanted to try free-fall without having to use a parachute and jump out of a plane.

I occasionally need the adrenalin - I still get a kick out of a dive even if I don't perform well. What I need is a cheap way of practising so that the dives I do are more likely to succeed

Flyaway is run by an experienced skydiver and AFF instructor, Gary Spear. As well as single flight sessions for newcomers to free-fall, there are various packages for skydivers, or a group can book the tunnel. I took a five flight package for \$89 (except that this worked out at \$96 or about £56 with the sales tax in Tennessee). This covered initial instruction on safety and the differences from normal free-fall, five flight sessions, hire of suit etc and video debriefs (you get to keep the video). There are up to five flyers and an instructor in the tunnel for each flight session, and each flyer usually has three two-minute flights each session. So you get about 30 minutes of free-fall plus coaching for £56.

The tunnel is powered by a DC3 engine and prop, covered by two layers of a wire net like a trampoline (the prop is about two metres below the net). The tunnel walls are padded and cushions surround the edge of the floor. The air-flow is about 115 mph at max speed and you need balloon suits to keep you up - tunnel flyers look like they have come straight from the 1970s when the opposite to slick suits was in vogue.

Safety is a major aspect of tunnel flying and as well as a balloon suit you also wear knee pads, elbow pads, helmet with face guard, goggles, gloves and earplugs. You learn to land (on your side, not your feet) so

that when you enter the dead air outside the central wind column of about 12 feet diameter you don't twist your ankle. All loose items have to be removed from pockets etc to avoid the risk of lethal missiles in the tunnel.

So what's the flying like? Well it's not quite the same as ordinary free-fall. I had to maintain a body position halfway between a student spread and normal body position much of the time to keep airborne. The tunnel is very unforgiving of minor unintended movements: it's too easy to enter the dead air and end up on the net or the cushions. But this is also a good thing because it forces you to really work hard on body position and awareness, rather like no-contact flying.

I used my time in the tunnel to practice slow and fast fall, since I have always had problems with slow fall. The tunnel was ideal for this sort of work. It's like several WARP jumps compressed together, without the repacks and without as much adverse effect on the bank balance. Of course there's still the communications problem. The instructors use AFF signals, and the tunnel controller who regulates the airspeed from a booth outside the tunnel can also be helpful in signalling through the window if you can't see the instructor.

Is there any value in it for the skygods? Well Norm and Deana Kent were using the tunnel when I was there. I was in a flight session with Deana and it was impressive to watch a world class freestylist run through a routine a few feet in front of me while I stood at the air column edge.

How do you get there? The nearest airport is at Knoxville where there are most of the major car rental companies, and Pigeon Forge is about one hour drive away. The tunnel is easy to find - Pigeon Forge only really has one street, so just watch for the Flyaway sign. It was very busy when I was there on a Sunday and I was glad I took the precaution of booking by phone in advance (010-1-615-453-777 and you need to quote your credit card number). It's a pity there isn't a tunnel closer to home. There would probably be plenty of non-skydiving customers, which would be needed to make it pay, if one was located at somewhere like Alton Towers.

Is it worth it? It certainly improved my body awareness and I will definitely go again if I am in the USA and not too far away. It's also fun!

By Pete Kettlewell D1721



POPS CORNER

I was pleased to receive through the post the other day a letter from Chris Mills (POP 30) along with a copy of his book 'Parachutes and Poems', which as the title suggests is a selection of poems about parachuting and other things. Chris started jumping at Half-penny Green in '75 and joined POPS in Dec '78, older members (sic) might remember seeing some of Chris's cartoons and reading his poems in the SPs of yester-year. Here's a sample, entitled :-

OCTOBER SUNDAY

*Sunday last was cold and wet
But in between the showers and cloud
We jumped,
The dedicated few were we
Amongst our friends we laughed
Grew silent,
Came the moment,
Exhilarated,
Satisfied,
Fulfilled and joyous.
Throughout the week recapture moments of that time
We did our thing
To face another week.*

Copies of Chris's book are available at £2.00 including postage, half of which goes to charity. If you would like a copy I will forward your order to Chris.

Whilst on the selling track I will take this opportunity to tell you of the new polo shirt we have available in white with the POPS emblem printed on the left breast pocket. at £12.50 including post and packing. very smart they are too.

At last we have a confirmed date for the next World POPS Meet, which will be: 14-28 November 1993, at the Central Florida Parachute Center, Paragators Drop Zone, Umatilla, Florida. (Competition dates 17-21 Nov '93). I know its a long way away but if you are interested in going we are hoping to arrange a special deal for fares etc, so let me know.

And finally a warm welcome to new members: Malcolm Ross, Geoff Ellis, Noel Mitchel, Dave Sands, John Flower, Stephen Collier, Sue Hill, Dave Lehane, Alan Darvill, Arnold Best (son of our well known judge and POPS member Peter, is this a first father/son membership?), Donald Swanson, Anthony (Busby) Laszewski, Alan Longmuir, John Powell and Mick Phythian, which takes us up to a grand total of 550 POPS.

Michael Allum, 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

POPS WORLD MEET

17th to 21st November 1993	Florida, USA
----------------------------	--------------



STANDARD HAT
ZIG-ZAG HAT
TOOTY FROOTY HAT
OR MAKE UP YOUR OWN DESIGN!

CHOICE OF 30 COLOURS IN LEATHER OR SUEDE
PATTERNED LEATHER ALSO AVAILABLE
DYTTER POCKETS OPTIONAL

TELEPHONE (0622) 891522 FOR DETAILS
OR WRITE TO:
ISP, P.O BOX 115, HEADCORN, KENT TN27 9YS.

RAPS in DEVON

WHY TRAVEL ANYWHERE ELSE ?

**EAGLESCOTT
PARACHUTE CENTRE**

0392 - 75222

07693 - 552

BOLLOX! Now we've got your attention - read on

Sward Sports is no longer - we're now Sward Sports Ltd (as of April 1, 1992). Be assured there is nothing limited about Sward Sports Ltd and our aim is still to serve skydivers to the best of our ability.

Our huge stock of Fibus sandals has arrived and we have a range of colours and sizes in both Fibus and Strops (see separate advert).

Both are superb value - if it's a weekend then Strops are great, but if you almost live in your air-conditioned footwear you can't beat the Fibus with a harder wearing rubber sole and additional ankle strap adjustment.

On the safety side of skydiving we urge you to consider the Cypres automatic activation device. Just let us know if you'd like the free information booklet and we'll get one in the mail by return of post.

The Alti V has been with us for just a couple of months and is already a best seller. Available in Blue or Black with an almost identical face to the Alti II and wrist mount included, it's got to be top value at just £79.95

Altimeters

☐ Metres ☐ Feet

- ☐ **Aeronaut** 13,000 ft, white face. Wrist or chest mount. Inc wrist mount. Great value £54.95
 - ☐ Black ☐ Red ☐ Blue ☐ Pink
- ☐ **Altimaster II** 12,000 ft, white face. The 'Standard' Altimeter £112.75
- ☐ **Altimaster III** 12,000 ft. Includes wrist mount. £143.45
- ☐ **Altimaster V** Wrist (inc) or chest mount 12,000 ft. ☐ Blue ☐ Black £79.95
- ☐ **Parachutes de France** 13,000 ft, white face. Inc wrist mount. Very sturdy £87.50
 - ☐ Pink ☐ Silver ☐ Blue ☐ Turq
- ☐ **Chest Pad** foam pad fits all altimeters. Colour: _____ £4.75
- ☐ **Chest Pad/Zak Knife** as above with built in Zak knife. Colour: _____ £7.99
- ☐ **'U' Brackets** (pairs) attach Altimaster II to chest pad. £2.95
- ☐ **Wrist Mount** ☐ Alti II ☐ Alti III £5.95

Audible Altimeters

Altitude awareness safety devices. Recommended to all levels.

- ☐ **Dytter** pulsating tone at preset height Very loud. ☐ Red ☐ Black ☐ Blue ☐ Turquoise. £120.00
- ☐ **Microhawk** Black. £89.95
- ☐ **Dytter Mount** For no helmet dives £9.95
- ☐ **Dytter Batteries** Set of 4 £9.95

Gloves

SIZES: ☐ XS/7 ☐ S/7.5 ☐ M/8 ☐ L/9 ☐ XL/9.5

- ☐ **Aircrow** Close fitting unlined leather Sensitive feel. Excellent for all purpose use. £17.50
 - ☐ Black ☐ Red ☐ Navy ☐ White
- ☐ **Thermal** Thermal lined leather gloves with cuffs. Close fitting. Ideal for winter. £17.50
 - ☐ Black ☐ Red ☐ Navy ☐ White
- ☐ **Gripfit** Leather palm/Lycra back Stretch fit. Fashionable £17.50
 - ☐ Black palm/black back
 - ☐ White palm and hot pink/turq back
- ☐ **Silk Inners** Liners for gloves for extra warmth under your normal gloves £7.25
- ☐ **Webbed Gloves** Suede leather palm/spandex back. £19.95
 - ☐ S ☐ M ☐ L

Camera Gear

- ☐ **Mount** Polycarbonate plate & nylon brackets for stills/video/film. Fits Protec only. £70.00
- ☐ **Newton Slight** Lens in mount with 1/4" rod £69.95
- ☐ **Stem/Universal Joint** Stem fits to any helmet, joint connects stem to sight. £24.50
- ☐ **Complete Kit** £149.95

Goggles

- ☐ **Sward Sports Goggles** Superb comfort, soft edging. Lens: ☐ Clear ☐ Green Trim: ☐ Pink ☐ Green ☐ Orange ☐ Black ☐ Blue ☐ Red ☐ Grey ☐ Turquoise £6.99
- ☐ **Sky Eyes** Clear lens. Soft rubber trim. Edge colour ☐ Black ☐ Blue ☐ Pink ☐ Green ☐ Yellow £9.95
- ☐ **Kroop's Clear Lens** Side vented ☐ Clear ☐ Smoke Trim Colours: ☐ Red ☐ Black ☐ Blue ☐ Hot Pink. £4.95
- ☐ **Kroop's Over Eyeglasses** Clear lens goggle for spectacle wearers. Trim colours: ☐ Hot Pink ☐ Black ☐ Blue ☐ Red £8.95
- ☐ **EZ** Clear, rimless, non fogging £4.50

Hats & Headgear

- ☐ **Frapp Hat** Handmade in quality leather. Custom size & colours. Dytter holes. Clip fastener. Phone for stock or order form. £97.50
- ☐ **Frapp Hat** factory made Dytter holes. Clip fastener ☐ S ☐ M ☐ L ☐ Black ☐ Midnight Blue. £54.95
- ☐ **Protec** Tough plastic helmet £35.95
 - ☐ S ☐ M ☐ L ☐ XL
 - ☐ White ☐ Red ☐ Black ☐ Blue
- ☐ **Protec Liners** £12.95
 - ☐ S ☐ M ☐ L ☐ XL

Bits & Pieces

- ☐ **Tube Stoes, Clear** £4.95
 - ☐ Standard ☐ Microline
- ☐ **Tube Stoes, Coloured** £5.95
 - ☐ Standard ☐ Microline
- ☐ **Wallet** Hip Pocket Nylon wallets. Many colours including fluorescents ☐ Canopy design ☐ RW design Colour: _____ £4.50
- ☐ **Freefall Calculator** Slide-Rule to calculate delay times. £4.99
- ☐ **Ben Bag** Flat waist pouch, two pockets, snap fastening, elasticated waistband. ☐ Bright ☐ Quiet. £9.95
- ☐ **Weight Vest** Made from parapak with fastex clips & 4 tubes
 - ☐ S ☐ M ☐ L £34.95
 - ☐ Filled Tube £1.00 per lb (P&P relative to extra weight)
- ☐ **Leather Day Sack** Handmade in soft, quality leathers. Padded shoulder strap. Call Sward Sports for stock or custom details. £69.95
- ☐ **Sunglasses** Cool, groovy bright colours Rubber frame. UV protected. £2.99
- ☐ **Googlies** Soft, adjustable retainer bands for sunglasses.
 - ☐ Bright ☐ Subtle £4.95

Knives

- ☐ **Jackknife, Spare Blades.** £9.50
 - ☐ Yellow ☐ Black
- ☐ **Pouch for Jackknife** Fit to jumpsuit or rig. Colour: _____ £2.50
- ☐ **Aluminium Hook Knife** Same as Zak. Replaceable blades
 - ☐ Black ☐ Red ☐ Blue £10.50
- ☐ **Aluminium Hook Knife in pouch** Colour: _____ £12.50
- ☐ **Zak Knife** Small single blade emergency knife. Also good for fishing!! £3.25
- ☐ **Zak Knife with Tape & Pop Stud** £3.75
- ☐ **Zak Knife in Pouch** Fits to chest strap. Colour: _____ £5.75

Parachute Release System

- ☐ **Cypres** 1 pin model £699.00
- ☐ **Cypres** 2 pin model £749.00
- ☐ **Cypres** Student & Tandem models POA

Gear Care

- ☐ **Packing Mat with Pocket** Large size. Padded kneeling area. Riser holders. Colour: _____ £10.95
- ☐ **Rig Bag with Pockets** Padded shoulder straps. Carry handle. Large main pocket plus smaller front pocket with 3 dividers. Packing tabs. Colour: _____ £47.50
- ☐ **Rig Bag for Tandem Rigs** Colour: _____ £62.50
- ☐ **Mini Rig Backpack** Lots of pockets, padded straps. Pop Top or 'Vector' (tick for order form) £24.95

Self Inking Stamps

- ☐ **Self Inking Stamp** ☐ RW ☐ CRW Never needs an ink pad. £5.50
- ☐ **Fun Logging Stamps** Four great stamps to assist with logging, dive organisation or pure fun! £4.99
 - ☐ Zoo ☐ Funnel ☐ Tandem
 - ☐ Mega Man Stamp (1 1/2" for dive organising)
- ☐ **Ink Pad for Stamps** Standard ink pad for use with our Stamps (not self-inking ones!) £1.99

Logging

- ☐ **Log Book Holder, Basic** Parapak. 2 large, 2 small & pen pockets. Holders for RW & CRW stamps. Padded. Colour: _____ £9.95
- ☐ **Log Book Holder, De Luxe** As above with extra pockets and velcro fastening. Fully padded. Colour: _____ £12.95
- ☐ **Log Book, 2 Jumps/Page** 'Traditional' RW logbook. Lots of information pages. £5.75
- ☐ **Log Book, 10 Jumps/Page** As above. £5.75
- ☐ **Faxlog Log Pages** Logbook for 6-ring personal planner (ie Filofax). Information pages. £4.95
- ☐ **Faxlog 6-ring Folder** High quality laminated 6-ring personal planner/binder. £9.95
- ☐ **Faxlog Folder/Log Pages** Combination of the 6-ring binder and the log pages. £12.95

Jewellery & Watches

- **Funky Freefallers** Very colourful
 - Brooch ○ Fridge Magnet £5.95
- **Enamel Pin Badges**
 - DC3 (brooch)
 - Freefaller ○ Tandem
 - Square side on ○ Square front on
 - Round (A/Con) £3.75
- **Silver Earrings**
 - Square canopies side-on
 - Front-on ○ Freefaller £8.45
- **Silver Pendants**
 - Square canopies side-on
 - Front-on ○ Freefaller £5.25
- **Watches** Traditional altimeter design face. Swiss quartz movement. Black Strap
 - With Date £19.95
 - Without Date £18.95
- **Altimeter Wall Clock** Brighten up the home or office with our Wall Clock depicting an Altimeter design - just as the watch face. Supplied with battery and one year guarantee £14.95

Books & Posters

- HB - HARDBACK PB - PAPERBACK
- **'Filming the Impossible'**
Adventure travel book by Leo Dickinson Inc some skydiving. 255 pages PB & HB. £7.95
 - **'Anything is Possible'** 2nd adventure travel book by Leo Dickinson Inc skydiving 225 pages HB. £14.95
 - **'Skydiving in Eight Days'** By journalist Miles Clark about AFF Course Recommended to AFF students. 128 pages PB. £8.99
 - **'Guide to Sport Parachuting'** By Charles Shea-Simmonds. Ideal for students. 144 pages HB £12.50
 - **'Picture Library, Skydiving'** Full colour picture book including basic text 32 pages HB. £5.95
 - **'Skies Call I, II & III'** Full colour pictures in three volumes. Approx 150 pics per volume HB
 - I ○ II ○ III £12.50
 - **'The Sky People'** History of parachuting by Peter Hearn. 200 pages HB. £18.95

Posters

- 5 Man Star Trailing Smoke £3.50
- Build-up to 126-way Record £3.50
- 24 Stack Record £3.50

Videos

- **'Relative Work "The Basics"**
Inc all 10 levels for training from the WARP programme. £29.95
- **'The World Skydiving Championships'**
1990 CRW Championships. £19.95
- **'World CRW Championships'**
50 min TV programme + loads of training and competition jumps Nearly 2 hours. £19.95
- **'Anything is possible'** 3 x 26 min TV documentaries. £19.99
- **'Travelling 1'** 3 top class films & amazing freestyle footage £35.50
- **'Travelling 2'** More great sequences. £29.95
- **'Flight of the Dream Team'**
By Norman Kent. Narrated and ideal for showing non-skydivers £29.95
- **'From Wings Came Flight'**
By Norman Kent. Superb skydiving footage in exotic locations £39.95
- **'Norman Kent Compilation'**
World Champion Air Bears, Freakbrother Convention, Ride a Cloud 60+ mins. £19.95
- **'Kinesthesia'** The art of body flight by Norman Kent. £39.95
- **'Wally, the Movie' (I)** £29.95
- **'The Right Wally' (II)** £29.95
- **'The Wally Stuff' (III)** £29.95
- **'Wally Goes Tropical' (IV)** £29.95
- **SPECIAL OFFERS**
- **'Relative Work - The Basics' AND 'Kinesthesia' together for only £64.95**
- **All 4 Wally Tapes £99.95**

Sward Sportswear

- Please call Sward Sports for colour choice
- **Skydive Sweatshirts** £9.99
White with large 'Skydive' logo across chest in Fluorescent Pink & Bright Blue
 - S ○ M ○ L ○ XL
 - **Skydive T-Shirt** as sweatshirt
 - S ○ M ○ L ○ XL
 - **Jackets** Made from F111 & towelled lining
Style: ○ Pull-Over ○ Zip-Up
Colour: £34.99
 - **Trousers** Made from F111 & towelled lining
 - S ○ M ○ L ○ XL
 - Colour: £29.99
 - **'Biggles' Flying Hat** Great for wearing anywhere on a cold day, also good for skydiving. Original brown only £39.95
 - S ○ M ○ L

Sportswear Cont

- **Irvin Style Flying Jacket** An absolute must have! WWII Sheepskin Flying jacket, made with authentic detail and in the original brown. £245.00
 - S ○ M ○ L
- **Mark 9 Superjet Goggles** A classic accessory. Quality metal frames and replaceable laminated glass. Black with brushed aluminium. £17.50

Footwear

- Size: _____ (3 - 12/37 - 46)
- **Strops (Thongs)** £15.95
Rubber sandals with ankle straps.
 - Single Bright ○ Multi Bright
 - Black ○ Blue
 - **Fibus** Hard wearing sandals with fully adjustable ankle straps £24.95
 - Blue ○ Blue/Silver ○ Red
 - Black ○ Magenta/Grey ○ Green/Grey



That's the latest range of canopies from the Chute shop. A smooth, fast and responsive 9 cell in the same group as the Sabre or Nova.

Made out of Zero porosity CS2000 fabric, it's a great all-round canopy with lots of performance and even more stopping power.

Don't forget our range of Predator 9 cells (main and reserve), Vulcan rigs or the extremely fast Reflex mains (strictly for grown ups!)

We have eight sets of demo kit so give Andy a call and take a test ride.



Mail your order today:

Name: _____

Address: _____

Post Code: _____

Have you ordered from Sward Sports before? ☐ Yes ☐ No

I enclose a cheque or please debit my Access/Visa/Mastercard A/C No: _____

Expiry Date: _____

Signature: _____

Home Tel No: _____

Item description	Size	Colour	Custom options (size, colour, name, etc)	Custom charge	Item price	Qty	Total price



Post & Packing	UK	BFPO & Europe	Outside Europe
Orders up to £20.00	£1.50	£2.50	£4.50
Orders £20.01 - £50.00	£2.00	£3.50	£7.50
Orders over £50.00	£3.00	£4.00	£10.00

Post & Packing	
Goods	
TOTAL	

Sward Sports Ltd, 25 Hook Cottage, Hook, Swindon, Wiltshire SN4 8EA, (UK)

SWARD SPORTS LTD



The Langar Boogie, 1991, saw the arrival of the Boogie School. Formed to address the problems of unknown jumpers becoming involved in larger events, the school has toured Europe with the aims of improving the standard of European skydiving. The 1991 Langar Boogie proved to be one of Europe's most successful events, in 1992...

It's happening again

the Boogie School is back!

27th June - 8th July
Boogie School and Sequential Performance
Organised Jumps, WARP jumps, Fun Jumps

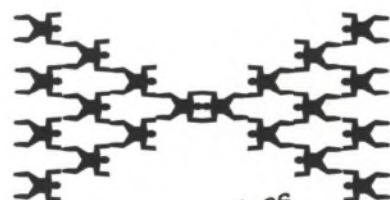
fun jumping & progression!

9th July - 12th July
Organised Jumps, WARP jumps, Fun Jumps
Tandem jumps throughout the boogie

competitions!

Rules:
Every complete grip = 1 point

9th July
- 20 Way Practice
10th July to 12th July
- 20 way speed competition
- 20 way sequential competition



Speed Hourglass

Round 1

First point
28 grips
10 point completion bonus

Second point
30 grips

Information

Aircraft: **2 Skyvans**

Entertainment

27th June (& every Weds) - Keef's Disco
4th July - 10 piece soul band
11th July - THE MOTIVATORS ROCK BAND
Plus: Seminars, videos and cabaret

Costs

Registration - £10 per weekend/£25 for 16 days
Jumps - £14.50 for 13,000ft
Boogie School - £2.50 per jump extra
(Includes organiser, video and apres jump debrief)

Available on site - Canteen, Bar, Camping, Loos and Showers
Rigging, Kit and Clothes

For dive sheets and further information contact:

British Parachute School, The Control Tower, Langar Airfield, Langar, Nottingham. Tel 0949 60878

1992 DIARY OF EVENTS

DATE	EVENT	LOCATION
2nd - 3rd May	Scrambles Meet	Headcorn
2nd - 4th May	Central Regional Freefall Style & Accuracy Landing Meet	Langar
2nd - 4th May	May Day Speed 16 Meet	Sibson
11th - 15th May	PI/Advanced Instructor Course 2-92	Peterborough
18th - 22nd May	Exam/Pre-Adv Instructor Course 2-92	Peterborough
23rd - 25th May	Scottish National Championships	Strathallan
23rd - 25th May	Northern Regional, Freefall Style, Accuracy Landing & Formation Skydiving Meet	Strathallan
23rd - 25th May	Central Regional Canopy Formation Meet	Langar
23rd - 25th May	Spring Bank Holiday 16 Sequential Meet	Sibson
30th - 31st May	Speed Eight Competition	Headcorn
1st - 5th June	AFF Instructor Course	Bad Lippspringe, Germany
6TH - 14TH JUNE	CLASSIC NATIONAL CHAMPIONSHIPS	STRATHALLAN
13th - 14th June	Southern Regional Formation Skydiving Meet	Long Marston
*20th - 21st June	Northern Regional Canopy Formation Meet	Ipswich
20th - 28th June	Krakow Boogie '92	Krakow, Poland
25th - 28th June	Bled Cup 1992, 5 person team and individual accuracy competition	Lesce/Slovenija
27th June - 12th July	Large Aircraft Boogie	Langar
5th - 11th July	British Collegiate Nationals	Sport Para Centre, Tilstock
9th - 12th July	40-way Formation Skydiving Competition	Langar
10th - 12th July	16-way Competition	Ostre Aera National Skydiving
11th - 18th July	RAPA Championships	Bad Lippspringe, Germany
16th - 20th July	Exhibition Challenge 1992 (One parachuting exhibition team per nation)	Castello d'Empuries/Spain
17th - 19th July	Southern Regional Freefall Style & Accuracy Landing Meet	Eaglescott
18th - 26th July	Boogie (Large Aircraft?)	Headcorn
1ST - 9TH AUG	FORMATION SKYDIVING NATIONAL CHAMPIONSHIPS	PETERBOROUGH
3rd - 7th August	P/I Advanced Instructor Course	Strathallan
10th - 14th August	Exam/pre-Adv Instructor Course 3-92	Strathallan
13TH - 24TH AUG	CLASSIC WORLD CHAMPIONSHIPS	TRIEBEN, AUSTRIA
*15th - 23rd August	The Space Boogie	The Aerodrome, Brienne Le Chateau
22nd - 31st August	Army Championships	Netheravon
22nd - 31st August	August Bank Holiday Boogie	Sibson
2nd - 13th Sept	U.S. National Skydiving Championships (RW, CRW and Classics)	Yolo Airport California U.S.A.
12th - 13th Sept	Central Regional Formation Skydiving Meet	Langar
12th - 13th Sept	LAC Meet	Headcorn
15TH - 25TH SEPT	CANOPY FORMATION WORLD CHAMPIONSHIPS	ANYANG CITY, CHINA
*3rd - 4th Oct	Southern Regional Canopy Formation Meet	Weston on the Green
4th - 11th Oct	World Cup Parachuting 4 and 8 Way R.W.	GAP, France
2nd - 6th Nov	PI/Advanced Instructor Course 4-92	Headcorn
9th - 13th Nov	Exam/Pre-Adv Instructor Course 4-92	Headcorn

* Change of Location



British Team Fund

COMPETITION

Win a Satellite System

The prizes are as follows:

First Prize: Amstrad 400 Satellite System with built in decoder and 65cm Black Mesh Dish.

Second Prize: £50

Third Prize: £25

Plus: £10 Ben-Bags for runners up.

Just answer the following questions and complete the tie-breaker:

- | | |
|---|--|
| 1) Where was the first British civilian parachute club founded? | a) Boputhatswana
b) Fair Oaks
c) Atlantis |
| 2) How many parachutists were in the large formation record which was set 10 years ago, (June 1982)? | a) 2
b) 144
c) 27 |
| 3) What is the highest ever placing for a British RW team at the World Championships, and in what year was it achieved? | a) 2nd, 1979 (Symbiosis 4)
b) 1st, 1991 (Symbiosis 4)
c) 20th 1991 (Symbiosis 4) |

Tie-breaker: In no more than 100 words list 4 people (they don't have to be parachutists) who should be included in the delegation accompanying the next British RW squad to the WPC, and give your reasons. The most amusing or original entries, will be published in the next SP (assuming they are printable).

The entry fee is £5 Send a cheque, or postal order made out to the BPA British team fund.

To: BTF Competition, British Parachute Assoc. Wharf Way, Glen Parva, Leicester LE2 9TF

Closing date for the competition is:
Friday, June 5th 1992.

Competition Rules:

Late entries will not be accepted * The panel of judges' decision is final
No employees of the British Parachute association, Airscape Ltd or Northampton Aerials may take part.

Hey everybody - wake up out there !

I don't believe you guys! How apathetic can you get?

Competitions Committee has been working away trying to set up a British Team Fund. We had fantastic prizes donated, ran a competition with an entry fee (proceeds to the BPA Team Fund) and guess how many people entered. One!

What was wrong? Were the questions too difficult?

Well we can't give away all those lovely, jubble prizes just to the one entrant - well done Rob Colpus - so we have extended the deadline to 25 May 1992. Not only that, but we have also made sure that you can find all the answers to the competition in this edition of the mag, so come on everybody, get motivated. Fill in the entry form, write out your cheque for five pounds and send them both off to David Oddy at BPA. You stand a very good chance of winning something!

Remember the five pound entry fee goes directly to the British Team Fund.

Come on all you students out there, this could be your fund one day. And what about the competitors - if you win, this is your fund. And

you military guys and girls, your support is needed as well. And what about Pops members will you help out. Come on guys, lets get this thing off the ground.

The British Team do get a certain amount of financing, but with the World Championships being held in such faraway places as China, most of the financing is going on getting the delegation out to the country and it is not leaving a great deal in the coffers to finance a training camp. Lets help our parachuting representatives, do us proud and support them.

We are also looking for straight forward donations to the British Team Fund. **Everyone, no matter how small or large their donation, will get a mention in the mag, together with a note of their DZ.** Let's see which one can raise the most money. We will also place the total amount in each mag so you can see how it is doing.

Support your parachuting representatives and fill out the entry form NOW!!!

THE BRITISH NATIONAL PARACHUTING TEAMS NEED YOUR HELP.

Fund Total at end of April: £1,357.45



The first mid-air rescue

Molly Sedgewick is the daughter of Dolly Shepherd, one of the first parachutists to perform public displays in the early 1900s. Now in her early seventies Molly met Leo and Mandy Dickinson to talk about her mother's career, and, in particular, one terrifying incident that took place in Longton in June 1908. The story reads like a lecture, which is not really surprising since Molly tours the countryside giving illustrated talks on her mother's amazing life.

Molly takes up the story.

"Dolly was going to make a simple jump from the side of a basket with a novice parachutist, Louie May. They were going to leap from the Mammoth balloon, which was the largest balloon in the country at the time. Unfortunately a sudden sharp shower of rain damaged the balloon and, in order not to disappoint the crowds, the organiser of the event, one Captain Auguste Gaudron, decided to use Dolly's solo balloon instead. This was a small balloon, without a basket, which meant they had to make an improvised attachment for Louie."

Already the seeds were sown. Two girls lifting off under an unmanned, uncontrolled balloon. Hindsight would have loved this one !

"They started at about eight o'clock on that June evening, a little later than they would have liked. As the balloon became airborne and the parachutists rose, Louie, who was a complete novice, became fascinated by this new sensation and the toy-town aspect of the ground beneath her. The crowd became ants, the trees shrubs,

then brown dots, the fields a patchwork of green."

They were lulled into a false sense of security.

"At about three thousand feet, Dolly prepared to let go of the line that joined them, because it was close to the time that Louie was supposed to be pulling her release cord. In those days they had no harness to clip in to, merely a sling. This was a piece of webbing about six inches wide, which went between their legs to help support their weight, and they just held on tightly to the trapeze bar with their hands."

You can just imagine the CAA allowing this to happen nowadays !

"Louie reached up and pulled her liberating cord. Nothing happened. They continued to rise to the gathering clouds. By 8,000ft, Dolly was really worried. She remembered an earlier occasion when she couldn't release herself and she ended up at over 15,000ft. They passed through the clammy embrace of the clouds and, as they emerged above, Louie looked down and realised that the earth had disappeared. For the first time she showed fear. She said nothing, but there was terror in her face. Her lips were blue and her skin deathly white, her eyes were wide open and staring with suppressed panic."

"Dolly knew she had to do something, and at once. There was really only one thing she could do - take Louie down with her on her own parachute."

This is so outrageous it almost defies imagination ! Don't forget Dolly wasn't clipped into anything - they just hung in a sling suspended in childlike innocence.

"As this was Louie's first ascent she was

wearing a safety belt, This was only used really to placate a particularly nervous public but it had to be undone. So both of them, using one hand and holding tightly to their own bars with the other, pulled and tugged and twisted until at last the belt was released. Then Dolly asked Louie to perform an incredible feat. With a drop of two miles beneath, Louie had to transfer from one parachute to the other."

Understatement was alive and well in 1908!

"As calmly as she could, Dolly told her novice companion to take her legs out of the sling, one by one, and put them round Dolly's waist."

10,000 ft above the ground, clipped to nothing and with only the fading strength of their muscles to hold them safe, the two girls struggled to link up.

"Now Louie had to move her arms, one by one, around Dolly's neck. One by one she did so, leaving her trapeze to swing free in the evening light. That meant, of course, that the two girls were now entrusted to a parachute built for one, and to the strength of Dolly's arms."

Dolly looked Louie in the eye and said, "If you have never said a prayer before, say one now."

(If all else fails try God. It seems to be a recurring theme with my interviewees !)

"She pulled the ripping cord. The two girls fell like a stone, and the parachute billowed behind them. The fabric shook and shivered, not opening fully until they were actually through the clouds."

I don't know who thought they invented 'Mr Bill' jumps where one jumper clings to another's chute on opening - but it seems like Dolly had patented the idea 75 years earlier! Sorry.

"They rapidly fell from the skies, two women under a canopy made for one, clinging tightly to each other in desperate embrace. They came heavily to earth in a field, six feet from a road, barely missing an upturned scythe. Dolly threw herself back with Louie still entwined around her body and her companion bounced heavily on her. Louie wasn't hurt, but Dolly couldn't move."

"Within seconds two farmers appeared with their families, and one, Farmer Hollins, immediately sent somebody on a bicycle to fetch a doctor, who arrived half an hour later in a pony and trap. Dolly had injured her back and so, using a door as an improvised stretcher, she was taken into the farmhouse. By the time they had prepared an improvised fracture bed, she was paralysed, her body was twisted and she couldn't speak."

"Captain Gaudron soon arrived and took a very shaken Louie May back to London, while Farmer Hollins undertook to look after Dolly, with his wife and two daughters acting as nurses and the squire of the village offering to provide anything that should be required."

"In the first place that was brandy, because her doctor had said that, as soon as she could open her eyes, she was to be given brandy and milk from a feeding cup forced into the corner of her mouth."

"The doctor returned two days later and realised that his relaxed-looking patient would survive after all. He enlisted the help of his colleague, and together they put a knotted handkerchief between her teeth and pulled her straight. When they called for some brandy and milk, both doctors stood transfixed as they watched the nurse pour a tumbler full of brandy and a splash of milk. The family were tee-totalers and unused to spirit measures, but had been faithfully carrying out the doctor's orders to the letter. No wonder Dolly had been so well rested!"

Apparently she was intoxicated for a week! "However, between the brandy and the wonderful job the two doctors did, she walked as straight as a die for the rest of her life. But, although she could then use her arms and she could speak, she was still paralysed from the waist down. It was another local doctor who used a very primitive form of electrical treatment to cure her. There was no mains electricity in those days, but using a battery and the old

farmer to form a circuit, with steel plates on her hips and on her back, he got her walking."

In the days of the suffragette movement, not everyone was in favour of Dolly's aerial display.

A critic, one Caleb Hackney, trumpeted, "Cannot public opinion, perhaps supported by some exalted personage, not put an end to parachute descents by females? As a last resort, there is always Parliament.....!"

"What a dull world it would be, Dolly replied, "if it were full of Caleb Hackneys." Within two months she was back in the air once again, to fulfil an engagement at Ashby de la Zouche.

"Dolly went on parachuting until 1912, and in all she made something over 200 jumps. She gave up when she heard an ethereal voice in the air above Alexandria Palace, telling her not to jump again or she would be killed. So, very calmly, she made that her last jump."

Molly has inherited much of her mother's bravery and zest for life. Having helped with a biography of her mother, she mentioned that she would have loved to try parachuting from a balloon for herself. Leo and Mandy called her bluff, and Molly, very happily, made a tandem parachute jump with Pete Reynolds from 10,000ft at the age of 70, filmed by Leo, as a possible opening for his story on Molly in the parachuting programme of "Dead Men's (or, in this case, Women) Tales.

HOW IT WAS FILMED.

Filming Dolly's rescue offered some interesting problems. Not only had a 1908 balloon to be recreated, but costumes had to be developed that would hide the fact that the two actresses were wearing real parachutes.

Leo's wife, Mandy, played the role of Dolly, while Louie was played by Sarah Brearley. Both girls had been British National Champions and were very experienced skydivers. Their black, tailored outfits camouflaged the black parachutes they wore.

A skirt was draped round a modern hot-air balloon to hide our pilot & basket, and a tail was added to make it look like a gas balloon. In their disguised craft, the girls took to the air in Southern France during

the early spring of 1991. As they flew, each hanging to a trapeze slung below an old, white, circular parachute, they realised just how exposed Dolly and her early parachuting peers had been every time they took to the skies, suspended beneath their single canopy on a sling and a bar, with no reserve.....

Mandy had a graphic demonstration of this when practising to see whether two people could safely hang below one old fashioned round canopy. Kevin Hardwick and herself purposefully deployed together out of an aeroplane under the same parachute. She struck her arm on exit and thought she'd broken it. Oblivious to this Leo was flying around trying to match their descent rate to film.

Kevin and Mandy obviously had their own parachutes on as this was how they planned to land. The question Mandy was asking herself was, would she be able to pull her 'dildo' as her hand was totally numb. They took no chances and Kevin pulled open Mandy's chute as she dropped off their perch.

Most of the jumps were done over the French countryside, to get the authentic rural atmosphere of England at the turn of the century. However the first one was done in Devon where they thought they would have the benefit of using the mobile phone for retrieve. The plan was that they would do the reconstruction and leap from the balloon piloted by Andy Elson, land, and ring Andy on his mobile phone so that he could radio to the ground crew to come and retrieve them.

On this first jump, Mandy and Sarah ended up on the front lawn of an immaculate mansion, mistaking it for a hotel. The owner was delighted - it wasn't everyday two ladies in scanty Edwardian costume tumbled out of the sky to visit.

Yes of course they could use his phone, but Andy was running true to form and had forgotten to switch his mobile phone on. By the time they got through, they had finished the tea and were on to the Pimms.

Dead Men's Tales will continue in June Sport Parachutist with the next tale: 'The Man Who Couldn't Fall Off'

EDITORIAL

It is a small world in skydiving. The crash in Perris Valley will be a devastating blow for the club, but additionally, the effects of such a number of deaths in a club that is so popular among travelling parachutists, will be felt in countries across the world. There can be few in the sport who had not heard of the club and some of those who died. Many jumpers will have known some of them personally. But, whether or not there is a personal connection, imagining how such an incident would affect one's own local club is a very sobering thought.

Another sobering thought is the realisation of how many vulnerable links there are in the chain of responsibility which gets the skydivers into the air and back to the ground again safely. As jumpers we can maintain our kit, pack carefully and observe safety rules in the air. If we do this we minimise the chances of something going wrong. Unfortunately, or perhaps fortunately, so much more is out of our hands. We tend to take for granted that the plane will work, that whoever is spotting will despatch us in the right place, that ATC

have kept the airways clear, that other jumpers will not endanger us in freefall and under canopy. We have to do everything we can to make sure that these links in the chain function properly. If any good comes from this accident it will be that attention in clubs all over the world will focus on these areas of responsibility which lie outside the direct control of the parachutist.

Unfortunately once in a while despite everyone doing their job something still goes wrong. Sometimes the results are minor, sometimes they are tragic; it highlights another link in the chain which is beyond our control - luck, fate, destiny, call it what you will. Of course if we had any sort of control over the unpredictability of where and when, (despite the best efforts of all) disaster will strike, the sport would not be what it is. We must control what we can and leave the rest to fate.

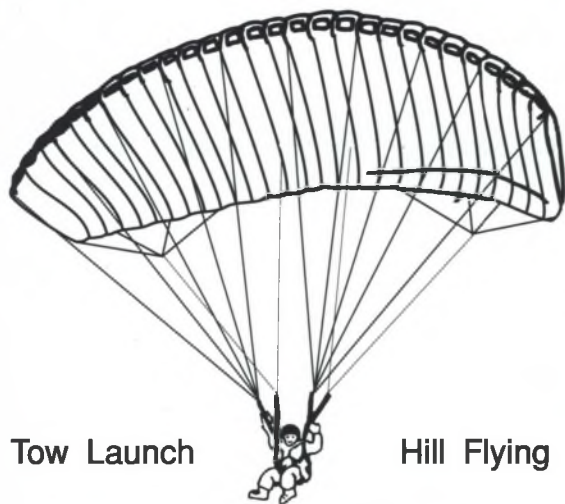
In the aftermath of the crash at Perris Valley came the phenomenon which we also see in this country, and one which will no doubt worsen the personal anguish felt by relatives, club members and operatives: the sensationalist press attention and official over-reaction. The cause of the crash is not yet known and probably will not be for some time. The club meanwhile will be struggling in the face of this to regain some semblance of normality, and continue as no doubt those who died would wish.

In the difficult times ahead for families, friends and the various people involved in the club, moral and financial support will make a big difference. Anyone wishing to make a donation to the appeal fund will find the address in the News section of this issue. Anyone wishing to give moral support, especially those who have visited the club and feel that they can offer something, should write in support of the club. Testimonials can be used to combat the negative press attention and official pressure by showing that the club was well respected internationally and drew jumpers from all over the world.

I am sure I can speak on behalf of sport parachutists in the United Kingdom in offering our condolences to those who have lost relatives and good friends. To those who are recovering from injuries: we hope your recovery will be full and swift; to Perris Valley Skydiving Club we hope it will not be too long before you are providing, once more, your services to parachuting friends from home and abroad.

Ola

PARAGLIDING



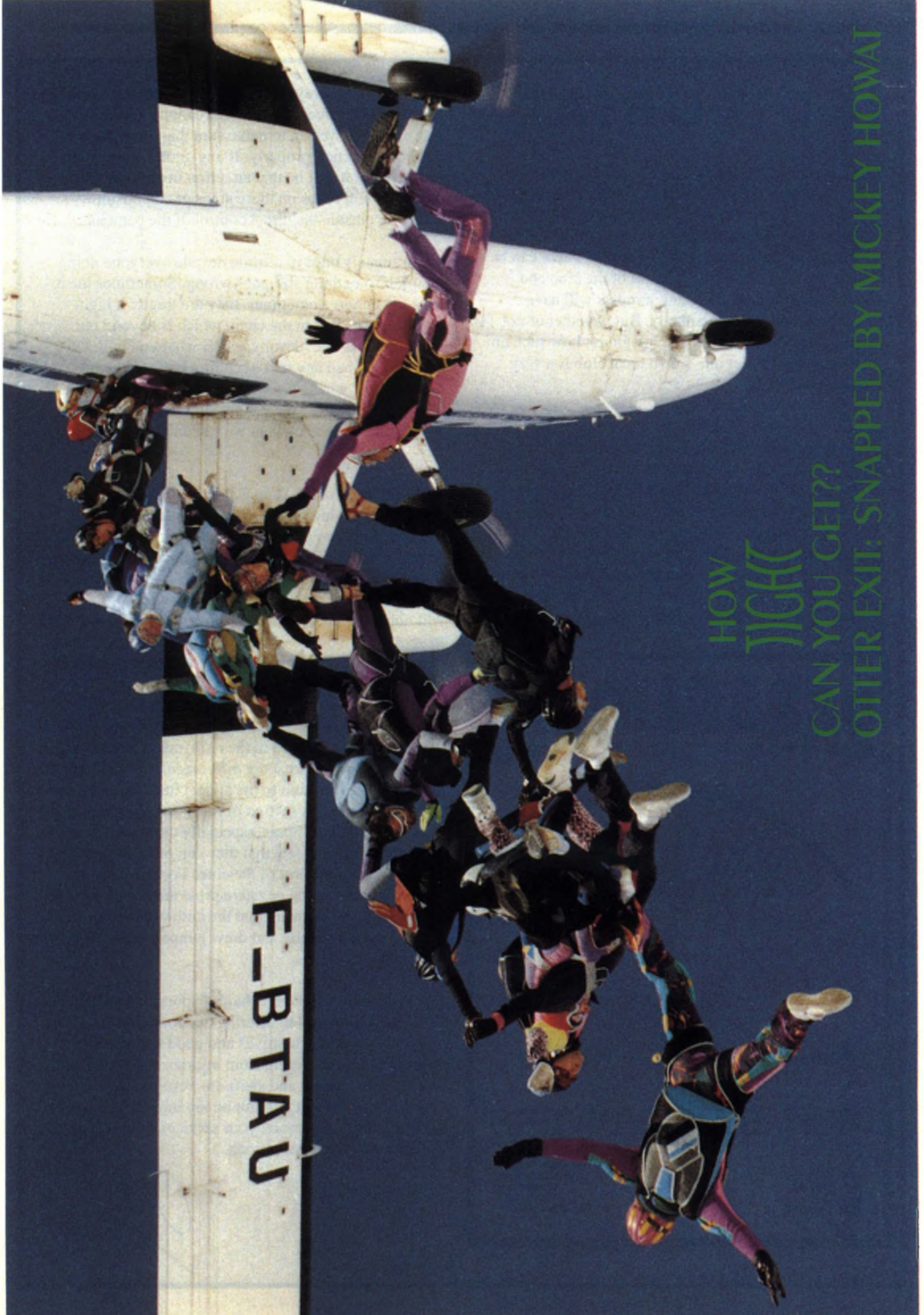
Tow Launch

Hill Flying

RUN BY SKYDIVERS

CONTACT:
Mike McCarthy
Mark Jones
Mike Townsend

The Flight Factory
Prestbury Park
Cheltenham
GL50 4SH
Tel: 0242 261621



F-BTAU

HOW
TIGHT

CAN YOU GET??
OTTER EXIT; SNAPPED BY MICKEY HOWAT

BPA REGIONAL CHAMPIONSHIPS 1992

THE CLASSICS

Langar 2/4 May
 Strathallan 23/25 May
 Eaglescott 17/19 July



RELATIVE WORK

Strathallan 23/25 May
 Long Marston 13/14 June
 Langar 12/13 September



MEDAL CATEGORIES

Series Champion Regional Champion
 Each Competition: 1st, 2nd, 3rd



CANOPY RELATIVE WORK

Langar 23/25 May
 Ipswich 20/21 June
 Weston-on-the-Green 3/4 October

Why should you compete in the Regionals ?

Are you planning to compete in the regionals? If not read on before you finally make up your mind.

Last year, the persistence of the BPA in promoting the series of regional competitions began to pay off. Attendances improved and teams began to make the effort to travel a little farther afield than normal to compete.

What are the regionals? Well, first and foremost they are a series which has been initiated to try to raise the level of competitive Sport Parachuting in the UK - that is not to say that they are only for the hard-core competitors in each discipline, in fact the opposite is more the case.

This series provides jumpers of any level with a fun competition in which they can discover what it is like to compete, learn about competition rules and judge their standards against others. I would describe the average regional as more of a Boogie with an aim. Competitions are great levellers and this is where you find out whether the element of competition will give you the extra buzz or just stress you out. If you are in the early stages of the learning curve you will be surprised at how much you improve. You can't beat watching and learning from the guys who've

been at it much longer than you have.

Of course, it's also a sociable occasion, with members from all over the country turning up, as well as BPA council members and officials.

Perhaps the most useful result of competing in the regionals is the confidence it can give a team which performs well; with this encouragement it is only a small step to the next level - The Nationals! So check out the dates and mark them in your diary. Closer to the date, information about planes, accommodation, facilities etc can be obtained from the club running the competition.

If you compete in a discipline that needs other team members get together with some fellow club members but If you can't make up a full team, it is usually worth turning up, as there are usually enough extras to make up a scratch team or two. If you intend to do this, it is worth phoning the club in advance to let them know. This means that they can encourage others who are also a few grips short of a team to turn up.

So..pack your square, and be there.



Seagull Videos

VISIONS 1 - OUT NOW

25 minutes long. Footage from: Vichy, Spain, Airtime in California European night record, and more. Price: £11 (+£1.50 p&p)

This is a must for your skydiving video library.

Also, out in July - VISIONS 2

Features on the Swiss Aerodium, Gap, the Langar Boogie etc. 35 minutes long.

Visions subscription price: £55 for 4 issues.

Fast moving and topical this series will build up to form a unique archive of the European skydiving scene. At this price can you afford NOT to buy it??

Later in the summer, a special student edition of Visions 3 will be produced, illustrating the BPA category system. (Just the thing to show students on those windy weekends!)

Seagull Picture Company. Air - to - Ground video systems for hire.

Production of specialist recruitment promotional and sponsorship videos; edited in the Seagull Studio

Seagull Picture Company
80 Burgass Road
Thorney Wood
Nottingham
N63 6JL
Tel:0602 586 052

A Potted History of the Lott

THE FAILURES

As with all great institutions (especially those that require etiquette, talent and a sense of humour as the fundamental joining criteria) there are always going to be those who are just not up to the required standard. It can be a crying shame (to those who don't meet that standard), but exclusive clubs would not be just that; 'exclusive', if standards were allowed to wane over the years and hence allow the 'riff-raff' in. So, the LOTT has remained impervious to any form of rotting over the 20 years it has been in being. Nineteen members plus a friend; one for every year it has existed.

The ones that fell by the wayside over that period are many and varied, some haven't given in yet and there may still be hope for them. Others, full of remorse have attempted to make it on their own by forming counter clubs.

The first of these was formed at Grindale way back in '73 during celebrations to welcome our First LOTT Rigger - Northern Command; Lofty Thomas (See previous story). The LOTT, as usual, were stealing the show with an impromptu cabaret, dressed only in

LOTT 'T' shirts they were singing that wonderful old song 'Blue Moon', much to the amusement of the local pundits. Jim Petherbridge and Ronnie O'Brien, seeing the adoring female attention being given to this glorious rendition, decided they would form their own group called 'The Rosey'. Much banter followed and plans were made, the LOTT were finished, Rosey had been born. 'The best laid plans of mice and parachutists', two days later they were a non-event. Rosey was never heard of again.

In '76 there was another group who decided that they could achieve ambivalence. This time however they paid the ultimate compliment calling themselves the 'ANTI LOTT'.

Made up of Ken Allen and his one recruit, the one and only 'sorry old chap, don't understand the banter' (said in a 'jolly good show' accent, whilst waggling ones hands under ones nose in the impression of a moustache) Dave Tylcoat. They never did much.

Sometimes they tried to get in on the 'we are a club (without much foundation) act' whenever a proper LOTT session was in progress. This too floundered until up popped, 'I hate everything', 'Jumbo (for reasons best not

spoken about)' Timothy Android (Andrews), alias Stavros. With his, Attila the Hun charm and vivacious laugh, whilst chewing a large handful of 'bungies'. He joined forces with Dave (I changed from RW to Classics) Stylcoat, Ken was ousted, Dave was IC, a new era had begun. They never did much.

Until that is, recently.

In 'The Mag', 'A Friend of' (Geoff Page) mentioned the wonderful times had whenever The LOTT were around. No hassle skydiving just pure enjoyment and a good time. This obviously stirred up some brain cells in a sleepy hollow called Chumleigh, way down in Devon. An article appeared in the next issue headed 'LOTT Who'. The IC Anti Lott was trying the old lets get in on the, 'we are a club (without much foundation) act'. The 'Friend of' replied suitably and promised to pour a pint over his head next time they met. So, we find that Stavros is still hauling his ageing carcass in and out of airplanes in Scotland and Stylcoat, in Devon. Good for them, after all, what would we do without our own 'Fan Club'. Karen Who?!

THE END (For now).

Peter Hough

**Peterborough
Parachute
Centre
Ltd**

1992

Life After WARP Week

9 - 17 May

Spring Bank Holiday 16 Way Sequential

23 - 25 May

Nationals Training Camp

19 - 31 July

1992 RW Nationals

1 - 9 August

August Bank Holiday Boogie

22 - 31 August

Sibson Airfield

Wansford

Peterborough PE8 6NE

Tel: Oundle (0832) 280 490

Facsimile: (0832) 280 409

**Peterborough
Parachute
Centre
Ltd**

NOTICE

THE OBSERVER

SUNDAY 19 APRIL 1992

Fall survivor

A man whose parachute failed to open during a show in Shanghai survived a 6,600ft fall. The man landed on a house and rolled to the ground.

Sensory Overload

Overheard between Tandem Master Jean-Louis Garelo and passenger Dominique Valle, both Psychiatrists by profession, who did a tandem jump on 30 November 1991.

Pax "Very strange: I felt somewhat dissociated from my body, as if there was an Ego which was not my own body..."

TM "Isn't freefall extraordinary - it calls forth an Ego which is just not one's own...Ego no longer oneself: I am an Alter Ego".

Pax "Another Ego, transcending an Id which overtook itself in a forwards flight which precedes and cancels out anxiety".

TM "Isn't that just freefall in a nutshell: the pre-eminence of the act over the feeling. The emotional being eventually becomes subjective and takes over from emotion therein losing itself, forgetting it was the sole object of its existence, all the better to cancel itself out..."

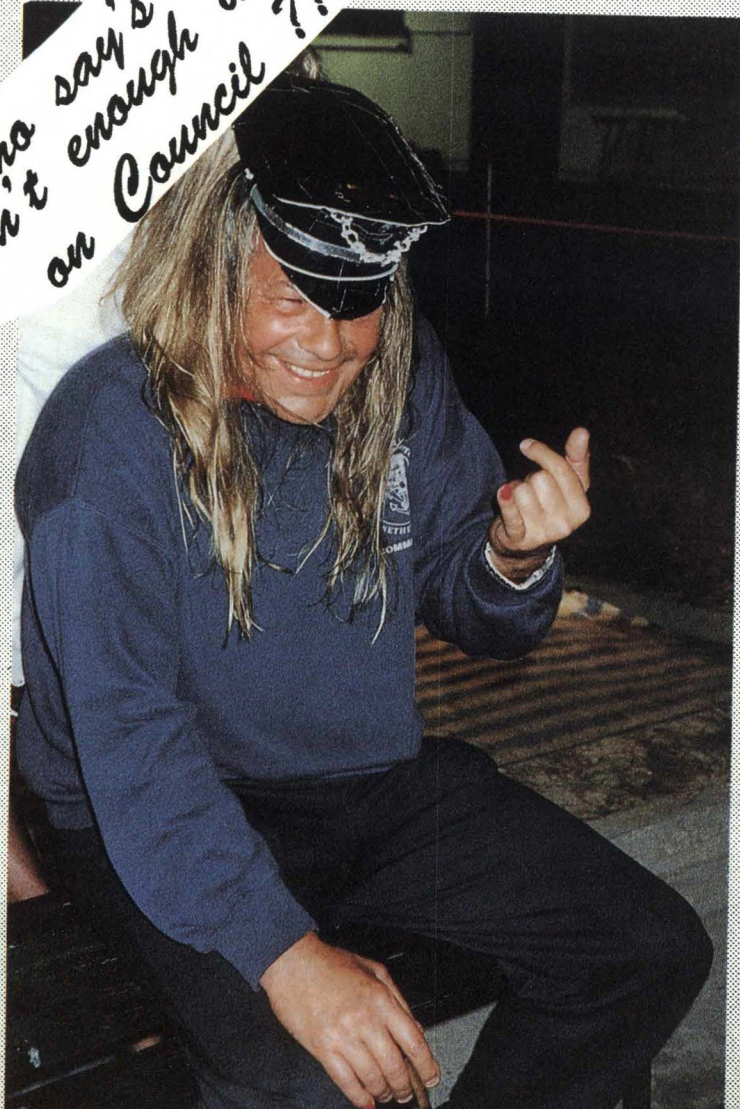
Pax "As if my physical body in unintentional but conscientious wish had given place to an invisible subjectivity, an aerial subjectivity, an infinite..."

The Chief Instructor got a bit worried at this point, took Tandem Master Garelo aside in the packing hall and asked him what the **** was that all about.

TM "Oh! He said it was scary but fun!..."

Michael Howat D8491

Who say's there aren't enough women on Council ??



FOR SALE:

RACER, CLIPPER, MINI RAVEN, PLUS VIDEO CAMERA AND HELMET.

Clipper, (blue), Mini Raven square reserve (unused), Racer. Less than 150 jumps, excellent condition £775 ono.

Complete video: Fergusson Videostar, JVC HR3C recorder, protec helmet with quick release, camera mount, paralert and optical sight. Camera suit also available. Bargain at £475.

Call Mike on 071 223 0250 (h), or 071-911 2823 (w)

Boets

Lord

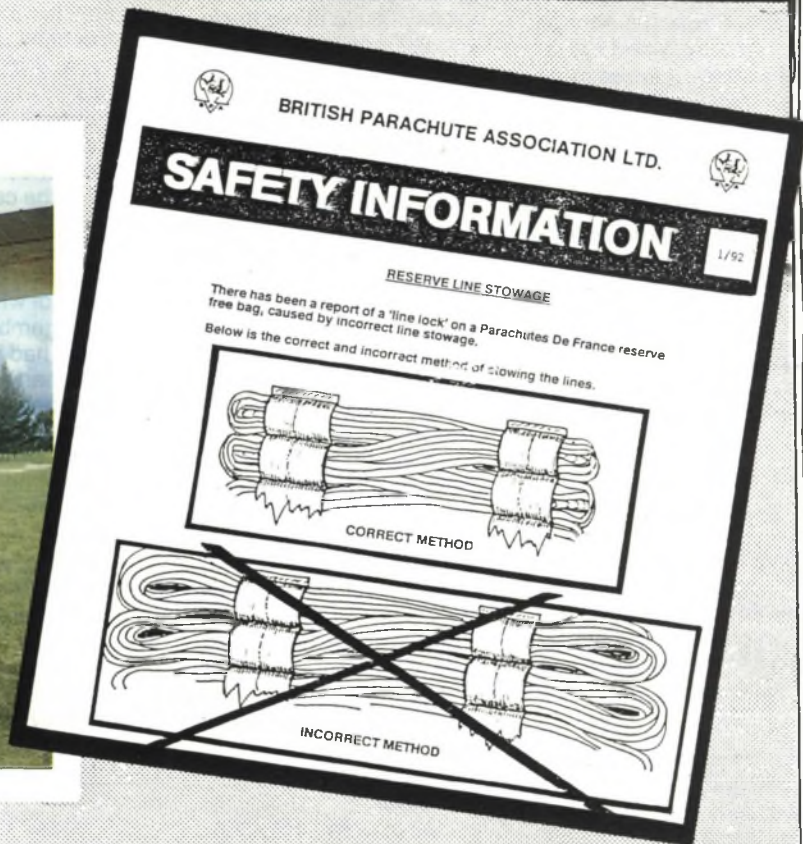
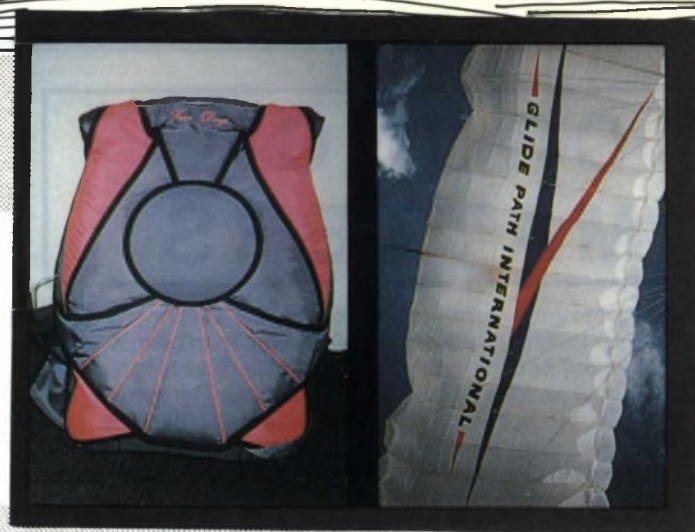
As I flew above your earth, lord,
As I glided in your sky.
I wondered why I was, lord,
Once scared to up and fly.

With the birds all around me,
the fluffy clouds too.
I now laugh at the thought,
Of being alone, up here, with you.

BOARD

STOLEN

Main:
Clipper (No. C 5030)
Reserve: Cricket No CR 081R
Container: Teardrop, No 2806
Stolen from London Skydiving Centre
packing shed.
Phone Barbara Seamer: 071 915 4318



Corner

I know up here is yours lord,
I know up here is home.
But the thought of flying with
you, lord,
brought tears and tangled my bones
I know that you are pleased,
lord,
I feel your warmth from the
Sun.
You are happy I've lost my fear.
Lord
and can now laugh, be merry
and have fun.

THE END

by Sarah Green

A MOMENT IN TIME

Twelve thousand feet.
The earth, with it's earthly problems, is remote.
I look across the beauty of the sky.
Far beneath me, soft tendrils of cloud glisten
As they pass me on their journey to the far horizon.
The deep azure, clean and pure
stretches beyond my imagination.
My mind is tranquil.
I am home, and content.
For this frozen moment in time, I could wish for nothing
Except, perhaps,
To share it with you.

by Ray Ellis

COUNCIL MATTERS

In an attempt to give members more up to date news of the issues being addressed by council, and an idea of the work that is being put in by the council members on their behalf, a write-up of council meetings will be included in the magazine whenever possible. Council meetings last many hours and selecting the agenda items to be summarised will be a matter of judgement; inevitably my judgement of what is important will not always coincide with others. The report is not intended to be exhaustive or to be a full exploration of the items chosen for summary, nor is it intended as a vehicle for passing comment on the proceedings.

Council meeting of 24th April 1991

Chairman - Dave Hickling
Council Members - Steve Hastings, Bob Card, Terry Carol, Andy Fair, Lofty Thomas, Kevin Hughes, John Hitchen, Tony Butler, Amanda Kenny.

Also present: David Oddy, Debbie Clouting, Dave Turner, John Eaton, Nicky Johnston, Ola Soyinka

4) Reports of the Subcommittees of Council

Competitions committee meeting of 17th March:

The competitions committee asked council to consider a one off payment of expenses for BPA judges to be able to attend a judges meeting. The hope was that this would result in good turnout. The meeting is deemed necessary to discuss, amongst other things, ways in which more trainee judges can be encouraged to enter the sport. There is at the moment a worrying lack of trainees which will soon lead to a shortage of qualified judges. It was noted in the discussion that, especially for domestic competition, judges received poor financial support and this may contribute to the poor attendance at competitions.

The proposal for the BPA to provide expenses for one such meeting was voted upon and carried unanimously.

Development Committee meet-

ing of the 24th March:

The main report to council was regarding the disturbing level of loan defaulters. The general feeling was that in the past there had been lax practice, both in the degree of scrutiny of the past history of clubs requesting loans, the ability of the association to afford the loans and the monitoring of repayments and chasing up of debts. The work done by Mr Steve Harratt the financial controller, had resulted in many disturbing instances coming to light. On the positive side, the chairman stated that he had confidence that now, the hard work being done by Steve Harratt and Debbie Clouting would result in any instances of this nature being brought to the attention of council and that council intended to act decisively to safeguard the members' money.

The instance of one particular club which had defaulted on repayments of a short term loan was discussed. The club's past record of poor payment and bounced cheques was pointed out.

A proposal that the BPA, in view of the past record exercise their right to demand immediate repayment of the whole amount was voted upon and passed unanimously.

BPA shop.

In the past, the BPA shop revenue had not justified the expenses incurred in running it. Steps have been taken to reduce costs dramatically and a sales drive was under way in which, initially, selected first time jumpers would be targeted with a mailing. The response to this would determine whether this approach would then be used more widely.

8) To consider re-affiliation of Badminton Parachute club and British Skysports Parachute Centre:

Badminton Parachute club DZ has been passed by STC and the re-affiliation was granted. The re-affiliation of British Skysports caused some discussion because the application to restart a parachuting operation at Bridlington on weekends was from Dave Johnston who is currently CCI of the operation at Catterick. The rules state that

an instructor cannot be a CCI of two DZs at one time. It was pointed out that he intended to run the operation at Catterick during the week only, and the Bridlington operation was to be weekends only. Under no circumstances would both operate together. Affiliation was granted.

9) To consider the cancellation of affiliation of London Skydiving Centre

John Eaton was present for this discussion. The London Skydiving Centre Ltd had gone bankrupt, ie ceased to exist, so if it has been affiliated under the name of the limited company (and not the club), then it would not be necessary to officially dis-affiliate the centre. Records were checked and this proved to be the case. The point was made that London Skydiving Centre Ltd went bankrupt while still owing the BPA money, much of which was for P6 student membership numbers which had been allocated. The chairman expressed grave concern that some of these numbers had been used at Halfpenny Green. He also pointed out that he was unhappy that there was some money owed the BPA by Halfpenny Green centre, of which Mr Eaton was also a director. John Eaton made the offer of personally making sure that all P6 memberships used would be paid for and any outstanding money owed by Halfpenny Green would also be cleared. Dave Turner pointed out that the reuse of the P6 numbers was to the advantage of the BPA in that some of the members' money which had ostensibly gone under with LSC would now be recouped.

Council voted on the following motion: To suspend all outstanding P6 membership numbers that had been allocated to the defunct club. Immediate payment of any outstanding debt of Halfpenny Green. All P6 memberships issued to the club henceforth to be paid for in advance. This was carried unanimously.

12) To consider nominations and elect a delegate and alternate delegate to IPC for 1992/93.

This issue also caused much discussion. The present incumbents, John Hitchen (Delegate) and Bob Card (Alternate) were both happy to continue. The only nomination received was for Rob Colpus. Rob is very ac-

tive on the RW subcommittee of the IPC. Note was made of the fact that he might stand a chance of being the next Chairman of the subcommittee; but IPC rules state that the chairman has to be a delegate representing his country, which currently Rob is not. The chairman expressed some irritation that the nomination came at a very late stage, by fax, but nevertheless it was a nomination and would be considered.

Firstly, as council policy had not changed regarding selecting the Delegate from 'in house' and as John Hitchen was prepared to continue, a vote was taken. John Hitchen was voted in to continue as delegate. Bob Card pointed out that last year he took on the post of alternate with reluctance, and only because Rob Colpus had not accepted it. This year, he would not offer to step down.

It was pointed out that it was not clear to everyone whether indeed these positions should be subject to elections at all if delegates were not stepping down. The importance of continuity was also emphasised. The vote for alternate delegate returned Bob Card to the post.

15) To consider steps to recover outstanding revenue from advertising in Sport Parachutist magazine between October 1989 and April 1991.

The debts referred to are monies owed, or alleged to be owed to the BPA by advertisers who dealt with Tony Lewis. Some of these sums have been disputed and the BPA was still in negotiation with the advertisers. The disputes arise from the fact that adverts were possibly continued when not asked for; some advertisers also claim that they had struck non rate card deals with Mr Lewis which he had failed to document. The general agreement was that notwithstanding this, the adverts did appear and it was thus the duty of the BPA to ask for payment. What was fair, or correct, may need to be discussed in individual cases. Furthermore, in any cases where the dispute was not resolved and it was deemed that money was owing to the BPA it may be necessary for the names of the debtors to be published.

Ola Soyinka

CLASSIFIED ADVERTS

RAVEN 3

Raven 3 - 298 jumps.
Black/Yellow/Silver/White.
CRW Modded. Packs very small.
Soft opening - soft landing.
Good for demos - Good all round canopy.
Fully serviced to date - Never malfunctioned.

£350

Ring Adrian 0404 44801

LASER FIREFLY

Ready to jump Laser main, under 100 jumps.
Firefly (square) reserve, never used.
Complete kit with carrybag and large packing mat. Good condition.

Only £600 for very quick sale

Phone Paula 0773 821856
or 0332 810635

CHASER MAVERICK PRESERVE IV

Navy blue & Blackcurrant container with blue stripe canopy 200 jumps only, throwaway.
Also matching Symbiosis jumpsuit, alti & helmet.

Rig £520, together £640

Steve 0202 293120 (Evenings)

SST RACER FURY PHANTOM 26

SST Racer container
Fury main canopy (less than 150 jumps)
Phantom 26 reserve (never used)
(All kevlar modifications and acid tested)
Excellent condition and a bargain at:

£700

contact Tony on 0625 522960 (Home)
0565 621000 ext 3553 (Work)

HOLIDAY ACCOMMODATION AT GAP

We have a renovated village house to let.
Sleeps 5 - 8. All usual facilities. Bed linen provided. Open fire and mountain views.

£80 - 120 pw

Easy booking, just call: Brian Dyas or
Jo Todd 0256 893500

JAGUAR DRAKKAR MAGIC

Red and grey container with throwaway.
Red Drakkar 9 cell 290 - 75 jumps.
Black Magic Reserve 230. All as new.
Kit can be sampled at Cranfield. Ask for Ian.
Great kit for the larger skydiver.

£1,000

TRACER RAVEN II SWIFT

Raven II - Royal Blue / White (64 jumps)
Swift - Royal Blue (unused)
Tracer - Black / Royal Blue / Pale Blue

£900

Also altimeter, trap hat, 2 jumpsuits, kit bag & packing mat.

Allan 0793 413297 (Weekdays)
0793 642354 (Evenings & Weekends)

RAVEN 3 (Well worth mentioning twice!)

Raven 3 - 298 jumps.
Black/Yellow/Silver/White.
CRW Modded. Packs very small.
Soft opening - soft landing.
Good for demos - Good all round canopy.
Fully serviced to date - Never malfunctioned.

£350

Ring Adrian 0404 44801

COMPLETE PARACHUTE KIT

Red, gold and black Fury with Phantom 24 in black container. Packing mat, carrying bag plus altimeter.

Any reasonable offer considered

Telephone 0406 23019 (after 6.00pm)

TSE CHASER MAVERICK PRESERVE IV

Chaser, royal blue/light brown & orange.
Maverick Main, royal blue & orange - 290 jumps
Preserve IV reserve.
New velcro & pop top. All in excellent condition. One owner from new.

£750 ono

Tel 091-413-5856

WARP III SCORPION SWIFT

400 Jumps. Throwaway. Ready to jump.
New velcro. Recent full MOT by BPA rigger.
Blue/grey container and main, square reserve used once.
Also suit, Protec, chest pad & Aeronaut alti & goggles - Quick sale needed.

£500 ono

Also Firefly main - VGC

£100 ono

0635 867559 Anytime

ZEROX FURY SWIFT

Leather Zerox (red/white) - Throwaway.
Fury Main (all white) - 250 jumps.
Swift Square reserve - unused.
Ideal all-round kit

£950 ono

Also Crusair, 26" Lopo and Wonderhog - old but good condition - OFFERS

Phone Garth 021 329 2104 (Eve)
or 0789 297 959 (W/E)

TEARDROP PD 210 FIRELITE

Complete rig throwaway PD 210 - 200 jumps
Firelite unused

£900 ono

Tracer, Fury main 300 jumps. Swift reserve unused, throwaway.

£600ono

Both £1400 ono

Phone Bill 081 640 7592
0836 291 396

FURY/CHASER/SWIFT

Complete kit ready to jump.
Container: Black TSE Chaser.
Main: Fury (throwaway) blue, silver, white.
Reserve: Swift. This kit is in perfect condition, less than 100 jumps, rigged, MOT'd ready to go.

Must sell hence £850

Phone Malcolm 0268 293418

ZEROX 252 PARAFOL TRI-VENT

For sale - All immaculate condition :-
252 Parafol - under 100 jumps.
Security Tri-vent Reserve - unused.
Zerox Container - under 50 jumps.
Complete system for only...

£650

Tel: 0993 845970

VECTOR WILDFIRE (X) PHANTOM

Vector - small - converted to pull out. 100 jumps, black/purple/grey.
Wildfire - pink/grey - 120 jumps
Phantom 24: Acid tested and Washed - in good condition and recently serviced

£650 ono

Wildfire - purple/grey - 300 jumps

£300 ono

Phone: 0780 470 531

WANTED - OLD PARACHUTE

Wanted: Old parachute, any condition - for youth group

Tel:- Sandie 0403 700207

JAGUAR SURFAIR SWIFT

Complete kit ready to jump. Blue and white container pull out. Pink, white and black Surfair 150 jumps. White square Swift (not used).
Clean kit in container bag,
plus all accessories. Special price (retiring)

£1100 ono

Tel 0297 24682

TEARDROP COE-D170 MICRO-RAVEN

Navy-blue Teardrop, fit slim frame, pull-out, modified throwaway, compl. with pad etc.
Blue/silver COE-D170 main; 50 jumps,
Micro-Raven reserve; 0 jumps. Complete with DZ bag. All in good condition,

£875

Norman Johnson 081 749 6860 (Days)
0763 838726 (Weekends)

APPRENTICESHIP

Navy jumpsuit to fit slim 5'6", Spandex sides, slick front, cotton back - £45: Royal blue trapp-hat, good nick - £45: Altimaster II with chest pad - £50:

Norman Johnson 081 749 6860 (days)
0763 838726 (weekends)

CAMERA KIT

Camera kit, comprising: Canon T50, motor-drive, standard batteries, 28mm/35mm lenses, remote release, Protec helmet (small) with cutaway, mount for camera and video, ring sight. Ideal for novice cameraman

£195 ono

Norman Johnson 081 749 6860 (days)
0763 838726 (weekends)

TEARDROP PD 190 X 175

PD 190 (blue and silver) in Teardrop (silver, burgundy & pink trim) with throwaway.
X 175 reserve (unused)
Total 300 jumps. altimeter II, camera helmet with ringsight.

Offers around £850

Telephone 0302 323688

TRACER AVENGER PHANTOM

Parachute kit: including multicolour Avenger main with blue 26" Phantom reserve, packed in Tracer pack assembly. It comes with kit bag, altimeter and spares.
Approx 50 jumps from new.

£650 ono

Tel 0446 775526

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

AIRSCAPE LTD
3 TYERS GATE
LONDON SE1 3HX

FRAP

HAND MADE IN THE FINEST
CUSTOM LEATHER WITH
FASTEX FASTENER AND...

OPTIONAL ; DYTTTER HOLES &
PATTERNED LININGS.

SEND OR CALL FOR FORM TO;

RICHARD LINE (HATS)
57 CAPEL FOREST GATE
LONDON E7 OJP

TEL: 081 5550247

Visa
Mastercard
Access
Eurocard



HATS

ADVERTISERS

INDEX

Air Care	35
Boogie School	Inside Back
BPA Regionals	37
Centro de Paracaidismo	17
Cypres	22,23
Classified Adverts	43
Eaglescott PC	27
Flagler Beach	21
Flight Factory	42
Headcorn Parachute Centre	19

I S Productions	27
Kit Store	2
Langar: British Parachute School	30
Midland Parachute Centre	8
Parachutes de France	Inside Front
Paragear	15
PD Source	21
Performance Designs	1
Perris Valley	Inside Back

Peterborough Parachute Club	39
Richard Line Frap Hats	42
Seagull Picture Company	38
Skydiving Magazine	42
Square One	12
Sward Sports (Price List)	28,29
Sward Sports (Sandals)	Inside Back
Symbiosis Suits	4
Thomas Sports Equipment	Back Page
West Mercia Insurance	5

Some Shakespearian Thoughts on Skydiving Taken from...

The Tempest

ON APOO (Act 1 Scene 1).

Boatswain: "... (A cry is heard below) A Plague upon this howling... they are louder than the weather, or our office..."

ON PILOTS (Act 1 Scene 1).

Prospero: "Hag-seed, hence... Fetch us fuel, and be quick..."

ON POTENTIAL INSTRUCTORS (Act 2 Scene 1).

Antonio: "None, man, all idle; whores and knaves".

ON RETAILING WORK (Act 2 Scene 1).

Antonio: "... They fell together all, as by consent they dropped - as by a thunder-stroke... what might..."

ON SUBTENT EXITS (Act 1 Scene 1).

Prospero: "Come on, obey; they nerves are in their infancy again, and have no vigour in them".

ON MARK INSTRUCTION (Act 1 Scene 1).

Prospero: "Thou shalt be as free as mountain winds; but then exact"

ON THE BUNKHOUSE (AGAIN) (Act 3 Scene 3).

Sebastian: "I say, to-night: no more!"

ON THE CCI's (Act 3 Scene 2).

Caliban: "As I told thee before, I am subject to a tyrant."

Lastly a couple of observations on a certain Southern BZ

ON THE BUNKHOUSE (Act 2 Scene 1).

Sebastian: "Thou dost snore distinctly, There's meaning in thy snores..."

ON THE MORNING AFTER (Act 2 Scene 1).

Alonso: "Why are you drawn? Wherefore this ghastly looking? What the matter?"

ON THE GENTS (Act 4 Scene 1).

Trinculo: "Now does my project gather to a head: My charms crack not; my spirits obey, and time goes upright with his carriage - How's the day?"

Ariel: "On the sixth hour, at which time, my lord, you said

ON SPORT PARACHUTING (Act 3 Scene 1).

Ferdinand: "A thousand! A thousand!" Miranda and Ferdinand go their separate ways).

ON SUAMI-SHITS (Act 3 Scene 2).

Caliban: "I thank my noble Lord... Wilt thou be pleased to hearken once again to

Crop Circles
at Sibson
By 'Moley'



What are
crop circles,
and who creates them?
Some say they are a message,
from above to those of us on the ground.
Others maintain that, like the words in the
picture below, they are a message
to us, above, from someone
down below.



A message to
Headcorn jumpers
Taken by Ian Thomas

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

Week-end and Bank Holiday centre. 1st jump SL courses, Radios and Aeroconicals. SL and FF progression to category 10. WARP, RW, and CRW instruction. Tandems. Air-to-air Video available. Cessna 185 (in-flight door). Accuracy pit. Canteen, showers, Washing and toilet facilities. Tents and caravans on DZ. B & B local. Friendly club. All welcome.

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

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

Carlisle Parachute Centre

Chief Instructor: Arthur Collingwood
Carlisle Airport
Crosby-on-Eden
Carlisle
Cumbria CA6 4NW
Tel: 0228 73633

Cornwall Parachute Centre

A different kind of skydiving centre! Cleanest & friendliest centre around. Emphasis on having fun and learning. C182 with in-flight door, unrestricted altitude, static line squares, R.W. instruction under the Kinesthesia program, creepers, video facilities, all types of jumping including R.W. & freestyle, good jump prices. Everyone welcome, local accommodation available.

Cornwall parachute Centre
Frans Ranch
Old Naval Airfield
St Merryn Cornwall
Tel: 0841 540691

Devon and Somerset Parachute School

Part time club based at Dunkswell Airfield. Running 1st Jump Static Line Courses, Tandem, AFF Courses with very experienced instructors who have been running AFF at Dunkswell for 5 years. Student Radio's, Reserves with AADs. Local Accommodation available. Meals available on Airfield as well as a Bar.

Contact C.C.I.
2 Wyvern Road
Sherford
Taunton
Somerset TA1 4RB
Tel: 0823 - 279780

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 GQ 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! New RAPS Equipment.

Dave Tylcoat

Eaglescott Parachute Centre

Eaglescott Airfield

Ashleighney

Chulmleigh

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

Freebird Skydiving

Lincolnshire's new parachute centre situated at Manby Airfield. A friendly and fun club offering static line courses with progression to freefall using radios and AADs. Cessna 206 and tame seagull jumpers of all experience levels welcome. Tandem jumps available. Canteen, toilets, good cheap accommodation and showers really close. Go karting and off-road 4WD on site. Open Fridays (Phone first), and weekends. Come and see! Tel: Airfield 0507 327877 Office: 0780 57587 or 0733 370863

Contact: Chris Donaldson - Chief Instructor

3 Reepham

Orton

Brimbley

Peterborough PE2 0TS

Tel: 0733 370863

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: 0384 88293

Headcorn Parachute Centre

Fulltime, 9 to dusk, very active midweek. All levels of instruction / progression. Tandem, AFF, RAPS, Rounds, WARP, Accuracy. Two Islanders - 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

Merlin Parachute Centre

Open every weekend and bank holiday. Beginners courses, excellent student progression, student radios, AADs, boots and helmets. Tandem, WARP, AFF, 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 Centre

Topcliffe, Near Thirsk

North Yorkshire

Tel: Weekends 0748 832521 ext 5367

Tel: Weekdays 0845 524713

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

Stearns, 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-to-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)

Sport Parachute Centre, The

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

Stirling Parachute Centre

Fulltime parachute training facility set in spectacular scenery. Convenient for both Glasgow and Edinburgh and easily reached off the M9. Beginners Courses run midweek and weekends. Progression from first jump to experienced free fall, RW, WARP, CRW, Tandem. Lecture rooms, indoor training and packing facilities. Camping Available. B&B nearby.

Stirling Parachute Centre
Thornhill
Nr. Stirling
FK8 3QT
Tel: 0786 87788/Fax: 0786 87748

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 have moved from Slipstream Adventures to Peterborough Centre. 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	Manchester University
Exeter University	Manchester Polytechnic
Glasgow University	Oxford
Hatfield Polytechnic	P.C.London
Lancashire Polytechnic	Salford University
Lancaster University	University of East Anglia
Leicester University	

C/O P F Mayer
231 Heald Place
Rusholme
Manchester M13 9PG

Paul Mayer - BCPA chairman 1992
Mat Usher - Treasurer
Audrey Kelly - Secretary

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
Military: Limavady 36472

Silver Stars Parachute Team

RCT Parachute Club
Azimghur 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 Sennelager
Tel: 010 495 254 822378
JSPC(L), STC, Sennelager BFPO 16.

PROMOTION VOL RELATIF PRESENTS For its third year...

THE BOOGIE SCHOOL

and

SEQUENTIAL PERFORMANCE

BOOGIE SCHOOL

- Prepares you for large formations
- Defines the theories of "collective flying"
- Improves your skills in order to be part of those memorable occasions.
- Guides you safely to the enjoyment of large loads

The following main subjects are covered:

- * Set up in the aeroplane * Exit procedures
- * Formation approaches * Dockings * References
- * Formation discipline * Body position
- * Formation flying * Dive preparation * Security

SEQUENTIAL PERFORMANCE

- Develops your large formation RW skills
- Describes the technical intricacies of "Dream Team" type skydives
- Perfects the large formation basics which need some "therapy"

The following main subjects are covered:

- * Specific Exit procedures * Diving techniques
- * Set up prior to docking * Dockings * Grips and References
- * Anticipation prior to transition * Jump construction
- * Piece flying * Time gaining methods

Participation requirements

Necessary skill level
to participate in:

- Boogie School:
Being able to dock with confidence
4th on a formation and accomplish a
4 point 4 way sequential dive.
- Sequential Performance:
Being able to take part in a
multiple point 16 way RW.
- 25 FFrs per jump

08/05/92 - 17/05/92: Le Puy, France. Boogie School; RW training with Jeff Ronzevalle **
28/05/92 - 05/06/92: Bergerac, France. Boogie School. Sitting RW with Philippe Vallaud

05/06/92 - 08/06/92: Le Luc, France. Base training for womens record; Fun jumping
12/06/92 - 21/06/92: Casaie, Italy. Boogie School & Sequential performance

* 27/06/92 - 12/07/92: Langar, England. Boogie School & Sequential performance; 20 way competition *
15/07/92 - 19/07/92: Namur, Belgium. Boogie School & Sequential performance

24/07/92 - 02/08/92: Alkersleben, East Germany. Boogie School; 20 way sequential
08/08/92 - 16/08/92: Le Luc, France. Night jumps; Women world record attempts

22/08/92 - 06/09/92: Rome Italy, Italian championships, Boogie School, 20 way sequential
07/09/92 - 13/09/92: Bergerac, France. Boogie School. Sitting RW with Philippe Vallaud

17/09/92 - 20/09/92: Casale, Italy. Italian record; 60 way sequential
26/09/92 04/10/92: Panicola, Italy, Boogie School, 8 way scrambles, 10 way speed

Dates and locations are subject to change, please inquire. ** Member of French 8 way National team.

For information:

Promotion Vol Relatif, Alexis PERRY,
65 chemin de la Platriere, Le Peyroubet,
06130 GRASSE France.
Tel: 93 09 21 71 Fax: 93 70 46 99

SWARD SPORTS LTD



Air Conditioned Footwear

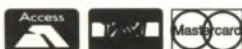
**FIBUS
STROPS**



£24.95

£15.95

Name:	Home Tel No:
Address:	
Post Code:	
I enclose a cheque or please debit my Access/Visa/Mastercard	
A/C No:	
Expiry Date:	Signed:



Have you ordered from Sward Sports before? ☐ Yes ☐ No

DEALER ENQUIRIES WELCOME

FIBUS	Qty	☐	☐ Blue/Silver	☐ Royal Blue	☐ Black
			☐ Green/Grey	☐ Magenta/Grey	☐ Red
STROPS	Qty	☐	☐ Black	☐ Royal Blue	
			☐ Single Bright	☐ Multi Bright	
SIZES		☐ 3/37	☐ 4/38	☐ 5/39	☐ 6/40
		☐ 8/42	☐ 9/43	☐ 10/44	☐ 11/45

Post & Packing	UK	BFPO Europe	Outside Europe
Orders up to £20	£1.50	£2.50	£4.50
Orders £20.01 to £50.00	£2.00	£3.50	£7.50
Orders over £50.00	£3.00	£4.00	£10.00

**GOODS
P&P
TOTAL**

£
£
£

MERIT



**NOW
THOSE
WHO
MISSED
OUT
HAVE
THEIR CHANCE**



While other canopies are either high or low performance, the **MERIT** is both.

From now on, smooth easy flight doesn't mean dull and lifeless.

From now on, an excellent flare doesn't require a hookturn.

From now on, non-Blue Track pilots do not have to suffer sluggish performance, bad flares and high porosity.

From now on, non-Blue Track pilots may also enjoy swiftness, good performance, excellent flares and zero porosity. But all with ease, safety and comfort.

From now on, **MERIT** will satisfy the desire for a State of the Art, high-tech, laser cut ram-air, wich is suitable for ALL categories of skydivers. The **MERIT** means State of the Art for everybody!

**PARACHUTES
DE FRANCE S.A.**

**You don't HAVE to live in the past any longer!
Contact your PDF distributor and jumps a MERIT this week end!**

THOMAS

Sports
Equipment
Limited

Lofty's Loft · Pinfold Lane · Bridlington · North Humberside · YO16 5XS
Telephone: 0262 - 678299

THE NEW 1 PIN TEAR DROP



The '1 Pin Tear Drop' is manufactured and tailored with precision to your specific requirements, with custom colours and no extra charge.

The safest and most attractive narrow pop top you can buy. It has one very special feature, only 1 Pin is needed to close the reserve! This makes packing the reserve as easy as any other single pin reserve container.

Re-designed riser covers
Not just cosmetic, they make for ease of use, preventing the risers from falling off your shoulders at any time.

Unique and revolutionary shaped harness: ensures unsurpassed comfort, extra padded leg pads for comfort in both the aircraft and under canopy.

The new '1 Pin Tear Drop' guarantees you the TSE expertise, advice and after sales service. You know you have the best rig in the world with the '1 Pin Tear Drop'.

CALL NOW!

ASK FOR CHRIS, GARY OR SALLY.

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.