

Sport

Parachutist

August / September 1992



The PD-126 Reserve

Available Now!



It packs small,
flies great
and best of all,
it's from Performance Designs.

It took several years of designing and testing before Performance Designs was satisfied that its line of 7-cell reserves would provide unexcelled performance and reliability.

Construction is incredibly rugged, with chordwise cell seams and spanwise reinforcement tapes across each line attachment group. Yet pack volume is minimized by tailoring the seam's strength to canopy stresses using three types of bartacks, two types of thread and six types of reinforcement tape. The result is a canopy that far exceeds the TSO requirements for strength and opening speed.

PD builds its reserves from the links up for emergency use. The canopies open the way skydivers want their reserves to open: fast and firm. But their handling and landing qualities show their PD heritage—both are excellent.

PD reserves are now available in seven sizes, ranging from 126 to 253 square feet. For ordering information, contact Performance Designs or one of our dealers.



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

SABRE

From Performance Designs

**Feel the Difference!
Join Sabre.**



 **Performance
Designs**

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

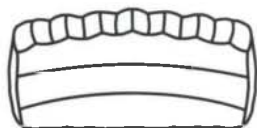
RACERS

FURYS

ZEROX

PDs

VECTORS



CLIPPERS

ALTIMETERS



COE-Ds

HELMETS



SWIFTS

JUMPSUITS



RAVENS

GEARBAGS

*** Expert advice 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

August /
September 1992

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

C contents

REGULAR FEATURES

News and Events:	4
Editorial:	5
Correspondence:	6
Book Review: <i>Simon Jakeman's first novel Ground-rush reviewed by Ed</i>	14
Kit News:	10
British team fund Competition: <i>Aha some entries at last</i>	41
BCPA News: <i>Rag Mag</i>	42
Pops Corner:	13
DZ's Around the World:	
<i>Cambodia: By Ssgt Paul Moore</i>	34
<i>Japan: Japan by Jeff Lewis</i>	33
Diary of Events: <i>Getting shorter</i>	35
Dead Men's Tales: <i>The third in the series by Leo Dickinson</i>	16
Classified Ads: <i>Roll up Roll up.</i>	42
Clubs and Centres: <i>The DZ directory</i>	46/47

CENTRE SPREAD

World Record: <i>Report by D Moran with pics by Sward</i>	24/25
--	-------

BOOGIE ROUND UP

<i>SkydiveAeroclub (Poland): by Kevin Mc Phillips</i> ...	28
<i>The boogie that never was: by Pete Sizer</i>	29

COMPETITIONS ROUND UP

The British Nationals:	
<i>An Intermediate Story by Pete Sizer</i>	19
<i>The Overboard by Pete Male</i>	20
Southern Classic Competition: <i>By Sue Tylcoat</i> ..	23

READERS WRITE

Council Matters:	27
F S Techniques: <i>By Chris Lynch</i>	32
Sodmore : <i>By Chris Devine</i>	26
Spanish Demo: <i>By Nigel Watson Clark</i>	40
Aircraft Emergencies: <i>By Ray Ellis</i>	38
Jargon Dictionary: <i>Understanding DZ speak</i>	30

Cover Picture: 150 !

A new world record:

Snapped by Simon Ward

© 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 do ask him he probably won't let you.

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 shock suffered by subscribers should the magazine arrive on time. Every care is taken to avoid mistakes.

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 Stephens & George Ltd., in association with Caric Print Ltd,
Clerwood, Corunna Main, Andover, Hampshire.
Tel: 0264 354887

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, Lofti Thomas, Kevin Hughes, Allison Cronnelly, Chris Lyall,
Richard Atherton, Andy Fair, Terry Carroll

BRITISH PARACHUTE ASSOCIATION STAFF and REPRESENTATIVES

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

NEWS & EVENTS

FS Nationals

Airtime won the senior 4-way section of the FS national competition held at Peterborough Parachute Centre, Sibson. *Flashback* won the intermediate section and *Toytime*, (whose core members were also members of Mo), won the 8-way competition. As members of the winning 4-way team are also in *Toytime*, Britain will be represented at the World Cup by *Mindgames*, runners up in the 8-way. The 8-way speed competition was not able to run and this will be held at Peterborough on the 17th October. Teams already registered need not pay again. (*FS Nationals report starts on page 19*).

New Women's World Record

On Friday the 14th of August, the Women's large formation record was broken - twice. The 2 year old record, which was set in Niort was broken on the seventh attempt in which a formation of 84 was built. Later the same day the record was taken to 100. The skydive, which was organised by Alexis Perry and Jerome Bunker of the Boogie school, had participants from 20 countries, including 14 from the UK.

(Full report and pictures will be in the next issue of SP).

Canopy Formation Nationals

The Canopy Formations National Championships took place at Netheravon over the period 22nd to 24th August. Gold medallists in the senior 4-way sequential were *No Limits*, *Sky Tribe* won the intermediate category. The 8-way speed was won by the *Royal Marines*, 4-way rotation by the *Flying Dragons* with *Sky-tribe* winning again in the intermediate section.

Black Knight's Hang-Up

An unusual hang-up incident took place at Black Knights Parachute centre on the first of August. The incident is still under investigation but it is understood that an experienced jumper exited the Pilatus Porter, after some static line students had been despatched, and became caught by one of the static lines. He was able to free himself and landed under his reserve.

Lewis Sentenced

Mr T Lewis, the ex-commercial manager of Sport Parachutist who defrauded the BPA when in charge the magazine has been found guilty on six counts of fraud. He stood trial at Leicester Crown Court where he received six concurrent 12 month sentences. The BPA may regain a proportion of the monies taken from the forced sale of his property, unfortunately the situation in the housing market makes substantial compensation unlikely.

Skyliner Short on Docs

The Shorts Skyliner which used to be operated by the London Skydiving Centre, and was sold to the military for use at JSPC Netheravon, may never have been approved or modified for use as a parachuting aircraft. This situation came to light while the routine paperwork was being carried out by the new owners. It is not known to what extent past operators of the craft knew about this as there is evidence that the Certificate of Airworthiness had been altered in a manner which would suggest that the craft had been modified for jumping. The BPA has set up a sub-committee to investigate the matter.

Adrenaline Tours

Cape Ventures, a tour company recently set up in the UK to provide activity holidays in South Africa, boasts amongst its offerings an adrenaline tour. This takes in parachuting, flying, paragliding and scuba diving. Other holidays on offer include Horse Trekking and river rafting in the Northern Transvaal, a Game Ranger tour which includes learning tracking and survival skills, and various watersporting holidays. Holidays are of two weeks duration and tours start in November 1992. For further information contact: Alex Pallis, Cape Ventures, Suite 1225, The Gatwick Hilton, Tel:0293 567396, Fax: 0293 567480.



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

Judges Seminar

Are you interested in becoming a judge? Are you already a judge? If the answer is yes then you will want to attend the Judges Seminar being held at Netheravon on the weekend of November the 7th/8th. It is being run by the Judges Subcommittee, and will start at 9.30 on the Saturday morning; Saturday is the best day for non-judges to attend.

For further details, write to Bob Card, c/o Competitions Committee at the BPA.

Dial "999"

The recent BBC1 series "999", which portrayed professionals and members of the public involved in rescues was successful enough to result in plans for a new series to be broadcast next March.

If there are any skydivers out there who know of, or were involved in a parachuting incident that could be of interest, the producers will be interested to hear from you. Contact: Rm 144, BBC Broadcasting House, Whiteladies Road, Bristol BS8 2LR. Tel: 0272 732211. Fax: 0272 237934.

IMPORTANT NOTICE

Nomination Forms

Your nomination form is enclosed in this issue. If it is missing please contact the BPA if you need one.

Please note that, due to the late arrival of your magazine the deadline for the return of the enclosed nomination form for the election of the 1993 council has been extended to **FRI-DAY 23RD OCTOBER**

Editorial

I'm very sorry. Despite trying extremely hard, sacrificing good jumping weekends and buying a faster word processor, I still seem to be having trouble getting material processed in good time. The mag is late again. My only excuse is that it is proving to be tricky devoting the required amount of time to the mag whilst working full time. I was doing quite well with this last issue when I had an accident with my parachute which severely did my back in. I was stumbling around in my bedroom in the dark (the bulb had gone) and tripped over my rig which I had been inspecting for moth damage and mould earlier in the day. The next morning I had the weirdest hangover – when I moved my head, I would get an excruciating pain in my back which would shoot all the way down my leg to my big toe; this was later diagnosed as a slipped disc. Anyway, this is a mere ploy to get some sympathy; having made my excuse and begged your forgiveness, I give my solemn promise to do my utmost to improve matters.

Now for the serious bit: The BPA have instituted an incident reporting system which is giving us an improved yardstick by which to measure clubs' parachuting accident records. The STC minutes of the 27th August contain the following statement: "...twelve experienced parachutists had been injured since the last STC meeting. Forty experienced parachutists had had malfunctions or deployment problems." In addition some concern was voiced over the record of student injuries.

In fact, the last twelve months have not been the best as regards fatalities and serious incidents in skydiving. Most incidents find their way in some form or other into the magazine, the minutes of the STC or wend their innacurate way up the grapevine. The amount, usefulness and accuracy of the detail varies and the process is haphazard.

Now that we have got accident statistics, how do we go about using and improving them? "Experience is the name everyone gives to their mis-

takes" (I think the famous skydiver Oscar Wilde said that). Well, with apologies to OW (and Monty Python), there is only one thing better than learning from your mistakes and that is learning from the mistakes of others. What we need is more of the detail behind the statistics. Since I became editor, incident reports have been the most consistently requested addition to SP. With this in mind I wrote to the relevant authorities at HQ expecting an enthusiastic response. I was surprised to find that the idea was not received with much enthusiasm.

A summary of the official line would be as follows: Our system of incident reporting, safety notices etc already gives a high standard of information to all who need to know about safety matters. Details about some incidents may sensationalise rather than enhance the cause of safety."

I think all who need to know about safety matters should include the four and a half thousand members of the BPA, and to anyone who thinks incident reports sensationalise incidents I would suggest they have a look at the reports in Flight Safety Bulletin (Journal of the General Aviation Safety Committee), Skywings (Hanggliding and Paragliding), and Parachutist (USPA Journal). These reports are very comprehensive; they include details such as age and sex of the victim, weather conditions, equipment etc; they contain a short commentary on the possible causes and lessons to be learned from the incidents, and they are anonymous.

Why we must keep on witnessing jumpers in the UK having to learn lessons the hard way? I think this magazine should have incident reports and I have yet to hear a convincing reason why the information in the required format is not made available for publication. Maybe there are some more plausible reasons and somebody out there has the answer; If so please write and put me straight.

Yours incidentally

Ola

Unique in the World

- Digital altimeter -100 to 6400m (-330 -19800 ft)
- Periodic audio information about actual altitude
- 3 diff. audio altit. warnings in self determined, preset altitude
- Free adj. timebased acoustical warning after exit
- Measurement and storage of durat. of free fall, nr. of jumps
- Display of max. and average speed of free fall
- Each operation can be selectively deactivated
- Three buttons control the functions of the visual display
- The computer is equipped with the ability to display all information in either german or english
- Measurement: 2.56" x 1.97" x 0.83" (65x50x22 mm)



Altitude Information System

HITECH
design

Goethestrasse 29
D-7070 Schwäbisch Gmünd
Germany
Tel.: (07171) 65043
Fax: (07171) 64365

CORRESPONDENCE

ACCELERATED CAT SYSTEM

Dear Ola

Having recently read the April issue of *Sport Parachutist*, the article regarding 'Arousal, Anxiety and Performance in Sport Parachutists' happened to catch my eye.

I am currently in my second year of a Sport Science Degree, and wish to carry out a dissertation for final year on anxiety levels in Sport Parachutists. However, there has been little research done in this area, and so it would be very much appreciated if you could put me in contact with Andy Abbess. Failing this, if you could put him in touch with me at the above address I would be mostly grateful.

On a different note, I have now been involved in sport parachuting for three years, and perceived myself as more of a casual jumper - jumping mostly on weekends and whenever time or money allows. Finding myself studying at Canterbury I eventually plucked up courage to venture down to Headcorn last October. At the time I was still on static-line RAPS. Everything carried on as it had done for the previous two and a half years - progressing through the system - with Category 8 seeming the ultimate goal, but always so far out of reach.

However, the recent introduction of the 'new' category system at Headcorn has accelerated many student's progression at the centre, myself now having qualified - along with two others - on the June bank holiday weekend, (almost exactly three years to the day and forty three jumps later!). I would therefore like to take this opportunity to praise the 'trial' category system. It seems that condensing the jumps is a great motivation booster for the student, bringing Category 8 just that little bit closer to their grasp. However, after all the celebrating dies down and the beer is washed out of the hair - What next?! WARP? Kinaesthesia? Fun Jumping?

I have heard about these systems, but my knowledge extends little beyond what I have ventured to read, or what I can pick up from conversations at the centre. I feel the student should be a little more prepared for this 'jump' (no pun meant!)

Perhaps an introductory briefing should be regulatory at centres in order to give the newly qualified a chance to air any questions, or perhaps *Sport Parachutist* could print some advice pages, detailing what the jump procedures are, what standard jumpers we are allowed to jump with, when or whether WARP must be undertaken in order to continue on the category system to category 10 etc. I feel this advice would be appreciated by many new Cat 8's and experienced students.

Yours sincerely

Miss Emma Bulford BPA 444028

P.S. - A very big thank you to all at Headcorn for a fantastic weekend!!

Blue Skies!

BOVINE EFFLUENCE

Dear Ola (my old mate)

My latest moan at the BPA is the famous FAI licence. Obtainable at a very reasonable price, this official and impressive document is a recognised qualification in the UK at all centres. Or is it? Well... apparently not. At least not at Headcorn. My licence is stamped up D-licence, with the J K Lines signature and chairman BPA with the official BPA embossed stamp to authenticate. On the inside of the front cover we see the presidents official mark 'Philip' (I suspect that this is HRH and not Philip Cavanagh).

So what does all this mean? Absolutely nothing. It's bullshit, and let me pray tell why. I was in Kent in July on business after having purchased a consignment of

genuine dolphin skin frap hats, and after having sold some rude sculptures made of Elephant tusks, I decided to pop into Headcorn PC armed with all my kit, camera video and docs. I went looking for the CCI. She was out, but the acting CCI Terri Legg said she would check me out in about half an hour, as she was too busy just then filing her nails. When she finally checked out my kit, everything passed with the exception of one thing. I was still on page one of my new logbook, Where was my old logbook? At home.... 200 miles away.

"Oh well you can't jump because as far as I am concerned you have never jumped in your life and you've just written on the first page to fool me". "But I have a FAI D-licence". I argued. "Doesn't mean a thing". She replied. So that was that, ...on Saturday! So I returned on Sunday knowing the CCI would be there, I wanted to speak to the engineer, not the oil rag. But I got nowhere with her either... In fact she said that if I wanted to jump I would have to do a 'static line course'. "Don't you recognise D-licences". I said. "No". She replied. "It doesn't tell me anything". Realising I was totally wasting my time, I climbed back in the Batmobile and went home (there are bats living in my car!).

So for all you students out there thinking of buying an FAI licence from the BPA remember this.... It is not a legal document. It's not recognised and it pulls as much weight as an unsold book of BPA raffle tickets. I've burnt mine, a total waste of cash, I hate bullshit. Niggled Merlin BPA410664

(That is recognised at least every 12 months when the fee is due).

Ola, PS I'll buy you 10 pints next time I see you if you print this!

Jane Buckle replies:

Dear Ola,

Here are a few facts:-

- 1). An FAI license is a recognisable document only if validated by evidence of a persons currency in jumping. I do not consider a log book with one jump in to be enough evidence.
- 2). As he was an unknown quantity at this centre some attempt was made to establish his currency by phoning the two centres that he claimed to have jumped at recently. At the first he had been banned for a misdemeanour involving a student parachutist, and the second had refused him permission to jump as he had no current BPA membership. This did not stop him from trying to board the aircraft as the phantom tenth man.
- 3). He will never be welcome at this centre, although I understand that he will not be jumping anywhere for a while.
- 4). I have never seen Terri Legg file her nails!

Yours

Jane Buckle Chief Engineer and Terri Legg Chief
Oily Rag. Headcorn Parachute Club

IMPORTANT NOTICE

Nomination Forms

Your nomination form is enclosed in this issue. If it is missing please contact the BPA if you need one.

PLEASE NOTE THAT, DUE TO THE LATE ARRIVAL OF YOUR MAGAZINE, THE DEADLINE FOR THE RETURN OF THE ENCLOSED NOMINATION FORM FOR THE ELECTION OF THE 1993 COUNCIL HAS BEEN EXTENDED TO FRIDAY 23RD OCTOBER

A GENTLEMAN NOT A POLITICIAN

Dear Ola

After the initial shock of the 26th August last year I went through many months that can only be described as traumatic. The uncertainty of not knowing whether one is going to be charged with manslaughter is to say the least unsettling.

On returning to the UK in December last year I received a phone call from a BPA Council Member. He was concerned that he thought that I was of the opinion that the BPA had abandoned me in respect of the problems arising from the 26th August.

He spent time and effort to reassure me that that was not the case. He also told me that should the need arise the BPA Solicitors were to act on my behalf (if I should wish it) and also at the BPA's expense.

My police bail was eventually lifted on the 4th Feb 92 nearly 6 months after the incident. That phone call was very well received and a substantial moral booster. The fact of knowing that your Association is behind you in a time of need is very reassuring.

For all the 'Anti Establishment Lott' have a rethink. I have heard numerous people saying that they would think twice before offering to be the jumpmaster in case they ended up in a similar predicament.

Hopefully this response from the voluntary 'Establishment' person might just remove some of those fears and restore some faith.

That Council member has asked me not to mention his name but thank you and the Association for your support. You're a gentleman, not a Politician.

Jeff Page D1235

HEAR HERE!

Dear Ola

Being a BPA/USPA member and also subscribing to the American publication, *Skydiving news* magazine, by surface mail.

I feel disappointed that I read a more detailed summary of an incident on a BPA drop zone in skydiving news before reading of it in SP. Sometimes only mentioned very briefly in SP.

It could be said that SP only comes out once every two months?! But this does not make up for the fact that the American reports are more comprehensive. Although I have never read of a UK incident in the USPA mag. They do report their own incidents in detail, with a list of equipment/experience.

Some people may say, it would not be in order to print such reports, due to STC/Council/Police making their judgements, but surely the BPA should report to its members before someone 3000 miles away does.

Lack of accurate reporting leads to rumours and mis-information. Isn't it about time Council/STC and yourself get together and get fatal and non-fatal reports in the mag. And perhaps a summary of the last 10 years wouldn't go amiss. After all, safety notices are issued from other people's mistakes/experience.

You never know it might prevent an accident, or would the information be better in a dark and dusty room marked TOP SECRET.

Gary McGuinness
Skytribe #1

Skydiving employs professionals. SP has no paid journalists so gathering info and checking details depends upon how much time I have, and the timing of the event and contributions. Sometimes I have to leave important news out if I am unable to cross check the details (occasionally I have to apologise when I get it wrong!) Regarding incident reports - see editorial.

'PROST' CHAPS!

Dear Ed

May I be, probably, the last to thank all the judges, staff, competitors and Commandant of the JSPA (Lippspringe) for albeit a smaller than usual RAPA meet but an excellent one. The sheer professionalism and dedication that goes in to organising, judging and competing in what is by far the best competition I have ever taken part in.

The weather was kind so to allow for the meet to be completed a day early and were able to perform some fantastic 20 way sequential dives. It was also a delight to see yet again Jamie Fowlers face as he completed yet another skydive (Freeloading Bootneck!!!).

The party at the end of the meet is world renowned; it was no exception this year. Again we were able to increase English/German relations as we managed to keep the population of Bad Lippspringe awake until the early hours!. Well done to the two Bimbo's for organising the grope er... I mean group!!

Lastly I would like to say farewell to Steve Slater of 'The Cannonballs', a well respected skydiving photographer, and good friend... Sod off you 'Civi' Blue things

Pemb Cannonballs

a t

s a

t n

d 7078

DOES LSC = $\frac{1}{2}$ p (Green)

Dear Ola

In the last issue of SP a correction appeared that retracted earlier comment about the London Skydiving Centre closure. The correction apologised whole heartedly and without reservation for any loss, embarrassment or inconvenience suffered by various parties.

Perhaps the management of what is/was London Skydiving Centre (since the agenda minutes with the last SP I'm not sure) would like to make an effort at some belated ex-customer care. Perhaps they might care to offer their whole hearted apologies without reservation to their ex-membership for any losses. There must be a few people out there like myself who paid membership fees at the start of the year, expecting them to last to the end of the year - well, even a while longer than they did would have been nice. It's never good news to hear of a centre going down, but at least a letter to the members from the owners explaining the situation would not have gone amiss at the time.

Perhaps my ex-membership of London Skydiving Centre has been transferred to Halpenny Green and it's just that no-one has told me about it yet.

Geoff Evans BPA 414742

PS A few gentle words to 'Kiddies Corner' Bruce Harvey - 'crumbles' indeed, watch it.

PPS Like the changing theme of your copyright message on SP page 3 - keep it going.

THE PRIZE IS WRIGHT (OR IS IT?)

Dear SP

With regard to the poor results of the last competition, I would like to make a suggestion; go to the clubs and ask those members who wear the same clothes and eat the same food seven days a week so they can get in that extra lob what they would punt a fiver on, as suggested in the last mag, get the parachute company's to put up a rig, the most expensive part of the hobby, and you will probably get a lot better result. I could find a tenner for this easy and that's a promise.

Chin-chin

S Wright

Greedy sod !...Ed

SEVEN ON SCOTTISH SOJOURN

Dear Ola

Just a few words about Exam Course 3/92

Fresh from the Nationals, and elsewhere, a few hardy individuals made their way north to the welcome of The Star Hotel, sorry I meant to say; the welcome of the Scottish Parachute Club. (although it probably comes to the same thing).

Tim and Katherine were not in evidence, some feeble excuse about World Meets or something, and after we had come all that way as well...

We managed to do lots of jumping... on static line skytrainers... and had the odd little fly around with Dave Johnson... (and I still like the scenery).

Thanks to all the SPC members who made it all possible, especially to Kelly for the inspirational body. (Sorry Scott but your tea making abilities definitely came in second best).

Seven PIs started Exam Course 3/92 and seven approved Instructors finished, so thanks from all the seven to all those to whom we owe our thanks...

And I would just like to say a quick hello to Exam Course 2/92; I told you I would be back!!

.....and mines a pint!

Pete Sizer D 5745

WHAT HAPPENED TO OSWALD ?

Dear Ola

Thanks to Cliff Lloyd at Cockerham, I have recently completed the lengthy but enjoyable task of reading every issue of SP since the mid 1960s. I have observed the introduction and improvement of squares, followed the endless debates on the relative merits of different deployment devices, hard hats v frap, student systems, progression alternatives, AADs etc. Few if any of these ever seem to be resolved, and it was obvious that many lessons need to be learnt many times - during the early eighties STC issued a safety warning against the use of connector link sleeves on rear risers, yet in spite of several near misses involving trapped steering lines, several manufacturers still provide new kit with sleeves in place!

The various editorial styles combined with vastly improved photographic techniques certainly seem to have allowed the evolution of a better publication, but I wonder why some of the old favourites have been dropped? Any chance of more 'I learnt about parachuting from that...' and what happened to 'Oswald'?

I realise that you are almost totally dependant upon readers subscriptions but perhaps you could stir the inspiration a bit with suggestions on various topics in your Editorial!

Finally, a belated note of thanks to Terry Kilmartin for his significant contribution to my Cat 8 earlier this year.

Mike Jones C9640

A LARGE RAT

Dear Editor

I would first like to thank all the operational (as opposed to managerial?) staff and regular jumpers of the former London Skydiving Centre at Cranfield for making it the great club that it was despite the ups and downs over the last seven years. Special mention must go to those members who made my participation in the sport that much easier, and to the last CCI, Greg Cox, who saw the club to an all time high. His 'strategic deployment' of half the Parachute Regiment Freefall Team at one time or another was a masterstroke in the promotion of CRW in particular. Good luck down under mate, your unique social etiquette will be sorely missed by all.

On to smelling a very large rat now, concerning the 'Correction' (on page 5 of the June issue of SP) entitled 'London Skydiving Centre Closes'. Who was the original source of this total fabrication and why? Also, why was it not checked into before being printed? Enough said.

To finish on yet more controversy, what is the point of investing large amounts of time, money and effort in becoming an officially rated BPA WARP coach if one is not allowed to teach WARP at Peterborough Parachute Centre without having to be evaluated all over again? I was under the impression (perhaps mistakenly) that one of the aims of the WARP system was to standardise basic RW instruction throughout the country. If the BPA is backing the WARP system (as my membership card would seem to indicate), shouldn't all BPA affiliated drop zones recognize the issued ratings?

Yours faithfully

Mark McGrath D6048 (and RW 21 for what it's worth).

The libel laws in this country favour the plaintiff. The report was partly not totally incorrect. Re WARP - Good point.

MERLIN TANDEM

Dear Ola

Just a quick note to tell you about my tandem jump at Merlin Parachute club on 13th June 1992. It was great and I would like to thank everyone who took part in it (and even paid for their own slots).

The Skygods as shown on the photograph are from left to right:- Kevin Taylor, Andy L'Anson, Gordon Street, Pete Hodgson and me, Ian Wake, Andy Tate and Bill Green.

Thanks also to Fred Brown for video and stills
Yours
Sue Wilson



Left to right: Kevin Taylor, Andy Tated, Gordon Street, \Pete Hodgson and me; Ian Wake, Andy Tate and Bill Green. Photo by Fred Brown

TSO'd TSE or not TSO'd TSE

Dear Ola,

In April 1992 I purchased a brand new rig, a one-pin teardrop with a PISA Swift 5 cell reserve and a very nice fluorescent yellow Mini-firecrest from the North West Parachute company, which I am very satisfied with.

At the moment I am jumping in the USA at a DZ called Parachutes Are Fun Inc where I have discovered a few problems which I feel I must point out to you, and other jumpers before they decide on taking a trip to the USA to jump.

Unless you have an American FAA TSO'd harness container and an American TSO'd reserve you cannot legally use it in the States; the mains are OK to use but not the rest. Both the reserve and container have to have a label on them stressing this TSO, which my reserve and container don't have.

PISA Swift and the American ParaFlite Swift reserves should not be confused, although exactly the same in design, the PISA isn't TSO'd for use in the States.

Some things that confused me in the June issue of SP are:-

Why does the TSE advertisement in SP claim in small print that the one-pin teardrop qualifies for TSO-C23b under bilateral air worthiness agreements between US and Australia? If it qualifies for this TSO where does it say so on the container? I and several others cannot find this TSO anywhere on the container. US FAA say it doesn't qualify!

There are two or three DZ's in the US that have a special waiver to allow none USTSO'd gear to be used there, they are Perris Valley CA and Z Hills FL and maybe another DZ elsewhere. Most DZ's turn a blind eye to this FAA rule. If the FAA are around, you will not be able to use your non TSO'd gear. The FAA are present at most American 'Boogies'.

This should be stressed before printing an article on 'A Beginners Guide to 15 DZ's in Florida because you can only legally jump at Z Hills with non TSO'd gear.

What happens if you get caught jumping non TSO'd gear in the States? Are the DZ operators going to be in serious trouble if the FAA show up whilst you're jumping your non TSO'd gear?

Also I'm told by the FAA that you have to have your reserve packed by a US master rigger or senior rigger before using your kit here. Apparently just having a seal put on an in-date reserve isn't good enough. What else have we not been clearly told about? Or is all I've been told by the FAA wrong? I'd like to know more and I'm sure many others would before embarking on a wasted trip to the USA.

Fortunately a friendly rigger has attached my main to a Vector and American TSO'd reserve so I can jump without hassle.

A big 'Hello' to all those at BKPC from all those at FAF Inc.

'Unhappy with a good rig in America' Blue Skies Mark Kinder BPA 509668

PS Is it a good idea to allow US DZ's to advertise if they don't have this special waiver ie, Deland and Flagler?

If you wish to know where I received this info call Warren on 0101 800 526 2822 or PAF Inc on 0101 302 875 5835 or get in touch with the organisers of the Herd Boogie in the New Hannover Pennsylvania USA.

Aircraft Silencers

Low Noise Silencers fitted to standard exhaust systems:

- ★ dramatic noise reduction
- ★ simple installation
- ★ light weight

Skycraft Services Limited
Tel. 0763 852150 Fax. 0763 852593
Albany House, Litlington, Cambridgeshire

Hey SKY RATS

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, Espana
Tel. +34 72 45 01 11 - Fax +34 72 45 07 49

SKY RATS



Book Review

It is some achievement to get a book published; to get a book about BASE into print by a mainstream publisher is miraculous. But then Simon Jakeman, or 'Jakey' as he is known in the sport, has not really written a book about BASE. It is about the search for the ultimate experience. In writing this book, Jakey has revealed a man who is in pursuit of his holy grail but is being simultaneously pursued; he is constantly looking over his shoulder, aware of the ever present, ever close *Carrion Man*, or *Harpie* as he also calls him. Harpie is a symbolic figure, a Grim Reaper with wings for a cloak and claws for a scythe who is just waiting for Jakey to slip up. He is a sinister presence, and provides a malevolent undercurrent

parallel is this, that at the moment of the leap from a BASE exit point, the experience is instantaneous, it branches the neuronal equivalent of the sound barrier producing an intensity of feeling and being.

The philosophy, or metaphysics are but a part of this book however. Simon's strength lies in his easy handling of the language, and his imagery. He has an eye for the detail of everyday existence, whether in the country or a big smoky city, the specifics of the natural and the artefactual are observed and commented upon with an enviably effective economy of expression. It is this that gives the book balance because it has a

more concerned with the dissection of his own psyche than with the justification of his actions; if you can't see it his way then no big deal. It is an exploration of addiction to risk and as such for BASE you could substitute activities such as Ski Extreme, mountain climbing, war photography or even parachuting in the early days; pioneers of the Sport, Molly Sedgewick for instance, were taking risks as great as any BASE jumper today - was their motivation any different? We look back on them with fondness and perhaps awe but BASE jumpers do not have that privilege; they have an image problem that is integral to the nature of the act.

Other risk takers such as rock climbers are seen as athletes; their straining sinews as they cling to rockfaces with all their strength implies a desire to live; potholers are seen as explorers curious to expose unseen corners of the earth - BASE jumpers however show a healthy contempt for life and expose their sanity to question by throwing themselves at the ground from a height guaranteed to kill if something goes wrong.

Recently a coroner at the inquest of a man who died BASE jumping called him a 'reckless adventurer who endangered the lives of others'. I found myself wondering whether, if the man had been the author of a book such as this, and the coroner had read it, whether it would have made any difference to his opinion. Is Jakey's eloquent testimony a mitigating factor in our judgement of such activities, or should the coroner's words be printed boldly on the back of the dust jacket of *Groundrush*? I favour the former.

I intended to read the book a few chapters at a time at bedtime but fell victim to the 'just one more chapter' syndrome until I finished the whole book. Compulsive, as they say on dustjackets. The book will find a wide audience, but for the conventional sport parachutist, there is a feeling of having shared some of what Simon talks about; terror and the ecstasy to be gained from overcoming it.

heavy dose of introspection. While Simon is just as lucid in his self analysis, it would be too much to have a whole book on the internal struggles of a man who cannot quite decide whether he is being brave or stupid; who is constantly stalked by the spectre of death, and feels the need to put two fingers up at the apparition that haunts him by needlessly risking his life.

Groundrush has not been written as a defence of BASE jumping; Simon is

Groundrush is Published by Jonathan Cape 1992. Price £9.99

GROUNDGRUSH

by Simon Jakeman

in the book which surfaces strongly when the author is closest to that magic moment: to the experience of 'now'.

In Zen Buddhism the experience of 'now' is a state of being that transcends that of daily life. It is elusive but once experienced is a powerful drug. Simon draws a physiological parallel with the maximum speed at which the human mind is able to receive information about an experience - this limit being the maximum speed at which nerves can transmit impulses. The

Kit News

Altitude information system.

Hitech design, a German company have come up with an interesting device which they call the Altitude Information System. This is a microprocessor controlled 'dytter' which has a digital altitude display and a host of extra features. The main aim of the designers was to produce a system which had the capability of producing more than just one audible warning.

Alarms, with different sounds, can be set for three separate altitudes (eg for separation, open main, and time to get the reserve out!), in addition it can be set to go off every 1000ft and has a fixed warning set for 1640ft.

For competitors there is the option of setting alarms according to the elapsed time to keep track of working time.

The device is operated by three buttons and can provide its instructions in English or German.

The Altitude information system also measures and stores freefall time for the jump, cumulative freefall time, number of jumps, and maximum and average freefall speeds. It measures 2.56x1.97x0.83 ins. Further information can be obtained from: Hitech Design, Goethe-Strasse 29, 7070 Schw Gmund, w Germany. Tel: 07171 65043, Fax 07171 64365.

Cypres Saves

The list of incidents which have resulted in a life saved by the Cypres makes interesting reading.

24 May, Pryzlet, Poland: 42 year old female with 58 jumps went in to a spin on going for the pull after an RW jump. It was so fast she almost blacked out and was convinced she was going to die as she had borrowed the rig and did not know that a Cypres was installed. Her reserve activated at 750 ft and she was unhurt.

31st May, Schmallenberg Germany. Male student on 10 second delay got his leg tangled up with the bridle of his pilot chute and did not institute emergency procedures. He stayed in freefall until the Cypres deployed his reserve. He was unhurt.

28th June, Neuhausen airport, Germany. A female student on her 14th jump, second freefall, went unstable on exit at ap-

prox 4000ft. She remained unstable and despite attempting to deploy her main failed repeatedly. Her reserve was activated at about 800ft

18th July, Flensburg (Pink Boogie). Male with 271 jumps after an FS jump, pulled his throwaway pilot chute out of its pouch and remained holding on to it until his reserve was deployed at about 700ft. The only explanation for this unusual behaviour was that he was used to a ripcord.

2nd August, Trier, Germany. A male student rolled backwards off the step and became entangled, producing a horse-shoe malfunction. No emergency procedures were taken, the reserve was deployed by the Cypres at 1000ft.

A cautionary tale for camera jumpers

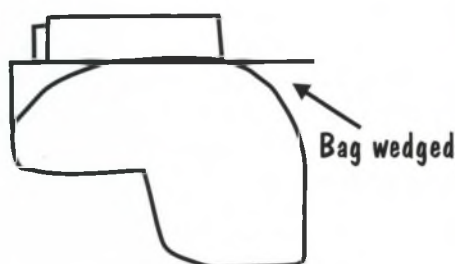
A letter from Trish Coates to the BPA concerning the death of a camerawoman is reproduced below...

Whilst skydiving in France over Easter with the Royal Engineers and a group from Merlin Freefall Club at Gap, we were unfortunately present when a Swiss camera-woman was killed in a parachuting accident.

After the incident, all cameramen/women on the DZ were called to the CCI to be informed of the cause of the incident and to have their camera equipment checked (I understand some systems were grounded). There were two cameramen with our party, (Fred Brown, D5970), and the French CCI was very impressed with their helmets, and used them as an example to the group of a good system.

The French CCI was anxious that the BPA should be informed of the circumstances of the accident in the hope that this should never happen again and asked us to pass on the enclosed reports for your information.

Veronique's camera mount was of a type quite often seen - a rigid plate approximately 4'x 8' on which a small video camera was mounted. The CCI concluded that the bag containing the reserve had wedged between the helmet and the plate at the back, with the tension from the pilot chute serving only to lock the bag even harder under the plate. As time went on, lines deployed and also became generally wrapped around the helmet and ca-



mera. Veronique did not have any form of quick release mechanism on her camera helmet which, it was felt, could have saved her life, (although the main culprit was thought to be the LOR "reserve static line" system). Veronique spent the time between the activation of her reserve and impact fighting to free the entanglement from her camera gear.

The CCI stressed to all concerned the main points he felt contributed to this incident:

1. He questioned the wisdom of any jumper with a very high performance main such as a BT also having an LOR or Stevens type system fitted, since any malfunction of this type of canopy is likely to mean that the jumper will be unstable, and probably violently so, when the reserve is deploying;

2. Furthermore, he felt very strongly that the combination of the LOR or Stevens system and a camera helmet was unacceptable because of the increased chances of something becoming entangled with the helmet during an unstable deployment of the reserve, and planned to recommend that the use of this type of system be banned for cameramen/women in France;

3. He felt that the design of the camera mount was poor in that it offered more protrusions than necessary on which to snag deploying parachutes;

4. Finally, although, given the other factors involved in this case, one could not be certain that a quick-release system on Veronique's helmet would have saved her life, it would certainly given her a better chance of survival, and the CCI therefore felt that the inclusion of a quick-release system on any camera helmet was essential and, again, he would

In Brief:

Heller Helmet

FSW have released a quick release modification for users of the Heller Helmet. It can be installed in less than 5 minutes and costs 59DM + 10DM p&p (£25 total). It consists of a velcro mounted handle which attaches to the chin strap and a two pin release system. There is no camera recovery chute as the manufacturer feels that this yet more material floating around during an entanglement is undesirable. Further information can be obtained from FSW Heller, POB 1204, D-8028, Taufkirchen, Germany. Tel 89 612 2829, Fax: Germany 89-612 6869

PD Reserve

Performance Designs have received FAA TSO approval for their new PD-126 reserve. This canopy comes with microline and has a pack volume of less than 300cu ins. The reserve is available in seven sizes from 126-253 sq ft.

be making recommendations that this be mandatory in France.

So far as I am aware, all camera helmets in this country must have a quick release mechanism, which takes care of part of the French recommendations, but I am not aware of any recommendations with regard to the design of camera mounts or Stevens Lanyard type systems.



SAFETY NOTICE

No 2/92: Following the previous Safety Notice (1/92) suspending the use of RSLs attached to Type 17 (Mini 1) risers. It was decided at the Safety and Training Committee, and Riggers Meetings of the 9th July 1992, that Reserve Static Lines may only be attached to 1 3/4 inch (1 23/32 inch) risers.

Mini (1 inch) risers may still be used, but can not have RSLs attached to them.

Manufacturers safety bulletins

ISSUE DATE: 30 July 1992

BULLETIN NUMBER: 920701

SUBJECT: Modification of ATOM harness-container systems equipped with LOR 2 reserve lanyard system. The modification decreases the reserve ripcord pull force.

STATUS: Mandatory

IDENTIFICATION: All ATOM harness-container systems equipped with a LOR 2 system,

carrying serial numbers lower than No 920801. Note: serial numbers are printed on the inside of the left reserve riser cover.

BACKGROUND: During a repack it was found that a higher pull force than 9 daN was required to extract the reserve ripcord pin. Research revealed that this unusual high pull force is caused by the small velcro parts that hold the lanyards to the reserve top flap.

SERVICE BULLETIN: Following these instructions to perform the modification:

step 1) Open the reserve pin cover flap

step 2) Remove the two lanyards from their respective velcro pieces

step 3) Carefully unpick the hook velcro piece sewn to the reserve top flap. Make sure not to cut any fabric.

Remarks:

* This simple modification can be performed by any appropriately rated rigger. It is not necessary to repack the reserve.

* Removing the pile velcro pieces from the lanyards is not necessary. Due to the nature of the lanyard webbing this operation is very delicate and must only be performed with the greatest care and attention

COMPLIANCE DATE: Immediate

ISSUE DATE: 31 July 1992

BULLETIN NUMBER: 920702

SUBJECT: Inspection of attachment of 3-ring housings on JAGUAR harness-container systems

STATUS: Mandatory

IDENTIFICATION: All JAGUAR harness-container systems

BACKGROUND: During a main canopy cutaway, the left hand release cable could not be extracted from the housing, because the housing slid freely up and down. The routing of the housing changed due to the pull force applied

to the cable.

SERVICE BULLETIN: are firmly attached to the harness, inside the right hand chest strap:

step 1) Remove the 3-ring release handle and cables

step 2) Try if you can slide up or down one housing relative to the other

-- A short way of some millimeters is normal

-- If you can freely move one housing relative to the other, this can seriously effect a break away operation, or even make it impossible. In this case, the JAGUAR must be returned to Parachutes de France for repair. Repairs are free of charge, except for return shipment.

COMPLIANCE DATE: Immediate

DATE: July 10, 1992

SUBJECT: Skyhook Reserve Pilotchute

STATUS: MANDATORY

IDENTIFICATION: Skyhook Reserve Pilotchute P/N 2233-() manufactured by Rigging Innovations Inc. between May 16 1989 and July 1991. Serial numbers include 2405-5551.

BACKGROUND: In April 1991, a Skyhook Reserve Pilotchute was identified as having non-spec. spring tension. Subsequent investigations have identified additional Skyhook pilotchutes with nonn-spec. springs.

SERVICE BULLETIN: The Skyhook reserve pilotchutes must have their spring tension tested for acceptable limits according to Rigging Innovations testing procedure TP-19F001, Field Pilotchute Spring- test. Refer to Attachment A. Those pilotchutes passing the test may be marked as specified in the test procedure and returned to service. Those failing the test must be returned to the manufacturer or their designated representative for repair or replacement.

COMPLIANCE DATE: At the next reserve repack.

HEADCORN PARACHUTE CLUB AND SLIPSTREAM ADVENTURES ARE ALIVE AND WELL

REASONS WHY YOU SHOULD VISIT US:-

1. LOTS OF FUN

2. EXPERIENCED STAFF

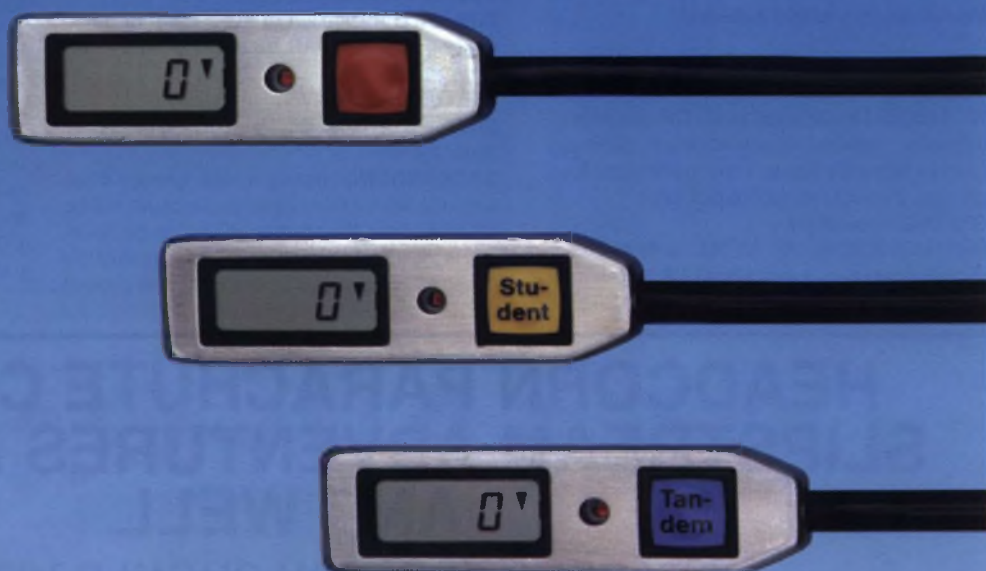
3. 18TH-19TH JULY FORMATION LOADS

4. YUMMY CANTEN RUN BY SKYDIVERS

HEADCORN PARACHUTE CLUB
THE AIRFIELD
KENT
TN27 9HX

Cypres

...there is one for everybody



Manufactured by Airtec GmbH, Mittlestrasse 69, 4798, Wünnenberg, Tel 02953 - 8010, Fax: 02953 - 1293
Distributed by Thomas Sports Equipment, Sward Sports, The Kit Store, and JSPC Netheravon.



PARACHUTISTS OVER PHORTY
SOCIETY

POPS CORNER

In July when the sun should be shining we wended our way westward to Wales where it was wet and windy but the welcome was wonderful. A few of us made the trip to Swansea for the July meet where unfortunately the weather did not match the hospitality received from the Swansea Parachute Club. One lift was all we managed, and despite having to scrape the clouds at 3000ft we had a great view of the Gower. Our thanks to Susie Howerski for arranging a super evening meal and live music for the Saturday night.

In the last edition of the mag we announced a major change, ie **Lofty Thomas** resigned as TOP POP, and **Graham St Clair** has taken on that role. Unfortunately space did not allow me to express our gratitude to Lofty for the years of hard work he put in on behalf of POPS. Lofty took over the job of TOP POP after John Cooke left for Australia. He has represented the British team as head of delegation eight times, and as TOP POP has attended various POPS meets around the world including the first World Pops meet in Australia. Lofty was recently in Moscow jumping with Victor Ermolenko, a Russian champion. And whilst on this tack, I would like to welcome Graham as TOP POP and wish him and Millie the best of luck during their stint at the top.

Plans are now proceeding for next years trip to the USA for the second WORLD POPS MEET at Umatilla in Florida. Hopefully by the next issue I shall be able to give you full details.

And finally a very warm welcome to new POPS members... **Alan O'Neill, Neil Reeves, Michael Adams, Richard (Sonny) Ford, Ralph Lewis and Brian Dibb** (Hong Kong).

I am looking forward to the last meet of the year, 19th/20th September at Peterborough, and hope that many of all you young-at-heart parachutists will make an extra effort to be there.

During the course of the year we try to arrange meets in various locations so that at least one meet will be within travelling distance of most members, if you have any thoughts on the matter, please contact me.

Michael Allum
Hon/Sec POPS UK



Lofty Thomas handing over the Top Pops hat to Graham St Clair, with Michael Allum in between them (Cyprus)

SQUARE ONE

PARACHUTE SALES & SERVICE

1-800-877-7191

2095 GOETZ RD

S.CA

USA

EARTH

PERRIS CA 92570

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 • 5999 Curtiss Place, Unit A, California City, CA 93505

AFF - ZOO

The cool'n groovy guide to DZ dudespeak

New Readers start here

Stymied by specialities?
Nonplussed by newspeak?
Baffled by bullshit?

Help is at hand. This list is not exhaustive, but includes all the terms you are most likely to find in the pages of Sport Para.

A

AC: (1) Aeroconical. Type of round canopy widely used for teaching.

(2) Also A/C, abbreviation for 'aircraft': (See note 3.)

AFF: Accelerated Freefall. A fast and expensive way to learn to skydive. (See note 1.)

ALTI: Altimeter. Device which tells you how low you are.

AOD: Also AAD, ADD. Automatic Opening (or activation, or deployment) Device. Opens the reserve automatically in emergency. Common types include the FXC-12000 and Cypres.

APA: Army Parachute Association, based at Netheravon.

API: Approved Parachute Instructor. The world's ultimate sex symbol (so they would have you believe).

ATC: Air Traffic Control.

B

BASE: (1) Buildings, Antennae, Spans, Earthbound objects: ie jumping from any of these. Macho, injurious to life and normally illegal.

(2) Remember the fat spotty kid who was always put in goal at school? Well in skydiving he is the base.

BOOGIE: National or international skydiving meet, usually characterised by

large aircraft, unrestricted altitude, organised large-group RW and loadsaparties.

BPA: British Parachute Association. The governing body for sport parachuting in the UK.

BRAKES: These bring the skygod's canopy to a sudden halt. The ground performs the same function for round canopies.

C

CAA: Civil Aviation Authority. Government body responsible for air standards, safety and operations in UK airspace.

CCI: (1) Club Chief Instructor. BPA Advanced Instructor, or higher, nominated as the person in charge of a parachute club. God substitute.

(2) Club Chief Instructor: On the advice of the BPA's solicitor and leading display jumper I can say very little about this strange but influential group. Every few weeks they feel a desperate desire to go to Leicester where they compete in shouting and screaming at each other and then voting on who was the loudest and most opinionated. One of them always abstains although this is not repeated in the pub later.

CIP: See IPC.

CRW: (Pronounced "crew") Canopy Relative Work. Formation work with two or more square canopies. See notes 4 and 5.

D

DC: Dead Centre. Top score in accuracy competitions. See note 5.

D-LICENCE: A senior parachutist who has survived at least 200 jumps and

now hibernates at least 7 months of the year unless the DZ aircraft is a turbine.

DOWNWIND: This is the direction in which only first-timers and demo teams are allowed to land.

DP: Also DRCP, Dummy (Ripcord) Pull. Stage of traditional progression training between static line and freefall.

DUMMY PULL: Instructor lacking charisma ends up with blow-up doll again.

DZ: Drop Zone: A parachute landing area inspected by the BPA to ensure it has plenty of power lines, water hazards, atomic dumps and even the tea lady's on exemption. There will be no student jumping if WDI goes more than 4 miles unless the day has a Y in it. This windswept, sodden hell-hole makes a Soviet Labour camp look like Club-med, yet somehow you keep going back.

F

FAA: Federal Aviation Administration. US equivalent of the CAA who set standards quoted on many parachutes; see TSO.

FAI: Federation Aeronautique Internationale. International governing body for all airports, based in Paris. See also RAeC and note 2.

FF: Also F/F, freefall.

FLARE: (1) (noun) Giant firework strapped to a display team leader's leg. These enable the commentator to direct the crowd and emergency services to the scene of the accident with accuracy and confidence. (2) (Verb) The skillfully timed application of brakes on a square parachute allowing a tiptoe landing, often the desperate pull just prior to a high speed crash landing

Continued on Page 34.....

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



The first time parachutists linked their chutes together no doubt came during the second world war. If you look long enough at that old archive film you will see many canopy entanglements.

The sport of C.R.W. or Canopy Stacking, call it what you will, started sometime in the early seventies with the advent of square parachutes. Some say it was an accident in California that started it, but isn't all life an accident?

In the mid seventies CRW had crossed the Atlantic and people were trying it - gingerly. Two Royal Marines, Gary Lawry and Pete Guest, were two such innovators and in 1976 they regularly practiced their new found sport.

Gary takes up the story:

This particular incident took place over the Hull show, which was a demonstration jump that we, the Royal Marine team, were doing. I had about 300 jumps - I was fairly inexperienced at the time.

The guy that I was doing this particular exercise with was a fellow by the name of Pete Guest, and he also had about 300 jumps. We had left the aircraft, done some relative work and I was actually jumping a still camera to take some photographs of the guys in freefall. We had finished the freefall, tracked away, deployed our parachutes, and I looked for Pete so that we could go ahead and do our hookup. We got together reasonably quickly, and before I continued getting myself sorted out on his parachute

I turned us onto the heading that we wanted to be on, and started moving towards the drop zone.

I'd taken hold of Pete's canopy and was working my way down his rigging lines. I shouted down to him to put on a little bit of brake to make it easier for me to go down his lines. As I started to do this, my canopy developed an inbuilt left turn and I didn't want to go left, because the drop zone was over to my right. I then found something happened, which was unusual, which I hadn't experienced before, in as much as the canopy didn't really want to go where I was steering it.

Now what I didn't realise was that, as I was going down his rigging lines, my steering toggle had hooked around one of Pete's rigging lines on his canopy.

I just called down to Pete, I said

"I don't know what's happening. I don't like this, I'm letting you go and well scrub round it."

So I kicked myself out of his rigging lines, went to take hold of my steering toggles, and as I brought my hands up, my canopy developed a vicious left spiral. It happened so fast that I just didn't know what was happening, I hadn't got a clue.

A break toggle had wrapped around the lines of the other chute and as they separated they spun around each other linked together like a *Gauchos Boleras*.

He dropped in for tea

A 27-YEAR OLD Royal Marine parachutist who literally dropped in for tea with an 8-year old woman when problems arose during a free-fall demonstration at a Hull show spoke afterwards about his unplanned social call.

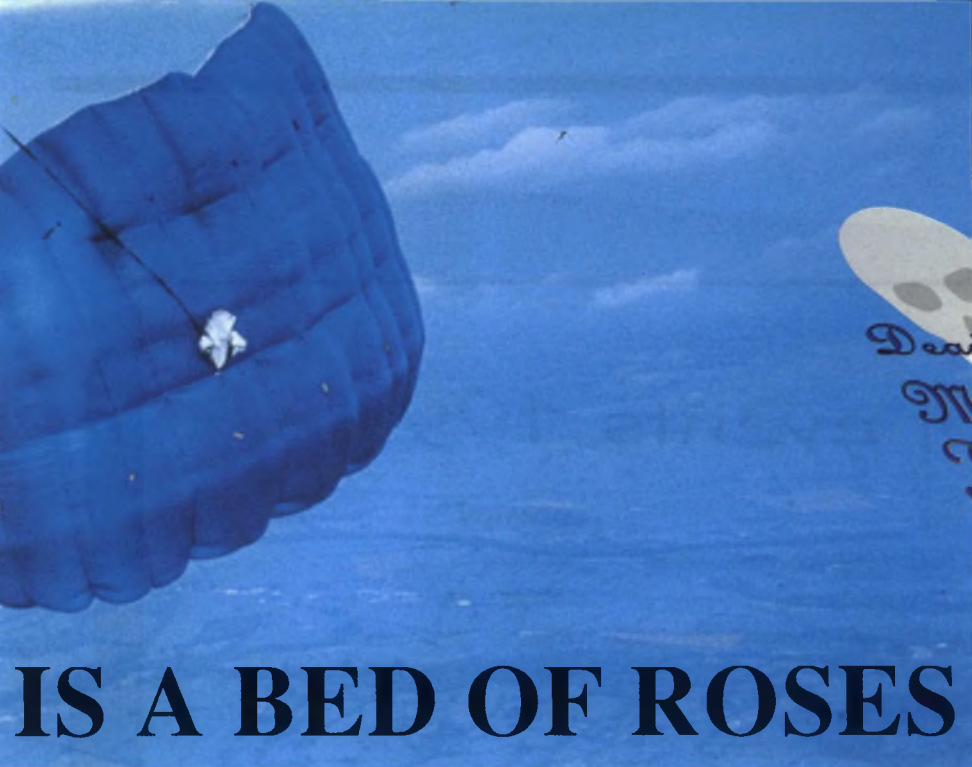


NOT EVERY JUMP

All I remember was seeing one length of rigging line going from me to Pete's canopy, he was now down below me and about 15-20 feet away. I looked up to see what was happening to my parachute and there was the tail of my parachute, it had been dragged right the way down and was through my connector links about 3 feet away from me. You can imagine I was absolutely horrified. At this stage I was well clear of Pete and I can remember very clearly shouting to Pete, "I'm cutting away".

I suddenly realised, that with the centrifugal force of us going around each other, my hands were about three times heavier than they usually are, and now I was really starting to worry because I remembered that the last time I looked at my altimeter, I was about 1,200ft and I don't like to be cutting away at anything less than about 1,000ft to be happy about it. I could see Pete flashing backwards and forwards. I had to try and time it so that I didn't release myself and drop straight down through his canopy. So I was using all my strength to try and get to my R3s, and when I get hold of them .. Bang.. they were gone, and I was away in freefall.

As I released I went back into freefall I suddenly thought: Pete's going to be cutting away as well. His canopy looked, in the blur, to be having a problem as well. So I was thinking, "how long do I dare leave it before I pull my reserve so that I don't have Pete jostling down and colliding with my reserve canopy," I just closed my eyes, picked a figure of three seconds, held my reserve handle, counted three, and pulled.



IS A BED OF ROSES

And when I opened my eyes and looked at the ground, all I could see was house roof tops. My canopy had not opened yet, I could feel that I was about to the stage where I'd got full line stretch, and I'd got this camera switch in my hand. I looked through the viewfinder of the camera and I was not consciously thinking I was going to be dead in three seconds, but it was a forgone conclusion. All I can remember thinking is: "I wonder what that photograph's gonna come out like." So I just put my finger on the button and thought I'll use up the film, at least I'll get rid of the whole film before I hit the ground.

And then much to my relief the canopy deployed. I reached up to take hold of my risers and my feet hit the ground.

I looked up and there was my canopy draped over a telephone line and I'd landed in about a 15 ft long stretch of very nicely mown lawn about 10 ft wide, and rosebeds, beautiful rosebushes bordering all the way along the side of this garden.

And I looked up and there was this little old lady standing in the doorway of her kitchen saying, *Would you like a cup of tea?*

I said, *"Yes please, that would be very nice."*

The helicopter that I had jumped from was making efforts to come down, the pilot had been watching this all the way through, apparently. I had disappeared down behind the trees in freefall from their viewpoint and they thought: "that's it, it's been nice knowing Gary". and they sent out a party to come and retrieve whatever they were going

to find at the other end.

I spent some time there chatting to this little old lady, I'd taken my kit off and I'd left my parachute there, and the canopy was still hanging from the telephone wires, because I didn't want to cause too much damage and she was in the process of making the tea.

The helicopter came down and circled round us. I could see they were quite low, and the crewman was in the door and sort of put his thumbs up, shaking his head and I was thinking, "I haven't made the drop zone, I'm zapped, I've missed the Demo."

This lovely old lady comes out with the cup of tea and her next door neighbour comes over; they were all excited about this, this was fantastic as far as they were concerned, she made another cup of tea for her friend, when all of a sudden one of the guys from the Marine Armed Combat Team, who'd been dispatched to pick up the pieces, came crashing through a back door about four houses away and looked at me in utter amazement, expecting to see a corpse laid there. "Christ," he says, *"are you all right?... How do I get over there?"*

He comes running through the kitchen and this lady, May Middleton, I think her name was, says *"Oh, one more cup of tea is it?"* So she gave him a fairly full cup, lovely bone china cup and saucer and he spilt half of it in the saucer. He says; *"How come you're so calm? Just look at my hands they're shaking like a leaf - you are the one who should be shaking not me."*

Meanwhile May Middleton is really pleased

that I didn't put any footprints in her rosebeds.

"You were ever so good", she said, *"You didn't even hit my rosebushes!"* So I was wondering what I could do about retrieving this parachute without ripping the telephone lines down.

What she really meant to say was that Gary's accuracy was better than his CRW!

How it was filmed

In our reconstruction we had several heart stopping moments. Strangely it is quite hard to make a parachute malfunction deliberately and we had a few abotive jumps. My two volunteers were Dave Payne and Andy Guest, the Chief Parachute Instructor at the Royal Marines Parachute Centre - Dunkeswell, who doubled for his brother Pete in the story

We all knew that once they did collapse, it would happen with immediacy. For safety reasons they both wore cutaway rigs holding three chutes each. When it finally happened the two chutes spiralled around each other and fell from my viewpoint, under my own parachute.

Then I would chase them down in a fast corkscrewing motion. At times we were doing about half freefall speed and it looked spectacular. It was! Andy or Dave would wear a chest mounted camera aimed upwards to capture the inside feeling of a wrap. The feeling of falling towards the earth spinning around a partner with both parachutes deliberately failed has to be seen to be believed.

Dead mens tales videos now available from Sward Sports - £25 + £2 p+p.

Diary of events 1992

DATE	EVENT	LOCATION
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
14th - 15th Sept	AFF Instructors Course	Netheravon
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
*17th - 18th Oct	Speed Eight	Sibson
2nd - 6th Nov	PI/Advanced Instructor Course 4-92	Headcorn
Nov 07 - Nov 14	Fall RW Training Camp	Zephyrhills, Florida, USA
9th - 13th Nov	Exam/Pre-Adv Instructor Course 4-92	Headcorn
*16th - 21st Nov	Cyprus Championships	Cyprus
Nov 19 - Nov 30	24th Annual Turkey Meet	Zephyrhills, Florida, USA
Dec 06 - Dec 11	Sky-Eye Sequential Performance RW/College Camp	Zephyrhills, Florida, USA
Dec 12 - Jan 04	Christmas Boogie	Zephyrhills, Florida, USA

Change of Location

* Change of Date

Air Care

Manufacturers of Quality Sports Goods

When you choose your next skydiving suit, why not consider what makes that suit just right for you. If it is price, style, performance, fit, quality, workmanship, guarantee and service then *Air Care* has the suit that's right for you.

For further information on our suits and other quality products, contact Nick Johnson.

Our address:

7 Boynton
Bridlington
East Yorks
YO16 4XJ
Tel 0262 675098

FreeFlight / Z - Hills Skydiving School

Expert AFF Instruction

*Featuring Relative Workshop Vectors and
Performance Designs canopies.*

813-783-9991

FAX: 813-782-5112

FREEFLIGHT INC.

P.O.Box 1178

Zephyrhills, Florida 33539

Frank B. Arenas, Owner

The British Nationals

An Intermediate story

Once upon a time an Intermediate team was formed and took gold at the Scottish Nationals, a line up change followed and so did a bronze at the 91 Nationals. Another Bronze at the Headcorn LAC meet meant a rivalry had developed between "Why us?" and fellow Headcornites "Fit to Drop" (LAC Gold).

Both teams headed to Scotland and returned with honours even, showing the silver, so it was to be showdown at the 92 Nationals! "Fit to Drop" went to Gap for 20+ training jumps whilst "Why us?" were still trying to sort a team out of their seven members(?!)

Shock Horror!! On arrival at Sibson both teams found themselves sharing a room and things were looking dangerous.

Most of the Intermediate teams took the opportunity to practice but when "Why us?" turned up they swooped after "Fit to drop" and built an 8 way!!

Once the competition got underway it began to look serious with two sixes and two fives on the board, Pete worried "Why us?" by snapping a brakeline but knotted it together in time to rip his slider to shreds in Round two!!

First Blood had gone to "Why us?" as they stayed in the medal places until the

Red Devils Red	5	5	5	6	4	5	4	6	40	2nd
Flashback	6	8	4	6	7	6	6	6	49	1st
Royal Engineers	2	2	1	1	2	2	2	2	14	
Why us?	5	4	3	3	1	2	4	1	23	
Just good friends	6	3	3	5	5	5	6	3	36	3rd
Fit to drop	2	2	3	3	1	2	1	2	16	

halfway stage, "Fit to drop" were struggling with their launches. Sibson's "Flashback" were showing the benefits of serious training, opening with a six and making the most of a rejump with an eight. The Baby Freds were consistent around fives. "Fit to drop" started to get some scores but an unnamed CCI tore a team mate's jumpsuit along the way.

During a couple of days on the ground "Why us?" showed their overall superiority by beating "Fit to drop" at both cards and football.

Following their few days rest "Why us?" threw away their medal chances by

building a first point three times, only to bust the second; "Just good friends" were chasing the Baby Freds, "Flashback" kept up the pace averaging just over six for the Gold and the "Freds" took the bronze with a 4.6 average. It just goes to show what can be done if you put your mind to it.

"Fit to drop" got their launch working for the final two rounds and the "Engineers" finished by running an arrowhead out of the van. "Why us?" finished with a couple of five point dives but the judges disagreed busting their final round and the fifth points being out of time.....WHY US?

By Pete Sizer

The winning team, Flashback. Photo by Steve Hastings



The Over Board

A manifestors view of the British nationals

After eight years as a regular club jumper at the Peterborough Parachute Centre, on the week-end before the Nationals I was asked if I would like to learn the art of manifesting (and get paid

presentations images of the previous nine days floated into my mind. John Meacock was thanking the 'gofer William 'Lightning' Male for fuelling the plane, which he combined with a relaxed style of sunbathing on the roof of the aircraft; Alex Meacock for driving the special bus (when it would start) to pick up the camera people; other bus drivers, especially Dave 'Blue

roof in the dark "bodging" the tanks for the next mornings rush. To that morning queue, "Jacqueline and I only shared a shower to save you lot time!"

The winning 4-way Intermediates FLASHBACK collected their prize and insisted on including in the team photo Bob Parr, who unfortunately broke his arm in training, and their coach Kevin McCarthy (who did **not** get paid \$1000 a week *nor* stay in a five star hotel). The judges awarded a special prize to Taff Davies of the Red Devils for his camera work and "general attitude". I am writing this before the Saturday night party photo's are developed, but I fear we could not publish them anyway. I might offer them to the Freds sponsor or Taff you could always buy them from me!!

BUT... back to the beginning; (*Isn't that where you should start? ...Ed*). Saturday the 1st of August, twenty three 4-way teams, seven 8-way teams, lots of camerapersons, one Skyvan, two part-time pilots - Mike Pepper and Patrick 'Kamikaze' Thomas (our usual pilot Chris Meacock being in a team). Aircraft fuelled for a seven lift cycle and straight into the 4-way. The judges incarcerated in their booths, two video recorders set up; one to make a copy for the teams to view, one to go direct to the judging room and Pete Gray standing by to run back and forth.

Each team had a camera person allocated to them for, as far as possible, the whole event; Re-jumps put things out of sequence, only two (Ronnie says) due to camerapersons interference (plus the one that got lost in the post - see list of excuses). Twelve lifts took us to the end of the day and into round two with the Red Devils Black team and Airtime



Toytime... Debbie and Allison with their Toyboys. Photo by Steve Hastings

for doing it). Fortunately I had the best teacher in Cornelia Weymouth. A glorious week-end gave me my baptism of fire: static liners, early free fall, tandem, AFF, WARP, organised loads, solos and small groups, pulling off the less than CAT 9's when the wind got up; very busy!!

Two fourteen hour days and a few pounds in my back pocket later I was officially awarded the 'order of the multi coloured felt pens' and told I was on for the Nationals.

3.00pm on Sunday the 9th of August in the training hangar, large gin and tonic in hand, listening to the speeches and

Nose' Hart, (sorry I forgot to tell you the last load of the competition had permission to land back at the club house); the judges, the canteen staff - and of course me.

Charlie Shea-Simonds presented the "gongs" and trophies and spoke in glowing terms of both John Meacock and the centre. This club may have the best facilities... but over 150 people to six showers and WCs? There is more to being 'meet organiser' than you think! 7.30 each morning J.M. could be found peering into the cess pit with a pensive expression. After a hard days work plumbing for a living, 'Wingie' on the

neck and neck on 22 each with RAFSPA snapping at their heels on 19 points.

Sunday was an eighteen lift day and saw us well into the competition and round four. The Freds were just one point in the lead until they had a bust on the fifth. Sunday night was howling, the only things to take off overnight and all of Monday were half a dozen tents; sad sight to see people huddled in steaming cars at six in the morning.

Tuesday saw the completion of round five of the 4-way and the start of the 8-way with Mindgames leading Toytime by two points and RAFSPA once again in third place, two points behind.

Wednesday was another rubbish day but with Thursday's forecast looking good J.M. gave us an early start, much "Oh No..ing" all round. TWENTYNINE LIFTS!!! Wheels off at 7.02 and the first telephone call of complaint from the locals at 7.11. Patrick managed one 9500' lift in less than seventeen minutes from wheels off to wheels down. He seemed to be practising his "how to get into an undefended airfield" approaches, impressive but terrifying as he dived directly at me and my manifest board! Round six of the 4-way had our local boys three points in the lead over the Red Devils, much grinding of American teeth from the imported coach, Tom Piras. We switched to 8-way, the gap closing twixt Mindgames on 32 and Toytime on 30 with RAFSPA beginning to lag on 25.

Friday had round eight of the 4-way done, the intermediates started to party. Airtime had a bust and were now tying with the Freds. We were stood down till 3.00 pm. The airfield emptied and we waited. Came three o'clock and the 20



Mind Games - 2nd in the 8-way. Photo by Steve Hastings

minute call for RAFSPA, we waited and waited and waited.... and then went without them.... they were 'Far and Away' at the cinema...a ZAP of a film I am told!

Saturday dawned, much tension and very low cloud, problems for me as

neither Mike nor Patrick were available to fly for us. We did have two pilots to hand, Chris Meacock and Andy Woodmansey, but both were on teams. If I screwed this piece of manifesting there would be no one to land the plane. However we did manage three lifts



A big thanks to erm, Tony, for the loan of some very expensive equipment. Photo by Steve Hastings

THE TEAMS

4-WAY (intermediate)

1st FLASHBACK

Stuart Yoeman, Chris Greenfield, Stuart McArther, George Pilkington, ALT Alex Meacock.

2nd RED DEVILS RED

Charlie Hartigan, Spencer Tebbut, Gordon Wilson, Marcus Gardener

3rd JUST GOOD FRIENDS

Alan Jones, Tina McDonald, Julie Ramsey, Pete Kyriacu, ALT John Perkins

4-WAY (senior)

1st AIRTIME

Pete Allum, Chris Lynch, Kevin Hardwick, Andy Woodmansey, ALT Tony Uragallo.

2nd RED DEVILS BLACK

Chris Allen, Dave Alexander, Jason Grime, Luke Taylor, ALT Dave Mitchell

3rd RAFSPA A

Tim Homer, Steve Scott, Steve Newton, Mark Rodwell.

8-WAY

1st TOYTIME

Kevin McCarthy, Pete Allum, Chris Lynch, Andy Woodmansey, Kevin Hardwick, Rob Colpus, Alison Cronnelly, Debbie Allum, ALT Tony Uragallo

2nd MINDGAMES

Graham Goodwin, Bob Thompson, Craig Hill, John McIver, Derek Armstrong, Darryl Moran, Dave Smith, Stuart Meacock, George Pilkington, Chris Meacock

3rd RAFSPA

Nigel Rogoff, Pete Bath, Tim Homer, Steve Newton, Brian Mason, John Parker, Steve Scott, Mark Rodwell, ALT-Barry Largo

CAMERA PERSONS EXCUSES

(taken off the list on the wall):

"I had something in my eye"

"I didn't see them dirt dive"

"They fall too slowly"

"The sun was in my eyes"

"Moley taught me all I know"

"I don't make excuses" Dave Mitchell

"I thought he said ready"

"They told me to hit them"

"I only had three hours sleep" Moley

"My spare battery is in my other jumpsuit"

"They walked right passed me"

"They made me change sides" Ronnie

"I think I had it here somewhere?" Moley

"I've found it" Moley (two days after the re-jump!)

"They kicked me in the nuts"

Not on the list, from Ian..."I think I need a hearing aid" He snoozed.

STATISTICS

94 lifts 1607 descents, 2 malfunctions, 0 injuries (the wet packing mat sliding game excluded.) 263 camera jumps by fifteen camera-persons (total six re-jumps.). Ronnie did the most 30 followed by Sam Williams, Moley, Dave Mitchell with 26 each.

Senior 4-WAY and 8-WAY, Tapes available from John Drew PPC Sibson Airfield, Wansford, Nr Peterborough, at £15.00 each. Please state which one you want.

THE RESULTS

4-way	1	2	3	4	5	6	7	8	9	0	
Army B	4	4	4	7	7		4	7/42			14th
Egg	4	2	4	4	5	2	5	4/30			17th
RAFSPA A	10	9	9	10	14	12	9	10/83	10/93	12/105	3rd
Airtime	11	11	13	16	14	12	8*	12/97	14/111	16/127	1st
Silly Games	8	9	11	13	10	10	7	9/76	7		5th
Not responsible toy co.	10	9	10	13	10	10	7	9/78	10	12/100	4th
Tenesmus	9	7	11	9	8	3*	7	7/61			9th
Army A	4	5	9	9	8	6	6	6/53			10th
Social Exiles	4	6	7	9	7	7	6	6/52			11th
Synergy	7	6		9	8	6	6	7/58	8/66		8th
Hannah	3	3	4	5	5	4	5	5/43			16th
RAFSPA B	4	6	8	10	8	8	8/64	8/12			13th
Point 25	7	7	9	7	10	8	8	8/64	8/72		6th
Simple Minds	8	7	9	10	9	8	7	6/64	8		6th
Red Devils Black	11	11	14	16	7*	12	11	12/94	11/1051	4/119	2nd
Quadriga	7	7	7	8	5	7	6	5/52			11th
Toby + Andy	3	4	6	5	6	4	3	5/36			15th
Inter's 4-way											
RedDevils Red	5	5	5	6	4	5	4	6/40	2nd		
Flash Back	6	8	4	6	7	6	6	6/49	1st		
Royal Engineers	2	2	1	1	2	2	2	2/14	6th		
Why Us?	5	4	3	3	1	2	4	1*/23	4th		
Just good friends	6	3	3	5	5	5	56	3/36	3rd		
Fit to drop	2	2	3	3	1	2	1	2/16	5th		
18-way											
The Opo	3	4	3	3	4	5	5	4/32			6th
Army	1	4	2	2	1	5	5	2/26			5th
Red Devils	2	3	4	4	5	5	6	4/33	4/37		4th
RAFSPA	6	7	6	6	8	9	0/42	8/50	5/55	8/86	3rd
Mind Games	8	9	8	7	9	10	9	11/78	7/86	8/86	2nd
S.P.C.	1	1	2	2	1	5	0	0/12			7th
Toy Time	7	8	8	7	10	11	10	10/80	9/89	9/89	1st

screwed this piece of manifesting there would be no one to land the plane. However, we did manage three lifts and finished the 4-way. All eyes watching the first lift with the Freds and Airtime on board. Not alot to see from the ground and rather hair raising under canopy too. Saturday night *was* party and storm night. The most impressive free light show we have ever seen the thunder 'almost' drowned out Taff's yelling.

Sunday, and after much, much waiting (to the relief for the hangover sufferers) we eventually got one lift up with Mind-games and Toytime on board to get the final result in the 8-way in time for the presentation by 3.00pm.

My thanks to all for being patient with the new boy on manifest, to John Wheeler of the Freds for always

checking with me on his way to the aircraft, to Steve Johns for his calm and quiet help looking over my shoulder after Cornelia left me. To the Freds for collecting off-landings in their smart red bus with it's orange flashing lights and the midweek 'mercy dash' to the cash'n carry when the bar ran out of beer.

A very big thankyou to 'SONY' for the loan of some 'very' expensive equipment that enabled John Drew, Steve Johns and Dave Mitchell to put together tapes of the Intermediate 4-WAY,

AIRTIME and MINDGAMES will represent Britain at the next World meet (wherever it is?).

ANY SPONSORS OUT THERE ?

Pete Male

Southern Region Classics Competition

Eaglescott Parachute Centre 24/25/26 July 92

Once again Eaglescott hosted the Classics Southern Region competition, and practice day proved that the sun does shine in Devon (sometimes)!

By registration on the Friday evening we had a total of five teams entering, two of which were from Eaglescott. Representing the oldies was 'Something Simple' (Dave Tylcoat, Alan Heard, John Dent and interloper Steve Hastings) and the much younger (and prettier) 'Sasquots' (Steve Peck, Andy Holloway, Sue Tylcoat and Dave Campbell). It must be noted that Dave Campbell is a RAPS student (Cat 6) with just 30 jumps at the start of the meet (and still on the pad at practice!) and was invited to compete by all competitors.

The Army and Brian Shaw's 'Try The Apple Pie Jim' (I never did find out why!), and a three person team of Rob Roy (made up name), Dave Lawton and the Army's Debbie Card (sorry but the C180 only takes 4!) completed the line up.

Under the watchful eye of Judge Jo Scott, proceedings began at 8am on Saturday - the weather was kind during the morning and two rounds of Accuracy were completed in good time. The third round proved interesting as the wind was gusting between 4 and 18 knots! Re-jumps were abound amid much discussion, as the BPA anemometer failed to arrive and judgement was made using

what should have been a hand held version, mounted on a six foot pole with parcel tape, and expertly read standing on a chair with a pair of Bino's! Things became a little silly and as altitude was around it was decided to go into Style. The Video was set up and a lift of people wanting to be on film (not hard to find!) went up. Camera ready, stop watch ready, but the cloud had other ideas. The weather closed in and we were stood down for a couple of hours.

By mid afternoon the cloud sat at 3500' and the wind calmed down a little. Back to Accuracy. In total four and a half rounds were completed on the Saturday - the wind producing some spectacular shows of skill and ingenuity from the Army and others. The Meet was adjourned to the Royal Oak and garlic bread, free beer and the rest was enjoyed by all.

Entertainment courtesy of Brian Shaw and Stuart Morris, who's singing abilities on Karaoke microphones proved to be far better than the professional group employed for the evening!

Sunday dawned a little overcast (!). When the fog cleared, off we went to complete the final two rounds of Accuracy. Having finished by lunch, the cloud still sat at 3500' so the Style was unfortunately abandoned.

The prizes were given out by Dave Tylcoat (host CCI) and Jo Scott (judge), with

Results	
Team Event	
1. Army	00.66
2. Try The Apple Pie Jim	02.21
3. Something Simple	02.22
Senior Individual	
1. Dave Ballard	00.02
2. Les Carroll	00.14
3. Steve Hastings	00.18
Intermediate Individual	
1. Rob Roy	06.28
2. Sue Tylcoat	10.20
3. Dave Campbell	12.00

thanks to all for attending and making it a great weekend for everyone involved. Our thanks also go to the two Pilots - Tim Riddle and Mike Kempson, and to Jo, who single-handed managed to keep the rabble at bay and be professional throughout.

See you all again next year - and a few

Local boy Andy Holloway makes a determined effort
Photo by Sue Tylcoat



150

New World Record



AUSTRALIA:

Peter Vaughan

AUSTRIA:

Martin Ehlers,

Alex Huber

BRD: Christoph Aarns

Alwin Ampssler

Kirsten Ernst

Frank Fabian

Nicholas Hofmann

Jurgen Hovelmann

Dieter Kirsch

Klaus Michels

Jan Rojek

Jochen Rubner

Uli Sehrbrock

Thomas Spielvogel

Werner Sunkel

Yvonne Tratz

Norbert Trost

Heinz Peter Weber

Arnold Weissmueller

BELGIUM

Marc Cuylaerts

Philippe Danckers

Walter De Becker

Eric De Coster

Michel De Kerpel

Erik De Leenheer

Freddy Degen

Luc Hanset

Etienne Herin

Serge Lebon

Luc Maisin

Tom Migerode

Eric Simillion

Walter Van Der Borgh

Wim Vanparijs

DENMARK

Kim Bringsjord

Niels Brusgaard

Ivan Hansen

Mads Larsen

Flemming Noddegaard

Bjarne Olsen

Lars Rossen

ENGLAND

Kevin Hardwick

Graham Heywood

James Keery

Robin Mills

Darryl Moran

George Pilkington

Keith Redfern

Fred Ryland

Geoffrey Sanders

Derek Thomas



Video Graphers: Simon Ward, Bruno Brokken, Max Dereta, Henny Wiggers, Willy Boeykens.

FAI Judges: Rene Boidin, Jof Pattyn, Jean Polis, Ghislain Turf, Felix Vankerckhoven.

Nations participating: 18

Least number of skydives: 550

Average number of Skydives: 2,800

After their success in 1981, the world record, Didier Lappas decided to give it one more go. A technical Committee, comprising Gregory, Marcel Aeby, Pal B. Maison and Pete Allum, asked some of the best skydivers in the world, to the seaside resort of Belgium June 29th thru to July 5th at breaking the world record.

After the briefings on Monday, we moved over to the DZ about two hours where we were camped, to the DZ of two Belgian Army Lockheed C-130s, that would whisk us to the DZ in 10 minutes. We were split into two groups the first day. One group being the record, one made up of floaters (the other group) one with base divers. We all made three skydives each. The building at least one point star. The dive was a 2 point 59-way, a 16-way star, with a 43-way. Tuesday brought the start of the event. It was to hamper the attempts. Wednesday, it improved and

NORWAY: Johan Aglen, Pal Bergan, Oddvar Eikli, Terje Frydenlund, Bjorn Jacobsen, Bent Laursen, Kristian Risberg, Elisabeth Saethor, Ivan Skjervo, Nils Thrane, **PERU:** Fernando Galindo, **SPAIN:** Landolt, John Renaud, Claudia Rieke, Robert Schelbli, Bruno Sonderegger, Annette Thevenaz, Stephane Thevenaz, Thomas Vogt, C. Von Sury, Markus Willi, Daniel Zuppinger, **SWEDEN:**



organizing the 126-way
 Lee and Etienne Herin
 go. They and the Tech-
 of Patrick Passe, Jack
 ergan, Didier Kirch, Luc
 assembled nearly 200 of
 in Europe and around
 port of Koksijde in Bel-
 for a week long effort
 morning we all moved
 miles from the airbase
 be greeted by the sight
 of C130 Hercules trans-
 to 19,000ft in a little over
 into four groups for the
 the base, for the world
 ers and late divers (our
 and the reserve group.
 s that day, all groups
 sometimes two. Our last
 the second point being
 y star around that.
 the bad weather which
 for the rest of the week.
 ough for us to make two

150-way attempts, the first building to about 135 and
 the second, 130. The Technical Committee worked
 hard, debriefing from five video's ground formation,
 there were three or four changes made, mainly to
 the base, suits were being changed and the over-
 arms were coming out. Bad weather kept us on the
 ground on Thursday and allowed one attempt on
 Friday, which built to 146 and flew flat with no
 tension. We were almost there!
 Morale and optimism were very high within the
 group, considering the bad weather and the long
 periods of time spent on the ground at the airbase.
 Most people partied each evening in a hanger- come
 bar- come dance floor on the airbase, mixing with
 the army lads, on their National Service. Robin Mills
 brought his horse box (minus the horses!) and
 invited people back for drinks each evening.
 We awoke on Saturday 4th July to dull skies and
 pouring rain. Having seen a forecast we were think-
 ing that time might have run out for us. George
 sprinkled sugar on the runway saying, that would
 bring blue skies. We laughed, but sure enough
 within two hours the sky opened up. The fourth
 attempt to build to 145. After two changes, we took
 off at 1.30pm. Taking oxygen, shared between
 three, I felt confident, as the tailgate slowly opened,

and the other Herc did its familiar pass round our
 tail, onto jump run, an awesome sight. Within two
 minutes 155 skydivers (5 videographers) spilled out,
 103 in the lead, 52 in the tail aircraft. I watched the
 formation building quickly, as I continued my swoop
 down, I set up behind Wim Vanpaiys, waited for him
 to dock, and we began our loop, I then moved in,
 Jim Keery picked my arm up, our loop of 9 was soon
 complete. I looked across the formation, flying com-
 pletely flat with no tension, we could see no-one
 missing. Yes! A completion. We turned and tracked
 as usual down to 2,000ft (outside wave only). With
 155 skydivers screaming, the whole of Koksijde
 knew we had done it. The visuals in the formation
 and under canopy will live with me forever.
 After a short wait, Jack Gregory announced that it
 was official, held for 5.47 seconds (FAI rules stipu-
 late at least 3 seconds, and that the pre-planned
 formation is built slot-perfect) A NEW WORLD REC-
 ORD. The bad weather, and waiting around all
 week, made this record even more special and there
 were some emotional scenes for a while afterwards.
 Then we started partying!
 Records are there to be broken, go for it in October
 America 200?

- FINLAND**
 Ari Laukkanen
 Hannu Ryoma
 Timo Silvennoinen
FRANCE
 Guy Banal
 Erich Beaud
 Patrick Bernard
 Philippe Bernier
 Christophe Bertillon
 Philippe Besnier
 Adrien Bonnet
 Laurent Bouquet
 Jean-Francois Calland
 Bernard Cetier
 Pierre Chalot
 Jean-Michel Dalton
 Pascal Decombe
 Brigitte Dugay
 Olivier Fremy
 Christine Gelot
 Jack Malnuit
 Philippe Marmier
 Bernard Maussire
 Bruno Passe
 Patrick Passe
 Maryvonne Passe
 Jean-Marc Petitpain
 Eric Plassard
 Astrid Possonnier
 Pierre Poulhe
 Erwan Poulquen
 Ghislaine Queleennec
 Michel Saint-Dizier
 Didier Saive
 Philippe Vallaud
 Gilbert Vautrel
ICELAND
 Nikolai Eliasson
ITALY
 Luca Fritz Levis
 Gaudenzia Martinengo
 Francesca Mirzan
 Roberto Mirzan
 Claudio Serafini
 Marina Ugolini
 Valeria Venturi
NETHERLAND
 Michael Bouman
 Arnold Collenteur
 Cornelis Debie
 Rob Jongkees
 Ronald Overdijk
 Arie Slob
 Erik Tops
 Auke Van Agteren
 Ernst Woerlee
 Frank Robert Van
 Gelder
NEW ZEALAND
 Wendy Smith



By Chris Devine

**"Bollocks"
retorted Red
"hand over the
cash and tell us
why were going
to the Cornfield
Boogie"**

"Hey Red", shouted the Mad Major as he threw the two parachute rigs in the diminutive dwarfs direction. With a strangled cry Red crashed backwards into the open tail-gate of the K-reg, half filled Volvo estate, parked beside a sagging Nissen hut, the headquarters of Sodmore parachute club. As Red attempted to extricate himself from under the equipment, the Major stared across the windswept concrete expanse of Sodmore airfield, toward the distant figure of the clubs CCI and owner, the legendary drunk ZF. ZF turned in the direction of the car, after shaking hands with two sharply dressed young men who in turn moved towards their vehicle, a rather tasteful Bentley Corniche; the Major however; had not missed the passing of a bulky envelope from one of the youngsters into the custody of ZF, who was now busy examining the contents as he approached the Major. "Come on Boss" yelled Red, "We're ready to hit the road to Cornfield, all the gear is packed and I've put a six pack in the front". With ZF behind the wheel the Volvo sped down the deserted runway and soon left the desolate Aerodrome far behind. "Uh Boss" enquired Red, cracking open a can of lager" what about this weekends student course, I thought we had 16 lined up on the charity scam?". "All sorted growled ZF as he adjusted his bulky frame behind the wheel, "I sold the lot to the London Finance Boys who reckon they can still clear £100 a head even after our cut, mind you the cattle will have to travel an extra 400 miles to the new DZ in Scotland, but they won't know about that until their cheques have been cashed. The Major and Red, nodded in agreement and yanked open more lager as the miles flew by in the afternoon summer sunshine. As the car began to negotiate the green lanes of rural Sussex, the Major made the first tentative enquiry regarding the recent meeting between ZF and the Bentley lads. "So what was that all about and where is our share of the loot, you thieving bastard". "Well actually I was going to cut you in" replied ZF, "but I was so cut up about the bad new I received" "Bollocks" retorted Red "hand over the cash and tell us why were going to the Cornfield Boogie instead of raking in the cash at our own club this weekend".

Having handed over the large wedge of cash to be divided up (the envelope had indeed been crammed full of £10 notes), ZF explained what was going on. "It appears, so the two young men informed me, that during my absence this weekend, Sodmore will be unlawfully invaded by thousands of depraved new age travellers, all eager to pay large sums of hard earned social security benefit, to purveyors of highly priced alcohol and Burgers, whilst also paying through the nose to hear various clapped out Rock bands". "Mind you I wouldn't know about any of this illegality as I am having a hard earned weekend break at Cornfield".

As ZF finished his speech the Major and Red stuffed the cash into packets and tut tutted in sympathy at the breakdown of law and order yet to come. Meanwhile the sun shone and rabbits got shot as the Volvo ate up the miles to the Cornfield Boogie.

At last Cornfield airfield was in sight, hidden in the back lanes of deepest Essex and host to the originally named Cornfield Parachute club. Cornfield had become a legend in its own lunch time through a combination of rampant greed on the part of its owner one Roger Regard and his incredibly fast student training programme, in which dozens of hapless individuals paid large sums of money to be hurled out of decrepit aircraft in dubious weather conditions. Roger had progressed into the

business after a mediocre career in the Army, which he had left under a cloud following the discovery of 60 military static line rigs in his garden shed; these he claimed had all been jumped by him on military aircraft over the years except he had just forgotten to return them! Now a rabid critic of anything military, Roger had carved out a pre-eminent position for himself as the commercial student jump king in the UK. But this weekend Roger had bigger fish to fry, through a process of old contacts and judicious blackmail, he had managed to arrange the only summer Hercules Boogie in the UK. Even as Roger counted his money and paced the floor of half his lavishly furnished office on the 1st floor of his new two storey club headquarters on the Cornfield DZ, fate was dealing him out his well deserved cards! fifty miles away on a deserted airstrip in Hampshire, two suspicious individuals, dressed in olive green flying overalls (not unlike RAF pilots issue!) were finishing the respray in white of a C130 Hercules aircraft, prior to its imminent appearance at Roger's Boogie. Having finished their work, the two pilots stepped back to survey their handiwork. "Not bad Rupert, not too bad at all, however I'm still a bit worried about the cargo, do you think we should have off loaded it first?"

"I wouldn't bother Nigel, after all it's only two days and then they will be sitting either side of it, plus it's highly unlikely anyone will look under the tarpaulin, let's just stick to our story that it's general stores, remember Roger is paying cash up front, so lets not disappoint him". Having satisfied themselves, the two aviators then placed a large adhesive decal on the side of the plane which proclaimed in large fluorescent pink letters '*Herc Roger 92*'.

As ZF slewed the heavy car across the road into the entrance gate, an approaching motor-cyclist clipped the rear end of the tank like vehicle and somersaulted down the road in an explosion of fibreglass and alloy. "Jesus Boss" screeched Red, "My new Red Rocket rig is in the back and your f@*#\$@\$ well putting it at risk". ZF muttered an unintelligible reply and eased to a halt by a table, set out by the side of the entrance track, at which sat an attractive scantily dressed young lady, who appeared to be involved in the Boogie, "Hello there boys, I'm Carol, collecting the Boogie fees and for your car with three jumpers that's £96 each excluding jump bills". Smiling sweetly Carol demonstrated her assets for the job, by quickly relieving the three jumpers of their money, as they stood stunned at the audacity of the robbery being perpetrated yet unable to resist any one stacked in such stunning proportions. In turn, the victims bent over Carol's table and immensely deep cleavage, to sign an entry sheet packed with unreadable small print. Carol directed the group to a camping area of bare dirt behind a magnificent new two storey brick structure which according to a large sign was the club headquarters. The small dirt area was already filling up with a motley collection of cars, tents and camper vans, the occupants of which were busily staking out their areas in order to justify the exorbitant camping fee. It was only after they had unloaded their tent and gear that ZF's group were amazed to see the lovely Carol approaching with a collecting bag selling two day car parking tickets at £10 each. As Carol walked away from ZF after taking his money, she called back over her shoulder "The Hercules will be on the runway in an hours time so perhaps we can do some RW together boys?". "Perhaps we can" muttered ZF stroking his beard as he studied the shapely legs now departing. "I'll definitely jump the Red Rocket then" said Red with lust all over his face, "she won't be able to resist it". "Not a chance" interjected the Major "you can see she likes the more disciplined type! Besides which, I think she would appreciate a real man", at this point all three turned to face a limping figure dressed in torn leathers, gripping a battered full-face helmet and dripping blood from numerous cuts and grazes "You f@*#\$@\$ bastards, you nearly killed me..." yelled the incoherent ex motor-cyclist.

"Bloody hell" gulped ZF "It's Brian Fang".

To be continued...

"You f@*#\$@\$ bastards, you nearly killed me..." yelled the incoherent ex motor-cyclist.



Skydive Aeroclub Krakowski, Pobiednik Wielki

A report on the 1992 Polish Helicopter Boogie

It seems that the Polish Boogie is getting better organised every year. Last year the food at the airfield was most flatteringly described as edible. This year it was also quite tasty. I know someone who ate the entire boogie cheese supply in 2 minutes during the previous boogie (1990). If the rate at which facilities and organisation are improving continues, this could be one of the top boogies anywhere in Europe, but not without some other improvements.

The boogie is very friendly and informal, and I enjoyed it immensely both times I attended. Later I describe why it is worth going to, but before that, I list some matters which the organisers should at-

tend to before the next boogie.

The Not Good Bits

Lifts were regularly delayed to fill the next cycle. This was rarely a problem in the morning, but in the afternoons, many jumpers became whuffoes, slowing the boogie pace.

Spotting was sometimes a problem, due to a combination of factors (but usually variable run-in speeds). The centre of this year's logo was a fist with the thumb pointing up - just the way anyone's would be if hitching a lift. The boogie T-shirt was therefore quite useful. Having said that, I never landed off the (sizeable) airfield in the 32 jumps I did during the six days of the boogie. This may have been down to luck, and a BlueTrack. The variable run in speeds often gave rise to variable distances between groups. This was potentially a problem when one group would follow another too soon, counting 4 or 5 seconds rather than waiting until they saw they were clear.

There was one nearly dangerous lift. This was due to indecision and little else. We were operating from a military air base, having jumped in there earlier. The weather was mixed, but the radio spots were excellent. As the AN12, a pressurised cargo plane, took off, the distant clouds were grey. Five minutes later the distant clouds were no longer distant, and had turned black, apart from when lit up by lightning. The lift should have been aborted. The trusting skydivers on board got out at 14,000 feet, and most were in cloud from exit until 3,500 feet. The spot was perfect, no one was hurt despite the very high winds which had prefaced the storm. In my opinion, that lift should have been called down, despite the cost. Most jumpers on board would probably have paid \$15 not to have undergone that experience. "Sky-

dive Pobiednik Wielki" is a bit of a mouthful.

The Good Bits

Jumping is cheap, food is cheap, accommodation is reasonably priced. I was there for 4 way team training. We took a coach/videoman, and it still seemed cheap. Wendy Smith, the cameraman. (surely camerawoman...Ed) There is a wide variety of aircraft to jump, largely Russian and Polish built. It is possible to jump bi-planes, gliders and balloons, as well as the main boogie aircraft, the MI17 helicopters, and fast fixed wing beasts such as the AN12 and AN26.

For the less experienced jumpers, this can be a rewarding boogie. One chap completed the full AFF program in 10 jumps, paying just the cost of his own slot, and that of his Danish instructors, as well as for his kit hire. His brother got a cheap tandem ride, as he was still under 16. One of our Scottish Parachute Club advanced from tracks to early WARP jumps. Another Cat 9 jumper with us was in a 3 point 7 way, which rather pleased him, especially as he was expecting about the same in 4 way.

Atmosphere was good. Our polish hosts were as friendly and welcoming as ever and the jumpers mingled better than at other boogies I've attended; I had a good time, as did the Scottish jumpers I came with.

Verdict

If you want a cheap holiday, where you will get a chance to do regular and competent 8 - 12 way stuff (depending on your own ability), go to next year's boogie. That is probably about the top level there. This is not a slight on those who were there, but at any one time, there were rarely more than about a dozen people of that standard available



The President of the Krakow Parachute Centre meets Kevin McPhillips.

to jump in a group of that size. If you are satisfied with less than that, go to next year's boogie. If you want to jump a variety of interesting aircraft, go to next year's boogie. It's an excellent reason to visit a former eastern bloc country. I wouldn't use it for team training again, mainly because I would hope to do more jumps on a training camp.

And Finally

Special thanks to Pete Marsden, who worked hard - not as hard as last year, as organisation had improved, but he worked hard nonetheless. His assistance to the Poles was an important factor in the success of the boogie. Many thanks are also due to the members of the parachute centre at Pobiednik Wielki. They were friendly, hospitable, and, above all, enthusiastic.

Kevin McPhillips



One of many eastern European aircraft available for jumping.

"The Boogie that never was but was"

One wet and windy Headcorn day in November, Jane Buckle was sitting in her office dreaming of blue skies and sunshine....*"Eureka! lets have a Boogie!"*.

Much thought and planning ensued, party venues were booked, a Twin Otter was located, the posters were sent out.... then disaster struck... The local planning enquiry was presenting problems, suffice to say that at the 11th hour we had to cancel the Twin Otter, and in reality the Boogie. This was further emphasised with a weekend of atrocious weather when we had hoped to be formation flying. However some people had other ideas....

The local leisure centre had been booked for a Pool Party and that was some

party!! The life guards gave up on us so 3 way Cats were the norm down the slide - the 4 way compressed took top marks for style. The inflatable dragon, waves and walking on water tricks passed the rest of the time until we had to head for the bar.

As the week progressed the weather steadily improved as did the jumping and the whole thing was becoming more and more Boogie-like. Various people turned up to organise loads and nearly everyone improved on their personal bests, 2-point 9 ways and 4-point 7 ways with C licence jumpers etc etc.

Loads of students of all descriptions took the opportunity to progress including Cat 8's from Rounds, RAP's and AFF; so well done Rob, Lisa, Bill, Ian, Richard and Julian (Jez finally got there two days later!)

Jo Rutherford came to visit and got her

Cat 10, as did Roy Wicks and there is a Government Health warning; Maggie McCarthy is now in disguise, wearing a frapp hat - well done to her and Sally Hall on their D licences.

On the Saturday we had the "Barfly" (Velcro wall) and that was wicked fun - a little painful on the neck when you fall off though!

On Sunday it quietened down a little as people jumped out their bank balances - some good dives were still to be had and one or two surprises, like the recent AFF graduate who thought they were doing a 3-way when 3 more people docked (we won't mention James and Roger who went low!)

Thanks to everyone who turned up to make it a really good week - Cheers for the beers.

Pete Sizer



JAPAN - One At The Top

If like me you arrive in Japan with a rig, no ability to speak the language, and insufficient contacts, trying to find a DZ is very frustrating. Japan is not the ideal country for skydiving, what little flat land there is being covered in people, buildings, and electric cables. However they have managed to squeeze in a couple of places, six altogether, though only one seems to be open every weekend near Tokyo.



Photo by: N. Shimura

Finally I got details of how to find Honda DZ, about one hour north of Tokyo by train plus a short taxi ride. Walking past the dirt bike racetracks towards the end of the runway all I could see were a couple of old transit vans and a dozen people huddled round a fire. This being 11 in the morning I decided I must have taken the wrong road, then I spotted the Cessna 208 with cargo door removed and a float rail added. Yes, this was indeed Japans busiest DZ, no buildings, no phone, no signs, just jumpers and a plane. I also discovered that I wasn't allowed to jump that weekend as each DZ has to pre-register every jumper with the government.

Having nothing else to do I decided to stay anyway and soon found out that what they lack in numbers or DZ facilities they more than make up for in enthusiasm and friendliness. The degree of English spoken varies between very little and fairly good, more than seems reasonable given the vast difference between the two languages. Even those I could only communicate with through mime and smiles were eager to get acquainted and at least swap names; this is the way they are, not because of some novelty factor. Here I met Caroline for the first time, an ex-Brit working full time in Japan. Not only fluent in the language but also a mine of information on their 'way of doing' which like many places is different, taken for granted as known, and all too easily erred against. Half the time things seem to be agreed by telepathy, but that is almost certainly my lack of language.

The evening was partly taken up by watching videos in one of the two rooms they have use of at the airport terminal. The other room is used as a communal sleeping room using the futons provided. The high standard of these rooms and bedding would shame any club or centre in Britain. (Or at least make you wonder why the hell you ever put up with such places.)

There appears to be a complete absence of any skygod attitudes here, the more experienced wanting to help the less experienced. A typical 4 way would consist of 800+, 300, 200 and 100 jump experience. The standard of jumps tends to be higher than I have experienced elsewhere, when jumping mix and match. Eight points on a 4 way drill dive being pretty much expected. Maybe it's the small numbers or lack of other DZs that makes for this kind of camaraderie, but actually I think it's the people themselves. Mind you I also get the impression that failing to respond in a like manner, or having an attitude will rapidly get you the 'big freeze' treatment.

After shaking the rust off with a solo jump I asked if maybe one or two people would be willing to try RW, with me flying Chute-As-sise style. That got me a six way. On the next jump I suggested normal RW, but the entire lift, especially the camera man, wanted to make a formation with me upside down. hence the picture. This was built free flown

with me 'diving' as pin to form an initial two man base. The control and stability possible in this position surprised many, including the base man who was still checking the line of flight below when he got a foot tapping on his shoulder. Many skydiving terms are straight American, but a few Japanese words in addition are sufficient to understand or lead a dirt-dive. De-briefs are more difficult, so it's better just not to fu** up.

One at the top? Well, Mt Fuji is at 3776 m not merely twice the size of any other hill in Japan, and considered very symbolic almost religious, it also happens to be about standard exit height. Perhaps you have to experience exiting level with the summit and having the mountain as a backdrop on your way back to mother earth to understand the emotion. On a clear day it's almost worth the jump fee.

Honda

Kawagoe station on Sankai line then taxi to Honda Koku (pronounced kokoo) over the embankment down to the runway and turn right. Y6,200 to 12,389 foot Cessna 208 Caravan, more aircraft available. Price may reduce if permission is granted for more than 9 jumpers per lift. Lifts are once per hour, exit is on the hour, regardless of height reached.

Fujioka

Y4,000: Pilatus Porter (when its not broken). Separate organisation from Honda, Separate joining fee, etc. (Two DZs, two associations, and you think the BPA argues too much?)

JPSA

Y20,000 to join, oh and by the way apart from infrequent jumping days the reason they ask what type of canopy you possess is because they only actually do accuracy. Maximum jump height 4,000 feet (if you're lucky). Surf turfers, RWists, baton passers etc need not apply.

Jeff Lewis D7869



Skydive Cambodia

It all started back in March. I was at Avignon in France, helping out on the Royal Engineers Parachute Team exercise Market Rouge. I had a phone call from my unit for me to get myself back to UK within 24 hours as I was off to Cambodia in two days time.

Consequently 72 hours later I got off a plane in Phnom Penh feeling pretty rough and wondering what was to become of my skydiving year.

Past experience has taught me to take my rig everywhere and this is no exception, even though I know that Cambodia is a skydiving desert. Even worse, I was posted to the town of Pailin on the Thai border, all the roads in are mined and there are only two helo's per week. Pailin is the headquarters of the National Army of Democratic Kampuchea or as they are better known, the Khmer Rouge. My job is to train the Khmer Rouge soldiers to clear mines, a job which has its interesting moments!

Every Monday and Friday I would meet the re-supply helo's with my rig and ask for a lift

from the French aircrew of the Puma, but no luck.

However, lately we have started to get MI 17's in, a very big Soviet helicopter, that visitors to the Moscow or Poland boogies, I am sure, know all about. The crew, all Russians, were really helpful and before I knew it they were literally dragging me to the aircraft. I couldn't believe my luck, a MI 17 all to myself with unlimited airspace. Not being one to 'kick the arse' out of it I asked for 3,000' and an 80 kt run in into the wind and luckily they knew what they were about, it was right on the button. The helicopter climbed like a rocket and was at 3 grand in a heartbeat, one of the crew slid back the side door, which caused me some worry as he had no harness on, and out I went.

I was wondering whether the Khmer Rouge soldiers would shoot at me under canopy, I decided they wouldn't but kept it moving and turning just in case. After a bit of flying my trusty old fury backwards and some pretty radical dynamic stall recoveries it was time to meet the earth and land.

Actually I 'arrived', Pailin is at 350 metres above sea level and there was nil wind, so my 'arrival' was spectacular to say the least.

Several battle hardened Khmer Rouge soldiers were seen to wince as I 'arrived', and then walk away shaking their heads.

The crowd went wild! Actually they all went "Ooooh!!" or something like that, even worse - the lads got it on video.

Well, I achieved my aim of at least one jump in Cambodia, and to top it all, I believe I'm the first ever person to skydive into the Khmer Rouge stronghold of Pailin. One for the log-book. Things are looking better, the Dutch Marines are due here soon and the Battalion has its own skydive team who jump Foils, better still they are bringing 4 Allouette helicopters. R+R is raising its gorgeous head soon, it could be skydiving in Thailand or Indonesia - Bali looks good!

Blue skies

Ssgt Paul Moore D4367

Jimmy Helm



On Sunday 26th July we lost a friend. Jimmy died without regaining consciousness after being struck by a car 3 days earlier in his home town of Preston. He was 40 years old.

Jimmy and Dave Helm (who we all thought were brothers, Dave in fact being Jimmy's nephew and closest friend) exploded into our lives early this year (was it really only 6 months ago?!) when they

completed the 1st jump course at Cockerham, accompanied by Dave's brother-in-law, Tommy.

Since then, all three have returned with noisy regularity, missing barely a single weekend, although only Jimmy and Dave continued to jump. Both progressed quickly through the Cat. system (weather permitting), always keeping within one or two levels of each other, Jimmy's next progression jump would have been a 20 sec. delay.

The Helm trio quickly established themselves as resident characters and comedians - no one else would have let Tony Massey near them with his dog clippers - beautiful haircuts lads! Jimmy & Dave recently learnt that taking the piss out of a senior instructors trendy DZ garb can require walking boots or bus fare when said instructor is jumpmaster on your next lift!

We will still enjoy Dave's shy and retiring nature but the effect will not be quite the same without Jimmy. Goodbye, you ugly bugger!

Mike Jones C9640

From all the jumpers and staff at the Black knights PC

Heather Leach



Thailand. For many years Heather was an active competitor in 4 and 8 way both at home and abroad and competed in the Nationals on several occasions.

I think Heather will best be remembered for her incredible vitality. She undertook the most amazing range of activities and tackled each with a determination that few others would apply. As well as being a skilled sportswoman, she could turn her hand to delicate artwork, or turn out a cordon-bleu meal with equal skill.

We will also miss her unfailingly cheerful good humour. I jumped with Heather on many occasions and in many places. She always kept her cool no matter what went on around her.

Heather Leach died whilst flying her helicopter in May. She was a highly experienced skydiver who will be particularly well remembered at Sibson and Weston, although she jumped at many other Drop Zones in the UK, as well as in Europe and elsewhere.

An excellent relative worker, Heather took part in the women's world record jumps in France and the Asian record jumps in

Heather was one of those people who always gave 150% to anything she became involved in. She was a wonderful conversationalist, a bright and witty person with a kind and generous nature. Our lives are diminished with her death, just as they were enhanced by her presence. She will long be remembered as a fine skydiver and a very nice person to know.

John Lines

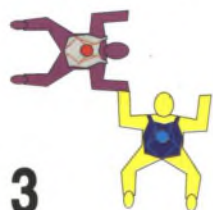
Formation Skydiving Techniques - "Back-ins"



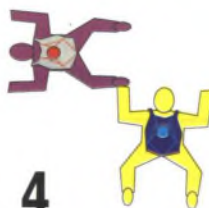
1



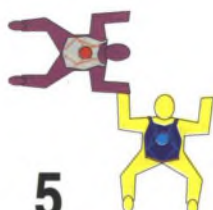
2



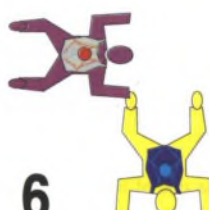
3



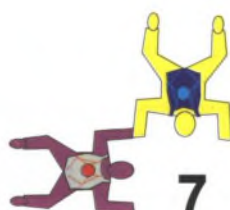
4



5



6



7

The easiest way to do a back-in is to do an in place 180 degree turn. This method works whether you are doing a 2 way, a 4 way or even a 144 way provided that you start from the correct position i.e. in your slot and that you maintain the fall rate of the base as you make your move, which should be no problem for any good Category 9 or 10 skydiver.

Should you like to practice your back-ins there are many skydives you can do but the one I have found most useful is a two way dive enabling the participants to get lots of practice; not only of back ins but also backward movement (intentional backsliding) and being a good base (sitting still). This skydive also makes it very easy to maintain eye contact whilst making the moves.

Launch a 2 way line, it could be dived out or you could use a centre float and rear float depending on aircraft type, then square it up to look like fig.1, both people should be falling down the tube, again no problem for a good category 9 or 10 skydiver.

Either person can start first but it is very important that whoever is sitting base stays still and maintains a constant fall rate, equally important is that the back in is just an in-place 180 degree turn, so turn, (whilst maintaining eye contact) then stop as you place your knee in the base's hand and continue to fall straight down the tube, fig.2. If you keep turning until your knee slams into the base's hand with no regard to stopping the turn, this will knock the base out of position and you will waste time having to square off the formation ready for the next move.

The reason I have specified the direction of turn is because this will allow maximum eye contact,

not necessarily eye to eye, but you should be able to see the majority of the base's body even after the back-in just by keeping your head turned & your eyes in their general direction.

From fig.1 Pink backs in (180 degree in place, left turn) Yellow takes the grip, it should look like fig.2.

The key to move to the next formation is Yellow releasing the grip; when Pink feels this he/she backslides to new position, stops and takes a grip on Yellow's fist, fig.3. Pink backs in, this time turning right to fig.4.

From here Pink does another in place 180 degree left turn to redock taking a wrist grip on Yellow fig.5.

Then swap jobs and repeat the sequence until break-off, figs.6,7 etc etc.

Do lots of practice on the ground beforehand; if you don't have any "creepers" (those boards with wheels on) to use, lie down on the ground to get a good picture in your head of what each formation should look like. If the base gets bored with sitting still for so long you can change the skydive slightly by skipping out the backslide; eg from fig.1 Pink backs in (to fig.2) then instead of back-

sliding, Pink just turns 180 degrees back to fig.1 then it's Yellow's turn. Once both people have done back-ins and turned back they should be at fig.1. From here fly fig.7 and repeat the exercise This time on the back-in the turns are in the opposite direction.

If you want to make the skydive more difficult you can change the direction of the turn for the back-ins making it a "blind" move or the base could alter the fall rate.

As with all formation skydiving jumps (or Relative Work as it used to be called) don't give up a safe break-off altitude for "just one more formation" and once you have broken-off and deployed your canopy keep your eyes open for other skydivers; let's keep it safe dudes.

Chris Lynch.

P.S. This is just one idea and techniques change so keep an open mind.

The author is an AFF instructor and WARP instructor with over 2,600 jumps, he's made over 300 WARP instruction jumps with his team "Airtime" has been national 4 & 8 way champion for the last two years.

FRAP

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

OPTIONAL ; DYTTER HOLES &
PATTERNED LININGS.

SEND OR CALL FOR FORM TO;

RICHARD LINE (HATS)
57 CAPEL FOREST GATE
LONDON E7 0JP

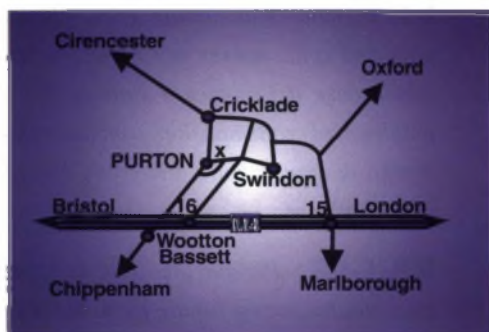
TEL: 081 5550247

• Visa
• Mastercard
• Access
• Eurocard



HATS

SWARD SPORTS



ARE EXPANDING

The business has grown so fast over the past five years that we were forced to move to new premises to allow for continued expansion. You can now find us at

**SWARD SPORTS LTD, MILL FARM,
THE FOX, PURTON, SWINDON, SN5 9EF
TEL: 0793 772323, FAX: 0793 772085**

SWARD SPORTS ARE NOW FULL SERVICE STOCKISTS OF RIGS AND CANOPIES FROM POPULAR MANUFACTURERS. WE STOCK AND SUPPLY THE FOLLOWING PRODUCTS.

- **PERFORMANCE DESIGNS CANOPIES** (INCLUDING SABRES IN STOCK)
- **RIGGING INNOVATIONS RIGS** (INCLUDING THE BRAND NEW REVOLUTIONARY 'FLEXON')
- **SUNPATH TEST JUMP THE JAVELIN NOW**
- **GLIDE PATH** (INCLUDING NOVA'S)
- **CHUTE SHOP** AND RANGE OF CANOPIES SUCH AS THE REFLEX (still about the fastest canopy made), THE ZP AND THE PREDATOR PLUS THE VULCAN RIG. WE HAVE LOADS IN STOCK AND YOU CAN'T BEAT THEM FOR PRICE PERFORMANCE.
- **PARACHUTES DE FRANCE** (INCLUDING THE ATOM RIG, THE BT AND MERIT RANGE OF CANOPIES)

SWARD SPORTS HAVE EIGHT DEMO RIGS, SUPERB SERVICE AND BRILLIANT PRICES. GIVE US A CALL AND TEST JUMP BEFORE YOU BUY. WE ALSO OFFER A FULL ADVANCED RIGGING SERVICE, THE CYPRES AND CYPRES INSTALLATION. DON'T BUY PARACHUTE EQUIPMENT, NEW OR SECOND HAND, WITHOUT CALLING **ANDY PECKETT AT SWARD SPORTS FIRST - 0793 772323**

You probably know about **the BT**, a multi-cell mean machine. **The Reflex**, a multi cell meaner machine, **The Sabre** and **the Nova**, both high performance, super smooth 9 cells - but you may not know of some of the following:

TRY OUR PRICES

■ **Sabre 97 - 170 £899**

■ **Nova 88 - 190 £899**

■ **ZP 130 - 170 £649**

The Merit from Parachutes de France, released earlier this year has the same semi elliptical shape which produces superior glide performance and low toggle pressure as the Blue Track. However it is far more tolerant and easier to handle making it just brilliant for the first time buyer (like a PD or Predator). The Merit is constructed in zero porosity fabrics. Sizes available are 190 & 210.

The ZP is the latest offering from the Chute Shop. This zero porosity 9 cell provides soft predictable openings, tremendous stability with smooth fast flight and easy landings. Comparable to the Sabre, Nova and Monarch (at a much lower price), The ZP is a whole lot of fun to fly. Sizes available are 130, 150 and 170.

Performance Designs have just received FAA TSO approval on their new PD-126 reserve. When equipped with micro-line this reserve will have a pack volume of less than 300 cubic inches making it the smallest reserve on the market. Ideal for lightweight skydivers with small containers.

The Javelin rig from Sunpath is now a British owned company in Florida. The distinctive rig which features a 'Pop Top' type arrangement under two small flaps is now available through Sward Sports. A lovely little mover!

FRIDGE: Slang term for Protec helmet, as worn by most students.

G

GATW: Acronym often used in student logbooks (though rarely in mine) by instructors for 'Good all the way'. Similar one include VGATW (work it out yourself) and VGT 'Very Good Try'.

GQ: Parachute makers. I have singled them out because they make round canopies, often known by the initials, which are widely used by beginners.

H

HOOK TURN: Radical turn of a square canopy close to the ground resulting in a rapid rate of descent. Timed right, gives extra lift in the flare. Timed wrong, the only lift you get is in an ambulance.

I

IPC: International Parachuting Committee (of the FAI). Seems to be replacing the more strictly accurate designation of CIP (Comite Internationale de Parachutisme).

J

JM: Jumpmaster. Experienced skydiver responsible to the CCI and pilot for the parachutists on each lift.

JNCSO: Joint (there are two) National Coach and Safety Officer (of the BPA).

JSPC: Joint Service Parachute Centre. Usually refers to Netheravon on Salisbury Plain, though there are others overseas.

M

MAL: Or **MALFUNCTION.** Of course your instructor will have explained that round student canopies never, ever malfunction. The next 3 hours are then spent telling you exactly what to do when it does!

MANIFESTOR: Person responsible for immediate organisation of parachuting operations, and in particular for allocating

jumpers to planes and keeping the legally required list (manifest) of those on board. To get a feel for the job try juggling water with three forks.

N

NDO: National Development Officer (of the BPA).

O

OP: Opening Point. The point directly above which a canopy must open to allow for wind drift during its descent to the target.

P

PI: Potential Instructor, the first step towards instructorship. Also used casually for 'Parachute Instructor' - ie, an API.

PILOT: Lift attendant in a lunatic asylum.

PIN: (1) Basic RW manoeuvre in which one jumper docks with another in freefall.

(2) The poor sod who is first to hold hands with the fat spotty kit.

PLF: Parachute Landing Fall. The controlled collapse and roll which absorbs landing impact, usually under round canopies.

POINT: In RW (FS) or CRW, each successfully completed formation scores one point. The formations themselves are often referred to in this way.

POPS: Parachutists Over Phorty Society (you try saying forty without your dentures!). For the more mature skydiver.

PRO: As in 'pro-packing'. Proper Ram-Air Orientation; one way of packing a 'square' or ram-air canopy.

R

RAeC: Or **RAC**, Royal Aero Club of Great Britain, the UK representatives of the FAI.

RAFSPA: Royal Air Force Sport Parachuting Association, based at Weston-

on-the-Green.

RAPS: Ram-Air Progression System. A program for beginners using square canopies right from the start. (See note 1.)

RIG: A useless tangle of second-rate webbing and war-surplus balloon fabric held together with baling wire, chewing gum and spit... unless you're selling it, in which case it becomes a state of the art amalgam of craftsmanship, computer aided design & manufacture and could I have it in cash please.

RIGGER: Person qualified to construct, maintain and repair parachutes and related equipment.

ROUND: A PC with the holes sewn up, so it opens okay, but it won't go anywhere. They cost 5/- per dozen in 1971 so that's why all students jump them now.

RN/RMSPA: Royal Navy / Royal Marines Sport Parachute Association, based at Dunkswell.

RW: Relative work. (Now known as Formation Skydiving). The building of formations by a number of people in freefall, for fun or for competition. The most widespread discipline in modern sport parachuting. See notes 4 and 5.

S

SKYGOD(dess): Use with caution. At some DZs, a harmless and whimsical name for an experienced skydiver. At others, it implies arrogance and is an insult.

SL: Or **S/L**, Static Line. Deployment system for beginners (except AFF).

SPOT: Technically, release point. The point at which you should leave the aircraft to allow for wind drift and other factors, and arrive safely at the target. The science (art?) of determining this point is called spotting. (See WDI.) Hence 'Bum Spot' this refers, not to a pimple on the Jumpmasters bottom, but the fact that he despatched you at a point from which you had no hope of getting back to the DZ.

STAR: Or **ROUND**, basic RW formation with 3 or more skydivers linked in a circle by their arms.

STC: Safety & Training Committee (of the BPA). A powerful subcommittee of Council made up of CCIs and other experts.

T

TANDEM: (1) A way of skydiving without tears, strapped to an experienced jumper with a specially-built square canopy. (See note 1.)

(2) Also known as a piggyback parachute system in which both main and reserve canopies share one backpack.

TSO: Technical Safety Order. These are American FAA safety standards but form the guidelines for much of parachute design.

W

WARP: Worldwide Advanced Relative Work Progression. A programme of tuition for BPA Categories 9 and 10.

WDI: Pronounced "widdy". Wind Drift Indicator. A paper streamer used to predict canopy drift, and so determine the OP.

WUFFO: Or Whuffo. A non-skydiver. As in "Hey mistah, whu'fo' you jumpin outa 'nairyplane?"

Z

ZE-PO: Zero porosity. Non-permeable fabric used in modern very high performance ('New-Era' or 'New-Age') square canopies.

ZOO: The intricate manoeuvres performed by talented and skilled skydivers. Usage: "Jesus, what a Zoo!"

This jargon guide has been compiled from a contribution by Chris Jones D8783 and one which appeared in a past issue of SP by Rob Lloyd. We hope to build up a comprehensive listing and welcome additional suggestions, whether tongue in cheek or serious. The guide will be repeated twice a year.

NOTES

1) Tuition systems. The traditional **round-canopy static-line progression** is the cheapest but is giving way to RAPS - which is similar but uses ram-air (square) canopies from day one. Both usually require 40-70 jumps to qualify Category 8.

AFF, radically different, offers intensive individual tuition to compress the process into just eight freefall jumps from maximum altitude, accompanied by instructors. Correspondingly expensive, but increasingly popular.

Tandem jumping is not a tuition system but can be used to see if you like it before laying out the big money. Most clients do one jump for the hell of it, with no intention of carrying on; it is also suitable for many who cannot jump solo because of age, ill-health or disability.

2) Classification of UK skydivers is by two parallel systems:

The BPA 'Category' system runs from 1-10. A full description need not be given here; briefly, categories 1-8 teach you the essential basics, while 9 and 10 teach you the fundamentals of RW. Up to Cat 8 you are a student and strictly limited in what you can do. After Cat 8 you have greater freedom, while at Cat 10 you are recognised as an experienced freefall parachutist and can do what you like within reason and the rules.

The internationally-recognised FAI certificates run A-D. In the UK, a C-licence represents Category 8 and at least 50 jumps, and a D-licence (the universal mark of a full-qualified skydiver) is Category 10 and at least 200 jumps.

3) Aircraft names are often abbreviated: this should usually be obvious from context. Common ones include C206, C207, BN2, BN2T, C130, DC3, etc.

4) IPC has agreed on new names for the major competitive disciplines to help make the sport more accessible to the public; eg RW becomes "formation skydiving". While these names are being used in print, the change is recent and it will take some time for them to the older terms in normal speech.

5) The major competitive disciplines are RW (FS) (by far the largest), CRW, Style, Accuracy and Freestyle. **Accuracy** is landing as close as possible to a target, while **Style** is the execution of a specified set of freefall manoeuvres in the shortest possible time; the two are often combined in 'Classic' competition. Freestyle involves an aerial balletic routine which is as much artistic as sporting (rather like ice-dancing).

6) Pullout / throwaway. Two ways of activating a freefall parachute; the subject of tedious but heated debate. By the time you can understand the fairly small difference, you'll be arguing too, so I see no reason to expound here.

AirMasters PARACHUTE SCHOOL, INC.

- Tandem Jumps
 - AFF Instruction
 - WARP Instruction
 - Student Gear Rentals
 - Primary and Advanced Relative Work Instruction
- Phone (813) 788-5591 Fax (813) 783-1339

located at

Zephyrhills Parachute Center
P.O. Box 1889 Zephyrhills, FL 33539



WE'VE MOVED

Owing to expansion we've moved to new and larger premises where we can keep even more in stock!

Take note of our new address and phone numbers right now:

SWARD SPORTS LTD Mill Farm, The Fox, Purton, Swindon, Wilts. SN5 9EF
Tel: 0793 772323 Fax: 0793 772085

Part of our expansion is in equipment and we can now supply Chute Shop, Sunpath, Parachutes de France, Rigging Innovations, Performance Designs, Glide Path and many more.

Before buying **NEW or SECONDHAND** call Andy at Sward Sports

Altimeters

- ☐ Metres ☐ Feet
- ☐ **Sapphire** 13,000 ft, white face. Wrist or chest mount. Inc wrist mount. Great value £59.95
 - ☐ 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: £5.95
- ☐ **Chest Pad/Zak Knife** as above with built in Zak knife. Colour: £8.95
- ☐ **'U' Brackets** (pairs) attach Altimaster II to chest pad. £2.95
- ☐ **Wrist Mount** ☐ Alti II ☐ Alti III £5.95

Audible Altimeters

- Autod 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 Sight** Lens in mount with 6mm rod £69.95
- ☐ **Stem/Universal Joint** Stem fits to any helmet, joint connects stem to sight. £24.50
- ☐ **Complete Kit** £149.95
- ☐ **Skylight** Video, LED Indicator £34.95
- ☐ **Advanced Newton Sight** £149.95
- ☐ **Modified Dytter** for above £149.95

Goggles

- ☐ **Sward Sports Goggles** Superb comfort, soft edging. Lens: ☐ Clear ☐ Green Trim: ☐ Pink ☐ Green ☐ Orange ☐ Black ☐ Blue ☐ Red ☐ Grey ☐ Turquoise ☐ White £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 ☐ 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
- ☐ **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
- ☐ **Goggles** 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: £3.00
- ☐ **Aluminium Hook Knife** Same as Zak. Replaceable blades
 - ☐ Black ☐ Red ☐ Blue £10.50
- ☐ **Aluminium Hook Knife in pouch** Colour: £13.00
- ☐ **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: £14.50
- ☐ **Rig Bag with Pockets** Padded shoulder straps. Carry handle. Large main pocket plus smaller front pocket with 3 dividers. Packing tabs. Colour: £54.95
- ☐ **Rig Bag for Tandem Rigs** Colour: £64.95
- ☐ **Mini Rig Backpack** Lots of pockets, padded straps. Pop Top or 'Vector' (tick for order form) £34.95

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: £11.95
- ☐ **Log Book Holder, De Luxe** As above with extra pockets and velcro fastening. Fully padded. Colour: £14.95
- ☐ **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 £6.50
- **Superior Pin Badges**
 - Skysurfer ○ Freestyle
 - Tandem ○ Blue Track
 - Exit from diving Pilatus Porter £4.75
- **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

- 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
 - **'Freefalling Together'** Dive organiser book. Over 1300 skydiving formations from 2 - 20 ways PB. £10.00

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**
 - **Dead Men's Tales £24.95**

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 £5.99
 - S ○ M ○ L ○ XL
- **Jackets** Made from F111 & towelled lining
Style: ○ Pull-Over ○ Zip-Up
Colour: _____ £34.99

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 ○ Green/Grey
 - Black ○ Magenta/Grey ○ Red

LARGE STOCKS OF EQUIPMENT & DEMO RIGS

We now keep large stocks of canopies, mains, reserves and even rigs. Call us for Sabres, PD's, ZP's, Predators, Reflexes, Blue Tracks, Square reserves from stock or fast service on other gear.

You can also try before you buy at Sward Sports.

We have all the above canopies plus demo Javelins, Vulcans, Atoms and the brand new, revolutionary FLEXON from Rigging Innovations.

SWARD SPORTS SECONDHAND SERVICE

We're interested in helping you sell your secondhand gear. Just let us know what you've got and we'll keep it on our list. We may even accept part exchange on current equipment with a square reserve following a check from our rigger.

4 brand new TALONS - £495 each
First come first served!!!

Use Switch, Mastercard, Access, or Visa on 0793 772323
24 hours a day
or fax 0793 772085
or mail this Order Form now!

Mail your order today:

Name: _____

Address: _____

Post Code: _____

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

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

Expiry Date: _____

Signature: _____ Switch Issue No: _____

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	

Aircraft Emergency Procedures

DRIVERS EYE VIEW

Strange breed, pilots. Every time you talk to them, you get a bunch of techno-crap which you really don't need a fuel minimums, temperature limits, weight and balance, when all you want is transport to the release point so you can get on with the real business.

Well, OK, granted most of the time the pilot is just a necessary evil, just a part of the aeroplane that gets you where you want to be. There are times though when a little knowledge may help you do the right thing, may even help your survival. So, in the best techno-crap tradition, a little light reading to help improve the pilot-jumper knowledge interface (!).

AIRCRAFT EMERGENCIES

Be honest - when was the last time you thought seriously about aircraft emergencies? So, what's to think? You're high enough, you leave; too low, stay with it, right? Or do you just leave it to the jumpmaster to make a decision? Of course, the pilot is the aircraft commander and should really make the decision, but if the excrement has really hit the air conditioning, he'll be too busy to worry about you, so you may well have to make your own decision. Some factors you may like to consider:

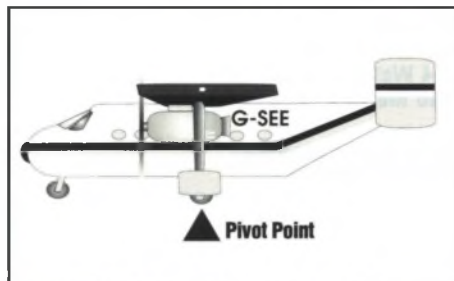
- 1 *How bad is the situation? (ie is this likely to be a precautionary landing, a forced landing or a crash?).*
- 2 *If I get out here and now, where am I going to land?*
- 3 *Is there any chance of staying on board a while longer, so I can get out over, or at least closer to, the DZ?*
- 4 *Have I got enough height to get out and unload?*
- 5 *If I get out, which handle am I going to pull?*
- 6 *What if I'm low and I go unstable on exit?*

On the plus side, aircraft emergencies are few and far between, and any jump pilot worth his salt will be regularly going over his emergency drills (just like you?) and while he's flying, constantly thinking, what if.....? (If he isn't, maybe this will prompt him!)

Also, you can prepare for the eventuality, by visualizing emergency situations and working out solutions, and by making sure you board the aeroplane **ready to jump**. If/when it happens, you won't be wasting valuable time working out what to do, tightening your leg straps and putting on your helmet. Important for everyone, but particularly so if you happen to be the nominated jumpmaster. As a matter of interest, the wearing of helmet for take off is a legal requirement, and a condition of the CAA relaxing the seat belt rule - the law requires you to be either strapped in, or dressed ready to jump. You don't have a choice in the matter. Anyway, if something goes wrong during the take off - statistically one of the most hazardous phases of flight - having your helmet on could well save your life.

WEIGHT AND BALANCE

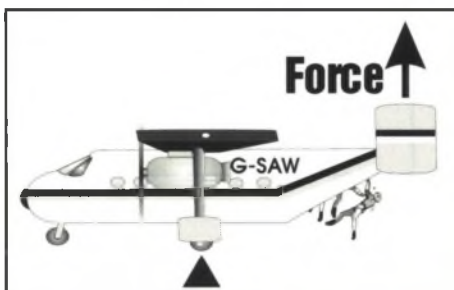
An aeroplane has a finite amount of power from the engine and lift from the wings to get you airborne. Overloading it will reduce the rate of climb, possibly to the point where it will not climb at all if you encounter even mild sink,



An aeroplane behaves like a see-saw, pivoting on its center of gravity. You balance an aeroplane by applying force to the rear end, using airflow over the elevator

wind shear or turbulence. Don't try to persuade the pilot to take an extra jumper, or you may well end up trying to fly through a tree. An aeroplane behaves very much like a see-saw, pivoting on its center of gravity.

If you put more weight on one end, you have to balance it or it will tip up. You balance an aeroplane by applying force to the rear end, using airflow over the elevator, the moveable flap on the tailplane.



As jumpers move to the rear during exit, the aeroplane gets out of balance. Force must be applied to stay level

If the aeroplane gets too far out of balance, ie too much weight moves too far back, then the elevator may not be able to provide enough force to maintain balance, and the aeroplane will stall. You are then very likely to hit parts of the aeroplane as you leave, and the airframe may well be overstressed, either during the recovery or, in the worst case, during the subsequent collision with the planet.

Weight and balance considerations are usually dealt with in parachuting aeroplanes by convention - 5 jumpers in a 206, 10 in a turbine Islander, only 8 people behind the line in a Skyvan, etc. Simple really - don't try to exceed the limitations of your jumpship! Stick to the conventional limits and you're quite safe. If you don't know what the limits for your ship are, find out.

FUEL, FATIGUE, WEATHER

From time to time, your pilot will need to stop. Maybe he feels the weather has deteriorated beyond his capabilities, maybe he'd needs to refuel, maybe he's just plain knackered. If he decides not to fly another lift, you have to respect his judgement - you wouldn't expect him to tell you how to parachute. For an experienced jump pilot, no problem - no means no. For an inexperienced pilot though, keen to fly, needs the hours, he may well be open to the sort of pressure that jumpers can often exert, "go on, just one more lift, the weather isn't that bad. Eric the regular pilot could hack it" you know the sort of thing. Accept that even a brand new jump pilot knows more about flying than you do, and if he says stop - STOP.

Just a few simple rules, and life gets much safer for all of us. To sum up:

- 1 *Rehearse your aircraft emergency procedures as enthusiastically as you rehearse your own cutaway drills - particularly if you act as jumpmaster.*
- 2 *If you want to try an unconventional exit, discuss it with your pilot first. Before you start your climb out, check with the pilot that the aircraft is correctly configured for exit.*
- 3 *If your pilot isn't happy to continue flying, trust his judgement and stop.*

Mind you, when I'm jumping, I hate bloody pilots and their techno-crap...

Ray Ellis D2523

Pilot Examiner E107

CLASSIFIED ADVERTS

CHASER/PEGASUS/PRESERVE 3

Complete system ready to jump.
New blue and silver Chaser with rainbow Pegasus (pin pull).
Both in excellent condition.
Plus an unused preserve 3 reserve with brand new pilot chute and spring

£400 ono
0252 311978

CHALLENGER / SST RACER/PHANTOM 22

Silver Challenger - 150 jumps
Phantom 22 and red Racer plus matching kit bag, Altimaster II and Protec.
All in good condition

£500
Tel: 0245 268567

ASSORTED KIT

Throwaway Tracer, PD 170 and G Q Sac reserve - **£450**
PD 190 and Raven 1 reserve in throwaway Racer Elite - **£950**
Cricket main and Micro Raven reserve in Racer Elite - **£950**

Altimaster II - **£65**, Dytter - **£80**
Contact Roger/Fran 0708 727865

RACER/MIRAGE/PHANTOM 24

Racer (pull out) - Merlin main (420 jumps) Phantom 24 (unused)
All in excellent condition and matching colours with 2 jump suits, helmet, kit bag and packing mat.

£550 ono

Also alti II - **£70 ono**

Write to: K J England, 8 Victoria Park, Kingswood, Bristol BS15 1RZ

CHASER/PEGASUS/26 LOPO

Dark/light blue, white container, throwaway. Blue, black, white Pegasus - under 300 jumps - excellent condition.
26' Lopo - acid tested, 6 months MOT
Ideal first kit

£450 ono

Tel: Paddy Adams 0993 844586

FURY/CHASER/RAVEN 2

Fury / Chaser / Raven 2
All genuinely less than 100 jumps
Chaser - black
Fury - black end cells and rainbow

£800

Tel: 0264 351817

CHASER/FIREFLY/PHANTOM 22

Chaser - S/M harness, pull-out or easily converted to throwaway, nice condition.
PD 150 - less than 100 jumps.
Phantom 22 - acid free and kevlar mods.

£700

Firefly main - **£100**

Tel: Tim or Sally 0992 715859 (eve)

RACER/RAIDER/SWIFT

Mid blue Racer - 200 jumps. Glide path Raider - rainbow colours - 200 jumps.
Swift - unused

£850 ono

Tel: Chris or Carol 0705 328166

CHASER/WILDFIRE/PHANTOM 24

Dark blue Chaser - royal blue trim - 250 jumps. Wildfire - factory blues - 300 jumps
Phantom 24 - unused

£650 ono

Tel: Chris or Carol 0705 328166

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
Tel: 0256 893500

CHASER/FIREFLY/PRESERVE

Black Chaser with pale blue trim.
Throwaway deployment with new pilot chute.
Firefly main with approx 250 jumps
Unused 24' Preserve reserve

£425 ono

Tel: 0363 83049 (evenings)

ASSORTED RACERS AND CHASERS

Assorted Racers and Chasers
Royal blue - from **£200 - £300**
1 Talon Raven 1 foil 252 - absolutely brand new

£1500 ono

Tel: Nick Harrison 081 781 3283

RACER/TURBO MICRO RAVEN

For sale: black parapack Racer Elite 1990.
Micro Raven never jumped, 215 sq ft 7 cell Turbo (100 jumps)
(+ BT 60 thrown in for free)

£1200

For sale black lycra Dragon Master jumpsuit size 10 with green and gold grips **£80** (+ CEBE helmet thrown in for free)
Can be seen at La Ferte Gaucher Drop Zone near Paris or:

Tel: Michael 33-1 64 30 62 40 (France)

CHASER/HAULIE/PHANTOM 22

Glidepath Raider - Trailblazers team colours (white, green, red, black). 500 jumps

£295

Optional extra: Chaser (black with blue trim), Phantom 24 plus throwaway deployment for an extra **£295**

Tel: Nigel Jackson 0980 64206 or at Netheravon

TEARDROP/COE-D 190/MICRO RAVEN

Navy, turquoise Teardrop with COE-D 190 (Microlined), Microraven reserve (Kevlar lined), medium harness.

Approx 60 jumps - excellent condition

£1,100

Alti - **£50**

Tel: Pete or Angie 081 693 8503 (eve)

OUTSTANDING T SHIRTS FOR SALE

Radical T shirts for skydivers!
Not redesigned surfer shirts. "Radical attitude" stacking design, silhouette "Freedom"

£8.25 each including P&P

Many other designs £7.75 to £8.75 make a great gift - Send cheque stating size or S.A.E. for brochure to:

M & M Inks

69 Machon Bank Road
Sheffield, S7 1PE

RACER/SABRE 150/HOBBIT

Racer - Sabre 150 - Hobbit square reserve - Two trap hats - Dytter - Altimaster II and mount - Kit Bag - Packing mat - Two jump suits - Protec.

All for £1350

Tel: Neil 0255 674899

RACER/CLIPPER/FIRELITE

Racer - black with silver piping, Clipper - 31 jumps, Firelite - ready to jump

£750 ono - or may split

PD 210 80 jumps - blue/silver - **£250 ono**

Alti II - **£60** and Paralert - **£45 ono**

Tel: Mick 0245 259121 (Evenings)

RAVEN 1 - 300 JUMPS

Raven 1 - 300 jumps only

£300

Tel: 0626 852154

VECTOR S/PD 170/PHANTOM 24

Brilliant first kit. Vector S with PD 170 main (less than 70 jumps) and unused Phantom 24. In good condition - also altimeter II, Protec, frapp hat, jumpsuit, goggles, knife and rig bag

Sensible offers only

Tel: Mel 021 708 0726

TRACER/252 FOIL/SWIFT

For sale: Tracer - navy blue with silver trim. Swift - unused and 252' Foil - blue with red cell walls, 250 - 300 jumps approx (with four months MOT left to run).
All in very good condition:

£700 ono

Tel: Jane 0622 890862

RACER/COE-D 170/GQ SAC

Complete system for sale -
Main - Coe-D 170 - approx 250 jumps
Reserve - GQ Sac - tested acid free - unused
Container - Racer copy, black (designed pop top) - approx 500 jumps
For desperately quick sale:-

£350

Tel: 0344 867 892

CHASER/PEGASUS/PRESERVE IV

Dark blue container with salmon pink trim - throwaway.
Main - blue/white - 200 jumps
Unused reserve - acid tested. For quick sale:

£460

Also: protec helmet - **£15**, alti - **£30**, symbiosis jumpsuit to match rig - **£50**.
All in good condition

Tel: Steve 0202 293120

TEARDROP/PD 170/MICRO RAVEN

Complete kit. Teardrop - grey, mauve and black - throwaway - 60 jumps
PD 170 - mauve, silver and black - microlines - 300 jumps - collapsible pilot chute & slider.
Micro-raven 150 - burgundy - kevlar lines - unjumped - one year old:

£875

Aircare jumpsuit - grey, mauve and black with oversleeves - to fit 5'8" 10 1/2 stone - **£40**.
Alti II **£35**

Alan 0606 836188

ZEROX/252/SWIFT

Small harness Zerox
Two 252 Foils
Swift reserve

£500

Tel: Dave Tylcoat 0769 60726, 07693 552

RACER/CLIPPER 199/PHANTOM 24

50 jumps from new. One careful lady owner retiring from the sport - baby forces sale!
Ideal first time rig - prepared to split

£800 ono

Tel: 0793 772323

Fax: 0793 772085

VULCAN/REFLEX 145/PREDATOR 150R

Fast radical main canopy in zero-p fabric, not for faint hearted! Container in black parapack with pinstripes on centre panel. Square reserve - unused. 65 jumps on rig

£1550 ono

Tel: 0793 772323

Fax: 0793 772085

MIRAGE CONTAINER AND FREE BAG

Mirage container and free bag
The rig will take up to a 210 main and a swift square reserve or similar.

£150 ono

Tel: 0793 772323

Fax: 0793 772085

WARP III/FIRELITE 177/PHANTOM

Warp III, Firelite 177 and Phantom reserve. Very small rig, possibly suit female or small male! Main canopy has round 350 jumps and the reserve nil.
Prepared to split.

£500 ono

Tel: 0793 772323

Fax: 0793 772085

SABRE/PD'S/NOVAS/REFLEX'S

Sabres, PD's Novas and Reflex's. Javelins, Talons, Atoms and Vulcans and lots more. For the best performance, try our prices. Always plenty in stock.
Call or fax for further details

Tel: 0793 772323

Fax: 0793 772085

220 DRAGONFLY/CHASER/GQ SAC

Complete kit for sale. Blue/silver/maroon. Reserve acid tested. Approx 350 jumps. Fair condition.

£250 ono

Tel: 0332 773002

TRACER/AVENGER/PHANTOM

Tracer pack assembly with Avenger main, 26' Phantom reserve.
Plus alti II, medium jumpsuit, helmet, kitbag and various spares

£550 ono

Tel: 0446 775525

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

ADVERTISERS

INDEX

Air Care	18	Skycraft Silencers	8
Centro de Paracaidismo	8	Square One	13
Cypres	12	Sunshine Factory	41
Classified Adverts	39	Sward Sports (Price List)	36/37
Dodington's	39	Sward Sports (Sandals)	48
Flagler Aviation	48	Sward Sports (Change of Address)	33
Freeflight Z/Hills	18	Symbiosis Suits	4
Headcorn Parachute Centre	11	Thomas Sports Equipment	Back Page
Hi Tech (AIS)	5	West Mercia Insurance	41
Kit Store	2		
Paragear	15		
Performance Designs (Sabre)	Inside Front		
Performance Designs (Reserve)	1		
Perris Valley	Inside Back		
Phoenix Z-Hills (Airmasters)	35		
Phoenix Z-Hills	45		
Richard Line Frap Hats	32		

Altimaster Service Centre - *Dodington's*

28 HIGH STREET, WHITCHURCH
SHROPSHIRE Telephone: Whitchurch
(0948) 2179 or (0270) 629807

PARACAIGUISMO

1992



Parachuting featured in the ceremony that celebrated the landing of the Olympic flame on Spanish soil.

On Saturday, June 13th, the Olympic flame that kindled the spirit of the classical Olympiad during the '92 Summer Games in Barcelona, arrived from Athens, Greece, on the shores of Empúries, Spain, near the ruins of the only ancient Greek settlement on the Iberian peninsula.

Moments before the flame was brought from a rowboat to shore by an actress playing the part of a Greek goddess, seven parachutists landed on the beach, before a crowd of approximately 50,000 in attendance of the symbolic start of the final countdown to the XXVth Olympiad.

Two no-contact stacks of three parachutes - one red, one yellow, one blue, and all of them trailing



As part of our National day celebrations for Expo 92 Seville, Spain, Nigel Watson Clark was asked to skydive in front of the Prince and Princess of Wales (amongst others!)

The Exposition, lasting 6 months, had already attracted 7,000,000 visitors of the 18,000,000 forecasted. At a cost of \$11,000,000,000 (billion) it boasts 126 participating countries of which the British Pavillion is by far the most popular.

Nigel Watson Clark Taking Part in the 'Expo 92'
Photo by Mike Lewin



streamers - painted each a "Barcelona '92" logo inspired by the art of Spanish painter Joan Miró.

A seventh parachute, all white and with "Barcelona '92" logo added to the visual impact by trailing white smoke in spiral turns, it was a truly spectacular sight against a Mediterranean sunset.

The seven skydivers landed in front of the VIP Grand stand.

The President of the Organizing Committee of the Barcelona Olympic Games, Barcelona Mayor Pasqual Maragall, and the President of the Spanish Olympic Committee, Joan Ferrer Salat, enthusiastically applauded the parachutists'.

The seven parachutists making up the international Barcelona Olympic Exhibition Team for the jump were: Colin Thomson (Zimbabwe), Udo Meis (Germany), Antonio Lopé (Spain), Richard Hornig (Germany), Ivan Coufal (Czechoslovakia), Fred Whitsitt (South Africa), Bruno Brokken (Belgium).

The jump was designed by Roland Hilfiker (Spain) and officially proposed to the Organizing Committee of the Barcelona Olympic Games by Uwe Beckermann (Germany), President of the FAI/IOC Coordinating Committee.

From CPCB Skydive Spain SoftF

British Team Fund

All this month's prizes
are donated by
Airscape Ltd:

COMPETITION



SAVE YOURSELF
LOADS OF MONEY
and Win
a return ticket to

Florida USA

The prizes are as follows:
First Prize: Return ticket to Orlando Florida
Second Prize: One years membership of the BPA
Plus Second hand copies of SP for runners up



For this month's competition all you have to do is put names to the formations above.
To make it more difficult were not going to provide the answers.

Tie breaker: Rename three of the five formations.

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
Monday, October 19th 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.

Aha! At last we have a response. Despite an immensely difficult quiz, ALL the answers were correct, which leaves us with the difficult task of judging the captions provided. Thanks for the jokes about silk purses and Greg Cox's ear, Jonathan Bowes of Coventry turned the saying on it's head with: "Greg Cox demonstrating one of the many useful things you can make out of a silk purse", while the skydiving accessory theme was explored by Tony Jones of Hounslow; "Kit news: Ear-Boosters! A must for faster head turns." and Alistair Ross of Northampton with; "Sorry guy's, we are right out of Protecs, but I think you'll all fly better with these anyway!". Ali Lawley was disqualified for being rude about SP, George Pilkington was disqualified because he knows Ali Lawley and anyway I felt like it; thanks for the cheques though. Alexis Perry's wee

tinkle provided the inspiration for most of the entries. Andy Abbess takes his life in his hands with a dig at the BPA: "But Mr Chairman, normally copies of the Development Plan are used to collect samples for the Sports Council dope tests," Charlie Hoare relived the Langan Boogie with: "Alexis Perry demonstrates what the weather was like during the Boogie School's visit to Langan this year". Mike Allum earned himself second prize with a sprinkling of puns, "It's only a wee thing but it's well covered by the mag". The winner however is Lesley Morris of Peterborough who said it is: "Alexis Perry taking the piss out of Sport Parachutist (or is SP taking the piss out of him??)". Jonathan Bowes wins the third prize, mainly for effort. Well now you know people can win, let's see you have a go for this month's prize folks.

TEL # (813) 788-9831 FAX # (813) 788-5107

When visiting Florida stop and see us
at one of our 2 locations - downtown
or on the DZ at Skydive city. Whether
your at home or in Florida let
us customize a new set of
gear for your today.

give us a call

Sunshine
FACTORY
38529 5th Avenue
Zephyrhills, Florida 33540

INSURANCE FOR PARACHUTISTS



WEST MERCIA INSURANCE BROKERS

High St., Wombourne, Nr Wolverhampton WV5 9DN

BCPA NEWS

Nationals 1992 at Sibson



It was that "anytime" of year again, the "anyplace" had been chosen, the "any-wear" turned out to be togas (various disguises ranging from the chilly fitted sheet to the warm-wear sleeping bag of Andy Abbess!).

And so the "Martini" Collegiates began with a most excellent BBQ to open the ceremonies. The Olympic torch was carried from the entrance of the DZ by the collegiate famous marathon man Phil 'Anyone got a match?' Halper (Shame it took half an hour, 5 choruses of chariots of fire, and the use of a minibus to light).

Stunned staff at Sibson stood by smirking as Paul FM (BCPA chairman, not a radio station) was crucified, ceremoniously debagged, and then fully photographed by the hordes of closet paparazzi who appeared on the DZ. "He stood up well to the cold though!!".

And so began a week of beer guzzling, debauchery, oh, and one or two attempts at skydiving.

The competition was aimed at all levels of experience: for the static liners, there was Static Line Acc (or SLACC), for the round free fallers, there was Free-fall Acc, (or FRACC), for squares there was SQUACC, and for the skygods LAC, (oh yeah, and Speedstar). Unfortunately due to the weather only the SLACC, FRACC, SQUACC and LAC really went ahead, 2 rounds of Speedstar happened, but only the first was counted due to cloud.

Numerous attempts were made at the collegiate formation record, with added entertainment from world famous megastar Jack Dee, who felt it would be amusing to show off his circus skills by doing a handstand through a hoop, (in reality a 4 way base!). Keep a look out for the edited version on *You've been framed!*

A new collegiate record was eventually set - but it's funny how many of the students on it were all well known DZ bum lookalikes, such as Pete Allum, John Drew and Roger Millington etc!!

Regular BCPA ambulance man Giles 'King of the Round Canopy' Hubby found his services not needed after all, as the only casualty Doogie 'Flare you daft git' Knox was taken to Peterborough District Hospital by the real thing. Doogies injuries - a cracked pelvis, squashed vertebrae - means that he won't be *Doing the Timewarp* for quite a while!!! He was cheered up, when 40 jumpsuited student skygods took P.D..H by storm to wish him a happy birthday, and present him with a copy of the *Peter and Jane guide to flaring of a RAM-AIR canopy the hard way* book, hot off the presses.

Nights included the usual double handed drinking, bar-fly, horizontal bar-bungee (Cheers Max!), Karaoke - including the dulcet tones of internationally renowned singer Bob Dylan (sorry Bob!), comedian Jack Dee showed some more of his multi-faceted skills with his backing group the Frappettes and Brian 'Mick Hucknall' Carroll "Held back the years" while still keeping his clothes on!

Roof diving took place, though in the case of Matt 'Many a pint too many' Usher, Roof sinking, as he slid gracefully from view through the gossamer thin roof of the storage shed!! (A replacement roof was bought the following day).

The final night heralded the cabaret - Better next year pleeeeeease! - and the prize giving. Prizes were awarded for all the ACC events, the speedstar etc. Sorry for not mentioning everyone who won. The Duncan Langhorne trophy went to Giles Hubby for all his help throughout the year, and for getting the progression week together. The Meacock brothers won a hair and beauty kit, Doogie Knox - a bucket and spade, Jack Dee - a packet of hoops, Lloyd - Gobstoppers (oh yeah, and one of the progression prizes!) and if anyone knows why Rob 'Don't call me sweetie-pie' Mortimer was awarded a packet of funnels will they let him know as he's still muttering about it!



Dunked after 16-way pic record Photo by J Drew

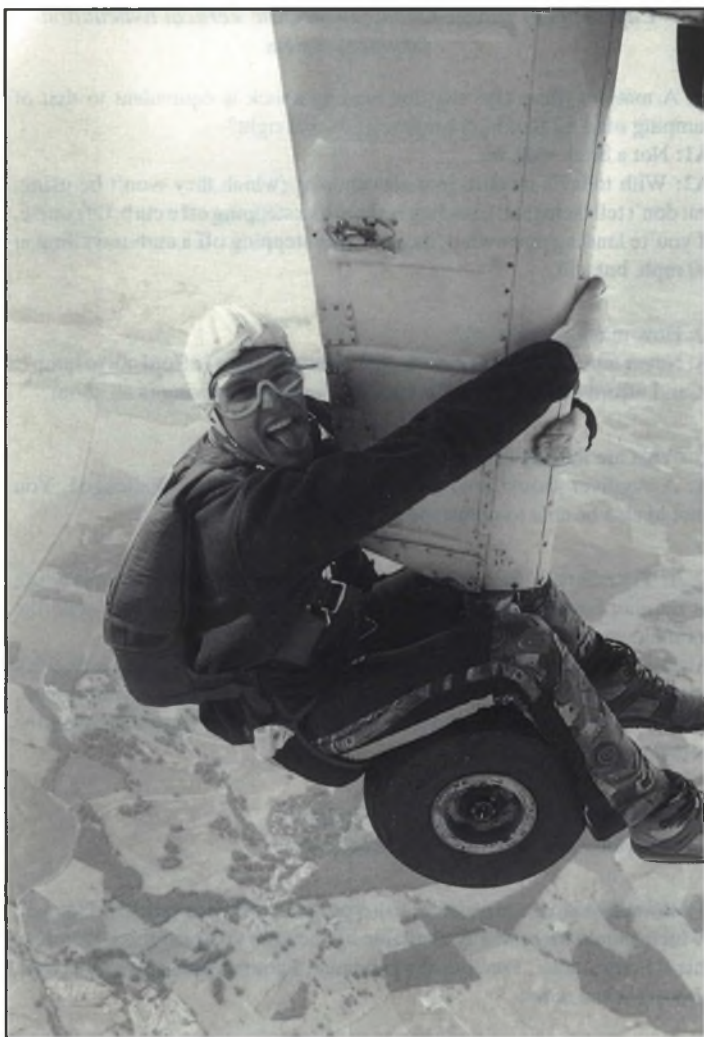


Once again, if you're pissed at not being mentioned, sorry, but I don't have a list of who won what.

On a final note, a big thanks to Paul for taking on the thankless job of being chairman, to Tor for all the scoring and other services rendered! To Matt Usher for treasuring well, and all the staff and instructors at Sibson for letting us trash the place again!! To Pete Allum and John Drew, for their organisational help, and the excellent photos and videos! And to anyone not mentioned, who feels they ought to be, Ta!

Anyone wanting stills of the sixteen way, please contact Jo (New BCPA chair) Not John Drew, as he doesn't have the negs anymore! Also anyone with photos of the Hospital Invasion, contact Rik at the same address (back of the mag - hopefully!) as my film maxed out.

Jo 'B!' and Rik
C9654 C9765



Charles Ross proving that you can fit ten people in an Islander
Photo by Steve No-Go Nolan

The good, the bad and the painful Collegiate Nationals '92 5th - 11th July

The bad news

The BCPA Collegiate Nationals were held at Sibson this year. The event was dogged by bad weather but by the end of the week most if not all of the rounds had been completed. I am writing, not about the results and events (I did that last year) but about a certain incident during the accuracy.

Accuracy was open to all competitors square and round, I observed a few less experienced and experienced square jumpers really going for the disc and I was amazed there weren't more injuries than there were. Fair enough, the weather was calm for accuracy but you'd think people would be more careful in such conditions. There were some good examples of accuracy canopy control but among them not was a guy who bounced - a few times - and is lucky not to be more seriously injured. He was found to have a cracked pelvis and two crushed vertebrae, if my information is correct, later in hospital.

I myself am, at this stage, a less experienced square jumper with just over thirty square jumps and warp level six. My advice to peo-

ple in a similar or more experienced position is think safety first, competition second but I'm sure you don't need me to tell you that.

The good news

On a lighter note but the same subject, two mini-buses packed with jumpers (in jumpsuits) paid a visit to Doug on the Thursday, his birthday! We promptly invaded Peterborough hospital and sang him happy birthday. We also handed over a short book we had compiled that morning amid tears of laughter. I think he liked it, a sense of humour is so important in such circumstances. He had to put it down after a few pages as it was hurting him to laugh.

Well, you'll be pleased to know that I've re-written the book in cartoon form for your enjoyment below.

Blue skies, and don't forget to flare!

Chris Boylan C9597

Congratulations to Chris Whitlock (team member of 'No-Go' and 'Genesis') on finally wedding Karen, July 4th, best wishes for the future - all at NWPC



Frequently Asked Questions

"No shit, there I was, at five hundred feet with a streamer, thought I was gonna die, struggling with my ripcord, and as I passed the second rung of barbed wire, I knew it was almost too late...."

It's raining outside, it's windy, and it's Monday the 13th. So I thought I'd put paws to the keyboard, as it were, and write a few words. In a few months (or days by the time the magazine comes out) (not the sort of comment to make if you're keen to get your article published...Ed) it'll be that time of year again - yup, that's right, beginning of term. Most universities have a sports fayre to introduce new students to the various sports and activities at the universities. Having sat through quite a few of these sports fayres, I know that the students can sometimes ask some awkward questions. So in order to help everybody out there, I've made a list of common questions, with their answers.

In no particular order, then:

Q: Is it safe?

A: The bridge club is over in that corner there.

Q: What do you do if your parachute doesn't open?

A: You activate your spare parachute, which is called a reserve.

Q: What do you do if neither of your parachutes open?

A1: You aim for a nauseating spectator.

A2: You get ready to grab hold of the grass. You see, it's a matter of fact that you'll bounce about six feet if you hit the ground at terminal velocity. The first impact will break your bones, but the second one will force the broken bones into your lungs, hearts and things, and that's what will kill you. So get ready to grab hold of that grass!

A3.1: You tie your shoelaces together.

Q3: Surely that won't help!

A3.2: No, but it'll take your mind off the impending doom. And don't call me Shirley.

Q: Why do they call it terminal velocity, anyway?

A: You work it out.

Q: How do you breathe in free-fall?

A: This falls into the realm of urban folklore. You can breathe in freefall - if it were necessary. However, due to the high speed of terminal freefall, and much higher speeds in vertical freefall, the jumper's body is exposed to O^2 molecules at a much higher rate than somebody walking around on the ground. The body is able to absorb the necessary O^2 through the skin (osmosis). This is why jumpers flap their cheeks in freefall, to present a larger surface area to the airstream for oxygen osmosis. Once under canopy, the jumper resumes breathing normally.

This is also why jumpers do not jump on cloudy days or when they might risk going through clouds. The moisture in the clouds can condense on their exposed skin surfaces and prevent absorption of the necessary oxygen, thus resulting in suffocation. (At this stage it'll help if you've got a video going right next to you, so that you can demonstrate the effect on Wally, the Dream Team, or whoever.)

Q: Why would anybody want to throw themselves out of a perfectly good plane, anyway?

A: We don't. You work it out.



'Out of this world'. Some Americans trying out the 'Space Capsule (sic) Yankee Doodle Immediate Vertical Evacuation' (Skydive) system.

Q: A mate of mine says that the landing shock is equivalent to that of jumping off a 12 foot high brick wall. Is that right?

A1: Not a brick wall, no.

A2: With today's modern ram-air canopies (which they won't be using, but don't tell them that!), landing is more like stepping off a curb. Of course, if you're landing downwind, it can be like stepping off a curb travelling at 60 mph, but still.

Q: How much does it cost?

A: Never mind how much it costs. Ask yourself: 'Can I afford not to jump?' 'Can I afford not to live?' 'Do I want to know what living is all about?'

Q: What are the physical requirements?

A: A skydiver should not, as a rule, be gravitationally challenged. You should also be able to withstand large quantities of beer.

Q: In 'Point Break,' Patrick Swayze is only given about five seconds worth of training before doing his first jump. How does that compare with the training we will be given?

A: It is important to remember that Patrick Swayze was doing a free-fall jump, and had to be able to open his own parachute. When you do your jump you will be tethered to the plane, which will effectively open the parachute for you.

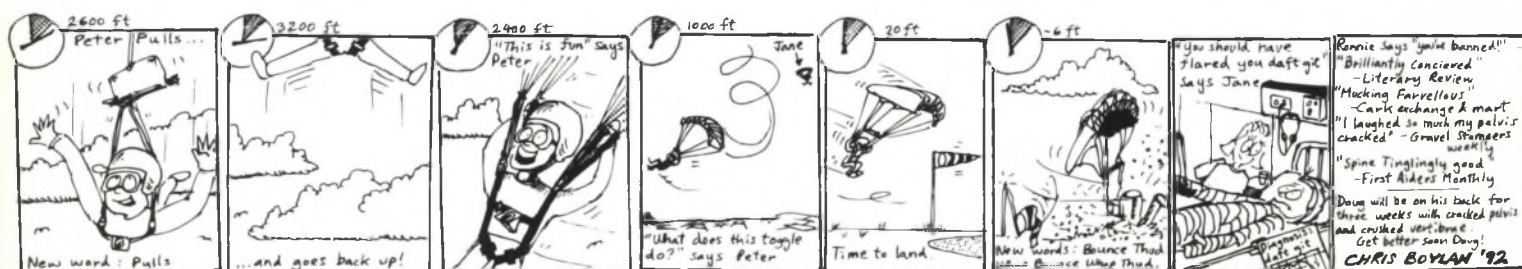
Q: How many fatalities are there per jump?

A: As a rule, zero. What did you expect, five?

All the above is, of course, true. I also pro-pack my zero-porosity Nova 66 (which should be generally available by the time you read this). Don't try this at home, kids. Loading any parachute 3 pounds per square foot (well, almost) is bad news.

Blue skies and tip-toe landings!

Reidar J Husmo



Schedule of Events 1992-1993

October 31-November 1

November 7-14

November 19-30

19-20

21-22

23-25

26-28

28

5th Annual Halloween Boogie

Fall RW Training Camp

24th Annual Turkey Meet

Practice

8 Way

16 & 20 Way

10 Way

Awards Night

December 6-11

December 12-January 4

December 26-27

December 26 or 27

Sky-Eye Sequential

Performance RW/College Camp

Christmas Boogie

Christmas Scrambles

Prizes

January 17-22

January thru March

Sky-Eye Sequential

Performance RW/College Camp

Sky-Eye Sequential

Variety Fun Dives

Small ways, big ways, fun ways. No contact sequential, barbecues and more! The pace is slower, come experience the difference!

January and February

Strong Tandem Master Course

March 21-26

March 28-April 3

Sky-Eye Sequential

Performance RW/College Camp

Spring RW Training Camp

April 4-18

April 6-8

April 9-10

April 10

28th Annual Easter Boogie

5th Annual 20-Way Sequential

8th Annual Speed-40 Way

Awards Night

AIR MASTERS PARACHUTE SCHOOL, INC.

•Tandem and AFF instruction all year long

• Call for appointment and rates

PHOENIX/Z-HILLS PARACHUTE CENTRE

P.O. Box 1889

Zephyrhills, FL 33539

Telephone: (813) 788-5591

Fax: (813) 783-1339



PHOENIX/Z-HILLS



© VENTURA 1992

BRITISH PARACHUTE ASSOCIATION

Badminton Parachute Club

Contact J Davis, Tel: 0666 577756

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. Cessna 205 with in-flight door. Visitors most welcome. No membership fees, no hire charges (even for squares). Canteen on DZ, bar, restaurant and great accommodation at centre, 3 miles. Open weekends, occasional Wednesdays (BST) and all last week in May.

Border Parachute Centre

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

Devon & Somerset Parachute School
19 Azalea Close
Highfield
Dunkeswell
Nr Honiton
Devon
Tel: 0404 891690

Doncaster Parachute Club
See Target Skysports

Eaglescott Parachute Centre

Open every weekend and also weekdays by arrangement. Friendly small club atmosphere with emphasis on safety. All students equipped with AADs, helmet radios and GO Aeroconicals. RW, CRW, Style and Accuracy pit. Tents and caravans on the DZ. Local B&B. If it is windy, you can always go surfing! New RAPS Equipment.

Dave Tylcoat
Eaglescott Parachute Centre
Eaglescott Airfield
Ashreigney
Chumleigh
Devon EX18 7PH
Tel: 0769 60726/07693 552

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 RW jumping. Bunkhouse and showers, bar and cafe on airfield. All welcome. Cheapest jump prices in the Country.

Midland Parachute Centre
Dormers, 3a Halstead Road
Gosfield
Essex CO9 1PQ-
Tel: 0789 297959

North West Parachute Centre

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

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

Oxon & Northants Parachute Centre

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

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

Peterborough Parachute Centre

Tuesday to Sunday from 0800hr. Skyvan and an Islander. AFF, WARP, Tandem. Bunkhouse accommodation, free camping, bar, food. UNRESTRICTED ALTITUDE. 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, and unlimited altitude. Also RW/AFF trips to Gap (S.France).

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

Target Skysports Parachute Club

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. Radio helmets, AADs, student and experienced kit hire. Cafe, toilet and shower facilities, accommodation, caravans and camping. C206, Cherokee-6 and Piper Lance. Competitive jump prices everyone welcome. Unrestricted altitude.

Target Skysports
Hibaldstow Airfield
Hibaldstow, Brigg
South Humberside
Tel: 0532 505600
DZ: 0652 648837

Wild Geese Ireland

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: 02665 58609
Fax DZ: 02665 57050
Dave Penny: 0265 58002
Fax Dave Penny: 0265 58653

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,
Cams. 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

Run by Chris Lynch (current National Formation Skydiving Champion) as part of the Headcorn Parachute Club. We are the U.K.'s longest running A.F.F. school and have 14 rigs at our disposal. We offer expert instruction from expert skydivers at all levels.

Slipstream Adventures
The Airfield,
Headcorn
Kent TN27 9HX
Tel: 0622 890862
Fax: 0622 890641

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

Affiliations now due for 1992/93

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 R. Mortimer (co-chair)

50 Miller Road, Ribbleson,
Preston, PR1 5QT
Jo Rutherford & Robert Mortimer - Co-Chair 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

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.



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: _____	

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	GOODS	£
Orders up to £20	£1.50	£2.50	£4.50	P&P	£
Orders £20.01 to £50.00	£2.00	£3.50	£7.50	TOTAL	£
Orders over £50.00	£3.00	£4.00	£10.00		£

DEALER ENQUIRIES WELCOME

25 Hook Cottage, Hook, Swindon, Wiltshire SN4 8EA, (UK) Tel: 0793 854301 Fax: 0793 852 452

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: 904-437-1004

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

RN CALIFORNIA • WORLD CLASS COACHING • VIDEO • VIDEO REVIEW ROOMS • BUNK H
 2 TWIN OTTERS • KING AIR • "OUR DOUGLAS" DC-3 • C-206 • SOUTHE
 D ORGANIZERS • JUMP WITH THE AIRMOVES 4-WAY TEAM • 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

PERRIS, SKYDIVE HARD!

"The right time for a new place"

talon



Open 365 Days a Year!



PHOTO BY ROLAND BARKSDALE

PERRIS VALLEY
714 OR 213 - SKYDIVE

AIRMOVES
COACHING, DAN B.C.

SQUAREONE
PARACHUTE SALES & SERVICE

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.

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.