

Sport & Parachutist

October 1992



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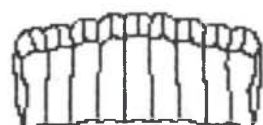
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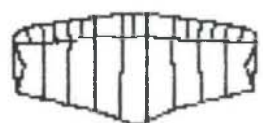
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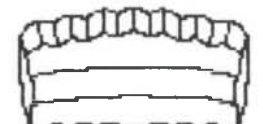
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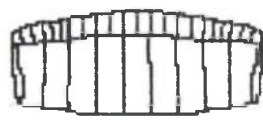
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Sport Parachutist

JOURNAL OF THE
BRITISH PARACHUTE ASSOCIATION
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Telephone 0533 785271 Fax: 0533 477662

October /
November 1992

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Cover - Royal Marines during Canopy
Formation Practice over Netheravon.
Photo by Simon Ward.

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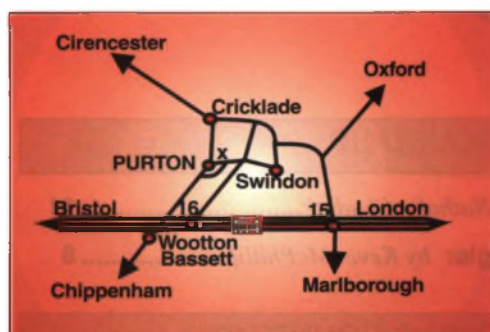
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Performance Designs have just received FAA TSO approval on their new PD-126 reserve. When equipped with micro-line this reserve will have a pack volume of less than 300 cubic inches making it the smallest reserve on the market. Ideal for lightweight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

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NEWS & EVENTS

THE BRITISH PARACHUTE ASSOCIATION LTD ANNUAL GENERAL MEETING

**TWENTY - SIXTH ANNUAL GENERAL MEETING,
of the Association to be held at, The Park Inter-
national Hotel, Humberstone Gate, Leicester, on
Saturday 16th January 1993 at 11.30 a.m.**

AGENDA:

1. To consider, and adopt if approved, the Report of the Chairman of the Council.
2. To discuss any Special Business.
21 To consider the cost implication to members of continuing to provide Minutes of Council & STC Meetings as inserts to Sport Parachutist magazine.
3. To fix subscriptions payable by non-provisional members for the 12 months commencing 1st April 1993.
4. To announce the election results for the 1992 Council.
5. To draw the annual lottery.

Dated the 2nd November 1992 For and on behalf of the Council of the BPA, D S Oddy, Office Manager.

Note: Members are reminded that under Article 31 of the Articles of Association only such business as is notified to the BPA Office in writing at least 40 days prior to the date of the meeting can be included under item 2 - Special Business.

Members requiring accommodation at the Park International Hotel on Friday 15th or Saturday 16th January should make their reservations direct with the Hotel:- Tel: (0533) 620471, Fax: (0533) 514211.

AMERICANS SNATCH BACK LARGE FORMATION RECORD

No sooner has the world large formation record been brought to Europe, taking it to an almost unbelievable 150, than the Americans snatch it back. What's more they have done it in style, beating the existing record by 50 skydivers. The record was broken at Myrtle Beach in South Carolina, where 200 skydivers made it on the 24th attempt jumping from 3 Caribous, 2 Twin Otters and 1 DC3. The exit height was 16,500ft and the successful formation was held for 6.47 seconds.

As the large formation record grows so does the cost and complexity of organizing the attempt, with the record at 200 it is unlikely that there will be another attempt for a long while; however, the ball is now back in the European court.

More details and photos in the December issue.

DANGEROUS SAFETY OFFICER

Landing Accident Injures Jumper

An experienced jumper was seriously injured in a July 26th landing accident at the Skydiving Centre in California.

According to drop zone operator Kevin Gibson, local jumper Bill Spangler hit two picnic tables at high speed after making a low turn under canopy. He crashed through one table and then skidded along the ground for about 60ft.

Spangler broke his left leg in several places and injured his pelvis and ankle. Gibson said after two lengthy operations, doctors weren't sure if they could save Spangler's leg.

Gibson said Spangler had only recently recovered from a broken back resulting from a bad landing he made last year. Spangler has about 1200 jumps and serves as the area's safety and training adviser.



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CORRESPONDENCE

CARK POP

Dear Ed,

After 56 years the 'old man syndrome' was getting to me - work, booze and sleep, couldn't be bothered to do anything.

"Dad - why don't you come to NWPC at Cark and watch me do my 1st parachute jump?", my daughter Helen said to me. So I made the effort and was I proud to see her and all the students dropping out of that plane!!

"Dad, why don't you do a tandem jump with Brian and Mick?"

"Don't be daft Helen, I'm too old for that!"

"No you're not", everybody said, "and you'll enjoy it!"

Well jump I did and hooked I was!

"Helen - see if I can do the course so that I can do a static line", I wouldn't have given 2p for my chance, but she persuaded Dave Allan and with two weeks to go I myself in shape. No booze, and keep fit got me through the course and two weeks later, on the 18th August 1991 I did a static line jump along with Helen, Jean and Graham, my kids - that made my day.

However, 65 jumps later, on 5th September 1992, I got my CAT VIII and did a 8 way star with the lads. "Absolutely brilliant!"

So, if you could find space in your mag, I would like to say thanks to everybody and have them recognised as the most understanding, helpful, encouraging and efficient group of people I have ever had the pleasure to meet.

They made me feel like a star and some people say I have an uncanny resemblance to Him when I smoke a cigar, and these people at Cark certainly did 'make my day!'

Harold Percival C9717 BPA 568 POPS

BCPA NEWS

Dear Ola,

As one of the longest-serving (and longest studying!) members of the official B.C.P.A. (British Collegiate Parachute Association), a body affiliated to the B.P.A., I was rather perturbed to see a letter in the June issue of 'S.P.' (from some Wally from Mid-Wales who runs off hills hanging on to an old ridge-tent!) recommending that if people wish to fly hills they should do it under the auspices of the B.P.C.A.!!

To set the record straight, the official B.P.C.A. only sanction Bar-flying, Roof-diving (or Roof Holing if your name's Matt!), Car and Minibus-Surfing- and that's only if it's too dark or too windy to skydive!! If we (the B.C.P.A. membership) were in Wales I'm sure we could find more interesting activities to partake in (sheep-anyone?!) than running off hills complete with scaffolding and tarpaulin! 'Nuff said!!!

Nice to see, the 'SP' being over-whelmed with B.C.P.A. News! (Rather than under-whelmed with competition entries of £5 per time to only win a bin-lid to watch old movie repeats!!).

Isn't it about time you updated the B.C.P.A. contact address and affiliation list to accurately reflect the officials running the show and numerous Polys/Unies affiliated?

The magazine's definitely improved but I feel that a cover price should be published to allow it to be sold at news agents such as similar Gliding/ Flying /

Hang-gliding magazines are; then, perhaps, the magazine may be offered as an optional part of the membership subscriptions to allow it to succeed (or fail) on its own merits.

I tried to take out an Associate Membership in our Poly Parachute Club's name just for the magazines only to be told that I would have to pay approximately £25 (that's £4.16 per issue!) for a two monthly magazine - only subscription; instead I opted for the USA printed and posted 'Skydiving' magazine which (although only a paper!) is £40 for 24 bi-monthly issue!!

It's about time that the BPA published a breakdown of the membership subscription since previous lower prices have indicated ~£1.50 per issue (approximately a third of the cost requested for a magazine only subscription!), to set the record straight.

Go on - Publish if you dare!!

Yours sincerely

Robin J. Llewelyn-Leach

Correction to para 4, above. I think it should read:
"Isn't it about time the BCPA informed the mag who their officials are and which Polys & Unies are affiliated?"

Re: Selling the mag on the newstands. It is not as simple as putting a price on the cover and walking into WH Smiths. At the moment SP is primarily a service to the BPA members and I would estimate at least 75% of its contents (eg BCPA news, many letters, competitions reports etc) would be of no interest to the general public or even anyone considering trying the sport. For it to survive as a regular newsagent mag, it would have to become a completely different animal. It would cease to be of interest to most BPA members who, quite rightly would then start clamouring for their organisation to provide them with a mag in which they could express their views, find out what the BPA is doing on their behalf, read about what's going on, what's been on, and learn a bit about skydiving. They might even want to call it 'Sport Parachutist'! ...Ed

'NO SHIT' STORY FROM DZ BUM

Dear Ola

Having recently acquired my very own 'no shit there I was story' I was totally convinced that my low flying days were over - but remained a DZ bum for the sake of the beer.

Not feeling guilty for having quit - my bank balance was sure to benefit - I was constantly harassed to get back into the air or take up golf (thanks Gum).

Can I say a big thank-you to all the lads and lassies at Fife Parachute Centre in Errol, Perth, for convincing me to do 'one last jump'! Also thanks to Pete for dispatching me and to lady luck for helping get on the drop zone for a change.

Loads of fluffy landings to you all

From Errol's very own helicopter

Patricia, BPA 506947

PS Congratulations to Andy Lothian for managing to learn the opening line of 'Ruby'!

BRIDLINGTON'S BACK

Dear Ola

Just a few words to say how good it is to be Skydiving with British Skysports at Bridlington again. I paid my first re-visit on 28/6/92 and got a big welcome from Dave, Nicky and Lynn and was amazed

when they showed me round the spacious DZ, and all the local regular Jumper's gave me a warm friendly welcome. By early afternoon we were on a lift to 8,000 ft and it felt great to breathe the sea air and enjoy the coastal scenery once again. That day I got three Skydives in and was on dive exit's, I've been every weekend since and achieved my qualifying CAT VIII 9/8/92. It's taken me three years one month and one day exactly since my first jump at the same place 22/7/89. Since they closed (Dec 89) I've jumped at Langar and Tilstock, I've had some great times and met some interesting people. I wish to thank Dave Hickling & Co at Langar and Lynne George and the lads at Tilstock, whom I will be visiting from time to time, I hope to have a good future Skydiving and hope to see British Skysports have a successful future. So come on you Jump Hogs let's see ya down there sometime.

Blue Skies

Ian Pickup C 9374

TUNNEL VISION

Dear Ola

I am currently a student on an AFF course - or at least I was 18 months ago. I was having major difficulties with turns. Even so, after a couple of re-jumps my instructors passed me at level 4 and also at level 5. This was all very well except that I still had absolutely no control over my turns and this made the subsequent AFF levels harder and harder. The upshot of all this was a complete drain of my confidence and a complete drain of my finances - I just hated the thought of the next jump! I gave up.

This brings me on to the reason for writing. I recently rejoined the BPA and the first issue I received was April. In this issue was a feature on wind tunnels containing articles about the Zurich Aerodium and Flyaway in Tennessee. This article was perfectly timed as I had recently called the BPA office to see if they knew of any tunnels nearby which they didn't.

Myself and my girlfriend (who has done no skydiving at all) contacted the Zurich Aerodium and booked a four-day 'Learn to fly' course. We even contacted the Hotel Rumlang mentioned in the article and booked a room. It was all very easy.

We both had three sessions per day, each session being three two-minute flights (this knocks the spots of AFF!). The first couple of flights were, to say the least, pretty rough but after that we were really getting the hang of it. In the four days that we were there we managed to grasp all the basic aspects of controlled movement in the air - forwards, backwards, left, right and, of course, turns! We even got the hang of up and down which equates to controlling descent rate in a skydive.

We both had, in effect, seventy two minutes freefall for around £300 each (roughly the cost of a level 1 AFF jump). I don't pretend that flying the tunnel will be the same as doing my next skydive but it has certainly boosted my confidence sky high and I am looking forward to renewing my attempts at AFF at a centre that will have me.

Yours excitedly

Steve Gaskell BPA 463584

...more letters on page 10

THE BIG CHOPPER

Espace Boogie, Brienne le Chateau, France.

T*his seems to be the biggest European boogie, with one of the biggest aircraft. They say that the Mi26 helicopter can take 150 people, but it has taken more. With about 700 registered at the boogie, there was plenty of opportunity for satisfying skydives - the talent and the facilities were there. There were a few reasons for complaint as well.*

The new approach

This year's boogie was supposed to concentrate on successful skydives rather than size. Last year's ladder approach (with graded groups) was supposedly dropped. The minimum experience required for this boogie was to be able to dock on, and fly with, a 20-way. In my view this was sensible, but had seen the pre-boogie literature, and knew what to expect. Many turned up without this level of skill, and were disappointed by the non-availability of organisers. In fairness, most were given at least one chance, but they might not have gone if they had known the rules beforehand.

Some groups had an axeman, others didn't. Whether the axe swung depended on the organiser. The organiser of my group (Sandy McRobbie) was quite tolerant, but the organiser of an equivalent group binned many members who might have benefited from a few more instructional jumps. It is debatable which approach is best (I would have been happy to lose a few people from my group, but Sandy was very helpful to them; they improved, so the jumps improved). Bearing in mind that we were paying 150 French francs each to be organised and videoed, I think Sandy gave better value.

The way people were allocated to groups seemed to be arbitrary. I was allocated a group based on the one I was in last year, which was reasonable when you are dealing with several hundred people. Unfortunately, no account was taken of the fact that I had done 250 jumps since then, including formations bigger than those we attempted in France. I was disappointed. The problem was that there was no clear way up of getting into more experienced groups. It was like trying to find a ladder at night, with sunglasses on. Some people stumbled into better groups, others were

called to them by friends who were already there.

Results of other groups were also mixed. Everyone's level of satisfaction varied roughly with their own expectations. People in Patrick Passe's group may have felt glum at getting only 2 points on, say, a 40-way, whereas members of George Pilkington's group were euphoric just at being in the sky with that many other people. What often helped was having a lively organiser - George (as ever) was excellent in this regard, but the top "vibes" organiser was Fritz, whose trademark was snarly nose and throat clearing before his announcements.

Anyway, after about three days, my group had pretty good vibes going, and was doing 3 and 4 point 20-way. This was when I discovered that the Swiss for "Yahoo!" was in fact "Ja Hou!". This was our peak, and over the next few days success was varied. On the last two days we were doing 40 - 50-way dives with reasonable results. We were having a good time.

Despite the poorly arranged groups, I enjoyed myself. Even when dives don't complete, I know that 75 seconds in the air is better than 75 seconds "sur la terre".

Recommendations

There are two improvements I would like to see next year. One is to get things moving rather more quickly. The other is to change the organisation system to include two separate organisation methods. The main one would be a grouped system where a jumper can climb a ladder, hold his own, or suffer the axe. The other is a walk-up system, with no ladder, just no-pressure dives. This means that those who want to push themselves can do so, and those who don't want to be pushed don't have to be.

Other bits

It was possible to do microlight jumps at the boogie, after the Mi 26 had shut down for the day. I did a 2-way with Felicity Martin, also from the SPC. This involved us taking passenger slots on two microlights flying close

by and, well, getting it together. All for £17 each. My only complaint was the cold.

There were regular attempts at breaking world records for CRW, which I believe were successful.

Finally

I will go back to this boogie. If you are doing Chute Assise, surfing or umpty way sequential, the facilities are there - most of the top European names, and an aircraft like a big elevator. Things don't always work according to your hopes, but if the organisers of this Espace boogie can get their merde together, it will provide the best chance of success.

By Kevin McPhillips

The photographers for the boogie were: Simon Ward, Henny Wiggers and Willy Boeykens

The videomen are also producing a Boogie tape which is being sold for £22.50 including P&P. It will feature dives from all the groups as well as many of the highlights of the whole boogie: Orders can be sent to Sward Sports



The French team breaking-up after building a 37 CF

Hey

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SKY RATS



CORRESPONDENCE

... contd from page 7

ANNIVERSARY JUMP

Dear Ola

I wonder if you could make use of this photograph in the BPA mag.

The two participants are WO2 Scotty Milne (Tandem Master) and former Cpl Alan Cruickshank as passenger. Both soldiers joined the Junior Parachute Company together on 12th Sept 1967, I was posted to 1 PAPA while Alan went to 3 PAPA. Both of us became involved in sports parachuting and my record as a Red Devil and National Champion is well known.

Tragically Alan broke his back in a parachuting accident in 1976 and has been paralysed from the chest down since. After his discharge using the spirit for which airborne soldiers are famous Alan became a respected national and international wheelchair athlete.

Alan has always held the ambition to get back into the air and when I was posted as Chief Instructor of the Joint Service Parachute Centre in Cyprus we decided to make the necessary arrangements. During a holiday in Cyprus this year, after making the necessary medical arrangements we were able to commemorate the 25th anniversary of our enlistment by conducting this tandem descent together.

This was also one of the last tandems I conducted prior to handing over the appointment of Chief Instructor and preparing for my release from the army at the end of a long and happy career.

The photograph was taken by Maj Lars Eriksson of the Swedish Contingent UN (SWEDCON).

Regards

Scotty Milne Ex CCI

SOAR POINT

Dear Ola,

I would like to endorse the comments made in the June issue of Sport Parachutist by P. Lavery about the danger of attempting to use free fall canopies for ridge soaring. I have been a BPA Approved Instructor for almost six years and have been parachuting for twelve years.

I started paragliding in the Alps last year and now have a Club Pilot rating (roughly the Cat 8 of paragliding). At the beginning of my Basic course I wondered what they could teach me about square canopies.

During the course and on the training slope I found out. All skydivers have an instant canopy, at flying speed when their parachute opens. They have NO experience of the behaviour of a canopy below and up to flying speed, nor of false lift at these speeds or how to make corrections. A great deal of programming has to be unlearned.

Paragliding canopies should not even be called parachutes. They are gliders and behave very differently from freefall canopies. For example, if you pull down the front risers on one it will probably collapse and, depending on the type of canopy, may not re-inflate.

Free fall canopies have the such a steep glide angle that many Alpine launches, even if successful, would end up in trees.

My main concern here is to point out to those who would experiment that you don't know as much as you think you do. If you wish to paraglide, do it properly via a BAPC course. The instructors will probably be a little wary of you (with good reason if P. Lavery's story is anything to go by), but you have some advantages in not being nervous of being in the air and once you are airborne most of your air experience is useful.

Remember, however, that paragliders want to stay airborne. Parachutists merely use their canopies to get them down in time for the next lift!

(Apologies to CRW!)

Soft landings,

G.V. Roberts D5007



WO2 Scotty Milne (Tandem Master) and former Cpl Alan Cruickshank as passenger

TSE IS TSO'D

Dear Ola

Having recently read with great interest the article from Mark Kinder, August/September 1992 issue of Sport Parachutist, I would like to point out the following for Mark and any other jumpers who intend to visit the USA with T.S.E. equipment.

If any US Jump Centre stops you from jumping your equipment because of the F.A.A. you should refer them to 'The Parachute Manual', A Technical Treatise on Aerodynamic Decelerators, Vol.II, page 205, section 5.610 Thomas Sports Equipment (T.S.E.). The second paragraph states that T.S.E. qualifies for the TSO-C23b under bilateral airworthiness agreements. As this is an American F.A.A. agreement with the Australian C.A.A. any Drop Zone operator and/or F.A.A. Official should be satisfied that the equipment is accepted for use.

If anybody has a problem with their T.S.E. equipment in the USA, don't forget to quote Dan Poynter's 'The Parachute Manual'.

Best of luck

Chris Thomas



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The Second Moscow Boogie 1992

For the second time the Moscow Parachute Club organised the Moscow Boogie from the 4th till the 12th of July at Wolosowo airfield near the town of Tsjechov, 60 miles south of Moscow. Together with two skydiving friends and 40 kg overweight on luggage we started our journey from Amsterdam.

Eight Antonovs II for the Russian students were neatly lined up on one side of the DZ and on the other side two MI8 choppers (one from the club and one from the Russian four- and eight-way team) for the boogie jumpers, Russian or otherwise.

Like last year there were about a hundred jumpers: 80 Russians and 20 foreigners (English, American, Norwegian, German, Canadian, Swiss, Spanish and Dutch). At the beginning of the week the weather was rather chilly and dungarees were stuffed under the tight jumpsuits, but halfway through the week we were back to normal

temperatures: 25° to 30° C and a nice breeze cooled the air.

Five jumps a day in a very relaxed atmosphere was normal; of course you could skip one or two and join the group of your choice again later. On each jump, the number of jumpers, the formation and the positions were drawn up again and that way you

could choose to do what you do best or what you want to learn the most of. Almost all the jumps were with cameraman, video and/or photo with no extra charge for the service.

If you had something nice or special in mind, you told your organiser and it would be arranged. Moreover, you could always



Photos by Andrej Veselov (Russia).

HEADCORN PARACHUTE CLUB AND SLIPSTREAM ADVENTURES

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BOOGIE ROUND UP

make your wishes known and they would take them into account. Briefings and debriefings were somewhat short and concise to be able to make a lot of jumps, but when you ask for advice, they give it to you very professionally because the members of the four- and eight-way team organised the jumps under the guidance of Anatoli Zjirov together with very experienced jumpers of the centre and they know perfectly what they are doing.

Once in a while a funnel would happen or a jumper would go low on a formation. The 'culprit' would not be run down but in a friendly way advised how to prevent or solve the problem next time. This way, hardly any stress developed and maybe that is the reason why most of the jumpers performed better than they would have

lems and only the Russian team jumped, alas! One or two days later we tried again; all the foreigners in a 28-way; it was a wonderful sight; doors open at both sides, struts and wheels loaded with floaters (about ten) and the organiser as a conductor in the middle of the aircraft giving the exit command..... The formation was not complete but we had a lot of fun!

In one of the magazines we (the three Dutch jumpers) saw a picture of a group of jumpers hanging on the outside of a helicopter and that seemed a nice idea. At once a static line was attached to the outside of the fuselage of the M18 and at 13,000 ft we climbed out of the door onto the tank and the wheel together with four of our Russian friends and 'cheese', the picture was made! The climb out was really fast and so we had

(simple food but enough and nutritious) and a newly built bar with drinks, snacks, meals and video.

I prefer the live guitar music of the Russians because they have a fine ear for music and beautiful singing voices and you can always watch a video at home. Their eyes bulge at the WC freestyle video and I have the impression that their style trainer does not like that too much....

Of course there were the trips to Moscow to the Red Square, the Kremlin and the TV-tower, which I used to do some shopping and to visit old friends. A bottle of champagne still costs only \$1.50, a winter coat about \$8.00, but then the average monthly salary is about \$10.00....

In short: again a very successful boogie and as long as only a few skygods are attending, especially suitable for the intermediate to reasonably experienced RW-jumper. With the experience of the Russian load organisers they can give their level a nice boost and when in the future more experienced skydivers attend, you surely will be able to make a lot of beautiful jumps with big formations. A goodie, far from any political commotion, with very nice Russian staff who want to make you as happy as possible, with an atmosphere of friendship, attention and willingness to help, an atmosphere that makes up for any other deficiency in the circumstances. Wladimir Gorbunov, the Manager, is already busy organising the third Moscow Boogie and after two Moscow Boogies - I can only say, "It is an unique experience not to be missed"!

Information about the third Moscow Boogie 1993 (presumably in the first two weeks of July again) can be obtained from: Moscow Parachute Club, 12 Kashirskoe Shosse, Moscow, Russia 115230, Telephone: 095 1113315, Fax: 095 1114475. Fax is the best way of communicating and at night (the Russian one!), or very early morning, the lines are not too busy. They will send you all the information you need together with an invitation, which you need when applying for a visa.

Nathalie Chudiak
(Netherlands),



done at western boogies and subsequently learned a lot from their jumps.

Regularly they organised big formations. When the attempt was successful, they continued to vary on that theme for a day or half a day and that way you can make beautiful jumps. If the attempt failed, they divided the formations into smaller groups, so the better jumpers didn't have to 'pay' for the errors of students.

There was also a M16 and one day everybody geared up to jump out of it. At 8000 ft the pilot appeared to have radio-prob-

to hang on for a long time before reaching the exit point which gave me a brainlock on the second formation we were supposed to make (good excuse, hey) and even that was solved in time. Two light injuries, a single reserve ride and some landings out of the DZ were the only discordant notes of the week.

Concerning the eating, drinking, sleeping and washing, everything was the same as last year: a building with bedrooms for three to a hundred persons, washrooms and showers and mobile lavatories outside; a canteen where three meals a day are served

Cypres

Denise Bär

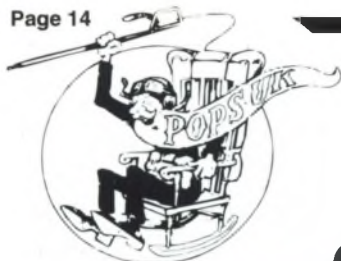
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PARACHUTISTS OVER PHORTY
SOCIETY

POPS CORNER

During the early part of July I had a phone call from POPS member **Mike Wardle** who is secretary of the Nottingham branch of the Parachute Regimental Association: "How would you like to find a few current POPS jumpers for a demo to celebrate the 50th anniversary of the formation of the Parachute Regiment (1st August 1942-1992)". It took a few telephone calls to find the team, and thus we turned up on Sunday the 2nd August at Wollaton Park in Nottingham. Three jumps into the arena were organised so every one got at least two jumps into this beautiful park. **John Knight** (team leader) led the group with fellow POPS members, **Graham StClair** (Top Pop), **Bunny Brown**, **Mike Coleman**, **John Crowhurst**, **Gordon Welch**, **Dick Gays**, **Mike Wardle** (jumping his Paradactyl) and guest jumper **Paul Adams**. It was wonderful to jump in front of, and to meet and talk to those 'Old and Bold' paratroopers of yester-year, and to witness their pride in their Regiment and Colours.

Mist and low cloud greeted us at Sibson for the final meet of 1992. All day Saturday we sat around waiting but to no avail, however, it was a good time to chat with old friends and get to know new ones. It was great to once again meet up with **Michel** and **Janine Van Beirs** and **Gerard Gunst**, who made the trip from Belgium especially for this meet, and our newest member **Harold Percival** who at 57 started last August and has progressed to Cat 8.

After an inactive day, we all (40 of us) descended upon the back garden (sic) of the local guest house, Stoneacres, owned and run by **Ann** and **Peter Wilkins**, for a bar-be-que. The vast garden with its 5 hole mini golf course, summer house and very adequate bar-be-que pit was absolutely ideal, and the evening was pleasantly mild. **John Crowhurst**, the star of the evening, spent several hours behind a hot cooking pit, producing a very edible repast, he was kept supplied with life saving vino (ala Floyd) by his wife **Pauline**. towards the end we were joined by our hosts for a night cap. We would like to thank **Ann** and **Peter** for an enjoyable venue and thoroughly recommend their establishment.

Sunday dawned clear and bright, and we were able to get on with the competition. We started with the essential Hit and Rock, which was won by **Pat Carpenter**, and then onto the accuracy. Unfortunately time restricted us to only one round, but at least we had a result. Because of bad weather at various meets throughout this year we were competing for two accuracy competitions. Thus it was that **Lenny Mobbs** won the Doncaster Plate with a dead centre and also the Dick Gays, Parachute Eng Ltd Handicap trophy, despite all of Dick's handicapping.



*John Peck, and Pat Carpenter - winner of the hit and rock
Photo by Janine Van Beirs*

We finished off the meet with a few good fun jumps, firsts for some of our members who had not jumped the 'van before, and then into the prize-giving and a short meeting, where next year's meets etc were discussed. **Lofty Thomas** stood in for Top Pop, **Graham StClair** who was celebrating his Ruby wedding with his wife **Millie**, Congratulations to them both! We would like to thank **Sue** and **John Meacock** for the use of their centre, and to **Laurel Kinbrum** and all the ladies who helped out at the pit and evening bash. Next year's meets are all in the organising stage, full details in the next issue of the mag. We are still trying to get corporate rates for our trip to the World meet next year in Florida, so if you were not at the Peterborough meet or did not put your name down as interested and would like to go, then please drop me a card ASAP.

And finally a big welcome to our new members... **Chris Neal**, **Alan Webster**, **Stanley Hopkins** and his wife **Margaret**, **Harold Percival**, not forgetting **Gerard Gunst** of Belgium, **Paul Norman** and **Geoffrey Holmes** who, now aged 72, jumped at Arnhem fifty years ago with the 1st Airborne Division, and is still jumping via tandem and static line. I hope the weather holds to give you some good jumps during the autumn, and that we may see most of you at the AGM in January.

Blue skies and soft landings

Michael Allum POPS 252 (Hon Treas Sec POPS UK)

Results of the meet:

Hit and Rock Pete Best's trophy "Petes Pot"

1st	Pat Carpenter
2nd	John Crowhurst
Joint 3rd	Gerard Gunst and Pete Shew

Individual Accuracy Doncaster Plate

1st	Lenny Mobbs
2nd	Dick Gays
3rd	Lofty Thomas

Team Accuracy

1st	Lenny Mobbs
2nd	Lofty Thomas

Individual Accuracy Parachute Eng Ltd Handicap Accuracy Comp

1st	Lenny Mobbs
2nd	Dick Gays
3rd	Lofty Thomas
	Roger Flavel
2nd	John Peck
	Pat Carpenter
	Dick Gays
3rd	John Crowhurst
	Don Taylor
	Ron Millard

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On Saturday 8 August 1992, 107 female skydivers assembled at Le Luc airfield, in the Cote d'Azur region of France. Our aim was to achieve a new Ladies World Record. Alexis Perry and Jerome Bunker, who had masterminded the previous record of 80 set in Niort in June 1990, had been working towards this attempt all year. Alexis did the recruiting and organising of the women, pilots and aeroplanes, whilst Jerome, technical director of Le Luc airfield, dealt with logistics, publicity and sponsorship.

For the Brits, the weather was bliss, it was seriously **hot!!** One of the sponsors, Eau de Pioule, provided free cold bottled water all week long, which proved to be much needed to prevent dehydration.

We jumped in two groups, the intended base with Alexis, everyone else with Jerome. The initial jumps were quite poor, lots of people out and the formations were flying really badly. Many of the women had little experience in flying large formations - and even less at flying a base! In fairness to the organisers, they had intended to train a fast 44-way base earlier in June, but due to weather and the numbers of people, this didn't really happen.

After about five jumps with the existing groups, some radical changes were made and suddenly we had a completion of the base. Two further completions on the 44, getting smoother and faster all the time and then 16 girls were added from Jerome's group to make a 60-way. The first dive had four people out, the second was complete other than a grip, which was encouraging. It was now time to go for the record.

Excitedly, we dirt-dived our first 84-way on the Tuesday evening, little knowing how many times this exercise was going to be repeated. The planned 84 was a graceful, airy formation, not unlike the earlier record set in Niort; a solid zippered base surrounded by loops of lines, which leave ventilation holes and so keep the fall rate fast. It was christened 'Fleur d'Azur' by the local press.

We were up on Wednesday morning, at 6am. Three Sky-vans and a Twin Otter took off at 7am to fly to 18,000 feet. On this first attempt, we were missing three ladies and one grip. Replacements were made, the second jump built to 83 and was held for 9 seconds. We started to believe that we would com-

LADIES 100 WAY

plete the 'Fleur d'Azur'. There was no doubt that we had the collective skydiving ability. It was just a matter of making everyting gel in that crucial 90 seconds.

The next jump, despite taking oxygen (which is a bit of a gas!), one of the girls was so badly hypoxic she had to stay in the plane. The rest of us built a quick and solid 83 out of 83 - good, but not a record. On the fourth and last jump of the day, Laurent our loadmaster, forgot to blow his horn to signal us to exit; we built only a scrappy 76-way and landed tired and fed-up!

The next morning, we made the fifth record attempt, which also fell victim to a bad exit. This time, Laurent was so determined not to be late with the horn that he blew it too early!! The trail Sky-van exited first, followed by the Otter, the second trail Sky-van and, lastly, the base left! Chaos ensued - freestyle, impromptu stars, tracking competitions...

The rest of the day was ludicrously windy so we couldn't jump, but were secretly grateful for the rest. We were all exhausted, and there was the emotional stress of desperately wanting the record to happen, but being unable to affect the outcome.

We took off again that evening at around 9pm, having waited for the wind to drop. It was an incredibly beautiful sunset and the vibes felt just right; However on this jump that we all felt would work, the completion evaded us. It was difficult to point a finger at any-one in the debrief, but Jerome was implacable and two girls were replaced. Somewhat despondent, we were cheered up by champagne donated by our unfortunate loadmaster. In any case, the view of 90 canopies flying in the sunset, under the full moon and above the twinkling lights in the town, all in a soft twilight haze, was magnificent.

Friday, 5.15am, we met for a dirt dive, after a short night. The sunrise was a mirror image of the sunset the night before, even the full moon was still in the sky. At 7.30am, we left the aircraft for the seventh attempt at the record. This time, there was no doubt that it was complete, flying beautifully and held for an age. The screaming in freefall and under canopy was echoed on the ground. We landed on an incredible high, we kissed and hugged each other. Suddenly all the effort was worthwhile. The 84-way record was held for 19 seconds and was flying with hardly any tension, completely flat. Coinci-





WORLD RECORD

We landed delighted to have been on a complete 100-way and desperately praying it would meet the criteria for a successful record.

Rumours were rife, then after about twenty minutes when the judges had seen all five videos, Jerome got on the RMC microphone, announcing that the 100-way was complete; it had been held for 5.72 seconds. We had set the second Ladies World Record of the day and reached the magical figure of 100! We were ecstatic, the place erupted into absolute pandemonium. We all kissed everyone, invaded the stage, flashed, paraded, sang, danced, laughed and jumped for joy. I think Alexis and Jerome were amazed at what 100 deliriously happy women will get up to. The 100 couldn't have happened at a better time for the sponsors, who were delighted. It couldn't have happened at a better time for us either, now we didn't have to get up early the next day, we didn't have to watch our alcohol intake, we could PARTY!

It was a great event to be part of. We felt a shared sense of achievement and friendship with fellow jumpers from 21 different countries. Setting two World Records in one day gained marvellous publicity for our sport. Building a 100-way on the first attempt seemed quite incredible.

In this case, the important factors were teamwork which had built up through the week; a great briefing from Jerome and Alexis: excellent formation flying from the pilots, support from the crowd; excitement from the morning's record; self-motivation of every lady on the record: in short, when we took off, the vibes felt right. Perhaps the biggest factor was contained in Alexis' pep-talk before we attempted the 100. "This morning, you gave us a new world record, the 84-way. Jerome and I are happy and you have completed your contract. Now the 100-way, if you make it, is for **you** - it is your record."

Lesley Morris

dentally, exactly as in Niort the record was completed on the Friday, on the seventh attempt, and was held for a long time.

I think Alexis and Jerome were amazed at what 100 deliriously happy women will get up to

"No time to celebrate", said Alexis and by 9.30am, we were doing the second jump of the day, a 96-way attempt, using a Pilatus Porter in addition to the existing aircraft. thanks to earlier disastrous exits, Alexis was now loadmastering our aircraft himself, using a spoken "Go" rather than the horn. On run-in, one of the jumpers (American, of course) yelled "let's do it girls!". The floaters thought this was the "Stand-by", and got in the door. We then had the real "Stand-by" and the floaters left!, thinking it was a "Go". This fiasco meant this attempt had no chance! We had one further, unsuccessful attempt at 96 and all took a much-needed rest.

In the evening, there was a party for the sponsors who intended to celebrate the

morning's record and watch our next attempt. A huge articulated lorry from Radio Monte Carlo (RMC) arrived, let down its sides to make a stage and started playing music. Spectators began to arrive in force, fascinated by the sight of so many fit, attractive ladies dirtdiving with such concentration. The festive atmosphere started to build up.

Somewhat as a gamble it was decided to attempt the magic, three digit skydive - 100-way! A long and meticulous dirtdiving ensued, with separate briefings for the base and outside divers. By now, three ladies had left and three had been injured (sadly, British Ali Lawley was one of them or she would surely have been on the record). We were down to 101 jumpers.

One hundred ladies, plus four camera-men, plus three loadmasters took off at around 7.30pm. to a waving, cheering crowd. RMC radio was broadcasting a live commentary from Le Lue as we were running in - apparently the five-aircraft formation looked superb from the ground. The dive itself was complete! Of that, most people were sure, but was it held for the required 5 seconds?

SPECIAL MENTION

ALEXIS AND JEROME: Heartfelt thanks to both for the superb job or organisation - and for having the bottle to go for the 100.

COCO: For her excellent organisation of many of the dives.

CONCHA: For efficient and sympathetic medical services.

THE PILOTS: They included Ron Dickie, Jan and Airtime member Andy Woodmonsey, thanks guys for your brilliant flying and especially Mouse for the hilarious night jumps.

CAMERA PEOPLE: Norm Kent, Didier Klein, Gus Wing, Eric Passard, and of

course Heather Bisiker.

Heather was base for the 84 and 100 and wore a neatly-designed, tiny helmet (self-made) which entirely enclosed a video camera.

BRITISH PARTICIPANTS: Allison Cronnelly, Paula Diggle, Fran Gregory, Jane Howell, Debbie Ingle, Jackie Jackman, Allison Jeskins, Sally Kelve, Leigh Kirk, Anthea Lee, Lesley Morris, Lisa Sheridan, Claire Trigger, Cornelia Weymouth.

EVERYONE ELSE INVOLVED: Thanks for a great time and sorry if I forgot to mention you!

BRITISH PARACHUTE ASSOCIATION LIMITED, (A Company Limited by Guarantee) REPORT AND ACCOUNTS FOR THE PERIOD ENDED 30TH JUNE 1992

COUNCIL: Chairman - J K Lines*, Vice Chairman - D Hickling*, Treasurer - D Clouting
Other Members - R Atherton, A Connolly, A Kenny*, R G Card*, A Fair, C Lyall, T Carroll,
 S Hastings*, J L Thomas*, K Hughes*

The names of the present council members are stated above.

Mr L George served as a council member during the period but was not re-elected at the Annual General Meeting in January 1992. Messrs S Treble, B Davies and T Knight all retired from council in December 1991 and Mr G Cox did not put himself forward for re-election at the Annual General Meeting.

* These council members served from 1st April 1991 and were re-elected at the Annual General Meeting in January 1992. Ms D Clouting is a co-opted member and was appointed by Council. All other present members of council were elected at the Annual General Meeting.

Principal activities and review of the period

The principal activity of the Association continues to be the promotion and encouragement of sport parachuting and maintenance of standards.

The accounts reflect the results of a fifteen month period due to the change in financial year end from March to June. They present a healthier result than the preceding twelve months, but it should be borne in mind that two peak student membership periods are included rather than one and, because of the June year end more late renewals are brought into account.

During 1991/1992 £12,000 was advanced as loans to centres as part of our ongoing commitment to the development of the sport at club level.

In the first two months of the current period the accounts are showing a deficit, largely as a result of the high level of expenditure incurred with competitions in Austria and China. However, with a pleasing increase in membership numbers and continuing efforts to contain costs we hope to recover our position in the next few months.

Auditors

A resolution will be proposed at the Annual General Meeting that Hawsons be reappointed as auditors to the Association for the ensuing year.

On behalf of Council: D Clouting, Treasurer, Wharf Way, Glen Parva, Leicester, LE2 9TF
 8th September 1992

1

AUDITORS REPORT TO THE MEMBERS OF BRITISH PARACHUTE ASSOCIATION LIMITED

We have audited the accounts set out on pages 3 to 9 in accordance with Auditing Standards.

In our opinion, the accounts, give a true and fair view of the state of the Association's affairs at 30th June 1992 and of its result for the period then ended and have been properly prepared in accordance with the Companies Act 1985.

HAWSONS, Chartered Accountants, Registered Auditor,
 Northampton, 8th September 1992

2

EXPENDITURE CONTINUED	NOTE	15 months to	12 months to
		30 June 1992	31 March 1991
		£	£
BROUGHT FORWARD FROM PAGE 3		186,256	150,812
Competition costs:			
World Championships			
Classics		-	16,629
Relative Work	15,547	-	-
Canopy Relative Work	-	208	-
World Cup	394	-	-
National Championships	259	595	-
RAPA Championships	-	602	-
Sundry Competition costs	4,318	2,944	-
CIP Conference	1,376	834	-
Other Conferences	300	-	-
Operating costs	4 17,847	13,350	-
Staff costs	5 22,174	17,669	-
		62,215	52,831
Public relations:			
Cost of shop sales	8,577	16,963	-
Public relations	1,541	3,700	-
Operating costs	4 8,398	6,283	-
Staff costs	5 10,435	8,316	-
		28,951	35,262
Access, Participation and Retention:			
Magazine	75,112	62,418	-
Insurance	133,425	84,261	-
Operating costs	4 6,299	4,712	-
Staff costs	5 7,826	6,236	-
Regional competitions	2,059	2,187	-
Grant to club	-	5,000	-
Sundry meeting expenses	1,175	3,021	-
		225,896	167,835
CIP Conference - Bisham Abbey	6 158	9,486	-
TOTAL EXPENDITURE BEFORE EXTRAORDINARY ITEM		£503,476	£416,226
SURPLUS FOR THE PERIOD FROM ORDINARY ACTIVITIES		43,533	13,065
EXTRAORDINARY ITEM	7	(3,448)	(50,943)
SURPLUS/(DEFICIT) FOR THE FINANCIAL PERIOD		£40,085	£(37,878)

4

INCOME AND EXPENDITURE ACCOUNT For the period ended 30th June 1992

	NOTE	15 months to	12 months to
		30 June 1992	31 March 1991
		£	£
INCOME			
Members subscriptions	1	191,329	139,408
Members insurance		145,688	80,723
Shop sales		12,736	20,266
Magazine subscriptions		48,426	38,390
Magazine advertising		4,351	24,408
		52,777	62,798
Coaching income		5,578	6,308
Development income		-	1,188
Other income		6,157	4,333
Interest receivable	2	8,593	9,726
Credit card commission receivable		5,341	2,747
Sponsorship income		-	149
		428,199	327,646
Sports Council grants	3	118,810	101,645
TOTAL INCOME		547,009	429,291
EXPENDITURE		£	£
Safety:			
Development management		5,974	8,312
Travel and subsistence		1,164	162
Boards of enquiry		708	325
Operating costs	4 33,593	25,130	-
Staff costs	5 41,738	33,260	-
		83,177	67,189
Coaching:			
Courses		14,606	15,556
Travel and subsistence		1,310	-
Coaching administration		61	554
Operating costs	4 38,842	29,056	-
Staff costs	5 48,260	38,457	-
		103,079	83,623
CARRIED FORWARD TO PAGE 4		186,256	150,812

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BALANCE SHEET - 30th June 1992

	NOTE	30 June 1992	31 March 1991
		£	£
FIXED ASSETS			
Tangible assets	8	97,911	103,983
CURRENT ASSETS			
Stock	1 13,331	12,788	-
Trade debtors		13,417	13,363
Other debtors		4,901	17,044
Prepayments		11,843	2,074
Loans to clubs	9 32,352	27,289	-
Cash at bank and in hand		165,585	73,877
		241,429	146,435
CREDITORS - amounts falling due within one year			
Trade creditors		9,061	4,780
Taxation and Social Security		10,232	11,805
Other creditors		57,617	43,825
Accruals		5,410	600
Subscriptions in advance		54,977	27,450
		137,297	88,460
NET CURRENT ASSETS		104,132	57,975
TOTAL ASSETS LESS CURRENT LIABILITIES		£202,043	£161,958
ACCUMULATED FUND			
Balance at 1st April 1991		161,958	199,836
Surplus/(deficit) for the period		40,085	(37,878)
		£202,043	£161,958

Approved by Council on 8th September 1992 - J K Lines - Chairman,

D Clouting - Treasurer

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BRITISH PARACHUTE ASSOCIATION LIMITED

NOTES TO THE ACCOUNTS

1. ACCOUNTING POLICIES

- a. The accounts are prepared under the historical cost convention.
- b. No depreciation is provided on Freehold Land and Buildings. The Association maintains its property to a high standard and any depreciation would, in the opinion of council, be immaterial.
- Depreciation is charged on the cost of other tangible fixed assets net of grants received, so as to write them off, over their estimated useful lives in equal instalments at the following annual rates:-
- Office fixtures - 20%
Office equipment - 25%
Exhibition equipment - 25%
Training equipment - Various rates between 20% and 50%
- c. All leases are 'operating leases' and the relevant annual rentals are charged wholly to the income and expenditure account.
- d. Stock is valued at the lower of cost and net realisable value.
- e. Annual membership subscriptions are brought into account only when received, whilst temporary memberships are brought into account on a receivable basis.
- f. Corporation tax is provided for at current rates of tax on taxable investment income.
- g. Grants received from The Sports Council are dealt with as follows:
- Grants relating to specific capital expenditure of a material nature are set against the cost of the assets purchased.
 - Grants relating to specific revenue expenditure are matched with expenditure when it is incurred.
- h. The pension scheme is a defined contribution scheme and payments are charged to the income and expenditure account when paid.

	15 months to 30 June 1992 £	12 months to 31 March 1991 £
2. INTEREST RECEIVABLE		
Gross interest received	11,459	12,990
Provision for Corporation Tax at 25%	(2,866)	(3,248)
Under provision for Corporation Tax in prior years	-	(16)
	£8593	£9,726

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	15 months to 30 June 1992 £	12 months to 31 March 1991 £
5. STAFF COSTS		
Wages and salaries	114,936	90,864
Social Security costs	11,175	8,690
Pension and health insurance	4,322	4,384
	£130,433	£103,938

These costs have been allocated to expenditure headings in the Income and Expenditure Account as follows:-

	%	£	£
Safety	32	41,738	33,260
Coaching	37	48,260	38,457
Competitions	17	22,174	17,669
Public Relations	8	10,435	8,316
Access, Participation and Retention	6	7,826	6,236
	100	£130,433	£103,938

The average number of persons employed by the Association during the period was:

	7	8
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6. CIP CONFERENCE - BISHAM ABBEY

Expenditure	158	20,722
Income	-	11,236
	£158	£9,486

This cost was partially met by a contribution from Sport Council in 1991 of £6,900 (see note 3)

7. EXTRAORDINARY ITEM

Overstatement of advertising debtors in previous year	6,496	-
Provision for bad debt: - advertising	(8,696)	21,318
- magazine publication	-	29,625
Legal fees	3,448	-
Accountancy costs	2,200	-
	£3448	£50,943

As previously reported, the extraordinary costs have arisen as a result of accounting irregularities discovered after commercial control of Sport Parachutist Magazine changed hands.

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3. SPORTS COUNCIL GRANTS

	15 months to 30 June 1992 £	12 months to 31 March 1991 £
Grant received in respect of:-		
Safety	29,219	23,375
Coaching	31,556	25,245
Competitions	40,906	32,725
Public Relations	5,844	4,675
Access, Participation and Retention	9,350	7,480
CIP and other conferences	1,935	1,245
CIP - Bisham Abbey	-	6,900

Income and Expenditure Account	£118,810	£101,645
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4. OPERATING COSTS

	£	£
Rates, heat and light	8,358	6,029
Depreciation of fixed assets	11,678	11,065
Staff and council expenses	8,881	1,964
Postage	9,831	8,538
Telephone and Fax	5,459	4,931
Printing and Stationery	12,829	9,036
General expenses	3,993	3,103
Hire of office equipment - operating leases	7,237	6,035
Audit	4,600	3,600
Insurance	2,730	1,714
Legal and professional	9,996	1,928
Staff recruitment costs	390	4,201
Subscriptions	3,747	2,590
Bank charges	3,273	2,287
Credit card commissions	2,033	640
Bad and doubtful debts	1,700	2,475
General meetings	1,798	2,571
Repairs and renewals	1,222	3,849
Computer expenses	5,224	5,128
Profit on sale of motor vehicle	-	(3,153)
	£104,979	£78,531

These costs have been allocated to expenditure headings in the Income and Expenditure

Account as follows:-	%	£	£
Safety	32	33,593	25,130
Coaching	37	38,842	29,056
Competitions	17	17,847	13,350
Public Relations	8	8,398	6,283
Access, Participation and Retention	6	6,299	4,712
	100	£104,979	£78,531

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8. TANGIBLE FIXED ASSETS

	Freehold Land & Buildings	Office Fixtures & Equipment	Training & Exhibition Equipment	Total
COST:				
At 1st April 1991	£87,250	£43,776	£18,748	£149,774
Additions	4,850	756	-	5,606
At 30 June 1992	£92,100	£44,532	£18,748	£155,380

DEPRECIATION:

At 1st April 1991	-	30,829	14,962	45,791
Charge for period	-	9,580	2,098	11,678
At 30 June 1992	-	£40,409	£17,060	£57,469

NET BOOK VALUE:

At 30 June 1992	£92,100	£4,123	£1,688	£97,911
At 31 March 1991	£87,250	£12,947	£3,786	£103,983

9. LOAN ACCOUNTS

	Rates of Interest	Due for repayment by:	1992 £	1991 £
Swansea Parachute Club	5%	May 1992	246	622
Border Venture Parachute Club	5%	Aug 1993	1,162	2,500
Border Venture Parachute Club	5%	Jan 1994	2,111	3,889
Comwall Parachute Club	5%	Mar. 1993	1,500	-
Ipswich Parachute Club	5%	May 1991	-	278
A G Knight	5%	Nov 1996	17,667	20,000
Flying Tigers Skydiving Centre	5%	Feb 1997	4,666	-
Midland Parachute Centre	5%	Aug 1997	5,000	-
			£32,352	£27,289

Due for repayment within one year	10,079	3,900
Due for repayment after one year	22,273	23,389
	£32,352	£27,289

10. FUTURE CAPITAL EXPENDITURE

	1992	1991
Council have authorised future capital expenditure on fixed assets as follows:		
Not contracted for	£1,400	£-

11. LEASING COMMITMENTS

Annual commitments under non-cancellable operating leases are:	Office Equipment	
	1992	1991
	£	£
Operating expenses which expire:		
In the second to fifth year	£7,076	£5,638

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WHY BECOME A JUDGE



... Judges (what do they do indeed?)

Why become a judge?

A question I have asked myself on numerous occasions, usually about two thirds of the way through each competition I am judging at. It is a hard and thankless job (most of the time) but, and the but is big, the rewards are worth it all.

For me the essence of a 'sport' is the competitive side, and becoming a judge was one way of staying in touch with that aspect of sport parachuting. I enjoy the whole excitement, tension and atmosphere of competitions. By being a judge I can be part of that, not just a spectator. I am contributing to the whole. In addition, being a good judge is another skill. Learning the rules (and the why of the rules) - interpreting them to the benefit *all* of the competitors - and disciplining oneself to keep an unbiased approach; making decisions that can be justified if need be; being part of a team and sometimes being appreciated by the competitors and organisers.

The down side - it is hard work. However early the start the judges have to set up the pit or the video or the telemeters before the first lift takes off, and close it all down at the end of the day. It is not unknown to emerge from the video room (when the party is in full swing and the food has finished!) to be asked by each team in turn what they scored and why the 'xth' point was not called in time.

If you feel you have the stamina for it, are prepared to commit the time and dedication necessary to qualify, and think it might be interesting, then do come along to the seminar at Netheravon on 7/8th November. We always need more judges and we certainly need new judges coming through the system. If you are just curious to know 'what goes on' then come along anyway - who knows, we might convince you to stay the course.

One final anecdote - at the Formation Skydiving Nationals this year we judged en-

tirely on air-to-air using a system of a pool of cameramen. This system has been developed over the past four years and works well. Due to the IPC decision to try air-to-air judging as the primary judging medium in the future for international competition, the French thought they would have a try out at their Nationals. The IPC recommendation is that each cameraman is a team member and therefore any malfunction of the video counts as equipment failure and no rejump is awarded. We however, using the pool system, say that any malfunction of equipment is an automatic rejump. The French ran a pool system of videocameramen but used the IPC rules of team member and no rejump. How to win friends. The World Cup in Gap should be interesting!

The following is an article I wrote several years ago on judging RW (Formation Skydiving) which in essence still holds true.

JUDGES - WHAT DO THEY DO?

At the Nationals this year it became apparent to me that a lot of competitors were not really sure how the judging team 'score' their dives. I will concentrate in this explanation on RW, although the basic rules are the same for Style and CRW - and Accuracy is obvious to all.

For many teams I am sure the impression they have is that they do their dive, the video tape disappears into the darkened video room with the judges and some time later the score is posted. Experienced teams will have a good idea of the number of points they turned in time and if the posted score does not reflect that they will ask the Event Judge why. A team leader can ask to look at the judging sheets to see how the score was arrived at. At this year's Nationals we tried, if possible, to show the team their dive and explain where they lost points. Time does not always allow that but I feel it is nice if we can. Also, how are teams to learn? Particularly if they do not train with air-to-air video. If you don't use it you are, in effect, training blind - the onus is on the team to *show* the formation, and inters, to the judges. Without looking at your training dives on air-to-air video how do you know that is what you are doing? It might feel good in the air, but that fast transition may be suspect when viewed with a critical eye and bad habits are very hard to break.

How do the judges judge? It starts, as with the competitors, at the briefing. The interpretation of the rules that will be followed by both judges and competitors are explained. This is the time to ask questions - it is no use after your team has suffered a "bust" to clarify the ground rules.

Once the competition is under way it is into the video room for the judging team. Each judge will have their own "station", i.e. TV monitor, desk area and chair; ideally screened off from each other. The scoring pads are numbered and each judge will take one. Before the viewing starts the Event Judge will go through the round to be judged pointing out what should be looked for and any particular or difficult points.

Ideally, the judges will not be given the name or number of the team they are judging; this information will be with the Event Judge for collation of the scores. The judges will view the first team (No.1) twice at normal speed, with a countdown given by the Event Judge, or a helper, who will start their watch on the exit and count down the last five seconds of working time. Most judges make notes without taking their eyes off the screen on the first viewing. These notes record the number of formations, any questionable points and where time is called. On the second viewing one would look again at the question marks and, if a formation is close to time, start and stop ones own watch for a decision. At the end of the second viewing the Event Judge will ask if any more viewings are required. A judge may request a slow motion viewing of any section of the dive - or another viewing for time. The slow motion viewings are at the discretion of the Event Judge (particularly this year, 1992 with total air-to-air use).

Each judge then scores the dive on their sheet and hands it in to the Event Judge who collates the sheets and scores the dive according to the majority verdict. Normally there is an uneven number of judges. If there

are an even number then one judge will be nominated at the start of a round as the reserve judge. In the case of an even split on a decision the reserve judge's score sheet is discounted and the decision given on the majority.

Throughout the above there is no discussion between judges. If there are Training Judges present then any contentious points would be discussed after the dive has been judged.

There is nothing nicer as a judge than to watch and score a good clean dive and nothing harder than watching a questionable manoeuvre over and over. I don't know of any judge who enjoys penalising a team. The responsibility is with the team to "show the points" to the judges, if they do not then they are penalising themselves. To give such a team the benefit of the doubt would be to penalise the teams who, maybe, go that bit slower and do show the points.

If you are new to competition, or not so new but never felt free to, do talk to us. We will always try to help and explain things from our point of view. At the end of the day we all want to see the best team win and more teams competing at whatever level.

And if you are aggrieved about a decision do not take it out on the judges - to have a team turn their back on you as you walk across the DZ is unlikely to improve the quality of the judging, it will just ensure there are no judges for the future. We have some of the best internationally acclaimed judges in the U.K. who will always try to do their best for all competitors.

Susan Dixon D1485
FAI Judge

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A word or two from the competitions committee

T*his year has seen a great deal of activity on the competition scene and it would appear time for a comment on the activities to date.*

Regional Meets have continued throughout the country. Some have been more successful than others but in general they are working well.

Sadly these Meets are not as well attended as one would like and we have difficulty pinning down why. We believe it may be as a result of high costs and much travel, it may even be due to lack of support by Judges or our committee itself! Perhaps someone would give us a clue for it surely cannot be through lack of interest. A final plea on this subject would be for more clubs and centres to bid, encourage competition, aim at those events leading up to national and world championship requirements and include novice and intermediate levels where practical; let's get more jumpers involved.

We have many very talented parachutists in this country and most would be happy to pass on their knowledge. So what about hosting some seminars? This would certainly be one way to improve standards and introduce budding judges to the competition world.

This year saw our national Classics teams go to Austria where they did well. The results do not indicate that, particularly as the team was 21st out of 29. But, look at the World Meet standards today, you will see that it's just a couple of centimetres that make the difference. Yes, we still have much to do, but we congratulate the teams on a splendid effort and particularly Carl Williams our semi-finalist; with a disc then, he still missed the finals by a centimetre. Young blood in the Classics; why are there only six girls fighting for five places? Come on, don't let the military stitch up the discipline.

Talking of the military, we must thank the

Army Team sponsors. *The Care Services Group* very kindly provided the track-suits and mini-bus for the national Classics team. This was a great help with our presentation of the British team as well as easing the pressure on our tight competition budget.

Congratulations to Cheryl Smyth our highest placed lady, who came 54th out of 86 competitors, Carl Williams, our highest placed male who came 46th out of 143 and to Debbie Card in securing 8th in Accuracy, 10th in Style and 10th overall in the junior division; there were 19 competitors.

The national formation skydiving championships at Peterborough went very well. We extend our sincere thanks to John Meacock and with his staff for once again hosting this event. All reports tell us of the tremendous success despite the weather. There were a respectable number of entries and the performance standards were high. We congratulate you all, and particularly the teams *Flashback*, *Airtime* and *Toytime* on becoming national champions.

This is certainly the most popular discipline and the standards continue to improve, which is a credit to everyone, well done. The selection of the teams *Airtime* and *Mindgames* to represent Great Britain next year at the 1993 world championships is great news indeed and it is particularly pleasing that both teams comfortably met the minimum criteria. We hear that Rob Colpus will accompany the teams to the world championships as head of delegation, this can only enhance the British delegation, but is yet to be confirmed.

Due to the difficulty in securing a national championship in the canopy formation discipline at around the World Championship dates, the committee requested that Netheravon host the event. The APA agreed and the event took place over the week-end of the 22nd August. The nationals ran concurrently with the army championships and despite the most awful

weather did in fact complete enough to declare a Meet. Sadly the medals awarded did not match the performance of the jumpers - tandem medals were produced in error. They were presented, much to the good humour and understanding of our teams. The correct medals will be cast and distributed later. Honest!!

Despite the few rounds completed, the performance of our national teams has clearly improved and reflects very much the amount of time, effort and money dedicated by the *Royal Marines*, *No Limits* and the *Flying Dragons*. It was also pleasing to see that the intermediate competitors were there once again and performing well. Our only regret is that there are not more of them!

Finally the judges!! Our competitions this year have highlighted the need for us to review the situation with regard to judges. The small and extremely valuable team of judges in this country is being spread so very thin, there are simply not enough. They are not treated properly, they do not have the proper backing or status needed, they are ill-informed and quite disorganised. None of which is entirely their fault.

We therefore set up a formal meeting of judges earlier this year. They now have a plan and will hold two formal meetings a year. They will be holding a judges seminar at Netheravon over the weekend 8th and 9th November 1992 and all are welcome to attend, that includes trainee judges and enthusiasts. For more information please contact the judges through our Headquarters in Leicester.

Shortly we shall be putting together our annual sports council report. This is a very important report and has a direct bearing on funding. Competition plays a major part in this and we must continue to improve the competition scene; we need more seminars and competitions, more novice and intermediate involvement. Although our top competitors continue to improve our national standards, the future rests with the young; help us to help you to help them. All input is gratefully received.

Bob Card BPA

The 21st (classic) world parachute championships in Trieben, Austria, 13-24 August 1992

My Personal involvement with this year's WPC began in March when, having been languishing in deepest Wiltshire for some five years with little contact with the outside world I felt the need to get back into circulation. Accordingly I wrote to Bob Card offering my services as interpreter for the trip and the Competitions Committee kindly responded with an invitation to fill the Team Manager's slot. This I accepted with no hesitation.

In truth, I had a fair idea of what was in store. The men's team (H Troop, APA plus Tim Andrewes) were all known to me and had already impressed by their professional approach and good training performances, whilst the ladies, although not having amassed so many jumps were nevertheless excellent individual performers in their own right. I flew up to Scotland with Bob at the end of the Nationals and the Competitions Committee confirmed a generous training budget; from then on it all began to fall into place.

There was to be an initial two-week training camp at Netheravon, followed by five days on site at Trieben. Because of pressure of work not all of the girls could attend the former, although the second phase in Austria itself turned out to be extremely beneficial. It must also be said at this stage that the logistic support provided by the Army Parachute Association and their sponsors, the Care Services Group, was invaluable. Not only did Care Services supply the whole team with sports gear, they also provided gratis a 17-seat minibus for the trip. It only re-

mained to hire a van for the kit, book the ferries and the training camp accommodation and the logistics were complete.

The party consisted of Les Carroll, Jeff Chandler, Dave Ballard, Carl Williams and Tim Andrewes (mens team); Esther Reynolds, Fran Shashkova, Cheryl Smythe, Debbie Card and Katherine Andrewes (womens team). John Hitchen was head of Delegation, Bob King international judge and Roger Flynn accompanied as chief of training judges, We RV'd at Dover on Saturday 8th August,

floor, was a small airstrip. Between the flying club hangars and the railway line was about 400 metres of waste ground. This was the World Meet site. Our accommodation for the training camp was a charming and totally spotless chalet halfway up the hillside about a mile from the airfield. This was to be our headquarters for the next three days during which time the team made seventeen training jumps. The aircraft was a turbine Cessna 207 from the Graz club and jumping continued apace starting at 0800 and con-



The British Delegation

took the ferry to Calais and night-stopped in Cologne. The next morning saw an early start and we arrived at Trieben at 1900 on Sunday evening after 850 miles of excellent driving conditions.

Trieben itself turned out to be a small town in central Austria in an east-west valley at an elevation of 700 metres amsl. Its main feature was a huge magnesium processing plant next to the railway line with a 500ft chimney very much in evidence. About 600 metres to the north, where the wooded slopes met the valley

continuing until dusk. Because of the tricky wind conditions inherent in the location it was decided to concentrate on team accuracy and, as mentioned before, this training turned out to be invaluable. DZ temperatures were by now hovering between 90 and 95 degrees and the winds, though mainly light, were extremely variable. As well as the 500 ft chimney, there was also one of about 60 ft which was perhaps the more useful indicator. By the time Thursday arrived both team stacks had been sorted out and the jump-

ers were coming well to terms with the conditions.

On Thursday the site was complete, with all the tents in place and everything up and running. The team completed training with a style round and moved from the chalet to the official accommodation in Liezen, about 20km from the DZ. The only problem at this stage was a back injury to Fran which needed treatment and lost her three training jumps. Friday was the official practice day, but the onset of a cold front meant that we were blown out by 10.30. It was decided that all teams should complete official practice on Saturday before the start of the meet proper. The opening ceremony took place that evening in the main square of the town. Twenty-nine nations were represented and Dave Ballard carried our national flag into the arena at his first World Meet. The rains came down on cue at the end of the final speech and we all went back to the hotel to await the morrow. Team morale remained high and I was convinced we were as ready as we were going to be.

The rain continued up to lunchtime the following day. In the afternoon all teams completed their practice and the meet opened with the first round of mens accuracy. This went well for us, with a team total of 0.01; Jeff, Dave and Will each with 0.00 and Les and Tim on 0.01. A very good start, particularly for Dave and Will on their international debut. Of the twenty-nine teams, however, six disked out and there were 70 individual dead centres. Still a long way to go though. The next day, Sunday, was an absolute scorcher. Temperatures soared to the high 90s and the girls made six accuracy jumps while the men completed the first two rounds of style. The girls scored a very creditable 0.04 in Round 1 in nil wind conditions with 0.00

Weckbecker video system



scores for Debbie and Cheryl but a second round total of 0.25 effectively ended our hopes of a medal. Debbie was still in there with her second disk but for the team from then on it was a question of trying to maintain position. Meanwhile, all the hard work put in over the previous twelve months was paying off in

Clockwise from top left: At the airstrip - mens team, the ladies, team captain Les Carroll, ladies captain - Ester Reynolds.



the mens style with base times in the sevens for Les, Dave, Jeff and Will.

On Monday, under heatwave conditions, the girls made 2 style rounds while the men made a further 3 accuracy jumps. Fran, Katherine and Cheryl scored in the nines for both rounds: Fran was top in our group with 9.36 and 9.45 and looking very neat. This was a very good performance achieved despite a very painful back injury. In the main arena in hot and bumpy condi-

tions the men completed rounds 2, 3, and 4 of accuracy with scores of 0.02, 0.06 and 0.08. Our two most consistent jumpers were Les with 0.00, 0.01 and 0.02, and Will with 2 cm and two disks. Will was obviously enjoying his Meet and was to go on to the semifinals, while Les was maintaining his usual cool consistency.



The next day, Tuesday, with the temperature approaching 100 degrees, saw the meet virtually completed. The womens style finished on high note for Esther who turned 8.73 plus 0.30 for the final round. As for the men, team scores of 0.05, 0.07, 0.08 and 0.02 meant we finished the event in 21st place with a 39cm total. To put this in perspective for the lay reader this represents just over a 0.01 average per jumper per round and serves to highlight the almost phenomenal accuracy achieved at world



The World Meet site

level. This team let nobody down, everyone jumped to their best ability and gave 100 percent all the time.

Although the emphasis throughout was on team effort, two individual performances stood out on this day. Jeff Chandler was sick with a virus infection and deep bruising of the ribs; he was number two in the stack and each terminal opening gave him a lot of grief. On this day, however, he turned in scores of 0.03, 0.00, 0.02 and 0.00, a performance achieved by sheer guts and ability. The second, of course, was Carl Williams. Will completed round 8 with 0.01 to give him 0.06 for the eight rounds and ensure his place in the semifinals - a great performance for a young jumper in his first World Meet.

On Wednesday the men made their final style jump, without Jeff who had to withdraw because of his rib injury. He had scored 8.01 and 8.06 in the first two rounds and was looking rock solid. His enforced absence gave him a 16.00 score for that round and adversely affected both his individual and our national overall standings. The girls completed their 8th round with 0.20, dropping us to a somewhat disappointing 15th position with a 1.09 total for the meet. The Germans (all drawn from the former DDR) took this event with 0.17 over eight rounds ahead of the Chinese on 0.20. The point has to be made that consistent performances at this level can only be achieved by virtual full-time training and that the lack of training jumps in the end proved too great a handicap for our girls. In style, our top performer was Fran Shashkova whose total of 28.82 for three rounds was a tribute more to inherent talent and concentration than systematic coaching. She has made perhaps twenty style jumps in the last twelve months. The winner in this event was Denise Baer (formerly

DDR) with 27.01 total over four rounds. That evening, however, work was put to one side and the team enjoyed a relaxing evening. Even Jeff arose Lazarus-like from his sickbed to join in. Only Will had to jump tomorrow.

The next day, Thursday, turned out to be the last day of the Meet. Will duly scored 0.00 on his semifinal jump, leaving him on 0.06; the cut-off for the final was, however, 0.05. A tremendous performance nonetheless, which reflects great credit on the jumper and on the team as a whole. The final started after lunch with gusty winds frequently over the limit. These stop-start conditions proved a real test of character for the twenty finalists, of whom twelve scored 0.00 in the final round. High drama attended the last aircraft load, with George Lichterte (Belgium) on 0.00 after nine rounds jumping for the meet. His nearest rivals were Vedmoch (Czech) on 0.01 and three other jumpers on 0.02. Georges' setup looked good as usual, but a foot placement error gave him 0.04 and consigned him to

eighth position. Hard to bear for a popular veteran who left the 50 metre circle to a round of sympathetic applause, leaving Vedmoch with the gold and Issa Mohammed (UAE) to share the silver with Koribsky (Czech) and Shopov (Bulgaria).

The oft-repeated suggestion that Classic competition is on the decline was once again given the lie at Trieben

That evening all teams attended a lakeside barbecue organised by the hosts and the meet wound down over the next three days. Friday was a free day while on Saturday and Sunday an ad hoc competition was set up over three rounds. Sunday was overcast and, following the last round of the fun-jumping we had the final awards and closing ceremony in the town square. The FAI flag was ceremoniously lowered and handed over to the Chinese delegation who are to be hosts in 1994. A big party followed the official reception.

The homeward journey was uneventful, night-stop Cologne again with a dash across to Calais to catch the earliest possible ferry. The team dispersed at Dover, duty-frees intact, all looking forward in a big way to the next trip.

On a personal note I would like to record my thanks to the Competitions Committee for offering me the job, to David Oddy and Steve Harratt at the BPA office for their superb administrative backup and finally of course; to all team members whose co-operation, good humour and dedi-

cation made my task such a pleasure.

Some afterthoughts

This was not a particularly high-powered World Meet but it was technically a very successful one and the hospitality was superb. The Austrians, together with their Swiss and Bavarian neighbours have a long tradition of organising parachute competitions beginning with the European Cup thirty years ago and continuing throughout the seventies and eighties with CISM and Sud-Ost Para Cup meets. In addition, the Weckbecker integrated accuracy system now makes it possible to set up a competition site at virtually any airstrip. The standard of the video operation was also excellent, again reflecting the experience gained in many national and international competitions and training camps. The aircraft support (turbine Cessna 206s and 207s) was first class.

New standards of excellence in both style and accuracy were set at this meet, and while the Parafoil continues to dominate the accuracy scene, being the favoured canopy of 90 per cent of the competitors, changes in style equipment are fast becoming apparent. The style jumper of the 90s now invariably uses a much smaller rig with a PD or equivalent small canopy. Another innovation was provided by the French with new ultra-streamlined suits and helmets with full visor.

The oft-repeated suggestion that Classic competition is on the decline was once again given the lie at Trieben. The problem to which the IPC are now addressing themselves is how to limit the number of entries. For our part we must continue to work to ensure we are not left behind.

Doug Peacock

All photos by Doug Peacock

BRITISH TEAM RESULTS MEN

IND ACC - 8 RDS	STYLE - 3 RDS	OVERALL
21 Williams 0.06	61 Carroll 24.36	46 Williams
82 Carroll 0.12	63 Ballard 24.54	79 Carroll
88 Chandler 0.13	76 Williams 25.93	89 Ballard
99 Ballard 0.16	106 Andrewes 31.18	105 Chandler
134 Andrewes 0.32	110 Chandler 32.07*	126 Andrewes

* 2 Rds only jumped

TEAM ACC	OVERALL NATION
21 0.39 29 teams	20 29 teams
Ind Acc winner	Vedmoch (CSE) 0.012
Ind Style winner	Lauer (FRA) 24.87 (4 Rds)
Team Acc winners	CSE

WOMEN

IND ACC - 8 RDS	STYLE - 3 RDS	OVERALL
50 Smyth 0.25	52 Shashkova 28.82	54 Smyth
55 Card 0.27	54 Andrewes 29.13	60 Card
72 Shashkova 0.43	57 Smyth 29.51	66 Shashkova
78 Reynolds 0.50	62 Reynolds 32.34	70 Reynolds
91 Andrewes 0.60	65 Card 32.81	71 Andrewes

TEAM ACC	OVERALL NATION
Ind Acc winner	Nuntarom (THE) 0.01
Ind Style winner	Baer (FRG) 27.01 (4 Rds)
Team Acc winners	FRG 0.17 total

Headcorn LAC 1992

Once again September heralded the 'original' Launch and Accuracy Competition.

The weather was favourable and after one lift of students on the Saturday morning the Competition was under way with 17 teams registered. The competition was divided into 'Seniors' who had to launch; Phalanx, Compressed accordion, Icepick, and Black hole, and 'Intermediates' who had to launch; Diamond, Hammerhead (Headcorn T), Satellite, and Chinese T.

The teams had 15 seconds to show the formation to the judges and this was achieved on the majority of occasions, there was some grumbling about launches that were flown straight out of the door but not seen by the judges for *two whole seconds!!* But the chief RW judge Steve Knight was unimpressed with any of these protestations.

The Accuracy Judge, Ross McKay, got to witness some interesting approaches from the Sabres, Jonathans and Blue Tracks. Mick Legg managed to touch the grass on both sides of the pit without disturbing the gravel! Some of the old favourites were back in form on their 'Foils' and 'Pegs', and some were not so in form, but I think we will gloss over that.

The wind conditions were typical for the LAC Meet, causing a few problems and Zaps for a few people who should have known better.

Some 'Murray Walker' type was overheard, whilst waiting for the Antonov the previous week, to comment on how few reserve rides there were these days... and true to form there were then three reserve rides on the Saturday... such is life. Big Bob Noble ran the weekend training course which allowed all the staff to compete. **Cheers Bob!**

Three rounds were completed by Saturday night, JD and Shaun brought the Islanders in for a beatup, and then everyone adjourned to the village hall for the Meet party, organised and catered by Allison, who managed to do all this as well as doing the manifesting, competing and doing her 300th jump!

Sunday dawned fair, and 42 first-timers got

to jump whilst the competitors were recovering from the Party, and then Round Four got under way and completed with no more reserve rides, but unfortunately not before we had our first and only injury, a hard landing on the edge of the pit. the person in question was somewhat compensated with two silver medals.

The final round saw the demise of Jane Buckle's sterling effort at accuracy, 3 centimetres after 3 rounds and 3.89 in the fourth round, never mind.

This left the Rosebowl to Dave Spencer (0.25), silver to Andy Pike (0.26) and bronze to Rob Colpus (0.08). The intermediate accuracy, (jumps) was won by Phil Crawford, with Fiona Crowhurst - Silver, and Spike Milligan - Bronze.

There had been 8 Discs, two going to Spence and three, in classic LAC Meet style, going to people who also managed to Zap another round but the less said about that the better.

The Intermediated LAC was won for the second year running by Jane and **Fit** to

Drop, silver went to their old rivals **Why Us?** and bronze went to a team with a very silly name; **Can I see a Hugh G Rexion** including Malcolm Darling finally doing his 500th.

The Senior event Shield went to **LAC Lustre** (Colpus, Hiatt, Ryland, Hoare). Silver to **Going Down on the Rat** (Pike, Gilpin, Spirit, Kennett) and bronze to **Hip, Slic, Cool & Groovy** (Lynch, Quinn, Parker, Durrant).

Once again an excellent LAC meet that brought back lots of old faces (some a lot older than others!) and introduced one or two new ones. It was especially gratifying to see so many intermediate teams competing. Congratulations to Roy Wicks on his 100th, and to Richard Lipscombe and Freddie Derman who did their 50th jumps in the competition, however we are still waiting for the Beers...

Thanks to all the competitors, regulars and helpers for making the whole event so much fun.

Pete Sizer.

Pete Parker

Photo by Ray Sayers



RAPA Meet 1992

The 23rd annual Rhine Army parachute Championships were held at Bad Lippspringe from the 11th to the 18th July. Entry was down this year due to the dates clashing with several boogies and the Dutch, Belgian and Danish nationals! Nevertheless, the competition started with 21 teams including the Omanis complete with coach, Dave Spencer, the Red Devils and the army classics team or 'H Troop' as they are known.

Registration and booking in was completed on the evening of the 10th and the general competition briefing took place. Dive sheets were issued and the 4-way teams immediately retired to the bar to start their dirt diving.

Saturday 11th dawned with low cloud and drizzle and after consultation with the met office, meet director Jack Fowler declared a stand down until after lunch; an inauspicious start. By late morning, the weather was starting to clear and eventually the first aircraft was off at 2 o'clock to drop the WDI and go straight into the first round of novices. With eight novices en-



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tered, the competition was serious from the word go and it was nice to see seven of the eight inside the 25m circle. Lowish cloud dictated the events and it was straight into accuracy. Conditions were now ideal and by 6 o'clock we had completed 2 rounds of accuracy and the novices had also completed round 2. The joint leaders after 2 rounds were Carl Williams of *H Troop* and Khamis Salim Meran of Oman, both with 2 cm, being pushed hard by Pemb Pemberton, Lew Carroll, Kiwi Sharp and Dave Ballard. Although there were a lot of near misses the only disc scorers so far were Carl and Khamis, Les Carroll and Jeff Chandler.

Wishing to take advantage of the weather Jack decided to change to style in the early evening and in steadily improving conditions we finished the day with 2 rounds of accuracy and novices and nearly 2 rounds of style in the can.

Sunday 12th again dawned overcast and murky but by 9 o'clock it was sufficiently clear to try a WDI run. This resulted in a weather hold for a couple of hours before the conditions were good enough to give the accuracy a try. This then continued, intermittently punctuated by winds gusting over the top and the odd downpour. The weather went through its full range during the day, from calm conditions to 20 kts and from pouring rain to wall-to-wall blue! An attempt at style in the early evening was abandoned due to excessive free fall drift but about half a round of FS was completed, using a variety of different run-ins and exit points to avoid the cloud. A stack was finally called at 8.45 in the evening and everyone retired to the bar. Only one complete round of accuracy had been achieved during the day, with Pemb Pemberton of the *Cannonballs* scoring a fine disc to give him a third round lead with a total of 3cm.

Monday morning, day three of the meet, saw an apparent improvement in the

weather. A bright sunny start prompted the decision to go for FS but even as the first teams kitted up the cloud started to form and it looked as if FS would be impossible to judge. A quick change to accuracy with the already kitted up teams to jump first, but by the time the WDI was thrown the wind was over the top. Jack Fowler was by this time beginning to wish he'd stayed in bed, but soldiering on he made a change back to FS. All this before anyone had yet jumped. The team in the aircraft, having kitted up to do FS and enplaned to do accuracy now found themselves being asked if they would mind doing FS after all. Sportingly they agreed and did what turned out to be one of their best dives of the meet.

The weather remained changeable throughout the day but despite several stops and starts and some very strange run-ins we eventually succeeded in completing nearly three rounds of 4-way. The *Red Devils* were decisively in the lead after 3 rounds, with 30 points, followed by '*Social Exiles*', consisting of John Stafford, Trevor Cannell, Dave Sharp and Andy poon on 21, and the *RAPA 'A'* team on 15.

Early evening saw the arrival of G-LEAP, the third turbine islander, from Netheravon in the capable hands of Roger Brown and Richard Meyer, and bringing 'Prof' Makepeace and his box of tricks, John Hitchen and Annette. A final attempt at accuracy in the evening was scuppered by rain and winds and another day was over.

Most memorable quote of the meet so far, from a member of a junior 4 way team, *Octopus Diving Centre*, on describing a zero point dive, "Well, the exit funnelled and we never saw each other again!"

On Tuesday 14th we once more awoke to pouring rain, howling winds and low cloud. An immediate stand down was declared until after lunch, much to the concern of Jack Fowler and John Laing, whose wives, Anne and Eveline declared their intention to while away the morning spending all their husbands' money on a shopping spree. On the jumping side nothing was achieved until early evening when eventually three lifts of FS were squeezed in before a halt was called due to strong upper winds. Retirement to the bar was accompanied by the gloomy forecast from the met office that the frontal system responsible for the appalling weather was



bouncing off an area of high pressure to the south east and was due to return tomorrow! Nevertheless, it was decided to go for a seven o'clock wheels off. Miracle! Wednesday dawned bright and clear, wall to wall blue and very little wind. It was decided to kick off with the novices and continue with the FS. The three aircraft kept at it all day and by evening the back of the competition was broken. Six and a half rounds of FS, nine rounds of accuracy and six round of novices complete. It was a very happy crowd of skydivers who gathered on the patio in the evening and the beer consumption suitably matched the number of jumps achieved during the day. Thursday dawned bright and clear, the gods were with us and it looked good for a completion. The 4-way event was complete by lunchtime with the 'Fred's' in a commanding lead, all their scores being in double figures. At the other end of the scale, a very junior team who were quite definitely confusing their ambition with their ability was given a quiet talking to and advised to slow down, take it easy and maybe only dirt dive the first three points. The well intentioned advisor was bemused to be told in reply that they were only dirt diving two at the moment!

The novices completed in the early afternoon and it was gratifying to see the efforts made, the splendid scores achieved and the encouragement from all who gathered at the pit for this very special event.

The finale of the meet was the last round of senior accuracy, with lovely conditions and everyone gathered to watch. Barring disasters, gold and silver were being fought out between Dave Ballard of *H-Troop* and Abdullah bin Salim bin Mubarak of Oman. Les Carroll, who'd dropped a disastrous 16cm in round 3 was 9cm behind. Abdullah scored 0.01 leaving Dave needing 2cm or better to clinch the gold. The last jump of the meet saw Dave fly a lovely approach to score 0.01. A great cheer went up for Dave, and for the completion of the 3rd RAPA meet in a row.

The rest of Thursday evening and Friday were spent doing some 20-ways and fun jumping. Jack Fowler's son Jamie, an ex Royal marine who was badly injured in a canopy collision five years ago did a tandem with Nick O'Brien and some of the competitors built a 13 way round it. Generally however, it was a time to relax and prepare for the famous (or infamous) RAPA party on the Friday night.

Prize giving on Saturday saw a splendid demo of accuracy, CRW and RW in very marginal conditions before the silverware was dished out by Brigadier C Groves, Commandant of the Sennelager Training Centre.

Thanks are due to many people for making the meet a success. Firstly to Jack and meet director, and the chief judge, John Laing. The event judges; Jan de Graaf - style; Pete Halfacre - accuracy and Bob Charters - formation skydiving. The judging team: Rene and Annie Boidin, Kate Charters, Arie van Schagen, John Hitchen, Jo Scott, Chris Lyall, Tom Oxley, Gabi Leifels, Anne Fowler, Eveline Laing, Elke Munzing and Nardia Stafford. The manifest team: Brian McGill, Mickey Threfall and Gabi Tekath and the Stats team: Tony Makepeace and Gabi Sharp.

Staff Sergeant king of the Army Catering Corps and his team of cooks did a superb job and ensured that there were absolutely no complaints about the food. The pilots, Ray Ellis, Mitch Page, Ian Mongini, Pat Long, Roger Brown and Richard Meyer and last but not least Major Nick O'Brien, the Commandant, Jim Coffey - CCI and all the staff of the JSPC(L) for making it all work safely. A special thank you is due to the *Freds* team led by Chris Allen who have totally abandoned the insularity of former years and went out of their way to help and advise everyone on the block dives, exit techniques etc. Thanks guys, you made a lot of friends.

It has been decided to change the format of next years meet to accuracy, style, 4-way and 16-way. Aircraft support so far will be two turbine Islanders and a Skyliner and it is hoped that this will be augmented by either a CH53 or an MI8 helicopter. The dates will be towards the end of July, to be confirmed soon. If you want to be there please drop a line to the Commandant, Major Nick O'Brien and ask for a registration form. it's going to be good - be there!.

Major Nick O' Brien



National Canopy Formation Championships Netheravon

Due to both the timing of the 1992 World Championships in the Canopy Formations Event, and the difficulty in finding a suitable venue for the National Championships this year, the Committee sought the assistance of the Army Parachute Association in an effort to secure the 1992 Event.

Following their agreement, the Nationals took place during the first week-end of the Army Championships at Netheravon and covered the period 22nd to the 24th August inclusive. The weather was most unkind, however with the aircraft and facilities available, no flying time was lost. The Canopy Formations Events took place concurrently with the Army Championships, a factor that made the airfield a very busy place indeed.

There were 7 teams entered in the 4-Way Sequential event, 2 in the 8-Way Speed Formations and 8 Teams involved and they were able to demonstrate the benefits of off year selection by comfortably securing first position in every case. It was very pleasing to see that the standard of every team has improved since the last Nationals and the Team discipline was such that every dive was done in the safest manner. It was a pleasure to watch and a pleasure to host.

The Team placing was as follows: We congratulate the 1992 National Canopy Formation Team Champions:

Bob Card BPA

The Winning Teams

4-Way Sequential (Intermediate)

Sky Tribe
Adrian Bowles
Gary McGuinness
Chris Ware
Justin Shave
Phil Denis-Smith

4-Way Rotations (Intermediate)

Sky Tribe
Adrian Bowles
Gary McGuinness
Chris Ware
Justin Shave
Phil Denis-Smith

4-Way Sequential (Senior)

No Limits
Paul Mansfield
Steve Fitchett
William Jones
Bob Little
Roy Bannerman

4-Way Rotations (Senior)

The Flying Dragons
Geordie Best
Ian Markham
Taff Fahy
Brad Reader

8-Way Speed Formations

Paul Nolan
Phil Rudd
Lyne Pearce
Paul Seaman
Kev Jones
Kev Goode
Ken Bolton
Andy Usher
Danny Lucas
Eric Cross

4-Way Sequential Canopy Formations (Intermediate)

Team Name	Round 1	Round 2	Round 3	Total	Position
Sky Tribe	13	13	4	13	1st
Then Rave On	8	12		12	2nd

4-Way Sequential Canopy Formations (Senior)

Team Name	Round 1	Round 2	Round 3	Total	Position
No Limits	5	Not jumped		5	1st
Cell Mates	2.55/3	1	2	3	2nd
Royal Marines	0	2.56/3		3	3rd
Flying Dragons	0	2		2	4th
Red Devils	0	0		0	5th

8-Way Speed Canopy Formations

Team Name	Round 1	Round 2	Round 3	Total	Position
Royal Marines	8			8	1st
Then Rave On	7			7	2nd

4-Way Rotation Canopy Formations (Intermediate)

Team Name	Round 1	Round 2	Round 3	Round 4	Total	Position
Sky Tribe	4	6	7	6	19	1st
Then Rave On	1	4	5	5	14	2nd

4-Way Rotation Canopy Formations (Senior)

Team Name	Round 1	Round 2	Round 3	Round 4	Total	Position
Flying Dragons	9	9	10	10	29	1st
Royal Marines	9	7	8	9	26	2nd
Golden Lions	7	8	7	7	22	3rd
Cell Mates	5	6	5	4	16	4th
No Limits	4	6	No jump	No jump	10	5th
Red Devils	4	1	4	1	9	6th

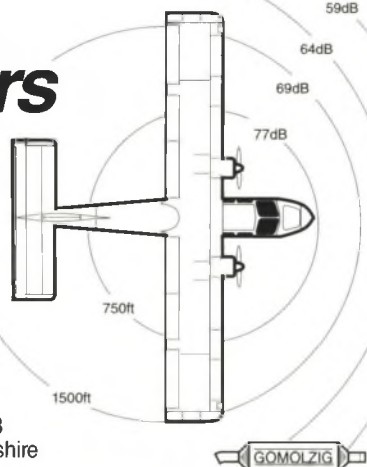
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The 4th World Championships of Canopy Formations Anyang, China

*The
Royal
Marines*



*Photo
by
Simon
Ward*

The off-year selection of our National teams had allowed them to prepare for the World Championships in September this year. There is no doubt that they had all dedicated a great deal of time and effort into improving their standards of performance which had been at no small cost to those concerned.

The administration preparation had been excellent and culminated in the production of a folder for each Team Captain and the Head of Delegation. We thank David Oddy and the BPA Office Staff for their efforts. They could have done no more.

The movement of the three teams went according to plan, and everyone arrived safely in Anyang on schedule. In each case the parties were met by Jimmy Shang at the Airport in Beijing and moved to a local hotel to freshen up and await the late evening train for the overnight journey to Anyang.

On arrival in Anyang, each group were moved to the Aero Sports Centre which

was also the competition site where they were to be accommodated and fed until the competition started. Once settled in everyone appeared to be comfortable although the food very quickly became a problem area; and some were unable to eat it at all. Complaints and suggestions improved the situation, however it was never satisfactory. Several of our teams along with others were ill as a result of the food but fortunately, having arrived early, there was time to recover prior to the start of the actual competition.

Teams were able to take full advantage of the training period. It was very clear that a training camp on-site prior to a competition paid dividends. Each of our teams achieved personal bests during training and we all felt confident and satisfied that we were well prepared. The arrival of more teams took their toll on the lift capacity available, there were enough aircraft but turnaround times were very slow.

At the start of the official training days everyone was moved from the Aero Sports Centre to the Anyang Hotel. This was the best hotel in town, in fact it was the only one I saw. Clearly a great deal of work had gone into preparing for the competition but it was not enough. The hotel was over-priced, the rooms were very damp and most of the utilities didn't work. Having used the loo on arrival, it overflowed when flushed - this took three hours to solve - then I discovered the shower didn't work, this took another two hours to fix. Then there was no hot water. After some time and purely by chance, I discovered that the hot water came out of the cold taps in China. A plumbing error??

There was little doubt that it would have been better to leave everyone at the Sports Centre. The move had only introduced the need for coaches to move everyone back and forth to the DZ. The standard of accommodation was no better and the food was actually worse. The price of beer and laundry went up ten-fold on the arrival of the teams; the rip-off had begun and went on to be the most obvious dollar extraction exercise I have ever seen.

Only one official training jump was achieved, the operation was just too slow with so many teams present. No complaint really, we were not entitled to more, however things could have been different. At this stage it appeared that the pace was easy because the weather was always jumpable here in China. Sadly though, once the competition started that proved to be very wrong.

A number of old colourful canopies had been erected on high poles and strung out to provide cover for each team. The hollow square idea was good and provided a landing area within the layout. This left the DZ Control, Manifest and emplaning area at the open and runway end of the enclosure. The layout was good and allowed plenty of room around the outside for the thousands of spectators that arrived every day. The down side was the toilet arrangement which consisted of hessian squares with holes dug in the ground inside. It is hard to say whether these were for the jumpers or the spectators, however, either way the spectators took control and given their poor aiming techniques soon turned them into a disaster area. The competitors' only concerns were the fear of landing in one and the awful smell when the wind blew in our direction.

This problem, along with the food, was raised by me at the first jury meeting. The Organisers agreed to improve the situation for us but it changed very little. For our purpose a mini bus was made available on permanent standby for competitors to take off to the toilets within the actual sports centre.

As the competition unfolded, as is often the way our teams soon found themselves performing a couple of points below those anticipated following their success during training. The Rotations were on first and the aim was to complete five rounds before moving to Sequential. This meant teams being stood down for several days.

Rain stopped play for two days, we were winded out one afternoon and had a couple of long spells of cloud interference. The weather was strange, I only saw one clear day and that one was hot; the sun burned down furiously. All the other days had complete cloud cover - but always high. When it was obviously too windy it was I that had to get the Meet Director to stand the competitors down. On another occasion when we went into a hold for cloud interference the organisers seemed to go into a sleep mode and again it was down to us to get them moving again.

Fancy a tasty ducks head? ... hold it by the beak and gnaw away at its puny skull

The programme was stopped early one evening for a firework display. The display was done as only the Chinese can do. At one stage the wind changed and left the display going off behind a smoke screen. That was bad luck as the rest was memorable. Sadly though, there was not time for such luxuries and it was a breach in the IPC Programme requirements to give priority to the competition; which looked like it would not get completed.

The whole competition was dominated by an excellent performance from the French and USA teams. They showed how it should be done and it was a pleasure to watch. We saw two world records broken which well demonstrates the very high standards achieved at this, the fourth WPC in this event. There was only one wrap during the competition and this shows how much this activity has improved in a very short period. Things did not go well for our two 4-way teams, they were under par almost every time and disappointment set in. The Sequential Team had two 5-point jumps bust

to 3 which was a pity and in my view may well have only been due to live judging. A video re-run may well have proved the points to have been just.

The *Royal Marines* were always looking good for a bronze. Round one put them in the lead but the USA and French went from strength to strength. We were not able to produce the performance achieved in training but went on to easily hold that third position. There was no luck involved, the Marines were good and well deserved their Bronze medals. I might also add that despite the final placings of our other teams, both *No Limits* and the *Flying dragons* achieved scores that were a credit to canopy formation jumpers in this country; their progress in two years has been remarkable.

The opening ceremony had been quite remarkable and something that could only be done by countries in the Far East. Full credit must go to the organisers and the people of Anyang as it truly was very memorable indeed; such effort deserves recognition, but why so much time, money and effort is directed to the spectacular and to one-upmanship is lost on me. Keep it simple, keep it cheap. Concentrate on the competition and the welfare of the competitors in an effort to give them every opportunity to perform at their best.

That was a preamble into the Prize Giving Ceremony. Again this was well done, everyone got a mention and almost everyone got to make a speech. All the officials, heads of delegation and uncle Tom Cobbly and all got a presentation of 6 china horses to carry home. Don't think I'm ungrateful but thanks is enough, a small token is memorable. All this does is put up the cost and cause other countries to shy away from hosting a Meet.

The closing banquet had food of a better standard but as strange as ever. Fancy a boiled chickens foot, or perhaps a tasty ducks head? Yes, hold it by the beak and gnaw away at its puny skull. I was quite taken by the poor little sparrows that had been napalmed to a frazzle, and the rice wine, paraffin, or whatever it was; this lethal liquid stays with you for days. Everyone wanted to get away as soon as it was polite to do so. Hot foot for the coaches, the Station, and the overnight ride back to Beijing and to McDonalds for real food.

On arrival at Beijing Station we hijacked trolleys for the gear and then got locked in until we had returned them to their proper place - dumped on a platform. The coach was absent, our Guide turned up but didn't know where the coach was. After an hour he found it

but we had to carry our gear a mile to the coach that then quickly drove back past the Station! The Hotel was magnificent, but no rooms until mid-day. Oh what a country.

Canopy Formations is a splendid skill, it's spectator friendly and is now being done safely; let's give it more encouragement at home

We stowed our gear at the Hotel and went to Air China to confirm that the flights had been confirmed, they had not. We had been unable to phone from Anyang but were assured that they would be confirmed by our Agent. The Organiser, Jimmy Shang also told me that it was unnecessary anyway as it can be done once back in Beijing. All lies. Fortunately the flights to UK were OK but the Royal Marines' 10 places back to Hong Kong had been reallocated. No mercy, no sympathy - no seats. Never mind boys, there is another flight in October. It took the British Embassy and the Defence Attache to unravel this one. The best solution was another day in Beijing for the Marines and a direct flight back to UK. Well we went to the Great Wall, and it was great. We also went to McDonalds which was better, and we ate a hearty meal in the Hotel that night which was better still.

All in all, the boys did well. They were a pleasure to be with, they conducted themselves as ambassadors for the UK despite the difficulties. They performed as best they could and beat many countries comfortably. We had the best track suits if that's a consolation and the teams did much to persuade me that Canopy Formations in this country are on the up and up and deserve our full support. DZ Operators should not isolate them, it's a splendid skill, it's spectator friendly and is now being done safely. Let's give them more encouragement at home.

The World Meet in China was not a pleasant experience for anyone and I have no doubt that there will much said at IPC next year. This is particularly important as the Classics are being scheduled for China in 1994. I would like to see things very different if this is to be the case and will play my full part at IPC in an effort to improve things. Congratulations to David and the Office Staff for organising everything so well. It was certainly an experience through which our teams excelled and full credit to our medal winners, the Royal Marines.

Bob Card (Head of Delegation)



Atlanta Skydiving Centre

I had received some information from the BPA offices and before leaving, called the CCI of the centre, Billy Rhodes, to check out what might be happening in Atlanta. Billy in his Southern drawl told me it would be, "no problem", if I was to drop in: "y'all bring yar documents now!"

I picked up a hire car from the airport (new compact, 15 USD a day) and headed south. Atlanta's road system is pretty complex around the airport, so if you go, watch out. The route Billy gave me worked like a dream and was:

Take I 75 south to exit 68; take this exit and turn left at the end of the slip road. Go $\frac{3}{4}$ mile to a 'T' junction and turn right. Four and a half miles on the right is a big sign pointing to the Skydiving centre. The journey takes you through some real southern towns or villages and it set the scene nicely for when I arrived. The whole journey from Atlanta airport took about 45 minutes - some 35 miles:

The centre itself was a bit of a surprise: very relaxed and no hassle, but a bit dusty and almost looking run-down. Maybe it was just well lived in by the regular skydivers. I made my way past the portaloos to the "clubhouse" area and made myself known. Billy Rhodes was organising an AFF instructors training course and I was shown around by an adopted resident, Bram Clement.

Bram checked all my documents and when seeing my regular DZ was Headcorn, asked me loads of questions about some of the regular skygods he knew there a year or two back.

Billy finally appeared and gave me a warm and sincere welcome. (I had been impressed by the friendliness of all the people I had met in Georgia). The reserve had been packed in the UK (by me!) so there was no seal. The local rigger did the trick though, finding a way to comply with USPA rules without a repack. So, I was checked and manifested and briefed, ready to skydive in around an hour. Because AFF instructor course was running, the centre had their two Cessna 182's buzzing up and

down. It also meant there was a spare slot on each lift. So, eager to get my knees-in-the-breeze I lurked a couple of slots with no problem, brushing up my style and checking the DZ (like Ampuria). Making your approach over a forest, across the road over the house and garden to land in the pit (near the runway) was pretty exciting.

On the second lift, the experienced AFF instructor took me to one side just before we boarded and explained that there would be a "fake" engine failure at 5000' and I shouldn't panic, but the instructor under tuition (who didn't know this was to happen) was in control. Well I'm glad I'd been told. At 5000' the engine coughed, the pilot turned and shouted, "engine failure, out, out" and opened the door. The pilot was so convincing I began to think this was for real - and I had the seat by the door. But the AFF instructor took control, checked the student and went through the whole routine OK. She got the thumbs up from the examiner, Steve, the pilot, closed the door, and on we went to altitude.



While I was packing, a lot of the regulars came over to look at my kit. Atlanta isn't on the usual tour for European skydivers so my *Tear Drop* and *Blue Track* were really given a close going over. Lots of people were very impressed with the *Tear Drop*!

The afternoon brought rumours that as well as the two 182s, the centre would get its twin Beech going. This is on the DZ the whole time and I got the impression the people there would fly it at any opportunity. (Additionally, the CCI, Billy, can call in a DC3 when there are enough people to fill it, but not this time). Sure enough the names on the list passed the required number, the Beech was started (with

clouds of blue smoke) and with a quick 4-way dirt dived with 3 relative strangers, we were on our way to 12500'. Georgians really love to skydive and the flight up was a hoot. We put in 5 points too, until the centre pair decided to spin-out!

That was it for the day then, with clouds rolling in. So I took myself back to the I75 junction where there were several motels and some eating places - room 15 USD, eat all you like buffet 7.50 USD.

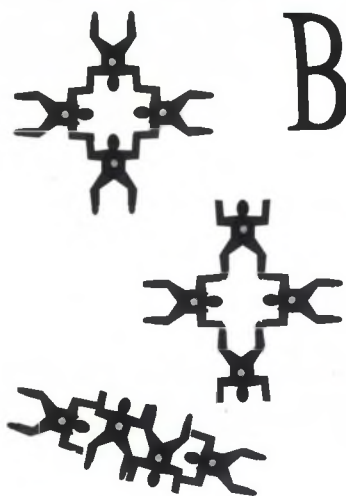
The next day was overcast so we sat around, talking. I had taken 3 back issues of SP with me (and some Headcorn brochures etc) which were eagerly read by all the people who could get their hands on them. And they were so complimentary about the quality and content compared to their regular USPA diet - take a bow Ola. By the afternoon the "Beech rumour" had started because there was a tiny crack of blue in the otherwise grey sky. A load was manifested, the Beech started, skydives quickly dirt dived, and we were gone again, 12500 if we could get it. One of the people on my impromptu 7-way was Steve, the pilot from the engine-failing 182 the day before. He was hanging out of the door looking for cracks in the cloud and gave perfect directions to the pilot. At 13000' we exited right over the DZ, with my group managing 3 points - these guys really do like to skydive and they're good.

Cloud socked in then until I had to go back to the airport and home. So I said my farewells, took a last look round and headed back to Atlanta, much better for the visit, the skydives and the Georgian hospitality.

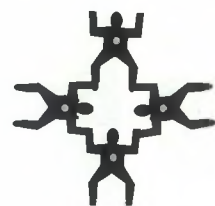
So, if you are out that way, take my advice and drop in. Say hi to Billy (but don't hassle him if he's busy) watch out for the fire ants (so called because if they bite you, that's what it feels like), take lots of cash (no jump credits) and soak up that genuine Southern hospitality. And if Geoff Saunders is reading this, Bram Clement says, "hi", and he gave me a card for you.

Yo'all come back naw, ya hear!

Chris ShawD7365 (Untouchable #8)



British Team Fund COMPETITION



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The prizes are as follows:
First Prize: Return ticket to
Orlando Florida
Second Prize: One year's
membership of the BPA
Runner's up will have to
be content with Second-hand
back issues of SP

Last month's competition deadline has been extended and we are running the same competition again. The challenge was to name the five formations (reproduced above); and for a tie-breaker invent alternative names for three of them.

As usual, the most amusing or original entries will be published in the next SP if 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 Association, Wharf Way, Glen Parva, Leicester LE2 9TF.

Closing date for the competition is Friday, November 20th 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.

All this month's prizes
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- ★ **Buy In plenty of time to be sure**
- ★ **Give us extra options in case we don't have your exact colour, design or model**
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(does not apply to custom items)



See next page for some great Christmas offers

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Diary of events 1992/1993

DATE	EVENT	LOCATION
* 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
Dec 19 - 6th Jan	Xmas Boogie	Ampuriabrava, Spain
Jan 16	BPA 26th AGM	Park International Hotel Leicester

* Change of Date

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Schedule of Events 1992-1993

November 19-30

19-20

21-22

23-25

26-28

28

24th Annual Turkey Meet

Practice

8 Way

16 & 20 Way

10 Way

Awards Night

December 6-11

Sky-Eye Sequential

Performance RW/College Camp

Christmas Boogie

Christmas Scrambles

Prizes

December 12-January 4

December 26-27

December 26 or 27

January 17-22

Sky-Eye Sequential

Performance RW/College Camp

January thru March

Sky-Eye Sequential

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March 21-26

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March 28-April 3

Spring RW Training Camp

April 4-18

28th Annual Easter Boogie

April 6-8

5th Annual 20-Way Sequential

April 9-10

8th Annual Speed-40 Way

April 10

Awards Night

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PHOENIX/Z-HILLS



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Thoughts On 4-way FS Training

Leg Boosters - Do they improve freefall performance?



Chris Allen of the Red Devils, also known as the Free Fall Display Team of the Parachute Regiment, also known as the 'Fred's', decided to end years of isolation and re-enter the world of Formation Skydiving competition.

Like any other 4-way group, they had to learn the basics of what has become a highly developed discipline, and this year they just failed to beat 'Air Time' for the title of national 4-way champions, it is probably still worth looking at some of the lessons which they learned on the road from being four guys in a display team to becoming a serious FS team.

As a number of people have discovered this season, the Fred's competition team has been only too willing to pass on information to anyone on a DZ showing an interest, and

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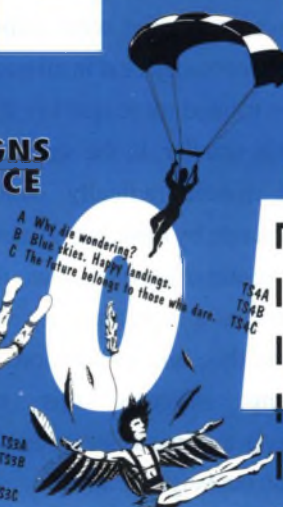
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"For once you've tasted flying, you'll walk the earth with your eyes turned skyward, for there you have been and there you will long to be." TS1
Leonardo Da Vinci



A The only danger in flying is the ground.
B Skydivers know why birds sing.
C Blue sky. White clouds. Warm breeze. Dream of a plane far above. Typical bloody Monday morning. TS2A TS2B TS3C

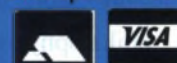


A He who hesitates will inherit the earth. TS2A
B Gravity is a myth. The earth sucks. TS2B

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no-contact dives. It is suggested that individuals close their eyes for three to five seconds, open them again and see how much vertical and horizontal separation has appeared. People's natural fall rate and body position can be quickly established. The whole team needs to fall at the speed of the fastest man, and that can mean three people wearing weights. However, if fall rate differences can be resolved by changing an individual's body position over a number of jumps, it is preferable. If weight is essential, it matters where it is worn, because misplaced weight can radically alter an individual's neutral position.

The aim should be to fall as fast as possible because higher vertical speed makes for faster turns and more precise control. The *Freds* found that the basic 9,500 ft competition exit altitude gave them only 37 seconds in free fall before track away at 3,500 ft. Competitions are scored on 35 seconds working time. In practice after a time, a team establishes its own consistent fall rate, whether fast or slow, and that is the way it stays.

The thinking on even the basic techniques in FS is constantly changing, and varies between the centres of excellence. The French coaches at national level teach differently to the Deland group, who in turn have a different philosophy to the *Golden Knights*, and those at Perris Valley or Eloy. An up-and-coming FS team would, ideally, listen to everyone, and go for what suits them best.

A good example of this is the introduction of the 'bootie' or leg booster. The *Freds* wear them and believe that they improve their forward movement and turning speed. But, just as many others were thinking that this was the way to go, a letter appeared in

the July edition of *Skydiving News* from a former member of the Golden Knights who reported that the team view of boosters, after a winter trial, was that they were "a pain in the butt, and there was no real improvement in free fall performance."



Another example is the 'box' position. Brave is the man who stands up to say that it may not be all that it is cracked up to be, albeit a whole 40-way group in the States names themselves 'Not a boxman in sight', but many currently believe that it is the only way to skydive at international or national competition level.

Current conventional wisdom is that everyone takes wrist grips, but this is not necessarily best in all cases

Yet another example is the use of wrist grips. Current conventional wisdom is that everyone takes wrist grips, but this is not necessarily best in all cases. A pair can be rotated more quickly if the piece is made smaller, in the same way that a ballet dancer radically increases his rotation rate by bringing his arms in tight to the centre of rotation. It would seem to follow that a high arm grip would best achieve this, and some more advanced teaching suggests this technique. However, the time it takes to take the double grip can outweigh the advantages of a faster turn. On all these points, individual teams have to make up their own minds.

Having sorted out fall rates and the basic body positions, the next item on the agenda is to learn how to build the different random sequences and transition between them. Most people know of the importance of the Centre-Point of the skydive, and that people should fly to that point rather than to each other. They should also refer across the skydive to the person on the opposite side and fly relative to him. Part of the early learning process of diving as a team is not to fly to the grips but fly relative to the opposite man. If this is done accurately, the grip will appear automatically without the need for further action.

Other basics include building the centre of any formation first with the outside men only taking a grip early if it is to help build the centre more quickly. It can be easier to allocate general responsibility for two of the team always to do the inside slots and the other two to do the outside parts. Building along a constant line can help minimise movement between points.

The *Freds* used the now fairly universal systems of PAKSS for planning a dive.

'P' stands for Puzzle, and is actually the plan as to how the skydive is going to progress given a certain combination of points which are to be produced. The aim is always to minimise the movement which each individual needs to make between points. Liberal use can be made of 'mirror images', and while it is ideal that a dive repeats itself after the standard five or six points (ie everyone ends up back in the same slots after five points), it can be more efficient to make it a ten or twelve point dive before repeating the sequence. Remembering twelve point dive before a little mind stretching.

'A' stands for 'Angles' and refers to

cross referencing between individuals.

'K' stands for 'Keys' and is the method by which each point is to be signalled as complete and the move to the next point can be started. Conventionally everyone shakes and nods, but in high level competition, this is extremely time consuming and also unnecessary. In the dirt dive, it will be resolved who will give the key for each point. This will be the person with best view of the completed formation, and very often the key will be achieved simply by letting go the key grip and starting to move to the next point.

'SS' stands for 'Secret Stuff' and refers to knowledge and experience within the team of what works best for them. For example, a dive may come up where part has been done before and has only worked in a particular way. People remind themselves that this way is the best method for them of achieving that particular point.

Good launches are most important, and

invariably it is best to launch the first point rather than grip switch from a standard formation such as 'figure of eight' (Meeker). Most good teams change points at much the same speed when at terminal and it is often what they can achieve sub terminal which makes the difference between winning and losing. In common with many teams, the *Freds* simply call 'ready', pulse down instead of saying 'set', and go when they might otherwise have said 'go'. So long as everyone leaves the aeroplane together and ensures that the main part of their torsos are square to the slip stream, launches work easily; well, most of the time!

In team training, once the random formations are weighed off, it is time to start on the block sequences. A number of teams who are short of time or money try to move too quickly onto blocks but that can be counter productive.

It may sound a luxury, but using a packer can allow a team to concentrate

exclusively on briefing and debriefing, and will allow more jumps to be completed in a day. Having two rigs assists this process as well, and should allow anything up to 14 training jumps in a day provided the aircraft lift capacity is there, the team is resilient enough to handle the pressure, and they have enough money.

So that is about it for general comments. 4-way formation skydiving has advanced so much in the past four years that it now requires virtually full time commitment to compete at international level. Knowledgeable coaching is essential. To win at international level, however, it is not enough to try to do what the opposition has been doing. There has to be an element of original thought.

Nigel Jackson

Stop Press

The Red Devils managed to avenge their defeat at the Nationals by beating national 4-way at the World Meet. champions 'Air Time' by 12 points

Running in!
Who's spotting?
Har Har.

One thing 'bout
this that beats skydivin'
- you can stop halfway
down for a bun and
a vin chaud

Can you check my pin please?
I'd get a proper button sewn
on if I were you

What are you on?
Unstable turns and
frontloops

Are you from
Angleterre mon ami?

Nah,
Ha'penny Green

Ere, I wanted to
get out at 2 grand

Tough luck, it's one
pass at max

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THE TEAMS

1	2	3	4
5	6	7	8
9	10	11	12
13	14		
15	16		
17	18		

- 1) Red Devils
- 2) Hannah
- 3) Simple Minds
- 4) Fit To Drop
- 5) Army
- 6) Toby and Andy
- 7) Point 25
- 8) Tug Boat
- 9) RAESPA
- 10) Silly Games
- 11) Synergy
- 12) Tenesmus
- 13) Egg
- 14) Not Responsible Toy Co
- 15) Just Good Friends
- 16) Why Us?
- 17) Social Exiles
- 18) Quadriga

Last issue we had a report on the FS Nationals at Peterborough. Many of the teams took a lot of trouble to go and stand in front of the Skyvan and look silly for the camera. We did not have enough room to print them all but SP is pleased to bring you, in glorious technicolour the faces behind those amazing team names.

You may recognise some of them, you may even have jumped with some of them and be asking yourself how on earth they got there. Well, if you want to have a go next year here's how:

- 1) Read the article in this issue on FS training.
- 2) Get yourself a team together and sign up for a few regional competitions to get into the swing of things.
- 3) Try to organise a training camp before the Nationals.
- 4) Go to the nationals and bingo - you get your name in SP (and your face if you're lucky).



BRITISH PARACHUTE ASSOCIATION

Badminton Parachute Club

Contact J Davis, Tel: 0666 577756

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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.

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Cockerham Nr. Lancaster
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(Midweek) 051 924 5560

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Tel: Embleton (0665 76)588

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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.

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St Merryn Cornwall
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19 Azalea Close
Highfield
Dunkeswell
Nr Honiton
Devon
Tel: 0404 891690

Doncaster Parachute Club
See Target Skysports

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

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

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Contact: Chris Donaldson - Chief Instructor
3 Reephram
Orton
Brimbley
Peterborough PE2 0TS
Tel: 0733 370863

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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.

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Headcorn Airfield
Headcorn
Kent TN27 9HX
Tel: 0622 890 862



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Ipswich Airport
Nacton Road
Ipswich
Suffolk IP3 9QF
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London Parachute School
P.O. Box 18
Goring on Thames
Reading RG8 9EW
Tel: 0249 651909 DZ
(Weekends) 0860 559112

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Steane, Nr Brackley
Northants
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Nr. Stirling
FK8 3QT
Tel: 0786 87788/Fax: 0786 87748

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Co. Londonderry, N.Ireland
Tel DZ: 02665 58609
Fax DZ: 02665 57050
Dave Penny: 0265 58002
Fax Dave Penny: 0265 58653

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Fax: 0622 890641

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C/O R. Mortimer (co-chair)

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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

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John Boardman
N.I.S.F.F.C.
Shackleton Barracks
B.F.P.O. 802
Tel: Civil 0504 49972
Military: Limavady 36472

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RCT Parachute Club
Azinghur Barracks
Colerne
Chippenham
Wilts. SN14 8QY
Tel: 0225 743585/743240 ext 5265

Cyprus Combined Services Parachute Club (CCSPC)

CJSATC Pergamos Camp, B.F.P.O. 58
Tel: from UK
010 357 47 44337 (Office)
010 357 47 44245 (D.Z)
Contact: Club CCI

Joint Services Parachute Centre Hong Kong

Borneo Lines, BFPO 1
Tel: 0-483 7221

RAPA JSPC(L)

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you... having problems getting off student status...
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If so why not plan a trip to sunny Flagler Beach Florida, USA

Flagler Beach Florida, USA

Skydive Flagler Beach dba Flagler Aviation Inc is the home of Rocky Evans and Rich Fenimore. "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 programmed 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.
SR 100 Box 1636
Bunnell, FL 32110-1636 USA
Phone: 904-437-4547
Fax: 904-437-1004

or Terry Warby
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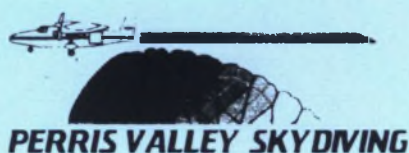


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