

Sport Parachutist

February 1993



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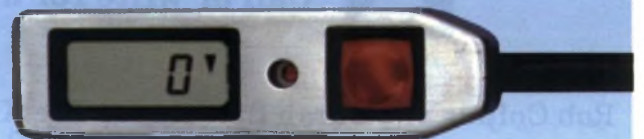
Cypres

Tamara Koyn



Dale Stuart

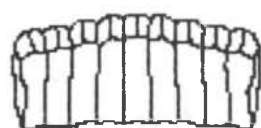
and their AAD



On 8th November 1992, in Skydive Arizona, Tamara Koyn and Dale Stuart shared equal first place to win the World Freestyle Championships. Photos by Jamie Paul and Ray Cottingham.

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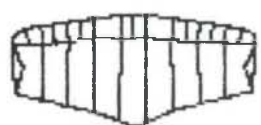
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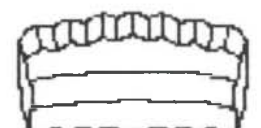


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Sport Parachutist

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Rodger Tamblay

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NEWS & EVENTS

BOB CARD ELECTED BPA CHAIRMAN

Major Bob Card is the new BPA Chairman. Last year he was chairman of the competitions committee and alternate delegate to the IPC as well as chairman of the Army Parachute Association. The other officers of the association were also elected at the inaugural council meeting which took place after the AGM on the 16th January. (see pg 28).

TOM PIRAS



Tom Piras was killed as a result of a freefall collision in Panama on December 13th last year. He was coaching a group of intermediate skydivers in 4-way FS. The video of the jump showed that there was a funnel on exit at 12,500ft and one of the jumpers ended up low beneath Piras. His pilot chute at this point came out of its pouch and Tom Piras was flipped by the deploying canopy; his head contacted the Panamanian's knee and he was knocked unconscious.

The cameraman gave chase but eventually had to abandon the attempt. Piras had been falling in a head-down attitude; he did recover

consciousness enough to turn over and start to pull his reserve handle but he was by now too low. Ironically he was wearing a Cypres AAD but had not switched it on at the start of the days jumping.

Piras, aged 40, had an impressive skydiving record as an FS competitor at National and World levels and was committed to improving FS techniques and reaching the skills; his coaching videos *Skydive 100* and *Skydive 101* exemplify his professional approach.

CRASHES CLAIM TWO LIVES

Bob Winter, the Ipswich Parachute Club Chief Pilot died along with his fellow officer when their Bandeirante aircraft crashed in bad weather in Cumbria. The plane belonged to Titan Airways and was on a flight to Scotland on January 13th when the accident occurred.

In December last year, William Jones, a member of the Cell Mates CF team in 1992, died in a car crash in South Africa.

Friends of both these men have written to *Sport Parachutist* and their testimonials appear on page 38.

LINES HITCHED

Congratulations to the erstwhile chairman of the BPA who tied the knot on the 24th of December 1992. He married Caroline in a ceremony at Braintree in Essex, Tony Butler was their Best Man. John and Caroline are off to Colorado to spend their Honeymoon skiing over Easter.

John and Caroline on their wedding day

SCOTTISH NATIONALS

The 1993 Scottish National Parachute Championships will be held on the 29th to 31st May. There is a change of rules because of the increasing popularity of the competition: 1) All teams must pre-register. 2) There will be a limit to the number of teams in the FS event. Registration forms can be obtained from: Kevin McPhillips, Secretary SSPA, 1b Rosebery Crescent, Edinburgh EH12 5JP.

FS TRAINING

The French National 4-Way Team are arranging a series of FS training camps with coaching by Philippe Schomo and Patrick Saget. They will be held on the following dates: April 18th – April 24th, May 9th – May 15th, May 30th – June 5th, and June 20th – June 26th.

If you're interested, write to: French National 4-Way Team, Cerp, Gap, 05130 Tallard, France. Tel: 09 33 92 54 02 39. Fax: 09 33 92 54 10 96.

FREEFALL CAMERA ASSOCIATION

The British Freefall Camera Association continues to expand. They would like to hear from cameramen and women who are interested in joining. The membership fee is £15. Write to Kevin Hughes, BFCA, 80 Burgass Rd, Thorneywood, Nottingham NG3 6JL. Tel (0602) 586 052



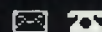
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CORRESPONDENCE

WE ♥ HPC (1)

Dear Ola

As a Headcorn Parachute Club member for the last seven years I feel I must respond to Andy Munn's letter in the December issue.

Does Andy realise how irritating it must be for other airfield users and staff sleeping on the drop zone and surrounding area to have people returning from the pub week after week shouting and causing a disturbance. It is probably fair to say that it is not the CCI who has grounded people for excessive noise, but the airfield owner who has grounded the whole club and not permitted the aircraft to take off until the culprit or culprits are discovered. In effect the actions of a few people cause extra frustration and annoyance for the other regular club members and students who do not indulge in these activities.

I would have thought that Andy would have understood, with his experience, the essence of good spotting at any drop zone makes good sense for overall safety of everybody on the lift.

Andy knows full well that there are some local people who would like to still be jumping at the club for at least the next ten years

I wonder what the reactions of any CCI would be if they witnessed a crowd of people watching somebody packing a rig for base jumping on a BPA affiliated Drop zone.

My custom has always been appreciated and I have always been made welcome, of course the club has it's faults, but it's easy for us to criticise, as jumpers, when were not DZ operators trying to run a safe operation.

Happy New Year and blue skies

Malcolm Darling D8325 (untouchable 8)

WE ♥ HPC (2)

Dear Ola

I was very interested to read the letters from Merlin and Andy Munn in the two most recent issues of SP regarding Headcorn PC and feel that the balance of opinion should be changed to reflect an alternative, albeit another personal one.

My association with Headcorn started in May 1992 when I decided to continue my AFF course at a DZ far closer to my home than where I had started the course. This change of location meant that I was no longer relying on Friday night TV weather forecasting, a gamble on travelling and trying to find a bed for the weekend.

I called at Headcorn to ask if it were at all possible to carry on from Level 3 and the reception I got, did not give the impression of me being granted a favour in being allowed to use the DZ. In fact the reception was friendly, professional and oddly enough, I do recall certain safety factors being mentioned concerning the other airfield users. Needless to say, I continued the course there and achieved Cat 8 in August. During the course I was lucky enough to have instruction from highly experienced instructors and also words of sound advice from experienced skydivers whilst waiting for a slot. There was not a time when I felt that I was impinging on anyone's time of being treated with contempt.

At this stage, please do not think that I am hopelessly in love with Headcorn and its atmosphere, the instructors and staff and their attitudes to safety and the cafe. I am looking forward to broadening my experience elsewhere in the fullness of time when the opportunity arises but I am happy where I am at the moment.

If a problem does exist, it is one of a possible

disregard of safety rules and usual '...it won't happen to me...' attitude. Being one of those people who are still alive thanks to a safety drill (not a parachuting incident, I accept) I have a healthy respect of such rules and concepts.

I hear voiced saying '...yeah, he's only Cat 8 and really only a student...'. True, those voices are right but it may be that I need less luck than they do.

Blue skies and Concrete Runways,
Bill Thornton-Smith BPA 545327

STIRLING NOTE

Dear SP

Have you ever noticed how little praise instructors get for all the work they put into teaching us to skydive. It's the same old story you never get a pat on the back for anything you do correctly, but you always get a b.....g for doing something wrong.

I would like to give a 'pat on the back' so to speak to Rob, John, Barry and all the DZ crew at Stirling PC for all their time and encouragement they have given over the months I have been at the centre. Thanks also go to the pilots Bill, Vic and Jack, who has now left us for warmer places and also to all the students and jumpers who frequent the centre.

Once again thanks to all at Stirling PC for making '92 such a fun year and looking forward to '93 being better. Keep it up guys all your work is appreciated even if we don't tell you at the time.

Regards.

Tim Cross BPA 550296

Longest serving member of the 5-second club (at Stirling, anyway).

RIDE 'EM COWBOY

Dear Ola

I would be grateful if you could find the space to print these two photos. They were taken by cameraman Des Sharkey at this years Polish Boogie at Krokow and feature jumpers from Weston-On-The-Green and on behalf of all the jumpers in the picture, would like to thank all the cameramen/women for the work they did at the boogie.

PS. Wendy Smith, where's our boogie tapes gone.
Regards MK Walker D8534

BOOGIE TAPES

I have had a number of complaints about the delay in sending boogie videos which have been paid for in advance. The practice of taking money in advance and failing to come up with the goods is not only unfair to the jumpers who have paid up, but spoils the market for other cameramen or women who want to sell videos the same way.

So please camerapeople get those tapes sent out or I will have no excuse not to print the not-so-complimentary letters I have been receiving from justifiably irate punters...Ed.



TOM PIRAS

Dear Ed

We were recently devastated by the tragic death of Tom Piras. Tommy was one of the sport's greatest assets the vast amount of knowledge and expertise that he has given out in the last 15 years has been phenomenal and unequalled. He was a former world champion, a sought after coach and organiser of many large formation attempts. His video series Skydive 100 and 101 and also No Frills Drills are innovative and a great benefit to fellow skydivers. The sport has truly lost a great participant and friend.

Tommy may have left us for a higher place, however, let's hope his many training ideas, thoughts and concepts can remain with us for many more years to come.

Thanks for everything Tommy, you won't be forgotten.

The inspired members of the Cornwall PC

INCIDENT REPORTS

Dear Ola

It's a wet and windy Sunday so I thought I'd add my contribution to the incident reporting debate and in particular examine the letter from D Evison-Jowett.

The first point he raises is that aircraft are certified fit for parachuting. The Bandeirante used at the Tilstock boogie wasn't and that resulted in a fatal accident.

Next, the equipment is fool proof. What about the student at Cranfield who died as a result of a twisted belly-band throw-away. Neither he nor his instructor spotted it on the flight-line check.

Thirdly, the jump-pilot is highly trained. Probably so, but no amount of skill could have saved the Twin Otter from crashing at Perris Valley last year. Then there was an incident at Cranfield a few years ago when too many jumpers went to the rear of the Skyliner resulting in a dangerous stall situation. There the

pilot's skill came through but the consequences could equally well have been more serious than just bruises bearing in mind that this was another aircraft not cleared or modified for parachuting.

Next point, the jumpmaster knows his job, the actions or negligence of an individual can result in the death or injury of others.

I would also like to add my support to you Ola, and to Kevin Hughes and Gary McGuinness in developing a more open style of incident reporting. When I see a USPA mag I read the accident reports with great interest. These accurately report circumstances and experience of the jumper etc but are anonymous for legal reasons and to remove embarrassment. I do find them gory but a great source of information which enables me to make my sport safer.

Yours sincerely

Ray Sayers D7991

AFF POLISHED OFF IN POLAND

Dear Ola

Having read Kevin McPhillips account of the Polish Helicopter Boogie in the last SP, I'd like to use some space to express my appreciation to everybody who made my first boogie so incredibly amazing.

I was the individual who completed the AFF course out there and I'd like to thank all those who made it possible.

Firstly, and most of all, Pete Marsden, who promised me a jump and organised the kit hire and briefed me for a 5-second delay from the MI-17. Even though spending 4000ft sitting on the edge of an ever-increasing drop was not my favourite experience. The laughs that the video raised were well worth it. At 4000ft, I stood up and made an honest attempt to perform the neat 'step-pivot-go' that Pete had taught me. Instead, I managed a sort of 'step-go-pivot', which resulted in a fairly neat 'T', the envy of many who watched the video.

Somebody was obviously impressed though, because that evening Bent Kock (yep, that's his name) and Bent Dandenelle from Denmark offered me the AFF course for the price of just my slot, my instructors' slots and one extra ticket (\$60 per level). The next day I started the program, and after a few hassles with funnelled exits and spinning, I completed the course in ten jumps, with no injuries and only one 'off landing' which was followed by the scariest experience of my life, the bus ride back!

Thanks a lot guys, you made the whole holiday for me and I owe you about a million beers. Hope you get to read this. Next time I jump one of your rigs though, warn me what happens when you bury one toggle on a PD260 when I'm only used to docile Mantas. I believe the words, "he won't be doing that again", were heard from Rob Kennedy who was watching from the ground. He was right. Thanks to him for all the advice he gave.

Next I'd like to thank Chris Wood, (my Mum) and Pat Carpenter, who paid for the course at the expense of their own jumps, as an early 18th birthday present. I can't thank you two enough and I hope this is printed so you can read the recognition you deserve.

Lastly, a big thank you to everybody at the boogie, of all Nationalities, especially the Scottish, who continuously supported me throughout the course and were always interested in my progress.

Since my return, I've completed the training with a dive exit to officially get my Cat-8, but without the support of everybody everywhere it wouldn't have been possible. Ta.

Blue Skies and cabbagey landings.

Martyn Wood A10199

PS Thanks to the opportunity given to me by the Danish group, I did AFF for a total of £285. This boogie is great for students and the chances for progression are there if you take them.

BASIC LOGIC

Dear Ola

I know nothing whatsoever about David Claybyn (though I knew Darren Newton) and my usual practice when leaving hotels is to use the door. I have no axe to grind. But reading the recent minutes, it does seem to me (and, unofficially, to a highly qualified legal friend) that a couple of important questions arise from them.

The Ops Manual, as I understand it, now states that 'Jumping from Fixed Objects does not come within the provisions of BPA regulations' and that the BPA 'does not associate it with Sport Parachuting'.

In which case:

1. How come Mr Claybyn was banned? What he presumably did was, by definition, completely outside the purview of the British Parachute Association, and, if base jumping is officially **not** associated with sport

parachuting, it cannot possibly bring it into disrepute.

2. If the answer to that question is that the amendment was made after Mr Claybyn was banned (which seems reasonable) can we then assume that, in future, anyone involved in base jumping is perfectly safe from disciplinary action by the BPA?

3. If so, do you think this is a giant step forward or a great leap backwards?

If there is a flaw in this reasoning I should be grateful to have it made clear, before I go and take the slider off the rig.

Blue skies, the higher the better!

Chris Jones D8783

PS. Keep up the 'Dead Men's Tales'. We all want to know how they did the mid-air collision. yeeucchhh!

1. Yes your reasoning is flawed. Unfortunately the general public do not get the council minutes. Thus although the BPA has repeated its dissociation from BASE you really need to be in the BPA office the day after a BASE jumping incident to understand how little Joe Whuffo from the Daily Muck appreciates this. Until BASE jumping has a representative body the public and press will continue to pester the BPA each time there is a public display of this sport.

2. Yes - anyone involved in BASE jumping is safe from disciplinary action from the BPA. BUT (before you attach your oversize pilot chute) only as long as by their actions they do not bring the BPA/sport into disrepute.

3. It is indeed a giant step forward - by the BPA. It is accepted that legal BASE jumping is a sport in its own right. The onus is now on BASE jumpers to form an association. Until this is done it is likely that any publicised illegal BASE jump will affect the BPA, and those involved will get banned for bringing etc etc... got the message? Keep on using the door (the one on the ground floor preferably). Re: Dead Men's Tales - see page 9...Ed

BY-LINES

Dear Ola

I was interested to read, in your last Editorial, your conclusion that some retiring Council Members had not stood for re-election due to 'disillusionment'.

I would like to make it clear to BPA Members that I have stood down from Council for many reasons, some personal and some to do with my other commitments.

I am very proud to have been Chairman of the BPA for two years and Treasurer for some years before that and I consider the job of Chairman to be an honour which I have tried my best to discharge effectively. Having said that, to some extent I would echo your comments. Council Members do tend to get a lot of 'stick' from Members about the BPA and its activities.

Some of this criticism is doubtless justified but some is unfair and often incorrect. Everyone knows that it is a lot easier to throw brickbats from the sidelines than to stand for election and give up your spare time to get involved.

In my time on Council I have seen very few occasions when more than a tiny handful of members have turned up to observe the workings of the Council. Perhaps more members should take the trouble to get better acquainted with the type of problems Council has to deal with.

They might then find, as no doubt the new council members will, that it can be a lot harder on the inside than on the outside.

I wish the new members a great deal of luck in their endeavours on our behalf and look forward to lobbying the odd bouquet (rather than brickbat) in their direction in future.

Yours sincerely

John Lines

BYE-HICKLING

Dear BPA Members

Just a short note to thank you for your support over my years on Council.

I have tried to make contributions to our sport, and hope I have in some small way succeeded.

Please give the new Council of 1993 your 'input'; the more they have, the better chance we will have of ending up with decisions that expand and enrich skydiving.

Skydiving belongs to all of us not just the elected few, so help the decision makers.

I am not quitting the sport, the extra time I now have will be spent at Langar and other DZs getting in the odd few jumps.

Yours sincerely

DT Hickling CCI

HOOK-KNIFE SAVES LIFE

Dear Ola

Firstly let me say how much I enjoy SP - when it eventually arrives out here! And whatever you do, don't stop including the BPA minutes - how else can I keep up with the politics of the sport when there is no DZ gossip as in UK!

I was interested in the suggestion by a reader in the Oct issue, who suggested SP could be sold on the newsstands. The French ParaMag tried it last year, with full media support, and it turned out to be a costly and total failure.

You mentioned a couple of issues ago that you thought there should be discussion of accidents in the mag, in order that members could learn from them. Here's one:

There I was (swing lantern, please) at 3600m over Le Luc in Provence, as a diver in an 8-Way from a Porter. Four floaters were outside the door: one on the wing-strut, two in the doorway, and one on the video-step. At the very moment that the front door floater gave the OK, his reserve deployed. In that instant, as we left the plane, we all had a split-second image of his chute deploying (and I of his face!) Fortunately, the canopy somehow missed the two rear floaters. Needless to say, we didn't get our remaining 7-Way together - everyone was too busy trying to look up to see what was happening! The hero of our story joined us in the pit some 20 seconds after landing. Explanation: He had hung-up on the tailplane for about 3 secs before the canopy ripped. He then found himself falling fast from 3,600m with a totally useless reserve. He quickly cut through the reserve risers with his hook-knife, went back into freefall, and pulled his main at normal height (fortunately it worked!) Meanwhile the pilot had regained control of the aircraft, although not very happy with its handling, and landed safely.

As to our hero, he was fine, but a bit shaken. Unfortunately, he couldn't go straight up again, because the tailplane on the starboard side was displaced backward by about 5" at the tip. Whilst we were congratulating him on his quick thinking in literally cutting away his reserve, it became clear that of the 8-Way, only he and I were carrying a knife! And the same was true of everyone else on the DZ - only a handful carried knives (they are not compulsory in France). I can assure you that since this incident, nearly every jumper at Le Luc now carries a knife. As to the pilot, he now wears a parachute every time he flies!

The moral of the tale, I suppose, is: if you jump, carry a knife. If you pilot, wear a parachute!

Blue Skies (just like we have 300 days a year in Provence)

Robert Blake D9166

TANDEM MASTERS WANTED

Dear Ola

Just a brief note to say thank you for catching up on the delivery of SP in time for Christmas. My December issue arrived in the last post on Christmas Eve and couldn't have been timed better. Could I also appeal through SP for any Tandem Masters (preferably with their own equipment), to get in contact with me if they wish to participate in a major event later in the year. Full details available by writing to Box 241, Northampton, NN7 2PX.

Many thanks again and keep up the good work
Geoff Wood BPA 238770

WELL BENT SCOT

Dear Ola

As 1992 draws to a close, I can't say I will look back on it with much affection, having bent myself twice in 1992, once in March again in November, resulting in a leg in plaster for x-mas and a few bits of meccano to hold it all together! Still it was the year that Scotty (mine's a whisky) Milne was finally shipped back to blighty. However, a large bag of Aberdeen butter rolls and a bottle of Scotland's finest rot-gut whisky, ensures that his flashbacks to the Falklands are kept to a minimum. Poor Pablo our pet Chilean had to keep a low profile; he's too easily mistaken for an Argie!

The improvements to our centre at Errol continue, as Andy Dicksons wallet continues to empty, and as Mike (shoot your legs off with a shotgun!) Skeet has left the day-to-day running of the centre to the She-Devil from Hell, Julie (get to your beds) Michie that well known Shell centrefold girl. It means no one is left with nothing to do when the weather is blown out! I missed the Halloween/Guy Fawkes fancy dress party (in hospital again) but looking at the photographs I can see that your choice of fancy dress brings out the "real you". How else do you explain Derek Thorne CCI Master of the Palias glide and slow foxtrot dressed as the imperial grand wizard of the Ku Klux Klan?

1992 saw various members of the club back in Cyprus over in Northern Ireland to George McGuinness' new drop zone at Eglinton and December sees some lucky sods off to Z-Hills.

Julie and Mike also managed to bring back some interesting exits! We all hope to have more weekends like it in '93 so drop in and see us in a place where the lunatics really have taken over the asylum! We even have the village Policeman on our side. Bowling and visits to the Zapp zone, a lazer shoot 'em up game (Mike Skeet has difficulty with the no-contact rule), on Saturday are usually followed up with a visit to the nearest pub for soft drinks and every one in bed by twelve o'clock - honest Julie!

Blue Skies and empty hospital beds in '93
Nightmare on Elm Rd C9828

A NUMBING EXPERIENCE

Dear Ola

Upon returning from Switzerland (Zurich), I had to take the opportunity to write to you and tell you about the Aerodium.

My brother and I first heard about the tunnel through the article in the April edition of the SP mag and so decided to check it out. We went in July '92 for three days and stayed in the (you've guessed it) Hotel Rumlant which is just a stroll away.

We arrived at the Aerodium after trekking around trying to find it - it helps if you speak a little German as asking for directions in English can be difficult. Dirt-diving to complete strangers did the trick - but

looks a bit strange! Inside the Aerodium everyone speaks English and German.

Before you enter the wind tunnel you have to watch a short video on safety and learn the correct body position for flying the tunnel, which is basically just a slightly bigger position than the box-man. One thing I would recommend to those who intend to go to the Aerodium is, make sure you're a damn sight more supple than I was. Even after the first flight I had a pins and needles sensation in my thumb and forefinger which proceeded to work its way up to my shoulder with subsequent flights, effectively leaving my left arm dead for the remaining days. By the way - thanks to Mrs Schnieder for the deep-heat rubbed into my shoulder - no thanks to the instructor for the most excruciating massage of my life!

On returning to England I consulted on Osteopath who located the injury which easy two damaged neck vertebrae. The injury had probably occurred years earlier but he suggested that the extreme body-arching I was doing in the tunnel, had awoken a bunch of trapped, screaming nerves!!

By the second day my brother and I were now flying unaided and were both gaining confidence, mastering turns, side-slipping and fall-rate. On our third and final day we got four flights in the tunnel and were now making crude attempts at 2-ways with varying success.

Still, much is to be gained from flying the tunnel. I would definitely recommend it, even for the pure fun-factor.

Yours

Dave Sweeney BPA 496165

PS If anyone has a Herc engine and prop lying around and wants to sell for about £100 max please contact me!

CUSTOMER CARE

Dear Ola

I have been moved to write in response to the few letters printed recently concerning Headcorn and the 'PR' problem it's had of late. I've never been to Headcorn and so have no intention of adding fuel to their particular bonfire but wonder if the problem isn't a little larger than just the present parochial dispute in Kent.

I have the fortune to get to see a fair bit of the country with a display team I jump with, (as a guest) and as such have had the chance to see a few of the drop zones who make up the happy band who form the core of the BPA.

I'm not sure that the reported disquiet of the (albeit tiny proportion of) people who have been prepared to go into print is so unrepresentative of the way a large number of punters feel about quite a few of the drop zones and the administration of them by either the owners or their employees. The sport, as most of us recognise, is populated by people with fragile egos and emotion runs high during a busy day, but is that any excuse for forgetting why it is that we are all here - to enjoy ourselves!

How many punters have seen the DZ administration being performed by people flying as high as a max lift whilst doing impersonations of bears with awfully sore heads. And how many have had their ears chewed off for asking the simplest of questions, especially during the brain teasing task of manifesting a lift. The contrasting style of being treated as the scraping on the undersole of a Teva leaves a similar rancid taste in the mouth of most of the paying public! (progressing beyond car 10 diminishes the frequency of this though.)

Surely it's time (I hate it when I call you Shirley) that a slightly more American attitude as adopted

towards the fare paying public, one whereby they are actively encouraged to turn up instead of being driven towards the type of organisation at Knettishall, who are making attempts to move forward by the simple expedient of giving the jumpers what they want. I'm not anti BPA by any means, all I'm saying is let's not stand around crying "Foul" let's produce the goods and encourage customers to stay.

To do this some people are going to have to review their attitude towards the people who turn up in all weathers before they stop turning up even during the sunshine, because you know damn well where they're going. Think about it, if you hang on to the hard core jumpers and keep them happy, what do you think they will be telling the students that turn up.

I hope this is read in a philosophical way by the people that it's aimed at, it's not intended as an attempt to take a verbal swing at any individual, simply to remind them that nobody, even skydivers who are grateful for the opportunity to jump out of your aircraft, likes being treated like shit.

Here's to decent weather for 93,

Mick Cooper D8776

MADE UP LETTER

Dear Ola, (made up name - should it be Olga?)

This is a letter from the Rob (British Intermediate Style and Accuracy Champion) Roy, (made up name) Appreciation Society.

Even though our hero Rob Roy (made up name) has been mentioned in your superb two monthly (erratic) publication no less than 157....well 5 times in your last issue, the undersigned do solemnly pledge their life, allegiances, and Alties (only after we've bounced) that Rob Roy (made up name) is in fact a real (drunken at this moment in time) superhuman. He may be a skywayman, but not a Scottish Highwayman.

However, it should be pointed out, that on his only and highly successful excursion did he rob Scotland of three Gold medals and three Silver trophies - not bad for a man of Irish roots, although the appreciation society does not hold this against him, but reserve the right to do so at a later date.

We the undersigned would therefore like to see a full recognition of our beloved Idol Rob Roy's (not fictitious name) talents.

Yours sincerely

Jo Blake RRAS #1, John McKight, Jethro Harris, Martin Wood, Anne Marie Oshelda and Mandy (Unconscious at the time of signing) Barton.

PS Who said it was a made up name anyway?

A totally unintelligible letter - are you sure you were not all unconscious at the time of writing?...Ed

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**FINAL COPY DATE FOR APRIL
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WEDNESDAY MARCH 3RD**

Video Review

EUROPEAN PARACHUTIST CHALLENGE II

European Parachutist Challenge II – World Record 150 Way: “We’re here to take this record and throw back the gauntlet” said the narrator, referring to the then current record of 144 which had superseded the previous European 126 in under a year.

Well, as we now know, the Americans wasted no time in picking up the gauntlet and throwing it back so fast that this video comes out after the record has returned to the Americans. This should not stop us appreciating the achievement. It is easy to become blasé about size; 150 now seems small relative to 200, however the video shows what an achievement it was putting together a 150-way on only the 5th attempt after days of sitting out the atrocious weather.

How do you make a watchable video out of 5 days sitting around waiting and a total of five skydives? Well, first get some good camera-work, add music to suit the changing moods and tell a good story. This story is one of patience, frustration, elation and disappointment, determination and finally, success. The video takes the viewer up and down the emotional rollercoaster; Brits know only too well what it is like to spend hours and days sitting around, kitting up for false alarms, and, when finally airborne doing a ‘nearly but not quite’ jump.

The story in a nutshell is this:

... the group finally get airborne the formation builds to 135. After the jump the excitement and hopes of success are running high. Unfortunately the rest of the day is weathered out and the following day too...

The video captures perfectly the atmosphere of expectancy, boredom and the difficult task for skydivers to make the balance between switching off and relaxing or staying hyped up and ready to go at a moments notice. Hacky sack, kite flying, bike riding, juggling, going for a rainy stroll – not too far, just from one end, of the Herc’s roof to the other.

In this era of the European Community it was gratifying to watch a genuinely European affair;

this is nicely highlighted by including at intervals mini-interviews with many of the participants.

...on the Friday a third attempt is managed again, close but not close enough. The record is imminent surely. Pack, kit on, whoops and yells and the Hercs are boarded...oh shit, one of the Hercs breaks down, the hole in the clouds disappears taking with it any chance of making another jump that day. The pressure on the jumpers is rising. The next day is Saturday, the last day but one and matters become more complicated as the airshow starts and the jumpable times will be further restricted. The next lift - the jumpers are held at 18,000’ft. They are in the plane for nearly half an hour, at one point the tailgate is open and they are lined up for exit. They go round again because of a lack of ground visibility the next run-in failed because of air traffic; the jumpers are brought down. On The next attempt everything is looking good but a premature opening canopy puts paid to any chances of success.

The next day the Sun shines, the jumpers embark and the loaded Hercs trundle down the taxiway and onto the runway. With the mighty C-130s in formation at altitude, the jumpers pour out and stream towards the distant base.

The rest, as they say, is history. As the formation completes, on the video tape jumpers voice over their thoughts at the time - was it complete or not? Nobody was visible under the formation. Were any grips missing though? If not, was it held for long enough?

Back on the ground, the judges having scrutinised the videos confirm the record ... Cue jubilation and the credits. A 150-way in five attempts with success coming at the 11th hour. Phew!

26 minutes of armchair skydiving over I sat and stared at the blank screen, pondering the awesome feat of getting so many skydivers into the same piece of sky in such a short time. As I got up to turn off the machine the TV burst back into life. Wot more? I should have guessed, there’s always something extra these days.

I wasn’t sure what I was watching; the opening title simple said Bergerac 28th to 31st May – the practice jumps I presume. Rousing music, blue skies, a Casa and a Skyvan and some pretty formations – skilful Dream Team style skydives; all good stuff. This was followed by more offcuts from the record attempts. Tight editing means that sentiment has to be suppressed and many a good shot discarded. I assume that rather than deprive us of some excellent viewing the producers, having made the main film, lumped together the best of the rest.

It is in no particular order, there is plenty of music’ and atmosphere. So for the viewer who wants more and is partial to the ‘musical collage’ style of skydiving video - there are another 22 minutes to enjoy.

The film is not going to teach you much about large formation skydiving though. This is the main drawback - we get to hear nothing about the design of the dive or the briefing for the various roles in the formation. Nor do we hear much from the debriefing sessions; it would have been nice to get a chance to share in some of the lessons to be learnt from this unique skydiving experience.

The video will be a must for anyone who was there. If you weren’t but wished you were or you simply like to see good skydives it’s a very professional production and you won’t be disappointed. Meanwhile I hope that the Americans will produce a video of their record with as much speed as they mustered to take the record back. With 23 attempts, there should be plenty of good footage - one can only speculate whether 200 would have been the final score at Koksijde if the European elements had been benign enough to allow more than the five jumps.

Ola

Details

Film produced by Groupe Cirrus

Directed by Isabella Bruno

48 mins.

150-WAY WORLD RECORD

BELGIUM – JULY ’92

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Mid-air Collision

Skydivers bumping into each other is nothing new, in fact it is the essence of freefall relative work although it is meant to be gentle. This is where the difference lies - when does a bump become a collision?

Gregory Robertson was a skydiver in Arizona, with about 1700 jumps. Back in 1987, he was the safety and training advisor during the annual Arizona Easter skydiving Boogie. His job was to keep an eye on the other jumpers, and make sure operations went smoothly and safely. He also doubled up as the load-master of the DC3 and organised the exit order for each group.



The guy that she hit immediately righted himself but the girl had this 'rag doll' appearance

After one particular jump, he was in the hangar, when he noticed a girl having trouble packing her parachute. Her name was Debbie Williams. Greg went over and talked to her, helped her untangle it, and made sure she was able to pack it correctly. She only had about 70 jumps so he decided to keep his eye on her up in the sky.

She was with a six-way group on the next load and because they were all relatively inexperienced, Greg decided to put them out last and then follow them out. So as not to surprise them in the air, he told them that if their group was successful, in building a six-way star, he would join in, but that he would be in the air with them either way. While they were going to altitude he kept a watchful eye on them. When they lined up in the plane, he noticed Debbie was the last person exiting the aircraft. This came as a slight surprise and didn't really make sense to Greg, 'Because she had the lowest number of jumps and I would have expected her to be in the forward part of the group.'

'So' said Greg, 'I followed them out and I watched her position. She got into a real good body position to get down to the formation. Very stable, very clean. I thought, OK, maybe she's not as inexperienced as I thought, somebody has been definitely coaching her.'

Even though the group was spread out across the sky, Debbie managed to get down to where the others were.

'Three of them were together already holding hands, with another slightly low on the formation, and obviously trying to come back up in the "dead spider" position. The fifth was coming to join in, when the girl, Debbie arrived. At this stage for some reason she started orbiting around the formation, as though gathering courage to attempt a link. Her concentration was total.'

'All of a sudden, this fifth person who was making an approach landed right on top of one of the jumpers and took it right out of the sky.'

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The formation started tumbling, its fall rate increased dramatically and it fell quickly away from Debbie. Greg, watching from a distance, was getting a little concerned.

'I decide, she isn't gonna be able to get down to it. So I thought, I'll go over and get a two way with her, and indicate that she should pull a little higher than normal, seeing as though there are people below us.'

'So I start moving towards her and at the same time she starts diving towards the group down below us. She isn't watching where she is going, and she "whaps" right into that person who had been low on the formation. Hits him real hard. Throwing them both and tossing them across the sky.'

They collided at what Greg supposed was about 50 miles an hour (just imagine jumping out of a car at this speed and hitting a bystander – the impact would be devastating). Greg flew closer, and now was in somewhat of a dilemma. Both had obviously been seriously hurt by the collision.

'I looked at the guy that she hit and he immediately righted himself but, the girl had this 'rag doll' appearance. She was upside down and spinning. She passed twenty or twenty-five feet below me, and was accelerating downwards. I noticed she had what looked like a 'clown face'. And I suddenly realise that it is blood..... her mouth is all bloody!'

'Oh Lord, I wonder if I can do this' Greg thought, and turned into a vertical dive, accelerating downwards as fast as he could.

'All I am thinking about, is doing the best dive I can, and going as fast as I can. I lift my head to look where she is at one point, and I see that I am starting to catch up with her, but I still need to dive further. So I hit into the dive again real hard, wait a few more seconds, look up and now I see that I am catching up to her.'

'She is on her back spinning, probably a revolution a second, and as I approach I notice that her left arm is moving inward

towards her body. Was she trying to pull her ripcord, trying to open her parachute? I don't know. I hesitate, probably about five feet away from her, for just a second to see if she is going to pull her own parachute, because I do not want to get in the way of a deployment. I finally decide, no, it must just be the wind moving her arm around.'

Many thoughts were flashing through Greg's mind. He wondered if she was not totally knocked out but perhaps semi-conscious and that her mind was reminding her she needed to pull and that was what she was trying to do. In the end Greg decided there wasn't enough movement and that she wasn't going to pull so he was going to have to do it for her.

Suddenly the realisation came to me that I had absolutely no idea how far above the ground we were.

'Suddenly the realisation came to me that I had absolutely no idea how far above the ground we were.' 'A moment of uncertainty came over me, but I finally just said, "Well, I've come this far, I'm not stopping now!" I let her legs swing around, grabbed her down by her lower leg straps, turned her over, to give her a better chance of not tangling with her chute, and deployed her parachute. As I saw her pilot chute and bag lifting off her back, I said, "Well, there's your chance, girl" turned around and deployed myself.'

(We must remember that in reality Greg had only about thirty seconds to grab Debbie. On film I had the luxury of doing it half a dozen times to get all my camera angles and soon discovered that it was a lot harder chasing someone with cameras than without.)

Greg continued, 'I looked back up and saw a square reserve and thought "O.K. at least she opened", and started following underneath her. I could see her slumped in her harness in such a way that she was

making a slow right turn that was bringing us back around towards the drop zone.'

'I landed probably about 30 seconds before her, gathered up my parachute and I ran towards where she was landing. She struck, and people all of a sudden realised that she was not getting up.'

Greg realised that his job was now done. The medics from the drop zone had things well in hand within minutes. Greg walked slowly back to the packing shed, and thoughtfully began to pack his chute for another jump.

'Before I went up on the next load, I went out and talked to the paramedics. They told me she had broken ribs – nine, as I found out later – and she had massive internal injuries. She had bruised her heart, the ribs had punctured her lungs and her spleen was skewered.'

Debbie was a mess. Though she was still alive, her collision had only been the start of her problems. Greg told us that there were three places that the injuries would have occurred. 'The first was the collision itself, in freefall, where it's fairly certain she broke the nine ribs and her heart got bruised. The second was the opening of the parachute and the third was the landing, since they were both uncontrolled. That's probably where the ribs bit in and skewered and punctured everything.'

The jumper Debbie hit, Guy Fitzwater landed safely but with a broken femur. Debbie spent a long time in hospital, as her body slowly mended itself. But, like so many others who have brushed shoulders with death and survived, she recovered, lives and is still skydiving in Hawaii.

The next afternoon Greg got a call from a gentleman from Associated Press asking if the story was true. He said, 'Yes, it is, did it make the newspaper?'

'Make it?', the journalist said. 'You're page one!'

America loves its heroes.

HOW IT WAS FILMED

The episode was recreated in Arizona, at the *Skydive Arizona* Parachuting Centre. At first Mandy took the part of Debbie, and Greg played himself. Although he admitted to being a little less current than he was at the time of Debbie's accident. The reason turned out to be that with the reward given by his company AT&T, together with the financial returns from coast-to-coast TV, newspaper and radio shows, it had enabled him to buy a Cessna 206, and now he spent much of his time flying.

'It was all pretty strange' he recalled. Appearances with Johnny Carson and Joan Rivers, articles in *Time* and *Newsweek*, had turned him into a nine-day hero. It was the middle of the silly season, and there was little else to write about. Greg came as a boon to word-starved reporters although as he told me during our interview, he was glad when it was all over, 'It was' he said, 'A relief to get back to the desert away from all that.'

All that was now behind him, and he was briefing Mandy on how to fly. Mandy, British 4-way champion, took it all in her stride. She went through the collision routine, turned on her back, brought her

arms to her sides as Greg had said, and went roaring away like a Scud missile. Greg, startled, gave chase, but was getting nowhere. Mandy, feigning unconsciousness, opened an eye and saw our hero trying to catch up, and a cameraman trying to catch him. She turned around and came back Greg, pride slightly dented, grabbed her, flipped her over and opened her chute.

Mandy, deciding that things were going in her favour, shouted down to Rob Parker, the ground cameraman, to film her reacting Debbie's landing. This was unscripted, a spur-of-the moment decision. Mandy was flying a new Sabre canopy, with the brakes left on, and a forward speed of about 25 mph. There was no wind to slow her landing. It was like a Cessna coming in with all flaps down at maximum power. She slammed authentically into the hard desert ground, Rob filming every bounce, but she spoiled it all by immediately jumping up and cursing. She'd broken her collarbone! She then added insult to injury by stating, 'That was a very stupid thing to do, I don't know why I did that - that is the kind of thing you would have done.'

The rest of Debbie's jumps were made by a local waitress, Julie Fredlund, who had

to stand in not only for Debbie, but now for Mandy as well! She threw herself in with gusto, even doing the mid-air collision with stuntman Ronnie Dunnet.

'I'm a Marine, you can hit me as hard as you like', said Ronnie....so she did.

One of the more vivid pleasurable sides of film-making apart from meeting up with new characters is the discovery of learning.

Greg's own learning curve was enhanced by his discovery of what the word 'bonking' meant. After a Boris Becker-type scene, (you remember when Boris asked a reporter on TV "Bonking what's this bonking?") Greg also admitted that perhaps he had followed Debbie out of the plane for nefarious reasons in the first place. It seem that pure Darwinism is alive and well in Arizona - survival of the prettiest and all that - It had been lust as much as luck that saved her life. Greg spent the rest of the evening asking waitresses if they had ever been 'bonked'?

It made our meal unforgettable!

"It's great", he said, "none of them had the slightest idea what it meant." Until Ronnie told them!

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Cyprus Parachute club Championships, Pergamos 1992



It was 9.30 on a warm, wet Cyprus evening and I lay in bed thinking about all the fun I was going to have in the next several days. My team was arriving at 3 in the morning from the UK, and I really needed to get an early night.

No chance! The stage had been set for the past few days – extra aircraft, final touches to the score board, participants and teams and practice dives and Dixie was having his zillionth cigarette. Today was Friday the 13th November and all seemed well, so far – just three days to the '92 Cyprus championships and I couldn't sleep.

...Zillon – Mick Matthews, Colin Jones, Andy Fair, Tony Butler.

Midland Parachute Centre (Windrush) jumpers. three members having their first 'senior' FS competition. Mick Matthews (the laughter) runs MPC cafe and when he gets excited he talks in Zillon – hence the name!...



RC gets a DC! Photo by Philip Bell

For those readers who don't already know, the Cyprus Championships is an annual event hosted by the Cyprus Parachute club and held at Kingsfield DZ Pergamos, near Larnaca on the beautiful east Mediterranean island of Cyprus. Cyprus, island of the gods, of sun, sea, charm and beauty and of Skydiving...! This year saw a large number of entrants and an excellent organisation to go with it. In all 19 teams registered, coming from such places as Weston, Netheravon, Midland, Sibson, Headcorn, Bad Lippspringe in Germany and so on. Kingsfield Para Center is bursting at the seams with potential. It has a long tarmac runway and sits atop a grand, raised plateau – jagged coast line and blue sea on one side and mountains in the hazy distance on the other. The club operates a piston Islander, piloted in the main by the famous Yorky (your boat is sinking) Nesbitt; the atmosphere here is relaxed and friendly. At the moment, club CCI is Dixie Dixon, laid back but well organized – ex Red devils with a wealth of experience. Phil Bell, ex Ipswich jumper, now eight years resident in Cyprus, provides excellent instruction for first timers as well as tireless assistance in the general running of the centre. Club secretary is the ever able Dorcas Naismith, quietly reassuring and helpful – Don Naismith, Taff Clark, Eddy Smerdon, Steve Campbell and Barry Jones all provide valuable back-up.

...RAPA A Steve Apps, Gerry Keeble, Andy Parkin, Karla Cole.

From RAPA Bad Lippspringe in Germany, Steve being the only veteran of last year's competition. Beers are on Kara, she got her first ever medal! Also from RAPA, Sue Tiley and Smudge Smith, recently graduated AFF students who entered the style event...

October is generally a good month weather-wise in Cyprus and this year was no excep-

tion. In fact this October turned out unusually warm and sunny with temperatures staying in the 80's and looking set to spill into November. However, by the second week in November and seemingly overnight, the temperature had dropped by 10 degrees and ominous clouds could be seen on the horizon. So the local rain maker danced his dance and another Friday the 13th ended with fitful sleep and anticipation of excited reunion.

By Saturday afternoon most teams had arrived, registered and done at least one practice jump. Night jumps were planned for Saturday night, with nine lifts pre-manifested but by sunset it was clear that the winds had other ideas. All who attended the pre-meet briefing on Sunday would I think agree that it was a most succinct briefing, designed not to drag, to the point – congratulations to Bob Card. Then to the bar, then dive sheets and I-slides and early to bed for a 7am wheels off.

...RAPA B – Whitney Houston, Sian O'Brien, Kev Mally, Tommo Thomas.

Very inexperienced team but we managed a few points and a few funnels. First time at the Cyprus Championships for all of us. Kev gained his Cat-10 the day before the competition began...

It was a bit chilly at 7.01am Monday, sun up in the clear blue distance but high cloud overhead. The draw had been made and manifest was in full swing. Thirty seconds later the first lift took off for round one of the accuracy competition, the first of six events, and by 8.15 eight lifts of accuracy had been completed. Round 1 of Formation Skydiving began as the day warmed up and skies were becoming available. Both Islanders (turbine, courtesy of Netheravon, and the club piston) were working hard to make the most of nearly perfect conditions.

...G-Force – Mark Grey, Billy Morris, Kev Cammack, Paul Murphy.

G Parachute Battery's team arrived in Cyprus two weeks before the competition started. Pre-training consisted of two WARP instructors, Mark Grey and Billy Morris trying to coach seven AFF graduates to Cat-10 before the start of the championships. Set backs included seized engine of the hire car and two students grounded for low pulling. Finally Paul and Kev graduated WARP 9 and 'G Force was entered for the 4-way Formation Skydiving...

This year many famous names could be seen stomping the ground at Kingsfield – Les Carroll showing the way in senior Accuracy;

Rob Colpus and team, 'Symbiosis Suits with Mutual Appreciation', scoring the highest in round one of FS; Tony Butler leading a team from Midland Para center; Dougy Young and Dave Ballard to name but a few. By the end of a near perfect skydiving day a staggering number of lifts (35 in total) had been made, with three rounds of FS completed and the other events all under way. Incidents included one fractured ankle caused by an accuracy approach – poor Alex our Local hero – the Netheravon mob and members of G Para Battery got no lunch and were definitely not impressed.

...Symbiosis Suits with Mutual Appreciation – Rob Colpus, Leslie Morris, Rhino, Tony Modebe.

A team not to be discounted for the 'cup' – if they could stop enjoying themselves so much! Dedication, mutual appreciation and wearing Symbiosis Suits with booties are the most important things to these intrepid travellers of the labyrinth...

Tuesday dawned cold and intensely sunny – mid November Cyprus style. With the competition progressing so well at this stage, an early end to the competition looked likely. A wind hold coincided with lunch and brought welcome relief from a hectic morning's skydiving, participants and spectators getting the opportunity to discover the many sun traps at the DZ. Lunch was thankfully with-

Left:
Royal Signals 'A'

Right:
Jam-up In The
Mock Up



Left:
G-Force

Right:
A Nice "Family"
Shot



Left:
G-Men

Right:
3 Styles & That
with AVM Sandy
Hunter



Photos by:
Philip Bell

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out incident and appropriate rations dutifully arrived to feed the throngs.

...3 *Stylies And That* – Les Carroll, Dougie Young. Carl Williams, Keith Skelly.

The team formed on the 16th November having previously jumped twice together. The team, apart from 'that' (Keith Skelly), are better known as *Style and Accuracy* jumpers so second place in the FS was very satisfying...

Windy, warm Wednesday provided an excuse for beach crawling, exploring the many ancient sites in Cyprus or simply relaxing on sunny balconies with cold beer. It was also alas, the last of the fair weather and by Thursday the late November shroud had truly caught up with us. However, the worst held off and the competition continued. By now positions were being decided with the first few loads of the day completing the Formation Skydiving. *Symbiosis Suits* had an unassailable lead in the senior FS, with *Three Stylies and That* and *RAPA A* in second and third positions. A fine performance in the intermediate category by the *Ant Hill Mob*, completed part one of their mission – 'to win the intermediate FS'. *RAPA B* had the chance to claim a runners up position but blew it – while on the ground the Cyprus

Para Club team looked on and breathed easy as their position was assured. The *Style* competition was also decided on Thursday, with Les Carroll, Dougy Young and Jeff Chandler in 1st, 2nd and 3rd respectively, proving the experience of the veterans. The *Accuracy*, with only two rounds to go, seemed sorted. Of the four completed rounds Les Carroll scored three dead centres and was whiskers away from a fourth. Accurate and consistent scoring from Dave Ballard and Jeff Chandler wasn't enough to ruffle ol' Les's feathers, but it looked like Dave had stamped his mark on the silver leaving Jeff to contemplate third.

By now our local rainmaker had become weary of holding back the clouds and catching rain. His resolve diminished and he buckled. Friday paid for his demise – the sun rose but we didn't see it and after a short hold it became clear that the competition would be called. By no means an anti-climax, in fact to some cause for celebration as they dashed off to the Drop In for drinks.

...*The Ant Hill Mob* -Rob Stone, Paddy Adams, Steve Heath, Mark Walker.

The team all jump at RAFSPA Weston-On-The-Green. Members of RAF, we came to Cy-

prus for the FS Competition. WE don't like styles! Mark Walker and Steve Heath were on the winning intermediate team of 1991. Our aim this year is to win the intermediate prize again, and to have a big fat party...

Plan B for prize giving was activated as Saturday turned into another rain soaked day. Despite the change of venue, proceedings started promptly at 3.00pm. Prizes were presented by Air Vice Marshall Sandy Hunter, the boss-man on the Island as far as the British Military are concerned. Saturday night's entertainment, courtesy of the British Army, was indeed excellent. A first class buffet including a fabulous curry, some great music and a well stocked bar made it difficult not to enjoy. And so enjoy we did.

In the end this was a successful championships, well organized and well run. A special mention for all those at manifest, particularly Jock Muir who remained calm, polite and in control at all times. Memorable also were 'the shortest skirts seen in a long while', (at Pergamos I presume) – proudly worn by the 'able and fit' Leslie Morris and Louise Denny who truly brought colour and excitement to the proceedings in general and Phil Bell in particular. I am sure all are eternally grateful to both these young ladies for their invaluable contribution.

Plans for next year are on the drawing board with dates for the two main annual events already decided; April 8 to 13, 1993, the annual CPC Easter Boogie; October 16 to 24, 1993, (one month earlier than usual as a result of this years less than 100% weather conditions) the annual CPC Championships. The centre will also be available from February '93 for Team Training, (enquiries from a number of teams so far), AFF Warp and Progression, so make a date!

by Tony Modebe

CPC Championships '92 final placings

	1st Place	2nd Place	3rd Place
Senior 4-Way FS	Symbiosis Suits etc	3 stylies and That	RAPA A
Intermediate 4-Way FS	Ant Hill Mob	CPC	Chubbins
Senior Team Accuracy	3 Stylies and That	G Men	Royal Signals A
Intermediate Team Accuracy	Royal Signals C	-	-
Senior Style	Les Carroll	Dougy Young	Jeff Chandler
Senior Individual Accuracy	Les Carroll	Dave Ballard	Jeff Chandler
Intermediate Style	Roy Ritter	Mark Thomas	Lee Andrews
Intermediate Individual Accuracy	Alan Barnes	Ian Sutton	Dave Ballie
Novice Accuracy	Mathew Bradley	ErwinPachfischer	Stewart Burton
Intermediate Overall	Alan Barnes	Gary Howe	Lee Andrews
Senior Overall	Les Carroll	Jeff Chandler	Dougy Young

Pilots

Yorky Nesbitt
Alan Barnes
Nigel Jackson
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Swansea PC

The closure of Swansea Parachute Club

Relations between Swansea Parachute Club and the rest of Britain's skydiving establishment have been a little strained over the last couple of years - Dave Howerski has never been famous for a laid-back approach to a good fight - but I do feel that Sport Para should mark the end, on December 12th last, of the very last parachuting centre in Wales, and one on which many readers must look back with fond memories. I know that, despite official disagreements, many BPA figures join the rest of us in feeling sorry that they Club has been closed down - if only because so many have turned up there over the years, and indeed recently.

Throughout its 12-year history, Swansea was at the sharp end of the sport: one of the first to introduce the modern Boogie, a pioneer of RAPS and AFF, amongst the first UK clubs to go all-square, the first to get a major competition featured on national TV (OK, our national TV, want a fight Englishman?) - the list goes on. Many thousands of people - including me, and many friends who continued - made their first jump over the outstanding beauty of the Gower Peninsula, where (as we progressed) the endless water on three sides made sure our spotting was up to snuff! The parties were memorable, the social life was always terrific and there was never, ever, any reserve either between the 'old guard' and us kiddies, or between the regulars and the frequent visitors.

All the credit goes to Dave 'Bald Eagle' Howerski; well, nearly all! His team of superb home-grown instructors like Tom and Alun (the latter the world's only Welsh-speaking Parachute Instructor) was complemented by people like Tex, Paul Austin, Bob Smith and latterly, Eddie Norris as well as many others; long-time Chief Pilot Clive Francis found a worthy successor in Drew Galloway, with constant help from the likes of Andy and Finchy; and even amongst manifestors as a group, personalities like Glyn Jones and Kev Cloud must stand out. The constant insistence on technical innovation is only one reason why it produced a



Dave 'Bald Eagle' Howerski. (Photo by Simon Ward)

number of excellent freefall cameramen, and why it also maintained an irreproachable safety record. But Dave was always and absolutely the centre, and those who know him will understand why, and share our sympathy for the way in which he and Suzi have been turfed out by the new airport management.

Dave, of course, is not beaten, and as you read this, his new club is already in operation; but all of us will miss the luxurious surroundings, blue skies, and deep pile carpets of the old clubhouse, not to mention the notorious stocks. The Red Dragons display team will also hopefully continue to enliven the Welsh hills, and startle grazing sheep

and ladies with handbags (I had to have one 'in' joke, it's traditional). The many who obtained their Cat 8's, Cat 10's and D-licences there will continue to jump, of course, though it is now a damn' long way to go for most of them.

To everyone - far too many to mention by name - a big thankyou, both personally and on behalf of the Swansea skydivers. With clubs continuing to close left right and centre, it looks as if it might be a long wait before there is regular jumping in Wales once again, but if and when it happens, we'll be ready!

Chris Jones D8783

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THE CONDUCT OF RAPS TRAINING

: A Personal View By Scotty Milne

INTRODUCTION

As CCI of the Cyprus Parachute Club my primary task for the last two years was to run 15-jump basic freefall courses for servicemen and women. In the running of these courses one statistic became particularly obvious, any student who weighed 14st or more stood a very high chance of not completing the 15 jumps through injury of one type or another. In the two years since I introduced RAPS we have not had an injury in the RAPS programme and the retention rate in the sport has raised considerably. I therefore concluded that as soon as possible all my basic students would be trained using RAPS.

GUIDES TO THE TEACHING PRACTICE

As a starting point I had to figure out how this was going to be taught and I found that with a little modification the basis of my AFF manual was used. What became clear is that the whole subject is so much more easy to teach than the conventional system and because our systems also contained a large square reserve the time spent on flying the reserve and PLFs is minimised.

EQUIPMENT FAMILIARISATION

The familiarisation with the equipment differs from the conventional student because it is more important in RAPS that the student gets as much hands-on practice as possible with the equipment from this early stage. Each student should have a system allocated to allow them to conduct the pre-flight check and follow the instructor during each stage. It's not important that they remember all the names but it is important that they know what each part of the system does.

When the instructor has demonstrated the complete equipment check with harness fit and confirmed it, the student should put the rig on and be checked for fitting. At this stage the cut away procedure is introduced and the student is taught the "hands on check" (Look, Locate, Peel-Punch-Pull), they are told that this procedure will be covered completely later but now it is sufficient that they get this hands on practice.

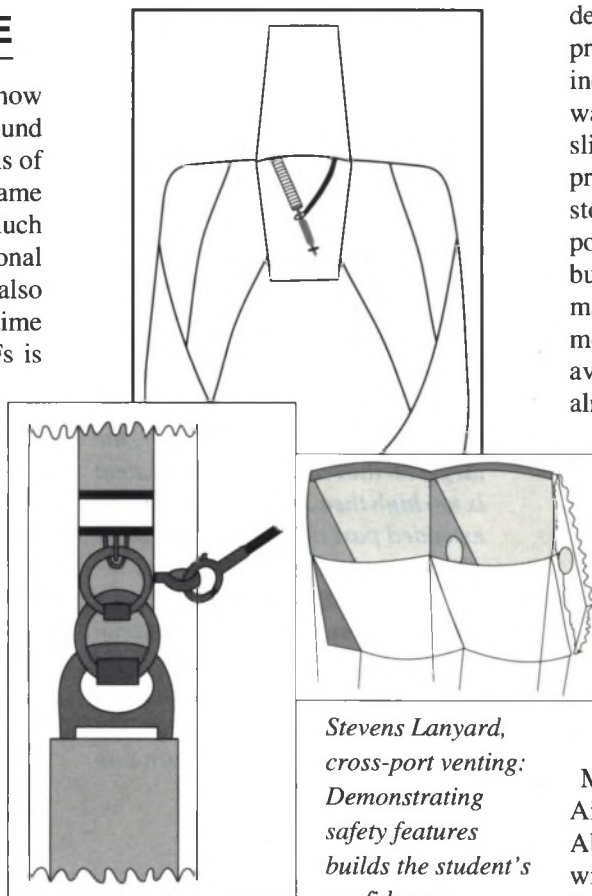
This procedure is followed for the four or five times the student will put the equipment on throughout the ground training phase. The more often the student puts on the equipment and conducts the hands on check the more chance they will correctly activate the emergency procedure should they need to.

- a *The Stevens Lanyard and its task can only be properly shown (and understood by the student) when the risers are extended, this includes the release method for the lanyard.*
- b *The cut away system can only be properly understood with the risers extended and that system can be demonstrated in detail at this stage.*
- c *The toggles and the half brake system can be clearly shown, the details of which will be covered in a later lesson.*
- d *The slider and its task, also covered in detail later but introduced now.*

Whilst the canopy is laid out the students should be shown pointers on the development of the system which prevent problems or malfunctions. This would include the cross-port venting in the cell walls to prevent end cell closure, the slider stops on the canopy stabilisers to prevent slider hang up and the toggle stowage mentioned above. These pointers are instructional and confidence builders, when it comes to the malfunctions lecture it can be said that most malfunctions have now been avoided relating back to these points already shown.

Canopy collapsing is a much easier business with RAPS; if the canopy inflates after landing, pull two handfuls of any one toggle and the canopy will collapse. Picking up the parachute and walking back to manifest is little different from what is already taught.

Many of the lessons such as Stability, Aircraft Drills & Emergencies and Abnormal Landings are little different with the exception of disconnecting the Stevens Lanyard prior to a ground release of the main. I will not cover these lessons but the student should cross their arms to prevent any contact with the reserve ripcord in the aircraft, there is also a lot more space in the aircraft without the chest mount reserves.



Stevens Lanyard, cross-port venting: Demonstrating safety features builds the student's confidence

Once this stage is completed the deployment sequence can be demonstrated, with the canopy laid out a number of features can be pointed out more clearly eg:

CANOPY CONTROL AND FLIGHT DRILLS

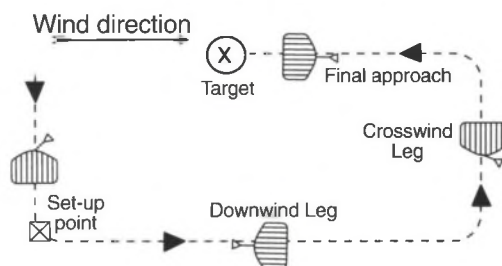
Canopy control is an area which can be complicated unnecessarily. It may be said that jumping a square is no big deal to the student who, after all, only knows what you teach them. The simple method I use is as follows: after completing the safety count, check canopy, grasp toggles and release brakes. Pump the brakes twice to the stall position to open the end cells and pump the slider down; all round observation, identify the holding area.

a Holding Area. *This is the area around the opening point within which the student must remain and conduct the canopy exercises for each jump. It should have clear boundaries which must be identified by the student on the aerial photograph and on the ground.*

b Exercises. *For the first couple of jumps these should be: after canopy check to ensure that they are in the holding area. Within those bounds try to find the stall (our canopies were set so that they could not stall). Practice 360° turns left and right, practice turns from full flight, half brakes and practice the flare for landing. Depression and elevation turns should also be experimented with to develop the techniques which will be used to set up for landing, including 'S' turns. The student remains within the bounds of the holding area learning the capabilities of the canopy from opening till 1,500ft; at 1,500ft the student should cross the Set Up Point.*

c The Set Up Point. *Must also be identified on the pre jump brief and is usually within the holding area. Crossing that point at the correct height puts the student in the best position to commence the landing procedure. I use the analogy of flying through a window at each critical stage of landing preparation. That would be defined by being over a reference point on the ground at the right height, this is now the start of the down-wind leg.*

d The Down Wind Leg. *Is clearly identified on the pre jump brief and would be set by the JM depending on the wind; for stronger wind the down-wind leg would be closer to the target than for light winds. On the down wind leg the next window is for the student to pass level with the target area no lower than 800ft, no higher than 1,000ft. Ideally from this window till final approach the student will fly the canopy on half brakes which has the effect of slowing both the forward speed and descent. The student will then have more thinking time allowing better control of the canopy. This will keep the student on track to make the cross-wind leg.*



e The Cross Wind Leg. *The cross-wind leg will run along the base line set by the JM and will be identified on the pre-flight brief. Again for stronger winds the cross-wind leg would be closer to the target than for light winds. By using more or less brakes the student should aim to guide the canopy to the last window which is no lower than 400ft, no higher than 600ft directly down wind of the target on the base line. If the student is too high then the base line may be extended past the target and excess altitude reduced by a series of 'S' turns. When conducting 'S' turns the canopy must be flown between 50% and 75% brakes; this should not only be taught but walked through for confirmation. At no less than 400ft the student will turn into wind for the final approach.*

f Final Approach. *The 90 degree turn on to final approach should be made from half brakes to prevent the canopy surging forward in the turn, when the canopy is into wind the toggles should be raised to full flight. The student is taught that speed will be traded off for lift on*

landing, so full speed is required prior to the flare. If the student feels that they are heading for a hazard then they should take avoiding action as early as possible then get back into wind.

g Flared Landing. *The flare can be taught in many ways. The one thing for sure is that on jump one, left to their own devices, the student will initiate the flare too high; it is for this reason that the canopy should be set so that it cannot stall. It must be driven home that the toggles should not be let up again when the flare is initiated till the feet have made contact. I teach that the flare should begin so that the student will achieve full arm extension with the brakes one second before the feet touch the ground; this removes the inability to accurately gauge a set number of feet above the ground.*

It can be seen that the skills required to safely fly and land the canopy are those which have been experimented with and practised as the canopy exercises in the holding area. The point should be made that the student is learning nothing by hanging under the canopy, only when they are practising with the canopy do they gain from the experience. To allow stall and stall recovery practice on subsequent jumps the student is instructed that two wraps of the steering line round each hand will ensure that the stall can be reached. On leaving the holding area the wraps are released.

Video is used as far as is possible to record the student's exits and the latter stages of the landing approach. This is a great debriefing aid for the student, it is also good to show future courses as confirmation at each stage of the teaching practice.

I should make clear here that BPA regulations state that all RAPS students must wear radios until they are of proven canopy control ability. Our radios were issued on jump one to comply, but not used. Even students of below average abilities were able to follow this simple flight plan and I can't think of a student who landed more than 200m from the impact point. Accuracy, other than to make a safe landing on the DZ is not of paramount importance on jump one but by a thorough debrief this will rapidly

improve. After three jumps over 75% of landings were within 50m of the target. My point is that students will happily follow the radio commands but they are not really learning till they find their own way. It may also be worth saying that we have never had an injury in the 2,000+ descents with the RAPS & AFF programmes.

The great fear expressed by sceptics is for the student who switches off and just lets the canopy drive off into the wide blue yonder, the other burning question is, 'what are the difficulties getting the students into wind to land?' I have never had a student, man or woman, who did not fly the canopy; not always perfectly, but always within acceptable standards. The only down wind landings we experienced were between the 10th and 15th jumps where they 'got it wrong', at this stage they would not have radios anyway and the landings were still better than are sometimes seen on a round, especially downwind.

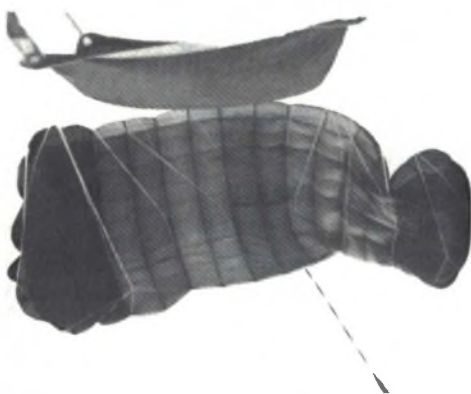
It is sometimes suggested that students for RAPS should be selected from conventional students who have demonstrated stability and canopy control. This situation results in the teaching of two completely differing emergency procedures on completely different types of equipment. In my considered opinion this is a less than satisfactory situation and the possible confusion of drills in an emergency situation negates any possible advantage. One of the great points of RAPS is that the student is taught on state-of-the-art equipment minimising the conversions required as they progress.

BPA rules restricted RAPS to one static line student per pass, using the APA exemption we were able to trial two students per pass for military personnel. The only extra teaching required was to drive home that the danger area is both behind and above another canopy, so never allow the canopy to get anywhere near another. The impact point and the holding area were the same for both canopies, not once did we have canopies get into a dangerous situation.

There was never a case where two canopies faced each other on deployment in fact what became clear was that no canopy opens directly on aircraft heading; with the heading of the canopies just a couple of degrees off the run-in, we

observed that from deployment the canopies were separating. Using staff members and on occasions visitors who came out to see how the programme was conducted we tried three static lines on a pass using the same parameters without a problem.

This is of course what most other countries in the world have been doing for some years, there are many countries where there are no rounds at all. I have discussed this matter at great length with experienced instructors from many of these countries and they inform me that three or four RAPS static lines on a pass at an unrestricted DZ is not considered a problem. The optimum in my opinion would be two on a pass from a Cessna 206 and three on a pass from an Islander, the argument that if there was a problem and the order 'cut away' was given over the radio, who would cut away does not hold water. We are already dispatching four on a pass with the piggyback rounds without any difficulty.



MALFUNCTIONS

BPA statistics tell us that there is a high rate of malfunctions with RAPS, I have little experience of this having only ever had one canopy malfunction and this on our early trial programme. We had a line-over malfunction using a 9 Cell Raider in the static line role and two reserve deployments where the student got into a turn in freefall, missed the main ripcord and operated the reserve as taught. We have never had a canopy malfunction using the Manta or the new GQ Pathfinder on RAPS or AFF.

The teaching of malfunctions is split into high and low speed; high speed are simple and will not be discussed further. It appears that it is the line-over malfunction which is the common

problem on the static line and if the canopy is rotating quickly it should be easy for the student to recognise and deal with. The problem area is when there is almost a good canopy and the student is asked to make a decision; to assist with this we teach the canopy control check.

The Canopy Control Check. This gives the student a set procedure to access the situation and is as follows: If the canopy can be made to conduct a stable 360° left and right, fly straight and practice a flare without stalling or collapsing in any way then it is safe to land. If it cannot perform any one of these manoeuvres then the student should cut away immediately. In other words, if there was a brake line broken or locked, a broken suspension line, a slider hung up or a pilot chute tangled front or back (freefall only) the student has a black and white method for assessing the safety of the canopy. A cut off height of 2,000ft is taught and at that height if the student is not sure that they can safely land then they are to cut away.

Some may say that if the canopy is not perfect then the student should elect to cut away straight away. I do not subscribe to this school of thought, for example a broken brake line can be corrected by taking the brakes off (to stop the rotation) and steering using the rear risers. Steering on the rear risers is one of the canopy control exercises practised for a short time over a couple of jumps starting on jump three. I teach that if the canopy is turning on opening to take the brakes off first and pump them, this will sort out 75% of all problems.

Square malfunctions are shown in large picture form during the lecture and confirmed at the end with a video showing all square malfunctions, this is particularly useful to show a rotating malfunction. A picture paints a thousand words.

This period concludes with suspended harness practice, the technique I use is to lift the student horizontal in the harness, as they start the safety count let them swing to the vertical and instruct them on a given situation. We are looking for clear thinking and accurate procedures at this stage. The student will have the cut-away drill firmly implanted through the various practices conducted each time they perform the hands-on check.

Continued on page 42...

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Kit News

The TSE TSO saga

'Now I've caught up with the TSE, TSO gossip, I'm still confused as to the situation. Does the BPA have an answer? I'd still like to know!' Says Mark Kinder in a letter to SP. We've had a number in this vein. This area is fiendishly complicated (see page 7 of last SP) and having spoken to Chris at Thomas Sports it would seem that the confusion is shared by others.

Here is a statement from which appears in 'The Parachute Manual – A technical Treatise on Aerodynamic Decelerators' by Dan Poynter. (This book contains a reference section listing all major manufacturers and details of their kit). In the section on TSE, the following statement appears:

...TSE parachutes are approved to British Safety Standards BSI 5750 part 2, ISO 9002 EN 299002. It then goes on to state...TSE standard 1, issue 2 (ie Thomas Sports own standard) approved by the Australian CAA under Civil Aviation Order CAO 103.18 - Equipment standards – emergency parachutes. The equipment qualifies for TSOC-23b under bilateral airworthiness agreements between the US and Australia. See FAA advisory circular 21.18.

This seems to suggest, (as far as I can understand) that anything TSE manufactures to their safety standard qualifies automatically for both Australian and USA standards. But as the letter in last SP and the following extract from a letter from R J Brent, Manager Structures and Certification (Australia CAA) suggests, this is not the case.

... An approval under CAO 103.18 does not constitute any type of deemed, implied, reciprocal etc. approval by any other national authority under any agreement, bilateral or otherwise.

Another national authority may accept that our approval of a product manufactured and tested to our standards and specifications is acceptable to them and give instructions to that effect. That is what we do to allow FAA TSO approved product to be used in Australia. The reverse does not necessarily apply and it would be presumptuous to assume that it did.

Well, Thomas Sports have clarified the matter and no longer claim that their kit is TSOed. The confusion has arisen because the complex nature of this arrangement could suggest that there is blanket approval for TSE products. In fact there is none and each TSE parachute will have to be specifically TSO'ed in the states before it can be used there.

It is always difficult to establish whether so much red tape is intended to benefit the end user or the local manufacturers ie is there an element of protectionism here? I don't know, but it is a very irritating problem and the sooner it is sorted out the better it will be for the hundreds of UK jumpers who trust their lives to TSE kit and wish to patronise the US drop zones.

A Life saved

Below is an extract from a letter that went to Helmut Cloth, the inventor/manufacturer of the Cypres, from a grateful young lady

Dear Mr Cloth

My name is Sandra Green, and although you do not know who I am, I owe my life to you and your Automatic Activation Device.

Last Saturday I was attempting my third, three-second delay when I experienced difficulty in trying to pull the main rip-cord. For some reason which I cannot explain I failed to initiate the emergency drill quickly enough. Although I cut away the main canopy, I did not pull the reserve rip-cord handle quickly enough. Even though I did pull the handle the AAD was already deploying the reserve canopy, and I fear that if it was not for the AAD, I would not be writing this letter, therefore I would like to take this opportunity to thank you for saving my life...

The Cypres continues to save lives; tragically Tom Piras who died recently after a freefall collision would almost definitely have lived had his device been turned on at the beginning of the day.

Hard Openings

A not so happy customer, Dr Cordelia Hutter, sent this letter to SP:

... I would like to inform you about my experiences with a Sabre 135 and its producer Performance Designs... Since February (92) I've jumped my new canopy frequently. Initial hard openings I've accounted to the stiffness of the new material. But as the opening characteristics did not improve, I tried several different packing methods and asked for advice – from other Sabre owners and different professional

Continued on page 43...

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SP Interview

I caught up with John Lines at the LAGM and managed to find a quiet corner for a chat. Free at last from the pressures of office he was looking relaxed and happy; or was it because I'd found him in the bar where he had been for a good while...

John Lines

Q. My impression is that you might have wanted to continue as chairman for longer than two years. Can you enlarge on your reasons for standing down?

Part of me would have liked to continue for longer because I think there is a job to do and the chairman has got to be prepared to be a strong character, not necessarily someone who worries about being well liked, because I don't think it follows that you will be well liked.

I've given up being on council because having got married I would like to spend more time with my wife, and my new family. I am busy at work and getting more responsibilities in my job; it's becoming increasingly difficult to balance the demands of work with those of council. And to some extent, as I wrote in my letter to the magazine echoing your view, there is a certain amount of disenchantment that creeps in after a few years because there are a lot of brickbats and not too many bouquets. Everybody likes to be liked to some extent and sometimes the criticism can get a little too much.

Q. I have often written about the hard work that arises from being on council, how much harder did you find it as chairman?

I think the answer to that is it depends on how well you want to do it. In my first year I gave it very heavy commitment. I answered every single letter that came my way, I got actively involved in just about everything I could imagine, and it was a very heavy workload. In the

second year, partly due to the personal circumstances I've already mentioned, I had to give it less of a commitment. To me that wasn't satisfactory. I like to be able to do things to the full and if I feel I'm slacking then I'm not personally satisfied. If you do the job properly then it is a much heavier commitment than being an ordinary member of council or one of the officers; although it begins to get heavy once you become one of the officers or chairman of a subcommittee. It depends on how much you want to drive it forward and get involved; if you are the kind of person who does then you should be prepared for a very heavy workload.

Q. Do you think in a few years time you might come back onto council and possibly even have a go at the chair for a second time or are you going to distance yourself from the association?

I am not particularly looking to distance myself. I still consider myself an active skydiver, I'm chief instructor of a club and I hope to continue being an active skydiver for some years yet.

I also think that it is important that there is new blood and that those who are perceived to be 'the old guard' do hand over the reins to others. It might be said, with Bob Card having been elected as Chairman, that the old guard has just handed over to the other old guard. Nonetheless he'll be his own man and have his own ideas. I don't envisage coming back, but I wouldn't rule it out completely.

Q. Tell us a bit about Windrush

We've got a good DZ; it's unrestricted, we're the exclusive users – in our previous facility we had to share with lots of other operations which caused

some hassles. We've planning permission and we've got a good agreement with our landlords. It's in the right location from the point of view of attracting people from the South – it's less than an hour's drive from central London. I'm optimistic about the future of Windrush as a BPA club.

Q. Is it run along the same lines as MPC?

We have tried to retain what we felt were the strengths of MPC. It's still a member's club, it's still a weekend operation. We have attracted new people which I'm pleased about; some people from Weston who perhaps wanted to continue skydiving through the winter, some from Netheravon who have got off student status there and are now looking to progress and some people from London. By and large we have retained the hardcore of MPC members which I'm pleased about too.

Q. I'd like to talk about some of the issues facing the association. A while ago you wrote a discussion document entitled 'BPA, A crisis of confidence' in which you addressed the ways in which the association needs to change to survive. Have you changed or confirmed your views during your time as chairman.

I still believe that much of what I wrote there is still relevant today. I think there is a genuine dilemma amongst the membership as to how they really perceive the BPA and how they want it to develop. This question of members' perception of the role of the BPA is, in my view, the core of the problem. Skydivers should realise that the very existence of the BPA is the reason why they can continue to enjoy the sport and it is in their best interest that a strong BPA continues to represent them. On the one hand they want a professional organisation that gives them what they need but they like the thought that it is still a small organisation that they can

still have an input to. Many members just don't understand where the BPA needs to operate nowadays. It must deal with bankers, the Sports council, the Civil Aviation Authority and many other government organisations. All of these bodies are looking to us to be a highly professional organisation. We can't simultaneously be a member's organisation which appeals absolutely to the grass roots and a professional sports management body. We have to decide to be one or the other. I think the latter option is the one we want to be; we have to be professional and that's how I see it going.

Q. There are forces which are splitting up the association. Do you think that the resulting competition will improve and strengthen the sport or are we too small for this; should we be trying to keep the association united to give parachutists the best deal.

This is one of those questions which I can say things as an individual that I wouldn't be able to say as a chairman. As chairman you've got to preach unity, it goes with the territory. I do believe it would be best if we were unified because as you say we are a small sport; perhaps too small to be broken up into several different groups without weakening our position with all the bodies that we would deal with.

That said, I think that the fragmentation is a natural process which we would be foolish to try to resist. There will always be those who feel that the grass is greener on the other side. The BPA has been in existence for over 20 years now and inevitably some people coming through today will feel that there is a better way of dealing with things.

I think that's healthy but what I feel is unrealistic is that some of those people still want to get access to the BPA where it suits them but don't want access when it comes to handing over subscriptions or supporting the BPA on wider issues. From what I can tell, people like the Civil Aviation Authority

and the Sports Council still perceive the BPA as the major body representing sport parachutists. It's a shame that we can't create a scenario where that is recognised even by those who wish to operate outside the main BPA framework. We are perhaps the best at negotiating with those people. For those who have different views on drop-zone operations and other matters there ought still to be a place. The problem at the moment is that we're trying to create the best of all worlds and I don't think we'll achieve that.

Q. On a more specific issue, do you personally think the BPA should extend insurance to cover members jumping at centres which have their own insurance arrangements.

No. The area that causes us concern is really the instructor insurance. In reality, perhaps we could cover the average BPA member doing purely recreational jumping without any major risk to our insurance policy. The area where the big claims come from is the instructor negligence liability. Nowadays, if a student hurts themselves, they holler for a lawyer. They look round to see who was responsible and conclude very often that it was an instructor, or maybe a dropzone operator.

Perhaps if we could split off that aspect of the insurance from the recreational jumper then that would be the way to go but if we can't do that then I find a real difficulty accepting that the majority should have their insurance premiums affected by the activities at centres they can't control.

Q. Another specific issue, one on which we don't see eye to eye is that of having incident reports in the magazine. If they can be non-sensationalist and improve on what we see in STC minutes in terms of the lessons that are passed on to other jumpers what objections could you have.

I don't disagree with the principle that people should be as well informed as is possible. Clearly if we have any information that is likely to result in the saving of lives in the future we should pass that on in very simple terms - and we already do in my view to a greater extent than what we see with the USPA. I understand that many people want to see more information and I would be happy with that if we can somehow eliminate the sensationalisation of issues.

I see no purpose for example in stating that cause of death was impact; all skydivers know that if you hit the ground hard enough you die. I can't understand why they have to state that. I also think it would be helpful to try and disguise the particular incident to avoid identification. I can imagine that it must be painful for the families of people who have died in skydiving accidents to realise that their loved one actually made a big mistake and caused their own death. With those caveats - protecting the victim from identification and removing any unnecessary information I don't have any objection to more information being provided for members.

Q. I am thinking that there should be more emphasis on the mundane incidents, not fatalities. For example if we had incident reports in the magazine I don't think it would have taken so long for the lesson about low-hook turns to hit home - if at all it has.

You may be right but there is also the danger that in providing the information you may attract those who think 'I might want to try that'. From what I have seen in the US magazine, *Skydiving*, there have been as many letters in support of hook turns as there are against so I don't think it is absolutely cut and dried that people will read incident reports and say, 'wow that's not for me, I understand now it hurts.' Most

Continued on page 35...

the eye in the sky

Sarah Withe
being filme



Above, Ian Thomas filming Airtime over Perris
Below, Simon Ward films a 4-way at Weston



Below, at the Espace Boogie: Brits include John Drew, Wendy Smith (not really a Brit), Adrian Thornton, Simon Ward (6,8,12 and 18th from left). Also in there somewhere are James Wilkinson & Sam. Photo by Tim Bishop



This page is dedicated to
A modest (?) bunch who
the frame themselves. Th
get it right but can expec
They are invaluable for tr
fun; we get to see how th
fade and be forgotten. an

...re doing some freestyle
...ed by Martin Wright



Above, Tandem Exit by
James Wilkinson



Adrian Thornton filming a
group at Moorseele, Belgium.
Picture Bruno Brokken



the UK Cameramen and women.
...pend most of their airtime taking pictures of others and don't often get into
...ey have to put up with a lot - like pilots they don't get much praise when they
...t plenty of abuse if they get it wrong.
...aining, indispensable for competitions and make fun jumping that much more
...ings really were. They capture for us those special fleeting moments that would
...d of course they liven up the pages of SP. Thanks, keep up the good work.

**The Report of the Chairman
To the Annual General Meeting
held on: Saturday 16th January 1993
The Report is for the year of 1992**

I would like to commence this report by welcoming all of you to this the 26th Annual General Meeting of the British Parachute Association. This meeting always proves to be the ideal opportunity for us to meet up with old friends and it is a great pleasure to see you all.

When I sat down to compile this report it initially appeared that there was little to say but as always, upon further reflection my mind recalls, with the assistance of the members of staff, matters worthy of recollection.

Mention of the staff reminds me to thank them all for another year of hard work on our behalf. Without doubt we now have a fine team of people working for us and I would emphasise the word team.

John Hitchen and Tony Butler have continued their fine work in the field of safety training and technical matters. As a result of the instructor courses which have been conducted this year the following ratings have been awarded. Approved Instructor – 33, Advanced Instructor – 2, Tandem Instructor – 12, AFF Instructor – 15.

There have also been 42 Formation Skydiving Coach ratings awarded. Congratulations to all of those people. We must also not forget to thank the examiners, who have given up their time to assist on the courses.

On the administration front, David Oddy has led his team in fine style. Joanne, looking after membership services and Trudy and Sharon dealing with the general matters have all given dedicated service and I must make special mention of Steve Harratt who, as Financial Administrator, has put in much hard work to transform our financial management and accounting practices. In this task he has been competently assisted by our Treasurer, Debbie Clouting. Thank you all.

Continuing the theme of thanks for services rendered I must mention retiring council members, Steve Hastings, Amanda Kenny and David Hickling. Steve and Amanda have been very active in the work of the Competitions Committee with Steve in particular taking special interest in the promotion of our regional competitions.

Dave Hickling has been Vice Chairman since 1987 and Chairman of the Development Committee for many years. He has also represented the BPA in Europe via the European Parachute Union and his tireless efforts will be much missed. Thank you all very much.



Having mentioned the council, I must welcome all the new members who have been elected this year and wish them well in their endeavours. The 1993 council has been increased in numbers from 12 to 15 and I hope that this will result in the workload being shared more fairly. No doubt the influx of new members will lead to a commensurate increase in new ideas and initiatives in the management of our sport.

It would be remiss of me to fail to record my thanks for the hard work which Tony Knight continues to undertake in his role as Liaison Officer for the BPA in its dealings with the CAA. Along with John Hitchen and Tony Butler he works extensively on our behalf and he now has an unrivalled knowledge of the workings of the CAA.

In my opinion it is imperative that this contact is maintained. The Government is committed to a path which leads to the CAA making charges to us for the work which they undertake on our behalf. We hold the view that much of this work could be carried out both more efficiently and cheaper in-house. We must maintain our vigilance and our firm resistance to ever more interference by outside bodies who would seek to regulate our sport. Without doubt we are better able to regulate ourselves than any other outside body who has indicated an interest in so doing.

I am pleased to report to you that our change of insurers, from April 1992, appears to have been effected without any major problems. The change of insurers allowed us to pass on considerable savings to all members for this element of their subscription. We have not been advised of any difficulty with claims this year and although the final premiums will depend upon a declaration at the end of the first year, we have no reason to expect a large increase in premiums. I should, however, remind members that most insurance premiums are being increased due to other factors.

Members should be aware that council has resolved that from April 1993, insurance cover would no longer be extended to BPA members jumping at non affiliated centres in the UK. This decision was taken in view of the concern expressed that as we are unable to

1993 AGM

monitor these centres, we cannot accurately assess their standards of operation.

It follows that if an accident occurred at such a centre than any resultant claim would ultimately be paid by the majority, who would then be in the invidious position of subsidising a minority of our members who jump at centres which do not support this Association. Council felt that such a situation was unfair to most of our members and accordingly decided to make this change in the scope of the cover.

On the question of memberships, I am very pleased to be able to tell you that in 1992 our student membership stood at 33,841, an increase of 23.5% over 1991 when the figure was 27,394. As many of you know the Association derives a valuable benefit to its funds from this source and we owe thanks to the drop zone operators who train these students. I hope this increase reflects a better year for you all. In line with the trend in recent years, full membership numbers were largely static in 1992.

I would now like to turn my attention to the 1992 competitions scene and would firstly like to remind you that in 1992 the IPC voted to change the names of the various disciplines in our sport. We no longer take part in Relative Work but in Formation Skydiving instead. Classics has now become Free-fall Style and Accuracy Landing and CRW is now Canopy Formations. This latter category is about the only one that has been successfully renamed in my opinion. I am pleased to report that in 1992 the mens overall champion at the British National Free-fall Style and Accuracy Landing Championships was Les Carroll, with Esther Reynolds taking the Ladies title.

1992 being the on-year for the Free-fall Style and Accuracy Landing World Championships, both Les and Esther captained their respective teams at the World meet in Trieben, Austria during August. Our team performed very creditably in a competition in which the standards were very high. We must thank also Doug Peacock who was Team Manager and John Hitchen who was Head of Delegation.

In the formation skydiving the National winners were as follows:

CHAIRMAN'S REPORT



1) *Four-way – Airtime.* 2) *Eight-way – Toytime.* 3) *Speed Eight – Red Devils.*

Off-year selection for the 1993 World Championships in the USA took place following the Nationals. This was complicated by the fact that members of *Airtime* are also members of *Toytime* and the rules for National Team selection do not allow the same team members to represent Britain in both events. It was agreed that *Airtime* should represent Britain in the four-way event and the runners up in the eight-way Championships, *Mind Games* having met all the performance criteria for selection will therefore compete in the eight-way event.

In the Canopy Formations, the winners of the National Championships were as follows:

1) *Four-way Rotations – Flying Dragons.* 2) *Four-way Sequential – No Limits.* 3) *Eight-way Speed – Royal Marines.*

As a result of off-year and squad selection processes following the 1991 National Championships, these teams were chosen to represent Great Britain at the World Championships in Anyang, China in September 1992 and devoted considerable time and effort in training for this event. This obviously paid dividends for the *Royal Marines*, who came home with the Bronze Medal and during the course of the competition established a new British record by taking under 39 seconds to complete round 8 of the eight-way event. At this meet the Head of Delegation was our Chairman of Competitions, Bob Card. I offer my congratulations to all of those who achieved success in National Championships and represented the country in world events in 1992. I must also thank Bob Card for his work both as head of delegation at the world meet and his role as chairman of the competitions committee. We are also indebted to the judges, camera persons and other helpers who assist at meets throughout the year especially the regionals which now appear to have a strong following.

I am also pleased to report to you that on July 4th ten members of this association were part of the 150-way formation that established a new world record in Belgium. Simon Ward was also one of the video cameramen on this occasion and although this record has sub-

sequently been broken, that does not in any way diminish the fine efforts of those who took part. Later on August 14th lady members of this association were involved in establishing a womens 100-way world record also in Belgium. Congratulations to you all.

It is my unfortunate duty to report to you the loss of three of our members in skydiving accidents last year. We remember with sadness Stephen Cole, Dale Henderson and Nigel Edwards and send our condolences to their families and friends.

BPA members Heather Leach, Julian Gregson and Jimmy Helm died in accidents unrelated to skydiving and only this week we learned of the sad death in a car accident in South Africa, of William Jones, a member of the 1992 *No Limits* Four-way Canopy Formation team and of Bob Winter, chief pilot of Ipswich Parachute Centre, who was on the crew of an aircraft which crashed in Cumbria a few days ago. I hope that my successor will be able to report a fatality-free year in his report to you this time next year.

Last year I reported to you that the activities of the Airfields Environment Federation were giving rise to some concern. Whilst I cannot say that they have succeeded in closing down any of our operations, I know from personal experience that they took an active interest in the public enquiry at Headcorn which I attended to give evidence in support of Headcorn's vital role in our sport. I hope that my contribution was of some assistance in helping to secure its future, although no decision has yet been made.

One matter on which I am pleased to report a measure of success concerns the prosecution of Tony Lewis, who stole BPA funds whilst working as Commercial Manager of the Sport Parachutist. He now resides care of Her Majesty's Prison Service having been found guilty on six charges.

Mention of the magazine reminds me to thank the Editor, Ola Soyinka for his hard work. It is true that the late publication of several issues generated a considerable number of complaints from members. I believe that he is now getting up to date with his publishing schedule and it is to be hoped that his problem is now behind us.

I think most members would agree that, publishing difficulties aside, the content and presentation of the magazine is excellent. I would remind members to carefully consider both what the Treasurer has to say concerning subscriptions, in particular the element that goes to the magazine and the item of Special Business concerning the cost of providing a minutes insert in the magazine. Both of these matters will be considered following this report.

I cannot conclude my report without mentioning my own retirement from council. It has been a privilege to be a BPA council member and a source of great personal pride to me to have been Chairman for the last two years.

I would like to thank all those members who have given me their support and encouragement over the years as well as my fellow council members. I hope that I have made a worthy contribution and I look forward to seeing you on dropzones in the future.

Our association is now better staffed and funded than it has been for many years and I look forward to watching it grow in the future. Thank you all for attending this meeting in support of the association and may I wish you a safe and successful year in 1993.

PRESENTATIONS

INSTRUCTOR OF THE YEAR

Alan Burkill (Peterlee)

MIKE FORGE TROPHY 1992 (MOST PROGRESSIVE SKYDIVER OF THE YEAR)

James Campbell (Midland)

REGIONAL COMPETITIONS: OVERALL WINNERS

FREEFALL STYLE

Intermediate: Rob Roy Senior: Les Carroll

ACCURACY LANDINGS

Intermediate: Rob Roy Senior: Dave Ballard

CANOPY FORMATION

Intermediate:	Senior
'BRIAN'S TEAM'	'CELLMATES'
Brian Pushman	Paul Speller
Gerry Buggle	Trevor Ranns
Mick Rich	Kevin Monk
Pat Hammond	Rob Ward

FORMATION SKYDIVING

Intermediate	Senior
'CAPTAIN FREEFALL AND THE SKYLORDS'	'SYNERGY'
Elaine France	Andy Allman
Annette Williamson	Tracey Allman
Colin Jones	Ian Wilson
Andy Fair	Mark Rodwell
Tony Butler	

IN APPRECIATION OF SERVICES TO THE BPA

John Lines	an engraved clock
David Hickling	engraved glassware



Bob Card Liz Harris Kevin McCarthy Les Carroll Mick Mathews Chris Lyall Debbie Clouting Samantha Linklater Phil Gibbs Andy Fair Bob Scoular John Horne
(Missing: Kev Hughes, Lofty Thomas, Allison Cronelly)

ON COUNCIL ↑

STEPPING DOWN ↓

(From top left)

John Lines: Time to clock off.

Steve Hastings: at the Hustings to say g'bye

Dave Hickling: Sporting the latest in menswear; and glassware - courtesy BPA

PRESENTATIONS

Teams

Capt freefall and the Skylords (Top)

Intermediate FS

Synergy

Senior FS

James Campbell (Top)

Mike Forge Trophy

Alan Burkill

Instructor of the year

ELECTION OF OFFICERS

Chairman Council: Bob Card

Vice Chairman: Lofty Thomas

Chairman STC: John Hitchen

Chairman Development: Chris Lyall

Chairman Competitions: John Horne



SUBSCRIPTIONS	Gross	BPA	VAT	Insurance	Mag & Minutes
1992	40.00	19.01	3.33	8	9.66
1993	43.00	19.15	3.35	8	12.50

Weston End Of Season Accuracy Competition

Saturday was spent on the ground, trying to see the tops of pylons through the cloud, and the forecast was for no improvement that weekend.

On Sunday morning Hamish the pilot took the Cessna up saying it would be "...good for morale..." to see an aeroplane in the air, and much to the surprise of the few assembled jumpers he found the cloudbase to be a tad above 2500 feet. With no wind to shift the cloud and the prospect of hopping and popping all day, the only obvious thing to do was to hold an accuracy competition – on static line aeroconicals from the kit store. CCI Mick Raftery announced that kit hire would be waived for competitors, and a trickle of names appeared on the manifest board. Thinking that only a few people would be interested DZ controller Gwilym Floyd raised entry fee from 50p to £1, and that seemed to do the trick – over 50 entrants crept forth from the woodwork, obviously in the belief that if it was expensive it must be worth doing.

Gwilym was in charge of making up the rules, and declared the first rule to be that all rules would be made up as we went along, or something. Ken Ockwell and Chris Agutter volunteered to be judges, and after setting out the target, which was a big yellow cross in the centre of the sandpit, they cut the first meter off the official measuring tape, just to make sure that no one scored a Dead Centre. Craig Floyd wrote "GO FOR IT" in six foot letters in the sandpit, Hamish fired up the Islander, and we were ready to begin.

The first lift was "the Wrinklies' Load". With a total age of 364 years, and an average of 52 years these seasoned competitors went first to show how it

was done. Bob 'H' Hiatt came down in true expert style, front mount reserve slung to the side, chest strap open, approaching from upwind, and set the standard for the rest to follow. Spud Murphy and Graham St.Claire were both awarded rejumps having exited the aircraft somewhere over Vladivostock. Lenny Mobbs, unable to compete due to injury looked on, reminding us that in his day "...there would be no medals for scoring more than 4 cm from DC...". In fairness, he was referring to the use of high tech kit like Paracommanders (you know, those things they tow behind speedboats).

Any landing outside of the pit was a zap, although the spotting was excellent, thanks to Ali Wright, who patiently despatched nine lifts of adults who should have known better. The club students looked on horrified as experienced jumpers crashed and burned in all manner of terrible positions. Gwilym was heard to tell competitors that they should make the final approach from upwind, facing downwind on landing. He then

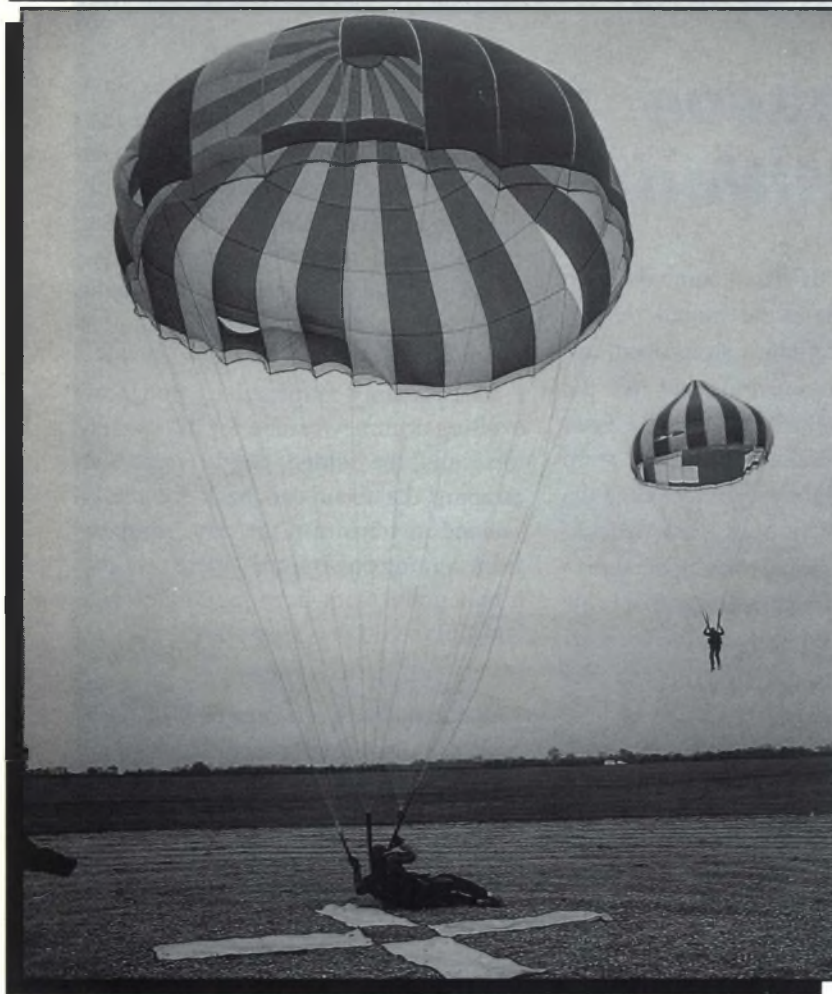
had to turn to the students and explain why they should always keep their feet and knees tight together and on no account take a downwind landing. There were no injuries, probably due to jumpers being confident and relaxed – perhaps Transcendental Meditation should be taught as landing training, instead of PLFs.

I was certainly surprised to find how exciting accuracy can be for the spectators, and the added giggle factor of jumping the front and back kit really seemed to transform the day. Jumpers were coming down from a mere two and a half grand with beaming smiles and "no shit there I was..." stories.

Video cameras were kept well in business, with exit and landing shots of all the jumps. These were edited by Andy Ford and Ali, with musical accompaniment by Jon and Vangelis – "somehow I'll find my way home". The exit shots in particular left many cringing and blushing. Obscene gestures were very much the order of the day, except for one particular PI who seemed to bow cordially on exit. But the canopy control and landings also made gripping viewing, with an apparent attempt at CRW, and Bernard Agopian trying to run to the target before discovering the full stop-

The first lift was the 'wrinklies load'. Photo by C Floyd





Nearly Aero Conical Dead Centre (nearly AC/DC). Photo by C Floyd

ping power of a 6.5m GQ. Particularly notable were Colin Hakin, who took third place despite having been trained on squares, and AFF graduate Terry Almon, who did a perfect student exit and PLF, and beat all three of his instructors to take second place. This performance satisfactorily dispelled any belief that AFF graduates don't make good all round parachutists.

When he had despatched the last competitor, Ali took his turn, and just to remind us how much the sport has changed wanged his Fury down to 50 feet then flared his way to a dead centre. Special thanks to all who helped run this impromptu madness, and all who competed, for making this a nice way to end the 1992 season at RAFSPA.

In the evening there was a celebratory 5-way sludging. The victims were: Mary Eastwood and Mike Browne for getting their PI ratings, Ali for his tandem rating, RAFSPA manager Wayne Loxton for his D licence, and CCI Mick Raftery, just because we care.

Oh, by the way, I won.

Kuno van der Post

BRITISH PARACHUTE SCHOOLS

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Telephone & Fax: (0949) 60878



EVENTS 1993

APRIL 10/11

EASTER BUNNY BOOGIE
4-WAY LAC MEET

APRIL 26-MAY 7

PRE-AFF TRAINING & EVALUATION COURSES
OPEN TO NON-INSTRUCTORS

MAY 10-14
MAY 17-21

BPA PI COURSE
BPA FINAL COURSE

JUNE 26-JULY 4

LANGAR LARGE AIRCRAFT BOOGIE
ORGANISED JUMPS, BOOGIE SCHOOL, AND...

JUNE 26/27
JULY 3/4

10-WAY SPEED MEET
20-WAY SEQUENTIAL MEET

OPEN EVERY DAY. BUSY MIDWEEK ON GOOD WEATHER DAYS.
WE LOOK AFTER EVERYONE: STUDENTS ON ROUND AND SQUARE KIT, WARP JUMPERS, FUN JUMPERS,
AFF STUDENTS AND GRADUATES, TANDEM JUMPERS ETC
AIRCRAFT - WARM BN ISLANDER WITH IN-FLIGHT DOOR AND A CESSNA 206

BCPA NEWS



BCPA'ites

Not much BCPA news this month guys and gals as we are still awaiting the AGM and Sibson "knees up", so to use up the space I'd like to give a full spread mention (and wish all the very best) to the following smashing clubs who have affiliated with their hard earned cash, to be part of our beloved BCPA!

Affiliations Recieved from: Southampton Uni, St Andrews Uni, South Bank Uni, Uni Central Lancashire, Uni Hallam Sheffield, Glasgow Uni, Bournemouth Uni, (Hull Uni – in the post right?!) Also recieved letters from: Queens University Belfast, Nottingham Uni, Manchester Metropolitan Uni, Anglia Poly/Uni (?!), Leeds Uni Union S P C, and Oxford

Glad to see you are all filling in your questionnaires, with some good comments too – and yes we are trying to arrange loads and loads of collegiate meets/competitions for every level this year, (NB thanks for the offers Bob and Bruce and believe me you will not get off the hook easily now!!). With reference to Oxford we are putting together a 'book' for how to run your club for beginners, and we'll be in touch (that is if you don't make it to the AGM) but to find out more about everything you'll all have to

turn up to the AGM and have a fantastic weekend... or read the minutes in the next mag I suppose!!

Talking of minutes, the BCPA was well represented at the BPA AGM on the 16th Jan, by a hardy group of 6 – thanks for all turning up and making some quite stirring comments! (especially my friend there at the back whose name I don't know!!!) Also congrats to LK Van Der Post for proving that the draw isn't completely fixed, and that Dick Barton doesn't win everything!

One more comment is to congratulate Simon Nath on doing his 200th static line – oops, sorry he claims to be Cat 10, but then again anyone who knows him...!! Don't forget to send into the mag anything that you may think the rest of the world would like to know about what you and your club get up to – you know including all those world record attempts! Ola would love to hear from you!!

Jo Rutherford

FOR SALE



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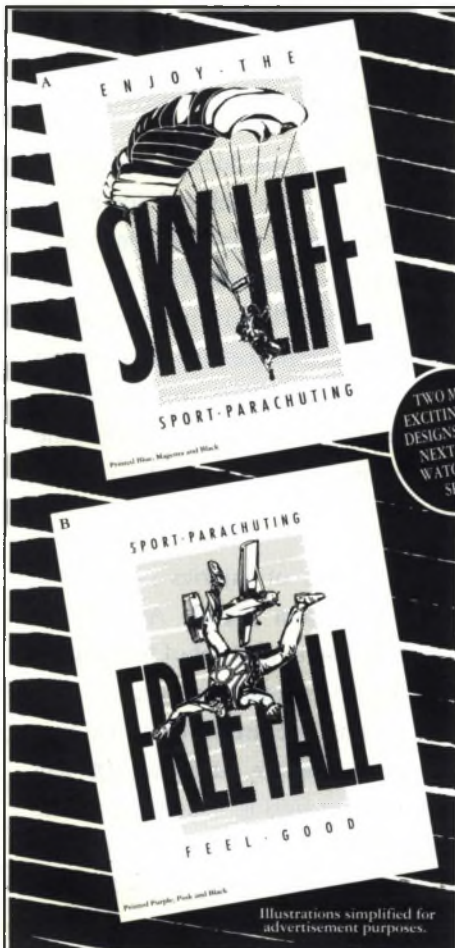
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SkyBlazin' 92

The third annual WFF World Freestyle Skydiving Championships



Lucas Knutson Photo by Simon Ward

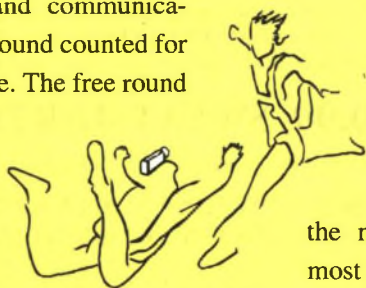
This year's World Freestyle Skydiving Championships were held at Skydive Arizona, situated about 45 miles south of Phoenix; with 24 teams entered from around the world it promised to be much bigger than any of the previous meets.

The competition consisted of two rounds; a compulsory round (2 jumps) and a free round (4 jumps). Jumps in the compulsory round had to contain six moves taken from a compulsory move pool and were judged on control and precision, creativity and communication. The compulsory round counted for a third of the final score. The free round was judged similarly but could contain any move and gave the freestylist the opportunity to invent and form his or her own interpretation of freestyle. It was in the free round where most people excelled and produced some interesting results.

The judging panel this year consisted of five people with a wide variety of experience, not only in skydiving but also in gymnastics.

The judges were Bob Hallett (owner of Skydive Deland), Mary Haskett (Bronze medal winner in 1990 Freestyle meet), Jim Culhane (Gymnastics coach and skydiver), Ernie Kirkham (Gymnastics judge and novice skydiver) and Ray Bright (Gymnastics coach and AFF graduate).

The facilities at Skydive Arizona were excellent. The Twin Otter was used for all practice and competition jumps and took us to the exit altitude of 13,500ft in about 10 minutes. The time from manifesting to boarding the plane was rarely more than 20 minutes and the five girls at the manifest were among the most polite I have ever met.



At the pre-competition meeting we were shown each other's entry tapes, and exit orders were determined from their scorings. Many of the tapes showed a high level of skill and competence – much advanced from last year's championships. The video that produced the most interest was probably that of Marco

Manna (filmed by Brunno Brokken) which, considering he had only done 150 freestyle jumps at the time, exhibited a high level of control and included some moves that I haven't seen Mike Michigan do!! An entry was also received from Patrick de Gayardon (the 'Traveling II' skysurfer) but unfortunately he did not turn up on the day to compete.

The competition was due to start at 11.00 on Friday but was delayed for a few hours following a minor incident on a practice jump when Joel Wade did a low hook turn and collided with cameraman Jamie Paul. Joel broke a leg and received head injuries and thus was unable to compete. Jamie took a hard knock to the head but was back jumping later in the day.

On the subject of injuries one of the Japanese Camera Flyers, Akio Kawabata, also had to pull out of the competition due to an encounter with a 'dust devil' (a small desert tornado). He was flying under canopy at about 100 feet when he flew into it. Consequently the turbulence collapsed his canopy and threw him into the ground breaking his leg.

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Dale Stuart and Ray Cottingham – 1st (equal)



The meet was being televised by American Sports Channel ESPN who had hired five top camera flyers (Mike McGowan, Tony Loper, Gus Wing, Van Wideman and JJ Johnson) to cover the competition jumps by exiting from a Beech 18 flying in formation with the Otter to film the freestyle teams working. On landing we were also met by Pete McKeeman (with camera and sound man) for a short interview before packing for the next jump. Co-hosting the programme was actor and skydiver Don Swayze (brother of Patrick) who has over 600 jumps and

whose interest in freestyle has undoubtedly helped to promote skydiving to the general public.

By Saturday we had completed four competition jumps and were invited to attend a banquet in the Holiday Inn at Casa Grande. During the banquet, videos of the days jumping were shown on televisions situated around the room and it was at this point we became aware of a local jumper called Bob Craigin. When Bob's video appeared on the screen he seemed to be wearing a strange pair of big, red fluffy boots. After the exit and some basic freestyle moves he set up in a stand-up position in front of the camera flyer (Kelly Wolf). What followed was one of the most inventive and hilarious things I have ever seen in skydiving. Bob proceeds to walk in the direction of the camera while the camera flyer pans past giving the impression that he is a giant walking across the desert. At this point everybody in the banquet hall erupted into cheering and applause and the video was shown several times during the evening.

The final two competition jumps were completed on the Sunday and after a few hours waiting for the judges to finish their work we were called to a meeting for the scores to be read out. As predicted by many people Marco Manna and Bruno Brokken won first place with an amazing routine and equally amazing camera work. First place in the women's division had to be shared by Dale Stuart/Ray Cottingham and Tamara Koyn/

Jamie Paul who both produced outstanding performances and have raised the standard of freestyle to an even higher level. Second place in the men's division went to tunnel instructor Kazuhiko Kokubu and Peter Raymond. Kokubu's brand of freestyle included some fast rotating vertical moves and could almost be called Kamikaze skydiving. In third place was Olav Zipser and Mike Vale with some very interesting, not to mention difficult, upside-down freestyle positions. It is also worth mentioning that camera flyer Mike Vale has been in skydiving for less than a year and yet produced some very dynamic footage. Well done also to Rosalyn Tomkins, filmed by Gary Cunningham, for third place in the women's division.

One final thing I would like to say is, why was I the only British competitor there? OK so I only came 10th but is freestyle really that unpopular in the UK? And where were you Jeff Lewis! In America and Australia and in some parts of Europe, freestyle is taking off in a big way. Being the world's first sport to be purely judged by video it is definitely the way to get skydiving accepted by the media and general public. As sponsorship and TV coverage increase every year freestyle is quickly heading towards becoming a professional TV sports tour similar to skiing and surfing. So come on, doesn't RW get just a bit boring after a while?

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Frank B. Arenas, Owner

Placings

Male

1st	Marco Manna (Italy)	Bruno Brokken (Belgium)
2nd	Kazuhiko Kokubu (Japan)	Peter Raymond (USA)
3rd	Olav Zipser (Germany)	Mike Vale (USA)

Female

1st Equal	Dale Stuart (USA)	Ray Cottingham (USA)
1st Equal	Tamara Koyn (USA)	Jamie Paul (USA)
3rd	Rosalyn Tomkins (Australia)	Gary Cunningham (Australia)

A proposed change to 4-way formation skydiving competition criteria

Over the past two years I have been competing in the Regional Formation Skydiving (FS) competitions and during that time a number of competitors have said to me that they feel the gap between the Intermediate and Senior levels is too great.

Those competitors feel that if they do well at the Intermediate level they will then need to dedicate themselves for a very long time before they can go on to be successful at Senior level and they believe that because of the gap many teams or jumpers would not think it was worth the effort and will give up. They therefore feel it would be a good idea to have a 'middle' level of competition.

At present time the rules for the Senior competition in the Nationals as well as the Regionals are that a group of four experienced parachutists, (with no limit on the numbers of jumps each member has) completes a round of FS using any of the blocks and randoms drawn randomly from the 'FS' pool completing a sequence of five or six points.

The Intermediate category may have one team member with any number of descents, but the other three team members must not have more than a thousand descents between them. The Intermediate group competes by using any of twelve specific blocks and twelve specific randoms drawn from the 'pool' completing a sequence of three or four points.

Having thought about a criteria for a middle level I suggested to the competitions Committee that FS Competition be split into three levels; Master, Senior and Intermediate. The present Senior to

become the 'Master', the Intermediate to stay the same and a middle level to become the 'Senior'.

My suggestion for the 'Senior' entry criteria was that two team members may have any number of descents and that the remaining two must have less than 1500 descents between them, also the team could compete using all the blocks and randoms (as per the current senior event), but only complete a sequence of four or five points.

My proposals were discussed by the committee who generally felt they were a good idea, but before making any decisions they wanted to get some feedback from the membership. Hence the reason for this article.

The benefits should be that it may encourage more people to enter competitions and that Intermediate jumpers may be more inclined to stay with it and progress onto higher levels, which ultimately must benefit us as a nation at world meets.

The other side of the coin is that it would cost the Association more in administration and medals and could devalue the competitions as more people would receive medals.

Do you think it is a bad idea? Do you think it is a good idea? and if so, do you think the criteria are right, or do they need changing?

Please let me know, as your opinions are likely to make the difference between going ahead with the idea or not!

You can write to me c/o The BPA Offices and I will make sure the Competitions Committee knows your opinions.

Andy Fair (Competitions Committee)

Continued from page 23

skydivers know that the ground hurts if you hit it hard enough yet the lesson does not hit home year after year. It is a very difficult issue to give clear guidelines on but in principle I would support more information being made available particularly to those coming through the sport who genuinely don't know or don't understand all the risks providing we can be sensitive about it.

Q. The attendance at the AGM this year has been reasonable but not brilliant. The whole affair seems to be lacking something. Do you have any thoughts on alternative ways in which we could arrange the function.

I have strong views about this. I think the present format of the AGM has absolutely had it's day. If I were given a completely free choice I would turn it on it's head, hold it in the summer, around a boogie if possible, where we could stand outside on a summer evening, have a barbeque and drink beer rather than standing inside on a cold winter's evening in a fairly grotty hotel in Leicester...

I won't send a copy of the next mag to the Hotel !

...This format has run it's course. People are basically coming here now to meet friends, have a few jars and a bite to eat and some come along to listen to the AGM. I think we could scrap

all of this and start again with no detriment to the association. We would have to change our year-end around to accommodate things but we have already changed our financial year to the end of June; so what's wrong with an August AGM/Boogie/Barbeque whatever, with a few barrels of beer supplied by the BPA. They do it in the States all summer long and everybody seems to have a good time. I'd like to try that.

Thanks for the interview, and thanks for your years of hard work for the association.

Interview by Ola Soyinka



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Bob Winter

It is with great regret that we have to report the death of Bob Winter, the chief pilot of Ipswich Parachute Centre, who was tragically killed in the Titan Airways Bandeirante that crashed on the 13th of January.

We have lost a friend who was amongst the most colourful of people. Bob Winter was a popular individual. He was quiet in disposition, un-excitable, loyal, ever uncomplaining and above all a good friend. Bob displayed an absolute dedication in both his professional and private life to aviation.

Bob had been working at Ipswich as a jump pilot for just over five years and took over from Dave Howse as chief pilot in December. His involvement in the sport has been immense, putting in many hours of his own time to fly and to improve on the additional flying discipline of piloting a jump aircraft. There must be many thousands of people who did their first jump from an aircraft flown by Bob Winter and not an inconsiderable amount more around the country who have skydived from "Parachute 2" with Bob at the controls.

That Bob will be sadly missed at Ipswich is self-evident. That he will be missed widely throughout the aviation world is clear from the many pilots and parachutists from all over the country who attended his funeral and the many messages of condolence received by his family and personal friends.

So here's to you Bobby Bear, wherever you are, from all of the friends you made at Ipswich. We will miss you.

Tye Boughen

In memory of William Jones:

William Jones was well known in both CRW and RW circles in the UK, particularly at his home DZ, JSPC Netheravon.

His tragic death in a car accident while visiting his family in Phalaborwa, South Africa, has deprived us of not only a fine skydiver, but also a great friend.

William was a dedicated CRW jumper, although he had been known to do the occasional RW jump under duress.

He had been a member of the 'No Limits' sequential CRW team for several years, and with them represented Britain at the 3rd and 4th World Championships of Canopy Relative Work.

Despite his team commitments, however, William was always willing to teach anyone who wanted to learn about CRW (or even anyone who didn't want to learn but made the mistake of standing still for long enough).

The quality of William's life can be judged by the deep friendships he forged, not only here in the UK but also in his home country, South Africa.

His death leaves a void in the lives of those who knew him, and we will all miss him very much.

Goodbye, my friend.

Kate Gibson, D344

Remember me when I am gone away,
Gone far away into the silent land,
When you can no more hold me by the hand,
Nor I half turn to go, yet turning stay.
Remember me when no more day by day
You tell me of our future that you planned,
Only remember me, you understand,
It will be late to counsel then or pray,
Yet if you should forget me for a while
And afterwards remember, do not grieve,
For if the darkness and corruption leave,
A vestige of the thoughts that once I had,
Better by far you should forget and smile
Than that you should remember and be sad.
(Christina Rosseti)

William was much loved at Netheravon and he will be sorely missed by everyone who knew him. His tragic death came as such a shock and just seems like such a waste.

But in his lifetime he made his mark on the world through parachuting as a member of the 'No Limits' team. He was keen to promote CRW at Netheravon and was constantly encouraging people to do their intro with him (I was only four jumps away, William)

We will all carry his memory with us for the rest of our lives. Perhaps all we really need to say is a toast.

"To William – one of the world's best!"

Goodbye William

Rest in peace (and keep our skies blue while you're up there!)

Rachel Johnson C9132

Diary of events 1993



DATE

EVENT

LOCATION

Mar 28 - April 03

Spring RW Training Camp

Phoenix Z-Hills

April 04 - April 18

28th Annual Easter Boogie

Phoenix Z-Hills



May 08 - May 09

Pops Meet

Weston (RAFSPA)

June 26 - July 04

Large Aircraft Boogie

Langar

July 12 - July 17

Summer Boogie School 93
(The French National 4-Way Team)

Gap, France

Aug 04 - Aug 07

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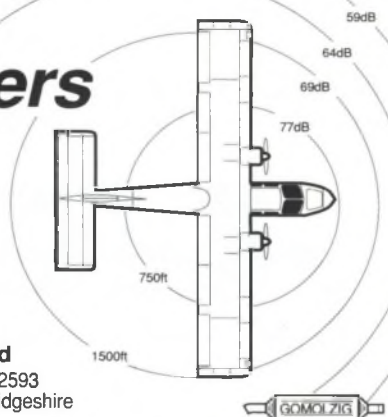
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Ken, Hazel and Jason – Check out the moon in the background.

On a recent trip to Honolulu, I decided to check out the local skydiving scene, so rig in hand I jumped into my car and set off on the 40 minute drive from Honolulu to Dillingham Airfield. Driving through pineapple and sugar cane plantations and by some of the best surfing beaches in the world, I was in awe of the beauty of this place.

On arrival at the DZ. I received a friendly Aloha welcome and after gear and document checks and a dirt dive we were

climbing to altitude in one of their Cessna 182s. The aerial view was breath-taking and the skydiving enormous fun.

The club itself offers AFF and Static line courses, Tandem and video jumps, as well as full rigging services. It is also home to a fleet of Cessnas and has access to two DC3s and Hugh 500 helicopters. The purchase of a Porter is also in the pipeline.

From February 20th - 28th '93, Skydive Hawaii are hosts to a "Party in Paradise" jump boogie with DC3 lifts being organised (at no extra charge) by Jerry Bird. There is no registration fee for this event and jump tickets are US \$4.00 plus US \$1.00 for every 1000 ft (ie, US \$16.00 for 12,000ft).

There will be barbecues, parties and live entertainment organised in the evenings. However, should you decide to take a day off from jumping or extend your stay, then there is scuba diving, surfing, glider and breezy rides, and countless adventures available.

Hiring a car during your stay is highly recommended, and reasonably priced accommodation is available at a number of Bed and Breakfast houses in the near vicinity. Free DZ camping is permitted for registered skydivers and there is a caterer on the DZ.

Should anyone require further information then they can contact Steve Matkovich Tel: (808) - 5214404/6379700 or Fax: (808) - 6375498.

I will definitely be there because I'm hooked, and it would be great to see other BPA members there too. Leave the cold and drizzle and come and enjoy some sunshine and beauty.

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POPS CORNER

PARACHUTISTS OVER PORTY
SOCIETY

About twenty of us assembled after the AGM in Leicester to discuss various matters as 'agendered'. Our meeting was opened by Top Pop **Graham St Clair** who gave a resume of last years meets, and an apology from **Lofty Thomas** who had had a fall but was now recovering, we wish him well.

The first item on our agenda was competitions; how can we attract a larger group of POPS members? What type of competition would newer members or for that matter established POPS enjoy? Discussion flowed back and forth, with various views being expressed. A letter was read out from **Roger Flavell** who put the point that inexperienced POPS members coming on the scene should be involved, thus there should be separate FS and accuracy events, a view shared by a few other members. It was pointed out that at the three meets last year the very few inexperienced jumpers who did attend preferred to continue their progression jumps and join the social scene in the evening.

Peter Best raised a point in favour of keeping the *status quo* done by the Americans. It was pointed out from the chair that in America, where they hold their meets the sun tends to shine most of the time and they can finish the hit and rock plus three rounds of accuracy in the morning and then get on with the FS over the next two days. All members are therefore catered for. Our problem is that with our weather we sometimes can only achieve a couple of jumps or so in a weekend, and to use them just for accuracy is a waste of time. I see accuracy at meets as a lone discipline is fast becoming unattractive and that we should incorporate it with FS as in "launch and accuracy" or speed stars. Most members present thought this was the way to go; so at this years meets there will a choice of events. A list will be available on the day so you can decide which competitions you would like to join. Whilst on the subject of competition, **John Hitchin** and **Chis Lyall** both voiced the opinion that POPS should enter a team in the nationals, not such a bad idea! So if any of the top people out there who are cupboard POPS are interested, contact John or Chris.

The next item was the dates of this year's meets, which have been previously published. Regarding the World meet in Umatilla in November, we had not been able to organise any block bookings (due to airlines/agents not wanting to sell us blocks of tickets at the price you can book at nearer the time) those of you interested will have received a letter with more details; if not then please contact me.

Michel Van Beirs of Morsele has organised an invitation POPS European record attempt in Belgium during March

so hopefully we should have some good news and pictures for the next edition.

As this is my last year as Hon Sec/Treas, and as we now will be changing officers every three years we had to decide how we would select the next Hon Sec/Treas should there be more than one nomination. It was decided that at the last meet to be held in this country, July 17 / 18th at Half Penny Green those present would vote, and this would be accepted by the membership, so please, if you are interested in the job then let me have your names before July.

We now have nearly 580 members, and as people come and go, our records are not always up to date, so as I know all of you avidly read this magazine and there is no excuse for not doing so, please send me your: name, number, current address, and state whether you are a current jumper and interested in purely FS meetings (not necessarily competition, could be seminar/progression).

If you fancy a nice white POPS polo shirt for the coming summer, we have some available in most sizes at £12.00 each. And finally, as the man says, a very warm welcome to new members **Clive Innocent** of Worthing and **Philip Higgins** of Maidstone.

Michael Allum
Hon Sec/Treas, POPS UK



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PROGRESSION POINTERS

For students who progress, I drive home the hands-on check as described until they are briefed for Dummy Ripcord Pulls (DRCP). We discovered that some students would instinctively go for the cut-away pad no matter how much ground practice had been conducted and on one case we had a cut-away. For the JM there is a problem in identifying if the DRCP has been correctly operated due to the difficulty in seeing the small ripcord. Netheravon developed a luminous pad affair attached to the dummy ripcord which sat in the spandex throwaway pilot chute pocket. This can be clearly seen from the aircraft when the dummy handle is pulled and if dropped is easy to locate on the ground.

Our rules also restrict the number of students to six per course; the APA are now running classes of 15 without any difficulty and as earlier mentioned it is no more difficult to control a RAPS class than a conventional class. The rules also insist that there be a suspended harness for each two students. I suggest that this could be better worded by saying that each student conducts suspended harness drills. It creates no problem taking 12 students through with two suspended harnesses.

It is clear that the rules in which we operate were written some 5 years ago when RAPS was in its infancy; they have been adjusted from time to time but I feel that we need to grasp the nettle and take RAPS into the '90s. Many of my points have already been raised earlier in this paper but other areas I would like to see updated are.

- a *Why does it require a RAPS instructor to despatch the student till Cat 8 when a conventional student only requires an instructor or PI up to Cat 5? It is, if anything, easier to despatch a student with a piggyback. Dave Tylcoat proposed this in the summer and it was voted out by 4 votes to 3, with 2 abstentions, only 7 votes one way or another out of the dozens of CCI's qualified. I wonder how current in RAPS those who voted against this*

were. I only wish I had retained my post as CCI for a couple of weeks longer to have been able to vote.

- b *Why is a RAPS student required to be open at 3,500ft up to Cat 8? It should be acceptable for a RAPS student to be open by 2,500ft from Cat 6, after all a conventional student can be open at that height after only 5 square conversion jumps on completely different equipment from what they were trained on, while a RAPS student will have completed at least 12 descents and usually many more by this stage.*
- c *Minimum altitude to conduct RAPS can be reduced to 2,600ft for static line and 3,000ft for freefall without reducing the safety. This has been clearly demonstrated by the APA test programme. I would not by choice conduct a programme from these heights but it is a safe minimum and that is what our rules should reflect.*
- d *The DZ controller should not be required to be at least a PI trained in the use of the radio. The DZ controller should be the best person for the job selected by the CCI and may not be a PI or instructor.*
- e *Some adjustment is called for in the wind speeds, at present the maximum wind speed for RAPS is 13 knots up to Cat 8. I would suggest that this is fine up to Cat 3 but from*

Cat 4 it should be increased to 15 knots and from Cat 6 to 17 knots. It is appreciated that for a lightweight student on a large canopy that may be excessive but that is for the CCI to judge.

- f *Why does a centre wishing to conduct RAPS (or AFF) require STC approval? Surely any suitably qualified CCI on an unrestricted DZ should not have to seek approval, only inform STC as a matter of courtesy. Any DZ that is suitable for rounds is suitable for RAPS although radios should be mandatory where a major hazard exists. It is appreciated that there are many DZs and CCIs who do not conduct RAPS or have any interest in it and that is fine, it should not be forced on anyone.*

What I ask is that careful consideration be given to the proposals contained in this article and that those members of STC not directly involved in RAPS do not use their vote to hold back those of us who have considerable experience in this field and wish to expand the programme safely.

I should make clear that this article is not criticising anyone but making an honest attempt to provide some of the information required for those who are setting up a RAPS programme. At the same time it is my hope that the information will be accepted by STC to update our present rules.

Scotty Milne D884 (BPA Examiner)



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Continued...

riggers – without any success. My canopy continued to open unreliably and explosively.

Finally, in August 92, I developed sudden horrible pain and paralysis in my left arm, was immediately admitted at a neurosurgical department and had two operations to remove two completely smashed and destroyed inter-vertebral discs. As a final result I am left with a restricted ability to move my head, a partially paralysed left arm, a not very pleasant scar at my collar and quite severe pain. After leaving the hospital, I wrote a letter to Performance Designs telling my story.

I received a letter a month later, with the assumption, that unprofessional packing had caused the hard openings and asking me to return my canopy to Deland. Furthermore, they mentioned an article published in the September issue of Skydiving News, but forgot to enclose it.

I sent my parachute to Performance Designs and heard nothing for a long time. In November I received a copied order form and some fabric samples together with a copied letter thanking the "dear customer" for the decision to order a Performance Designs' product. That appeared a bit cynical to me.

Now, in December, my canopy was sent back. Included was a customs declaration: parachute – repaired (test-jumped). Additionally a photocopy of a warning reference, informing about the dangers of hard openings, such as equipment damage severe injury or even death, was enclosed. Apparently, Performance Designs did not feel any necessity to give me informations about the results of their checks (?) and/or the test jumps (?), they might or might not have performed with my parachute.

Dr Hutter mentions other jumpers she has met with similar problems from hard openings and says PD simply referred them to the article in Skydiving.

She continues... Surely, it is not a sign of decency, when a company is only interested in their profits and delegates the responsibility for any problems or lack of safety to others. But perhaps Mr. LeBlanc & Co estimate, that paralysed or even dead skydivers won't complain about their products anymore.

I spoke to John LeBlanc of Performance Designs. He remembers having spoken to Dr Hutter on the phone; he was certain the problem was bag snatch because of either the way the lines were stowed or loose bungees. To be sure, however, he asked for the canopy to be returned, test jumped it a number of times with no problems, having changed the bungees.

He admits to the accidental omission of a letter which he wrote outlining his findings to Dr Hutter; the canopy went back, not unusually, with the literature that PD put in with all canopies which go out to customers. The contents of one of the leaflets, which contains some useful information, is reproduced below. Dr Hutter is very unfortunate but she was listened to, given advice, and her rig was test-jumped. I do not think this reflects badly on the company.

SOLVING DEPLOYMENT PROBLEMS

There are many factors that contribute to the opening characteristics of any parachute. Some basic opening characteristics depend on canopy design and suspension line type. For example, the actual opening shock loads transmitted to the jumper and equipment is reduced by the amount the lines stretch. Microline stretches less than Dacron line, so higher shock loads will be transmitted with Microline. However, the actual openings you experience are heavily affected by other factors that only you can control, some canopies are more heavily influenced by these factors than others. When left uncontrolled, these factors can cause or contribute to extremely hard openings, canopy damage, equipment malfunction, even serious injury or death! Attention to these factors will result in greater consistency in your canopy openings, minimizing the chances of injury or equipment failure.

1. Packing Methods

a. Canopy folding method: We recommend that you pack your canopy according to the manufacturers instructions. Other methods may not work as well. The "briefcase" pack job and the "roll pack" methods are definitely not recommended, since they unfold in a way that promotes asymmetrical inflation, which can cause hard openings and canopy damage.

b. Slider position: The exact location of this slider inside the pack job greatly influences the opening speed of the canopy. It is vital that the slider is all the way up the lines, with each and every slider grommet seated against the slider stops that are sewn onto the stabilizers. There should be no twists in the lines above the slider, since they would tend to push the slider down the lines prematurely. This is a common problem with "briefcase" and "roll-type" pack jobs.

The orientation of the slider also affects the openings. The centre of the slider should be pulled towards the mid point of the centre cell. On Sabres, the front half of the slider should be pulled out in front of the centre cell A-lines. This is easy to do when packing by the recommended method, and is shown in the owners manual.

c. Bagging the canopy:

The correct canopy folding method and slider position must be maintained while putting the canopy in the bag. In short, if it goes into the bag disorganized it will likely come out disorganized and open hard. If the slider moves even a couple of inches down the lines while bagging the canopy, it will really get your attention on opening.

2. Line Stow Method

When the pilot chute first pulls the bag out of the container, it rapidly decelerates the bag. At that instant, the laws of motion say that the lines stowed on the bag will tend to continue with the jumper, rather than decelerate with the bag, unless a force opposes that motion. That force is supplied by the stow bands. If the lines aren't stowed to the bag securely enough, they can all slip out at once. This is known as "line dump", and can lead to a very dangerous out of sequence opening: the canopy is released from the bag and will start to open before it has reached line stretch, it starts filling with air almost instantly while canopy and lines go everywhere! When the jumper travelling at terminal velocity finally reaches line stretch, he already has an open canopy and receives a brutal opening shock. This scenario can damage lines, canopies, risers, and really cause serious injuries.

To prevent this from happening, the stows must be held fairly tightly so that they are only released in the proper order. To check your stows on the ground, it should take between 6 and 12 pounds of force to unstow the lines when pulling the bag across a smooth surface by the bridle. Use a fish scale on the bridle to check this. Larger, heavier canopies will require more force, as does a canopy deployed at higher speeds. You can tighten your stows if they are too loose. If you use *Tube Stoes*, follow the instructions labelled "For tighter Tube Stoes". Rubber bands can be tightened in the same way. Replace Tube Stoes or rubber bands that appear worn. Do not wait until they break! The line stows must have between 2 and 3 inches of line through each stow. Some jumpers make shorter stows because they fear baglock malfunctions. That is not a good idea. Short stows don't prevent baglocks, but really do promote line dump. This is because they only have to slip a little before they are free. Remember, line dump is potentially more dangerous than a baglock.

3. PILOT CHUTE

The pilot chute has a big effect on canopy deployments. The size, type of fabric, length of bridle, apex length, mesh size, and aero-



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dynamic shape all affect the deployment of the parachute. Some pilot chutes have too much drag at terminal velocity. This can cause these problems:

1. They slow the bagged canopy down so quickly that the chance of line dump is increased.
2. When reaching line stretch, the jumper instantly accelerates the canopy back to his speed, since it is attached to him by the fully deployed lines. This is the first force the jumper feels at line stretch. (Moments later, the canopy starts to fill with air and slows down again.)

A pilot chute with too much drag will have slowed the bagged canopy down so much that the jumper will experience quite a strong force when the canopy reaches line stretch. The canopy feels this jolt too, and the pack job will be forcefully spread apart by this force. This can cause harder openings, since the now disorganized canopy will inflate more quickly. In extreme cases, it may even open hard enough to cause structural damage to the parachute system.

A pilot chute with more moderate drag will get the canopy to line stretch with less severe shock to the jumper and the canopy. The line dump problem is also less likely to occur, and the pack job is more likely to be released from the bag in an orderly fashion.

A pilot chute can have too little drag if it is too worn out, too small, malfunctioned, or designed improperly. The danger here is obvious; a baglock, or a pilot chute in tow may result. This can happen with a ripcord system, a pull out, or a throw out, if the pilot chute problem is bad enough.

Most, but not all pilot chutes from container manufacturers are compatible with Performance Designs canopies. A pilot chute made from normal F-111 type fabric should be no more than 36" in diameter. Slightly smaller is probably better, and may be required, but certainly no larger.

Pilot chutes made of zero porosity fabric are more sensitive to specific design criteria, and two of similar size may have widely different drag. They are definitely more sensitive to variations in design, with factors such as mesh size and hole size at the pilot chute base making a big difference in the drag produced.

The zero porosity pilot chutes that we have tried that work adequately are between 28" and 30" and have relatively fine mesh. These pilot chutes also seem to be more sensitive to variations in line stow length and line stow tightness than regular pilot chutes.

Collapsible pilot chutes can affect deployments too. The shock cord method of collapsing the pilot chute is tricky to design so that it works consistently. It must be properly designed and use only zero porosity fabric to maintain its calibration. Never use a F-111 shock cord collapsing pilot chute. It can be deadly, because the calibration speed changes rapidly as the fabric changes its porosity.

4. DEPLOYMENT AIRSPEED

Anybody who has pulled in a steep track knows that the higher opening speed at pull time, the more potential for hard openings. In fact, any of the factors described above can occur if the jumper's freefall speed is high enough.

You should work aggressively at tracking flat. When tracking, you should grab every bit of air you can. Try to minimize your rate of descent while tracking clear of other jumpers. Then a good flare to stop the forward speed will really help smooth out your openings.

Sitting up in a head high position is a common practice. If you like to sit up, try to do it smoothly with the canopy reaching line stretch simultaneously. Don't sit up too early, because you will pick up speed in the sitting up position.

Jumping at high elevation drop zones poses special problems, since the freefall true airspeeds are much higher as altitude increases. This will also aggravate the other deployment factors. At extremely high elevations, a slightly smaller pilot chute on a long bridle may make the other factors easier to control.

(The above text on deployment problems was provided by Performance Designs Inc, Florida, USA.)

The Camera Helmet

Shortly after Leo Dickinson invented his camera helmet he became aware of the problem of helmets falling off due to hard openings. He altered the design to incorporate a parachute which would lower the helmet gently if it became separated from the jumper for any reason. The helmet looks unique and is a familiar sight around DZs.

The helmet went on sale in 1988 although Leo had been using and developing a version for a number of years. The first safety feature was the quick release system to separate the helmet in case of snagging of the deploying parachute. The next consideration was to reduce snag potential—one piece plastic moulding and a custom ringsight which sat under the front mount kept protruberances to a minimum. Two straps were used to secure the helmet and keep a stable base for filming, and an original feature—another of Leo's ideas, was the rotating front mount enabling change from portrait to landscape shots in freefall.

The Camera Helmet is now being built by Steve Clarke and has been further refined. The straps pull down from the outside reducing drag and turbulence from the helmet edges. The helmet is now so secure that loss from hard openings is extremely rare. The helmet can now be bought with or without the chute; which can be added later. Among his satisfied customers, apart from freefall cameramen, are a jockey who uses the helmet to film horse racing and a stunt man.

Enquiries to: Steve Clarke, 64a Junction Rd, Andover, Hampshire SP10 3QX, Tel & Fax: 0264 359118

Club News: Good News for Headcorn and Bridlington

Headcorn Airfield public Enquiry

The DOE have recently reported on last summers public enquiry into the level of operations at Headcorn Airfield.

This was of particular concern to Headcorn Parachute Club and the good news is that the enforcement orders have been quashed and the club can operate without restriction. HPC continues its seven days a week operation.

Not only is this a good result for jumpers in the southeast, but for all the skydiving fraternity in these days of increasing restrictions on aviation.

Thanks to all those who wrote in support of HPC. Blue skies - Peter.

Bridlington

As a result of the "Public Hearing" held at Bridlington in November 1992 re: Refusal of Planning Permission for British Skysports DZ at East Leys Farm, Grindale, The Planning Inspectorate has today granted us "Full Planning Permission". (A great victory for parachuting and DZ Operators).

Nicky and I would like to pass on our sincere thanks to the membership who supported us by writing and signing letters etc. Special thanks go to the members who attended the hearing to give evidence, namely David Hickling, who came to our assistance so fast, he got "nicked" for speeding on the way to Brid. Thanks Dave, you still did a great job.

John Hitchen who represented the BPA and was subject to many hours of questions and answers over six days was a real "Pro" at his job.

Thanks a lot Council and membership Dave and Nick Johnston

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March 28-April 3

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April 4-18

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April 6-8

5th Annual 20-Way Sequential

April 9-10

8th Annual Speed-40 Way

April 10

Awards Night

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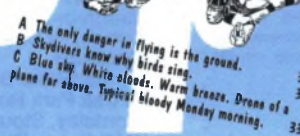
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Contact J Davis, Tel: 0666 577756

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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.

Contact: Bob Parry

Patty's Farm

Hilliam Lane

Cockerham Nr. Lancaster

Tel: Weekend 0524 791820

(Midweek) 051 924 5560

Border Parachute Centre

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

Border Parachute Centre

Embleton

Northumberland NE66 3XF

Tel: Embleton (0665 76)588

British Parachute School

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

British Parachute School

The Control Tower

Langar Airfield

Langar

Nottingham

Tel/Fax: 0949 60878

British Skysports, Bridlington

Open Friday, Saturday, Sunday and Bank Holidays. (Weekdays by arrangement) S/L Square, Tandem & AFF, WARP, CRW & Accuracy coaching. Student conversion from S/L round to square courses.

Cessna 206, video, canteen, shower and toilets. Inexpensive local accommodation. Visitors very welcome, friendly atmosphere.

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Contact: Dave or Nick Johnston

East Leys Farm

Grindale

Bridlington

East Yorkshire YO16 4YB

Tel: 0836 276188 / 0262 606725

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

Cornwall parachute Centre

Frans Ranch

Old Naval Airfield

St Merryn Cornwall

Tel: 0841 540691

Devon and Somerset Parachute School

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

Devon & Somerset Parachute School

19 Azalea Close

Highfield

Dunkeswell

Nr Honiton

Devon

Tel: 0404 891690

Doncaster Parachute Club

See Target Skysports

Eaglescott Parachute Centre

Open every weekend and also weekdays by arrangement. Friendly small club atmosphere with emphasis on safety. All students equipped with AADs, helmet radios and 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

Eglinton Parachute Centre

Ireland's new and friendly parachute centre, S/L Round to Cat 10, Student radios. Tandem, Display team, B/B locally, Air-to-ground video, stills. Eglinton Airport, Londonderry.

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Garvagh

Co Londonderry

Northern Ireland BT51 5JW

Head Office: 02665 40757

DZ: 0504 811863

Fife Parachute Centre

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

Fife Parachute Centre

Errol Airfield

Grange

Perthshire PH2 7TB

Tel: 0821 642673

Freebird Skydiving

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

Contact: Chris Donaldson - Chief Instructor

3 Reephram

Orton

Brimbley

Peterborough PE2 0TS

Tel: 0733 370863

Halfpenny Green Skydiving Centre

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

The Airfield

Bobington

Nr Stourbridge

West Midlands

Tel: 0384 88293

Headcorn Parachute Centre

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

Headcorn Airfield

Headcorn

Kent TN27 9HX

Tel: 0622 890 862

Ipswich Parachute Centre

Open 6 days a week (closed Tuesdays). Islander and Cherokee VI permanently available.

Student, RW and CRW instruction by full time staff. Accuracy pit, excellent rigging facility.

Food, accommodation, camping and bar on drop zone.

Ipswich Parachute Centre

Ipswich Airport

Nacton Road

Ipswich

Suffolk IP3 9QF

Tel: 0473 710044

London Parachute School

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

London Parachute School

P.O. Box 18

Goring on Thames

Reading RG8 9EW

Tel: 0249 651909 DZ

(Weekends) 0860 559112

Merlin Parachute Centre

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

Merlin Parachute Centre

Topcliffe, Near Thirsk

North Yorkshire

Tel: Weekends 0748 832521 ext 5367

Tel: Weekdays 0845 524713

Midland Parachute Centre

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

Midland Parachute Centre

The Control Tower

Windrush Camp

Burford

Oxfordshire, OX18 4TW

Tel: (Weekends) 0451 844422 or 844449

(Day/Evenings) 0543 271676

North West Parachute Centre

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

North West Parachute Centre

Cark Airfield

Flookburgh

Nr Grange-Over-Sands

Cumbria

Tel: Airfield 05395 58672/58555

Tel: Weekdays 0772 720848

Oxon & Northants Parachute Centre

Situated off A422 between Banbury and Brackley. Open every weekend, midweek evenings during BST months. Beginners S/L courses, radios, freefall progression, kit hire. Cessna 180 (inflight door) always available.

Friendly atmosphere, visitors very welcome, no membership fee.

Oxon & Northants Parachute Centre

Hinton-in-the-hedges Airfield

Stearne, Nr Brackley

Northants

Contact: Mike Bolton

85 Oak Park Road

Wordsley, Stourbridge

W.Midlands DY8 5YJ

Tel: 0384 393373

Peterborough Parachute Centre

Tuesday to Sunday from 0800hr. Skyvan and an Islander. AFF, WARP, Tandem. Bunkhouse accommodation, free camping, bar, food. UNRESTRICTED ALTITUDE.

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

Peterlee

Shotton Colliery Airfield, 2 miles west of Peterlee Flyover intersection. Open daily up to 8.30pm. Beginners, Tandem, WARP, CRW, canteen, toilets and indoor packing facilities.

Shotton Colliery Airfield
Peterlee
Co. Durham.
Tel: (091) 5171234 (091)3865315

Scottish Parachute Club

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

Scottish Parachute Club
Strathallan Airfield
Nr Auchterarder, Perthshire
Perthshire PH3 1LA
Tel: 0764 62572 (Weekends)

Sport Parachute Centre, The

Young progressive centre, operated by Skydivers for Skydivers. Student and RW. Progression, AFF, Tandem, RAPS, courses. Weekend and midweek evenings at present. Aircraft - C182 with others on occasional call. New club building, unrestricted altitude. Canteen and accommodation available.

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

Stirling Parachute Centre

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

Stirling Parachute Centre
Thornhill
Nr. Stirling
FK8 3QT
Tel: 0786 870788/Fax: 0786 870748

Target Skysports Parachute Club

Open Fri, Sat, Sun & Bank Holidays - other weekdays by arrangement. 1st jump static line courses, tandem jumps, excellent student progression - WARP, RW, CRW and AFF instruction. Radio helmets, AADs, student and experienced kit hire. Cafe, toilet and shower facilities, accommodation, caravans and camping. C206, Cherokee-6 and Piper Lance. Competitive jump prices everyone welcome. Unrestricted altitude.

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

Wild Geese Ireland

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

Wild Geese Skydiving Centre
Movenis Airfield
116 Carrowreagh Road
Garvagh, Coleraine
Co. Londonderry, N.Ireland
Tel DZ: 02665 58609
Fax DZ: 02665 57050
Dave Penny: 0265 58002
Fax Dave Penny: 0265 58653

OTHER ORGANISATIONS ASSOCIATED TO THE BPA

British Collegiate Parachute Assoc

Affiliations now due for 1992/93

Anglia Polytechnic	Manchester Metropolitan University
Bournemouth University	Nottingham University
Central Lancashire University	Oxford
East Anglia University	Queens University Belfast
Glasgow University	Southampton University
Hallam University Sheffield	South Bank University
Hull University	St Andrews University
Leeds University Union SPC	

C/O Rob & Jo
50 Miller Road, Ribbleson,
Preston, PR1 5QT

Jo Rutherford & Robert Mortimer - Co-Chair 1993
 (No Secretary/Treasurer as of yet)

The Free Fall Company

Peter Allum and Kevin McCarthy have moved from Slipstream Adventures to Peterborough Centre. A new Accelerated free-fall school, using Sibsons excellent aircraft, facilities and unlimited altitude. Also RW/AFF trips to Gap (S.France).

The Free Fall Company
Sibson Airfield,
Wansford
Peterborough,
Cambs. PE8 6NE
Tel: 0832 280055

Scottish Sport Parachute Association

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

Kevin McPhillips (Secretary, SSPA)
1B Rosebery Crescent
Edinburgh EH12 5JP

Slipstream Adventures

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

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

East Coast Parachute Centre

Currently sharing facilities with the London Parachute School at Lewknor Drop Zone.
8 Burns Crescent
Chelmsford
Essex CM2 0TS
Tel: 0245 268772

David Morris Action Sports

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

41 Eliindon
Bretton North
Peterborough
PE3 8RG
Tel: 0733 266076

POPS UK

Hon Treas/Sec Michael Allum
64 Ardleigh Court
Hutton Road
Shenfield, Essex
Tel: 0277 219717

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RAPS, AFF & TANDEM.
Flying Tigers Airsports
PO Box 77
Chichester
West Sussex PO18 0QT
Tel & Fax: 0243 536373
Weekends (Cellnet) 0850 861160

OTHER AFFILIATED CLUBS/CENTRES

Army Parachute Assoc.

The Commandant, JSPC
Airfield Camp, Netheravon, Salisbury
Wilts. SP4 9SF
Tel: Bulford Camp 0980 33371
ext: (Commandant) 8245
(Chief Instructor) 8229
(Staff) 8277

The Red Devils

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

RN & RM SPA

Dunkeswell Airfield
Dunkeswell
Honiton, Devon
Tel: 0404 891697/891716

Northern Ireland Services Free-fall Club

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

Silver Stars Parachute Team

Duke of Gloucester Barracks
South Cerney
Cirencester
Gloucester GL5 5RD
Tel: 0285 861344/0285 860551 x8259

Cyprus Combined Services Parachute Club (CCSPC)

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

Joint Services Parachute Centre Hong Kong

Borneo Lines, BFPO 1
Tel: 0-483 7221

RAPA JSPC(L)

Bielefelderstr. Normandy, Kaserne
4791 Sennelager
Tel: 010 495 254 822378
JSPC(L), STC, Sennelager BFPO 16.

RAFSPA

Weston-on-the-Green
Nr Bicester, Oxon
Tel: 086 989 343

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For further information contact:
 Flagler Aviation Inc.
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 Bunnell, FL 32110-1636 USA
 Phone: 904-437-4547
 Fax: 904-437-1004

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

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 Ampuriabrava, Gerona, Espana
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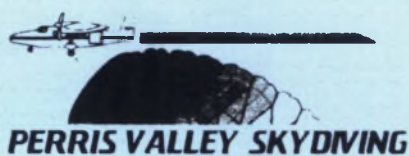


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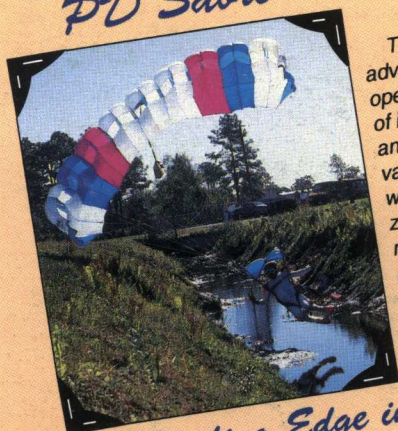
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PD Reserves are designed to be tough! Chordwise construction with extra spanwise reinforcement makes them stronger than ever. PD Reserves open fast, fly like a high performance canopy and have a great flare for nice, soft landings. Available in seven sizes from 126 to 253 sq.ft., PD Reserves give you what you want when you need it most.

Tough, Fast-Opening and Reliable

PD CReW Lightning



*Advanced Technology for the
CRW Enthusiast*

The PD CReW Lightning was designed specifically to meet the special requirements of canopy relative work jumpers. Years of research combined with advanced aerodynamic technology make the PD CReW Lightning an excellent CRW canopy. Available in Zero P3 zero porosity fabric or conventional F-111, the canopy comes with all of the features that CRW jumpers need.

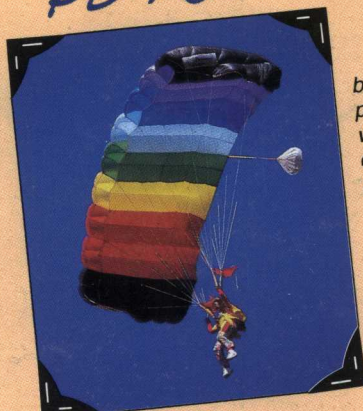
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The PD 7-cell series was developed with the goal of improving the classic 7-cell design without compromising the features that make these canopies so popular. PD 7-cells are stable, predictable and precise in any brake mode which make them great for accuracy and demo jumps.

*A Classic
Design*

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For years, PD 9-cell canopies have been the standard by which all other canopies are measured. PD 9-cell canopies are well known throughout the sport for their comfortable, reliable openings, superior handling characteristics and soft landings.

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Photos: Marty Cooper, Norman Kent, Tom Sanders, Norbert Trost, Gus Wing.