

Sport Parachutist

June 1993



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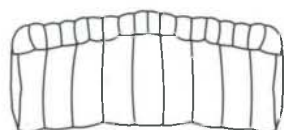
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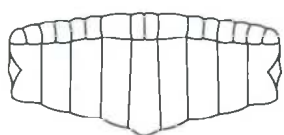
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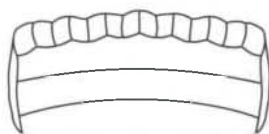
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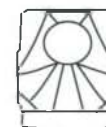
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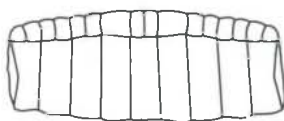
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Cover Photo by
Ronnie O'Brien
Taken over Sibson

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The views expressed in Sport Parachutist are those of the contributors and not necessarily those of the BPA. The Editor retains the right to refuse or withdraw any advertisement at his discretion and does not accept liability for delay in publication or for clerical or printers errors, although every care is taken to avoid mistakes. Thought for the day: A round will get you down but a square will get you there. PS. For those who were wondering, last cover pic was taken at Ipswich, OK Tye?

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NEWS & EVENTS

1993 World Freestyle Meet

Ampuriabrava, Spain, will be the site of the 1993 World Freestyle Championships which is planned for Sept 29th to Oct 3rd. This year, skysurfing will be included in the competition. The jumpship will be a Twin Otter. Entry requirement for surfers are 100 board jumps for the intermediate class and 200 for the senior. Registration costs vary from \$300 to \$500 depending on accommodation and transfer requirements. Registration for non-competitors is £375.

For details contact: Pete McKeeman, 1603 Steenson Drive, Carrollton, TX 75007. Tel: (214) 492 8293, Fax: (214) 394 0472.

Or Roland Hilfiker, Centro de Paracaidismo Costa Brava, Apartado de Correos 194, Ampuriabrava, Girona, Spain. Tel: 34 7245 0111, Fax: 34 7245 0749.

Freestyle continues its rise in popularity. There was a well received presentation by Mike "Michigan" Sandberg and Pete McKeenan at the 44th Plenary meeting of the IPC in February. BJ Worth (IPC technical secretary) proposed that freestyle become one of the skydiving Olympic products to be marketed by the IPC and FAI as a demonstration sport to the Olympics in the year 2000.

The discipline still has some way to go though. First, at the next IPC meeting in 1994, an official sub-committee needs to be formed; only then it can be nominated

for the Olympics in the year 2004. In the meantime Freestyle will hopefully progress towards Word Cup status. This is separate to, and not affected by the WFF circuit. (For anyone interested, The World Freestyle Federation produces a regular newsletter they can be contacted at the address given above for Pete McKeeman).

SKYVAN Sale Falls Through

The expected departure of the Sibson Skyvan has been delayed after a sale to German customers fell through. GO-VAN had recently undergone refurbishment in anticipation of a sale. It seemed as though a deal had been struck and part of the requested deposit had been paid. However the balance of the money never materialised.

The plane is still up for sale, a move which will disappoint many skydivers who prefer large formation skydives. But as John Meacock explained, a smaller plane, apart from being cheaper to maintain, will increase a jumper's chances of getting airborne because the plane can operate with fewer jumpers. Sibson, like all other clubs has felt the combined effect of the recession and jumpers no longer willing to hang around on a DZ. With a big plane like the Skyvan, ideally about 40 jumpers need to be manifested so that more than one lift can be made back to back.

Nevertheless, the loss of the Skyvan will leave a big hole in the carrying capacity

available in the UK. The Skyliner, now at Netheravon, although similar in size has a smaller tailgate which makes large formations harder. It also has been suffering some mechanical problems recently.

Swansea Dedication

On 11th September 1982, 9 Swansea Skydivers lost their lives in the Mannheim Helicopter disaster. On the 18th July 1993 at 3pm, a memorial window is being placed in St Mary's Church in Swansea, followed by a dedication service. Friends who wish to attend should contact Peter Ridgewell at 61 Hendrefoilan Rd, Sketty, Swansea, SA2 9LU. Tel: 0792 203611.

Freefall Style & Accuracy Landing European 1993 Championships

The Romanian Aeronautical Federation is hosting the European 1993 Parachuting Championships in Freefall Style and Accuracy Landings. They will take place from August 1st to 9th at Timisoara which is 560 km from the capital, Bucharest.

Competitors will be housed in 'first class' hotels and shuttle buses will be provided for transfers to and from the competition sites. Full board will be provided.

Aircraft will be the Antonov-2 and MI-8. Entry fees are 600 US\$ (one event) 650 US\$ (two events). Non-competitors may register for 500 US\$. Additional days (before and after the competition) can be booked, at \$50 per day for full board.

Contact: Organising Committee, 2nd European Parachuting Championships in Freefall Style and Accuracy Landing 1993, Mrs Adriana Dumitru, 16 Vasile



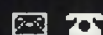
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Day & Night Competition – Locarno Switzerland

International Day and Night Competition, Locarno, Switzerland will take place from Friday the 22nd to Sunday the 24th October, 1993. This is an accuracy competition which takes place over nine rounds, five during the day and four at night at the Locarno airport. The meet begins at 2pm on the Friday with registration from 10 – 12 am. The aircraft will be a Pilatus Porter and Cessna 206 Soloy Turbine. Entry forms must be with the organiser not later than 31st August 1993. (there is a maximum of 25 teams).

The entry fee is SFr 300 per competitor (ie SFr 1500 per team of 5) which includes all jumps, and meals on Friday and Saturday evening. Entry forms should be sent in, then on confirmation of participation the entry fee will need to be paid.

Contact: Thomas Rutz Para Centro Locarno SA, 6596 Gordola, Switzerland. Tel: 1 822 08 32, Fax: 1 822 08 50.

Nolan Mackie

The death has been announced of Nolan Mackie, in Australia in April. It was not related to parachuting. Nolan started jumping in the late 1970s and was a regular at Midland Parachute Club and travelled widely to jump especially to California. Nolan, an Anaesthetist, had moved to Australia to work. He leaves behind Marcia and their two sons Alex and Ryan.

Editorial

In the letters column you'll see some debate on the subject of medal categories at the regional competitions. One of the points made is that teams who are too experienced to enter the intermediate category are deterred from entering the senior competition because they do not stand a chance of winning a medal.

I'd like to take this opportunity to remind any teams who are wavering, of the well worn cliché about taking part and not the winning that is important in competition - I do seriously believe this though. Some years ago I was on a team which entered the Nationals. We knew we had no hope of winning anything but we thought it would be a good experience. I was a bit rusty and had never entered a competition before.

I thoroughly enjoyed myself. Firstly, for a whole 10 days the sole aim of the club was to get us into the air, so, including the pre competition practice jumps I did more jumps in two weeks than the previous 6 months. Nevertheless there was a fair amount of time on the ground – with all the top teams in the UK present a short stroll around the grounds and I would inevitably find one of the teams dirt diving; I was able to watch and pick up useful tips about the next dive, and also about dirt diving in general. The best place to pick up tips was usually by the mock-up plane where they'd be queuing to practise door-jams and exits. There were many variations and people were happy to tell you why they did it their way.

After the day's jumping, in the bar, I found that people were only too willing

to give advice when asked and watching the videos of the day's jumping was again a valuable learning experience. Incidentally, at competitions the apres-jump scene is generally much quieter than boogies - if you don't get to the bar early you'll find that everyone has turned in for the night. Even the party animals find nine nights in a row hard going.

Competition skydiving itself gave me valuable insights into skydiving under pressure; how even at the bottom of the heap the battle to overtake the people above you becomes all consuming. I discovered things about people I thought I knew (including myself!). And of course, spending that amount of time at a club you get to know the staff much better than you would with weekend visits. By the end of the meet, apart from feeling current again I felt I had enjoyed a holiday and learned more than I had in the rest of my skydiving career.

So if I may add my voice to the debate – I hope adding an extra category of medals encourages people to take part in the regionals; but if winning a medal is the sole determinant of whether you take part in a competition then you are entering for the wrong reasons. Winning a medal for turning up is not as much of an achievement as just failing to win one after a hard fought battle during which you improved on your personal best FS performance – the pursuit of excellence!

In this issue and the next one we are running the *What's the Point* competition. To boost entries we are offering big prizes and no entry fee. Too good to be true eh? Yes well do enter but do try to send a little something in by way of a donation or at least buy a T shirt, then £1 will go to the Brit Team fund. If you do not intend to compete in this year's nationals then try to get down to Weston and enjoy the atmosphere.

Finally, we have re-printed the UK DZ guide as a pull out in the centre of the mag. It took a lot of hard work putting it together but now we've done it we'll be running it every so often. The BPA will be sending the guide out to enquirers. So I'd like to ask clubs to keep us up to date. Those who didn't reply to our letters and the announcement in SP, and any clubs whose details change please notify us here at Airscape and also the BPA.

Ola



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CORRESPONDENCE

MIDDLE MEDALS (1)

Dear Ed

Just a few words regarding the article about the possible change of the 4-way competition criteria, I think the idea of three groups is a superb idea.

Our own team has always been puzzled about how there can be such a large gap between levels, because until you've got yourself a team and enter competitions for the first time, you don't know all the ins and outs of the levels. You just start for a bit of fun and a taste of competition to see what's actually involved and whether you've got a real chance of ever getting anywhere or not.

Our team decided to enter for the Intermediate level of the Nationals, being that we had only done about 35 jumps together as a team and the average jumps per member was only about 250. We didn't expect too much but after ending up with a bronze medal we could not believe how the hell we got there. Then after looking at the rules regarding jump numbers we found that we would probably be in the seniors this year, and with the high level of competition, we decided it was not even worth entering any competitions even though we are going to Arizona for two weeks coaching. We didn't think that travelling up and down the country to compete and pay registration fees, do about four jumps a day and basically not get anywhere was worth it. We thought that we would rather do five or six jumps a day at our own pace at our own DZ at half the price, there was no contest.

But the addition of a middle group would vastly change our ideas and many other teams we have talked to who are at similar levels as us agreed that competing with teams of similar abilities would keep people interested knowing that you stand a much better chance of getting somewhere, learning more and slowly improving to a level where you can compete with the best. At the moment you are trying to compete with people with 2000 plus jumps apiece.

After talking to various people and teams we came to the conclusion that one team member could have as many jumps as they want and the remainder have a maximum of 2000 jumps between them, which means 666 jumps per person, which is double the amount of the present intermediate level. We think this is a much fairer way of dealing with this current problem.

I hope this letter has been of some help and I look forward to seeing more competition spirit in the near future.

All yours

Pete K D8696

... MEDALS (2)

Dear Ola

I was interested to read in the last magazine the comments by Rob Colpus on my proposed additional category for FS regional competition, especially as in all the correspondence I have received on the subject, his was the only letter against it.

It appears that Rob doesn't understand the reasoning for the proposal. The idea of the middle category is a "bridge" between intermediate and the top level and was proposed at the request of teams who have been entering the regionals over the last couple of years, a competition I understand Rob has never entered.

Rob suggests that this new category will not attract more people to the Nationals. His is correct, this is to take place at the Regionals only and on a one year evaluation basis, after which, depending on its success, it will be retained, changed, or thrown out. A number of teams have already told me that they will

now stay together as they feel there will be achievable goals on the ladder to the highest level of competition.

I, like many others, respect Rob's knowledge and experience of FS competition. He has achieved more than most over many years. Therefore I'm sure he would agree that skydiving has progressed through its ability to change and experiment with different ideas. They may not all be successful, for instance leg locks were tried at National and International level, but were later withdrawn.

Rob in his letter offered to send teams who did well in the new category one of his old medals. I find that comment rather condescending to teams who do have genuine dedication and I would have hoped he would have had more pride in his National Medals. I can only presume he was joking.

Come on Rob give it a try and if it doesn't work after the first year, I will be the first to admit it.

Regards

Andy Fair (Competitions Committee)

MEDALS (3)

Dear Ola

Thank you for allowing me to respond further to Andy Fair's proposal for an additional FS level.

Andy asked for letters of response to his article in the mag, so I responded (I didn't realise that comment was allowed only for those who had entered regional meets in the past).

First of all I must apologise to Andy for incorrectly assuming his proposal was aimed at the National Championships. Although I think I can be excused for this, as his article did refer to the National's rules and did not state that his proposal was intended for regional meets only. However, this makes no difference, as I still strongly disagree with the principle of this proposal, even for the regional meets.

Come on now Andy! do you really think that "great dedication for a long period" is required to place in the top three at the regional meets? The top British teams have rarely entered them, so the field has always been wide open.

I believe that if my letter was the only negative one received, it was probably because the people who did respond felt that they could be the beneficiaries of this proposal, and those that disagree, but are not personally affected, will not bother to put pen to paper. I have spoken with dozens of FS Competitors (of all levels) who agree with my views on the subject.

Medals of any kind are worthless in themselves, it's what they represent that is valuable, and what they represent is achievement in the pursuit of excellence. The definition of 'achievement' is to successfully accomplish a difficult goal. There is no achievement if the goal is easy, and therefore these medals would be worthless.

Andy's stated aim for this proposal is a noble one - to encourage more new people to enter competitions and to retain those that already do so. I'm not in disagreement with him there, but I do not believe that giving away a few arbitrarily placed medals will have any effect on those aims at all. But I do know that there are many things that the BPA as a sport's governing body could do, that would have some real effect in that direction.

For starters, the BPA/Sports Council Development plan, which died a slow death about 5 years ago in the hands of the BPA staff, incorporated some positive ideas which were never acted upon. One project was to have a coaching scheme, similar to the WARP system, but aimed more at the pursuit of excellence in

competition. Senior and basic coaches ratings were to be issued and progression weeks or weekends were to be run at various DZs around the country. Those competitors who Andy states find it hard to improve their present standard, would receive assistance and coaching to do just that. Another proposal, which I in fact introduced, was for members of the current British Teams to travel to various DZs around the UK to run weekend seminars. A year planner was to be kept at the BPA offices, DZs were to be booked in advance, and British Team members were to be allocated venues and dates.

Three members of the then British Team in fact ran a pilot course at the Cornwall Parachute centre which was a great success, and cost the Association peanuts, because the participants paid the coaches expenses. This scheme was launched and then handed over to the BPA office, and has never been seen since. The reason for this lack of 'Sport' development is, I believe, due to the fact that the two BPA staffers are almost permanently occupied in STC and CAA related matters. These are in themselves very important of course, but are carried out to the almost total exclusion of any sport related development. In other words the BPA is really playing a role as the parachuting arm of the CAA, leaving little or no, time and money to develop membership services as other sport's bodies do. Anyway I digress...

So I say to Andy, I do not want to give his idea a try. I think we will not only be watering down the achievement of winning medals, but we will be wasting another year and funds that could be spent in many better ways.

Rob Colpus

BASE EFFECTS

Dear Ola

After the letter by Chris Jones in SP Feb '93, and your succinct point-by-point reply, I did not think I needed to type this letter. However, after David Schofield's letter in the last issue I felt compelled to put finger to keyboard as the message has still not been stuck home. My viewpoint of BASE jumping is not based on opinion, but experience. This experience is the negative effect felt by some skydivers as a result of jumpers hitting the headlines through BASE jumping.

As a hotel manager I have a good relationship with all of my staff. They all know I am a keen skydiver and take an interest in this. Knowing me is a part of the trust that I build up with them.

The day after the coroner's verdict on the death of the BASE jumper at the Hilton in London, many derogatory articles ran in national newspapers. On that particular day I arrived at work mid-morning to find a distinctly cold atmosphere towards me. I was given hard looks and no one spoke to me for a while. I was left feeling very uncomfortable as I didn't know what was wrong.

The first thing that was said to me was by the Head Porter and his words were "Have you seen the papers?" He showed me the article and studied my reaction. The attitude amongst all the staff was one of anger that a skydiver should risk other people's lives, and that being a skydiver, this was also the kind of thing I did, but was not telling them. Much of the morning was spent explaining that skydiving was no part of what happened at the London Hilton. I wonder how many other skydivers were affected in a similar way.

The experience I have detailed is the clearest example of how Mr Claybyn, by his actions brought our sport into disrepute. How then Mr Schofield has

the audacity to accuse BPA council members of getting on their 'high horse' and 'playing politics' by banning Mr Claybryn is beyond me. I don't necessarily agree 100% with some of the BPA Council decisions but one thing I do know: they have the sport's best interests at heart and I feel they do a damn good job. There! I've put it in print and I'm proud to say it! I'm confident that decisions are made out of love for the sport – keep up the good work.

I also don't have anything against BASE jumpers. I read 'Groundrush' and feel an empathy with their love of what they do, but why can't they do it properly? With permission from the property's owners, with sufficient protection for the public, good promotion, and an operations manual you will become accepted. Remember, it's not what you do that makes you enemies, it's how you do it.

I hope the debate can now rest for the time being, but I somehow doubt that it will.

Blue Skies

Bruce Harvey BPA553345

GETTING TO GRIPS WITH FREESTYLE

Dear Ola

This letter is in response to Phil Harper of Headcorn (SP April '93) and his questions regarding freestyle in the UK.

Phil, you can contact the World Freestyle Federation at: 1603 Steenson Dr, Carrollton, TX 75007, USA.

Also by sending them a self addressed envelope you'll receive a copy of the 1993 World Freestyle Skydiving rules and guidelines. Write to a guy called Pete McKeeman, he's the executive director of the WFF and the chances are that he'll include one of the recent freestyle newsletters that are regularly issued.

On the subject of learning freestyle, the footage of Mike Michigan on "Travelling 2" is full of text book examples of the most popular moves. Alternatively, you can send away for the video of the 1992 World Freestyle Championships through the WFF.

It's true that in this country freestyle isn't as advanced as it is in America or Europe and there is nobody here that can really call themselves a freestyle instructor.

However, in some ways freestyle is still being invented and new moves are seen at every world meet. So by being self-taught you may discover some moves of your own. Be creative. Freestyle isn't just aerial gymnastics, it's also aerial ballet, high board diving, break dancing, whatever you want it to be. Anyway, have fun experimenting and beware of false altimeter readings when doing vertical moves, or on your back.

Free skies

David Drewette D9550

PS If there's anybody out there interested in

SCOTS: SCOTT VS GRANT

Dear Ola

I feel that I must write in response to the letter from Grant Roland in which he accuses the Scottish Parachute Club of asking too high a subscription fee and that it is put to use getting the club instructors in the air.

Scottish Parachute Club operates not to gain profit from the sport, but to get its members in the air, for the least money. As such, we have some of the cheapest prices in the country – £4 for 3,500' up to £11 for 10,000'. The membership fee is both for SPC and for the Scottish Sport Parachute Association (SSPA), the latter exists to promote parachuting in Scotland, and to this end has provided many of the facilities at SPC and some of the other clubs in Scotland when they were affiliated – facilities such

as planes, fantrains, student parachutes, accuracy parachutes, club square, telemeters, accuracy 'bouncy pads', beyond all of this the SSPA provides for its membership by subsidising progression jumps aiding students through all their extra 5 second delays etc. It provides help to potential instructors, riggers, cameramen, team – need I go further? I think it is obvious that SPC and SSPA are in existence to jump – full stop.

The instructors at SPC work very hard, as do the staff at any DZ. They do not get a wage but are given money per student and free jumps – sounds generous but ask any instructor at SPC and they will be only too upset to tell you how few of their free jumps were personal 'fun' or training dives for their teams.

To my mind, Grant Roland has involved himself so far on the periphery of the club that he has no idea what he was talking about when he was throwing up all over that bit of paper he sent you. And if he never set foot on SPC soil again, (not that he will ever jump here again), it will be too soon.

We at SPC have too much fun to have – doing what we do best –

Blue skies to all (Large black clouds over Grant)
Scott Dougal D8615 JJ4 WM4
PS YIP YIP YA HOOOO!

PARASCEND PROPERLY

Dear Editor

I don't apologise for writing again on the same subject as in previous years – it is, sadly, one which requires repeating on a fairly regular basis. I make a strong plea to your membership to beware of misusing, or allowing others to misuse parachuting equipment. I am, naturally, particularly anxious that it is not used for any parascending or paragliding purpose unless it is first checked for suitability by a qualified BHPA instructor – if it satisfies his or her evaluation then proper training should be sought. There have been several reports recently of people using standard parachute rigs, but showing a marked lack of training or awareness of the basic dangers, to launch from hilltops; and recently an incident occurred where someone was injured after falling from a tethered canopy. The former discipline is potentially hazardous even with training (and, incidentally, jeopardises access and usage agreements which our members have negotiated with landowners) – the latter has been proved on many occasions to kill. If you have equipment to dispose of which you think might be suitable for us, or you fancy trying our sport for yourself, then call 0533 611322 and we'll make every effort to help. Thank you for your time and magazine space – please help by passing on the message.

Yours sincerely

Tom Beardsley

(Safety & Development Officer)

NO LEFT TURN

Dear Ola

I thought I would write to let you know about some excellent service I received recently. I felt it a worthwhile exercise in view of the article printed recently complaining of the attitude of manufacturers of parachute equipment. Whilst I don't doubt the truth of the article in question I felt that my tale might redress the balance a little and give people some hope for the future.

My tale concerns my CRW Fury (sorry CF Fury) purchased some time ago direct from the manufacturer. Over a period of time it began to develop a left turn without ever having had any damage or untoward handling which might have precipitated it. Whilst doing RW it was clearly no problem and I barely noticed the severity of the turn,

having grown up with it, so to speak. When I resumed my attempts at CRW it became apparent that it had become something of a liability.

Advice from the local rigging fraternity consisted mostly of a mixture of piss taking (nothing new there), abuse about people doing CRW to comments along the lines of "we'll do it but it will cost a million dollars." At this point I was advised to try the manufacturer who I was told had a reputation for fair play. So I phoned up Glide Path and told them of my plight.

Their response was simple and swift, "Roll it up and send it to us, when you get it back it will fly in a straight line."

"How much will this cost me?", I asked.

"Nothing" was the response "We don't make parachutes that turn left".

A few weeks later my Fury returned with a new set of lines, a new pilot chute, lots of bits of titivation done on it and not even a merest hint of a turn. I phoned Glide Path on a couple of occasions and the man responsible for its rehabilitation (Chris Gay) took the time to speak to me both times to reassure me of it's impending return to the fold. In short what I got was first class, courteous and efficient service from a company that does its industry a great deal of credit. I cannot speak for other companies attitudes but if they need any advice on after sales care then I suggest they get on to Glide Path International.

If there's anyone out there with a similar problem then give your manufacturer a ring and tell them about what Glide Path did for me. Good luck!

Regards

Mick Cooper

DON'T TAKE RISKS, WEAR A ...

Dear Ola

This incident took place during mid March of this year and involved my fiancée, who is Cat 9 and has about 110 jumps and was jumping a Merit 170. The wind that day was bordering on limits but as the DZ control cleared it for Cat 9 and above with square reserves we decided to go ahead with our 3-way. Myself and the other jumper landed safely but as my fiancée came in to land her canopy partially collapsed at about 15 ft. If this was not bad enough she was over tarmac at the time. Needless to say she hit the ground very hard on the side of the body and then with her head and was knocked unconscious. Several people rushed to the scene and by the time I arrived somebody had removed her protec although they were trying to be helpful, if there had been a neck or spinal injury this could have been catastrophic. She was then taken to hospital and had ten stitches in her head and was kept in for three days for observation. The cause of the canopy's collapse is still unknown but was put down to turbulence after flying over a large mound and perhaps lack of experience. This could happen on any canopy and so no reflection on the Merit 170.

So what is the point of this letter?

Firstly, the only thing that prevented her head injury being worse or even fatal was the fact she was wearing a protec on her head. The protec was not fastened tightly enough which caused it to slip up and gash open her head but at the same time saved her from cracking open her skull.

Secondly, the canopy was fairly fast and although she was capable of handling it in normal conditions, the wind that day was unpredictable and when it really mattered perhaps the canopy was too fast.

Thirdly, before entering an aircraft, think! Are the conditions suitable for my ability? If the answer is no or maybe, stay on the ground. Just because the DZ control say it's in limits it doesn't mean you have to jump or it's safe to jump. Remember, skydiving is a

dangerous sport so why push the limits and remember, make sure your protec is tightly fastened.

Happy landings

L T Bennett C9825

RENEWALS

Dear Ola

It is April 5th, 4 days after I expected my BPA membership to have been renewed, and I am unhappy. I am unhappy because I have just finished speaking to a nice lady called Jo, who works at Glen Parva and has clearly had a great many similar conversations with less polite but equally disgruntled jumpers recently.

What do we all have in common? We pay our membership fee annually by direct debit in the expectation that this will make the BPA administrative task simpler, thereby ensuring that our membership is renewed promptly and with the minimum of fuss.

But, I am staggered to learn from Jo, the BPA insist on taking the direct debit on April 1st – no earlier – and also instruct the staff not to issue renewed membership cards until the transaction has cleared. This year that means my membership card will be posted until Thursday April 8th, the day before the Easter Bank Holiday.

However, Jo promised to resolve this by faxing confirmation of renewal to me (in Germany), bless her, (more expense for the Association). But all of this is quite unsatisfactory, and what is worse, unnecessary.

For the future, I insist that the BPA should:

- 1) Take their direct debit on or before March 1st, and
- 2) Issue my notice of renewal no later than March 17th, so I can be guaranteed to receive it before (not after) my previous membership has expired.

I am certain that this would ease the work load at Glen Parva, reduce the number of irate phone calls, cut the number of expensive faxed confirmations and generally make many people happy.

Blue skies

Phil Sturtivant

Over to you BPA Council ...Ed.

G'BYE JIM

Dear Ola

I am probably one of many who write in about this skydiving milestone. That is the final day (Sat 8 May) of Warrant officer Jim Coffee as CCI of RAPA Parachute club and also his last day in the British Army.

Everyone who is someone made it to the farewell party that Saturday evening. That superb display team, which Jim was a member of for years, lead by none other than Sharky, flew in to do a final display in Jim's honour.

This brought a smile to Jim's face and laughter to us all as two of the Freds decided to land on a different DZ (nice spot Sharky!) Jim was given the honour of "going down the line" albeit somewhat depleted.

The Commandant Nick (second childhood) O'Brien made the presentations. Not only was Jim given the Rolls Royce of canopies, the 252 Foil, but he was also given staff status for life! To you and I that means free jumps for the rest of his natural.

So if you visit RAPA in the future and you see a wiry ginger haired man, "low hooking" a foil at 1,500 it's probably Jim.

The new CCI is Nick Harrison complete with new baby and the luscious Tracy his wife, "Sergeant Major".

After 10 years of jumping at Badlippspringe it's

also time for myself to move to pastures new and hot (Cyprus). I would like to say farewell to all the friends I have ever shared a boru brau with, to mention just a few; The Payne's, Harwood's, Alls, Coles and the Miers and many more too numerous to mention. Anita, Aaron and I will miss you all. Be safe.

Here's to Cyprus

Pemb D7078

NORTHERN EXPOSURE

On the 5th May a dramatic change in my life took place. Having been condemned to a life of terminal boredom (or so I thought) I am delighted that the change has at last happened. I had spent the previous two years on the skydivers equivalent of the "Russian front". Just what do I mean by this? Lloyds bank, that's what!

To say the least of it, a dull, colourless and anaemic existence; prancing about in a suit like a "pox doctor's clerk" and driving a highly individual Ford Sierra! Thank goodness it's all over. I am now the CCI at Fife Parachute Centre – a return to the real world of parachuting!

The first weekend was absolutely excellent. We had a course of fourteen from the University of Aberdeen Celtic Society. I must have met a more lively group of individuals but, I can't remember when! These people were seriously overdosing on life!

The Cailidh on Saturday night was superb, mandolin, harmonica, chanter, guitar and fiddle; dancing and music continued late into the night and everybody had a great time – until Julie sent us all to bed, without horlicks!

The next day was equally enjoyable with several lifts to max, 12,000ft from the centre's immaculate Islander. All in all, we have been extended the warmest welcome we have experienced at any drop zone. Long may it continue.

Come and see us sometime.

Chris Lyall D1898

ANDY WOODMANSEY

Dear Ola

We wish to thank you, the Council and members of the BPA for your sincere condolences following Andy's tragic death in Florida. We appreciate your tribute to Andy and, as loving parents, it pleases us to know that he was so well-liked and respected by his fellow skydivers. We know that Andy got a great deal of enjoyment from skydiving and we were proud of his achievements in the sport.

He made many, many good friends in skydiving and we thank them for turning up in such large numbers at Andy's funeral and for their flowers.

Yours sincerely

Keith and Jean Woodmansey

I cannot put into words the hurt myself and Mindgames felt with the loss of our friend Andy.

Too many experienced and highly advanced Skydivers are being lost, we are in a sport that can take you out in a split second, we need to be careful out there. Not only should you look after yourself, but think of others.

The canopy ride down now seems to be the most dangerous part of our sport. Be alert, be aware, and be safe, remember you do this sport for the free fall!

Injuries take this fun away for a while.

Death takes it away forever.

Kind regards

Bob Thompson D4849

MEDIA MAN

Dear Ola

This letter is to confirm the rumour of the existence of a BPA Media Liaison Representative. This person is me. I am aiming to build a pro-active media strategy for our sport through the BPA, linking the many diverse elements within parachuting into as coherent a media 'package' as possible. With increased positive press coverage and television airtime our chances of gaining sponsorship revenue will be greatly increased.

For this strategy to be effective as long a lead-time as possible is needed. So if you would like the BPA's help in publicising a competition, boogie or other event that you are holding please contact me either through the BPA office or at the address below as soon as possible with details.

Best wishes

Kevin Hughes, 80 Burgass Road, Thorneywood, Nottingham NG3 6JL

WHATEVER HAPPENED TO ...

Dear Editor

May I ask your indulgence and perhaps a line of two in your correspondence column to enquire after the whereabouts of one or two people who made a first descent with me at Fair Oaks on May 6th 1956?

Has any one seen or heard of Mick Longthorpe, Peter Lang and an Instructor/Pilot Jim Basnett during the last few decades?!

Yours faithfully

Keith Fuller

VIDEO NICETY

Dear Ola,

I was dismayed to discover from the letter (Video Nasties) in last SP that someone had still not received their Polish Boogie video tape.

There was a delay in getting out the Boogie tapes – ('cos I was covering the World Record 200-way just after the boogie) but everyone should have got their tape by now.

Although I am based at Gap, all my mail is forwarded so I should have heard if there was a problem. I can be reached by phone or fax at Gap Parachute centre, France. – I hope there's now no-one left who paid for a tape and has not received it.

We're working on Travelling III at the moment – look out for it there's some good stuff coming up!

Wendy Smith

THE COPY DATE FOR THE AUGUST ISSUE IS FRIDAY 16TH JULY

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Kit News

THE SECONDARY PROBLEM

I was concerned to read the report of the recent fatal accident at Gap, where a camera jumper died when her reserve free bag became entangled with her camera mount.

The BPA rule requiring camera systems to be inspected by an Advanced Instructor may help prevent such incidents from occurring in the UK, but mostly it is the benefit of hindsight which makes the fault in design of this helmet mount so glaringly apparent – something was going to snag on it sooner or later, it's just tragic that it took a fatality to highlight the faults.

The lesson to be learnt from this incident is more than simply one of camera mount design. It is an acceptance of the fact that any modification, whether to a piece of equipment, a standard operating procedure or whatever, will do two things.

- It will solve a problem – that's why you are doing the mod in the first place.
- It will introduce another problem of its own.

This secondary problem is often not apparent and may take a considerable amount of ferreting out, but it's there somewhere – bet your life on it. Only after you have clearly identified the secondary problem can you make an objective decision as to which problem you would rather live with.

One of the recommendations arising from this incident was that camera jumpers shouldn't use an RSL. OK, clearly that allows you to retain the option of delaying your reserve deployment after a cutaway, so what is the secondary problem? Equally clearly, the risk of too low a reserve deployment after a low cutaway – the situation which still kills more skydivers than anything else, and which the RSL was designed to help avoid in the first place.

If neither option, (risking an entanglement with your camera mount or disconnecting your RSL) is acceptable, then you have to look for a third option. In this case, two spring to mind. Either stop jumping camera, or redesign the camera mount to minimize the risk. Then find the secondary problems and reassess the risk, continuing the process until you reduce the risk to an acceptable level. It's a logical and objective process, requiring a determination to find the risk even where none is immediately apparent.

Veronique was a fellow skydiver. Her death touches us all, and if it is to mean anything, we have to learn from it.

The lesson is: There is *always* a secondary problem. Find it and assess it, logically and objectively, *before* you step out of the aeroplane.

– by Ray Ellis

RISER FAILURE STUDY

John Sherman of the Jump Shack has just completed an intensive study which has culminated in a conclusive explanation of the various types of failure modes of Type 17, 3-Ring risers. Sherman, (designer of the Racer line of harness/container systems), revealed the findings of his study at the International Parachute Symposium and Riggers' Conference in Orlando, Florida, in March, 1993.

A critical aspect of Shermans' findings is that the failures have less to do with the strength of the webbing itself and more to do with mechanical advantage or disadvantage of the lever and pulley systems of the 3-Ring release. Two problems are actually occurring. Firstly, failure of the webbing during load onset, secondly, and most dangerously, improper ring geometry causes the lever to become inefficient resulting in the yellow cable being pulled through the "O" grommet.

The ultimate strength of mini-ring 3-Ring system has been identified; no matter what type of webbing is used, the mini 3-Ring is limited to about 3600 lbs. Either the yellow cable pulls through the grommet, or the rings themselves fail when the riser is exposed to 3600 lbs.

In light of the above limitations, Type 17 webbing, with a strength of 2500 lbs, is an excellent match with the mini-rings. This combination will produce a riser with a total strength of 3600 lbs. if all conditions of design are met.

Normal parachute openings generate shocks in the range of 2-4 G's. With a suspended load of 200 lbs, this equates to 400-800 lbs. A shock load greater than this can be identified by inspection of the middle ring where it contacts the harness ring. During these aberrant loads 'brinelling' or denting of the middle ring occurs. Risers which have failed in the field show considerable evidence of repeated hard openings. If your lower riser ring is dented where it contacts the harness ring the equipment should not be used until the cause for these hard openings is resolved.

The industry originally responded to the problem (which we now define as an opening shock problem not a riser failure) by trying to increase the strength of the riser. The implications of simply strengthening the riser system is that the shock will be passed on down to the harness, making harness stitching more vulnerable. There has been a harness failure with type 8 risers in Germany resulting in the jumper falling out of the harness. Inspection of the harness revealed no defects in the harness webbing, the harness thread, or the manufacture. While the design of the harness may be inadequate (it is not designed to "fail safe"), it is in fact a design which is in common use. All manufacturers and governing safety bodies should consider the potential carnage which might occur without the 'fuse link' function of the Type 17 Riser. This riser has acted as a critical fusible link in the opening force chain, preventing what would have been harness failures.

Thicker webbing or reinforcement of existing webbing may adversely affect the geometry of the rings. Although thickening or rolling the webbing will prevent the scissoring/guillotine action between the rings, tolerance must be closely held so as not to interfere with proper function of the release system.

Continued on page 44...

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AIRCRAFT

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35 Sec

1



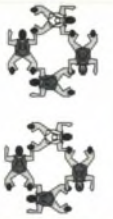
DONUT FLAKE

2



COMPRESSED ACCORDIAN

3



DOUBLE DONUTS

4



SNOWFLAKE

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ZIPPER

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STAR

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IN-OUT

8



FRISBEE

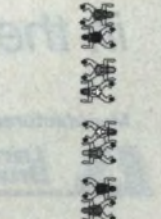
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THUNDERBIRD



DONUT FLAKE



COMPRESSED ACCORDIAN



DOUBLE DONUTS



SNOWFLAKE



ZIPPER



STAR



IN-OUT



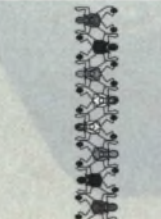
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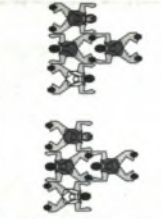
THUNDERBIRD



DONUT FLAKE



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DOUBLE DONUTS



SNOWFLAKE



ZIPPER



STAR



IN-OUT



FRISBEE



THUNDERBIRD

10



DONUT

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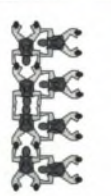
STAIRSTEP CAT DIAMOND

12



STERIO BIPOLE

13



DOUBLE SATELLITE

14



OPPOSED STAIRSTEPS

15



OPAL & ZIPPER

16



CANADIAN TEES

17



OLD BONE

18



SIDEBODY DONUT



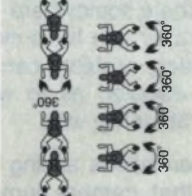
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STAIRSTEP CAT DIAMOND



STERIO BIPOLE



DOUBLE SATELLITE



OPPOSED STAIRSTEPS



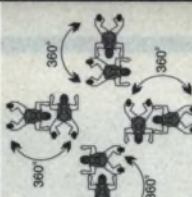
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CANADIAN TEES



OLD BONE



SIDEBODY DONUT



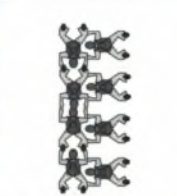
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TRIPPLE DONUTS



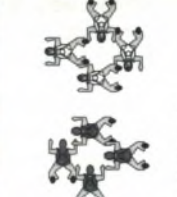
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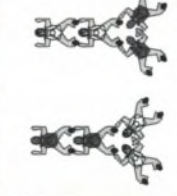
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VENUE

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ALTITUDE

9,500ft

MANEUVER 8-way Blocks and Randoms

AIRCRAFT

Turbine Islander

WORKING TIME 35 Sec

19



COMPRESSED DIAMONDS

20

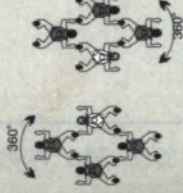


CAT DIAMOND

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LEGO



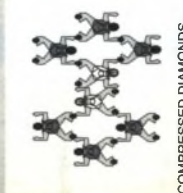
COMPRESSED DIAMONDS



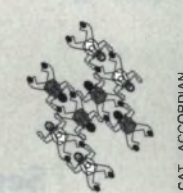
CAT DIAMOND



LEGO



COMPRESSED DIAMONDS



CAT - ACCORDIAN



LEGO

RANDOMS

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CATERPILLER

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STAIRSTEP

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D



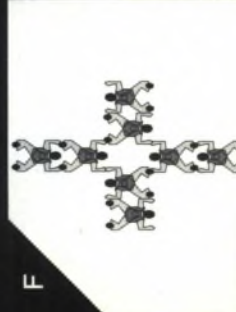
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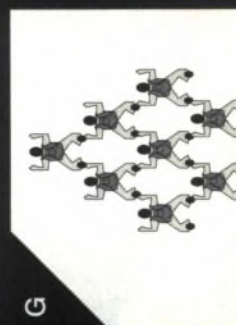
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DIAMOND FLAKE

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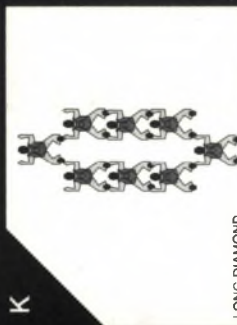
ARROWHEAD

J



SPRINGBOX

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LONG DIAMOND

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By Richard Yerburgh

(first published in PILOT magazine, Feb 93).

I was recently involved in the successful planning application for The Park gliding field near Warminster in Wiltshire. When I wrote about this in *Sailplane and Gliding* I received a number of letters and phone calls from people who were anxious to pick my brains. They all had one thing in common: they had made planning applications for some aviation purpose. They had all made one mistake in common: they had set out to take a low profile approach to their planning application and then found that it failed. The reason was lack of communication with the Councillors and the Chief Planning Officer (CPO) which resulted in the Councillors believing that there was no support for the application – and in one instance was so pronounced that the CPO withdrew his recommendation for approval of the application.

The first thing all of us need to understand about making a planning application to develop an airfield is that these applications are not won by seeking to placate the Councillors or the CPO or by attempting to appease the objectors. By its nature, a planning application for anything to do with aviation is a contentious issue and will mean a serious fight into which the objectors will go with no holds barred – and into which the applicant should go with a similar frame of mind.

Do not think that because you have made a good job of the planning application the Councillors will know all about it; certainly they will not. I was for a number of years Chairman of two major Committees on our local District Council. I learned that many Councillors come to meetings having never opened their agenda papers. They stick their hands up to vote on issues they know nothing about, not so much as a means of deciding the issues but as a means of disguising their ignorance and of hunting with the pack. So whatever the matter you put before them, make sure that you have done everything reasonably possible to get the information firmly into their heads.

Planning needs planning

The one rule you must follow is that Planning needs planning. If you go into a contentious issue without having done your pre-work, you will almost certainly

How to make a successful planning application for an airfield

Rules and restrictions imposed by clubs on their jumpers are often top of the whinge list; you only have to look at the letters page. This article is not just for the few who may be thinking of starting a club. It is also to give jumpers an idea of the layers of beurocracy that clubs have to contend with. It is not just on setting up a club; to keep operating it's often an ongoing battle against the authorities, local residents and pressure groups who want to restrict or stop operations. Its quite an eye opener. John Lines and Tony Knight provide comment on page 15.

fail. Many of the major commercial planning applications are won by employing a professional who knows how important it is to prepare the application properly.

Always get all the other permissions you can before going to Planning. For example, if you are making an application for a gliding field, get cable permission first. This is not usually made public and it puts you at an advantage.

Plan concessions

At the outset consider carefully concessions you are prepared to make. Decide the appropriate times to use them as you go along. Decide the areas on which you are not prepared to give ground. Don't be frightened by the opposition, and do

not seek to placate them with unplanned concessions.

Amendments will be forced upon you, but there is no point in voluntarily compromising your application beyond repair. Always remember that if you disarm one echelon of the objectors' attack with unplanned concessions, there will be another one ready to take up where the first left off and so ad infinitum.

Take an aggressive stance

A truly positive attitude is your first priority. When you are ready, invite the CPO out to your site and get him in your corner from the outset. Without his recommendation for approval, your chances of obtaining planning permission are negligible and your chances of winning a subsequent appeal infinitesimal.

If the CPO agrees to support your application, keep him informed from beginning to end and never allow him to become isolated; make sure his support for you is reciprocated by yours for him. Think of things to tell him: the new leisure opportunity you are producing for the District, Government guidelines on the re-use of farmland, tell him that the Council will be seen as a forward looking enabler by approving your application. In advance you may have launched a scheme for teaching a few less well-off young people to fly at subsidised rates; you may have tied the Council to you by obtaining grants from them so you actually have friends where you need them in the Council Office.

Set out to disarm some of the potential objectors. Some of these you will be able to befriend and the more people standing at your side the less there are to object. Before you put in your application, arrange an open day at the local village hall and invite the local people to it; run an open day at your present site as well. Send out a newsletter to all the households in the locality. Tell everyone what nice, kind, considerate people you are and make sure your actions demonstrate the proof of that. Explain how low-profile your operation is going to be and make sure it appears so; tell them that your presence may/will mean that there will be less military low flying in the immediate neighbourhood.

Find friends in the neighbourhood who will feed you with information. Get them to report to you frequently; get them to attend objectors' meetings and inform

you of what is happening; get some of them to organise support for you and persuade other local people to write letters in favour of your application.

Know all your rights and use them. Above all, remember that you may canvass Councillors in a reasonable manner, that you have the right to call at the Planning Office and to inspect the file on your application as many times as you wish. This will give you a valuable insight into what is going on, who the objectors are, what influences are being brought against you and what stories are being bandied about.

You may wonder how to get at all these people. One way is to use hand delivery of letters to each household. Another (expensive) way is to ask the Post Office to deliver unaddressed envelopes to each household. A very useful method is to use the Electoral Roll and write to each person on it, hand addressing the envelopes and hand writing the individual salutations and signatures. All these letters can then go out in the post in the normal way. When we made the planning application for The Park, we found this method most valuable.

Experts everywhere

Once you have put the application in you can reckon on about three weeks before the objectors really start to get going. Then the nastiest things will start to happen. You'll begin to find the friends who are not friends after all. You will discover the inventive genius possessed by people who appear otherwise totally devoid of imagination. You'll find self-styled experts in aviation creeping out from the most incredible places and frequently being characterised by their complete ignorance of the subject. You will find some do have a knowledge of aviation and, of course, we all know of the bodies whose sole *raison d'être* is to demolish any sort of aviation – be it ever so humble. In our instance, the noise of our little Auster was likened to the noise of departing jumbos at Heathrow, although the authors did grudgingly admit that the frequency of departures might be rather less; "at least at the beginning!"

Now you are in the time when you should be in the Planning Office reading the file regularly – at least every week. The problems now arising must be countered with positive action. It's no use hoping that these difficulties will go away of their own volition; they will not.

Drum up support

You should have already thought this out at the Planning stage and now is the time to go the rounds of all the people who may be of influence and who may be willing to help you. Try the Sports Council, local education institutions, youth organisations – anyone who may be expected to bring influence to help you. Write to all the Councillors on the Planning Committee at their homes and set your case out clearly. Make sure you send copies of every letter to the Planning Department for recording in the 'In Favour' file. Make sure that these letters address any inaccuracies that the objectors may be putting up.

Get friends to write in your support; get clubs to write and get their members to produce letters addressed some to councillors and some to the CPO. Make sure that copies of all such letters go to the CPO for recording in your favour. Always bear in mind that when the case is heard, the Councillors will be told of the total number of letters in favour and the total against. Remember that only those received and recorded by the Planning Office count in this application or in any subsequent appeal. This really is a two-pronged attack on the Planning Office and on the Councillors.

This is also a numbers game, and if you allow the objectors free rein, you will find the CPO getting cold feet. Remember that you cannot stop the objectors writing in, but you can balance the scale with your side's contributions, and you must work assiduously to bring the scale down positively in your favour. Don't be afraid to use people out of the area to support you; the objectors will. Use friends, friends of friends, relatives, flying clubs, gliding clubs, educational institutions, anywhere that you can raise support. Get it going early and keep it going until the matter is over.

You will almost certainly learn that a petition is being organised by the objectors. Never get excited about a petition and don't waste time and effort in organising your own. Councillors and Planning Officers know only too well how easy it is to get signatures on a petition. Petitions are usually presented and never read by the recipient; mention will be made at Committee but it usually is only in passing.

Letters are different; a steady flow of letters keeps up a constant pressure. Because people are less willing to write letters, they count for much more, even

when they are duplicated. If you get letters signed at a local flying club, collect them and post them yourself; spread them out over a suitable period so that the impact continues. Don't send 400 one day and none for four weeks.

Get the sympathy of the local papers at an early stage; try to get some feature articles on your enterprise going long before you make your application. Get at them before the objectors even know about you. Give the reporters something to write about and they won't be so keen in chasing the objectors for a story. Continue to keep in touch with the local press and you will be surprised how much help and information you can get. Remember some of them are really nice people who are only trying to make a living; make it easier for them and they'll help you.

Remember that the Planning Committee are scared of the DOE appeals' procedure. Frequently they lose – and not only does the Council have to pay the cost, but people also start asking why they bother to have a Planning Committee, if one man, the DOE inspector, can overrule them. The CPO knows that the DOE inspectors are much less influenced by the noises of the objectors than are Councillors who rely on local votes for their positions. Always, in the nicest way possible, let it be known that you will go to appeal if your application fails, and make it clear that you can finance the appeal, even if you cannot.

When you have won your consent, don't celebrate yet. Don't forget that if the objectors are sufficiently determined, organised and financed, there are such things as judicial reviews of planning consents, and the Local Government Ombudsman can be called in in any instance where the objectors can show maladministration by the Council.

In summary, when you go into your application just keep fighting right through to the end – the very end. Remember your success will be inextricably linked to how good your communications are. You need support in this, so explore all the avenues and use all the help you can get. Listen and learn as you go along; take your own initiatives and respond to all the pressures.

Lastly: if someone asks you to support their application, make sure you do!

Good luck!

PLANNING

I think the first thing to understand is that there will inevitably be strong opposition to proposals to start up a parachute operation. In all likelihood the objections will relate to aircraft noise rather than parachuting itself.

In fact, it is the use of a site for flying, rather than parachuting, that needs planning permission. You will not succeed unless you have the unequivocal support of the landowner, who may well have pressure put on him by locals not to allow your activity.

Make sure that landowner understands your proposed operation in some detail and if possible get him in the aircraft, perhaps even to experience a tandem jump.

Ensure that you have carefully researched the past use of your site. Previous use for flying, even some years ago, can be helpful. Sites with public footpaths or other rights of way going across them are going to make it difficult for you since other Council Departments as well as the Planners will have to be involved.

Early on in the process, be clear in your mind as to any concessions about the operation that you will be prepared to offer. Councils like to see operating hours, start and finish times, numbers of take-offs (and landings)! type and numbers of aircraft in use controlled if possible. Do not concede anything until you have to but be ready if asked.

In my experience, some of the 'concessions' that you will be asked to give may have no real effect on the viability of your operation, but will be viewed by the Council as evidence of your co-operation.

It goes without saying that you need to get professional legal assistance in having any agreements drawn up and you should obtain copies of documents like the Town and Country Planning Act 1990, to assist your knowledge of the matter. Most importantly, do not be tempted to enter into a "Section 106" Agreement with the Local Authority.

Such an agreement effectively binds you and the Council for ever and you cannot then subsequently change anything without their agreement. If they are not inclined to agree to any changes, then you are really stuck! My understanding of the situation is that what you will be seeking is Planning permission to use your site for flying and that there is plenty of existing legislation to cover that situation without the Council inventing unnecessary special agreements to truss you up even tighter!

Finally, when you get your permission and start your operation, don't forget it doesn't end there. You will get complaints, possibly from a different group to those who originally objected.

Keep good records of all your flights and your operation days. To an objector, any aircraft flying overhead will have come from your operation, so make sure that you know if it was you. Keep your pilots well briefed on any flying restrictions which you have agreed to and ensure that they vary the flying pattern as much as possible.

Be polite and courteous to objectors. Be prepared to meet such people and listen to their opinions. You may be able to defuse potential aggravation in this way. Try to see things from their side as well. Skydiving on Christmas Day may be fun for you but do not be surprised if your neighbours do not share your views!

Take every opportunity to generate positive PR about your operations. Hold an open day annually to let the locals see what you are doing. Carry out some local demonstrations at no charge or hold some special low price training courses or tandem week-ends. There are plenty of drop-zones that manage to live in harmony with their neighbours. Try and be one of them.

John Lines

Having successfully mounted a campaign to obtain planning permission for a parachute centre I read Richard Yerburch's article with some interest. In being asked to comment on it I can only say that the advice given is generally sound and much of what he said reflected our own experience exactly. There are a couple of bits of advice which whilst being correct would sometimes be difficult to follow (I'll explain later) otherwise my comments will only serve to expand the advice given.

Firstly the remarks about Councillors in the first paragraph are exactly correct – don't expect them to be governed by reason – some are, but many are governed by what they see as the need to stay popular and get votes, and that is an attitude that you will have to learn to live with.

The idea of getting the CPO personally involved with your application is good if you can do it but difficult to achieve in many cases. The CPO will usually delegate one of his subordinate planning officers to handle your case and will not want to be pestered in the early stages of an application. The officer who does handle your application is definitely a key player in the game and you need to work hard to get him on your side, bearing in mind that he may be working hard to appear impartial.

This is where some of the basic advice given can be difficult to follow despite being correct. What we found was that some officers will exceed their own authority by denying you certain rights. For instance our officer (perhaps unintentionally) led us into believing that we could not have immediate access to the planning file in the early stages so that we could identify and deal with objections. Likewise we were told that it was not permissible for us to canvass Councillors directly and that such action would prejudice our appeal. Once we were aware of our rights it would have been easy to insist on them and make trouble for the officer concerned; but where would that have left us when that officers opinions about us could still have made a difference between success or failure? Sadly it sometimes pays to bite the bullet on diplomacy rather than parade your 'rights' just to score points.

The article quite correctly suggests that employing a professional company to handle your application might be the best course of action but here is some additional advice, because this is where we made one of our biggest mistakes.

Get a company who specialise in aviation and noise related problems and one that does not normally operate within your local authority area. We employed a local firm of chartered surveyors and it soon became apparent that they only really knew about farming and little else. Also being local, and having frequent contact with local planners on other issues, they were not prepared to prejudice their own interests by exercising the aggression that Mr Yerburch correctly suggests is sometimes necessary. In the end we sacked them and completed the application ourselves but with the help and advice of a much more appropriately experienced planning expert, James Quinlan.

Perhaps the most useful information I can provide is his address and phone number at the end of this article. He has handled many aviation related planning issues and has acted in an advisory capacity to the BPA over recent Government moves to enact new noise legislation.

Contact: J. Quinlan, Portobello House, Chapel Street, Steeple Bumpstead, Essex, CB9 7DQ, Tel: 0440 730622.

Tony Knight



Boogie Biplane

Antonov is a name we've seen often enough in SP, usually in connection with a visit to Poland or Russia. I recently had a ride in one and only had to travel as far as an airfield in White Waltham, near Maidenhead in Hertfordshire.

It was a beautiful evening which was surprising considering how the weather had been behaving. Not a cloud in sight, and just a waft of wind, in fact it was

perfect jumping weather. Unfortunately, although I had optimistically made sure my rig was in the boot of the car, it was not going to be possible to jump out of the plane.

After a lot of clunking, clicking and hissing, the engine rumbled into action and off we trundled down the runway; smooth for a grass runway I thought to myself – then I realised we had taken off. The fully laden plane seemed to lift off at slightly over walking pace – well I suppose if you've twice the normal complement of wings it helps. As we climbed, I contented myself with enjoying the evening view over the Thames valley and imagined I

was on a ride up to altitude, while passengers took their turns at flying the machine. The Antonov AN-2 is the biggest single engined biplane in the world and is quite a workhorse. This particular plane, OK-UIN, comes from Bratislava in Slovakia, it is only five years old. The AN-2 is cheap to maintain but quite a fuel guzzler. It has the reputation with jumpers of being noisy and slow. However, this is compensated for by its size as it will take 12 jumpers in comfort and is big enough for you to stand upright in.

Avia Special have brought the plane over to the UK for the summer, it has been cleared for parachuting (and has static line facilities) it also comes complete with BPA authorised jump pilots so maybe I'll yet get my chance to jump it.

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PARACHUTISTS OVER PHORTY
SOCIETY

POPS CORNER

Michel Van Beirs, one of our European members invited a few of us over to Belgium to christen their new sixteen place twin, a N22 Nomad from down under. **John** and **Pauline Crowhurst**, **Inger** and I, and **John Knight** set off in our trusty old van and met up with other Brits, **Gordon Welsh**, **Michael Tobin**, **Barry Joss**, **Grace** and **Lofty Thomas** at Moorsele, home of the Herc Boogie. Two members of the Belgium national team, **Philippe Danckers** and **Michel Derkerpel** were the organisers. There were also fifteen European POPS members from Belgium, France and Germany. Philippe and Michel organised various dives over Friday and Saturday which resulted in some very good free flown 10, 12 and 14-ways, and culminated in a very smooth 15-way which included several of the British contingent.

Sunday morning they tried for a 21-way using the Nomad and their Islander; the weather had deteriorated to the point where the two planes were too far apart, and a lack of communication made this one of those dives best forgotten. Saturday evening was full of night jumps from the Islander and a really good Bar B Q with lots of good food, beer and dancing. We had to leave Sunday lunch-time for the ferry back to blighty and would like to thank **Michel Van Beirs** for the invitation and to wish him luck for next attempt at a POPS free-flown 24 way. If you are interested in being part of it, then let me have your name, and I will keep you informed. By the way in case you have not heard, the Moorsele Boogie this year will be July 9-19th.

They will have an Antonov 28T, their own N22 Nomad, and there will be night and hot air balloon jumps.

If you, like me, missed the change in the medical certification for people over the age of 50, you now have to have a medical *every year* up to the age of 70 and then every 6 months. I don't know on what statistics or reasoning this change is based but consultation with POPS would have seemed logical. It also increases our annual jump bill by an average of £35. This new rule applies when your current two year medical expires.

It is with deep regret I have to report the death of POPS member **John Smith** in a road traffic accident. Any members that came with us to the last world meet in Australia will remember John and his wife June. John worked for the prison service and was a keen musician. Our sympathies go to June.

If you have planned to go to Umatilla in November for the next World POPS meet and are having a job finding accommodation, Carl Ludike on 0101-904-383-6104 has some motor homes available on a local site. And whilst on camping, if you are taking your tent, camper or caravan to Halfpenny Green in July, I am reliably informed that there is a camp site directly opposite the DZ.

A television company has asked me if we have any seventy year olds who are still jumping, as they are making a program next year on ageing eccentrics, so if you qualify or will do by the end of the year, get in touch with me.

Finally, as our membership continues to grow I would like to welcome new comers, **Robert Blake** based in France, **PW Olden**, **G Gillanders**, **Gordon Welch**, **Michael Tobin**, **John Evans**, **Liz Harlow** and **Graham Amies**.

Michael Allum Hon Treas/Sec POPS UK



The group of POPS at Moorsele. Photo by Inger Allum

BCPA NEWS



What have *Star Trek*, *Scotland* and 54 Collegiate jumpers got in common?... *SPOCK*. This is not a joke, but a summary of what happened at Strathallan on the 16-18th April, during the course of the...

Scottish Parachute Open Collegiate Competition.

This original title was cunningly adapted by the meet organisers as a slick advertising ploy that students, and particularly parachutists (ie big kids) would easily identify with. This strategy at first seemed to be failing but with hindsight I can see that the response to our first correspondence was due to students, to a man, being lazy bastards. With final arrangements made, we headed to the Scottish Parachute Club for Friday's practice jump and to give the centre one last tidy up. The students arrived between 11am Friday and 3 am Saturday, but there was always someone to welcome them. Friday night in The Star was spent renewing old acquaintances and trying to out-drink/boast/lie them at every opportunity. There were also male and female boat races, but not like at Oxford or Cambridge and the minibus ferried the drunks to their lodgings as soon as the bar closed.

Saturday began with 8am briefings and late registrations. Wheels were off at 9am with the first round of the 3-way speed. We had decided to use cameramen for each FS jump if the weather was going to interfere with telemeter judging, and as it looked like cloud could move in as the round progressed, we threw in the videos just to make everyone feel professional. The winds were too high for square accuracy, let alone rounds, and after three lifts, the winds hit over 30 mph and we were on the ground until 7pm. Luckily the Strathallan cinema had recently imported eight episodes of *Star Trek - The Next Generation*, and *Star Trek VI - The Undiscovered Country*, and everyone was able to vegetate the day away.

When the winds dropped, surprisingly enough the altitude had gone, but Round 1 of the square accuracy got completed before we had to close down, and with heavy heart (...NOT), head to the pub. The night's entertainment included a strip-o-gram for a regular jumper's birthday, and a karaoke that was graced with an ear-rending version of "You've lost that loving feeling" by a trio with more experience (and we're not just talking skydiving) than all the collegiate jumpers put together. The trio I speak about were none other than Tim Andrewes, Harry Morgan and Bob Charters, all of whom were going stronger than us youngsters.

Sunday morning at the camp-site was a sorry sight, with sore heads and throats the order of the day. Understandably, wheels were not off at 9.00am. There were zero winds and about as much altitude, as far as the speed teams were concerned, but one man's meat is another man's poison and the round accuracy went full steam ahead. We used a system where the student was timed from when they started running until they reached the centre of the cross, giving them plenty of time to collapse and pick up their canopy. As it became apparent that the gods would not be granting us a minimum of 6000ft, (they teased us with an uncannily constant 4,500) round 2 of the squares got under way. The thought did cross my mind of maybe ritually sacrificing a static liner in an attempt to appease them, but I was assured that only 5 AFF graduates would be enough to please the gods at this time of the year, however, I was tempted to see it one from Manchester would get us an extra 1,500ft.

By the evening we had completed three rounds of round and square accuracy, given birth to two more freefallers and Jo Rutherford hit the TON; (to the less informed, this does not mean the BCPA chairman had a serious weight problem, but has in fact done 100 jumps... well done Jo). When our two BPA judges (Kate Charters and



The Glasgow Team.

Martin Rennie) had worked out the final standings, we saw that the rounds had got as many DC's as the squares and on the whole had been much more consistent; special mention must go to the team round accuracy winners who had only five jumps between them before the start of the competition. The prizes were given out, and as usual Glasgow Uni was triumphant, with Leeds and the other Scots pressing hard. All in all, I think we can claim that the inaugural Scottish Collegiate was a success, with everyone having a whale of a time, and getting plenty of jumps to boot. The speed competition will probably be re-staged in September, but we'll let you know, and it only remains for me to thank everyone who helped with the running of the event, SPC for having us, and all the competitors for just being there ... what a fun and groovy bunch.

Come on back now... ya hear!

Bob Dillon: (Live Long And Prosper)

Headcorn Progression Week

With a bigger turn-out than the previous year's meet, including a practically half-price course of first timers, Progression Week '93 looked all set to be another week of great dives, vibes and other such stuff. The weekend started off promising, with myself finishing square conversions and Simon Vickers finally getting his Cat 8. Sunday night marked the social opening of the meet with a trip to Tenterton for a pool party. Whilst the staff prevented us from launching any pieces down the water slide, they couldn't stop us from swimming a 3-way Chute Assis across the pool, launching 3-ways, unstable exits and dive exits into the "no diving" section of the pool. Also discovered were the foamy mats which led to many failed attempts at surfing whilst the wave machine was switched on and some quite successful attempts at walking on water.

On Monday morning the first timers came to join us, bringing with them a perfect introduction to skydiving in the UK: weather so naff that we couldn't start the competition until Thursday, the day before the prizes were scheduled to be given. But this didn't stop us from having a great time eating curries, getting drunk, tumbling around the ice rink, going to France to buy massive amounts of booze, Barbecuing the night away on skid row etc etc. When Thursday's good weather did arrive, most of the first timers had left so that only my old College friend Helen Brooks had stayed thanks to the efforts of her Cat 5 WARP instructor, Paul Irwin who I'm told did a great job dirt diving a multi point night 2-way, whilst everyone else was (supposedly) asleep. Headcorn's super efficient manifest got countless lifts in (thanks Alison), so that loads of progression and accuracy could take place, the final results of which were:

Progression

1st Place: Noel Purcell of MUFFPA (Manchester Uni Free Fall Parachute Association) going from having only one jump under his belt to 10 second delays. **Runner up:** Angie Raminati of Leeds Uni for going from 5's to 20's.

Square Accuracy

1st Place: "Destructo" Matt Usher of MUFFPA. Runner up: Rik Barker of Skydive, University of Central Lancashire, or Preston Poly as I like to call it.

Round Accuracy

A tie between Craig Marshall of Lancaster Uni and Pete Stoneman also of Lancaster Uni and since they live together it was decided that they should fight it out as to one who gets the big trophy and who gets the little one. Prizes were also given to Paul Irwin of MUFFPA for making his first water jump into the river (OK, it was unintentional but there's no need to tell anyone that) and to Brian Carroll of MUFFPA and Southampton, who managed to head butt the wheel of the Islander – yes, you remember the wheel your instructors told you was impossible to hit? Well, Brian hit it. He wasn't taken to hospital because Giles Huby didn't turn up.

Thursday saw Jane Buckle take her trip to the STC to ratify the new progression system which had been piloted at Headcorn. It turned out that the new system was even shorter than the pilot scheme; typical, as soon as most of us had finished the Cat system, it's cut in half. This led to even faster progression so that by the second weekend Pete Stoneman, Craig Marshall and Julian Bevan joined Simon in making it all the way to that elusive Cat 8.

The amount of beers from first freefalls and Cat 8's, not to mention a few reserve rides was quite overwhelming. The last lift of the progres-

sion week was to be the triumphant capping of a superb week, with Simon Vickers' first 2-way, Matt Ushers Cat 9 and my Cat 8 dive. Instead it turned into the latest Wally Gubbins movie, with Simon falling so fast that Thomas could only keep up with him in a stand up (I hope you were only joking Si, you're not that heavy, surely?), Matt getting so few points that you could count them on one hand with no fingers, and my qualifying jump (half series to non-Headcornites) being unobserved due to cloud; well, at least I won the monopoly.

Considering the atrocious weather it's incredible that we got the amazing progression that we did, with most people who stayed averaging about 7 or 8 dives over the week. This doesn't just reflect the patience of those that stayed, but also the superb attitude of Headcorn Parachute Club. This is definitely one club that really cares about its students.

Whilst the merits and de-merits of Headcorn are debated in the letters column there's no doubt in any of our mind's that it's in a class of its own for student progression, so a big fat thanks to all the staff who made it all possible and to Jo, Rob and Rik at the BCPA HQ who helped me get the show on the road and in the air, The "Cark Boys" will be back on tour at Strathallan, Topcliffe for the Regionals and of course Hibaldstow (Target Skysports) for the Nationals, so we'll see you all there. Lets hope Pringey gets some more square rip cord kit in the meantime.

Phil Halper (MUFFPA)

5th Northern Collegiate Parachute Competition

Merlin, May 1st – 3rd '93

The Topcliffe team once again co-ordinated this annual event which is regarded by many students as the most competitive of the year. As an indication of how smoothly the weekend went, by Monday afternoon the more experienced were able to set a new Collegiate Speed-9 record.

Although there were supposedly controversial entry requirements for the event, no one complaint was heard on site: bearing in mind the future loss of the Bank Holiday Monday it is a wise provision to ensure that the competition remains competitive by having more than a single round. The decision to control entry numbers was vindicated by the weather anyway! Too many cynics have forgotten that the occasion is about having a good time and skydiving. Newcastle Uni, Manchester Uni, Rob and Jo we presume you could not handle the partying since the SPOCK meet at Strathallan. If the BCPA

was to involve itself more qualms could certainly be sorted out...

To Sum it up; all us students had a fantastic time – thanks must go to Al Garside and the Merlin crew including Bill Rule, Jan Rawlinson, Lisa Crewe, Andy Abbess along with Trev Dobson and the lads from 4 Para. Onto the competition results; in the Boat Race the Cark girls annihilated the Glasgow effort although the latter's lads did pip Leeds Skydiving – there was some of that too: See table below.

To cap the championship the Speed 9 Collegiate Record was set after just one training jump. The pool of parachutists were: Trish Coates, Joyce

Dyas,(Leeds), Andy Abbess (Liverpool), Andy Bremner, Phil O'Connor, Bob Dillon (Glasgow), Eleanor Hitchman (Northumbria), Simon Nath and Charles Ross (Central Lancashire); pace and advice from Steve White; cameras c/o Fred Brown

Speed 9 piccies are with Charles from Cark whilst Scott at Leeds has the party video. Anyone who did not make the weekend: make sure that you don't miss it next year – even if it is just to make sure that Glasgow don't dominate the partying!

See you all at Hibaldstow, the Nationals, July 3rd
Charles Ross

Individual round accuracy: 1st Ian Fieldhouse (Glasgow), 2nd Tracy Whiffin (Leeds) 3rd James Pels (Salford)

Team round accuracy: 1st Glasgow Uni – Julia Crawshaw, Ian Fieldhouse, Danny Walker.

Individual Square accuracy: 1st Andy Bremner (Glasgow) 2nd Andy Abbess (Liverpool) 3rd Steve Allen (York)

Team square accuracy: 1st University of Central Lancashire: Simon Nath, Doug Naismith, Charles Ross.

Speed 3: 1st Leeds: Trish Coates, Scott Jamison, Joyce Dyas.

2nd Central Lancashire: Simon Nath, Doug Naismith, Charles Ross.

3rd Manchester Met.(plus): Steve White, Liz Ogden, Andy Bemner.

Progression prize: Chris Shallcross (Northumbria)

Topcliffe Shield: Glasgow University (overall winners and good attitude people)



The first Collegiate Speed 9, a record breaker – taken at Merlin. Photo by Fred Brown.

Flyaway at Paradiso: the Japanese wind tunnel

During a recent visit to Japan I began to hear rumours of indoor skydiving at the nearby city of Osaka. After some brisk research, my suspicions of a wind tunnel were confirmed. I telephoned 'Fly away' located at the 'Paradiso' Leisure Centre and explained I was a British skydiver and wanted to come and take some pictures for SP. I specialise in 3D photography and wanted to record some flying for my personal interest as well. I was invited to visit the next morning and meet the staff.

With my friend Chieko as translator we arrived at Paradiso where Joichi Saitou Flyaway's manager offered a free flight which we certainly weren't going to refuse. We were kitted out with purpose made baggy suits, pads, goggles, helmets etc. and escorted to the aircraft-style classroom. After the short video we were given further instruction about safety and position before entering the flying chamber.

There were five first time flyers in this session and each of us took our flights in turn which gave us a chance to watch each other fall around. The instructor pulled you by the wrist into the air column and the external controller balanced the air speed to keep you at a height of 1-2m. We had been taught to adopt a very flat, arms in front position. This meant the air speed would be slower and safer but made it very difficult to keep stable and I found my 16 jumps made no difference to my performance compared to the others. All of us were buffeted around crashing into the cushions. Great fun but not much control.

I conceded it was more difficult than I had imagined. At the end of our flights the power was stepped up and the instructor in his tracksuit dived in. I noticed his position was more like that of skydiving as he turned to face us at about 2m. Spreading out sent him shooting upwards, next he was bouncing between the floor and ceiling nets, performing backloops, 'Ts', in fact anything he wanted – fantastic. It was exciting to watch real fantasy flying in a room stuff.

After this lesson I was offered the chance to photograph the instructor in the tunnel using my 3D camera rig and then a chance to ask some questions. Flyaway deals with about 100-200 people on a busy day and was open 7 days a week when I was there. In the Paradiso Leisure Centre you can also find bowling, swimming and a fantasy cinema facility. Some of Flyaway's instructors also skydive. The most experienced is Kazuhiko Kokubo (1200 jumps) who came 2nd in the world freestyle competition in 1992. With ten minutes free wind tunnel per day he has an advantage over the average British jumper. They also have skydivers coming to practise in the tunnel although most of their business is from a funfair ride point of view. A course of 10 three minute one-on-one lessons will cost 30,000 yen (1 weak pound = 170 yen = £176) compared to a one off flight for 2,200 yen.

This tunnel is American designed (Tennessee) but Japanese built (Mitsubishi) and powered by electricity. It has been open for about two and a half years and if you want to become an instructor you train for a month building up at least 300 minutes in the tunnel, by which time you should be able to perform fast/slow falls, turns, sideslips, 'Ts', and to fly inverted and in formation. The instructor I spoke to reckoned a 5-way was possible.

After my slides were processed I returned to Flyaway to present them with a set and to try flying once again. I explained that I wanted to practise my normal position and was again invited for a free lesson (I did make an attempt to pay this time – honest guy!) This time it was just myself and the instructor and soon I was flying stable and unaided, hurray! Then the wind power was increased sending me up to about 5m. I was feeling slightly insecure at this height and the instructor signalled me to adjust my position and I easily came down again. Just as I was starting to feel confident I would fall out of the air flow and into the cushions.

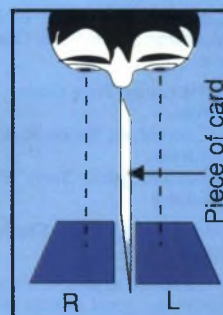
Over the next few minutes of flying and crashing I learned to launch myself into the air, perform turns, adjust my fall rate and of course fly uncontrollably into the padded wall, all of which was equally entertaining. This lesson had lasted about 5 minutes and I was feeling fairly tired as I returned to the less entertaining world of walking. I was still buzzing from the experience as I removed the suit and helmet and said my goodbyes to the extremely friendly Flyaway team.

Thanks again, see you soon.

Phil McNally

These photos were taken using a 3D camera. Normally you view them through a special viewer, but with a little practice you can do it un-aided. This requires no special printing or glasses.

The left eye must look at the left picture whilst the right eye must look at the right. This is helped if you use a card. This prevents the eye seeing the wrong picture. (Photos taken by Phil McNally)



Who's who at ...

The British Parachute Association



The British Parachute Association (BPA) offices are based in Leicester. The association is run by the BPA council which is made up of elected members who meet every couple of months. At the association HQ however, it's a full time job for the seven people who keep the association running.

Below from left to right - Sharon Gurney, Joanne Connal, Steve Harratt, Trudy Kemp, and David Oddy under the hammer.



Above: John Hitchen refuses to share his toys, and Tony Butler.

Who's What?

Tony Butler: Technical Officer
John Hitchen: National Coach and Safety Officer.
Trudy Kemp: Personal Assistant to the Technical Officer and National Coach.
David Oddy: Office Manager
Sharon Gurney: Administration secretary.
Steve Harratt: Financial administrator
Joanne Connal: Membership administrator.

If you have any enquiries on any subject, write a letter or give the BPA HQ a call - there will be someone who can help.
British Parachute Association
Wharf Way
Glen Parva
Leicester
LE2 9TF
Tel: 0533 785 271

EXIT



MASS EXIT - Dave Morris and friends
By Adrian Thornton

TANDEM EXIT - Frank and Passenger
By Ronnie O' Brien



SEATED EXIT (?)
Cathie Travers and Roger
Shapland fall out with each
other at Headcorn

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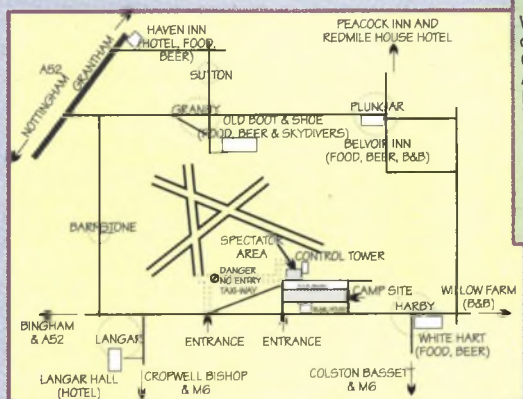
UK Drop Zones



Black Knights Parachute Centre

Open Weekends and Bank Holidays 08:00 to 20:00 hours. Cessna 185 (inflight door), 1st Jump S/L courses. Radios and Aeroconicals. S/L and F/F progression to Cat 10, WARP, RW and CRW instruction. Tandems, Air-to-air video. Accuracy pit, new Lecture Room. Canteen, showers, washing and toilet facilities, camping on DZ, B&B local, 2 new bunkhouses.

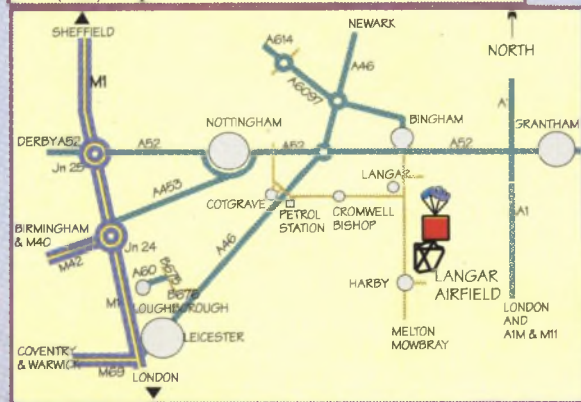
Contact: Mr Bob Parry
Address: Black Knights Parachute Centre, Patty's Farm, Hillam Lane, Cockerham, Lancs, LA2 0DY
Tel: 0524 791820, Midweek 051 9245560
Directions: From Jct 33 of M6, head south on A6 1 mile, turn right, to end Tee Junction B5272. Turn right into Cockerham Village, turn right again (Manor Pub), Hillam Lane is 1st turning on left 1/2 mile.



British Parachute Schools

Open everyday 9am to 8pm. S/L round and square, Tandem and AFF. Two aircraft - Islander & Cessna 206. We have everything! Unrestricted altitude. Canteen, camping, bunkhouse.

Contact: Dave Hickling CCI
Address: British Parachute School, The Control Tower, Langar Airfield, Langar, Notts, NG13 9HY.
Tel + Fax: 0949 60878.
Directions: By train: Mainline to Nottingham or Grantham, change for Bingham, taxi from Bingham to Airfield (about 5 miles). By bus: From Broadmarsh Centre Bus Station (Nottingham), Barton's Buses Number 22 or 22b run to Langar village. Some pass the Airfield after the village, so ask the driver to drop you off, it is a 1 mile walk otherwise.



Border Parachute Centre

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

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



Cornwall Parachute Centre

Is about people enjoying themselves, safely. The finest equipment, good food and friendly staff. C182, Video, Tandem, Static Line Square, WARP. Unrestricted altitude. All Types of accommodation available. Open Wednesday through Sundays. Please contact secretary, Linda Ruth Grant. Cornwall Parachute Centre, Frans Ranch, Old Naval Airfield, St Merryn, Cornwall
Tel: 0841 540691





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Fife Parachute Centre

Wednesday to Sunday 9am to 7pm (inclusive)
Friendly fun centre with emphasis on safety. Student radios and AAD's, excellent student progression. Tandem, Rounds, WARP, CRW, Accuracy. The only centre in Scotland to offer RAP's and AFF: Islander (inflight door) always available, unrestricted altitude. Canteen, dormitories, hot showers, toilets on airfield, everyone welcome.
Contact: Mike Skeet, Julie Michie, Derek Thorne
Address: Errol Airfield, Grange, Perthshire, Scotland, PH2 7TB
Tel: 0821 642673

Directions: Situated between Perth and Dundee, take the 'Errol Station' road off the A85, proceed to the end of the road - one and a half miles, turn left 3/4 mile to FPC on the right hand side of the road.

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Eaglescott Parachute Centre

Open every Weekend and 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. All levels and disciplines catered for, student square or round courses, Cessna 180 with in-flight door. Canteen on site, good range of local beer, food, B&B. Tents and caravans on DZ. If it's windy, you can always go surfing!
Contact: Dave Tylcoat CCI

Address: Eaglescott Airfield, Ashreigney, Chumleigh, Devon, EX18 7PH, Tel: 0769 60726 / 0769 3552

Directions: From Dolton Beacon garage - take B3217 (signed High Bickington) for 2 miles. Just before Radar Station at 1st crossroads turn right (Ashreigney) 500 yards turn right (Riddlecombe) 200 yards turn right into carpark of Devon Airports. The parachute centre is at the other end of the hangar



10

Freebird Skydiving

Open Fridays (phone first), and weekends.
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.

Contact: Chris Donaldson

Address: Manby Showground, Manby, Near Louth, Lincolnshire. Tel W/E: 0507 327877, W/Days: 0733 370863

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Halfpenny Green Parachute Centre

Open every weekend and midweek in summer. Islander aircraft with in-flight doors. Unrestricted altitude, accuracy pit. First jump training on both round and square canopies, also Tandem and AFF instruction. Bunkhouse, showers, food and bar on airfield. Camping and caravan site next door.

Address: The Airfield, Bobbington, Near Stourbridge, West Midlands, DY7 5DY
Tel: 0384 221293, Fax: 0384 221354.



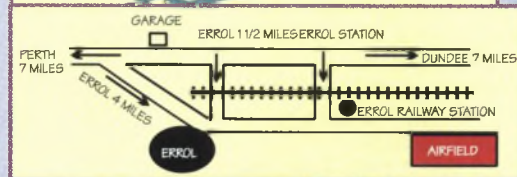
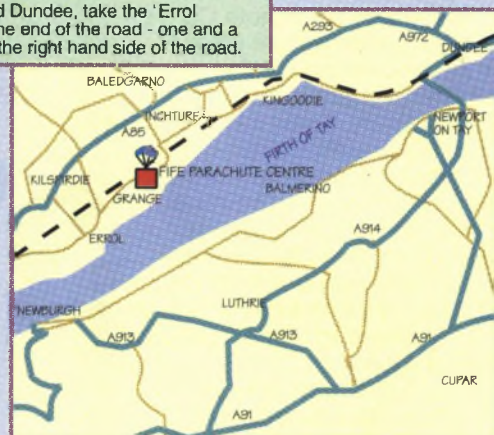
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Ipswich Parachute Centre

8.30am until dark 6 Days (closed Tuesdays). Pilatus Porter and Islander available. Student RW and CRW instruction by full time staff. Accuracy pit, excellent rigging facility. Food, accommodation, camping and bar on drop zone.
Contact: Tye Boughen CCI
Address: Ipswich Airport, Nacton Road, Ipswich, Suffolk, IP3 9QF
Tel: 0473 710044, Fax: 0473 271055

Directions: The Airport is best reached from the A45 (Ipswich eastern By-pass) by taking the exit signposted for Nacton Road Industrial Estate.

Approaching from London or the South follow the A12 towards Ipswich until you come to a roundabout where you take a right turn signposted A45 to Felixstowe. Take the first exit after crossing the Orwell Bridge. The Airport is then visible to the left from the exit slip road.



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Headcorn Parachute Club (Inc Slipstream Adventures)

Open daily 9am to dusk. Two Islanders, Accuracy pit and pad, Progression weeks, Competitions, Organised Jollies, Tandem and AFF, Raps, Rounds and WARP Instruction. Free accommodation, cafeteria, parachute shop for all your parachuting needs.

Contact: Jane Buckle CCI, Allison Drew - Club Secretary

Address: Headcorn Aerodrome, Headcorn, Kent, TN27 9HX
Tel: 0622 890862, Fax: 0622 890641

Directions: By train: Mainline from Charing Cross, right out of station, keep right until past the dairy, turn next left and airfield is on the left. By car: M20 to Jct 8, Lenham, Leeds Castle Turnoff - 4th roundabout, turn right onto B2163. At major cross roads, left onto A274 to Headcorn.

Slipstream Adventures

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

Address: As Headcorn Parachute Centre.

Tel: As Headcorn Parachute Centre.

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.

Address: London Parachute School, PO Box 18, Goring on Thames, Reading, RG8 9EW
Tel: 0249 651909, Weekends 0860 559112

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Merlin Parachute Centre

Weekends and Bank holidays 9am till dark.
Static Line Round parachuting courses every Saturday.
Tandem & AFF by arrangement, CRW & Formation skydiving (coaching available, accuracy pit, BN Islander with in-flight door, Friendly atmosphere, bring two passport photos for camp pass. Canteen facilities, indoor packing, camping and B&B close to airfield at local pub.
Contact: Janet Rawlinson - Secretary
Address: 4 Mantfield Tce, Carlton Miniott, Thirsk, YO7 4NE
Tel: Weekdays 0845 524713, Weekends only 0748 875367
Directions: Turn off A1 at Dishforth, onto A168 into Topcliffe Village, take A167 opposite Angel Public House up to Alanbrooke Bks (about one and half miles up on right)
DZ Address: Merlin Parachute Centre Topcliffe Airfield Allanbrooke Barracks Near Thirsk North Yorkshire

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Midland Parachute Centre

Every weekend 9am to 9pm.
Static Line, Tandem and Warp, Free student & experienced kit hire. Canteen open during jumping hours serving snacks, drinks and lunches. Free bunk-house accommodation. Many local B&B's, tents but no caravans.
Contact: Liz Ballance (weekdays only)
Address: 16 School Walk, Chase Terrace, Walsall, West Midlands, WS7 8NQ
Tel: 0451 844422 / 844449
Situated on the south side of the A40 in the heart of the Cotswolds approx 25 miles west of Oxford and 18 miles east of Cheltenham.
DZ Address: Midland Parachute Centre Limited, Windrush Camp, NR Burford, Oxon OX18 4TW



Scottish Parachute Club

Open 9am to 9pm Weekends and Public Holidays.
Over thirty years of skydiving in Scotland, S/L Round and Tandem courses, WARP, CRW, FS, Style and Accuracy coaching with video. Two Cessna 206s, Artificial pit and Electronic pad, cheap jump prices, shop, excellent student progression.
Canteen, TV Room, B&B and camping in local town.
Contact: Tim Andrewes
Address: Strathallan Airfield, Auchterarder, Perthshire, PH3 1LA
Tel: Midweek 0764 663430, Weekend 0764 662572
Directions: Auchterarder is best reached from the A92, from Auchterarder High Street, take the B8062 to Crieff which is adjacent to the Craigrossie Hotel. Follow the road to Kinkell Bridge, do not cross the bridge, but bear left so you are heading alongside the River Earn and river is on your right. The entrance is less than 1 mile on your left. There is no public transport to the airfield. The airfield is not effectively signposted. (Kinkell bridge is the 2nd bridge on B8062).



Target Skysports

Open Friday, Saturday, Sunday and Bank Holidays, also weekdays by arrangement. Static line, Warp, RW and CRW, Tandem and AFF, Radio Helmets, AAD's, Student and experienced kit hire. Cessna 206 (in-flight door), Cherokee 6 and Piper Lance. Competitive jump prices - Everyone welcome. Unrestricted Altitude. Cafe, toilets and showers. Accommodation: caravans and camping.
Address: Hibaldstow Airfield, Hibaldstow, Brigg, South Humberside
Tel: Anyday 0532 505600, Weekends 0652 648837, Fax: 0532 571071
Directions: Only 5 mins from Jct 4 on M180.

The Sport Parachute Centre

Young progressive centre, operated by Skydivers for Skydivers. Student and RW. Progression, AFF, Tandem, RAPS, courses. Weekend and midweek evenings at present. Aircraft - C182 with others on occasional call. New club building. Unrestricted altitude. Canteen and accommodation available.
The Sport Parachute Centre
Tilstock Airfield, Whitchurch, Shropshire
Tel: 0948 841111



Stirling Parachute Centre

Open Weekends and some midweek.
S/L Round Tandem, RW and CRW instruction, WARP instruction, lecture rooms, packing facilities, indoor training and B&B nearby.
Contact: Rob Noble-Nesbitt or John Gleave
Address: Stirling Parachute Centre, Thornhill, Nr Stirling, Scotland, FK8 3QT
Tel: 0786 870788, Fax: 0786 870748
Directions: Situated off the B822 between the villages of Thornhill and Kippen. J.10 off M9 and take the A48 signposted Collander and Doune for 3.8 miles, then turn left onto A873 towards Aberfoyle and Thornhill. Thornhill is 3.9 miles later. Turn left at crossroads adjacent to clock tower onto B822 signposted Kippen and Fintry. The access track is on the right 1.6 miles from Thornhill. The DZ is 0.7 miles down the track. Narrow roads, children playing and animals. So drive slowly.

Wild Geese Skydiving Centre

Open 7 days a week - 8am till dark. S/L round, S/L square courses daily. Tandems, training to Cat.10, CRW, Display Team, Kit hire, AADs Radios, large Accuracy pit with competition pad. Cessna 206, Pilatus Porter. Accommodation for 36, camping welcome, hot showers, full catering, games room.
Contact: Maggie Penny
Address: Movenis Airfield, 116 Carrowreagh Road, Garvagh, Coleraine, Co. Londonderry, N.Ireland, BT51 5LQ.
Tel: 02665 58609, Fax: 02665 57050
Is situated approximately 1 1/2 miles outside the town of Garvagh, Co Londonderry. Garvagh is halfway along the main A29 Maghera to Coleraine Road. On entering Garvagh you will find a crossroad in the centre on the town, take the road signposted Kilrea. Proceed for 200 to 300 yards, take the first road on the left - Station Road, also signposted Parachute Training Centre, on brown coloured NI Tourist Board sign. Follow the road for 1 1/2 to 2 miles until some portable buildings and a windsock appears on the left - this is the jump site. Please park your car in the car park behind the hangar.

OTHER ORGANISATIONS ASSOCIATED TO THE BPA

4) British Skysports, Bridlington

Contact: Dave or Nick Johnson, East Leys Farm, Grindale, Bridlington, East Yorkshire, YO16 4YB
Tel: 0836 276188 / 0262 606725

British Collegiate Parachute Association

Anglia Polytechnic	Leeds University Union SPC
Bournemouth University	Manchester Metropolitan Uni
Nottingham University	Oxford
Central Lancashire University	Queens University Belfast
East Anglia University	Southampton University
Glasgow University	South Bank University
Hallam University Sheffield	St Andrews University
Hull University	
BCPA C/O Rob & Jo	
50 Miller Road, Ribbleson, Preston, PR1 5QT	
Jo Rutherford & Robert Mortimer Co-Chair 1993	
(No Secretary/Treasurer as of yet)	

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. Dave Morris Action Sports. 41 Ellindon, Bretton North, Peterborough. PE3 8RG

8) Eglinton Parachute Centre

72 Moneydig Road, Garvagh, Co Londonderry, Northern Ireland, BT51 5JW
Head Office: 02665 40757 / DZ: 0504 811863

The Free Fall Company

Pete Allum and Kevin McCarthy run the AFF School. They also offer FS coaching - one-on-one, 4-way and 8-way. Trips to Gap (S.France) can be organised. See Peterborough Parachute Centre for address.

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 instructor training grants and much more.
Kevin McPhillips (Sec. SSPA) 1B Rosebery Crescent, Edinburgh EH12 5JP

6) Devon & Somerset Parachute School

19 Azalea Close, Highfield, Dunkeswell, Nr Honiton, Devon, Tel: 0404 891690

East Coast Parachute Centre

Currently sharing facilities with the London Parachute School at Lewknor Drop Zone. 8 Burns Crescent, Chelmsford, Essex

CM2 OTS, Tel: 0245 268772

Flying Tigers Airsports

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

POPS UK

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

26) RN & RM SPA

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

27) Army Parachute Association

The Commandant, JSPC
Airfield Camp, Netheravon, Salisbury, Wilts SP4 9SF
Tel: Bulford Camp 0980 33371,
ext: (Commandant) 8252, (Chief Instructor) 8229, (Staff) 8277

29) West Wilts Parachute Club

(Ex Badminton Parachute Club)
Contact: John Davis
Address: 24 Turners Lane, Crudwell, Malmesbury, Wilts, SN16 9EN.
Tel: 0666 577756

OTHER AFFILIATED CLUBS/CENTRES

Northern Ireland Services Free Fall Club

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

Joint Services Parachute Centre Hong Kong

Borneo Lines, BFPO 1
Tel: 0-483 7221

RAPA JSPC(L)

Bielefeldstr. Normandy, Kaserne, 4791 Sennelager
Tel: 010 495 254 822378

28) RAFSPA

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

Cyprus Combined Services Parachute Club (CCSPA)

CJSATC Pergamos Camp, BFPO 58
010 357 47 44337 (Office)
010 357 47 44245 (DZ), Contact: Club CCI

Silver Stars Parachute Team

Duke of Gloucester Barracks, South Cerney, Cirencester, Gloucestershire, GL5 5RD
Tel: (0285 861344/0285 860551 x 8259

The Red Devils

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



LINKED EXIT -
Touch 'n' Go at Weston



RELUCTANT EXIT -
Simon Ward hangs on



FREESTYLE EXIT - Chris Gauge
By Kevin Harmer

EXIT



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



If so why not plan a trip to sunny Flagler Beach Florida, USA

Flagler Beach Florida, USA

SKYDIVE FLAGLER BEACH dba Flagler Aviation Inc is the home of Rocky Evans, co developer of the "Accelerated freefall programme" (AFF). We specialize in AFF instruction and have a 99% pass rate. Our student gear is equipped with modern Ram-Air canopies, main and reserve.

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

****Special discount for the AFF course (June thru Sept) 1993 = \$875.00****

WARP instruction available (BPA Coach), Tandem Parachute Jumps and preparation for your AFF instructors rating with our AFF Pre - Certification course. *Cost \$200.00 US (You cover slots in aircraft)*

LEARN TO FLY!!

Our flight school has Cessna 152 and 172 aircraft available. Our flight instructor will give you personalized instruction to prepare you for your written, oral and practical flight tests. We have a 100% success rate with our student pilots.

For the more experienced pilots we also offer instrument and commercial ratings and multi engine training in our Seneca I.

Private Pilots training for as little as \$2,000

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

For Travel information in the UK contact:
 Palmer Travel Ltd
 Phone (0384) 397267
 Fax (0384) 440071

For further information contact:
 Flagler Aviation Inc.
 PO Box 1636
 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

SQUARE ONE

PARACHUTE SALES & SERVICE

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PERRIS CA 92570



S.C.A

EARTH

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WHAT'S THE POINT?

British Team Fund Competition

All prizes donated by Sward Sports Ltd



1st Prize: **A Sunpath Javelin rig** in custom colours from Sward Sky Gear

2nd Prize: **10 jump tickets** for 1993 from RAFSPA at Weston-on-the-Green

3rd Prize: **A Larsen & Brusgaard Dytter** from Sward Sports

Questions : All you have to do is answer the following:

- 1) **What's the point** score that will the win the 4-way event? (see box for help)
 - 2) **What's the point** difference that there will be between the winning and the second placed 8-way teams?
 - 3) Which DZ has been chosen to host the British FS National Championships?
- and complete the tie breaker in no more than 20 words

Closing date: Entries must reach Sward Sports by the 24th September 1993

If you are ordering Sward Sports gear, there is an entry form for the competition on the kit order form on page 37, remember if you buy a nationals T-shirt £1 goes to the fund.

TO MAKE YOUR GUESS
EASIER HERE ARE THE
1992 NATIONALS RESULTS

TEAM	PLACE	POINTS
4-way		
Airtime	1st	127
Red Devils Black	2nd	119
RAFSPA A	3rd	105
Not responsible	4th	100
Toy Co		
Silly Games	5th	84
8-way		
Toytime	1st	89
Mind Games	2nd	86
RAFSPA A	3rd	86
Red Devils	4th	37
Army	5th	26

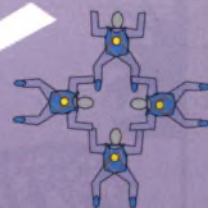
Rules:

The entry with the highest number of correct answers wins.
Tied entries will be judged on the tie breaker.
The judges' decision is final.

No employees of the British Parachute Association, Airscape, Sunpath, or Weson-on-the-Green may take part (neither may Sward Sports associates, subsidiaries, staff, partners, pets, relatives etc).

In the event of the FS Nationals being cancelled this prize competition will be judged on the tie breaker and question 3.

There is no entry fee but all contributions to the British Team Fund are welcome.



Answers: 1

2

3

Tie Breaker: The Javelin is to rigs what...

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ENTRY

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COMING EVENTS 1993-1994

October 29 - 31	6th Annual Halloween Boogie
November 07 - 13	Fall RW Training Camp
November 18 - 29	Sky-Eye Sequential Invitational and Turkey Meet Team Selection
November 18 18 - 19 20 - 21 22 - 24 25 - 27 27th	25th Annual Turkey Meet Practice 8-Way 16 & 20-Way 10-Way Awards Night

December 05 - 10	Sky-Eye Sequential Intermediate and Advanced Sequential Camp
December 11 - January 3 December 25 - 26 December 26	Christmas Boogie Christmas Scrambles Prizes
January 9 - 14	Sky-Eye Sequential Intermediate and Advanced Sequential Camp
January (Pending) January 17 - 21 February (Pending) February February 26 - 27 March 13 - 19 March 13 - 18	Strong Tandem Certification Course Sky-Eye Sequential Invitational Strong Tandem Certification Course Sky-Eye Sequential Loose n' Lively 2nd Annual Muff Brother 4-Way Meet Spring RW Training Camp Sky-Eye Sequential Intermediate and Advanced Sequential Camp
March 21 - 25 March 26 - 29	Sky-Eye Sequential Invitational Sky-Eye Sequential Easter Competition Team Selection
March 26 - April 04 - March 30 - 31 April 01 April 02	29th Annual Easter Boogie 6th Annual 20-Way Sequential 9th Annual Speed 40-Way Awards Night
April 04 - 07 April ?	Sky-Eye Sequential Invitational Sky-Eye Sequential Loose n' Lively



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William Jones

Earlier this year we were deeply saddened to learn of the death of William Jones, killed in South Africa by a drunken driver. Recently, unfinished research material has come to light of an article that William had been drafting, on the 1992 Canopy Formation World Championships, in which William competed as a member of the No Limits 4-way Sequential team – now the untold story can at last be told...

The 4th World Parachuting Championships for CRW (as it was called by the Chinese) proved to be both a hardship and a pleasure. For the hardship side of it, Bob Card's Head of Delegation Report (printed recently) will give you some idea – although things never seem as bad when you look back on them – you always remember the good bits! The meet was, however, delightful in the way that the competitors stood together despite the hardships; at least, the competitors in the 'also ran' category did! As always, there was a huge flow of information and new ideas between the teams outside the medals. Those in the running, perhaps understandably, remained ever-competitive.

It was also good to see teams from different countries pitching in to help others. Special mention must go to Roy Bannerman (UK) for his repair work to damaged canopies; and for the South African delegation rescue of the two local kids, who were 'adopted' by the Aussie and New Zealand teams. We don't know what fate lay in store for them, but it was perhaps

The Shoe, the Kiwi, the Marines and their laundry

best that they were returned to the bosom of their families before the antipodeans did their worst!

Lost and Found

During the pre-competition training period, life was proceeding at a reasonable pace; until an enthusiastic break-off resulted in Steve Fitchett losing a trainer at 2000 ft over Anyang City. We could cope with cut-away canopies, but shoes were another thing altogether! We also dreaded to think what some poor local would think, walking innocently along, after being hit by one of Mizuno's finest going at terminal velocity... this sport is dangerous! A few days later, the centre was visited by a local reporter who was prevailed upon to include mention of the errant shoe in his article, along with a plea to return it, if found. Much to everyone's amazement, the shoe was in fact returned by two small boys who refused all offers of reward, except that they be photographed with the shoe's owner. It was a touching reunion.

Borrowed

The Kiwis, quite sensibly, had a mascot with them. This was, quite sensibly, a Kiwi. The team, quite insensibly, did not take care of him, so he was kidnapped by No Limits and held to ransom. The price was high but tempers ran higher!

At one stage, the New Zealanders accused the Marines of the crime. They played along splendidly, taking the blame and issuing dire threats to confuse the Kiwis further. The poor bedraggled bird was the subject of a fierce exchange of notes, passed by the teams' unofficial "gofer", containing demands, threats and counter-threats. Ours were sent in five different languages to disguise which delegation was responsible. The poor bird was even hoisted to the top of our tent pole, in defiance of any rescue attempts.

The situation was only resolved on the morning of the Opening Ceremony, when the Kiwi was returned to his official owners – with a Union Jack neatly embroidered on his plumage! After the Meet the Kiwis happily presented him back to the Brit sequential team; they did appreciate the joke, after all.

Kidnapped

On the subject of ransoms, the Marines 8-way speed team had a minor (!) problem with their laundry. The full story may never be known, as it is subject to the Official Secrets Act, and nearly caused a diplomatic incident – if not a real shooting war.

The Anyang Hotel (not star-rated on anybody's scale) offered a laundry service... they did not offer a fixed price list though! This meant that what the Marines thought they had to pay when they put their laundry in, was not what they were charged when they tried to take it out!

Needless to say, threats were traded back and forth like dollars on Wall Street. The spectre of violence loomed ever-closer, and only after divine intervention (Bob Card had a summit meeting with the duty manager) did the laundry find its rightful owners. History does not relate its condition, but the Marines may never look the same on parade again!

On reflection, I suppose a good time was had by all...

Adapted by Paul Mansfield from original work by William Jones

The 4-way Sequential Canopy Formation British Trophy has now been named the William Jones Cup, in honour of a fine competitor and a good friend.

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Andy Woodmansey



I've been in this sport long enough now to know instantly, when the news comes. It's the face that tells you, I'd recognise it on anyone. The adrenaline flows without hesitation, someone's dead. You prepare. You wait for the name while they say some words you don't really understand, and the funny thing is it never seems that bad when they finally connect, the name and the identity, after ricocheting around your head for a millisecond, the brain's last desperate at-

tempt to avoid the inevitable. If you're lucky you feel like you've escaped again, it's not the one you love the most. But you know it's coming.

So you wait again. You blow into the air and think how strange life is, what a good time you had last night, and whether to change your plans for tomorrow, and the face comes.

You ask the feeble questions. Where? How? When? Has she been told? How is he taking it? And the face comes...slowly. Andy. And the flood.

All the pictures, his walk, those legs, the jacket, sarcastic bastard. With Pam in the California heat, with Karen, and Nintendo, and bicycles, and passing his CPL, and next year, and quiet confessions on the couch.

We struggled together in the heat, with ourselves and each other. We attacked and defended, to win together, lose together. We fought. And when it's over you know each other, you stand humbled by your knowledge, you have to respect. Love or hate, you care, you've been there...together. He's gone.

Now, it's not as though there is an empty place at the table, it's not as though my life will change at all. It's the promise that's gone. We had intimacy forced upon us, we chose to continue it, time was to bring more. That time is gone.

There are few people you invite in when you set about exploring your life. Andy has finished his exploring, we shall go on without him.

Sarah

Pete Young



The BCPA lost one of its finest on March 28th. Pete Young was tragically killed in a parachuting accident at Skydive City, Florida, when his spiralling canopy began to get twists in the lines and got out of control. He cut away at approximately 200 feet, which unfortunately did not leave the reserve enough time to deploy.

Pete was actively involved in the Manchester Polytechnic Parachute Society, always encouraging others to try out the sport he so much loved. Pete had been skydiving for about 3 years and had so much potential. A regular at SPC Tilstock, he achieved his Cat 8 during the infamous Manchester Poly. Cyprus trip last Easter, and shortly afterwards won 3rd place in the 1992 Northern Collegiate Accuracy competition. He gained his Cat 9 at Sibson earlier this year.

We have lost a great friend. Pete was always happy, fun-loving and light-hearted. We all have fond and happy memories of him which we will never forget.

Blue skies forever, Pete. We'll miss you.

With love from Sam, Ateif, Simon, Lindsey, Shelagh, Neil, Eric and May on behalf of Manchester Poly. (Metropolitan Uni) Parachute Society and SPC Tilstock.

Sam Cook C10034



Turbo Mingo at Le Luc. Photo by Robert Blake.

Le Luc Parachute Centre – Provence, France

In Provence it is hot most of the year, and warm the rest. The wind rarely blows, but when it does it's a Mistral and it really blows! It rarely rains – in fact, statistically, more than 300 days a year in Provence have no cloud at all. In short, it's a parachutist's dream!

The centre operates on a military airfield at Le Luc (just inland from St Tropez), and is open every weekend of the year (except January), plus the whole month of August, and on every French public holiday – of which there are lots! It has its own Pilatus Porter, a Turbo Mingo (painted flamingo colours), plus a host of visiting aircraft which are usually available for jumpers. Amongst those planned for this year are Twin Otters and a King Air. Almost 28,000 jumps were carried out last year; making Le Luc about the 5th most important centre in France. Standard jump height is 3,600m – equivalent to 12,000ft – at a price of 120 francs (reducing proportionately if you buy a block of jump tickets in advance). The view from max is stunning – the whole of the Cote d'Azur, as far as Corsica, plus the Alps to the North-East. Le Luc is friendly and relaxed – in fact, so relaxed that the day's jumping tends to start fairly slowly by English standards. If you can jump all day, every day, why get yourself in a sweat running around trying to jump early in the morning? And jumping does go on till sunset, and beyond – nicely timed for the party in Jean-Marie's Snack on the DZ, every night...

Le Luc is, of course, well known now, as the site for the 1992 Female World Record event; but for those who don't know it yet,

I'll give you a quick outline of what it has to offer; The facilities at Le Luc Paracentre consist of a large hangar, offering plenty of packing space out of the sun, together with the various offices and manifest. There is a small video debriefing room, yet another packing hall, plus Jean-Marie's Snack, a toilet block, a shower block, and space for camping or caravanning – and that's all. The DZ, like all airfields, is huge. No chance of missing it either – Pascal, the resident pilot, will give you a laconic "OK" over his shoulder, and you can guarantee that he has given you the perfect spot. To my knowledge, he hasn't got it wrong once in the year I've been jumping there. Those of you who, like me, landed twice in the vineyards and once on the autoroute in one day during the Ladies' Record last year, should bear in mind that it was Alexis Perry, not Pascal, spotting that day! Jerome Bunker, the CCI, is helpful, efficient, and speaks good English. Manifesting is efficiently carried out by Jean-Pierre, who is always prepared to be flexible if you need to

change your jump later. There are plenty of videomen, AFF instructors, tandem masters etc – in fact, everything you need, together with a helpful attitude. Safety is good – every jump is observed, with a serious finger-wagging in store from one of the resident instructors if you pull low, have insufficient separation after RW, low hook and so on. Administration for visiting jumpers is simple – show proof of your BPA 3rd party insurance, have your rig and your reserve packing certificate checked by an instructor, and up you go!

Throughout the year, a whole series of events are written into the programme: courses (beginners and advanced), AFF, night jumps, high altitude jumps with oxygen (6,000m), and visiting boogie schools. It's a lively place, with a good social scene. The local jumpers tend to do RW, Surfboarding and Accuracy. CRW is almost unknown.

The local area, is of course, great to visit – with Nice, Cannes, Monaco and St Tropez all within easy reach. Nor is it expensive: a local motel (Formule 1) costs Fr130 per night for up to 3 persons sharing a room. Jean-Marie on the DZ produces super food at ridiculously low prices. The nearest restaurant to the DZ, a Routier for those that know them, offers; hors d'oeuvres, main course, cheese, dessert, coffee and unlimited wine for only Fr60 – and the food is great!

And how do you get there? Easy – drive down, and Le Luc is right next to the Paris – Nice autoroute. Alternatively fly to Nice, hire a car, and Le Luc is 45 mins back along the autoroute in the Paris direction. Or you can catch a train, direct either from Paris or Nice, and get off at Les Arcs, the local mainline station.

A full programme of events is planned for 1993 – telephone (France) 94 60 72 83 for details; or fax Jerome on 93 88 77 67

Blue Skies!

Robert Blake D9166



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La Ferte Gaucher : Ile de France

"The Untouchables on Tour"

The Untouchables are a part-time, 8-way team based at Headcorn. We thought a trip somewhere at Easter would help our skydiving. We decided after asking around to try La Ferte Gaucher; well some of us did – more of that later.

Travel

La Ferte Aerodrome is situated about fifty miles east of Paris and is accessible by air, train, car or by ferry – currently £98 return for car plus 5 people on a 5 day trip. The 210 mile drive takes about 4 hours non-stop and the roads are good. (See box for directions). In many respects it is easier to find than many UK DZ's!

One warning – there are four towns called *La Ferte* "something" in that area – make sure you head for *Gaucher*. Tolls for the trip are around FF 75. Some advice on the duty free shopping; stop off at St Omer, some thirty miles from Calais. The supermarkets there are for French people not duty free maniacs from the UK and the prices are better.

Facilities

The centre is run like many French industries as a form of co-operative and we felt it was very well run. They have two regular planes – a Porter carrying 8 and an Otter taking 21. The centre would ensure planes were full before calling a lift, but back-to-back lifts were not needed.

On arrival your documents are checked and you start to part with your skydiving funds. You must join the club to jump – FF 100, then you buy jump tickets. The centre takes credit cards as well as Eurocheques over FF1000 so plastic is best if you don't have the cash.

The kit inspection was fairly cursory but we had a nervous time whilst they considered what to do about Gary's reserve that was outside their three month packing period (by a couple of weeks). In the end they let it go, but it's always worth checking your repack date just in case. There was a short discussion over insurance too, but they accepted our BPA membership as adequate, though had there been problems we may have been caught out – may be the editor could advise us on this. With kit checked and monies paid we made our way to the manifest to start what we had travelled all night for, skydiving.

The centre works a simple colour-coding system for manifesting. When you join the club you receive a coloured card, the colour denotes your experience/skill level etc. The jump tickets are also colour-coded for altitude. Both card and ticket are handed in together simply by posting them into the manifest. At a glance they can see then how to put a load together. If you specifically wanted to jump from one or other plane, or as a group, there was an "envelope" for you to put the cards and tickets

together in before posting; simple but very efficient.

Lifts are both posted in the window of the manifest, and called over the PA. You have to listen carefully as 20 and 10 minute calls aren't given; when the load is posted and your name called, you're expected to kit up and go, no waiting. We were the only Brits at the centre and were rather amused when the manifest referred to us as "the British Team" when we were called! Well we can dream can't we?

Spotting, mostly done by radio, was OK, though the area is big and you may have to prepare yourself for a walk back. You can land most anywhere; a swooping landing over the car park, across the perimeter hedge next to the windsock, in front of the French rubber-neckers who turn up to watch does wonders for your ego – if you get it right. If you trip on the mole hills on landing (as one or two of us did), you get muddy knees and a red face. Canopy discipline is non-existent at La Ferte so watch out; nearly everyone jumps BT's and likes to pose (poseur is a French word!) so be careful.

The club has a vast amount of indoor packing space which is really useful. Other facilities were less obvious – three broken down, three-wheeled trolleys for dirt diving were hopeless – ground-to-air and air-to-air video were available, as was one-on-one instruction.

Perhaps due to the lack of our mastery of the French language, we managed nothing more than the basics and how to get manifested, exit order from the aircraft etc. One or two of the staff at La Ferte did speak English but if you're going, brush up on your French and do not expect to be understood by shouting in English. We would also add that La Ferte didn't seem set up for a training centre for non-residents, unlike some US DZ's, or Ampuria. Yes, they'll be happy to get you in the air as often as you like but it's up to you to sort out training and progress. It's not really a DZ for the solo person hoping to get in a load on the off-chance, (unless both your skydiving and French are superlative).

Staying over

La Ferte Gaucher has a bunk house that is very acceptable. Toilet/shower facilities were pretty good if a bit French in flavour, (*you're not supposed to drink the loo water...Ed*). There was lots of free hot water though. Camping/caravanning is available too also with toilet/shower facilities. Camping was free and bunkhouse FF30 per person per night.

The club has its own cafe and bar which is open from breakfast to past midnight. Food is filling and fine if a little "canteenish". It is excellent value for money as was the draught beer. For those with a car, there are hotels and restaurants in the town; eating out is say FF100

against around FF60 on the club site. If you camp and cook, there is a nearby supermarket.

Overall Impressions

We thoroughly enjoyed the visit and would go again. The atmosphere was relaxed and we were made to feel welcome (maybe Chris's attempt at being the interpreter endeared us to them) and we were given posters/leaflets etc. when we left.

Given that we had only two good jumping days out of the four and a half we were there, our combined total of thirty five jumps and thirty six minutes of freefall indicates what can be achieved. Yes, the language was a bit of a problem but not a barrier, although air traffic control seems to be a universal problem even at La Ferte. Watching 757's flying into Charles de Gaulle airport, below the porter on run-in was different!

Finally we were able to use one of the overcast days to visit Euro-Disney. It's 45 minutes down the road back towards Paris (30 miles). It was crowded and certainly not cheap (FF 225 – per person) but fun, with one of the best firework displays you'll ever see when they close each night. Given there was definitely no jumping for the day, the trip – at the cost of two jumps – was a welcome opportunity.

Untouchables on Tour?

For those of you who know the untouchables – to be featured at Headcorn's speed-8 shortly – you may be wondering if we are getting serious about our skydiving, going off to La Ferte to train. Well you needn't worry. In true untouchable style whilst three of us (plus a non-jumping camp follower) were at La Ferte Gaucher, three others were in Florida and two more were in the UK. If we can't get together in the air we are certainly not going to get together to train! Blue skies to you all.

Gary Arthurs	Untouchable #6
Malcolm Darling	Untouchable #7
Chris Shaw	Untouchable #8

Chris Shaw

Directions

From Calais take the A26, then the A1 towards Paris; At Senlis leave the A1 on the N330 to Meaux; from Meaux the A4 towards Paris is the best route, exiting soon after joining at the Crecy/Coulommiers junction, the N34; this road takes you to La Ferte Gaucher town and just as you enter the town itself the aerodrome is clearly sign-posted to the right.

Details

The club is open all week April-October and can be contacted on 010 33 16 40 40 173

Jump Prices:

1000 – 1500m – FF 100; 1500 – 2000m – FF 105; 2000 – 3500m – FF 130; 3500 – 4000m – FF 147

Development - Committee Report



Introduction

As promised in the last issue of Sport Parachutist, here follows a general synopsis of the Development Committee Meeting held on 18th March 1993.

BPA insurance

A meeting with the BPA's insurers had taken place prior to the Development Committee Meeting. The meeting had answered many questions and a more detailed report on this issue is to follow.

New membership retention

Following the previous meeting both myself and Samantha Linklater produced a draft "Student Package". This incorporated input from other members of the Committee. The committee approved the draft package which should shortly be distributed to all first time free fallers when they are sent their new full BPA Membership.

The package is to contain:

1. Personalised "welcome" letter.
2. The category system card.

3. Brief information on the BPA, its committees and various aspects of Sport Parachuting including the benefits of full BPA Membership.

4. A list of commonly used abbreviations.

5. A personnel sheet containing the photographs of the BPA employees and a brief description of their role in the BPA.

Whilst the latter two items had not yet been drawn up, it was felt that the rest of the package could be distributed as soon as it was available.

The Committee felt that the last item could be produced for "Sport Parachutist" magazine and additional run-offs made for the Student Package, in order to minimise costs.

Sport Parachuting videos

With video being ever more popular the Committee considered the production of videos by the BPA in various areas of the sport.

This idea is very much in its infancy and the BPA needs input from you, the membership, so that we can ascertain

whether you think it is a good idea and if so, what aspects of the sport you would like to see covered.

One idea was to produce a video of the category system, again with new members in mind. This should not concentrate on teaching methods, but be a filmed version of the category system card. Have you any thoughts?

AGM

The BPA Development Plan is a detailed document produced periodically by the BPA in order to qualify for Sports Council grants. The time is rapidly approaching when the new 4 year plan has to be drawn up. Members of the Committee have been furnished with a "Mock Plan" provided by the Sports Council. This matter will form the basis of the next Development Committee Meeting.

Conclusion

As you can see, we are trying to ensure that ideas are followed through and progress made. We will endeavour to continue in this vein and of course, keep you informed of our progress.

Chris Lyall

(Development Committee Chairman)

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SWORD SPORTS MULTIPLY

Remember the sheep in the first Sward Sports Catalogue? Well our two have just had a couple of lambs. Just in case they should ever forget - they've been christened Left and Right - as in gloves. When they get a bit larger we'll rename them His or Hers - as in Jackets!

More to the point Sward Sports has been multiplying - We have just launched Sward Sky Gear. Andy Peckett will run the company which will specialise in Rigs, Canopies, Cypres's, AFF, Tandem and other related interests.

You can still contact Andy on 0793 772323 as the two companies will share office facilities.

Sward Sports and Sward Sky Gear are both supporting the Nationals in a big way this year with a great competition - **YOU CAN WIN A JAVELIN RIG, 10 JUMP TICKETS AT WESTON OR A DYTTER**, see details in this issue of Sport Parachutist and have as many entries as you like - Good luck.

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- **Altimaster V** Wrist (inc) or chest mount 12,000 ft. ○ Blue ○ Black £ 85.95
- **Spare Glass for Altimaster II** £9.95
- **Chest Pad** foam pad fits all altimeters. Colour _____ £5.95
- **Chest Pad/Zak Knife** as above with built in Zak knife. Colour _____ £8.95
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Gloves

Sizes: ○ XS/7 ○ S/7.5
○ M/8 ○ L/9 ○ XL/9.5

- **Aircrew** Close fitting unlined leather. Sensitive feel. Excellent for all purpose use. £19.95
 - Black ○ Red ○ Navy ○ White
- **Thermal** Thermal lined leather gloves with cuffs. Close fitting. Ideal for winter. £22.45
 - Black ○ Red ○ Navy ○ White
- **Silk Innies** Liners for gloves for extra warmth under your normal gloves £7.25
- **Webbed Gloves** Suede leather palm/spandex back £19.95
 - S ○ M ○ L

Camera Gear

- **Mount** Polycarbonate plate and nylon brackets for stills/video/film. Fits Protec only. £70.00
- **Newton Sight** Lens in mount with 6mm rod £69.95
- **Stem/Universal Joint** Stem fits to any helmet, joint connects stem to sight £24.50
- **Complete Kit** £149.95
- **Skylight** Video, LED indicator £34.95
- **Advanced Newton Sight** £149.95
- **Modified Dytter** for above £149.95

Goggles

- **Sward Sports Goggles** Superb comfort, soft edging. Lens: ○ Clear ○ Smoke
 - Trim: ○ Pink ○ Green ○ Orange
 - Black ○ Blue ○ Red ○ Grey
 - Turquoise ○ White ○ Yellow £6.99
- **Sky Eyes** Clear Lens. Soft rubber trim. Edge colour ○ Black ○ Blue
 - Pink ○ Green ○ Yellow £11.45
- **Kroop's Clear Lens** Side vented.
 - Clear ○ Smoke
 - Trim colours: ○ Red ○ Black
 - Blue ○ Hot Pink £5.99
- **Kroop's Over Eyeglasses** Clear lens goggle for spectacle wearers. Trim colours: ○ Hot Pink
 - Black ○ Blue ○ Red £9.95
- **EZ** Clear, rimless, non fogging £4.99

Hats & Headgear

- **Frapp Hat** Handmade in quality Italian leather. Custom size & colours. 2x dytter pockets. Clip fastener. Phone for stock or order form. £85.00
- **Frapp Hat** Factory made Dytter holes. Clip fastener ○ S ○ M ○ L
 - Black ○ Blue £54.95
- **Protec** Tough plastic helmet £35.95
 - S ○ M ○ L ○ XL
 - White ○ Red ○ Black ○ Blue
- **Protec Liners** £12.95
 - S ○ M ○ L ○ XL

Bits & Pieces

- **Tube Stoes, Clear** £5.45
 - Standard ○ Microline
- **Tube Stoes, Coloured** £6.45
 - Standard ○ Microline
- **Wallet** Hip Pocket Nylon Wallets. Many colours including fluorescents
 - Canopy design ○ 'RW' design
 - Colour _____ £4.50
- **Ben Bag** Flat waist pouch, two pockets, snap fastening elasticated waistband. ○ Bright ○ quiet £9.95
- **Weight Vest** Made from parapack with fastex clips & 4 tubes
 - S ○ M ○ L £34.95
 - Filled tube £1.00 per lb (P&P relative to extra weight)
- **Sunglasses** Cool, groovy bright colours Rubber frame. UV protected. £2.99
- **Goggles** Soft, adjustable retainer bands for sunglasses.
 - Bright ○ Subtle £4.95

Knives

- **Jackknife**, Spare Blades. £9.95
 - Yellow ○ Black
- **Pouch for Jackknife** Fit to jumpsuit or rig. Colour: _____ £3.00
- **Aluminum Hook Knife** Same as Zak. Replaceable blades
 - Black ○ Red ○ Blue £10.50
- **Aluminium Hook Knife in pouch** Colour: _____ £13.00
- **Zak Knife** Small single blade emergency knife. Also good for fishing!! £3.50
- **Zak Knife with Tape & Pop Stud** £3.75 Zak Knife in Pouch Fits to chest strap. Colour: _____ £6.00
- **Pouch for zak knife** £2.50

Parachute Release System

- **Cypres** 1 pin model POA
- **Cypres** 2 pin model POA
- **Cypres** Student & Tandem models POA

Gear Care

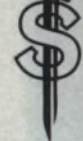
- **Packing Mat With Pocket** Large size. Padded kneeling area. Riser holders. Colour: _____ £14.50
- **Rig Bag with Pockets** Padded shoulder straps. Carry handle. Large main pocket plus smaller front pocket with 3 dividers. Packing tabs. Colour: _____ £54.95
- **Rig Bag for Tandem Rigs** Colour: _____ £64.95
- **Mini Rig Backpack** Lots of pockets, padded straps. Pop Top or 'Vector' (tick for order form) £34.95

Self Inking Stamps

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

Logging

- **Log Book Holder, Basic** Parapack. 2 large 2 small & pen pockets. Holders for RW & CRW stamps. Padded. Colour: _____ £11.95
- **Log Book Holder, De Luxe** As above with extra pockets and velcro fastening. Fully padded. Colour: _____ £14.95
- **Log Book, 2 Jumps/Page** 'Traditional' RW logbook. Lots of information pages. £5.75
 - Log Book, 10 Jumps/Page As above £5.75
- **Faxlog Log Pages** Logbook for 6-ring personal planner (ie Filofax). Information pages. £4.95
- **Faxlog 6-ring Folder** High quality laminated 6-ring personal planner/ binder. £4.95
- **Faxlog Folder/Log Pages** Combination of the 6-ring binder and the log pages. £8.95



Jewellery & Watches

- **Funky Freefallers** Very colourful
 - Brooch ○ Fridge Magnet £6.50
- **Superior Pin Badges** Gold edged
 - Skysurfer ○ Freestyle
 - Tandem ○ Blue Track
 - Exit from diving Pilatus Porter £4.99
- **Enamel Pin Badges**
 - DC3 ○ Freefaller ○ Tandem
 - Square side-on ○ Square front on
 - Round (A/Con) £3.75
- **Silver Earrings**
 - Square canopies side-on
 - Front-on ○ Freefaller £8.45
- **Silver Pendants**
 - Square canopies side on
 - Front-on ○ Freefaller £5.25
- **Watches** Traditional altimeter design face. Swiss quartz movement. Black strap
 - With Date £19.95
 - Without Date £18.95
- **Altimeter Wall Clock** Brighten up the home or office with our Wall Clock depicting an Altimeter design - just as the watch face. Supplied with battery and one year guarantee £14.95

Books

HB - HARDBACK PB - PAPERBACK

- **'Filming the Impossible'**
Adventure travel book by Leo Dickinson. Inc some skydiving. 255 pages PB & HB £14.99
- **Ballooning over Everest**
By Leo Dickinson HB £14.99
- **'Anything is possible'**
2nd adventure travel book by Leo Dickinson Inc skydiving 225 pages HB. £14.95
- **'Guide to Sport Parachuting'**
By Charles Shea-Simmonds. Ideal for students. 144 pages HB £12.50
- **'Picture Library, Skydiving'**
Full colour picture book including basic text 32 pages HB. £6.95
- **'Skies Call II and III'**
Full colour pictures in three volumes. Approx 150 pics per volume HB
○ II ○ III £12.50
- **'The Sky People'**
History of Parachuting by Peter Hearn. 200 pages HB £18.95
- **'Freefalling Together 1'** Dive organiser book. 2- 20 ways PB. £10.00
- **'Freefalling Together 2'** Dive organiser book. 21- 64 ways PB. £10.00
- **'Blocking Together'** Dive organiser book PB. £10.00
- **'Groundrush'** by Simon 'Jakey' Jakeman. 127 pages HB £9.99

Posters

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

Videos

SPECIAL OFFERS

- **All 4 Wally Tapes** £75.00
- **Any 2 Wally Tapes** £50.00
- **'Wally, the Movie' (I)** £29.95
- **'The Right Wally' (II)** £29.95
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- **'Anything is Possible'** 3 x 26 min TV Documentaries. £9.99
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- **'Flight of the Dream Team'**
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- **'Norman Kent Compilation'**
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- **'Kinesthesia'** The art of body flight by Norman Kent. £39.95

Sward Sportswear

- **Lycra/cotton sport shorts**
- bright or subtle £12.50
○ S ○ M ○ L
- **Skydive Sweatshirts** £9.99
White with large 'Skydive' logo across chest in Fluorescent Pink & Bright Blue
○ S ○ M ○ L ○ XL
- **Skydive T-Shirt** as sweatshirt £5.99
○ S ○ M ○ L ○ XL
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Please call Sward Sports for colour choice

Footwear

- Size: _____ (3 - 12/37 - 46)
- **Strops (Adult)** £17.50
Rubber Sandals with ankle straps.
○ Single Bright ○ Multi Bright
○ Black ○ Blue ○ Pink/Purple
○ Purple/Grey ○ Pink/Purple/Grey
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- **Strops/X Back** Across the toe design, colourful weaves. £19.95 Adult sizes only.
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Hard wearing sandals with fully adjustable ankle straps £27.50
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Mail your order and enter the competition today: Have you ordered from Sward Sports before? ○ Yes ○ No 3/93

What's The Point ?... See Page 29 for the questions.

Answers:	1
	2
	3

Tie Breaker: The Javelin is to rigs what...

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Post & Packing	
TOTAL	

Sward Sports Ltd, Mill Farm, The Fox, Purton, Swindon, Wilts SN5 9EF (UK)

Diary of Events 1993

Memorable
Dives

DATE EVENT LOCATION

June

19 - 27	Classic & Canopy Formation National Championships	Bridlington
26 - 27	10-Way Speed Meet	Langar
26 - 04 July	Large Aircraft Boogie	Langar

July

01 - 10	Krakow Boogie 93	Krakow, Poland
03 - 04	20-Way Sequential Meet	Langar
03 - 11	3rd Moscow Boogie	Moscow, Russia
03 - 11	British Collegiate Nationals	Hilbaldstow
09 - 11	16-Way Competition	Bad Lippspringe, Germany
09 - 17	RAPA Championships	Bad Lippspringe, Germany
12 - 17	Summer Boogie School 93	Sulac, France
17 - 18	POPS Meet	Halpenny Green
17 - 29 Aug	Vamos A La Playa Summer Boogie	Ampuriabrava, Spain
24 - 25	Southern Regional Canopy Formation Meet	Netheravon
26 - 08 Aug	Skydive Portugal '93	Ampuriabrava, Spain

August

01 - 07	Summer Boogie School 93	Gap, France
01 - 08	Freestyle and Skysurfing Seminar	Ampuriabrava, Spain
02 - 06	PI/Adv. Instructor Course	Hilbaldstow
02 - 07	Summer Boogie School 93	Sulac, France
06 - 15	World Freetail Convention	Quincy, IL, USA
07 - 08	Southern Regional Freetail Style & Accuracy Meet	Eaglescott
09 - 13	Exam/Pre-Adv. Instructor Course	Hilbaldstow
14 - 15	Central Formation Skydiving Meet	Langar

Events

DZ Guide

4 & 8-way
Blocks

Dudes n'
Doris's

DATE EVENT LOCATION

August

16 - 20	AFF Instructors Course	RN & RM SPA
		Dunkeswell
19 - 31	Army Championships	Netheravon
21 - 31	Sibson Boogie	Sibson
28 - 30	16-Way FS Meet	Weston-on-the-Green

September

04 - 05	Northern Regional Formation Skydiving Meet	Hilbaldstow
11 - 12	LAC Meet	Headcorn
11 - 12	Central Regional Freestyle & Accuracy Meet	Bridlington
18 - 19	Central Regional Canopy Formation Meet	Weston-on-the-Green
18 - 26	US National Skydiving Championships	Deland, Florida, USA
25 - 03 Oct	UK Formation Skydiving	Weston-on-the-Green
	National Championships	Ampuriabrava, Spain
29 - 03 Oct	SkyBlazin' World Championships	

October

22 - 31	Formation Skydiving	Eloy, Arizona, USA
	World Championships	Zephyrhills, Florida, USA
29 - 31	6th Annual Halloween Boogie	Cyprus
31 - 06 Nov	Cyprus Championships	

November

01 - 05	PI/Adv. Instructor Course	Ipswich
08 - 12	Exam/Pre-Adv. Instructor Course	Ipswich
17 - 21	2nd World POPS Meet	Umatilla, Florida, USA
18 - 27	25th Annual Turkey Meet	Zephyrhills, Florida, USA
29 - 03 Dec	Riggers Examination Course	Red Devils

December

05 - 10	Sky-Eye Sequential Camp	Zephyrhills, Florida, USA
13 - 17	Potential Riggers Course	Curtis Rigging Gainsborough

CLASSIFIED ADVERTS

RACER ELITE/PD 150/PD 143

Racer Elite - Throwaway - Navy/Pink
PD 150 - Navy/Pink - 180 jumps. PD 143
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Sensible offers only

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For sale complete system. Harness - SST
Racer. Main - American Unit. Reserve -
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£275

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Complete system - only 25 jumps
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Comes complete with travel bag. Bargain

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Offers

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Racer - Black - Pin pull. Phantom 24 -
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Leather 2 pin Teardrop Container for 170
main, black with custom pop top and mini
risers, packing mat, kit bag & jump suit.
All in new condition hardly used.

£300

Tel: 081 693 4389

TRACER/AVENGER/PHANTOM 26

Tracer pack assembly, medium harness with
Avenger main and 26' Phantom reserve.
Alti II, kit bag, jump suit, helmet and some
spares. Must be sold

Offers

Tel: 0446 775525

WANTED: CRUISELITE CANOPY

Cruiselite canopy wanted - Any colours
except white

Tel: Don 051 228 2515

RACER/FIRELITE/PHANTOM 22

Racer (deep purple with silver trim)
Firelite (purple, pink, silver, white)
Phantom 22 (acid tested, never used)
Only aprox 25 jumps

£750 ono

Tel: Geoff Tucker (Ipswich Airport)

0473 710044

SABRE 135 CANOPY

Sabre 135 - only 8 jumps. Colours: pink, 2 x
turquoise, 1 neon green

£700

Tel: Ben on 0732 833924 and leave a
message and telephone number.

CHASER/SAC

Tan and brown Chaser, pull out.
Sac - never used, tested acid free.
Harness - suit smaller frame (less than
5'11").
Owned and maintained by FAA senior para-
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Must be sold before the Moscow boogie.

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Complete system for sale: GQ Rayder -
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used, in TSE Chaser - maroon and blue. To
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Reserve unused. With rigbag MOT etc.

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FIRELITE WANTED

Firelite wanted in good condition, please con-
tact

Tel: Sharon Page (Day) 0904 83551
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MICRORAVEN 150 - ALSO COMPLETE RIG

Microraven 150 - Blues, silver and pink
centre cell, 80 jumps only

£275

Complete rig - TSE Jetstream/GQ Unit/GQ
Sac Sac (acid tested)

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Protec helmet - white

£10

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Racer - Black with pin stripes
PD - Black, pink, lemon, lime, orange, cobalt
and black - 150 jumps excellent condition

£1,500

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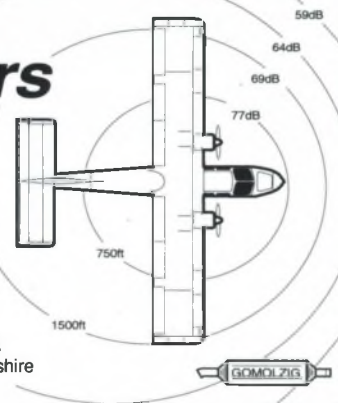
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17.03. - 04.04.
Ampuriabrava, Spain
Easter Boogie

07.04. - 11.04.
Gap, France

13.04. - 18.04.
Gorizia, Italy
Easter Boogie

20.04. - 21.04.
Locarno, Switzerland

23.04. - 25.04.
Ampfing, Germany
RW training camp

01.05. - 04.05.
Klatovy, CSFR
RW training camp, home
of the Pink Skyvan

07.05. - 18.05.
Great Britain

20.05. - 23.05.
Aalborg, Denmark Boogie

29.05. - 06.06.
Hercules Boogie, Sweden
with John LeBlanc

09.06. - 10.06.
Texel Netherlands

12.06. - 13.06.
Spa, Belgium
Skyfun-Boogie

16.06. - 20.06.
Zwartberg, Belgium
Pink Boogie

22.06. - 23.06.
Teuge, Netherlands

25.06. - 27.06.
MeiBendorf, Germany
RW training camp

01.07. - 08.07.
Krakow, Poland
Boogie with Jerry Bird

09.07. - 13.07.
Kirchberg, Austria
Pink Wald4tel Boogie

17.07. - 20.07.
Hartenholm, Germany
Boogie

20.07. - 02.08.
Sweden
RW Nationals, Boogie

07.08. - 15.08.
France
ESPACE Boogie

21.08. - 22.08.
Kassel Germany
Competition

23.08. - 29.08.
Hoxter, Germany
Boogie, record attempt

03.09. - 05.09.
Strasbourg, France
Weekend Boogie

11.09. - 12.09.
Freiburg, Germany
Competition 10way 20 way

13.09. - 19.09.
Casale, Italy
Record Boogie 100

20.09. - 26.09.
Gap, France

27.09. - 03.10.
Ampuriabrava, Spain
Boogie

Sowing the Seeds

The aircraft was a *Defender of the Sultan of Oman's Airforce*. The main door had been removed entirely, allowing the cold night air to rush in. Both engines had been gently throttled back by the pilot, Squadron Leader Bob Kirkham, and a slow, curving descent initiated, he and I were the only occupants. Until a few minutes earlier, there had been six others; they had departed into that same cold night air.

Below us lay a large floodlit area, Watayah Stadium. It was 11.00 pm on the 18th November 1980 and the occasion was a lavish and ambitious Military Tattoo, to celebrate the 10th Anniversary of His Majesty Sultan Quaboos Bin Said's accession to the throne. It had been made absolutely clear to me that nothing must go wrong, although the exercise was fraught with potential difficulty and danger. The world's press and television were there to record the occasion.

As we descended, both Bob and I were counting. The reason being that we would only see our recent passengers again when they reappeared, illuminated by the floodlights of the stadium. They were flying a predetermined flight pattern to avoid, as far as possible, the chance of a canopy collision. With a sigh of relief and a sense of exhilaration, we counted the sixth parachutist down. We then vacated the area and headed back to Seeb airport. We had just four minutes until the Jaguar fighters performed their low fly-past, as part of a Joint Services battle scene scenario. Once our troops were on the ground, they were to deploy in the manner appropriate to the marking of a landing zone for the arrival of further soldiers of the Operational Parachute Squadron (OPS) by helicopter. This was achieved exactly as planned and the enemy were routed from their cardboard village, much to everyone's satisfaction.

To go through this ordeal once was trial enough – we did it on four nights, back to back!

On our return flight to the airport, I found myself reflecting on how it was

that I came to be involved in such an extraordinary adventure. It had in reality all started many years before as a schoolboy in 1965, at the tender age of fourteen.

As a boy, I had a deep love of all things that flew. Many happy hours were spent furiously aeromodelling with my old friend of many years standing, Ian Robinson. Ian sadly lost his life in his early thirties, as a result of a motorcycle crash. I still often think of him. Although all things connected with aviation were such a compelling interest, neither of us had any idea of learning to fly, or becoming pilots. No! Boys of our background and education usually entered some form of trade training; Ian, the world of heavy engineering and myself, textiles. In the mid sixties, these industries still flourished and were very much in evidence in the north of England. My higher education took place at that bastion of academic achievement, Dewsbury Technical College. I can't say that I enjoyed it very much.

Holidays! Today we take overseas travel for the masses entirely for granted. Cheap transatlantic flights have become the norm and destinations such as Greece, Cyprus, Spain and the like, hardly even worth consideration.

To a 14 year-old boy in 1965 it was all different. My eldest sister, Joy, was married to a Warrant Officer of 7 RHA, The Parachute Gunners. His name was Pat Garnett and the influence he was to exert on my life, even to this day,

was quite profound. It all revolves around one evening in the high summer of that year, 1965. Pat was firstly a military parachutist and was one of the earliest exponents of free fall parachuting in England. He was also one of the founder members of the British Parachute Association. Joy and Pat were stationed and lived at North Camp, near Aldershot and so, this was usually my school holiday destination.

On the evening in question, a Land Rover driven by a greasy soldier with dreadful teeth, arrived at the house to collect me. We then returned to the barracks at North Camp and picked up Pat and another Warrant Officer. We proceeded to Blackbushe Airport, some distance down the A30. Even at this stage I was immensely excited. Just to look at the parachutes stacked in the back of the vehicle filled me with tremendous expectation.

We arrived at Blackbushe and negotiations were opened between the two parachutists and the pilot as to the cost of a lift to the dizzy height of 7,000 feet. Whilst this was going on, I walked around the aircraft. I had never before seen a 'real' aeroplane in the flesh at such close quarters. It was an ancient Auster of world war II vintage, painted black and white, complete with streaks of oil around the engine cowling. I tentatively flicked the fuselage side with my finger, to ascertain just what it was made of. It reverberated like a drum and it was a great surprise to me to discover that it was constructed in exactly the same way as the model aircraft



The Auster: Photo by Gary Folgate

I had spent so many years building. "Don't touch", growled Pat, a definite order. I continued my walk round. Eventually, once again overcome by curiosity, I flicked the wing. Again, the same drum like reverberation. "I've told you once, don't touch", Pat said again. He was definitely not a man to argue with, so I planted my hands firmly in my pockets to avoid any further temptation. Nevertheless, I was fascinated.

The price was agreed, the cost of the entire lift was fixed at £3.15s.0d, a fortune to me in those days. Indeed, on Saturdays, I worked all day (eight and a half hours for £1.00s.0d, in a local hardware shop.

Pat and his companion donned their gear. I now know that they were using B12 four-pin packs and harnesses with sleeve deployed MKI Para-Commanders, which as I remember, were red, white and blue. They were indeed the "hot" canopy of the day although, of course, still circular. This was long before the invention of "wing" type parachutes and as I recall, the Para-commander had only been introduced the year before (1964). Reserves were Irvin 24 foot round flat circular canopies, fitted into T10R containers. Fitted to the top of each reserve was a plate containing no less than two massive altimeters, which looked as if they would have been more at home in a Lancaster Bomber; that may well have been where they had come from!

Twin zip jumpsuits, enormous boots and good solid crash helmets complete the picture. They clambered into the aircraft through a ridiculously small door and the pilot found a willing

helper to swing the propellor. The engine crackled into life through a cloud of blue smoke. They taxied out and took off into the beautiful blue, still evening sky.

I sat on the Land Rover bonnet with the greasy driver. He talked incessantly about how much he disliked the army and was particularly vehement in his dislike for the "two bastards" (in his opinion) currently ascending in the Auster. I thought it a bit strange, especially since I was related to one of them but that, no doubt, was why he told me! I was not the least bit interested. My eyes quite literally never left the aircraft climbing in lazy circles over the aerodrome. The image has stayed with me to this day. Not a breath of wind and a cloudless blue sky in that late evening.

**The price was agreed, the
cost of the entire lift was
fixed at £3.15s.0d**

It took an eternity. From memory, 50 minutes passed to the point where the aircraft ceased to circle and began a straight run in across the aerodrome. The engine throttled back and a clearly defined black dot fell away. Two to three seconds later, it was followed by a second black dot. A long free fall took place (in the region of 30 seconds) and as the jumpers lost altitude, they became more clearly defined to the point where arms and legs could be made out from the ground. Then a tremendous noise as the Para-Commanders thumped open, almost like the crack of a rifle. Both jumpers did not land on

the airfield but, drifted down behind us to land adjacent to a road with gorse bushes on either side. Very uncomfortable!

The greasy driver began climbing into his vehicle to effect a recovery. By this time I was quivering with excitement, rather like a keen terrier that has seen a rabbit. I shot off in the direction of the two jumpers. "Hang on!" yelled the driver in vain, I wasn't listening. There was a perimeter fence in the way – no problem! I was up and down the other side like a monkey. Some yards further on I came across Pat with his canopy well and truly tangled up on the gorse bushes. He was standing having a conversation with a passing motorist. I can still recall a snippet of that conversation. Pat was explaining that he hadn't done very well because he was trying to land on the airfield. The motorist, not quite understanding said he needn't worry. "It's just over there" he directed, pointing towards the fence.

We recovered the gear and the other jumper, who was only 80 yards from Pat. The driver was then ordered to "take the boy home" whilst the two parachutists retired to the pub.

I was flabbergasted. Never had I been witness to anything so intensely exciting. The spirit of adventure quite literally crackled in the air about me. I just could not forget the image of those two freefallers. The seed had been sown. The die cast. I vowed that one day I would be a skydiver but, I could never have known in my wildest dreams just what a rich and rewarding life parachuting was to afford me.

Chris Lyall BPA 15257, FAI 1898

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... continued from page 9

After seeing the failure of the yellow cable, additional tests were performed to identify the local forces required to pull the canal through the grommet. The grommet hole location has one third of the webbing removed from the centre of the webbing to insert the grommet. On Jump Shack manufactured risers, this area, is comprised of 2 thicknesses of type 17 (2500 lbs each) and two layers of 1 type 4 (1000 lbs each). If the simple math of adding the strength of the layers and subtracting the strength portion of the removed area is applied we get a predicted potential strength of 4600 lbs.

Conclusions:

The primary cause of failure (Mode #1) is the guillotining of the webbing during the onset of the load on the riser. This phe-

nomenon is prevented by maintaining the webbing roll under to a point past the engagement of the harness ring. This bulk effectively 'chokes the guillotine'.

The ultimate strength of the mini 3-Ring is approximately 3600 lbs, regardless of what type of webbing is selected. The use of webbing heavier than type 17, or the use of reinforcement to the type 17 can cause the geometry of the rings to change and lower the ultimate failure level of the product.

Type 17 risers with mini 3-Ring can be manufactured to accept a force of 3600 lbs without failure.

USE AN AAD

The following quotation is extracted from a report from the CAA to the Health and Safety Executive concerning the circumstances surrounding the accident to Tip Tipping at Alnwick on February 5th:

A second BPA recommendation is that parachutists consider the possible advantages of fitting Automatic Activating Devices (AAD's) to their equipment. I agree with this wholeheartedly. It is my intention to write to the BPA and require that they consider introducing an amendment to their Operations Manual which would make it mandatory to use an AAD where any parachute descent may, by virtue of its unusual nature, present an enhanced risk to the parachutist.

SWARD SKY GEAR

Sward Sky Gear Ltd is the latest kit company on the scene. This new offshoot of Sward Sports will concentrate on selling Rigs (including part exchange), the Cypres, and providing rigging services. It will be run by Andy Peckett who can be contacted on 0793 772323

SAFETY SECTION

CYPRES: Reserve repacking

It has been noted that some rigs fitted with the Cypres are not having the correct loops installed. Please note the following extract from the manual:

When repacking use only CYPRES loops and CYPRES pull-ups!

Grommets: Grommets with rough edges ultimately will destroy any loop. Replace damaged grommets immediately.

Reserve loops: The reserve loop must be placed under a tension factor of at least 5 kg once the reserve has been packed. The loop material has a maximum extensibility of 7.5%. Maximum extensibility is the elongation to which the material can be stretched before it will break.

By contrast, the maximum extensibility of Kevlar material, which is considered to be quite rigid, is 5.2%.

We recommend that you pull on the loop twice, as firmly as possible, prior to installation. The elongation of the loop after installation should

not exceed 3 mm in the case of a one-pin container, and 6.5 mm in the case of a two-pin container.

The loop material has a diameter of approximately 1.6 mm and a tensile strength of approximately 180 kp. The threaded area (where the loop is pulled through itself) has a higher tensile strength.

Because both the loop and the pull-up material consist of Polyamide, all actions which might build up excessive heat by friction should be avoided. Otherwise, the material will lose some tensile strength at temperatures above 100°C, and might even melt in extreme cases. Such stress can be put on the loop when the pull-up is passed through the loop or pulled out after packing is complete. Therefore, be sure to extract the pull-up *only from below* the ripcord pins and *only very slowly*.

At least 4 cm of the upper end (looped portion) of a Cypres loop should be impregnated with silicone. Ready-made loops provided by Airtec have already been treated this way.

In addition, we suggest that you prepare one further reserve loop at the appropriate length when installing Cypres, and leave it in the nylon

pocket along with the stowed cable. This will provide you with a new loop whenever you need one.

This loop should be last resort. Take an original Cypres loop from any suitable source before you resort to using your last two loops. If you can't avoid using them, replace them as soon as possible.

In one-pin containers, the same pocket can be used to store one of the pull-ups supplied with Cypres.

RESERVE STATIC LINES (RSLs) /MINI RISERS (Safety Info - 2/93)

Following the safety notices (1/92 & 2/92) grounding the use of RSLs and Mini Risers it was decided at the Safety and Training Committee meeting of the 8th April 1993 that 'RSLs can be used in conjunction with reinforced Mini-Risers.

NOVA: Product update

Status: Mandatory
(Glide Path International)

It has been found that some canopies have incurred an unusual amount of line-stretch which has resulted in improper flight characteristics.

All customers whose Novas were manufactured prior to January 1st 1993 are required to send their canopy in for a reline at no extra charge. A new line set will be installed that will have tolerance for line stretch. We should be able to ship the relined canopy back to the customer within one week of the time it arrives at Glide-Path. GPI can be contacted at: Glide Path International Inc, 2348 John Glenn Drive, Chamblee, GA 30341 USA. Tel (404) 458 1516, Fax (404) 455 9060

1 PIN TEARDROP (Safety Info - 1/93)

Following an incident with a one pin Tear Drop (reserve pilot chute in tow) the following Safety Information was issued by Thomas Sports Equipment.

In the field one of our agents came across a reserve bridle that was incorrectly routed, this would have caused the problem as described in Deland. Our agent educated the particular packer to the error of his ways. It was thought this was an isolated incident, since it was the only report ever received, however, it would seem this is not an isolated problem. In the circumstances we would suggest that;

Before attempting to pack a reserve the packer must have read the Tear Drop 1 Pin

Owners Manual. The packer should also have the manual present and open to the relevant page when packing the reserve, particularly page 10 which details the reserve bridle line being stowed into the stage deployment elastic.

If the packer is unsure of exactly what to do, it is suggested that he/she does not use the stage deployment elastic. The packer can test that he/she has stowed the reserve bridle correctly on the ground, before closing the reserve, alternatively, please contact the manufacturer for instructions or any further information you may require. Safety information - 2/93

Continued on page 45...

COUNCIL MATTERS

There have been some interesting new developments recently and, as not everyone reads the minutes I thought I ought to highlight a couple which I feel ought to be brought to your attention.

Buried away in the STC minutes can be found details of the progress of the proposal by Dave Hickling for a new AFF instructor rating. It will mean that, assuming the pilot scheme is successful, AFF instructors do not have to go through the conventional PI course, exam etc before being able to start training as an AFF instructor. This is a long overdue development; with more AFF instructors out there selling their services and the improved retention rate that AFF produces we should see a positive effect on the numbers in the sport.

Dave Hickling, in putting forward his proposal made the point that more and more jumpers have never jumped a round thanks to RAPS as well as AFF. There are many jumpers who would like to teach FS but becoming a WARP coach is all they can do.

The proposal is in two parts, firstly that a new classification of AFF instructors be created. Secondly that British Parachute Schools, Langar be allowed to run a pilot qualification course for non-instructor rated BPA jumpers who wish to teach AFF.

The proposals went for consideration by the NCSO/TO (for those of you who don't read the minutes, that acronym used to be JNSCO) and then to STC and the outcome has been favourable.

The new classification agreed by STC is that a category of Basic AFF Instructor (which I will call BAFFI) is created. The BAFFI will not be able to dispatch S/L students, and (rather like a PI) will act under supervision of an approved AFF instructor. There is a progression which increases the responsibilities the BAFFI may take on as he/she gains experience.

To qualify for the BAFFI course you will need 1,000 descents and 10 hours freefall time, a recommendation from a CCI, and a packing certificate for three different mains and reserves.

Continued next page...

Kil news continued

Maybe I'm getting old but I don't feel as immortal as I used to when I first started leaping out of planes. Safety is a big issue and with kit becoming more reliable these days it is operator error more than kit failure that is causing deaths. Hence the rise in popularity of AADs, especially the Cypres.

I believe, like car seatbelts, the use of AADs will eventually become compulsory. In the meantime, for those of you considering a purchase, below is a collection of some of the latest saves, some news and some sobering incidents in which an AAD would have saved lives.

CYPRES SNIPPETS

On the 21st April 1993 85 jumpers from different countries took off in Chatanga (Siberia) for a jump at the North Pole. The equipment included 6 Expert and 1 Tandem Cypres. Under the rough conditions, the ground temperature was -35° and the wind-speed 15 m/sec, the jump turned out not to be an easy one! After 40 hours at the North Pole the units ran through the self test without any problem and were ready to do their job again. But not the jumpers: Because the conditions made it impossible to pack.

Jan 23rd, Heumoor, Germany: A female skydiver exited the aircraft at 6000 ft. On going for the pull at 3000 ft she experienced difficulty with the hand deploy and eventually had to use both hands to extract it. She believed she had released the hand deploy but still had no parachute. She then thought of cutting away but could not find the cutaway handle. At this point the Cypres fired and her reserve parachute deployed. Only then did she discover the hand deploy clenched between her teeth.

Feb 7th Z-Hills: Four skydivers jumped the Casa from 12,500 ft. They did a 4-way and

broke off at 4000 ft. One of them was doing his first jump at Z'Hills, using a borrowed rig. He was unable to deploy his main parachute and was then seen to go unstable. At approximately 600 ft his reserve was seen open, activated by Cypres.

Feb 7th, Locarno Switzerland: The sunset load 4-way dive broke off at 4000 ft. Only three canopies were seen to open and these all landed on the drop zone. The missing skydiver was not found until daylight the following morning. The body was discovered in a field with both the main and the reserve parachutes unopened. Although the exact reasons why the jumper had not pulled could not be determined it is almost certain that a Cypres would have prevented this fatality.

Tandem pair fatality

On the 1st of May 1993 there was a tandem pair fatality in Canton, Ohio. Preliminary information is that the passenger was tall and heavy (6'5"/225-250 lb), and Tandem Master was experienced (approximately 262 tandem jumps during the last 4 years). Inspection of the kit showed that the drogue was deployed and released. The cutaway handle had been pulled, and was found between pilot and passenger. The reserve had not been activated and the main container was still closed. The pin was removed easily, it is possible that the drogue bridle became entangled with the student's left leg. An AAD would have prevented this fatality. This tandem fatality is the second one that has happened this year in the USA.

Tandem makers go for AAD

One of the consequences of the above fatality is the Relative Workshop has decided on the 4th of May to make an AAD mandatory on all Tandem systems. The schedule is: Tandem systems that are ordered after June 15, 1993 will be equipped with an AAD. All other systems already in use must be AAD-equipped by January 1st 1994.

In the middle of May Strong Enterprises published a note recommending that their tandem masters equip their systems with the Tandem Cypres.

On the 17th of May Jump Shack reported that all new Racer tandems will automatically come equipped with an AAD.

CYPRES Setup inside...

The following manufacturers will from now on supply equipment with the Cypres set-up as standard. Relative Workshop, Jump Shack, Strong Enterprises, Sun Path Products, Rigging Innovations, SSK Ind - Steward Systems (USA), Westway Parachuting (Canada), Thomas Sports Equipment (England), PISA (South Africa), Para Service (Denmark), Paratec, Frohwein, Weckbecker, Spekon (Germany). They can be recognised by having a little padlock on the front of the harness saying: 'Cypres set up inside'.

Maintenance/Battery changing

New insights gained by Airtec from the 2 year check up should save owners some money. They now recommend that the battery is changed only when necessary. Usually a battery lasts for 500 jumps. If you reach 500 jumps only after three or four years the battery should last. The Cypres user is always informed about the condition of the battery as the Cypres shows the voltage during every self-test. In addition, Cypres will fail the self-test and shut down. If there is the danger that the battery will not last 14 hours, it will display the 'voltage too low' error code.

And finally...

At the 2 year check Airtec have received 4 units which have been jumped over 1000 times, according to their owners.

Kil news was compiled by Ola

The BAFFI course will cover the following: The responsibilities of an instructor; Methods of instruction; Drop zone management – DZ Control; Basic meteorology (essential to enable the BAFFI to give educated answers to questions like, “when will the cloudbase rise?”, or, “when will the wind drop?”) First Aid; Spotting and drift calculations; Training progression; AFF & WARP Manuals; Public relations; The Operations Manual. There will be a written examination and a complete AFF ‘In Air’ evaluation including the requirement to obtain a minimum 12 points in 5 evaluation jumps. The BAFFI will need to be able to teach AFF ground school to the required standard and be able to give ‘Briefs’ for all Levels.

The course will run at Langar for an 18 month trial period.

Skysurfing Guidelines

Another welcome development is the publication of skysurfing guidelines. Although some may see more guidelines as intrusion of ‘mother BPA’ in fact it should have the effect of rapidly increasing the spread of this new discipline in the sport. Guidelines make it easier for clubs to sanction these activities and give the necessary umbrella for novices to start learning. They will facilitate the organisation of competitions and boogies and provide a starting point from which courses and instruction can develop. Improved safety also means there is less likelihood of an incident which could result in unnecessarily stringent guidelines.

The guidelines are as follows:

Skydiver qualifications

D. Licence, CCI's written permission, must have a freestyle background with the ability to complete the following:-

- (i) Controlled turns in a vertical position.
- (ii) Forward and backward ‘layouts’ returning to a vertical position.
- (iii) Controlled turns in a ‘back to earth’ position.
- (iv) Completed practice pulls in an upright position.

Equipment Requirements

Board size

- *Beginners – Length up to 3 feet, width up to 12 inches.*
- *Experts – Length up to 4.5 feet, width up to 12 inches.*

Board release system

Board must be equipped with a release system comprising bindings with a single release point and with a cut-away pad located at the waist.

Board recovery system

Board must also be equipped with a drogue chute which deploys automatically when the board release system is activated.

Parachute equipment

Parachute deployment system should be either an apex rigged pull-out or ripcord type, ie spring assisted pilot chute. Where a throw away deployment is to be used, the pilot chute pocket must be mounted at the base of the main container.

Personal equipment

*Skin tight trousers, a freestyle top and webbed gloves. Helmet mount with video and camera equipment must **not** be worn by the skysurfer.*

Exit and opening altitudes

- *Minimum exit altitude 5,000 feet.*
- *Minimum opening altitude 4,000 feet.*

Progression and training schedule on board.

Increase in board size should be made gradually and only when full control of the smaller boards is demonstrated. For initial jumps the feet must be positioned on the board such that normal ‘face to earth’ freefall is possible during deployment.

Safety

- *In the event of being unstable for deployment the board should be cut-away PRIOR to deployment.*
- *In the event of a main canopy malfunction the board should be cut-away PRIOR to canopy cut-away.*

Amendments

In the last issue, we printed the new category system and opening heights. They have now been ratified by STC with the following changes:

Category 8: Half series should be done from a minimum of 8000ft AGL.

Suggested opening heights:

- *Student Parachutists on round canopies – open by 2000 ft AGL.*
- *Student Parachutists on ramair canopies – open by 3000 ft AGL.*
- *Parachutists and Experienced parachutists – open by 2000 ft AGL.*
- *Tandem parachutists – open by 5000 ft AGL.*
- *‘D’ Certificate holders on Displays – open by 1500 ft AGL.*

These rules are a minimum requirement and CCIs can increase the requirement if they wish.

Video Review

VISIONS 2

The two videos in this review are a departure from the usual diet, and are both produced in the UK. It's always refreshing to see a breakaway from overused formats. *Visions 2* is the belated second issue of Kevin Hughes video magazine series. This one focuses on last years National Championships. What is novel is that instead of a collage or superficial look at as many teams and events as possible, most of the video concentrated on the battle between Airtime and the Red Devils.

We have all ten rounds alternating the two teams on each round. This is not entertainment perhaps, but is an excellent learning tool. Air-to-air footage (Dave Mitchell, Ian Thomas, Steve Johns) provides a clear view of the exits all the way throughout the dive to break off. Body positions and transitions can be studied and the differences and similarities of technique of the two

top teams can be studied to get an idea of what works best. This will be a valuable training aid for teams as well as a useful reference video.

There are some impressive formations from the Espace Boogie, 1992, followed by the final section. This is nothing special but quite fun although it is misplaced, being on a video which is going to be watched mainly by more experienced jumpers. It is a bit of PR for Freebird and the club's Tandem facilities. The camera follows the tandem master briefing his student (for the video they have chosen what I guess to is their most attractive specimen – the passenger that is, not the Tandem Master) and a series of tandem jumps. What's fun about that? Well it's some of the most dynamic camerawork I've seen. There's an enormous amount of movement from the cameraman; up, down, around zoom in zoom out and some shots of deploying canopies taken from, as near as dammit, directly above. I was particularly impressed by a shot of the tandem pair on deployment; for a split second they actually accelerate down away from the camera before being snatched upwards.

Details: Visions 2, Seagull Adventure Co, 80 Burgass Rd, Nottingham, NG3 6JL. Tel: 0602 586052.

GROUND BOUND

The second video is called Ground Bound – by Skytribe, and is meant to be a collection of boobs (ie mistakes) set to music. Not particularly original, what is different is it's free. And in view of the price, and the fact that it relies on contributions from anybody, it would be unfair of me to be too disparaging about the quality. It's low budget and the material is variable. The idea however deserves encouragement; that is, as many camera people as possible send in their favourite shots of an aerial, or terrestrial cock-up. The best of these are put together to music and sent out free to anyone who writes in. If enough people contribute then we should have a skydiving version of It'll be alright on the night. Anyone who is prepared to do this for no financial reward deserves to be commended. There is the advantage the cameramen get credited so get filming or digging onto your archives guys and let's all have a laugh – I'll look forward to the next one.

Send in videos to Gary or Adrian, 71 Ramsons Ave, Conniburrow, Milton Keynes MK14 7BB. Tel: 0908 235313 or 611832.

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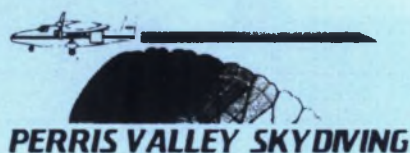


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