

Sport Parachutist

August 1993



THOMAS

Sports
Equipment
Limited

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

THE NEW 1 PIN TEAR DROP



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

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

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

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

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

CALL NOW!

ASK FOR CHRIS, GARY OR SALLY.

Manufactured to BS 5750: Part 2: 1987 / ISO 9002:1987. TSE Standard 1: Issue 2 (as amended), approved by the Australian Civil Aviation Authority CAA under Civil Aviation Order CAO 103.18 - Equipment Standards - Emergency - Parachutes.

The KIT STORE

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



BLUE TRACKS

TEARDROPS



PINTAILS

ATOMS



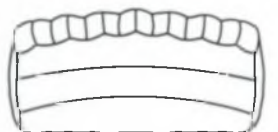
SABRES

RACERS



FURYS

ZEROX



PDs

VECTORS

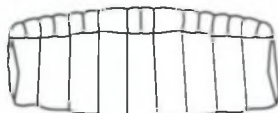


CLIPPERS

ALTIMETERS

COE-Ds

HELMETS



SWIFTS

JUMPSUITS



RAVENS

GEARBAGS



ALSO IN STOCK - CYPRES AAD' s

If you'd like a CYPRES in your rig, but haven't got a spare £800, - we can help!



We've set up a Credit Facility, at a competitive APR, here at the Kit Store, whereby you can have the security and peace of mind of a CYPRES straight away, but pay for it via Direct Debit over whatever period you can afford. This facility is also available for Canopies, Containers or Complete Systems.

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



Call or write for a Brochure and Stock List



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

ParaGear

The best known name on the planet.

SERVING THE WORLD



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

The best, year after year, in:

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

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

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

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

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

para-gear  equipment co., inc.

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



Dealer Inquiries Invited
Member Parachute Industry Association



Sport Parachutist

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

C contents

REGULAR FEATURES

News and Events:	4
Correspondence:	6-8
LPS go Biplane Static: <i>The Antonov 2 at LPS</i> <i>by Dick Barton</i>	9
Life after 'Life After WARP': <i>By Chris Toole</i>	10
Club Corner: <i>MPC opens at Windrush</i>	15
Pops Corner: <i>The Pops visit Lewknor</i>	19
DZ Around the World: <i>Readers visit DZ's</i> <i>in the USA and Holland:</i>	
Hawaii: <i>By Jeff Lewis</i>	5
Texel: <i>By Elaine Cox</i>	16
Clewiston: <i>By Katherine Andrewes</i>	30
Kapowsin and Snohomish: <i>By Martin Williams</i>	35
British Team Fund Competition: <i>Its not too</i> <i>late to enter</i>	29
Diary of Events: <i>Why not check your filo fax</i>	38
Class Ads: <i>All the kit you've dreamed about</i>	39

Cover Photo by
Rodger Tamblyn

Development Committee Report :

<i>By Chris Lyall</i>	42
Kit News: <i>What's new, what's safe and what's not</i>	44
BCPA: <i>The young'uns at Hibaldstow</i>	45
Clubs and Centres: <i>Inside information</i>	46

COMPETITIONS

Woodmouse Speed Eight: <i>At Headcorn</i> <i>by Ian Thomas</i>	13
Canopy Formation Nationals: <i>By Nigel</i> <i>Watson-Clarke and Doc Flinn</i>	33

PHOTO FEATURES

Stars Over Sibson: <i>We reveal the identity of</i> <i>the stars on the SP June/July 1993 cover</i>	20
Piggy Back Pics: <i>Moley's pride</i>	22
Centre Spread: <i>Canopy Capers</i>	24

PLUS...

BPA AGM: <i>By David Oddy</i>	18
SP Staff in the air: <i>Pics of Patti, Lynette and Kate</i>	26

© SPORT PARACHUTIST

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted in any form or by any means, electronic, mechanical, photocopying, recording or otherwise, without the permission of the Editor.

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: Now that RW is FS what do we call WARP?

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

Design/Typesetting by Airscape, London SE1 3HX

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

BRITISH PARACHUTE ASSOCIATION COUNCIL MEMBERS

Chairman Bob Card Vice-Chairman Lofly Thomas Chairman STC John Hitchen
Chairman Competitions Committee John Horne Chairman Development Committee Chris Lyall
Vice-Presidents Jim Crocker and John Lines Council Members Chris Allen, Bob Card, Terry
Carroll, Allison Cronnelly, Andy Fair, Phil Gibbs, Lizbeth Harris, John Horne, Kevin Hughes,
Samantha Linklater, Chris Lyall, Mick Matthews, Kevin McCarthy, Bob Scoular, Lofly Thomas

BRITISH PARACHUTE ASSOCIATION STAFF and REPRESENTATIVES

National Coach and Safety Officer: John Hitchen
Financial Administrator: Steve Harratt Treasurer: Debbie Clouting
Office Manager: David Oddy Technical Officer: Tony Butler
Administrative Staff: Trudy Kemp, Sharon Gurney, Jo Connal
Royal Aero Club Representative: John Lines GASCO Representative: Angela Hickling
CIP Delegate: John Hitchen Chairperson Riggers Committee: Jo Scott
Chairperson Pilots Committee: Angela Hickling
Editor: Ola Soyinka, 10 Brecon Road, London W6 8PU
Assistant Editor: Kate Warburg
Design & Layout: Patti Gallagher, Airscape
Editorial Assistant: Lynette Horne, Airscape
Commercial Manager: Ola Soyinka, Airscape

NEWS & EVENTS

Tandem fatality

The first Tandem fatality in the UK occurred at Langar on Saturday the when John Farr, with his passenger John Towler, died after neither parachute was deployed.

The official BPA report had not been released at the time of going to press but it is understood that there was a problem with the main ripcord jamming in the closing loop. The reserve was not deployed.

As well as being a current Tandem Master, John Farr was an AFF instructor, an approved BPA instructor, an approved rigger and had over 1700 jumps.

The BPA has called an emergency STC meeting and it is likely that the planned mandatory fitting of AADs to Tandem rigs will be brought forward to take immediate effect.

Assistant Editor

Readers may begin to sense a feminine influence in the magazine with the appointment of Kate Warburg as assistant Editor. Kate, who is an Ipswich regular, has considerable experience as a journalist as well as having edited a sporting magazine in the past. She is a tennis enthusiast and works for the LTA. All nice letters can continue to come to the editor,

all uncomplimentary mail is to be sent to the assistant editor please.

Kenya Boogie

The Kenya skydiving club is holding this year's annual boogie at Malindi on the shores of the Indian Ocean. The boogie will run from the 19th November to 5th December. Jumps will be from Cessnas or Twin Otter depending on demand and jumpers will be treated to beach jumps.

Accommodation is in self catering villas on the beach, or jumpers can book their own hotels. Tandem jumps and AFF instruction (limited places) will be available.

Registration costs \$20, jumps from 10,000ft will be \$20. Send a \$200 deposit, or contact for further information:

H Trempenau, PO Box 60157, Nairobi, Kenya. Tel: + 254 2 338041, 229161, 338045 Fax: 254 2 225457, 338072. Telex 22992 Hosecs.

National coaching foundation

WARP coaches (and others) please note - The National Coaching Foundation has moved offices to 114, Cardigan road, Headingly, Leeds LS6 3BJ. They are a Sports council funded initiative to disseminate information about scientific

coaching principles. One of their courses is a requirement for the WARP coach certificate if you have no other coaching qualification. In addition many of their courses would be relevant to competition jumpers or anyone considering coaching in any capacity in the sport.

POFS please note

Parachutists Over Fifty should please note that the BPA now requires that they have a medical annually.

New CRW World Record

Skydiving magazine reports the successful completion of a 39 way canopy formation at the fifth attempt over Gap Tallard Parachute centre in France. The jumpers were taken to altitude by a Otter and three Pilatus Porters: the formation was built in 7.5 minutes and held for 32 seconds. They later tried for a 44 way but failed.

Freestyle Seminar

Mike 'Michigan' Sandberg will be coaching at a freestyle seminar in Holland during the first week of September. The event, organised by the Parachute Case (a kit company), is being held at the national skydiving centre in Teuge.



SYMBIOSIS SUITS

AT THE TOP FOR TEN YEARS

**JUMPSUITS,
WARMWEAR
FALL RATE EQUIPMENT
PARA BAGS**

by Rob Colpus & Sarah Brearley
Fast Delivery
Guaranteed Workmanship.

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



Just another dreadful day in Paradise

I knew I was in trouble when I saw the winter holiday brochures laid out in the lounge. Bang goes the "Oh dear! All booked up? We'll have to take a fly-drive to Z-Hills" ploy. Translating the Japanese spelling gave further cause for gloom "Sin-go-pour-a", "Fee-gee", "Maldi-buz"; dam it not a DZ in sight; "Noo-Yo-kuh", "Pa-liss-oo", "Ron-don"; Ouch! Even colder and greyer than terra firma-Tokyo. Aaahh, "Hawaii!" now that sounds possible, but better check the essentials first.

1. Yes there's an operational drop zone
2. Yes there's a bar (or two)
3. Yes there's food that doesn't give instant trots
4. Yes there's more sun and less cost
5. Yes there's alternate entertainment

"Errr... Hawaii sounds really nice. There's a big beach, lots of beaches (groan), and masses of shopping (puke), and (and damn the DZ is the other end of the island!) and we can rent a car and travel around."

Life with a whuffo can really strain the neurons come vacation time.

Six weeks, 3,000 miles and one 'golly gosh is that my frap hat in the suitcase?' we were headed up route 99 on the fifty mile trip from Waikiki (where all the tourists are penned) to Dillingham Air Force Base right up the North West of the island. February in Hawaii is warm. About 80° F, no mosquitoes or fire ants, and the big surf is up on the north shore. Attracting hordes of top class surfers to the 20 foot plus waves and not, co-incidentally, big buck prize money. The south shore has the quiet water with the tropical fish and snorkelling-scuba diving operations. The east side of the island is too close to the mountains in the middle of the day and gets too much cloud, but still has some interesting sights; the best being the Polynesian Cultural Centre. Fortunately Polynesian culture mainly consists of erotic hip shaking dances and having a good time!

Having already rung 'Skydive Hawaii' I knew that midweek was very much hit and miss. Tandems for tourists were booked, but, if you turned up, if you wanted photos, if no-one else wanted to jump and, if you

were there, then maybe you could jump. However, if you and your friends could fill the plane then it would be jump till your chests are concave time! Now there's a thought for a laid back 4-way training camp, or just four friends/partners who are looking for sun, sea, sand, scenery, surf, and scuba as well as sky. In the 'S' department Hawaii really does take some beating (and yes that, 's' is also freely available down the discos).

For a Sunday it looked relatively busy for a DZ on a small island in the middle of the Pacific. The new edifice replete with flush toilet and all the other modern facilities, was still under construction, though due to be completed in time for the DC3 boogie at the end of February. Much to my chagrin I had not been able to make that week, that must surely be the best time to visit. Probably not the hottest, biggest, happening-est dives in boogie land; but that's not the main reason for choosing Hawaii over flat Florida. Everyone, even wastrel skydivers, deserve a taste of paradise once in their lives!

A short freefall and pull for a long canopy ride, the view totally breath taking, a combination of pacific island plus volcanic mountains

Approaching the nearest group of dirt-divers revealed them to be a break away club (oh no politics and bickering here too!). The majority of the experienced skydivers had got themselves a Cessna 206, a pilot, friendliness, and a separate manifest. However, my rig was in Florida recuperating from a canopy collision so I needed to beg (borrow/steal) an alternate; and who lends their rig to a friend much less a stranger? The spouse/lover, well maybe... perhaps... just the once; but a stranger never? The main club had a good selection of student gear, a Cessna 182, and also a friendly attitude. The predominant training method was obviously AFF – not a round in sight. There seemed to be about a dozen

or more instructors, students and jumpers here; though it was difficult to tell as some jumped at both clubs and freely mixed; there was a lack of any obvious animosity. Forty dollars got me all the gear (including flotation device), a full safety brief, and as much altitude as the AFF. This appears to be a standard serves-you-right-for-not-having-your-own kit sort of price at most US centres. A regular jump is around the fifteen dollar mark. slightly more expensive than mainland USA, but then everything is about 30% more due to the transport costs.

From manifest I could hear the surf breaking on the reef, a short distance inland the mountains provided a spectacular backdrop; rising steeply to 1500 feet and continuing on up to 4500 feet. Elsewhere lay pineapple plantation and an active air force. Not a place for out jumps! The view however promised to be spectacular. The ride to altitude began to make my mouth water. Thoughts of freestyle got shunted in favour of a slow turn to suck in the visuals. However, the clouds decided to roll across as we reached altitude. Now was that pineapple tree farmer Joes to the west or Aunt Mables to the east of the DZ. Is my name Patrick? Did I wish to land on 20 foot surf and try to ride it in? Nope, no way! Back down to cloud base? Yes thank you! A short freefall and pull for a long canopy ride, the view totally breath taking, a combination of pacific island plus volcanic mountains by far the best I have ever seen. Enough to make me wish to stay up here in the sky all day.

Just a moment! That's my rent-a-jeep leaving the DZ at high speed. Hey whoa, stop thief. Oops! Just the other half, bored with watching parachute packers, off to watch the surfing for a while. Personally I don't understand what she finds so exciting about watching troops of fit young men in skimpy bathing straps, the sun glistening off their salted golden muscles, as they fall off their surf boards. Still, I guess that means I've got time for another 'Skydive in Paradise'

Jeff Lewis D7869

CORRESPONDENCE

LAST ROUND

Dear Ola

I have just had the most wonderful time jumping at the Langar Large Aircraft Boogie (26 June – 4 July). After four months of patience and barely containable enthusiasm I got my Cat 8 after 23 jumps and kissed goodbye to round parachutes on the eve of the boogie. Despite the bustle and activity the instructors at Langar had me fully trained to jump squares and join in the fun that weekend, and after months of dismal weather we had a week of glorious sunshine to revel in.

Many, many thanks to all those at Langar for their support and encouragement, and congratulations on organising and running such a successful boogie. I'm sure everybody else who achieved similar goals at the boogie share my sentiments. We were encouraged and supported all the way and I for one will never forget the thrill of jumping a Skyvan, flying a square and landing on my feet for the first time at Langar Boogie!

Blue skies

Sam Caethoven BPA 581714

RESERVE JUDGEMENT

Dear Ola

I would like to comment on the recent decision not to allow parachutes that have been jumped regularly as mains, to be used as reserves.

I have a Firefly reserve which I bought to use as my first square canopy. I then bought a Wildfire and did not use the Firefly for a couple of years. I then decided to put the Firefly in as the reserve. It was put into the container by a rigger at Thomas Sports Equipment. It has always been repacked on time and recently checked and inspected thoroughly when repacked according to the new BPA rules.

Is the judgement of my CCI (who has regularly repacked it) who repacked the canopy only 2 months ago and found the canopy to be in sound and serviceable condition, now to be questioned? He is a BPA Examiner and I suspect he would be very interested to hear your reply. If at any time had he told me that in his opinion the canopy was not serviceable I would have taken steps to replace it, in any case he would not have let me jump anything which he did not consider to be sound. I value his opinion which is based on first-hand knowledge of the state of my canopy.

I appreciate that the minutes of the Riggers Committee STC meeting as published are a resume and do not reflect the detailed discussion which obviously took place. My lack of this information leaves me with two issues I would like to raise.

1) I would like to know on what basis the decision was made? Also what information or statistics support the ruling?

The wording "used regularly as a main" begs the question 'how many jumps' defines has been used regularly as a main".

If there is a limit on how many jumps can be done as a main, then this then begs another question does a reserve now have a limited life and if so how many jumps can be made on a reserve before it is considered unfit for its purpose? I know of an AFF graduate who had great difficulty with his new gear and deployed his reserve on three occasions one after the other. He used his reserve regularly as a main, should he now get another reserve? I know this sounds ridiculous but the wording as it stands is very unclear.

If a reserve does now have a limited life, how would you record how many jumps a reserve has made? They

are bought and sold second-hand with only verbal assurances on the number of times they have been used. A sensible person would get it checked by their CCI or a rigger and rely on their judgement as to whether or not the canopy was sound.

If it is a question of wear and tear on an older canopy, then this can only be a subjective judgement made by the person who knows the canopy best and who has the experience and qualifications to make the decision: in my case the CCI. Every canopy is different, has had different use and has been treated or mistreated differently and I am puzzled that the BPA now seem to be saying that all canopies are the same when this is manifestly not the case.

2) Why is the decision to be effective immediately?

It is the middle of the season. Your decision means that I have to buy a new reserve which will have a delivery time of some weeks; in the meantime I have to get my container modified to take the old round, pay again for another repack (I paid for a repack only two months ago) and then pay for another modification and repack when I get the new square reserve. Or I could borrow some gear. Or I could go to another DZ where they do not know that my Firefly reserve has been used as a main.

I understand that there is also a resolution pending to make Cypres mandatory on Tandem rigs but this is not to be effected until next January. If it is financial considerations which delay this implementation, then I would suggest that it will cost me, an individual, as much proportionately to replace my reserve with all it entails, as a DZ owner to put a Cypres in his Tandems rigs. The BPA obviously has considered the financial implications for DZ operators and has moderated its decision accordingly. Perhaps you think that the small individual does not merit such consideration. It is the middle of the season and I am effectively grounded. I am a sensible person and do not want to borrow unfamiliar gear. I also do not want to skulk around DZs jumping grounded kit.

We would all like to have new gear every year, a Cypres on our square reserve, but as a private individual it is not always possible and we do the very best we can in our own judgement and on the advice of those we respect. I value my life and I am much happier with my Firefly reserve than I will be with the Invader round. My Firefly reserve was used at terminal velocity by a man weighing considerably more than I do and he found the opening comfortably fast, and the landing acceptable, far more so than landing under a round. I have never had to use it as a reserve but I know it works.

I consider myself (and my CCI) to be a "sensible" person. I am asking you to reconsider the decision, or failing that, for an exemption. My square reserve is safe to jump.

Yours sincerely

Deborah Edge D7321

DON'T SIT ON THE GATE – JUMP

Dear Ola

In August last year a friend of mine invited me on a basic freefall course with the Red Devils. As I am military and was based at 5 Airborne Brigade this would be a freebie and not to be missed. By the end of the week we had achieved 8 descents and learned to pack. The following months were spent saving and waiting for Christmas to do my AFF in Florida. Then things really took off; eight jumps I was Cat 8, after 40 jumps Cat 9 and after 68 jumps Cat 10 and since then I've been learning how to really skydive, managing over 100 jumps in England between

January and June. So as I've a moment spare I'd like to say a few things. Firstly, thanks to anyone who's ever helped me out especially Dave Alex, Eddie Carrol, Bri Dyas, Andy Kelly, Mac, Lofty and the man who told me "I'd love it" (and I did), Tom Baker as well as the Freds except Digger (joke not).

Secondly, if you want to skydive don't sit on the gate waiting for the van to stop, get down to Queens Ave, but some Oakleys and get packing – it's worth it.

Blue jacuzzis

Kes Gospel C10269

A LONG WAIT

Dear Ola

Category 10 in 1 year 2 weeks (and 10 years or so waiting).

I would like to say through, the magazine, a few thanks to all the staff of the Peterborough Parachute Centre, including Kevin McCarthy and Pete Allum of the FreeFall Company, who gave me a start by getting me to Cat 8, for all their help and instruction. I had previously suffered a few false starts in 1981, 1987 & 1988 but was determined to make it.

I would also like to pass on my thanks to the WARP instructors at PPC, especially Martyn Draper, who had to cope with the great rate of speed at which I travel.

Thanks finally to Dennis O'Brien, Mick Hall and Julian Ruiz for agreeing to be on my WARP 10 dive and for helping me to get Cat 10 on my first attempt.

Yours sincerely

Peter Gray C10073

LIFE AFTER WARP

Dear Ola

Peterborough Parachute Centre recently held a 'Life After WARP' progression week aimed at improving RW skills and filling the post-Cat 10 void that a lot of people find themselves in and I would like to thank everyone involved for their excellent organisation and tuition. Coaching was provided by Daryl Moran, Derek Armstrong, Tim Moran, Dave Smith and others who joined later in the week. Their experience and teaching skills proved invaluable to us all and they showed great enthusiasm in passing on their knowledge.

I was surprised by the number of visitors from other clubs who attended the seminar, all of whom sang the praises of the week and of Sibson in general. Most people, I think, managed about 25 jumps by the end of the week and there were many 'firsts' involved. I myself was involved in 6 and 8-ways etc, and literally doubled my number of RW jumps. There were also a couple of very impressive 16-ways.

I heard no criticism at all throughout the seminar and it was a great success. I enjoyed it immensely (apart from one rather dodgy landing) Thanks to Messrs Gray and Armstrong respectively for their lifts to and from Peterborough District Hospital, to Martin Draper because he was sympathetic, to Jim and Charles because they were not, and to Ronnie O'Morbid (for capturing my pain on video) There is talk of planning a similar event later in the year which will hopefully attract a broader spectrum of experience, from WARP students to experienced jumpers. I guarantee a good time will be had by all and that you will all learn a great deal. I suggest that anyone who might be interested in this contacts Sibson so that the level of interest can be assessed.

Thanks again to all for an excellent week.

Steve Hamilton

QUICK HELMET RELEASE

Dear Ola

I fully agree with Ray Ellis' article "The secondary Problem" in SPJune, but more than a year since Veronique Kundig's fatal accident at Gap he perpetuates the misconception that there somehow arose a recommendation that freefall camera operators should disconnect their reserve Static Lines.

Guy Sauvage from Parachutes de France speculated at the time in a telephone interview with Skydiving magazine that some such legislation might be forthcoming, and I did get some reports that a centre had such a rule for a short while, but the official communique from the French Parachuting Federation was absolutely clear on this point: The only recommendation made by the Federation Francaise de Parachutisme was that all video camera helmets should be fitted with quick-release systems. Leo Dickinson had come to the same conclusion over a decade ago.

The communique did point out that a reserve deployed from an unstable position could more easily snag a projection of a poorly designed helmet. Veronique had a camera mounting platform for a much longer camera than hers, riveted to a Protec helmet. Her free bag had a laceration consistent with the very reasonable theory that it jammed for a while under the ironically superfluous rear projection, but this is actually conjecture. The reserve lines were so wrapped around her helmet that this may not have been the prime cause of failure to deploy. We shall never know.

I made a few more jumps that week with my "home-made" snap-fit connector, which I had installed the previous year, mainly to simplify getting the darn helmet on and off on the ground or in the plane. I then bowed to pressure from "CCI" Claude Davier and handed the helmet to Kevin Hardwick who made me an idiot-proof quick release for about the same cost as a ticket to altitude.

The federation did also point out that the combination of a cutaway from a violently spinning high performance canopy with an RSL could lead to the deployment of the reserve while the skydiver is in an unstable position. But his was a general comment, in no way restricted to video jumps.

Please, no more talk of recommendations to disconnect safety equipment. If any skydiver is happier using an RSL, I don't think anyone should suggest, let alone recommend, disconnection. On the other hand, don't be surprised if you are actively discouraged from using your new space-age full-face helmet bolted through your jawbone on a French DZ!

Sincerely yours

Mickey Howat D8491

PS. Last lift of the day at the Bouloc Paracentre in South West France. A student on his third static line jump is the last to leave the airplane. After opening he checks his altimeter and... rises, and rises, and continues to rise until he sees the altimeter at 23,000 ft before fainting. Some time during this ordeal, he cuts away but the darn reserve static lines open the round reserve. He was found unconscious one and a half hours after he left the aircraft, and thirty miles from the centre. The culprit? Cumulonimbus updraughts. Luckily the student was in good shape physically and his injuries were limited to frostbitten fingers. The french press went ape and reported a lot of hype and inaccurate rubbish, but it could make a good story for "Dead Men's Tales - the Return". How about it, Mandy and Leo? (Reproduced (liberally) from Paramag June 93)

PPS. I'm afraid the student concerned had a nasty ending: the man's frostbite was so bad he had to have all ten digits amputated from his hands. Don't mess with the cu-nimbs, I guess...

A TALL ORDER

Dear Ola

So... I always fancied having a copy of Poynter, and when I saw your review of the new edition in the January mag I thought, I'll get someone to give it to me for my birthday. Of such innocent ambitions is madness born.

In May I asked Waterstone's in Cardiff to order it for me; they looked it up, found the supplier, said "no problem, about three weeks" and that was that. Five weeks later, back to Waterstone's and surely it should have arrived by now?

Waterstone's (who were extremely efficient and helpful throughout) agreed, they checked the order on their computer and confirmed it had been placed the same day. They rang the supplier direct (Creedo Books) and tried to find out what happened.

First, they said they hadn't had the order. Chapter and verse were cited to them from the computer. Then they said they had, but there was no such book. Their own entry from Whittakers, the booksellers' microfiche 'bible' was quoted back to them. Long pause for thought.

We next got what, with apologies to the ladies, I can only adequately describe as a particularly dim Doris. The upshot of some five minutes of argument was that there was such a book, in two volumes costing £40.00 each. One was the main handbook, and the other the updated without which the main volume was useless. After further argument, she agreed that one might be a new edition of the other, and I might therefore only need one.

The price of £40.00, however, remained. Waterstone's pointed out that their own entry in Whittakers said (I think) £24.95. This produced about seven minutes of bullshit which boiled down to as many words, as "Phwor... er... wori, got me there squire". They didn't have any, anyway. But if they did, it would be £40.00.

I cancelled the order, though Waterstones are willing to order it direct from the USA. Or I could do it myself. But all this messing about with international money orders and what not seems a bit excessive. Any ideas?

Try Para Publishing - Tel: USA (805) 968-7277. Fax: (805) 968-1379 or Skydiving Book Service: PO Box 1520, 1725N Lexington Ave, Deland FL USA 32724. Tel: (904) 736-4793 Fax: (904) 736-9786. Both take major credit cards.

Blue skies

Chris Jones D8783

A PAIR OF 8s

Dear Ola

Last September we did our first RAPS jump at British Parachute Schools, Langar. What started out as a one off experience quickly turned into complete addiction. Now 25 jumps, two irate bank managers, one fed up but proud husband and a resigned boyfriend later we qualified Cat 8 at the Langar boogie! All we can say is a huge thanks to all at Langar.

From the day we started we were made to feel completely at home, there was never any 'them and us' syndrome so many students complain of. At Langar, they really are just a bunch of people who love to skydive who will welcome anybody who shows an enthusiasm for their sport with open arms.

Our special thanks must go to: the man who can spot an open cigarette packet from 3,000 ft! Derek Schofield, our brilliant instructor who really does care about his student's safety and progression. Alaistair, Kate and Gary for the pep talks, and getting us to jump when we were flatly refusing to

budge! DH, Chris, Tony, Ray, Dean, Larry and all the regulars, for help and encouragement. Angela, Gary and John who got used to seeing us climbing into their airplanes white faced and shaking, but who knew we loved it anyway! And finally to 'Uncle' John Fletcher, who made sure we got our Cat 8s and then jumping with us when we did, definitely above and beyond the call of duty!

Cheers all we really appreciate it, now we can start learning to skydive.

Anita Latham BPA565815

Sue Ball BPA565673

MORE ON MEDALS

Dear Ed

I feel the possible change of the 4-way competition criteria can only be a good thing and all the fuss being made about it is completely out of all proportion.

I fail to see how encouraging more people to take part with the temptation of a medal can harm the sport in any way. The cost of a few medals would hardly be a drain on funds when compared to the probability that more teams would take part.

I think Rob Colpus is wrong to belittle the effects of regional winners by pointing out the top teams did not take part, you have to be there to win.

I also think Rob is wrong to say 'medals are worthless in themselves, it's what they represent that is valuable', if you believe this you should scrap the Intermediate level as worthless. Many skydivers are rightly proud to say they won an Intermediate medal, and I hope that future skydivers will also be proud to say they won an Interseior (or what ever it may be called) medal. Having an extra rung in the ladder to the top will only encourage and help those competing to reach the top having too big a gap only encourages people to stop climbing.

Having said all this if it is not a success then it is easy to change back. Remember if nobody tried new ideas we would all be jumping round chutes with no reserves.

Blue skies

Dave Luke D8743

(Thanks for the pics - sorry no room...Ed.)

HALFPENNY POPS

Dear Ola,

I have just returned from Halfpenny Green Pops Meet where a good time was had by all, some more than others! Everyone, round and square jumped... some again, more than others!! I met up with some old friends and had a really enjoyable time and we were all made to feel welcome by Pat Walters and his crew! We look forward to another possible meet over there in the future at 'The Green'

On a personal note... I would like to thank Pat, Joe, Adam and all others for making me feel most welcome and giving me the chance to jump a P.I.S.A. canopy. "Looking-up on the 'Check Canopy' took me back to the old Double L C 9!" Big thanks again Airborne! Hope to see you all again soon.

Go Safely!

Chris Mills BPA 25067 POPS 30

FREEBIRD GRADUATE

Dear Ola

Having recently qualified Cat 8 after 13 torturous months of British weather, I felt it was now time to thank those who made it possible. I am talking about all the staff and regulars at Freebird Skydiving, whose constant encouragement and friendship have

made the difficult task of learning the basics of this sport all the easier.

These people (both students and experienced alike), know who they are, but there are a few who deserve a special mention: Chris Donaldson (CCI), Louise and Ali ChrisTie (soon to become a threesome).

It is not for these three, Freebird would not exist and despite all the problems of setting up and running a dropzone, their prime concern was making everyone who comes to Freebird as welcome as possible. I'm sure I speak for all when I say "thanks!"

I now look forward to learning the real skills in this magical sport, as having reached that mystical Cat 8 I now realise how little I know!

Nick Skinner B10198

Gathering of the Clan

Dear Ola

As Tango Juliet's wheels gently lifted from the runway a chorus of 'yahooing' erupted from inside the familiar orange and red fuselage. A happy group of Scottish skydivers were taking to the air to enjoy the first jump at the new DZ - Paraclan Parachute Centre.

On the ground, standing beside a tidy collection of portacabins in various states of decoration, were a collection of wives and girlfriends who had taken time off from painting the canteen to watch the historic lift-off. (Who said us Scots are chauvinists, it's just that the best place for a Doris is on the business end of a paint brush!)

There was still plenty of work needing to be done on the ground. The CCI's office was still a bare shell, the toilets still had to be connected and the painted markings on the runway were barely dry, but the BPA had cleared the DZ for demo team practice so with a warm fresh breeze blowing and a 5000ft cloud base 'The clansmen' went for a swoop - then another - then another.

This new Parachute Club is the brainchild of Ronnie Groat of "Foxair" fame who has to be admired for having the courage to start a new DZ when others are struggling to make ends meet. However, Ronnie has been associated with parachuting for a long time and with a shrewd business head on his shoulders he is convinced that success is possible. He certainly has a number of things going for him - a picturesque and hazard free DZ; permission to operate to maximum height dawn to dusk; reasonable jump prices; an Islander and Cessna 207 available at all times; and the best wishes of the locals who have already shown considerable interest in the club and have made an effort to make us welcome.

Chris Lyall has taken up the post of CCI and is looking forward to next weekend (July 24th) when he expects to start training students. Chris' dedication to Sport Parachuting and the emphasis he puts on safety is well known, and he hopes to establish Paraclan as a "maximum fun - minimum risk" centre. With this in mind, students will be encouraged to train on RAPS kit although round canopies will also be available, with tandem jumping for those who wish to experience the ultimate thrill.

One problem Chris has is his determination to use one hand for some things and his other hand for others (Don't ask!) Maybe some time spent among the Scots will restore his sanity. On second thoughts maybe it won't.

For me there is nothing better than to climb in the evening sunshine to 12000ft ready to do a bit of RW with some close friends, while beneath us stretches a spectacular view of the coast from Dundee to Montrose. This is Scottish landscape at it's best so

The Word on the Streets is...

The 1st annual "Woodmouse Trophy" 4-Way event is to be held on the 18th & 19th of September, at Skydive Sibson, Peterborough. The competition will be at Senior and Intermediate levels, the first place intermediate team winning a weeks free coaching from a member of Air Time!

Sun Path products now offer the Javelin rig with an innovative ring at the harness junction (as per the Flexon) for improved comfort and mobility. Sun Path run by Derro and Pat Thomas have reduced the delivery time of a custom rig to 10 weeks.

The Langar Boogie was blessed with the weather, the aircraft and the dives. Geoff Ronzevalle of the French 8-way was working with Alexis Perry and his 'Boogie Performance' to produce some very smooth Skydives. "The Sun shone and the skydivers boogied!", said Dave Morris who completed his 4000th jump at the Boogie, by pulling out of a 34 way. Nice one Dave. The 320 skydivers registered, made 3150 jumps from the 3 aircraft over the week, with 8 malfunctions recorded.

Mind Games won the 10-way Speed event at Langar with an 11.03 second 'Speed Star'. Fast in the air and on the ground the team looked 'pristine' in their purple and white gear. Sponsored by Akai for their video equipment, the team hope to do at least 2 more training camps before the World Championships. Thirteen teams entered the competition with Symbiosis coming 2nd. (Mind games have now employed a manager to take the 'hassle' out of running an 8-way team).

The 20-way event was won by Another Planet, consisting of Mind Games, 2.5, and friends. "The team kicked some Serious Boo" said Darryl Moran, team captain, scoring the fastest 1st point of 19.03 secs and the highest scoring sequential round of 5 points, in the speed/sequential meet. Second of the four teams entered, was Dave Morris's Kaleidoscope (affectionately known as Collide-a-Lot!)

Kevin McCarthy of Air Time, the National 4-Way Champions, was back in the air over the Langar Boogie. His first jump since the accident in DeLand was with his team mate Pete Allum. They took Moley along with them to record the event, and had a

why not come and see it for yourself.

Paraclan Para Centre is located near Kinnell village approx 20 miles NE of Dundee and just off the A933, (turn East at Frickheim and follow the signs), so if your in the area why not drop in and pay us a visit. Anyone wishing to jump must first become a club member but for the rest of this year membership is FREE! By the way, in case the canteen is still not operational, bring a sandwich - I'm always hungry.

Speaking of close friends, may I also say how shocked and saddened I was at the tragic death of Andy Dickson from Fife Parachute Centre. Andy was well known and well liked in Scottish parachuting circles and in recent years committed his life to finding new students for first time jumps with a considerable proportion of the cash earned being given to charity. I considered Andy a close friend and will sorely miss his warm smile and cheery personality.

Dave Martin D9205



"blinding time" Kevin told us, champagne bottle in hand. Welcome back Kevin!

The Skyvan will be staying at Sibson for the foreseeable future, and has been taken off the market. "Shit or bust!" official sources told us at the week end. This is most definitely excellent news for the British skydiving scene, where the recession has hit drop zones hard.

The Red Devils produced the goods at last for ITV's 'You Bet' by building an 'All Fred' 24-way over Skydive Sibson. The formation was built from the Skyvan, 2 Islanders, and a 'Chase Porter' carrying the TV crew and a free fall cameraman. The attempts culminated in a display into Berleigh House, followed by a huge party care of Thames TV. Look out for it on the program.

Symbiosis Suits travelled to Bad Lippspringe for the RAPA 16-way formation skydiving event. The early rounds saw the competition tight, but once Symbi turned it on there was no stopping them on their way to picking up another international gold medal. This was followed by the 4-way, which The Red Devils won, 6 points clear after 3 rounds. Bad weather killed the meet, 2 rounds Sunday, 1 on Saturday and none in between!

Parachutes De France have now released the long awaited 'BT Pro' range of canopies. With a forward speed quoted at 44.5 mph, in 3 sizes, 100, 120 and 140, these are not for inexperienced pilots. The new BTs will be available for test jumping at Sibson any weekend from the August Boogie onwards, just see George or Tim.

The Word on the Street comes from YOU! You are the Word! Tell us where you've been, what you've seen and what went down. It only takes a phone call to leave your 'words'. Less hassle than writing and cheaper than a first class stamp!

Let us have the info on 0788 860882....NOW!

Be hearing from you
George Pilkington

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

SUBSCRIBE TO:

Skydiving

PARACHUTING'S NEWSMAGAZINE

The colorful magazine about the equipment, techniques, events, people and places of sport parachuting. Free sample copy upon request. Foreign subscription rates for 12 monthly issues: US\$26 (surface mail) OR US\$48 (air mail). Pay by credit card (Visa, MasterCard or AmExp), by International Postal Money Order, or by U.S. currency. Satisfaction guaranteed or your money back. Order today.

Skydiving Magazine

1725F Lexington Ave. • DeLand, FL USA 32724
Tel: 904-736-4793 • Fax: 904-736-9786

LPS go Biplane Static

When the letter dropped through my post box offering an AN2 for parachuting hire in the summer I almost dropped it straight into file 13 and got on with the more practical side of life – but as my egg and chips weren't quite ready and fortunately I had jumped an AN2 in Russia the previous year and knew that its operating capabilities were well within the restrictions of a small farm land landing strip, I made contact and arranged for it to be available for static line first time jumpers early in May.

I made some enquiries regarding its status as a jump ship in Britain and was relieved to find that all was in order from the point of view of Major Tom at the CAA. More interestingly I could find no record of an Antonov 2 being used in the UK for first time static line jumpers before – I know that statement will be tested to the full, so if you know otherwise...?

The great day came, along with the good old British 'special to Sunday' weather – and went! Another date was arranged, the day came, the Antonov came, the wind came – we did two free fall lifts and away it went again. Mutter ***** mutter!

Third time lucky. After a foggy morning the AN2 majestically came in, the sun shone, the first time jumpers were on the flight line, the free fallers were limited to three slots on each lift after the jump master had despatched eight students and the aircraft had climbed to its maximum working height of 4,200 ft – (restricted owing to having no transponder).

The students on the flight line stood with mouths agape whilst this larger than life single engine biplane taxied round then stood there thundering, waiting to gobble them up. Guided tours of the aircraft for anyone who showed the slightest interest were quickly organised by Ken Langstone who obviously spent his formative years as an Air Scout or budding Air Vice Marshal or something.

The static line hooking up procedures were simple, having so much room to manoeuvre, then the luxury of seats (along each side, facing each other) and to be able to converse without mouth to ear contact was a novel experience. Not that the first time jumpers showed an awful lot of desire

to 'chat' at this point, but it did enable the likes of Steve Plank to continue his normal one man Vaudeville act.

The take off even with a full load seemed ridiculously slow, I wasn't convinced at the point of lift off that the pilot hadn't decided to taxi to the other end of the strip for a take off in the opposite direction – ok, so I'm no pilot, I admit it!

The climb to 2500 ft seemed to happen very quickly and soon it was door open (didn't I mention we had a door?), first two stand up, cut, in the door, GO. Repeated again and then round for the second pass, etc. The reactions of first time students whilst standing compare equally with those of kneeling or seated shuffling students in any other aircraft and warrant equally vigilant eyes in the back of the frap hat.

The standing exit makes for a very good stable spread position and the jumpmaster, Derk Boersma, was gibbering in delight with all the room available to him and his charges. He had to be well beaten before we could get him back onto his knees working from a Cessna again.

With eight student static lines per lift we got through the course of 40 very quickly, each round trip being about 20 minutes, allowing the aircraft to climb to 4200 ft to despatch the skydivers after the students had left.

The next lifts were then open to all comers and I'm happy to say the word had got

around about the AN-2 and we had faces around that you normally bump into at other drop zones far and wide. We also had enough POPS to make a reasonable POPS photo for a future mag insert, I hope. I suspect that Mike Allum put the word around just so he wouldn't have to search too hard for his next POPS report! (See page 19).

The general feeling about the aircraft – even though it was restricted to 4200 ft, was that it felt right. A good jump ship, minimum fuss, maximum comfort and although some were disappointed that it wasn't green with a big red star on the tail and wings it still had a distinct "one for the Log book" feeling about it. Even Pat Slattery the CCI had a smile on his face remembering days gone by in foreign lands...

Because of the lack of height much canopy control, accuracy and aircraft exits were practised and experimented with, some of the exits being quite bizarre – intentionally even!

At the end of the afternoon we ran out of people who wished to jump and out of static line rigs as well – Pete the Packer and team were in their element! I would recommend London Parachute School to anyone who wishes to learn all about packing, from basics upwards.

A good afternoon was had by all, many friendships were rekindled, quite a few students vowed to return, this now being their thing, and the canteen ran out of bacon sandwiches – all in all a worthwhile experiment.

Dick Barton D9344



The students – apprehensive or happy – at least they are comfortable

Life after 'Life After WARP'

If any of you out there have recently achieved Cat-10/WARP-10 and didn't make it to Sibson's 'Life After WARP' progression week, you really ought to be kicking yourselves. Aimed at fledgling RW skydivers (who, if they have any real grip on reality, will recognise that one of the main benefits of WARP is to demonstrate just how much more there is to learn), this week-long seminar was designed to expose everyone to the buzz and rigour of structured real-world skydiving, warts and all.

Coached, shepherded and variously entertained by some of the best in the country (members of Mind Games and Airtime – that's who!), 18 of us braved a week of Peterborough cashpoint machines, Cambridgeshire sunshine, and Keith Miller's flatulence, to gallop at least a few steps up the ladder of ability.

The individual experience levels of the course ranged from about 70 to just over 300 jumps. Most had completed WARP, or as near as damn it, anyway. Everyone, though, had a declared interest in improving their skydiving, and I'm sure there was a common element of wanting to get seriously current and up to a level where we could feel reasonably confident of being able to "do the job" in any skydive back at our home DZs.

By the time some of us late arrivals had wended our way to Sibson on Sunday afternoon, the others had already been sorted out under the capable attention of Darryl Moran, and had been split-up into a number of 4 and 5-way groups each with their own instructor. The initial cut was based mainly around likely fall-rates, and thus was created the first incarnation of what was known as the "Fat Bastards" group. Although these groupings were regularly changed by Darryl and the boys during the week to enable everyone to get the maximum experience of jumping with different people, there was always one group fully capable of taking on the "Fat Bastard" mantle. For the record, the original FB's were Jim, Steve, Keith and

Charles, and although the first three were built like mad hippos on steroids and generated their own gravitational pull, it would be unfair to describe Charles as "Fat". "Bastard" maybe, but not "fat" (heh heh). Your humble reporter, under the guise of a mildly disturbed hippo on vitamins, did his first jump of the seminar with the FB's that afternoon, and set a trend for the week by allowing the first two points to build to a spider before then taking out Dave the instructor from the middle with almost surgical precision.

the first three were built like mad hippos on steroids and generated their own gravitational pull

The serious business really started on Monday morning, after the weekend crowd had returned to work and left the DZ to the real men. At 9.30, the real men turned up in their lorry, emptied the cess-pit, spat at us and left...

No, seriously... everything went great for the whole week. For starters, everyone on the course got on well together, and were surprisingly supportive of each other even through the most severely funnelled launches. The initial "Oh God,

don't let me screw this up and look like a pillock" type fears changed quite quickly to "Hey, I can probably hack this!" The instructing team did a great job of ensuring that everyone had something to work towards, and the quality of pre-briefing, dirt-diving and debriefing was exceptional. Although Ronnie's initial enquiry as to whether anyone wanted video on their dives was met with thunderous indifference, it didn't take long for all to realise just how invaluable a teaching aid it really was, and by the middle of the week there was definite competition for the available video people. All of the instructors made great use of the videos in debriefing, ensuring that everyone got the maximum benefit from the dives – even the still-earthbound Kevin McCarthy was roped-in to help criticise some of the more amusing... er, sorry – I mean complex... dives.

About the only down-factor of the week is that there weren't quite enough of us to get two back-to-back Skyvan lifts together, which meant a fair bit of hanging around waiting for lurkers, AAF groups, tandems or whatever to appear and fill the loads. To be fair, most people were averaging about three jumps a day, and Ronnie and John M cracked a couple of times under the moral pressure and put up single lift cycles. In a way, the extra time probably helped a bit by avoiding the

DYTTER® Altitude Warning Device



Probably the best in the world!

Manufactured by:



Mosevej 3, P.O. Box 25
4070 Kr. Hyllinge/Denmark
Phone: + 45 42 40 44 05
Fax: + 45 46 75 77 22

Price – £125.00 plus £3.00 post and packing.

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

"Oh my God, that's a 20-minute call and I'm not packed yet" syndrome, and gave people more time to dirt-dive and sort things out. Definite stand-downs, of which there were only a few, were utilised by lectures on such topics as PAKS (Puzzles, Angles, Keys and Secrets, for the uninitiated), boogies and foreign DZs, accuracy, aircraft and emergencies.

A (very early) solo pilot gave us a demonstration of the new Cessna Combine Harvester – the entire flock of DZ vultures were gathered for the fun

The standard day kicked off at either 8.30 or 9.00 at the manifest, with people stumbling out from breakfast still poking bits of sausage sandwich into various orifices. We were then regrouped according to the whim of Darryl and the instructors, and straight into the first dirt-dive of the day. When Ronnie had press-ganged enough people to fill the first lift cycle, we'd jump, repack, dirt-dive, wait, etc. Various things were always going on to while away the hours: the two morning sweepstakes (to guess how many bacon and egg sandwiches Tim M would eat for breakfast, and to guess what height fart-base would be on the first lift); trying to help Eleanor with her mastery of the French language (an in-joke – she claimed only to have ever known the one French phrase "Will you **** me now?" – and she'd even forgotten that!); trying to establish just how many women were in Leigh's tent the previous evening.

There were some seriously exciting interludes, too. A (very early) solo pilot gave us a demonstration of the new 'Cessna Combine Harvester' – he'd already had to abort a couple of attempts at landing, by which time the entire flock of DZ vultures were gathered for the fun, standing on cars with video cameras at the ready. He eventually made an extremely

long, high and tentative final approach, touched down, but bounced and shot straight off into the crops, narrowly missing the farmer and his tractor. Moley, of course, snapped into serious ENG mode and galloped off with his video to grab an interview. He got one, too – short, pertinent, and ending in the word "off."

On the Tuesday we decided to fill one of the main-lift gaps with a quick spotting and accuracy lift from the Islander, with two groups competing from 3.5k, on a nil-wind day, mmmm – good game, good game. Snoopy managed to at least get in the pit, whilst the rest were scattered at variously increasing distances, the furthest-out being returned by channel ferry the next morning. Actual spotting from the Skyvan was excellent, as the new satellite GPS system meant not having to rely on the spotting abilities of someone with a hangover and an inability to focus further than his chest-strap (apart from the pilot, that is).

The week progressed, as did everyone's abilities with it. After a lot of concentration on slot-flying and positional work, we moved on to some 8-way attempts, until on Friday we had our first go at an 18-way. We didn't actually make it, I might add, but everyone was in there and we probably had at least 13 docked. This was the big time! Also very exciting for some, as Keith's helmet came off in freefall, seriously scaring Leigh who thought it was his head. On another dive Derek's dytter got reset to 6,000 ft; in the middle of the dive he suddenly karate-chopped Adrian and tracked off towards the sunset causing a certain degree of bemusement to his group!

There was only one reserve ride during the week, when Adrian had a loose leg-strap and couldn't find his throwaway. One lift on the Friday generated our only two casualties of the week, with both Steve and yours truly causing some excitement. Steve managed to succeed in an attempt to land horizontally – badly bruising his ribs – which provoked some of Jim's best bedside manner as they waited for a hearse. Telling Steve that he

looked very white and was probably going to die wasn't a problem, but when he diagnosed broken ribs on one side with the possibility of a punctured lung, and then suggested testing this by asking Steve to "only breath into your left lung" he had the poor sod in agony trying not to laugh.

Moley galloped off with his video to grab an interview. He got one too – short, pertinent, and ending in the word 'off'.

My contribution was a smacking opening resulting in a snapped off brake-line, and only a very dreamlike memory of trying, and generally failing, to steer with the rear risers. I managed to get it into wind but couldn't get a good enough grip to flare for landing, which considering it was another nil-wind day was a bit of a shame. My next real memory is being back at the club with a headache, a stiff neck and an extremely positive attitude towards my Protec helmet. So that was me and Steve out of the game for the rest of the day.

We were lucky with the weather. It was always warm, and a couple of days were seriously South-of-France like, prompting Ronnie to sport his straw hat – I don't know if you've seen Ronnie in shorts and a straw hat, but the effect is a curious amalgam of a Cornetto salesman, Clint Eastwood, and an Odour-eater advert. Surreal. (Don't tell Ronnie, but the 'Clint' bit was just to make sure I get to jump there again...*OK, I'll keep that to myself... Ed.*)

All in all, it was a great week. Good skydiving (by our standards, anyway), good vibes, good weather. Many thanks to Darryl, Tim, Derek, Moley, Ronnie and the others for the instruction and videos, and to John, Sue and everyone else for all the other bits. We'll be back..!

Chris Toole C9118



"Woodmouse" Speed Eight Headcorn

After a couple of poor weather weekends the summer finally arrived in Kent just in time for the annual Speed Eight meet.

Saturday dawned bright and sunny and brought with it fifteen teams from around the country, many familiar faces and it was nice to see some new ones as well.

Registration was completed and the complicated rules were explained (build stars as quickly as possible!); the handicaps were issued (no show for teams with a jump average of over 1000, 2 floaters for teams with an average of less than 500 jumps) and the appeal of one team was heard (who said maths was my strong point anyway?). The competition finally got underway with the two Islanders climbing in turn to 8,000ft. *D.O.R.K.* started with a 5-way and *Doctor Dribble* meant business with a completion in 16.05 seconds. *Symbiosis Suits* were not far behind with 16.93 seconds.

Seven teams completed stars in under 25 seconds in the first round. There would have been more if some people were a little less rushed! *Luffers* demonstrated the art of stopping!! (a couple of nice funnels to get the ball rolling).

The pilots (JD Paddy, Alan, Steve and Jane) were doing their best to get the teams in the air but with that number of competitors the turn around was fairly lengthy. This gave people chance the to work on their tans! The team of cameramen were clocking up the jumps, Ian Thomas, Simon Hughes and Clem Quinn were steadily ploughing their way through,

whilst Martin Drew, Pete Parker, Pete Sizer and Toby Stafford were competing as well as filming – just to keep things difficult for Alli and Lisa on Manifest.

The second round was completed by Saturday night. *Symbi Suits* took the lead with a completion in 15.09 secs followed by a nice little third. *Sociable Gallon* were going strong with a very pretty open diamond as the second point.

Two rival Headcorn teams were battling it out, with *Why Us?* in sixth place, just ahead of the all girl team *Irrit 8*. The girls were definitely in it for the glory as Melanie Munday and Allison Drew gained their SCS, Diz Haynes her SCR, and Lottie Dale clocked up her 1000th jump.

Cases of beers were provided that night by two members of *Why Us?* Fiona Crowhurst for her first ever 8-

way and Simon Reynier for his 400th jump. Cheers folks!

Then it was time for the party with food organised by the ever present Entertainments Committee (John, Caroline, Lisa, Rob and co.) and a video of the days activities put together by Ian and Simon, and music courtesy of the Dave Taylor Rock and Roll show. (I had a great time!!!)

Sunday morning heralded another great day, and *Bilbo Baggins' Baggy Balls* finally got a completion in time, as did *Going down on the Rat*.

Symbi Suits did the fastest time of the third round to extend their lead and *Doctor Dribble* squeezed in front of *Eight Eighths* again. *Why Us?* failed to complete because the baseman was below the formation...? (okay okay so we got it slightly wrong this time...) and *Irrit 8* were still going strong. *Blym-by-osis* were pushing for fourth place.



An interesting speed 8 exit. Photo by Ian Thomas

Competitions Round Up

The ever popular *Untouchables* were finally getting their act together with a well disciplined 7-way, and the smartly attired *Fire Brigade* completed in time (for a moment there I thought the *B Team* was going to beat them to it!)

Mark Quinn retired hurt, and became chief packer for some of the cameramen! Thanks anyway and I hope the blisters heal quickly.

The judges (Steve Knight, Alex Fixen and Colin May) were keeping on top of things and managed to avoid too many protests or disputes.

The final round saw *Irrit 8* fail to complete, but still hang on to fifth place. *Why Us?* got it together again in what should have been a quick time but for a dropped grip. *Eight Eighths* slipped with an incomplete, putting them back to seventh. *Sociable Gallon* completed a star in the fastest time of the competition, 13.98 seconds, and went on to take the Bronze. *Doctor Dribble* on 16.20s took the Silver with *Symbiosis Suits* 15.72 seconds making sure of the Gold and the "Woodmouse" Shield.

The youngsters of *Has anyone seen a B Licence?*, most of whom got their Cat 10s within the past couple of months, never quite managed an eight but were to be congratulated on their steady progress and Lisa Bryant

Results

Symbiosis Suits	62.93s	1st	Blym-By-Osis	77.74s	4th
Rob Colpus, Grant Lancaster, Dawn Rivers, Lesley Gale, Pam Duncan, Dave Garbett, Tim Mace, Rhino Stokes.			Stuart McArthur, Rod Fairweather, Andrea Clifford, Bob Parr, Ali Lawley, Chris Greenfield, George Pilkington, Fred Ryland.		
Doctor Dribble	71.35s	2nd	Irrit 8	3 completions	5th
Annie Isaacs, Mark Cox, Kevin Sargent, Dave Rugg, Clive Manning, Tony Jones, Richard Toll, John Goodman.			Why Us?	3 completions	6th
A Sociable Gallon	73.34s	3rd	Eight Eighths	3 completions	7th
Mark Boxall, Mark James, Andy Pay, Fran Gregory, Ken Gregory, Neil Reeves, Toby Stafford, Ian Mathews.			Bilbo Baggins		
			Baggy Balls	2 completions	8th
			Going Down on the Rat	2 completions	9th
			Fire Brigade A	1 completion	10th

clocked up her 100th jump along the way.

The final beers of the weekend were provided by Michael Head for gaining his D licence in the final round, and Pete Sizer who managed to reach the 1000 mark by failing to dock 16th! He even hid behind the cameraman in shame!!

Still the formation load gave JD and Alan an excuse to close the weekend with a beat up of the airfield. (Even if they don't like flying too close to each other!!)

Thanks to all the teams who made it such a great competition, and for ensuring that 602 descents resulted in no malfunctions or incidents.

See you all in September for the LAC Meet.

Ian Thomas



ANTONOV AN-2 GIANT BIPLANE

- * Enjoy a novel experience in 1993
- * Lifts 12 in spacious cabin, quietly
- * Avia Special Ltd: UK's most experienced AN-2 operators - contact:

James Black or Sue Jefferis
tel 0707 262 774, fax 0707 251 405

Peterborough Parachute Centre Presents the



**1st Annual 'Woodmouse'
4-Way F.S. Competition
18th/19th September**

**The Annual
Speed 8 Competition
16th/17th October**

For further details and entry forms
Tel: 280490 or Fax: 0832 280409



Earlier this year at the BCPA AGM there was a vote on where to go for the National Championships. A large turn out by Hull University swung the vote in favour of Target Skysports at Hibaldstow. The question on everyone's lips was Hibble-where? The answers to the question ranged from "didn't they used to be Doncaster Parachute Club?" to "isn't that the DZ in a lorry park?". On the first fact finding mission we ran it became clear that this was indeed the new home for Doncaster Parachute Centre. The place was in some disarray after the move but one or two of our party who had visited Doncaster in the past, assured us that they were the same buildings - only in a different order! The people were friendly and the deal was done, Hibaldstow was now definitely the venue for the 1993 Student Nationals.

The big day arrived and the mob descended. For a while we were a bit unsure whether we had come to the right place, new paint, showers, carpets and more. In the time between our first visit and the second a lot of hard work had gone into building an impressive parachute centre out of what had been salvaged from Doncaster.

The week started and the competition got under way. As usual the RW (sorry FS) part of the competition was based on scratch teams chosen by the staff of the parachute centre. This was a nerve wracking experience as the log-books were taken into a side room with the CCI and his 'inner circle' so that they could cast the runes. Your fate was now in their hands! Things did not improve as every now and then, as you passed the room, instead of the solemn silence befitting the occasion there were gales of laughter.

With teams chosen the competition soon started. The Glasgow Uni crew stole a quick lead in the Viking points league run by George and the rest were getting accuracy marks and quite a few category points were being notched up in the progression competition. The FS competition was also underway with a number of people getting their first taste of competitive skydiving. That first taste was a rather daunting attempt at three rounds, FS, Speed and LAC, all done with a team that had no chance to train together beforehand. Airtime, Mo or Red Devils it may not have been, but what counted was that it was all done in the best possible taste.

Returning to the floor from barn dancing and bar bungee to bouncy castle there was a no holds barred pursuit of party time. Great times were had by all and a big thank-you must be offered to the staff of Target Skysports:

Thank you: (← A big thank you)

The instructors for instructing
 The manifestors for manifesting
 The cooks for great food
 The rigger for being Kim
 The Royal Engineers for Knocker and other kit generously lent
 Flt Lft C Laker and RAF Scampton for the great tents
 Extra thanks to the RAF for the beer tent
 The farmer for not minding too much where we landed (oops!)
 George for running the Viking points
 And everyone for taking part in the parties.

Congratulations to Dougie who has been elected to cope with the BCPA next year. This is Rob signing out as BCPA chair with a list of the winners.

Rob Mortimer

To all those who didn't get a T-shirt, neither did I!

Results			
	1st	2nd	3rd
Progression:	James Hart	Andy Fowler	Colin Coleman
Round Accuracy:	Noel Purcell	Colin Coleman	Paul Mellor
Square Accuracy:	Paul Fortesmayer	Rik Barker	Stewart Bremner

FreeFlight / Z - Hills Skydiving School Expert AFF Instruction

Featuring Relative Workshop Vectors and
Performance Designs canopies.

813-783-9991

FAX: 813-782-5112

FREEFLIGHT INC.

P.O. Box 1178

Zephyrhills, Florida 33539

Frank B. Arenas, Owner

Why is it that the Collegiate types who are trained up at Cark seem to dominate the top categories at their Nationals?

Meanwhile those AFF graduates (who let us know who they are) and defectors to style never really seem to be competitive. However much pringy is knocked you can't ignore the consistent results - year after year. Otherwise a big thanx to Steve Swallow and Dave Ruffle for hosting us all. Roll on the retrieval of SPOCK. Cark boys forever

Charles Ross

PS. What do you call a man three miles from home bear naked - Drunk?

Rob Mortimer will suffice!

FS 3-way

1st	Ego Trips
	Charles Ross
	Pete Stoneman
	Craig Marshall
2nd	Bum Spots
	Greame Spence
	Doug Naismith
	Andy Guy
3rd	We're missing Andy Bremner
	Doug McLelland
	Lloyd Greensite
	Bob Dillon



Paracentrum Texel BV

Many are familiar with the name, but few have discovered for themselves, what is probably one of Europe's best kept secrets in parachuting – **PARACENTRUM TEXEL BV** – situated on the largest of the Wadden Islands, just off the North East coast of the Netherlands.

The Island a mere 15 x 7 miles is spectacularly beautiful, comprising several nature reserves, offering a plethora of wildlife, flora and fauna, (including a seal sanctuary!) – here the emphasis is definitely on the eco, and where there isn't green there are long stretches of sandy beaches and a statutory windmill or two!

Island activities include sea and surf canoeing, catamaran sailing, hiking, cycling, horse riding but predominantly skydiving – and there's lots of it!

PCT lies to the north of the island near De Cocksdorp and is open from March through to October, operating a very full programme. On arrival you cannot help but be impressed by the facilities and professionalism at hand. The centre is structured around a large purpose built hangar, housing four aircraft and a vast amount of parachuting equipment; adjoining are several modern classrooms all equipped with AV – video is used extensively as a training aid in all instruction – a fully equipped

rigging room, and a well stocked kit store/shop and reception area.

The main jumpship is a recently purchased brand new 14 place Cessna Caravan with a most efficient auto door! Two Cessna 206s complete the flight line with a further two aircraft providing "Rondvluchten" – island tours to you! Additionally a turbine Pilatus Porter is available 'on call'.

Essentially PCT is a student centre with a large throughput, they have been known to despatch 300 students on one day! Weekly static line round and square courses run in abundance and to a high standard of instruction, in the



6-way over Texel Island

form of a 1 jump or 5 jump course culminating in a "brevet" or wing.

Progression however is by means of AFF only and a healthy programme is in effect at very competitive prices. PCT was one of the first centres in Europe to include AFF into its curriculum way back in 1984, since which time it has remained at the forefront of AFF training in Europe. They now offer training as a 12 jump course – 7 learning dives and 5 "afbouw" (consol) dives.

With the island attracting many holiday makers, tandem skydives are prolific, with 350 tandems in one month being the record to date!

Impressively, the centre has the infrastructure to support such levels of activity in a professional and efficient manner aided by a computerised manifest and a large multi-lingual, uniformed staff with a friendly welcome!

RW and CRW coaching is available for all experience levels and there is no shortage of expertise on hand, PCT is home to the *Mafia Brothers* – Herman Landsman, Simon Woerlee and Iwan Spilker, bronze medallists in both 1986 and 1992 World Meets.

Teams are actively encouraged at special rates and facilities are ideal with full video back up, (avoid the busiest months of July and August).

Visiting UK skydivers are subject to the usual kit and docs checks, jumps are Hfl 45.00 (approx £16.00) to altitude (12,500 ft) and there are no membership charges!

Future events include a 20-way speed/sequential competition from 7 – 10 October (one for the diary), with the Cessna Caravan and Pilatus Porter. Jump prices remain the same and there is a registration fee of Hfl 25.00 (approx £9.00). Team registration must be before 15 September – for more info contact the centre.

After the sunset load there is much partaking in the good old Dutch skydiving tradition or raw herring(!), cold beers and jutters at the local haunt the PH – conveniently located at the campsite, so you can collapse into your sleeping bag!

Campsites and local hostelries are plentiful at very reasonable prices and all details are available in an info-pack supplied by the centre. Don't miss

"Pole 28" for good food, good value and a great location (right on the beach!), where the spare ribs just keep on coming!

Travel facts: The island is easily accessible from the UK and a lot closer than you think... either:

1. Fly to Amsterdam and take a 40 mile train journey/drive to the port of Den Helder or

2. Take the ferry from Harwich to the Hook of Holland and drive 120 miles to Den Helder.

The island is serviced by a short ferry ride from Den Helder every 30 minutes, and you are there!

Discover Europe's best kept secret for yourself. As the auto door fires up at altitude you'll be guaranteed some stunningly beautiful scenery, Texel style, so get your clogs on and take a look!

Elaine Cox

**For further information:
PARACENTRUM TEXEL
Postweg 128
1795 JS De Cocksdorp
Texel**

Wear your heart on your shirt!

If you love skydiving so much, why keep it a secret? These great new T-Shirts and sweatshirts, in top quality cotton, are available exclusively from BLUE SKY Sports. They are equally at home on the DZ or in the pub, and make great presents.

T-SHIRTS £11.99

SWEATSHIRTS £16.99

CHOOSE FROM THESE 4 DESIGNS
WITH THE SLOGAN
OF YOUR CHOICE



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

A The only danger in flying is to the ground.
B Skydivers know why birds sing.
C Blue sky, white clouds, warm breeze, dress of a plane for noon. Typical bloody Monday morning.



A He who hesitates will inherit the earth. 21
B Gravity is a myth. The earth sucks. 22

DEALER
INQUIRIES WELCOME - CALL TO DISCUSS

Design	Quantity	Size	Colour	Price	Total
	T-Shirts	S M L XL	SP		
	Sweats				

☐ Cheque attached, payable to BLUE SKY SPORTS

P&P* £2.50

Name: _____

Daytime Telephone No: _____

Address: _____

Post Code: _____

Please allow 28 days for delivery

* UK mainland only. Phone for international rates.

**BLUE SKY
Sports**

**CALL NOW
TO ORDER: 0962 877717**

Annual General Meeting 1994

Wow! The title of this piece really does get your pulses racing doesn't it!

On reflection it would have been better if it had been entitled 'Annual Get-Together 1994' because in reality, this is what it is. The semi-formal business of the Annual General Meeting will be just the start of what we intend to be an action packed day of events, with something of interest for everyone.

the BPA AGM

another gathering of errymakers

Make a note in your diary now! The date is Saturday 22nd January 1994, and the venue will be the Park International Hotel in Leicester.

This is an ideal opportunity to meet with your friends socially. It will give you a chance to meet members of the BPA staff, the newly elected council for 1994, Judges, Display Teams, equipment manufacturers, members of the National Teams, *(and the editor of SP... Ed)* and just about everyone who is anyone in the skydiving fraternity.

It is important to dispel the idea among many BPA members that the Annual General Meeting is really not for them, and is only relevant to those who have been in the sport for a long time.

Not a bit of it! It is an important occasion for every member. It is, after all, your Association, and is the one event in the year when you can make your views known, and be actively involved in the decision making process.

For the benefit of new members, and those who have not been to an AGM before, this is broadly the format:

1. The Chairman of the Association gives his annual report to the members on the activities and achievements during his year of office.

2. The Treasurer proposes the level of full members' subscriptions for the following 12 months commencing on April 1st. Members have an opportunity to discuss this subject before the proposal is voted on.

3. Any items of Special Business are then discussed. These are pre-notified, so if you have a burning issue that you feel is worthy of being aired in the presence of the membership, then let the BPA office know! This is your opportunity to have a say in the way in which the Association conducts its business.

4. The names of the newly elected Council of the BPA are announced.

5. The winning tickets in the Annual Lottery are drawn, with the lucky ones receiving cash prizes totalling £1,000!

6. The meeting ends with a presentation by the Chairman, of various medals and certificates that have been awarded during the year.

Please don't get the idea that the AGM is a boring affair, and not worth the time and effort of attending. If past experience is anything to go by, they can be pretty boisterous at times and interesting as well. Boring? Never! And you will be pleased to know, they don't last all that long either!

As soon as the AGM is over, there will be a break for lunch (solid, liquid or both!) and then at around 2.00pm, it is proposed that we shall hold a series of 'interest' meetings throughout the afternoon.

There will be a session of particular relevance to instructors, although it will be open for anyone to attend. This will replace what used to be known as our 'Instructor's Convention'. Topics will range from a presentation on Automatic Activation Devices, to a talk given by the legal adviser to our Third Party Insurers. He is an entertaining speaker, very aviation orientated, being a pilot and aircraft owner. His talk should provide some food for thought on the subject of risk management in relation to claims.

Running concurrently with this event, we hope to arrange other meetings that will deal with judging

freefall photography and the work of sub-committees of Council in relation to competitions, and development and finance. An open forum will give members the opportunity to discuss with the chairmen of these sub-committees, any subject or problem that they might care to raise.

The Red Devils have promised to give a talk on the work of their famous display team, and to show their latest video. Talking about videos, there will also be an opportunity to see some of the latest skydiving productions from various sources. We shall also be inviting equipment manufacturers and suppliers to display their wares during the day.

After all of the afternoon's activity, we hope you will join with your friends for a social evening in the hotel. This will start at around 7.30pm with our Annual Dinner. This really does need your support for it to be a success. Further details will be available later, but in the meantime, why not think about getting together with your fellow club members and their partners, and reserving a 'club table'? We can assure you of an entertaining evening.

As soon as the dinner has finished, which will probably be around 10.00pm, the room will be cleared for a disco, for which entry is free to all members, whether they have attended the dinner or not. This will go on into the early hours of Sunday morning, and should bring a busy day to a pleasant end.

For those members wanting to stay overnight, accommodation will not present a problem as the Park International Hotel has 220 rooms, which they offer (on a first-come-first-served basis) at rates specially reduced for the occasion.

There is still much to do before the complete program is finalised, but if you have any suggestions or ideas for the inclusion of items in which you think there could be general interest, please let the BPA office know as soon as possible.

To keep this event firmly in your minds, we shall be bombarding you with information in the next two issues of the magazine. Above all the association needs your support – we depend upon you to make this one special day in the year a success.



PARACHUTISTS OVER PHORTY
SOCIETY

POPS CORNER

On a bright but blowy Friday evening in May we started to gather at Weston on the Green for the first POPS meet of the year. By the time morning dawned we had one of the best attended meets; 41 current jumping members had registered, from static line to D licence with several thousand jumps. Some, like **Harry Morgan**, **Graham Logan** and **Martin Rennie** had travelled from Scotland, with others making the effort from Devon and various points north. Discussion amongst those present indicated that the reason for this turnout was the changed competition format; more emphasis on FS, and the likelihood of further and larger group jumping after the competition. Alas the weather did not improve, the wind it did blow and the rain it did rain, all day Saturday and well into Sunday, the forecast finally persuaded us to call it a day.

With the growing interest amongst members to participate in regular group RW (or FS as it is now known) we have organised a three day bash at Langar on the August Bank Holiday, 28,29 and 30th. They will have their Cessna Caravan, 206 and Islander, so there will be ample aircraft for lots of POPS eight and ten ways plus any other formations. POPS member **Larry Burton** will be on manifest. There is camping on the DZ. Be there for lots of fun, and lots of skydiving!

Nigel Yonge, POPS 75 finally persuaded his wife **Sally** to do a tandem jump at the young age of sixty. With **Sally** was her friend **Judy Latham** (age 55) who raised over

£800 for charity. The jumps took place at Netheravon on the 27th June, the tandem master for both ladies was **David Cassidy**.

POPS member and DZ owner **Dick Barton** of the London Parachute School Lewknor organised an Antonov AN-2 for the first weekend in July. A few of us went there to jump this interesting plane. I don't know whether it was the prospect of jumping such an old design of plane, (the AN-2 was first produced 43 years ago although this one was only five years old,) but in a short space of time we had POPS crawling out of the woodwork. This proved to be the forerunner for the following weekend at Moorseele where we were jumping another Antonov, an AN-28T, which took 22 jumpers to altitude in a spectacular style; it's fast rate of climb combined with the view through the small tail gate, (complete with its bit of bridle cord to stop every one from falling out) added to the excitement.

At the POPS meet at Halfpenny Green, Top Pop, **Graham St Clair** made a belated presentation to ex Top Pop **Lofty Thomas** and his wife **Grace**. Graham, on behalf of all the POPS thanked Lofty and Grace for the many years of dedicated service and enthusiasm they have given to POPS UK and our image abroad. Despite the many years that Lofty has been in the sport, "I first jumped at Halfpenny Green in 1968", I must say that it is great to see how he still enjoys his skydiving and competing at our meets. Full report and results of this meet in the next SP.

Umatilla, the second World Pops meet draws closer. I know lots of you have already made your travel plans, but if you haven't and want any information then please contact me. Welcome to our new members, **Jim Coffey**, **Alastair Ross**, **Michael Threlfall**, **Bob Berwick** and yet another son of **Pete's**, **Martin Best**.

Michael Allum Hon Treas/Sec POPS UK



POPS Group in front of AN-2 at Lewknor



Stars
over Sibson

Photos: Ronnie O' Brien

Wondering who the guys
on the front cover (SP June)
were?... Now
you know.



THE UK's NEW No.1 SWORD SKY GEAR LTD

No.1 For PD

Sword Sky Gear is the **No.1** distributor for Performance Designs canopies.

We stock and sell more PD canopies than anyone else in the UK. If you aren't jumping a canopy from the No.1 manufacturer then call us today.

No.1 For Javelin

The **No.1** selling container in the USA is fast becoming the same in the UK. Sword Sky Gear can order your new rig today with minimum waiting time. Alternatively choose from our range of stock models available from the shelf.

No.1 For Cypres

Sword Sky Gear are ordering these AAD's in quantity so that you can place a reservation with us. If you haven't got one yet then reserve it with us today. To give you and your family peace of mind jump with the world's **No.1** AAD, the CYPRES.

Sword Sky Gear is a distributor for all leading brand container and canopy manufacturers, including student equipment for RAPS and AFF.

Special rates available for DZ operators and demo/competition teams.
(military or civilian).

No.1 FOR
QUALITY PRODUCTS AND QUALITY SERVICE

CALL ANDY PECKETT TODAY

TEL - 0793 772323 FAX - 0793 772085



SWORD SKY GEAR LTD

Mill Farm The Fox, Purton, Wilts. SN5 9EF



Mind Games second point "Rodeo" at the Langar Boogie 10-way Speed competition (They came first)
Photo taken by Moley





Skydive Windrush

New centre in the Cotswolds

After several years of planning and red tape Skydive Windrush, home of the Midland Parachute Centre, has finally opened.

The centre is situated in the Cotswolds, off the A40 between Cheltenham and Oxford, about three miles west of Burford, signed Windrush Camp.

The facilities are excellent at the centre with a completely refurbished control tower containing cafe, bunkhouse, manifest, shop, rigging service, video room, free showers and toilets.

Tenting is available on the DZ and B&B is available locally. The Windsock Cafe is operated by 'Mad Mick' Mathews, a more eloquent gentleman you could not

wish to meet, and Elaine runs the manifest (just listen for the Lancashire accent).

Jumping is available for all experience levels, from first jump students to sky-surfing. The centre operates S/L jump courses, tandem and AFF. Rob Bartholomew runs the tandem and AFF operations. Video is available at the centre with cameramen Ian Hord, Steve Freedman, John Mayo and Mick Mathews.

Skydive Windrush boasts the cheapest jump prices on our Island, £10 to 10,000ft for members (and £12 for non-members). Yearly membership is £35. These prices make the centre ideal for team training and fun jumping. WARP coaching is also available. The jumpship is a BN Islander and operates

from 8am to 9pm Saturday and 9am to 9pm Sunday throughout the summer. The centre is open every weekend throughout the year.

Skydive Windrush is run by a club committee so all profits go directly back into skydiving. So if you wish for a friendly atmosphere, cheap jumping and a lot of fun, please take some time out and come and visit us at Skydive Windrush.

Blue skies

Phil Curtis

Tel: weekends 0451 844442 or 0451 844449

Course info:

weekdays, S/L Tandem, AFF

Contact: Liz or Chris on 0543/271676

A short note (and a few fingers) from Freebird Skydiving



The staff of Freebird Skydiving express mild displeasure at the local councils negative planning decision. They intend to use their new DZ vehicle to it's fullest potential.

Just a few lines to endorse everything that was said in your recent article re: planning permission. It is possible, even in our hallowed democracy, for a few individuals to cause a lot of trouble, even when the vast majority of the local community supports you.

Despite having had two planning decisions against us, we are still operating and would like everyone to be aware of this fact. Our advice to anyone in a similar situation is to be polite and stand your ground, smile a lot but don't budge an inch, and when things look absolutely hopeless... manifest the next lift.

Chris Donaldson

Members of the Flying Crusaders' display team
(Sponsored by the Daily Express)



The Red Devils flying the flag in Spain

C
D
C
D

A Collage of Canopies. Photo by Simon Ward



nopy pers



Royal Marines Stack experiencing a hard docking, shot and executed by Simon Ward

SP staff
in the air



Photo by Moley



Photo by Ronnie O' Brien

Last issue we introduced the faces at the BPA office to you, this time we thought we'd put some faces to the names at Airscape, where the mag is produced. A new addition to the team is the assistant editor, Kate Warburg, seen opposite showing off her tan in South Africa. (She's a lot paler now). Max Guthrie is the tandem master astride Patti Gallagher (design, layout) and Lynette Horne (editorial assistant) is underneath Bernie Parker (top). The jumps took place on the Mayday Bank holiday (May 3rd) when the aspiring sport parachutists at Sport Parachutist visited Sibson for their first experience of skydiving.



My parachute as I've always wanted it!



COMFORT RANGE

For those who prefer the medium power range, easy to control and fun to fly. Smooth openings, fast yet easy flights, and comfortable landings, the **MERIT** series combines it all.

MERIT 210 : 911 GBP*
MERIT 190 : 887 GBP*
MERIT 170 : 863 GBP*



BT-60 : 889 GBP*
BT-50 : 887 GBP*
BT-40 : 875 GBP*

PERFORMANCE RANGE

For those who prefer the small sporty type, evolution resulting in safety, turns ending precisely in the right direction. Copied more and more, yet never matched, **BLUE TRACK** canopies master all categories of spectacular landings and have become classics while staying at the top of technology.



PRO 140 : 875 GBP*
PRO 120 : 875 GBP*
PRO 100 : 875 GBP*

RACE RANGE

For those who prefer real hi-performance flying with strong emotions. The **BLUE TRACK PRO Series** are racing machines, shaped for speed, with flashing turns and diabolic precision for expert piloting.



* Prices ex. taxes. These suggested retail prices are subject to exchange rate fluctuations and may change without prior notice.

See your nearest Pdf dealer at once!

**PARACHUTES
DE FRANCE S.A.**

blue track
INTERNATIONAL PARTNERS
FINE PARACHUTE MAKERS



B.P. 247, 95523 CERGY-PONTOISE CEDEX (France) - Tel. : (33) (1) 34 33 35 35 - Telex : PARCHUT 607 061 F - Fax : (33) (1) 30 32 43 11

Are you... tired of waiting for good weather
 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

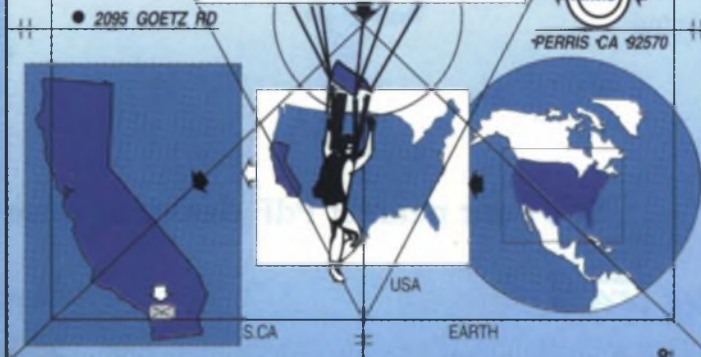
SQUARE ONE

PARACHUTE SALES & SERVICE

1-800-877-7191



PERRIS CA 92570



AIM FOR THE BEST



Supporting the world of skydiving.

Call Victor or Virginia today. Use our tollfree number to place your order: (800) 877-7191

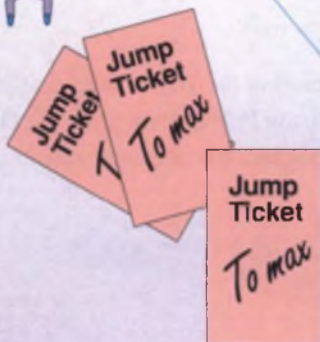
2095 Goetz Road, Perris, California 92570
Tel: (714) 657-8260 Fax: (714) 657-8179

Visit both stores conveniently located directly on the drop zones of Perris and California City.
 2095 Goetz Road, Perris, CA 92570 • 5999 Curtis Place, Unit A, California City, CA 93505



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 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 Weston-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

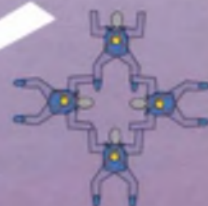
2

3

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

ALL DONATIONS TO THE
BRITISH TEAM FUND
WELCOME

ENTRY





Air Adventures Clewiston, Florida.

When planning a style and accuracy training camp for March this year our main problem was deciding where we could get good coaching as well as good weather.

Our 4-man team had a varying degree of experience in accuracy and two beginners in style, so we needed a coach who could cope with all of us.

Although Raeford in North Carolina was a possibility the weather is usually too cold there in March. A member of the Finnish style and accuracy team had recommended Clewiston so we decided to give it a chance and organised a two and a half week trip.

Air Adventures is situated at Airglades Airport just outside Clewiston on the South West shore of Lake Okeechobee in central Florida. It is easily reached from Miami, Orlando and Tampa with only a couple of hours drive from each on highway 27. Being central the weather tends to be very stable and the area boasts of more jumpable days than any other part of Florida.

Air Adventures is owned and operated by Marty Jones who has the back-up of a team of staff who are among the most cheerful and helpful people I've ever come across.

The drop zone is open all year round from 9am until dark although they will open early for you if you want.

We started at 8am most days which normally meant we had done three jumps before anyone else arrived. It is easy to do eight jumps a day, which can include a three hour break at the swimming pool in the afternoon, and be all done by 6pm. Very civilised! If you had the energy you could do at least a dozen jumps a day!

On our arrival we filled in a waiver which is standard practice at American DZs and had our kit checked out by Julia who

thought she had entered a time warp when she saw Harry's old Wonderhog with its R3 cutaways and T10 reserve!! However, having passed it serviceable, we manifested for an accuracy jump to blow the cobwebs off and ease us in after the long journey from Glasgow.

We were jumping from a Cessna 195 which, compared to any other small Cessna I've experienced, is sheer luxury.

Taking 5 jumpers comfortably, it has an inflight door, floating rails and handles and a 400hp radial engine which takes a load to 12,500' in 15 minutes. This makes it an ideal aircraft not only for students or accuracy but for 4-way teams plus cameraman and AFF as well.

Other aircraft at the DZ include a second C195, a piston Pilatus Porter and the DC3 Mister Douglas (the one with music and



tinted windows). There is a regular 20-way team from Miami who train at the weekend and load organisers who ensure the lower experienced jumpers are well catered for. During the week most jumps are from the Cessnas and they are kept very busy.

Facilities on the airfield include a large hangar where most people pack, complete with a huge fan which keeps it cool when the temperature outside gets really hot. There is a classroom, large rigging loft, showers, toilets, free coffee and chilled water, a reception area with air-conditioning and sofas (well used by people for a snooze after a hard Saturday night), excellent video with dubbing facilities, ground-to-air video, a pea gravel pit (with an artificial pit soon to arrive) and all the usual shop goodies.

Student courses are Tandem, AFF and instructor assist, which is a combination of Tandem and AFF. The instructors work very hard and look after the students really well and there is good back-up after the courses with RW (FS) instruction. For teams wanting to improve their CRW skills, help and advice is available from Cliff Dobson, winner of several world CRW medals.

There is air-to-air video available if you want it. In fact virtually anything you can think of is available if you want it!

You can camp or park mobile homes or trailers at the DZ (first time I've seen tents in the hangar). We elected for motel accommodation which, as Clewiston is a bass fishing resort, can be a bit pricey. While we were there however, Marty acquired two condominiums which are available to teams or small groups at extremely reasonable rates. This is the best accommodation I've ever stayed in while parachuting with all the facilities you'd expect from a 5-star hotel, including a pool. Marty is also negotiating the purchase of a motel with bar and restaurant attached which will be able to cater for large groups.

About the only thing that isn't provided on the airfield is a restaurant, although snacks are available but we didn't find this a prob-

lem. A decent breakfast and evening meal with a snack at lunch-time was enough. Plans are ongoing to build a restaurant in the near future.

The airfield itself is huge with tarmac runways and no hazards as far as the eye can see. This was great for style as Marty could give us any run-in for the video and still have us safely on the DZ. In fact, on one day only were we getting out down-wind, and we still all made it back to the pit.

The coaching was great with Marty demonstrating the best principle of good instruction. Keep it simple!! Within very few jumps Harry and Andy (the style beginners) were mastering the fall-away and turns while Tim and myself were cleaning up some sloppy habits and improving our times.

One of the main attraction for Brits in America, is the novelty to jump with T-shirts and shorts only under your jumpsuit; this definitely makes it more enjoyable and gives you a better feel for the air.

Unfortunately, during our trip, America was hit by "the storm of the century" and we lost out on about a week's jumping. We used this time to visit Fort Myers, West Palm Beach and Orlando doing the tourist bit. However, the weather improved (in Clewiston only, the rest of Florida was still bad), so we managed to get a reasonable number of jumps in.

Air Adventures has the advantage of lots of women on its staff with Lydia and Tish running the office side and manifest brilliantly and cheerfully, and Christa and

Julia working on the rigging side (thanks for repacking my reserve Julia)!

While we were there, there were staff and jumpers from at least eight different countries from Europe to South America and Australia which made for a really good cosmopolitan feel.

Tim and I enjoyed Clewiston so much we went back for a ten day trip in April when the weather was fabulous and we had the chance to enter our first competition of the year. We managed to win a few dollars but my gratitude goes to Marty for not entering the style and giving me my first opportunity to beat all the men in the advanced style. Debbie Curtis (née Card) won the intermediate category with her best ever times so we had a lot to celebrate that night.

I have to say thank you to everyone, at Air Adventures, especially Marty, who made both trips very rewarding and enjoyable and I recommend this DZ to anyone (there has already been an AFF graduate as the result of our recommendation, well done Alice). We will certainly be back.

Katherine Andrewes D7134

Details

Contact Marty Jones at;
Air Adventures
Airglades Airport
US 27 North
PO Box 787
Clewiston
Florida 33440-0787
Tel: (813) 983-6151 / (800) 533-6151
Fax: (813) 983-7139



The Jack Safety Knife is now NATO issue.

The safety knife JACK is designed for parachuting and nothing else.

This is reflected from choice of material to shape and ergonomics.

- Fast, good grip
- One hand operation
- Length increases your reach
- Twin opposing blades – cut better
- Dayglo yellow or black colour
- Extra blade set is inside knife

HANSON SAFETY HB

Box 108, 236 23 Höllviken SWEDEN, Answerphone & Fax +46-40 45 02 60



David Williams and 100 others posing in the
British Isles by Mole



Cesena Caravan edit with Khoro as organiser
photo taken by Mole

scenes from the Boogie Landjolie



David Williams and 100 others posing in the
British Isles by Mole



David Williams and 100 others posing in the
British Isles by Mole

Canopy Formation Nationals 1993

British Skysports firmly announced their arrival back on the scene by hosting the Classics & Canopy Formation National Championships at Grindale June 19 – 27. Only two hedgerows away from the venue of uneasy epic battles, both disciplines assembled their best. Nigel Watson-Clark takes a competitors look at this years Canopy Formation Nationals.

To my discredit I found myself having a quiet moan at the start of the long drive up from Dunkeswell in anticipation of another Nationals at Bridlington. We'd had some good ones there but somehow always overshadowed by dreadful weather which historically dogged the picturesque setting in the Yorkshire Wolds. Happily any doubts about the new set up quickly vanished on our arrival, the place and facilities looked good and all credit to Dave, Nick & Lynn for pulling this rabbit out of the hat.

The teams

There was a time when a curious predictability ruled in Canopy Formation. That predictability, smashed by an assortment of team names on all three trophies, now seems to manifest its self rather differently. The introduction of year selection and minimum standard criteria concentrates the minds of team coaches and captains to one event, and as a result the standard in each event is forced up, usually leaving one team with a clear winning margin.

Sadly only *No Limits*, *Cell Mates*, *Royal Marines* and the debutantes *Skytribe* could be said to be seriously pursuing championship status this year. I wish however some other teams had the 'go for it' spirit of the *Undertakers* which aptly included Harry and Keith from... *The Otherside* (accuracy freaks!) and the intermediate teams *Over the top* & *Don't Panic*... its great to see.

4-way sequential

Fifteen points in 3 rounds! Flying dismounts and stair steps across the sky, unheard of in domestic competition only a few years ago. I maybe doing

previous teams an injustice but at least we can boast an encouraging improvement in sequential now as well. *No Limits* single mindedly approached these Nationals with the aim of winning their third sequential crown, and they did so by bettering the criteria, automatically securing their seats to the World Championships.

They performed well, so too did *Cell Mates*, but its a while now since they and the *Marines* have beaten their old rivals, and *No Limits* used to good effect their invaluable international experience. Hit hard by the loss of William last Christmas they've regrouped and continue to look impressive, threatening to further drive a wedge between them and the chasing pack. Gold for the team here and a posthumous tribute to a friend who loved his sport.

Intermediate

I'm sure the nerves and competition intensity is as much a part of the intermediate event as it is for the senior; judging from some animated de-briefs maybe more so. *Over the Top*, predominantly more POPS than not, took the honours from an improving (until they thought they had a chance) *Don't Panic*. Significantly the last two rounds were judged

air-to-air, the first time to my knowledge, perhaps leaving the door open for discussion in future.

Naturally the clouds we'd dodged all week cleared miraculously, the wind dropped and competitors, judges and organisers sunbathed through the prize giving. For many picking up their golds it was a first taste of competition, lets hope they're encouraged to do so again.

Rotations

Skytribe predominantly from Weston, had everyone looking skyward with a 'cyclopic' technique – keeping one eye on the stop watch. Employing an old rotation method, an assortment of canopies, experience and training they led the event for three rounds simply by jumping together as a team. Its unfortunate that after a couple of years of encouraging improvement, rotations now wait for someone to re-grasp the nettle and dominate. *Cell Mates* and *The Marines* entered only as a secondary event and their scores underline that, but with desire commitment and *Skytribe's* competitive qualities they look well placed for the future. Here though, *The Marines* proved too strong and it became obvious that the more rounds completed



The winning team: The Royal Marines

the more likely they looked like taking gold; their first in Rotations since 1989.

8-way Speed Formation

Deprived of any challenge, even a brief duel, a reconstructed Royal Marine team took charge straight away. No team has shaken the hands of success more consistently at world level than *The Marines*. Opening with an impressive 1.33 completion in the first round, they effectively dispensed with threatened competition from *The Others* and left them to chase the remaining target of the minimum standard. With three further completions they warranted their potential and overall bettered any other previous winning scores at the Nationals... and that's quite an achievement.

However unrealistic minimum standard criteria currently robs the team of qualification for next year's world championships. It remains to be seen if competition committee votes to back representation in 8-way Speed Formation.

Nigel Watson-Clark Results

Many of us wondered what to expect when we heard that the Nationals were to be held at Bridlington. We knew that the old centre was no longer in existence and that permission for the new one had only been obtained very recently.

What a wonderful surprise. Dave and Nicky Johnston must have worked incredibly hard in the six weeks prior to the competition to produce all the facilities needed, and they were certainly there. They of course would be the first to admit the tremendous help given to them by the farmer-landowner John Thompson who well deserved the Certificate of Merit presented to him at the prize giving.

It seems almost par for the course now that wherever major parachuting championships are to be held, the weather seems to do funny things. Recall the WPC in Ankara, where it never rained at that time of year but there just happened to be a cloudburst half a minute before the opening ceremony. Bridlington was no exception. While the rest of the country basked in balmy sunshine, poor Bridlington, at least the area where the competition was held, suffered with chill winds, cloud and mist.

Despite this, very little time was wasted. Probably no more than four hours of real parachuting weather over the whole week. Dave Johnston and John Hitchen tried to avail themselves of every small patch of blue sky. Even so there were relatively few off landings, and some of those that did occur, happened because teams 'got lost' so to speak. Perhaps the salvation of the Canopy Formation events was the use of air to air judging. We do not recall who made the suggestion to do this, but perhaps as in Formation Skydiving it is an omen for the future. Nigel Watson-Clark did yeoman service with the head mounted camera and didn't miss a thing.

There were other occasional excitements to relieve the boredom. Like Alan Dumbell driving in to the centre one morning being suddenly con-

fronted by an animal. Neither Alan nor the beast being perhaps quite awake as they should have been, a collision was almost inevitable. When BMW meets two year old Roe Deer, it is not surprising who comes off worst. The animal was retrieved, and the gory sight of Doc Flinn, up to his elbows in blood, skinning and butchering the animal, at the same time giving Nick Johnston a lesson anatomy had to be seen. It is believed that the venison now resides in Dave Johnston's freezer!

In years gone by this was a truly open competition, with representatives from many different countries. This seemed to die when one foreign team, having won several events, failed to return the trophies they had held so that they could not be awarded again the next year. This year we only had one overseas competitor, a delightful young man from the now defunct CCCP team. Much to his annoyance and his wife's amusement, few people could get his sex right. Fran Gannon married this young man Kostye Shashkov, as a result of which she became by Russian convention, Fran Shashkova. He was known as Mr Shashkova for a long time before the ethnic error was revealed! Fran had some difficulty explaining to him what had happened when a photo of her last accuracy jump showed her sat on the ground just off the mat!

This was one of the friendliest competitions we have known for years. It is good to see the disciplines mixing. There is bound to be some muttering in the background, either because the weather looked suitable for one discipline and the Meet Director elected for another, or because the threat of a further round in an event might change the medal placings.

It was great to see some of the old faces back again. Dougy Young has lost little of the old skill. Maybe this means we might see his wife Jacky competing again or even Scotty Milne!

Doc Flinn

Senior 4-way Rotations

Pos	Team	Rounds:				
		1	2	3	4	Total
1	Royal Marines	5	(4)	7	8	20
2	Sky Tribe	6	6	7	(4)	19
3	Cell Mates	5	5	7	(4)	17
4	Undertakers	4	(3)	4	3	11

Senior 4-way Sequential

Pos	Team	Rounds:				
		1	2	3	4	Total
1	No Limits	5	(4)	5	5	15
2	Cell Mates	(3)	4	4	3	11
3	Royal Marines	(2)	2	2	2	6
4	Sky Tribe	1	(0)	1	0	2

Senior 8-way Speed

Pos	Team	Rounds:				
		1	2	3	4	Total
1	Royal Marines	1:33.79	(1:58.04)	1:40.45	0	4:27.37
2	The Others	(0)	0	1:40.45	0	1:40.45
3	Formed Today	(0)	0	0	0	0:00.00

Intermediate 4-way Rotations

Pos	Team	Rounds:				
		1	2	3	4	Total
1	Over The Top	3	4	5	(1)	12
2	Don't Panic	(2)	2	4	2	8

Intermediate 4-way Sequential

Pos	Team	Rounds:				
		1	2	3	4	Total
1	Over The Top	3	3	3		6

() Brackets indicate throwaway round



Kapowsin DZ & Snohomish DZ - USA

We returned in March from a military exercise in Washington State, Near Seattle NW USA, and were fortunate enough to have time to visit two very different but equally friendly small DZs during the trip. We were based at Fort Lewis just south of Seattle and at the end of the trip had four and a half days of R&R (holiday).

On the Wednesday afternoon we went to Kapowsin Airports the DZ owned and run by Jessie and Geoff Farrington. It is a small DZ with spectacular scenery and magnificent views of the Cascade Mountains, especially Mt Rainier (14,500'). Their aircraft are Cessna 182, Porter and Twin Otter. They are a very friendly club, more than happy to train static line students or cater for the experienced jumper. They specialise in CRW and formed the nucleus of the past world record.

They have camping and several couches or floor space as accommodation inside the DZ building. They sell the normal mix of DZ fast food (BBQ) and plenty of crates of beer for all those 'firsts' people keep achieving. The DZ is set in 'Duelling Banjo's' type wooded backwater countryside and the local tavern is right out of the 'Deerhunter'.

The DZ is only open Wednesday pm, Saturday and Sundays, and is situated about 45 mins SE of Fort Lewis off Route 161. It is a little difficult to find, but the reception from people like Don the instructor, Dave at manifest, Pat on camera or Tom the 'E Type Jag' driving lumberjack make the effort well worth it.

On Thursday and Friday we moved to Snohomish Parachute Centre, approximately one and a half hours drive NE of Fort Lewis, past Seattle off the I5. This is definitely a student DZ. There are only Cessnas available although they can call on up to eight of them. Their instruction and progression is

thoughtful and safe and they are happy to devote time and effort to help the student along. A special mention here to jumpmaster Lenise Brown, a one time career woman who found more happiness as a jumpmaster who cares.

Our little group of three had a lot of attention from the staff probably because at its busiest we only saw about another dozen jumpers on the DZ (it is their winter!) They have a split DZ for students with a five minute van ride back to the club house but D Licence jumpers land back on the tight, busy little airfield.

Once again the beautiful scenery of the Cascades is right outside your window and makes time pass very nicely to altitude; speaking of which, they work a system here I have never heard of before. The max altitude is restricted by the external temperature, ie early mornings – the ceiling was 8,000 feet but, later in the day, when it warmed up, it went up to 10,000 feet.

Because of the small size of the club by the end of day one we were on very friendly terms with Lenise, Steve, Scott and all other staff there. When we left on Saturday morning Ross and James felt quite sad and had second thoughts about moving back to Kapowsin. Could Lenise's female charm and good looks on Friday night have had something to do with this?

Snohomish Town is an unusual little place which is best described as 'quaint', but again has many 'Deerhunter' bars and if you are a good pool player you could be busy.

The DZ has no camping or bunkhouse facilities but there are several B&B's or hotels available. We stayed in the 'Grand Hotel' which was very nice if unusual.

Eating in the USA is simply not a problem with good cheap food available in numerous bars and restaurants. Why is

it then that Thursday night found us in the most expensive and empty restaurant in town? Just blame it on Budweiser I guess.

In summary then, in four and a half days I made 18 jumps at altitudes from 4,500' to 14,500' and from solo to 14-way (almost). Ross with only 16 previous jumps made 18 jumps on squares, qualified Cat 8 and began WARP. James who had never thought of jumping before was trained and made 15 jumps on squares and progressed well through the system ending on 20 second delays. The weather was perfect, the scenery magnificent and the people very very friendly. Perhaps not DZs for the well experienced jumper on his own but we had an excellent time and the BPA has 2 new skydivers.

Should anyone who got to know us on this trip get to read this article, once again thanks a lot and hope to see you again.

Safe landings

Martin Williams D8255

PS Just after we left, a new DZ opened called 'Blue Skies Inc' in Dupont a few miles from Fort Lewis. Run by Kevin Pine a member of 1st Special Forces Group on the Fort. He has very good rates for AFF and static line courses plus discounts for military personnel. Well worth a visit.

Contact details:

Kapowsin Airports Ltd

27611 146th Ave E

PO Box 8

Kapowsin WA 98344 USA

Tel: 206-847-5766

Snohomish Parachute Centre

9912 Airport Way

Harvey Airfield

Snohomish WA 98290-8237 USA

Tel: 206-568-5960

SWARD SPORTS IMPORT NEW T-SHIRTS

Sward Sports has recently started importing designer T-shirts of unbeatable quality. All the shirts are Hanes (Beefy-T), Premium Screen Stars or equivalent heavy duty cotton.

The designs cover several aspects of the sport – three have large designs on the back and a subtle front design and the fourth (Drop Zone) features a large colourful comic DZ scene over the front of the shirt. The other three designs are Skysurf, Skydive at Dawn and a great Tandem sequence.

Sizes available are large and extra large. Current stock base colours are white or peach (but these are likely to change without notice with every new delivery).

They represent excellent value at £12.95 each and seeing is believing – they'll last for ages.

Also coming soon is our new 32 page colour catalogue from Sward Sports and Sward Sky Gear. Keep an eye out for it with Sport Para.

Altimeters ☐ Metres ☐ Feet

- **Sapphire** 13,000 ft, white face. Wrist or chest mount. Inc wrist mount. Great value £74.95
○ Black ○ Red ○ Blue ○ Pink
- **Altmaster II** 12,000 ft, white face. The 'Standard' altimeter £129.95
- **Altmaster III** 12,000 ft. Includes wrist mount. £149.95
- **Altmaster V** Wrist (inc) or chest mount 12,000 ft. ○ Blue ○ Black £ 85.95
- **Spare Glass for Altmaster 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
- **'U' brackets** (pairs) attach Altmaster II to chest pad. £2.95
- **Wrist Mount** ○ Alt II ○ Alt III £5.95

Audible altimeters

Altitude awareness safety devices. Recommended to all levels.

- **Dytter** pulsating tone at preset height. Very loud. ○ Red ○ Black ○ Blue ○ Turquoise. £125.00
- **Microhawk** Black £89.95
- **Dytter Mount** For no helmet dives £9.95
- **Dytter batteries** Set of 4 £9.95

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

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
- **Strops (Childrens)** Sizes 9 - 1
Pink/Purple/Black only - £9.99
- **Strops/X Back** Across the toe design, colourful weaves. £19.95 Adult sizes only.
- **'Sierra' Fibus** Across the toe design, hard wearing, fully adjustable ankle strap
○ Black ○ Blue ○ Colourful weaves. Adult sizes only £29.95
- **Fibus**
Hard wearing sandals with fully adjustable ankle straps £27.50
○ Blue ○ Blue/Silver ○ Green/Grey
○ Black ○ Magenta/Grey ○ Red

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

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 Inners** Liners for gloves for extra warmth under your normal gloves £7.25
 - **Webbed Gloves** Suede leather palm/spandex back £19.95
○ S ○ M ○ L £39.95

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 parapak 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
- **Aluminium Hook Knife**
Same as Zak. Replaceable blades
○ Black ○ Red ○ Blue £10.50
- **Aluminium Hook Knife in pouch**
Colour: _____ £13.00
- **Zak Knife with Tape & Pop Stud** £3.75
Zak Knife in Pouch Fits to chest strap. Colour: _____ £6.00
- **Pouch for zac knife** £2.50

Self Inking Stamps

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

Logging

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

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

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**
- 'The Wally Stuff' (III) £29.95**
- 'Wally Goes Tropical' (IV) £29.95**
- Dead Men's Tales £24.95**
- 'Relative Work - "The Basics"'**
Inc all 10 levels for training from the WARP programme. £29.95
- 'World CRW Championships'**
50 min TV Programme + loads of training and competition jumps
Nearly 2 hours. £19.95
- 'Anything is Possible' 3 x 26 min TV Documentaries. £9.99**
- 'Travelling I'**
3 Top class films & amazing freestyle footage £34.95
- 'Travelling 2' More great sequences £34.95**
- 'Flight of the Dream Team'**
By Norman Kent. Narrated and ideal for showing non-skydivers £29.95
- 'From Wings Came Flight'**
By Norman Kent. Superb Skydiving footage in exotic locations £39.95
- 'Norman Kent Compilation'**
World Champion Air Bears, Freakbrother convention, Ride a Cloud 60+ minutes. £19.95
- 'Kinesthesia'**
The art of body flight by Norman Kent.

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 O S O M O L
O Black O Blue £54.95
- Protec** Tough plastic helmet £35.95
O S O M O L O XL
O White O Red O Black O Blue
- Protec Liners** £12.95
O S O M O L O XL

Posters

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

Sward Sportswear

- Lycra/cotton sport shorts**
- bright or subtle £12.50
O S O M O L
- Skydive Sweatshirts**
£9.99
White with large 'Skydive' logo across chest in Fluorescent Pink & Bright Blue
O S O M O L O XL
- Skydive T-Shirt**
as sweatshirt £5.99
O S O M O L O XL
- Trousers**
Baggy cotton trousers in great patterns. Size £27.50
Please call Sward Sports for colour choice
- Designer T-shirts**
O L O XL
- Skysurf designer T-shirt - £12.95**
- Skydive at Dawn T-shirt - £12.95**
- Tandem designer T-shirt - £12.95**
- Drop Zone designer T-shirt - £12.95**
- PD T-shirts - £12.95:**
Various colours
O M O L O XL

UNBEATABLE QUALITY NATIONALS T-SHIRTS £12.95

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

Mail your order and enter the competition today: Have you ordered from Sward Sports before? ☐ Yes ☐ No 4/93

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

Answers: 1
2
3

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

Name: _____

Address: _____

Post Code: _____

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

Expiry Date: _____

Signature: _____ Switch Issue No: _____

Home Tel No: _____

Item description	Size	Colour	Custom options (size,colour, name, etc)	Custom charge	Item Price	Qty	Total Price
Nationals T-Shirt		Grey			£12.95		

(Remember for every T-Shirt sold £1 goes to the British Team Fund)

Post & Packing	UK	BFPO & Europe	Outside Europe
Orders up to £20.00	£2.00	£3.00	£5.00
Orders £20.01-£50.00	£3.00	£4.00	£8.00
Orders over £50.00	£4.00	£5.00	£10.00

Goods	
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

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 Freefall Convention	Quincy, IL, USA
07 - 08	Southern Regional Freefall Style & Accuracy Meet	Eaglescott
07 - 15	ESPACE Boogie	Chateau De Brienne, France
09 - 13	Exam/Pre-Adv. Instructor Course	Hilbaldstow
14 - 15	Central Formation Skydiving Meet	Langar
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

Events

DZ Guide

4 & 8-way
Blocks

Dudes n'
Doris' s

DATE EVENT LOCATION

September

18 - 26	US Nats. Skydiving Championships	Deland, Florida, USA
25 - 03 Oct	UK Formation Skydiving	
	National Championships	Weston-on-the-Green
29 - 03 Oct	SkyBlazin' World Championships	Ampuriabrava, Spain
October		
22 - 31	Formation Skydiving	
	World Championships	Eloy, Arizona, USA
29 - 31	6th Annual Halloween Boogie	Zephyrhills, Florida, USA
31 - 06 Nov	Cyprus Championships	Cyprus

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
11 - 03 Jan	Christmas Boogie	Zephyrhills, Florida, USA
25 - 26	Christmas Scrambles	Zephyrhills, Florida, USA
13 - 17	Potential Riggers Course	Curtis Riggings
		Gainsborough

January 1994

17 - 21 Jan	Potential Riggers Course	Netheravon
-------------	--------------------------	------------

CLASSIFIED ADVERTS

PIONEER/28 LOPO

Student Round Rig. Pioneer 28 Lopo overhauled. New Diaper stitching and netting. Can be seen Cockerham.

£75 ono

Tel: Bill 061 336 4617

CHASER/MARIAH/Kxx

Black Chaser with silver piping. Pull-out vgc. (approx 40 jumps). Rainbow Mariah (approx 130 jumps) and unused Kxx. Good reliable rig.

£600 ono

Tel: 081 521 5962

TALON/FURY/RAVEN 1

Talon - blue/red with Fury Main (Rainbow). Raven 1 Reserve. RSL Throwaway pilot chute (150 jumps). Plus Altimaster 3 on Chest Mount. Symbiosis Polycotton Suit (white/red). Brand new frap hat (white/red). All in excellent condition.

£1300 no offers

Tel: 0903 502612

CHASER/PEGASUS/26 LOPO

Pegasus. 26 LOPO in a Chaser. Kit in good condition. Reserve acid free CRW mods. Throwaway

£450 ono

Tel: Paddy Adams 0860 896222

AMERICAN UNIT/26 LOPO

Parachute. Complete System. Harness. GQ System. Main - American Unit. Reserve - Strong 26 LOPO

£275

Tel: 0706 343141

SST RACE/PEGASUS/PIONEER 22

Black Racer. Throwaway. Pegasus Main. New Pilot Chute. Low Jumps; 22' Super steerable reserve. Tested

£550 ono

Altimaster II - £80

Altimaster III - £90

Helmet with camera mount (35mm)

£20

Cloud Canopy & Harness:

Boat Parascending?

£75

Tel: 0272 575451

PARAGLIDING

High Adventure - Specialist tuition in sky sport.

Why come down when you can go up? Today's Paragliders have a sink rate of less than 200 ft per min a max speed of 35 mph and a glide angle of 10:1. The world record cross country flight is 255 km.

For further information on Paragliding, Hang Gliding, and other Adventure holidays:

Tel: High Adventure on 0983 752322

Open all year round

TRACER/AVENGER/26 PHANTOM

For Sale: Tracer pack assembly with Avenger Main and 26' Phantom Reserve. Also Alt II, Med Jump Suit, Helmet, some spares etc. Must be sold

Any serious offers considered

Tel: 0446 775525

CHASER/MAVRIK/PHANTOM 24

Large blue and red chaser. Throwaway. Maverick Main (350 jumps) unused Phantom 24 round reserve

£650 ono

Also Fury Main wanted, max 200 jumps

Tel: Paolo 071 485 1884

JAGUAR/FURY/PISA SWIFT

Jaguar - grey/pink/blue

Fury - Dark blue/light blue/silver - 150 jumps

Swift - Blue - nil jumps

Very good condition throughout; current parachute certificate of air worthiness.

Test jumps at Netheravon at weekends by prior arrangement

Test Jumps at Netheravon

Tel: Phil 0705 595052

LIMITED EDITION

Limited edition of 50 Skydive Zippo Lighters

Genuine brushed steel with laser etched motif of person under canopy in 3 colours.

A must for Christmas.

only £21.50 inc p&p

Write to: Blue Sky Sports,

12-14 City Road, Winchester, SO23 8SD

Tel: 0962 877717

Please allow 10 weeks for delivery

JAVELIN/FIRELITE/NOVA150

Throwaway dark blue and magenta only 15 jumps on gear, hence absolutely immaculate.

worth £2,200 / sell £1,700

Tax paid and certified when imported (may split).

Tel: Dale 0404 891716

NOVA 150

Nova 150 for sale. 120 Jumps - new link set. Blue - Orange.

A bargain £700

Tel: Brian Dyas 0256 893 500 H or Jo Todd 0734 505555 W

WILDFIRE & FOIL/WONDERHOG/26 LOPO

Wildfire main canopy - 167 feet - 9 cell - Black/Green/Silver/White - kevlar lines - 250 jumps.

Asking price £275 but best offer takes

252 Foil - Wonderhog - 26' Strong Lopo reserve.

Complete system £250

Tel: Wait on 0226 240464

TALON/CHALLENGER/X 228 R

Complete system, Challenger 280 main Split slider, square X228 reserve - unused

Leg strap throwaway. Ideal for large Student or Accuracy work - very good condition

£1000 ono

Tel: 071 923 1942

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

AIRSCAPE
3 TYERS GATE
LONDON SE1 3HX

BUNGEE JUMPING

Operating most weekends
Phone now for list of events

LEMMINGS BUNGEE CLUB

(0268) 696155 (0268) 510820

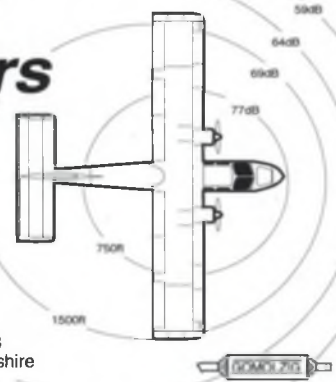
Aircraft Silencers

Low Noise Silencers fitted to standard exhaust systems:

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

Skycraft Services Limited

Tel. 0763 852150 Fax. 0763 852593
Albany House, Litchington, Cambridgeshire



ADVERTISERS INDEX

Air Care/Frap Hats (Kit)	48	Kit Store	1	Sky Ad (Cessna hire & banner Ads)	43
Airmasters Z-Hills (AFF)	43	Larsen & Brusgaard (Dytter)	10	Skycraft Services (Silencers)	39
Airtac (Cypres)	Back Page	Lemmings Bungee Club	39	Skydive Magazine	8
Avia Special (Plane hire)	14	Parachutes De France	27	Square One	28
Blue Sky Sports	17	Paragear	2	Sunshine Factory	42
Centro de Paracaidismo	48	PD Source	48	Sward Sky Gear	21
Dodington's (Altimaster service)	39	Performance Designs	40	Sward Sports (Price List)	36/37
Flagler Aviation	28	Performance Designs	41	Symbiosis Suits	4
Freeflight Phoenix Z-Hills	15	Perris Valley	Inside Back	Thomas Sports Equipment	Inside Front
Freestyle Publications (Mag)	48	Peterborough Parachute Centre	14	West Mercia Insurance	42

Altimaster Service Centre - *Dodington's*

28 HIGH STREET, WHITCHURCH
SHROPSHIRE Telephone: Whitchurch
(0948) 2179 or (0270) 625807

HE
DREAMED
IT.

HE
DESIGNED
IT.

WE
BUILT IT.



STILETTO
the new elliptical from P.D.



IT'S READY... LET'S FLY IT!

THE PD FAMILY OF CANOPIES

Tour Europe '93

Performance Designs would like to welcome you to the new year, and to another exciting season of skydiving! Once again, our representative, Edward "Bushman" Anderson will be touring Europe with PD products. Bushman will be attending all the major skydiving events in Europe with PD demo canopies. In between these events, he will be visiting various drop zones and dealers. He will be available for product demonstrations, test jumping and other product and dealer information at these events. Bushman will be on hand with all our different types of PD canopies, so you and our customers have the chance to jump the PD demos you want.



PERFORMANCE DESIGNS INC.

1300 INT'L SPEEDWAY BLVD.
DeLAND, FLORIDA USA 32724
PH: (904) 738-2224 FAX: (904) 734-8297

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 1Qway 2Q way

13.09. - 19.09.
Casale, Italy
Record Boogie 100

20.09. - 26.09.
Gap, France

27.09. - 03.10.
Ampuriabrava, Spain
Boogie

Insurance



The Chairman of the Development Committee was tasked by Council to look in detail at the present insurance arrangements. This request was made as a result of two important considerations:

1. The substantial increase in the insurance premium with very little prior warning.
2. The implications of BPA insurance cover being extended to cover activities at centres outside the BPA.

On two previous occasions Council had been required to vote on whether BPA insurance should cover members jumping at centres which are not affiliated to the BPA. This proved to be a most difficult issue and many council members expressed a view that they were not in possession of the facts necessary in order to make such a decision.

It was therefore decided that the Chairman of the Development Committee would have a meeting with the BPA's insurers in an effort to clarify the situation. The function of this paper is to report back the findings of this meeting.

A number of questions were put to the insurers, and the answers received are repeated in this paper.

Background information

1. The BPA insurance premium and how it is passed on to the membership

The membership may be unaware of the background calculations carried out in order to arrive at the insurance element of their membership fee. This is currently £8.00 for a full member and £2.50 for a student member.

The BPA is charged on a per jump basis. The insurance company informs the BPA of the single annual premium required by

the underwriters to provide the requisite insurance cover.

In order to calculate the insurance element of the BPA membership fees, estimates of full and student members for the forthcoming year are made. This is achieved by projecting forward for one year, and abased on past and current trends.

These estimates are then used to produce the insurance element of the full and student membership fee. The BPA does not seek to make a profit through this method of recharging the insurance premium but, merely to recover the cost of the annual insurance premium. Any over/under estimate in respect of the previous year is adjusted for in the calculations.

In this way, the BPA tries to ensure that neither the full, nor the student member, bears an unfair proportion of any increase in the cost of the insurance premium.

2. The current insurance cover made simple!

Translating a carefully worded insurance policy into "plain English" is a difficult task and can lead to misconceptions. The following is an attempt to summarise the cover and should not be taken as a definitive statement of the insurance cover.

Broadly speaking, the cover provides for £1,000,000 worldwide (excluding USA, Canada and Drop Zones not affiliated to the BPA) third party/bodily injury/property damage. This applies not only to jumpers but also to instructors, pilots, riggers, DZ staff, Display teams etc.

Note that the property damage cover includes damage to aircraft but, not to "personal" property eg, personal parachutes.

Riggers also have £1,000,000 worldwide (no territorial exclusions) products legal

liability. This provides cover in respect of claims against them for bodily injury/property damage arising out of their rigging activities but again, excludes "personal" property. Also excluded is the repair or replacement of defective goods with which the rigger is connected. (NB There are five other specific exclusions which are too detailed for this summary).

For clarification purposed, secondary "consequential loss" is not covered by the BPA policy, for example, if power lines were brought down by a parachutist resulting in a factory losing power and income. The cover would extend only to the repair of the power lines etc, and not to the factory's loss of income etc, arising as a "consequence" of the accident.

As stated above, this is only a non definitive summary of the BPA insurance cover. Copies of the policy are available from the BPA.

The meeting

1. Why has the insurance premium almost doubled, yet the claims rate has been acceptable?

In a general sense this question was answered very simply – the increase has been caused by a reflection of the entire Aviation Insurance market. More specifically, the original underwriter is now no longer involved in the industry and very few underwriters are prepared to take on aviation related risk of any sort. Indeed, it would appear that only three underwriters were willing to consider our own particular requirements.

From this we can surmise that any assertions made by some DZ operators that they can obtain the same cover "at a fraction of the cost" are unfounded. This is an important myth to lay to rest.

2. What could we, as an Association, do to reduce the insurance premium?

The line of thought behind this question was in essence, that if we could take deliberate steps to further improve the standard of safety and training, would this lead to a reduction in the premium. The answer was **no** – there was nothing the

INSURANCE FOR PARACHUTISTS



**WEST MERCIA
INSURANCE BROKERS**

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



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

give us a call **Sunshine**
FACTORY
38529 5th Avenue
Zephyrhills, Florida 33540
Tel # (813) 788-9831 Fax # (813) 788-5107

BPA could do to effect a reduction in the premium for the reasons previously described.

3. How do you calculate the premium ie, how do you perceive the risk and on what have you based your perception of risk?

The answer to this, at first glance, may appear to be ridiculous. However, even in my experience, this is the way in which it works.

It is the underwriter who sets the premium. He arrives at his decision based on the following:

1. Past track record
2. "Gut" feeling

To take the first point, which is the easier of the two. Consider a "Bookie" at a racecourse – he relies on "form" or past performance to calculate his "odds" on any particular race horse. This provides datum from which to start.

The second point is more difficult to quantify. Armed with information on past track record the underwriter considers the risk. His perception of this risk then leads to the setting of the premium. It would appear that individual underwriters, without conferring with each other, will arrive at basically the same conclusion.

A point to cover here, is that taken on a global basis, the dreadful accident with the Twin Otter at Perris Valley, did affect our insurance premiums.

4. Could the exclusion of cover to persons parachuting at non affiliated centres be construed as an advantage to the remainder of the BPA membership as a whole?

The answer to this was **yes**. It was an advantage by virtue of the fact that such an exclusion minimised risk and subsequently would minimise any future increase in the insurance premium. Whilst this currently has little effect on the BPA insurance premium, in the long term, the removal of insurance cover from organisations outside our immediate control removes a minor area from which

a claim against our insurance could emerge.

5. Does the recent exclusion of cover to parachutists jumping at non affiliated centres minimise the increase in the insurance premium ie, would the premium be even greater if this exclusion clause was not present?

The response to this question was becoming clear even before the question was asked. The answer was **no**. However if we as council decided to reverse the decision, the premium charged to the BPA may be affected.

6. What would you charge an individual for the same insurance cover as that provided by the BPA both with the exclusion clause and without ie, with and without cover whilst jumping at non affiliated centres?

As an individual, it would be impossible to obtain cover on the basis available to BPA members. However, the point was pushed to obtain even a rough figure. "This was stated as being in the region of £2,500 to £3,000 per annum". This makes the figure of £8.00 to BPA members per annum look a very good deal.

Again, there would be no difference in the premium with or without the exclusion of cover, whilst jumping at non affiliated centres.

Summary

A number of straight forward facts emerged from the meeting:

1. There is no great fluctuation in the cost of insurance cover by virtue of the fact that there are very few underwriters prepared to take on the risk ie, the cost would be virtually the same irrespective of source.
2. The premium is unaffected whether BPA members parachute at affiliated or non affiliated centres. This includes instructors.
3. The premium is directly affected by claims experience on a global basis.

Conclusions

It is beyond the brief of the Development Committee to arrive at firm conclusions or to make recommendations. The first decision has already been taken. Council is, as always, answerable to the BPA membership and not the operators of Drop Zones. It is to the membership that we must justify our actions and of course, we are occasionally called upon to do so.

The following observations may however be useful:

1. The decision taken by council on two occasions not to extend insurance cover to those jumping at non affiliated centres was taken without malice and for no vindictive reason.
2. The aim is not to deprive or ignore any individual or organisation.
3. The BPA has absolutely no control, influence, communication or feedback from non affiliated centres. It would therefore be common sense to understand the utter folly of extending insurance cover to individuals who choose to parachute at non affiliated centres where the BPA can exert no influence.
4. We are not suggesting that the activities of Centres outside the control of the BPA operate in a manner better, or worse than our own. We quite simply do not know, and it is for that reason that we must protect our membership.

Finally, we must bear in mind that only a small number of BPA members parachute at centres outside of the BPA. It appears that the jump prices at such Centres include an insurance element and therefore, it seems inappropriate for the BPA to cover that which is already covered. There is a silent majority who must also be considered. They are silent because they are quite happy to allow the officers of the BPA to work in their best interest. The voice of the silent majority must also be taken into account.

Chris Lyall

(Development Committee Chairman)

AirMasters PARACHUTE SCHOOL, INC.

OPEN ALL YEAR AROUND

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

LOCATED AT

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

We have a Cessna 182

which can carry 4 parachutists for hire. The rates are £125 + VAT per tacho hour with pilot (we have a contact who is experienced in this work that we could put you in touch with) or £95 + VAT per tacho hour dry (with pilot).

Also Aerial Advertising from as little as £250 per hour. (Banner construction £50 extra). We operate throughout the UK 7 days a week. Positioning charge where applicable.

For details on Aerial Photography and surveys please contact:

Sky Ads, Netherthorpe Airfield, Thorpe Salvin, Worksop
Tel: 0909 482981, Fax: 0909 475233



Kit News

BOOTIES BEWARE

A skydiver experienced a frightening, and potentially fatal hang-up in Australia when her bootie became snagged on exit. The plane involved was a Cessna 182, the jumper, performing a step exit, became suspended from the step when the slip-over part of the bootie hooked over the edge of the step. She hung under the step unnoticed by the pilot, until he leaned over to close the door. He nearly did not see her but had some trouble shutting the door and had to move closer. The pilot managed to find a knife and, while keeping the plane flying cut the jumper free; she landed without further incident. (A similar incident was reconstructed by Leo Dickinson in his TV series 'Dead Men's Tales', and serialised in *Sport Parachutist*, see June '92 issue).

FOR SKYGODS ONLY

Parachutes de France have launched a range of new canopies for the experienced jumper. The elliptical high performance 'Serie pro' canopies come in sizes 100, 120 and 140 sq ft. They are made from PF 3000, (as is the Blue Track series) and have Optima 240 suspension lines. Parachutes de France claim that this series has on average a 13% improvement over the equivalent Blue Tracks. For instance the 120sq ft flies at 44 MPH!

CYPRES MAINTENANCE

A Cypres only has to be checked by Airtec 4 years after the date of manufacture. This recommendation by Airtec comes after examining every Cypres they could get over the last two and a half years, and comparing the test results with those of new units. In addition they have performed over 800 2-year checks since 1992.

THE HAND-DEPLOY – TO BOC OR NOT TO BOC?

No it's not a type of African Swallow or the sound you hear when you get kicked in the teeth turning pieces. BOC is an acronym for "Bottom of Container", a new and very fashionable location for a hand-deployed pilot chute.

The pullout

The two traditional hand-deployed pilot chute systems seen on the vast majority of rigs are dubbed "pullout" and "throwout"; each has advantages and drawbacks.

With a pullout, the pilot chute and bridle are stowed inside the main container. A small handle called a "dildo" or "pud" connects the bridle and locking pin, and is mounted with velcro or elastic keepers to the bottom right corner of the rig. Pulling the dildo first removes the pin to open the container, then pulls the pilot chute into the airstream to deploy the main canopy bag.

This system is neat and clean. Little or no velcro used means low maintenance, and no external pocket is needed to hold the pilot chute. The chief disadvantage is the problem of a "floating handle". If the pullout handle is dislodged from the container during the skydive, or dropped during deployment, the main container will remain closed and the handle will trail a few inches above the container.

This scenario often results in reserve rides, and also in fatalities, as jumpers spend the rest of their lives groping for a handle that isn't where it's supposed to be. Another common criticism of the pullout is that the handle can't be seen by the skydiver. It can be argued that it shouldn't be necessary to look at your main deployment handle; when's the last time you looked at yours?

Some pullout gurus say their system is safer than a throwout because you can't tow a baffed-out pilot chute, because the jumper, not the pilot chute, is pulling the pin. In response to that, if your pilot chute's so wimpy that it can't remove a properly maintained curved pin, how is it going to lift a ten-pound bag off your back?

The Throwout

This system has the pilot chute and bridle stowed in a pocket outside the main container. The skydiver pulls a handle attached to the apex of the pilot chute to extract it from the pocket, then throws it into the airstream. When the bridle is fully extended, the pin is pulled to release the main bag.

The most common pocket location is on the back of the right leg strap, although bellybands are also common to student rigs.

One advantage of a throwout is it's impossible to have a floating handle since the pilot chute should be quite secure in it's pocket. However, if the pilot chute is packed incorrectly, it can be very difficult for the skydiver to extract it. To reduce the chances of a hard pull, most pilot chute pockets are made of stretchy spandex instead of the paracord popular several years ago.

Another advantage is that the pilot chute handle can be seen in most cases. Since the pilot chute is mounted on the leg strap, velcro must be used to hold the bridle down between the pin and pilot chute pocket. Most rigs need 10 to 16 inches of velcro on the bridle, which must be replaced on a regular basis. This amount of exposed bridle is very snaggle on door frames, wheel struts, and other jumpers' fingers.

It's also possible to misroute the bridle when packing, or by twisting the legstrap or bellyband when donning the rig. This will result in an unclearable pilot-chute-in-tow which has been the cause of reserve rides and, yes, fatalities.

The BOC

Enter the BOC – the newest thing in hand-deployed pilot chutes. It's a throw-out pilot chute mounted in a spandex pocket on the bottom of the main container instead of the legstrap (see diagram).

This puts the pilot chute handle in about the same location as a pullout handle. This deployment system is

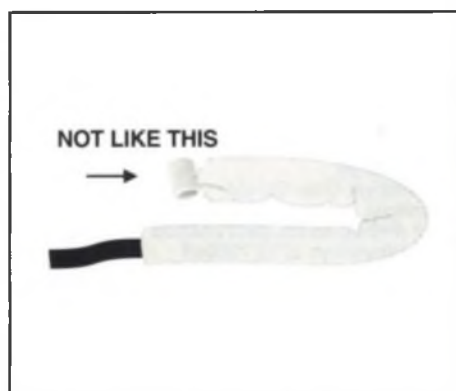


standard on several new rigs including the Westway Innovator II, Rigging Innovations Flexon, Vector (with articulated harness) and the Paraflite EOS; it's optional on most other containers.

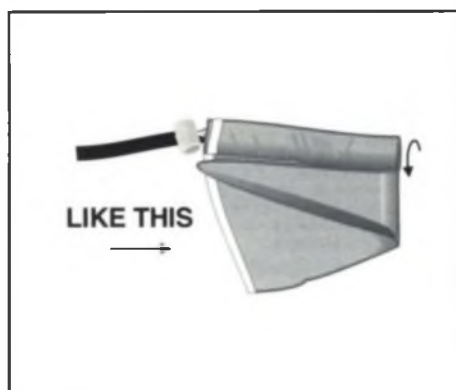
Like a pullout, The BOC system is completely located on the main container, making it very clean and eliminating the problem of large amounts of exposed bridle. It makes it impossible to misroute the bridle by incorrectly donning the harness. Only about two inches of velcro are needed to hold the bridle on a BOC which simplifies maintenance.

BOC throwouts are also popular with camera flyers as the pilot chute handle isn't obstructed by large jumpsuit wings as a legstrap throwout would be. A floating handle is almost impossible to experience with a BOC since it's held securely by spandex.

One very important note with a BOC is that the pilot chute must be packed correctly to avoid a hard pull. If the pilot chute is rolled into a long sausage, then folded in half to the length of the pocket (see diagram), it can ball up at the mouth of the pocket and be very difficult to extract. **DO NOT DO THIS.**



The pilot chute should be folded to the length of the pocket first, then rolled from EACH side into a tight packet, (see diagram).



NEW ALTIMASTER

If you're going to be doing night jumps into water, the new MA2-30-EL is the altimeter for you. It has an illuminated face, the 'electro-luminescent glow' is powered by two button batteries and the manufacturers claim that this provides even illumination and easy colour recognition – an improvement over other systems which use incandescent lamps.

The new model from SSE inc is also waterproof; it is guaranteed to a depth of ten feet, for an hour should you want to stay down that long.

NEW FROM HELLER

FSW Heller from Germany have announced a new camera helmet and two new ringsights. The new Heller Helmet now incorporates a swivel mount for the still camera which can be removed with ease for the cameraman only jumping video. Other modifications include elastic straps for extra camera security, improved ring-sight mount. The helmet is designed to fit tightly, for stability, to compensate for this the sides of the helmet have been moulded to allow extra room for the ears and audible altitude warning device. Sizes available are Small to XL, and colours are red, navy blue, black and pink.

The new Heller sight is available in two versions. Type RIO, uses Newton ring method and type RAC had the concentric rings and a cross which helps to indicate the camera angle. The sights are bordered with anodised aluminium and have a 6mm dia steel stem.

Prices for Europe: Helmet 795 DM, RIO sight, 385.00 DM and RAC sight 395.00 DM. P&P 19.00 DM per order. For further information contact FSW Heller at PO Box 1204, D-82019, Taufkirchen Munich, Germany. Tel: +49 89 612 2829, Fax +49 89 612 6869.



SAFETY NOTICE

It has come to our notice that there may still be some old Relative Workshop tandem main and reserve canopies in use which have not been reinforced. Please check any of these old canopies that may be in use. If you have any queries contact the technical officer at the BPA office.

One thing all systems have in common – they must be maintained properly to function reliably. Worn velcro and baf-fed-out pilot chutes should be immediately replaced before they cause problems. Main pins with peeling chrome should be sanded smooth or replaced with stainless steel pins, and closing loops should be replaced at the first sign of fraying.

Pullout handles should be securely held by their keepers, throwout pockets should be the right size for the pilot

chutes being stuffed into them, and the bridle velcro must match the container velcro. Most of these can be spotted during a quick pincheck.

At all times, especially when moving around inside an airplane, protect your gear as if your life depended on it – IT DOES!

By Brian Delenheer (reprinted with permission of Canpara, the magazine of the Canadian Sport Parachuting Association).



BRITISH PARACHUTE ASSOCIATION

AFFILIATED AND ASSOCIATED CLUBS AND CENTRES



Badminton Parachute Club

See West Wilts Parachute School
Contact J Davis, Tel: 0666 577756

Black Knights Parachute Centre

Open Weekends and Bank Holidays 08:00 to 20:00 hours. Cessna 185 (in-flight 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 & toilet facilities, camping on DZ.

Contact: Bob Parry

Patty's Farm

Hilliam Lane

Cockerham, Nr Lancaster

Tel: Weekend 0524 791820

Tel: Midweek 051 924 5560

Blue Skies Parachute Centre

Contact: George McGuinness

Bishops Court Airfield

Bishops Court

Co Down

N Ireland

Tel: 02665 40757

Border Parachute Centre

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

Border Parachute Centre

Embleton

Northumberland NE66 3XF

Tel: Embleton 0665 76588

British Parachute School

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.

British Parachute School

The Control Tower

Langar Airfield

Langar

Nottingham

Tel/Fax: 0949 60878

British Skysports, Bridlington

Open Friday, Saturday, Sunday and Bank Holidays (weekdays by arrangement). S/L Square, Tandem & AFF. Rounds available for visiting jumpers. WARP, CRW & Accuracy coaching. Student conversion from S/L round to square courses. Cessna 206, video, canteen, shower and toilets. Inexpensive local accommodation. Visitors very welcome, friendly atmosphere. Aircare full rigging facility – with advanced rigger.

Contact: Dave or Nick Johnston

East Leys Farm

Grindale

Bridlington

East Yorkshire YO16 4YB

Tel: 0262 606725 / 0836 276188

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.

Cornwall Parachute Centre

Frans Ranch

Old Naval Airfield

St Merryn

Cornwall

Tel: 0841 540691

Devon and Somerset Parachute School

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

Devon & Somerset Parachute School

19 Azalea Close

Highfield

Dunkeswell

Nr Honiton

Devon

Tel: 0404 891690

Eaglescott Parachute Centre

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

Dave Tylcoat

Eaglescott Parachute Centre

Eaglescott Airfield

Ashreigney

Chumleigh

Devon EX18 7PH

Tel: 0769 60726/0769 3552

Fife Parachute Centre

Open Wednesday to Sunday 9am to 7 pm (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 (in-flight door) always available, unrestricted altitude. Canteen, dormitories, hot showers, toilets on airfield, everyone welcome.

Fife Parachute Centre

Errol Airfield

Grange

Perthshire PH2 7TB

Tel: 0821 642673

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 - Chief Instructor

Manby Showground

Manby

Nr Louth

Lincolnshire

Tel: Weekdays 0733 370863

Tel: Weekends 0507 327877

Halfpenny Green Skydiving 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.

The Airfield

Bobbington

Nr Stourbridge

West Midlands DY7 5DY

Tel: 0384 221293

Fax: 0384 221354

Headcorn Parachute Centre

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.

Headcorn Aerodrome

Headcorn

Kent TN27 9HX

Tel: 0622 890862

Fax: 0622 890641

Ipswich Parachute Centre

Open 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.

Ipswich Parachute Centre

Ipswich Airport

Nacton Road

Ipswich

Suffolk IP3 9QF

Tel: 0473 710044

Fax: 0473 271055

London Parachute School

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

London Parachute School

PO Box 18

Goring on Thames

Reading RG8 9EW

Tel Drop Zone: 0249 651909

Tel Weekends: 0860 559112

Merlin Parachute Centre

Open 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.

Merlin Parachute Centre

Alanbrook Bks

Topcliffe, Near Thirsk

North Yorkshire

Tel: Weekdays 0845 524713

Tel: Weekends 0748 875367

Midland Parachute Centre

Open 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.

Midland Parachute Centre

The Control Tower

Windrush Camp

Nr Burford

Oxfordshire, OX18 4TW

Tel: Weekends 0451 844422 or 844449

Tel: Weekdays 0543 271676

Fax: Weekdays 0543 271676

North West Parachute Centre

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

North West Parachute Centre

Cark Airfield

Flookburgh

Nr Grange-Over-Sands

Cumbria

Tel: Airfield 05395 58672/58555

Tel: Weekdays 0772 720848

Oxon & Northants Parachute Centre

Open every weekend and midweek by arrangement during B.S.T. friendly atmosphere, visitors welcome, good local pub. Hinton-in-the-Hedges Airfield situated 1 mile off A422 between Banbury and Brackley. 'First Jump' Static-line courses, Tandem, Free-fall Progression, kit hire, student radios, Cessnas 182 and 206 aircraft.

Contact: Mike Bolton, Chief Instructor

Oxon & Northants Parachute Centre

Hinton-in-the-Hedges Airfield

Steane, Nr Brackley

Northants NN13 5NS

Tel: Office 0384 393373

Tel: Mobile 0850 762349

Paraclan Parachute Centre

Contact:

Ron Groat

Kinnell Airfield

Frickheim

Angus

Scotland DD11 4XX

Tel: 0241 828999

Peterborough Parachute Centre

Open Tuesday to Sunday from 0800 hrs. Skyvan and Islander, AFF, WARP, Tandem. Bunkhouse accommodation, free camping, showers, bar, food. Unrestricted altitude. Twenty years experience.

Peterborough Parachute Centre

Sibson Airfield

Wansford

Peterborough PE8 6NE

Tel: 0832 280490

Fax: 0832 280409

Peterlee

Open 8.30am to 8.30 pm. Basic S/L courses, progression. Raps, WARP, rigging, displays. On site conveniences.

The Airfield

Shotton Colliery

Peterlee

Co Durham DH6 2ND

Tel: 091 5171234

Fax: 091 3865315

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 206's, artificial pit and electronic pad, cheap jump prices, shop, excellent student progression. Canteen, TV room, B&B and camping in local town.

Scottish Parachute Club

Strathallan Airfield

Nr Auchterarder, Perthshire

Perthshire PH3 1LA

Tel: Weekends 0764 662572

Tel: Midweek 0764 663430

Sport Parachute Centre, The

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

The Sport Parachute Centre

Tilstock Airfield

Whitchurch

Shropshire

Tel: 0948 841111

Stirling Parachute Centre

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.

Stirling Parachute Centre

Thornhill

Nr Stirling

Scotland FK8 3QT

Tel: 0786 870788

Fax: 0786 870748

Target Skysports Parachute Club

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.

Target Skysports

Hibaldstow Airfield

Hibaldstow

Brigg

South Humberside

Tel: Anyday 0532 505600

Tel: Drop Zone 0652 648837

Fax: 0532 571071

Wild Geese Ireland

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, AAD's 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

Wild Geese Skydiving Centre

Movenis Airfield

116 Carrowreagh Road

Garvagh

Coleraine

Co Londonderry

N Ireland BT51 5LQ

Tel: Drop Zone 02665 58609

Fax: Drop Zone 02665 57050

West Wilts Parachute Club

Ex Badminton Parachute Club

Correspondence Address:

Contact: John Davis

24 Turners Lane

Crudwell

Malmesbury

Wilts SN16 9EN

Tel: 0666 577756

OTHER ORGANISATIONS ASSOCIATED TO THE BPA

British Collegiate Parachute Assoc

Affiliations now due for 1992/93

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

The Free Fall Company

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

The Free Fall Company

Sibson Airfield,

Wansford

Peterborough PE8 6NE

Tel: 0832 280055

Fax: 0832 280409

Scottish Sport Parachute Association

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

Kevin McPhillips (Secretary, SSPA)

1B Rosebery Crescent

Edinburgh EH12 5JP

Slipstream Adventures

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

Slipstream Adventures

Headcorn Aerodrome

Headcorn

Kent TN27 9HX

Tel: 0622 890862

Fax: 0622 890641

East Coast Parachute Centre

Currently sharing facilities with the London Parachute School at Lewknor Drop Zone.

8 Burns Cresnet

Chelmsford

Essex CM2 0TS

Tel: 0245 268772

David Morris Action Sports

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

41 Ellindon

Bretton North

Peterborough

PE3 8RG

Tel: 0733 266076

POPS UK

Hon Treas/Sec Michael Allum

64 Ardleigh Court

Hutton Road

Shenfield, Essex

Tel: 0277 219717

Flying Tigers Airsports

RAPS, AFF & TANDEM.

Kevin McIlwee

Flying Tigers Airsports

La Petite Fontaine

Mont De La Mar

St Peter

Jersey

Tel: 0534 483737

Tel: Cellnet 0850 272141

OTHER AFFILIATED CLUBS/CENTRES

Army Parachute Assoc

The Commandant, JSPC

Airfield Camp, Netheravon, Salisbury

Wilts. SP4 9SF

Tel: Bulford Camp 0980 33371

Tel: ext Commandant 8252

Chief Instructor 8229

Staff 8277

The Red Devils

Queen's Parade

Aldershot

Hants

Tel: 0252 24431 ext 4600/4699

Contact: Red Devils

Browning Barracks

Aldershot, Hants

RN & RM SPA

Dunkeswell Airfield

Dunkeswell

Honiton, Devon

Tel: 0404 891697/891716

Northern Ireland Services

Free-fall Club

N.I.S.F.F.C.

Shackleton Barracks

BFPO 802

Tel: Civil 0504 49972

Tel: Military - Limavady 36472

Silver Stars Parachute Team

Duke of Gloucester Barracks

South Cerney

Cirencester

Gloucester GL5 5RD

Tel: 0285 861344/0285 860551 x8259

Cyprus Combined Services

Parachute Club (CCSPC)

Contact: Club CCI

CJSATC Pergamos Camp, BFPO 58

Tel From the UK:

Office 010 357 47 44337

Drop Zone 010 357 47 44245

Joint Services Parachute Centre

Hong Kong

Borneo Lines

BFPO 1

Tel: 0-483 7221

RAPA JSPC(L)

Bielefelderstr

Normandy

Kaserne

4791 Sennelager

Tel: 010 495 254 822378

JSPC(L), STC, Sennelager BFPO 16

RAFSPA

Weston-on-the-Green

Nr Bicester

Oxon

Tel: 086 989 343

Seagull

Seagull Picture Company
80 Burgess Road
Notttingham
NG3 6JL
Tel: 0602 586052



Adventure Company

VISIONS 1

Footage from: Vichy, Spain, Airtime in California,
This is a must for your skydiving video library.
European night record, and more. Price: £11 (+£1.50 p&p)

VISIONS 2

Footage from the British RW Nationals
Espace Boogie and World Cup.

VISIONS 3

Visions subscription price: £45 for 6 issues.

Seagull Adventure Company. Air - to - ground video systems hire (used
at last years World Cup in Gap). Production of specialist recruitment
promotional and sponsorship videos; edited in the Seagull Studio

PD Source Inc.

Performance Designs
and Vector Specialists

Largest PD Inventory in the World!

Uncompromising Service

Great Prices

Phone (094) 734-8888

Fax (094) 734-8530

P.O. Box 484, Deland, Florida 32721 USA
Shipping: 1665 N. Lexington #101, Deland, Florida 32724 USA



CENTRO de PARACAIDISMO COSTA BRAVA

sky
diving



sky
diving

September 18 through October 3

"FALL BOOGIE with PORTER AND TWIN"

A relaxed BOOGIE during one of the prettiest of seasons.
NO REGISTRATION FEE! During the same period we
host a FORMATION SKYDIVING TRAINING CAMP.

September 29 through October 3

**4th WORLD FREESTYLE CHAMPIONSHIPS
1st WORLD SKYSURFING CHAMPIONSHIPS**

Call, fax or write to us for your free copy of **HIGH TIMES**
which will inform you about all our events:

CENTRO de PARACAIDISMO COSTA BRAVA

Apartado de Correos 194, 17487 Empuriabrava, Espagne
Tel: +34 72 45 01 11 Fax: +34 72 45 07 49

Air *Care*

has moved AHEAD



FOR 1993, now manufacturing
custom made
Hand made in the finest
leather with FAXTEX FASTENER
and optional dytter holes and patterned lining

**FRAP
HATS
HATS**

Like the top Military Teams and Individuals, choose your skydiving wear

from the

range of

Air *Care*
JUMPSUITS

POLYCOTTON, RW, STYLE OR PERSONAL CAMERA AND WARMWEAR

For information on..... JUMPSUITS,

FRAP HATS, RIGS

PACKING MATS

DRAG BAGS

LOGBOOK HOLDERS In fact ...

"ALL YOUR SKYDIVING NEEDS" ... plus ...

KIT INSPECTION / REPACK, REPAIR AND SERVICE.

Phone or write to **NICK JOHNSTON**

(BPA Adv Rigger / Inst / AFF / Tandem)

c/o EAST LEYS FARM
GRINDALE
BRIDLINGTON
EAST YORKSHIRE
YO16 4YB
Tel: 0262 677367
0262 606725

For... GUARANTEE
WORKMANSHIP
PRICE
STYLE / FIT
QUALITY / SERVICE

FREE JUMP - Test your new purchase **FREE**, with **ORDERS**
OVER £95.00, at the **AIRCARE CENTRE, BRIDLINGTON**
OFFER ENDS 1/4/93

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

PERRIS, SKYDIVE HARD!

"The right time for a new place"

Open 365 Days a Year!

talon

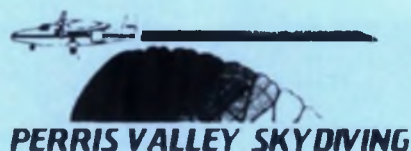
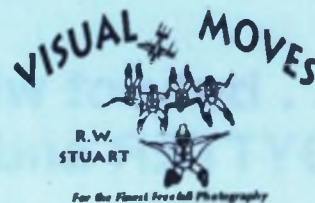


PHOTO BY ROLAND BARKSDALE

PERRIS VALLEY
714 OR 213 - SKYDIVE

AIRMOVES
COACHING, DAN B.C.

SQUARE ONE
PARACHUTE SALES & SERVICE

Patrick de Gayardon

38,352 feet without oxygen...

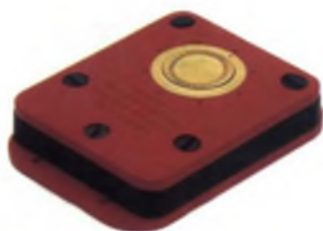
... but not without
DYTTTER and CYPRES



Photo by P. Fagnol



Photo by P. Passe



AIRTEC

Mittelstrasse 69
D - 4798 Wunnenberg, GERMANY

Tel: +49 2953 8010
Fax: +49 2953 1293



**Larsen &
Brusgaard**

Mosevej 3, P.O. Box 25
4070 Kirke Hyllinge/Denmark
Phone: + 45 42 40 44 05
Fax: + 45 46 75 77 22