

Sport Parachutist

October 1993



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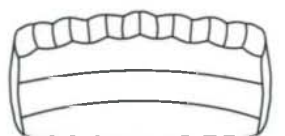
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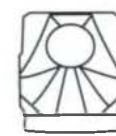
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Cover Photo by James Wilkinson
George Pilkington and Stuart Meacock having a
"Ha Hoo Lurk" at the Espace Boogie.

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The views expressed in Sport Parachutist are those of the contributors and not necessarily those of the BPA. The Editor retains the right to refuse or withdraw any advertisement at his discretion and does not accept liability for delay in publication or for clerical or printers errors, although every care is taken to avoid mistakes. Thought for the day: What we have to do is easy, it's *where* we do it that's the problem.

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1993-94 Skydive City Calendar of Events

November 5-7: Strong Enterprises Tandem Certification Course

Hosted by Strong Enterprises.
Preregistration required; call us today.

November 12-13: 4-Way & 8-Way Meet

Train for this month's Thanksgiving Competition.
Open and intermediate classes.
FAI rules. Seminar Saturday night.

November 19-28: Thanksgiving Meet

November 19: 8-way practice
November 20-21:
8-Way Competition
November 22:
16-way practice
November 23: 16-way
competition
November 24:
20-way practice
November 25:
20-way competition &
Turkey Dinner
November 26-27:
10-way practice
November 27: 10-way
competition,
seminar and
party



February 5-6: 20-Way Meet

Come and challenge the Skydive City team! Try to take the trophy!

February 11-14: Valentine's Day 4-Way Meet

Competition, coaching and seminars.

February 25-27: . . . Vector Tandem Certification Course

Hosted by the Relative Workshop. Preregistration required.

March 5-6: 4-Way & 8-Way RW Meet

Open and intermediate classes. FAI rules. Seminar Saturday night.

March 12-13: Strong Tandem Certification Course

Hosted by
Strong Enterprises.
Preregistration required.

March 19-April 9: Easter Boogie, Skydive City Style

20-way sequential, 40-way speed

April 2: Easter Cookout and Party

Seminars, prizes, and large loads,
Easter egg hunt, cross training.

April 16-17: Second Annual Mayor's Cup

8-way sequential RW meet

Topics For Sunshine Factory 1993-94 Seminars

- Know Your Gear: Basic gear safety seminar
- Basic Gear Maintenance or "Why do I need a new closing loop?"
- Pro-Packing Seminar • Gear Inspection
- Canopy Control or "How to do a safe hook turn"
- New Gear "Buyer's Guide" Seminar

Guest Speakers for the 1993-94 Season*

Derek Thomas	Tony Uragallo	John LeBlanc
Bill Richards	Henri Pohjolainen	Jack Jefferies
Mike Lewis	Norman Kent	Mark Hewitt

*More speakers will be added as we get confirmation

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Food by Hard Dock Cafe • Beer by Ruth's Beer Garden
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December 3-5: . . . Vector Tandem Certification Course

Hosted by the Relative Workshop. Preregistration required.

December 11-12: 4-Way & 8-Way Meet

Open and intermediate classes. FAI rules. Seminar Saturday night

December 15-Jan. 9 . . . Christmas & New Year's Boogie

- Christmas 10-way Scrambles—Everyone wins!
- Star of David competition • Christmas star dives
- 18-way sequential • Christmas & New Year's parties

January 14-16 Large Sequential Camp

January 22-23 4-Way & 8-Way RW Meet

Open and intermediate classes. FAI rules.
Seminar Saturday night.

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ANTONOV CRASHES ON TAKEOFF 28 AUGUST.

Stationed as a jump aircraft at Weston the aircraft suffered failure of both engines at approximately 500ft. Carrying the full load of 18 skydivers, the Russian pilot played all his cards and crash-landed into a field just off the DZ. This totalled the plane, but all aboard escaped with no injuries to speak of. The Military impounded all the fuel for tests, but these were negative. The investigation into the cause continues.

SKYDIVE SIBSON

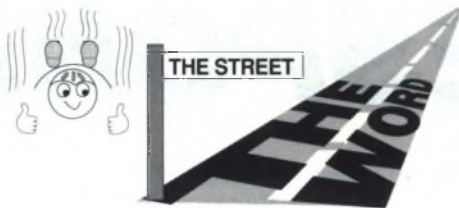
"BOOGIE WONDERLAND" ran from August 21-30 starting with a 12-way sequential competition. Eight teams entered, unfortunately the W/E weather was rogue and the meet was never finished, much to the disgust of "Tripping through the Looking Glass" who were in first place....C'est la Vie Andy! Tim Moran and Eastly, the Load Organisers at the Boogie, kept the vibes and dives going for the week, with Rob Colpus and Grant Lancaster stepping in to help when demand became too high. Micky Brennan told us "I've made some nice jumps, partied hard every night, and got a great Tee Shirt. Thanks Sibson for a Wicked week!"

MIND GAMES

Mind Games put the *Red Devil's* Islander "Go-Red" (at the Boogie from Monday to Monday) to good use and made 43 training jumps. The line up for the team has changed, George the 'spare' coming in to replace Derek Armstrong, who is grounded with a serious neck injury for 6 months. The boys suffered from launch problems and 12500ft reserve rides (caused by catching the pop top on the Islander door frame). As a consequence *1-Pin Teardrops* were grounded until the sharp closing loop washers, thought to be the problem, were changed. Thomas Sports Equipment reacted fast. Chris Thomas came down to Sibson to sort out the problems himself and told us "The *1-Pin* has made thousands of jumps the world over, and we have never had these problems before." He also changed the reserve loops and overhauled the team rigs, putting them in top condition for the Nationals and the 10th World Championships.

SKYVAN DOOR INCIDENT.

During the take-off run, the right hand door opened, came off, and went into the engine. Pilot Mitch reacted fast and shut down, greatly reducing the engine damage. "Another 5 seconds and we would have been airborne, damage and injury could have been



considerable." All the jumpers walked away, needless to say this grounded the 'van for the rest of the boogie.

PAUL DIXON MEMORIAL 16-WAY MEET, WESTON ON THE GREEN.

Great weather, two twin turbines, good attitudes and slick organisation saw six rounds completed by the four teams. They were taxed by some very technical jumps; a *Room Dive* and 'The Long Cat-Diamond from Hell' to name but two. *Another Planet* wearing 99lbs of lead took the Speed round with 26.19 seconds, and finished the meet in first place with 20 points. "We kicked *Boo* for 6 rounds, and we're looking forward to doing it again next year," Rhino told us. *Other placings were: The Firm* 2nd (14), *Doctor Dribble* 3rd, and *The Survivors* 4th. Mrs Dixon presented the cup and medals, and a big party raved on until 3.30am Saturday night. A great time was had by all. Nice one Weston.

SWARD SKY GEAR

SSG have now been appointed as the newest UK dealers for Parachutes de France and can supply the complete range of PDF gear. They are also offering you the chance to use their computer to help with the difficult task of colour coordinating your new equipment. The software, written by Gary Peak, contains all the major rig, canopy and jumpsuit designs, the colouring of any panel is simply a key stroke away. Throw away those crayons and get in touch with Andy Peckett on 0793 772323 and get your new gear lookin' Cool & Groovy NOW!

ESPACE BOOGIE - VICHY

A total of 765 skydivers from all over the world; 96 Herc' loads from 15,000ft; 20 load organisers including Patrick Passe and Frank Mahut; 23 Camera people including Norm' Kent and Gus Wing; big ways, little ways, Chute Assis and a '50 Million way'! Day long music, night long parties; two canopy collisions, a water landing under a reluctant reserve and a main that just won't go; a mid air rescue by Andy Peckett, (Andy you can come on my loads anytime!), the thunderstorm from Hell and Joel Crucciani with a gun! Blue skies, great vibes and 10,000 skydives.....What more can we say ?!?

JOHN FARR.

After his recent tragic death, a memorial fund has been set up with proceeds going to Karen and Hannah. Please send donations to 'John Farr Memorial Fund', c/o Mr N Newton, Manager. Yorkshire Bank, 56 High St. Wombwell, S Yorks. S73 8DA.

RAFSPA 4 WAY TEAM

RAFSPA have been training hard this year in preparation for the 1993 Nationals. Sponsored by Weston they have now over 150 jumps together and have also been on a camp in Eloy, Arizona. Steve Newton told us that they were aiming to improve last year's average of 10.5.

WOODMOUSE 4 WAY MEET

The Woodmouse 4-way meet held at Sibson 18-19 September, was attended by 27 teams, which we believe to be a record number, and was blessed with great weather (nice one Andy!). *MindGames* made up of Dazzle, Dave, Craig & John took first place in the senior event after a close battle in the early rounds with "More Tea Vicar" from Sibson. *Mind Games* put a 12 on the board in round 4 to open up an unassailable lead. The intermediate event was won by "Tessla" from Midland Parachute Centre who did a 50 jump training camp at Gap in preparation. They won the first prize, "A weeks free coaching from a member of *Air Time*". Moley's Nikon 35mm camera had its second terminal impact after his helmet came off, and survived!

AIR TIME

Due to this year's tragic events, *Air Time* have returned to their original '92 Nationals winning line up of Pete Allum, Kevin Hardwick, Chris Lynch and Tony Uragallo, for this year's World Championships in Eloy, Arizona. Although the team have not done a lot of training in '93, with a line up like this their performance should still be impressive...good luck guys.

MUNCHIE OF THE MONTH

Golden Valley caramel microwave popcorn, available at all major supermarkets..... **CHECK IT OUT!**

The Word on the Streets 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

CORRESPONDENCE

KISS BS

Dear Ed

Just been reading the mag and minutes sheet and feel compelled to put pen to paper.

I am puzzled as to why Fife Parachute Centre contemplated leaving the BPA as a result of the HSE is becoming more involved with DZ operators and because they want to qualify for BS 5750.

Mike Skeet is probably correct in thinking HSE will become more involved with DZ operations; they seem to be getting involved in most things these days. However, don't think that BS 5750 recognition will make life any easier, it won't. Also don't forget the 'six pack' of EC directives. We may be contravening the Manual Handling Act just with the weight of student kit!

What will achieving BS 5750 status mean for Fife? Does it mean students will get a better deal? Will they be less likely to suffer a landing injury? Will the canopy be more reliable? Will the wind stay in limits all the time? Of course not.

What it will do is cause staff problems with unnecessary paperwork and push up costs. To my mind it's Bullshit.

You may ask why I feel so strongly about this. Well gents, the company I work for is going through exactly this phase at the present. It is creating untold problems for managers given the current economic climate and I can't see it doing anything for Joe Public, the person who ultimately picks up the tab.

You will note I have not signed this. If I did and certain people found out I would be in very 'hot water'.

Life is too short for all this extra unnecessary bull. Let's get back to the KISS principle.

Now let's see some fireworks

Harry La Block

Is there anyone else out there who has experience of problems implementing, or benefits from, the BS 5750 quality standard? Let's hear about it....ed.

HOOKED ON CLASSICS

Dear Ola

Whilst on holiday in the south of France, I made my 1,000th skydive at the Centre Ecole Regional Parachutisme in Pujaut, near Avignon and consequently I now look back at my "turbulent" parachuting career and I hope you won't mind if I indulge myself on such an occasion and hand out a few thank yous.

After much, very much, persuasion ("You must be mad! Jump out of an aeroplane? Not me!") from my husband Ted and the cooperation of Bob Charters (my hero, I love you Bobby!), I did my first jump in October 1985 and broke my ankle on landing. Waggy Wagstaff and Steve Apps were my Instructors and I was Waggy's first broken ankle! I did my second jump in April 1986, after which I said "I'll never do that again", but Waggy and Ted talked me into carrying on to a sequence of dreadful jumps where I mostly just fell out of the plane and hoped the parachute would open, I was really scared I can tell you.

After ten jumps Jimmy Frith told me I should give up and take up golf or something (thanks Jim - I was scaring him and everyone else in the plane to death - and me too). I did feel like giving up, but carried on regardless, and on jump 11 Tim Andrewes put me onto dummy pulls, of which I did (but mostly didn't do) 59. After jump 70, Roger Brown, after a big discussion with Bob Charters, laid his Instructors rating on the

line and cleared me for freefall. He despatched me and I rose to the occasion and managed a VGATW. He was so jubilant in the plane, he forgot to put the next student out, who just happened to be my soul-mate Jeanette Mitcheson. Jeanette and I used to catch the same load, she was so scared she used to chatter on and I was so scared I just couldn't say a word. Anyway I did my first two 5 second delays on my back and from then on things got a little better. On my first 20 second delay I was having such a ball I did a 28 second delay and poor old Norbert Meier thought I was "going in".

I pulled in the end; after that I had to walk around the DZ with a polystyrene dartboard-sized altimeter strapped to my wrist for the rest of the day. On my first unstable exit Jimmy Frith had to prise my fingers off the door frame and when I finally qualified Category 8 Bob Charters said I had gone from his star student to just another f-----g punter!! WARP progression went off without too much of a hitch and, well to cut a very long story short (ish), here I am 1,000 jumps later, still absolutely hooked on the sport and all the wonderful people in it.

So, a very BIG thank you to all the people I have mentioned above; to all the Instructors who dared to despatch the Worlds Worst Student, including Sean Hutchinson, Brian McGill and John Boardman; to Jim Coffey; to Graham Pemberton (Pemb), who dished out the cuddles when the going got tough; to Patrick Long; to Ginge Moore, the shoulder to cry on after the fright of my first reserve ride; to the Cannonballs for my Category 10 dive; to Barry Jefferies, Les Gearing, Geoff Bennett, Greg Roberts and Kiwi Sharp who looked after my kit; to Gerry Keeble, Knocker Cole and Steve Apps for my Formation Skydiving Coach ticket; to the staff and all my dear friends at JSPC(L) and everyone else who helped and advised me on the way up.

And finally to the guiding light of my parachuting career, without whose support I would never have made it, let alone done it in the first place, my mentor, my friend and lover - Thanks Ted.

Blue skies

Marie Payne D7418 FSC 155

PS I'd like to convey a hearty welcome to the new "breath of fresh air" at JSPC(L), the new Commandant Stu McNeish and the new CCI Nick Harrison and their families.

GET SPONSORED

Dear Ola

For the last few years BPA income has been almost static being largely composed of subscription income of roughly £150,000 plus a Sports Council grant of roughly £100,000. Much of this income is used in the safety and administrative side of the sport. There are not enough funds available to adequately support our competition structure, for coaching or for development.

Furthermore it looks like this is the year that recession has begun to really bite into our sport. Early indications are that student subscriptions will be well down on last year, resulting in less money available for the BPA and increased subscription rates next year.

There is the possibility of an increased Sports Council grant, at the moment the Development Committee is putting together the next 5-year Development Plan for the Sports Council. But with the financial restrictions such organisations are presently under, increased

funding will be unlikely - it could even be reduced. The insurance market, the Royal Aero club and the CAA will all undoubtedly also be trying to squeeze more money from the BPA.

There is however a large pool of available funds for the development of our sport that the BPA has not yet tapped into and that is sponsorship revenue. The key to sponsorship is media coverage, preferably television coverage.

The media/sponsor equation is fairly simple to understand, the more coverage we can get (measured in total audience viewing figures) the more our potential sponsor worth.

Skydiving will never have the huge television audience and consequent sponsorship revenue of Football or Athletics, however, the fragmentation of the television market over the last decade and the subsequent increased airtime for minority sport means that there is the opportunity to obtain a respectable television niche for ourselves.

A very important background factor is the current extensive use of video within skydiving which, coupled with the steadily improving quality of video equipment available, means that a large amount of cheap high quality footage is now available.

One of the main aims of the The British Freefall Camera Association is to provide a nationwide and reliable link between skydiving and television. I believe that use of BFCA members with their commitment to a high standard of filming quality will be an important step in increasing television coverage over the next few years.

If it's possible to get sponsorship how do we go about getting it?

The BPA first of all needs to put together a sponsorship package linking the many different aspects of our sport into a coherent media strategy. It is only through a national body that represents the majority of skydivers in this country that an attractive enough package for both media and sponsor can be organised.

Then a budget must be allocated to the marketing of this package. It needn't be much to start getting results, £5000, roughly 1.5% of BPA income should be adequate to get the ball rolling.

The Sports Council have a scheme called 'Sportmatch' which doubles any sponsor money spent on the grassroots development of the sport. The maximum it will double is £75,000. The resultant £150,000 would greatly boost our competition structure (Regionals and Nationals).

As Media Liaison Representative I have written to all the Clubs in the country asking for feedback. The result so far has been NIL. The economic situation

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may be tough at the moment but now is not the time to turn inwards but to look for opportunities. To continue the footballing theme we need to start working together as a team.

The outline package I have in mind at the moment is the sponsors logo on the 20,000 BPA leaflets despatched/sold each year. Sponsors logo on club brochures, t-shirts, club helmets, first jump certificates, display canopies, student videos and aircraft, combined with television coverage of the Regionals, Nationals and a British 100-way.

If you want to help please contact me through the BPA office.

Kevin Hughes

SMART CARD

Dear Ola

Re: Minutes of BPA Council meeting 8/6/93

According to these minutes, the Chairman did some research regarding charges for credit cards. Apparently he couldn't find any card without any charges, or with charges as low as the Bank of Scotland "BPA" card.

I'll assume that it was lack of time for research which led him to this conclusion, rather than protecting the income of the BPA (ie the percentage passed on by the BOS).

Like many people, I only got the card for the picture on it, then ripped it up when asked to pay for the privilege of posing with it. As a canny Scot, I decided to keep to my TSB Visa and Mastercards, which don't cost a penny just to keep in my pocket. Obviously, the APRs of cards should be considered when comparing cards, if you don't pay off the full amount every month. The TSB have said they don't plan to introduce charges in the future.

Blue skies

Dave Kennedy D7327

A GOOD SPOT

Dear Ola

As this is a nice letter I'm addressing it to you and not the Assistant Ed.

What is the prize for spotting the deliberate mistake in the 'Royal Marines/S Ward Canopy Capers' photo? (SP June/July issue).

Look closely and you will see!

Geoff Woodger D9432

Well spotted. You win a mention in Sport Parachutist...Ed

F FOR F???

Dear Ola

Since Relative Work has been renamed Formation Skydiving (quite neatly pulling the rug out from under the feet of the freestylers, I might add), the progression system for non-inexperienced parachutists (good grief) needs a new acronym. As you rightly pointed out, WARP needs a new name. Here is my suggestion: It should be called 'Formation skydiving And Related Topics'. I hope this name sticks so that I may become a FART instructor.

Now please would someone tell me what the abbreviation for Freestyle should be? I suppose if it is all one word then it should be called 'F' for short.

Soft landings,

Eno, FART #1

Well Eno my old fart - freestyle is a lot of: Filmed Launches And Turns Using Light & Expensive New Camera Equipment.

TARGET MISSES DAVE

Dear Ola

There are many people around the country who have met and jumped with Dave Ruffell.

There are some of us who have had the privilege of having a fantastic CCI and good friend for many years at Target Skysports, previously Doncaster Parachute Club.

Recently, it was with much sadness that Dave decided it was time to move on, along with Debbie Holmes who has always been there as a friend to us all.

Dave helped many of us progress in the sport and overcome many problems, whether it was going

through the category system, AFF or WARP.

He has influenced many at the club over the years and we have all been great friends, more of a family.

We all feel the club has overcome many set-backs while moving from Doncaster to Hibaldstow and they have all been with the great effort Dave put in keeping up the moral.

Well Dave, you're moving on, to what, none of us are yet sure, but wherever you go, always remember that we thank you for everything you have done for us all and to you both, it's not good-bye, just good luck!

From all at Target Skysports

And finally, thanks...

... "to Ali Wright and Paul Applegate for their expert instruction, time and patience (and boy did they need a lot of it) and also to Andy Ford who undertook the dangerous task of filming many of my jumps.", from ex-DZ Doris Lisa Loxton who defected from static line to AFF after deciding that "being only 5'3", further loss of height by hard landings wasn't for me".

... "to everyone at the Ipswich Parachute centre". Wilf (C10455) found them "helpful and caring" Wilf got to jump the Porter but unfortunately broke his ankle on landing so, "Special thanks to Tye, CCI at the centre for looking after my equipment and coming to see me in hospital".

... "to anybody at MPC who in anyway or form helped me in that strange new world

of skydiving and" from Brucie (B10487) who appreciated the encouragement he got when his track turns (among other things) were not going too well. Particularly appreciated was "the high level of sarcasm that picked me up when I was down". Brucie also has some tips for fellow students:

"1. Always carry cigarettes.

2. Be prepared to buy loads of free drinks.

3. When asked how your last jump went lie through your teeth.

... for "the expert instruction from Darryl Moran" from Dave Evans (D9543) who was rescued after being stuck on Warp 9 because of "money and bad weather", He went off to the Czech Boogie where Darryl sorted him out, with help from Elenor Adrian and Val who get a special thanks for joining in on levels 9 and 10.



DON'T GO SKIING NEXT YEAR

without contacting Ski SP

We are going to the Alps again in late February 1994.
Full details in next SP, but there are limited places so
phone or write now for provisional registration.

Ski SP, Media Suite, 3 Tyers Gate, London SE1 3HX
Tel: 071 403 6753 or Fax: 071 387 1208

THE COPY
DATE FOR
THE
DECEMBER
ISSUE
IS FRIDAY
14TH
NOVEMBER

A SHORT PUZZLE

Clue Number 1

... what is it??

See page 11

It comes after number

ENO



What is the BCPA?

The British Collegiate Parachute Association is a voluntary organisation whose aim are to promote and encourage sport parachuting at Collegiate Level.

Some of the things we do:

- The BCPA are the Collegiate representatives on the BPA Council
- We keep an up to date mailing list of all University & College Parachuting Clubs in the UK and keep them informed on what is going on and where as well as try to get money out of all of them.
- We coordinate and organise the existing collegiate parachuting competitions and events eg:
 - Northern Collegiate - Topcliffe
 - Scottish Open Collegiate Kompetition (SPOCK) - Strathallan
 - Headcorn Progression We
 - BCPA Annual General Meeti
 - BCPA National Championships

We give advice on starting a University or College Parachuting club and help existing clubs to promote themselves and expand.

BUT the most important thing is that on joining the BCPA you are part of the wildest, most riotous, most fun-having organisation in Britain (see the report on this years Nationals below). If you're interested in either club or personal affiliation contact me at BCPA HQ.

1993 British Collegiate Nationals

Now, being in a sort of responsible position I felt the public deserved a more in-depth review of the BCPA Nationals 1993. As you now know the event was most excellently held at Target Skysports, Hibaldstow sometime early in July, excuse the vagueness but the whole month seemed to blur into one long party. Having previously been at Langar for the Large Aircraft Boogie some of the Cark boys and girls and myself found the thought of 10,000ft a C206, a Piper Lance and a Cherokee a bit deflating. Nevertheless on Saturday morning we travelled the hour or so northwards in anticipation of the tremendous party that seems to develop where ever there is a Collegiate Meet (thanks for the lift Simon).

After the usual checks and paperwork we were given a tour. The facilities were excellent. Good showers, plenty of camping space, indoor packing with a padded floor. There was a good canteen, but one small but vital detail missing – there was no bar. This was to arrive in the form of a beer tent on Monday, well you can't have everything. It was windy with little prospect of jumping so it was time to settle in and then head for the local.

During the course of the evening, more of the competitors arrived. Amongst those were the Cark Boys with their silly hats in tow and then the rest of the infamous Glasgow Uni Posse with a couple of Edinburgh lads for immoral support. A few light refreshments later it was time to head back to the DZ where us Scots lads had a little treat in store for a hen party there. I wonder how the bride explained the photographs to the groom. Also this meant that we were now in the running for some Hibaldstow Viking awards. These awards are given to a person when they have collected enough Viking points. Points are given for originally of amusing behaviour but can also be deducted for jokes in bad

taste. So with old friendships rekindled and new ones cemented everyone turned in.

There were some complaints voiced about noise levels from certain tents the next day but apart from that, most people had taken the first nights activities in their stride. Not much jumping took place on Sunday either but the Scots excelled themselves that evening by entertaining the troops with a traditional Scots dance which involved a lot of burning newspaper.

On Monday after the teams were sorted out the Cat 8 competition got under way as it was too windy for rounds. The cloud base was about 6,000ft so the 3-way launch and accuracy rounds were started. To our surprise two rounds of the LAC were completed and some of the RW (oops FS) was started. With many of the hard core ravers jumped out or partied out, Monday was the quietest night of the competition.

After such a promising start the Weather Gods decided to punish us miserable Vikings for our pillaging so when the wind dropped so did the cloud and there was little jumping until the end of the week. That evening more Viking points were collected on the horizontal bungee. One person got one for disconnecting the bungee and the rest were for the Edinburgh lads who proved that anything you can do, they can do naked. Since the beer tent was now in full swing, it was the perfect venue to continue the evening's entertainment. This started with a trashing for me as it was my birthday with all the usual stuff including being slapped with two kippers (so long and thanks for all the fish). The evening ended with a few songs and a lot of beer.

When the weather cleared on Wednesday we were informed of a special visit by an RAF Chinook helicopter which would be available for jumping. People were selling their mothers for a place on the lifts. Once everyone was manifested and gathered on the truck to be taken down to the runway we were informed by a smoke bomb under the truck that it was all a joke. George had to hide for a few hours after that one! A few accuracy jumps and it was time to hit the Barn dance. It seemed only like a couple of beers and a few 'YE HA's and it was Thursday. Much to our surprise NOT, the weather continued to stay crap and we had to amuse ourselves with various team games and some improvised kite flying. The kite being constructed with an old rubber doll and a bin liner. That night we had the pleasure of a joint Target Skysport/BCPA cabaret most of which cannot be described in print.

On Friday, the weather broke and we eventually got some round jumping in as well as completing the last round of LAC and another round of RW. As usual the prize giving was that night and more noise was made by the team in third place than all the other put together when the trophies were given out (see the last issue of SP for the full results). Once all the shouting had died down the elections for Chairman were held – the results were very close.

My first official duty was to ensure that the outgoing chairman was stripped and dumped in the nearest town but I didn't realise that I would get dumped there with him. A very cold night! The rest of the weekend was spent winding down and tidying up with just a little more partying for those who were left.

All in all the more experienced jumpers got a good few jumps but alas the weather did not favour rounds although jumping is not the only thing the Nationals are about. There are too many people to thank individually so many thanks to EVERYONE at Target Skysports for a great week; to all the Collegiates who turned up and to a particular young lady. I hope you all enjoyed the 93 Nationals as much as I did. I have my work cut out for me next year.

See you all on tour in 1993/4,

Blue Chinooks

Doug McLelland 550880

Andy Dickson 1962 – 1993

On Saturday 26th June, Andy Dickson lost his life doing what he loved, parachuting.

Andy hated the politics and skygods of parachuting, these people had forgotten what skydiving is all about – fun. Anyone who knew Andy knows just how far he was prepared to go to raise a laugh. The big man dressed as a kissogram or Cupid could not fail to reduce you to tears of laughter.

Andy could not spend enough time with students, meeting their parents, picking them up, driving them home.

You didn't expect a postcard from Andy if he was on holiday, but you could be sure your mother would receive one!

Andy's love of video means many happy times have been captured forever; trips to Cyprus, Ireland and Brunton to name but a few. This also meant lots of students and tandem passengers have pictures and video footage of those special first times.

Andy's girlfriend Tamara has vowed to keep his business, *Jump Promotions*, going and will continue to raise thousands of pounds for Scottish charities.

I know she will receive every assistance from the membership of Fife Parachute Centre through the difficult times ahead.



Still it is hard to look back on Andy's life and stay sad for long, he leaves us with too many memories of happier times.

Looking back at obituaries in old mags, I know he's in good company and, knowing Andy, he'll be organising one hell of a party!

Set them up Andy, mine's a Becks.

We all miss you bud.

Grant Coull D9828

For all of us who knew Andy, his untimely death is a disaster. He was the life, soul and heartbeat of the set-up at Errol.

A natural showman with an amazing gift of the gab, his enthusiasm for jumping was infectious. As a fellow member of the Wednesday club we started three years ago,

(daft exits only allowed), I can confirm that a great deal of fun was had at the centre.

During the last couple of years Andy's passion had been for aerial camera work, and the walls of the clubhouse are a tribute to his skills. He was always keen to follow someone out for their own personal "geek" collection and his camera skills were improving greatly. He had built up a large collection of quality video and stills footage.

His latest project was to be a compilation to show as *A year in the life of Fife PC*. I feel this will be completed and dedicated to Andy.

Along with Tamara he ran *Jump Promotions*, last year raising over £250,000 for Scottish Charities through first time student sponsorship. Tamara, Andy's other half, is going to need all the help she can get in the months to come. Andy's friendship with his fellow jumpers will mean that this help will be plentiful. We have all lost a dear friend.

*Sunward I have climbed
and joined the tumbling mirth of sunsplit
clouds,
and done a thousand things you could only
dream of.*

Kit on Andy, you're on the last lift.

Neil McLaren D9296

THE BRITISH PARACHUTE ASSOCIATION LTD ANNUAL GENERAL MEETING

TWENTY-SEVENTH ANNUAL GENERAL MEETING

**of the Association to be held at
The Park International Hotel
Humberstone Gate
Leicester**

on Saturday 22nd January 1994 at 10.30am

1. To consider, and adopt if approved, the Report of the Chairman of the Council.
2. To discuss any Special Business.
3. To fix subscriptions payable by non-provisional members for the 12 months commencing 1st April 1994.
4. To announce the election results for the 1994 Council.
5. To draw the annual lottery.

**Dated the 23rd Day of September
One Thousand Nine Hundred and Ninety Three**

For and on behalf of the Council of the BPA.
DS Oddy (Office Manager)

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

The Bouncing Czech Boogie, Karlovy Vary, 30 Jul – 7th Aug

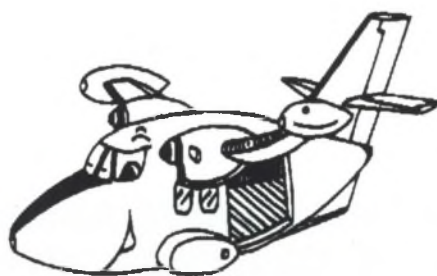
Before I go on I should like to thank the 30 or so skydivers who all contributed bits to this report and said I had to put them in. Thank you, thank you, thank you. You're all wonderful.

There are a couple of criticisms which have to be made about the first Czechoslovakian Boogie, and to avoid spoiling the rest we'll get the main one over first. The printed literature promised a fast and comfortable ride there and back in a luxury coach with bar, video, air conditioning etc, leaving London at 7.30 on Friday and arriving in the morning the next day ready to start jumping. The return trip was to leave after close of jumping on the following Saturday and get back to London about midday the next day. Well...

No bar. The video worked, but the sound didn't. There was a toilet and the first instructions we got were "do not crap in it" (on the way back these were unnecessary since it smelt like a skunk had crept in there and died some weeks before). The air conditioning worked very well if you were three seats back from the front, otherwise forget it. I stress these points because we spent a grand total of 57 hours on that coach, including time on the ferry. The timings had apparently been done by computer and ignored the unforeseeable factors of (a) a well-known 80kph speed limit for UK coaches in Germany; (b) neither driver nor organiser knowing the way except via a 9-year old map on which all the road numbers were wrong; (c) the coach going wrong. On the way back, until the gearbox blew up completely, we averaged some 35mph for 500 miles. And so we lost 1½ days' jumping, and felt very like the last well-known group of people who got trucked across Germany 50 years ago to an indeterminate destination, crammed into a small dirty space and kept in the dark. We eventually got there because one of the skydivers had an up-to-date map of Europe; some amusement could be obtained by listening to the ar-

guments about whether we were near Würzburg or Frankfurt, but they were academic because the rest of us know exactly where we were. We were in Diep-Schitt, and staying there.

Having eventually arrived, however, the place is wonderful. A perfect 3,000m runway (big enough to take a 747) dropped into a rolling range of heavily wooded mountains broken only by the lovely town of Karlovy Vary (aka Carlsbad) and by a few charismatic castles. The wildlife is amazing; the vegetation very like England but totally unspoiled by traffic, people, pesticides or intensive agriculture; and the air quality was terrific. So too, for most of the time, was the weather; hot, sunny, and almost cloudless, with a gentle breeze during the hottest part of the day. The atmosphere was friendly and intimate, with the registrations only just making the 100 mark, and the plane itself (though not the pilots) was very good indeed.



'Teddy' the Turbolet'

Food was cheap; in fact, everything was cheap, including (as far as we could make out) about half the female Czech population, who line the roads into the country waving and (if that fails) proposition anyone who isn't actually on the job at the time.

The pilots had apparently assured the organisers that they were deeply experienced. This – ah – turned out not to be the case. Having scared the pants off the first couple of loads (and themselves) by a number of exciting wobbles and one full stall, they then ran in at speeds of up to 175kph, no joke if you were floating with a camera on. Exits frequently funnelled in the fairly dramatic slipstream. Erratic spotting turned out after three days to be due to too many cooks: totally ignoring the jumpmasters, the pilots were acting on

a mishmash of GPS, their own experience (??), and radioed instructions that none of us know about from the local CCI (a man whose animation and sense of humour made a house brick look like Donald Duck). On Monday night with three lifts to go, the pilot taxied past the jumpers, shut down and left – Pete went critical again at this point. In fact a good source of entertainment all week was watching him shout at Czechs. Example; in a very calm voice; "You get me a PA system by tomorrow – understand? – tomorrow, not the next day – or I will kill you. You are dead. Get it? Good. You can piss off now." Are you listening, David Owen?

Landings, proved to be an early problem in the combination of 2,000' altitude and nil winds, and there were some spectacular limps around on Monday morning. Most people learned and survived; sadly, however, there were a couple of more serious knocks, including one broken leg. The lady concerned was efficiently rushed to hospital where the local medical facilities (a saw, a stapler and a bottle of medicinal Schnapps) were felt to be inadequate. Everyone piled in and she was driven to Germany by Andy Pay in the middle of the night, and then repatriated by a plane organised by Pete Marsden. We hear she is OK.

A word must also be put in for the manifestors, who apart from being incredibly decorative did a great job despite having little experience, no PA system and a crash course which involved Pete telling them to tell everyone who wanted anything to piss off. Their job was complicated by everything either have to be paid, or able to be paid, in any currency ranging from Sterling, Yankee dollars and D-marks to Czech crowns and, for all I could see, West Tongan betel nuts.

A final point of interest all week was the AFF course, advertised at £350 all-up and run by a team of Danish instructors under the now famous Bent Kock, the father of Danish parachuting and strong contender for the Olympic posing championships. All the students did very well; it was therefore a bone of contention that they had no chance whatever of actually finishing, since the course had been over-

booked despite assurances that it would be strictly limited. Christian, Ulla, Lars, Bjorn and Preben worked their nuts off at this impossible task, but no-one got beyond Level 5 and most only to Level 3. A number of them are now going to Denmark to finish the course and I think everyone's good wishes go with them, but it shouldn't have been necessary. *Caveat emptor.*

Overall impressions: there is room for improvement on the organisational side, but it really is a great place and we enjoyed the boogie while we were there. Even after the appalling ride home, when tempers were getting high, a lot of those present were planning to go again next year – although under their own steam. I know the AFF students plan to be there doing 8-ways next August, and good luck to 'em.

Chris Jones (and friends)

The Czech trip and Tommy the Turbolet

What would you expect for £98 travel cost (from London), and just over £40 for small but reasonable chalet accommodation? Add in jumps at £9 to 13,500ft and food and drink costing about £10-12 per day and you would expect something like Poland. I was very pleasantly surprised!

The event was organised by Pete Marsden of the Boogie Club, who always puts plenty of effort into organising his events. This was the most successful I've seen, because Pete didn't have much local hassle. Things went the way he wanted them to. Usually!

Aircraft

Toby the Turbolet is a fat climbing, comfortable, quiet, warm, fixed wing aircraft, with a big door and plenty of handles. It holds about 17 people, very comfortably. It's a bit like a Twin Otter, but better. Pete is trying to finalise arrangements for the Boogie Club to lease Tony at any time, and make it available throughout Europe. This should be worth considering for next year's season of events.

Local attractions

Flying about in Terry, it was possible to check out the impressive local scenery. The local city, Karlovy Vary (once the German spa town of Karlsbad) is built in a forest, with a clear river running through it and close up, the number of fish visible in the water is remarkable. They were all alive, too, unlike the hairy upside down fish with several legs and a variety of eyeballs, found in many other Eastern European countries.

Jumping and organisation

Load organisation and WARP were available at low cost. The main organisers were Darryl Moran, Andy Pay, Bent Kock and Uli. Andy and Darryl are Sibson regulars, and Bent runs the Q Parachute Centre in Denmark.

The experience level didn't seem particularly high – I would guess that average RW jump numbers were less than 400, but I could be wrong. Nonetheless, this is neither the Espace Boogie nor the Spring Fling, and no apologies are needed for that fact. The emphasis was on fun, with minimal pressure.

Team training

I'm a member of a Scottish 4-way team called Egg, and we used the event as a training camp, with Chris Lynch of *Air Time* doing a very practical and praise-worthy job of coaching and videoing us (I hope he's available next year). I would use Czech as a training camp again, as it's nice and cheap, but the event needs to be longer.

Jet Flights

For those who wanted to fly in the navigator's seat of a military jet, the opportunity was there, but it wasn't cheap. When Andy Pay returned to the airport, he couldn't sit down, couldn't stop smiling and couldn't stop talking about his experience. Pete looked calmer than I had seen him all week. Apparently he tried to fly through a radio mast on the way back to the airport.

Generally

Better than Poland, smaller than Florida and cheaper a France, this boogie was enjoyed by nearly all who attended. Pete has asked for suggestions for improvements, which I'm sure he will heed. I want him to drop the tag of Timmy the Turbolet, but the T-shirts are already printed and "Larry the Let 410P" sounds even cornier.

Congratulations to Chris who got her Cat.10 and Dave who got his 1,000th jump as well.

It was great to see so many Irish folk over, especially Niamh and Noddy, the instructors who saw me through my early progression jumps, and Terry, Joe and Ollie, with whom I did so many of my early RW dives.

By the way, if anyone complains to you about the coach journey, remember my Scottish pals and I still had over 400 miles to go after London. If they still complain refer them to the opening sentence

Colin McPhillips D167

(sorry, that should be Kelvin...Ed)

Because we had little space, and two articles about this amusing Czech adventure I must apologise to the authors, (esp Kerry McPhillips) for the radical pruning that had to take place...Ed



PARACHUTISTS OVER PHORTY
SOCIETY

POPS CORNER

POPS CORNER

Our second meet of the year was held at Halfpenny Green, eighteen competitors registered, we started off with the essential Hit and rock for Petes Pot, an elegant trophy donated by BPA judge **Pete Best**. Despite the misleading wind sock everyone made a brave attempt to land as close as possible to the disc, pick up their canopy, run and stomp the disc and then run to the edge of the pit and leap into the chair. (Except there wasn't no chair but Pete Best's lap did just as well.) It was then onto the launch and accuracy – three rounds each with a different and sometimes obscure launch all added to the fun. Accuracy was indifferent due to very adverse wind conditions. **Hugo Hoyle** won the Hit and Rock, **Lenny Mobbs** for the second year running won the Doncaster Plate (individual accuracy) We managed to complete the competition on Saturday so as to leave Sunday free for fun jumping. We awoke to gathering clouds but managed to get one high lift, which was **Tony Porch's** 100th. Chris Wood also did her 100th during the competition. At the end of the meet Top Pop **Graham St Clair** made a presentation to ex Top Pop **Lofty Thomas** and his wife **Grace**. We then discussed the next Hon Treas/Sec for POPS UK, **John Crowhurst** was duly elected and will take over from me at the end of this year; good luck **John!**

The latest word from Umatilla is that all local motels are booked, but the local campsite (Olde Mill Stream) still has vacancies. Mobile homes or RVs can be booked via *Go Vacations America* who will arrange transport from Orlando Airport to their offices. So if you still need accommodation or are going alone or want to share one of these vehicles (I will try to put you in touch with other interested parties) then phone me for fuller details. I would appreciate it, if you are going, just to drop me a line so that I can give the organisers the numbers attending from the UK.

And so to our last gathering of the year, in the UK at least, an RW weekend at Langar. Alas the Caravan was not in evidence but we made do with the Islander. A ten way was attempted but failed, so we split into smaller groups and did some four and five ways which allowed everyone to progress.

Local jumpers **John** and **Hilary Peck** organised a Bar-B-Q for the Sunday evening, which was enjoyed by all with a beer or wine or two and some very good eating. Most people stayed on until Monday; the wind blew but we managed to get in some jumps before it was *au revoir* and see you next time – which will be the **2nd World Meet** in Umatilla, Florida during November.

Results of Halfpenny Meet, 17/18th July

Hit and Rock	1st	2nd	3rd
	Pat Carpenter	Warren Oxenford	Hugo Hoyle
Team Accuracy	1st	2nd	3rd
	Lenny Mobbs	Mike Allum	Hugo Hoyle
	Julie Shew	Pete Shew	Chris Wood
	Warren Oxenford	John Peck	Sue Hill
Individual Accuracy	1st	2nd	3rd
	Lenny Mobbs	Warren Oxenford	Mike Allum





Lenny Mobbs*, Julie Shew, Warren Oxenford and Top Pop Graham St Clair
– Winners of Team (accuracy).
* Also winner of Individual accuracy

Photo by Inger Allum

Finally welcome to new members **Robert Doyle, Sally Yonge** wife of **Nigel** (POPS 75), **Bess Ryder**, of London SW9 who will be looking for a lift to any of next years meets as her zimmer frame is out of action, **David Catleugh, John McParland** and **Chris Wood**.

Michael Allum Hon (Treas/Sec POPS UK)

Tony Dale writes...

The June/July issue of SP was **very** good. Even perhaps the **best** issue ever, put out by any Editor since **Vol 1 – Summer of 64!** I should know too as I have every mag in mint condition!

There was a good blend of items to suit most tastes, though I would always like to see more pics of skydivers skydiving! I realise also, having seen many Editors come and go, that pics and stories/articles depends on support from the membership!

The enclosed 10-way cluster (10 'man' in fact!) came together a couple of weeks ago early one Sunday morning at Hillman Farm DZ south of Perth, WA. All ten are POPS of various vintages, me (in the white Pro-Tec) being the most ancient at 51. 'Sooty' Standing (ex Red Devil) is at the top right and John Chapman (ex RAFSPA) is bottom-centre with the Aust flag on the reserve flap. I put John out on his first jump at Weston in 1969 when he was an RAF apprentice at Haltom!

The pic (opposite) was taken by Stan Morris (a mere 'pup') as we ran out of "Pops". Four keen jumpers at Hillman Farm recently purchased an

ex Aust Army Porter, which takes eleven in a fairly tight fit. So things are looking up this time.

Keep up the good work with the mag. People will only really appreciate you when you chuck it in! Much like those who put in time and effort and money being on the Council etc...

I am keen to check my "complete" collection of SP with someone else who thinks/knows they have them all. In the early days they changed the date/numbering system more than once so if you could put my address/request in the mag sometime I would be most grateful!

Tony, with such a complimentary letter how could I refuse you? If anyone does have a complete collection, please contact: Tony Dale, 3 Redmond Street, Salter Point, 6152, West Australia.

...Ed

30 YEARS OF RAPA RAPA CHAMPIONSHIPS 1994.

PRACTICE DAYS 21st & 22nd JULY
16-WAY FORMATION (6 ROUNDS) & 8-WAY SPEED (6 ROUNDS) 23rd & 24th JULY.
4-WAY FORMATION (8 ROUNDS) 25th TO 29th JULY INCLUSIVE.
STYLE (8 ROUNDS) ACCURACY (8 ROUNDS) 25th TO 29th JULY INCLUSIVE.

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FAX: 010-49 5254 87456

TWIN OTTER AND THREE TURBINE ISLANDERS!!!!!!

Medical certificates for older skydivers

Last issue it was announced that skydivers over 50 yrs would need an annual medical. Is this 'ageism'? Some of you may feel it is, but there are logical reasons why this may be a good idea. Dr Carter, Medical adviser to the BPA explains why.

I believe that this subject came up at a recent council meeting. I do not know what line the discussion followed, but I understand that the need for annual medicals in skydivers aged over 50 was questioned. I hope that I can provide some useful background information.

Most of us like to think that we are just as fit and well as we were 10 or 20 years ago and that we are going to remain well. We also believe that even if we don't remain well we will notice any changes before they cause any problems. Unfortunately, this rather optimistic view is not borne out by the facts. A recent communication from the CAA's medical department noted that the annual incidence of cardiovascular disease (i.e. heart attacks, angina, hardening of the arteries, strokes, etc) increases 100-fold between the ages of 30 and 60. It was also noted that when men in their 50's had a heart attack, up to 20% of them did not realise that they had had a heart attack until after a routine medical and tests. Failing eyesight, tunnel vision, uncontrolled blood pressure threatening to cause a stroke or heart attack, arthritis, diabetes, deteriorating mental function – these are just a few of the many conditions which are much more common after the fifth decade of life. Any doctor in regular contact with patients realises that this is an age when nasty medical problems appear very much more frequently. Some of these

problems might permanently ground someone but other problems can be successfully treated with the result that many extra years of health (and skydiving) are obtained.

Cost is always a factor to consider. A standard sports medical should cost about £48.50 at present (about the cost of three or four altitude jumps or less than £1 per week for an annual medical). Sometimes the examining doctor will wish to have extra tests for which there will be an extra charge. Although no one would look forward to extra charges, this is not a reason for requiring medicals less often. If a skydiver's health is so poor that extra tests are felt to be needed, that must surely be a reason for requiring a medical more often.

When considering a 100-fold increase in the incidence of cardiovascular disease between the ages of 30 and 60, it would be quite possible to make out a case for doing medicals on 60 year olds every 20 days! However, I do not feel that that would be appropriate. At present, 50 – 70 year olds require medicals every six months. These periods of validity are a reasonable compromise between the greatly increased risk of disease in older skydivers and the cost and hassle factors involved in medical certification. It would be extremely difficult to defend a medical certification program that did not take reasonable account of increasing disease with increasing age.

BPA regulations are determined by STC. STC will normally take cognizance of medical advice in deciding intervals for medicals but is in no way bound by that advice. If STC felt that the present intervals were inappropriate, then they can simply vote to change them. I hope, however, that they will consider the present intervals to be appropriate.

Dr John Carter

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The 1993 Scrambles took place earlier this season, and as in 1992, the competition was a brilliant success. Once again several novice jumpers benefited from performing their stuff with the hot shots, and it is plain to see that a competition of this nature is an ideal way to introduce novices into "Life after WARP".

The pictures tell the story of the weekend and the results were as follows:

The Results		
Pos	Team	Points
1	Rods Ringers	12
2	Here's one I packed earlier	8
3	No skin off my nose	7
4	Five foot nothing	6

All the usual thanks apply, staff, pilots, judges, videoman, tea girls etc — you all know who you are. All that remains is to say see you in 1994.

Peter Harlow D2381

RAFSPA 4-WAY SCRAMBLES MEET '93



Rob Harmer exits with his team. Photo by Peter Harlow



Exiting the Antonov AN2 - Sue Simmons, Bob Hiatt, Lisa Johnson and Liz Harlow. Photo by Peter Harlow

John Farr

On 1st August 1993 John Farr and John Towler were killed in a Tandem Skydive that went wrong.

Karen Farr and Jenny Towler. Both lost a husband. Hannah Farr and the two Towler children all lost their fathers, I lost a dear friend, and Skydiving lost John Farr. It's not the sadness, the emptiness that I write about all his friends and family feel that; it is about John Farr.

I knew John from jump one. Both he and Karen arrived one weekend intent on only completing a one jump course well that's how we all start.

John became an Instructor, a Rigger and a Videoman.

John Farr, videoman: he would infuriate you by always being late, in his bright yellow suit rushing to the aircraft he would delight you with the finished result, in frame and totally professional.

John Farr, rigger: he would exasperate you with his innocence in business.

"How much for the rigging John?"

"Well, how much do you want to pay?" was his standard answer! But he would reassure you with his meticulous and infinite care and attention when packing your reserve.

The sad news about John went round the world in a day. I have been deeply touched by the kindness and concern fellow skydivers have shown. Thank you all for your thoughts for his family, and for Langar his home DZ.

John Farr we miss you.

Dave Hickling

John Farr Memorial Fund List of donors to 22nd September 1993

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Chris Claridge 1946 - 1993

During a public display on Saturday 14th August 1993, the world of Skydiving lost a true enthusiast. Chris Claridge was jumping as a team member of "Icarus", the team he had joined only this season as a regular member, along with Team Leader Dave Lewis and John Boxall. John was the man who in 1974, had taken Chris as a student on his first static line jump at Shobdon in Herefordshire; he instilled in Chris a love for a sport which many try but in which few succeed. Chris was one of the few.

A regular skydiver, formerly at Shobdon and Badminton, later at Netheravon and South Cerney, Chris would travel the country in search of a skydive. Always ready to lend a hand wherever he could, whether helping a student through the WARP system or building a DZ Bar-B-Q stand, he put his best effort into it, ready to offer his help or a word of encouragement to anyone who needed it.

Outside of skydiving, Chris had, in his younger days, been a regular rugby player at St Brendans, his club in Bristol. On retiring from playing himself, true to form, he carried on passing his skill and knowledge to others by taking up a position as coach to the clubs junior and youth teams. The youngsters, to whom Chris was something of a hero, will miss him immensely. The club intends to offer a junior rugby trophy "The Chris Claridge Memorial" to commemorate

Chris's life and the effort he put into junior rugby.

Chris leaves three grown-up children - Sharon, Shane and Dale, all of whom have completed at least one parachute jump, and his fiancée, Christine.

It is hoped to organise a small boogie at South Cerney at the end of September in memory of Chris, at which his brother John, a Bristol

police officer, will make a static line or tandem jump, so that he may more fully understand what it was that Chris lived for in skydiving.

Chris was cremated in Bristol following a Humanist Service with no priests or hymns, just his favourite songs and among friends, who gathered to wish Chris the traditional skydivers farewell. Blue Skies Buddy!

Dave Lewis, John Boxall, John Horne "ICARUS"



The Team - ICARUS. Chris is on the far right (with a canopy draped over his shoulder).

Dedication to the Skydivers who died at Mannheim - 1982



On Sunday the 18th July 1993, a stained glass window was dedicated, at St Mary's Church, Swansea, in memory of the 45 Skydivers who lost their lives at Mannheim on Saturday September 11th 1982.

Among the 45 were 21 from Toulon France, seven German, eight US Forces and nine from Britain (representing Swansea). The Chinook Helicopter, in which they were travelling for a practice attempt on the European Formation record, crashed killing everyone on board.

Four hundred people attended the dedication service amongst whom were relations and friends of the

Swansea team. Representatives of the US Army - Military Attache, the French Consul, The Lord Mayor of Swansea, The Chairman of West Glamorgan, the Lord Lieutenant and deputy Lieutenant, together with many other civic dignitaries. The service was conducted by the Lord Bishop.

Old friends including Stuart Ashford, Keith Jones, Roly Hale, Ross Llewellyn, Dave Howerski, Martin Elias, Dave Hurst and Nigel Legett met up to make a memorable occasion, together with Dr Jonathan Orr whose kind contribution helped to finally launch the project.

Peter Ridgewell

The windows were designed by Lisa Berkl who writes...

The design is based on Jacob's dream, Genesis, chapter 28, verse 12, where he sees angels ascending and descending on a ladder. The heavenly stairway represents the journey between the conscious and unconscious. I decided to illustrate this verse to realize the flying theme, feathers being a symbol of flight. The host of angels journeying from earth to heaven similar to that of parachuting friends.

In the tracery I have used the image of linked hands symbolic of affection and friendship not severed by death - a farewell and reunion in the next life. I felt this appropriate since the linking of hands is an important part of skydiving formation.

Lisa Berkl
Architectural & Decorative
Stained Glass
154 Hillrise Park
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A
SHORT
PUZZLE

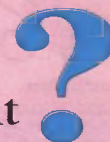
Clue Number 3

There are thousands
But there is only

ONE

See page 33

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- * LIFE AFTER WARP
- * FORMATION SKYDIVING WORLD CHAMPIONSHIPS
- * ILLUSTRATED TALK ON DISPLAYS ETC - THE RED DEVILS
- * COMPETITIONS AND DEVELOPMENT COMMITTEE MEMBERS - OPEN FORUM

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- * COLLEGIATE MEMBERS
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- * PROSPECTIVE JUDGES

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British National Parachute Championships 1993

– Style & Accuracy, and Canopy Formation – British Skysports Bridlington

This years Nationals were hosted by British Skysports, putting Bridlington well and truly back on the map again after its closure in September 1989.

The new location on John Thompsons' land at East Leys Farm boasts a much larger dropping zone that the old Bridlington DZ, which can be clearly seen some two fields away. Just six weeks before the competition the actual site location changed from one part of East Leys Farm to another. It's a good job the competitors didn't see the mayhem... no runway, no canteen, no toilets/showers, no electricity or telephone, infact not a lot of anything! With the help of numerous individuals, too many to name, often risking divorce, giving up spare time, weekends, even sleep, the DZ was ready for the arrival of competitors, officials and spectators, (just!). The 'helpers' who put in much time and effort must be applauded.

1993 is an "off year" selection for Style and Accuracy with the World Championships being held in China in May 1994. Canopy Formation is also an "off year" selection, but to date no official bids have been notified to the International Committee of the FAI, with regard to a venue for the 5th World Parachuting Championships.

Several of the competitors arrived early to take advantage of some practice days before the start of the competition. It was good to see some of the old (and not so old) familiar faces back at Bridlington. Faces such as Brian Shaw, Helen Prouse, Pete Fisher, Steve Hastings, Alan Dumbell, Keith Duncan, Jeff Chandler, Esther Reynolds, Fran Shashkova, to name but a few. Also Steve Treble, who made an excellent comeback after being away from the sport for the past few years. As well as the same familiar faces there were some new ones too, including five intermediates and two novice competitors, plus two teams of intermediate CRW teams, which was a pleasant surprise.

The draw took place on the Friday evening, by which time 35 competitors in total registered for the Classic events, and for the Canopy Formation events. After the brief on the Saturday morning the winds picked-up

above the limits – not a very promising start! However, during the evening the winds dropped sufficiently for one round of 8-way Speed Canopy Formation. Sunday dawned a little better, and low winds all day meant that six rounds of Accuracy were completed with Les Carroll leading the men with a total score of 0.00, and Kathy Andrewes leading the ladies with 0.11. The remaining rounds were completed on the Monday. Les scored 0.03 over the ten rounds, while Kathy narrowly held onto the lead with a total of 0.29 taking her first Nationals gold title – and from what I can gather congratulations are due to Kathy (and Tim Andrewes) on another score too! As expected, H Troop won the team event with 0.25 over eight rounds. Congratulations must go to Pete Jones on his first round accuracy jump (0.01), not bad for his first attempt at a National Competition.

For the Intermediates, Andy Doherty gave a sterling performance winning gold in both Style and Accuracy. Gary Monkman, resident Bridlington jumper took silver in the Accuracy, and Mike Cain (another local) took silver in the Style and bronze in the Accuracy event. Andy Taylor (yet another local) received bronze for his efforts in the style event. Well done also to Tim Wood and John Vennell the two novice competitors (both jumping club RAPS equipment) – best wishes to John for a speedy return to the sport.

After two rounds of Style on the Wednesday the top male and female Senior competitors were Dougy Young and Debbie Curtis, with scores of 15.31 and 18.18 respectively.

Canopy Formation had progressed steadily with the Royal Marines leading the 8-way Speed Formation after four rounds, and No Limits leading the field in Sequential with Cell Mates close in second pushing the Royal Marines into third place. The Royal Marines did clinch gold in the 4-way Rotations, however, with Sky Tribe very close behind in second place taking silver. The Intermediate 4-way CRW teams of Over the Top and Don't Panic (all round good eggs according to Ribs) all displayed very impressive performances.

It was good to welcome a foreign competitor to breezy Bridlington – Kostya Shashkov (URS) who gave one or two of the established competitors something to worry about. He ended up taking third place in the Senior Accuracy and was placed fifth in the Senior Style event, winning gold in the Open event.

Sundays' prize giving took place a little late to allow for Dougy Youngs' re-jump to complete round three of the Style event.

All in all, I think that most people enjoyed their time at Bridlington, pleased to enjoy

Cathy Andrews – Ladies champion at work



Nicky Johnston – borrowed three Fury's over ten rounds and still managed to get 5th place.

many of the local attractions such as golf, swimming, virtual reality racing, karaoke, and of course various pubs, night clubs and eating places (except a particular take-away, eh Harry?!)

Finally – the thank yous – to John and Jean Thompson for having us; the judges and various helpers; to Joanne Young for putting up with our behaviour in the bar; to Joanne Johnston and her mum for feeding us; to Lynne – master of all trades, and a personal thank you from me as novice manifestor, without Lynnes' help who knows what might have happened! Also thanks to Phil Raven for the use of his voice as manifest caller. Last but certainly not least to the pilots – Jo Allanby, Dave Pinkney (superstar), and Gary Marshall.

Sarah Martin

Ester Reynolds – scores a disc on round 3 on her way to 2nd place in the Ladies Accuracy



Steve Hastings – after a long layoff from competition, proves he can still score a disc.

A new trophy will be introduced at the 1994 Classic British Nationals, and will be awarded to the Club/Centre who enter the winning Senior, Intermediate and Novice accuracy competitors who achieve the combined lowest score.

The new event is being promoted by Dave and Nick Johnston at British Skysports, Bridlington who have kindly donated the trophy. The aim of the event is to persuade DZ operators, CCIs and Instructors to encourage more new faces to enter the accuracy discipline.

The Johnston's who hosted the 1993 Classics at Bridlington, were disappointed with the lack of new blood entering the event, and feel that with the introduction of RAPS and AFF, accuracy should improve with good instruction and more individual tuition.

The new British Skysports DZ at East Leys Farm is now open seven days a week and is equipped with an artificial accuracy pit and electronic pad. Nick, who has proved over the years that he can shoot a bit of mean accuracy on a 'Fury', intends to run seminars with the assistance of top style and accuracy competitors, such as Les Carroll. These seminars will be aimed at not only competition accuracy, but will also be designed to assist with general canopy control on your DZ or Demo jumping.

More and more accidents have occurred under canopy over recent years, and Nick hopes to assist with basic safety and knowledge on canopy landing which will also improve accuracy in general.

Interested applicants should contact Nick at British Skysports for details and dates.

Students are most welcome to attend, and club kit is available.



Ladies Senior Overall

Pos	Name	Acc pos	Sty pos	Total
1	Kath Andrewes	1	2	3
2	Debbie Curtis	4	1	5
3	Esther Reynolds	2	4	6

Mens Senior Overall

Pos	Name	Acc pos	Sty pos	Total
1	Les Carroll	1	2	3
2	Dougy Young	8	1	9
3	Carl Williams	5	4	9

Senior Overall

Pos	Name	Acc pos	Sty pos	Total
1	Les Carroll	1	2	3
2	Kosya Shashkov	3	5	8
3	Carl Williams	6	4	10

Teams

Pos	Team Name	Score (m)	Rounds
1	H Troop	0.25	8
2	Cane Toads	0.45	8
3	Mustgetbeers	0.68	8

Intermediate Overall

Pos	Name	Acc pos	Sty pos	Total
1	Andy Doherty	1	1	2
2	Mike Cain	2	2	4

Intermediate CRW

Pos	Team 4-way Rotations	Rounds	Total
1	Over The Top	3 4 5 [1]	12
2	Don't Panic	[2] 2 4 2	8

Intermediate CRW

Pos	Team 4-way Sequential	Rounds	Total
1	Over The Top	3 3 3 -	6

Senior CRW competitors

Pos	Team 4-way Rotations	Rounds	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 CRW competitors

Pos	Team 4-way Sequential	Rounds	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

Competitions Round Up

FS Nationals – Weston-on-the-Green

8-way Speed						
Rounds	1	2	3	Tot	Avg	Pos
RAFSPA Minge Games	14.49	13.11	11.3	38.9	13	1
Mind Games	19.11	18.59	16.8	54.4	18.1	2
Gregs Little	18.92	16.37	19.82	55.11	18.4	3
Royal Engineers	20.57	25.55	21.69	67.81	22.6	4
Red Devils	23.77	25.63	28.27	77.67	25.9	5
Average score	19.4	19.9	19.6	58.8	19.6	

Senior 4-way FS													
Rounds	1	2	3	4	5	6	7	8	9	10	Tot	Avg	Pos
Red Devils	10	11	18	12	12	12	13	9	13	11	121	12.1	1
RAFSPA	11	11	15	11	*9	15	15	11	10	11	119	11.9	2
Simple Minds	8	10	11	8	9	10	10	7	10	8	91	9.2	3
Toy Co.	9	10	14	9	*7	8	9	10	9	*5	90	9	4
Silly Games	6	9	12	9	10	10	7	8	8	x	79	8.8	5
Army A	8	6	12	7	9	8	11	7	*7	x	75	8.3	6
No Purchase Required	6	9	10	8	8	6	10	7	x	x	64	8	7
Touch & Go	6	*6	*8	9	9	8	11	6	x	x	63	7.9	8
Synergi	7	6	11	7	*5	9	9	8	x	x	62	7.8	9
Army B	6	6	12	*4	*5	7	6	7	x	x	53	6.6	10
Fe Fi Fo Fum	5	6	4	4	6	4	5	4	x	x	38	4.8	11
Average score	7.5	8.1	11.5	8	8.1	8.8	9.6	7.6	9.5	8.75	77.7		

Intermediate 4-way FS										
Rounds	1	2	3	4	5	6	7	8	Tot	Avg
Red Devils	*5	6	*3	7	6	7	7	5	46	5.8
Royal Engineers	1	4	4	5	4	0	5	6	29	3.6
Brainlock	3	4	3	3	*1	0	3	4	21	2.6

8-way FS										
Rounds	1	2	3	4	5	6	7	8	Tot	Avg
Mind Games	6	*6	9	7	8	8	7	9	60	7.5
Army	*4	6	5	7	6	6	*2	5	41	5.1
RAFSPA Minge Games	5	6	*3	6	*2	4	3	6	35	4.4
Red Devils	3	*1	5	5	4	5	3	5	31	3.9
Average score	4.5	4.75	5.5	6.25	5	5.75	3.75	6.25	41.75	

Saturday 25th 1993 saw RAF Weston-on-the-Green host the British National Formation Skydiving Championships. Many people had reservations about holding the Nationals so late in the year, however these fears proved unfounded. Eleven teams entered the senior 4-way FS event; three teams the intermediate 4-way FS; four teams in the 8-way FS and five teams in the 8-way speed event.

The operation throughout the week was very slick with two turbine Islanders ferrying the teams to altitude. The weather only forced one day of no jumping and

Thankfully there were no 4:00am starts this year. The competition completed with ten rounds of 4-way, at the jumpers request eight rounds of 8way, and three of speed.

RAFSPA hired portacabins, providing extra showers, washing facilities and toilets. A large marquee was set up outside the bar and used for the discos and band on Saturday nights. During the week it housed inflatable games such as 'bungee running', 'sumo' and 'boxing'. These proved great

entertainment when the weather was poor and in the evenings when people were relaxing after a few drinks. The RAF mess was open to civilians so we could purchase meal tickets for the day and get some excellent food; any one meal down at the little chef would cost more than the meal ticket.

Safety was always important: hook turns were banned during the competition. There were only two reserve rides in the week, one caused by a canopy collision on opening, a reminder that tracking is important especially when there is a camera man above you. The only injury was to Craig Hill on the bungee running when he somehow managed to tear, or as he said 'break' a ligament in his leg.

The staff were always very friendly and helpful and were prepared to offer a taxi service back from the bum spots. Several visiting jumpers have expressed a change in their opinion of military DZs.

RAFSPA had obtained sponsorship from several companies – thanks to Courage, the Fosters in the bar was £1 a pint on

Saturday nights. Thanks to Panasonic, we not only had excellent video and monitor facilities for judging but also had two large-screen monitors connected to a video in the bar. At the end of each day, the video men had updated the master tape so all the dives could be watched over and over again.

Simon, Maggie and Andy at Sward Sports provided the T-shirts free of charge to the competitors and staff. (There are still T-shirts available sale of which helps top up the British Team fund, so if you ain't got one call Sward Sports to get one).

We were also fortunate to have a BBC film crew along for a day to put together some bits for Breakfast TV and for the regional program after the 6:00 news. There were also articles in the Independent and the Sunday Telegraph.

The scores from the competition speak for themselves and this year proved to be a very high standard in the 4-way FS event. Round 3 was a random dive, using the cat+acc block. The Fred's achieved an impressive 18 points in time. At round 8 the



Toy Company – Their first mid-air dirt dive!!
Photo by Wayne Loxton



Red Devils (Red) – Winners of the Intermediate 4-way FS
Photo by Wayne Loxton

Red Devils and *RAFSPA* both had a 12.x average. 3rd place had a 9.5 average and 9th place had a 7.8 average. A 1.7 point average separated seven teams. The separation being made by those points just in or just out of time or for a few, the dreaded bust. Unfortunately only the top 50% could go through to the semi-final and the top four to the final round. The *Red Devils* won the 4-way FS event beating *RAFSPA* by 2 points. *Simple Minds* beat *Toy Company* to the 3rd place slot by 1 point. The lack of a bust early in the competition might have seen a different result from many teams not just *RAFSPA* and *Toy Co.* who were both beaten by teams who flew clean and did not bust.... But that's what competition is all about.

A special mention should be given to *Fe Fi Fo Fum* who were the only scratch team in the senior 4-way FS event; they had never jumped together before; had one team member with less than 300 jumps and produced a respectable score with nearly a 5 point average.

In the 8-way event, all the teams were launching 8-way chunks and there was a very high success rate with the *Islander* launches; there were only a few minor funnels over the whole competition. *Mind Games* were clear favourites and after a slow start were able to soon produce some of the scores expected of them and won easily. The *Army Team* had brought George Jico from the record holding team '*The Fource*'. George had coached four other teams prior to the Nationals so was not among too many strange faces. He was always happy to offer his help and expertise in both 4 and 8-way to all teams throughout the competition.

The speed event was won by *RAFSPA Minge Games* who produced the three fastest times in the event and were 15 second faster than the nearest rival after three rounds and bettering their score by at least 1 second each round. It is unfortunate that there was a minor hic-cup in this event which caused some bad feeling and it should be noted that the Speed event is a fun event and that competition is just that. Defeat should be accepted as gracefully as winning.

To complete a Nationals in September with such a high standard of jumping can only happen with the co-operation of the organisers, the helpers, the pilots, the judges and the teams. Let us continue to raise the standard of this competition both on the ground and in the air. Perhaps then we can get better recognition, more sponsorship and greater media coverage which can only benefit the sport and those who participate.

Richard Hamblyn



Mind Games – Winners of the 8-way FS. Photo by Simon Ward.



RAFSPA Minge Games – Winners of the 8-way speed. Photo by Wayne Loxton



Red Devils (Black) – Winners of the Senior 4-way FS. Photo by Wayne Loxton

Freestyle Seminar – Ampuriabrava

The chance to skydive with Mike “Michi-gan” Sandberg was definitely something not to be missed by anyone fed up with kicking aimlessly around the sky and then calling it freestyle.

A week of fun was organised at Ampuriabrava this summer, the first European freestyle boogie with the straight-faced star of Travelling II.

The dozen or so would-be freestylers of various nationalities who gathered at Ampuriabrava soon learnt that keeping a grin under control came harder than the toughest triple back loop twisty turny thing. Mike was always laughing, usually at our attempts to explain what we were doing in the sky – and this helped maintain a relaxed atmosphere throughout the week.

One of his favourite phrases was “if it happens once it’s a mistake, but if it happens twice... it’s freestyle!” He would then fast forward the video until he came to a split second where life looked vaguely in control and press that pause saying “now this bit... this is excellent”. Positive de-

briefing was the order of the day, with no “state one thing you liked about that skydive” stuff.

When I originally saw the event advertised in Sport Parachutist I was concerned that I would be the least experienced free stylist and would finish up even more disheartened than I was after my recent few dozen attempts at throwing myself out of Sibson’s Skyvan and pointing my toes.

But everyone was anxious to share their varying amounts of knowledge and were delighted to find fellow enthusiasts with whom to rave about ‘muscle memory’ or ‘finding that hole’.

The theory of freestyle, from feeling the air (which involved shutting both eyes in freefall) to shedding the ‘face-to-earth-is-safe’ mentality was the basic theme of the seminars which started each day.

Over vast amounts of coffee, Mike would discuss different exits and one or two moves and then send us up to try them out. The cameramen were a huge bonus to people like me who believed it was all going brilliantly because I was launching the most stable exits I have ever done, when unfortunately the idea was to turn 360 degrees before falling past the door!

Questions about drag, clothes, using your cameraman, moving from one shape to another and general attitude were all answered.

We learnt that freestyle takes as long to understand as formation skydiving and just when you think you have got that kick-back or pinwheel

a new challenge presents itself. “Try turning it the other way”.

Ampuriabrava was ideal for the seminar. An efficient manifest kept the Twin Otter on its toes, and we had absolutely gorgeous weather. The sea beneath your feet in freefall was beautiful.

I wasn’t impressed with the mosquitos or having to return to work, but I was still better off than fellow Brit Ann Beckitt who landed badly the day before the seminar started and spent a frustrating week hopping about on the ground topping up her tan.

I would recommend Ampuriabrava to anyone interested in having fun and improving their skills – they make a good cup of tea too.

Thanks to Stuart Meacock who was persuaded to put aside thoughts of Mind Games for a few days and pull on a camera helmet to chase me around the sky. Each video showed me perfectly in the centre, only he knows that I was actually back sliding at 200 miles an hour over most of the Mediterranean every time I threw a daffy.

Thanks also to everyone at Ampuriabrava for organising and running the event. Hope to see you next year.

Jo Malone

Mike Sandburg and Jo Malone.
Photo by Stuart Meacock



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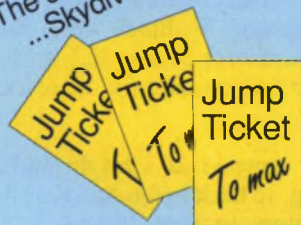
WHAT'S THE POINT?

British Team Fund Competition

RESULTS

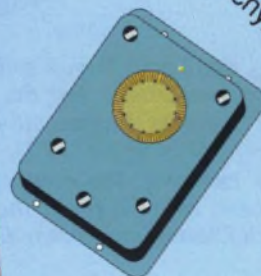
3rd prize winner:
Evan Mason

"The Javelin is to rigs what...
...Skydivers are people"



2nd prize winner:
Bernard Agopian

"The Javelin is to rigs what...
...Andy Peckett was at Vichy, very reliable!"



1st Prize: A Javelin Rig
Donated by Sunpath
Winner: Alan Munday

"The Javelin is to rigs what...
...A CYPRES is to reserves... Essential for safer skydiving."

RESULTS

1993 Nationals

TEAM	PLACE	POINTS
8-way FS		
Mind Games	1	60
Army	2	41
RAFSPA Minge-Games	3	35
Senior 4-way FS		
Red Devils	1	121
RAFSPA	2	119
Simple Minds	3	91

8-way FS

Senior 4-way FS

Some of the more amusing tie breakers...

The Javelin is to rigs what... More do you want??!?

The Javelin is to rigs what... The condom is to having sex! One of the safest ways of having a jump!!

The Javelin is to rigs what... Sheep and wellies are to a Welshman. (A luxury.)

The Javelin is to rigs what... Group 4 is to security "It sets you free".

The Javelin is to rigs what... Acorns are to pigs... Small but tasty!!

49 entries, about 25 T-shirts sales and about £75 into the team fund so far. Not bad for an SP competition but considering there was a Sunpath custom made Javelin rig, ten jump tickets and a Dytter up for grabs, it still shows that we can all become a little more involved.

To find the winners, first we took the greatest number of correct entries (two). Alan Munday was the only entrant with two correct answers (he guessed the 4-way results and the DZ) the next places were ranked by closeness to the totals and congratulations to Bernard (a Weston jumper) who got within two points of the correct total.

It was made difficult this year by a lower 4-way score - 121 points (127 last year) and a difference of 19 points between 1st and 2nd placed 8-way teams.

The answers we needed were 121, 19 Weston-on-the-Green (or W-O-T-G or RAFSPA).

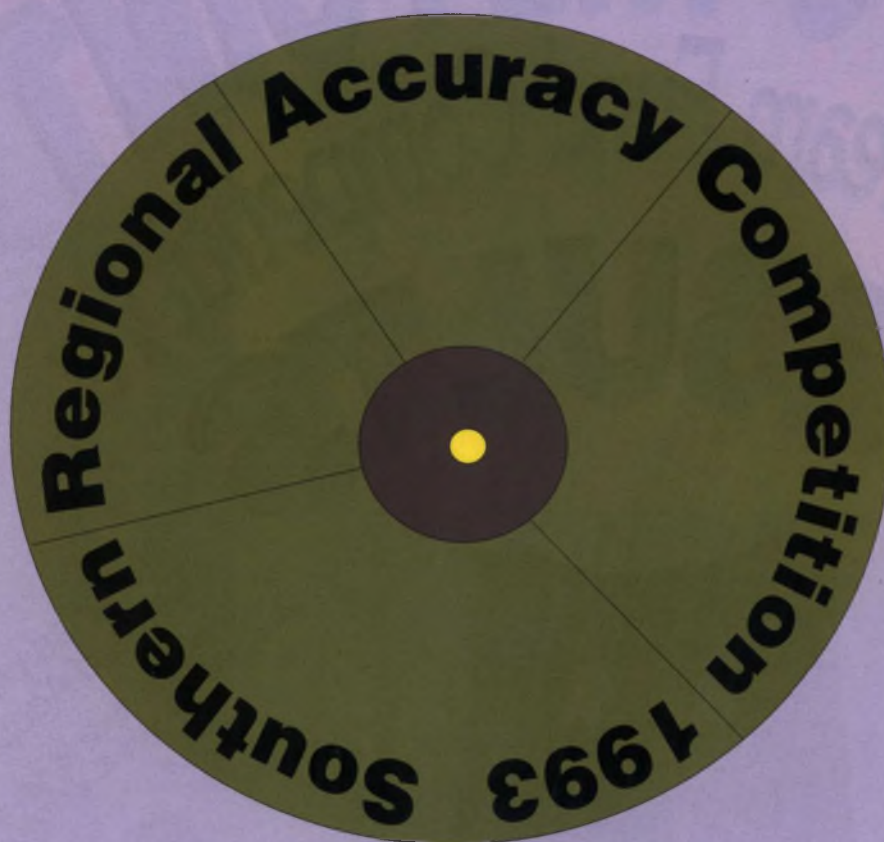
Some of the tie breaks were brilliant, if not a little crawling at times. Of course Bernard Agopian was well aware that Andy Peckett runs Sward Sky Gear and just maybe Simon Ashenden knows about my other job!

Thanks to all the participants but in particular Sunpath - manufacturers of the world's fastest selling rig, the Javelin, Weston-on-the-Green, Larsen & Brusgaard who manufacture the Dytter and Sport Parachutist who gave space and creative talent.

Anyway, it's still not too late to help the teams as we still have Nationals T-shirts available and for anyone sending a tenner - we'll send you a T-shirt (as stocks last) and we'll put a fiver from Sward Sports into the team fund. It's up to you!

Good luck to our teams at the World Meet. - Simon Ward

Competitions Round Up



RESULTS

Individual Senior		
Pos	Name	Round
1	Steve Hastings	0.04
2	Ester Reynolds	0.04
3	Keith Duncan	0.05
4	Les Carroll	0.06
5	Steve Eversfield	0.06
6	Dave Tylcoat	0.07

Individual Intermediate		
Pos	Name	Round
1	A McCullagh	7.29
2	Andy Halloway	9.47
3	Sue Tylcoat	11.83

Teams		
Pos	Team	Round
1	No Name	0.27
2	Mustgetbeers	0.58
3	Eaglescott I	1.64

Once again Devon smiled on the competitors for the accuracy meet at Eaglescott Parachute Centre 7/8 August 1993. With six teams entering, the competition was awesome, with no fewer than five ex-British Champions competing!

Things started to buzz on Saturday morning, with all teams set and ready to go when the Antonov AN2 arrived to be

our competition jump plane this year, along with our own Cessna 180. Under the ever watchful eyes of judges Jo Scott, Bob King and Mick Turner, we started Round 1 at 9 am on Saturday morning, with Terry Sampson, one of our regular jumpers claiming his first night jump!

Everyone entered into the spirit of a fun competition, and the biggest laughs

came from watching people try to exit the Antonov the right way up! With the local West country TV present, nearly everyone smiled as they came into the pit! The weather held for two rounds to be completed by lunch time, but the wind went over limits, and we had to resort to fun jumping for the rest of the day.

Sunday dawned as a bright and calm morning, so back in the Antonov for the competitors to start Round 3. Many other jumpers started to arrive to fun jump, and we had people falling out of the Cessna, the Antonov, and gliders – an amazing sight for all the spectators. By lunch time, winds were over limits again, and although we waited until 4pm, we were unable to complete all the rounds. Some people having completed six rounds, and some only 4, the meet was called on Round 4 – much to the annoyance of CCI Dave Tylcoat, who got discs on Rounds 5 & 6!

It was truly a great weekend for all who took part, and for the sport in general, as we hit the front page of the Western Morning news, were interviewed live for local Radio Lantern, and ended up with two minutes on West Country TV – all great coverage for our sport. For this we need to thank all the competitors for joining in, Jo, Bob, and Mick for judging, Tom Oxley for presenting the medals, our own pilot Tim Riddle, and the regulars from Eaglescott who manifested (ask Ian!), refuelled, and generally kept things going. Lets hope the trend continues, and this meet gets even bigger and better next year – See you all again in 94.



Floaters leave the Antonov for a 12-way. Photo by Sue Tylcoat

Sue Tylcoat D8872

Mid-Air Rescue



Andy Peckett (left) and Maurizio Brambilla (right) after the mid-air rescue point to the offending tailgate.

During the 1993 Espace Boogie, held at Vichy in France, a dramatic mid-air rescue took place. The incident involved Andy Peckett from Purton, England, and Maurizio Brambilla from Milan, Italy. This is an account of what happened on the third lift of August 11th 1993.

About 100 skydivers of all European nationalities boarded a Hercules to make their first jump of the day. Amongst them was a group of sixteen and a cameraman led by Wim Vanparijs, a Belgian load organiser.

This group was second out of the plane. Maurizio Brambilla was one of four 'floaters' facing in on the edge of the group and Andy Peckett was in the last row, as one of the 'divers'.

Following exit and heading for the base, Andy happened to catch a glimpse of a violently

flailing shape directly below. Initially he thought it was a skydiver practising freestyle and continued his approach towards the group. After a few seconds he took another look below and saw the skydiver in a fast and violent spin on his back.

Andy, realising that this person was in trouble, changed his direction and concentrated on a head-down dive towards the skydiver, Maurizio Brambilla.

From the base formation Wim also saw the problem and gave chase at the same time as Andy. Unfortunately Wim's dive was too shallow and he swooped past Maurizio.

In a head-down dive, trying to gain distance on Maurizio, Andy momentarily lost sight of his objective, but fortunately glimpsed the bright neon grips of the Italian's jumpsuit and the chase continued.

Andy eventually got within closing distance of Maurizio but, as his body position changed from vertical to horizontal, the speed of Maurizio on his back proved to be much faster than he had anticipated. Andy made a second dive and got below the Italian in order to catch him as he fell past.

At approximately 5,000 feet and three blows to the head later, Andy's main concern

was to put a parachute above Maurizio who was unconscious with his face covered in blood.

Andy tried to put Maurizio into a stable position but the best he could do was to roll him onto his side. Then, with one hand holding tightly onto the harness and the other on the reserve handle Andy pulled the reserve handle from its housing as his Dytter sounded at 4,000ft.

Andy held on to Maurizio until the reserve parachute started to deploy. After falling away from the Italian, Andy deployed his own main parachute at 2,000 feet and let out a tremendous cheer.

Although Maurizio had been saved from terminal impact he was still unconscious under a reserve with canopies around him from the other groups. The cameraman, John Drew, followed Maurizio down. They landed some 6 kilometres off the drop zone and the Italian luckily landed unscathed under his reserve (a PD 126 (R)) in nil winds. John stayed with him until the emergency services arrived.

Maurizio was taken to hospital and regained consciousness after a couple of hours. He suffered amnesia, and he was given a full body scan and x-rays but his only other injury was a gash on the chin that required six stitches.

24 hours later Maurizio's memory started to return and his friends talked him through the incident. Yet no matter how much they told him, Maurizio could only remember the exit count and waking up in hospital. Everything else was a blank.

On Friday 13th August, two days after the incident, Maurizio left the hospital and returned to the Boogie. On arrival at the drop zone he asked his friends to find Andy. He then embraced his rescuer and repeatedly said "Thank you".

It is thought the accident happened because Maurizio threw his body back so violently on exit that he became horizontal to the tailgate, and as he came down, his chin caught the edge of the tailgate knocking him unconscious.

Simon Ward

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Andy Peckett.

Andy is 30 years old, married to Maggie and lives in Purton, Wiltshire. He's been jumping for 6 years, has 1,400 jumps and holds AFF, Instructor and Tandem ratings. He is an ex-member of the Royal Marines Freefall Team and is currently a Director of Sward Sky Gear.

1993 RAPA MEET

The RAPA (Rhine Army Parachute Association) Championships are held annually in Bad Lippespinge, in the beautiful Rhine Valley, Germany, usually in July. The journey takes around 5 hours from Calais, 4 hours from Ostend, assuming you put your foot flat on the floor and only stop for gas. Travellers of a more leisurely nature should add 2 hours to these figures.

The meet is normally based on the classics, concentrating on style and accuracy (team and individual), with a 4-way FS competition thrown in. This year, 16-way was added as a new event, which offers an opportunity to combine four 4-way teams, each person jumping in two meets. The turnout was disappointing, with only three 16-way teams attending, but maybe next year this event will be more popular. The 16-way only lasts for the first weekend, so it would be worth the drive in its own right.

The weekend started with brilliant weather, we all jumped our socks off and the 16-way was completed on schedule, 8 rounds over 3 days. The jumpship was an M18 helicopter. It has an interesting slipstream which provided a number of surprises for all the teams. Launches flew out a dream but anyone not involved in the launch sunk like a stone past it (it's a horrible feeling!). The Army Team fell victim to this, scoring a '0' on two rounds, as someone remained low the whole sky-dive! As a result, everyone's launches got bigger and bigger until, in the last round, two out of the three teams launched a 16-way. Yeehaar!, what a buzz, 16 happy people screaming down the slipstream, beautiful transition to the first point, we did 6 points on that jump with 4 in time.

It has to be said that Symbiosis Suits, nobly organised by Darrell Moran, hammered the opposition to obtain a well – deserved Gold (see scores). The Army Team came second, with third place going to the Germans, a team of local jumpers.

The rest of the meet now started in earnest, with accuracy, style and 4-way running simultaneously out of three Islanders. Unfortunately the weather started to deteriorate rapidly, just two

rounds of 4-way were completed before the clouds came in, bringing rain – it felt just like home! The pressure to complete the meet meant that everyone had to wait around on 'stand-by'. The boredom factor was slightly alleviated with the excellent meals, three courses for £2.50, we all stuffed ourselves through lack of alternative entertainment. A local leisure centre with swimming pools, banana slides, jacuzzis and some fourteen saunas did help keep us amused.

Four cloudy days later the accuracy and style had completed most of their rounds, but prospects did not look good for the 4-way. On Thursday, it was decided to jump a round of 4-way out of the M18 helicopter, through a considerable amount of industrial haze. Three lifts were successfully, if painfully completed through some rain with conditions worsening rapidly. The fourth lift got to altitude, but the first team refused on the ramp, as it was by now raining quite heavily. This left the third round incomplete and it looked likely that the meet would be called on just the first two.

At this point the Red Devils were clearly in the lead, as you might expect from the only trained team present. On Friday, at the eleventh hour, as the meet organisers were discussing where to hold the prizegiving, the clouds finally opened and suddenly the remaining teams were called to complete round three. Not Responsible Toy Company needed a 10 in time to guarantee second place, a tall order as their first two rounds were both 9s and they were now missing a team member who had to fly home. Instead, they co-opted Dave Mitchell, cameraman for the Freds, who said afterwards he had never been so nervous as when standing on the tailgate for that jump! The man has nerves of steel evidently, Toy Co scored a 10 to gain a well - deserved silver medal.

Prizes were duly given out in ceremonial manner and we were now in party mode (what mode were we in Hutch?). A disco, barbecue, free drinks all night and a raging time was had by everyone involved.

Lesley Gale.



Symbi Suits collecting the gold: (From L-R) Top row; Andy Kelly, Phino, Dave Smith, Stuart McArthur, Rob Colpus, Charlie Hoare, Darrell Moran, Derro Armstrong, Jim Keery, John McIver. Bottom row; Allison Cronnelly, Pam Duncan, Ali Lawley, Lesley Gale, Debbie Allum, Kevin McCarthy.

Sonic - The World's Fastest Hedgehog.

Anyone under the age of 16 will be well versed in the adventure of Sonic the Hedgehog and his mate, Tails the Fox - Sega Games' mega stars.

The idea of this duo becoming skydiving heroes was hatched between myself and the Top Banana at WCRS who look after the Sega account. We were partaking in a little Cresta Riding at the time and he was looking for 'barking mad' ideas which were later attached to Sega's Grand Prix involvement with the Williams Team.

Now, I can assure you that the deal was negotiated only after we realised quite how ridiculous we looked, but then we really earned the pay packet.

Formula One Grand Prix must be the most difficult sport to work around. It's all to do with the passes you can acquire to hang round your neck. Invariably they're valid for less than half an hour and you are constantly asked to produce them, even as we landed on the track at Silverstone.

The team comprised Geoff Wood as Tails or Damon Hill and myself as Sonic. We



*'Chopper' stands in as Sonic with Geoff Wood as Tails.
Photo by Simon Ward.*

chose PD 170 canopies with loads of SEGA branding and carried flags and foghorns. We usually jumped from helicopters apart from Hungary where it was a Cesski 182.

For those who wish to embark upon foreign demos be warned, the work can be mind blowing and the politics unreal. The French system is totally different from the UK

and in Germany, it depends on what state you're in.

Highlights of the season - apart from Damon Hill's Hungarian first win - were 180,000 cheering Germans at Hockenheim, travelling in the cockpit of an overfilled Malev Airlines jet to Budapest and some of the Sega Hospitality areas from which we got to view the races. The low spots were several hours outside organisers' offices in France as they decided we couldn't jump (later reversed), a 300 foot cloudbase at Donnington for the European Grand Prix, having all out passes nicked from the pick point and finding out that the ladies of the night in our hotel cost more

than we got paid!

All in all we got to meet some great people in a high profile, glamorous sport. However they certainly need far more track entertainment to make the ticket prices of up to 150 pounds worthwhile. Most of this could be aviation led with plenty of scope for some innovative skydiving ideas.

Simon Ward.

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The February issue of SP contained a conversation with John Lines in which he said that he believed the members' perception of the BPA to be a problem and that the association must become a more professional body. I agree with this, but differ from his opinion that the BPA cannot do this and stay close to the grass roots of the sport. What follows are my thoughts on the subject.

The BPA

So, what is the problem? The BPA is a rather conservative organisation, slow to adapt to change and with only partially effective democracy. It is too often reactive rather than pro-active; in other words, it often fails to provide leadership, being driven by events instead. It suffers from incremental rule-making, again driven by events rather than guided by strategy. It sometimes appears to the ordinary members to hand down decisions Pope-like, not expecting its wisdom to be questioned. The BPA is often also seen as unresponsive to members' feelings. The question is are these failings simply the result of misunderstandings and forgivable human inadequacy, or are they built into the system?

Perhaps my strongest criticism is that there is a failure of leadership. I believe that the BPA is too slow to pick up trends in skydiving and too inflexible to accommodate the pace of change in the sport. This is most obvious in the vital area of student training.

Training

The BPA clings to the decades-old category system like a security blanket, rather complacently saying that the UK has the best safety record in the world. A large number of students do not easily fit into, or identify with our category system based around the concepts of static-line *ab initio* training, with subsequent learning in small steps over many jumps. Many of the steps seem irrelevant to skydiving today, and are omitted from modern training systems. For example, AFF students are never taught to jump without an altimeter, counting their delay in thousands, or to use a front mounted reserve, so they do not need to make dangerous "conversion" jumps. (The BPA Instructors' Manual, itself the product of a thousand small changes, still refers to front mounted reserves as "traditional" equipment, rather than "obsolete".) The BPA should look

THE VISION THING

By
Martin
Lyster

ahead to a new training structure which completely abandons the concept of working through the history of parachuting during training.

I laugh about it now, but as a student, I had to make 25 Para-Commander jumps before converting to a ram-air! Thankfully, that rule was dropped in the early eighties, but it was a typical result of modifying a training system by many small adjustments, when it really needs to be redesigned from square one.

**the average skydiver
would improve their
personal safety more
by fitting smoke
detectors in their home
than by spending the
same money on an AAD**

Surely, few would dispute that in the long run, round parachutes and front mounted reserves will disappear, as they are rapidly doing in the USA. The BPA should lead from the front and design a flexible training system that will accommodate these changes, and others which will emerge in the future. No club should have to buy old fashioned equipment, nor should instructors have to invest time in learning outdated training methods before they can practice modern ones.

Safety

As in training, so in safety. The BPA needs to anticipate and think ahead, rather than responding to events. It seems (to me) likely that apart from

student training, the dominant issues in safety over the next few years will be aircraft-related safety and high-performance canopy handling. Already crashworthiness and seatbelts are major issues in the USA. No doubt the recent Antonov crash which so nearly cost us 17 of our number will draw attention to these matters over here. Meanwhile, each year sees ever faster canopies on the market, turning us from simple parachute passengers into the pilots of relatively fast, manoeuvrable aircraft, demanding higher standards of airmanship. Already the possibility exists for a head-on canopy collision at a combined speed of 90mph. We should put such issues on the agenda now and take a lead in bringing about the necessary developments, rather than waiting for incidents and then being rushed into rule-making.

I do not mean to imply that nobody in the BPA office, Council or STC has thought of these matters. In fact such issues are discussed in various committees. However, there appears to me, an ordinary member, to be no overall strategy which maps out a clear path ahead, tackling these and other issues in a sensible, progressive way; and as John Lines said, ordinary members' perceptions are at the heart of the problem. What I am talking about is what Americans call "the Vision thing". It is a clear idea of where the Association should be in ten years time, and a strategy for getting there, endorsed by the members.

As an example of this, look at the issue of AADs. The first tandem double-fatality was in 1986, and there have been over a dozen more since. Slowly, the evidence has built up in favour of the view that the risks of fitting AADs in tandem rigs are outweighed by the risk of the instructor failing to do his job and get a canopy out. The BPA saw this, and made an intelligent decision some time ago to phase in AADs over a period of a year, to allow the orderly fitting of the devices, encourage the steady development of fitting and maintenance expertise, and avoid unnecessary interruptions in jumping, allowing instructors to stay current. Then the first fatality in the UK happens and the BPA reverts to type and rushes into a crash program of AAD fitting. Personally, I think they got it right the first time.

I am not against AADs, but such high-tech gadgets are not magic wands which make risks disappear. The best

we can hope to do is replace one set of risks with a different, hopefully smaller, set of risks. In tandem jumping, an AAD replaces the risk of the instructor failing to open a canopy, with the risks of reserve deployment into the drogue and of premature reserve deployment.

Some people suggest that eventually, all jumpers should be made to carry AADs. A proposal that all camera jumpers should have to carry one has already been put before STC, and they have even discussed making them mandatory for everyone, although, thankfully, these proposals did not attract support (STC meeting 8 July 1993).

To achieve a safety improvement with an AAD, a jumper must learn to look after it, remember to switch it on, have it serviced regularly, change the batteries, and replace it at the end of its useful life. Also, they must not get too slow in their emergency drills after years of trusting a device. Simple possession of the hardware does not improve safety on its own. It didn't save Tom Piras, for example. Psychologists use the term "adaptive behaviour" for the tendency of people to change their habits so as to reduce the benefits of a safety device. For example, many drivers go faster in cars fitted with antilock brakes, often without realising it. People make themselves safer by changing their behaviour, as with safe sex which is more than just having a condom handy. Behavioural changes take time, and require education rather than legislation.

Personally, I will consider buying a Cypres when they have a longer track record of reliability, when there is quality-assured servicing and maintenance available, and when the price comes down to a level I consider justified by the marginal safety improvement it gives. At present, my guess is that the average skydiver would improve their personal safety more by fitting smoke detectors in their home than by spending the same money on an AAD. I don't want this decision made for me by the BPA, but I fear that the STC may lean that way over the next year or two. Which brings me to my next point.

The STC

The STC is the *politburo* of our sport, and consists only of CCIs. While they are key figures in the sport, and certainly entitled to have their say in safety issues, I do not believe CCIs should monopolise the body in which

these issues are discussed. The present structure is authoritarian, top-heavy and undemocratic. I believe the STC should be brought closer to those affected by its decisions. Some overlap in personnel with the Council would be an improvement. I believe that the decision-making process in safety issues would benefit substantially from wider, more democratic input. The present 27 wise-men structure smacks of paternalism, and results in information constipation, which I believe jeopardises our safety.

The BPA cannot rely on an indefinite monopoly to bring in the subscriptions of members and clubs.

Democracy

The democratic process is at the heart of my argument. The BPA needs to give an effective voice to its members. There are two formal methods for members to make their views known to the BPA. There are Council elections and the AGM. Both leave a lot to be desired. For a long-term strategy to be effective, it must have the support of the membership, which means improving communications in both directions. The most urgent reform, I believe, is to the AGM.

Some BPA office holders have been known to talk of the "noise" made by ill-informed members who don't understand the political realities with which the BPA works. There was a crisis over this two years ago which led to a change of editor of the magazine. However, this situation will not be remedied until we stop hiding the political realities in a hotel basement in Leicester in the middle of winter, and start holding our AGM in a more open way, in summer, perhaps at the Nationals. If the AGM were held at a DZ, it would at least look as if it was being arranged for the convenience of actual jumpers, rather than the convenience of those coming from the BPA office. In this I heartily agree with John Lines, who said that the present AGM format is not effective. I will propose this change at the next AGM (if I can find it). I will also propose proxy voting, to enfranchise the large majority of members who cannot attend. Shareholders have this right at corporate AGMs so should BPA members. I hope this will make the BPA

more member-oriented, which is a vital change.

A future in Europe

The flaws in the present structure of the BPA are serious, and have already resulted in splintering. The BPA cannot rely on an indefinite monopoly to bring in the subscriptions of members and clubs. Splinter groups are only the start. Over the next ten years we may see the development of international skydiving organisations operating across the EC, which will be able to widen their subscription base and achieve economies of scale by growing bigger than single-country associations. A high standard of professionalism will be an absolute requirement for organisations in this environment, along with greater sensitivity to what members want. An organisation seen to have foresight and to offer leadership and professionalism will be more attractive than one which is too firmly rooted in the past. We need only look at what has happened to the British Sub-Aqua Club, which has lost many individual members and diving schools to the modern, international, professional organisation PADI, which now sets the standards in scuba diving worldwide. The BPA could usefully study this case and learn from it.

Over the next decade, jumpers, instructors, pilots, riggers and DZ operators will demand training, certification, services and professional qualifications which are equally useful in all EC countries. As European air laws are harmonised, the opportunity will arise to collaborate with other national associations and prepare for these future needs. The consequences of not doing so are plain. An organisation which does not have the flexibility and foresight to offer what people want will simply not survive.

I have suggested certain reforms, and I will propose the most urgent of them at the AGM. However, this falls short of forming a vision and a strategy for achieving it. I do not have a ready made vision to offer. I hope to provoke discussion of the Association's long term future, but it is for the Council to form the necessary vision of where the Association is going, and how to get there. We now have, in my view, the best Council we have had for some time. They will need a lot of support and input from the ordinary members; are we up to the job?

Martin Lyster

Headcorn LAC Meet 1993

In spite of the forecasts sixty four sky-divers descended on Headcorn for the Annual Launch and Accuracy Competition.

Seven teams were competing in the Intermediates and nine in the Seniors.

The blue skies that met the staff setting up the pit at 7am did not last, but the pilots were making the most of it by having the second aircraft airborne before the first ran in at 5,500, so in between the rain showers two and a half rounds were completed on the Saturday with the Seniors launching; (or building) a 'Crossbow', 'Spinner' and 'Open Accordion' and the Intermediates doing; 'Snowflake', 'Cat' and 'Open Accordion'.

Experience ranged from 60 jumps to several thousand, but the less experienced seemed to be doing steadier accuracy approaches than some of the more experienced.

Last years Intermediate silver medallists *Why Us?* got off to a good start in the Seniors with a two second launch of the 'Crossbow' and with all the team scoring in accuracy, this put them close behind last years Senior Champions LAC-King on a 2.32 launch and better accuracy.

Some of the Headcorn Staff got together a team, *Nellie & The Boyfriend From Hell*, on not too sensible canopies and they were intent on being in the medals, even if they aimed at the 'technician' holding the wires of the pad together after some Ipswich jumpers in *Flapping Piles* had taken the scoring device for a ride across the gravel!!!

In the Intermediates *Fit To Drop* were in contention for the third year in a row with

the CCI replaced with a refugee from *Why Us?*, and the local rising stars of *4-Play* were intent on making the most of their first competition.

Surprisingly no one was on the disc, although there were 19 people on the pad in the first round and plenty of others scoring under 5 metres.

Why Us? let it slip in the second round when they lost a grip on the launch and took 11.5 seconds to show it to the judges, LAC-King were showing no mercy (in spite of Rob forgetting to let go!) and Nellie followed their 3.82 with 3.85.

Banzai were also putting on a good showing, despite registering at 9.30am as the first teams were kitting up..

Steve and Julia, the launch judges, had a couple of problems to sort out, but nothing that a rejump couldn't cure...

A few people decided to practice CRW on their way down which entertained the spectators, unfortunately someone over boogied and carved up Andy Pike's approach to the pit, necessitating a rejump. There were several observations made on this point, but even Andy deserves a break occasionally!

A further 15 pad scores were recorded in the second round, but still no Discs, except when the judges, Ross and Debbie, stood on it to test if it worked!

There were one or two interesting landings; Tom Shapland left his mark in the pit (6'2"), Dave Tunks swooped through the grass (and about 12" of soil) and several people tried burying the pad under a shower of gravel. Chris Show did the most delicate of "first contact"s but I did see those two pieces of gravel move!!!

An early finish allowed people to get cleaned up before the party at the Shant, though some of their heads didn't seem too bright the following morning! The cars in the ditches told their own story! (And the bar didn't even sell tequila?)

A prompt start on Sunday boded well but the heavens were not kind and we went on

hold once again. I suppose I ought to apologise for getting ratty with those people who suggested we call the meet at 10.30am...but really!

Several attempts to get underway again created a new party game; "How many times can *Flapping Piles* get kitted up in an hour?"

Still we did manage to get Andy Pike in the air for his rejump from round two... but that proved to be the end of the competition at 2.25pm we accepted that the weather had won, phoned Dave Parker up and dragged him in through the rain to present the prizes.

The Senior Shield went to LAC-King (Colpus, Ryland, Hoare, Kelly), silver to *Nellie & The Boyfriends* (Durrant, Quinn, Bannister, Foxwell) and bronze to *Banzai* (Gregory, Gregory, Lawrence, Rogerson-Heath).

It was very close in the Intermediates but gold went to the Headcorn youngsters of *4-Play* (McGiff, Bryant, King, Doherty) with *Fit To Drop* following two golds with a silver (Cosgrove, Fairbrass, May, Tunks) and *The Unlaunchables* gave lie to the name by taking the bronze (Hennessy, Leary, Munday, Munday).

In the Individual Accuracy Andy Pike made the most of his rejump, going one better than last year, taking the Rosebowl with a score of 0.02.

Linda Rogerson-Heath took silver with 0.05 and the bronze went to Fred Ryland 0.08.

In the Intermediate Accuracy (under 300 jumps) Julian King took gold, Rob McGiff the silver and Melanie Munday the bronze.

It was a shame the weather wasn't kinder but perhaps we had used up our share in the heat of the Speed Eight? Still all that remains is to thank the pilots, the judges and their assistants, and to thank the teams for braving the rain and being sensible (well most of the time any way!).

See you next year!

Pete Sizer



Pujaut, Avignon

We have just arrived back from our second skydiving holiday in Pujaut, Avignon, in the South of France and thought Sport Parachutist readers might like to know about this superb DZ.

Centre Ecole Régional de Parachutisme lies about 5 kilometres south of Avignon in the beautiful Rhone valley, surrounded by rocky hills, vineyards and fruit fields. The airfield is vast and is shared with a glider club – all aircraft are in constant radio contact with each other and manifest so the two operations run in harmony.

The centre is very efficiently run and most of the staff speak a bit of English. They are all friendly, helpful and professional. There is a manifest and reception area, two packing hangars, aircraft hangar, parachute supply shop, rigging shop, classroom, bunkhouse and games room, shower and toilet block with pot washing and washing machine facilities, swimming pool, snack bar and camping and caravanning facilities. Pretty impressive you will agree. They also have an accuracy crash mat and a soft gravel pit, where students must land. Experienced skydivers tend to avoid it because of the trek back to the packing area. Packing is mostly done in the hangar, out of the sun, where unfortunately the flies are very friendly. But when you are hot and tired after a morning's skydiving, you can plunge into the centre's cool blue swimming pool and laze in the sun preparing to jump till the sun goes down.

Jumping is pretty laid back. The first lift is usually about 9 O'clock, or when everyone gets up, but the local jumpers tend to lose interest near lunch time and retire to the clubhouse – for delicious salads, crispy French bread and the odd glass of red wine – to resume later in the afternoon. Jumping continues until last light with no worries about bad weather.

Visiting jumpers should see the lovely Jacqueline at reception who speaks perfect English, is always very helpful and loves 'Baileys'. She will arrange accommodation, if necessary, and payment facilities (you can buy tickets or pay by credit card at the end of your stay) and then point you in the direction of Tex the CCI, or one of his instructors, for a kit and document check. Under French

parachuting rules reserves need to be packed every four months, so make sure yours is in date. By the way, the French also deploy a little higher than we do – not a problem if you keep your wits about you.

About 30,000 jumps a year are done at Ecole, including RAPS and AFF courses, so it is by no means a small operation. Safety is very good. All lifts are observed and sometimes Tex will video the odd formation skydive on the ground-to-air system and invite the jumpers into manifest for an ad lib debrief.

Manifesting is simple. After Jacqueline has made you a card (or fiche as the French say), you post it into a box at manifest where you have a choice of exit altitudes. Prices range from 90FF for 1,200 metres to 120FF for 3,500 metres plus a small charge for airport tax. There are special discounts for team training depending on jump numbers. Up to 4 lifts at a time are posted and when you are called, you kit up and board the aircraft – no such thing as a twenty minute call!

The resident aircraft are a turbine Pilatus Porter and a Cessna 206, although larger aircraft are brought in for the boogies. Spotting is done by the pilots who get it slightly wrong now and again, but that is no problem, while you wait for the decrepit DZ van to come you can always fill up your hat with cherries or apricots. Don't let the farmer see you though, rumour has it he can shoot anyone stealing his fruit! The pilots often give you a bit of extra altitude – especially when they have a non-skydiving passenger on board when they do a bit of a guided tour with commentary over the loud speaker! Local jumpers also do a lot of accuracy, surfboarding, freestyle and freestyle formation flying as well as normal(?) formation skydiving.

The countryside surrounding Ecole and the views from altitude are breathtaking. The weather is mostly hot and sunny not humid, and it seldom rains; at certain times of the year the Mistral blows. In January and February it is very cold and not much jumping is done.

On blown-out days there is still plenty to do. Avignon is beautiful with numerous places of interest and of course there's the coast. San Tropez, Cannes and Marseille are all within easy driving distance, as is Ampuriabrava (3 to 4 hours).

There are lots of superb restaurants in the surrounding villages and eating out does not have to be expensive. A "menu" (starter, main course, cheese and sweet) – at the Routier (transport cafe) just up the road costs 60FF. Just make sure you learn the phrase "bien cuit" unless you want your meat to look as if it has just come off the animal. The French are renowned for under cooking! The food at the clubhouse is not bad at all. They do a daily menu (3 courses) for 40FF, and also a good selection of other dishes and baguettes, and of course, draught beer.

The accommodation on the DZ consists of a limited number of caravans for hire; 2 bedrooms, 4 bed (2 bunks) rooms at 30FF per head per night and dormitory bunk rooms at 20FF per head per night. The rooms have a shelf, a rail to hang clothes and a table and chair. Everywhere is very clean and the shower block is scrubbed every morning.

All in all, it is a great centre. We will be going back again next year. Write to Jacqueline well in advance if you want accommodation as it's limited.

Marie Payne



The address is:

**Centre Ecole
Régional de
Parachutisme,
Aérodrome de
Pujaut,
30131 Pujaut,
France.**

**Tel: (France)
+ 90.26.41.83**

Diary of Events 1993/4

DATE EVENT LOCATION

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

DZ Guide

DATE EVENT

LOCATION

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

THE BRITISH PARACHUTE ASSOCIATION LIMITED NOTICE OF EXTRAORDINARY GENERAL MEETING



Notice is hereby given that an

EXTRAORDINARY GENERAL MEETING

of the British Parachute Association will be held at
The British Parachute Association Limited Offices at:

5 Wharf Way
Glen Parva
Leicester LE2 9TF
on Tuesday 7th December 1993 at 6.00pm

AGENDA

1. To receive and adopt if approved the Annual Accounts and Report of the Auditors for the period from 30th June 1992 to 30th June 1993.
2. To confirm the reappointment of the Auditors and to authorise the Council to fix their remuneration for the ensuing financial year.
3. To set the Provisional Membership Subscription for the 12 months commencing 1st April 1994.

Dated the 6th Day of September One Thousand Nine Hundred and Ninety Three
For and on behalf of the Council of the BPA

David Oddy - Office Manager

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Canopy Formations – a new name for an old idea?

The tragic fatality of Chris Claridge at a recent display, has promoted this article; which I had been meaning to get around to writing for some time.

The Board of Enquiry decided that the cause was an issue of canopy compatibility, nor of CF techniques or practices. Nevertheless, it highlights a couple of points that are relevant to the CF community – and not just those of low or intermediate experience. Besides, Common Sense (CS) is something that applies to all areas of skydiving, not just Canopy Formation (CF).

Canopy Relative Work (CRW) has been with us longer than the square canopy has; but with the advent of newer, high-performance squares, we can do more than ever before. Perhaps it's right that we now say Canopy Formations – it's not 'work' any more!

Safety

This is not meant to be a safety brief – there should be a good, written, brief at your DZ (or ask your CCI). Instead, what I want to do is go through some of the basic (and not so basic) techniques for various skills which are essential to good canopy formations. One brief comment on footwear, though – the current thinking is against ankle boots. You can kick off a trainer if a canopy wraps around your ankle – and you might be too low for a cutaway. You may lose a trainer, but that is preferable to losing your life.

Getting Together

In the 'old days', the simplest technique for getting a base and pin together, was to have one jumper on a slow canopy (eg a Stratocloud) and the others on faster ones (eg GQ Units); so they could, quite literally, impact from behind! Techniques have changed, but the idea of matching canopies is still very important. Try to achieve similar performance with each canopy by judging weight, size and characteristics. Ask if you are unsure of certain canopy combinations.

How?

For some time now we have used a side-by-side system as the fastest and

safest way of getting the first two together. I works like this:

- * No 1 exits, leaves a 1.5 – 2 second delay, and holds aircraft heading on 25-30% brakes.
 - * No 2 watches and exits about 1.5 – 2 seconds later (ie about the time that No 1 deploys); deploys immediately and makes his/her way (either by turning 180 degrees to face No 1 then coming back onto heading, or by 'S' turning to lose the distance) to a set-up point alongside No 1 – either level, slightly lower, or slightly higher; depending on which technique you plan to adopt next:
- A. Once side-by-side, both turn inwards GENTLY, either one applies some brake and becomes the pilot; taking hold of the leading edge of the other's canopy (with feet only, if you get good at this) You may now plane the formation, if you wish.
 - B. No 2 continues the trajectory and arrives with an amount of energy (speed & power in flight, not energetic actions) behind and underneath No 1, who takes the offered canopy – or lines or risers if the docking is intended to be high, which avoids having to plane as a separate action.
 - C. No 2 continues the trajectory and arrives with no energy or momentum above No 1, with his body at canopy height, and takes the 'A' line attached to the end cell with the foot. A variation on this involves No 1 turning a fraction towards the arriving No 2, thus 'opening the door' for him to take the centre cell.)

- * Method A is recommended for the early days. Methods B and C can both be performed without pausing at the set-up point; thus speeding the process.
- * Make small adjustments when you are close to another canopy – save the violent stuff for when you have plenty of room, like when you have to lose a lot of height.
- * Once together, keep your hands on your toggles until you need them for taking grips, keep your eyes open for arrivals, and check your own canopy from time to time to see that it's ok.

Why?

The very good reason for all this, is that you always have a solution, no matter what goes wrong:

- * If No 1 has a bad opening, twists, or goes low for any reason, No 2 (and any others) can see this and compensate by adjusting the trajectory of his path back to No 1, or even by performing a longer delay.
- * If No 2 (or a later exiting jumper) goes low (maybe through spending time correcting an off heading opening), No 1 should see this and can immediately front riser down to compensate, before it becomes a problem.
- * If No 2 makes a mistake in his trajectory back to No 1, No 1 can see this and react BEFORE he arrives – saving No 2 time in not having to make up for his mistake on his own.

All this minimises the work needed to get together smoothly and quickly.

Heading

An essential factor is heading. Not just so the first two can be working in the same direction, but so that all the others have a stable target they can work towards. Even if the base/pin isn't yet complete, they know it will keep going the same way. Later on it will also become necessary so that the judges can see your formations in competition... but that's another article!

Finally...

One final safety note – if you should find yourself in difficult circumstances with little or no time to clear the problem and height running out; consider a canopy transfer – it could save your life.

Stay on Heading

Paul Mansfield

PS Coaching in advanced techniques is freely available to anyone who wishes to come and see us at Netheravon – we're there most weekends, but 'phone first to check.

About the Author

Paul Mansfield has been involved in competition CF since 1984; with the No Limits team. He has been at the forefront of every major development and advance of 4-way Sequential in the UK. He has also organised and run many CF seminars for all levels of jumpers across the UK and Ireland. No Limits are the current 4-way Sequential CF champions, who will be representing the country again at the 1994 WPC.

BRITISH PARACHUTE ASSOCIATION LIMITED, (A Company Limited by Guarantee) REPORT AND ACCOUNTS FOR THE YEAR ENDED 30TH JUNE 1993

COUNCIL: Chairman - R G Card*, Vice Chairman - J L Thomas*, Treasurer - D Clouting
Other Members - T Carroll*, A Cronnelly*, A Fair*, K Hughes*, C Lyall*, S Linklater, L Harris, K McCarthy, C Allen J Horne, M Matthews, P Gibbs, R Scoular.

The names of the present council members are stated above.

Messrs JK Lines, D Hickling, R Atherton, S Hastings and Ms A Kenny all served throughout the year until they retired from council in December 1992.

* These council members served from 1st July 1992 and were re-elected at the Annual General Meeting in January 1993. Ms D Clouting is a co-opted member and was appointed by Council. All other present members of council were elected at the Annual General Meeting.

Principal activities and review of the year

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

These accounts reflect the results of a twelve month period in contrast to fifteen months for the prior period due to the change in accounting year end. They show a respectable result in spite of a drop in income. This has been due to the strenuous efforts of the Office and Council to reduce costs. This has enabled us to recoup the losses of past years on the magazine and to cover the increase in insurance premiums to members imposed by our insurers in March. We also hope that these reserves will protect us somewhat from the drop off in student numbers in the current year and resulting reduction in income.

During 1992/1993 £5,000 was advanced as loans to centres as part of our ongoing commitment to the development of the sport at club level.

Auditors

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

On behalf of Council: D Clouting, Treasurer,
Wharf Way, Glen Parva, Leicester, LE2 9TF
7th September 1993

I

AUDITORS REPORT TO THE MEMBERS OF BRITISH PARACHUTE ASSOCIATION LIMITED

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

In our opinion, the accounts, give a true and fair view of the state of the Association's affairs at 30th June 1993 and of its result for the year then ended and have been properly prepared in accordance with the Companies Act 1985.

HAWSONS, Chartered Accountants, Registered Auditor,
Northampton, 7th September 1993

II

EXPENDITURE CONTINUED	NOTE	£	£	£	£
		12 months to 30 June 1993	15 months to 30 June 1992		
BROUGHT FORWARD FROM PAGE III		127,589	186,256		
Competition costs:					
World Championships					
Classics	12,338	-	-		
Relative Work	-	15,547	-		
Canopy Relative Work	22,376	-	-		
World Cup	-	394	-		
Training	4,903	-	-		
National Championships		314	259		
Sundry Competition costs	2,317	4,318	-		
IPC Conference	1,948	1,376	-		
Other Conferences	-	300	-		
Operating costs	4	10,660	17,847		
Staff costs	5	17,658	22,174		
		72,514	62,215		
Public relations:					
Cost of shop sales	9,730	8,577	-		
Public relations	1,432	1,541	-		
Operating costs	4	5,016	8,398		
Staff costs	5	8,310	10,435		
		24,488	28,951		
Access, Participation and Retention:					
Magazine	49,512	75,112	-		
(Recoveries) / costs on magazine	(2,737)	3,448	-		
Insurance	83,650	133,425	-		
Operating costs	4	3,762	6,299		
Staff costs	5	6,232	7,826		
Regional competitions	1,665	2,059	-		
Sundry meeting expenses	-	1,333	-		
		142,084	229,502		
TOTAL EXPENDITURE		£366,675	£506,924		
SURPLUS FOR THE FINANCIAL YEAR		£44,823	£40,085		

STATEMENT OF TOTAL RECOGNISED GAINS AND LOSSES

The surplus for the year is £44,823 (1992: £40,085).

IV

INCOME AND EXPENDITURE ACCOUNT

For the period ended 30th June 1993

	NOTE	£	£	£	£
		12 months to 30 June 1993	15 months to 30 June 1992		
INCOME					
Members subscriptions	1	156,408	191,329		
Members insurance		82,182	145,688		
Shop sales		8,021	12,736		
Magazine subscriptions	45,304	-	48,426		
Magazine advertising	-	-	4,351		
		45,304	52,777		
Coaching income		2,617	5,578		
Other income		7,016	6,157		
Interest receivable	2	7,807	8,593		
Credit card commission receivable		3,843	5,341		
		313,198	428,199		
Sports Council grants	3	98,300	118,810		
TOTAL INCOME		£411,498	£547,009		
EXPENDITURE					
Safety:					
Development management	1,362	5,974	-		
Travel and subsistence	3,366	1,164	-		
Boards of enquiry	-	708	-		
Operating costs	4	20,066	33,593		
Staff costs	5	33,239	41,738		
		58,033	83,177		
Coaching:					
Courses	4,454	14,606	-		
Travel and subsistence	2,824	1,310	-		
Development	644	61	-		
Operating costs	4	23,201	38,842		
Staff costs	5	38,433	48,260		
		69,556	103,079		
CARRIED FORWARD TO PAGE IV		127,589	186,256		

III

BALANCE SHEET - 30th June 1993

	NOTE	£	£	£	£
		1993	1992		
FIXED ASSETS					
Tangible assets	6	103,358	97,911		
CURRENT ASSETS					
Stock	1	11,441	13,331		
Trade debtors		11,710	13,417		
Other debtors		5,136	4,901		
Prepayments		14,547	11,843		
Loans to clubs	7	26,121	32,352		
Cash at bank and in hand		221,975	165,585		
		290,930	241,429		
CREDITORS - amounts falling due within one year					
Trade creditors	5,947	9,061	-		
Corporation Tax	2,602	2,866	-		
Taxation and Social Security	7,086	7,366	-		
Other creditors	59,796	55,981	-		
British Team Fund	2,420	1,636	-		
Accruals	795	5,410	-		
Subscriptions in advance	55,457	54,977	-		
Members Insurance Provision	13,319	-	-		
		147,422	137,297		
NET CURRENT ASSETS		143,508	104,132		
TOTAL ASSETS LESS CURRENT LIABILITIES		£246,866	£202,043		
ACCUMULATED FUND					
Balance at 1st July 1992		202,043	161,958		
Surplus for the year		44,823	40,085		
		£246,866	£202,043		

Approved by Council on 7th September 1993 - RG Card - Chairman,

D Clouting - Treasurer

V

BRITISH PARACHUTE ASSOCIATION LIMITED

NOTES TO THE ACCOUNTS

1. ACCOUNTING POLICIES

a. The accounts are prepared under the historical cost convention.

b. No depreciation is provided on Freehold Land and Buildings. The Association maintains its property to a high standard and any depreciation would, in the opinion of council, be immaterial.

Depreciation is charged on the cost of other tangible fixed assets net of grants received, so as to write them off, over their estimated useful lives in equal instalments at the following annual rates:-

Office fixtures - 20%
Office equipment - 25%
Exhibition equipment - 25%
Training equipment - Various rates between 20% and 50%

c. All leases are 'operating leases' and the relevant annual rentals are charged wholly to the income and expenditure account.

d. Stock is valued at the lower of cost and net realisable value.

e. Annual membership subscriptions are brought into account only when received, whilst temporary memberships are brought into account on a receivable basis.

f. Corporation tax is provided for at current rates of tax on taxable investment income.

g. Grants received from The Sports Council are dealt with as follows:

i. Grants relating to specific capital expenditure of a material nature are set against the cost of the assets purchased.

ii. Grants relating to specific revenue expenditure are matched with expenditure when it is incurred.

h. The pension scheme is a defined contribution scheme and payments are charged to the income and expenditure account when paid.

	12 months to 30 June 1993 £	15 months to 30 June 1992 £
2. INTEREST RECEIVABLE		
Gross interest received	10,409	11,459
Provision for Corporation Tax at 25%	(2,602)	(2,866)
	£7,807	£8,593

VI

5. STAFF COSTS

	12 months to 30 June 1993 £	15 months to 30 June 1992 £
Wages and salaries	90,238	114,936
Social Security costs	9,041	11,175
Pension contributions	3,102	3,094
Health insurance	1,491	1,228
	£103,872	£130,433

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

	%	£	£
Safety	32	33,239	41,738
Coaching	37	38,433	48,260
Competitions	17	17,658	22,174
Public Relations	8	8,310	10,435
Access, Participation and Retention	6	6,232	7,826
	100	£103,872	£130,433

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

	Freehold Land & Buildings	Office Fixtures & Equipment	Training & Exhibition Equipment	Total
6. TANGIBLE FIXED ASSETS				
COST:	£	£	£	£
At 1st July 1992	92,100	44,532	18,748	155,380
Additions	-	13,087	-	13,087
Disposals	-	(7,836)	-	(7,836)
At 30th June 1993	92,100	49,783	18,748	160,631
DEPRECIATION:				
At 1st July 1992	-	40,409	17,060	57,469
Charge for year	-	6,405	1,235	7,640
Disposals	-	(7,836)	-	(7,836)
At 30th June 1993	-	38,978	18,295	57,273
NET BOOK VALUE:				
At 30th June 1993	92,100	10,805	453	103,358
At 30th June 1992	92,100	4,123	1,688	97,911

VIII

3. SPORTS COUNCIL GRANTS

	12 months to 30 June 1993 £	15 months to 30 June 1992 £
Grant received in respect of:-		
Safety	23,375	29,219
Coaching	25,245	31,556
Competitions	32,725	40,906
Public Relations	4,675	5,844
Access, Participation and Retention	7,480	9,350
Other Grants	4,800	1,935
	£98,300	£118,810

Income and Expenditure Account

	£	£
4. OPERATING COSTS		
Rates, heat and light	6,284	8,358
Depreciation of fixed assets	7,640	11,678
Staff and council expenses	4,427	8,881
Postage	6,655	9,831
Telephone and Fax	3,512	5,459
Printing and Stationery	7,829	12,829
General expenses	2,144	3,993
Hire of office equipment - operating leases	4,443	7,237
Audit and accountancy	2,300	4,600
Insurance	2,136	2,730
Legal and professional	782	9,996
Staff recruitment costs	-	390
Subscriptions	3,479	3,747
Bank charges	1,329	3,273
Credit card commissions	1,736	2,033
Bad and doubtful debts	150	1,700
General meetings	1,785	1,798
Repairs and renewals	1,461	1,222
Computer expenses	3,337	5,224
Office cleaning	1,276	-
	£62,705	£104,979

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

	%	£	£
Safety	32	20,066	33,593
Coaching	37	23,201	38,842
Competitions	17	10,660	17,847
Public Relations	8	5,016	8,398
Access, Participation and Retention	6	3,762	6,299
	100	£62,705	£104,979

VII

7. LOAN ACCOUNTS

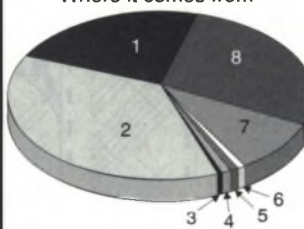
	Rates of Interest	Due for repayment by:	1993 £	1992 £
Swansea Parachute Club	5%	May 1992	-	246
Border Venture Parachute Club	5%	Aug 1993	446	1,162
Border Venture Parachute Club	5%	Jan 1994	1,161	2,111
Cornwall Parachute Club	5%	Mar. 1993	-	1,500
A G Knight	5%	Nov 1996	13,667	17,667
Flying Tigers Skydiving Centre	5%	Feb 1997	2,521	4,666
Midland Parachute Centre	5%	Aug 1997	8,326	5,000
			£26,121	£32,352
Due for repayment within one year			7,691	10,079
Due for repayment after one year			18,430	22,273
			£26,121	£32,352

8. LEASING COMMITMENTS

Annual commitments under non-cancellable operating leases are:

	Office Equipment 1993 £	Equipment 1992 £
Operating expenses which expire: In the second to fifth year	£1,556	£7,076

INCOME
Where it comes from



- 1) 20% - Membership Insurance
- 2) 38% - Membership Subscriptions
- 3) 1% - Credit Card
- 4) 2% - Other
- 5) 2% - Interest
- 6) 2% - Shop
- 7) 11% - Magazine Subscriptions
- 8) 24% - Sports Council

EXPENDITURE
Where it goes



- 1) 19% - Coaching
- 2) 7% - Public Relations
- 3) 23% - Members Insurance
- 4) 13% - Magazine
- 5) 16% - Safety
- 6) 20% - Competitions
- 7) 2% - Other

IX

Kit News

FIRST CYPRES SAVE IN RUSSIA

On the 12th August a skydiver was saved by a Cypres in Russia, the first in

that country. The incident happened in Barki, 150 north of Moscow.

The skydiver, a 46 year old graduate from the Russian AFF course last year, cut away from a malfunction on his 96th jump. Whilst trying to pull the reserve handle he became violently unstable. He continued attempting to pull the handle until the CYPRES fired and opened his reserve container. Despite the fact that he was tumbling head over heels as the CYPRES fired he was still under a fully developed reserve by 500ft. This

is the seventh CYPRES save so far this year. They have been in Germany (3), USA, France (2) and Russia.

PHOENIX DZ SHOP

Phoenix Parachute Sales and Services is now open at the Phoenix/Z-Hills Parachute Centre. The store is being managed by Jake Brake and it offers a complete line of equipment by all major manufacturers as well as a full service rigging loft. The store is owned by George and Betty Kabeller.

SAFETY INFORMATION

TAIL STRIKE INCIDENT

A 'tail strike' incident took place during the British National Canopy Formation Championships. The NSCOs report on the incident suggests that the Pilots were flying outside the limitations of the aircraft flight manual supplement: ie too fast. Although officially the pilots take the rap, it was acknowledged that the jumpers have been putting pressure on the pilots to give them faster run-in speeds. It is unfair of competitors to put them in this difficult position. Competitors – please take note!

RIPCORDER/CUTAWAY CABLE MAINTENANCE

Parachutists are reminded of the importance of checking and maintaining their ripcords and cut-a-way cables.

A fatal 'Tandem' accident has occurred where a well used and worn 'drogue release' (Plastic/Teflon covered ripcord) with a crack in the coating, contributed to the main parachute not being operated.

TANDEM EQUIPMENT

At an extraordinary Safety and Training Committee (STC) Meeting held on the 5th August 1993, it was decided that: 'With immediate effect all Tandem Equipment must be fitted with an operational Automatic Activation Device (AAD) specifically designed for Tandem Equipment. The AAD may only be fitted by persons approved by the AAD manufacturer'.

Tony Butler (Technical Officer)

1. CUT-AWAY PAD CABLE HOUSINGS

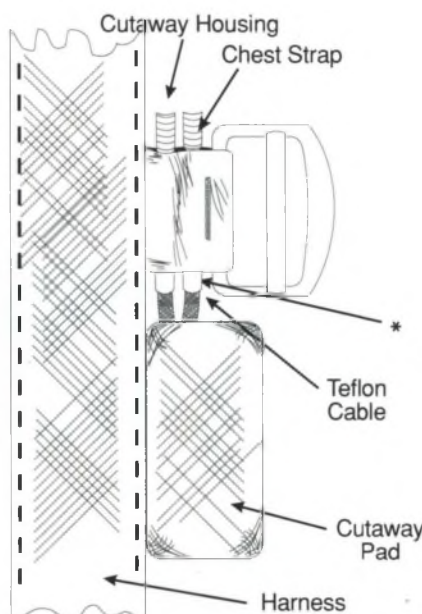
The BPA has been informed of a number of cut-away Teflon cables that are being damaged by a poor finish to the inside of the cable housing near to the cut-away pad*. Which and result in a hard pull. Parachutists should check their housings to ensure that the ends (inside and out) are smooth.*

TSE ONE PIN TEAR DROP CONTAINERS

Reserve Premature Deployment

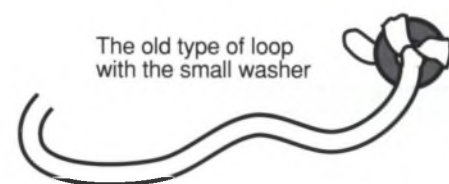
It has been brought to our attention that there has been a number of premature reserve deployments on TSE One Pin Tear Drop Containers, caused through the reserve closure loop being severed.

Containers with the "old type" washers and loops should be changed to the updated type.



It was noted that on a number of containers, the closure loop had signs of wear near where it passes through a grommet on the metal 'pop top' plate, this may have occurred during the packing. It is therefore recommended that the closure loop is renewed at each repack.

On inspection of older Tear Drop 1 Pin with the small washers on the reserve loop. It has come to our attention that excess wear was occurring around the small washers. It



was therefore decided to change these loops for the Cypres type.

The Cypres Type of loop



The changing of the loops does not require a reserve re-pack, but must be carried out by a qualified person.

For your new loops please call Thomas Sports Equipment Limited on 0262 678299 or Fax on 0262 602063. A new loop will be sent the same day at no cost.

For any further information please do not hesitate to call.

Insurance



TRAVEL INSURANCE FOR PARACHUTISTS

Judging by the number of enquiries that come in to the BPA office, more members than ever are taking parachuting holidays abroad, particularly during the winter months. We are regularly asked to give advice as to the best insurance scheme to provide the widest range of cover that includes participation in parachuting.

Several insurance companies market 'activity' packages. These usually combine the type of cover provided by a standard travel insurance policy, extended to take into account parachuting risk in respect of third party liability, personal accident and medical cover, and, in some cases, the insurance of parachuting equipment.

The sums insured in the various categories do vary from company to company, as do the premiums, so it is advisable to study various schemes before making a decision.

How many of us take the time to read the small print relating to the terms and conditions of insurance in a travel policy? Not many of us I am sure. The policy comes to us tucked inside a folder with the flight tickets, and we go off in blissful ignorance, assuming that everything is in order.

Recent events have brought home to us just how dangerous this practice can be, and prompted the BPA to carry out an investigation into the variations in terms and conditions laid out in the three most commonly used travel insurance schemes for parachutists.

It proved to be a complicated exercise, as no two companies express their conditions in exactly the same way. Suffice it to say that, out of this investigation have come several important points that members should be aware of when considering the most appropriate insurance to arrange:

1. If you are holidaying and jumping in the USA, remember that your BPA third party insurance cover is not valid there. Check that the activity insurance policy that you are considering includes personal liability when parachuting.

2. If you happen to be a full-time parachute instructor, there should

not be a problem if you just intend to enjoy a parachuting holiday. If however, you will be instructing abroad, for which you may receive any payment, then certain sections of your insurance policy may be invalid, as you would undoubtedly be classed as a 'professional' for insurance purposes.

3. Some specialised activity insurance policies specifically exclude cover for parachuting equipment under their Baggage Insurance sections.

4. Consider the adequacy of the sums insured under the various sections, particularly those relating to personal accident and medical cover. If you had the misfortune to be injured whilst parachuting in the USA for example, medical and repatriation costs can be pretty horrendous.

5. Do bear in mind that the more jumps you make, the greater is the risk that the insurance company are bearing. We have not found a single insurance proposal form that asks for a declaration as to the frequency of participation in a 'risk' activity during the period of cover required.

However, we know of a recent case involving a BPA member injured whilst team training in the USA, whose insurance validity was being seriously questioned because of failure to declare the number of jumps that the team were intending to do during the period of cover, even though this information was not specifically sought.

Every policy that we have seen contains a **Material Facts** condition, which is often contained in the declaration that the applicant signs when submitting a proposal form.

A Material Fact is "a fact likely to influence the insurance company in the acceptance or assessment of the insurance" If you are

in doubt as to whether a fact is "material" then for your own protection, we strongly recommend that it should be disclosed:

a. Declare if you are a professional parachutist, but specify if you are holidaying or instructing during the period of cover.

b. Declare the approximate number of jumps that you intend to do.

c. Declare ANYTHING ELSE that you feel it is important that the insurance company should know.

It is better that the insurer has the chance to declare his hand in advance, rather than at a later date when you may have had a problem!

If you need some preliminary help with regard to travel insurance for parachutists, then contact the BPA office. We do not profess to be experts on the subject, but we do have various proposal forms and specimen terms and conditions of insurance that we can provide you with to study in advance of your application. Any specific information regarding a particular policy should then be obtained direct from the insurance company or their agents.

David Oddy



s A F F ari Excursions

The alternative skydiving adventure

£1500 secures you:

- 10 days at a private drop zone/game ranch in Southern Africa
- internationally experienced instructors will guide you through level 1-8 AFF (equivalent to BPA Cat 8)
- return airfare and airport transfers
- evening game viewing with 'sundowners' at private game ranch
- cultural evenings and all the fun and sun you can handle!
- state of the art equipment

What are you waiting for?

Slots are limited and will be secured on a first come, first serve basis. Complete your AFF course and have a superb holiday at the same time.

For an information pack telephone 0622 891292



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), 1 st 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 seven days a week. S/L Square, Tandem & AFF. Rounds available for visiting jumpers. WARP, CRW & accuracy coaching, accuracy pit and electronic read out. Student conversion from S/L round to square courses. Cessna 206, video, canteen, shower and toilets. Inexpensive local accommodation. Visitors very welcome, friendly atmosphere. Aircrew full rigging facility - with advanced rigger.

Contact: Dave or Nick Johnston

East Leys Farm

Grindale

Bridlington

East Yorkshire YO16 4YB

Tel: 0262 677367 / 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 lakeland scenery, RW, CRW, WARP, Kit Hire, BN Islander, bunk house, showers etc. Camping on airfield, visitors welcome open weekends and bank holidays mostly.

North West Parachute Centre

Cark Airfield

Flookburgh

Nr Grange-Over-Sands

Cumbria

Tel: Airfield 05395 58672/58555

Tel: Weekdays 0772 720848

Oxon & Northants Parachute Centre

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

Stearns, 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

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
Cradwell
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	Salford University
Hallam University Sheffield	Southampton University
Hull University	South Bank University
Leeds University Union SPC	St Andrews University

BCPA C/O Douglas McLelland
TR 519 Great Western Road
Glasgow G12 8HN Tel: 041 357 4453
Douglas McLelland Chairman 1993/4

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

East Coast Parachute Centre

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

8 Burns Crescent
Chelmsford
Essex CM2 0TS
Tel: 0245 268772

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

Southern Skydivers

Complete range of skydiving training: AFF Tandem, RAPS, Progression training.

Operating out of Poole Dorset, and jumping with the APA facilities of one of the largest, safest and obstacle free drop zones in the UK.

Contact: Bob Scouler
Tel: 0202 672408

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
Mobile: 0831 569 605

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

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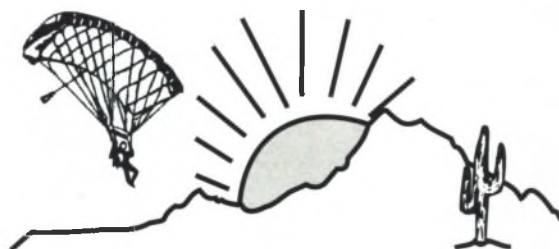
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0262 606725

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THE AIRCRAFT

Type	Time to 4,000m	Passengers
Super Otter	10 minutes	22
King Air	8 minutes	14
Twin Otter	15 minutes	22
DC-3	20 minutes	40

THE PRICE

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THE FACILITIES

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Nov 12-21	Canadian Invasion.	Mar 31-Apr 4	Easter Boogie.
Nov 25-28	Thanksgiving Boogie.	May 28-29	\$8 skydives.
Dec 24-Jan 3	Holiday Boogie.		

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