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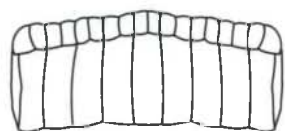
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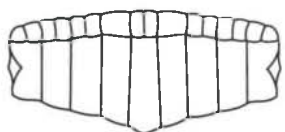
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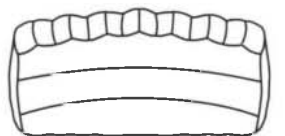
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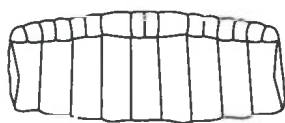
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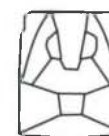
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April / May 1994

JOURNAL OF THE
BRITISH PARACHUTE ASSOCIATION
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C Contents

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REGULAR FEATURES

News:	4
The Word on the Street: <i>George Pilkington has his fridge to the tarmac</i>	5
Correspondence:	6
POPS Corner: <i>John Crowhurst the new POPS secretary introduces himself</i>	12
DZs Around the World:	18
<i>AFF at Mmabatho, South Africa by Russell Myles</i>	28
<i>Slovakia aeroclub - Czech Republic, by L Smrcek</i>	33
Video review <i>Over The Edge, reviewed by Katie</i> ...	28
Diary of events:	38
Classified adverts: <i>Check kit out</i>	39
Kit News: <i>Tandem news and Cypres saves</i>	41
Clubs and Centres: <i>The DZ directory</i>	46

BOOGIE ROUND UP

Malaysian Boogie <i>By Rob Colpus</i>	19
Easter Boogie <i>by Martin Evans</i>	22

COMPETITIONS

16-way meet at Netheravon <i>by 'Walter'</i>	31
---	----

READERS WRITE

Another Nova Tale <i>by Eddy 'S'</i>	9
Trip to Gap, France <i>With Adrenalin Adventures' Laurance Rose</i>	23
General Aviation Awareness Campaign <i>Phil Gibbs explains who they are and what they do</i> ..	42
Instructors Seminar <i>By Chris Allen</i>	44
Points of Order <i>How to run a meeting by Margaret Hacking</i>	44

COUNCIL MATTERS

High Performance Canopies <i>by John Hitchen</i> ...	10
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PHOTOS

Centre Spread	24
'Heads' <i>Skydivers bar in Florida by Colin Fitzmaurice</i>	40
Bowler hat <i>by Ian Ashpole</i>	40

Cover Photo: Patrick de Gayardon
by Bruno Brokken

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NEWS & EVENTS

IPSWICH PC TO STAY OPEN

Ipswich Parachute Centre is now in charge of operations at Ipswich Airport. As a result they have secured the safety of their club for at least another two years, and it is expected it could be longer.

ANDY PECKETT – SKYDIVER OF THE YEAR

Andy Peckett has been named 1993 skydiver of the year by Skydiving Magazine.

Andy earned the honour for his freefall rescue of an unconscious jumper at a French boogie last summer.

Andy was named skydiver of the year because of the extraordinary skydiving skills he demonstrated in saving the life of a fellow jumper. Anyone who has ever tried to catch another in a similar situation will attest to the difficulty of the feat.

PIA SYMPOSIUM

The parachute Industry Associations 3rd International Symposium is to be held at The Hyatt-Orlando, Kissimmee, Florida on March 22nd-27th 1995. It will host over 1,000

EDITORIAL

By even my own variable level of consistency in getting the magazine out, this one is well late. In fact, we could simply say the April/May issue did not happen, as you will be reading this in June. I apologise to members, and assure you that the downside of missing out on an issue will be made up for over summer. You will have a mag in July and August. I would also like to grovel to the staff at the BPA who field a lot of flak when the mag is late, and to advertisers.

Of course, to those who have contacted me directly, while I apologise and accept the criticisms, a few of you have adopted a tone which seems to suggest that you think I am an employee of the BPA who is failing to do a job for which he is amply paid. So (as most editor's have been heard to say many a time when under fire) I would like to remind those who do not know, that the editor's post is voluntary (ie unpaid) and he/she does the job on top of other commitments - please bear that in mind. BUT I would be doing the members a disservice if

I continued in the post knowing full well that I would not be able to devote the time and care that the magazine needs. I did consider stepping down but there was one small problem: by the time I realised I was going to have problems getting this mag out it was too late to hand over to anyone and have a hope of getting it before July! So I have had to soldier on. Not reluctantly though, I feel the mag has a lot of room for improvement and would prefer to hand it over when I have moulded it into the type of publication I feel it can and should be. So bear with me.

On page 45 you will see an ad for an editorial assistant, I feel that with some extra help I will be able to put into action some of the plans I have for the mag. so if you are in any way interested please get in touch.

Katie Warburg, who was (until this issue) the assistant editor has unfortunately felt obliged to resign because of increasing work commitments, so if anyone out there feels they would like to help please get in touch.

Ola

skydivers; manufacturers; skydiving instructors; riggers; hardware sup-

pliers and representatives from other parachute-related services.



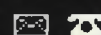
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TARGET SKYSPORTS RIGHT PHONE NUMBER!

The Hibaldstow DZ, has not received as many calls as they could have after last month's entry in WoTS, due to the wrong number given to you by me. Apologies to you and them! To refresh your memory they have a *Dornier Skyservant* with a massive side door, powered by *supercharged piston engines*. Get yourself UP, there! CALL 0532 505600 / 0652 648837 NOW!

AIRGAMES?

Pete Allum has drawn together what he believes to be a team capable of winning a medal at World level in the 4-way. He has chosen *Darryl Moran, Dave Smith and John McIver* from Mind Games. All the boys have 1500+, are exceptional skydivers and totally committed. Combined with Pete's fantastic coaching and skydiving ability they are sure to kick some Serious Boo. Watch out World...the Brits are a comin'!

EXOTIC SKY ADVENTURES

Those cool dudes who have forced you to give them all your dosh to go to the Zanzibar '92, Langkawi '93 and The Malaysia Skydive Safari Boogies, are BACK! They have a new name and all forthcoming boogies will be advertised under the *Exotic Sky Adventures* banner. The enthusiasm and skill of the management and load organisers is superb, and the strings that *Alexis Perry* can pull when he needs to are legendary! (Ask anyone from the last boogie!) So *Chill Out*, get your cheque books ready, and wait for the postman to deliver the "February '95 Exotic Event" details, coz they're coming... SOON.

HAMPSHIRE DZ, TO BE BORN SOON.

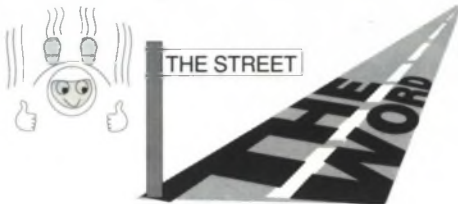
Martin Crossley is soon to be the proud farther of an all new DZ at Chilbolton, near Andover in Hampshire. Running under the guidance of CCI Chris Donaldson (ex Free Bird Skydiving). They will begin operations from mid May initially on an extended week end basis, then going full time. "We will start with a 206 or a Porter, and we have semi-confirmed the shipping in of a *Turbolet*. This is a sort of eastern bloc Twin Otter which carries 19 jumpers." Chris told WoTS. *Seagull Video Services* will be taking up residence and the centre will provide all types of parachuting courses. Good jump prices, covered packing areas, and all the essential services; BAR, bunks, food etc. Another DZ to go on the list of places to visit. For more details call Martin / Chris on 0264 860121 / 0733 236711.

ELOY AIRSPEED FORMS

A new team made up of four of the very best has formed in the desert of Arizona. The line up is most impressive, *Jack Jefferies, Kirk Verner* of Deland Vertical Speed (national champs), *Dan Brodsky-Chenfeild, Mark Kirkby* of Perris Airmoves, with *John Leming* as videoman. John McIver saw some video of them training when he was in the States, "They are truly awesome, I watched them do 70 points on one dive, it was mechanic'd, but 70 POINTS!" They are aiming for the '95 World Meet, taking in the Gap '94 World Cup on their way. Should kick Bulk Boo... Nuff Respect!

BRATISLAVA 240- WAY RECORD

U.S. skydiver *B J Worth* is organising an



attempt from August 13-19, 1994. Worth has selected 13 team captains from around the world, who will in turn personally select 18-20 jumpers each. Each team will build a segment of the formation, so if "The Team" is not performing then it will be benched, and team 13 will take its place. *Heavy Pressure!* This method gives the captain the **incentive** to select wisely (you're not kidding!). The captains are some of the hottest skydivers around, and if the Belgian 150 was anything to go by, the standard of all the skydivers will be phenomenal. Cost will be \$1000 plus travel, but you will get fed, watered housed, and given a jumpsuit and the World Record. Good luck to the Brits going and remember, It's out there....kick it!

BROWN DEVILS? YOU BET!

The Red Devils are currently on their pre season training camp in Cyprus. To them it is work, in reality it is chilling out in the sun and skydiving your ass off! Good Work if you can get it we say. They did a good job on "You Bet", screened at every skydiver's house care of ITV (29.3.94). And if Terry is to be believed, there are bigger and better You Bets to come.

FRIDGE FREEZER WELL COOL

The Cool & Groovy Fridge Co. launched it's attack on the World at a massive party on the 11th of March. Attended by some of the nation's coolest skydivers it was a night to remember. Guests were greeted by *Safe & Sound*, the bouncers, given a free hat and sent into the night club. 3000 watts of sound was used and abused by DJ's *Fuccio & Audio Terrorist*. At 11.00 pm the Fridges were presented to the public with Strobes, smoke, music and three **very sexy dancers**. *The Fridge* was received well by all present, and orders were taken. The party Rocked 'till 2.00am. Thanks to all who were there, and all who helped make this possible, you know who you are. Fridges are now available to be 'test driven' and we recommend you check them out for yourself. See the advert for details.

CLASSICS TEAM GETS COOL & GROOVY FOR WORLD MEET.

The British Style and Accuracy team are leaving the UK on May 7th for Cheng Du, China. They will be competing with approximately 50 other nations (300 competitors) for the 1994 Championship of The World. The team of 5 guys and a girl is lead by Dougie Young and sponsored by Infoplan International Public Relations. Based at Netheravon they have been training hard, and in the quest for speed the team are using new "Super Slick" suits, (very similar to those worn by *luge* bobsleigh pilots) and Fridges from the Cool & Groovy Fridge Co. "The suit is skin tight and very smooth. The Fridge is the best looking, most comfortable helmet I've ever seen, and with

the custom air-brush finish, we should blow the others away!" Dougie told WoTS. Psychological advantage too? Could be! Look Good, Feel Good, Go for IT!

BELGIAN GETS HOLE IN HEAD

Belgian skydiver Geert Dhiete landed from a skydive at Morselle Parachute Centre, with a nasty gash on his head. He received this on exit from an Antonov 28. Geert was launching a meeca formation when he struck the door. Blood went all over his goggles and he was very dazed, although not unconscious. His team mates kept hold of him and deployed his canopy. All this happened on the W/E of April the 1st.

CV'S ROLLING IN

CV's for the British record attempt being put together by George & Darryl, are coming in fast and furiously. At the time of writing there is not anything new to tell you, but as soon as there is you will hear! So send in your CV, otherwise you will miss out on all the FUN!!! (Best CV, The Flying Eddies. Respect dudes.)

TSE'S NEW BABY TEAR DROP

TSE are about to unveil the very latest in state of the art small rigs. At this point the details are very sketchy, but Chris told WoTS that it is very *sexy*, very *small* and available very *soon*. It will take a BT Pro 120 and an equivalent reserve. Watch out for the full colour advert coming soon or call 0262 678299 for details.

MORSELE CANOPY RAPI!

A local 4-way team was making a training jump when 2 of the members were involved in a wrap on opening. The top guy had his mates canopy wrapped around his legs. The lower man chopped, and safely deployed his reserve. The top jumper then proceeded to chop himself (one chop, we all chop, chop?) unfortunately he had a Stevens lanyard attached which, very nicely deployed his reserve for him as he fell into the crap left by his mate! The reserve pilot chute became entangled in the said crap. The free bag was extracted by the bridal and the reserve deployed very, very low. He landed/hit with 3 to 4 cells of his Swift reserve inflated. Nice one, take it to the Streets!

SKYDIVE UNIVERSITY RATING COURSE

The Skydive University school of FS instructors is coming to the UK. A course will be run to train jumpers in the arts of good organising. It will take place from the 6th to the 10th of June. WoTS apologises for the lack of info, but please call Chris Allen of the Red Devils on 0252 349240/33126 for full details. (See page 44.)

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** (tel & fax)....NOW!

Compiled by George Pilkington

CORRESPONDENCE

MEDICAL CHECKS

Dear Ola

I share Mal Harrison's misgivings about medicals for the older jumper (SP Feb 94). It is easy to be emotional when fit and faced with a £48.50 bill to confirm the obvious, but looking at the situation calmly, Dr Carter is right. There is a potential problem. The difficulty is that relying solely on medicals to provide an effective safety net requires full medical examinations carried out on a frequent basis by doctors with specialist parachuting knowledge. The current regulations fall far short on all three counts, most crucially in the examinations themselves. If you read the medical certificate carefully, nowhere does it ask for any medical examination or even tests. All that is required is that any doctor reads the notes and expresses an opinion – a rubber stamp operation. This safety net has holes big enough for a Hercules to fly through.

So, if the current rules aren't working, why isn't SP full of reports of incidents involving geriatric skydivers? I believe there is an inherent self-regulating mechanism. The typical older jumper is mature and experienced, often very experienced. The macho poseur skygod image has long been abandoned in favour of jumping for the sheer PLEASURE that it brings. This has two consequences. Firstly, if any medical condition starts to appear that threatens the continuance of that pleasure, the older jumper is motivated, unprompted, to seek medical advice and treatment out of self-interest. Secondly, as one's faculties decline, the more ambitious jumps will increasingly become foul-ups causing dissatisfaction not pleasure. The tendency will be towards enjoying performing well in the less demanding areas of the sport. You recognise the changed limitations and stay within them. Those that try to exceed their capabilities soon find themselves without jump partners and the subject of some quiet but firm words from the CCI.

This self-regulation cannot however cater for the sudden attack that comes without any prior warning such as a stroke, but for the regular jumper conditioned to altitude, skydiving is relaxed with little stress. It would be exceptionally rare for so sudden and calamitous a condition to arise in freefall that the canopy couldn't be deployed. This is a tiny risk.

So I suggest to STC; keep the declaration of fitness, but make it annual for everybody and supply comprehensive medical notes for jumpers and doctors alike. The better informed we are, the more responsibly we can act.

Retain medical checks for the older novice jumper, but ensure they are examinations not rubber stamp operations.

Introduce medical examinations for older jumpers before resumption after any significant break in jumping (or after a period of infrequent jumping). Then, for the bulk of the active membership, the regular jumpers, by all means make us medically aware and encourage us to take advice, but scrap the current ineffective scheme and leave the jumpers to be their own judges and juries. That is the one scheme that can be really effective and that is what matters.

Yours thoughtfully

Roger Bird D5864 Decrepit packing machine

CANADA HI

Dear Ola

Happy New Year & Greetings from Canada. Just a quick note to say hi to all my friends around the British DZ's. Particularly to the folks down at Weston on the Green.

Have done very little skydiving in the three and a half months that I've been here, the weather at this time of year is just as dreary as the U.K. I have managed a couple though at the DZ's at Abbotsford and Pitts Meadows (who put the RAFSPA sticker in the twin beech). They do tell me though, that there are lots of long, hot, clear days in the summer. So looking forward to plenty of action soon. In the meantime, I guess I'll just stick to the skiing (it's a tough job but someone's

gotta do it).

I shall be paying frequent visits to the U.K. & am hoping to see you all in April.

It would be great to hear from anyone back home. I can be contacted at: #102 157 Esquimalt Avenue West Vancouver B.C. V7V 1R4 Canada Tel: (604) 9267471 Blue Skies

Brad Daws D9404

RAPA

Dear Ola

A letter of thanks to RAPA, for putting up with me over Easter – I went for 10 days and managed 18 jumps, most from altitude and just wanted to let the membership who have not been out there – whatever cat, they are at – to give it a try.

It's the ultimate in DZ's – it's got absolutely everything and then some. It's friendly, well run and safe. It has a bunkhouse, camping and showers you have to use to believe, a kit store that looks like Aladdin's Cave, a rigging shop almost as big as Nethers, an admin block, that most provincial airports cannot boast, excellent training facilities, I could go on and on. There really have been changes since I was last there 14 years ago and along with Major McNeish and CCI WO2 Nick Harrison, Senior Staff Gerry, Paul, Mac, Taff, Bill and Bish and of course Ted! – Steve, Pete, Gordi, Chris – Tomo, Robbo, Danny Tadge and Woody. And Pilots – Ian, Pat, Ali, and would you believe Ray Ellis, now with lots of tubing hours! They all went out of their way to make my parachuting one of the best.

And don't forget the RAPA meet 24th-30th of July. See you all out there. And Ola could I thank Phil Bell for his report on the Cyprus Champs last year but I found him remiss in not reporting, that three of his club members came 3rd in the 4-way competition behind .25 and JSPC (N) That was older not wiser with Don and Dorcas Naismith and Phil Roberts, all of whom put in a lot of work behind the scenes. The fact that I was the 4th member has absolutely nothing to do with my mild reproach.

Thanks again Phil for all the work you do.

Barry Joss (Wing Walker) D3785

Appologies for any spelling errors – your letter was hard to read in places... Ed

RAPA NEWS

Dear Editor

News from RAPA – 30th Anniversary year – 1964-1994

A very happy new year to all BPA members from all at RAPA. This is an exciting year for us here being the 30th anniversary. A year we hope will have lots of blue skies and many visitors to the centre.

We are already into our new season's courses and the numbers attending are encouraging.

April 2nd – 4th is the Easter Meet and a fun meet to bring all those warm weather jumpers out of hibernation, rumour has it – the beer is free on the night of the 3rd for all competitors.

Thoughts then turn to the 30th RAPA Championships on 23rd – 30th July. The Twin Otter is on line for the 16-way and 8-way speed and we have three Turbine Islanders as back-up and for use throughout the championships. Lots of entertainment has been arranged for the evenings, so do join us if you can. A coach is on standby to bring jumpers from the UK – picking up from Netheravon and Dover. The cost is £55 return. Travel in luxury both ways with no driving worries, but do book early because seats are limited.

The Centre will offer three meals a day on site and you can caravan, tent or bunk room it for the duration of the competition.

We have a new restaurant that offers three meals a day seven days a week and with the bunk room facilities it is an excellent venue to consider team training. Team rates are offered and a free slot is available for your

videoman so if you are considering a training camp we would love to see you. Our facilities are second to none. All of this is of course backed up with the two Turbine Islanders offering rapid delivery to 12,000ft.

This is all for now from RAPA, hope to see you at the Easter Fun Meet, RAPA '94 or on a training camp a warm welcome awaits you all.

Best wishes and blue skies for 94

Stewart McNeish

Tel: 01049 5254 822378/2740

Fax: 01049 5254 87456

BE PREPARED

Dear Ola

Just to reiterate the point made by Martyn Braund about travel insurance in the Feb '94 mag.

On planning a trip to Avignon, I was persuaded by his article and by a friend to take out a policy. West Mercia did a good deal £23 for 11 days cover. After being there a week a lapse in concentration on my 199th jump put me in hospital with a pelvis that was fractured in three places and a bank manager who was grateful I was insured. I spent three days in the local hospital, in a private room, being given drugs not knowing what they were for, as I was unable to speak the language. Eventually two nurses were found who spoke a little English and we were able to roughly understand each other, which improved the situation a little. When informed of the situation, the insurance company were superb, they sorted out everything, from arranging a stretcher repatriation with an English speaking male nurse (damn, damn) escort, to making sure there was an ambulance waiting at Manchester airport to take me to hospital. Had I not taken the extra insurance, I dread to think what the cost would have been. So it doesn't matter if you have 10 jumps or 10,000 jumps, if you are skydiving abroad and an accident happens, unless you are insured you'll end up with a hefty medical bill to pay.

On a lighter note, many thanks to Penny and Lucy for sorting everything out at the hospital, Geoff, Trev and Jan for looking after my kit and everyone else who helped. I hope to get back into the sport later on in the year and get that elusive 200th jump.

Blue skies forever

Carl O'Mara C (well nearly 'D') 10479

MAJOR PARTY

Dear Ola,

Since my home club has closed and its members are widely scattered, there is going to be a seriously major housewarming /skydiving/ birthday /wedding /christening combined party this summer. I would be terribly grateful if you could find a corner of the mag to pass on my new address: 2 Primrose Close Cowbridge South Glamorgan CF7 7DZ (Ya gotta love the postcode!) (0446) 774624, and ask old Swansea jumpers who know me to get in touch.

Fanks dood

Chris

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SKYDIVE CITY

Dear Ola

After suffering from the bad weather in the UK over the winter months, jumping on very few occasions from September through February, (and when jumping accepting low altitude and scrappy dives) I did begin to wonder whether there was any future in the sport for somebody like myself, Cat 10, 160 jumps.

Catch 22 has caught up on me. Not current or good enough to gain further skills with either large formations or many point 3 or 4-ways, and no weather to do it in.

It was for this reason I recently went to Skydive City in Florida to really try to improve my skydiving and boost my moral with the sport.

Skydive City is the ideal place for people like myself to really learn to skydive. Although I only went for a week, within days I found myself learning so much about the sport, from experienced load organisers, flying to a standard I never thought possible. An invitation to join a 32-way was one of many highlights, as well as double figure 4 and 8-ways.

This sort of skydiving cannot easily be found in England, except at Boogies, where skygods (of which I am not) are too busy competing in 20-way competitions to jump with the likes of me.

The staff were very receptive to British jumpers and Gareth Holder, the chief load organiser (British himself) organised a most memorable 20-way for my 200th jump when I leapt into 'Frapp hat City'.

For me jumping throughout the winter will be a thing of the past, saving all my pennies for another trip to Skydive City next Spring, as 40 jumps in one week in lovely surroundings is more appealing than hanging around a cold drop zone all winter for 20-30 jumps. I would recommend Skydive City to anybody.

Blue skies

Jose Luis Fowler D9902

INFLATION

Dear Ola,

I have just received my mag & renewal form with yet another price increase which will no doubt be accredited to insurance costs. So yet again the membership has to carry a 30% increase to cover insurance claims made mainly by students.

I also hear that Langar is being sued over the tandem fatality and that the claim is in order of £500,000 which will lead to another substantial increase next year. I really feel this situation must be addressed by council and these increases carried by the commercial centres making the claims.

I also read in the minutes that Dave Hickling is being sent a letter reminding him of his responsibilities as CCI, can this really be right?

Lyn George was castigated by the BPA, his ratings suspended and charged with manslaughter for using a piece of 'non approved' equipment on his Drop zone. Is there any difference between Mr Hickling and his non approved handle that makes the treatment of these two cases so radically different?

I hope that the BPA will review this case and take appropriate action.

Yours Sincerely

Jim Pescod D8066

ADVENTURES

Dear Ola,

A few months ago I read in the SP with great interest about Air Adventures - Clewiston, Florida. It was because of that article I decided to do my next training camp there in January this year which was great.

Thanks,

Roy Ritter, (Israel) D10170

DIVER

Dear Ed

In addition to being a BPA member, I am also a member of BSAC (British Sub Aqua Club). Sub aqua diving is regarded as a more dangerous sport than skydiving. The BSAC organisation covers me for 1 million pounds insurance and it sends me a magazine every month (12 copies a year). I find this magazine very informative with much more material than Sport Parachutist. But how much does this all cost me I hear you ask? Surprisingly less than half the price of my BPA membership. At £23, I find this service good value for money, but find myself wondering why on earth it costs so much to join the BPA and receive a lesser service.

Please can you justify to me the price I must pay to skydive and could you also find out why BSAC runs so much better than the BPA for considerably less money.

Yours faithfully

Gary Smith D7231



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Another NovaTale

It was with a degree of alarm and some personal dismay that I monitored the "back and forth" of recent safety bulletins and readers letters, concerning Glide Path International and in particular the Nova main canopy.

My written response to the situation involving those, or friends and families of those injured or worse, while using GPI equipment, is in no way intended to mock or disrespect these tragedies.

I do however, direct my comments now, to the PRO(UK) of GPI Mr M Cooper D8776, and his letter "Nova Tale 2" in the Feb 94 issue of the mag.

I too have happily and safely put over 700 jumps on a GPI canopy, and have been thoroughly impressed by it's high performance, responsive, light control and precision landings. Until recently that is...

...While on a swan in Cyprus, at tax payers expense, over the Easter period 94, I suffered quite alarming handling form my equipment. The incident was fortunately captured on high speed film, by another skydiver who happened to be flying directly across my path on a lesser perform-



ance canopy (Johnathon 150). With no turbulence, or unusual met conditions in evidence, and with only the tameest of toggle input, I found myself dangling beneath what can only be described as a "bag of washing", as the photographs show. I was, however, able to reinflate my Nova 220 F111 (7 cell) with two smooth pumps on the brakes, but not before I'd dropped an alarming 50-70ft. Which, as you can well imagine, from 3,000ft, was a serious situation!!!

Since the incident, I am proud to admit that I have spread some wild and unfounded rumours. Not about GPI products, but about M Cooper. I know I'll struggle to tarnish his squeaky clean reputation at IPC, however, I'll try my best.

Eddy S. D9901

PS Only kidding Mick XXX

PPS What an excellent move by IPC... Buy only 750 jump tickets to 10k or more and you save enough to by a Cypres!!

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HIGH PERFORMANCE CANOPIES



Over the last few years there has been an increase in accidents involving high performance canopies, including several fatalities. Recently what could be termed 'ultra' high performance canopies, such as the Nova, Stiletto etc have featured more prominently in this type of accident.

In the past the greatest numbers of parachuting fatalities, world wide, have been attributed to 'no pull' or 'low pull' of the reserve canopy. We are now approaching the time when the greatest number of fatalities are likely to take place after the main canopy has fully opened, ie canopy collisions, canopies collapsing and low hook turns.

The International Parachuting Committee (IPC) of the Federation Aeronautique Internationale (FAI) are so concerned that they have issued the following statement:

"The IPC wishes to express its concern about the increasing number of fatalities and severe injuries in connection with the use of some high-speed parachute canopies, and considers that the present direction of canopy development may damage the sport of skydiving."

It is unlikely the manufacturers of high performance canopies are going to stop producing them, because they only produce what they believe their customers want. Therefore the customer needs to ensure that he or she buys the right canopy for his or her needs and learns how to handle that canopy correctly.

If your decision is to buy a high or 'ultra' high performance canopy, there are many things to consider, such as:

? Are you the right weight for the size of the canopy?

You may be too heavy or too light for a particular canopy.

? Do you normally jump at a drop zone which is affected by turbulence?

These type of canopies are more likely to be effected by weather conditions.

Before you actually buy a canopy, do some research. Ask skydivers who have good experience of high performance canopies, obtain as much information as you can from the manufacturers and certainly speak to your CCI, as he or she may have strong opinions as to which canopies he or she will allow you to use at the club or centre. Dealers and suppliers will not always necessarily give you the best advice. How often has a skydiver gone to a dealer and that dealer has advised that the perfect canopy for that person just happens to be the one he has on the shelf, only to find out at the drop zone that the CCI disagrees?

All skydivers before attempting to buy anything different should be aware of their own limitations. Manufacturers of high and 'ultra' high performance canopies generally have important information relating to their products, ie aerodynamics, the effects of toggle/riser input, maximum wing loading, the effects of turbulence, general flight and landing characteristics. It is important that you read the information specific to the canopy you intend buying, as the handling of one canopy that appears very similar to another could be different enough to be dangerous.

Once you have your new canopy, it is a good idea to make the first few jumps from a high altitude, this will give you the height and time to practice and become familiar with the canopy. One manufacturer recommends this should be from at least 10,000 ft, even if you have thousands of jumps, (remember to clear this with the CCI!).

Once you have practised with the canopy on your own, and start jumping with other skydivers again, it becomes even more important that there is adequate separation between you and them before you deploy your parachute, as they do not always open on heading and their speed, even with brakes on is quite high.

You are no longer just a skydiver landing under a parachute, you are now a pilot. As on all parachute descents, you must be vigilant for the entire journey to the ground. Because of the high speed and sensitivity of these canopies, skydivers have tended to become 'tunnel visioned' and have lost their awareness of others in the air and when landing.

Because of the high performance of these canopies CCIs might consider imposing flight patterns on their DZs similar to those at airports, be it a left hand or right hand circuit, depending on meteorological conditions, hazards etc.

This article is not to encourage or to discourage the use of high or ultra high performance canopies, but is just to point out that they could be dangerous if the skydiver is not fully aware of the canopy's or their own limitations.

John Hitchen (National Coach & Safety Officer)



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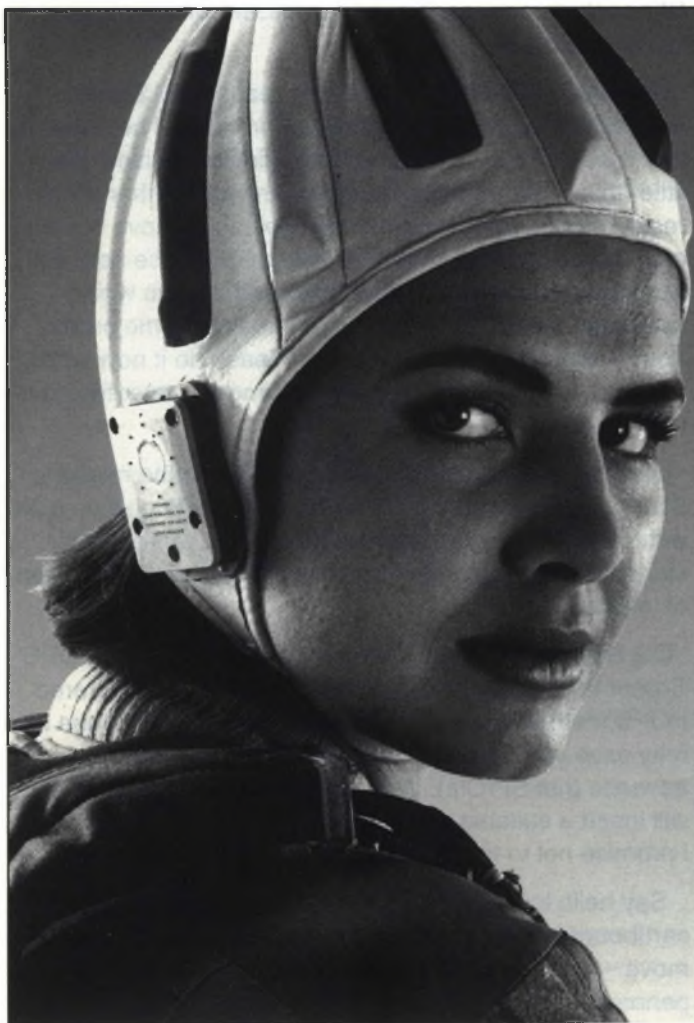
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PARACHUTISTS OVER PHORTY
SOCIETY

POPS CORNER

POPS CORNER

The POPS mini AGM took place at Leicester on 22nd January. Each year, it is better attended and this year was no exception. We owe a debt of thanks also to the BPA for so kindly donating space for our meeting, as well as such excellent facilities. Turnout was such that we were bursting through the door, and we would respectfully ask for even more space and more chairs next year if possible – after all, there are more and more skydivers over forty these days.

Musical chairs came to mind as TOP POP **Graham St Clair** rose to open the proceedings by presenting outgoing Hon. Sec. **Michael Allum** with a gift of a beautiful pen set and stand plus a hefty bottle of cognac, which went down well too, in recognition of his three years in the chair. We echo those thanks, **Michael**, and welcome you, as did **Graham**, to becoming our new TOP POP together with **Inger**, your dedicated 'Minder', for the next three years. As new TOP POP, **Michael** then rose to present **Graham** with the new Roll of Honour plaque upon which appears his name and those of his predecessors, '**Lofty**' **Thomas** and **John Cooke**. Thank you **Graham** for such long service as Honorary Secretary and more recently in the top spot. And thank you **Minnie St. Clair** for standing by your man so well throughout all those years, you did a great job of minding and we're glad you liked the flowers.

Like it or lump it you now have me as your Hon. Sec. for the three years to come, and beware of my minder, she's tough and don't mess with her, that's my advice! Her name is **Pauline**.

I would like to remind you once more of this year's meets, booked for 30th April/ 2nd May at Ipswich P.C., 2nd/3rd July at Weston on the Green and 27th/28th/29th August at BPS Langer. Please come, especially you newly enrolled POPS we've yet to meet. And those of you established members too who enjoy a friendly competition, a warm social gathering but who do not always show. Call me if you need further info. At the time of writing it has been

agreed in principle with **Roland Hilfiker**, Director of Centro de Paracaidismo, Ampuriabrava, that he will gladly host the next World POPS meet in 1995. Dates will be 26th to 29th September, so, get your diaries out now and book it. All you need to know about the centre and local facilities, if not familiar already, will be put together soon and made available on request (an SAE please to help the coffers!).

For those of you who have met and know TOP POP **Alicia Anderson** of the USA and **Pat Moorhead** (USPA Director), you will be happy to learn that both survived the Los Angeles earthquake and so did their home – 'but for a few cracks here and there' – says **Alicia**. **Alicia** confirms the '95 World Meet dates as good for them and expects at least 80 American participants plus followers.

Since Umatilla's meet is not long past, there'll be no overseas meet within the POPS UK programme for this year, but do not despair. If withdrawal symptoms begin to show, call **Michel Van Beirs** in Belgium. **Michel** can be contacted on 010 32 58 411468. As ex CCI of Moorsele and UK POPS 327, he cordially invites you on behalf of Belgian POPS to attend their meet at Moorsele 21/22/23rd May. A great DZ, first rate facilities and excellent social company. What more can you ask for? The strong possibility of a Skyvan perhaps? Registration is free, jump prices 700 BFr. (£14 approx.) for 13,000 ft. Briefing and inspection of kit Saturday 21/5 at 09.00, please note reserve repack is required every four months in Belgium. There is a barbecue on the Saturday and again on the Sunday evening at 300 BFr each person, each evening. **Michel** will be pleased to advise on B & B.

Numbers of POPS UK have now reached 612, and maintaining up to date records is a problem. The notion is that if we can up our income from added activities, just a little (this is not a profit making organisation), then as a result of good up to date records we can improve our lines of communication. In turn, this will uprate those activities and raise our profile. I should be grateful if you would complete, cut out and mail the form below to me pronto! You're about to be computerised. Please do it now whilst you're of a mind, it will help me enormously over the next three years.

Lifetime membership fee we agreed would be raised to £15.00. It has stood still for some time and is now on a par with other POPS groups elsewhere in the world. It will stand for three years and be reviewed at the next session of 'musical chairs'.

Ola Soyinka has kindly agreed to allow us to use POPS Corner for the sale of, or wanted kit, amongst registered POPS members only. A freebie, no charge, which one day may save you a quid or two. Just let me know well in advance (not SP/Ola). Wording to a minimum please and I will insert a suitable entry into the column. (Thank you Ola, I promise not to tear the arse out of it.)

Say hello to POPSHOP. Presently occupying several cardboard boxes, there are a few items it would be nice to move – shirts once £12 are now £9, ties now £4 and pennants are £6 – all roughly 25% off. If I can up the bank

Return to **John Crowhurst** with SAE at:
32 Colston Road
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London SW14 7PG

BPA No: POPS No: CAT/FAI:

Tel No: Date of Birth: No. of Jumps:

1st Jump Date: Club:

Regular Jumper Yes/No: Kit Type:

balance by a little it will go towards some updated clothing for future sale. How many of you will buy our proposed POPS Xmas cards? I promise they'll be good quality, relevant, a touch of humour and inexpensive. Advance orders, in terms of quantity only, are welcome so that I can gauge total numbers. POPSHOP will also run a simple raffle, for Xmas Hamper or money prizes, or kit if you prefer. More about this in the June SP. Consider for a moment that even if some are suffering diminishing incomes right now for one reason or another, we represent buying power, and a lobby not to be ignored. POPSHOP hopes to solicit better than usual prices for limited items of equipment (if we manage to order in quantity).

POPSDEMO is the next item. We're looking for volunteers for demos on a regional basis. It is our earnest desire to register such teams according to BPA and official requirements. Serious attempts to secure bookings are being made. Being paid for demos will give regional team members a free jump or two during the summer and good old POPS UK bank account a nominal boost. So, I want to hear from volunteers and don't forget to fill in the record form whilst you're about it. This year may see but few demos, but next – who knows? From little seeds do acorns grow.

POPSPROFILE is a wee notion to introduce more members to each other. In each edition of SP from June onwards will appear two profiles, because I feel we need to know more about each other. Some may be new members and others established, some high profile and some low, but all Parachutists Over Forty members. In June it will be **John Peck** who we all know and love ... and new member **Ray Sheriff** whom we have yet to meet. Both have kindly consented, do I hear any offers for the August issue? I had hoped to begin in this edition but Ola will kill me if I go on too much. However

Out of Ipswich, a POPS Diamond performed by **Brian Pushman (CAPTAIN), Jerry Buggle, Mick Rich AND Pat Hammond**. Collectively 5,000 jumps plus. Great going guys, we like it, so how about showing up at one of our meets and teaching us some of that? Thanks to **Pat Hammond** for the photo, taken by **Jeff Tucker**.

Nearly there, Ola, bear with me, something close to our hearts is about to be revealed. This is a very special sport, it breeds special people, and POPS members are extra special because they are the extended spirit of skydiving. It's a pity therefore, (and I address the words which follow to the BPA and their medical adviser Dr Carter who, I hope, will live to a ripe old age) to impose an annual medical upon the over 50's without prior discussion. This has done more to undermine morale within our ranks than you can imagine. It smacks of committeeism, a bureaucracy only equalled by the EEC in Brussels. Who, is trying to justify whose existence is a question one is tempted to ask? It proffers ill, gentlemen, when you make us feel like third class citizens.

The following are Dr Carter's words, SP Oct '93, p.14.

"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 for 60 year olds every 20 days".

Why pick on the over 50's Dr Carter, why not impose it carte blanche on everyone over thirty, or is that economically inconvenient?

A very quick calculation will tell us that a medical at £50 minimum per year means three jumps per year less for each of the active POPS members over 50, say 250 out of 612. It shifts £12,500/yr from the parachute centres to the medical centres. Those three jumps per year are treasured too, because for some they represent 10% of their annual total.

It is an expense which many do not need who are faced with enforced early retirement, or unemployment due to recession and dwindling incomes. Not everyone earns a doctor's income. As you might have gathered, this subject brought more response than any other at the meeting and all of it angry. I should also mention the calls and letters I've received as well.

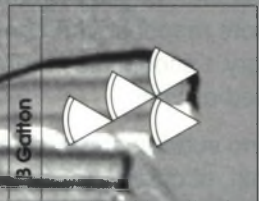
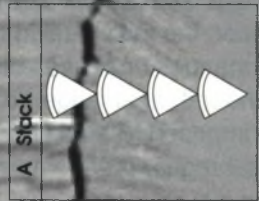
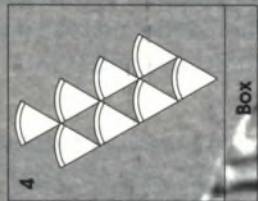
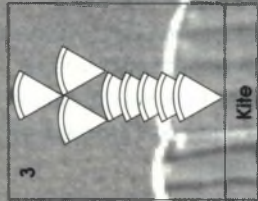
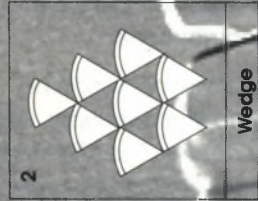
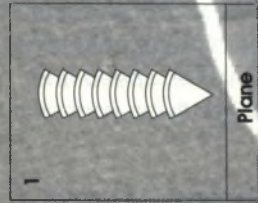
There is no sudden spate, or any overwhelming evidence come to that, of cardiovascular failure in those of 50 and over, when in freefall or under canopy. Biological systems can become unstable as we become older, but much depends upon the individual in terms of life style. Hidden biological changes or causes can reveal themselves at any time, indeed, at any age no matter how frequently a medical is imposed. Biennially? Yes, we can handle that as a medical requirement – annually not.

In recent weeks I have approached several excellent professionals and institutions on this subject. Let's consider one or two of their unbiased contributions.

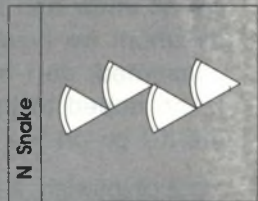
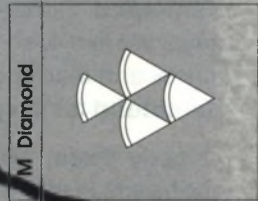
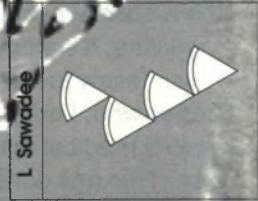
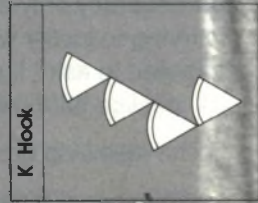
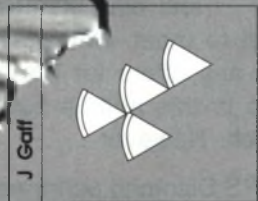
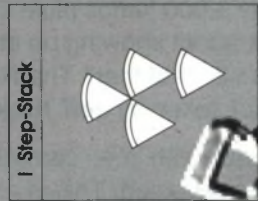
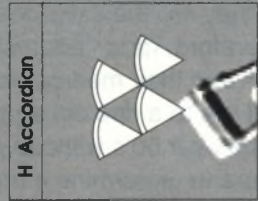
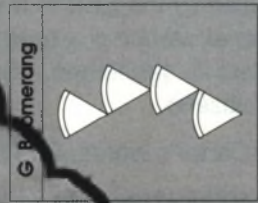
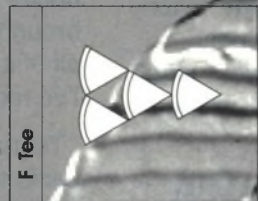
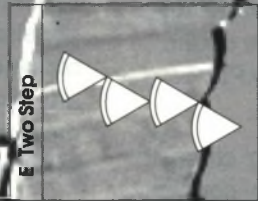
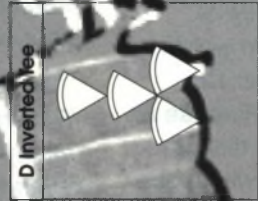
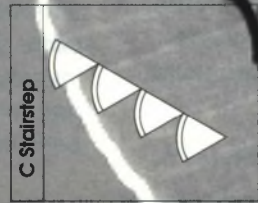
Dr John Cooke (Retd), Institute of Aviation Medicine. *"Patient responsibility has to come into it somewhere. The 'nanny' state is more likely to be the death of us. The IAM recently looked closely at experienced jet pilots over the age of fifty continuing to fly, particularly at high altitude. We concluded we had no medical reasons to ground them. All pilots of powered aircraft are subject to frequent medical investigation anyway because of the value, speed and nature of the beast. This is not quite like flying your own body however."*

Continued on page 27...

Canopy Formation: 8-way Speed

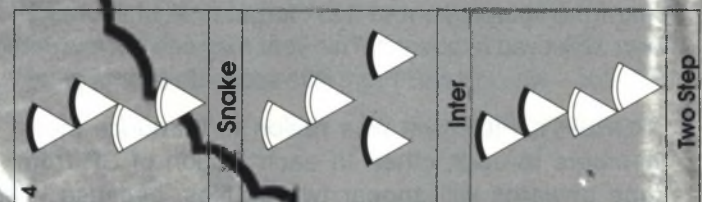
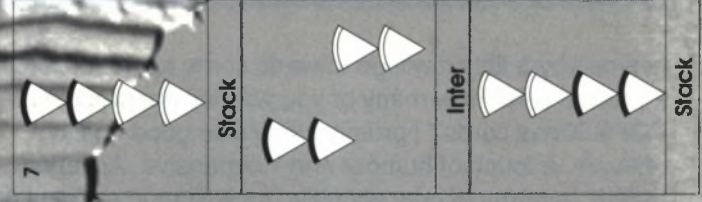
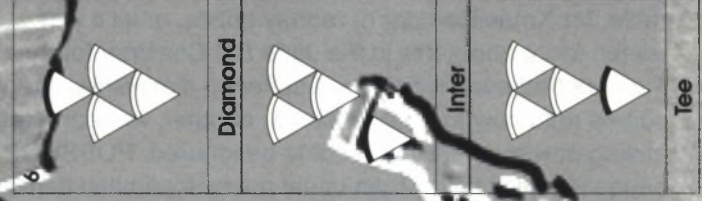
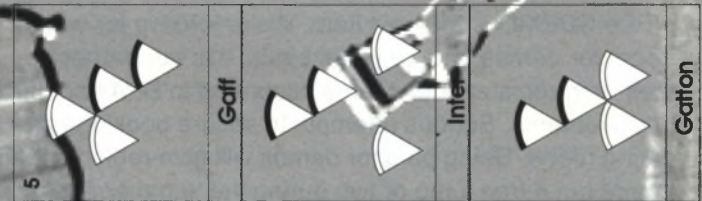
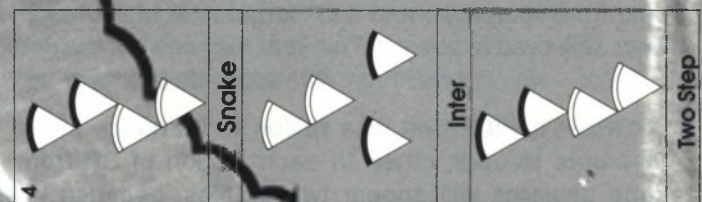
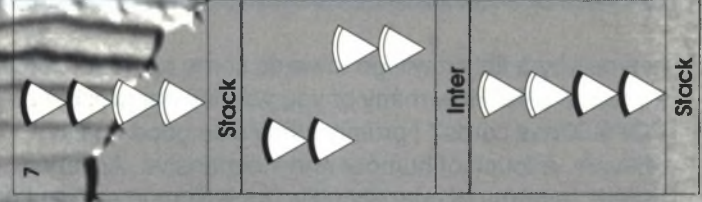
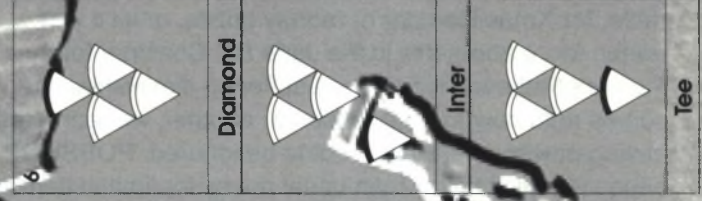
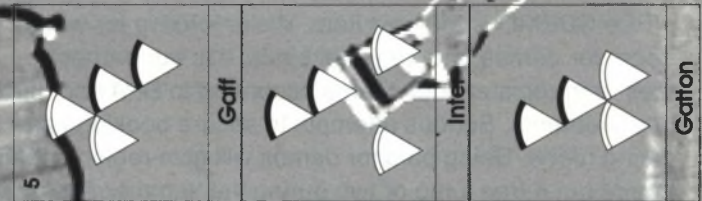
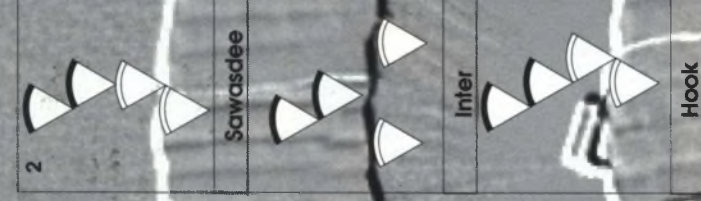
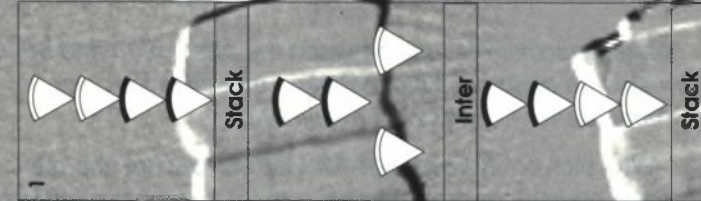


Canopy Formation: 4-way Sequential randoms



Canopy Formation: 4-way Sequential Blocks

Intermediate



Canopy Formation: 4-way Sequential Blocks

1

Inverted Tee

Inter

Diamond

2

Vichy

Inter

Gaff

3

Stack

Inter

Boomerang

4

Sawasdee

Inter

Hook

5

Stack

Inter

Stack

6

Diamond

Inter

Vichy

7

Diamond

Inter

Diamond

8

Snake

Inter

Accordion

9

Boomerang

Inter

Sawasdee

10

Step-Stack

Inter

Stairstep

11

Gaff

Inter

Boomerang

12

Stairstep

Inter

Diamond

13

Stack

Inter

Inverted Tee

14

Gaffon

Inter

Diamond

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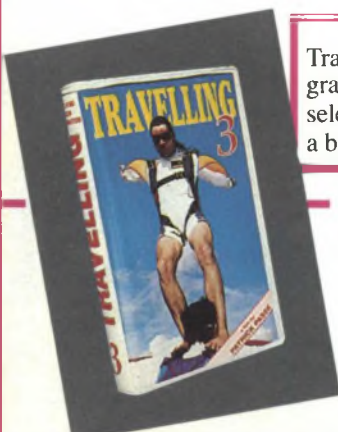
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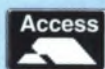
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Malaysian Skydiving Safari

In order to escape the European winter, each year for the last three years, Alexis Perry and an International group of Load organisers have been staging, large aircraft Boogies in a tropical climate. The location chosen this year, was for the second time running, Malaysia. The previous two Boogies were held in Zanzibar in 92 and Langkawi island, Malaysia in 93. The theme for this year however was to move around the country, and jump at a few different venues, hence the Safari tag to the name.

The all-in registration fee for these Boogies, includes return airfares from Europe, first class hotels, good food and organised skydives. This year 100 Boogiers, nine organisers and four camera people from 16 Countries arrived in Malaysia ready to have a good time.

Kuala Terengganu

Our first port of call was Kuala Terengganu, up on the East coast of the Malaysian Peninsular. We spent 6 days

there jumping from a C-130 Hercules from 14000ft. The Skydivers were organised into about six or seven different groups according to their experience and skill level, and then were moved up or down according to their performance. The groups were named after tropical fruits, and this gave rise to strange calls being heard over the PA system, – “Dirt dive for the Mangoes” or “Bananas debrief in video tent”. This system worked very successfully, and the majority were happy with the standard of jumping they were getting. Even the least experienced jumpers, some with less than 100 jumps, were given personal tuition and organised in small groups with a load organiser.

Every night the last load jumped from 14000ft onto the long, straight beach next door to our tower block hotel. As the wind was always from sea to shore, and usually fairly strong, we would make a parallel jump-run with the beach, and exit the several groups out to sea along the length of the beach. This

proved to be a very successful method of getting everyone on the beach and keeping them dry. While we were in Terengganu, our friendly and very helpful Malaysian Airforce Colonel Basir, and our non jumper Dutch manifestor, Annette, both took the opportunity of an AFF course. They made their level one dives using a throwaway equipped rig fitted with Cypres and a Sabre 190 Canopy. Neither had any trouble standing the Sabre up in the packing area. While we were in Terranganau, the well known, and well weathered face of Redy Redfern turned up from Japan via Bangkok. Redy stuck around and followed the Boogie to it's various locations paying his way with pack jobs and one on one coaching.

Kuala Lumpur

The group's next move was to spend two days in the capital city of Kuala Lumpur. The plan here was to do a mega-Demo into the heart of the city on a Malaysian special celebration day. The



Organizers of Malaysia skydive safari make linked exit from C-130 of the RMAF (Royal Malaysian Air Force)
Photo by Max Derata

Boogie Round Up



Kuala Lumpur - Mitch Decoteau above Merdeka Square, demo landing site. Photo by Max Dereta.

day before was practice day, but due to unusually bad weather we only managed to get two jumps from 5000ft. But on the big day itself the weather gods were on our side, and clear blue skies and low winds were laid on. The DZ was a green park called Merdeka Square, located right in the centre of the city, down between the modern skyscrapers and traditional Islamic architecture of KL. We did five passes at 14000ft from a stretched C130 Herc, landing approx 75 jumpers into the square. One of the groups built a nice 20-way, 5 petalled, Malaysian national flower formation for the TV the load organisers, jumping, matching suits, rigs and Stilleto mains performed a simple 8-way sequence for the media which included the Islamic star and crescent moon, finally surfing our Stilletos into the square after a no contact serpentine flown around the sky scrapers – quite a buzz. The Malaysian airforce guys closed the show with some big and small stack CRW. Dutch cameraman Max Dereta did an excellent media/PR job, with skydiving shots appearing in most newspapers and on the TV almost every night.

Labuan Island

After the excitement of KL we uprooted again and shifted the whole shebang via MAS 737 to Labuan Island. Labuan is a tax free haven located in the azure South China sea, just off the north coast of Borneo. Our aircraft support there were Caribous, which after the Hercs seemed relatively small and slow.

The pace of jumping definitely slowed down in Labuan, but nobody minded too much as we were housed in the 5-star luxurious surroundings of the Sheraton Beach Hotel at one end of the small island. Again, most nights the last load or two would put their parabags onto the buses and jump from 12000ft into the tiny beach next to the hotel and finish off the day with a cold beer and a flop into the pool. One starlit night in Labuan saw the Caribous climbing to 12000ft full of jumpers.

The view of the island at night was beautiful to say the least, and although no amazing formation skydiving took place, the jumpers were happy to just plummet through warm air in small groups and check out the view.

At the end of the two weeks and with the boogie winding down, many of the boogiers decided to extend or change their return flights to enable them to explore the exciting terrain (both above and below water) of Sabah state on mainland Borneo.

By the end of the boogie most jumpers had made about 30 or so well organised jumps, several of which were onto the beach, and most of which were videoed, had jumped into a capital city between skyscrapers, had eaten excellent Malay, Thai and Chinese food and seen a wide slice of tropical Malaysia.

The most common comment heard as we said goodbye to the various groups as they left for the frozen North was "see you again next year"

The tropical boogie group will indeed organise the event again next year, around February, somewhere in Asia. The exact venue is not yet decided, but will most likely be Malaysia, Thailand or Indonesia. *Don't miss this one!*

Rob Colpus

-THE STORY SO FAR...

Skydiving is great fun. We all love the exhilaration of being in free fall, whether alone or with friends. But an awful lot can happen out there to interfere with our enjoyment of the dive....

At 120 mph the wind noise reaches 27-31 decibels, that's the equivalent of a Pneumatic Drill pounding in your ears! If your goggles are loose or cracked, or worse still, on the ground in your kit bag (and we've ALL been there, right?), a gale force wind can be blowing in your eyes, blurring your vision. Then there is the potential free fall collision, turning and burning those 2-way pieces, getting your mate's knee in your face, or a zoomie on the load at a foreign boogie (there is always one!), or the dreaded funnel.

Surely skydiving is demanding enough without all this to worry about!

According to Kahneman (Sports Psychology 1973) "A persons limited ability to do several things at the same time seems to indicate that the total amount of attention that can be deployed at one time is limited. When the supply of attention does not meet the demands of the tasks, performance suffers." In other words, the everyday distractions of free fall reduce our ability to concentrate on the skydive itself, thus inhibiting our performance in the air.

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(*amendments to the BPA ops manual 8/4/93, section 6 para 10b 5)

Easter Boogie at Skydive Sebastian

Light winds and blue skies were predominant throughout the 1st Annual Easter Boogie by the beach at Florida's newest and most scenically situated full service dropzone at the Sebastian Municipal Airport on the east coast, between Melbourne and Vero beach.

The centre sported an array of aircraft throughout the boogie, featuring tailgate exit Casa 212s with Elu Aires' 200 series which is based full time at Sebastian throughout the winter season and S.T.I.s more powerful 300 series. Also attending as needed was the Kapowsin Air Sports Super Otter.

Skydive Sebastian was well supported throughout this, their first winter season and the Easter Boogie with its fine weather brought many old and new friends alike to the dropzone with groups and individuals from far and wide and many nationalities represented.

Those requiring a special mention are Pedro Luis and his Venezuelan contingent; the Massachusetts and Pennsylvania groups who attended the sequential camp; the two British military groups, Ian Cashmans' Flying Dragons and Ian Midgeleys' Black Lanyards, also thanks to Mike Truffer and friends from Skydive Deland and the Titusville and Clewiston groups. An extra special thank you goes to all those who came throughout the season to skydive with and support Martin Evans and Tracey Eckersleys' Sky-Eye Sequential organisation and video team

who provide the relative work backbone at Skydive Sebastian.

The Easter events started with an Intermediate and Advanced Relative Work camp run by Sky-Eye Sequential and was well attended and notably, for the first time in the four years the camps have been run in Florida. The weather co-operated and all scheduled jumps were made during the allotted time.

At the conclusion of the camp the boogie proper started and many more fine and memorable skydives were made above the beaches and palm covered islands that dot the waters around Sebastian, including night jumps from the Casa. Amongst those organising and coaching throughout the boogie were world champion skydivers: Jeff "Barbone" Barbani of Mirror Image and John Robbins of Air Bears and Olympic Rings fame.

Parties and Bar-B-Qs were held nightly on the dropzone at the Sky-Eye patio bar and grill, under the palm trees down by the lily pond. When the beer eventually ran out we moved the party to Rack 'M's, the local skydiver owned and operated bar and pool hall a short way down Roseland Road.

Saturday night brought the boogie to a conclusion with Wayne Georges' 3rd annual toga party transferred from his home in Deland to the Sebastian dropzone, with musical entertainment and light show by the 'Two Tones' alias Jeff and John of the 'Bluetones' minus the third member and former Mirror Image world champion Jim Captain.

With the boogie over, the dropzone was still able to keep the big aircraft in attendance with the military teams and Sky-Eye Sequential group remaining at Sebastian for a further two weeks. Scheduled for after the boogie are beach jumps into Sebastian Beach Inn and on 7th April a shuttle launch dive out of the tailgate Casa and from only 50 miles away this promises to provide a spectacular sight from 13,000 feet. Many Kennedy Space Centre employees jump at Sebastian and front row passes are readily available for those skydivers wishing to see a launch from up real close, just ask around!

Quotes a DZ person:

Those of you who have visited Skydive Sebastian prior to March 1994 will find many changes on your next visit. We have carved our new facility out of the woods surrounding the airfield and are totally self contained from the other airport residents. We now boast a large building providing office, classroom and video debriefing rooms and a skydiver lounge and manifest area with restrooms.

We have a tarmac parking lot, sanded volleyball court, landscaped areas with shade of picnic facilities and a large grassed packing area.

During the summer months we will include a self contained covered creeper pad and a large hangar which will provide, amongst other facilities too numerous to list, indoor packing, a gearstore and rigging room. Also planned for the near future is a snack bar and on site beverage sales along with many other conveniences for your leisure time and vacation enjoyment.

Please pay us a visit, we will do our very best to provide you with all you require to enhance your skydiving enjoyment.

Sky-Eye Sequential, operators of the relative work, coaching and organising programs at Skydive Sebastian have openings for experienced coach/organisers, freefall camera persons and parachute packers for the 1994/5 season at Sebastian.

Interested parties should send their skydiving resume and details of availability to: Martin Evans, PO Box 293, Hadley, Massachusetts 01035, USA.



This skydive was made during the Christmas Boogie 1993 and included a few Brits and John Hitchen on vacation. Photo by Tracey Eckersley

Details

For further information contact:

Skydive Sebastian
PO Box 126
Roseland
Florida 32957
USA
Tel: 407 388 5672
Fax: 407 589 9048.

Adrenaline Adventures

Skydive trip to Gap

I would like to thank everyone who joined me on the first skydiving trip of 1994 to Gap, South France, from 6th - 12th March and to congratulate all those that progressed so well during their holiday.

To give you some background on the trip, it was aimed at all levels from skygod to 5 second delay student. Using the excellent facilities at Gap, everyone came back more experienced and more highly qualified than when they left grey and drizzly England. We had five days of perfect blue skies, 13000ft every lift, three Porters, ground-to-air and air-to-air video and excellent instructors including Chris Lynch and Kevin Hardwick. But above all we had fun jumping in the sun! List of achievements as follows:-



Craig Bewick. 15 jumps WARP/ Fun progressed Cat 8 to 9.
Matthew Smith. Not jumped for 10 months. 17 jumps Cat 6 to 8, converted and WARP 2.
Wayne Burke. 14 jumps. Cat 8 to 9 and converted.
David Crush. AFF Cat 8 in 9 jumps including malfunction on jump 7.
Pete Glanfield. AFF Cat 8 in 8 jumps.
Daniel Robertson. 13 jumps, involuntary turns corrected, progressed to Cat 6.
Ray White. 10 jumps. Cat 8 to 9.
Andy Sparrow & Terry Glanfiel. The chute assis kids partied on with no trousers.
Alex Kelsey (Fido Dido) 22 jumps, Cat 9 to 10 and some serious fun dives with **Ruth Green and myself.** Nice one Fido!
Ruth Cooper. 9 jumps, Cat 7 & 8 and converted to own kit.
Mike Dawson. Cat 8 to 10.

Instructors:- Kevin Hardwick, Chris Lynch, Rob Doyle, Pete Bannister and Thomas Shapland who jumped from a microlite.

It was no surprise to me that everyone progressed further than they thought they would as it is a very professionally run DZ with excellent facilities and reliable weather. My thanks again to the whole group for a great week.

Blue skies

Laurence Rose C9819

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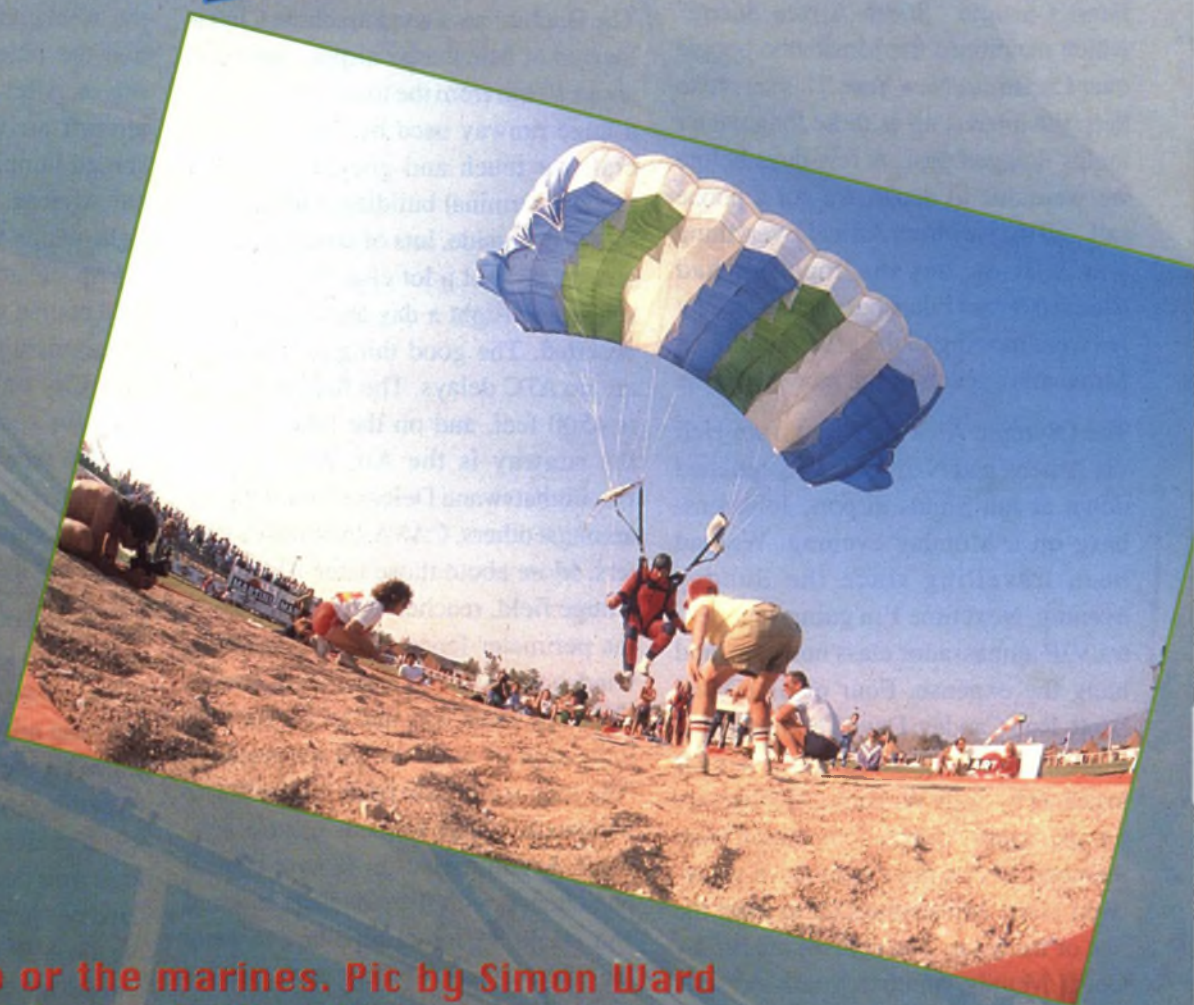
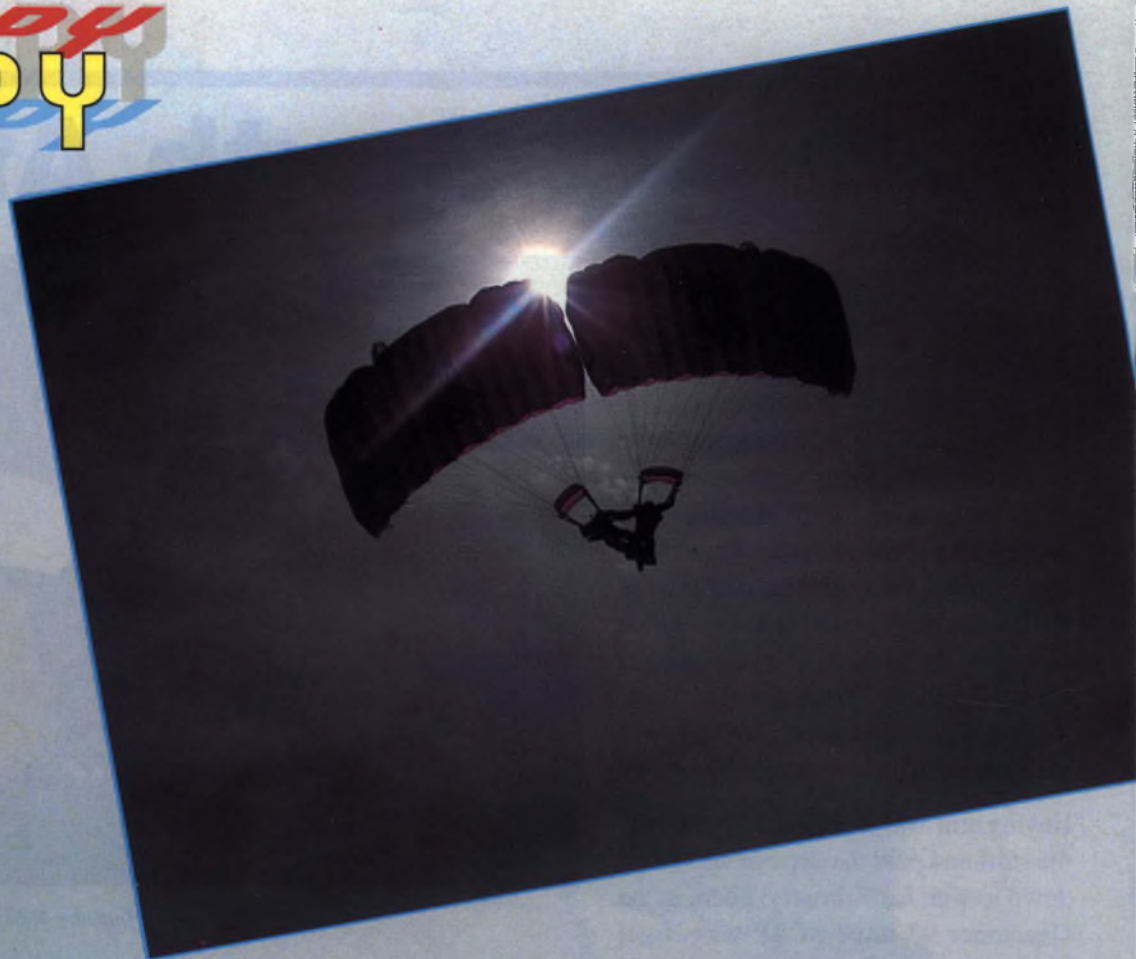
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Top le
Left:
Top ri
Right
Back

CANOPY



Left:It's a wrap for the marines. Pic by Simon Ward
.....Tri Plane in Cyprus by Kev Waterhouse
Right:The Crusades in the spotlight
.....At the bottom of the pit. Pic by Wendy Smith
Ground: Docking on or dropping off? Pic by Rodger Tamblyn



AFF at Mmabatho

Eagle eyed readers of SP cannot have failed to notice the advertisements for AFF courses in South Africa. As a jump pilot turned pretty average static line student, who fumbled and missed the handle on my dummy pulls, I knew that AFF was the way ahead, and what better way to go – from the cold, snow and floods of an Oxfordshire winter to the heat of a South African summer.

Having sent away for the info pack, read the stuff and paid the deposit we settled down to wait for February. Then, in the December 93 issue of SP was Nigel Peart's article "South Africa Scene" which mentioned the Mmabatho boogie over Christmas/New Year. This served to keep the interest up as those long winter nights dragged past. A few days before we were due to depart we got a phone call ...all the way from Africa! Everything was still on but the location had changed. From Pilansberg near Sun City we were moving to the aforementioned Mmabatho, scene of the recent boogie.

The Olympic Airways flight from Hell via Athens and Nairobi finally touched down at Jan Smuts airport, Johannesburg on a Monday evening. We had been travelling since the Sunday evening. Next time I'm going super extra VIP ambassador class non stop, and hang the expense. Four of us (Dawn Scott, Rob Candey, Dave Thompson and Russell Myles) staggered off the aircraft to be met by Solly Williams, AFF instructor and South African competition team member. After a three hour drive we arrived at the Mmabatho DZ, to meet the rest of the team. The courses are run by Geoff Mundy, another South African professional skydiver, and the air to air video was provided by Carolyn MacRae, who had escaped the Edinburgh winter for a few weeks.

South Africa



DZ sunset. Photo by R Myles

The Bophuthatswana Parachute Club is located at Mmabatho airport, which is about 10 km from the town itself, boasts a huge runway used by SAA 737 aircraft for touch and goes, has a large modern terminal building with lines of hire cars outside, lots of armed security guards and not a lot else. There is one scheduled flight a day and the place is deserted. The good thing is that there are no ATC delays. The field elevation is 4500 feet, and on the other side of the runway is the Air Wing of the Bophuthatswana Defence Force, flying amongst others, CASA and turbine Porters. More about those later. The DZ is a huge field, reached through a gate in the perimeter fence, and is covered in windsocks. Most of them were torn or ripped in some way and to get the best indication of wind we all experienced "the long walk back from my favourite windsock." That was our excuse anyway! Accommodation is in a typical bunk house, with sleeping bags required and stacks of insect repellent to keep the biters at bay. Spiders, ants, beetles and all sorts of other crawlies abound, especially grasshoppers, which get in the way when packing out on the grass.

Bop Para Club is normally only open at

the weekends, so during the week we had the place, and the plane, to ourselves. After a day of ground-school the aircraft arrived from Jo'burg and we started jumping. Conditions were typical African summer, clear skies and light winds with thunderstorms building up late afternoon and early evening. Mid course when the aircraft had to go for servicing we took time out to visit Sun City and the Pilansberg National Park for some game viewing, and enjoyed a meal of Crocodile, Ostrich and Impala, (with the obligatory Castle beer). It's making me hungry just thinking about it again!

On arrival our accumulated experience was one tandem and 13 static line jumps. Dawn had never jumped in her life - the nearest she had got to wearing a ProTec helmet was canoeing in the freezing rivers of Scotland. Quote: "I much prefer skydiving to canoeing...at least you don't get wet." At the end of ten day's jumping, I had managed to finish the AFF with only one level retake, and did ten consolidation jumps as well, all in glorious conditions, from a Turbo-charged Cessna 210.

The highlight for me was jumping out

of the Bop Air Wing Porter, by kind permission of Colonel Johnny (never found out his full name), who ran the Bop army para display team. They used the same DZ and one day he allowed us to fill up spaces, (see picture!) pity it was not the Casa! I enjoyed diving out of the Porter so much I forgot my DPs for the throwout conversion, and just relaxed to enjoy the view on the way down. A great end to a great course and a great holiday. Thanks to Geoff, Solly, Carolyn, Anthony "Ace" King (What's the f***ing GPS doing now?), Chad, Romi, 'Old' John (originally from Devon, who took up skydiving on his 65th birthday and has since done over 200 jumps), and all the others from Bop Para Club who made us welcome and fed us copious quantities of superb 'Castle' beer. Special mention must be made of Dave's Visa card, which was no good for an on the spot speeding fine ("Do you take Visa, officer?") but was fine for a road toll, which came to the equivalent of about 20 pence.

By the time you read this, South Africa



Bop Air Force Porter. Photo by D Scott

will be emerging from the elections in April. What form the 'new South Africa' will take, who knows? What I know is that it is a lovely country. As soon as it is sorted out I'll be going back.

The location may change, but the weather will be lovely, you'll have a great time, and wherever you end up,

you won't need sixteen layers under your jumpsuit!

See you there.

Russell Myles B10620

Phone: 071 602 2632 for an info pack.

POPS... continued from page 13

A very senior serving member of the Institute of Aviation Medicine reinforced this viewpoint:

"To my knowledge there is no evidence in the United Kingdom of death amongst parachutists due to cardiovascular failure. We have no such rule in the IAM".

I do want to name this gentleman but be assured he is qualified, experienced and senior. Moreover, The IAM are the foremost authority in this country in high altitude parachuting.

Dr Michael Cox a London GP:

"Biological changes can take place at any time and at any age, in the 20's, 30's, 40's and onward. Evidence gleaned by medical examination one day is no guarantee for the next."

Dr Peter Saundby – British Gliding Association:

"It is the view of the FAI that the only requirement of a medical examination is to protect third parties. Pilots of gliders are required to submit to an annual examination over the age of fifty because of the passenger factor."

Now a word from POPS members. Skydiving is seen by the FAI as a solo recreational activity in which third party risk is nominal. As the extended spirit of the skydiving community, we feel very angry about this attitude towards us which IS 'ageism'. Safety is the foremost thought of every member, we jump to enjoy ourselves and because of our desire to remain part of this special community. Certainly not to kill ourselves or others. As mature, responsible people we treasure and protect our bodies unlike some of more tender years. It might be

more pertinent to consider those skydivers who burn the proverbial candle fronting the bar for hours most weekends, and to greet them with a breathaliser on the first lift the following morning. Read the following extract from the Daily Express 14th March.

"Doctors in need of a tonic: many doctors are in worse physical and mental shape than their patients, according to a new survey. Long hours and constant stress are largely to blame. And younger GPs tend to suffer more. They have less energy, more emotional problems and worse mental health than their older counterparts. Men and women suffer the same problems, and country doctors were only slightly fitter than those in cities, according to the study of almost 9,000 family doctors for GP magazine. Nearly a quarter of all GPs responded to the questionnaire. Hundreds also sent in letters revealing the depth of their anxiety. Dr Molly McBride, heading a committee investigating morale, said: They have no time to exercise or relax so it's no surprise their health suffers". (By Kind Permission Of Peter Anderson.)

Does this mean that Dr Carter should be examined every time he boards an aircraft or, indeed, examines a patient? Heaven forbid. One has to draw the line somewhere lest we spend more time rulemaking than actually doing, in this case, skydiving, and there are enough obstacles as it is! Doctors do a great job by and large in very difficult circumstances. A Cypres would, no doubt, eliminate any third party risk for all of us but at £800, no matter how much you may value your life, it is a another lump for many to find. Set aside for the moment cardiovascular disease in the

Continued on page 33...

VIDEO REVIEW

OVER THE EDGE

What a pleasure! Big-ways to lacy-ways and every thing else besides is shown on this excellent fast moving, and superbly structured video from Tom Sanders – (is he anything to do with Kentucky Fried Chicken?).

Not an instructional film this! It is a fast-moving documentary on the fun, the exciting, the beautiful and the ridiculous!

Segmented clearly, you go trekking through Venezuela to BASE jump from Angel Falls and skydive into the Seoul Olympics opening ceremony to name but two of the sections. But as a bit of an extra, there's hand-gliding and scuba-diving in there too.

The photography is stunning with the obligatory blue sky in every shot. The film sequences have been well planned; distant shots to show the magnitude, beauty and danger of the venues together with coverage from camera helmets to show the jumpers view. Awesome at times!

There's a bit for everybody in the video. If you are a jumper, show it to your skydive-ignorant friends and claim it was you in the middle of the successful Womens World record CRW stack who had to cut away (they'll never know – unless your name is Mark I suppose!). Your next door neighbour will become a frequent visitor to your dropzone once you've explained that "Yes, the girls really do always jump in lingerie to gain the streamline effect". Bridge Day is covered (legal base jumping one day a year in West Virginia), and night jumping (RW and CRW). Let's face it, it's a spree of skydiving delight.

The hand-gliding photography is equally as spectacular and shows John Heiney going for the loop record (I won't explain...

just watch!) having been attached to a hot air balloon to get him to altitude in the first place!

What I want to know is how do they choose their skydivers and can I put my name forward for a little trip to some little Micronesian Island next time they're trotting off for a bit of a launch out of a De Havilland Beaver?

Tom Sanders has put together a big budget, documentary-style video aimed at everyone involved in skydiving, or who wants to become involved in skydiving, or who is just happy to watch skydiving (plus a but of scuba-diving and hand-gliding) at its best. The sound tracks vary from mediocre to excellent.

The credits at the end of the film went on for eons. I'm surprised my name wasn't down there as a "member of the audience".

Verdict? Huge – well worth a view.

Katie

DETAILS

Over the Edge - Tom Sanders Cost £ 39.95

60 minutes

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Klatovy, CSFR
80ways
05/18 - 05/21
Montbeliard, France
Twinotter Boogie
05/19 - 05/23
Kassel, Germany
Spring Boogie
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LaFerte Gaucher, France
05/26 - 05/29
Hartenholm, Germany
Boogie Performance
06/03 - 06/05
Lelystad, Netherlands
PD Workshop
06/08 - 06/26
Great Britain
06/18 - 06/24
Aalborg, Denmark
Q Boogie
06/26 - 06/30
Norway
06/28 - 06/29
Spa, Belgium
07/02 - 07/10
Kirchberg, Austria
Wald4tel Boogie
07/08 - 07/10
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100ways
07/11 - 07/14
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07/12 - 07/17
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Summer Boogie
07/16 - 07/24
Locarno, Switzerland
Freestyle with Michigan
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Ampfing, Germany
Twinotter Boogie
07/24 - 07/31
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08/02 - 08/04
Schweighofen, Germany
RW Training Camp
08/06 - 08/14
Vichy, France
ESPACE Boogie
08/11 - 08/14
Wien, Austria
RW Nationals
08/16 - 08/18
Kassel, Germany
RW Nationals
08/19 - 08/21
Kassel, Germany
100ways
08/26 - 08/28
Hoexter, Germany
16way Competition
09/02 - 09/04
Meissendorf, Germany
4way Competition
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Klatovy, CSFR
09/05 - 09/07
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09/10 - 09/11
Vercelli, Italy
09/12 - 09/18
Casale, Italy
Boogie Performance
09/19 - 09/25
Gap, France
09/27 - 10/02
Bergerac, France
Boogie Performance
10/04 - 10/16
Ampuriabrava, Spain
Fall Boogie

Netheravon 16-way meet

.. 9/10 OCT 1993

Following defeat by Another Planet at the Weston 16-way meet, the Firm decided to do a "bit of business" a few redundancy notices were handed out and a few new faces were recruited. The venue chosen was the Netheravon Money Meet, and the invitations were faxed out to all known 16 way teams.

The day of the meet arrived but, unfortunately, Another Planet wimped out with some excuse about a World Meet. However, Rob Colpus brought a mixed team of Another Planet and Symbiosis Suits who had the wonderful name of Celebrity Bidet. The only other team were from Netheravon, The Eddie Carroll Christmas Card List, unfortunately they struggled to get their sixteen together and withdrew, leaving the competition as a two horse race.

The meet consisted of six rounds, including a speed round. All jumps were from 15,000 feet out of the Skyliner with oxygen available. The jump prices were a very reasonable pound per thousand feet, in addition every team member paid ten pounds which made up the prize money.

The competition started with the Firm going up with the strong intention of showing "the pony tailed weirdos" what was what. It ended with the Firm being four points behind having scored zero due to one member suffering the embarrassment of looking up at the first formation from a hundred feet below. On the ground there was much muttering about the fat lady singing. However, the majority believed she had her make up on and was walking on to the stage. You just do not give skydivers of the quality of Celebrity Bidet a four-point lead and then try to pull it back. However, having pulled back a point on round two and after winning the speed on round three, the Firm's confidence was a little higher. On round four the whole competition changed. The Firm scored three but Celebrity Bidet were bust to zero. At the end of play on Saturday both teams were now even on points with the Firm ahead on the speed round. That evening there was a fancy



The firm – photo by Andy Allman

dress party in the bar with the theme of the Blue Oyster Bar from *Police Academy*. There were a few shocked faces with all these scantily clad men in leather gear wandering around. Certain people believed this was traditional evening wear for the army on a Saturday night. On Sunday morning there were a few hangovers around which was probably why round five was tied. This meant everything rested on round six. The Firm decided to take it steady, and they did. One point was held for so long that the cameraman, Simon Ward, came down and keyed it. The firm scored three, which gave them the meet as Celebrity Bidet had some bad luck, and scored only one.

This was an enjoyable meet and the Firm look forward to a rematch in the future. For some members of Celebrity Bidet it was the first time they had been defeated at 16 way. They'd better get used to it! See you soon.

Walter

The Things People Say:

Tracey Allman: It looked really pretty from underneath

The Firm: Stupid Doris

Jim Kerry: What a blinding meet, a bitching time, shame some of the skydives were rogue.

SCORES

Rounds	1	2	3	4	5	6
Firm	0	3	3	3	3	3
Celebrity Bidet	4	2	3	0	3	1



Al Barnes and Janie Watkins soon to be Mr & Mrs Barnes skydiving in Cyprus, Al and Janie both work at London ATCC and skydive at JSPC(N) – Best wishes from all at JSPC(N) and the Red Devils, Good luck to you both in 94. Photo by Dave Mitchell

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INTRODUCTION

Welcome to SKY SCIENCE, my name is Allan Hewitt and my qualifications are BPA Advanced Rigger Examiner, BPA Instructor, Tandem Master and Approved Relative Work Coach. I have specialised in Parachute Equipment not only with my BPA qualifications but also working with major Canopy and Container Manufacturers.

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Customer satisfaction is our aim, next time you need equipment why not try us - whether you require a complete set of kit, a component part or rigging work. Please contact us to obtain good advice before you buy - we have in-depth product knowledge thus enabling us to provide advice and an after sales service to continually support our customers. We also sell used equipment inspected by myself with a written report on its condition.

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WATCH THIS SPACE FOR MORE INFORMATION IN THE NEXT ISSUE



Slovacký aeroclub



The Kunovice "Slovacký aeroclub" is the biggest flying club in the Czech Republic. For several years it has organised parties of skydivers at the airport in Kunovice.

We are the only club in the Czech Republic to own L-410 Turbolet aeroplanes, these are used for jumps. The planes are also used for observation, medical flights abroad and "IFR" training and retraining for multi-engined aeroplanes.

We would like to invite skydivers from other countries to take part in events organised by us in our town and give the following information:

The L-410 Turbolet aeroplanes is one of the best for carrying out RW jumps. It carries 17 skydivers and can reach a height of 4000m in 15 minutes, the exit speed is about 160kms/hr (eg 87kts) and a big side door makes for a quick exit.

The airfield is owned by LET Kunovice, aeronautical works which can provide occasional transport. It is possible, with 24 hours notice, to provide customs and immigration services. The elevation of the airport is 177m and the concrete runway is 2km long.

The aeroclub is situated near the town of Uherske Hradiste, which is at the centre of the folklore region. The town has 30,000 inhabitants and is on the river Morava.

During the campaign you can be accommodated near the club, in bungalows for three to five people or we can arrange ho-

tel accommodation in Uherske Hradiste. Alternatively you can stay in your own tents or caravans near the club and we can arrange meals in nearby restaurants.

Refreshments are available in our snack bar where there is also a video. A grass play area for volleyball is at your convenience and by arrangement we can provide tennis courts or visit to local sights and regional specialities (museum, castles, wine cellars etc). There is a natural lake for swimming 200m from the drop zone, and a sauna in the club area is at your disposal. We can also offer jumps with our video men and the leasing of parachutes.

It is essential that the visitors bring their insurance documents or a copy, along with the corresponding valid licences and sports certificates.

L Smrcek

Contact:

EUROINDEX (UK) Consulting Agency,
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POPS... continued from page 27

'over 50's', what about the other permanent potential causes of incapacity in all of us, eg epilepsy (by declaration only), intracranial bleeding, or post-disease pathology? Then there are the temporary risks eg alcohol, drugs, short term infection, stress, fatigue etc. Not least the iatrogenic eg treatment for diabetes or hypertension or inappropriate prescriptions. The point is where will it all end.

It's impossible to eliminate all potential hazards no matter how frequent the medical. As Dr Cooke says – patient responsibility counts for a very great deal, and if the BPA are not going to plug the obvious gaps then why pick on us? The BPA needs POPS members because you are a short time young. Risk to life on the road is far greater, yet even the bureaucratic DoT do not impose a medical until the age of seventy and then triennially in the first instance. Dr Carter says – "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". Sports psychiatrists say that 'committeeism produces positive/negative vibes, and subsequently the governing body becomes more important than the members it represents' (Dr Eddie Comber – March 1994). We ask you to rescind this rule which is not state law as far as we know. We are safer, more competent and more responsible than you give us credit for.

Finally, a big welcome please to our fold the following; **Simon Ward** No.606, fame at last **Simon! Ian Scott Robertson** No.607 of Edinburgh, a professional rigger ready and willing to serve POPS members. **Paul French** No.608 of Crewkerne, just returned from

20 years plus overseas. **Ray Sheriff** No.609, of Rottingdean, ex.3 Para, blinded at Arnhem (watch for my June profile). **Arthur Wrennal** of Darwen, Lancs No.610 trained and introduced by **Sue Hill** POPS 542. **Dr Glenn Stephenson** of Livingston, Midlothian No.611, made Cat 8 recently and very keen. **Mike Skeet** of Aberdeen No.612, sorry Mike, 3000 plus jumps means you're a POPSGOD now.

Carey Peck of the USA writes on behalf of American POPS and invites any British POPS members interested in participating this December in a World Record formation. This will be at least a 65-way. Subject to numbers who turn in, hopes burn bright that this may turn into a 100-way. It is to take place at Eloy and any POPS UK members out there who feel competent and confident please get in touch with **John Crowhurst**, (see club page for details). We'll need to know numbers of jumps and past experience. It will be held as part of a normal POPS meet and aircraft booked so far include: DC3, two Otters, King Air. More are available we are told. Many names come to mind, so let's hear from you, you know who you are!

John Crowhurst
Hon Sec POPS UK.

PS: Mal Harrison writes in February on the subject of medicals for the over fifties under "One foot in the grave". We have never met or discussed the subject but he echoes, however, the feelings of all POPS members on the matter. This POPS CORNER is the official response to the move made by the BPA and results from POPS own meeting in January at Leicester.

Kit News

CYPRES MILESTONES

On the 14 January 1994 Airtec celebrated a milestone – the 10,000th Cypres left the production line, thus three years and four days after sales started Airtec can proudly state that ten thousand units are in use worldwide and twenty nine skydiver's lives have been saved (including 1 tandem passenger).

TANDEM NEWS

While doing a tandem jump at Skydive Hawaii recently, a top passenger hook came undone in freefall.

Post jump inspection revealed the gate and locking pin had been forced out of the hook. The passenger harness, after inspection was found to be in a 'well used' condition and the entire harness was replaced. The hook appeared to have opened up, which pulled the tip of the hook away from the gate.

Therefore, any deformation of hardware that appears abnormal should be reported to the manufacturer at once. FAA Exemption 4943 requires a thorough equipment inspection every 25 jumps.

Atandem harness recently suffered a broken type 8 diagonal, where the webbing runs into the hardware at the man ring attachment point (shoulder area). On inspection it was discovered that every piece of hardware on the system was rusty and corroded where it came into direct contact with webbing. The system is regularly jumped onto an ocean-side beach. Sand was found everywhere within the container.

Major damage was suffered by this system due to the salt air mist and sand. The result was rough, corroded hardware that eventually caused friction damage to the webbing; thus resulting in failure. Sand and salt crystals are minute and incredibly sharp. Over a long period of time, these crystals will eventually cause serious damage to affected components.

At a recent STC meeting, the following was agreed:

1. Changes to manufacturers specifications on Tandem Equipment must be approved by the BPA via the Riggers Committee and STC.

Note: See 1994 re-written Operations Manual, Section 6, Para 1 (d).

2. All Tandem equipment must have a record/log card for all descents.

Note: See 1994 re-written Operations Manual, Section 12, Para 1 (f) and Section 6, Para 10 (a)

3. 'Black' plastic coated ripcords are not to be used as 'drogue release' ripcords.

Investigations following a fatal tandem accident in Finland are not yet complete, but all tandem masters and parachuting organisations are urged to note the following:

The jumpers started to spin a couple of seconds after good exit. The spin was never recovered and the drogue, reserve nor main were used. In the investigation the following was revealed:

No fault in equipment was found. The spin in a side-to-earth position, was violent during the jump with a maximum of over 2 revolutions per second.

It was obvious that the aerodynamic forces, in spite of big free style gloves worn by the Tandem Master and his skills, were not adequate to stop such a spin, a situation which may happen to any Tandem Master.

The negative acceleration affecting the jumpers heads was calculated to be over – 12 Gs which can cause vertigo and disorientation, and, depending on the speed of rotation can leave the jumper unable to act anymore.

We would strongly recommend all Tandem manufacturers, Tandem Masters and skydiving organisations to start investigating the possibilities of making AADs mandatory on all Tandem jumps.

TANDEM CYPRES ENTERING THIRD YEAR OF USE

Airtec reports that, as of 27th April 1994, 938 Tandem Cypres are in use on all continents – except Antarctica.

At present, one of Airtec's riggers is visiting the North Pole with his tandem rig and Tandem Cypres. No special adaptation was necessary for the harsh arctic environment.

The tandem system is based on standard Cypres design and has been modified to meet the special requirements of tandem jumping.

Until now, after tens of thousands of jumps, a few live activations have occurred saving both the lives of tandem masters and their passengers.



SAFETY NOTICE



THROWAWAY PILOT CHUTE TOGGLE (Supplied By Parachutes de France)

Background

The toggle was made from an old thread spool (brittle plastic) and shattered with surprisingly little pressure.

Action

Any pilot chute which has been made with an old thread spool for a toggle, or similar brittle plastic, should have the toggle replaced immediately.

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- **Chest Pad** foam pad fits all altimeters. Colour _____ £5.95
- **Chest Pad/Zak Knife** as above with built in Zak knife. Colour _____ £8.95
- **'U' brackets** (pairs) attach Altimaster II to chest pad. £3.50
- **Wrist Mount** ○ Alti II ○ Alti III £5.95

Audible altimeters

- Altitude awareness safety devices. Recommended to all levels.
- **Dytter** pulsating tone at preset height. Very loud. ○ Red ○ Black ○ Blue ○ Turquoise. £125.00
 - **Microhawk** Black £99.95
 - **Dytter Mount** For no helmet dives £11.95
 - **Dytter batteries** Set of 4 £9.95

Camera Gear

- **Mount** Polycarbonate plate and nylon brackets for stills/video/film. Fits Protec only. £70.00
- **Newton Sight** Lens in mount with 6mm rod £69.95
- **Stem/Universal Joint** Stem fits to any helmet, joint connects stem to sight £24.50
- **Complete Kit** £149.95
- **Skylight** Video, LED indicator £39.95
- **Advanced Newton Sight** £149.95
- **Modified Dytter** for above £149.95
- **Leo Dickinson helmet** without drogue £199.00
- **Leo Dickinson helmet** with drogue £250.00

Goggles

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

Gloves

- Sizes: ○ XS/7 ○ S/7.5 ○ M/8 ○ L/9 ○ XL/9.5
- Aircrew Close fitting unlined leather Sensitive feel. Excellent for all purpose use. £19.95
 - Black ○ Red ○ Navy ○ White
 - **Thermal** Thermal lined leather gloves with cuffs. Close fitting. Ideal for winter. £22.45
 - Black ○ Red ○ Navy ○ White
 - **Silk Inners** Liners for gloves for extra warmth under your normal gloves £7.25
 - **Webbed Gloves** Suede leather palm/spandex back £19.95
 - S ○ M ○ L £39.95

Bits & Pieces

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

Footwear

- Size: _____ (3 - 12/37 - 46)
- **Strops (Adult)** £17.50 Rubber Sandals with ankle straps.
 - Single Bright ○ Multi Bright
 - Black ○ Blue ○ Pink/Purple
 - Purple/Grey ○ Pink/Purple/Grey
 - **Strops (Childrens)** Sizes 9 - 1 Pink/Purple/Black only - £9.99
 - **Strops/X Back** Across the toe design, colourful weaves. £19.95 Adult sizes only.
 - **'Sierra' Fibus** Across the toe design, hard wearing, fully adjustable ankle strap
 - Black ○ Blue ○ Colourful weaves.
 Adult sizes only £29.95
 - **Fibus** Hard wearing sandals with fully adjustable ankle straps £27.50
 - Blue ○ Blue/Silver ○ Green/Grey
 - Black ○ Magenta/Grey ○ Red

Knives

- **Jackknife**, Spare Blades. £9.95
 - Yellow ○ Black
- **Pouch for Jackknife** Fit to jumpsuit or rig. Colour: _____ £3.00
- **Aluminum Hook Knife** Same as Zak. Replaceable blades
 - Black ○ Red ○ Blue £10.50
- **Aluminium Hook Knife in pouch** Colour: _____ £13.00
- **Zak Knife** £3.50
- **Zak Knife in Pouch Fits to chest strap.** Colour: _____ £6.00
- **Pouch for zac knife** £2.50

Self Inking Stamps

- Self Inking Stamp ○ RW ○ CRW
- Never needs an ink pad. £5.50 (1 1/2" for dive organising)
- **Ink Pad for Stamps** Standard ink pad for use with our Stamps (not self inking ones!) £1.99

Logging

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

Jewellery & Watches

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

Hats & Headgear

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

Books

- HB - HARDBACK PB - PAPERBACK**
- 'Ballooning over Everest'**
By Leo Dickinson HB £14.95
- 'Guide to Sport Parachuting'**
By Charles Shea-Simmonds. Ideal for students. 144 pages HB £12.50
- 'Picture Library, Skydiving'**
Full colour picture book including basic text 32 pages HB. £6.95
- 'The Sky People'**
History of Parachuting by Peter Hearn. 200 pages HB £18.95
- 'Freefalling Together 1'** Dive organiser book. 2- 20 ways PB. £12.00
- 'Freefalling Together 2'** Dive organiser book. 21- 64 ways PB. £12.00
- 'Blocking Together'** Dive organiser book PB. £12.00
- 'Groundrush'** by Simon 'Jakey' Jakeman. 127 pages HB £9.99

Videos

- SPECIAL OFFERS**
- All 4 Wally Tapes £75.00**
- Any 2 Wally Tapes £50.00**
- Dead Men's Tales £24.95**
- 'Relative Work - "The Basics"'**
Inc all 10 levels for training from the WARP programme. £29.95
- 'World CRW Championships'**
50 min TV Programme + loads of training and competition jumps Nearly 2 hours. £19.95
- 'Travelling 1'**
3 Top class films & amazing freestyle footage £34.95
- 'Travelling 2'** More great sequences £34.95
- 'Flight of the Dream Team'**
By Norman Kent. Narrated and ideal for showing non-skydivers £29.95
- 'From Wings Came Flight'**
By Norman Kent. Superb Skydiving footage in exotic locations £39.95
- 'Kinesthesia'**
The art of body flight by Norman Kent
- Travelling 3** £34.95
- Over The Edge** £39.95

Sward Sportswear

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

Gear Care

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

BARGAIN BOX - Clearance Sale

Available while stocks last

	Normal Price	Clearance Price
Book - 'Filming the Impossible'	14.95	12.00
Book - 'Anything is possible'	14.99	12.00
Book - Skies Call II	12.50	10.00
Book - Skies Call III	12.50	10.00
Poster - 5 Star Trailing Smoke	3.50	2.50
Poster - Build Up to 126 Way	3.50	2.50
Video - Anything Is Possible	9.99	8.50
Video - Espace Boogie 1992	25.00	20.00
Video - Norman Kent Compilation	19.95	17.00
Video - Wally 1	29.95	20.00
Video - Wally 2	29.95	20.00
Video - Wally 3	29.95	20.00
Video - Wally 4	29.95	20.00
Goggles - Kroops clear/smoke lens	5.99	4.50
Logging - Faxlog folder & log pages	8.95	6.00
Stamps - Fun stamps - Zoo, Funnel, Tandem, Mega Man	4.99	3.50

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£5.50

BFPO & Europe

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£5.00

£6.00

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£10.00

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Post & Packing

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

Diary of Events 1994

Memorable
Dives

DATE EVENT LOCATION

April

23 - 24 Northern Regional Classics Meet
25 - 29 AFF Instructors Course
30 - 02 May 4 & 8-way FS Meet &
Central Regional 4-way FS Meet
30 - 02 May Southern Regional Canopy
Formation Meet

May

01 - 09 Spring Fling
09 - 13 PI/Adv Instructor Course
16 - 20 Exam/Pre-Adv Instructor Course
20 - 22 Diamond Quest '94 CRW Boogie
21 - 22 Northern Regional 4-way FS Meet
4 & 8-way FS Competition
21 - 29 Student progression and Accuracy
Handicap Competition
28 - 30 Scrambles Meet
29 - 07 Jun Classics World Championships

June

04 - 05 14-way Speed (no show exit)
and FS Competition
06 - 10 AFF Instructor Course
11 - 12 Central Regional Classics Meet
11 - 12 16-way FS Competition
17 - 26 Mid Summer Chopper Boogie
18 - 19 Northern Regional Canopy
Formation Meet
18 - 19 10-way Sequential Speed Meet
25 - 26 20-way Sequential Speed Meet

July

02 - 03 POPS Meet
02 - 04 4th of July Boogie
02 - 10 Formation Skydiving
National Championships
2-04 4th of July Boogie

Events

DZ Guide

4 & 8-way
Blocks

Dudes n'
Doris's

DATE EVENT LOCATION

02 - 10 Formation Skydiving
National Championships
04 - 08 British Collegiate Nationals
Competition and Progression Week
16 - 17 14-way FS Competition
23 - 31 Canopy Formation
24 - 25 National Championships
8 & 16-way Competition
26 - 30 RAPA Championships
30 - 07 Aug Classics National Championships

August

13 - 14 16-way FS Competition
15 - 19 PI/Adv Instructor Course
20 - 31 Army Championships
22 - 26 Exam/Pre-Adv Instructor Course
27 - 29 POPS Meet
27 - 29 16-way FS Competition
27 - 29 Southern Regional 4-way FS Meet &
8-way Speed Competition

September

03 - 04 Southern Regional Classics Meet
03 - 05 Labor Day Boogie
10 - 11 Central Regional Canopy Formation Meet
10 - 18 Student progression and
Scrambles Competition
17 - 18 14-way Speed and FS Competition

October

08 - 09 16-way FS Money Meet
08 - 16 Canopy Formation
28 - 30 World Championships
30 - 5 Nov 7th Annual Halloween Boogie
Cyprus Championships

November

07 - 11 PI/Adv Instructor Course
14 - 18 Exam/Pre-Adv Instructor Course
17 - 28 26th Annual Turkey Meet

December

10 - 02 Jan Christmas Boogie
Z - Hills Florida, USA

CLASSIFIED ADVERTS

CHASER/GQ RAYDER 220/SWIFT

Black TSE Chaser - pullout.
GQ Rayder 50 jumps white - unused.
Swift Reserve - white, unused.
Altimaster II altimeter, Dytter, blue Pro-Tec helmet, silver para bag.

£900 ono

Tel: Rory on 081 647 7518

XEROX/PEGASUS/PHANTOM 24

Ideal 1st Rig/Accuracy - throwaway, 250 jumps, no malfunctions. Recently serviced and acid tested all in good condition.

£450 ono

Tel: Pete on 0772 880847 or 0435 812501

VECTOR/SABRE 150/PD 160

Rig, throwaway, immaculate. Vector V2-2 container, 130 jumps £495. Sabre 150 main blue and green, 50 jumps £795. PD 160 res - unused cyprus ready £485.

Complete Kit £1775

Tel: Rob 081 856 2632

COMPLETE KIT FOR SALE

252 Canopy, black, yellow and red.
Reserve - Preserve, pack & harness, three ring, tan with red piping. Two jump suits, one tan one green. Frap hat, Alt III with wrist mount, January bag silver

£700 ono

Tel: 0922 414719

RACER ELITE/CRICKET/MICRO RAVEN

Complete kit only 15 jumps, Racer Elite-small harness, blue with silver trim.
Cricket - glide path canopy in blue & silver. White Micro Raven never used, both canopies 150 sq ft.

complete kit: £1100

Tel: Sandra 033474515

RACER ELITE/PD-170/RAVEN 1

Brand new rig for sale, Racer Elite- all black. PD 170 - purple, white, red. 1 jump only. Raven 1 reserve - unused. Micro lines, mini links, tube stows, handbooks.

Genuine sale £1500.00

Tel: 0744 58318

CHASER/FURY/PRESERVE IV

Complete system for sale. Dark blue Chaser container with throw away (have original pull out if required). Glide Path Fury main, blues, 110 jumps. Unused Preserve IV reserve. All in excellent condition.

£600 ono

Tel: Kevin 051 6455081 or 0272 761553

EQUIPMENT:

Freestyle suit...small long - £30. Flight suit...medium w/grippers - £45. Body suit...small - £40. Body suit small with grippers - £40 all suits are navy blue. Altimaster II with chest-mount wedge - £65. Dytters: 2...black - £65 each. Tube stows for micro-line: 50 sets - £2 each. Frap hat: Blue Hat Shoppe - £50. Z-Pilot chute, retractable neon green £25. Flexon/Sabre 135/MicroRaven

£1450

Tel: Keith 0480 811 487,
voice or fax Gratham Huntingdon

RACER ELITE/FURY/RAVEN 1

Fury main, Raven 1 reserve, Racer Elite container - turquoise/light green, pullout or throwaway 225 jumps

£1050

Pegasus main, 26', Lopo reserve, Chaser container, throwaway, 300 jumps

£450

Tel: Paddy Adams 0860 896222

EQUIPMENT FOR SALE

24 systems, 6 metre aeroconicals static line.
7 systems 6 metre aeroconicals freefall.
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all ready to use.

18 front mounted reserve (containers only).

Offers.

Tel: Knocker Cole RE Para Team 0252
863333 or 0252 521258

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High Adventure Specialist tuition in sky sport. Why come down when you can go up? Today's Paragliders have a sink rate of less than 200 ft per min, a max speed of 35 mph, and a glide angle of 10:1. The world record cross country flight is 255km!! For further information on Paragliding, Hang Gliding and other Adventure Holidays

Tel: High Adventure on 0983 752322

Open all year round

CHASER/MAVERICK/INVADER 370

Maverick 200 sq/ft, white/silver/black, CRW lines 350 jumps. Invader acid tested passed, unused, ideal CRW kit,

£550 ono

plus jumpsuit, alti, frap hat to sell (offers).

Tel: Mark or Kath 0860 482177

GENESIS/CRICKET/MICRO RAVEN

Cricket 147 sq/ft, white/powder blue/powder pink, only 25 jumps. Reserve - Micro Raven 150 sq/ft unused good condition

£995 no offers

plus jumpsuit, alti to sell (offers)

Tel: Mark or Kath 0860 482177

FLEXON/SABRE 135/MICRO RAVEN

Flexon, black, with Sabre 135, and Micro Raven. Must sell! Two Dytters, blue leather frap hat, ZP retractable pilot chute, altimeter, tube stows and all kinds of misc para equipment.

Make reasonable offers, need quid.

Tel: Keith 0480 811487

TALON/PD170/RAVEN 1

Talon container, grey/black, leg strap, throwaway mini risers, excellent condition.
PD 170 main, blue/blue-grey, collapsible pilot chute, good condition, (under 400 jumps)
Raven 1 reserve, as new

£850 ono

Tel: 0494 837640

JAVELIN/CRUISELITE/X210R

Javelin container, blue/red/silver, 70 jumps, Cruiselite main blue/red/white, 150 jumps, reserve X210R used once, spare free bag and pilot chute.

£1400 ono

Tel: 0780 53800 after 6pm 0832 280131
weekends

TEARDROP/FIRELITE/SWIFT

2-pin (small harness), silver grey/royal blue/pink, throwaway. Firelite Main 170 sq/ft, silver-grey/royal blue/pink. Swift reserve (unused). Cyprus setup, 500 jumps, excellent condition. Will split if required

£900

Tel: 0730 267630

PINTAIL 144

For sale - 1992 Pintail 144. 160 jumps, neon yellow and neon green. Microlines and collapsible slider. Very good condition.

£500 ono

Tel: 0474 568306

RACER/ELITE/FURY MAIN/FIRELITE

Complete system - under 25 jumps since new from jumpshack (Firelite reserve unused)

£750 no offers.

Also Cloud Delta, approx 250 jumps - £150

Barigo wrist alt: - £50 Dytter - £50

Tel: 0798 831999 after 7pm

ZEROX/REFLEX 125/MR 120

Black Zerox / Reflex 125 / MR 120.
Reflex 125, bright yellow, 100 jumps.
MR 120 reserve, 6 months old, is brand new.
Zerox container, built for above, 6 months old.
Complete system ready to jump.

£1100 ono

Tel: Dave Ballard 0980 668277

Classified adverts cost £5 for 40 words plus 10p per word thereafter. Adverts can be placed by fax or sent by post but payment must be received before going to press. Cheques should be made payable to: **AIRSCAPE** and forwarded to:

**AIRSCAPE,
MEDIA SUITE,
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LONDON
SE1 3HX,**

"1994"

Our southern-based operation seeks enthusiastic weekend RAPS instructors with a trend towards progressive skydiving - from April onwards.

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We have a Cessna 182

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



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

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

Adrenalin Adventures 7
Air Care/Frap Hats 11
Airmasters Z-Hills (AFF) 35
Airtec 9
Avia Special 10
Black Knights PC (fun weekends) 11
Cool & Groovy Fridge Co 21
Didier Klein 45
Dodington's (Altimaster service) 39
Dodington's (Altimaster sale) 28
Eaglescott PC (Events) 9
Flagler Aviation 32
Freeflight Z-Hills 35
Hanson Safety knife 43
Icarus (Custom Skydiving, France) 10
Instructor wanted 39

ADVERTISERS INDEX

Julian Snow Travel 35
Jump Dorcas 48
Kit Store 1
Larsen & Brusgaard 35
Parachutes de France 29
Paraclan 28
Paragators (DZ, Florida) 48
Paragear 2
Patrick Passe (Travelling III Video) 16
PD Source 26
Performance Designs Back Page
Performance Designs Europe 30
Perris Valley Inside Back

Rapa AGM 23
Safari Excursions 28
Sky Ads Ltd 42
Sky Science 32
Skydive City 34
Skydive Magazine 5
Skydive Scotland 40
Square One 7
Sunshine Factory 35
Sward Sky Gear 17
Sward Sports Price List 36
Sward Strops 28
Symbiosis Suits 4
Target Skysports 8
Thomas Sports Equipment Inside Front
West Mercia Insurance 35

Altimaster Service Centre - *Dodington's*

28 HIGH STREET, WHITCHURCH
SHROPSHIRE Telephone: Whitchurch
(0548) 662179

"HEADS"

While in Florida recently I was presented at the opening night of "HEADS", the new skydiver's social scene and bar in Zephyr-hills. At long last the jumpers have some-where to go in town without having to deal with some of the more dubious locals! The bar is located at the west end of Tucker Road and is totally independent of the two DZs. It is managed by the effervescent Ian Head who is his usual entertaining self and will welcome skydivers from anywhere.

Ian came up with the idea that the jumpers needed a place of their own. It took a lot of head work converting an industrial unit with the help of a team of like minded skydivers, artists and craftsman. The end result is an excellent facility, comfortable furnish with a full size mural by David Rickerby as the icing on the cake.

Although the bar is a club open to skydivers and guests, it does have a full licence with a remarkable selection of beers and wines available.

If you're heading for the "Hills", head for Tucker Road, look for the pink neon

"HEADS" sign and acclimatise as enjoyably as possible.

Colin Fitzmaurice D3782

Artwork by David Rickerby
Photo by Pierre du Tertre



Simon Ward jumping with a Bowler hat from a Bowler hat hot-air balloon. (Note the jumpsuit) Photo by Ian

PHOENIX/Z-HILLS PARACHUTE CENTRE 1994 Schedule of Events

JULY 2,3,4
SEPTEMBER 3,4,5
OCTOBER 28 - 30
NOVEMBER 07 - 13
NOVEMBER 17 - 28

17 - 18
19 - 20
21 - 23
24 - 26
26th

DECEMBER 10 - JANUARY 2
DECEMBER 24 - 25
DECEMBER 25

4TH OF JULY BOOGIE AND BAR-BE-QUE
LABOUR DAY BOOGIE AND BAR-BE-QUE
7TH ANNUAL HALLOWEEN BOOGIE
FALL RW TRAINING CAMP
26TH ANNUAL TURKEY MEET

PRACTICE
8-WAY
16 AND 20-WAY
10-WAY
AWARD NIGHT

CHRISTMAS BOOGIE
CHRISTMAS SCRAMBLES
PRIZES



Airmasters Parachute School, Inc.

- Tandem Jumps
- Call for appointments and rates

Phoenix Parachute Sales and Services

- Full line of equipment and rigging services
- Located on the Drop Zone



Phoenix/Z-Hills Parachute Centre
P.O. Box 1889, Zephyrhills, FL 33539
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From 3 of the world's most qualified instructors, coaches.

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- French women team Coca Cola
- 15.5 average French National
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- French AFF

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- UK AFF
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Team & individuals catered for from National Champions to absolute beginners.

All in the fabulous scenery of the French Alps.

TWIN OTTER SCHEDULE 94

FAST, QUIET, COMFORTABLE, CHEAP

GAP 26th March - 13th July

A host of World Champions & other high level.

LE LUC 14th July - 17th July

French Cup.

ROYAN 18th July - 26th August

Miles of wild Atlantic Coast and white beaches as a backdrop to RW coaching and organised groups by arrangement, at all levels.

Watch this space for further venues

FOR further INFORMATION, RESERVATIONS CONTACT:

ICARIUS AEROTECHNICS

AERPOLE 05130 TALLARD - FRANCE
TEL: (33) 92 54 16 23
FAX: (33) 92 54 16 22

SYMBIOSIS SUITS FRANCE

TEL: (33) 92 54 28 36
FAX: (33) 92 54 28 72

General Aviation Awareness Campaign

What is General Aviation??!!

It is defined as "All Civil Aviation Operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire", ie General Aviation is that part of aviation activity which is neither scheduled airline, charter or air taxi operation, nor military flying. Conversely, it is not defined, as some popular opinion would have it, that General Aviation is simply a leisure activity of private individuals, implicitly wealthy!!

I can see a large number of eyes glazing over at this introduction, and you are not going to read any further, are you??!!

However, trust me, this is important for the future of your sport and you need to be aware of the situation and the relevant arguments - read on:

General Aviation is a modern transport system which serves people, and helps to promote and improve the economic and social life of the country. Its vehicles vary from balloons and microlights, through the whole gamut of small aircraft and helicopters, to small jet executive aircraft. The purposes for which General Aviation is used include the following:

business, agriculture, delivery, life-saving, traffic control, civil search and rescue, law enforcement, aerial survey, protection of the environment, recreation and sport, flying for youth, helping the disabled, flying displays, and pilot training.

You can see that parachuting only really features within recreation and sport, and displays, but never forget that without pilots being trained, you would have no-one to fly your jumpship, and that would be as effective a stopper as the lack of a parachute.

Sport and leisure is an important part of General Aviation Activity, especially as recreational aviation is recognised as a sport by the Sports Council; it is as valid in this respect as sailing, golf and other activities for which local authorities make provision. Moreover, many of the young men and women who learn to fly for fun go on to be professional pilots, or to use their pilot qualifications to further their careers or businesses. You will know that the notion that those taking part in General Aviation are wealthy layabouts is very wide of the mark, as any visit to a flying club, or parachute centre in Britain will rap-

idly demonstrate; from bank clerk or window-cleaner, to lawyer or doctor, they represent a microcosm of Britain and all make most extraordinary financial and other sacrifices to learn to fly/parachute and keep up their sport.

Sport Recreation and Education

General Aviation makes a significant contribution to the leisure time activities of a great many people. It offers sport to those who like to compete, a pleasant recreation for the folk who enjoy travel, and it provides an education to the young and not so young. Most of all, it gives an opportunity for everyone to enjoy the sheer thrill of flying. The competition of sport flying (by implication including skydiving), both in powered aircraft and gliders, brings together amateurs from all over the world. Some of them are professional pilots for whom sport flying is a hobby. Aerobatics, racing, precision piloting and other contests all require discipline and skill, which can only be gained by practice and dedication. Indeed flying for fun is where almost every pilot starts, including many who go on to make a career in flying.

The one thing that aviators all share is a love of being in the air. This is no different from the love of the sea enjoyed by sailors and the love of the countryside enjoyed by walkers. The one thing they all have in common is the joy of being in a natural element.

The joy of flight is being seriously endangered by the actions of ill-informed people. If General Aviation, and with it sport and recreational flying, is regulated out of existence, where will you manage to fly your jumpship!??

General Aviation and the Environment

General Aviation is often criticised as being environmentally unfriendly. Where there are critics in the vicinity of airfields they often complain about the noise of the small aircraft that are based there. Also, when confronted with proposed developments, such as new hangarage or a hard surface runway, they frequently object on the grounds that they fear that what was a relatively peaceful activity is likely to develop into a major airport with the noise or jet aircraft. Clearly this concern is largely a fear of the unknown.

BUT General Aviation is not environmentally unfriendly. Not only are positive steps taken to minimise any possible disturbance to the community,

but General Aviation makes a major contribution to the protection and preservation of the environment. The airfields themselves are often havens for flora and fauna which would not survive if the ground were to be put to any other use. There is always a large area adjacent to the runways at any airfield that is undeveloped, and it is here that the plant and animal life are able to thrive.

So far as noise (qv) in the vicinity of airfields is concerned, this is always minimised by arranging circuit patterns, so far as is compatible with safety, to avoid nearby dwellings.

Where a General Aviation airfield is replaced by factories, business development, or houses, the visually attractive open space is replaced by buildings, and there is an ensuing increase in road traffic noise, vehicle fumes and general disturbance. Moreover, the previously protected flora and fauna are destroyed or displaced. It is not uncommon for the local residents to fight for the retention of an aerodrome in preference to its development for other uses!!

General Aviation aircraft help the environment, by undertaking such tasks as patrolling pipelines, fighting forest fires, monitoring and countering marine pollution, and monitoring traffic congestion. The presence of a network of General Aviation airfields around the country also contributes to the reduction of road traffic congestion by encouraging the use of the quickest means of travel between two points in this country!!

Noise

Noise is one of the fundamental premises on which many complaints are laid, and it is vital to change the public's perception of noise. There are three aspects of noise:

Noise Disturbance -

This is the high level disturbance caused by aircraft continually taking off and landing over particular places, and causing physical damage to buildings/persons. Market forces will probably prevail, and induce the aircraft industries to compete to reduce noise levels; The reduction in noise disturbance is a long term problem.

Noise Irritation -

This is the more likely source of complaint, and normally takes the form of vexation. A noise that irritates is disparate for different groups of people. Some of us like rock music and some like classical music, but wouldn't it be a

boring world if we only had one choice!! An archetypal, and apocryphal, example is that of the "stone-deaf Colonel complaining about the noise of the glider doing circuits overhead!!". One classic example was of a complainant from the locale of an airfield for whom the local Environmental Health Officers set up a monitoring system, from which they could gain no meaningful results of the aircraft flying overhead because of the leaves rustling in the trees. It is purely a matter of perception!! It is reasonable and feasible that there should be a noise level not to be exceeded - but that level needs to be established, achieved and maintained. It is clear that Noise Irritation has been allowed to fester by years of neglect.

Noise Fear and Expectation -

The fear and expectation of the general public is that aircraft, because they are noisy, are dangerous!! Local "do-gooders" are getting their potentially misguided view across, at the expense of General Aviation, so this campaign must commence an education strategy. The AEF(qv) have also moved into this field, and are spreading the word of discontent, and this must be countered. The basic problem is perceived noise, not actual noise.

Planning - Permissions and Appeals

This is most probably the area that will affect your sport most. Planning permissions, and the associated appeals, are the greatest problem we have, and will sap your finances, let alone your will, without respite.

One major achievement of the GAAC is that, following attempts to "educate" those in a position to influence planning, the Government has now included in its new Planning Policy Guidance Note on Transport several paragraphs drawing the attention of local authorities to the importance of General

Aviation to the local community, and requiring them to take note of the needs of General Aviation in their strategic planning. The message from the Minister of Transport is that central government does not wish to become involved in local General Aviation plans, and that it is up to local government to determine the balance of advantage between the economic benefits deriving from General Aviation facilities and any environmental disturbance caused by General Aviation activity.

Many problems in General Aviation are as a result of local authorities attitudes to planning permission. Many planning applications are lost due to one or two vociferous local protestors, while the "silent" majority do not declare their opinions.

the AEF are one of the greatest dangers to recreational flying, and hence parachuting, in this country.

The GAAC has proposed that General Aviation be included as a basic element of county structure plans, to ensure that the County Councils have a statement to "hang their hat" on. (This may be a double edged sword in some cases, as the receipt of the statement gave some authorities the opportunity to say "General Aviation, so that's what it's all about - we don't want any of that!!"). Further planning guidance will be drafted as necessary by the GAAC, for the use by local authorities.

The Airfields Environment Federation

You might consider that this group are in favour of General Aviation, as they would wish to improve the environment for aerodromes, as discussed above.

However, their declared intent is to regulate the noise emissions from all airfields, to reduce the gaseous emissions from aircraft (by prevention of use), and eventually close all General Aviation airfields that, in their opinion, cause local disturbance. It cannot be stated that this federation are the "enemy", but their efforts are one of the greatest dangers to recreational flying, and hence parachuting, in this country.

The BPA and the GAAC

The Council of the British Parachute Association has determined that the GAAC are working for the good of all aspects of General Aviation, and the resultant effects can only be to the benefit of everyone involved in parachuting in the UK. The Council has agreed an on-going annual grant (but not necessarily in perpetuity) of around £250 per annum to assist the endeavours of the GAAC, and additionally encourages individual clubs centres and associations to make contributions in similar vein. It is of note that Peterborough Parachute Centre have already made one separate donation. Has your club, centre or association done so?? The sum of £250 equates to 5p per core member (4,500) for this fight. The GAAC attempted to levy £2 per member (including provisional students) which would have meant in the region of £60,000!!

The BPA needs to know your views - are we contributing enough, too much, or is the nominal contribution sufficient to keep us in the frame but not to overstretch our scarce resources? All that can be said is that when the Planners start to cause problems for your drop-zone, do you have the capital to fight on your own; will you want the BPA alone to help, depleting further the scant assets; or would the backing of every General Aviation organisation be to your advantage? I think it speaks for itself!!

Phil Gibbs

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Skydive University Instructor Seminar

Following the Skydive U presentation by Pete Allum at this year's AGM, it has been arranged for Rob Laidlow to come to England and run a Skydive U instructor seminar 6th - 10th June at Netheravon.

Skydive U is a relatively new way of teaching and de-briefing formation skydiving techniques created by Rob Laidlow and the late Tom Pirras.

The package is aimed primarily at one to one tuition but also covers team coaching and larger load organising skills.

You can earn money as a Skydive U instructor.

Skydive U is a well known and proven method of teaching FS with schools throughout the USA. It is planned to have schools in Belgium, France, Italy and the UK.

To become a Skydive U instructor you will need a minimum of 700 jumps and be good at basic formation skydiving skills.

Throughout the week you will be tested on these skills and taught how to teach using the most up-to-date techniques by Rob Laidlow.

Registration for the seminar will be in the region of £150, there are only 8 slots available.

To get your name on the list, or just for more information please write to:

Chris Allen,
CCI Red Devils
Browning Barracks,
Aldershot,
Hants, GU11 2BU.

On receipt of your cheque you will receive a study guide package and a list of suggested skydives to practice before the seminar.

Please write if you are interested, but do not send any money until your letter has been replied.

Council meeting : Points of order

Having attended another AGM in Leicester I would like to try and clarify some meeting procedure "points of order" which might be of help at future events.

I fully understand that most skydivers just want to jump out of airplanes and that being grounded in a meeting is not a great deal of fun. So let's do our best to get through it quickly and efficiently and help the chairman to conduct this long, often difficult, affair as smoothly as possible.

For those more familiar with the law and meeting procedure than I am (and for those that may want to find out more) I quote the reference materials at the end of this article that I referred to in making these statements.

Before an item can be discussed at the BPA AGM it must be notified to Headquarters 40 days in advance and be circulated to the membership 21 days in advance of the meeting. The latter usually being done via the magazine. This gives people the chance to start thinking about the proposal; how it may affect them and to prompt their attendance to speak for or against the proposal.

In the past few years it has been practice for any proposals to be available in writing at the meeting and for the chairman to allow the proposer to speak at the beginning of an open discussion. Following lengthy debate the proposal sometimes fails to find a seconder and cannot therefore be put to the vote. This is what prompts me to make the following notes on meeting procedure. It may be useful to note that:

■ The PROPOSER must speak for and vote in favour of the motion. The SECONDER of the proposal agrees that it

should be put to the meeting for consideration/discussion. They need not agree with the proposal nor vote for it.

It is usual meeting procedure for a PROPOSAL TO BE SECONDED BEFORE ANY DISCUSSION TAKES PLACE.

"WHAT DIFFERENCE DOES IT MAKE?" I hear you ask. Well, there are 3 main differences that spring to mind.

1 TIME If the proposal fails to find a seconder (ie: anyone else who considers it important enough to be discussed) the chairman can move on to the next item of business. If discussion comes first and the proposal then fails to find a seconder, a huge amount of time has been wasted on something that is not considered important enough to put to the meeting. (300 attendees x 20 minutes = 100 hours = 2.5 working weeks.)

2 RECORDING Only the results of motions are recorded not the detailed discussion. Therefore if an item after discussion fails to be seconded and voted on there will be no record. It will be very difficult to recall the discussion, or strength of feeling in 2 or 3 years time. In contrast it is very easy to check the records and to see the decision taken when it has been put to the vote eg: 2 years ago an overwhelming majority voted in favour of keeping the Council minutes being sent out with the magazine.

3 AMENDMENTS (I'm almost tempted not to mention these as I may lose those of you who are still with me at this point!) When a proposal is seconded this is now a motion and must be voted on. Any subsequent amendments (which will be voted on first) will be referred to as amendments.

If however there is merely a discussion going on and someone proposes new wording and this is seconded (and the original wording has failed to find a sec-

onder) the new wording would now be the main motion not the amendment!

The following example might help. I've chosen a skydive related (but silly) example to illustrate the point.

Proposal – All skydivers with 50-plus jumps be given a bright orange woolly bob hat.

Discussion goes around the room and someone suggests the word "green" be substituted for the word "orange" and their friend seconds this. After more discussion, especially around cost implications, someone suggests the figure "50" be changed to "700" and this is seconded.

Current picture is now: **AMENDMENT.** All skydivers with 700-plus jumps be given a bright green woolly bob hat. **MAIN MOTION** All skydivers with 50 plus jumps be given a bright green woolly bob hat.

The real problem now is that the proposal put to the membership 21 days in advance of the meeting has been lost somewhere. This would be unconstitutional and could cause huge repercussions in a REAL situation.

RECOMMENDATION I therefore strongly recommend that if you want to have an item proposed to the membership you get someone to second it at the meeting and that the chairman has any proposal seconded BEFORE discussion takes place. Remember that as a seconder you are not at this stage agreeing with the proposal (you can be swayed either way by the discussion at the meeting) but you do agree that it should be put to the meeting to discuss and vote on.

Thanks for sticking with me this far, hope it proved useful. I am now going to go and lie down in a darkened room.

Margaret J Hacking D9235

*Ref: Memorandum & Articles of Association of BPA Ltd
Companies Act 1948
Conduct of Meetings (Rose/Jordan)
Meetings: Their Law & Practice
(M&E Handbook)*

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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

Open Friday afternoon and weekends all year and by arrangement during the week in summer. Progression, coaching and competition weeks in May and September. SL Round, RAPS, Tandem and AFF courses, WARP, CRW, Style and Accuracy coaching. Artificial pit, electronic pad, video, team rates, canteen, Cherokee 6 and Riems Rocket. Bar, restaurant, accommodation nearby and great beaches for barbecues.

Border Parachute Centre

Embleton

Northumberland NE66 3XF

Tel: Embleton 0665 76588

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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

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Tel/Fax: 0949 60878

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Contact: Dave or Nick Johnston

East Leys Farm

Grindale

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Tel: 0262 677367 / 0836 276188

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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

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 8753675

Midland Parachute Centre

Open every weekend 9am to 9pm. Static Line, Tandem and WARP. 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/Fax: Weekdays 0543 683161

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North West Parachute Centre

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Tel: Weekdays 0772 720848

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Contact: Mike Bolton, Chief Instructor

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Contact: Ron Groat

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Contact Scotty Milne

Scottish Parachute Club

Strathallan Airfield

Nr Auchterarder, Perthshire

Perthshire PH3 1LA

Tel: 0374 686161

Tel: Weekends 0764 662572

Skydive Scotland

Open Wednesday to Sunday (inclusive). Friendly, fun centre with emphasis on safety. First jump training on square and round canopies with radios and AADs. Tandem, AFF, RAPS, WARP, CRW, Accuracy. Kit hire available also large accuracy pit and Display Team. 2 Aircraft – Islander (in-flight door) and Cessna 207 always available to unrestricted altitude. Canteen, dormitories, hot showers, toilets and camping facilities all on airfield.

Skydive Scotland

The Parachute Centre,

Errol Airfield,

Grange

Errol

PH2 7TB

Tel/Fax: 0821-642881 (Office)

or 0821-642673 (Airfield)

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
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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 Wednesday, Friday, Saturday, Sunday and any other weekdays by arrangement. Static line Round, RAPS, WARP, RW and CRW. Tandem and AFF, Radio Helmets, AAD's student and experienced, kit hire. Aircraft – Twin Dornier (15 places), Cessna 206 in-flight door, Cherokee 6 and Piper Lance. Competitive jump prices – everyone welcome, unrestricted altitude. On airfield – bar, cafe, toilets and showers. Accommodation – caravans and camping.

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Tel: Drop Zone 0652 648837
Fax: 0532 571071

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Contact: Maggie Penny
Wild Geese Skydiving Centre
Movenis Airfield
116 Carrowreagh Road
Garvagh, Coleraine
Co Londonderry
N Ireland BT51 5LQ
Tel: Drop Zone 02665 58609
Fax: Drop Zone 02665 57050

West Wilts Parachute Club

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

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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

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RAPS, AFF & TANDEM.

Kevin McIlwee
Flying Tigers Airsports
6 St Hildas Court
Palmyra Road
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Mobile: 0831 569 605

Silver Stars Parachute Team

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CJSATC Pergamos Camp, BFPO 58
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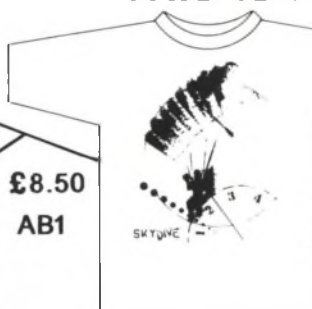
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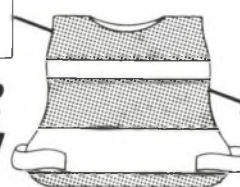
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Seminar will be held in July 1994. Due to the structure of the programme, numbers are strictly limited - so contact us now for more details!

AFF Students: 3 places for *ab initio* AFF students are available at the special rate of £1,395.00 each inclusive of all 8 AFF levels, kit hire, bunkhouse accommodation and instruction under Rocky's guidance.

Potential AFF Instructors: 12 places are available. If you have more than 400 descents you are invited to attend the seminar. The seminar fee of £75.00 includes the 5 day seminar and bunkhouse accommodation. You will also complete 8 experience descents charged at standard club altitude rates.

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The seminar will take place in July 1994 at Skydive Scotland in Perthshire. Contact us now for details - places are strictly limited to the numbers above.

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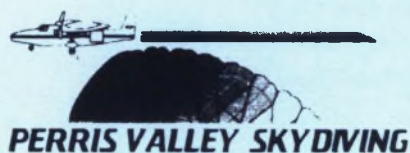


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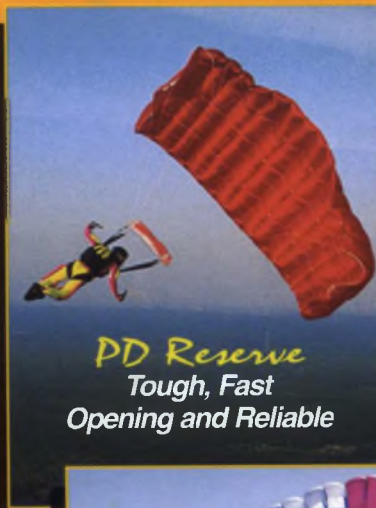
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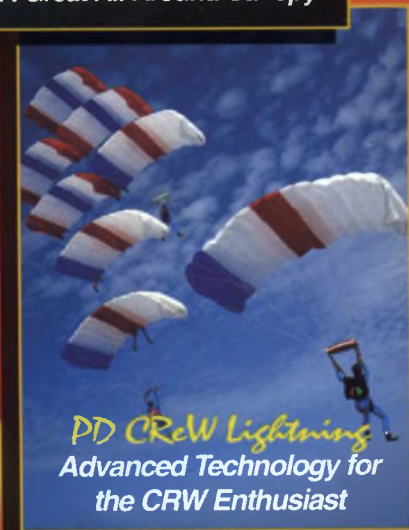
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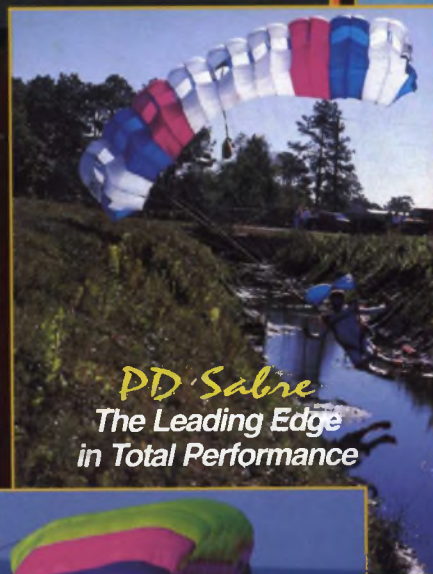
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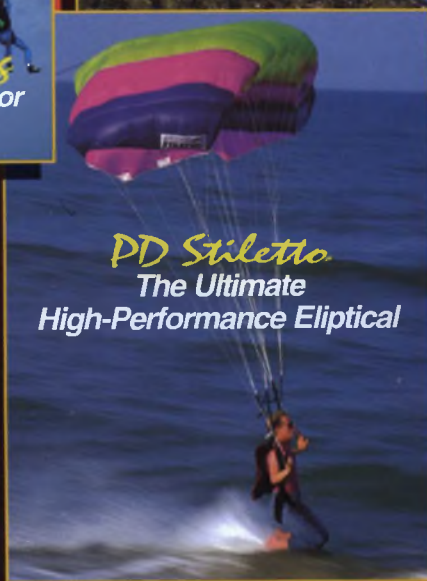
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