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A large group of skydivers, seen from above, are arranged in a heart shape against a blue sky with white clouds. The skydivers are wearing various colored jumpsuits, and their arms are extended towards the center of the heart. Below them, a cityscape is visible through the clouds.

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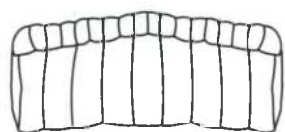
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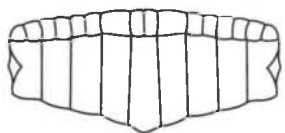
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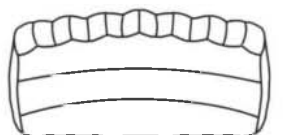
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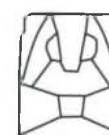
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September 1994

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Cover Photo: The British Womens Record
Photo by Adrian Thornton

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NEWS & EVENTS

FATALITY AT WESTON

A Skydiver died at RAFSPA, Weston-on-the-Green after cutting away her main and failing to deploy her reserve.

Carole Raschkes aged 36, had done about 18 jumps and was on her 6th consolidation jump after completing her AFF. She had suffered a broken ankle during her AFF training

but had successfully completed after a 14 week layoff. Carol deployed her main but cut it away almost immediately. It is not, and may never be, known why her reserve did not deploy. The BPA is currently investigating the incident.

John McKnight, Carole's boyfriend, said "everyone has been very kind, and I would like to thank all those who have offered their support."

216-WAY BRATISLAVA

A 216-way formation was achieved over Bratislava on the 19th August. It was held for around 11 seconds. Unfortunately, it will not be ratified as an FAI world record because one of the jumpers was in the wrong slot. A

subsequent 215 way was completed slot perfect but it was only held for 2.5 seconds.

CHUTE ASSIS EXHIBITION EVENT

Air Time Designs Inc. are working with The World Freestyle Federation to host a novel Exhibition Event to be held at Eloy from 17th to 19th October 1994. For a dive pool sheet (or if you are interested in some fun formation chute assis sequences) send an SAE to SP.

CENTRAL REGIONAL STYLE AND ACCURACY COMPETITION - NEW DATE

The washed out central regional Style and Accuracy competition will now be held at Weston-on-the-Green on the 15th and 16th of October 1994.

EDITORIAL

September issue?? Yes, well I did promise an extra issue which I was hoping to squeeze out in July, but I was still too busy getting extra help sorted out. I hope it's a nice surprise. Thanks to those of you who replied to the advert for an assistant. The response was so good that I was spoilt for choice, "why waste all that enthusiasm?", I thought, so we've actually got an editorial team now.

It consists of myself, Iain Mackenzie as Assistant Editor, and Bess Ryder and Steve Whitmore who make up the Editorial board. Some of the other applicants will be coopted as special correspondents, and I will be adding

a couple more skydivers to the board, so watch this space next issue for a full introduction to the team.

One advantage of having this extra issue in late summer is being able to use more of the articles and pictures that have flowed in as a result of the (unusually) good summer weather, and a busy season. We've had the National Championships, a visit to the Classics World meet, and two large formation records broken. There's more to come in the next couple of months including a report from the World Large formation attempt in Bratislava.

You can tell summer's on the way out - nomination forms for council elec-

tions and articles about the AGM start appearing in the mag. Well, those of us who can't get away to skydive have to do something over winter and we might as well start organising it now. The last AGM went very well thanks to good advance publicity and we should build on that for next year (see page 15).

As for nominations, well, everything does seem to be picking up (even the economy??) and maybe this year we'll have enough people stand for council to have an election. See you next month.

Ola



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CORRESPONDENCE

LA FERTÉ GAUCHER – THE FINAL CHAPTER

Dear Ola

After all the correspondence through the pages of our magazine in the last months concerning the experiences of skydiving at La Ferte I thought I should give the latest (and last) thoughts of our experiences there.

All eight of the Untouchables plus guest and part time video-man, Roger Barrett, spent five days over Spring Bank holiday at La Ferte. We also took along three camp followers. All of us were planned for by the centre and accommodated in the bunk-house. We were made very welcome and were all impressed with the helpfulness of the people we met.

We went to practise our Speed-8 technique for the Headcorn meet the following weekend, as well as to enjoy some fun skydives. The fact that we improved enough to actually score in round 1 (a first for us) and have a terrific time whilst there shows we met our objectives.

There was a number of "beer jumps" for various first-times: first overseas jump (Steve and Mike); first reserve ride (and first reserve ride in a foreign country at the same time, Malcolm); first camera jump (Gary); 500th jump (John); 600th jump (Chris); for a few of us the first big formation (skydivers invited us on to a 31-way); first attempted mid-air rescue (ON Ed, not BY him: he was OK, regaining consciousness by 6000ft and deploying unaided); first jump in two countries on the same day (Roger, Malcolm, John and Chris got back to Headcorn just in time to get on the last lift of the day on the Turbolet); first time as serious load organiser (Garry).

You can see we achieved a lot, which speaks volumes for the centre and their helpfulness in getting us in the air, as well as the ability of the staff to turn lifts round quickly, with their Otter and Porter. We owe a debt of thanks to all the crew at La Ferte and special mention must go to Christian for tolerating our French language and our English sense of humour. When John and Malcolm both looked like they would be grounded after their reserve rides (no-one at the centre could pack a reserve with a CYPRES fitted) he went and found two sets of almost new kit, a Merit and a BT Pro, which were loaned out at no charge. Thanks, Christian!

We would all recommend a visit to La Ferte, whether you are just in the vicinity or are looking to take time out to train or have some fun. It's three hours from Calais and well-worth the effort. Should the Untouchables stay together till next year, we are going back for sure.

Yours, with fond memories of walking through a fully grown wheat field looking for John's freebag (and we found it!). (See photo).

Chris Shaw D7365

Plus Malcolm, Steve, Ed, Mike, Gary, Garry, John

A TOUGH CHOICE (NOT!)

Dear Ola

May I make use of the letters page to express a few words of thanks to a number of people.

Some time ago I was asked if I would mind spending a week on an airfield with up to fifty women and have my skydives paid for. I distinctly remember thinking that this sort of ours occasionally throws up some really dirty thankless tasks but somebody has to do them. It took somewhat less than a nano-second to ponder the implications and weigh up the pros and cons, and a bystander might have thought that I was extremely fast in giving my reply. It only seemed this was because I realised that I would have to get my words out quickly before I started dribbling.

I would like to thank everyone that took part in that week for giving me such an enjoyable time, especially Dave and Angela Hickling and the staff at BPS for making us all so welcome, to Alexis Perry for organising the jumps and Laurent the mad French cameraman (ôl lerve zees Eengleesh womenö), to the pilots for their excellent flying, to Martin Wright for his assistance with the camera work, to Adrian Thornton for asking me but above all else to all the women who took part for their hard work and good humour

throughout the week. By the way fellas, it's not true that when you get a bunch of women together they all get bitchy and pre-menstrual.

Congratulations must go to the other jumpers at the DZ who, led by George Pilkington and Daryl Morran, took the Open British record from 60 to 62, an excellent job by all concerned. However I do think that the achievement by the women should not be overshadowed by this. The average jump experience for those women involved was far less and they smashed the previous record. Firstly from 24 to 30, then from 30 to 38 and they even managed to put together 48 out of an attempted 50-way. I was proud to be jumping with them.

That 50-way is there for the taking and I for one hope that all those that took part this year might be willing to have another crack at it, perhaps next year.

Thanks again to all concerned, but I have a word of warning to all the women who took part. Don't believe everything you read in Cosmopolitan about what a man should find enjoyable. It still brings tears to my eyes just thinking about it.

Don't pull high, don't pull low, but above all else...PULL.

John Drew D6007

ACCIDENT REPORTS

Dear Ola

On the debate about accident statistics and their reporting. Of course there is a need for accident statistics to be published – but please let's have relevant information at the right time in the right place. I really don't need to know how many one-off first time jumpers have sprained an ankle. What I do need though is information that is relevant, open and timely – information with meaningful content that will allow me to make informed decisions, especially where safety is concerned. Whilst not wishing to capitalise on the misfortune of someone else, if something has gone seriously wrong out there, I'd like to know about it so that my fate does not rest on ignorance or the avoidable. Also, if some DZ's have a poor safety record, please tell me about it; at least then I can exercise choice.

As for where accident reports should appear, well, for me the magazine is not the right place. If I meet people who show an interest in the sport, I usually try to do a bit of PR and pass on a recent issue of the magazine. Typical response is a fascination with the photography and surprise that the sport is so widespread. The one thing that would stop me passing on a magazine would be full accident reporting. It would be all too easy for people not involved in the sport

to read accident or fatality reports out of context with little or no understanding of the sport, with the obvious outcome.

This then seems to be about getting the right balance in meeting the needs of the people in the sport. In many respects what we have now on accident reporting is not far off the mark. Personally, I would like to get faster feedback on accident statistics without them being buried in the minutes of meetings held back in the mists of time. I would also like to understand why the need for factual information to be subject to such tight restrictions.

Please can we do something that will help to keep people in the sport well informed with current information, do something that will keep safety issues prominent, and do something that will put accident statistics into perspective without them being sensationalised. But, please, not in the magazine.

Sincerely,

Geoff Evans D8537

SCOTTISH NATIONALS

Dear Ola

I'd like to take this opportunity to thank all those who visited Strathallan Airfield for the Scottish National Championships at the end of May, as well as the committee and members of the Scottish Parachute Club for their co-operation in making the event so successful.

Particular thanks are also due to the Judges (Biff Burns, Tony Makepeace, Bob King and Martin Rennie), the Pilots (with special mention for Mark England, who flew the Porter, and Steve Swallow for supplying it), the manifestors, and Scotty Milne, the CCI.

The meet was very successful, with the 4 way FS event complete on the Saturday. This just left the accuracy to complete, with the rest of the holiday weekend being a mini-boogie, with several larger formation skydives being arranged using all three available aircraft.

Finally, a few competitors mentioned that we had not advertised the meet much in advance. This is true, although we did try to get mentions in the mag and events list. For future reference, the Scottish Nationals are held annually at Strathallan Airfield (where the Scottish Parachute Club is based), during last weekend in May. All are very welcome, at all levels.

Thanks again.

Yours sincerely,

Kevin McPhillips

(Chairman, Scottish Sport Parachute Association)



The Untouchables plus Roger standing next to La Ferte's Otter. Photo by Roger Barrett

Slow Plane to China

Reports on the last Classics World Meet held in China left one with the distinct impression that there was much room for improvement. Much of this was perhaps a clash of cultures. This year, undaunted, the British team headed for China again. Would the organisers have made the effort to cater to the tastes and expectations of the visiting teams? Major Bob Card has provided a comprehensive write up on the experience we we are running in two parts. Enjoy the trip.

Part one:

Getting There

On Thursday 26th of May the National Team departed Netheravon for the long journey to Chengdu, China, where they were to represent our country at the 22nd World Parachuting Championships in the Classics Events of Freefall Style and Accuracy Landings.

It was an exciting prospect, particularly with two successful training camps behind them; one in the USA, the other in Germany. They were well prepared and hopeful of a sound result. The organisational support provided by the BPA Staff was excellent and with the help of their sponsors, Philishave, they really looked like a team. There was every reason to feel confident despite the awful reports following the last World Meet in China.

If the words of our IPC representatives have been heeded, things must surely be different. This we all hoped for, and with John Hitchen as IPC Controller, Roger Flinn the Chief Judge and Kate Charters as the representative UK Judge, we considered that this Meet should be as good as it gets. China itself, well that remained to be seen.

At Heathrow, checking in with Air China was easy, they were ready for us, excess baggage and all – well done David Oddy. Things continued to go well as we boarded on time and began the eleven hour flight to Beijing. This was to involve two meals and a great deal of sleep. Our first sample of Chinese food was some kind of in-flight chicken that went down well; however the second, chopped duck complete with skin, bones and all was, perhaps, a sign of things to come.

There was a lot of free space on the aircraft which allowed us to spread out and take full advantage of the opportunity to get a comfortable sleep. Reveille and orange juice were quickly followed by an extremely bumpy approach and a smooth touchdown in Beijing. The first leg was complete and we were greeted by fair weather –

it was pleasantly warm with the sun shining and a brisk wind. Things were still going well.

During the airport formalities it was interesting to note the total disregard the officials have for the travelling public. At immigration they had us move from one counter to another, then another, and back to the start point. It all had something to do with our group Visa, but who cared, we all had a long wait for the baggage anyway. Once it did arrive there was some relief to find it all present and correct. Now we had another two hours to wait before the onward flight from Beijing to Chengdu.

Communications within the airport were shabby if you didn't speak Chinese, forget it.

Eventually we found our way to the internal flight area where presumably, due to our totally confused appearance, a local lady approached us and handled the necessary, but unknown to us, chore of having the flight tickets stamped to re-confirm your intent to fly! Once completed, she directed us to an area where we were relieved of a small fee in the form of airport tax. Now we were free to move through security for the next leg of the journey.

This was soon accomplished and thanks to David Oddy there were no charges for excess baggage; from there to the departure lounge was but a few paces. This was a modest lounge indeed. A number of sales counters ringed the hall, all littered with tourist trinkets. There were no seats, but wait, on the far side of the lounge we spied a restaurant, or was it a bar? Well it turned out to be both, in a room half the size of Netheravon's canteen.



The British Team in their Opening Ceremony Track suits.

Jeff Chandler, feeling happy with his lot, said "Isn't everything going well". That was it – everything went rapidly downhill from there.

At this stage we were fast learning that airport standards in China were not as we have come to expect in the West. Any ideas about normal facilities being available were soon laid to rest.

To be fair the coffee was good – but then anything would have been at this stage. Nevertheless we remained in good cheer until Jeff Chandler, who, feeling happy with his lot, said "Isn't everything going well". That was it – everything went rapidly downhill from there.

We were called forward for boarding on schedule, although not through the original, notified departure gate. From there to a bus, where we were introduced to the Chinese way of rushing everywhere and fighting to get on, off, in, or out of everything. Push, shove, elbows in and if everything

else fails, climb over the rest. When eventually seated, and once hot and sweaty enough, the bus moved off for a tour of the airfield. At times, it even seemed that we were going to Chengdu by road.

We finally stopped beside an aircraft where we were kept until hot and sweaty enough to get off. This was followed by the usual fight to board and whilst this did appear unnecessary, every seat was taken, none were allocated, they were all up for grabs. There we sat amongst curry fumes, or whatever it was, until we were hot and sweaty enough to wait some more. By now it felt like a demonstration of how passengers felt when hijacked and confined to an aircraft for days on a desert airfield.

Once the engines had been started, shut-down and re-started a couple of times, the doors finally closed and we set off for another tour of the airfield. It was a long tour and being so tired, we soon nodded off – by now airfield tours were wearing a bit thin. The sudden jolt as the aircraft came to rest roused us from our slumber, and the engines slowly wound down into silence. The apparent short, painless flight had never happened, we were back where we started!!

After some considerable time, an announcement in Chinese caused a frantic disembarkation. Once outside, it was back on the coach for another hot and sweaty airfield tour. As we drew to a stop outside the terminal, we were to observe a further demonstration of how a frenzied evacuation of a bus is achieved, whilst taking every care not to give any consideration to those around you.

From there it was a short walk back to the waiting area which somehow seemed smaller this time. Through good fortune we were only kept waiting for three hours, during which it was our pleasure to be the reception party for the other teams arriving after us who were fortunate enough to depart on schedule. Although we were never privileged to any briefings about our situation, one of the local passengers tipped us the wink that we would stay overnight whilst the aircraft fault was rectified.

This was how it turned out to be. So once again we were off to the coach



Roger Flinn in all his glory

and mobile again for at least an hour's tour of the Beijing suburbs. This tour was greatly enhanced by endless overtures of torturous Chinese music which, when punctuated by the local habit of throat clearing at regular intervals, could only be surpassed by their accuracy in depositing the unwanted directly onto the coach floor. After stopping at a couple of wrong hotels, the coach finally reached its destination, and in the blink of an eye, the locals had fought their way off the bus and into the hotel.

The bus finally stopped beside an aircraft where we were kept until hot and sweaty enough to get off. This was followed by the usual fight to board

Once inside, it was plainly clear that any chance of getting near the reception desk alive was out of the question. We decided to wait, watching with great interest as they fought each other until a room key was obtained; the trick then was to survive the hazardous withdrawal from the counter. We got sorted out in the end and once firmly settled into our rooms we were pleasantly surprised by the standard.

Following a much needed shower, we changed into what few clothes we had available and went to the bar. Here we found that spending local money could be fun too. They certainly wouldn't take coins, or small notes, it was just the tourist version of the local Yuen that would do.

A snooker table provided some recreation, but we were only to complete a frame and a half before being plunged into darkness. We were then abruptly told that the bar was closed. This was followed by a demand for cash due to our using the table. At this stage, Les Carroll was set free to negotiate a deal and it wasn't long before he convinced the staff to charge it to their own great airline. Well, Air China had dumped us here.

With an early start on the cards we didn't object to the enforced avoidance of a late night. Although tired, bedding down too early would allow the jet lag to set in, but we thought we had it about right. In the morning we found that everyone was awake from 3 am with nothing to do but cat-nap the last few hours.

Wide awake and hungry, we assembled in the lobby. We were all much too early, but not early enough to beat our local colleagues. Breakfast wasn't quite ready, so our craving for that first cup of tea had to wait a little longer. Looking around, most of our fellow travellers were assembled at the dining room door, and whilst they looked nonchalant, all hell broke loose when the doors opened. We let the dust settle and made our way through to a vacant table.

The swine food that followed did little for us, particularly so early in the day. We were struggling to keep down the odd testpieces sampled when we were joined by three locals. Watching them wade in big-time was amazing. It was all too much for us to follow and we could see the Head of Delegation pondering why he was here in China for a second dose.

It was then that one of the local guys who had joined us decided to take on one of the almost boiled eggs. Having shelled it with certain style, he popped it into his mouth whole. Then following some clever tongue work, he turned and spat out the yoke without blinking an eye. As this splattered onto the floor at our feet, we left the

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area in an effort to keep down what little we had consumed. The hot, heavy and well polluted air outside seemed like nectar and there we stayed until the coaches were ready for departure.

We sat on the wall around the edge of an empty pool which contained the metallic remnants of a water fountain. It was all so very peaceful with a lovely view of the wooded hills that surrounded the hotel. Such a beautiful morning and yet no birds were singing? well, it would be difficult for even an early bird to overcome the constant scowl of the Chinese throat clearing ritual, or indeed the splatter of discarded fluids in the catchment area immediately around their feet.

With a cough and a rumble, the coaches burst into life. We were last to mount as usual and as a result were well spread around the coach. When the coach was full, another 12 boarded and much to our surprise a folding seat attached to each row was released and neatly filled the aisle – once every inch of the coach was full, off we went.

Now, although spitting on the floor was quite acceptable and often applied, smoking was quite rightly out of the question. Nevertheless, around

the halfway point, a local chap lit up a cigarette. Much to our surprise, the driver noticed this quite quickly even though it was difficult to know how. This unsettled him considerably and many exchanges of short Chinese outbursts followed. After a while the driver pulled over and left the bus. As we pondered the next move a number of passengers began to express their own views, a situation that built until we were on the verge of an uprising.

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We assume that some kind of promise not to smoke again brought the driver back into the coach, who knows; at least we were under way again. He had identified the offender, the verbal assault on him left us in no doubt. We drove on with an occasional verbal outburst and by the time we reached the airport all appeared to be calm.

Not so! The offender made some comment as he disembarked and this set the driver into a rage. He dived off the coach and sent one hell of a verbal assault across the airport forecourt. People grabbed both parties and dragged them off in different directions to cool down. Once peace prevailed, it was safe for us to venture off the bus. With the fun over, checking in for the flight was the only excitement left on offer.

Everything was going nicely. We had checked in and went to the departure lounge as directed, even though there was no further departure information available. When the flight had reached the hour overdue stage there was a sudden mad rush, and like

lemmings, the locals were mobile. We were faced with a fire, or news of our departure.

The departure procedure was a replica of the previous performance to the letter. Once on board, buckled-up and raring to go nothing happened. An open door around the centre of the aircraft attracted the locals like moths to a flame. It was either air, or a breeze they were after, but it did little to help the rest of us as we could hardly breathe at all. All they achieved was a selfish satisfaction at the expense of everyone else. The stewardesses had no control and the chances of another evacuation began to appear quite high. This theory was well supported when the food began to come out! Rumour had it that the aircraft had not been fixed at all, a rumour that could well prove to be true!

We remained on board for another hour before the engine started and things began to get serious. Eventually the door was secured and the aircraft taxied to the runway where, without further ado, the throttles opened and off we went. The following two hours were devoted to a kip and it was only the descent into Chengdu that re-kindled the interest of our team. The landing was fine, our baggage arrived with us and we were met by one of the competition organisers. We were soon on our way to the DZ. This journey wasn't too long, but it was just as unpleasant. After two days in much the same clothing all we wanted was a hotel room and a shower – but this was not to be.

Well, the team had finally made it there. In the next issue you can read about the competition.

Major Bob Card



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Frank B. Arenas, Owner

People in the sport...

Jackie Young

Age, marital status, family etc.

Don't be nosy! Happily married to Dougie. Two little boys, Scott (7) and Ross (5).

Job description.

Book-keeper for the Army Parachute Association at Netheravon. Also manage the APA shop on the drop zone. Full time mum to two little tearaways.

Time in sport, qualifications.

22 years in the sport with a 5 year lay-off to have my family. No qualifications — I was always too busy competing to get any ratings.

Jumps, malfunctions, personal kit (past and present).

Coming up to 4,000 jumps but I don't pack them in too often as I refuse to jump during the cold winter now (in the UK that is). I am sometimes referred to as a boring old fart — but I don't mind admitting to being a boring old warm fart.

I've had 7 reserve rides and not all as a result of a bad main canopy. I jump a 1-pin Teardrop with Swift reserve and a Fury, although I would like to change over to a smaller set of gear when I can afford to. My 'past' equipment was uncomfortable military surplus which, in its day, could only be described as 'state of the art'. Today's light, small, incredibly comfortable and colourful rigs are light years ahead of the kit I first jumped which was dull, enormous, heavy and extremely uncomfortable. The only time when colour appeared in the sport in my early days was when the unpadded harnesses combined with opening shock contributed to huge multi-coloured bruises and cuts on both hips and shoulders.

Competition experience, medals, teams.

My competition experience is too long to put down on paper. During my time with the Red Devils I entered every competition in this country along with various overseas meets. The most memorable medal was the Ladies World Accuracy Championship in Zagreb (formerly Yugoslavia). I achieved 10 perfect scores (dead centre) which was a 'first' in the sport for both males and females. Standing on the podium sporting my new gold medal I lost control when the Union flag was hoisted and the National Anthem came belting over the PA system. I still feel emotional whenever I hear the National Anthem.

The major competitions I entered were the National Championships from 1973-1986 every year in both style and accuracy and also relative work (4-way and 8-way). In 1974, '76, '78 and '83 I was National Champion and represented the nation in Zsolnock, Hungary; Guidonia, Italy; and Zagreb, Yugoslavia. I also competed in relative work



and was on the British national team in 1977, '78 and '81. These world championships were in Gatton, Australia; Chateau-Roux, France and Zephyrhills, Florida, USA. I also won the silver medal in accuracy at the World Cup in Graz, Austria in 1983. Symbiosis was predominantly a relative work team but we also used to win lots of accuracy meets around the country and some members did both style/accuracy at World competitions as well as relative work.

The last major competition I entered was with a great bunch of lads and we called ourselves 'Going South'. We went out on a winner coming in 1st at the Rhine Army Parachute Championships in relative work and also in accuracy. I was three months pregnant at the time so had to give up my slot on the team.

Most memorable skydive (good or bad).

My most memorable skydive was when I jumped off El-Capitan in Yosemite Park. I'm not at all into base jumping but I figured El-Cap was different as we jumped from a lip on the rock face at approximately 3,200 feet. I've jumped out of aircraft from much lower than that.

There were five of us, Dane Kenny, Willy Grut, Robin Mills, Geoff Sanders and myself and we had just completed a British Team Training Camp at Perris Valley in California. Although it was an illegal jump we decided to take the risk — but to get caught in the act would have been devastating. The penalty for being caught was a \$25,000 fine, gear confiscation, removal of VISA, and banned from the forthcoming World Championships in Florida.

After a 6 hour climb we reached the top. After a brief rest under the trees, Willy Grut repacked his rig which unnerved the rest of us so we all followed suit. A good, straight flying canopy was prayed for as twists in the lines could have resulted in the canopy flying into the rock-face. We tossed a coin to decide who would jump when; I was fourth. The plan was simple: we would jump at last light to avoid being seen, with no 'yahooing' to

attract attention; if you were caught you were on your own; get down fast and pack the gear into a black bin liner and place under a strategic tree where it would be picked up the following day; meet back at the 'Lodge' bar. The jump was fabulous and I've never had such a rush of adrenaline quite like it. My body felt like 10,000 volts of electricity had been through it and I literally 'buzzed' for weeks.

Favourite DZ (British and worldwide).

Undoubtedly, my favourite DZ of all time was Pope Valley in California. An old hunting lodge set in sleepy Nappa Valley was paradise for those who had the opportunity to be around at that time. There was comfortable accommodation, showers, restaurant and even a swimming pool as base luxuries — but the biggest luxury was the skydiving and the quality of the people who made it a most memorable place to be.

Dedicated jumpers saved every cent for skydiving and at the end of the day a beer would take the edge off their hunger. Some skydivers couldn't afford to eat a meal, therefore fierce 'lurking' became the norm. Thin, hungry skydivers sat watching agonisingly as the more 'well-off' jumpers stuffed morsels of food into their mouths. To leave the table before finishing was like saying goodnight to your meal. Like vultures, they polished off the scraps left on any plate in record time and departed from the table before the owner returned. It was hilarious! There was NEVER any scraps of waste in the bin.

My favourite British DZ is Netheravon but I prefer a smaller club atmosphere to that of a big centre. I used to like a place called Compton Abbas which had a small membership but was such a friendly place to be. When a club becomes too big I think you can get lost in the crowd very easily.

Do you have an ambition?

I achieved a lot of my ambitions in skydiving and competition gave me a bigger buzz than just 'fun jumping'. I could get back into 4-way or accuracy, but I'd have to be totally selfish and give it 100%. I love being a mum and my two boys are my pride and joy. Having kids was the best thing to happen in my life and I'm quite happy being a mum first so skydiving comes second now. I give them 100% but who knows what aspirations will surface once they are up and about on their own? Maybe I'll come back once my maternal responsibilities diminish — watch out for me on my zimmer frame!

When not skydiving what do you do?

When not skydiving I am working in the office, shop or at home. I work out at the gym twice a week and try to keep a grip of my 'winter spread'. I love art and drawing, embroidery and cross-stitch, which I find soothing and therapeutic. My favourite hobby of all though is knocking out the zzzz's. I just love my bed and tell it so every time I get under the covers. Oooh! Sanctuary! I think I go to heaven when I sleep. I love it! If there

was ever a world title for sleeping I would be the biggest contender.

If there was one person in the sport who has influenced you, who would it be?

Undoubtedly, Major Peter Schofield, the Red Devils Team Commander, influenced my life and took me down the path leading to everything I ever achieved. I met him (and the rest of the Red Devils) at the Army Parachute Championships where I won the novice accuracy event. He told me I had lots of potential and to keep up the good work. Within a year he, and Major Geoff Norton, had successfully beaten the system to get me a fully fledged Red Devil with the privilege of being the first girl to wear the red beret. Major Schofield placed me on the competition team and we competed in every competition in the United Kingdom for my duration on the team. The Red Devils were always in the forefront of all competitions. I have travelled the world, and am proud to still be part of an exclusive type of sport where there are no boundaries; everyone is on the same social level in skydiving, regardless of background, rank or money.

Persons or team you admire (past or present)?

I met BJ Worth at the 'Gulch' in Casa Grande, Arizona in 1974 when he formed the United States Freefall Exhibition Team. In this country we still haven't achieved anything bigger than a few 10-way formations, whereas USFET were performing skydiving we can only dream about. 24-man formations with 2 and 3 formations. It was mind boggling watching this stuff from the ground. I realised that the sky wasn't the limit. BJ Worth made a film called 'Wings' and I can still remember every skydive on it, right down to the timing on 'Space Odyssey 2000' music. I think I even watched it backwards. BJ Worth was also at Pope Valley with a team called Mirror Image and Symbiosis (the British team I was on) trained and competed side-by-side with them on many occasions. Not only were they all outstanding skydivers, but friendly and willing to pass on their knowledge without the fear of anyone 'exceeding their performance'.

Where do you see the sport going?

The sport is still, unfortunately, not televised in its true capacity. Joe Public still

thinks it is 'stunt-ish' and has never seen or appreciated the individual body flying skills which are required to be a top-class competitor. It would be great to see it on Sport on Saturday instead of the usual sports. How can the TV producers justify televising indoor bowls when a skydiving competition could be shown instead? Watching bowls is as exciting as watching paint dry. It would be nice to see our champions rewarded financially as are the other sporting personalities, especially as skydiving is one of the most expensive sports.



What advice do you have for up and coming skydivers?

For up and coming skydivers wanting to do a 'team' I'd suggest you seek advice from someone current in national competition. That person can aid the skydive mechanics by explaining the best way to do a skydive to achieve the maximum. Hiring a team coach may sound expensive but in the long run it would save a lot on wasted skydives. A team without a coach is usually led by the strongest personality and that isn't always conducive to good team spirit and togetherness. A team

coach eliminates any inner-team disputes as to how something should be done.

If you want to do team skydiving or individual I would suggest you enter as many compeng at the top whether it is a small 'meet' or national or world meet.

I'd also recommend avoid looking at the scoreboard to see how everyone else is doing. You should know your own ability and just try and go out and perform to your best. You only psyche yourself out looking at how far behind or in front you are of other teams. Just compete against your own ability, even in competition, and try to do better than your last jump. If you are sitting in first place with only one round to go then there is nothing more pressurising than knowing how close your competitors are behind you. Just treat each round as a 1-round competition. The main thing is to HAVE FUN too.

What is your favourite joke?

There was this man who walked into a crowded bar with a huge crocodile under his arm. The crowd went quiet and the man dropped the crocodile on the bar. He shouted, "If anyone can do what I am going to do, I'll give them free beer all night". He prized open the crocodile's mouth, dropped his trousers, placed his 'manhood' in the crocodile's mouth and picked up a mallet. He casually announced, "I'll bet anyone". With his manhood still in the crocodile's mouth, he raised the mallet and thumped it down on the back of the crocodile's head. The crocodile's teeth slammed together but the man retrieved his manhood just in time. Phew! He turned around and asked, "Well, is there anyone

who would do that?" A little voice at the back of the bar said, "I'll do it mister, but promise me you won't hit me as hard as you hit the crocodile!"

OK, you can stop laughing now!

What, if anything, winds you up?

Dog-shit on my shoe! Aaaargh, it drives me mad when people don't clean up after their dog has done one!! There is NOTHING worse.

Compiled by Dave Mitchell

Next issue: Pete Allum



THE USE OF AIR-TO-GROUND TRANSMISSION FOR LIVE JUDGING

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE: International Parachuting Commission Subcommittee for Formation Skydiving



The International Parachuting Commission (IPC) had its 1994 annual meeting (the 45th) in Agra, India, at the end of January. During these meetings the current rules for competitions and regulations are evaluated and adjusted. This year the Formation Skydiving Subcommittee used the results from the air-to-air judging experience and the input from the competing teams at the World Championships in Eloy, USA in 1993 to design a set of rules that will meet the challenge and demands to step into the live judging area using air-to-ground transmission.

The experience from Eloy was well received, and the tests showed that we are not far away from making this next step. These rules will be tested at the next IPC sanctioned World Cup of European Championships this year. The IPC FS Subcommittee would like to use this opportunity to inform and explain some of the thoughts and ideas behind the changes made.

Air-to-ground live judging is the goal down the line. We are facing new demands from both competitors and spectators, and with the chances of being included in the Olympic games in the future, we need to put together a sport that can meet these challenges. The result will be that we will be able to score the teams live with only one review. The teams should have their scores while they are still under canopy.

There is a need to design an instant scoring system, which is now already under development. It will incorporate an electronic scoring system where the judges push a button and score the teams on the complete formations. On the busts, another button is pushed busting the team. The system will instantly track the scores, the time and all the information that is required. After the end of working time the electronic system will no longer accept scores. It will be designed so that the judges screen will go blank at the end of working time, so the judges need not worry about anything except what they see on the screen. The scoring formations and the infringements are more clearly defined and the system will also be designed to work well with pencil and paper...

The basics of the new system is as follows:

Correct formation: One point will be given for each correct scoring formation.

Infringement: One point will be deducted for each infringement. The "infringement" or busted formation will not count as a scored formation. This will result in a two point loss for each infringement, wherever it occurs in the dive.

Two point bust: There is now a two point penalty (compared to earlier three) for all infringements on the dive. This means a bust on the last formation within working time will be given the same penalty as one earlier in the dive. Also, if there are two busts right after each other, the penalty will be 2+2 points, resulting in a four point loss. The penalties are only hooked up against the scoring formations, not the inters. However, an incorrect inter still leads to an infringement (or a non-scoring formation), and results in a bust. Minimum score for a round is zero.

Reversed order of jumping: The teams will start to jump in a reversed order of placing based on the last IPC sanctioned competition (the last World Championships, European Championships or World Cup) during the competition. This reversed order will be updated during the competition. This means that the better teams will jump together towards the end of each round. This will make a more exciting competition for the competitors, the spectators and also the media.

Show: Showing the formations and the inters clearly to the judges has been brought back into the rules.

Pool: There were only minor changes to the pool.

Good luck with your team training,

Pål Bergan

Chairman IPC FS Subcommittee

Should you require more information, or if you would like to contact the IPC Formation Skydiving Subcommittee, please use one of the fax addresses below. We would welcome comments and suggestions from the skydiving public.

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Tim Stevens, Australia +61 62 853 989

Please contact the BPA if you require a set of rules.

Erratum: When you receive the rules, please note that an error passed our auditions. In #2.5 - Incidental stationary contact the words at the end "or total separation" should be deleted. This infringes with the wording in #2.7 - Total separation.



PARACHUTISTS OVER PHORTY
SOCIETY

POPS CORNER

POPS CORNER

Those of us who recall that blown out weekend at RAFSPA, Weston-on-the-Green last year will appreciate as much as I did, the wonderful weather and weekend we enjoyed on the 2nd and 3rd of July. Not least the reception and hospitality we received. WotG was the venue for the second national POPS meet and our thanks must surely go to Dave Howerski – CCI, who hosted us, and to Paul Austin who did a great job deputising for Dave.

Fresh faces appeared on the DZ. All the way from Cockerham – Black Knights PC: Jim Hynds (POPS 466) and Arthur Wrennall (POPS 610) arrived with their instructor Sue Hill (POPS 542). What's more, they carted off with them a good wedge of the awards as you will see below. Then there was newly registered member Susan Camm (POPS 618), John Mathews (POPS 445), Ralph Lewis (POPS 562) and Stuart (no number) Ashford (call me please, Stuart) who turned in en masse from Swansea. Even Warren Oxenford (POPS 399) made it from Oz'. Of course, the regular happy faces appeared too until we had twenty two jumpers plus supporters. Eight stalwarts, organised by Sue Hill,

attempted an 8-way with yours truly on camera – five made it, but better luck next time. My minder, Pauline (POPS 494) is now official judge, an appointee of Pete Best who wishes to take more of a back seat. A complement of helpers ensure a fair deal for all, and I never win anything anyway. All together...ooh diddums! To the results then (see end of article).

Lenny takes home not only the gold, but the Doncaster Plate for the third year running, and very pleased we were too. Our Welsh members did well, so did Sue and her two protégés Jim (bring more medals next time) Hynds and Arthur Wrennall. Very well done.

Over 50's Medical – at the time of writing, 13th July, not a squeak from the BPA in response to our article on this important issue. Endless support from members who need to see a positive result. Some say the BPA will ignore it and us, I do hope not. Help me to help you by writing directly to the BPA STC at least once, preferably each week or once per month until something is done. If you're as angry and tenacious as you say you are, prove it, and do it! This cannot be allowed to fester and I shall be beating a path to their door very shortly. Skydiving in the UK takes so many knocks from bureaucracy that it will soon become a civil service operation.

Personally, I favour signing disclaimers which work at WotG (RAFSPA) and in the States, maybe then people will leave us to responsibly enjoy our sport instead of wondering what codswhallop will land on us next.

Members' Records – I need all of you to complete the simple coupon which appeared in the April/May issue.



POPS Group at Ipswich Parachute Club (May Bank Holiday) – Photo by Inger Allum

POPS PROFILE

Chris Wood (C10048/POPS 592) made her first jump at Cranfield September 1990, secured Cat 8 at Netheravon, Cat 9 in Poland and Cat 10 in Czechoslovakia. With just 50 jumps to go for her 'D' licence, Chris is a regular POPS meet attendee. Of herself she says 'I was not the best of RAPA students', but at her regular DZ at Netheravon took up an AFF course and has never looked back. And it all began with two sponsored jumps for charity. Chris is a close friend of Pat Carpenter who comes next.



Chris Wood (592)

Pat Carpenter (505)



Pat Carpenter (D9426/POPS 505) also began his skydiving career with a charity jump course at Cranfield (August 1989) making three jumps on the first day. An employee of the Royal Mail in research and development at Swindon, it happens that he too is a regular at Nethers'. Both Pat and Chris are followers of Pete Marsden's Boogie Club and have visited several of his organised meets in Poland and Czechoslovakia. They've globe-trotted quite a bit from what they tell me.

Two volunteers, please, for the next POPS PROFILE or do I have to bludgeon someone into submission? Here's an incentive, if no volunteers, it will be me and/or TOP POP Michael.

The future database is important. I know it's early days and you've only recently received the mag, but let's do it please.

Xmas Cards – per my comments in the April issue, trust me, a touch of Santa/Skydiving/POPS humour and inexpensive. I need advance orders now to help me set up quantities.

POPSDEMO – I need a register of about fifty and to date have fifteen since the *SP* came round 2/3 weeks ago.

POPSHOP – First to take advantage of a free slot for kit sales is Dave Fisher (POPS 340) who, sadly, due to severe leg injuries suffered last January is obliged to quit jumping. Sorry to hear this Dave, but don't overlook the social scene and we always need helpers in the pit.

FOR SALE: *Dave's Pursuit 230 (450 jumps), with Super Raven reserve in a blue Mini Hawk container for around £700. It can be viewed at Ipswich PC (call the riggers) or call Dave on 0708 441583.*

TOP POP USA Alicia Anderson took on 300 willing new members in her first six months of office this year.

In the UK we welcomed 12, of which three were bought by others 'as a joke'. It makes you wonder if some Brits don't have an underlying attitude problem. For the record, I'm proud to be a POP, the best bunch of people I've met in a long while, I'm 55 and plan to live and jump forever, just so that I can annoy the STC.

Welcome warmly to our fold please **John Carlton** (POPS 617) and **Susan Camm** (POPS 618). May you live and jump forever too. See you.

John Crowhurst (Hon Sec/Treasurer)

	First	Second	Third
Hit and Rock	Sue Hill (18 secs)	Warren Oxenford (18.87)	Jim Hynds (20.930)
Individual Accuracy	Lenny Mobbs	Sue Hill	Brian Shepherd
Team Accuracy	Brian Shepherd Ralph Lewis Jim Hynds	John Mathews Pat Carpenter Roger Flavell	Lenny Mobbs Susan Camm Arthur Wrennall

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PARTY TIME

AGM 1995

I know that it's hard to believe, but the time is already upon us when we need to be giving a lot of serious thought to the arrangements for the 1995 Annual General Meeting, the supporting programme, and the Annual Dinner and Disco.

The first piece of news, which will be greeted with mixed feelings, is that the Park International Hotel in Leicester, the scene of the BPA Annual General Meetings going back to the time when Adam was a lad, can no longer offer conference and banqueting facilities – the hotel has been reduced in size to just 50 bedrooms, and is now offering what amounts to a bed and breakfast service only.

You can imagine that this has somewhat concentrated our minds on looking for a suitable alternative venue in the right place at the right price.

We believe that we have come up with exactly what we need. So, dig out your diaries, and make a note of the following.

The Annual General Meeting will be held on **SATURDAY 21ST JANUARY 1995 AT THE FORTE POSTHOUSE HOTEL, COVENTRY.**

The Forte Posthouse is ideally situated from a communications point of view, being only 1 mile from the junction of the M6/M69 and easily accessible from all points of the compass via the motorway network and major trunk roads. AND there are no parking problems!

The hotel is modern, the staff are very helpful, and we have the use of all the function rooms that we

need for the supporting programme and the Annual Dinner and Disco.

For those wishing to stay at the hotel overnight, 100 twin rooms **have** been reserved for the BPA for the Saturday night, and 50 twin rooms for Friday 20th January. The cost will be £41.50 PER ROOM. IF YOU WISH TO BOOK ACCOMMODATION, MAY WE SUGGEST THAT YOU DO SO EARLY, TO AVOID DISAPPOINTMENT. The number to ring is: 0203 613261 – just mention when booking, that you will be attending the BPA's AGM.

The supporting programme that was arranged last year proved to be quite a success. The fact that the bar was almost deserted during the afternoon was a sure sign that members were enjoying themselves elsewhere!

We hope to keep to a similar format for 1995, and to arrange some interesting talks, meetings and video presentations. To do this successfully, **WE NEED YOUR HELP!** If anyone has any bright ideas for the inclusion of topical items, **PLEASE LET US KNOW** at the office as soon as possible.

We shall continue to remind you of the AGM in the pages of the October and December issues of the magazine with updates of the programme as items are confirmed.

The support that you gave to this event last year was very encouraging, and we hope that even more members will make the effort to come along in January.

David Oddy

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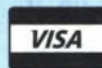
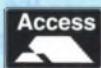
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Robert Avery ends an 18 month wait as he exits with tandem master Stuart Williams over Oxon & Northants Parachute Centre. Photo by Glen Morris

For most of us, the biggest challenge in skydiving is climbing out of bed in the morning after a tough evening's socialising. For others it can be harder. It's lucky Robert Avery isn't the sort to give up easily; he always wanted to make a parachute jump, but in 1975 was diagnosed as having muscular atrophy, and that seemed to be that.

Then he heard about tandems, and set to work raising sponsorship – succeeding amazingly well, with promises of over £1000. And then he ran into the First Law of Skydiving: that if the weather can mess things up, it will. One way and another the jump was delayed by eighteen months, but it finally happened in May this year.

Robert feels passionately that a disability should not prevent anyone doing what they want, and that others

should be able to try what he calls “the thrill of a lifetime”. As he says, “I have never felt so strong in my life. I have done what lots of people would never do and it makes me feel stronger than they are.” So he was keen to get publicity for the jump, and also to generate some extra business for the club.

Then he found out about the Second Law: that if a newspaper can get a skydiving story wrong, it will. They left out the names of those who helped him realise his ambition and record his efforts for posterity. To put the record straight here they are: tandem master Stuart Williams, cameraman Glen Morris, and CCI of the Oxon and Northants Parachute Centre, Mike Bolton. And no, they didn't plunge – sorry – jump from 5000 feet but from 10,000.

Having now tried skydiving, of course, he is longing to

A Very Special Tandem Jump

by Bess Ryder



Rob weathers two years of bad luck

LEAPING out of a plane at 5,000 feet might not be everyone's ideal charity fund-raising stunt, but for disabled Robert Avery, it's almost the only way to come true.

This was something I always wanted to do, even before I...



do some more (the Third Law?), so watch out for him again next year. In the meantime he is organising publicity for what he calls the club's disabled jumping class, admiring Glen's photos and reliving "The greatest experience I have ever felt. I felt the adrenalin flowing and I felt the buzz I was told about. It was fantastic and great fun. We flew past Silverstone race track which the following week would be packed with thousands of Formula One lovers there to watch Damon

Hill do something his father had never done, and here I was doing something my father had never done, and this was my achievement. To Mike, Glen, Stuart, Jerry and Mabel, for giving me the chance to reach for the sky and touch the ground, not bad for someone who can hardly walk, THANK YOU ALL."

FS National Championships – Sibson



RAFSPA – Winners of the 4-way (Senior). Photo by John Drew

G-ORED arrived Monday 27th June for a week's training camp. Team No Go was already encamped in the back field with wives and dog. The Freds turned up midweek and accommodated in Wittering's barracks – hard times precluded the Haycock's prices. Short Straw came in fresh from training in Spain moaning about European weather (should have stayed at home, boys).

Saturday 2nd July: sixteen teams of 4-way including five intermediates and six of 8-way had been registered and were ready to go with G-ORED. A second turbine Islander was promised for the following Monday. Nice weather and into the 4-way, Bob McGilvray on manifest, Ken Waistell and myself (Pete "Scoop" Male) surrounded by TV sets, video-recorders and a spaghetti-like desk top of wires. We're tasked with making three copies of the videomen's (sorry Niki, videopersons) footage: one to go to the judging room, one for the teams and a master with music and captions to show in the bar (copies are for sale!).

The weekend passed, relaxed, good natured and sunny, with one aircraft and no hassles. The judges and ourselves had time to sit outside waiting for the camera persons pick-up jeep to crest the horizon. 'It will get hectic on Monday with two aircraft' we thought. Wrong! Late Sunday evening we were informed that there

would be no second plane! Another "wing" of the military phoned to say no. Bit late chaps! However, thanks to Terry Carroll's juggling, switching and chopping about we managed to keep G-ORED for the whole week. Without it there would not have been a Nationals. Thanks again to *The Red Devils* and Terry!

Fortunately the weather gods smiled on us too and with just the one aircraft, by Tuesday we had six rounds of 4-way in the bag and had completed two rounds of the 8-way. The forecast was excellent and we were informed of a 7am wheels-off for the morrow!

Wednesday 6th July: staff in by 6.00 am (who needs sleep anyway?). We did 8-way all day.

Thursday 7th July was another early start with wheels off at 7.30 am. By close of play after 33 lifts we'd completed the 8-way. *Games Company* was in first place with 75, just two points ahead of *The Red Devils* with 73. It might have been a different story but for the busts in round three and four for the unlucky Devils. *The British Army* was third with a respectable 68. Back into the 4-way and round six had RAFSPA with a nine point lead on 81 over *Airgames* with 72, just one point ahead of *The Red Devils Black* team on 71. It was going to be a battle twixt our local lot and the Freds again but for second place this time, unless RAFSPA made a mega mistake. In the intermediates *The British Army* and *Vertical Reality* were fighting it out on 33 and 39 respectively.

During the 8-way day, with even less pressure on the judges and the videoroom, Ken and I worked on our suntans and got creative with music and captions; the judges hired a van load of videos to while away the time, fitting in the judging during the coffee breaks and Jackie finished her needlepoint of a hedgehog.

As things hotted up, outside and in the competition, the teams began to show their true competitive nature. How



Games Co. –Winners of the 8-way. Photo by John Drew

many protests, Jim Brown? *Short Straw* kidnapped Jackie's hedgehog and sent a ransom note cut from Sunday's leftover newspapers demanding loads of medals. Ken disappeared into his little room and made a new set of captions for their team tape. Needlepoint was eventually reunited with its owner. The judges awarded a special prize of a Mrs Tiggywinkle mask and bottles of wine with unique labels printed on Sue's computer to the (renamed) 8-way speed team: *The Hedgehog Bites Back*.

Earlier in the week Dazzle and his truck disappeared into town, returning with £350 of timber. In less than two hours they had built a flat and level trolley area in the back field. Sharing it with the engineers who will be sending a convoy of trucks and half the British Army to remove it. (We'll see!) I asked one to fix my lawnmower. He replied "Change a tank track, no probs, but single cylinder lawn-mower engines are beyond me".

The camera persons did a superb job, they all deserve a medal! The standard of their work and efficiency could not be faulted. Some teams had their own while others used pool people; much discussion went on during the week about whether teams should have their own team camera person and how this might affect costs and training camps in the future. *Tetra* caught out a number of pool camera people with their impression of a ton of bricks in freefall. The judges really did have to use a magnifying glass to see the formation on one of their dives; the cameraman's helmet had become loose and he had to



The Hedgehog Bites Back – 3rd in the Speed 8. Photo by John Drew

hold on to it while chasing them, making his life even more difficult.

The pick-up jeep forgot to pick up Scott Dougal, who eventually ambled in with a helmet full of young peas he'd collected on his stroll back. Vitamin C become the order of the day for us from then on.

With the 8-way finished, we returned to the 4-way and by midday on Friday 8th July twas all over. Close nail-biting stuff right up to the last round (see copy of the scoreboard). Six teams went into round nine: *RAFSPA* still with a nine-point lead over *Airgames* on 111, *The Red Devils Black* on 108, followed by *Not Responsible Toy Company*, *The Red Devils Red* and *No Purchase Required*. Four teams went

into round ten and the final result: 1st *RAFSPA*, 2nd *Air Games*, 3rd *Red Devils Black*; and in 4th *Not Responsible Toy Company*.

On Saturday 9th July we did the speed 8 and finished that by three O'clock. Scott, all smiles, was overheard saying: "This is fun I wish there were ten rounds." The judges planned to give a prize for the most interesting, unusual or just plain daft second point (Hedgehog got it for the week's entertainment!). You need to buy the video to see some of the second points, or at least the attempts! The results: 1st *Games Company*, with 52.34; 2nd *Red Devils*, 58.75; 3rd *Hedgehog*, 67.61; 4th *Lush*, 121.81.

Sunday was for fun jumping until the presentation of the medals by Major Bob Card, who thanked John and Sue Meacock for once again hosting the nationals at Sibson – the home of FS in the UK.

John thanked his staff, helpers, judges including the visiting Frenchman, Claude, with the sun-tanned body and the cigars 'Ai em verree appee'; the canteen and bar staff (both of whom had a large audience for the ritual of the nose piercing); and Jem for the excellent job on cleaning the showers. Photos food and the bar open a very pleasant end to a great week.

Quotes: direct, overheard and invented (if the tabloids can do it so can Scoop...) Pete Allum talking: "I'm very pleased with the result. Last year the boys didn't even know what a zircon was." *RAFSPA* deserved to win. 3rd three years' ago, then 2nd and 1st this year, they've worked for it. *The Red Devils* are expected to play



Verticle Reality – Winners of the 4-way (Intermediate). Photo by John Drew

Competition Round Up



The Red Devils – 2nd in the 8-way. Photo by John Drew

too many roles and have had too many personnel changes. One of the lads only qualified AFF this time last year". One of the RAFSPA team: "I'm disappointed with the score in round 10, we mechanicked (sic) it all wrong, we'll go do it again to prove to ourselves we could better 15 points, something like that could lose you a competition". Anon or was it Aaron: "Cameramen should be seen and not heard".

Kevin McCarthy, overheard being questioned about *Games Company* 8-way: "Great training camp, no stress, good vibes... So how many training jumps did you do? Just the one". Peter the pilot: "How many policemen does it take to start a GPU?"

"There were only two malfunctions in the whole meet. If we could clone another three of him we could be world beaters", overheard talking of Pete Allum. Pete Styles: "Total lifts from training week through to the end 200, thirteen flown by Patrick (baggy shorts) Thomas, I need to sleep. Everyone".

THE TOP TEAMS

8-way.

1st – GAMES CO. Peter Allum, Kevin McCarthy, John McIver, Darril Moran, Dave Smith, Debbie Allum, Toby Stafford, Alison Cronnelly.

2nd – RED DEVILS. Dave Alexander, Chris Allen, Jason Grime, Spencer Tebbutt, Charles Hartigan, Dave Mitchell, Richard Bunting, Mark Bayada, Steve Smith, Jim Scarret, John Wheeler

3rd – BRITISH ARMY. Bryan Dyas, Mark Davis, Toby Joll, Mark Whitehead, Karl Lester, Ross Hutcheon, Steve Apps, Mike Smith, Ian Roseninge.

4-way Senior.

1st. – RAFSPA. Mark Rodwell, Tim Homer, Steve Scott, Steve Newton, Alt, Bob Thompson, Camera Nicola Hommer.

2nd – AIR GAMES. Peter Allum, Kevin McCarthy, John McIver, Darryl Moran.

3rd – RED DEVILS BLACK. Chris Allen, Spencer Tebbutt, Dave Alexander, Jason Gime, Alt, Jim Scarratt.

4-way Intermediate.

1st. – VERTICAL REALITY. Roger Ward, Chris Lynch, Jim Brown, Steve Hamilton.

2nd – BRITISH ARMY. Ian Rosenwing, George Kohler, Eddy Emblin, John Cutler.

3rd – TETRA. Mark Siggins, Ian Gould, Eddie Coleman, Chris Bowden.

RESULTS

Senior 4-way

Team	Points	Place
RAFSPA	132	1
Air Games	126	2
Red Devils (Black)	120	3
Not Responsible Toy Co	92	4
Red Devils (Red)	78	5
No Purchase required	71	6
Short Straw	58	7
Nomad	55	8
Royal Engineers	48	9
4 Gone	37	10

Intermediate 4-way

Team	Points	Place
Vertical Reality	47	1
British Army	42	2
Tetra	31	3
Just Reflex	29	4
Air Between	27	5

8-way

Team	Points	Place
Games Co	75	1
Red Devils	73	2
British Army	68	3
No Go	37	4
Short and Mad	30	5
Dangerous Purchase	26	6

Videos available from Ken Waistall at PPC.

By Pete (Scoop) Male.



The British Army – 3rd in the 8-way. Photo by John Drew

Langar 1994 - The Womens Record



All the participants of the British Women's Formation Skydiving record at Langar,

July '94. Photo by Adrian Thornton

Men who claim they don't understand women proved themselves right this summer. "Fifty women on a drop zone, they'll scratch each other to death" seemed to be the standard male prediction for the 1994 British Women's Skydiving Record attempt. The outcome was about as different as you could imagine and the girls' achievements at Langar were largely due to the support and encouragement we gave and received from each other and from Alexis and Adrian and others who will be mentioned later.

Look at the bare statistics first. Exactly 60 girls turned up out of whom 9 had over 1000 jumps, 37 had less than 500 jumps and 9 of those less than 300 jumps. Out of this we made a 30-way record, broke it with a 38-way record and come within a whisker of 50 with an unofficial 47 before the weather caught up with us.

Many things will stay in my mind from that week. John Drew instructing a roomful of girls on "How to handle your man" from Cosmopolitan. Tanya Perry, who was on the 38-way on her 217th jump, confessing that her previous largest formation was a 10-way and she was low on that. Alexis bribing us with beer if we got the second point on the 30-way which we did after holding the first point for 14 seconds, and promising us a lunch break if we got the 38-way which we did and held it for 12 seconds. He then told us not to rest on our lorries or to chew off more than we could bite which some people assumed he'd learned while listening to John Drew. We even impressed him with our skyvan exits, clearing the whole load off the tailgate in under 1.5 seconds. Alexis said this was the best he'd ever seen, even better than his 16-way team. John Drew said the reason was that his 16-way team had testicles and these take up a lot of space. We learned to recognise ourselves as slamdonkers and titties as well as the more familiar zippers and anchors, and we laughed

and cheered and partied and hugged each other when things went wrong and sorted our problems out between ourselves with almost no recriminations. Some girls stood themselves off the load when they felt they were holding the group back and had no more to give, but at the end when it became clear that we could have one more try and Alexis asked whether we wanted to go for 48, which we could probably have achieved at that stage, we voted overwhelmingly to go for 50. We had two records under our belts and we wanted our friends who hadn't made it on them with us, or we didn't want it at all. The cameramen also brought us beer. The girls in the Turbolet hardly complained at all about the cold even at 15,000 feet with no door. Mandy Dickinson stayed with us even though as a world team member she must have had a guaranteed slot on what George accidentally called "the Men's Record", and Lesley Gale came back to us after lurking onto it after our last jump on Saturday. Debbie Ingle had a harder job every day persuading the Freds to give her another day off and Ali Mayo told us her tandem passenger made it 31 and 39. Hope its a girl Ali!

Alexis kept our spirits up and convinced everyone they could do it. At one stage when it looked as if we might break the record for a third time in one day he said that if we did he'd go in the bathroom and play with himself. Obviously he was still longing to try out what he'd learned from Cosmo. I'm sorry to tell you that this failed as did the sight of George, Darryl and Alexis mooning at us on our way out in the cattle truck.

We had the BBC filming us and sure enough "How do you feel now you've broken the record?" got the immortal reply "Over the moon". We had our picture in The Sunday Telegraph. I know nobody reads The Sunday Telegraph but you can't have everything.

A magnificent thunderstorm filled the septic tank and Dave Hickling told us not to use the toilets for the next hour and a half but to "make other arrangements", thus producing an instant and urgent desire for a pee in almost everyone

present. This was the only moment at which we envied the boys who didn't really seem to be happy in their work. It is interesting to reflect that the girls raised the record from 24 to 38 in eleven jumps whereas the boys, with over 1000 jumps each, took five attempts to build a 62-way with much grief and humiliation on the way. I think many people went home on Sunday pondering on the two different ways of getting to the same place and what they wanted from the sport.

I'm sure everyone there will want to thank Adrian Thornton whose immaculate planning included a compressed air foghorn to call the girls; Alexis Perry for organising us in his inimitable fashion (who is this person?); the cameramen; Adrian again, keeping all the insects at Langar happy with his yellow jumpsuit; John (bend and spread girls) Drew; Laurent Bardu (only a Frenchman would have underwear matching his jumpsuit) and Martin Wright. Also, of course, Dave and Angela and all the staff at Langar and the pilots, Alan in the Cessna Caravan, Jasper and Carlston in the Skyvan and Matthew, Slavic and friends in the Turbolet (will we ever know how Nicki persuaded them not to go off to Weston on Sunday?)

Sadly the week ended with Ali Lawley in hospital with both heels broken I called in to see her on my way home and when the procession of important medics arrived five minutes later they asked "Did you break the record?" There was a huge grin on her face as she replied "Twice". (See page 40).

by Kate Fox

Participants list

□ = 30-way * = 38-way

- | | |
|-----------------------|-----------------------|
| □ Anelli, Helen | □ * Houlker, Annette |
| □ * Bull, Fiona | □ * Howell, Jane |
| Bull, Debbie | Hunter, Frances |
| Chittenden, Heidi | * Ingle, Debbie |
| □ * Clarke, Debbie | □ * Isats, Anne Marie |
| □ * Coates, Trish | □ * Jones, Sara |
| □ * Collins, Caroline | □ * Kirk, Leigh |
| □ * Collins, Jackie | □ * Lawley, Ali |
| Crowhurst, Fiona | □ * Lehane, Brigitte |
| □ * Dale, Lottie | □ * Lyman, Ella |
| □ * Dickinson, Mandy | □ * Martini, Diane |
| □ * Diggle, Paula | * Malone, Jo |
| □ * Evans, Sue | □ * Mayo, Alison |
| □ * Evans, Caroline | □ * McCarthy, Maggie |
| □ * Fegan, Nickie | □ * McDonald, Tina |
| □ * Foppoli, Alison | □ * McEwan, Sarah |
| □ * Fowler, Sally | * Michie, Julie |
| □ * Fox, Kate | * Milner, Andrea |
| □ * France, Elaine | * Millington, Joann |
| Gale, Lesley | Murray, Susan |
| Gregory, Fran | * Perry, Tanya |
| Griffin, Anne | □ * Richardson, Erica |
| Hacking, Margaret | □ * Rivers, Dawn |
| Harber, Helen | Rowe, Audrey |
| Harlow, Liz | * Spence, Jane |
| □ * Hill, Celeste | * Stevens, Rachel |
| Holyoak, Valerie | * Thompson, Lynn |
| Homer, Nicki | Timothy, Linda |
| * Horsley, Paula | □ * Vernon, Julia |

Women's 47-way over Langar – photo by Adrian Thornton



Men's 62-way record, Langar – photo by Dave Mitchell





After five attempts a new British large formation record was built over Langar Airfield on 31st July 1994.

The 62-way was held for approximately 11 seconds Photo taken by Dave Mitchell

Royal Signal's Display Team

Once again it's time for pen to come in contact with paper to commemorate another successful Royal Signal Parachute Display Team pre-season training camp.

The team once again opted for the excellent service on offer from the Cyprus Parachute Centre, with that a special thanks must go to CCI Sgt "Dixie" Dixon and all his hard-working staff (especially to Don on manifest). Thanks also must go to Cpl "Eddy" Smerdon for the organisation of our training and to Lt "Wendy" Kirby for her inspiring entertainment during this year's camp.

With only a slack handful of ex-demo jumpers (and I mean slack) the team was definitely faced with an uphill struggle, if they were to get everyone qualified in time for the start of the new season. Training started with four rounds of 4-way, just to get our knees in the breeze, (or in the hailstone storm as Andy, Chris and Eddy found out) and for us all to get to know one another. These proved very successful especially with the new positive debriefing adopted from the Red Devils team, although it did leave us asking some deep and meaningful questions about our own ability to admit when we were wrong. Anyway, I think we all did bloody marvellous!

With the 4 and 6-way behind us it was time to start our high, medium and low-show demo formats. These proved to be fun and highly entertaining as the team consistently ploughed its way through Dixie's DZ (check Wendy's bum for patches). After a few minor problems of either going on the set or going on the go (thank you, Chris), the demo formats were successfully completed. The new introduction of the new team rule "if you're jumping the flag you don't have to land in the arena" assisted us greatly in achieving our final goal (only joking!). We even managed to fit in Max's 200th (we were there!).

One of the highlights of the trip was a night jump organised by the Red Devils (thanks again) in which most of the team members bought their first night



Top: Lt Wendy Kirby exits the Gazette in style.

Bottom: Mark's 7-way – Photos by "Enormous John"

jump round, some even managed a six point 4-way (thanks Don, Alexis, Billy). Another highlight was Wendy's face as she left a Gazelle from 6000ft on her first chopper jump. (for copies, SAE to "Enormous John" with £5 enclosed). With every dive being filmed it gave the team some excellent critiquing footage in which they could hone and perfect their own personal and team skills. Many thanks to Dave Mitchell for all the advice he had to offer (Steve get your camera taped up). Team members managed to fit in personal jumps at the weekend with some proving it's great fun to cram four jumps in between

0730Hrs and 1030Hrs whilst operating a full manifest. Mark's 7-way proved just how much everyone enjoyed it.

Back to work on Monday morning saw everyone into team kit and it wasn't long before we'd all cracked our demo practice assessment and we soon had 85% of the team signed up for demos. It was then a mad rush to get back to the UK for our opening show in Blandford which turned out to be a great success. The team now look forward to another fully booked demo season.

"Enormous John" D9820

National Classics Championships

– Bridlington

Brilliant blue skies, light winds and hot sunshine are not usually the sort of weather we have come to expect from Bridlington.

But then, a few of the traditional items surrounding the CF Nationals seem to be a thing of the past too... the name changed from CRW a couple of years ago and with it the discipline seems to be undergoing a change – both in attitude and in the teams.

No more Wicked Women of Wonga on video during the bad weather days, or large formations down the water slides in the Leisure Centre either... what is the world coming to?

The Place

The Johnstons had conceived British Skysports as the DZ in the resort for sport, and they have succeeded in putting skydiving firmly on the northern sporting map with some excellent Press and TV coverage of the event – the back page of the Yorkshire Post carried a half-page colour shot which had the National Daily papers 'phoning up to get a copy!

The weather was kind at the beginning of the week; four rounds of Sequential on the first day saw the meet off to a flying start. Things got worse and the middle days of the week saw the kind of skies we had all come to dread at Bridlington. Persistence won the day – the cloud broke, the wind dropped and the championships ended on the Friday with a completion in every event

– a tribute to the meet director, Dave Johnston, the judges, all their assistants (who were the unsung heroes of the week) and the competitors, who willed the bad weather away to get back in the air.

The Teams

As one mould breaks, so another is formed. The predictability of the names which once ruled the CF world has been replaced by a mixture of both old and new. CF techniques are undergoing something of a rebirth in this country, which some of the "old guard" are embracing, but which the newcomers have barely noticed, since it is all they have ever known.

The Competition

The teams dominating each event each have a tale to tell; even more interesting, though, are the messages from the teams fighting for the other medals in each event:

4-Way Sequential

No Limits, for many years now the reigning champions; are now virtually uncatchable by any other team. From round one they opened up a commanding lead – 6 points and a new UK record, leaving *Cell Mates* to lead the chasing pack with a score of 3.



No Limits 8-way looking down from the top.

Photo by Steve Fitchett

More of the same in round two left some spectators fascinated by the prospect of what might come next; and left the other teams wondering if they were just spectators at the event themselves; powerless to do anything about the ever-widening gap. Well done to *Cell Mates* for equaling the record with a creditable 6 points in round two (an easy draw, it must be said) but it proved to be one-off and they settled back into the 3s for the remaining rounds.

Apart from a bust, *No Limits* continued to score 6s until the last round, when they asserted their clear dominance of this event with a seven point dive. Paramount (a new team with some very experienced members) finished a creditable third, scoring well as they warmed to their task in the later rounds. With some impressive pairs flying they have a basis to build on – a name to watch out for in the future. *Cell Mates* were second, averaging 3.6 points; but with an average of 6 and a last round score of 7, *No Limits* are the UK's first truly world class sequential team; a performance which would have won a bronze medal at the 1990 World Championships; food for thought...

4-Way Rotations

Last year's new boys, *Sky Tribe*, have re-equipped with new canopies and have very good potential to be averaging 10s by next year. This year, however, they had a fight on their hands. *The Marines* fielded a team with a mixture of both old guard and new members. The resulting experience level



Competitors – winners and losers. Photo by Lynne Johnston

made for an interesting battle against the maturing skills of *Sky Tribe*.

Scores of 7 throughout for both teams, until *The Marines* dropped a 2 in round four. The throwaway rule took care of that, but left them with no more room for error. *Sky Tribe* pulled out the stops with a 9 on round five; but all was wide open if *The Marines* could better it in the last round. This was not to be, but an exciting finish to the event left worthy winners *Sky Tribe* contemplating if some other team will pop out of the woodwork to mount a challenge for next year. *Cell Mates* led the chase for the minor places, but were never any serious threat; *Paramount* (that name again) following behind.

Mention must be made of *Over The Top*, who competed admirably in both 4-way events and displayed some promising talent. Battling against some teething troubles on new kit, they are showing the rest of the skydiving community what can be done.

8-Way Speed

This event was, in the absence of *The Marines*, a bit of a free-for-all. It is not too much of a surprise that *Tribal Limits* won the event (guess which two teams combined) ... what is surprising is the standard of their scores, which show that a well-briefed scratch team (although made up with some very experi-

enced members) can win – and win well – in the 8-way event. The times put in by *Tribal Limits* (average of 1min 45sec) were only 10 seconds adrift from *The Marines* scores from last year; a team which included a high proportion of the world championship bronze medal-winning team from 1992.

No Mates (*Cell Mates* plus mates) were always trailing; failing even to build a straight 8 plane. New team members and some bad luck contributing to their misfortune.

Nuke the Paddy (*Paramount* plus *Footloose*) came third, had fun entering and gave some of their members an experience they won't forget for a while!

Intermediate

Only one team here; a symptom of the last few intermediate teams all graduating to the senior events. Nevertheless, *Footloose* put in a creditable performance and are showing the way to any others who might be thinking of entering – DO IT!

The true winners, then, were Canopy Formations and its contestants who competed so sportingly. The teams who put some effort into training will see many benefits from this new-found alliance of new techniques, canopies and ideas; with the experience of jumpers who are still around and are still willing to enter and keep alive these

competitions. Of course, the thought of winning might have something to do with it...

Paul Mansfield

4-way Sequential

Team	Points	Place
No Limits	30	1
Cellmates	18	2
Paramount	9	3
Skytribe	2	4
Over TheTop	1	5

4-way Rotations

Team	Points	Place
Footloose (Int)	5	(int)
Skytribe	37	1
Royal Marines	35	2
Cellmates	29	3
Paramount	21	4
Over TheTop	14	5

8-way Speed

Team	Points	Place
Tribal Limits	40	1
No Mates	26	2
Nuke The Paddy	23	3



No Limits on their way to victory in the 4-way sequential. Photo by Nicky Johnston



Hokitika West Coast South Island, New Zealand

Hokitika the last frontier on New Zealand to be discovered – with the sea on one side, mountains on the other, scenic beauty everywhere; provides the perfect backdrop for the planning of any skydive.

Introducing: Robert Oakley (over 4,000 skydives); Lana Coc-croft (TV celebrity); Mark van Beek (Guru / Rafting); Fat, Little and Large (NZTV crew); Murrey – Wilderness Wings

It was here where Robert runs his full-time DZ that he was approached by TVNZ's Mountain Dew on the Edge" programme to co-ordinate a tandem skydive into something scenic with a bit of action attached – enter Mark!

It was decided to skydive onto the Little Wanganui River and 'White Water Raft' out. Luckily red tape isn't a problem here so the plan swung into action 7.30 am on a cool Tuesday morning mid-April.

After initial ground preparation/ pilot briefing and getting to know each other; all of the rafting crew headed by Mark were 'choppered' into the river bed, whilst Lana (strapped to Robert), camera-crew and myself were forced to take off in a 'Beaver' and take the 'Scenic Flight!'

How does doing a skydive from 9,000 feet in-between mountains, landing in a river bed and having to white water raft out sound? - great! then read on...

With legs stretched and soaking up the Scenery; Lana giving an interview in the background, we were soon running in – READY... SET... GO! Mountains all around – so close you could almost touch them – dumping high was a must! ENJOY! ENJOY! ENJOY!

Landing in the river bed was great, so after a quick pack, some lunch and on-sight training it was time to shoot the rapids.

Under Mark's guidance two boats set off. Hard but enjoyable work was the order of the day, with plenty of adrenaline rushes, rock bouncing and just 'good old fashioned camaraderie!'

Although re-takes from the TV crew slowed-up proceedings, time was still found to sip champagne in

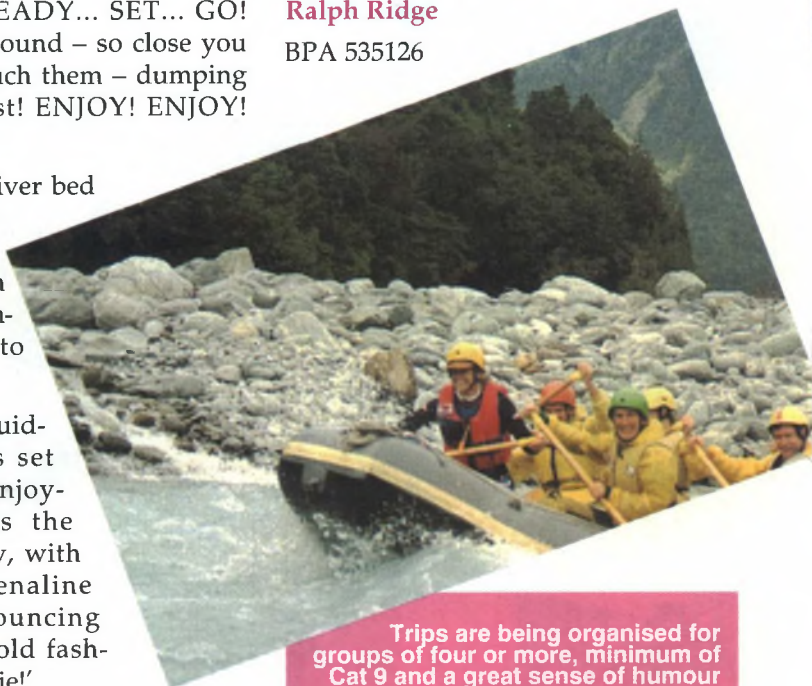
some hot pools. Reaching the vehicles close to dark meant loading up quickly, but after a drive back to Hokitika and a beer it must be summed up as a day you'll never forget.

So next time you are stuck in a traffic jam on the M25 – spare a thought for us over here roughing it!

Have a G'Day!

Ralph Ridge

BPA 535126



Trips are being organised for groups of four or more, minimum of Cat 9 and a great sense of humour required!

Write to: Robert Oakley, PO Box 309, HOKITIKA, NZ.



Photo by Jamie Paul

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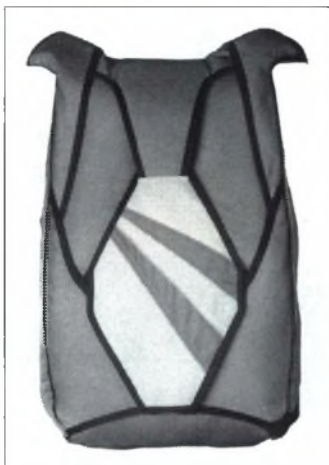
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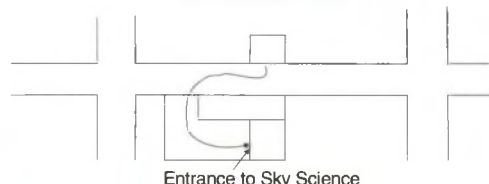
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No-Go Train in Spain

The No-Go story so far

NO-GO is an 8-way team made up from regulars at the North West Parachute Centre (or Jurassic Cark) Unusually for a team like this, none of the team has any significant F S competition experience (although Stuart Morris has been British Champion in the classics in a past life).

As befits a team learning everything from scratch, we have been building up slowly to competition readiness. Team training in the latter part of 1993 suffered due to appalling weather. On top of this, we lost G-AXHE early in the year (RIP), leaving us without a suitable aircraft. With all this behind us, we set off for a hard-core nine days skydiving in Spain in March. This is the tale of what we learned...

"Train in Spain"

The Centro de Paracaidismo Costa Brava at Ampuriabrava is well known to British jumpers as a boogie venue, but may not spring to mind as a venue for a training camp. For those not familiar with the centre, it is probably worth describing the facilities.

During our stay, the centre changed hands and is now run by a partnership. The new owners are Ivan Coufal (chief instructor and member of the Spanish 4-way team), Jamie Comas (manager and chief pilot) and Peter Jones. They are supported by a skydiving staff of 6. The centre operates 7 days a week and 11 months a year (closed in January). The regular aircraft is the "Olympic" Porter with a regular visiting Twin Otter for boogies and other special events (The Xmas boogie is expected to have 2 Skyvans, 2 Otters and the Porter).

It was decreed that all the team should sport obscenely short hair cuts prior to the camp in order to build "team spirit"

Jump prices are 2775 ptas each, with reductions for a block of 25. Team rates are 20000 ptas for 8 + camera, or 11500 for 4 + camera. These rates apply for 25 or more jumps. There is a hanger for dirt diving (creepers available) and packing and video facilities for debriefing.

For those not team training, the centre also offers AFF, tandem, static line (ram air), and FS coaching. The centre can provide details of local accommodation, which is plentiful and fairly cheap. Alternatively, there is a bunkhouse on the airfield. We stayed in an apartment complex five minutes walk from the airfield.

Other advantages of Ampuriabrava as a training venue are that it is relatively cheap and easy to get to, and you don't get jet lag. This latter point may be important if you are not planning on a long stay.

Armed with the above information, it seemed that Ampuriabrava would suit NO-GO's needs admirably. It was decreed that all the team should sport obscenely short hair cuts prior to the camp (in order to build "team spirit" and instil discipline ...NOT!!). So having enlisted the coaching services of Chris Lynch, and picked up a sizeable party of wives, girlfriends and "groupies", the shaven-headed clan set off Spain-wards. Our party numbered 20 in total, including 15 skydivers.

On arrival, kit was checked and a thorough briefing on the operation was given. Safety under canopy is stressed very strongly, with left hand circuits and no wild spiralling below 1000ft being the order of the day. Setting up a landing circuit was sometimes complicated by the light and extremely variable winds, which could sometimes switch right round even during the canopy ride! All spotting was by the pilot using the ubiquitous GPS. The run ins were made in-land, whatever the wind direction, and every spot was right on the money.

The team rose well to the challenge of the schedule set out by coach Lynch. A typical day started at 8am with a warm up and stretching session. This would be followed by dirt-diving, with wheels off on the first lift at



The team dirt-dive waiting for the Otter. Photo by Lynton 'Egg' Worth

9 o'clock. There followed a steady cycle of jump, pack, debrief, dirt-dive jump. This continued until dusk, or until the evening mosquitoes began to attack. Of course we could have packed inside, but we're hard, we are.

As the camp progressed, coach Lynch took us away from our nice random drills to "real" dives drawn from all the blocks and randoms. This was our first introduction to serious "engineering" of skydives. The thorough debriefing and dirt diving required took more out of us mentally and physically than any other part of the training camp. Most days we managed five or six jumps, which we found to be a comfortable, sustainable pace. This was made easy by the flexibility of the manifest, who were most tolerant as we found our ideal training camp pace.

Most jumps were made from the centre's "Olympic" Porter. Having spent the last year or so mastering the intricacies of launching eight from an Islander, the change of aircraft caused us no end of problems. On the second jump, following in the footsteps of *Mind Games*, Kieron's canopy deployed on exit at 13,500'. "There was some tension on that launch!" quoth he on his return to earth some minutes later. After many funnelled launches, gradual changes of slots and much wailing and gnashing of teeth, we had an almost acceptable launch... just as the Otter arrived! The Otter launch presented less of a problem, being an almost identical line-up to the Islander. Keeping up with the team tradition, we still succeeded in taking a few jumps to sort it out.

It was not all hard-core skydiving, like the day the clocks went forward, but nobody told us. Apparently camera-man Egg was told, but "forgot". Another natural break occurred following really depressingly poor dives, and a rest day was called. Conveniently, the wind blew strongly all day, keeping everyone on the ground anyway.

There followed an inordinate amount of time and money spent on the go-karts adjacent to the airfield. Alan Webster and Chris "Buster Bloodvessel" Whitlock put into practice the techniques learned on the hire cars over the past few days.

some of the team appeared to be on a different planet regardless of alcohol intake

Evenings were spent sampling the cuisine of the local restaurants. This proved entertaining, as most staff spoke little or no English. The team being quite devoid of Spanish, this made ordering quite a challenge. Having found one Italian restaurant run by an English expat, we returned there regularly, in particular to mark the birthdays of Stuart and Kieron. I don't think out hosts knew what had hit them! The food was remarkably cheap in most places we tried.

It goes without saying that there was a considerable amount of partying, with the "bachelors" out till all hours most nights. Quite what effect this had on our skydiving is anybody's guess, although some of the team appeared to be on a different planet regardless of alcohol intake.

The only injury suffered was to Egg's neck. A number of hard openings coupled with a new camera helmet put his neck "in bulk" for a few days. Chris Lynch stepped into his slot with a borrowed camera system for the duration of Egg's lay-off. The team made a total of 44 jumps over the 9 days at Ampuriabrava, and with a bit of polish, are pretty well "competition ready". Even the "groupies", manifesting as "Team No-Good", did over 30 jumps and made good progress. Congratulations on WARP 10, Tracy!

Would we go again? Most definitely! The weather was great, the facilities were great, and the staff friendly and keen to help. Of course, it helps to have a good coach. Thanks to Chris for putting up with us for another training camp. showing us what we are capable of (?!), and putting us on the road to the top. If you are considering a training camp, why not add Ampuriabrava to your list of possible venues. When you work out the costs and logistics, it might make sense for your team like it did for ours.

NO-GO are: Pete Findlay, Stuart Morris, Chris Whitlock, Alan Webster, Tim O'Sullivan, Steve O'Rourke, Kieron Hayes and Pete Spedding, with Lyndon "Egg" Worth on camera.



Stuart Morris spots a camera on landing. Photo by Lyndon 'Egg' Worth



Hibaldstow recently held a 14-way FS meet on the week end of 16-17 July, which was a good occasion to visit. The chief characteristic of this club is its friendly atmosphere, both staff and regular jumpers go out of their way to make you feel welcome.

The club operates a twin-engined Dornier sky-servant, a twin-engined aircraft somewhat like a cross between a Rapide and a Twin Otter. New to the DZ this year, the Dornier was flown over from Nigeria by Steve Swallow. Built in 1979, it takes 15 jumpers and has a wide door allowing for a tight 14-way exit if you work at cramming people in. The altitude at Hibaldstow is unrestricted so Dornier jumps are usually from 13,000 feet. It is fairly slow to climb but quite a warm aeroplane so you don't really mind the wait. Inevitably, the centre did have some teething problems with the aircraft's engines when it first arrived but seem to have sorted these out with careful maintenance. If you live in the Northern half of the country, it has got to be the largest aircraft available and well worth a visit. A second Dornier (1980) is planned to join this one later on in the year, giving an impressive lift capacity of 30 jumpers on a two-aircraft load. They also operate a Cessna 206.

The DZ is large and well equipped, with the ex-Doncaster portakabins providing ample space for packing, canteen, bar etc. The field next to the clubhouse is lined with caravans and this provides an unusual mini-landing area for jumpers with over 1,000 jumps and/or CCI-nominated skydivers, who can land in the centre. This is quite a buzz, convenient for packing and encourages safe accurate landings rather than radi-

cal hook turns (we all know where they take you...). There is plenty of hazard-free landing area for those of a more sensible disposition or fewer jumps. The landing area and the runway (well – half of it) are owned by a most agreeable farmer who is happy to give you a lift to the emplaning point on his rotovator.

Many of the caravans are available for visitors use for a mere £2.50. This is particularly good for teams, it gives you your own space rather than sharing a bunkhouse with strangers. The aircraft park in the centre of this field and the sound of the engines starting to taxi out to the emplaning point provides a good wake-up call in the morning. Jumping itself begins in a leisurely fashion, for example Sunday 17 July started with the announcement 30 minute call for Team North South Divide – or when you are ready! “When we were ready” proved to be an hour later, it was nice not to be hassled into the plane when still half asleep. I commented on the relaxed approach and was told “well, it’s a friendly meet”. I am sure the pace would pick up if the DZ was crowded with jumpers keen to go. I spoke to some 4-way teams who trained at Hibaldstow mid-week and they had no problem getting in the air when they wanted.

Indeed this is half the beauty of Hibaldstow – because the lift capacity exceeds the number of jumpers, you can do as many skydives as you wish.

The 14-way meet itself started with three teams, but one of them, Hi Plane Drifter, decided to scratch after a disappointing first round. This was of course allowed because “it’s a friendly meet”. The two remaining teams, Roger the Hedgehog (organised by Neil Reeves) and North South Divide (organised by Craig Hill) were fairly closely matched, with a range of experience on each load. Neither team really performed at the level they were capable of, but there were some nicely flown moves in everyone’s jumps. North South Divide nearly received a serious bust for losing a grip on an inter, but judge Jackie Glover was told by Chris Lyall (CCI) not to bust them because “it’s a friendly meet!” I don’t think Roger The Hedgehog felt particularly friendly at this point, but it didn’t affect the placings.

The final scores were 96 to Roger the Hedgehog, who received silver medals and beer and 122 to

North South Divide giving them gold medals and a bottle of Jack Daniel’s. As Ian Matthews said, “We didn’t exactly win, it was just that the other team lost more!” A rematch is planned for the weekend of 17/18 September when Hibaldstow is hosting another 14-way meet. Bring your warmwear for the leisurely ride to altitude and look forward to a “friendly meet”.

Another date for your diary, for those depressed they are not going to the Vichy Boogie, is the weekend of 6/7 August. Hibaldstow is hosting a re-run of the (weathered out) 4-way Northern Regional FS competition (FS = Formation Skydiving). You may not know that there are three FS categories now; Junior, Intermediate and Senior.

Junior: One team member: any number of jumps. Remaining three members: not more than 500 between them. UP TO SIX ROUNDS (WEATHER PERMITTING)

Intermediate: One team member: any number of jumps. Remaining three members: not more than 1,000 between them. UP TO SIX ROUNDS (WEATHER PERMITTING)

Senior: All team members: any number of jumps. UP TO FOUR ROUNDS (WEATHER PERMITTING). If you haven’t entered this kind of meet before, well why not? They’re good fun, there’s something for all ability levels and this meet provides a chance to get a new aircraft in your log book.

Club representative, Helen Harber, with roving reporter Lesley Gale.



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Diary of Events 1994

DATE EVENT LOCATION

September

03 - 04	Southern Regional Classics Meet	Eaglescott
03 - 05	Labor Day Boogie	Z - Hills Florida, USA
10 - 11	Central Regional Canopy Formation Meet	Weston-on-the-Green
10 - 18	Student progression and Scrambles Competition	Border
17 - 18	14-way Speed and FS Competition	Hibaldstow

October

08 - 09	16-way FS Money Meet	Netheravon
08 - 16	Canopy Formation	Kooraby Australia
15 - 16	World Championships	Weston-on-the-Green
28 - 30	Central Regional Style and Accuracy Competition	Z - Hills Florida, USA
30 - 5 Nov	7th Annual Halloween Boogie	Cyprus
	Cyprus Championships	

November

07 - 11	Pl/Adv Instructor Course	Strathallan
14 - 18	Exam/Pre-Adv Instructor Course	Strathallan
17 - 28	26th Annual Turkey Meet	Z - Hills Florida, USA

December

10 - 02 Jan		Christmas Boogie
-------------	--	------------------

January

21st	Annual General Meeting	Coventry
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Or Rob Colpus - Fred Post - Derek Thomas - Eric de Coster - Mitch Decouteau - Markus Willi		

**A BIG THANK YOU**

To everyone for the many, many cards, phone calls, faxes, flowers, gifts and visits I received whilst in hospital recently. It's great to know just how many people are thinking of you when you're out of action. I was overwhelmed by the attention and can't thank you enough. You all made what was a very painful experience a lot easier to handle and I am pleased to say I am well on the way to recovery.

Latest update: 2 plates and 10 pins in the left heel, walking on the right by mid September. I love this sport. Where else would you find so many friends.

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Ali XX

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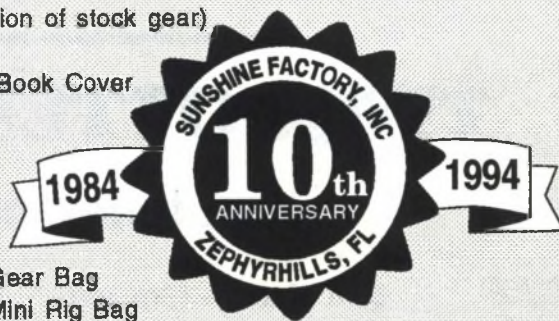
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SEPTEMBER 3,4,5
OCTOBER 28 - 30
NOVEMBER 07 - 13
NOVEMBER 17 - 28

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

DECEMBER 10 - JAN 2
DECEMBER 24 - 25
DECEMBER 25
DECEMBER 31
JANUARY 14,15,16
JANUARY 21-22
FEBRUARY 18,19,20
MARCH 4-5
MARCH 25-APRIL 1
APRIL 1-16
APRIL 10,11,12
APRIL 14-15
APRIL 15

LABOUR DAY BOOGIE AND BAR-B-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
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STRONG TANDEM CERTIFICATES COURSE
3RD ANNUAL MUFF BROTHERS 4-WAY MEET
SPRING RW CAMP
30TH EASTER BOOGIE
7TH ANNUAL 20-WAY SEQUENTIAL
10TH ANNUAL SPEED 40-WAY
AWARDS NIGHT



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A Knight is rescued

On the pages of SP we've had regular stories of Cypres AAD saves. Any near miss is thought provoking, not very many are amusing. The first of the two incidents recounted below is my all-time favourite; I was rolling in the aisle, (well, the bit of floor between my desk and the wall) – as I imagined what must have been going through the head of the jumper concerned (especially as regards his team mate) as the events unfolded. Read on: (Ed).

The first incident, involving members of the US Army Golden Knights, happened at Raeford, North Carolina, on the 13th of July during team training. At least two jumpers were involved in a CRW wrap which occurred at about 6,000ft. The situation was very confused but it would seem that jumper A was entangled in lines, his reserve ripcord had become detached from its housing and he had pulled his breakaway handle. He obviously believed that he was entangled in his own reserve because, as the other parachutist (jumper B) started to cut away the rigging lines, jumper A screamed out for him to stop.

Jumper B, realising that if he cut all the lines his team mate would be able to fall free and use his reserve, continued with his course of action. Jumper A was eventually cut free, and he fell away. As far as he knew he had broken away from his main, and his reserve parachute lines had been cut off. Thinking he had lost both his parachutes he began to track towards

a small body of water in the hope that he might survive; he made no attempt to deploy the reserve he believed had been destroyed. At about 750ft the Cypres activated his reserve – the first recorded activation of a Cypres after a CRW wrap. Both parachutists eventually made a safe landing.

A notification of the incident to Airtec concluded with the words: "Please tell your people who build these wonderful units that their work is very important. They have helped to save the lives of many people and that skydivers world-wide are thankful to them. Keep up the great job everyone!"

In a separate incident in Alaska on 31st May the first 'sky surfer' was also saved by a Cypres. Because it was the parachutist's very first surfboard jump the DZ owner insisted that he use a rig equipped with Cypres. After exit from 10,000ft the jumper appeared to be out of control for most of the descent (which was recorded on video).

He eventually cut the board away but only one side released and the board whipped around several times, twisting on the toe of the jumper's footwear. Although he had the hand-deploy out he was afraid to let it go for fear of entanglement. He claimed that he was aware that the Cypres was about to fire – which it did perfectly, resulting in a good reserve deployment and a safe landing.



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British join World Record Attempt, Bratislava

Bratislava 222-way

An attempt to set a new World Record for the largest formation (currently 200) will be made in Bratislava (Czechoslovakia) during the week of 13-19 August, 1994. The famous BJ Worth will be the Dive Organiser, aiming for a 222-way target, built by 12 teams from around the globe. Each of these teams have been put together and organised by a Captain, nominated for each participation country/area.

Formation

The planned formation has been carefully designed for the record attempt to give a quick build and fast fall rate. There are many large open rings to allow air through the formation, helping to keep the pace fast. The large diameter of the base ring quickly opens up many slots for the second wave, which also consists of large rings. This leaves slots for the third, final wave of twelve, 8-way lines which will form, preposition and dock one end only on the formation.

Each team will form a specific segment of the formation, which means the teams can be sub-organised by their captain and also that you get to jump with your mates.

British Team

The British team is being organised by Rob Colpus and are pictured above in training at the Langar Boogie in July, in matching cool n' groovy Symbiosis suits. This group will form a segment as described, in the second wave.

An additional contingent of Brits will be at the record, mainly comprised of organisers from the Vichy Boogie. These jumpers were offered slots originally but turned them down for cash reasons. They have now been persuaded to join in with offers of reduced price entry and outside wave slots (who wouldn't want to dock 200th?)

Best of luck to all on the record.

Aircraft

The Slovakian Air Force has provided two AN26s and one AN12, which will be flown in close formation. All with tailgate exits, the AN26 can carry 150 skydivers, with 50 in each AN12.

Boogie

There will also be a boogie held at the same time and place, using two AN26s and two MI-17 helicopters.

Jump prices: AN26 15,000 feet, \$20 MI-17 13,000 feet 18 Registration for the boogie starts on 10 August, skydiving will take place all day except during a huge air show, with an expected 200,000 spectators, on the weekend of 20/21 August, 1994. There will be at least one mass drop of more than 400 skydivers into this air show. If you're looking for a new venue boogie this year, why not try Bratislava? As well as having some fun dives, you could lurk slots on both airshow and record attempt. See ya there!

Stop Press There will be an American attempt at the world record, to be held at the end of this year. Clearly the event will depend on what happens at Bratislava. Three Hibaldstow jumpers attended selection dives in Chicago and were successful in being offered slots. Congratulations lads! and also on some nice dives: a two-point, 60-way and three-point, 48-way were amongst the most impressive.

Lesley Gale



The World Team climb aboard their transport to Bratislava

STOP PRESS

A 216-way formation was achieved over Bratislava on the 19th August it was held for around 11 seconds and it is a Guinness world record.



BRITISH PARACHUTE ASSOCIATION

AFFILIATED AND ASSOCIATED CLUBS AND CENTRES



Black Knights Parachute Centre

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

Contact: Bob Parry
Patty's Farm
 Hilliam Lane
 Cockerham, Nr Lancaster
 Tel: Weekend 0524 791820
 Tel: Midweek 051 924 5560

Blue Skies Parachute Centre

Contact: George McGuinness
Bishops Court Airfield
Bishops Court
 Co Down
 N Ireland
 Tel: 0374 233916

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 0374 233916

British Parachute School

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

British Parachute School
The Control Tower
Langar Airfield
 Langar
 Nottingham
 Tel/Fax: 0949 60878

British Skysports, Bridlington

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

Contact: Dave or Nick Johnston
East Leys Farm
 Grindale
 Bridlington
 East Yorkshire YO16 4YB
 Tel: 0262 677367 / 0836 276188

Cornwall Parachute Centre

A different kind of Skydiving Centre! Cleanest and friendliest centre around. Emphasis on having fun and learning. C182 with Inflight Door, Unrestricted Altitude, Static Line Squares, RW Instruction under the Kinesthesia Program, Creepers, Video facilities, all types of jumping including FS and Freestyle. Good Jump Prices, Everyone Welcome, Local Accommodation available.

Cornwall Parachute Centre
Frans Ranch
 Old Naval Airfield
 St Merryn
 Cornwall
 Tel: 0841 540691

Devon and Somerset Parachute School

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

Devon & Somerset Parachute School
 30 Tower Way
 Highfield
 Dunkeswell
 Nr Honiton
 Devon
 Tel: 0404 891690

Eaglescott Parachute Centre

Open every weekend: weekdays by arrangement. Friendly small club atmosphere with emphasis on safety. Square S/L student training, AADs, helmet radios WARP, RW, CRW, Style and Accuracy. Cessna 180 with in-flight door. Canteen on site, good range of local beer, food, B&B. Tents and caravans on DZ.

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 0787 461621

North West Parachute Centre

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

North West Parachute Centre
Cark Airfield
Flookburgh
 Nr Grange-Over-Sands
 Cumbria
 Tel: Airfield 05395 58672/58555
 Tel: Weekdays 0772 720848

Oxon & Northants Parachute Centre

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

Contact: Mike Bolton, Chief Instructor
Oxon & Northants Parachute Centre
Hinton-in-the-Hedges Airfield
Stearns, Nr Brackley
 Northants NN13 5NS
 Tel: Office 0384 393373
 Tel: Mobile 0850 762349

Paraclan Parachute Centre

Open all year round, weekends 0900-2100, mid week by arrangement during BST. S/L Rounds, Tandem, WARP, CRW, Formation, Style, Accuracy, Para Demos. Toilets, canteen, parking, B/B and Pubs nearby. Aircraft Cessna 207, BN Islander.

Contact: Ron Groat
Kinnell Airfield
 Frickheim
 Angus
 Scotland DD11 4XX
 Tel: 0241 828999

Peterborough Parachute Centre

Skyvan and Islander, AFF, WARP, Tandem. Bunkhouse accommodation, free camping, showers, bar, food. Unrestricted altitude. Twenty years experience.

Peterborough Parachute Centre
Sibson Airfield
 Wansford
 Peterborough PE8 6NE
 Tel: 0832 280490
 Fax: 0832 280409

Peterlee

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

The Airfield
Shotton Colliery
Peterlee
 Co Durham DH6 2ND
 Tel: 091 5171234
 Fax: 091 3865315

Scottish Parachute Club

Open 9am to 9pm weekends and public holidays. Over thirty years of skydiving in Scotland. AFF with square on square, video on every jump, Cyprus fitted to all AFF equipment. S/L Round and Tandem courses, WARP, CRW, FS, Style and Accuracy coaching with video. Two Cessna 206's, artificial pit and electronic pad, cheap jump prices, shop, excellent student progression. Canteen, TV room, B&B and camping in local town.

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
Whitchurch
Shropshire
Tel: 0948 841111

Stirling Parachute Centre

Open weekends and some midweek. S/L Round Tandem, RW and CRW instruction, WARP instruction, lecture rooms, packing facilities, indoor training and B&B nearby.

Stirling Parachute Centre

Thornhill
Nr Stirling
Scotland FK8 3QT
Tel: 0786 870788
Fax: 0786 870748

Target Skysports Parachute Club

Open 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.

Target Skysports

Hibaldstow Airfield
Hibaldstow
Brigg
South Humberside
Tel: Anyday 0532 505600
Tel: Drop Zone 0652 648837
Fax: 0532 571071

Wild Geese Ireland

Open 7 days a week – 8am till dark. S/L round, S/L square courses daily, tandems, training to Cat 10, CRW, display team, kit hire, AAD's radios, large accuracy pit with competition pad. Cessna 206, Pilatus Porter. Accommodation for 36, camping welcome, hot showers, full catering, games room.

Contact: Maggie Penny

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

West Wilts Parachute Club

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

OTHER ORGANISATIONS ASSOCIATED TO THE BPA

British Collegiate Parachute Association

Affiliations now due for 1994/95

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

BCPA C/O Catherine Symonds – Chairman

c/o 23 Prince Lee Meadows
Darwen, Lancashire BB3 2BQ
Tel: 0254 776705

Ellen Ruston – Secretary
35 Delacy Street
Ashton, Preston, PR2 2DD
Tel: 0772 881360

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

Flying Tigers Airsports

RAPS, AFF & TANDEM.

Kevin McIlwee

Flying Tigers Airsports

6 St Hildas Court
Palmyra Road
St Heller
Jersey JE2 3YT
Tel/Fax: 0534 880140
Tel: Cellnet 0850 272141

Scottish Sport Parachute Association

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

Sheila Lang (Secretary, SSPA)

Strathallan Airfield
Auchterarder
Perthshire PH3 1BE

Slipstream Adventures

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

Slipstream Adventures

Headcorn Aerodrome

Headcorn
Kent TN27 9HX
Tel: 0622 890862
Fax: 0622 890641

Southern Skydivers

Complete range of skydiving training: AFF Tandem, RAPS, Progression training. Operating out of Poole Dorset, and jumping with the APA facilities of one of the largest, safest and obstacle free drop zones in the UK.

Contact: Bob Scouler
Tel: 0202 672408

David Morris Action Sports

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

41 Ellindon

Bretton North
Peterborough
PE3 8RG
Tel: 0733 266076

POPS UK

Hon Treas/Sec John Crowhurst

32 Colston Road
East Sheen
London SW14 7PG
Tel: 081 392 9291
Answer phone: 081 878 0147 (eves)
Fax: 081 392 9322

Parachute Training Services

The complete RAPS package. PTS offers one jump introductory course with the option of progression training through to Cat 10. Operating at Netheravon in conjunction with the APA.

Contact: Doug Peacock

11, Godwyn Close,
Larkhill, Abingdon,
Oxon OX14 1BU
Tel: 0235 529570

OTHER AFFILIATED CLUBS/CENTRES

Army Parachute Assoc

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

The Red Devils

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

RN & RM SPA

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

Northern Ireland Services

Free-fall Club

N.I.S.F.F.C.
Shackleton Barracks
BFPO 802
Tel: Civil 0504 49972
Tel: Military – Limavady 36472
Mobile: 0831 569 605

Silver Stars Parachute Team

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

Cyprus Combined Services Parachute Club (CCSPC)

Contact: Club CCI
CJSATC Pergamos Camp, BFPO 58
Tel From the UK:
Office 010 357 47 44337
Drop Zone 010 357 47 44245

Joint Services Parachute Centre

Hong Kong
Borneo Lines
Shek Kong
NT
Hong Kong
BFPO 1
Tel: + 852 483 7221
Fax: + 852 488 9341
Mobile: + 852 9035 6467

RAPA JSPC(L)

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

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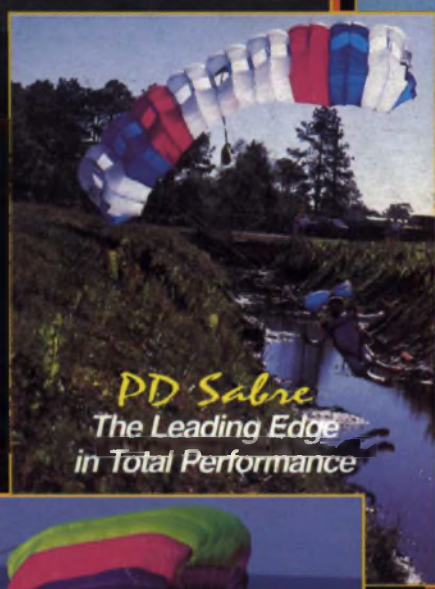
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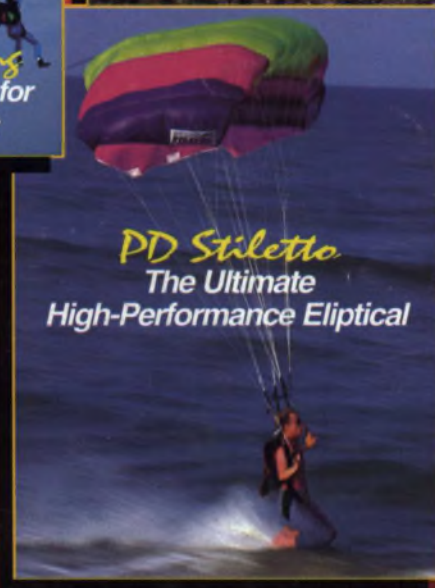
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