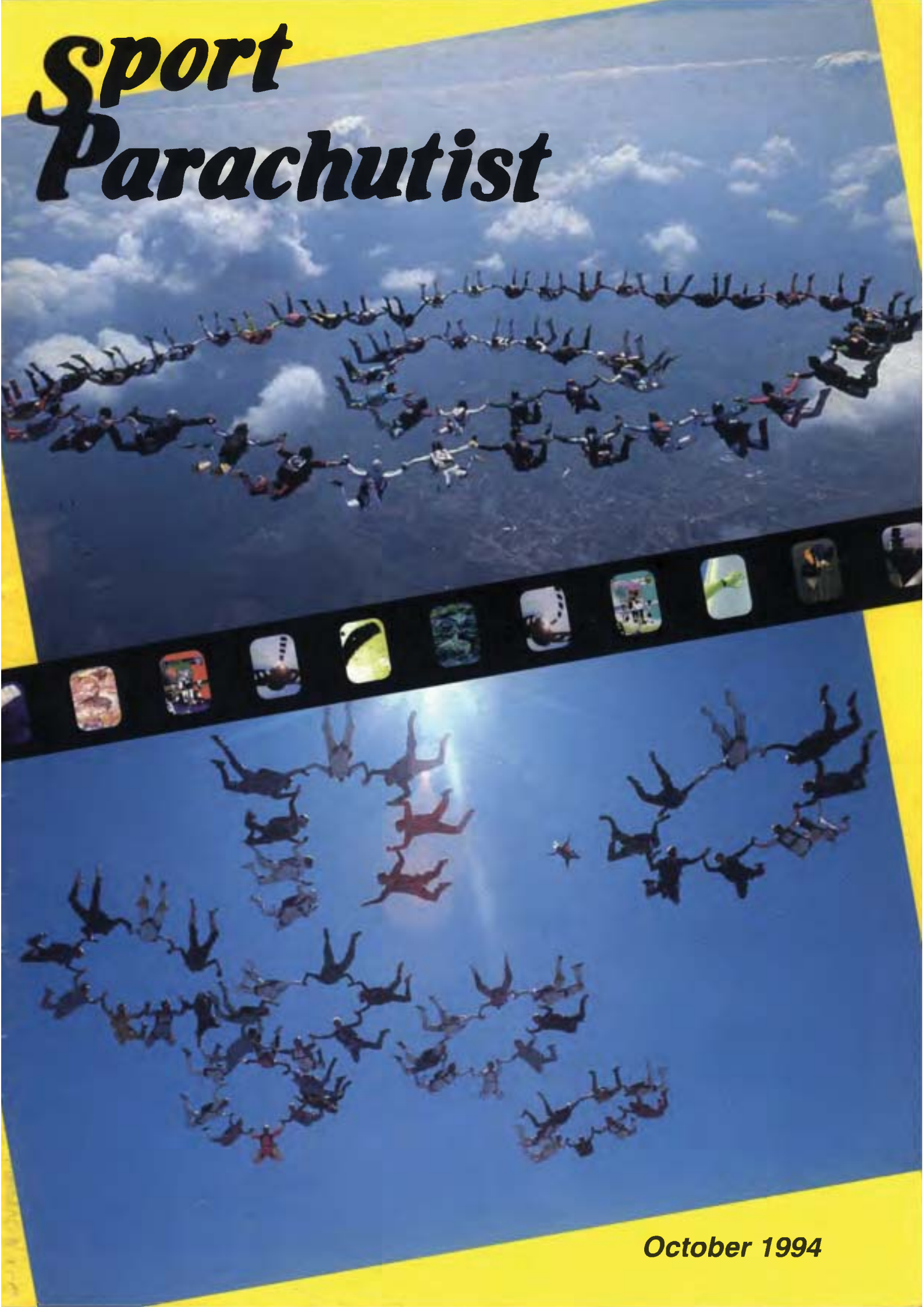


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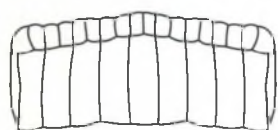
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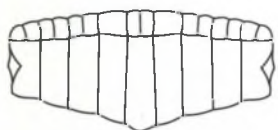
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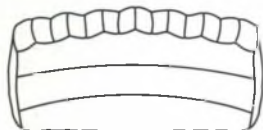
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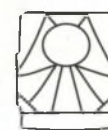
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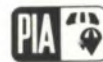
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by Henny Wiggers (Holland)

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NEWS & EVENTS

EDITORIAL: The third dimension

Although not an official FAI record, the largest number of people ever to hold hands (and legs) in freefall is 216, pretty impressive considering that we only hit double figures within the last 20 years. No doubt 250 will soon be within range, and with it the opportunity to get some more positive publicity for the sport. However, the major recent development that may yet bring our sport to an even wider audience is the growth of freestyle and related disciplines such as skysurfing and chute assis.

For a sport that uses more of the third dimension than any other in the world, our freefall disciplines have been two dimensional for too long. FS is all about staying flat and on the level and is quite boring to the non-jumper. Style is less 2D but can be repetitive.

Freestyle routines are fun, visually exciting and the non jumper can relate to them. It's not just the non-jumper who can be enthused – many hardened old pros have found themselves hooked on 3D frolicking (jumping by yourself now has 'skycred'). New routines are being developed, dive pools created and competitions are being run. As usual the USA is taking the lead with Europe close behind. And good old Britain is still enjoying life in the slow lane.

The BPA should seize the opportunity to encourage the rapid and safe development of these newer disciplines, in my opinion it would be a highly effective way to improve retention and stimulate public interest thereby swelling the numbers taking part in the sport.

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BPA MEMBER DIES

We have received a letter informing us of the death of a BPA member, Michael Howat (BPA 312736, D8491) on August 22nd.

Michael joined the BPA in 1987, and he and his wife Daphne lived in Gouvernes, France. His death was not related to skydiving, and we have no other details as yet.

SWARD SKY GEAR HAS NEW MANAGER

Allan Hewitt from Sky Science has snapped up the post of manager at Sward Sky Gear. (See advert on page 17 for new details.)



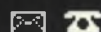
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WORLD TEAM '94 216-WAY!

Bratislava was the venue for the -94 attempt on the World Record of 200, set in Myrtle Beach. Aircraft were three big Antonovs. Exit height was 20-22,000 feet, run in speed approx 150Kts. Teams of up to 20 came from all over the world, with just one aim, to go BIGGER. Practice jumps started in earnest and soon the World Team had built a 180+ and a 206. (Neither complete).

On Tuesday 23.8.94, Dazzle, Dave Morris & George arrived from Vichy (23 hours fighting with the 'gearbox from hell') and were told, by Patrick Passe (our leader) "Get your gear, we'll see you on the ramp in 5!" "What is it out there?" said Dave "What are we gonna do?" READY! On the tarmac the enormity of what was about to go down struck us. Two minutes later we were in the aircraft flying to exit height. The flight was full of 'elephants,' where is my slot, would I get lost, would the Fridge mist up. "No worries mate", said an Aussie, "Just follow the dude in the red suit HA HA!" (There were only 75 on the load!) The skydive was unsuccessful, but we lived, so were happy.

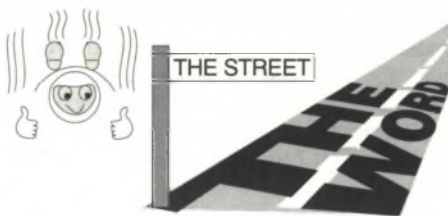
As the week drew on, time was running out and Friday late afternoon, the vibes were right. Exit at 20K was nice and tight, lovely visuals, clouds and sun set. Its building nice, we dock. 3 seconds after the last dude the formation is Rock Solid. We burst through a layer of cloud (8-9k) and from the ground they see a New World Record 216 Way! said Fred Ryland. We punched a hole in the cloud, which was seen from the ground when the canopies were open. The complete formation was held for 11 seconds. Recognised by Guinness, but not the FIA (one Rusky in the wrong slot) as the record for the Biggest EVER! A truly magical dive, thanks for organising it BJ Worth. PS all the Brits were cool!

ALL GIRLS RECORD - LANGAR

July 25-31 saw over 50 girls arrive at Langar to attempt to set a new Brit record. Using Alexis Perry's Skyvan, the Caravan and Matthew's Turbolet, the plan was to work towards a 50-way. At the start the dives were not too brilliant, but then the groove was found and things started to happen. 30-way attempts started Wednesday with a few near misses. Thursday dawned wet and windy but by the afternoon the girls were back in the air again, but to no avail, much to the disappointment of BBC East Midlands who had turned up to record the event. Friday morning and the sun shone, the first attempt of the day built to 29 with one low. Up they went again, Ali Lawley got back on the load having overslept & lost her slot!

This time it was perfect, held for over 12 seconds and you could hear the screams in freefall. A new official British Women's record YAHOO.

The BBC left with the footage and the girls pressed on to 38. Which they achieved on only their second attempt! Two records in



one day - not bad for a bunch of women!! To WotS' knowledge, this is only the second time ever that a record has been broken twice in one day (the other time also a women's record in Le Luc '93). Further attempts at a 50-way took place over the remainder of the weekend, the most successful of which being a 48-way - the largest all-girl blob.

Congratulations girls, and commiserations to Ali who banjoed herself for the cause!

BRITISH RECORD AT LANGAR

120 skydivers responded to the call from George & Darryl to build a New British Record, and arrived on the DZ Friday morning. G&D were gob smacked and then rushed into a frenzy of activity, the aim being to give all who wanted a go. 3 x 38 ways were done on Friday, "B" group having a completion for over 15 seconds. George then filled up his high-tec AXE and cuts were made. We manifested 2 x 50-ways, (3 separate 50-ways manifested!) one of them had 45 jumpers with over 1000 jumps! Neither dive was complete, the axe fell again and it was about 85 people who turned up, suit in hand, for 62 slots! "This could be a bit of a nightmare Dazzle", and it was. The 62 ways were out of the Let, Van, Caravan & GO-RED. Jump 1 was about 56 with 4 low, 2 with no slot. The low ones bit the big one, and were replaced. The next jump we hit cloud at about 11 grand, and it was 62 scared people who tracked off at 6 grand! A few changes were made in the base, and we manifested again. By the look of the weather we were only going to get one more chance. On the runway G&D pumped 'em up and we climbed aboard. The exit was good, nice and tight, but there is a floater on Dazzle's back, which he shrugs off and blow me the base is complete. Looking over to the right I see 3 low. The whole base then, as one, increased the pace, and then it was complete. No tension, lots of yelling, held for 12 seconds. Easy!

Thanks to Dave, Angela & John, for letting us do it (and putting up with our demands!) and to the Devils for GO-RED, and to Matthew and his Let for staying the extra day to give us the lift capacity. Finally to the jumpers for showing up, being patient and for building it. For stills and Video, call Steve Johns on 0705 815847.

ESPACE BOOGIE

This years boogie held as usual in Vichy, was attended by 5-600 jumpers over the week. On station to lift you to an exit height of 16k was a Stretched Herc, THE best jump ship in the world. To help you make the jumps of your dreams were some of

Europe's top organisers, Patrick Passe, Philip Schorno (4 x World Champion!), Derek Thomas and from the UK, Dazzle, George, Dave Morris, Swoop Peckett, Eddie and Sandy McRobbie. The skydives ranged from good, to not so good everyone learning lots. The 50 Million-way was back, "We like to Move it Move it" (led by George & Dazzle) this time completing a 2 point 44-way. Patrick's mob did a 3 point 58-way, tasty. Most people had a good time, and the parties in the evening were up to the usual standard. The 50 Million-way pit party had beer, fireworks (awesome job Paul) and fire eaters. Joel's surprise this year was some strange drink that came out of a bottle with dead snakes in. It kicked like a mule, made all who drank it run around all night and tasted like shit. No serious injuries this year, just 24 carat FUN!!!

AMPURIA HEDGE HOP #1

This coveted number has been awarded to Dave Morris, for being the first person to "Hop the Hedge" at Ampuria Brava. "You should have seen it, I was just outside the manifest and Dave came hooking in over the football field. He then disappeared from view, completely obscured by the hedge. He suddenly reappeared at the top of the hedge, cleared it and landed on the manifest side!! Wow!", an eye witness told WotS. Dave jumps a Stiletto and a Tear Drop but remember "Don't try this at home kids!" (You'll get banned!)

GUTSY PROBLEM FOR RED DEVIL

WotS is sorry to hear that Dave Alexander has been in hospital. Dave is a member of the Red Devils and was 1993 National 4-way Champion. Apparently the problem has been to do with his intestines, and it is hoped that this will not detract from your beer drinking abilities Dave! 'GUT' well soon dude!

SWARD SKY GEAR'S NEW MANAGER

Simon Ward has confirmed that Allan Hewitt will be managing Sward Sky Gear Ltd from the 18th October 1994. Andy and Maggie Peckett are going traveling for the foreseeable future. Allan will be moving the business to Aldershot where he can run it along side Sky Science.

SANDY McROBBIE KO'D

Sandy was in Eloy Arizona, organising and doing AFF. During one of his jumps, he left the Otter from the centre float position and was struck and rendered unconscious by the foot of one of the floaters. He tumbled away "in the foetus position" for about 3-5 seconds, before coming round. Being of the "calibre" he is, he got back on with the skydive and turned 3 points of 16 way! Nice one Sandy, welcome to the club! Seriously though, it could have been terminal, 2 squares, a Cypres & a Fridge, anything else is a compromise!

BLADE RUNNER FROM SOUTH AFRICA

Designed using computers this is the next generation of canopy to come from SA. Graham Fields, who is the test pilot for

Chute Shop SA, was on the World Team in Bratislava and spoke to WoTS about the "Wing". "We are now on Blade Runner 5, using a new fabric, and it is very fast on the glide and in the turn, and the surf just goes on and on..." He should know, having been instrumental at the design stage, and has allegedly swooped one through a hangar! "As they are cut by laser we can make them in ANY size, so think of a number!" Graham told us. So you people who crave that seriously small canopy, give 'em a call.

YER NAMES NOT DOWN...YER NOT GOING IN!

July 13th, and 2 Golden Knights are involved in a canopy rap over North Carolina. Details are sketchy as to what actually happened, but both jumpers believed that their reserves had been deployed.

The top guy: gets out his machete, and starts to cut the lines and risers of his reserve, which is tangled up with his own main (fully inflated) and his mate.

The bottom guy: has already chopped his main, his reserve handle has been dislodged and he thinks it has been deployed. He sees his mate hacking at what he believes to be HIS entangled reserve! He screams at his mate to STOP, for obvious reasons! All to no avail, and before he knows it he is in free fall again. The poor dude believes that he has no "Guano" and starts to track for a small pond. At about 800 ft his Cypres fired, deployed his reserve and he stopped. Lucky Dude! What would you have done? Sward says "Get a life, Get a Cypres! Thanks for the info Simon."

PERRIS OTTER CRASH 2

The Gipsy Rose Twin Otter took off with Stuart McCarther (Flash Back 93 Intermediate Champion) and 21 others on board. They suffered an engine failure just after take off. The pilot took the aircraft round and put it down on the runway. It

overran and wrote off the nose wheel assembly in the desert. The good engine was cooked taking the plane round, and some bits of the failed one have been sent off for diagnosis. All jumpers walked away and the pilot has free beer for life! Cool Dude.

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ONE OUT - ALL OUT!

Reported from an Canadian DZ. Cessna takes off (stall warning u/s), on board: Pilot (45 hours), Jumpmaster (450 + jumps), 2 early free fallers, 1 first jump student. Plane runs in at 2500(ish). The jumpmaster spotting, calls for a right correction, when this is initiated by the pilot the aircraft stalls, and does a right barrel roll. During this roll the jumpmaster falls out! The plane is now flying straight and level, then the pilot jumps out! The 2 free-fallers then push their way past the static-liner and dive out of the door. The guy then looks around and decides that being a crowd of ONE in this plane probably ain't such a hot idea and remembers his emergency drills. At approx 800ft he also leaves and the aircraft lands at a 45 degree angle at about 180mph. All parachutists landed safely. Apparently the pilot had some skydiving experience,

I bet he's looking for a job too!

MOUNTIES GET THEIR MAN

The Chairman of the BPA asked the JNSCO's to check out 4 Canadian nationals doing a demo in the UK. They turned out to be Geoff Ward, Andy Ford, Robbie Blane & Sward, who were jumping for Labbatts dressed as mounties. Geoff said to the JNSCO "Last year I jumped as a fox (Sonic+ Tails), does this make me Vermin?"

SKYDIVER GOES TO THE MINISTRY

Jim Parsons, a Headcorn Jumper, who is also a bit of a DJ played The Ministry of Sound on Friday 16th September. The Ministry is one of the premier clubs in London, which has reputedly, the best sound system in the world. Jim's gig was attended by about 50+ skydivers from Headcorn & Sibson, and we all had a WICKED time. Nice toons Jim!

Hope to see you kickin' it in The Box, with 75k under your fingers soon!

NEW ANKLE FOR SARA & KEVIN

In mid August Kevin Hardwick & Sara Brierly had a baby son, called Andrew Phillippe Hardwick. Congratulations!!!

Call or fax your words to George on 0788 860882, go on, do it now!

XMAS CARDS JUST FOR SKYDIVERS

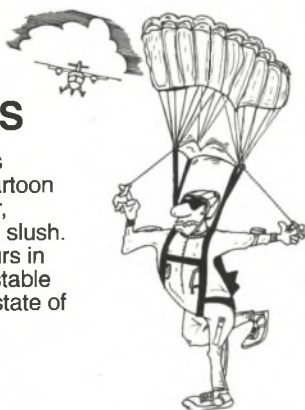
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CORRESPONDENCE

DISCLAIMERS – THE WAY AHEAD

Dear Ola

Having been involved with a number of physical sporting activities over a period of almost 50 years which included completing two London Marathons, it was with almost disbelief I read the minutes in respect of insurance.

I refer to your Emergency Council meeting March 9/94: the trouble with our sport is, too many sky-gods writing their name in smoke in the sky, when in fact, they are incapable of controlling their equipment. We have those who wish to show their girlfriends etc how it should be done – all covered by BPA insurance:

We have to seriously consider using a disclaimer: anyone who has been involved in marathons, cross-country and hill running will tell you they have to sign they are quite fit to do the job, and have no claim against the organisers should things go wrong.

Having parachuted from 450 to 15,000 feet this is not a sour grape letter.

Blue skies, soft landings

D Evison Jowett. 387566

CANOPY AWARENESS

Dear Ola

HELP!

I am writing to you in respect of general awareness and canopy control. When coming into land we all like to land in the pit or in front of the crowd, but if you have to avoid other jumpers, as long as you land safe and sound, does it matter where you land?

On the weekend of 18-19th of June I was asked to do a display at the Biggin Hill Air show by Gordon Welch. (Thanks for a great weekend Gordon). There were 72 of us jumping from two DC3s in formation, - it looked great from the air as well as from the ground. Everyone landed safely to cheers and applause from the crowd. Off I went to another demo in North London that afternoon. It went brilliantly. Everyone landed in a very tight arena, in formation one after the other.

Now back to Sunday at Biggin Hill, same jump into the display as the day before. Everything going fine until I was on finals about 40' 50' above ground level. I looked to make sure there was no one in front or below me. I looked left then right - at this point someone under a silver coloured canopy flew from my right and turned in front of me. I took evasive action and turned off to the left, so low I lost height quickly and hit the ground very fast.

I thought I only sprained my ankle but the St Johns Ambulance took me to hospital where I had an X ray. My ankle had been broken in three places. I have two witnesses to this incident, my wife and son, who watch me all the time while I am in the air under Canopy. I think the culprit must have seen me and if so an apology would be nice.

For everybody's sake let's all be more aware when coming into land remember we are not the alone in the sky. I have just missed one of the best summers for jumping for years, but will be back jumping as soon as I can.

Gary Judd D7531

ASHFORD REUNION

Dear Ola

It was an absolute pleasure to meet up with so many old friends at George and Cathy Sugden's house warming party last Saturday evening. The proverbial woodwork was empty, with so many crawling out. To those who couldn't attend the party, you were mentioned repeatedly, mostly in good taste! And to those who were not contacted, make yourselves known in good time for the next one, you were sorely missed. Thanks to Ola and Airscape for your hospitality the other day, you make a very good cup of coffee, it was good to meet you all!

Blue Skies and thanks for the good weather.

Nigel Peart D3883

LANGAR TANDEM INCIDENT

Dear Ola

Reference Jim Pescod's letter in the last but one SP. I am most disappointed that you did not give me the right to reply in the same issue. However here are a few facts that Jim might like to consider.

Insurance: where has he been? Does he have a house or car? Insurance costs on most things have gone up! My car and aircraft insurance have doubled in the last 2 years!! I have not made a claim on either for about 10 years.

Lloyds of London are having a bad time, perhaps you have heard. Langar insures all its Students at the rate requested by the B.P.A. that's the market place for insurance. The rate is £5.50 per student. I would put the average jump rate of a Student at two, about 2.75 per jump. Now experienced jumpers may make 100 jumps per year, which puts their insurance cover cost at about 18p per jump. The Student pays 15 times more than the experienced jumper. So much for Insurance.

So far as the comments regarding the Drogue Release Cable (DRC) used on the Tandem fatality at Langar, here are a few FACTS to consider:

1. The DRC was neither approved nor non-approved. It was (a) A type in common use at other Centres. (b) The SAME DRC had been used in Tandem Evaluations conducted by the NCSO of the BPA, the Technical Officer of the BPA, and other Advanced Instructors/Examiners. (c) That DRC had been in use for about two years. It was part of the kit when B.P.S. purchased it. (d) The handle was supplied to the previous owner by a well known DZ.

2. The Health & Safety Dept. made a detailed report (see extract below) on the DRC, something that the BPA did not do. A copy of this report was given to the B.P.A.. Part of this report states "I believe that it is improbable that the microscopic cracks and the area of abrasion would have been found by a tactile or visual examination particularly if the ripcord was in a relaxed state, ie. not packed in the parachute."

As a footnote this Report was in the hands of the BPA about 1st July 94 (according to H & S). To date (28 Aug 94) nobody from the BPA has either sent me a copy or spoken to me regarding the Report!

Yours sincerely

D. T. Hickling CCI D1471

Extract from HSE report:

5. Assessment: From the above it is my opinion that the major split near the centre of the incident ripcord was initiated and propagated in the first instance by a fatigue mechanism. It had initiated in this particular area due to the high tensile stress which would be present on the convex side of the bent ripcord and the stress concentrating effects of the transverse abrasions. I believe that it is improbable that the microscopic cracks and the area of abrasion would have been found by a tactile or visual examination particularly if the ripcord was in a relaxed state, i.e. not packed in the parachute. It is possible that, once the parachute had been packed and the ripcord bent into its in service position, the fatigue crack in the casing could have opened up sufficiently to snag or hook the release loop. Attempts to forcibly pull the ripcord against the loop would explain the overload failures of the ripcord casing and the mechanical damage to the fracture surface on the one side of the split.

The chemical analysis has shown that the plastics used in all three cases were polyamides of which the nylon grades listed in section 4 are common examples. There are some differences in the mechanical properties of the three grades of nylon which were suggested. Nylon-6/6 is the strongest and most commonly used in the United States and the United Kingdom.

THANKS

Dear Ola

I would just like to say a big thanks to everyone at the Czech boogie this year for helping me out after my little incident. It was very much appreciated.

Blue Skies and keep your helmets on!

Colin Bridges D7234

FREESTYLE FUNDING

Dear Ola

Its nice to see IPC are finally getting their act together and recognising freestyle. It is not before time, there have already been four annual world competitions, as well as one in skysurfing and many more national and even regional competitions throughout the world. But what I would like to know is what makes the IPC so special that only its blessing may be recognised by the BPA before funding is discussed?

The WFF (World Freestyle Federation) has done an excellent job in organising freestyle (and skysurfing) competitions and there are several reasons to believe their competition will be superior to anything the IPC could manage. Firstly, although Pete McKeenan runs the WFF as a part time operation, he and his colleagues have managed to attract more world-wide media coverage for freestyle competitions than any other air sport. While accuracy and RW competitions, despite having been around for much longer, have generated little public interest. ESPN (the American sports channel) have recently announced that skysurfing will be broadcast as part of their "Extreme Olympics", a two week long broadcast for the Summer of 1995.

Lesley Gale in last issue's article, completely ignored mentioning a major rule which the IPC has imposed, that is the banning of multi national teams. As most are aware, freestyle teams consist of a camera flyer and a freestylist. The teams who create the strongest relationship between the camera flyer and the freestylist usually create the most impressive routines. Anyone who has been dazzled by for example, Olav Zipser and Mike Vail's (the "free fall clowns") stunning performances will realise how important this relationship is. By banning multi nationals the IPC will effectively break up the bulk of the talent that has built up over the past few years: in the 1992 competition, all the medal winners in the mens division were made of multi-national teams. In the 1993 competition, the gold in 4 out of 6 events (Mens Advanced Freestyle, Mens Intermediate Freestyle, Womens Intermediate Freestyle and Advanced Skysurfing) went to multi-national teams. It would be like running world RW competition without the likes of Essone, Golden Knights etc. Hence there is an excellent reason to believe that the WFF competitions will display vastly superior performances than that of any IPC competition. There is therefore little reason for the BPA to wait for the IPC, to make a funding decision. Keeping focus on the WFF competitions gives an added advantage. The WFF organise a seeding system based on the many open competitions held throughout the world, and team selection could be based on this criteria.

As for the issue of under-performance of British freestylers, it is completely unfair to make a comparison, until they are at least given the chance of competing on an equal footing to fully funded teams in other disciplines. Since there are only two persons in the team, it should work out a lot cheaper than say, RW or CRW. Incidentally, non funded Brits have won medals in 3 out of the 4 world competitions held so far. I wonder if funded teams in "recognised" disciplines can boast such achievements. It's time for the BPA to start taking freestyle seriously and recognise there are events other than RW.

I would like to know why, for example, license and category qualifications are based solely on RW proficiency? I find it outrageous that one discipline is selected by the almighty BPA as the only valid thing to do in the sky. If I get to the point where I have 200 jumps and am not Cat 10 because I have decided to focus on freestyle, why will I be considered less able to do night jumps, wear a frap hat or jump a pull out system, than someone who has specialised in RW? One might argue that freestyle is a new discipline and so the BPA needs time to adapt, but of course the same would be true for those focusing on, for example, the Classics (and such people do exist). There is no reason, other than the BPA's prejudiced and conservative attitude.

Yours

Phil Halper

THE BRITISH PARACHUTE ASSOCIATION LTD

ANNUAL GENERAL MEETING

TWENTY-EIGHTH ANNUAL GENERAL MEETING

of the Association, to be held at:
The Forte Posthouse Hotel
Hinckley Road, Walsgrave
Coventry
on Saturday 21st January 1995 at 10.30am

AGENDA

1. To consider, and adopt if approved, the Report of the Chairman of the Council.
2. To discuss any Special Business.
3. To fix subscriptions payable by non-provisional members for the 12 months commencing 1st April 1995.
4. To announce the election results for the 1995 Council.
5. To draw the annual lottery.

Dated the 3rd Day of October
One Thousand Nine Hundred and Ninety Four

For and on behalf of the Council of the BPA.

David Oddy (Office Manager)

NOTE: Members are reminded that under Article 31 of the Articles of Association only such business as is notified to the BPA Office, in writing, at least 40 days prior to the date of the meeting (ie, by midnight on Sunday 11th December 1994) can be included under Item 2 – Special Business.

PHOENIX/Z-HILLS PARACHUTE CENTRE

1994/5 Schedule of Events

OCTOBER 28 - 30
 NOVEMBER 07 - 13
 NOVEMBER 12 - 15
 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

7TH ANNUAL HALLOWEEN BOOGIE
 FALL RW TRAINING CAMP
 RW SEMINAR AND COACHING BY MARK HEWITT
 26TH ANNUAL TURKEY MEET

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

AWARD NIGHT
 CHRISTMAS BOOGIE
 CHRISTMAS SCRAMBLES
 PRIZES
 BAND

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 MUFF BROTHERS 4-WAY
 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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People in the sport...

Pete Allum



Pete (2nd from left) with the members of Airtime (L-R), Kevin Hardwick, Tony Uragallo and Chris Lynch

Age, marital status, family.

30 years old, Debbie and Hollie Blue (9 years old and 1 skydive).

Job description.

Full time skydiving coach and Instructor.

Time in sport, qualifications.

1979, BPA Approved, AFF and Tandem instructor.

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

8,100 jumps; malfunctions, approximately 7 mostly due to rushed packing and the quality of personal kit; past, my parents were good enough

to lend me their gear initially, this included my Dad's solid yellow Para-Commander Mark 1 and the incredibly streamlined Jerry Bird system which was my Mum's pride and joy, this came with a Velcro closed reserve container that you just ripped apart to open! My own first rig was a Strato Star in a single pin container and any front mount reserve which I could beg or borrow. I then packed enough student rigs to afford a Jack Hiley rig container, a 124 and a GQ Unit (I think this was the rig that gave me an early taste in malfunctions).

The personal kit question could actually stretch into quite a few vol-

umes so I'll miss about 10 years and bring you up-to-date. From '90-'93 I jumped Tear Drops and a mixture of Air Time designs and PD canopies. Now I have about 1,500 jumps on my Stiletto 120 and 1,000 on my Javelin. Apart from some new lines on the Stiletto I see no reason for change. I receive support in the way of equipment from manufacturers but as I jump virtually every day it is important that I like what I jump.

Competition experience, medals, teams.

My first Nationals was in 1985. I was fortunate to be picked up by a good team (Symbiosis), we won the 8-way and came 4th in the 4-way. This led to my second ever competition, the World Meet in Yugoslavia.

National Gold Medals: 1985, 86, 87, 88, 89, 90, 91, 92, 94.

World Meets and World Cups: 1985, 87, 88, 89, 90, 91, 92, 93.

1st Soviet International RW Meet 1990: 3rd.

Prince of Wales Cup (services to aviation): 1989.

In 1990 Tony Uragallo was instrumental in getting together Air Time as a 4-way with Tony, Chris Lynch, Kevin Hardwick and me. We went on to win the Nationals. In '91 we picked up Andy McGowan, won the Nationals and the right to go to the World Meet in Czechoslovakia



Pete and his daughter, Hollie Blue, getting ready to skydive

where we came 6th. After that Chris and I just couldn't stop. We asked Andy Woodmansey and Ben Rayner to join us. Ben ended up with a serious injury, so Kevin Hardwick rejoined us for the '92 Nationals, which we won. Kevin H was unable to continue and Kevin McCarthy joined us for an ill-fated training camp at DeLand in the spring of '93. The team were doing really well, when the accident occurred.

Andy is a much missed member of the skydiving world and Kevin McCarthy has made a phenomenal recovery from virtual coma to British National Champion in one year. In the two months after the accident I almost quit the competition circuit but seeing Kevin's recovery and the energy of Tony Uragallo we got together with Tony and Kevin Hardwick and went to the '93 World Meet in Arizona.

Most memorable skydive, good or bad.

There is not just one jump that rises above the rest in my memory but a series of images and sensations from a multitude of skydives. From the bad: the accident in DeLand, to the good: the last round of two World Meets, '91 and '93, when I thought that the skydive was exactly what we should have done and I tracked off with adrenaline coursing through my system. There are some pretty impressive memories of tracking away from cliff faces in foreign climes.

Favourite DZ (UK and world wide).

Not such an easy question as my work takes me to so many different DZs. For efficiency and value for money skydiving I really like DeLand and Eloy. However, as for location and proximity to other activities plus a generally awesome backdrop, Gap gets my vote.

Do you have an ambition?

I try to set daily goals, however, in the long term I would like to train and compete with another team, no matter what the outcome, although a



A youthful Pete

medal placing in the World Meet is still an achievable goal. I really enjoy the training and don't see competition as the team's only goal.

When not skydiving, what do you do?

Well that question really stumped me for a while! Recently I have started to realise that there may actually be more to life than skydiving! In fact, I feel that my skydiving is enhanced by an interest in other sports, especially from the perspective of learning something new, I tended to settle back into my habits unless there was something worth changing for. Going into a new sport was probably the best way for me to re-evaluate the learning process. I started climbing about 3-4 years ago and although I don't get to climb very often, I really enjoy it.

Person or teams you admire (past and present).

Symbiosis, Visions, Dan BC, Jack Jeffries, Tony Uragallo, Olaf Zipser, Linford Christie.

Where is the sport going, what would you like to see?

Sponsorship of skydiving teams and individuals. Of course this would

require more media coverage and jumpers themselves would have to present a more professional image. I would like first time jumpers to receive professional instruction: in small groups, in comfortable surroundings with the best possible equipment available and active encouragement to continue in the sport.

What advice do you have for up and coming skydivers?

It's got to be fun, also basic skills have to be learned as early as possible because the faster you want to go or the more intricate manoeuvre you want to make will be so much easier if you have constructed strong foundations.

What is your favourite joke?

Did you hear about the architect who had his house made backwards so he could watch TV!

What, if anything winds you up?

Narrow mindedness and general apathy towards change.

Compiled by Dave Mitchell

Next Issue: Chris Allen



Florida's Megajump Metropolis presents its season line-up!

Calendar of 1994-95 Events

September 24-25	Trans-America 16-way Competition
October 15-16	4-way Meet. FAI dive pool
October 29-30	Halloween Boogie. Costume party and barbecue on Saturday night, prize for best costume.
October 31-November 4	Training Camp for AFF Certification Course.
November 5-13	AFF Certification Course. Hosted by USPA.
November 19-27	Skydive City Turkey Meet Guest organizer: Roger Ponce de Leon Nov. 19: 8-Way Practice Nov. 20: 8-Way Competition Nov. 21-23: Competition Practice and Seminar Days Nov. 24: 20-Way Competition & Turkey Dinner Nov. 25: 10-Way Practice Nov. 26: 10-Way Competition & Bunker Dance Party (Two meets, speed star and Olympic rules—2 trophies)
December 20-22	Strong Tandem Cert. Course. Pre-registration required. Call (407) 859-9317 to register.
December 17-January 15	Christmas & New Year's Boogie
December 23	Christmas Star dives.
December 24-25	Original 10-Way Scrambles—Everyone wins!
December 24	Party around the Christmas tree.
December 27-31	Large sequential camp "City Style"
December 31	Traditional "City" New Year's Party.
January 6-8	Air Time Designs Sit-Suit Seminar.
January 9-15	Large Sequential Dives with Roger Ponce de Leon.
January 14-15	High altitude jumps.
February 3-5	Strong Ent. Tandem Certif. Course. Pre-registration required. Call (407) 859-9317 to register.

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SOCIETY

POPS CORNER

POPS CORNER

Wind is a terrible thing, painful, sometimes disconcerting and bloody annoying when it gathers in ferocity and explodes upon your last meet of the year. And it blew and blew, all day Saturday and Sunday of August Bank Holiday at Langar. Not a lot happened those two days, five jumps to be precise before Dave and Angela Hickling had little option but to stand us down, but we thank you both for hosting us and creating the environment for a great weekend. Larry Burton (POP 321, an active POPS member and I/C manifest) did us proud too, so you don't escape either Larry – thank you.

Not to be foiled, John and Hilary Peck and family (POP 357) had set up the most monumental and delicious barbecue which ran both evenings. Everyone joined in and after basic costs were met, John and Hilary passed over £32 for the POPS bank account. Much hard work all of you and very much appreciated, thank you.

Sigrid Pradel (POP 414), Ted (POP 382) and Marie Payne (POP 485) had turned in from Germany specially for the meet, together with a very good spread from across the UK. Thank you all for coming, we hoped for a good turnout and these hopes were well exceeded. Not all was lost, Monday 29th August was jumpable and by popular vote we held the Hit and Rock event only. The results were:

Sue Hill 1st place (Gold) 29 secs, Eric Bagwell 2nd place (Silver) 34.33 secs, Lennie Mobbs 3rd place (Bronze) 39.51 secs.

Many thanks to Pauline, Millie, Laurel, Geordie and Pat for taking their lives in their hands in the pit, ducking and weaving between landing jumpers.

Ted and Marie organised two 9-ways, one 4-way, and exercises for Cat 8ers new to the RW scene, so Monday made up well for Mr Wind's antics the previous two days.

Not only this, ex TOP POP Graham St. Clair (POP 16) was presented with his 1,000 jump certificate, Millie St. Clair gladly received Graham's 1,000 jump badge (she's lived every jump!), Arthur Wrennal (POP 610) clinched his 100th in a 4-way and Pete Shew (POP 478) secured his Cat 10 signed up by Marie Payne. The whole scenario was really very eventful, sociable and enjoyable – and I don't want to hear any complaints.

TOP POP Michael Allum, after sampling the delights of Langar and Belvoir Castle, is wending his weary way with Inger to Gap, also Ampuriabrava, for more jumping – weather assured. Before he departed he passed over a flag of the United States of America sent by Bill Wood – recently retired TOP POP USA, a certificate accompanied the flag. How about that? A gesture which, frankly, made my eyes more than simply damp. A gesture which must not pass unmentioned or unacknowledged in some way.

Next year, 1995, which marks the fiftieth anniversary of the end of all hostilities and WWII, wouldn't it be nice if the Stars and Stripes (an example, presented to us) could be flown over London, together with the Union Jack? Better still, landed under canopy by a USA/UK POPS team. Any notions anyone?

On the POPS demo theme, we have so far fifteen volunteers. We need more. You can't jump demos until you join however – which brings me to another point. New membership. Salesmanship doesn't enter into this and I'm speaking largely to existing members whom I would ask to do as Sue Hill has done of late. Solicit new members, Sue never stops. There are a lot of active over forty (or something) skydivers out there for whom the benefits would be, as usual, entirely mutual. Show yourself Rob Colpus et al. It's high time the British adopted the American attitude to life after forty. If you love this sport as we do, wish to stay in it and keep it alive – join POPS, that's what we of the membership say.

Yours truly happened to be in Victoria Falls, Zimbabwe recently – also Harare. More about the drop zones I visited in the next issue when winter dampens DZ ardour and jumpers dwindle or shove off abroad. Guess who I met? Greg Andrews, late of the Royal Marines and their very excellent team, of which Greg was a member for many years. He has been flying helicopters for United Air Charters, Zimbabwe, for the past four years and is very content. If you'd like to write to Greg you can contact him through P.O. Box 40, Victoria Falls, Zimbabwe. If you'd like his phone numbers contact me. He wishes to say hello to all his friends and to be remembered even to those with whom he had the occasional verbal exchange.

The proposed and long awaited Xmas card. Here now is the artwork (see next page), to which will be appended inside the card the caption:

'Ten Quid says Rudolph docks before Dansa'.

Followed by the usual greetings.

This is not a POPS specific card and to my mind anyone can buy. I'm banking on selling not less than 1,000 at 50p each to cover artwork, printing, postage etc, and putting £100 into the POPS bank account. Send them, not to each other, but amongst family, friends and acquaintances who know of your attachment to skydiving. Lift the profile of this sport we love

Caroline has been in the sport for 22 years, jumping currently at PPC – Sibson. There's not too many DZs she's missed in the UK and has been a visitor to centres in the USA and Cyprus. She recalls memories of parachute silk lying around at home, her father was a member of the RAF regiment at one time.

This later led to questions of both father and mother who, no doubt, tried but obviously failed to discourage Caroline from writing to the White Waltham Flying Club in 1972. From there to the BPA and to Headcorn where Alex Black (Royal Engineers) and Adrian Hill (Foreign Office) were about to set up Eagle Sport Parachute Club.

By 1973 Caroline had joined the TA and was travelling with the RE demo team. In March 1974 she was jumping with the 'Freds' at Aldershot, arranged by the TA as recruiting publicity.

By 1975 Caroline married Tony (a dedicated non-jumper) and she is mother of Clare (18) and Richard (15).

May 1992 saw Caroline doing a bungee jump, to which her only comment is Yuk! And having abseiled down the side of a building in July this year comments 'Helicopters are more exciting'.

Her immediate skydiving goals are a water jump and a night jump. She also hopes to do freestyle and be on a load with Clare, Richard and her nephew. Pet hates are garden gnomes and unjumpable weather, but loves good listeners, rare steaks, Irish whiskey and old parachutists.

Her closing advice to all jumpers, particularly women, is 'Whatever you do, never give up jumping'. I think she's right.

Caroline O'Hagan (505)



Susan Camm (618)



Seen with Arthur Wrennal and Lennie Mobbs at WOTG earlier this year, Susan says of herself:

'I am 42 years old and have been married to James for 21 years. We have no children but two dogs which need a lot of exercise. I am lucky enough not to work having retired from running a cafeteria 8 years ago.

'In 1983 some friends and I decided to make a parachute jump, little did I know how much it was going to change my life. From the very first jump I was hooked, my husband has never wanted to throw himself out of a perfectly serviceable aircraft, but is quite happy for me to do it as long as he can have the life insurance!

'My progression was slow but with Dave Howerski's help and my determination I made it to Cat 10. Swansea was a very happy drop zone and only 10 minutes from our house, so it was possible to do 200 jumps a year and have dinner on the table by 7pm. We had a lovely bunch of hard-core jumpers, without whom none of my jumping would have been possible. We did CRW and demos and lots of fun jumps. We went to Boogies and learned a lot over the years, then sadly, Swansea Airport was taken over and jumping stopped.

'I always said I would either do all or nothing so after 1,500 jumps things have slowed down a bit. Apart from the odd day jumping, I find that travelling to a DZ 200 miles away can only be fitted in now and again. I owe a lot to Dave Howerski and

Swansea jumpers and hope that one day there will be parachuting here again! In recent years I have flown to the Vichy Boogie with a few friends. I have made so many friends over the years and met some wonderful people, I would recommend anyone who has ever wanted to skydive to do it. I wish I had started parachuting when I was younger.'



and, who knows, more may be encouraged to participate. Orders with cash please, payable to POPS in lots of ten cards eg £5.

POPS Profile. Stand up Susan Camm (POPS 618) and Caroline O'Hagan (POPS 467) – it's ladies day, you're on stage.

Finally, please welcome with open arms and the affection only seen amongst POPS **Eric Bagwell** (POPS 619) from RAFSPA, **John R. Hill** (POPS 620) – Sue's brother, watch out!, **Eddie Davies** (POPS 621), **Albert Austin** (POPS 622) and **Phil Cabanage** (POPS 623), all encouraged by Sue Hill who has introduced six new POPS members of late. I reckon that Sue has a Black Knights POPS team in mind – which would be great. Go for it, Sue.

Have a happy autumn and winter folks. See you around the centres throughout that time and here again in the mag next issue.

John Crowhurst Hon (Sec/Treasurer)

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What's New at Skydive U

Such has been the interest in the Skydive University 100 programme ("Basic Body Flight") that it has been decided to produce brief updates on the progress of introducing the ideas to the UK.

First off, there is no plan that the scheme should replace any existing training system. It may be that in due course people will see it as the best way of progressing from Cat 8 to Cat 10, or a good way for more experienced skydivers to improve their basic skills so that they can achieve their full potential. But for now, there is simply not the instructor capacity to meet demand, nor, given a good healthy dose of British scepticism, would it be sensible for any converts to start pushing this training scheme down anyone's throat. Hopefully in due course the results will speak for themselves but for now there will be a slow but steady build-up of instructor expertise so that those who wish to make use of this training scheme can try it.

It is now almost ten years since Accelerated Free Fall (AFF) arrived in this country from the US of A. Shortly afterwards, a home-grown progression system was born. WARP (originally an acronym for Weekend Advanced Relative work Progression) was intended to take over where AFF left off and deliver a Cat 10 skydiver who could actually do relative work.

People liked the results, and it was not long before WARP was introduced as a method of progressing any Cat 8 student to Cat 10. Over a period of years, on many DZs, it became the only method of achieving Cat 10, as the application of "pin, backloop, pin", "closing third" and "closing fourth" became increasingly irrelevant and obsolete.

The principle reason why WARP has survived for a decade is that it is basically just a series of drill dives which

are a useful way of practising basic RW, or FS (Formation Skydiving), skills. The WARP manual did not spell out how to perform those skills, and perhaps it was just as well because much theory has changed in that time and the system would have been quickly discredited. It was left to individual instructors to teach technique from their own experience. As a result, levels of achievement by the students was variable. Even today, students are still being taught some weird and wonderful methods of skydiving, all of it well meant but much of it outdated.

"Kinesthetic and isometric training, synchronicity, affirmations and proximity control". The standards set were high. Skydive University wants to ensure that their name becomes synonymous with students getting a good deal and getting the best training.

The WARP system has served us well and will continue to do so for some time. Over the years, however, three main weaknesses have become apparent. First, there is no laid-down method of teaching. Second, the standard accepted by instructors varies greatly. Third, the drill dives do not give a student much practice at moving around the sky with precision. As a result, many people achieve Cat 10 only to find that the next few hundred jumps with people of the same standard result in Zoos. They are left mystified as to why the skydives seemed to work in WARP (although not always) and why they still do work when jumping with experienced people, but do not work on a routine basis with their colleagues. Part of the reason is a lack of experience, but much is attributable to poor teaching and under-achievement in the first place.

Skydive University's "Skydive 100 – Basic Body Flight" not only addresses these problems but also does rather more than that. Much time and money were spent on analysing how world champion formation skydivers actually fly their bodies in the air. The resulting manual and video represent the current state-of-the-art thinking on how someone should skydive in order to maximise their chances of achieving their potential. The programme includes details of 21 jumps to be completed with a competent friend, or preferably with a Skydive University – qualified instructor and videoman. This second option is by far the best but requires a willingness from the student to recognise quality instruction with coaching fees.

At present, Skydive University instructors are hard to find outside the USA. However the system is being developed in the UK, schools are being set up and instructors qualified. The first instructor evaluation course in the UK was held in June and was attended by nine people with between 900 and 3,500 jumps. The course was split into briefing and evaluation phases. In the briefing section, the system was explained along with plenty on the theory of coaching and sports psychology. Americans tend not to use short words if a long one will do, so potential instructors had to become fluent in the use of a language which includes "Kinesthetic and isometric training, synchronicity, affirmations and proximity control". The standards set were high. Skydive University wants to ensure that their name becomes synonymous with students getting a good deal and getting the best training.

How far this all develops will depend on the response. If you want to know more, currently the people to talk to in the UK are Langer: Tim Moran; Headcorn: Rob Doyle and Andy Ring; Peterborough: Pete Allum and Allison Cronelly; Netheravon: Chris Allen, Allison Cronelly, Andy Allman, Toby Joll, Ross Hutcheon and Nigel Jackson.

Nigel Jackson

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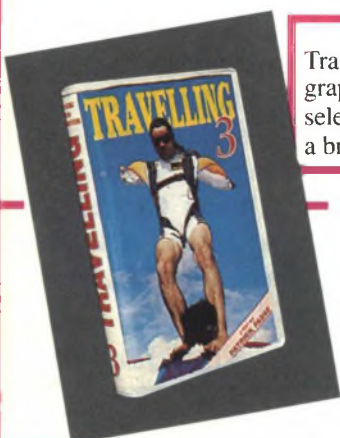
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Rhine Army Parachute Association Championships 1994

The 30th RAPA Championships were held from 23-30 July 1994, with teams taking part being made up from UK units, BAOR units, the Oman, the Unit Arab Emirates, Holland and Germany. The weather was excellent, with temperatures reaching 32 degrees daily, almost too hot at times, but fortunately the Royal Engineers very kindly provided two large inflatable swimming pools, which helped to keep most of us cool throughout the week.

The judges did an excellent job of producing the results in difficult circumstances – hot stuffy classrooms and exposed areas with no respite from the sun. Our thanks go to John Laing, the Chief Judge, Jack Fowler, Chief Accuracy Judge, Bob Charters, Chief Sequential Judge, Jan de Graaf, Chief Style Judge, and all other judges of the various events.

Many thanks also to WO1 Brian McGill and his assistant Gabi, who beavered away in a hot tin-can to ensure the manifesting of flight loads went off without a hitch. Our appreciation also goes to the RAPA staff who manned all the frontline tasks and all other assistants who helped throughout the week.

16-way: disappointingly only two teams took part – D Day 1, a German team of local Lippspringe jumpers and Blue Lynx, a combined team made up of Army Air Corps and 1 Para. How-

ever, enthusiasm was high throughout the competition.

8-way speed: this competition added a more fun aspect to the weekend with six teams taking part.

On Sunday afternoon the competition moved into style, accuracy and 4-way with 10 teams taking part in the 4-way and 9 in the accuracy and a total of 20 competitors in the senior and 16 in the intermediate competing in style.

Prize giving for the 16-way and 8-way speed was held on the Sunday evening with Helmut Cloth, Air Tech, presenting the prizes for the 16-way and Mike Green, Sennelager Tax Free Car Sales, presenting prizes for the 8-way. Both were sponsors for these events.

At the final prize giving held on the following Saturday, prizes were presented by Brigadier David Cranston, President of RAPA; Mr Max Barratt, NAAFI Financial Services; and Herr Bergmeister Smit, Bad Lippspringe.

On a lighter note, several lively parties developed throughout the week culminating in the final night party which was an outstanding success. All in all, a very successful and happy meet with no major protests and we look forward to next year.

Our grateful thanks to the sponsors for their support:

Aeromaritime Mediterranean Ltd; Air Tech (Cyprus); Flight Spares NAAFI Financial Services; Pro Art Sennelager Tax Free Car Sales; Volksbank.

Major S G McNeish

RESULTS

Accuracy - Senior

1st	Al Marzooki	UAE
2nd	Al Hamadi	UAE
3rd	Ali Suhail	Oman

Accuracy - Intermediate

1st	Spr Thijs	RAPA
2nd	LCpl Tait	RAPA
3rd	Maj Cain	AAC

Accuracy - Novice

1st	Al Shamsi	?
2nd	Lt Jarvis	32 Engr Regt
3rd	Spr Williams	12 Fd Sqn

Accuracy - BAOR (Team)

1st	Army Air Corps	[1]
2nd	Royal Engineers	
3rd	Army Air Corps	[2]

Accuracy - Senior (Team)

1st	Unit Arab Emirate	
2nd	Oman	
3rd	Army Air Corps	[1]

Style - Senior

1st	Al Hassan	UAE
2nd	Tina Coffey	Paderborn Club
3rd	Ali Suhail	Oman

Style - Intermediate

1st	Spr Thijs	RAPA
2nd	Pte Faith	1 Para
3rd	Cpl Kelly	RAPA

8-Way - Speed

1st	D-Day	[1]
2nd	Windstopper	
3rd	D-Day	[2]

4-Way - Formation

1st	1 Para	
2nd	Hookipa	
3rd	Army Air Corps	[1]

16 - Way

1st	D-Day	[1]
2nd	Blue Lynx	[1]



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D Day 1 16-way winners



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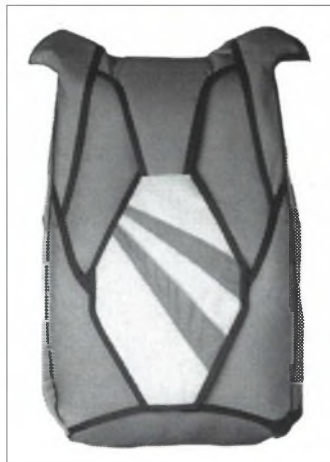
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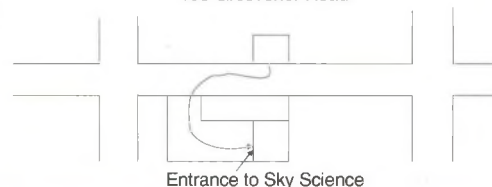
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103 Grosvenor Road



Entrance to Sky Science

Espace Boogie 1994 – Vichy, France

If you thought that the Espace Boogie was the number one European boogie, where hot skydives out of a C130 Hercules happened all day and the skydivers partied all night, then you've hit the nail on the head.

The first evening after our arrival was the only early night of the week for Andy Scott and myself, the next morning we awoke early. Initially our group organiser was Tim Moran who was standing in for Dave Morris until he arrived a couple of days later. In our group we had up to 24 at any one time, ranging from 600 plus jumps to Rolf, a German, with 160 though he did an excellent job for his experience.

All of us were a little ragged to begin with but the beer list and the threat of the axe soon pulled us into line and we started building some nice formations, with the emphasis not on loadsa points but precise, disciplined and controlled flying.

The aircraft was amazing, a C130 Super Hercules with a huge tailgate, taking 120 plus skydivers to 16,000ft in

about 15 mins. The exit was a new skill to master as the run-in speed was approximately 140mph, which meant slowing down to terminal velocity! Keeping the exit tight became the first priority in the door!

The run in was always the same, south to north along the runway. From 16K, even with the help of a Global Positioning System, getting out over the DZ could be a little variable. The larger groups were always out first, then the chute assis; usually, the freestylers and sky surfers were at the back. By the time the organised loads got out over Vichy, the freestylers had a perfect spot. I think that one jump really made "No Knees" week!

Oh well, it gave some of us a chance to do a ten man display into a sports arena in town for a crowd of six people! A couple of days later Steve Mursell managed to disrupt a football match at the same location!

Getting back to the airfield after a bump-spot was never a problem as the locals were enormously friendly and stopped immediately to give you a lift, some went well out of their way.

Throughout the week all the groups got bigger and better, from the smaller loads of Eddy Carroll, Andy Peckett, Derek Thomas and Dave Morris, to Patrick Passe's big ways which were reaching 70 plus. Big blots in the sky, and some serious canopy traffic!

Safety all round was generally well-adhered to, with no canopy wraps as far as I know; though off-landing hazards claimed a few victims. We all had a tense moment seeing a skydiver with a



Photo by Adrian Thornton

wrapped-up pilot chute get his reserve out at about 200 ft. I think that reminded a lot of us to practise our cutaway drills!

After the sunset load it was time to get into the big tent for some serious partying! Beer at 10FF each was OK but a bottle of vin rouge at 10FF from the supermarket really gets the evening rolling!

Friday night had the Soul Brothers on stage, a French band in the Blues Brothers mould who got everyone up to boogie, all self consciousness cast aside! An excellent fireworks display was set up at the end of the week, to complement the pyrotechnics and fire breathing of the impromptu pit parties. Every evening the day's best skydives were shown on the huge TV in the tent, plus previous boogie highlights and other videos. It's a great feeling to see one of your skydives on the big screen!

Other facilities on the DZ included the cafe (its prices are okay but the supermarket is cheaper) and trade stands offering everything from T-shirts to rigging work. PD and PdeF were also there with treasure troves of rigs and canopies. I mustn't neglect to mention the packing girls: Eleanor, Tanya and Emma.

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Photo by Adrian Thornton

My personal highlights of the week are the two point 16-ways, 22-and 23- ways, a two point 17-way on a sunset load that became a night jump, and doing a seven point 9-way with three inters and a dump

out of the formation, twice over; the second time with Darryl and George turning some freestyle and silly stuff around the outside!

If you want that kind of stuff and more, then put it in your calendar for next year.

I "gotta" say Thanks to: Tim Moran, Dave Morris, Darryl, George, Derek, Ralph, Steve M, Debbie, Steve W, Roy, Penny (Penny's hair)! Freddie, Elliot and Sarah, Keith and Linzi,

Eddy "Snookums" Carroll, Adrian Thornton for video and, of course, Romy from South Africa. You're great! Cheers guys, and respect to the arrows!

Max Hurd D1018

Registration statistics:

Total number of registered skydivers:

617 (men 517, women 100)

Distribution by country:

France – 47.8%

Other countries – 52.2%

Jump statistics:

Dropping number with Hercules L-100-30 aircraft: 87 (at 4,500m) (2.5 days without activity because of Meteo – the aircraft went again twice)

Total number of jumps made during the boogie: 11,160

Number of organised jumps: 74%

For information, the next Espace Boogie takes place from the 6th to the 15th August 1995

Location: Vichy

Aircraft: Hercules

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BRITISH PARACHUTE ASSOCIATION LIMITED, (A Company Limited by Guarantee) REPORT AND ACCOUNTS FOR THE YEAR ENDED 30TH JUNE 1994

Council: Chairman: R.G. Card*, Vice Chairman: J. L. Thomas*, Treasurer: D. Carter
Other Members: H. Harber, C. Lyall*, C. Allen*, L. Gale, S. Linklater*, M. Matthews*, I. Midgley, J. Smyth, P. Gibbs*, K. Hughes*

The names of the present council members are stated above.
T. Carroll, A. Cronnelly, A. Fair, L. Harris, K. McCarthy, R. Scoular, J. Horne – all served throughout the year until they retired from council in December 1993.
These council members served from 1st July 1993 and were re-elected at the Annual General Meeting in January 1994. Mrs. D. Carter is a co-opted member and was appointed by council. All other present members of council were elected at the Annual General Meeting.

Principal activities and review of the year

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

The results this year are better than anticipated, largely because membership numbers, whilst down on the previous year, are higher than the levels budgeted for when setting subscriptions. For this we should thank all Clubs and Centres, and every member who encourages others to take up the sport.
Efforts by the BPA staff and Council have continued to contain costs whilst maintaining services, for which we are thankful.

In April, we were hit by an enormous increase in insurance premiums. This has resulted in an 85% increase in costs in the current financial year, which are reflected in both income and expenditure and, unfortunately, represent a trend that is likely to continue.
During 1993/94, £2,000 was given as a Grant to a Centre as part of our ongoing support for Clubs and Centres threatened with closure.

Auditors

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

On behalf of Council: D. Carter, Treasurer.
Wharf Way, Glen Parva, Leicester. LE2 9TF
6th September 1994

STATEMENT OF COUNCIL'S RESPONSIBILITIES

Company law requires council to prepare accounts for each financial year which give a true and fair view of the state of affairs of the Association and of the surplus or deficit of the Association for that period. In preparing those accounts, council is required to: select suitable accounting policies and then apply them consistently; make judgements and estimates that are reasonable and prudent; prepare the accounts on the going concern basis unless it is inappropriate to presume that the association will continue to operate.

Council is responsible for keeping proper accounting records which disclose with reasonable accuracy at any time the financial position of the Association and to enable them to ensure that the accounts comply with the Companies Act 1985. Council is also responsible for safeguarding the assets of the Association and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

II

AUDITORS' REPORT TO THE MEMBERS OF BRITISH PARACHUTE ASSOCIATION LIMITED

We have audited the accounts set out on pages IV to X.

Respective responsibilities of council and auditors

As described on page II, council are responsible for the preparation of accounts. It is our responsibility to form an independent opinion, based on our audit, on those accounts and to report our opinion to you.

Basis of opinion

We conducted our audit in accordance with Auditing Standards issued by the Auditing Practices Board. An audit includes examination, on a test basis, of evidence relevant to the amounts and disclosures in the accounts. It also includes an assessment of the significant estimates and judgements made by council in the preparation of the financial statements, and of whether the accounting policies are appropriate to the Association's circumstances, consistently applied and adequately disclosed.

We planned and performed our audit so as to obtain all the information and explanations which we considered necessary in order to provide us with sufficient evidence to give reasonable assurance that the accounts are free from material misstatement, whether caused by fraud or other irregularity or error. In forming our opinion we also evaluated the overall adequacy of the presentation of information in the accounts.

Opinion

In our opinion the accounts give a true and fair view of the state of the Association's affairs as at 30th June 1994 and of its surplus for the year then ended and have been properly prepared in accordance with the provisions of the Companies Act 1985.
HAWSONS, Chartered Accountants and Registered Auditors
Northampton, 6th September 1994.

III

INCOME AND EXPENDITURE ACCOUNT

For the year ended 30th June 1994

	Note	£	1994	£	1993	£
INCOME						
Members subscriptions	1		161,748		156,408	
Members insurance			151,710		82,182	
Shop sales			8,226		8,021	
Magazine subscriptions			55,039		45,304	
Coaching income			2,686		2,617	
Other income			4,250		7,016	
Interest receivable	2		7,451		7,807	
Credit card commission receivable			3,423		3,843	
			394,533		313,198	
Sports Council grants	3		98,500		98,300	
TOTAL INCOME			£493,033		£411,498	
EXPENDITURE						
Safety:						
Development management		2,367		1,362		
Travel and subsistence		3,929		3,366		
Boards of enquiry		98		-		
Operating costs	4	21,194		20,066		
Staff costs	5	34,113		33,239		
			61,701		58,033	
Coaching:						
Courses		5,120		4,454		
Travel and subsistence		2,647		2,824		
Development		1,067		644		
Operating costs	4	24,506		23,201		
Staff costs	5	39,443		38,433		
			72,783		69,556	
CARRIED FORWARD TO PAGE V			134,484		127,589	

IV

INCOME AND EXPENDITURE ACCOUNT continued: For the year ended 30th June 1994

	Note	£	1994	£	1993	£
EXPENDITURE CONTINUED						
BROUGHT FORWARD FROM PAGE IV			134,484		127,589	
Competition costs:						
World Championships -						
Style and Accuracy		10,520		12,338		
Formation Skydiving		15,367		-		
Canopy Formation		-		22,376		
World Cup		-		-		
Training		6,292		4,903		
National Championships		682		314		
Sundry competition costs		1,617		2,317		
I.P.C. Conference		2,374		1,948		
Operating costs	4	11,259		10,660		
Staff costs	5	18,123		17,658		
			66,234		72,514	
Public Relations:						
Cost of shop sales		7,024		9,730		
Public relations		1,866		1,432		
Operating costs	4	5,299		5,016		
Staff costs	5	8,528		8,310		
			22,717		24,488	
Access, Participation and Retention:						
Magazine		49,470		49,512		
(Recoveries)/costs on magazine		-		(2,737)		
Insurance		155,660		83,650		
Operating costs	4	3,974		3,762		
Staff costs	5	6,396		6,232		
Regional competitions		3,060		1,665		
Grant aid to clubs		2,000		-		
			220,560		142,084	
TOTAL EXPENDITURE			£443,995		£366,675	
SURPLUS FOR THE FINANCIAL YEAR			£49,038		£44,823	

STATEMENT OF TOTAL RECOGNISED GAINS AND LOSSES

The surplus for the year is £49,038 (1993: £44,823).

BALANCE SHEET - 30th June 1994

	Note	£	1994	£	1993	£
FIXED ASSETS						
Tangible assets	6		100,097		103,358	
CURRENT ASSETS						
Stock	1	9,381		11,441		
Trade debtors		20,563		11,710		
Other debtors		5,334		5,136		
Prepayments		3,053		14,547		
Loans to clubs	7	15,982		26,121		
Cash at bank and in hand		332,578		221,975		
		386,891		290,930		
CREDITORS - amounts falling due within one year						
Trade creditors		14,593		5,947		
Corporation tax		2,483		2,602		
Taxation and Social Security		11,515		7,086		
Other creditors		96,969		59,796		
British Team Fund		2,658		2,420		
Accruals		3,994		795		
Subscriptions in advance		60,570		55,457		
Members insurance provision		(1,698)		13,319		
		191,084		147,422		
NET CURRENT ASSETS			195,807		143,508	
TOTAL ASSETS LESS CURRENT LIABILITIES			£295,904		£246,866	
ACCUMULATED FUND						
Balance at 1st July 1993			246,866		202,043	
Surplus for the year			49,038		44,823	
			£295,904		£246,866	

Approved by Council on 6th September 1994:
R.G. Card - Chairman.

VI

BRITISH PARACHUTE ASSOCIATION LIMITED

NOTES TO THE ACCOUNTS

NOTES TO THE ACCOUNTS

1. ACCOUNTING POLICIES

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

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

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

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

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

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

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

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

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

- (i) Grants relating to specific capital expenditure of a material nature are set against the cost of the assets purchased.
- (ii) Grants relating to specific revenue expenditure are matched with expenditure when it is incurred.

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

2. INTEREST RECEIVABLE	1994	1993
	£	£
Gross interest received	9,934	10,409
Provision for Corporation Tax at 25%	(2,483)	(2,602)
	£7,451	£7,807

VII

NOTES TO THE ACCOUNTS continued:

5. STAFF COSTS	1994	1993
	£	£
Wages and salaries	92,228	90,238
Social Security costs	9,139	9,041
Pension contributions	3,278	3,102
Health insurance	1,958	1,491
	£106,603	£103,872

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

	%	£	£
Safety	32	34,113	33,239
Coaching	37	39,443	38,433
Competitions	17	18,123	17,658
Public Relations	8	8,528	8,310
Access, Participation and Retention	6	6,396	6,232
	100	£106,603	£103,872

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

6. TANGIBLE FIXED ASSETS	Freehold Land & Buildings	Office Fixtures & Equipment	Training & Exhibition Equipment	Total
	£	£	£	£
COST:				
At 1st July 1993	92,100	49,783	18,748	160,631
Additions	-	996	297	1,293
Disposals	-	(1,519)	-	(1,519)
At 30th June 1994	92,100	49,260	19,045	160,405
DEPRECIATION:				
At 1st July 1993	-	38,978	18,295	57,273
Charge for year	-	4,107	447	4,554
Disposals	-	(1,519)	-	(1,519)
At 30th June 1994	-	41,566	18,742	60,308
NET BOOK VALUE				
At 30th June 1994	92,100	7,694	303	100,097
At 30th June 1993	92,100	10,805	453	103,358

IX

NOTES TO THE ACCOUNTS continued

3. SPORTS COUNCIL GRANTS

	1994	1993
	£	£
Grant received in respect of:-		
Safety	23,375	23,375
Coaching	25,245	25,245
Competitions	32,725	32,725
Public Relations	4,675	4,675
Access, Participation and Retention	7,480	7,480
Other grants	5,000	4,800
Income and Expenditure Account	£98,500	£98,300

4. OPERATING COSTS

	£	£
Rates, heat and light	6,808	6,284
Depreciation of fixed assets	4,554	7,640
Staff and council expenses	6,399	4,427
Postage	6,713	6,655
Telephone and fax	3,443	3,512
Printing and stationery	6,352	7,829
General expenses	1,720	2,144
Hire of office equipment - operating leases	1,597	4,443
Audit and accountancy	2,375	2,300
Insurance	2,395	2,136
Legal and professional	2,982	782
Subscriptions	4,621	3,479
Bank charges	1,788	1,329
Credit card commissions	2,447	1,736
Bad and doubtful debts	1,750	150
General meetings	2,995	1,785
Repairs and renewals	5,883	1,461
Computer expenses	-	3,337
Office cleaning	1,410	1,276
	£66,232	£62,705

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

	%	£	£
Safety	32	21,194	20,066
Coaching	37	24,506	23,201
Competitions	17	11,259	10,660
Public Relations	8	5,299	5,016
Access, Participation and Retention	6	3,974	3,762
	100	£66,232	£62,705

VIII

NOTES TO THE ACCOUNTS continued:

7. LOAN ACCOUNTS

	Rates of Interest	Due for repayment by:	1994	1993
			£	£
Border Venture Parachute Club	5%	Aug. 1993	-	446
Border Venture Parachute Club	5%	Jan. 1994	-	1,161
A.G. Knight	5%	Nov. 1996	9,666	13,667
Flying Tigers Skydiving Centre	5%	Feb. 1997	-	2,521
Midland Parachute Centre	5%	Aug. 1997	6,316	8,326
			£15,982	£26,121
Due for repayment within one year			6,010	7,691
Due for repayment after one year			9,972	18,430
			£15,982	£26,121

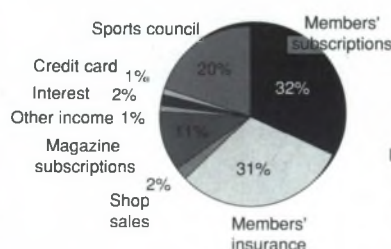
Note: Border Venture Parachute Club loans have been transferred to Debtors and have been provided for in full.

8. LEASING COMMITMENTS

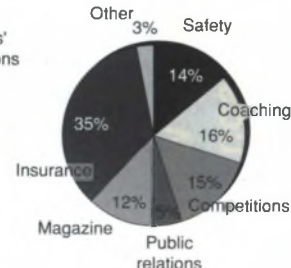
Annual commitments under non-cancellable operating leases are:

	Office Equipment
Operating leases which expire	1994
	£
In the second to fifth year	1,627
	1993
	1,556

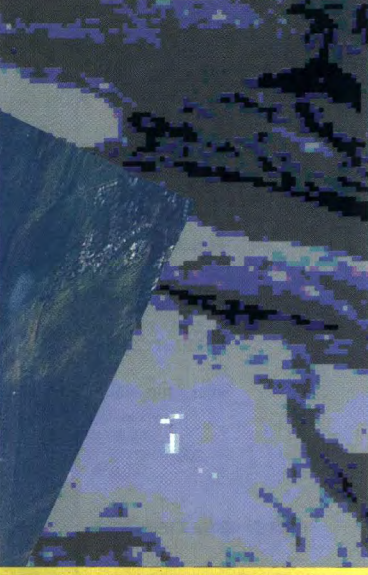
INCOME
Where it comes from



EXPENDITURE
Where it goes



X



Hercules group photo by Henny Wiggers
All other photos by Leo Dickinson

World Record attempt Bratislava



Two point 62-ways and selection for new world record attempt at Skydive Chicago USA

Having jumped at several drop zones across the USA over the last fifteen or so years I would like to inform the members of a new drop zone, Skydive Chicago, which is run by Roger Nelson. Most members will already know of the legendary tales of Roger Nelson but in brief he's freak brother number 2, and has organised or been involved with most of the World Record attempts in the USA.

The story begins one cold, wet, windy day in June of this year whilst sitting in the cafe at Hibaldstow chatting about previous jumps and plans for this year. Ian Chapman and Mark Dyson, both regular Hibaldstow jumpers, explained their plans of going to America in July for possible selection to a new world record attempt taking place in December 1994 at Lake Wales, Florida. Looking out of the window at the cold and miserable conditions I decided there and then to go for it, although it would mean giving up my summer holidays!

A simple telephone call on the following Monday morning to Roger Nelson, with a short jump history, number of jumps etc, confirmed me a place if I wished. He informed me that the selection would be on 60-way formations using 3 aircraft: Two twin Otters, and a Super Otter, and looked forward to seeing us in July. Both Ian and Mark had already booked their flights

with US Airtours so after another three hours of frantically phoning around I managed to get on the same flight.

The flight out to America was uneventful apart from the fact that you could drink as much with US Airtours as you wished. After a brief discussion between us we decided it was unlikely we would be jumping that day in any case. After tossing a coin we agreed upon who would be driving at the other end. Ian Chapman and myself participated in the airline's hospitality and poor old Mark had to drive! The aircraft arrived at O'Hare Airport, Chicago, and we cleared customs and immigrations with ease. (N.B. you no longer require a VISA to visit the USA, just a valid 10-year passport.)

Skydive Chicago is situated in Ottawa, IL, USA. Yes, you are quite right we all thought Ottawa was in Canada too! The DZ from Chicago is only one and half hour's drive south west; unfortunately, with my map reading and suffering from a slight hangover it took us three and a half hours.

We arrived at the DZ at 6.30 p.m, Friday, and the first person to meet us was Roger Nelson, who said, "Are you the three Brits, and do you want to jump? Unfortunately the Super Otter is not in until tomorrow morning so we are only doing 40-ways at the moment."

After a quick discussion we declined the offer and booked ourselves into a Motel for a good night's sleep.

"No problems", Roger said, "Go to manifest, get your kit and documents checked and there will be a map there showing you how to get to the motel you have been booked into. See you tomorrow morning at 6.00 am, with jump-suits for the first 60-way dirt dive."

Over the 11 days that we were at Skydive Chicago, we carried out 23 jumps and all of us were selected for the world record attempt in December. The best jumps were a 3 point 48-way, and two 2 point 62-ways.

The planning and organisation of the event was without doubt the best I have ever experienced.

On the first 60-way dirt dive every jumper was given a dive sheet, colour coded for each of the three aircraft, with names and exit slots for each individual. The jumpers were then divided into three aircraft groups and walked through the dirt dive within half an hour.

Thanks to the organiser Roger Ponce de Leon for putting up with us and staff at Skydive Chicago, plus all the other jumpers who participated. Two other Brits took part: Derek Thomas, of Sun Path Products and the makers of Javelin containers, and Joey Money, previously a Hong Kong parachute jumper who is now working in Chicago and sends her best wishes to everyone.

Skydive Chicago operates all year around with summer temperatures in the mid 70's - 80's; Weather conditions at Skydive Chicago normally are quite good, however if it becomes too cloudy to jump they have another air field 20 miles away. Failing that there's a golf course in the opposite direction, which means you may well take off at Skydive Chicago and end up at another air-field or golf course, both have wind socks and radio contact. The aircraft will then land and pick you up to go jump back into Chicago if conditions have improved, or buses will be sent to bring you back to the DZ. Interesting thought!

Skydive Chicago is an ideal location and is open at the right time for British jumpers wishing to jump in the summer holi-



3 x points 48-way

days when compared with other DZs, ie, in Florida, where temperatures are up in the 100s and can be far too hot to jump.

Having visited many DZs in America over the past 15 years I have always been impressed with the commercial operation. However the way Roger Nelson runs his DZ is just unbelievable and is to be seen to be believed.

Take the equipment for instance, a first time static line jumper will find themselves wearing a Javelin with Cypres square reserve and PD Sabre as their main canopy. Roger without doubt is in the fore front of student parachute training and has been for many years. He has written his own AFF type programme called Advanced Freefall Program and ensures that the student receives maximum value for money. Having spoken to a large percentage of Roger's instructors and himself it appears they have far fewer malfunctions or injuries on landing.

Ian Chapman and myself are both Tandem masters and AFF instructors and sat in on one of their Tandem courses. This particular week-end 180 students made their first Tandem jump in just three days! The Tandem courses are broken down into approximately four courses per day with 15 – 20 students. The student arrives on the DZ and is immediately greeted by an instructor with the words, "So you're going to be a skydiver".

The student is made to feel immediately part of the sky diving world from the moment they first put their feet onto the DZ until they go home. The students are taken into a classroom, all are given name tags of exactly the same type the instructor wears and given a 45 minute talk and video show on tandem sky diving. The student is then taken and introduced to their particular tandem master, who greets them by their first name and the words, "Come with me would be skydivers, let's kit up and make a skydive".

The students are kitted up with a new, clean RW jumpsuit and re-briefed on the jump. The student is actually going to take part in the skydive and actually open their main parachute. The student is then briefed on emergency procedures in the air, ie, how to operate their main parachute and drag chute if required. The Tandem Master and student exit the aircraft at 14,000 feet, the student does altitude awareness on his/her own altimeter, signals to the

tandem master thumbs up that all is okay. The tandem master then does right and left turn, stops, student indicates thumbs up all is okay, altitude awareness again and practices pull. Student indicates 5, 500ft with hand flash then pulls rip cord and opens main parachute. The student is then given canopy brief under canopy and practices landings. Both land safely and are met by a four seater golf cart to take them back to the hanger for a full debrief.

By the time the student has been debriefed the cameraman reappears and hands them a fully edited with music video of their dive. The student is then asked if they would like to make another skydive. if the answer is yes, then they are immediately introduced to another instructor, who briefs them on their next jump and explains in depth the progression system onto their (AFP) system.

Whether they wish to continue or not all students are given a questionnaire and asked to fill it out and hand in to manifest where they will be given a free 20 minute skydive video covering all aspects of sky diving. Also at this time they will be given a free log book, pen, key ring and car sticker.

How many pull on their first jump? Well, believe it or not over 95 percent, and having listened and watched the instructional techniques it is no wonder.

What really impressed me about this DZ is that the first time jumpers stand around debriefing each other as if they were experienced jumpers who had just done a 26 point 4-way. And jumpers with only

100/130 jumps are taking part in 62-ways and world records. Whether you've got 1000's or no jump give Skydive Chicago call, you'll not be disappointed. Go for it.

Well that's all for now apart from all three of us will obviously be going out in December for the world record attempt at Lake Wales which, by the way, is another new DZ which has recently opened in Florida and is also run by Roger Nelson during the winter season.

Watch this space at the beginning of next year for full reports on Lake Wales, Z-Hills and Skydive Sebastian.

Facilities:

Aircraft: 2 x Twin Otters, Cessna 182 with in ft door.

Parachute Equipment: Javelins with Cypres. square reserve. P D Sabre main canopy.

Jump prices: \$16 dollars to 14.000 / 17.000 ft?

Instruction Methods: {Tandem/AFP} or {Static Line/AFP} {AFP} Advanced Freefall Program.

Ian Midgley

Details

Sky dive Chicago, Ottawa Airport,
1592 North 30th road, Ottawa, IL
61350. Tel: 0101 815 433 0000

Fax: 0101 815 433 6806

PS Did you know that there are
seven DZs within a four hour drive of
Orlando Airport USA?



3 x points 48-way

World Free Fall Convention

Quincy, Illinois 1994

It was two Canadians I met at Zephyr Hills in '93 who first got me interested. They talked about this boogie at the town of Quincy, Illinois, where it was possible to jump out of 727s, and freefall for almost as long as Patrick Swayze in Point Break. It was called the World Free Fall Convention and they hold it every year, and why don't you meet us there in '95?

The World Free Fall Convention is the work of Don Kirlin and Rob Ebbing, two skydivers who were looking for that little extra. They, and the hard working team they have assembled, have been running it since 1991. Each year they have tried to make it bigger and better, and, by and large, they seem to have succeeded. The idea behind it is wild, safe fun.

In ten days I dived out of the back of a 727, one of 75 per pass. I dropped off an inverted biplane, rolled backwards off the

skid of a Long Ranger helicopter, watched dawn over the mid west plains from a balloon, and took an oxygen breathing ride to 20,000 feet (my highest jump ever). I also did another 41 jumps.

In the evenings there were some damn fine rock bands, videos of the day's skydiving and, of course, the infamous free beer tanker. I will draw a discreet veil over the even more infamous wet T-shirt competition compared by the outrageous Mr Scotty Carbone from the Muff Brothers. It was a skydiving party and a half.

Getting there

This year the convention dates were August 4th to the 14th, which is peak season for air travel. They usually hold it around the same time, and I booked my tickets early to be sure of a place, though I could probably have got cheaper flights, standby etc, closer to the time. I flew to St Louis, and then got to Quincy

with no difficulty after a three hour drive up through Missouri. Once you are in the town head straight out again on Highway 104 for 12 miles and there you are at Baldwin airfield. If you have driven from the town the second entrance to the airfield is marked "Parachutists only", and there you are at registration.

Organisation

You can register by phone, which I did, and after presenting the forms they sent me, and also after kit inspection and signing the necessary waivers, I was then given a program, a guide to the event, and a souvenir plastic beer mug for use at the free beer tanker; USPA membership is not required as the waivers you sign on registration cover this.

WFFC is held at a small commercial airfield and during the convention a large part of it is given over for skydiving. This in-



John Mayo hanging from the top of a N3N Navy biplane circa 1941 piloted by Bud Fuchs (or Fox).

cludes a huge tent city, and a closed runway which is used for parking. East of that is downtown, the area for concession tents and the landing areas, on either side of which you have the plane staging areas, manifest and the load organisers tents. Speciality loads apart, most of the jumping was done from three Super Otters and two Casas.

Tuesday the 9th was the busiest day's jumping, on which the Otters made 93 lifts and the Casas 49. The King Air from West Tennessee Skydiving was doing high altitude loads, plus lifts to normal drop altitude which was 13 grand. The 727 was there for the Wednesday, and a magnificent Super Constellation for the last Friday and Saturday.

This level of activity gets complicated, especially since it was business as normal for the airfield. Therefore air traffic control for skydiving was carried out most efficiently by the 239th Combat

Communication Squad of the Missouri Air National Guard, who treat the convention as one of their annual exercises. Also with jump aircraft literally flying a pattern before jump run, load organisers were careful to stress the dangers of opening high. CRW jumpers had a separate DZ close by. Approximately 3,000 skydivers registered and in the region of 19,000 jumps were made. This sort of event brought manufacturers and retailers of equipment from all over and there were plenty of new rigs and equipment to try, and to buy. A special thanks here to the people from Precision Aero Dynamics who sorted out the slider on my Raven in very short order.

We lost one and a half days due to bad weather, though, apart from that, aircraft were running almost from first light to last. Quincy is a fantastic place to skydive for the joy of it, but there is plenty to be learned as well. I got a great deal from the convention load organisers, but Skydive Uni-

versity and Jerry Bird's Birdland were well worth the visit.

As always I end up with too many people to thank and not enough space. But good luck to all the other guys on the 'Cop Drop' and a special thanks to: Dave and Colin from Ontario who got me out there, the Beaver Valley Skydivers from Pittsburgh, who made me one of the family and, of course, to Rob Ebbing and Don Kirlin and their very hard working team for making things happen.

If you have a 'C' licence and a minimum of 50 freefall jumps, and you fancy something big even by American standards, try a visit to the World Free Fall Convention. They say they are going to make it even bigger and better. I look forward to them achieving that because I'll be back.

Sam Austin D5851

Carole Raschkes



You meet very few people like Carole – she was one of those rare people who would do anything for her friends and family. She had the knack of making friends wherever she went, and everyone who met her shouldn't fail to remember her beaming smile.

We all admired Carole for her boundless amounts of energy. She had bags of enthusiasm for everything she did, from her work as marketing manager at Touche Ross, to her newly discovered passion for skydiving. It was a personal ambition of Carole's to make a parachute jump, and when she finally managed to squeeze a tandem skydive into her busy life last year, she organised it with her usual aplomb, raising an impressive sum for a local home for disabled children. One more tandem later and Carole was well and truly hooked. She became a regular face at Weston-on-the-Green, finding a boyfriend and a crowd of new friends.

With a skydiving girlfriend, Carole flew out to Cyprus in spring this year with plans to complete AFF in a fortnight, but her hopes were dashed when after a successful level IV jump she stumbled in a ploughed field and broke her ankle. Despite being in pain and bitterly disappointed, she made sure she caused the minimum of hassle for her friends – the next evening after her accident she insisted on spending a chilly evening propped on crutches supporting a nervous friend on a night jump.

Back in England, she counted down the days until she could finish AFF and join her friends in the air. Her enthusiasm was unabated and had even infected her family – her mother became the oldest woman in the UK to tandem skydive. When Carole finally got her Cat 8 rating she was ecstatic, and we all shared her joy. Tragically Carole never got to jump with her boyfriend or her multitude of skydiving friends as she died on one of her solo conversion jumps.

She will be missed by a great many people.

**Theresa Ellyatt, Janie Barnes,
Jackie Rawlinson**

By the time you read this you'll probably already know that Carole Raschkes died in a skydiving accident at Weston-on-the-Green on the 21/8/94.

Anyway, if you ever met Carole in her all-too-short time in the sport, you will understand why I find it impossible to summarise her life in mere, inadequate words.

Fondest memories.

John McKnight D9386



Centro de Paracaidismo Empuriabrava, Spain

One of Europe's top parachute venues is the Centro de Paracaidismo, Costa Brava, located at Empuriabrava. For those of you who haven't visited this centre yet, it is superbly located in northern Spain, basking on the Mediterranean coast. Your first leap from their Pilatus Porter will be one of the most breathtaking, with the azure Mediterranean below bordering the foothills of the Pyrenees. Located less than 2 hours from Barcelona, and 20 minutes from Girona airport it is the ideal place to head for when the UK weather starts to put on its winter coat.

Having totally bungled my first attempt at AFF and much dithering about whether to continue on the progression method, I decided to hi-tail it out to Empuria, for a week of sun, sea, sand... and parachuting. I had such a good time I decided to stay for two weeks! It was AFF or bust, or at least my bank account if I didn't get it right this time. My AFF got off to a good start jumping in at level 4.

At Empuriabrava a lot of emphasis was made on taking a good video of a parachute jump. With cameramen of the calibre of Bruno Brokken videoing the jump you could hardly fail to miss a move. Back on the ground the video equipment was excellent. My humble jump was played forwards, backwards, and paused in analysing my technique, or lack of it! Empuria is superbly kitted out with respect to video equipment, with all the camera people: Bruno, Colin and Gaby producing stunning videos of your jumps.

Apart from considerable emphasis on AFF courses, the centre has much more to offer. While we were out there, team training facilities for 4-ways and 8-ways were being offered. Whether you do it just for fun with your friends or for serious training it is up to you.

Several British 4-way teams came out to take advantage of Spain's sunny climes, and some excellent instruction. Benefits appeared to be partially financial, as well as the lure of just a good holiday! In the end the teams that trained in Empuria did

benefit in the UK nationals, with several of them gaining medals.

Tandem jumps also comprised a large proportion of the instructors' time. Not many clubs can survive on just normal parachutists and AFF courses. So with "Club Med" conveniently located down the road, it ensured a large proportion of mad French and Spanish holiday-makers doing their first jump. An ever running video of tandem jumps filled the bar monitors providing endless entertainment, for us and them. Although these jumps filled up the loads on the Porter the advantage was it did help keep things running weekdays.

Unfortunately the local mountain wind put a halt to several days' parachuting whilst we were there. This hot wind was probably more frustrating than low cloud, with beautiful blue skies but gusts of 30–40 knots.

The multinational aspect of Empuriabrava gave the place a very lively atmosphere. With Belgian, German, English people and Spaniards you could be assured of a wild cultural mix. We were staying at the club's own bunkhouse that had over 20 bunks available. If you were on your own, there would never be any shortage of beer-drinking buddies to ransack the town with.

The parachute centre's closeness to the coastal resort of Empuria meant a great variety of clubs and German restaurants to visit (I thought we were in Spain?). Though, if you got further than Captain's Cabin you'd be doing well. Alternatively, as Empuriabrava is a holiday resort, a variety of apartments and hotels are located in the immediate area, if you can't stand the smell of your bunk-mate's feet.

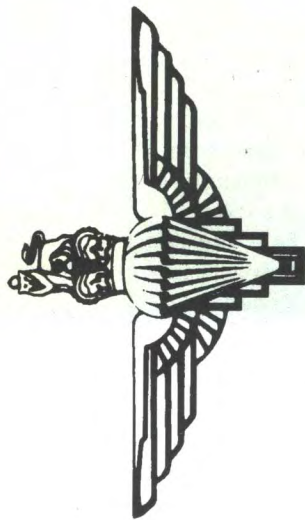
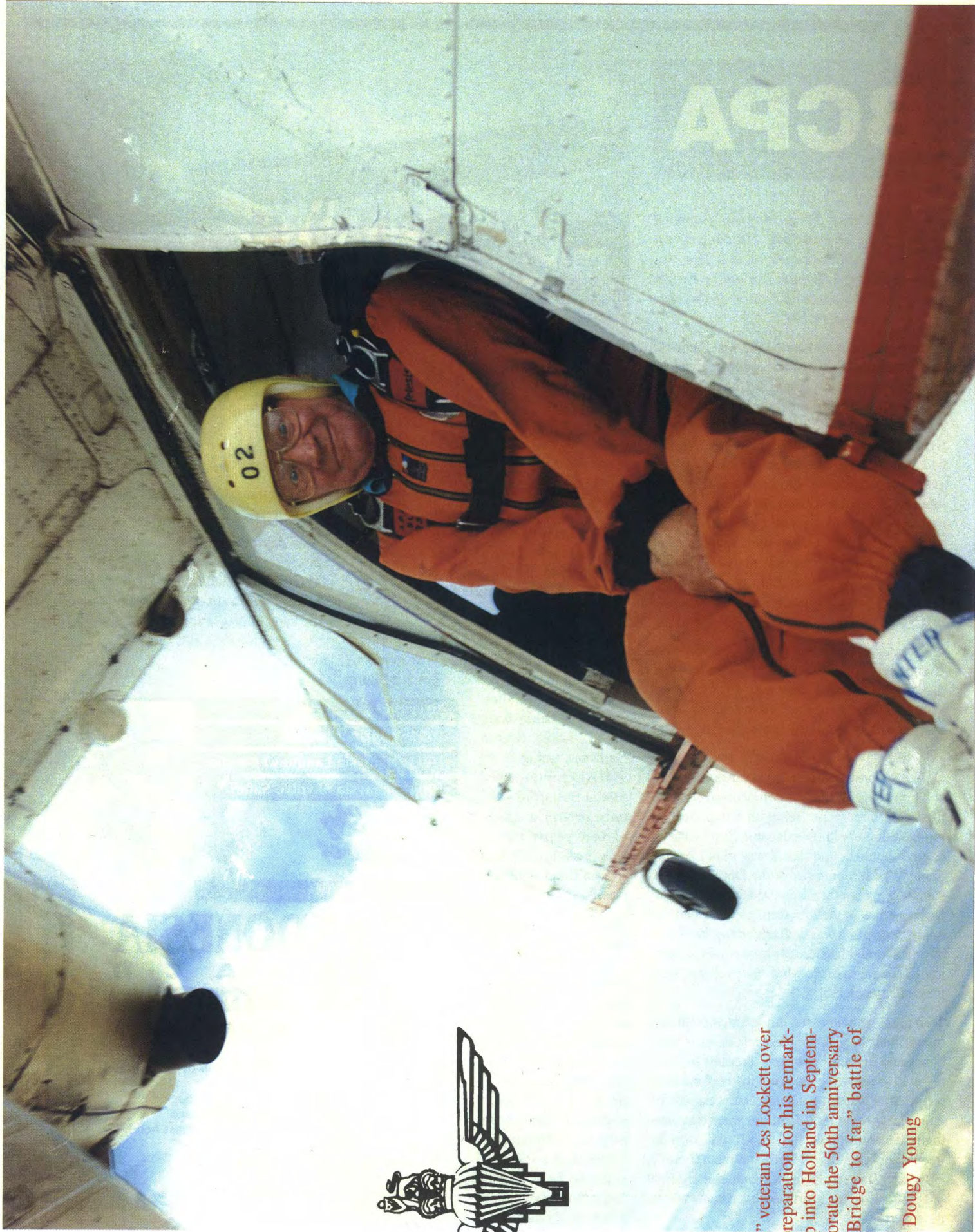
Qualifying in my AFF, it just left my solo jumps to do. With so many professional jumpers about, the atmosphere filled me with enthusiasm, especially the freestyle champion who also trains there. The next time I try out one of his freestyle suggestions I'll do it with my eyes shut so I don't get giddy watching the world kaleidoscope.

The centre also runs several boogies throughout the year. These events are at Easter, Autumn and Christmas. An extra Twin Otter and other aircraft are brought in for these occasions. It's a fantastic place for a holiday, though if you're staying in the bunkhouse, beware of that mad Swiss man, Clemens, playing pool at 4am in the morning. After a night out it feels like the balls are in your head, as they clatter round the clubhouse.

Dawn Scott



Bruno Brokken on final approach to Empuriabrava. Photo by Dawn Scott



"Market Garden" veteran Les Lockett over Netheravon in preparation for his remarkable return jump into Holland in September to commemorate the 50th anniversary of the fierce "Bridge to far" battle of Arnhem

Photo sent in by Dougy Young

BCPA

We had been looking forward to the BCPA Nationals all year, rumours of two Dornier planes (although we only saw one) a bar on site and all the fun and frolics of the year before, but was it to be?

I arrived at about midday on the first Saturday and found that I couldn't recognise anything. Caravan 3 looked familiar as did the cafe, manifest and showers but somehow it wasn't what I remembered. It wasn't till around 10pm that I worked out what the difference was. When I had arrived I was not drunk, not hung over or even in a state somewhere in between. Sunday morning the place looked the same as in the memories I had of last years' nationals, my head was thumping, the caravan smelt revolting and a greasy breakfast in the cafe sounded appealing. Breakfast was not the only appealing thing in the cafe, but that's a story I'll leave to someone else.

By Sunday evening nearly everyone who was going to arrive was there. The turn out was lower than the year before but we were all determined to enjoy ourselves, obtain Viking points, drink beers and oh yeah, mustn't forget we were there to skydive!

Unlike the previous year the weather was good and immediately after the competition brief the lifts were underway. Being an inexperienced jumper but fairly knowledgeable about what an engine should sound like, I was glad I wasn't going to be jumping out of the Dornier. It was sounding worse than my 1954 Morris Minor. But nonetheless the lifts were plentiful and the 3-way sequential was well underway. By Tuesday the Dornier had already broken down causing 13 people to make what was probably their first emergency exit.

That night we witnessed the instructors throwing all their beer down their fronts, over their heads and in their opponents' faces as they attempted to beat the collegiates in knockout boat races. After watching the instructors dispose of their pints in ever less ingenious ways we eventually decided to put a stop to it and form an intercollegiate "Beer Monster Dream Team". Huw, Cath, Big Al and myself managed to down our pints before the instructors even knew where they were.

Wednesday started with another hang over and the realisation that the day was "wear the opposite sex's underwear day". On a day like this it is only natural that something should happen. Remember how your mother used to tell you to



change your underwear every day in case you had to go to hospital? Well, Paul FM managed to get his arm dislocated in freefall and had to go to hospital in his frilly knickers. This was not the only event of the day, an AWACS jet flew directly over the drop zone while parachutes were in the air.

Thursday saw a repeat of last year's Chinook joke: although this year everyone was in on the gag. We were going to jump out of the AWACS jet, plans were being made for a 20-way, Simon Nath was going to do a HALO jump and Simon Brentford – the only person unaware of last year's jape – was receiving his first free fall and dive exit brief.

The disco on Friday night was probably the quietest night in the bar. Dougie presented the competition awards to himself and postponed the election of the new BCPA chairman till Saturday – probably in an effort to avoid the usual stripping and troughing that follows the event (I suppose he'd already had it done earlier in the week on his birthday).

On Saturday morning we all got up and assembled for the election of the new chairman. After a close vote it was

decided that Cath and Ellen would take on the job jointly.

The day dragged on slowly as people reluctantly said goodbye and made their way home. The nationals had finished and all that was left to be done was to draft the letter of apology to the bank manager and to begin waiting till next year's nationals – roll on 1995.

Colin Coleman

After the

1992 Zanzibar Boogie

1993 Malaysia Langkawi Boogie

1994 Malaysia Skydive Safari

*Exotic Sky
Adventures*

is happy to present:

**THE 1995 INDONESIA
BEACH
BOOGIE
HELD AT BALI AND LOMBOK**

DATE:

± 1 till ± 17 February (depending on your departure date)

DEAL:

- ❖ Round trip from Europe, USA or Australia
- ❖ 15 Jumps, super loadorganising and video
- ❖ Breakfast, dinner and lodging in a first class hotel
- ❖ Exotic DZ facilities
- ❖ Transportation, parties and goodies
- ❖ Deal for tandempassengers
- ❖ Special deal for regular old friends
- ❖ Chute Assis
- ❖ Scuba diving programme

PRICE: US \$ 2450,- package

FOR MORE DETAILS CONTACT:

Alexis Perry (France)	Tel.: int. 33 93 092171	Fax: 33 93 704699
Herman Landsman (Holland)	Tel.: int. 31 2220 11658	Fax: 31 2220 11492
Michael Bouman (Office)	Tel.: int. 31 1820 85870	Fax: 31 1820 85870
Or Rob Colpus (GB), Fred Post (Switzerland), Derek Thomas (USA), Bob Hallett (USA), Eric de Coster (Belgium), Mitch Decouteau, Claudio Bionda (Italy)		

The BPA – Can we afford it?

In the April/May issue, Gary Smith asked why he gets more service for less money from the British Sub-Aqua Club (BSAC) than he does from the BPA. I have looked into this, and I am impressed with what I have discovered about BSAC, which I had previously thought of as an old-fashioned club losing ground to its competitors.

The important differences between the two organisations can be summed up with a few numbers. While BSAC (annual subscription £23) has 50,000 members, the BPA (subscription £56.35) has just 4,500. BSAC employs 16 staff, which is one per 3,100 members. The BPA employs 7 staff, which is one per 643 full members. BSAC's overheads (mostly staff and office costs) are about £200,000 which works out at about £4 per member, while the BPA figure is about £140,000 which is £22 per full member and £3.30 per student.

They, like us, have recently had a massive rise in their insurance premium, but because this is a smaller element to their subscription, the impact on members was less severe, the rise being just under about £2 each. The cost of the insurance provided by BSAC is £4 per full member, while the cost of the BPA insurance is £18 per full member.

So, on the face of it, the subscription difference arises because there are more scuba divers than skydivers. However, economies of scale do not entirely account for the difference. BSAC has kept its costs in line with its income, and so has avoided becoming a great burden to its members.

BSAC does not collect subscriptions from every diver in the country. There are other organisations comparing with BSAC, notably the world-wide organisation, PADI, which creams off a lot of the lucrative holiday diving trade, the equivalent of our first-jump courses. The competition has stimulated BSAC to improve its services and control costs, and generally to sharpen up its act. BSAC has about 1,100 affiliated clubs in the UK and another 300 abroad, so a significant 20 per cent of their income comes from overseas. A successful franchise venture was

recently opened in Japan, using the BSAC training syllabus and qualifications scheme. This has been achieved despite Britain having natural disadvantages for scuba diving, just as it has for skydiving – the water around us, like the air, is cold, murky, polluted and stormy.

“I believe that the BPA’s costs are out of control and need to be reduced. The subscription is too high and is increasing too fast.”

So, that’s why Gary Smith finds BSAC offers better value than the BPA. What are the lessons for the BPA in all this? Without wanting to sound too much like Michael Portillo, I believe that the BPA’s costs are out of control and need to be reduced. The subscription is too high and increasing too fast.

The fastest increasing element is the insurance premium. According to the Council minutes of 9 March 1994 which give details of our insurance costs, the total premium paid under the new policy is £210,000 (compared to £200,000 paid by BSAC). Council obtained a range of quotes and selected the lowest. However, if the lowest quote available is still more than many members can afford to pay, we should ask whether the BPA is the best vehicle for providing members with insurance.

At present, the BPA decides the level of insurance members ought to have, passes the regulation requiring them to buy that insurance, and then sells it to them. It may be time to separate these three functions, allowing members to choose the level of cover appropriate to their needs, and to buy it where they choose. However, this possibility has been specifically rejected.

At the Council meeting of 29 March, Council considered that by shopping around for insurance, “Clubs might be able to obtain relatively cheap cover for their students”, and promptly passed a motion forbidding them to do so. The reason – that too much of the insurance burden would then fall on full members –

was valid, nevertheless the fact is that by passing this motion, Council have vetoed a possible reduction of student’s insurance costs. Was this helpful? If economies can be made by separating the insurance requirements of students, clubs, instructors, and ordinary members (as in some other countries and other industries in this country), we should be willing to consider it.

This Council decision acknowledges that when a group policy is bought, there is inevitably an element of cross-subsidy. Put another way, some jumpers or businesses have their arms twisted to pay more than their share. This has to be very carefully justified. While we trust our Council to act in our best interests, it would improve this trust if the options and decisions were better explained.

The next two areas for savings must be the magazine and the Association’s overhead costs. I have tried to make this point before and it has not been popular, but since I joined in 1980, the BPA magazine has grown in terms of paper size, number of pages, and style of presentation, colour printing etc, well beyond what is justified by the higher quality or quantity of the content, or by higher circulation. This has happened because there is no mechanism for limiting the costs, which now account for £12.50 of the subscription. I once proposed, at an AGM, making subscription to the magazine voluntary, and to my embarrassment only two people supported me. However, if we don’t want that mechanism of limiting the costs, what mechanism do we want? Without some limit the subscription will go on spiralling up.

Finally there is the BPA itself and its overhead costs. In fact, with seven employees, the BPA staff is smaller than it was a few years ago. The hard fact remains, though, that compared to BSAC, we have five times as many staff per member, and so we are paying £22 each for the Association, while the divers pay just £4 each for theirs. Doesn’t this justify a thorough examination of all the functions the BPA performs, and a long, hard look at the costs and benefits of each one? This is what we are telling the Royal Aero Club, after all.

There are some hard decisions to be made here, and I have felt that the Association was failing to face them. From years of Council minutes, I cannot remember a single debate on the overall level of services which the BPA should aim to provide, and the amount of money it should aim to spend. If you have no target, you cannot tell when you have overshot!

The only glimmer of hope I can recall was at the EGM on 7 December 1993, when John Lines suggested that "A reduction in the cost of running the BPA, to compensate for a reducing membership, might be something to consider".

Sadly, rather than following up this outbreak of common sense by debating a numerical target for the Association's running costs, the meeting was wound up with a vote to increase the Provisional membership from £5.20 to £6.40; four months later, it shot up to £9.40. The Chairman of that EGM suggested that Council should debate the reorganisation of the way membership income is levied; no such debate has yet been reported.

A good first step in this debate would be to ask members what they feel would be an acceptable level of subscription. Judging by the complaints in the magazine and the word on the street, I believe most members would agree that the subscription is too high. In particular, what seems to upset people most is the steep rate of increase in recent years. It is no good blaming the insurers, as though the external costs was an act of God which we must meekly accept. When costs are too high, those in charge must grasp the nettle and make economies.

As well as establishing what the members will accept, we should try to measure the effect of high subscriptions on the retention rates of students and the drop-out rates of full members. If a rise in subscriptions causes a fall in the number of members renewing, the result is an Association that is both smaller in numbers and more expensive to join, which is counter-productive. In this respect, a rise in subscriptions, although it may increase the BPA's net income in the short term, creates problems in the long term.

The relationship between subscription levels and retention rates is crucial to the

future of the Association; there is a point at which any further subscription rise is cancelled by the loss of members, and obviously this places a concrete limit on the level the subscription can reach. How close are we to this limit? I don't believe anybody knows! In this respect, the BPA resembles a blind man in freefall; heading towards disaster, but not knowing how close it is until the dog lead goes slack.

It is a similar problem to that of price level and sales volume which is faced by every business, from a market stall to General Motors. The relationship between the two is not a straight line, it is a curve with a peak. Council should listen to the members and try to understand this relationship – in terms of numbers. Setting subscriptions without an understanding of this relationship, is no way to run an Association – or a market stall.

Yet, at the last AGM, when the subscription was discussed, the only logic put forward was that the BPA has certain costs, this number is divided by the number of members, and the answer is the subscription. It is almost as if we are assuming that the Association's income could be increased indefinitely by raising the subscription. We must reverse this logic; start from an appropriate subscription, multiply by the number of members, and the answer is what the Association can afford to spend. Until we change our thinking in this way, subscriptions will continue to rise too fast, as they have done for too long. Of course, the Association is not a market stall, and there is a balance to be struck between the two ways of thinking; but at present, we have only one side of the balance.

Ultimately, the outstanding lesson from the comparison of the BPA with BSAC is that, if the aim is to provide a high level of services at an acceptable subscription level, it is of paramount importance to enlarge the membership of the organisation. As the domestic market is more or less saturated, the obvious way to enlarge is overseas, either by competing with local organisations, or by merging with them. The logic for this is so compelling that I believe the emergence of international parachuting associations is inevitable, whether we like it or not. Indeed as soon as market conditions allow, our Danish/German insurance company may push us into it.

Let us brush up our French and German, and look forward to the formation of a European Parachute Association, with many times the membership of the BPA, massive purchasing power in the insurance market, a strong voice when dealing with regulatory bodies, firm cost controls, and substantial economies of scale.

Martin Lyster

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Oud Turnhout 16-way Money Meet

A two Porter, door-to-door 16-way money meet? You bet! What a slot! Eric de Coster (of Malaysian Boogie fame) invited Rob Colpus to bring a team to the first Oud Turnhout 16-way sequential. Catching the 9 o'clock on Saturday morning. Another two hours' later and No Knees, Grantly and I still hadn't found the DZ! As my Flemish is limited to: One, two, three beer, please, and thanks (do I really need any more?) any meaningful directions offered by the locals weren't a viable option. Eventually, an understandable sketch map was provided by the milkman.

Oud Turnhout is operated as a weekend, non-profit-making, members' club. Jump prices are among the cheapest in mainland Europe. Two Porters (one is brand new), both fitted with the full skydiving package, and a 206 complete the permanent aircraft line up. It's one of the most attractive DZs I've visited. Situated adjacent to an affluent part of town, it's surrounded by woods on two sides and a large lake on the third. The landing area is just large enough to accommodate the traffic generated by two Porters flying formation loads. Inexperienced jumpers

used to DZs the size of Sailsbury Plain or the Vales of Belvoir may find Oud Turnhout a tad tight.

An excellent bar and cafe has a fenced-off patio, which is packed with spectators on a good weekend. The pit is sited 5 metres from the whuffo pen, so you're guaranteed an audience appreciative of you canopy swoops. A hangar large enough to house all the club's aircraft doubles as a covered packing and dirt-diving area.

The ride to altitude was a buzz. The pilots were really getting off on close formation take-offs and climbs. On run-in the trail aircraft would drop behind and take up a position just off the lead aircraft's left wing tip. Unfortunately the Belgium CCI didn't like the idea of a Porter being flown "sans" a left-hand door so the door-to-door idea had to be binned. We expected the exits to be tight and figured that first points should build quicker than from a van. However, without the direct eye-contact with the floaters outside the lead aircraft, the trail aircraft tended to exit a tad late. It took a couple of loads for them to trust the first show of legs from the other aircraft

which resulted in less steep approaches and consequently, better times.

The pool of dives were interesting and demanded a high standard of skydiving. Only one out-facing point, but loads of loops, lines and pieces. With only three teams competing over eight rounds, Symbi Suits and one of the two Belgium teams (which included the Belgium National 4-way team) quickly set the standard. Both teams regularly scored fours, though a body irrecoverable low on a second point helped Symbi into second-place overall.

The prize table was loaded with goodies, but closer inspection revealed a pile of gardening tools and overalls! The sponsors had done a great job, though; the winning Belgium team picked up a pair of training shoes each, Symbi took a thousand bucks and the 3rd placed team got the chance to have the best-kept gardens in skydiving! Everyone else got a CD and a bottle of wine and of course, a gong. A few brits were having their own fun swooping the lake, "Mace the Space" started the madness and ended up with a good dunking!. Bob Thompson couldn't believe that his hook over the centre of the lake was going to carry him to terra-firma. It did, by a teva strap for the coolest of landings in front of the Belgium TV cameras.

Thanks Oud Turnhout for your hospitality and for putting on a great time. We had a blast. We're already looking forward to the next meet.

Tim Moran

Headcorn Lac Meet 1994

It was early September and time once again for the LAC Meet.

Sixteen teams arrived at Headcorn for the annual Launch and Accuracy Competition and were greeted by overcast skies with the cloudbase at 3,500ft.

A quick rethink was in order so the judges gave up their cushy seats at the telemeters for rather cold ones in the two Islanders, and thus round one was underway, between the gaps in the broken cloud.

In the senior event *Silicon Implants* (2.43) and *Payless AFF* (2.57) were leading the way with the open airstep whilst *If It Smells Of Fish...* (1.87) were heading up the intermediates, *Meakers*.

In the accuracy element Chris Lynch swooped his stilleto onto the disc, closely followed on 0.01 by Pete Bannister's Sabre. The accuracy canopies of *And Why Not?* set the team standard with Buckle scoring 0.01, Crowhurst 0.03, Pike 0.03 and Sizer 0.16.

Three of the intermediate competitors (300 jumps) were on the pad, half of the participants scored under 5 metres.

With round one barely completed we had to give way to the rain and retire for a fish supper and a bop in the packing shed. The overnight leader of the seniors was *Payless AFF*, and *Fish* and headed up the intermediates.

Sunday dawned worse still and it was a very late start, which allowed a few heads to clear...

Steve, Andy and Clem resumed their seats in the planes armed with trusty stopwatches. *And Why Not?* set off with a ritz in 1.20 and a weak score in the accuracy; still it was enough to take the lead; *Vertical Reality* joined the chase with 1.63 and, with Chris Lynch scoring 0.03, moved into third place. Dave Hopkins got into the disc act and *Air Soles* posted a time of 1.74 for their zig zag in the intermediates.

Cathy kept the manifest moving in spite of team substitutions and colleagues trying out their accuracy on their Swift reserves!

In the third and final round *Vertical Speed* was consistent with an offset in 3.40 to set the best combined launch time of 8.15secs. *Payless* kept up the pressure with 4.07, *And Why Not?* got back in the accuracy groove with Pete Sizer making up for a Zap with a disc. Jane Buckle was back on form matching Dave Crowhurst with 0.04, however, their slow launchtime of 7.16 left them in third place.

Intermediate medallists for the past three years, *Fit to Drop*, finally got it together with a snowflake in 4.10, but *Any Suggestions* 4.32 was enough to move them up the field from fifth to take the Gold.

In the pit, Sarah and Ruth had few protestations about rear foot strikes, but to no avail;

also, they had to duck away from some "interesting" approaches!

In the intermediate accuracy the gold went to Freddy Deman, silver to Rob McGiff (for the second year in a row) and bronze to Tim Griffin.

In senior accuracy, 0.01 in the last round gave Bill Kennett the bronze, whilst Andy Pike took the silver and handed over the rose-bowl to teammate Dave Crowhurst, whose consistency on the pad made sure of the gold medal.

The winning intermediate team were *Any Suggestions* (Crouch, F Crowhurst, Belcher, Candy) with *If It Smells Of Fish...* (Julia Foxwell, Fixsen, McGiff, Griffin) took the Silver and the bronze went to *LFGS* (Bridger, Deman, Raft, Tomlin, Peckham).

In the senior event the bronze went to *And Why Not?* (Sizer, Buckle, Pike, D Crowhurst). *Payless AFF* (Gregory, Gregory, Boxall, Reeves) took the silver and the winner's shield went to *Vertical Reality* (Lynch, Hamilton, Ward, Brown, McArthur, Kelly).

So in spite of indifferent weather conditions it was a good competition, with the lead in each event changing in each round. This meant that there were a few surprises at the prize giving.

Thanks to everyone for a successful meet: HPC staff and pilots, judges, helpers and, of course, the competitors.

See you next year!

Pete Sizer

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THE BRITISH PARACHUTE ASSOCIATION LIMITED

NOTICE OF EXTRAORDINARY GENERAL MEETING

EXTRAORDINARY GENERAL MEETING

Notice is hereby given that an

of the British Parachute Association

will be held at

The British Parachute Association Limited Offices at:

5 Wharf Way

Glen Parva

Leicester LE2 9TF

On Tuesday 6th December 1994 at 6:30 p.m.

AGENDA

1. To receive and adopt if approved the Annual Accounts and Report of the Auditors for the period form 30th June 1993 to 30th June 1994.
2. To confirm the reappointment of the Auditors and to authorise the Council to fix their remuneration for the ensuing financial year.
3. To set the Provisional Membership Subscription for the 12 months commencing 1st April 1995.

Dated the 3rd Day of October
One Thousand Nine Hundred and Ninety Four
For and on behalf of the Council of the B.P.A.

David Oddy (Office Manager)

Diary of Events 1994

DATE EVENT LOCATION

October

28 - 30 7th Annual Halloween Boogie Z - Hills Florida, USA
30 - 5 Nov Cyprus Championships Cyprus

November

07 - 11 PI/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 Z - Hills Florida, USA
17 - 6 Jan Christmas Boogie Ampuriabrava, Spain
31 Dec 16-way Speed Formation Competition Ampuriabrava, Spain

January

21st Annual General Meeting Coventry

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Slow Plane to China

Part two: *Having arrived at Chengdu for the 1994 Classics World Meet our intrepid National Team, reeling from their marathon journey, to get to grips with the imminent prospect of International Competition, Chinese bureaucracy, choking smog and galloping gut rot. Major Bob Card concludes his saga...*

The competition

On our arrival at the competition site, a young Chinese lady took the Head of Delegation off into the Aero Sports Centre building. Our bus was parked nearby, and in it we were left to fester. Booking in and registration was Bob's task and apart from a minor hiccup over the payment of entry fees (the UK, Great Britain and Britain were three different countries, and we had only paid for one!) all went well.

Once everything was settled, we set off in the coach for what was the last leg of this marathon journey.

Having finally arrived at the hotel we piled out, grateful that we were at the end of this long and painful journey. By now it was obvious that any chance of a practice jump was out for today. We had just enough time to settle in, shower and get our clothing pressed in preparation for the opening buffet taking place at another hotel. Two hours later we boarded the coaches once more to a splendid hotel, where free beer, a spectacular layout of what appeared to be edible food and our first glimpse of Jock Flinn awaited us.

Breakfast at 7am for an 8 o'clock departure was the following day's programme. It was at this stage the reports from the last World Championships in China began to sink in. Some said the food was okay, others told the truth. We then set off for the opening ceremony which was to take place in the Chengdu City Stadium.

The main event was a parachute jump by one member of each team. Les did the business for us, complete with Union Jack, and he did so with the precision that we would expect of him. Sadly, with so many teams involved, this part of the display was too long for us, but the public loved it, and it brought the ceremony to a most appropriate close.

We returned to the hotel for lunch. Once freshened up we took the short lift ride down to the dining room where a quick nibble at some rice, noodles and bean shoots prepared us for the afternoon ahead.

The coach trip from our hotel to the DZ provided an opportunity to take in the scenery. As we approached the Aero Sports Centre paddy fields dominated the area and heavy pollution filled the air. Through back streets and past a few stalls lay the DZ. Jumping was in progress and everything looked fine.

Bob Card went to the jury meeting and we set off to find the British delegation area. We were located between France and Germany in large, open-fronted cabin-like shelters which neatly bracketed the pit area. There was ample room but actual covered space was limited.

Packing was done on the grass in front of the shelter, which without protection from the sun was later to take its toll.

Although well past the competition start time, the judges were still working on the accuracy tuffet and the AMD in the pit. Despite all the promises of a practice jump there was little sign of it happening. With the Head of Delegation at a jury meeting, Dougy Young as team captain would have to use his muscle. The pit problem went on and the blame was being laid everywhere. The main excuse for the delay was the late arrival of Mr Weckbecker with his electronics (a delayed flight – we know about those!).

The tuffet had been dismantled and sand was being shovelled into the centre of the pit to level the surface. When completed it was evident that the AMD was still neither level, nor firm enough; things remained on hold. Word was that our practice jump was on and that we were to test the AMD once the judges were happy. Finally the judges were satisfied and the test load called. It was then we found that the manifestor didn't know the Brits were to make the test jump. The manifestor came under pressure from Dougy who finally secured four slots, but the load was filled with non-competitors! The jump got done and as we walked from the pit Bob got back from the jury meeting. We went to pack. Meantime two heads of delegation approached the judges to complain about our jump. They were told that due to our late arrival, which had been beyond our control, we were denied the opportunity to take advantage of the practice session the day before. They still didn't like it, but were stuck as the competition had not officially started.

After lunch the judges were finally happy with the pit, so the show began, some 6 hours late.

RESULTS

Individual Accuracy 165 Entries

Dougy Young, Total 09, Place 63rd
Dave Ballard, Total 15, Place 101st
Les Carroll, Total 16, Place 106th
Carl Williams, Total 21, Place 117th
Jeff Chandler, Total 34, Place 139th
Debbie Curtis, Total 29, Place 29th

Freefall Style

Dougy Young 7.3; 7.7; 7.3; 7.5 Place 25th
Jeff Chandler 8.3; 8.2; 8.0 Place 60th
Les Carroll 8.2; 7.7; 10.2 Place 71st
Carl Williams 9.3; 8.0 Place 80th
Dave Ballard 10.1; 9.6 Place 99th
Debbie Curtis 9.6; 9.0 Place 42nd

The mens team came 19th out of the 29 teams entered.

Individual overall placings

Debbie = 49th
Dougy = 45th Les = 84th Jeff = 94th
Carl = 97th Dave = 104th

There were 146 Male competitors and 66 Female.

It wasn't long before the competitors showed their skills, and the standards were very high. Conditions appeared to be good and the endless dead centres supported that theory. It was hot, the air was thick and heavy with light, variable winds. Grouped with three individuals, Debbie finally got airborne. Being at the end of the round she had witnessed some 38 dead centres already. Sadly, she found to her expense that after a perfect set-up, a slight touch of brakes in this hot dense air stopped the canopy dead. A swift and tactful recovery got her 12cm, but it was a bad start that left her very upset indeed.



Ladies Style awards

The guys waited patiently for their call, but it was not to be. We stowed our gear in the room provided, which saved us lugging kit back and forth every day. From there it was on the coach and back to the hotel.

The following days were long and hot, sun-burn got to some whilst other ailments got the rest. On most days, the air was so polluted that you could hardly see the other side of the air-field. The aircraft were rarely more than just visible, but it was enough for the organisers to get away with. Nevertheless, all went well and the competitors continued to show just how high the standard has become.

Our boys started well with 2cm over the first two rounds. This earned us a little respect, but the leaders gave no quarter, scoring zero over the same rounds. We then began to slip.

Dougy was in great form and led our team in both disciplines. His leadership by example was admirably demonstrated as he took Les and Jeff into the third round and himself on to the fourth. At the end of the style we had done well by British standards, but our placings show the improvement needed if we want to get back in the medals.

The standard of those at the top never waned. The girls showed the way as the world record for ladies style fell to Denise Baer of Germany with a 6.6 clean. Watching the style was an education and the endless dead centres made a disc look quite routine.

With three good jumping days behind us it was beginning to look easy for the organisers,

but China proved no exception in the weather game. Following two days of miserable weather we were back into the competition mode, but the viz was still only just good enough to fly. From then on the weather improved but the polluted atmosphere began to bring on hay-fever symptoms, constant sneezing and running eyes. There were also many occasions when we were grateful that the toilets were sited just behind our shelter.

Both the men's and the women's accuracy were won on ten discs, which in the case of the ladies was another world record. Ten discs has been done before indeed by Jackie Young, but this time it was the 5cm electronic disc. Following the men's first accuracy placing, there were five competitors with 1cm to jump off for second and third place. Imagine, 1cm over ten rounds and you are still not in the medals!

The first jump off (3cm disc) produced a dead centre for Jianchao Pang of China. Two blew it with 2 & 3cm respectively, this left just two with 1cm each to fight it again for the bronze.

Mark Jones of the USA came in first. It was a great approach, but competition nerves led to a 4cm score and one that was probably his worst for a very long time. Mark was now surely out of the race. The competitors produced a magnificent round of applause to escort him from the pit. He turned to watch his opponent inevitably descend to fame and the bronze; but no, nerves had got to him too, it was 7cm. It was over, but never could there have been such a climax to a Classics World Meet yet.

How had we done? Well, after the disappointing 12cm dropped by Debbie in round one, she only missed the semi-finals by 9cm. Her style produced a 9.6 and a 9 clean; good stuff indeed, but it still left her eight places short for the third round cut-off.

Everyone had highs and lows, but Jeff was most unfortunate. Having been forced to accept a late approach on one jump because of judge activity in the pit, he got a butt-strike on the last with an AMD readout of 1cm. Our protest over judge interference was lost after a two and a half hour fight by the Head of Delegation. Once the decision was taken, one jury member actually said, "That took far too long, future protests must be dealt with in a less democratic way!"

In the end, the meet was fully completed, but only just. This once again raises the question of our hang-up about the weather in the UK. During the months of June through August we would be no more at risk from bad weather than Chengdu was and it doesn't get dark at 6pm at home! Surely we could run at least a World Cup in the UK, and it's probably about time we did!

The competitors safety standards were excellent. Although there was a number of broken lines, none required re-jumps. There were three malfunctions and no competitor injuries.

The only injury sustained was that of our own IPC Controller on a streamer jump load. His demo of accuracy on a Fury failed to convince

many to change from the Foil. However, in fairness, there was a great deal of concern over his welfare throughout the various nations. Hitch was very popular for the job he had done as IPC Controller and many compliments were passed as to his professionalism and competence in the job. Well done John, you did the UK proud.



Our team ready for the accuracy load

With the number of doctors involved in the competition, it was no surprise that Jock Flinn soon had John back at the DZ where he could soak up the sympathy with glee. He was soon, and probably unwisely, back on his feet, but the whole episode highlighted the need for medical services to be taken into account by the IPC. Our practice of taking out full medical insurance is sound, for if serious treatment or surgery had been required, we would not have taken kindly to the standards witnessed here.

Going Home

We were up, ready and gone from Chengdu without a hitch; a plan that was to give us a day in Beijing. The hotel was great, and our attempts at the tourist bit along with some shopping went well. In the evening we all met up in the Hard Rock Cafe for a team dinner. It was a splendid evening and a fitting finale.

In the morning we were on a high as we assembled to go home. The hotel bill had been prepaid, so it was just a case of settling our personal bills – simple enough, but no chance. We now learned of a new government reconstruction tax levied on all foreign visitors at \$1.00 per head, per night!

Onward to the airport by coach. On arrival we paid the airport tax (which by now had gone up!), checked in and waited to be called forward.

Bob took all the tickets to the desk and things were going well until half the baggage had gone through. The guys doing the business decided that we'd had our entitlement and pushed the next case off the weighing belt. They wanted excess baggage fees even though we had completed the whole trip without incurring any excess charges. The competition organisers had stated that there would be no charges, but we were going nowhere.

With time marching on and half our baggage still on the floor we were concerned about missing our flight home. The guy behind the counter simply refused to help; we had to find another airport official.

With much difficulty, we finally got the message across that, despite payment for excess baggage, the remaining kit must board the aircraft. After much Chinese chatter and after the weighing of each piece carefully, our luggage went through. Then the officials demanded \$2,500, a totally unreasonable figure which was, of course, beyond our means anyway. They didn't care, it was stalemate again. With only 15 mins to take-off, this was blackmail.

Bob was now running around the airport chasing officials who could make a decision. At last, a man who would negotiate was found and it was finally agreed that as we only had \$750 that would do! Take-off time had passed, they were holding the flight for us now.

The next problem was that the excess baggage charges department wouldn't take US Travellers cheques, the fees had to be paid in local Yuen. A rush to the airport bank got the travellers cheques into umpteen thousand Yuen, all nicely sealed in bundles. These were taken back to the excess baggage department where two miserable Chinese ladies proceeded to split the cash bundles and count them. After fighting for a receipt we finally boarded the aircraft 45 mins after the scheduled take-off time. Where else could this possibly happen?

Once on board it all became clear, the aircraft was almost empty. It was all about cash lost through empty seats. After all the hassle, we saw the flight as an escape from this awful country. The CF Team said it, and we all agree – no way will we ever return to China, and the IPC are going to hear that loud and clear.

Major Bob Card

RESULTS

Mens Individual Accuracy

World Champion – Alessandro Ruggeri, Italy
Silver – Jianchao Pang, China
Bronze – Mark Jones, USA

Mens Style

World Champion – Alexandr Lepezin, Russia
Silver – Franck Bernachot, France
Bronze – Marco Pflueger, Germany

Mens Overall

World Champion – Jan Wantula, Czech Republic
Silver – Jindrich Vedmoch, Czech Republic
Bronze – Sergei Razomazov, Russia

Mens Team Champions

World Champions – Russia
Silver – Czech Republic
Bronze – Italy

Womens Individual accuracy

World Champion – Jun Sheng, China
Silver – Hongyan Zheng, China
Bronze – Xiaoli Lai, China

Womens Style

World Champion, Elena Jarmolchuk, Russia
Silver – Nadezhda Kotova, Russia
Bronze – Tamara Kachan, Russia

Womens Overall

World Champion – Cheryl Stearns, USA
Silver – Christine Sterbick, France
Bronze – Xiaoli Lai, China

Womens Team Champions

World Champions – China
Silver – Russia
Bronze – France

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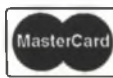
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Kit News

TECHNICAL INFORMATION BULLETIN

Identification:

All BLUE TRACK, BLUE TRACK PRO SERIES and MERIT canopies manufactured before January 14th 1994, carrying serial numbers in the following series.

BLUE TRACK BT PRO 100:
C series

BLUE TRACK BT PRO120:
C series and DB001 B through DB020B

BLUE TRACK BT PRO 140:
C series

BLUE TRACK BT-40:
B and C series

BLUE TRACK BT-50:
B and C series, DA series

BLUE TRACK BT-60:
B and C series

BLUE TRACK BT-80:
B and C series, DA series

MERIT 170,190 and 210:
B and C series

Fingertrap junctions on the suspension lines of these canopies use only one bartack per junction.

Background:

Canopies in the field have shown wear on the bartacks of the suspension lines. Generally only the bartacks of the cascades are affected. Repeated friction contact with the slider grommets causes the stitching to unravel.

A severely damaged bartack may cause the fingertrapped line to slip out of the other line, making it impossible for the canopy to fly properly.

Service bulletin:

Affected canopies must be inspected for the condition of the bartacks. In case of damaged bartacks, all cascade and steering line bartacks must be replaced by zigzag stitching according to the instructions of this bulletin.

At the discretion of the rigger, other bartacks can be repaired as necessary.

Qualified personnel:

All appropriately rated parachute riggers employed by authorized PARACHUTES DE FRANCE distributors



RISER BRAKE LOCKING RINGS (MAINS & RESERVES)



On Safety Information Bulletin 1/94 it was stated that some ram air canopy risers were being found fitted with brake locking rings of inadequate strength, specifically 'Baby' D Rings (Paragear catalogue) No H219).

This type of ring could fail on canopy deployment leading to loss of steering line and possibly causing a canopy malfunction.

The above type of rings have now

been found on some TSE Chaser reserve risers.

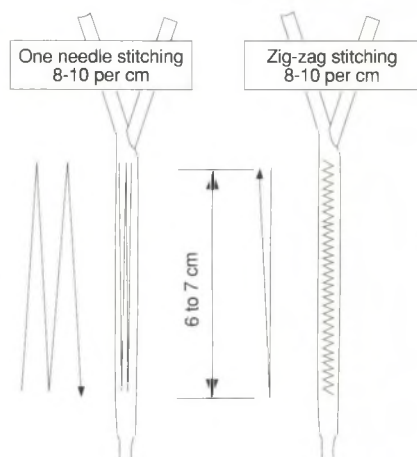
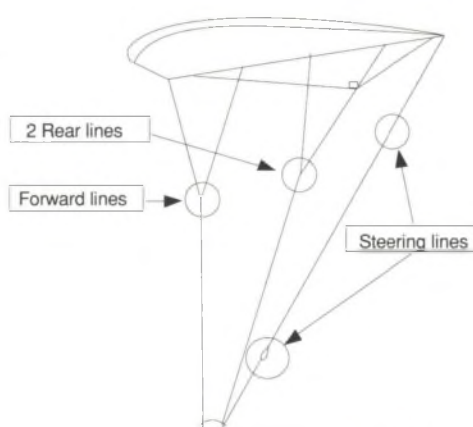
Therefore parachutists should check both their mains and reserves at the next re-pack to ensure that only rings of sufficient load bearing capacity are installed.

It is advised that all types of containers are checked and not just TSE Chasers.

If in any doubt consult a rigger.

Tony Butler (Technical Officer)

Inspection on the cascades and steering lines bartacks.



PARACHUTES DE FRANCE offers a financial arrangement to its distributors for repairs carried out before January 1st 1995.

Compliance date:

Inspection must be carried out before the next jump. Alternatively inspection and repair can be carried out by our After Sales Department free of charge, except for the shipping costs.

Authority:

PARACHUTES DE FRANCE SA
B.P. 247
95523
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0850 211034



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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 McGuiness

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 Riem's 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. Airfare 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

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 Yorkshires

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

Steane, 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, Cypres 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

Strathalian 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 081-642673 (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 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 Helier
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 Headcorn Parachute Club. We are the UK's longest running AFF school and have 14 rigs at our disposal. We offer expert instruction from expert skydivers at all levels.

Slipstream Adventures
Headcorn Aerodrome
Headcorn
Kent TN27 9HX
Tel: 0622 890862
Fax: 0622 890641

Southern Skydivers

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

Contact: Bob Scoular
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

RAFSPA

Weston-on-the-Green
Nr Bicester
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Tel: 0869 343343

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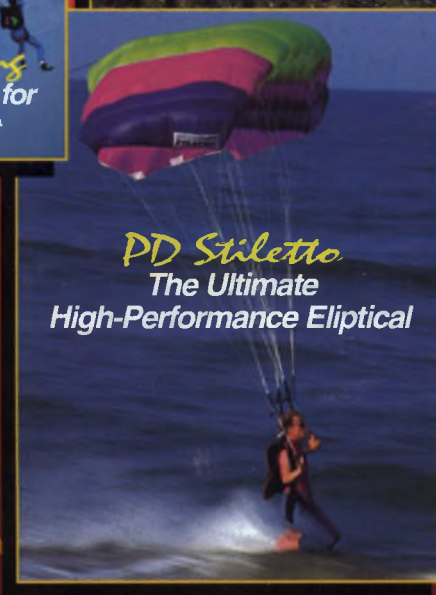
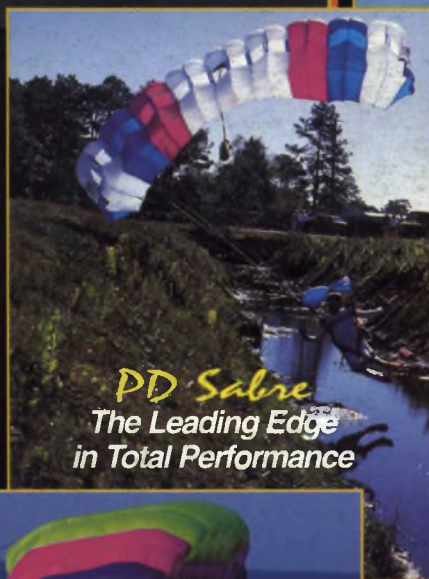
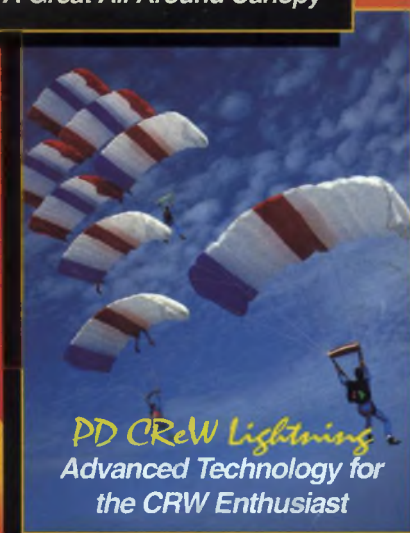
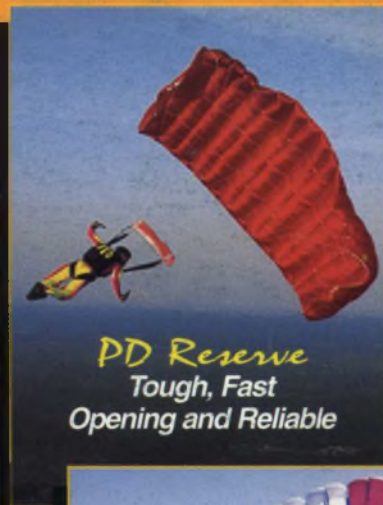
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