

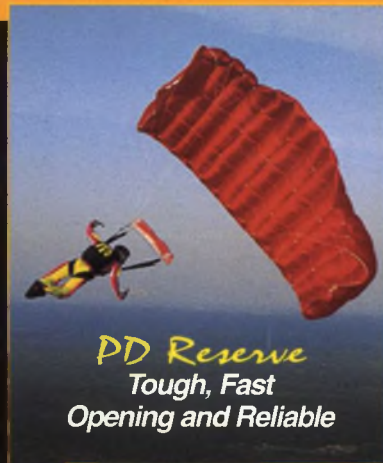
Sport Parachutist



Feb/March 1995



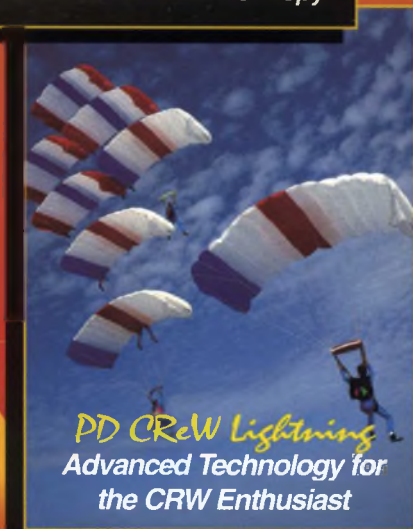
PD 9-Cell
A Great All-Around Canopy



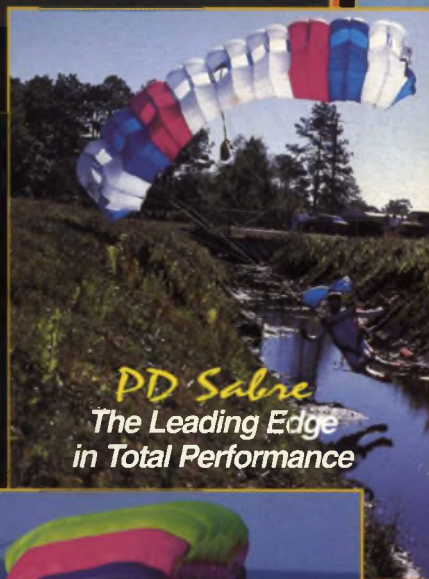
PD Reserve
Tough, Fast
Opening and Reliable



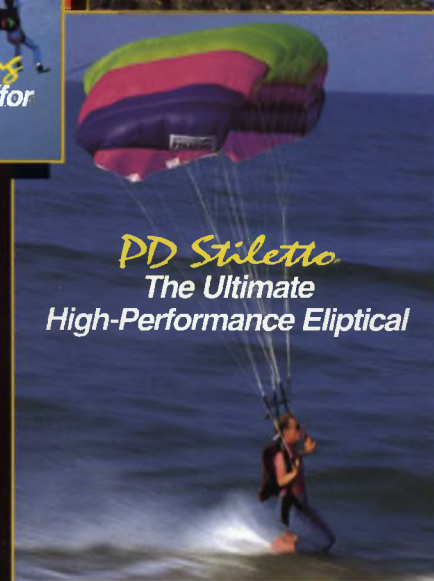
PD 7-Cell
A classic design



PD CRW Lightning
Advanced Technology for
the CRW Enthusiast



PD Sabre
The Leading Edge
in Total Performance



PD Stiletto
The Ultimate
High-Performance Elliptical



To find out more
about our select line of
canopies, contact your
equipment dealer or
Performance Designs.

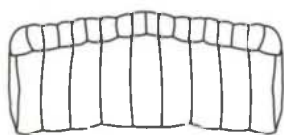
1300 E. Int'l Speedway Blvd.
DeLand, Florida USA 32724
Phone: (904) 738-2224
Fax: (904) 734-8297

The P.D. Flightline

PHOTOS: MARTY COOPER, NORMAN KENT, TOM SANDERS, NORBERT TROST, GUS WING.

The **KIT STORE**

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



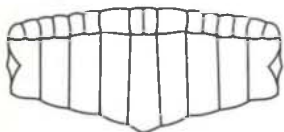
BLUE TRACKS

TEARDROPS



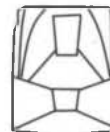
PINTAILS

ATOMS



SABRES

RACERS

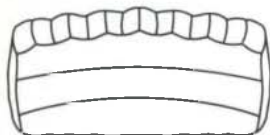


FURYS

ZEROX

PDs

VECTORS



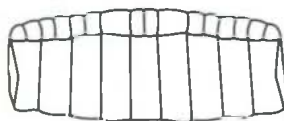
CLIPPERS

ALTIMETERS



COE-Ds

HELMETS



SWIFTS

JUMPSUITS



RAVENS

GEARBAGS



ALSO IN STOCK - CYPRES AAD' s

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



Call or write for a Brochure and Stock List



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

ParaGear

The best known name on the planet.

SERVING THE WORLD



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

The best, year after year, in:

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

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

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

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

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

para-gear  equipment co., inc.

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



Dealer Inquiries Invited
Member Parachute Industry Association



Sport Parachutist

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

C Contents

February /
March 1995

FÉDÉRATION
AÉRONAUTIQUE
INTERNATIONALE

The Royal Aero Club

SUPPORTED BY



REGULAR FEATURES

News and Events:	4
The Word on the Street:	5
Correspondence:	7
People in the Sport:	
<i>Dave Mitchell profiles Simon Ward</i>	9
POPS Corner:	12
DZs Around the World:	
<i>La Roche-sur-Yon, France, by Danielle Dickenson</i> ...	28
Video Review: <i>Skydive 100 by Pete Allum</i>	30
Diary of Events:	38
Classified Adverts:	39
Kit News:	42
Clubs and Centres: <i>The DZ directory</i>	46

PHOTOS

Centre Spread: <i>All is revealed!</i>	24
From the sublime to the religious:	30

BCPA

Freshers Meet, Langan: <i>by Cath Symonds</i>	11
---	----

COMPETITION ROUND UP

Arizona Boogie: <i>by Betsy Burkey</i>	28
Cyprus Championships: <i>by Phil Bell</i>	40

COMMITTEE MATTERS

Classics British Team Selections – A Radical Change: <i>by John Smyth, Competitions Committee</i>	19
BPA AGM: <i>The Coventry bash, by Ola and Iain</i>	22
Survey Results:	26
SP Competition:	31

READERS' WRITE

Just do it! <i>by David McDonald</i>	16
Sport Parachuting Types: <i>by Peter McCue</i>	18
Eilat Aerodium: <i>by David Stewart</i>	29
High Performance Canopies, part one: <i>by John Chapman</i>	33
Drop Zone Defence Fund: <i>by John Lines</i>	44
Skydiver Remembered – Ken Voss: <i>by Charles Shea-Simonds</i>	45

Cover Photo: BPA member Dean Upton of New Zealand relaxing over Arizona
(Camera person: Roy Ritter)
Pics: Stephen Lipps

© SPORT PARACHUTIST

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

The views expressed in Sport Parachutist are those of the contributors and not necessarily those of the BPA. The Editor retains the right to refuse or withdraw any advertisement at his discretion and does not accept liability for delay in publication or for clerical or printers errors, although every care is taken to avoid mistakes.

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

Design/Typesetting by Airscape, London SE1 3HX

Printed by Stephens & George Ltd., in association with Caric Print Ltd,
Clerwood, Corunna Main, Andover, Hampshire SP10 1JE

BRITISH PARACHUTE ASSOCIATION COUNCIL MEMBERS

Chairman Bob Card Vice-Chairman Lofty Thomas Chairman STC Tye Boughen
Chairman Competitions Committee Chris Allen Chairman Development Committee
Phil Gibbs Vice-Presidents Jim Crocker and John Lines Council Members Chris Allen,
Tye Boughen, Adrian Bowles, George Campbell, Bob Card, Peter Carroll, Phil Gibbs,
Steven Hoy, Graham Liggins, Michael Matthews, Ian Midgley, Kevin Monk, Charles Ross,
John Smyth, Lofty Thomas.

BRITISH PARACHUTE ASSOCIATION STAFF AND REPRESENTATIVES

National Coach and Safety Officer: John Hitchen
Financial Administrator: Steve Harratt Treasurer: Debbie Clouting
Office Manager: David Oddy Technical Officer: Tony Butler
Administrative Staff: Trudy Kemp, Sharon Gurney, Jo Connal
Royal Aero Club Representative: John Lines GASCO Representative: Angela Hickling
CIP Delegate: John Hitchen Chairperson Riggers Committee: Alan Hewitt
Chairperson Pilots Committee: Mike Newall
Editor: Ola Soyinka, 10 Brecon Road, London W6 8PU
Assistant Editors: Iain Mackenzie, Bess Ryder
Design & Layout: Patti Gallagher, Airscape
Editorial Assistants: Lynette Horne, Bridget Greenwood, Malcolm Spinks, Airscape
Commercial Manager: Ola Soyinka, Airscape

NEWS & EVENTS

AFFILIATION OF EUROPE AIRSPORTS TO FAI

At the 87th General Conference of the Fédération Aéronautique Internationale in Turkey Europe Airsports became an International Affiliate Member of FAI.

The Memorandum of Understanding (MoU) was signed on 14th October 1994 by the President of FAI and by the President of Europe Airsports.

Europe Airsports was started in 1988 by Fred Marsh (an air racing pilot) who was then the UK representative on the FAI council. At that time the FAI seemed to be totally uninterested in regulatory matters, confining itself to purely sporting matters – international aviation records and competitions. Since it started, Europe Airsports has become more organised with a variety of specialised committees and has become recognised by most regulatory authorities especially the important European aviation rule-making body – the Joint Aviation Authorities.

SIBSON FS CHALLENGE

Skydive Sibson is introducing a new format in competition skydiving to run in conjunction with the TurboLet 410 for next season. It is hoped that the new competition will encourage jumpers from different experience levels to be able not only to compete in a category against similar teams but also at a time to suit themselves. Practice dives can be made at your home DZ or at Sibson, but the tape you submit by the end of the month must be done at Sibson.

Two dives will be drawn at the start of each month and sent to the team captain, your team has until the last day of that month to present to the judges a video of the two dives made at Sibson.

There will be a senior and an intermediate category. The dive pool in both of these categories will be the same as that used for the nationals. Each round will be drawn from a full set of blocks and randoms. One alternate per team can be nominated at the start of the competition, 3-way teams may also enter the 4-way intermediate event. There will be a third category, a 3-way competition wherein the total number of jumps per team must be below 750 at start of April '95.

The competition will commence 1st April 1995 and finish 31st August 1995. The entry fee is £20 per team and medals and prizes will be awarded on the weekend of the 16/17th September. A score board will be updated at the beginning of each month in the dayroom at Sibson.

For an entry form for this and any other event, tel: 01832 280490, fax: 01832 280409.

SKYDIVE 'U' AT LANGAR

Skydive University coach, Tim Moran, will be available at weekends throughout the '95 season at Langar to implement the "Skydive 100, Basic Body Flight" programme.

Skydive University offers the most comprehensive one-on-one formation skydiving (FS) skills course ever designed. You can learn the techniques which the world's best skydivers are using. Experienced skydivers can also hone specific skills.

Tim is at Langar most weekends or you can contact him on 01992 715859 (tel & fax) or 0378 176711 (mobile) in order to book a course or specific coaching sessions.

CHRISTMAS BOOGIE SUCCESS

Over 450 skydivers attended the Christmas Boogie held from the 17 Dec - 6th Jan at the Centro de Paracaidismo, Costa Brava, Spain. Over 10,000 jumps were being made. Skydivers from all over Europe enjoyed the sunshine and the opportunity to make large formation loads using the fleet of planes on hand: two Pilatus Porters, two Twin Otters and a Skyvan.

Six internationally known load organisers were available to put together the dives. Several 50-ways were completed on Christmas Day.

Only three minor injuries were reported during the event. The evenings found everyone in party mode, with live music and Karaoke. The traditional "Captain's Cabin" 10-way speed competition drew a lot of interest, the winning team being put together by Olaf Boesel from Germany.

Plans are already under way to organise large formation loads for the Easter Boogie from 9 - 16th April 1995.

WOMEN'S WORLD RECORD ATTEMPT AT DELAND

Sandra Williams, organiser of five womens' world record skydiving events is at it again. Her next event is planned for 25 March - 2nd April 1995 at Skydive DeLand, Florida, USA.

Ms Williams reports that she wants to reach every eligible woman skydiver in the world. "I want this to be an event where the women of the sport get together for the best time any of them have ever had in their lives! That's my goal – the best life experience ever for those attending".

A total of 25 dives are planned, with 17 of those above 17,000ft. The total cost for the 25 dives will be \$540. That price includes judges and oxygen.

For more information contact Sandra by fax 904-775-6732 Or tel: 904-775-3755. Included in the fax should be your name and address, number of jumps, licence (from country of citizenship), phone and fax number if available.

2ND OPEN BENELUX CHAMPIONSHIPS PA

Paracub Oud-Turnhout is the venue for the 2nd Open Benelux Championships from 25 -28th May 1995.

Teams comprising five members are invited to take part, the cost of which is 5,000 BFR per person. Inscriptions to take place no later than 1st May 1995.

Two Pilatus Porters and a Cessna 206 will be available for the championships.

For more information contact: Poortmans Gust, Zandstraat 58, 2360 Oud-Turnhout, Tel/Fax: 32 14 45 19 47.

SPOCK 1995

SPOCK '95 is open to all collegiate jumpers and takes place at Strathallan Parachute Club from 17 - 19th March. The competition consists of round and square accuracy (no RAPS) and 3-way speed.

Student round jumps cost £12, as will the 3-way speed from 8,000 ft – inclusive of video slot.

For more information contact: Fiona Morrice, Tel: 0141 954 6920; or Phil O'Connor, Tel: 0898 696969, 0141 339 8194.

WOMEN'S 120-WAY, CHICAGO

A women's world record attempt at a 120-way will take place at Skydive Chicago from 1 - 9th July 1995. For more information contact: DD Bartley, 1009 Ave "D", Rock Falls, IL 61071, USA. Tel: 815 626 3735; or Skydive Chicago Tel: 815633 0000.

PARACHUTE DISPLAY JUMPERS

Parachute display jumpers, do you want to jump with the Pegasus Airborne Team for VE day events? If you are a POPs member, or a keen jumper contact Joe Forster, Team Manager, Colour Trail Display Team, Business House, 4 Dunoon Close, Rise Park, Nottingham NG5 5DH. Tel: 0115 9558577. Fax: 0115 9558576.

WESTON ENQUIRY

The Weston-on-the-Green Panel of Enquiry comprising Dave Emerson, Keith Skelley and John Saunders has come up with the following recommendations:

- All briefs for equipment conversions up to FAI "C" Certificate to be given by an instructor;
- AFF graduates are not signed up for Category 8 until a minimum of 10 consolidation jumps have been completed;
- Conversion jumps to throwaway pilot chute for parachutists below FAI "C" certificate must be made on equipment fitted with an AAD;
- Additional to the current requirements to obtain an FAI "C" certificate, a lecture on the responsibilities of a jumpmaster must be given to the parachutist. (BPA Application Form to be changed to include this.)
- That STC request the Riggers Committee investigate the feasibility of reducing the currently accepted minimum 22lb pull force of reserve ripcords.

NEW WORLD RECORDS

The FAI has announced the following new world records for France and USA in CF at the 5th World Parachuting Championships at Kooralbyn, Queensland, Australia:

- France, 4-way rotation: 21 formations.
- France, 8-way speed formation: 29.28 sec.
- USA, longest sequence: 13 stacks/planes.
- USA, largest CF: 46 parachutists.

SIBSON: A1 THREAT

Peterborough Parachute Centre has a problem. We have all jumped there in the past and now they *need* our help. The government in its wisdom (what!) is going to move the A1 further west, not too far, just straight through the DZ. This means that all parachuting activities will have to cease. Yes that's *CEASE -FINITO-HISTORY-NO MORE SKYDIVING!* The local residents / business's are not too happy about it, either.

Well dudes, it's too late to write to the planning authority so, WoTS readers, *Go Straight to the Top!* Write to the main man, *John Major*, the PM! (He is known to be a closet Cool & Groovy, as seen through a leaked photo of himself sporting a Fridge.) Tell him that we like to skydive here and we will *not be voting* for him again, *unless* he sorts this little problem out.

There has been skydiving over Sibson for more than 22 years! Do we want to loose a DZ like this? *NO!* If we all do it (fat chance) then something may happen, if not then Skydive Sibson will be gone. *Let's not be the silent majority on this one 'eh, Dudes!!!* Call PPC 01832 280 490.

BOOGIE CLUB 20-WAY 'CAMP' CROATIA!

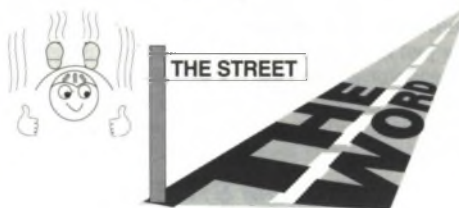
Pete Marsden's Boogie Club, which has run the *Polish Helicopter Boogie* in previous years, is doing it again, but this time in *Croatia*. Pete has secured the services of Dazzle Moran and George Pilkington as load organisers. The aim of the trip, apart from 'bulk partying,' is to progress and raise the standard of the groups, so we can achieve some formation loads towards the end of the camp. Participants will be assessed during this camp for inclusion in a possible 100-way in the UK later this year (no points for guessing who the organisers will be!).

The camp is planned to run from 6-14th May. The package includes 30 skydives at 4000m from a TurboLet (with door!), organiser, video on each jump, hotel accommodation, two meals a day, and travel from Heathrow to Pula and back. There is a maximum of 57 slots. *The cost is £730.00.* This sounds like blinding value to me, loads of fun and 20-way, so get on the phone and book it now! Call Pete Marsden on 0181 941 9212 or, George on 01788 860882.

LANGAR SECURE SECOND LARGE AIRCRAFT!

Dave Hickling at Langar called WoTS to say that the DZ closed the deal to have a *TurboLet* based at Langar 'for the foreseeable future'. The aircraft will be arriving in mid-February and have fitted an in-flight door and external floater rail. It will be available for skydiving both at the weekend and during the week. The TurboLet combined with the Caravan, which will be returning barring events beyond their control, means that formation loads can be built whenever you want them. Dave, Tim and George are resident load organisers for the season.

The *TurboLet* is available for hire to any DZ (with a big enough strip!) with its own crew and ferry fees will cover only costs. So if you have a DZ, give DH a call for more details on 01949 860878. *If you wanna do 30-Way at the weekend, You better go to Langar!*



GAMES CO ARE BACK!

Games Co, the '94 National Champions in 8-way, are back together and going to Gap for the '95 World Meet. Led by Dazzle Moran, they have reformed because they were embarrassed by the lack of Brit Teams at the World Cup (WoTS, Dec '94). "We need Brits to be at every World Meet!", he told us. They have picked up Steve Johns (IcePic #3) as video man, and he also gave me a bit of a whisper about some sponsorship "Which is a secret George, so don't tell anyone!" They will be using *British built equipment* because they believe that the National team should be seen in British gear. If they are not, what sort of representation is that? Watch this space for the sponsor's name. Congratulations guys, get out there and kick some BOO!

TILSTOCK TIME BOMB

Lyn George, the pilot of the centre's 206, was en route to altitude when at about 4000ft he noticed sudden fluctuations in the engine and oil temperature gauges. Lyn made a rapid decision, "Okay dudes, aircraft emergency, in your own *TIME-OUT!*" The five left and Lyn made an emergency landing on the strip, all without further drama. On opening the bonnet (where the engine is) they found a *bomb*. This was a plastic container filled with Av-Gas and placed next to the exhaust manifold, crude but effective. The idea was that the heat would have melted the plastic, and consequently the Av-Gas would have spilled over the hot engine: *boom*. So now the question is, "Who put it there, and why?" If you know call WoTS, coz I'd like to. The police investigation continues, and so does skydiving at Tilstock. Call 'em on 01948 841111.

CYPRES SAVE AT LAKE WALES 222-WAY

December '94, Lake Wales DZ. Ali Lawley told WoTS, "At break-off there was seen to be a collision between two jumpers as one deployed, the canopy opened fine, but the other dude just kept falling. At approximately 800ft his reserve was deployed by his Cypres and he stopped. The high canopy's pilot had a broken leg, the low dude (had) no serious injury." Phew! Have you got one? two squares, a Cypres and a Fridge... anything else is a *com-promise*.

TSO FOR 1-PIN TEAR DROP

Chris Thomas called WoTS to tell us that he has now achieved FAA approval for his 1-Pin Tear Drop (TSO No C023d). So what, I hear you saying? No *hassle* with *Tear drops* in the

'*States!* That's what! Yep, the days of Brits having their gear grounded or getting major hassle are over! The undertaking of TSO approval is a major exercise, millions of tests, lots of expense, but it's worth it. So if you want British quality combined with TSO accreditation, then the Tear Drop is for you! Call Chris 0262 678299.

DISMAL VOTE: BPA COUNCIL

The voting for Council members this year by the membership was not very good. 463 voting cards were returned (we all got 'em in the mag) which, out of a membership of 3722, is outstanding, not! But two things are worthy of note: A) There are approximately, 450 instructors in the BPA. One could assume that as they teach, they care about the sport enough to vote. Which means that 13 'normal jumpers' voted. B) A massive 78 of the voting cards returned (16.6 percent) were spoilt and did not count! Therefore the Council was elected by 10.45 percent of the association's members. Why were these ballots spoilt? Are we Troggs? Are the ballots too complex or is there some other reason? WoTS would like to know, coz this ain't good enough, is it?

NEW PRODUCTS FROM COOL & GROOVY

The Cool & Groovy Fridge Co launched two new products at the AGM in Coventry (21st January) both of which sold beyond all expectations.

The *TIME-OUT!* is, an audible altitude warning device with *TWO* warnings. Its digital technology requires no daily zero, so it's *fit and forget*. *The top warning is user settable, the bottom (typically 2000ft agl) is factory set and keeps going until canopy deployment. It fits the Fridge, Frapp Hat, Protec and is competitively priced.*

The *ICEPIC* is C&G's answer to the camera person's prayers. Formed in carbon fibre it is 'The Bleeding Edge of Technology' and weighs 650 grams complete (no cameras). Derived from the Fridge it has a full visor, F.O.S (single point release) and drogue chute. The closing system is bespoke ("We don't need no stin'kin ski-boot buckles"), recessed into the shell and looks fantastic. It's probably the *sexiest* camera helmet in the world. But don't take my word for it, ask the nice guys and one chick who have ordered *ICEPICS!* For further info call Cool & Groovy 01788 860882 phone / fax.

THE SILENT MAJORITY!

Extract from the minutes:

"...asked the ... to consider the views, not only of those who had written to the BPA on the subject but also the 'Silent Majority'(?), who by their very silence (oh, us!) on the subject were presumed to be happy with the status quo." *Could the majority be expressing their unhappiness silently? Good one, silent majority, the oldest one in the book.* But seriously, we now know that if we don't voice our opinion then we will be presumed to be in favour of whatever it is they are discussing!

IPC MEETING: UK ASKS TO HOST WORLD MEET

Bob Card has asked the IPC if Great Britain could host a future World Meet. Details are sketchy as to the event, but you never know,

we could have the world's best skydiving over our DZs, but don't hold your breath... At least Bob has the bottle to ask.

TERMINAL VELOCITY & DROP ZONE

Drop Zone (the movie: dun, dun, derrrl) will be released in the UK on 24th March. This film is about a DZ (no!) and lots of our USA buddies were involved in the making of it. Reported to be quite good but skydivers portrayed as 'nutters wiv a deaf wish'. But then it's about skydiving, so who cares?

Terminal Velocity from what I can gather is about *Baddies* in free fall: guns, drugs, gratuitous violence! All in all, it sounds good! Release date is 7th April onwards.

Skydiving on the big screen! Check 'em out!

FINNISH TAILGATE BOOGIE

Strawberry Hansilla told WoTS about this boogie which will run from 6 - 10 July in Finland. DC9 & AN26 will be the ships, £12 the price. Fax Strawberry on 010358 08734 142 for more info. Tell her WoTS sent ya.

HERCULES BOOGIE '95

The Swedish Herc Boogie is now open for registration. There are only 700 slots according to the flyer. For details, locate your nearest Swede (*tall, blond, low morale*) (!) and ask! Made me laugh, anyway. Dates are not known at the time of writing, but call +46 3135 8783 for the low down.

BOUNCE-PROOF & SKYDIVE U - SWORD SKY GEAR

Andy Mihalop called in to WoTS and told us, "We have just taken delivery of the bounce proof range of clothes". Great for all skydiving or just to hang out in! We have also just got in the Skydive U videos. These were produced by the late Tommy Piras and Rob Laidlaw. Bit of a must see, if you ask me, so if you want to look and fly cool, call Andy on 01793 772323.

CUSTOM STILETTO COLOURS

The Stiletto, PD's "Hot Wing" is now available in your own choice of colours, rather than the six stock patterns which was the only choice till now. Also, the Stiletto 190 is now available. Rumour also has it that a bigger tandem ZP will come out soon, catering for the less experienced/bigger tandem pilot. To sort one out call the Kit Store on 01622 890967.

NEW BRIT 4-WAY

Pete Allum, John McIver, Craig Hill and Toby Stafford, along with ex Bendecco Steve Houliker (IcePic #9) on video have teamed up for a three-year commitment. They are off to Deland as we go to press for 70 jumps. Have fun, boys.

FEET KNEES NOSE HOSPITAL

Claire Taylor (Swingler) had a bit of a situation after a bad spot, with lots of wind somewhere up north. She flared to get over an electric fence, the other side was rubble, and a brick leapt up and broke her nose! Off she went to

hospital and was reassessed without surgery. Hope the nose doesn't give you too many problems, Claire.

COOL CHICK TO CHILL IN CYPRUS

Cool Chick (Lesley Gale) has decided to come out of her retirement and is off to Cyprus to work for ex-UK jumper Funky Modebe, on his Sky Coaster amusement ride. This is a big swing-thing that looks a total blast. If you go to Cyprus to jump, make sure you check it, and her, out! Have Fun, Cool Chick, we'll miss ya!

WARDLE PAY £3.1 MILLION FOR PARA-FLIGHT

Wardle Storeys, who are specialists in safety and survival equipment, are buying Para-Flight and its subsidiary Haho Systems. Wardle take on up to £1 million of Paraflight debt in a cash and shares deal. It is interesting to note that a "whuffo co." is spending this sort of money on parachutes. Is any one interested in Cool & Groovy?

STICKER OF 1995 AWARD

This year's Fridge Co "Cool Sticker '94" award goes to Tim Moran (C&G#42), who gave WoTS photographic evidence that he stickered the entrance to *Boris Yeltsin's* private quarters of the Kremlin, Moscow! Nice one, Tim. Where do you stick yours?

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

BRITISH PARACHUTE SCHOOLS - LANGAR

The Control Tower, Langar Airfield, Langar, Notts, NG13 9HY

Telephone & Fax: 01949 860878

HOSTS OF THE BRITISH WOMEN'S AND ALL-COMERS FORMATION SKYDIVING RECORDS!

1995 EVENTS

April 15 - 17th

EASTER BUNNY BOOGIE
4 WAY LAUNCH and a POINT MEET

May 6 - 8th

MAY DAY 8 WAY MEET

July 1st - 9th

LARGE AIRCRAFT BOOGIE
ALEXIS PERRY and BOOGIE PERFORMANCE
10 WAY AND 20 WAY MEETS

LANGAR is open every day. We have a Cessna 206 and a BN Islander. Please phone us for the dates the turbines are here of for info for students or experienced jumpers.

ALL COURSES ARE OFFERED. ie. S/L Round, S/L Square, AFF and Tandem and PROGRESSION Courses for all Categories

Also we have SKYDIVE UNIVERSITY run by Tim Moran

We look forward to seeing you at LANGAR

CORRESPONDENCE

BE AWARE

Dear Ola,

Firstly Happy New Year to you all. Being a keen reader of SP I thought it was about time I wrote about my near fatality! My first static line jump was in June 1992 and I eventually progressed through the cat system after a little difficulty, but my brilliant instructors got me through.

On jump 54 I was briefed for a half series but couldn't quite get the hang of tracking. After a couple of practise jumps I was sure I'd crack it on the next jump for Cat 8 (Jump 57).

On exit with my instructor, Andy, all seemed well. I did the dive exit, picked up heading, did the usual 360 left and right turn, two back loops and checked my alti at 4,000ft. I attempted a short track but rocked and turned. I tried another track but had the same problem, and then a third try, still turning; I was fully concentrating on getting the half series right instead of checking my alti - big mistake.

At 2,000ft I checked my alti as Andy was desperately trying to catch my attention to pull. I thought, "Oh! I've done it now," and pulled very quickly to see a nice, square canopy. I thought all was well. Until I saw a trail of canopy between my legs. I panicked a bit because I'd never had a reserve ride. I was terrified that the reserve would catch some air and inflate, collapsing my main or tangling it up. By this time I'd seen Andy land in a field. I was only about 100ft up, running down wind at about 40mph, not knowing if I should turn into wind or stay put. I did stay put and crashed into a field face down, three miles from the DZ. God must have smiled on me that day because I landed without a scratch.

Anyway after the CCI said his bit, I carried on and got Cat 8 on jump 60.

Thanks for the advice, chaps; and that is: be aware and check your alti.

Better to be safe than sorry!
Blue skies (huh, that's a larf)

Jarrold Greenway C556949

BPA COSTS ETC

Dear Ola,

What a pity Phil Gibbs had to start his reply to Martin Lyster's article in such a manner.

I am always put off by someone who has to tell everybody else what they have done and how hard they are working in order to back up their criticism of others.

Phil, in his own way, I am sure is putting in lots of effort for the BPA but that's what I expect from our elected council members. I find this patronising and

condescending attitude distasteful, and for me this has lessened the impact of the article.

Both Martin and Phil have brought out good points, let's hope we do get follow up on items such as insurance, SP (of which I am a great supporter, it's the members main contact point), and not least "central administration costs". The BPA, like it or not, is akin to an industry in depression, but for some reason is trying to act like one in expansion. I have not seen, or heard of any plans to cut back on costs to balance our falling membership.

Perhaps Phil would tell me and other DZ operators what the BPA does for the 20,000 or so provisional members that we the DZ operators recruit? Oh! Please don't tell me about insurance!

Most of the operators know we can get cheaper insurance if we go outside the BPA. However, most of us wish to remain with the BPA.

The BPA make money out of provisional members (that's ok), and most certainly uses the provisional membership figures to boost its membership claims to Sports Council - and therefore its grants claim. Running instructor courses, STC, CAA liaison, competitions etc, are all for the experienced jumpers with little spin off for our 20,000 provisional members.

Phil closes his letter by suggesting Martin gets on BPA Council - well, Martin Lyster has, over the years, most probably provoked more discussion and argument than any other single council member. Perhaps Martin Lyster still wished to remain a free spirit, not to be restricted by the need to conform to a democratic council decision. Long live free spirit.

Dave Hickling D1471

PS. Who is Kevin Hughes? Did he attend a council meeting last year?

NOSE JOB

Dear Ola,

I would like to respond to the News & Events section in the October 1994 issue. I am one of the owners of the Perris Valley Skydiving Center and would like to give you the facts concerning the engine loss of the Twin Otter, Gypsy Rose.

September 16th: the Twin Otter, Gypsy Rose, suffered minor damage to the nose gear while making an emergency landing. The right engine lost power after take off, necessitating a go around and landing. Contrary to the article, the left engine suffered no damage and was able to climb and sustain an altitude to return the aircraft and jumpers for a safe landing. While taxiing the aircraft rolled into a pot hole at the end of the runway, which caused the damage to the nose

gear. Most on board didn't even realise any damage had been done. None of the jumpers on board received any injury. Participants said that all on board remained calm throughout the incident.

After landing, jumpers gathered around Pilot Warren Thurn to congratulate him. Pilot Thurn's credentials are very impressive: he has logged over 10,000 hours, was a fighter pilot in Vietnam, commercial airline pilot, and has over 2,000 hours in Twin Otters.

Perris Valley Skydiving operates 2 Twin Otters, 1 newly acquired Skyvan, 1 King Air and Cessna and averages over 90,000 skydives a year. We feel confident that we provide the most qualified pilots and the best maintenance in the industry.

Thank you for your time and please see that the accurate information be reported in the next issue of Sport Parachutist.

Melanie Conatser, Airport Manager

The WOTS item was pretty accurate and gave full credit to the pilot's skill. Maybe George's 'Dudespeak' obscured this fact! ...Ed

THANK YOU

Dear Ola,

I would like through the columns of SP to say a big thank you to the following: the BPA, the examiners on my course (5-94) for all their valuable time and help, to the Ipswich and Scottish Parachute Centres for their help and hospitality, and to my CCI - Rob Noble Nesbit for all his help and experience in assisting towards my success. Also good luck to you and your great magazine.

Andy Gibson D7578

PRAISE WHERE PRAISE IS DUE

Dear Ola,

As I have criticised our Association in the past, I feel I should also offer praise where praise is due, and so I would like to congratulate the Council and staff of the BPA on the 1995 AGM. The new venue is a huge improvement - at last, somewhere with enough parking space - and I am sure all members will welcome the overall reduction in the subscription announced by the Treasurer. The strong support for John Lines' proposed legal defence fund was another positive note, and I hope the membership will support it generously.

Martin Lyster



SYMBIOSIS SUITS

Tel: 0622 890967 Fax: 0622 891236 The Airfield, Headcorn, Kent, TN27 9HX. England.

Friends keep asking us "when are you going to do a new Ad?" "It's been years" they say-

Well they're right ! But only because we've been so busy with the high demand for SYMBI JUMPSUITS and WARMWEAR, that our priority has been to give our customers top service, and fast delivery, and not spend our time on Advertising.

Anyway - to please our friends - here it is !

Rob Colpas

Air Care has moved AHEAD 

FOR 1995, now manufacturing
custom made
Hand made in the finest
leather with FAXTEX FASTENER
and optional dytter holes and patterned lining.

**FRAP
HATS**

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

range of

**Air Care
JUMPSUITS**

POLYCOTTON, RW, STYLE OR PERSONAL CAMERA AND WARMWEAR

For information on JUMPSUITS,
FRAP HATS, RIGS
DRAG BAGS

PACKING MATS

LOGBOOK HOLDERS. In fact ...

"ALL YOUR SKYDIVING NEEDS"... plus

KIT INSPECTION / REPACK, REPAIR AND SERVICE.

Phone or write to **NICK JOHNSTON**

(BPA Adv Rigger / Inst / AFF / Tandem)

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

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

*CYPRES now available and fitted to all types of kit FREE.
Fitting and kit inspection by advanced rigger (CYPRES APPROVED).
Please ring for competitive prices and delivery time (LIMITED STOCK).

PD Source Inc.

Performance Designs
and Vector Specialists

Largest PD Inventory in the World!

Uncompromising Service

Great Prices

Phone (904) 734-8888

Fax (904) 734-8530

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



PHOENIX/Z-HILLS PARACHUTE CENTRE 1995 Schedule of Events

MARCH 4-5	3RD ANNUAL MUFF BROTHERS 4-WAY MEET
MARCH 25-APRIL 1	SPRING RW CAMP
APRIL 1-16	30TH EASTER BOOGIE
APRIL 10,11,12	7TH ANNUAL 20-WAY SEQUENTIAL
APRIL 14-15	10TH ANNUAL SPEED 40-WAY
APRIL 15	AWARDS NIGHT

Airmasters Parachute School, Inc.

- Tandem Jumps and AFF Instruction all year long
- Call for appointments and rates

Our Load Organisers jump Performance
Design canopies, Javelin containers and
Bev jumpsuits. We thank them for their
continuous support.



Phoenix/Z-Hills Parachute Centre

P.O. Box 1889, Zephyrhills, FL 33539

■ Tel (813) 788-5591 ■ Fax (813) 783-1339

People in the sport:

Simon Ward



Simon Ward in front of the camera, taken by Dave Mitchell

Age, marital status, family etc?

40 and loving it, single.

Job description?

Group Sales & Marketing Director for GWR Group, owners of the UK's largest commercial radio group in terms of radio licences (20). Responsible for Group's revenue – lots of ££££££millions!

Owner of:

1. Sward Sports Ltd: Accessories
2. Sward Sky Gear Ltd: Gear sales
3. Sward Snaps: Filming and photography
4. Part owner of Parachute Display Company Ltd : Managing demo teams, sponsorship.

Time in sport, qualifications?

16 years, very few but loads of camerawork and film/photo jobs.

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

2,800+. 4 (2 CRW) entanglements, 1 wrong handle, 1 just wasn't happy: SunPath Javelin, PD Stiletto, Sabre,

PD reserves and all sorts from B12's/TU's/double L's upwards.

Competition experience, medals, teams?

All sorts but mainly CRW and loads of fun competitions. A few; I can't remember many names apart from The Mounting Men and Wrap Factor. I have just won a bronze medal in the Aussie Nationals in 10-way speed in a team of Brits called Pommie Bastards.

Much of my jump career has been spent with cameras. I prefer stills photography first and foremost followed by film then video. Video has done great things for the sport but destroyed the art of stills. Taking pictures is secondary to shooting video which more often than not dictates the angle of the shot. Less attention is given to attaining great shots as we have so much visual media to look at.

Most memorable skydive (good or bad)?

First jump – a demo in the city into water and broadcasting on the way

down. An impulse jump off the Clifton suspension bridge on borrowed kit which opened a few feet above the water. Jumping into the opening of the Commonwealth Games with Jackie Young and the Marines, we were on parachutes that kept



Business and pleasure?

blowing up in 20+ knot conditions and it was the first live air to ground transmission. Being hit by a deploying canopy. Being in the AN28 air crash at Weston in 1993.

Favourite DZ (British and world-wide)?

None, they all have unique qualities.

Do you have an ambition?

Plenty, mainly film projects and ideas, North Pole skydive (planned).

When not skydiving what do you do?

Work! Lots of filming connected to wing walking with the Cadbury's Crunchie team, balloons, powerboats, skiing and odd projects.

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

Leo (Dickinson), he strives for perfection, has amazing tenacity and has accomplished so much in a wide variety of pursuits.

Persons or team you admire (past or present)?

All the great cameramen, especially those who pioneered the art with big systems. Charlie Shea-Simonds because he gets younger with a wise head, a man with great attitude for life and who does so much for aviation (including skydiving). All the "greats" in the sport because it takes huge energy and work to get there. People at any level with attitude. People who selflessly serve our sport for the good of the rest of us.

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

Believe it or not the sport is too cheap! It lacks facilities to attract a larger influx of participants. This is also a great advantage for those who have stayed with the sport but they often have a lack of facilities as a result.

More and more people in the sport are now subsidising the jumps of others or following a route that provides cheap jumps, AFF, tandem, video, WARP, instructing etc. Although this leads to higher standards in a shorter timespan, there are less people "fun jumping" or competing as a result.

It would be preferable to attract the subsidies from outside the sport such as corporate, TV, demos and sponsorship. I would like to see the sport taking a fresh approach to its image and to sponsorship. This would mean a new look to some competition, how we present ourselves, demo teams and much more.

Gear is also cheap. Consider other sports and the margins made on retail. Guess what? This helps the skydiving community as more resource goes into research & development.

Performance Designs and Airtec (Cypres manufacturers) must take the honours for their approach. We should also look to para gliding and hang gliding, both far younger sports that have overtaken skydiving in just about every area when it comes to

technology and development.

I would like to see a vision and a mission statement for the BPA. As a result I would also like to see a change in outlook from the BPA but this must be driven by the membership.

What advice do you have for up and coming skydivers?

Shop at Sward Sports;

Use a wind tunnel;

Shop at Sward Sky Gear;

Extract all the advice you can from everyone you admire;

Install a Cypres;

Never stop learning;

Put more into the sport than you get out of it.

What is your favourite joke?

Too rude to repeat and I can't do a good Japanese accent.

What, if anything winds you up?

Unnecessary accidents, bad press, officious behaviour in a fun sport.

Stiletto Flexon Sabre Vector Cyprus Stiletto Flexon Sabre Vector

New - Color - Spectacular SKYDIVING CATALOG

- Over 150 Pages - Many in Color
- Over 900 Products Featured
- Skydiving Articles by Guy Manos, Jack Jefferies, and many more
- Beautiful Photography by Tom Sanders, Norm Kent, and others

1993/94 Catalog \$10.00 US
includes all shipping charges to Europe

SQUARE ONE
PARACHUTE SALES & SERVICE

425 W. Rider St.-B7, Perris CA 92571 USA

Phone 909-657-8260 FAX 909-657-8179

Stiletto Flexon Sabre Vector Cyprus Stiletto Flexon Sabre Vector

INSURANCE FOR PARACHUTISTS

WEST · MERCIA
INSURANCE · SERVICES

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

BCPA Fresher's Meet

The first meet of the academic year was held at the British Parachute School, from 25th to 27th November. Over 50 jumpers took part in the meet, of which at least 30 were students.

Registration and checks were completed quickly to make the most of the good weather and by lunch time the student round accuracy competition was in full swing. The competitors had an average of two jumps, which was contradicted with amazingly low scores. In fact Jim, from Loughborough University, gained 1st place from his first jump. Is he a natural in the making? For



Student accuracy at Langar

spectators it was hysterically funny to watch the other competitors sprint in full kit towards the purple target buckets!

Saturday night, after an excellent curry, was spent in true collegiate style at the DZ bar playing cards with many pints being drunk as forfeits until 9pm when "Rhythm and

Booze" took to the stage to keep us dancing and entertained. Julian Bevan had everybody laughing, and four lads from Bath and Loughborough universities cavorted in their underwear wearing trousers on their heads in time to "Star Trekking". A 4 x 4 boat race was held, the Loughborough lads came first with Central Lancashire a close second.

Sunday brought an exciting close to the experienced jumper's accuracy competition, which was organised by Gordon Hodgkinson. Most of us were zapped out of the competition, which left five others to fight over the three all-important places. Craig Marshall was in poll position with the only disc of the competition scored in round two. Charles Ross was outstanding jumping his Stiletto, but even without his Foil and a deep spot in the second round Simon Nath managed to dominate the competition and surprise, surprise, landed first prize. After all the excitement we wound down on Sunday evening with the prize giving.

Many thanks to everyone at Langar airfield, the volunteer competition judges and everyone who made the effort to turn up and make the weekend as enjoyable as possible. Also congratulations go to Julian Bevan for achieving his Cat 9.

Any colleges or universities who have not yet affiliated please get in touch and we will give you all the information you require.

Cath Symonds

RESULTS

Student Hit and Run Accuracy (based on average times)

- 1st place: Jim. 0.12 secs, Loughborough University
2nd place: Mark Witherington. 0.17 secs, Lancaster University
3rd place: Klaus Springer. 0.26 secs, Central Lancashire

Experienced Square Accuracy (total of best two scores)

- 1st place: Simon Nath, 1.15m, Central Lancashire
2nd place: Craig Marshall, 4.39m, Lancaster University
3rd place: Charles Ross, 4.68m, Central Lancashire

**Forget everything you thought you knew about skydiving simulators.
If you have to wear anything larger than your normal jumpsuit to fly,
then it isn't Airofly.**



AIROFLY

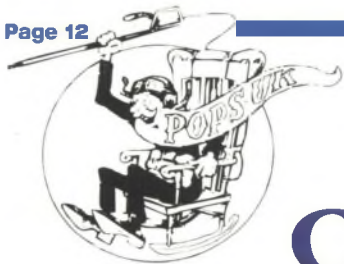
FLY. SOAR. FLOAT ON AIR
USA • EUROPE • AUSTRALASIA

Zephyrhills Municipal Airport
Post Office Box 1587
Zephyrhills, FL 33539-1587, USA

Information & Inquiries: (904) 523-1556
Fax: (904) 523-1553

AIRODIUM OUTDOOR SKYDIVING SIMULATORS • WORLDWIDE • DESIGN • MANUFACTURE • OPERATION • FRANCHISE • LEASING • SALES • EXPORT • CINEMATOGRAPHY • RESEARCH & DEVELOPMENT • CONSULTANCY •

Patents pending.
Models vary.



PARACHUTISTS OVER PHORTY
SOCIETY

POPS CORNER

Quiet though it is right now, the days grow longer and brighter. The year ahead looks good with the prospect of two POPS national meets and two international (Cyprus/Spain). People keep asking me the dates for Cyprus and the big one, the World Meet in Spain. Well, they've been published twice which suggests you're not reading your SP as thoroughly as you should.

Cyprus is the 23rd of April. Belgium POPS are promoting both Cyprus also a meet at Moorsele 13th / 14th May consisting of speed eight, accuracy and the usual fun and games. There may be a 24 way attempt as well. Call me, or TOP POP Michael Allum (POPS 252) (0277) 219717 or Michel Van Beirs (POPS 327) in Belgium 010 32 58 411468 for any guidance of which you feel in need. Two years ago Anglia Travel (Claire Harvey) 0473 232576 handled Cyprus arrangements for many of us – very efficiently and economically. Try Claire as well.

Basic organisation and liaison with other POPS groups, also with Ampuriabrava is down to me. I cannot undertake to make accommodation arrangements for you but will help all I can, and I strongly advise you to extract digits now! There looks to be about 650-700 people descending upon Centro de Paracaidismo for the 3rd POPS World Meet.

POPSDEMO: several months ago I floated the notion of regional POPS only demo teams and asked for volunteers, subject to being able to secure bookings. To date I have fifteen members listed. It's not enough because they're too wide spread geographically. Think again folks, there's a lot of experience out there amongst you. Within one given region I need fifteen bods because availability is something no one can guarantee me. Not too many people can find the time or money either to undertake a round trip of up to 300 miles for the sake of one demo jump if they happen to live too far afield. If this is to work I must do it very efficiently and economically.

MEMBERSHIP: 1994 brought us 36 new members. Membership in total now amounts to 642. We should be encouraging more and more. I need the input of every member to try and enlist others. Go on, give it a try. One each will do, but two would be even better. This is a sport for not only the very young, it's for the young in spirit and at heart as well. Come to the World Meet this year if you don't believe me, the skills and competitive spirit are unequalled. Hit and Rock will always take place for the laugh it creates, but the focus is serious RW, scrambles, launch and accuracy, freestyle by some, and of course, a big formation. A POPS 100 way is not beyond the scope of a World Meet.

Please welcome the following new members to POPS: **Keith Sandle** (POPS 635) from Stockport; **Gwylam Floyd** (POPS 636) from Carterton; **Alan Heard** (POPS 637) from Bideford; **Ted Shaw** (POPS 638) from Paignton; **Ricky Carpani** (POPS 639) from Woodstock; **John and Aileen Urquhart** (POPS 640 and 641) and; **Kathryn Ross** (POPS 642).

Keith comes to us via Sue Hill, another conscript for Hill's

31 YEARS OF RAPA RAPA Championships 1995

Practice days: 29-30 June
16-Way Formation (6 Rounds)
& 8-Way Speed (6 Rounds): 01-02 July
4-Way Formation
(8 Rounds): 03-07 July inclusive
Style (3 Rounds) & Accuracy
(8 Rounds): 03-07 July inclusive

Prize Giving: 1100 hours - 08 July 1995

Camping on Dropzone - Disco Nights
Local Bed & Breakfast
Breakfast, Lunch & Dinner available on Dropzone

07 July: BAR-B-QUE & PARTY

01-07 July 1995

Competition Details From
Tel: 010-49-5254-98-2378 or 98-2740
Fax: 010-49-5254-87456

****3 Turbine Islander Aircraft****

FLAGLER AVIATION INC

**FOR THE PERFECT SKYDIVING HOLIDAY
COME TO FLAGLER BEACH, FLORIDA**

LEARN AFF WITH ROCKY EVANS
(CO DEVELOPER OF AFF)

WE SPECIALIZE IN AFF

EXPERT INSTRUCTION,
MODERN EQUIPMENT
IMPECCABLE SAFETY RECORD
STATIC LINE AVAILABLE

AFF COURSE (7 LEVELS) \$995

BY APPOINTMENT ONLY

USPA GROUP MEMBER

For Further info Contact:
FLAGLER AVIATION, INC
PO BOX 1636
BUNNELL, FL,
32110-1636 USA
PHONE: (904) 437 4547
FAX: (904) 437 1004

Or: TERRY WARBY
222 HIGH ST,
WEST SUNDERLAND
SR1 3DH
Phone: 091 567 8080

Angels. Gwylam and Ricky by introduction of John McClure. Alan through Jane Almond. Ted is an Arnhem veteran who holds the Military Cross and still jumps. John is an ex-intelligence corps man paralysed from the waist down but enjoys tandem. Aileen decided to experience the thrill, too. Kathryn, who I met at Langar last year was unable to escape me!

POPSHOP: Don't forget that we have various items of clothing available, which is a prime source of revenue for our society. POPS SHOP can cater for most of your needs in equipment terms, buying in the name of POPS for members only. We still have a 282 Foil for sale – all dressed up in a black leather one-pin Teardrop: six jumps only and £1,600.

John Crowhurst, Hon (Treas/Sec POPS UK)

Julie Shew (POPS 479)

I'm an office manager for a computer software house. It helps to pay the skydiving bills. otherwise I would prefer to be a housewife. I am quite domesticated but I have always liked to be involved in activities in which the "Little housewife at home" doesn't really fit. In my teens I was into canoeing, speed skating and go-kart racing. After getting married and having two children, Nick and Kate, sporting life ceased. Ten years ago we discovered motorbikes again and eventually I acquired a Suzuki 750 Intruder. I believe this was the start of my decision to grow old disgracefully.

Peter and I started skydiving at Ipswich. I wasn't too interested in doing this, but our son had persuaded Peter to do it, and I was not about to be left out. My first jump was quite wonderful and to everyone's surprise, I decided to carry on and do a couple more. Looking back I don't know how I survived the endless days when it was too windy for rounds.

We joined POPS when I was still on the dope rope, went to visit RNRMSPA at Dunkeswell (only 4-5 hours' drive away!) and found that the military style of training was what I needed. Andy Guest, Si and Gary soon had me progressing and my interest was renewed. Then we went to Cyprus with POPS where, encouraged by Scotty Milne, I progressed beyond my wildest dreams. I think I became the fittest POPS member in Cyprus after two weeks. Three years, 75 round jumps and a hysterectomy later, I became Cat 8.

I thought that once one was Cat 8 that was it, no more to learn! How wrong could I be. For the next eighteen months, I played around enjoying my freedom in the sky and the canopy ride down. It was only last year that I realised I would have to get through WARP to have fun with other skydivers. I'm still not there yet but I shall be fairly soon, and then I can get down to the real business of learning what skydiving is all about.

Peter and I try to share the same interests and we've made some wonderful friends thorough the sport. We've kept each other going through our training, bringing an element of competition into it. Our son passed his Cat 8 with the Royal Marines a couple of years ago but then stopped jumping regularly. Can you imagine how I feel? Mum encouraging her son to get on with his skydiving seems to be the wrong way round. Kate has made three static line descents and decided she wasn't sure about it all. I think she'll do a tandem this year – and might change her mind; filling the plane with Shews would be nice, I often think.



Pete and Julie Shew

Pete Shew

I have always been a bit technically minded and have worked in computers, for the last thirty years, but my early sports activities included mountaineering, skating and sailing. It was after the family had grown up that Julie and I started to spread our wings again. We returned to motor biking, learned to windsurf and took up skydiving, which seems to have captured our full-time attention.

My first parachute jump was a base jump aged 9 from our garage roof with a silk drogue of dubious origin. It wasn't until I was already eligible for POPS that I really started to parachute. That was in 1989. Julie has been skydiving longer than I, some 15 or 20 seconds longer: she was number one and I was number two on the same pass. When asked whether I was scared the first time, I have to admit that I was, but couldn't possibly refuse as my wife had just left the plane.

We joined POPS early during our training, and they were instrumental in encouraging us to try different DZs. Although this sometimes presented problems with our progression, it did mean that we met lots of people. These days it seems impossible to go to a new DZ without meeting friends.

Last year I decided to take fitness more seriously by running and training for the Challengers' Trophy competition, an inter company four-day endurance event, involving running, navigating, more running, solving problems and yet more running. Fortunately, I managed to avoid being selected for the team, but the training was great fun and I plan to repeat it this year, as I am sure it helped with my skydiving.

Although it has taken some time, it all came together last year, I reached two hours in freefall. did my first demo, qualified Cat 9 and 10 and, not least, achieved D licence."



13,000ft skydives for £10!
AFF 8 levels with video - £950

Courses are run in accordance with the BPA Category system and Instructors are BPA approved.

We are supplying aircraft and Boogie staff (organsiers) for the French Nationals, Boogie and pre British Nationals training camp to be held from the 8th to the 23rd July at La Roche.

"FANTASTIC TEAM TRAINING DEALS"

We have a full diary of long 10 day plus and short weekend away trips planned again using 'Rosy' our own Turbolet 410 with £10 skydives. We also offer great deals on parachute equipment (we jump what we sell!) Ring for a quote.

7 Jan - 18 Feb	Closed	
18 Feb	Open for 1995 season	
25 Feb - 9 Mar	Train in Spain 4 / 8 Way / Coaching / Special Rates Take advantage of the Southern Climate	
6 - 16 Apr	Easter Boogie Load Organisers / Twin Otter / Pilatus Porter / Parties / Fun !!! (To be confirmed)	
22 - 29 Apr	Alexis Perry "Boogie School". Improve your Skydiving skills with expert tuition	
6 - 13 May	Marco Manna "Basic" Freestyle School From just off AFF or just wanting to try something new	

AFF and WARP instruction available all season

Twin Otter / Pilatus Porter all season

Team Rates / Block Discount / Coaching / Rigging Services / Gear Sales
Shop / Packing Area / Shaded Creeper Area / AFF / Tandem / WARP /
Video Facilities / Bunkhouse / Hot Showers / Apartments & Camping within
walking distance of DZ

Visa, Mastercard & Eurocheque accepted

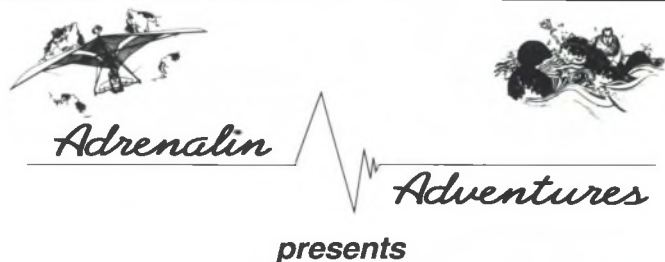
Train in Spain Train in Spain* Train in Spain* Train in Spain *Train in Spain *Train in Spain *Train in Spain

Jump Prices:

1 -24 jumps = 2.900 Pts each
25 block = 67.500 Pts* - valid for one year, but non-refundable.
* Payment with credit card + 4% = 70.200 Pts

Centro de Paracaidismo Costa Brava
 Apartat de Correus 194
 17487 Empuriabrava - Girona
 Tel 972 45 01 11 Fax 972 45 07 49

For all travel arrangements contact: John Scott
c/o The Travel Bureau
Tel: 091 2859321
Fax: 091 2850450



Skydiving in the French Alps

For:-Full or Part AFF

RĀPS

WÄRP

Team Training

Tandems

Skysurfers & Skygods

Your Skydiving holidays includes accommodation, food, transport, experienced fully qualified Instructors ground-to-air video and most of all **FUN!**

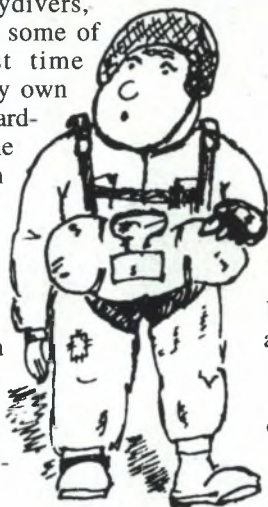
**Example Price: - Full AFF Course
incl:- accommodation, food,
transport etc... £1350.00**

For more information call Laurence Rose on:

**Phone/Fax:
(0622) 730367
or Mobile
0850 211034**



Viewed objectively skydivers, including myself, are some of the world's biggest time wasters. In fact, so far as my own jumping is concerned, I can hardly dignify the pursuit with the appellation "sport", since I'm a lacklustre "fun jumper" rather than competitor. But "sport" jumper or not, I've wasted many hours hanging around drizzly, windswept DZs, peering upwards for a break in the clouds. When not berating myself for wasting time, I've often mused on the stereotyped oddities of behaviour seen on DZs.



One of these oddities I call "plane rush": the neurotic haste often displayed by jumpers as they pile into the waiting plane. A second may be a long time in some contexts (for athletes competing in a 100 metre race, for instance) but I fail to see what difference saving a second or two makes when enplaning. Sitting or kneeling in a cramped, doorless aeroplane and breathing icy, fart-laden air is an indignity in itself without having the ordeal prefaced with a series of needless buffeting as one's fellow jumpers board the aircraft in a feverish rush, as if they had just broken out of Stalag Luft III with the *Gestapo* in hot pursuit.

Another peculiarity, seen when the weather prevents jumping, is to witness great interest in an utterly unremarkable event. You can be sitting in the canteen when people suddenly start rushing out. Thinking that something truly amazing is happening - that perhaps the Pope is selling condoms from an ice-cream van or that Douglas Hurd is getting stoned on magic mushrooms - you rush out, lemming-like, only to see a helicopter in the distance or someone packing a parachute!

Another odd thing about skydivers is that so many have an aversion to being in the air: under canopy they spiral down rapidly, as if there is kudos in getting the jump over with as quickly as possible! I must be out of step here - feeling that too much time is spent on the ground, I enjoy a long canopy ride.

Many DZ habitués, including some instructors and pilots, are markedly deficient in basic social skills. A friendly "hello" will elicit a moronic grunt or deafening silence and a minor mistake will be greeted with a blast of Anglo-Saxon invective or mocking laughter. So it can come as a surprise when a usually boorish and dour jumper deigns to make conversation, "How's it going then, mate?" But usually there's no real mystery, - the short-lived flash of superficial civility occurs when there's no jumping and little else to hold the fellow's attention.

PARACHUTING TYPES

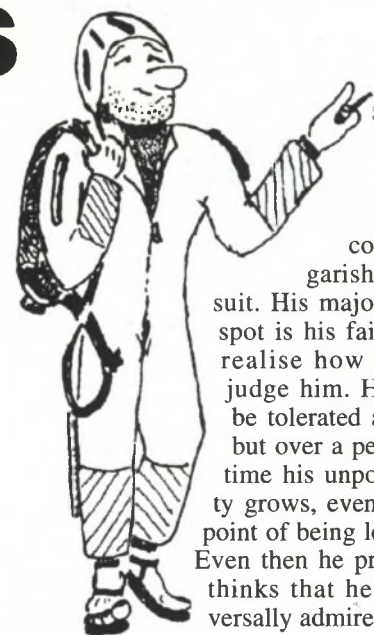
Female jumpers aren't immune to the unfriendliness bug. If anything, they tend to be more consistent in their aloofness unless, of course, the person trying to converse with them is the CCI or one of the club's "better" skydivers. They are even more selective of whom they will jump with than male "sky gods". The pretty ones are the worst of all: consciously or not they use their physical attractiveness to persuade more skilled skydivers to jump with them. (Double entendre unintended!) As their own skydiving skills improve, they become even more choosy about their jumping companions.

Modesty is not a defining attribute of skydivers. Consequently, acquisition of the coveted 'D' licence is usually accompanied by a sudden change of headgear. Out goes the robust Pro-tec, which carries the stigma of "inexperience" and in comes the Frapp hat. But some of us stick with the Pro-tec after getting our D licence. However, given that skydivers tend to be as presumptuous as they are boastful, Pro-tec-wearing D licence-holders may have to contend with unsolicited advice on the basics of relative work from less experienced jumpers, particularly at DZs where they are not known. Worse still, they may receive uninvited and unnecessary "help" when spotting.

"an odd thing about skydivers is that so many of them have an aversion to being in the air"

There are consistent patterns of personal style that enable us to identify certain types of parachutist. I think readers will recognise the types I describe, although the labels are, of course, arbitrary.

A frequently encountered type is *Swaggerman*. His excessive self-confidence and cockiness manifest themselves early in his skydiving career, well before he has achieved Cat 8. In fact, after just two or three jumps *Swaggerman* becomes a self-styled expert on parachuting. Quick on the uptake in some respects, He soon becomes well-versed in parachuting slang and may progress through the category system quickly, with success feeding his arrogance. He likes to be seen as well as heard so will typically wear a multi-



coloured, garish jumpsuit. His major blind spot is his failure to realise how others judge him. He may be tolerated at first, but over a period of time his unpopularity grows, even to the point of being loathed! Even then he probably thinks that he's universally admired.

The *Anal Sadist* likes to pollute the air with emissions of faecal gas, usually starting around 8,000ft, although on a low lift he will zap his fellow jumpers at a mere 2,000ft rather than let them away with a clean-air flight. Often quite shameless about his unsavoury habit, the *Anal Sadist* may be seen struggling to squeeze out a fart. Therefore we shouldn't be taken in with the lame excuse that the gas simply pops out because of a drop in air pressure. Although his behaviour in the plane is offensive, he may be intelligent and quite affable in other contexts. I know one or two senior instructors who fit this bill.

Quite a number of sport parachutists has served in the armed forces. They may bring to the sport relevant parachuting experience and also useful interpersonal skills and technical knowledge. Occasionally, however, a military manner will manifest itself inappropriately in the civilian context. *Army Man* may be a genial, pleasant bloke most of the time but then, quite capriciously, he will start barking out orders as if he had some God-given right to push people around; this can be disconcerting.

When it comes to causing embarrassment off the DZ, the *Dancer* takes the biscuit. Invariably male, this skydiving enthusiast insists on re-enacting his FS dives in tedious detail irrespective of the social setting. Dirt-diving looks like a rather poncey business at the best of times, but at least on the DZ we know what it's all about. Performed in a pub or cafe in the presence of non-skydivers, it's likely to be misconstrued as the preamble to an indecent act!

Peter A. McCue

Just Do It!

August 1993. Location, Cark: my two companions were skydivers – I wasn't! After repeatedly watching them "dirt dive" – I was bored. I was lying on my back watching the aircraft disappear behind the only small cloud in the sky. Forty seconds later four dots appeared behind the cloud and tracked off. "One day I will do that," I told myself. And I did.

30th October 1993. Location, SPC: I completed the round course and did three jumps. Living in the West Midlands meant Strathallan was not exactly my local, and I was blown out on another trip there later in the year (sound familiar?). My friends were going to Langar at Christmas and I had arranged to meet them there.

23rd December 1993. Location, Langar: 15mph winds – all my friends were jumping except me. That evening Derek persuaded me to do the RAPS course the next day. I did my first square jump on Boxing Day.

During my time in the sport I have been very fortunate that circumstances allowed me to reach Cat 8 by the end of January. I went to Ipswich and jumped with my friends, as I had dreamed of and I got my Cat 9 just in time to compete in a 3-way Speed at SPC. We were third and I was second in the accuracy (more by luck than judgement!).

As Summer approached Cat 10 seemed distant. I jumped with John Lennon, Paulo and Chuckles (another Cat 9). Five beautiful points, including rotating pairs, and two beaming new Cat 10's were unleashed into the skydiving world.



Left to right: Bob Dillan, David, Maggie Penny, Stewart Bremner, Stevie Patterson

The Langar Boogie was my first time at such an event and I wasn't sure what it would be like, but I was not disappointed despite the weather. I did about 25 jumps and downed the occasional beer, and felt ready for anything. I ordered my new jumpsuit from Symbi, as mine came second hand with my gear, in time for the record attempts.

Again, I had another great week at Langar which included a slot on a formation load (thanks, George). Although my docking was "erratic" I didn't take anyone out. A 35-way with under 140 jumps: as I said before, I have been very fortunate!

What happened next is every skydiver's nightmare. My car was broken into and my kit stolen. Boy, did I feel bad. Things worked out well though, because Symbi sent a new suit to me within 10 days (cheers Rob) and the insurance company coughed up some money. I bit the bullet and spent loads of money on brand-new gear and a Cypres.

Four weeks before my new kit was due to arrive, my pal Doug McLelland advised me that he was going to Deland with some guys from the Wild Geese. Three weeks later I went to Deland with my new kit.

12 November, Deland, Florida: Being blown out in the UK is annoying but accepted. In America they like to do things bigger and better, hence Hurricane Gordon. We evacuated the tents and moved into the hangar. Eight jumps in as many days did nothing to improve morale and we were all very touchy. Friends from the Geese thought I was suicidal – sorry folks, not this time. The weather

er broke and an incredible few days began, with the following four jumps being the most notable:

1) A joint 200th for myself and Stewart Bremner. We had a 3 point 7-way spelling out 200. It was awesome!

2) A 18-way star out of Mr Douglas the DC3, with most of our group in the last few places out of the plane. Cool!

3) An absolutely, incredibly, unbelievable 2-point 40-way organised by Guy Manos, who docked on to ME! That doesn't happen every day.

4) Our last jump in Deland, Ivor's 1500th, a 4-point, 16-way, rotating 2 eights, organised by Scotty Carbunkle (sorry, Carbone – private joke).

Thanks Doug, Stewart, Bob, Ivor, Kelly, Stevie P, Maggie, Noel, Tarmac and Diane, who kept me sane during the hurricane and helped me lose my mind when jumping really started. Pete Allum and Scotty for the coaching (When are we to surf the bus, Pete?). Also to everyone at Langar who put up with me, trained me and helped me through the rough times.

Having returned from this holiday I felt it was time to reflect on last year. 12 months ago, at the age of 24, I thought I enjoyed life. Now, a year and 215 jumps later I realise that life is full of excitement; we just have to participate. Don't make excuses like I used to. Just do it – you'll enjoy it.

Blue skies and safe landings.

David MacDonald 602311

SWARD SKY GEAR LTD

'The No.1 specialists for all skydiving equipment'

We offer you a World of choice

And we're only a phone call away!



The Worlds best equipment at a price you can afford

Call ALLAN HEWITT today

TEL - 01252 27412 FAX - 01252 27412 MOB - 0836 298 287



SWARD SKY GEAR LTD

103 Grosvenor Road, Aldershot, Hants GU11 3EE



Photo by Wendy Smith



Doing the wild thing?

Have a smart bodyguard!

AIRTEC

Mittelstrasse 69

D - 33181 Wünnenberg

Tel: +49 2953 8010

Fax: +49 2953 1293



Classics British Team Selection – a radical change



Steve Hastings, a member of the Mustgetbeers, showing off



During the 1994 Style and Accuracy National Championships John Smyth chaired a meeting between all the competitors, judges and other interested parties, which in effect represented most of the current membership involved in the classics.

The aims of the meeting were:

(a) To discuss the way forward for style and accuracy in the UK, given its obvious demise, and to prevent it going into absolute extinction.

(b) To discuss selection and funding criteria for the British team with a view to encouraging participation in the classics at all levels within the sport parachuting community.

(c) And finally to prevent any repetition of the situation that occurred in 1993 viz selection of the woman's team.

In effect, therefore, to achieve a consensus from all interested parties in the discipline, which would enable us all to work together towards achieving a resurgence of interest in style and accuracy.

We started off by discussing an on or off year selection. While there are many arguments for and against both, it was generally agreed that all are negated if there happens to be an early World Meet for the year in question.

I was able to inform the meeting that the 1996 World Championships were to be held in early June in Hungary. Thus any debate was obviously going to be academic, therefore it was agreed that off-year selection should continue. Hence, selection for the 1996 World Championships will be made at the 1995 British Championships which I can now announce will be at British Skysports, Bridlington, from Sat 5th August to Sun 13th August 1995.

Before we went on to discuss criteria for funding, I argued and it was accepted that we should first discuss the merits or otherwise of the current selection process.

This is where the radical change was born.

It is not my place here to attempt to record the debate as if I was reproducing minutes from a meeting. Suffice to say a discussion, sometimes heated but always constructive, took place for some two hours.

It was generally agreed that drastic action needed to be taken to restore classics to something close to those heady days when 30 plus teams would register for competitions up and down the country. (We had only 3 senior, 1 intermediate and 1 junior team at the 1994 Nats!)

After some debate it was also agreed that style was dragging accuracy down and by being the senior event in the calculation of

the overall event: If you didn't do style, you were unable to get onto the team, no matter how good your accuracy. The way forward for the discipline is through accuracy. The Mustgetbeers team had seen this time and again in Europe.

We have to move away from the situation where teams were selected from the first five overall in the men's and women's team which often meant we left our best accuracy jumpers at home, hence our best chances of winning medals.

We have always done best in accuracy but never come close to winning medals in style (eg, Jackie Smith: gold and World Champion Women's Team, 4th in World Championships. Sweden :-Men's Team event 1985; European Championships: silver in separate team event where the ladies took gold).

The list goes on but without labouring the point, we decided to change the process to make it an accuracy and style team.

The aim being that, rather than style dragging down accuracy and thus the discipline, accuracy would drag up style. Hopefully when we pick the best accuracy team, while still including style in the formula, this will also have the effect of increasing interest in style: hence increase participation in the discipline and bring home some medals from the 1996 world championships.

The new selection process which was suggested and subsequently passed by Competitions Committee on 12-10-94 is as follows:

1. That the National Championships will have separate men's and women's events, from which teams of five men and five women will be selected.

2. The British men's and women's teams will be selected, based on the following results achieved in the National Championships:

(a) First, second and third places in the individual accuracy event.

(b) First and second places in the individual overall competition.

In the event of the first and second in the overall competition also being in the first three places in accuracy, then the two remaining places will be taken by the fourth and fifth in the accuracy event.

We then turned our attention to the thorny subject of minimum standard criteria for funding. This subject is always a hot potato, in all disciplines, but the classics community were still smarting from the divisive debate that took place after the last selection Nationals and so were particularly sensitive.

It was agreed however that a standard had to be set that could be seen as an "attainable goal" without making it too easy; to prevent just "turning up" at a nationals, without putting any effort into training for a particular event, knowing they could walk onto the team.

Historically, however, as style was always regarded as the senior event there never had been set a criteria for accuracy. This reinforced the ludicrous situation whereby "meeting a standard in Style and the Accuracy was not considered impartial enough to consider".

In order to change this, we had to come up with a minimum criteria for accuracy that reflected current IPC rules for the event but also reflected the variations in scoring possible with extremes in weather conditions (something the other disciplines do not have to include in their calculations). This is not an easy task.

Easier was discussing the criteria for style which could be based on past performances in competition.

The meeting did come up with some suggestions but agreed that they would have to be notified by the Competitions Committee who would take an independent view. The competitors did not want to be seen dictating such policy, and thus perhaps also choose the primary suggestion of the change in the selection process.

Suffice to say at the Competitions Committee meeting of 12-10-94 the sug-



Dave Tylcoat practising some style - photo by Adrian Thornton

gestions were modified, ie made harder, and are as follows:

To be considered for funding to the World Championships, team members must attain the following minimum criteria during the National Championships:

(a) To be considered for funding in the accuracy event:

Must hit the pad at least 80 percent of the time.

(b) To be considered for funding in the style event:

Must score an average time of no greater than 8.5 secs for men, and 9.5 secs for women (including penalties). In the calculation of these times, one throw-away round will be allowed.

I think it is important for the competitors to know that the debate at Comps Committee lasted as long as the forum at Bridlington and these criteria were not just plucked out of the air. The style times are very hard and may have to be looked at again before the nationals, but the important point is that accuracy is now the senior event and that the criteria in effect prior to the nationals will stand. They will not be lowered after the event, to enable individuals who failed to meet them, to get funded. So if you have any strong feelings about them express them to council now, not after the nationals.

That said, I feel it is right to emphasise the

importance of the first part of these changes. We are now going to choose the strongest accuracy team while still encouraging style. Our aim is simple: to encourage greater participation in the classics and bring back some medals from future championships. We have done it in the past and can do it again.

So all you old accuracy freaks, dust off your Foils and let's see you at the 1995 Nationals. And for the newer members of our sport, why not give it a try (although I accept that a Sabre might not be the best canopy to try it on)?

Some of the best accuracy I have seen over the years has been performed by Kevin McCarthy, Pete Allum, Fred Ryland, Rob Colpus, etc. (skygod's hall of fame). It would do a lot for the discipline if you guys could get a team together.

I hope I have passed on some of the enthusiasm I feel for these changes to you, the membership. For without your support it is all for nought and we will revert to the old Army verses The Mustgetbeers at competition. And speaking as a Mustgetbeer and also for the Army we would like to see that change, even if we get beat.

Hope to see you all in the circuit next year.

John Smyth
Comps Committee



**103 GROSVENOR ROAD
ALDERSHOT
HANTS
GU11 3EE**

**TEL/FAX: 01252-27412
MOBILE: 0836-298287**

TONY SUIT

THE WORLDS NO. 1 JUMPSUIT

NOW MANUFACTURED UNDER LICENCE IN THE UK

THE TONY SUIT

The regular TONY SUIT is made entirely of polycotton. It comes with upper and lower arm grips, and our famous curly leg grip. Each suit is adjusted to meet the individual skydiver's measurements and needs. The TONY SUIT is tailored for the heavier jumper. We also offer an all acrylic TONY SUIT called the HI-LIFT SUIT. Acrylic, which is a heavier fabric than polycotton, allows us to make the suit smaller without losing drag.



**TONY
SUIT**

THE SWOOP SUIT

The SWOOP SUIT is our all around model. The body comes fairly snug, and has a piece of spandex down the middle of the back to allow a snug torso length while allowing you to still touch your toes. There is enough room for extra clothes in the winter. The forearms can be made of spandex, cotton felt or polycotton. The legs are made of cotton felt or polycotton. Like the Tony Suit the arms and legs will be adjusted to fit the jumper's height, weight, and fall rate requirements. The front can be made in nylon, cotton felt, or polycotton. A nylon front gives the fastest fall rate, then the cotton felt, and the polycotton gives the slowest fall rate of the three.



**TONY
SUIT**

THE PIT SPECIAL

The PIT SPECIAL also comes in either a nylon, cotton felt, or polycotton front. Spandex covers the back and hips. This gives a tighter, no flap fit but still allows a full range of movement. Over the last year we have removed the spandex from the grip area on the male pit. This gives a better feel during a block move when cranking is involved and also makes the suit last longer. The entire legs are made of cotton felt or polycotton. We offer spandex, cotton felt, or polycotton forearms. Although this is the suit the world's top teams are using, it can still be used for fun jumping if the jumper is average, or lighter than average weight. We suggest spandex forearms for the light weight fun jumpers and for teams (We also make cotton felt or polycotton slip-ons to wear on the forearms for larger loads). For the medium weight jumper who prefers a skin tight fit over the looser SWOOP SUIT, regular cotton felt or polycotton forearms are recommended.

THE CAMERA SUIT

We offer the CAMERA SUIT with two different wing types. It is very important that the correct wing type is chosen. TYPE A is a FASTENED WING for pull-out, ripcord, or bottom of container throw-away. TYPE B is a WINGLET for legstrap or bellyband throw-away. You can choose between a STANDARD FIT or TIGHT FIT (all spandex back). The front can be either nylon, cotton felt, or polycotton. The sides can be cotton felt or polycotton. Choose spandex, cotton felt or polycotton for the forearms and the legs come in cotton felt or polycotton. The front of the wings are made of nylon for lift and the back can be either cotton felt or polycotton. One layer of O.P. fabric has become popular lately.

THE SIT SPECIAL

This suit has dual wings on each arm. It makes sit dives easy. The French call it Chute Assis. It is possible to be in a sitting position while keeping the same fall rate as you would have in a regular position. It is very easy to fly with dual wings unlike the single wing which is very hard to fly and do tight sequential in. This is a whole new outlook and people are having lots of fun with this new event. You can also use this suit for board jumping and freestyle though a smaller wing is necessary for these

With all of these options to choose from, you can design a suit to fit your own taste and unique style!!

"SATISFACTION GUARANTEED"
Tony Suit and Sky Science

CUSTOM CANOPIES AND FLAGS

CANOPY ARTWORK APPLIED
GIANT DISPLAY FLAGS
FREE FALL FLAGS
DISPLAY TEAM
CATALOGUE AVAILABLE

SERVICE

WE REPAIR AND SERVICE:
ALL MAKES OF PARACHUTE
EQUIPMENT
RESERVE INSPECTION AND
PACKING

PLANNING A TRIP ABROAD?

THEN ORDER YOUR GEAR FROM
SKY SCIENCE AND HAVE IT WAITING
FOR YOU WHEN YOU ARRIVE. THIS
GIVES YOU THE ADDED BONUS OF
STILL HAVING A BACKUP SERVICE
CENTRE FOR WHEN YOU RETURN

PHONE ALLAN HEWITT OR PAY US A VISIT

(BPA Advanced Rigger/Examiner, Approved Instructor, Tandem Instructor, AFF Instructor and Formation Skydiving Coach)



1995 British Parachute Association AGM

Presentations

Instructor of the Year 1994

Eddie Smerdon (The Royal Signals).

Mike Forge Trophy 1994

(Most progressive skydiver of the year)

Steve Payne of Target Skysports

1994 Regional competition overall award winners

Accuracy Landings: Intermediate

Bronze: Roger Flavell

Silver: Dennis Stewart

Gold: Glen Stephenson

Accuracy Landings: Senior

Bronze: Tim Andrewes

Silver: Dave Ballard

Gold: Les Carroll

Freefall Style: Intermediate

Bronze: Peter Lake

Silver: Glenn Stephenson

Gold: Denis Stewart

Freefall Style: Senior

Bronze: Carl Williams

National Champions - Canopy Formations

4-WAY SEQUENTIAL

4-WAY ROTATIONS

8-WAY SPEED

NO LIMITS

SKYTRIBE

TRIBAL LIMITS

National Champions - Formation Skydiving

4-WAY SEQUENTIAL

8-WAY SEQUENTIAL

8-WAY SPEED

4-WAY INTERMEDIATE

RAFSPA

GAMES COMPANY

GAMES COMPANY

VERTICAL REALITY

Classic Events - Freefall Style & Precision Landings

LADIES ACCURACY

LADIES STYLE

LADIES OVERALL CHAMPION

KATHERINE ANDREWES

KATHERINE ANDREWES

KATHERINE ANDREWES

MENS ACCURACY

MENS STYLE

MENS OVERALL CHAMPION

OVERALL INTERMEDIATE

NOVICE ACCURACY

TEAM ACCURACY CHAMPIONS

LES CARROLL

DOUGY YOUNG

LES CARROLL

MICK CAIN

MIKE SHAW

THE ARMY TEAM (H-TROOP)

Silver: Alan Dumbell

Gold: Les Carroll

Canopy Formation: Senior

'Paramount' - Esmond Liggitt, Ian Marshall, Alan Fielding, Dave Corbel, Tony Bell

Formation Skydiving: Junior

'Doris 'N' Craig' - Sarah McEwan, Amanda Truman, Craig Hill, Penny Roberts

Formation Skydiving: Intermediate

'Anthill Mob', Mark Walker, Colin Adams, Steven heath, Graeme Jack

Formation Skydiving: Senior

'No Purchase Required' - Andy Pook, Darren Birkin, Julie Cannell, Trevor Cannell

BPA Certificates

8,000 Jump Award

Pete Allum - 8,000 jumps (completed in June 1994 in Sweden).

Voting result for BPA council for 1995

The total number of voting cards returned by the closing date: 463. Of this total, 74 were invalid due to inaccurate or incomplete information on the voting cards. (Names, BPA numbers, or voting details not registered correctly).

Votes cast for individual nominees were as follows.

CHRIS ALLEN 314

LOFTY THOMAS 299

PETER CARROLL 270

BOB CARD 264

MICHAEL MATTHEWS 257

TYE BOUGHEN 255

PHIL GIBBS 245

JOHN SMYTH 242

IAN MIDGLEY 238

CHARLES ROSS 233

ADRIAN BOWLES 216

GRAHAM LIGGINS 210

KEVIN MONK 198

STEVEN HOY 196

GEORGE CAMPBELL 187

COLIN FITZMAURICE 176

STUART WILLIAMS 150

Annual lottery: prize winners 1995

£500 - Mr John Garry - Ticket No: 41679

£250 - Mr G Harwood - Ticket No: 09851

£100 - Mr J Liddell - Ticket No: 27043

£50 - Mr R Shouler - Ticket No: 29278

£40 Mr D Bain - Ticket No: 51428

£30 Mr P Lyons - Ticket No: 41163

£20 Mrs C Yates - Ticket No: 17227

£10 Miss A Lawley - Ticket No: 66052

Winner of the £500 special draw for sellers of books of tickets - Mr Alan Holloway.

The report of the Chairman of the British Parachute Association

Dear members, I would like to begin by welcoming you all to this, the 28th Annual General Meeting of the British Parachute Association. It is an ideal opportunity for me to wish you all a happy and indeed, prosperous New Year. Today brings me to the end of my second year as Chairman of this splendid organisation and to an appropriate occasion for expressing my most sincere thanks to each and every one of our permanent staff for their tremendous support. Whilst there will be some amongst us with varied opinions, I seek to assure you of both their loyalty and their determination to provide you with the best possible service whilst continuing to safeguard the interests of the Association as a whole. I have every confidence in our staff, and thus they continue to enjoy my total support.

Equally high on my priority list, is the desire to thank the outgoing Council for their dedication and productivity over the last twelve months. Well knowing the risks when highlighting individuals, it would be quite wrong for me not to mention the sterling work carried out by Chris Lyall during his time as Chairman of the Development Committee. Chris did an excellent job, and his loss mid-term due to pressures of work was a great blow. Nevertheless, such were the foundations he laid, that his team went on to be equally as busy and productive under the leadership of Phil Gibbs; we are indebted to them.

Our thanks are also extended to Chris Allen and his Competitions Committee. They have not had an easy year. There was much to be done and some necessary changes to be made. Once again there were hard and for some, unpopular decisions to be taken. They were faced with another controversy over our National Teams and executed further changes in the classics selection criteria. I have no doubt that some of those who joined the Council last year with the simple view of sorting things out, are now a little wiser, and with it have a clearer view of the overall picture. They did well and I have absolutely no doubt that the large majority of members would wish me to ensure that yours was not a thankless task. Well done indeed.

We are also grateful to John Hitchen in his capacity as Chairman of the Safety and Training Committee, and to all those CCI's who took the time to support him. We have also seen a great deal of work completed within the other, not so obvious sub-committees; where Judges, Riggers and Pilots have all been very busy on our behalf. We thank them too. There has been a notable decline in the amount of carping that has previously

been evident from some quarters; being optimistic, that is accepted as a vote of confidence. I have no doubt that the 1995 Council will take heart from that and continue the tremendous effort shown by the Council last year.

We are no strangers to the loss of continuity caused by the annual change of personalities within the Council. This year is no exception with the departure of Lesley Gale, Samantha Linklater, Helen Harber, and Kevin Hughes; they choose to move on and with them go my sincere thanks and best wishes for their future endeavour. Undoubtedly fresh faces, and new ideas have their advantages and I am confident that your new Council will be ready to take up the challenge. For the first time since 1992, there have been more nominations for Council than places available. This naturally forces a vote to select the 15 Council members for 1995.

"...a humble 389 valid votes. With over 4,000 entitled members and prepaid postage, the figure is appalling"

It is good that we have a healthy number of nominations for Council once again, and I was delighted to see the very important Vote return. I would ask you to consider the following annual voting figures for a moment, and ponder for yourselves the sad statement they make.

1987 - 599; 1988 - 632; 1991 - No vote.
1992 - 1468; 1989 - 765; 1990 - 1870; 1993 - No vote; 1994 - No vote.

Of the 463 votes received this year, 74 were spoiled, leaving us with a humble 389 valid votes. With over 4,000 entitled members and prepaid postage, the figure is appalling. That pathetic response could indicate a number of things. However, I will settle for two; either the vast majority of the membership don't care how their Association is run, or the silent majority are content with things the way they are? I'll settle for that.

Now is the time to congratulate our National Champions, who, due to their dogged determination and dedication to their respective disciplines, have reached the very peak of performance, and go on to do so much to promote our sport. (see box on page 22...ed). Whilst dealing with the competition scene one cannot overlook the sad loss of the Royal Marines Freefall Team. A team that set the standard in Canopy Formations in this country and one that kept Great Britain at the fore of their discipline at World level for so long.

Our congratulations also go to the two National Teams that represented us so well at the World Parachute Championships in China and Australia last year. Paul Mansfield and his team No Limits, advanced

the British Record in 4-Way Sequential Canopy Formations twice, by producing our first five, and first six point dives at a World championship level. Les Carroll produced the first British sub-6 second style set during training, and the Classics Team as a whole performed well. Thanks to their sponsor, Philishave, the team were well prepared and they certainly all looked the part. Our most sincere thanks go to Philishave for their kind support for which we are extremely grateful. Well done and thanks to you all; both teams were true ambassadors for our sport.

This time last year, we were concerned about the ever increasing membership and insurance costs. We were also in combat with other organisational bodies over their endless requests for additional contributions. Well, the Council always kept a cautious eye on these areas and did well to stem the outward flow. Demands continue and there are ever rising costs to meet, whilst our income moves at its own and very different pace. Here are our membership comparisons over the previous period:

1993 a) Membership Renewals dropped by 16 to 3,586.

b) Associate members dropped by 1 to 63.

c) Conversions increased by 26 to 750.

d) Temporary members increased by 160 to 592. 1994 shows in comparison a) an increase to 3,722.

b) shows a drop to 56.

c) shows a drop to 647.

d) shows an increase to 984.

1993 - 25,233, 1994 - 21,085.

P6 Student memberships figures are down again, however the '94 figure does not cover the full twelve month period and can be expected to improve a little yet. Nevertheless the figures do show a continued downward trend over the last six years:

1989 - 30,561 1990 - 27,055

1991 - 22,264 1992 - 28,813

1993 - 25,233 1994 - 21,085.

The continual drop remains cause for concern. The decline that was sure to follow the one jump student boom continues to bite, but will surely stabilise. Meanwhile, we must look inward at our equipment, facilities and training methods. These are the factors that will get and keep these people in the sport and it is not the parachuting public that can influence these areas, it is the club and DZ operators who must take the lead here. From there it is our public relations image; we must get more positive publicity to promote the sport.

It is pleasing to note that in 1994 there were 26 Basic Instructors qualified, 24 new Approved Instructor Ratings issued. Surprisingly, we have another 10 new AFF Instructors whilst only 4 Tandem ratings were issued along with just one Examiner and one Advanced Instructor during 1994. Anyway, congratulations to you all, these ratings are all well earned.

Babies, Video nasties and nude firemen

(ie The 1995 BPA Annual General Meeting.)

For a change the AGM was held at the Post House Forte in Coventry; Easy to find, easy to park and less seedy (therefore more expensive) than our erstwhile venue. This gave the 1995 AGM an up-market atmosphere.

Everything was close together; the lecture room, seminar rooms, bars, dining rooms and the reception area where the kit manufacturers had their stalls. This was a boon for anyone wanting to do the dash between, say a presentation on the Cypres to the demonstration of reserve packing with a pit stop at the bar.

The format of the meeting was similar to the successful 1994 event with variety enough for

there to be something for everyone. The Chairman, Bob Card, gave his annual report. He was considerably more animated than he was this time last year, particularly on the subject of the voting turnout. I for one agreed with his sentiments on this issue. When 10% of the entire membership can be bothered to vote (and fewer succeed in getting it right, ie forms were invalid) it must make the members of council wonder why they bother.

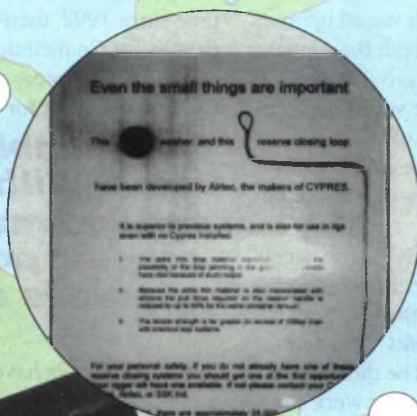
Bob Card had some strident heckling from a particular member of the audience. Debbie Carter, Treasurer, saved the day by leaving the high table to deal with the young offender; (thereby demonstrating to those who were wondering why, why she is no longer Ms Clouting) it transpired that the infant just wanted some attention from mum.

After Bob Card's address (printed in full in this section) Debbie had some good news for the members. For the first time ever, the membership fee was going down; thanks to Customs and Excise deciding that the membership subscription was not subject to VAT. Debbie then dealt with another, not so young offender, by the name of Ola, making him stand up to ask in person that the members agree to having 50p put on the price of the mag subscription. Luckily, the good news outweighed the bad and the increase was agreed.

John Lines addressed the members on the topic of the Drop Zone Defence Fund (see page 44). There is an air of being under siege at the moment. What with recalcitrant insurers, litigious members of the public, local anti-DZ brigades, Euro-beaurocrats, the CAA it is a wonder we are able to pursue our sport at all.



Loyn Cloth, Proprietor of the Banana roadshow



Helmut Cloth, inventor and manufacturer of the Cypres AAD

Other achievements last year include two new British FS Records. The ladies got together and established a Ladies 38-Way on the 29th July 1994. Two days later, that was followed by a National 62-Way recorded on the 31st July 1994. We applaud the jumpers concerned along with everyone else who helped to make this happen; particularly Dave Hickling and his fine team at Langar, for without them it could not have been. The lifesaving antics of Andy Peckett were identified across the pond and led to Andy being nominated 'Skydiver of the Year' by the USA Skydiving Magazine. Andy was also awarded the FAI Diploma for outstanding airmanship. All terrific stuff, well done, Andy.

At this point in the proceedings, I would like to pause and reflect the sad loss of Carole Raschkes at Weston-on-the-Green on the 21st August 1994. For Carole, and all those who have lost their lives in pursuit of our

sport; could I ask you to stand and observe 2 minutes silence as a show of respect.

You will I am sure join me in taking this opportunity to thank all the drop zone operators without whom we would be lost. In particular those who have given their time and facilities to the hosting of our competitions, both at National and Regional level. We are grateful and please be assured that you are not being taken for granted.

You will wish me to thank Tony Knight for the many years of liaison work he has completed on our behalf with the CAA. For the last ten years he has, in conjunction with our staff, successfully fought off attempts by the CAA to introduce charges for the services they carry out in relation to parachuting. This subject has been raised again and there is every chance that charges will shortly be raised despite our protests. For this reason I am particularly pleased that Tony remains at

the helm to ensure that we get nothing less than a fair deal.

On the good news side, I am delighted to hear that John Lines has now been appointed Vice Chairman of the Royal Aero Club. We thus have another friend in court. It all helps to raise the profile of our sport and the BPA and it is for this reason that I now raise the Arnhem Veterans. Whilst we have to congratulate them on their tremendous effort and along with them, all those involved with the project, we can congratulate ourselves on gaining more positive publicity at home and world wide for our sport than ever before. More good publicity is what we badly need. Another means of gaining publicity exposure would be to host a World Championships. I firmly believe that we could do so most successfully despite our continual worries about the weather. We would need to pool our resources, concentrate our minds and put

The DZDF is one way in which we can contribute to the survival of the sport.

The usual afters followed the official business, in which I failed to win anything in the raffle and did not get a medal for anything, Les Carroll having cornered most of the metalware (see pg 22).

In the foyer the vendors had their wares on display, while in the seminar rooms, the talks were proving popular. Helmut Cloth (Airtec, inventor of the Cypres) gave a short presentation on the Cypres, and was pleased to announce that, as of the previous Monday, a tandem pair saved had brought the total lives saved to fifty since his invention went on sale. This he followed by a couple of videos of saves; it gave me a queer feeling in my stomach (ok, so maybe the Guinness didn't help)

watching potentially terminal mistakes unfold and finally end in a happy landing courtesy of the Cypres. I call them video nasties because, despite the happy ending, they are genuine horror movies – you see how fine the line is between just another skydive and disaster.

Sgt Ali Wright, PJI for the Pathfinders of 5th Airborne Brigade The Parachute Regiment, the SAS and SBS, together with Sgt Dave Wood gave a presentation on military parachuting, in particular High Altitude Low Opening (HALO) jumping. On a typical jump, the parachutists are heavily laden with personal weapons, oxygen, a 70lb bergen and GQ360 9-cell zepo with 28 ft round reserve. This is parachuting at the sharp end, no doubt about it.

Maj Bob Card discussed the Military's experience with RAPS, Paul Mansfield and Mates

gave a presentation on the World Champs in CF, Kooralbyn, Australia. One of the best attended was about team training for formation skydiving.

The day flashed past and soon it was time to get into the old DJ, (or dress depending upon your gender and inclination) and be seated for supper. In the past, fire extinguishers have had their knobs pressed during some parts of the evening's proceedings. This year was slightly different in that the fire-extinguisher was human, hunky, and he had no clothes on by the time he had finished. As far as which bits of his got pressed – well you'll have to ask someone else – SP had to leave early.

Ola



aside petty jealousy. It would be a major achievement and something for us all to work towards. It would raise our profile, gain sponsorship and get us on TV. I have voiced this view before and gained little interest. The next IPC Meeting is in February so let me have your views today and I would like to hear a 'Go for it'.

There is a continuing threat to our Clubs and Centres from the environmental lobby and planning authorities. It is a real threat and one that John Lines has agreed to bring to your attention later under Item 2 of the agenda, please listen carefully and give the subject your support.

Following recent changes in the structure of the Sports Council, and the changing emphasis on the distribution of Government financial assistance to sport via the Sports Council, the future level of funding to the BPA from this source is of much concern. The Council and

Office staff have been putting the finishing touches to the Development Plan for the next five years and we anxiously await the outcome of our recent submission to the Sports Council. We expect to hear the results in around April this year.

What is clear, is that around 90% of Government funding will go to about 36 sports. These are mainly those of Olympic status. The remaining 10% (estimated to be approximately £1M) will go to the most deserving of the balance of 111 sports that are recognised by the Sports Council. Our sport unfortunately falls outside of the top 36 upon which the major slice of the 'financial cake' will be concentrated. Again we need to raise our profile.

Nevertheless, sport in general will be having a major injection of cash via the National Lottery. Sadly the money will mainly go to capital projects so it cannot help the BPA in

general, however it should be good news for Clubs and Centres for the upgrading of equipment and facilities. The BPA will give them all every support possible as the governing body for this activity in the United Kingdom, but submissions will have to be properly costed and well thought out. I do see the dream of a National Centre of Excellence as a capital project and I believe the timing to be right for following up the idea.

In drawing to a conclusion, I have to reflect this as being a fair mix of good and bad news. I do not however, see it as a doom and gloom future. The BPA is a sound and successful organisation that has often been seen as your enemy. This is certainly not so, it is your organisation, it is run by you. You, the members stand for, and elect, your Council to run the Association the way you want it to be run. The time has come for us all to rally round and support the organisation, as it is all there is between your jumping future and the outside pressures, both from a financial view and from those who are our real enemies. Remember, the only people interested in the future of parachuting are us, the parachutists; if we don't care, then nobody will. United, we stand...

On your behalf, I thank all those who have worked so hard to make this weekend a success for us all. I thank you all for taking the time to attend and show your support for the BPA. Please play your part in making 1995 the safest and happiest parachuting year possible. Meanwhile, enjoy the weekend and please, have a great year.

Bob Card

WANTED: More news, more safety, more frequency and . . . incident reports!

Preliminary survey: results

It was with some degree of insecurity, that I handed out over 50 forms to members attending the AGM, inviting them to tear the mag apart (not literally). I thank all those of you who took the time to complete the questionnaire and for showing restraint. Most replies were thoughtful and from the results, analysed below we have enough info to make a start on a few changes. I am aware however, that the skydivers at the AGM may not be a perfectly representative sample. While I would be happy to make certain assumptions based on our small sample, there are some fundamental questions, (such as should we have a monthly mag - even if it costs more) that should be answered by a wider selection of BPA members.

The questions asked were divided into three categories, firstly personal details about age, number of jumps, ratings etc. Secondly about the mag to determine which type of articles were

a) popular, b) would be more popular if they were better and c) would be popular if we ever had them in the mag!

Finally I asked some financial questions to determine how the importance of the mag translated into a willingness to part with money.

By the way, if any of you think 42 is a small sample, just try entering all the details of 42 lots of questionnaires into a database for analysis - you'll never want to see another tick again.

RESULTS

Respondent details

Sex:

Male 35
Female 7

Age:

Average 35 years 4 months
range 21 to 60

Number of years in the sport:

Average - 10 years
Range 6 months to 35 years

FAI Licences held:

A 2
C 3
D37

Number of jumps:

Average 954.44
Range 18 to 5430

Trained by:

AFF 8
Static Line 32
Raps 2

Ranking of regular articles:

A score of one to four was given representing a scale from *not interested at all* to *very interested*.

Item	Points
Photo features	
eg centre spread	163
News	161
Kit News	147
People in the sport	135
Events	128
Word on the Street	126
Letters	125
Boogie roundup	122
DZs Around the world	122
Competitions	119
Class Ads	97
BCPA	72
POPS	71

Ranking of other topics or articles

Safety	175
Training	159
Technical	158
Interviews	141
Records attempts	133
DZ map	131
History	119
Fiction	73

The following got ticks in the column which suggested respondents would be more interested if they were improved.

News	12
Word	10
Kit news	10
Competitions	9
DZ around the world	6
Boogie round up	5

In descending order the members wanted more more of the following occasionally covered areas:

Safety
Training
Technical
Interviews
The DZ Map
Historical

Financial section

	Yes	No
Prefer a cheaper mag	3	39
by having...		
less pics	1	
less colour	1	
smaller mag	1	
Prepared to pay more for		
more colour	25	13
bigger mag	22	19
Would like a monthly mag	34	8
...pay more for a monthly	28	12

(I dont know if they were joking or not but some who answered the above said they wanted more colour, a bigger mag, to have it monthly and not to have to pay more...ah if only - we'd also be able to do more jumps, and skydive from a higher altitude in brand new turbine aircraft without spending any more money than we already do - honestly guys!)

Incident reports

Over 94% wanted incident reports. In fact if I counted the number of ticks (some put four to five ticks and added strong words to reinforce this support in the comments section) we would have over 100%! The 3 respondents who did not want incident reports, pointed out that they did want the information in some form, just not in the mag.

Comments

Below are a few of the representative comments and suggestions that we had:

"I know it's not SP's fault, but the contents (not the pictures) are nowhere near the standard of e.g. US mags. Factual stuff (kit news etc) and pictures are great. Pity about the rest".

"I like the mag as it is, but obviously if it can be improved them I'm all for it and would like it to be monthly but not substitute quality for quantity."

"Not enough incident news, and ways to prevent them. More skills info i.e. Freestyle & FS. More positive atmosphere in general, no back stabbing letters."

"I feel that as a specialised magazine for skydivers, others would benefit from the conclusions of the incident reports. It should have a more detailed diary."

"I find the overall feel of the mag is not very slick (if you're concerned with PR). The design, layout, and writing style lacks flair, and I feel that if the overall look and style of the mag was updated, the mag would be an excellent tool for getting non-jumpers interested."

"Overall I am not dissatisfied with Sport Parachutist. A prompt delivery would be appreciated. How about a regular training section that would build to a reference over a period of time?"

"Too much colour, appears to jump from one article to another. Front cover doesn't make you want to read it. Need articles on training - pullout and keep. No real info for students and they are the ones who need encouragement for the future."

"Would prefer fewer mags (e.g. 4 / year) but better quality if necessary."

"Generally a good mag, produced under difficult circumstances. Delivery needs to be improved."

"Depending on outside sales maybe a newspaper style-mag, similar to 'SKYDIVE', would be less expensive and more readable."

"There is a total lack of reports to how kit performs."

"If monthly then a smaller mag - more like 'skydiving' newspaper."

"More advance notice of boogies and events so I can plan my attendance. USA mag has more of interest."

"Generally okay mag, but do not like slang like, 'ok, man,' etc. If putting in incident reports they should be part of minutes so they can be removed so you can give mag to non-jumpers."

"Keep the mag colourful - keep it current (word on the street - excellent!) and I'll support all your changes!"

"My USPA mag gets here on time. That's the only thing better than yours."

"I suggest a series of articles aimed at the less experienced jumper. Of the specialist sports mags for clubs, this is one of the best."

"It is currently a very quick read! More Articles would be appreciated. Of course, part of this responsibility comes from us in the parachuting sport."

Well, I think the message from this small survey is clear ...

- 1) We need more articles on the educational side of the sport: safety, training and technical issues.
- 2) We need more news items and notice of coming events, (preferably in good time!)
- 3) Incident reports: the message is loud and clear. It is not a matter of when or if but

how do we get the info out to the members - the main magazine may not be the ideal place for this.

- 4) The members want a monthly magazine and would be prepared to pay for it.

But is the sample representative?? Some of the suggestions are fundamental and raise important issues (eg incident reports and the question of whether members should have a monthly mag). If the views are reflected by a larger survey, the BPA will need to give them urgent consideration (council members please take note).

The only way to answer these questions for sure is if enough people return the surveys, which are included with this issue. If you require extra copies please contact us at Aircscape.

I've kept the questionnaire as short as possible, and most of the answers only need a tick. It is on the back of the minutes insert. Please tear it off, fill it in and return to the address indicated.

PLEASE DO IT NOW, ITS YOUR MAG, HAVE YOUR SAY IN ITS FUTURE DIRECTION

THANKS.

Ola

Skydive Arizona



Professional Coaching and Organizers

Home of Arizona Airspeed

Facilities: Grass Landing, Camping and Packing area
Large Indoor, Climate Controlled Packing Area.
Laundry and Shower Facilities, RV Park, Pool, Team Rooms and Bunkhouse.

Services: Friendly Manifest Office (602) 466-3753
Arizona Parachute Supply (602) 466-7112
Wayne's World Rigging Service (602) 466-5737
Fun Air Productions (602) 466-4133

Instruction: Adventures in Skydiving has Tandem, AFF and S/L. USPA rated Professional Staff.
First Jump to A-License Package: \$1,455 US.
We also have Skydive University.



4900 N Taylor
Eloy AZ 85231
Tel 602-466-3753
Fax 602-466-4720

E-mail SkyAZ@aol.com

Easter Boogie – April 12-18
Turbine Madness – May 27-28

Come Jump Our Fleet!



Skydive Arizona's staff and school is 100% Cypres Equipped

Photo by Mike McGowan

La Roche-sur-Yon



Last September, several reprobates from Headcorn Parachute Club embarked on a raucous trip to La Roche-sur-Yon.

We took the TurboLet to the drop zone on the west coast of France for 10 days of skydiving fun. Initially the weather was bad, with the cloud base at 500ft, so the partying began in earnest.

The clouds cleared on Monday and while

hangovers were being nursed, we got into the skies with the natives. The TurboLet was busy non-stop for the next six days, with jumps costing only £10 for 13,000 - 15,000ft, as well as cheap AFF jumps and free video. The partying escalated as well, with many people being driven around in wheely bins at night!

During the holiday much progression was made all round: Tan Starling and Carl Bedford, Cat 8; Greg Smith, Rob Silver and Martin Miller Cat 9; and Mark Harris Cat 10.

I mustn't forget to mention Joe Foxwell's excellent camera work, Scot Wileman's sky-surfing, Scot, Steve Murphy and Steven Burrow's chute assis and, of course, Dave Crowhurst's 12 hours' total freefall time. The other WARPies and I would like to thank

Dave, Fran, Ken Gregory and Steve Murphy.

When our final night crept up on us we all had a superb evening, with rather too much alcohol being consumed (what a surprise!). Again, hangovers were nursed during our return trip in the TurboLet.

La Roche is a superb drop zone and its facilities are excellent, with delicious (and cheap) French cuisine (thanks, Theresa and Terry) and very friendly folks. The organisers of the holiday enabled us all to get on and enjoy ourselves, thanks Joe Foxwell and Rod Bartholomew for all your work.

Superb fun, thanks lads! I can't wait for the next one.

Danielle Dickenson B10748

1994 Holiday Boogie

Betsy Burkey joined the fun last Christmas at Skydive Arizona's Holiday Boogie. Here is her report.

For the first time the formation skydiving event was judged by air to air video, bringing the collegiate competition up to national and world standards.

George Jicha's big way comprised a series of 32 - 50-way formations which were built during the week. The first two days' dives gave an opportunity for less experienced people to work on large formation

sequential, while more experienced skydivers were doing large way sequential by the end of the week. Most of the dives were Otter formation loads and some were from the C-123.

The Golden Knights made a surprise visit to Eloy by jumping from their C-130 during the collegiate competition in support of the young Knights from the US Military Academy. The collegiates went on to complete a 33-way record.

A Sikorsky helicopter was laid on and

completed 12 loads (120 jumpers in each lift) during the boogie. The reasonable cost of \$30 to 10,500ft was a big attraction for skydivers eager to jump from unusual aircraft. Skydive Arizona also brought in the C-123, which carries 50 skydivers. The total number of jumps made during the boogie was a staggering 10,219.

A world record balloon jump was made - most people in a balloon and the most to exit a balloon at the same time. 27 people went to 11,000ft and 15 people exited at the same time, launching a star from around the balloon.

Betsy Burkey

SKYDIVE SEBASTIAN

WE'LL CHANGE YOUR ALTITUDE!

365 DAY FLIGHT LINE!

2 Twin Otters

2 C-182'S

ON CALL...

DC-3, Caribou, King Air & Casa

Our staff has 180 years experience & over 50,000 jumps

Average AFF student course is 4 days

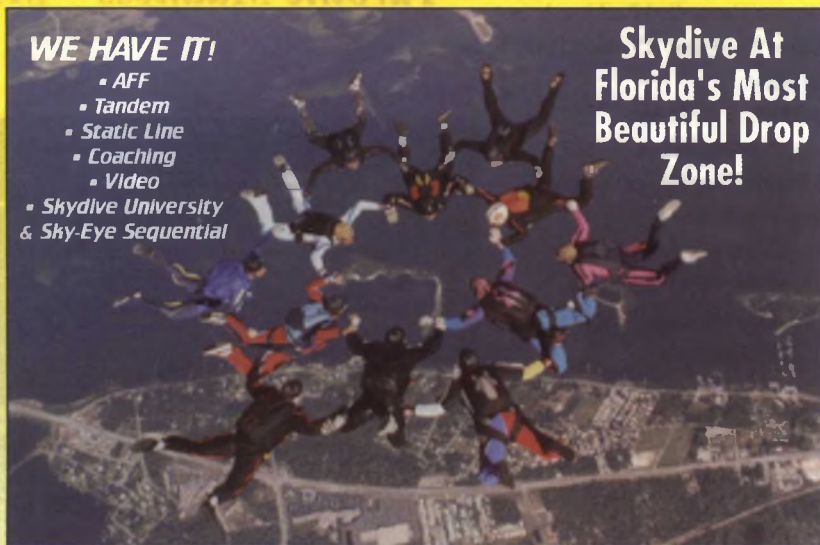
Under New Ownership!



Skydive Sebastian

WE HAVE IT!

- AFF
- Tandem
- Static Line
- Coaching
- Video
- Skydive University
- Sky-Eye Sequential



Skydive At Florida's Most Beautiful Drop Zone!

BEST SCENERY IN FLORIDA!

**Scuba Diving, Deep Sea Fishing, Wind Surfing, Flight School
Palm Trees & Soft Ocean Breezes**

**400 W. Airport Dr.
Sebastian, Fl. 32958**

Call 1-800-399-JUMP or 407-388-5672

'95 SCHEDULE OF EVENTS

JAN 7 & 8	Boogie 'til you Puke \$99 Weekend
14	Night Jumps
21 & 22	20 Sequential Camp w/Martin Evans
FEB 4 & 5	Sit suit seminar w/Tony Uragallo (release date for new movie '3-D Flying the New Age Skydiving')
11 & 12	Valentine's meet- large sequential camp
18 & 19	Novice 4-way camp & seminars w/Solly Williams- Team captain South African 4-way team Easter Seal's charity weekend
MAR 4 & 5	AFF pre course
11, 12 & 13	Strong tandem certification course- pre registration 14 days in advance
17	St. Paddy's Day formation competition & sequential camp w/sky-eye sequential & guests, trophies & prizes (free beer- Guinness)
APR 14, 15 & 16	Easter Boogie. High altitude jumps w/Mike Mullins King Air- 21,000 ft!!! Top named load organizers. First lift off the day \$13 to 13,000 ft, wheels off by 08:00am No registration fee. Free beer every night. Visiting Jet Ranger helicopter. Flight line- 2x Twin Otters, DC-3 & Turbine Pilatus Porter.

Non TSO'd gear OK
Watch this space for further events

Aerodium Eilat

While on holiday in Israel, David Stewart visited Eilat with some friends in the south of the country, where he tried out an open-air aerodium.

The place is run by Moshe Ritter, a chap who seems to have flown aircraft almost everywhere around the world before settling in Israel. His four man crew is complemented by his lovely daughter, who not only works in reception but also has about 100 jumps under her belt, along with about 300 hours in free fall.

The aerodium is a standard open-air design, using an aircraft engine to power a three-bladed prop. Once you pay your money you get a 10mins video explaining the way things work and how to fly and land safely. This is backed up by a brief practical demonstration of the standard stable-spread position. Then you do the aerodium version of a PLF, which consists of tucking into a foetal position with your arms in front of your chest and head, and twisting your body so that you always land on your back. After that it's up to the aerodium to be kitted out. It takes some effort to put on the balloon suit over your elbows and knee pads. The trainers, earplugs and hockey helmet complete the ensemble.

Initially, you start by lying on the mesh, then they wind up the power until you are airborne. Maintaining eye level with the instructor as your flying position is sorted out. This is not as straightforward as one might think. "Oh, I've got thousands of jumps so it shouldn't be a problem." How often do you do in-place turns while



Sue Evans in flight, Stork instructing

spread-eagled in the slow fall position? It's like trying to do a 10-point 300-way. It is also very bumpy, laminar the airflow ain't.

Once the basic trick of staying in the air column is achieved for more than 20secs its time to play. A de-arch brings the sight of Eilat into view which is spectacular at night. Turns require concentration, because you have only a 4m wide column of air to balance on, but fun it certainly is. Don't over do it, five minutes of almost continuous free fall in that unusual position is tiring. We retired gracefully after the instructors (Lemon and Stork – don't ask why, along with Kev and Dave) gave us a demonstration of how it is supposed to be done. The following evening we returned

(it's cooler then) and went straight in for more airtime (a double slot this time). No video, just kitted up and off we went. Well, actually, off we all went and tried a 3-way, a couple of 2-ways, as well as some more basic flying skills during 15 mins of free fall.

The cost of the aerodium is 90 Shekels for one go (5 mins airtime). A double go costs 150 Shekels. This works out at £19 - £20 for your 5 mins slot or £32 - £33 for 10 - 15 mins airtime. This works out at between £4 and £2.14p per minute of free fall. If you want to do some serious training then I feel sure a deal could be struck.

If you feel the need for aerodium training then there can be few better places to go. Flights, especially off season are cheaper than those to Florida, while accommodation can be anything from sleeping on the beach (the night-time temperature in October fell to a balmy 27°C) to five star hotels, with all points in between. Virtually everyone speaks good English, although an attempt to master "Hello" (Shalom), "Please" (Buh-va-kah-sha) and "Thank you" (Toh-dah), always helps smooth things along. The food is wonderful and threatens to increase the fall rate of all who go there. Everyone we met was friendly and helpful. Guns being toted around seemingly by civilians does take getting used to but everyone does three years national service. All males do 30 days a year in the reserves until they are 65. All in all, it gives a sense of security rather than threat.

If you get the chance go, the aerodium makes for a very fulfilling and relaxing holiday. There is a DZ in Israel, but its near Tel-Aviv, in the north. Not that that is very far away of course.

David Stewart



Left to right, Top: Dave, Lemon, Bottom: Stork, Dave Stewart, Sue Evans, Kev

Video REVIEW

Review of Skydive 100

Most skydivers are aware of "Skydive University" and its continuing mission to offer more efficient methods of learning and teaching to all levels of the sport. A major part of the "Skydive U" one on one program is the Skydive 100 package (this is a weighty book and video) that covers in detail all parts of the program from learning the box position, how to turn, slide and all the other basic skills, as well as physical and mental preparation for skydiving.

The package comprises a wealth of information that has been put together using the knowledge of most of the world's top coaches and a qualified physiotherapist and sports psychologist, those sections will interest team jumpers as well as novices. The information is presented logically, going from simple to complex in a way that peo-

ple will understand. There is also the necessary technical information about the physics of skydiving.

The video introduces each module using real skydiving footage and natty computer-animated graphics. It then shows the exercises to perform on the ground in order to learn fully each skill, which is then expanded to incorporate the more complex manoeuvres.

The video suffers only a little from its American-style presentation, with a sprinkling of high five's and geeky shots. It is, however, the most complete skydiving instructional package available and one that I can happily recommend to all who wish to improve their skydiving or instructional skills.

As a full-time coach I am constantly trying to improve on training aids and ways of explaining the more technical sides of 4 and 8-ways. Verbally describing the blocks

or various exits does not always give the full picture, therefore I normally use video footage to back up the description. This footage has previously been put together from my own team or bartered from friends. Skydive University has put together a complete package that will be of major interest to anyone who has caught the 4-way bug.

The video clearly shows, first on the creepers, and then in the air, each random and its correct heading from exit. The video then goes on to show each block, again initially on the ground, then the exit and more on the "hill", after which you get to see the block performed on the flat. Fortunately you can push the "slow mo" as the team is cranking through these moves at an impressive speed. The team shown is: Jack Jefferies, Dan BC, Mark Kirby and Kirk Werner (Eloy Airspeed).

Pete Allum

DETAILS

Skydive University's
UK distributor:
Sward Sports.
Tel: 01793 772323
Fax: 01793 772085.

Jumping the generation gap

Devon and Somerset Parachute School at Dunkeswell contacted SP recently about

two people who had achieved something worth mentioning in the mag. The Rev Royds-Jones is the oldest person (95 years old) to make a tandem jump. His record-breaking jump has been accepted by the Guinness Book of Records. Asked whether he enjoyed the jump, he replied "Very much so, I only wish the free fall

could of lasted longer and would you mind if I came back in five years to do another one?"

The second person is a young woman called Sascha Jones who, at the age of 17 graduated Cat 8, having started on RAPS. Well done!



From left to right: Tandem instructor Mike Wills, Rev Royds-Jones, Andy Guest, CCI Sascha Jones (Photos by Adrian Thornton)

Win immortality in the. . .

Sport Parachutist

'design a logo' competition

Yep, times they are a changin'. Our dear old SP masthead is going in the bin after years of faithful service. It's done its time, served us well, but is looking a bit dated.

What do you win? Well, this one's going to be for 'lurve' not money. Plus, of course, the honour of having your handiwork gracing the front cover forevermore (or until people decide it's time for a change).

What we want is:

- 1: A design for the masthead, ie the words *Sport Parachutist*
- 2: A logo, ie a simple symbol that will represent the magazine (you may have noticed that we don't have one).

To enter:

Draw on the back of a cigarette packet, or anything that will get your idea across to us and send it to Airscape, Media Suite, 3 Tyers Gate, London SE1 3HX. Don't forget to send your name, address and 'phone number with your entry.

Deadline:

Your entry must be in by 31st March 1995.



Editorial

In 1995 SP readers are going to see some changes. Not just for the hell of it, but we need to have a good look at the mag's shortcomings and improve it where we can. I can think of 20 things off the top of my head but, funds being limited, we need to find out what your priorities are.

At this year's AGM, I conducted a small survey and have presented the results of this on page 26. If you haven't read it please do. I have included a slightly modified version with the minutes 'insert' in this issue; Please take some time to complete it and return it to us. This is going to be an expensive and time consuming exercise, so please help make it worthwhile; a response rate akin to that of the last council elections would be demoralising to say the least.

Some changes are already in the pipeline. First off is a modernisation of the general design and layout which will be apparent from the next issue. To accompany this we are going to need a new look front cover. I thought we could use some of the talent out there, so if you turn to the previous page you'll see how you could help.

As well as the *Cardsharps* cartoons making a debut on this page, (the series will continue), we have another regular cartoon strip in the making. I have an old favourite standing by sharpening his pencils once again but the character will be new. I'll leave his (their) identities as a surprise.

Finally, thanks to the members at the AGM for voting a rise towards the Airscape production costs and apologies to advertisers who unfortunately will also have to take some of the burden. There has been no rise in the last three years and I'm sure you'll agree there have been improvements despite the rising costs particularly of postage and paper (if you knew how many trees we get through per issue you'd seriously consider signing up with the Green Party). Obviously the improvements we are making now ain't going to be cheap either.

Skydiving is developing into a truly international sport. By that I don't mean just that people leap out of planes all over the world; rather that more than ever, people all over the world are leaping into planes to fly to other countries to leap out of planes with friends from all over the world. SP could be said to be somewhat parochial. So apart from the facelift, I think we do need a magazine that will

be of more interest to a wider audience of skydivers and perhaps even non-skydivers. I can't do this all by myself of course, I need your help. Next time you ask yourself "why don't they have more xyz in the mag?" (such as when you're filling in the SP survey!) the next question you should ask is "Why don't I write xyz for the mag?" After all, if you don't why should anyone else? Of course not everyone is qualified to write on all the topics that could interest skydivers, but the commonest excuse I hear is "I can't write"; well it doesn't matter, write notes, write anything; if you've got something worth communicating. we'll turn it into an article – (not everything you read in this mag arrives in the form in which it eventually gets printed.

I do need people who are experts or have qualifications to help write more technical and educational articles. If you've been thinking about it – give me a bell and let's discuss your ideas.

Well, another year bites the dust as we creep towards the millenium. Last year wasn't top of my list of great years but '95 is lookin' good – have a good one...

Ola

Card sharps



ALTHOUGH HER ALTITUDE AWARENESS WAS FIRST CLASS
CINDERELLA REGRETTED NOT KEEPING A BETTER TRACK
OF THE TIME ...



A POORLY TIMED LOW HOOK TURN DID NOTHING
TO BOOST MRS POPPIN'S JOB PROSPECTS

By Andy Marsh

High Performance Canopies

Some people would argue that the current direction that canopy development is taking is to the detriment of our sport, and that there should be legislation to restrict the distribution and use of high performance canopies.

The alternative is to improve our education of the potential pilots and so develop an understanding of the flying characteristics of these canopies.

We need to approach these canopies with the respect they deserve and fly them with a sense of responsibility.

Reading this article is only one stage in your progression as a canopy pilot and it is designed to help you to build on the basics that you have learnt since your student training.

This article has been written to increase your understanding of the principles of flight, to help you understand the flight characteristics of your canopy, to help you identify the limits of your canopy's flight characteristics without suffering some of the consequences. It will help you learn to fly your canopy safely the way you choose to fly it and to promote a sense of responsibility in your flying so that you are not a danger to others. (This final point includes the example you set by word and action to less experienced jumpers who may imitate your actions without understanding the implications.)

The high performance canopies available today are a far cry from the canopy you learnt on, although the basic principles are the same. Many of the habits you have learnt with more docile canopies will not work on high performance canopies, and some of your old habits could be positively dangerous.

For this reason you have to approach these fast canopies as if you are starting from scratch, and find out from the outset what will work and be ready for what will not.

You must re-educate yourself This manual is aimed to help you do that. Please read it, and if there is anything

that you do not understand, discuss it with a good pilot or instructor.

The jumpers you have seen swooping in to spectacular landings have spent many, many jumps developing that skill, but it is the skill of self-preservation which you have to learn first.

After all, how hard can it be to pull down on a front riser or toggle? The real skill is knowing when to do it and even more importantly, when to stop doing it.

Some of the forces which affect your canopy

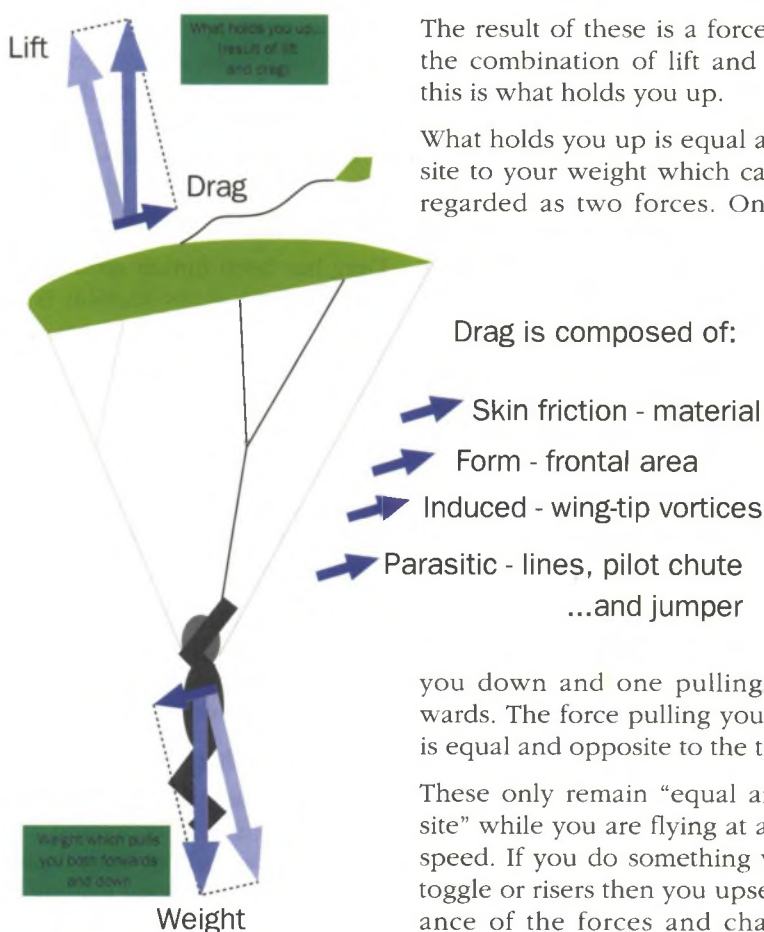
The forces acting on your canopy can be described in a manner as complex as you wish to make it. This is a simplified explanation to introduce some of the technical terms you may wish to understand.

Lift results from the airflow over and under the canopy resulting in a relative low pressure area above the canopy.

Drag is the result of all the different types of drag added together.

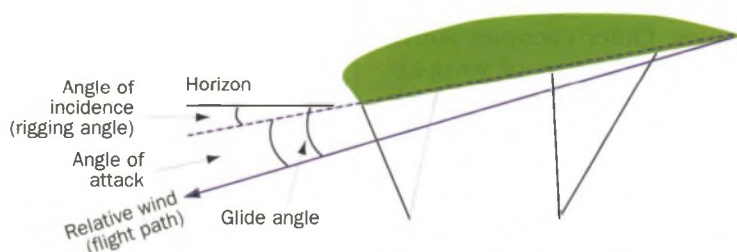
The result of these is a force which is the combination of lift and drag and this is what holds you up.

What holds you up is equal and opposite to your weight which can also be regarded as two forces. One pulling



you down and one pulling you forwards. The force pulling you forwards is equal and opposite to the total drag.

These only remain "equal and opposite" while you are flying at a constant speed. If you do something with your toggle or risers then you upset the balance of the forces and change to a new speed.



An increase in weight will also produce an increase in forward speed. This will produce a corresponding increase in lift. So a heavier jumper will fly the same glide angle – but faster. The angle of incidence is the angle made by a straight line from the tail through the nose (chord), when measured against the horizontal. This is built into your canopy by the manufacturer and can only be changed by you pulling the risers down.

The angle of attack is the angle between the angle of incidence and the relative wind. This can be changed by use of the toggles. Pulling down on a toggle increases the angle of attack.

High performance canopies are not just fast – they are different

The changes that are being achieved in performance with the newer canopies are due to design improvements in two principle areas.

The main improvements are due to the use of zero-porosity (ZP) materials which allow the high pressure ram-air inside the wing to be kept completely separate from the low pressure air above the wing.

FIII fabric starts out with a low porosity, but this deteriorates as the canopy is used. Usually the parachute is retired when the porosity reaches a point where the canopy streamers for a while before opening due to the amount of air passing through the fabric.

When designers know that the low pressure air over the canopy will not be degraded by high pressure air leaking into it from inside the canopy, then they can make the design a lot smaller because they know it will remain efficient.

The other main area of improvement is the change to the shape of the canopy.

High aspect ratio canopies are more efficient than older design, low aspect ratio canopies. Older canopies suffer more from the formation of wing-tip vortices caused by the high pressure air below the wing rolling past the stabilisers and into the low pressure airspace on the top of the wing. High aspect ratio wings have smaller wing tips for a given wing area and so less

✂ If you are learning to fly a high performance canopy, you will still be learning new things about it for a considerable time to come. You will not remember all the tips and hints contained in this manual during that time with only one reading. It will pay you to re-read a large part of this manual prior to each week-end to keep the information fresh in your mind and to help you to get the most enjoyment from your new canopy, especially the information in boxes like this.

induced drag is caused by the smaller wing-tip vortices.

A large proportion of the total drag force of a canopy is the result of its wing-tip vortices.

Elliptical wings take the reduction of wing-tip vortices a step further by making the wing tips even smaller in relation to the wing area. These wings are now commercially possible due to the computer controlled laser cutting of the canopy ribs, required since in a true elliptical wing all the ribs are different sizes.

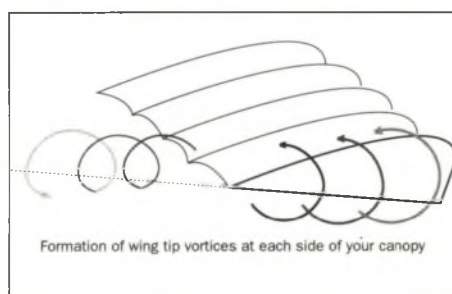
Drag has been further reduced because the aerofoil cross-section is smaller when viewed from the front. This lowers the form drag caused by the frontal area.

The use of “slipperier” material also reduces skin friction which contributes to the drag and improves the laminar airflow over the wing again increasing the efficiency.

Further drag reduction is effected due to the use of thin lines, collapsible pilot-chutes and stowable sliders, all of which reduce the parasitic drag on the canopy.

Wing loading

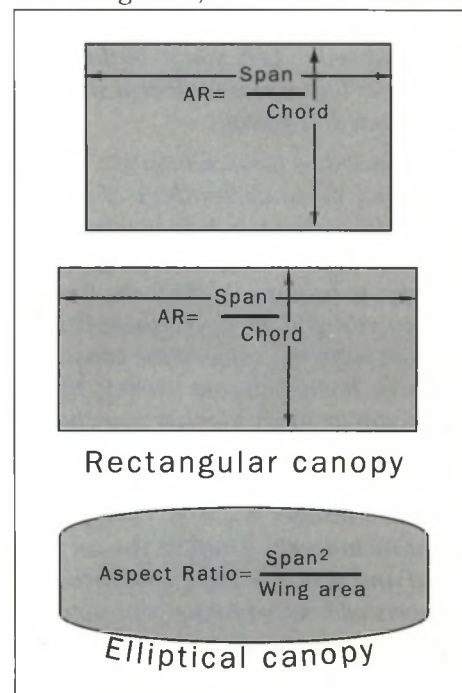
The wing loading of a canopy refers to the weight, usually expressed in pounds (lbs), supported by each square foot (sq.ft) of canopy. Wing loading gives us our best method of comparing the performance of different sized canopies carrying different weights.



There are several points to keep in mind when calculating and using wing loadings. Firstly, the weight refers to the exit weight of the parachutist, including the weight of everything being worn (including the main canopy) and any extra weights. This could easily add 25 - 30 lbs to your body weight.

When comparing wings and wing loading the type of construction and design must be considered. For example the wing loading of an F-111 7 cell canopy cannot be directly compared to the wing loading of a zero porosity elliptical canopy.

Not all manufacturers measure wing area the same way. Icarus canopies, for example, are measured using their inflated span which, while this may be more realistic method of determining effective wing area, is different from the



Parachute Industry Association (PIA) method which is to measure the span with the canopy stretched flat. The canopy area calculated by the PIA method would be approx 10% larger.

Manufacturer's instructions

Pay particular attention to any instructions put out by your canopy manufacturer. By the time you get this parachute the manufacturer will have collected information on many thousands of jumps done by their own test jumpers and other jumpers in the field. These people have done everything with this canopy that you intend to do. You can only profit by their experience.

Some manufacturers have placed experience requirements on the purchase of their canopies. If you are buying through a dealer you should only be sold a canopy for which you are qualified.

Talk with your Chief Instructor at the DZ if you are thinking of purchasing any canopy, new or second hand, to check that you have accumulated enough of the right canopy flying experience to jump it safely.

Density altitude

The conditions that you fly in will never be exactly the same from jump to jump. While we all appreciate the obvious changes in the wind there are less obvious changes taking place in the air all of the time.

Temperature: The hotter the air – the thinner the air. A temperature increase of 8°C is equivalent to an altitude change of approximately 1000 feet higher.

Pressure: Pressure changes with altitude; it also changes as weather patterns move around. Standard pressure at sea-level is 1013 mbar (millibars). Jumping while a low pressure system with a sea level pressure of 1000 mbar is passing through is equivalent to landing at about 400 feet higher.

Humidity: The amount of moisture in the air also changes its density. Strangely enough, the more humid the air, the thinner it is. (Yes, really.) So again the effect on a humid day is of jumping at a higher altitude.

All of these effects can be combined to produce an equivalent density altitude. These effects are cumulative and should also be added to the true altitude of your drop-zone (some Australian dropzones are 2000 feet or more above sea-level).

What does all this mean and what does it do to your canopy's performance?

A 2000 feet increase in density altitude will alter your canopy performance by 3%. This means that since the air is 3% less dense, your true airspeed will be 3% higher (although it will not feel any different) so your landing distance required will increase, and you will lose 3% more height in a turn. (This may not sound very much but if you

Manufacturer's recommended wing loadings for various canopies:

Manufacturer	Canopy	Cells	Aspect Ratio	Shape	Recommended Wing Loading lbs/sq.ft
Performance Designs	Sabre	9	2.5	Rect	Max 1.1
	Stiletto	9	2.7	Ellip.	Max 1.3
Precision Aerodynamics	Falcon	9	2.6	Rect.	0.7 - 0.85 Max. 1.02
	Raven	7	2.3	Rect.	0.7 - 0.85 Max. 1.02
ParachutesAustralia	Airforce	7	2.8	Rect.	0.83- 1.14
Parachutes de France	BT	9	2.7	Ellip.	1.3
	BT Pro.	9	2.7	Ellip.	1.3
Jyro NZ	Icarus	9	2.75	Ellip.	Max. 1.2- 1.4

While some of these are seemingly conservative figures they do give an indication of where the canopy manufacturer believes an entry level standard should be.

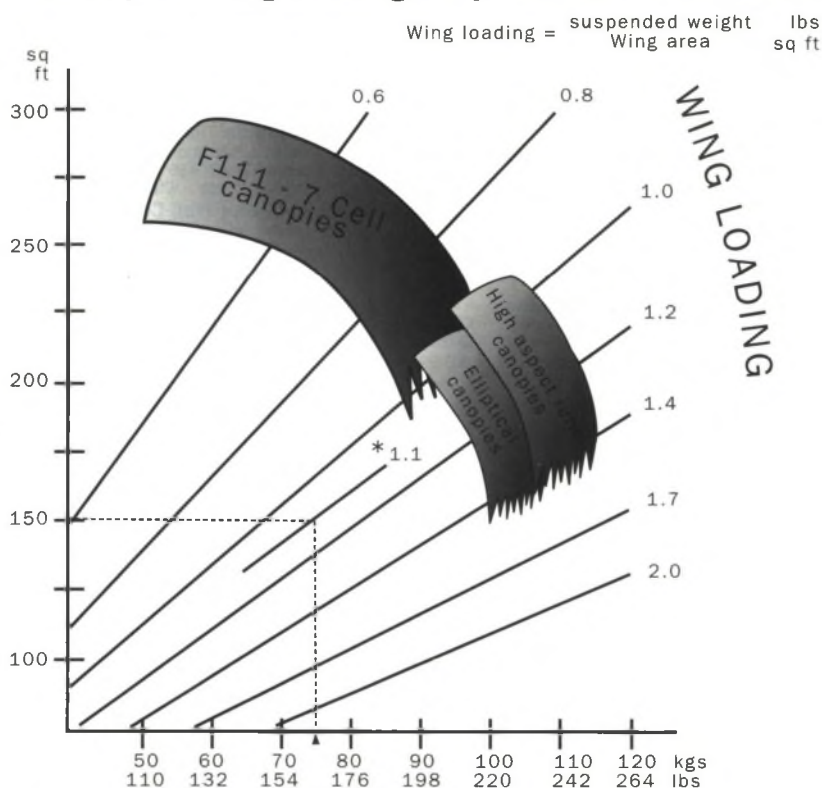
attempted a hook turn from 100 feet and were out by 3 feet then your leg straps would be scraping the ground!). And the accumulated effect of hot, high and humid on the same drop-zone between summer and winter conditions could easily total 5000 feet and a change in your canopy's performance of around 8%.

Not a lot for sure, but it could make the difference!

*This article has been adapted from a manual produced, and kindly sent to us, by **John Chapman** of the Australian Parachute Federation. It will be published in three parts. Next issue will cover: Tracking, and opening, Straight and level flight, Turns, Stall characteristics, using front risers, G forces and how they affect your flight.*

Readers should note that while every attempt has been made to ensure that the information contained in this article is correct, it is the responsibility of the parachutist to make sure that information has not become out of date.

What is your wing loading for your main and reserve?



* In the example above, a 75 kg (165lbs) parachutist flying a 150 sq ft canopy has a wing loading of 1.1lbs/sq ft

Suggested Loading

Novice

Novice and expert are relative terms. They refer to the experience on the type of canopy being flown and not total jump numbers.

Expert



Altimeters

- **Sapphire** 13,000 ft, white face. Wrist or chest mount. Inc wrist mount.
Great value £74.95 ○ Metres ○ Feet
○ Black ○ Red ○ Blue ○ Pink
- **Altimaster II** 12,000 ft, white face. The 'Standard' altimeter £129.95
- **Altimaster III** 12,000 ft. Includes wrist mount. £149.95
- **Altimaster V**
Wrist (inc) or chest mount 12,000 ft.
○ Blue ○ Black £89.95
- **Spare Glass for Altimaster II** £9.95
- **Chest Pad** foam pad fits all altimeters.
Colour: £5.95
- **Chest Pad/Zak Knife** as above with built in Zak knife. Colour: £8.95
- **'U' brackets** (pairs) attach Altimaster II to chest pad. £3.50 ○ Wrist Mount ○ Alti II £5.95

Audible altimeters

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

Camera Gear

- **Mount** Polycarbonate plate and nylon brackets for stills/video/film. Fits Protec £70.00
- **Newton Sight** Lens in mount with 6mm rod £69.95
- **Stem/Universal Joint** Stem fits to any helmet, joint connects stem to sight £24.50
- **Skylight** Video, LED indicator £39.95
- **Leo Dickinson helmet**
without drogue £230.00 with drogue £250.00

Knives

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

Goggles

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

Gloves

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

Bits & Pieces

- **Tube Stoes, Clear** £5.45
- **Standard** ○ **Microline**
- **Tube Stoes, Coloured** £6.45
○ Standard ○ Microline
- **Wallet** Hip Pocket Nylon Wallets.
Many colours including fluorescents
○ Canopy design ○ RW design £4.50
- **Ben Bag**
Flat waist pouch, two pockets, snap fastening elasticated waistband
○ Bright ○ quiet £9.95
- **Weight Vest** Made from parapak with fastex clips & 4 tubes ○ S ○ M ○ L £34.95
- **Sunglasses**
Cool, groovy bright colours
Rubber frame. UV protected. £2.99
- **Googlies** Soft, adjustable retainer bands for sunglasses. ○ Bright ○ Subtle £6.95

Logging

- **Log Book Holder, Basic** Parapack. 2 large 2 small & pen pockets. Holders for RW & CRW stamps. Padded.
Colour: £13.50
- **Log Book Holder, De Luxe** As above with extra pockets and velcro fastening. Fully padded.
Colour: £16.50
- **Log Book, 2 Jumps/Page** 'Traditional' RW logbook. Lots of information pages. £5.75
- **Log Book, 10 Jumps/Page** As above £5.75
- **Self Inking Stamp**
○ RW ○ CRW
Never needs an ink pad. £5.50

Jewellery & Watches

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

Gear Care

- **Packing Mat With Pocket** Large size.
Padded kneeling area. Riser holders.
Colour: £14.50
- **Rig Bag with Pockets** Padded shoulder straps. Carry handle. Large main pocket plus smaller front pocket with 3 dividers. Packing tabs.
Colour: £59.95
- **Rig Bag for Tandem Rigs** Colour: £64.95
- **Mini Rig Backpack**
Lots of pockets, padded straps. Pop Top or 'Vector' (tick for order form) £34.95

Hats & Headgear

- **Frapp Hat** Handmade in quality Italian leather. Custom size & colours.
2x dytter pockets. Clip fastener.
Phone for stock or order form. £85.00
- **Frapp Hat**
Factory made Dytter holes.
Clip fastener ○ S ○ M ○ L
○ Black ○ Blue £54.95
- **Protec** Tough plastic £35.95
○ S ○ M ○ L ○ XL
○ White ○ Red ○ Black ○ Blue
- **Protec Liners** £12.95
○ S ○ M ○ L ○ XL
- **Factory Diver** £149.95
○ S ○ M ○ L ○ XL ○ XXL
Call for colours

Post and Packing	UK	Europe	Outside Europe
Orders up to £10.00	£2.00	£3.00	£5.00
Orders £10.01 to £20.00	£3.50	£4.00	£7.00
Orders £20.01 to £50.00	£4.50	£5.00	£10.00
Orders over £50.00	£5.50	£6.00	£15.00

Books

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

Videos

- **Dead Men's Tales** £24.95
- **'Relative Work - "The Basics"'**
Inc all 10 levels for training from the WARP programme. £29.95
- **'World CRW Championships'**
50 min TV Programme + loads of training and competition jumps
Nearly 2 hours £19.95
- **'Travelling I'**
3 Top class films & amazing freestyle footage £34.95
- **'Travelling 2'** More great sequences £34.95
- **'Travelling 3'** £34.95
- **'Flight of the Dream Team'**
By Norman Kent. Narrated and ideal for showing non-skydivers £29.95
- **'From Wings Came Flight'**
By Norman Kent. Superb Skydiving footage in exotic locations £39.95
- **'Kinesthesia'**
The art of body flight by Norman Kent £39.95
- **'Wally Gubbins - The Compilation'**
55 minutes of the best bits from the Wally Series - £14.99
- **'Over The Edge'**
By Tom Saunders 60 mins £34.95
- **'Skydive USA 2'**
By Mike McGowan £34.95

Sward Sportswear

- **Skydive Sweatshirts** £9.99
White with large 'Skydive' logo across chest in Fluorescent Pink & Bright Blue
○ S ○ M ○ L ○ XL
- **Skydive T-Shirt** as sweatshirt £6.99
○ S ○ M ○ L ○ XL
- **Trousers** Baggy cotton in great patterns.
Size £27.50 ○ S ○ M ○ L ○ XL
- **Designer T-shirts**
○ L ○ XL
- **Skydive designer T-shirt - £12.95**
- **Skydive at Dawn T-shirt - £12.95**
- **Tandem designer T-shirt - £12.95**
- **Drop Zone designer T-shirt - £12.95**
- **PD T-shirts - £12.95**
Various colours
○ M ○ L ○ XL

Footwear

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



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

Use our inserted order form or just send the details

Tel: 0793 772323
Fax: 0793 772085



SWARD SPORTS LTD

Your **No.1** choice for skydiving accessories
Just look what we have to offer (and it's so easy to order)

Number one for...

- ...A HUGE RANGE OF QUALITY ACCESSORIES AND EQUIPMENT.
- ...A FAST AND EFFICIENT MAIL ORDER SERVICE COVERING THE PLANET.
- ...EASE OF ORDER – NO HASSLE, NO DELAY AND WE'RE JUST A PHONE CALL AWAY. BETTER STILL WE TAKE SWITCH AND MOST MAJOR CARDS INCLUDING VISA, ACCESS AND MASTERCARD.
- ...COLOUR, WE HAVE THE HOTTEST SCHEMES AND WILL MATCH YOUR ACCESSORIES TO YOUR GEAR AND JUMP SUIT.
- ...SPECIAL OFFERS AND PROMOTIONS, JUST WATCH THIS SPACE EVERY ISSUE OR CATCH US ON THE CIRCUIT.
- ...NEW PRODUCTS. SWORD SPORTS HAVE BEEN DEVELOPING NEW PRODUCTS FOR YEARS AND WE'VE MORE TO COME.
- ...FOR PRICES AND A MONEY BACK GUARANTEE.
- ...FOR SERVICE TO SKYDIVERS.

NOW IN STOCK!

THE HUNTER HELMET

Quite the best camera helmet in the world and exclusively handled by Sword Sports in the UK. It's a hand built camera platform with rear entry and a great snug fit. If you take your camerawork seriously you'll just love the Hunter Helmet.

THE FACTORY DIVER

All the hot teams are now using hard headgear with an integral full face visor. The Factory Diver is certainly the winner with its great 'drawcord' style closing system guaranteeing it won't come off in freefall. The complete anti-mist system makes it impossible to fog up. Great colour schemes are available and a choice of visors.

AFF • WARP • FUN JUMPING • FREESTYLE • FORMATION SKYDIVING • CHUTE ASSIS • DISPLAYS & DEMOS • TEAMS
PROGRESSION SKYDIVES • TANDEM • RAPS • STATIC LINE • CANOPY FORMATIONS • STYLE & ACCURACY

HOW TO
USE THE...

24 HOUR ORDER HOTLINE

Call us 24 hours a day on our special order hotline. Although it's attended most of the time you may get the answering service so read the following checklist and be prepared to leave your order.

- ✓ Have your name and address ready
- ✓ Spell place names clearly
- ✓ Don't forget your postcode
- ✓ Leave details of the goods required
- ✓ Tell us the quantity, colour, size and other options
- ✓ Leave your card number and expiry date
- ✓ Fax us if you prefer
- ✗ Don't speak too fast – (we're just learning shorthand!)

Tel: 01793 772323 / Fax: 01793 772085

Name	_____
Address	_____ _____ _____
Postcode	_____

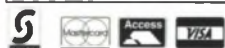
I enclose a cheque
or please debit my Switch/Access/Visa/Mastercard A/C No:

_____	Expiry Date:
-------	--------------

Signature: _____ Home Tel No: _____

Have you ordered from
Sword Sports before?
YES ☐ NO ☐

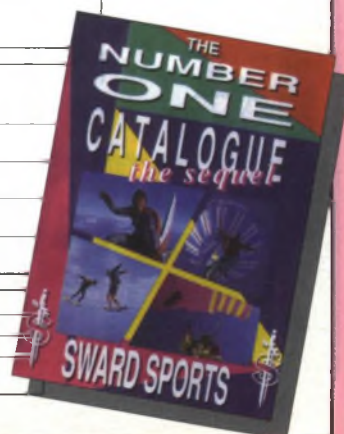
Item description	Size	Colour	Custom options (size, colour, name etc)	Custom charge	Item Price	Qty	Total Price



*Insurance is automatically added to your order unless specified in box provided. If you do not accept insurance we take no responsibility for non-delivery. Insurance not required (tick box) ☐

Post & Packing	UK	BFPO & Europe	Outside Europe
Orders up to £10.00	£2.00	£3.00	£5.00
Orders £10.01 - £20.00	£3.50	£4.00	£7.00
Orders £20.01 - £50.00	£4.50	£5.00	£10.00
Orders over £50.00	£5.50	£6.00	£15.00

Goods	
Post & Packing	
Insurance*	.95
TOTAL	



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

Diary of Events 1995

Memorable
Dives

Events

DATE	EVENT	LOCATION
March		
1st - 18th	Indonesia Beach Boogie	Bail & Lombok
16th	STC & Riggers Committee Meeting	County Arms & BPA
17th - 19th	Spock Meet Hit & Accuracy 3-way speed	Strathallan
22nd - 26th	P.I.A. Parachuting Symposium	Kissimmee, Florida
April		
15th - 17th	Easter Bunny Boogie	Langar
24th - 28th	AFF / Tandem Instructor Course	Hibaldstow

May		
4th	STC & Riggers Committee Meeting	County Arms & BPA
6th - 8th	VE Day Celebrations & 8-way Competition	Sibson
6th - 8th	RAFSPA Scrambles	Weston on the Green
6th - 8th	May Day Meet 8-way Meet	Langar
6th - 8th	Northern Collegiates	Merlin, Topcliffe
8th - 12th	BI / Advanced Instructor Course	Bridlington
13th - 14th	Northern Region Canopy Formation Meet	Bridlington
15th - 19th	Exam / Pre-Adv. Instructor Course 2/95	Bridlington
20th - 21st	Northern Region Style & Accuracy Meet	Bridlington
26th - 29th	Spring Back Comp 10-way Meet	Langar
27th - 29th	Central Region Formation Skydiving Meet	Weston on the Green
27th - 29th	Spring Bank Holiday 16-way FS Competition	Sibson
27th - 29th	RAFSPA 4 & 8 Way FS Competition	Weston on the Green
27th - 29th	Scottish Nationals	Strathallan

June		
3rd - 4th	Speed Eight Competition	Headcorn
17th - 18th	Southern Region Canopy Formation Meet	Dunkeswell
19th - 22nd	Pete Allum's Coaching Week	Sibson
22nd	STC & Riggers Committee Meeting	County Arms & BPA
24th - 25th	Southern Region Formation Skydiving Meet	Dunkeswell

July		
1st - 31st	French Nationals	La Roche Sur Yon
1st - 2nd	10 Way F.S. Competition	Langar
1st - 2nd	Southern Region Style & Accuracy Meet	Netheravon
8th - 9th	20 Way F.S. Competition	Langar
15th - 22nd	Rhine Army Championships	Bad Lippspringe
15th - 23rd	Canopy Formation	Dunkeswell
22nd - 30th	National Championships	Sibson

August		
3rd	STC & Riggers Committee Meeting	County Arms & BPA
4th - 13th	World Freefall Convention	Quincy
5th - 13th	Classics National Championships	Bridlington
5th - 14th	Espace Boogie	Vichy, France
14th - 18th	BI / Adv. Instructor Course 3/95	Ipswich
19th - 28th	Army Championships	Netheravon
21st - 25th	Exam / Pre-Adv. Instructor Course 3/95	Ipswich
26th - 28th	August Bank Holiday 16-way FS Competition	Sibson
26th - 28th	Paul Dixon 16-way FS Competition	Weston on the Green

September		
2nd - 3rd	Northern Region Formation Skydiving Meet	Hibaldstow
2nd - 3rd	LAC Meet	Headcorn
9th - 17th	FS World Championships	Gap, France
23rd - 24th	Central Region Canopy Formation Meet	Ipswich
28th	STC & Riggers Committee Meeting	County Arms & BPA

October		
30th Sept - 1st Oct	Central Region Style & Accuracy Meet	Hibaldstow

November		
13th - 17th	BI/Adv. Instructor Course 4/95	Hibaldstow
20th - 24th	Exam / Pre-Adv. Instructor Course 4/95	Hibaldstow

DZ Guide

4 & 8-way
Blocks

Dudes n'
Doris's

CLASSIFIED ADVERTS

FURY X 4

4 x Fury Main canopies, red, yellow and blue.
£250 each ono

Tel: John Horne 0722 433280 (day)
0985 840225 (eve)

JAVELIN/SABRE 190/RAVEN II

Container purple with yellow pop top and flash - main, blues with bright green end cell - reserve red! 450 jumps - one owner.

£1500

Tel: Scott Dougall 0932 242449

RAFSPA SKYDIVING GEAR SALE

Car boot sale - Sunday 26th March 1995
How many of us have old gloves, boogies, projects, jumpsuits and all sorts of other sky-diving gear that does nothing other than gather dust? "Just in case we need it!" Now is the time to get rid of it all, at the RAF-SPA car boot sale. All items sold must be at "traditional" car boot prices, ie, cheap. If you do, however, have more expensive kit available, then for an extra donation, you too can have a "pitch" and sell that gear you've been advertising for the last 2 years! Each pitch will cost £5, and all the proceeds will go towards the training costs of the British National 4-way FS team.

If you are interested in a pitch, then please contact Wayne Loxton on 0993 844798 or 071 414 5346 to book, but don't worry too much if you just want to see you there. A look forward to seeing you there.

Tel: 0603 716589 (eve)

SWIFT RESERVE

White Swift reserve: brand new, never packed, never used.

£350 ono

Tel: Sam Austin 0895 859106

COMPLETE KIT

Black Zerox: throwaway.
Phantom 145 square reserve.
Micro-Raven 150 main, light blue, 250 jumps.

£800

Tel: Scott 0484 689635

PARAFOIL 253/JETSTREAM /RD RES

Parafoil 252 (heavy weight): black/red/white/blue. Jetstream container: black/blue trim, legstrap throwaway, plus round reserve. All in good condition. Ideal for accuracy jumps or demos.

£450 ono

Tel: Jethro 01753 887721

TEARDROP CONTAINER

Tear drop container: charcoal grey and silver with blue piping, designed for 190 sq ft main and 175 sq ft reserve, Cyprus ready. Equipped with French reversed risers: 2 different pop top covers, tasteful yet striking, it looks great in photos and on video. One owner from new and well cared for.

£350

Tel: Chris Shaw 0171 380 2121 (work),
0181 647 6801 (home)

PD 210

PD 210 main canopy: dacron lines, standard connector links, #20 stainless steel slider grommet, Vector II main bag & Vector pilot chute, owners' manual. 34 Jumps only.

£695

Tel/Fax: Soren 0602 607743

VECTOR TANDEM SYSTEM

Vector Tandem System (complete), grey Container, 360 main (recently relined), 360 reserve (used once), new drogue system. Offer comes fitted with Cyprus.

£2200

Tel: Tony 081 781 3283/3289

BT50/PD163R/XEROX

BT50 - Royal blue/teal pink, reclined, new throwaway collapsible pilot chute.

PD163R - Used once

XEROX - Royal blue/teal pink, to fit tall person

£1000 or sensible offers

Also two wamsuits for sale.

Tel: John 01287 637843 (evenings)
0585 644489 (weekends)

SMOKE GENERATORS

Parachute display smoke generators, last remaining stocks only for 1995, going cheap.

Tel/Fax: Joe Forster 0115 9558577,
0115 9558576

DISPLAY JUMPERS WANTED

Parachute display jumpers, do you want to jump with the Pegasus Airborne Team for VE day events? If you are a POP's member, or a keen jumper, ask for Joe Forster.

Tel/Fax: Joe Forster 0115 9558577,
0115 9558576

TEARDROP/REFLEX145/TEMPO 150

1 Pin Teardrop - black/sky blue. Reflex 145 - navy/magenta/lemon. Tempo 150 - never used. Rig 20 jumps from new.

Tel: Euan 0908 692 538

MISCELLANEOUS

Dytter - £60. Altimaster III - £80. 20 packs of micro tubestoes - £15. Retractable pilot chute - £15. Four jump suits-navy - £20 each. Camera helmet - £35. All items are in great shape. Call Now.

Tel: Keith 01 480 811 487

TEARDROP/RAVEN/RAVEN II/RAVEN III

Complete system for sale: 2 Pin Teardrop - navy blue, black with red trim. Multi-coloured Fury main with CRW mods and throwaway pilot chute. Raven 1 reserve (unused). 200 jumps from new.

£900

Tel: Jane 0980 862804 after 6pm

SABRE 150 COPY/RAVEN I MAIN

Sabre Predator 150, excellent condition - £395.

Raven I main, excellent condition - £295.

Tel: Peter 0625 874262

RACER ELITE/FIRELITE/PHANTOM

Racer Elite: Medium harness, navy/light blue. Firelite: Navy/light blue. Phantom 24, unused.

£450

Tel: Tim Moran 0992 715859 or
Karen Askey 0533 708958

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

**AIRSCAPE, MEDIA SUITE,
3 TYERS GATE, LONDON, SE1
3HX.**

BT65/MIRAGE/PHANTOM 26

Deep pink BT65 in excellent condition. Relined 50 jumps ago. New kangaroo slider. Reserve used twice. Mirage in good condition, suit bigger built person. Must sell, surplus to requirement.

Any sensible offer accepted.

Tel: Adrian 0404 44801

FIRELIGHT/CRICKET/VECTOR CON

Complete kit for sale: Firelite main, Cricket reserve. All wrapped up in a beautiful Vector container, excellent condition, like new, only 80 jumps.

Offers wanted

Tel/Fax: Stuart on 01925 411609 /
01925 263883

MICRO-TALON/WILDFIRE/PD143

Micro-Talon container, black with Red Devils' insignia. Wildfire main, red white and blue. PD143 reserve.

All in very good condition. Must sell very soon.

£750 ono

Tel: Jaime 081 578 0063

RACER MAVERICK/FIRELITE PHAN 24

Racer Maverick Phantom 24: container and canopy in light blue/black, 550 jumps, reserve unused. Racer Firelite Phantom 24: container and canopy in light blue/pink, 270 jumps, reserve unused. Both rigs priced for quick sale.

£375 each

Tel: Andy 081 845 8783

We have a Cessna 182

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

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

For details on Aerial Photography and surveys please contact:

Sky Ads, Netherthorpe Airfield, Thorpe Salvin, Worksop
Tel: 0909 482981. Fax 0909 475233. Mobile 0585 292818



- * **ANTONOV AN-2 GIANT BIPLANE**
- * Enjoy the great experience in 1995 with UK's most experienced AN-2 operators. Lifts 12 - free fall or static line
- * **COMPETITIVE L410 TURBOLET CHARTER**
- * **LARGER AIRCRAFT ALSO AVAILABLE**

Avia Special Ltd
contact: James Black or Sue Jefferis
tel 01707 262 774, fax 01707 251 405

Adrenalin Adventures	14	ADVERTISERS INDEX	
Air Care/Frap Hats	8		
Airofly	43		
Airmasters Z-Hills (AFF)	42		Freeflight Z-Hills
Airtec (Cyprus)	15		Hanson Safety Knife
Airwaves	14		Heller (Sights)
Avia Special	39		Julian Snow Travel
British Parachute Schools	6		Kit Store
Centro de Paracaidismo (Events)	14		Parachutes de France
Dodington's (Altimaster service)	39&42		Paragear
Discount Gear Sales	42		Performance Designs
Flagler Aviation	13		Perris Valley

Altimaster Service Centre - Dodington's

28HIGH STREET, WHITCHURCH
SHROPSHIRE, SY13 1AU
Telephone: Whitchurch (01948) 6621 79

Cyprus Championships 1995



The 28-way pose after the attempt. Photo by Costas Kyriakides

At some point everyone becomes aware of the physical laws governing aerodynamic principles of flight. It is these laws which are deliberately flouted by the bumble bee. Yet the insect manages to fly. The Shorts Skyliner is like the bumble bee, since no matter how you view it, the aircraft looks as though it should never get off the ground. Yet it does and with great efficiency.

So it was the Netheravon monster arrived to become the workhorse of the 1995 Cyprus Championships. Perhaps the only difference between the bumble bee and the Skyliner is that the former is better looking!

The Skyliner did not arrive until a few short (sic) days before the competition, prompting a mad frenzy of activity of accustomisation to a tailgate exit. Of course it didn't help when "semi-resident" Ed Smerdon was heard asking people if they'd jumped it before and looking relieved when their answer was no. He already had some experience of the aircraft with The Royal Signals team during the "Armies" in August.

Still, with warnings of "keep your arms in and head down on exit", most teams managed a number of jumps from 12,000ft, such is the climb rate of this beast and the generosity of Roger Brown.

So began this year's Cyprus Championships. The number of competitors had increased and there promised to be some good quality jumps to come. The competition brief, once again handled by Meet Director, Major Bob Card, was delayed until 6pm on Sunday 31st

October to allow a full day's use of the Skyliner. This also meant less time drinking and dirt diving, probably in that order too! The competitors were welcomed by CCSPC Commandant, Major John Larkham, who quickly handed over proceedings to the competition organisers.

The judges this year were Rene Bodin, Jan de Graaf, Amanda Kelly, Jo Scott, Mick Turner and Anne Fowler. As usual, the stats were handled by Tony Makepeace who had one or two mishaps with his computers during the competition, and claimed it was due to "voltage fluctuation". However, I suspect the mishaps were caused by the resident fly population attracted to the local produce he kept leaving on his table.

As last year, manifesting was undertaken by our own Don Hughes and regular visitor, Dave Muir. Those inimitable words were once again heard regularly over the tannoy: "Or-key, forks, just ta kip you inforrrrmed...". Despite the Skyliner's capacity and turn around times, they

managed to keep the aircraft full without too many double manifests or complaints from competitors.

The competition kicked off at 0730 on Monday and since we had fine weather our chairman went straight into the FS. It was his intention to finish this part of the competition so those who had entered only this event could spend the rest of the week fun jumping. However, by the end of play on Monday, most teams had completed four out of six FS rounds. There were even a few entertaining novice accuracy jumps thrown in for good measure, jumpmastered again by our own CCI, Dixie Dixon who, together with pilot Roger Brown, was also devising plans for the Inter and Senior accuracy loads, of which more anon.

Other antics included overhearing Tony Butler requiring a good "wanging" from one of his team members on a pairs turn... the mind boggles! The Marines arrived to do as many CF jumps as possible, and with the weather on Monday being unseasonably warm and sunny all seemed possible.

Day two and the sky looked ominous. Sure enough, the winds got up after only four lifts, one of which cuminated in a mass bail-out of the Skyliner because of an ATC hold. They said they were bored so attempted a scratch mega-blob, which caused consternation on the ground as it was unexpected, although spectacular. These "Coptic gales" usually blow for about three days and true to form did just that. Wednesday was no better although a few lifts were managed until everyone was stood down.

One of our local competitors, George Makrides, discovered the joys of landing under a round reserve in marginal winds. Mind you, he couldn't recognise the steering toggles so used the risers! It's his own kit, so no excuses there and plenty of penalty crates. The bad news after the gales was with wheels off at 0600(!)

RESULTS

Intermediate FS

- 1st Uni-Royal
- 2nd 7-up
- 3rd Black (RAPA)

Senior FS

- 1st Touch & Go
- 2nd Wash & Go
- 3rd Brownian Motion

Intermed Team Accuracy

- 1st Uni-Royal
- 2nd Wash & Go
- 3rd Brownian Motion

Senior Team Accuracy

- 1st JSPC (N)
- 2nd Our Bags on Bus (RAPA)
- 3rd Lubricity

Novice Accuracy (RAPs)

- 1st Chris Kerr
- 2nd Lee Myers
- 3rd Darren Pettener

Intermed Individ Accuracy

- 1st Jason Baxter
- 2nd Phil Roberts
- 3rd Barry Cockburn

Senior Individ Accuracy

- 1st Ian Markham
- 2nd Dave Ballard
- 3rd Lee Andrews

Intermediate Style

- 1st Jason Baxter
- 2nd Robbo Robinson
- 3rd Glenn McKinnon

Senior Style

- 1st Steve Thomas
- 2nd Lee Andrews
- 3rd Graham Pemberton

Individ Intermed Overall

- 1st Jason Baxter
- 2nd Chris Tait
- 3rd Glenn McKinnon

Individ Senior Overall

- 1st Lee Andrews
- 2nd Steve Thomas
- 3rd Steve Apps

which continued for the rest of the meet including Saturday.

The pressure, even at this early stage, was beginning to build – and mentioning pressure reminds me: Barry Joss was participating again and it was he who picked me up each morning (Thanks Barry, I've promised to mention him several times this year). He unwittingly provided quite a few tales, of which this is the first. Will someone in the know, please explain to Barry that putting 50 psi in one tyre is not too good and no, asking if it's the correct "temperature" will usually result in a few worried looks!

Barry Joss went out on the town with his family and friends and from information gathered he had such a good time failed to notice a drunken host climbing into his bed during the night. Now I've been given a very plausible reason for all this but I promised Don Naismith I'd pass that on.

Thursday and another "Oh, cor blimey" start time. The winds abated enough to start some accuracy but we still made only four lifts. Roger Brown managed his "once a day banana job..." which he maintains is reference to the flavour and number of ice creams he consumes. He also mentioned the necessity of negotiating with Larnaca ATC for 9,500ft using Sharon Wright as the bargaining point. The deal was that her services would be available for three consecutive nights to the Senior Air Traffic Controller. Apparently Sharon managed to whittle it down to one and a half! Nice one Sharon. And thanks, Roger.

Mac MacLellan, looking fresh and white from RAPA, had a reserve ride from 7,000ft caused by a funnelled exit and some combat relative work. Taff Davies suggested all accuracy should be undertaken on rounds after watching some uneventful and reasonably accurate novices and intermediates on squares. However, his own distinctive style of covering as large an area as possible with his backside in the hope of fooling the machine and judges would, I suggest, have to be modified if he used a round. Then again...

Major Bob Card was determined to finish the FS and finish it he did. The accuracy came in for a beating with marginal winds causing several re-jumps, especially for the novices and intermediates. As mentioned earlier, Dixie, acting as jumpmaster and Roger Brown now permanently stuck on board the Skyliner, broke the monotony by giving some of the non-serious senior teams 160kt run-

ins. It was quite a sight from the back. Spotting from this aircraft was novel, since the exit point rapidly disappeared behind you. After being lambasted for bum spotting, round two onwards usually entailed the jumpmaster laying on the floor and pushing his head as far as he could underneath the aircraft to see what was coming. Most teams simply took what they could or waited for the "Royal nod" from Dixie.

Meanwhile, 28 of us had been selected to try for a Cyprus record. Dirt-diving on Friday in the hope of a practise jump saw Tony Butler, sporting a very nifty bright yellow Frapp hat and being the base on to whom we would all build, running several times in reverse as we streamed out of our imaginary aircraft (20 in the Skyliner plus 10 in the Turbine Islander) I think he thought it the easy slot.

Saturday came and we were still trying

"The deal was that her services would be available for three consecutive nights to the Senior Air Traffic Controller"

to finish the competition. The manifestors were doing their job using the base of an elaborate table lamp in order to see the names on the board. It really was an early start! Time and light had prevented the 28-way rehearsal until today. 14,500ft and a 26-way was completed by 0700. We attempted the second point, then the third... a funnel amongst all those bodies is quite amusing if you don't happen to be taken out.

The general tone of the competition was both serious and fun. There were no protests and a lot of partying at night, even though the super-early starts took their toll. The meet finished on Saturday with the CJSATC staff doing their level best to set up the medals and hospitality areas, whilst Major Card was doing his best to finish everything. Alas, the accuracy was called at round five, although everything else was complete.

The meet was called largely owing to the VIPs who were ready to be entertained, so the display began with the accuracy demos. From where I stood one approach looked like the jumper was more used to a BT Pro than a ParaFoil. The Marines were next to put on their show with spectacular formations, including a tri-downplane with smoke. I

say it every year, but it still impresses the hell out of me.

Then it was the turn of the 28-way attempt. It nearly didn't happen as the Islander had a problem starting. Debates on board the Skyliner resulted in an 18-way. But thanks to some deft work with a large spanner the Turbine was coaxed into life and the 28-way attempt was on again. Ominous cunimb was bubbling up west of Larnaca and we were given only 12,000ft by ATC. It built to 28 but was held only for the statutory time at 26. Nevertheless, it was a great buzz and apparently a good sight from the ground, especially when all the canopies opened up; well all that is except for Steve Apps, who cutaway from a canopy with several broken lines.

As I was part of the display this year, I cannot say how Major Card fared as MC of the proceedings, particularly as Larnaca ATC held the 28-way for some 15mins at altitude. How he filled in the time I don't know, but he did.

Again, the buglers from The Royal Green Jackets heralded the medal ceremony, and with eager anticipation of receiving a coveted "gong" and getting a mention in the mag the competitors clustered around. The medals were given out jointly by Col. Adlington, Commandant of Dhekelia Garrison and our Carlsberg area manager, Mr Andreou; Carlsberg again sponsored the medals and provided liquid refreshment.

All that remained was to repair to the club bar, attempt to pace yourself until the end-of-champs party at the George Club that evening, and then start again. The party was like all para-parties: some drank, others cavorted on the dance floor – some both. And poor old Dave Muir? Well, he's still waiting for his waltz. Dixie was the last out at 3.00am, he had to make sure everyone was ok.

Another year and another successful championships, although the weather very nearly got the better of us. Individual thanks would take too much space and time but the CJSATC staff, the parachute staff and the organising committee are to be congratulated once again. We mustn't forget the help given by Netheravon and this year, RAPA, plus all the officials who ensured it was a friendly, trouble-free and pleasant event which we definitely intend to repeat next year. See you there?

Phil Bell

Kit News

Check your rings

You can't check your kit too often. The riggers committee was recently given details of an incident in which, on deployment, a jumper's brake locking ring detached from the riser and stopped the slider descending properly. The lines on one side of the canopy twisted and the side collapsed. The reserve had to be deployed.

It transpired that the ring used was the ring that broke was the unwelded type which should have been replaced. Other riggers had come across this problem, caused by either worn webbing or broken rings. The conclusion in all these cases is that jumpers should be picking up the

problem before it causes a malfunction, ie it is a kit maintenance problem: don't forget folks: check your kit regularly and thoroughly!

P de F moves

Parachutes De France's kit is obviously moving because the company is. P de F are relocating to larger premises and their address is: 2 Rue Denis Papin, 95001 Cergy-Pontoise Cedex, France. Tel: +33 1 34 32 77 77. Fax: +33 1 34 32 73 17.

They have just released their latest catalogue, (which they will post to you free if you contact them at the address above). It is a colourful, well put together publication with rigs, skywear and accessories accompanied by useful statistics. If you can't decide what to get try it – it may just help you make up your mind.

New products from C&G

The Cool & Groovy Fridge Co has come up with a new 'designed from scratch' full face camera helmet.

Called the Icepic, it is constructed from carbon fibre and boasts some novel features. Also available is the "Time-Out," a two stage altitude warning device. For more information about both products, contact The Cool & Groovy Fridge Company, Ivy Cottage, North Street, Swinford, Lutterworth, Leics LE16 6BE. Tel: 0788 860882 – or read the Word on The Street!



OPEN ALL YEAR ROUND!

- Tandem Jumps
- AFF Instruction
- WARP Instruction
- Student Gear Rentals
- Primary and Advanced Relative Work Instruction

Phone (813) 788-5591 ■ Fax (813) 783-1339



Phoenix/Z-Hills Parachute Center
P.O. Box 1889, Zephyrhills, FL 33539

Cypres: running loop routing

A racer was found where the "Running Loop" had been routed incorrectly around the EOS. The "Running Loop" had been rigged to enter the cutter at the bottom hole, exiting at the top hole and then being routed half way around the cutter and then through the grommet to the pin.

In the event that this reserve had been manually deployed the reserve container would have opened but at a very much slower rate than normal. It is considered that the reason for the "Running Loop" being incorrectly routed may well have been the improper use of a "T" handled bodkin together with a soft bodkin.

Inspections:

1. When re-packing "Pop Top" reserve containers which have been fitted with a

Cypres, part of the final inspection must be a visual check to ensure correct routing of the loop ends through the cutter hole. This is to be done by looking through the grommet underneath the reserve pin in bright light conditions.

2. While carrying out equipment checks at the Drop Zones or in Rigging Lofts, extra attention must be paid to ensure that the "Running Loop" is correctly routed.

Cypres saves top the fifty mark

The documented number of lives saved by the Cypres AAD passed the half century mark with an incident at Perris Valley in the USA in which a Tandem pair were saved. The Tandem master failed to deploy either main or reserve.

In the four years since it became available, over 16,000 units have been sold

Reserve Jumpshack Racer Elite Flight Concepts International Performance Designs Stiletto

DISCOUNT GEAR SALES

UK Distributor for Florida Dealer
Direct from USA at discounted prices.

Stiletto £999

Sabres from £939

PD and Raven Reserves from £629

Vectors & Javelins 15% off list price

Many items available from stock
We can arrange sales for pickup in the USA

At least 15% discount on all items

Call Doug now for details!

Tel/Fax 01764 663350 (24hr ans)
Mobile 0378 289 122

Performance Designs Stiletto Sabre PD 9 Cells PD 7 Cells PD Reserves Relative Workshop Vector II Vector III Precision Aerodynamics

PD 9 Cells PD 7 Cells PD Reserves Relative Workshop Vector II Vector III Precision Aerodynamics Raven Reserve Jumpshack Racer Elite

Altmaster

Service Centre - Dodington's

28 HIGH STREET, WHITCHURCH
SHROPSHIRE, SY13 1AU
Telephone: Whitchurch (01948) 662179

Florida's Megajump Metropolis

Calendar of 1995 Events



February 11 - 12	Valentines Day 4-Way Mini Meet. Coaching and seminars.
March 11 - 12	High-Altitude 4-Way Meet. 2 rounds. "Skydive City Rules" 70 seconds of working time.
March 18 - 19	St. Patrick's Day 20-Way Meet.
April 1 - 16	Easter Boogie, Skydive City Style.
April 8 - 9	10-Way Scrambles. Everyone wins!
April 10 - 14	"City" Color-Coordinated Dives with Roger Ponce de Leon.
April 15	Easter 20-Way Competition
April 16 - 23	Large Sequential Dives: As large as we can go!
April 29 - 30	"City's" original Mayor's Cup 8-way competition. The mayor has not lost yet...
Dec. 26 - 31	20-Way Sequential & World Record Formation Attempt The meet from Twin Otters, the record from a C-130 Hercules

Aircraft

Full-time: Twin Otters
Visiting: DC-3 Turbo Porter
CASA Balloon

City Facilities

Trailer & RV Park
Camping Shower House Laundry
Covered Packing

Additional Services

Sunshine Factory Sales & Rigging
City Skydiving School
Hard Dock Cafe Ruth's Beer Garden

Important Notes

Only \$15 to 13,500 feet. More value for your skydiving dollar!
Full-time turbine aircraft year around



Skydive City
40440 Chancey Road (Z'hills Hwy 301 bypass) P.O. Box 1599 Zephyrhills, FL 33539
Tel: 813-783-9399 800-404-9399 Fax: 813-782-0599

Call, write or fax and allow us to better serve you! Blue skies and safe landings! Owned and operated by active skydivers!

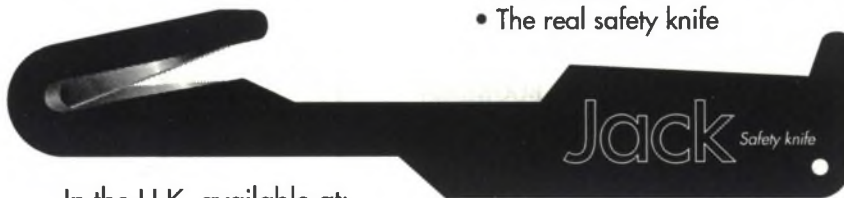


A Great Bite with a Perfect Grip

The JACK Safety Knife is there to help you in case of entanglement or other unplanned situations.

- Used by NATO since 1983
- Dayglo yellow or black colour

- Fast, good grip
- No search for fingerholes
- One hand operation
- Length increases your reach
- Twin opposing blades cut better
- Extra blade set inside knife
- The real safety knife



In the U.K. available at:
Sward Sports Ltd 0793-772323

Made in Sweden. Hanson Safety HB Box 108, 236 23, Høllviken, Sweden

Dropzone Defence Fund

I believe it is time those of us who participate in this sport take tentative steps towards protecting it from threats which may radically affect the number of sites available to us in the future. I am referring to the growing tendency of local planners to refuse permission for aviation-related sites and of local objectors getting together and attempting legal action to have sites closed or planning permission varied or curtailed.

I have been skydiving since 1974 and seen many drop zones come and go, for many different reasons. In my opinion, there has been a significant increase in a situation where planning, or other legal issues, has been a major factor. Tilstock recently faced a major battle, against its own local council to keep open and has seen its operations severely curtailed. Peterborough Parachute Centre faced a very determined effort by one person to alter flying patterns to reduce noise and Headcorn, ultimately successfully, fought off a strong attack by its local council. I believe there may well have been other casualties in this war.

Taking the issue for one moment away from purely sport parachuting, general aviation is facing an uphill struggle to maintain flying sites throughout the UK, with developers eyeing them enviously as potentially perfect sites for retail shopping or housing sites. The General Aviation Awareness Campaign was launched to counteract this and is supported by the BPA, amongst many like-minded organisations.

My purpose in bringing this matter to your attention is to suggest that perhaps we ought to take a leaf out of the book of our friends in the

States. Around two years ago, they created the Airport Access Defence Fund. Its purpose? To collect money to fight threats to drop-zones. I do not know how much they currently have and in any case, given the number of drop zones and skydivers over there, it ought to be a fairly large sum. It doesn't really matter anyway - the point is, I think there is a lesson to be learned from their lead.

I very strongly feel that we as British skydivers need to task our governing body with setting up a similar fund. If we believe the issue of access to suitable skydiving sites is one worth fighting for then we had better do something about it. I know some of you may think we have a natural right to skydive but I suspect that it is not a vision shared by most of the population.

Ours is a minority sport, a long way down the priority list of funding by outside agencies. In short, if we are not prepared to dig into our own pockets to protect something we care a lot for, we should not be too surprised if the general public do not get too excited about helping us.

My proposal, which I put to you now and seek your support on is that we request the next BPA Council to set up a fund and to solicit donations from each of us via our next membership renewal. This means re-designing the form so that we can check the box and enter how much we are prepared to contribute to the fund. Other monies could come from donations from DZ operators, equipment manufacturers and the association itself, using a percentage of any yearly surpluses made of perhaps some of the commission from the BPA credit card.

The point is, this needs to be new money, additional money, not just a recycling of what already goes into the sport. I know that the association faces the real threat that it may not get the same level of external funding in future as it presently receives, so its ability to redirect existing funds is limited somewhat.

If this idea is approved, I would want to see a couple of safeguards. The main one is that the fund should be administered by a small com-

This is the text of the item of special business which was voted upon at this year's AGM.

The proposal was carried and the Defence Fund is being set up by the BPA and donations are now being solicited.

mittee, consisting both of current council members and a couple of respected grass-roots people who have no vested interests and can look objectively at any applications to the fund for assistance.

The other is that the fund be used as the tool to, if you like, draw a line in the sand and say "Okay, all member drop-zones in good standing with the association may make application to the fund for help to fight legal threats which may lead to severe restriction or closure". What we are talking about here is protecting what we now have because I have certainly noticed that new DZs do not open up too frequently any more and if the current ones are closed down and aviation sites generally disappear, then the long-term future in terms of choice and availability of DZs does not look so good.

And yes, I do have a vested interest, two actually. I am the chairman of a centre under threat, where I am proud to say that club members have put up the money to pay legal bills comfortably over £3,000 so far and have pledged to continue to do so.

But I have a more important and selfish reason. I want to continue to have the choice of DZs that I currently have and the freedom to go throughout the country and be within reach of somewhere where like-minded people meet to enjoy the freedom of the skies. I realise I may have to pay for that privilege and I am prepared to do so. Are you?

The Drop Zone Defence Fund - an opportunity for skydivers to show that they can organise themselves to protect the sport for the future.

John Lines D2280, BPA22451

BOOGIE ALL OVER THE WORLD WITH JULIAN SNOW TRAVEL LOW ALTITUDE PRICES

FOR ALL YOUR FLIGHT & CAR HIRE BOOKINGS
CALL ALISON MAYO

JULIAN SNOW TRAVEL
7-9 UNION STREET
STRATFORD UPON AVON
WARWICKSHIRE CV37 6QT



TEL: 0789 261112
FAX: 0789 261113

OR CALL THE DROP ZONE

MIDLAND PARACHUTE CENTRE, WEEKENDS: 0451 844449



FREEFLIGHT SKYDIVING SCHOOL HAS MIGRATED TO BIRDLAND!

Skydive at our privately owned
airport 50 miles north of Tampa with:

Jerry Bird 9,000+ Jumps
World Champion

Frank Arenas 6,000+ Jumps
World Record Holder/AFF Instructor

Mark Hewitt 5,000+ Jumps
US National Champion/AFF Instructor

and the rest of our staff that averages 4,000 jumps.

WORLD-CLASS INSTRUCTION
"WHEN ONLY THE BEST WILL DO"
Twin Otter, Cessna 182

EXPERT AFF INSTRUCTION	ONE-ON-ONE COACHING	HIGH-PERFORMANCE CANOPY TRAINING
TEAM FOR A DAY	WARP COACHING	4- & 8-WAY TEAM COACHING

"The official school of the World Freefall Convention"

PO Box 1179, Bushnell, FL 33513-1179
(904) 568-2992 Fax: (813) 782-5112

KEN VOS

Ken Vos was born in 1937, evacuated to Australia during the war, and returned to do his National Service in the Royal Air Force where he learned to fly. He left the RAF and took over a printing business which operated very successfully until he finally sold out his interest, having established a home in Western Australia, in the late 60s. It was here that he became chief pilot and operations manager of a successful air charter company, married Phyllis and became the proud father of Penny, Suzie and Lucy. Just before Christmas last year he was tragically killed by a train in an attempt to rescue one of the family dogs from a railway line.

Ken started skydiving at Thruxton in 1963 and very rapidly progressed to being, in my view, the outstanding relative worker of the mid-60s. He never made a big thing of his talent; he just set himself personal challenges which he then quietly achieved. He got back into flying and gained a PPL in 1964, and the following year, in his bright red (his car, parachutes and jumpsuit were also bright red!) Super Emeraude (a tiny French 100 hp 2 seater wood and fabric low wing monoplane) he flew to Australia with no fuss or publicity, but just because he wanted to do it. He visited California to improve his skydiving skills, gained an SCR with a two-digit number and was filmed on a number of occasions by an up and coming free fall photographer named Carl Boenish.

It was on one such jump that another skydiver opened immediately below the group and Ken smashed into the deploying canopy which rearranged his face dramatically - Ken just managed to deploy his own canopy before losing consciousness and landing in one piece but with a face that had to be skillfully rebuilt by a top Californian plastic surgeon. The footage of this accident is presented in Carl Boenish's early skydiving film, "Masters of the Sky".

In 1966 Ken and I were involved in the filming and skydiving that was part of the 20th Century Fox Production, "Fathom" and which starred Raquel Welch. Ken, with a long haired wig and silver jumpsuit, doubled for Raquel Welch and I filmed him (her!) in free fall. It was all great fun apart



Ken Vos over Thruxton, 1965 (My first free fall photography using a wrist mounted manual wind Pentax!)

from both of us returning home with injuries caused by hard landings on the rocky Spanish DZ.

About the last jump we did together was to mark the occasion of Ken's 40th birthday in 1967 when we jumped into a minuscule paddock behind my local, the "Leather Bottle" in Mattingley - and it were round canopies in them days!

John Ball (who was also on the load) and I, with our respective ladies, recently went back to the Leather Bottle for a meal to remember Ken and the great times we all had together.

In spite of his small stature he was a giant of a man in his attitude to life. he always set himself seemingly impossible challenges, then, without fuss, achieved them. he had an amazing sense of fun and lived every second to the full. He was ultra fit and, in his mid-sixties, had only recently taken up rock climbing. He always said he'd marry a beautiful girl 20 years younger than himself and have three daughters - amazingly he did just that. His eldest daughter, Penny (a real chip off the old block), now works in this country and has recently started skydiving at the Peterborough Parachute

Centre. She reminds me so much of a very special and sadly missed friend, Ken Vos, D188.

Charlie Shea-Simonds

Charlie Shea-Simonds was, in his 30 years in the sport, the BPA's first National Coach and Safety Officer, Editor of "Sport Parachutist", Chairman of the BPA and author of "Sport Parachuting" and "The Complete Sport Parachuting Guide".



s A F F ari Excursions

The alternative skydiving adventure

£1500 secures you:

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

What are you waiting for?

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

For an information pack telephone 071 602 2632



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), 1st Jump S/L courses. Radios and Aeroconicals. S/L and F/F progression to Cat 10, WARP, RW and CRW instruction. Tandems, Air-to-air video. Accuracy pit, new lecture room. Canteen, showers, washing & toilet facilities, camping on DZ.

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

Blue Skies Parachute Centre

Contact: George McGuinness
Bishops Court Airfield
 Bishops Court
 Co Down
 N Ireland
 Tel: 0238 510744
 DZ: 0396 842202

Border Parachute Centre

Open Friday afternoons and weekends throughout the year and weekdays by arrangement. Round, RAPS, Tandem, AFF courses, WARP, CRW, Style and Accuracy coaching. Artificial pit, electronic pad, video, team rates, canteen, Cessna 207, Cherokee 6 and Reims Rocket. Bunkhouse, B&B, camping, bar and restaurant locally. Jump onto the beach for barbecues for summer.

Contact: Tim Andrewes
Border Parachute Centre
 Brunton Airfield
 Chathill
 Northumberland NE67 5ER
 Tel: 01665 589000

British Parachute School

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

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

British Skysports, Bridlington

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

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

Cornwall Parachute Centre

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

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

Devon & 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). Islander and Cherokee 6 available. Student RW and CRW instruction by full time staff. Accuracy pit, excellent rigging facility. Food, accommodation, camping and bar on drop zone.

Ipswich Parachute Centre
Ipswich Airport
 Nacton Road
 Ipswich
 Suffolk IP3 9QF
 Tel: 0473 710044
 Fax: 0473 271055

London Parachute School

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

London Parachute School
 PO Box 18
 Goring on Thames
 Reading RG8 9EW
 Tel: Drop Zone 0249 651909
 Tel: Weekends 0860 559112

Merlin Parachute Centre

Open weekends and Bank holidays 9am till dark. Static Line Round parachuting courses every Saturday, Tandem & AFF by arrangement, CRW & Formation skydiving (coaching available, accuracy pit, BN Islander with in-flight door, friendly atmosphere, bring two passport photos for camp pass. Canteen facilities, indoor packing, camping and B&B close to airfield at local pub.

Merlin Parachute Centre
Alanbrook Bks
 Topcliffe, Near Thirsk
 North Yorkshire
 Tel: Weekdays 0274 631044
 Tel: Weekends 0748 875367

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
 Friockheim
 Angus
 Scotland DD11 4XX
 Tel: 0241 828999

Peterborough Parachute Centre

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: 01 832 280490
 Fax: 01 832 280409

Peterlee

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

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

Scottish Parachute Club

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

Contact Scotty Milne
Scottish Parachute Club
Strathallan Airfield
Nr Auchterarder, Perthshire
Perthshire PH3 1LA
 Tel: 0374 686161
 Tel: Weekends 0764 662572

Skydive Scotland

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

Skydive Scotland
The Parachute Centre,
Errol Airfield,
Grange
Errol
PH2 7TB
 Tel/Fax: 0821-642881 (Office)
 or 0821-642673 (Airfield)

Parachute Centre, The

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

The Sport Parachute Centre

Tilstock Airfield
Whitchurch
Shropshire
Tel: 0948 841111

Stirling Parachute Centre

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

Stirling Parachute Centre

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

Target Skysports Parachute Club

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

Target Skysports

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

Wild Geese Ireland

Open 7 days a week – 8am till dark. S/L round, S/L square courses daily, tandems, training to Cat 10, CRW, display team, kit hire, AAD's radios, large accuracy pit with competition pad. Cessna 206, Pilatus Porter. Accommodation for 36, camping welcome, how 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 1994/95

Bath University	Central Lancashire University
Durham University	Glasgow University
Kent University	Kingston University
Lancaster University	Loughborough University
Manchester Metropolitan University	Newcastle University
Salford University	Southampton University
Staffordshire University	Sussex University
Surrey University	Thames Valley University

BCPA C/O Catherine Symonds – Chairman

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

Ellen Ruston – Secretary

35 Delacy Street
Ashton, Preston, PR2 2DD
Tel: 0772 881360

The Free Fall Company

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

The Free Fall Company

Sibson Airfield,
Wansford
Peterborough PE8 6NE
Tel: 0832 280055
Fax: 0832 280409

East Coast Parachute Centre

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

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

Flying Tigers Airsports

RAPS, AFF & TANDEM.

Kevin McIlwee

Flying Tigers Airsports

6 St Hildas Court
Palmyra Road
St 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 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 Langar's facilities and aircraft. We can arrange AFF courses in Southern France. Kaleidoscope – experts in skydiving promotions, exhibition, 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 633371
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)

(Rhine Army Parachute Association)
Flugplatz
33175 Bad Lippspringe
Germany
British Forces Post Office 16
Tel: 010 49 05254 98 2378 or 98 2740
Fax: 010 49 05254 87456

RAFSPA

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

PERRIS VALLEY SKYDIVING



Open 365 Days A Year In Sunny Southern California!



EXCELLENT TEAM RATES

WORLD CLASS COACHING BY AIRMOVES

Team Training Facilities • Video Review Rooms • PAL & NTSC Systems • Bunkhouse •
"IHOP" Foreign Visitor House • New "Jump Run" Cantina • Creepers • Load Organizers • Packers •
Close to Los Angeles & San Diego • Beaches • Mountains • And Lots of Blue Skies!

2 Twin Otters, DC-3, King Air, C-206

PERRIS VALLEY SKYDIVING

2091 Goetz Road • Perris, CA 92570

(909) 657-3904 • Fax (909) 657-6178

ATOM + Drakkar ?
ATOM + Merit ?
ATOM + Blue Track ?



Atom and Blue Track have been
world champions several times over.

These are hard facts.

Some of tomorrow's world champions
are among today's beginners
being trained with Campus, Atom,
Drakkar or Merit.

All this goes without saying.

PdF is with you. From the very beginning
to the ultimate victory.

The truth and nothing but the truth.

Blue track
INTERNATIONAL PARTNERS
FINE PARACHUTE MAKERS

**PARACHUTES
DE FRANCE SA**

9, Chaussée Jules-César - BP 247 - 95523 Cergy-Pontoise cedex - Tél.(1) 34.33.35.35 - Fax: (1) 30.32.43.11

THOMAS

Sports
Equipment
Limited

The 1 Pin Tear Drop

The 1 Pin Tear Drop the fastest deploying reserve in the world, the easiest pop top reserve to pack in the world, now has the highest standard in the world **FAA TSO C23d** and is completely usable and accepted **WORLDWIDE**.

Cypres ready at no extra charge
Custom colours at no extra charge
TSO C23d at no extra charge !!!!

Your Equipment

As the UK's leading Designer, Manufacturer, Importer and Supplier of parachute equipment we can offer our customers the biggest and best range of equipment at very competitive prices with the guarantee that we can solve your problems if you are not completely satisfied. Our factory offers a manufacturing facility for a wide range of products all manufactured to CAA and ISO approval. With genuine affiliations to the top manufacturers of parachute equipment in the World, such as Performance Designs, Airtec, Parachutes De France, Precision Aerodynamics, Flight Concepts, Parachute Industries of South Africa, you are sure to find the equipment you are looking for. We can also have your equipment waiting for you in the country of your destination at no extra cost and with the same guarantee.

Demo Equipment Available

In conjunction with Performance Designs we are able to provide complete sets of equipment for demonstration purposes. 1 Pin Tear Drops complete with P.D. Main and Reserves, watch out for us at your local D.Z. and try one.



The Loft

Civil Aviation Authority A8-2 approved, our large loft offers on site facilities for design manufacture, maintenance, servicing installation, conversions and repairs, all carried out by qualified personnel. Our staff can offer you the security of a consultancy service along with any technical advice you may need. Our loft also carries a large supply of spare parts for your equipment.

The Shop

Apart from our large range of containers and canopies we also stock everything the skydiver will ever need, such as the Cypres, altimeters, helmets, goggles, gloves, knives and pouches, log books and stamps, manuals, tevas, tube stoves, T-shirts, etc. Gear bags, packing mats, fun bags, wallets, etc, all made custom colours at no extra charge.

Information and Ordering

Call, Write or Fax for our complete Catalogue and price list. We accept Access, Master Card and Visa for mail order items large or small.

PENFOLD LANE - BRIDLINGTON - EAST YORKSHIRE - YO16 5XS
TEL: 01262 678299 FAX: 01262 602063