

SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



**Dallas Freefly
Tropical Boogie
Christmas at Ampuria**

January/February 1996

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—Norman Kent, Aerial Cinematographer

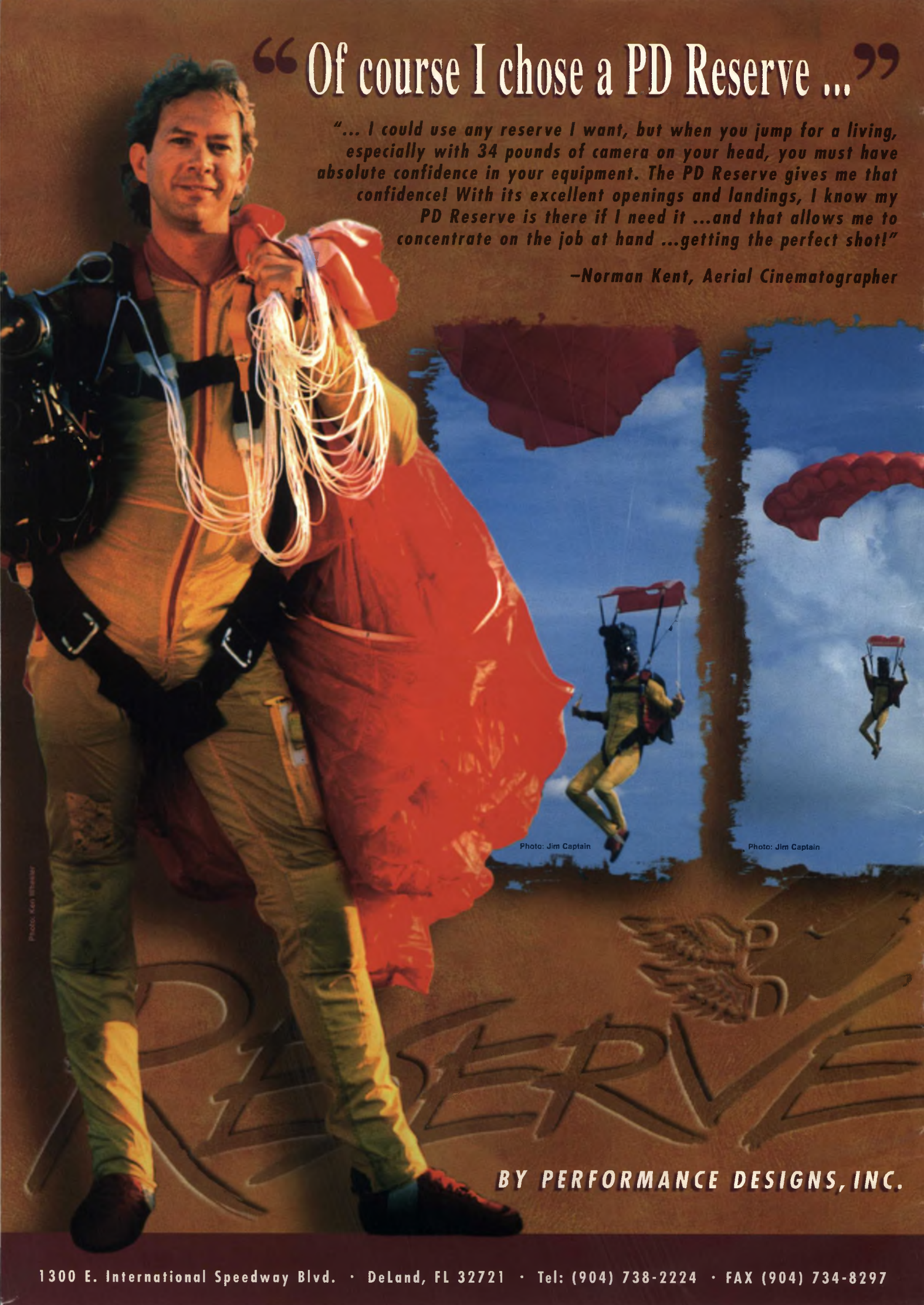


Photo: Jim Captain

Photo: Jim Captain

BY PERFORMANCE DESIGNS, INC.



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Wharf Way, Glen Parva, Leicester LE2 9TF.
Tel: 0116 278 5271. Fax: 0116 247 7662.

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At the time of going to press the above people had been elected onto Council but had not yet appointed the Officers of the Association. A list of the Officers chosen will appear in the next (March) edition of SP.

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**Trudy Kemp, Sharon Gurney,
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Sport Parachutist Magazine

Send any contributions or photographs for consideration to:

**Editor
Lesley Gale**

'Sport Parachutist', 3 Burton Street, Eastgate,
Peterborough PE1 5HA.
Tel/fax: 01733 557 591.

Lesley is available to speak to directly on Tuesdays and Wednesdays, answerphone service available all other times

Design & Layout
**Evette Darroux
Bridget Greenwood, Lynette McDonnell**

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Cover Photo: Steve Scott from 4-way team RAFSPA flies a Red Bull canopy. Steve is interviewed on page 36. Photo by Simon Ward.



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SPORT PARACHUTIST

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DIARY OF EVENTS

DATE	EVENT	LOCATION	DATE	EVENT	LOCATION
February			May		
5 - 9	BI/Advanced Instructor course	Netheravon	4 - 5	8-way scrambles	Langar
7 - 25	Cuba tropical boogie	Cuba	4 - 6	POPS meet	Ipswich
10 - 11	8-way meet	Phoenix, Lake Wales	4 - 6	POPS meet	Moorsele
10 - 11	BCPA AGM	Netheravon	4 - 6	Northern collegiate meet	Hibaldstow
12 - 16	Exam/Pre-Advanced course	Netheravon	4 - 12	Spring fling	Skydive DeLand
12 - 16	Basic riggers course	Gainsborough	6 - 10	AFF/Tandem Instructor course	Langar
14 - 18	4 & 8-way money meet	Skydive City, Zephyrhills	13 - 17	BI/Advanced Instructor course	Langar
17 - 18	4-way meet	Skydive Sebastian	16 - 27	Mini Espace boogie	Avignon-Pujaut
17 - 18	4 & 8-way meet	Langar	20 - 24	Exam/Pre-Advanced Instructor course	Langar
21 - 25	Jewels R Us	Skydive DeLand	June		
23 - 24	Skysurfing seminar	Skydive Sebastian	14 - 26	World Championships in Canopy Formation	Indonesia
24 - 25	4-way meet	Phoenix, Lake Wales	22 - 30	Large aircraft boogie	Langar
March			29 - Jul 6	RAPA championships	Bad Lippspringe
4 - 8	Approved Riggers exam course	Gainsborough	July		
16 - 17	10-way meet	Skydive City, Zephyrhills	1 - 7	Collegiate Nationals	TBA
16 - 17	10-way meet	Phoenix, Lake Wales	6 - 14	Moscow boogie	Moscow
17 - 26	Multisequential FS	Eloy, Arizona	13 - 14	POPS meet	Peterborough
22 - 28	RW camp	Phoenix, Lake Wales	27 - Aug 4	Formation Skydiving National Championships	Hibaldstow
23 - Apr 14	Easter boogie	Skydive City, Zephyrhills	August		
24 - Apr 8	Nordic large formation camp	Skydive DeLand	3 - 11	Espace boogie	Vichy
30 - Apr 7	40-way Easter competition	Skydive DeLand	3 - 11	Czech boogie	Karlovy Vary
30 - 31	Southern collegiate meet	Ipswich	5 - 9	BI/Advanced Instructor course	Strathallan
30 - Apr 8	Easter Boogie	Phoenix, Lake Wales	11 - 21	Elbrus Expedition	Soviet Union
April			12 - 16	Exam/Pre-Advanced Instructor course	Strathallan
1 - 5	Collegiate progression week	Ipswich	17 - 18	Canopy Formation National Championships	Netheravon
1 - 8	Easter boogie	Skydive Sebastian	17 - 25	Classic National Championships	Netheravon
5 - 6	20-way meet	Phoenix, Lake Wales	17 - 26	Army championships	Netheravon
6 - 7	16-way meet	Langar			
15 - 20	POPS meet	Cyprus			
20 - 21	8-way meet	Skydive City, Zephyrhills			

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Winter warmth

It was an enormous boost to see my first issue in print. Thank-you everyone for your positive comments, I have been inspired by many encouraging letters and 'phone calls. Please keep them coming, I need input from you, the readers, to carry on improving. My work fax/phone number is on page 1. Those of you who have my personal number please keep it a secret!

One of my stated aims was to make the Mag more up to date, this issue includes an article about the Ampuriabrava Christmas Boogie on page 12, which is probably the most current reporting ever in SP. It takes three weeks from final layout to produce film, print the magazine and mail out, so this is about as up to date as you can get.

In these cold, unfriendly winter months it is especially hard to keep up motivation for skydiving. In fact, going into hibernation until Spring can seem far more attractive. This is therefore the time of year when we most need a lively magazine to remind us of the highs of our sport. You will find some winter warming tips on page 40.

If you feel like migrating to warmer climates, we have some suggestions and articles to help you choose a destination. You could rush to book the Cuba Boogie (see page 22), arrange a visit to Skydive Sebastian (reviewed on page 30) or try team training in DeLand under the capable hands of Pete Allum and Toby Stafford from Team 97 (see page 26).

This last piece is the first in a series of educational FS articles to be written by Team 97 members. They won the last Nationals convincingly and are still improving – these guys really know their stuff! I am looking forward to the rest of the series which answers a need for more informative articles from people at the top of our sport.

With best wishes for an excellent skydiving year.

Lesley

Lesley Gale
Editor

PS Your next Mag will be with you in the first half of March, to complete your allocation of six magazines in a membership year. See you then!

PHOENIX / WORLD SKYDIVING CENTER LAKE WALES, FLORIDA 1996 SCHEDULE OF EVENTS

STRONG TANDEM CERTIFICATION COURSE
4-WAY COMPETITION

AFF PRE-COURSE TRAINING CAMP

Extreme 8-Way Meet

Valentine's Day Girls jump half price!

STRONG TANDEM CERTIFICATION COURSE

4-WAY COMPETITION

ST PATRICK 10-WAY COMPETITION

SPRING RW CAMP

EASTER BOOGIE - FREAKER'S BALL

Organized 20-Ways and bigger

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Freaker's Ball Costume Party

January 13, 14 & 15

January 20th & 21st

January 22nd thru 28th

February 10th & 11th

February 14th

February 17th, 18th & 19th

February 24th & 25th

March 16th & 17th

March 22nd - 28th

March 30th - April 8th

March 30th & 31st

April 5th & 6th

Evening of April 6th

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Stolen equipment

The following equipment was stolen from a car in Peterborough during October 1995. There is a reward for information leading to its return, please telephone Martin on 01264 860 121 (days) or 01725 510 690 (evenings) or Dave Emerson (01367 244 862).

Tandem Rig – Vector container in grey, navy blue and light blue with main parachute in navy blue, royal blue, light blue and Vector 11 reserve in yellow, serial number 3601905 and Tandem Cypres, serial number 1141 D75D5 AC521 6T.

AFF rig – Telesis container in black, serial number 2933T with Manta main parachute in red and black and Swift plus reserve, serial number 116095 and FXC, serial number 5181 (3279), DOM 1983.

Kit bag containing student harness, jumpsuits, hats, etc.

Train in Spain

A new drop zone opened in Spain on 8 January which claims to offer good jump prices and training facilities. Called *Train in Spain*, it is located in Andalusia which is known as the Frying Pan of Spain. Presumably this is because of the climate as the region is in central South Spain, the airfield Sierra Morena is about 1 hour from Granada, 2 hours from Seville or 3 hours from Madrid. A pick-up service is operated from Granada and Seville.

The airfield is at an elevation of 800ft with a large landing area for skydivers and no air traffic problems. The primary jumpship is a Twin Otter, skydives from 13,000ft cost \$18. Team rates are available for block bookings, if you make 100 jumps the price goes down to \$13.5 plus \$10 for the videoperson. It offers indoor and outdoor packing areas, video debriefing rooms, coaches, cameraflyers, packers etc. See advert on page 29 for more details, or tel/fax *Train in Spain* on 34 72 45 00 60.

BCPA

The BCPA Freshers week was held at Langar Airfield, 24 - 26 November, in a spirit of friendly

rivalry. Student jumpers entered hit-and-run accuracy, which was combined with progression jumps whilst the more experienced formed 3-way launch and accuracy teams. Results are below and a most enjoyable time was had by all.

Student round accuracy

- 1 Sean Dagger
- 2 Chris Watson
- 3 Ian Gallop

Student square accuracy

- 1 Mike Plummer
- 2 Dave Packenham
- 3 Gerry Tinkall

Launch and accuracy

- 1 Rosemary's Babies
- 2 Cromwell Street Crèche
- 3 Scratch'n'Sniff

The BCPA AGM will take place on 10 and 11 February at Netheravon. Details from Jason Brister 0973 378024.

100,000 skydives

Skydive DeLand logged the 100,000th jump of the year on the afternoon of Wednesday November 22 1995. This is the first time any drop zone in one location has reached the 100,000 jump mark in a calendar year. Skydive DeLand reports hosting 110 teams from 20 different countries who have trained at their facility. Student activity has also been brisk, with over 330 first jump students making 2250 AFF jumps and more than 1600 tandem skydives. On November 18 and 19, the DZ hosted attempts to build a 100-way Jewel formation, not easy since everyone in the formation must do a perfect, zero momentum back-in or side-in. Jewel formations are notorious for not completing, even with a top quality line-up. The 100-way attempts were very close, the most successful resulted in a 97-way jewel with a 3-way alongside it. Skydive DeLand plans to try again at their annual large formation camp in February (21 to 25), which will be entitled *Jewels R Us*.

Rob Harris dies

Rob Harris, the extreme games and twice World Champion Skysurfer died on Thursday 14 December while filming a non-

skysurfing stunt for a TV commercial. The accident occurred on location in Vernon, BC, Canada. The four person stunt team had been working all week without incident to film a series of stunts for a major soft drinks company. The tragic jump was supposed to have been a 'simple' stunt and was one of the last planned shots. Rob Harris was 28 and is survived by his mother Beatrice, brothers Larry and Jim and friend/team partner Joe Jennings.

PIA e-Maillist established

The Parachute Industry Association (PIA) has established a list or e-maillist at maillist@pia.com. Now anyone with a computer, modem and access to the Internet may join the list (free of charge) by subscribing to it; then be able to take part in lively discussions on equipment, techniques and training.

To subscribe, send an e-mail message to majordomo@pia.com. In the message box type 'subscribe' and list messages will be delivered automatically to your e-mail box. Add the address of the list (maillist@pia.com) to your directory. The trick is to remember that when you want to perform an administrative task (subscribe, info, help, unsubscribe etc), you should message to the majordomo (majordomo@pia.com) and when you want to message to the list members you just send mail to maillist@pia.com.

The PIA web site has a new URL (address): <http://www.pia.com>, which may be accessed by anyone with an computer, modem, Internet access and web browser.

STOP PRESS

A video of the 1995 Espace Boogie (Vichy) is now available from Joel Cruciani, tel 00 33 78 32 83 05 or fax 00 33 78 32 86 65.

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Global Mobile Tel: 0385-352-306

Switzerland: Mr Urs Brunschweiler, Slider Magazine, Lettenring-23, CH-8114 Danikon, Switzerland.
(Office) Tel: 01-823-4716, (Res) Tel/Fax: 01-844-4480

Asia: Hans Hauser, 35 North Wireless Road, GPO Box 821, Bangkok 10501, Thailand. (Res) Tel: 0066-2-2865497,
(Office) Tel: 0066-2-2550156/57/58/59, (Res) Fax: 0066-2-2873258



GOOD LUCK LESLEY

Dear Lesley,

I write to congratulate you on an excellent first magazine in your capacity as editor. I am obviously pleased with your wonderful selection for front page!

I have sent a copy to our agents and Ricoh Cameras, and feel that they will both be delighted. Your magazine definitely had a much brighter and more cheerful feel to it than previous editions.

The rest of the team and myself wish you good luck in the future and, knowing that the magazine is in very capable hands, we look forward to the next copy.

Darryl Moran
British 8-way FS Team

CONGRATULATIONS

Dear Lesley,

Congratulations on being the new editor! Have very much enjoyed the first SP – I always enjoyed subbing your articles, come to that: nothing to do to them! Was glad to find Symbiosis have established their new style – clearly a campaign to follow. Good luck – hope it's fun.

Bess Ryder

WHAT A BUNCH OF WASTERS

Dear Editor,

What is happening to Freefall in the UK? With every issue of the Mag I am being bombarded with demands to buy a 'Cypres' and a 'Fridge' to go with my postage stamp sized canopy and my lilac/pink jump suit, oh, and my 'booties'. In Gods name who are these Merchant Bankers and do they actually have a life? What ever happened to self reliance, preparation, planning and skill? It seems to me, that the majority of jumpers have been so brainwashed that they have completely lost track of what freefall is all about, namely having a good time, based on your own abilities, without lugging half a ton of dubious value safety equipment around with you (Yes I know Cypres has so far saved 500,000 lives, cured cancer, and bought the planetary orbits into

alignment, spare me the blurb please).

I mean for crying out loud, I was boarding a jumpship earlier in the year and a young female dressed in everything money and bad taste can buy, admitted she didn't actually know where the spot was! Presumably her Cypres would sort that out for her? The same young lady then crashed and burned, for the fifth consecutive time, on her brand new Sabre 135, having only just finished an AFF course, hmmm. As far as I am concerned a Cypres is merely an excuse for bad packing and lousy RW. As for that article called a Fridge, well, any motorcyclist will patiently explain that a full face crash helmet obscures a high percentage of peripheral vision, this presumably is why you need the Cypres, to open your reserve due to your having been knocked out by the dude you didn't see due to your Fridge!

On the subject of actually jumping in 'cool booties and thong sandals', I think I would rather be caught in bed with Norman Lamont! Until you have slammed into H/T power lines at full chat you will never know the value of good solid boots, hey hum. Whatever happened to good old manly guts? Years ago you happily fought a stiff-pull ripcord-hard-packed 4-pin container down to 800ft before even considering a reserve ride, we never needed poofy Cypres gizmos, we were freefallers and proud of it. Nowadays the young DZ wimps in their lime skinsuits are howling for Counselling when they break a finger nail during packing. How many of today's lily-livered young skygods would relish the challenge of being wrong spotted out over the shark infested Singapore straits and having to max-track for your life, hah, they would probably faint, which I suppose is another reason for that Cypres? Yep I truly believe today's so called skydivers are nothing short of wimps, who have lost their way in terms of self

reliance and physical robustness. "Doors on aircraft", don't make me laugh you sissies, I still have

fond memories being pushed frozen solid out of a doorless Cessna 208 at 10 grand (-17 below zero) by Yorky Nesbitt and thanking him for not putting on the heaters! In those days it was a pleasure to suffer.

Let's face it the modern skychild is so accustomed to having everything perfect, that come the unplanned they fall apart. Now what would you have done when the Islander you were in at 2,000ft in storm clouds, stalls and you have seconds to react – adjust your Fridge and shades, velcro your cool booties or just reset your Cypres? Well too late sucker, some of us, who were sitting by the door have already left, sort that one out.

Feeling depressed? Good, serves you right for poncing around in that vermilion and lime

fluorescent skin suit.

Hard DZs and Stormy Skies.

Chris Devine D2248

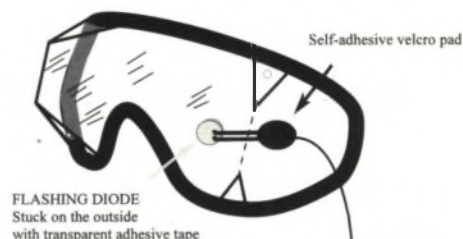
Next Issue: Why women should not be allowed to skydive and should so called Freestylists be banned on moral grounds?

A PART-TIMER EH!

Hi Lesley,

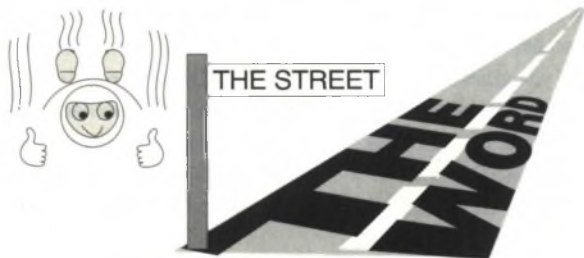
Just a short note to wish you good luck in your "part time" job as the most unpopular member of the BPA! Bless you, I'm sure you'll be doing a great job and note that you seem to have written most of the articles in the Mag during the past three years (well, nearly!). Hope it doesn't mean that you will not be doing the Darryl Moran week or the Pete Allum week at Sibson this year as you would be sorely missed, I for one plan to be on both and was looking forward to more fun skydives!

Janne Winneal

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SPAIN CHRISTMAS BOOGIE

This year's Christmas Boogie was the biggest yet with over 600 skydivers registering. It was a super Boogie. Lots of jumping, one day was over 1800 jumps (bigger than Vichy!) and hardly any accidents. The Boogie was finished with the traditional Captain's Cabin 10-way speed. This year it was no walkover as the French, the Swiss and the Germans had all got very strong teams, full of national champs! Round one saw *In the Hedge* (2 Brits, 2 Germans, 2 Belgians and 4 Spanish) in the lead with 11.83 seconds. The French having blown it with a Ballistic 9, the 10th guy was also ballistic, as he went by the star and disappeared out of the video frame! First round for the French

was 21 seconds!

The end result was the top slot to *In the Hedge*, 6 seconds ahead of the Swiss, followed by the Germans, the French took 4th (!). Nice to beat them, don't suppose that will ever happen again. What an excellent Boogie. Make sure you are there next year. The DZ is closed now for an annual holiday, but it is business as usual from the beginning of March.

ROB HARRIS

It is with much sadness that WoTS reports the death of Rob Harris, 1995 World Skysurf Champion. Rob was the dude who did the stunts for Pepsi Max and Mountain Dew and it was during a shoot that a series of events lead to his impact at line

stretch of the reserve. Rob was streets ahead of the competition in the world of Skysurf, his helicopter spins were awesome. WoTS only briefly met him in Amping, but many are gutted by his loss. Dance Music DJ by trade, Nice Guy by nature. Wicked Surfer! Condolences to all who knew him.

ARIZONA VORTEX

Well it has happened. Arizona Airspeed (World 4-way Champs) and Arizona Vortex (2nd US Nats) have joined together to do 8-way in the 96/97 road to the World Meet. This will be a fantastic team. During the US Nationals 95, they were only 1 point behind World Champs the *Golden Knights* at the end of round 2, and this was a scratch team! Watch out GK's there could be a bit of a storm coming.

TEAM 97

The Word on the Streets is that Team 97 may have received a bit of sponsorship from a Florida DZ. Good news for the guys, more info as it becomes available.

300-WAY

BJ Worth is again pulling the strings on the World Record Box, and an attempt is scheduled for the end of September somewhere in the 'Eastern Block'. Rob Colpus is the Brit agent and will be once again leading the team. Should you want a slot on this year's World Team, then you had better give Rob a call. BJ has the skill and 'Kudos' to get the best in the world there, so the chances of a WR are very good. Pick up the phone, coz if you don't ask... 01622890967.

COOL PACKER WANTED

Yan Wildgrubber's operation commenced in Spain on the 8th January. Situated in the Frying Pan in Spain, 2 hours away from Seville airport. The DZ is looking for a "Cool Packer". Should you want to do this or would like some info about the DZ call Yan or Roz on 0034 72450060.

EXTREME GAMES

Brit Skysurfer, Chris Gedge (1993 Intermediate World Champ) has joined forces with Rickster Powell to

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go to the Extreme Games to be held in Rhode Island, USA. Rickster is one of the top cameraflyers in the world, and the undisputed "king" of the canopy swoop. Together they will be a force to be reckoned with and are currently looking for some sponsorship. So if your company would like some exposure on TV, around the world, then chuck some money or product at these two. Call Chris on 0187 2552650.

LAKE WALES 203

Fin Malloy reports to WoTS that he has just returned from the USA over the winter, and he managed to get onto the 200+ ways at Lake Wales. "The best we managed to fly was a 203, with all in, but the grip broke at 2.8 seconds, so no World Record." Fin told us. "The main problem was lots of jumpers who could "talk" a good skydive; let's say their ability did not match up to their ego, but it was lots of fun." The attempts were out of 10 aircraft from 20K with oxygen. "Thanks for the info Fin, World Records are not easy.

FANDANGO DROP TESTS

Wings Unlimited, a German company have released a new canopy, called the *Fandango*. Measured in metres not feet it comes in a variety of sizes, the 911 being around 120 sq ft. This is basically a rectangle that has had the corners clipped from the ends cell thus giving the turn rate of an elliptical, but with the recovery characteristics of a square. The parachute has undergone severe drop tests at a run-in speed of

175kts with a 277lb dummy, and has a German TSO. The canopy is particularly good in the swoop of front risers, and the surf is very good. For further info call Stephan on 0049 632790990.

DARTH VADER

November 3rd and 4th, saw Darth Vader in freefall over the UK at night. Darth was in fact Audrey and Paul Rowe, who had kitted their Fridges out with cyalumes for the night festivities. The skydive they made was excellent and videoman Mark Wilcox, captured the whole jump with stills and video. The video was played repeatedly in the bar afterwards, much to the delight of all there, especially Audrey. Nice one guys.

SKY SPORTS MAGAZINE

A brand new monthly magazine has just been launched covering a range of different aerial sports, including skydiving, hang-gliding and ballooning. Called *Sky Sports*, the magazine costs £2.75 and is available from WH Smith, John Menzies and the independent newspaper trade.

The publisher states "our mission is to encourage new people to take up a sky sport". This has got to be Good News for skydiving, the magazine anticipates a circulation of 35,000 readers who are all potential New Blood.

Let's hope it's a thumping good read with lots of exciting skydiving stuff. If you have trouble getting hold of a copy call Sandie on 01202 735090.

George Pilkington

British Parachute Schools

The Control Tower, Langar Airfield,
Langar, Notts, NG13 9HY
Telephone & Fax: 01949 860878

1996 EVENTS

Aircraft Pilatus Porter here now until approx May
Let 410 arrives early April until late September
Cessna 206 or BN Islander

17th and 18th February

Valentines Day Party at
LANGAR
4-WAY and 8-WAY MEET
2 Rounds of each, out of the
PORTER

6th and 7th April

Easter Bunny Boogie
Return of our Let 410 with
Leonid and Crew
16-Way Competition
BIG PARTY

4th and 5th May

HOLIDAY WEEKEND
8-WAY SCRAMBLES

22nd to 30th June

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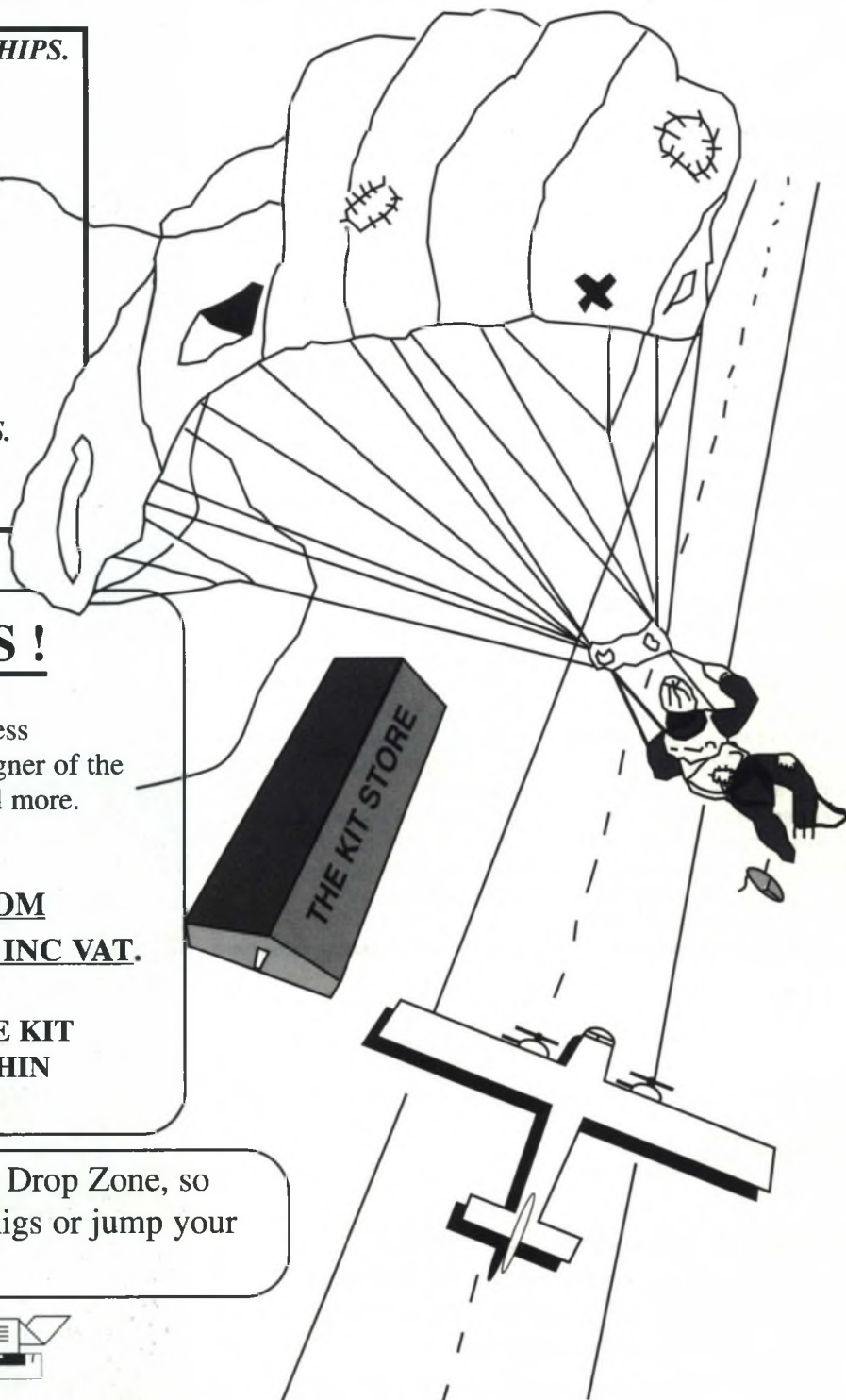
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KIT NEWS

WHAT'S NEW

Competition for Airtec's Cypres (pronounced s-eye-pres)

'Cypres', the successful ground breaking German AAD system has had the market virtually to itself for 4 years, but now other manufacturers are finally entering the fray.

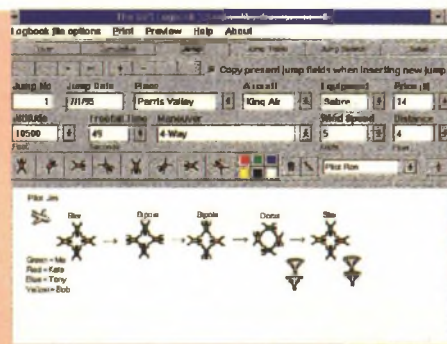
A British built system has just been released and was presented at the BPA's AGM in Coventry in January. Kit News were told that the new system, to be known as the 'Guardian', will feature some improvements over the Cypres – it will be slimmer, can be located on the outside of the rig, and may be changed from one rig to another without unpacking the reserve. It will also be possible to change the settings so that a single unit may be used on a Tandem, Student or Expert rig. Another nice feature is that the unit can only be switched on and off by the use of a PIN number. This will not only make the unit safe in use but will discourage thieves who will not be able to use a stolen unit without the PIN number.

Rumour has it that the FXC Corporation of the USA, manufacturers of the ubiquitous mechanical FXC 12000

Computer Log

Larsen and Brusgaard, the Danish company known mostly for their popular 'Dytter' audible altitude warning device, has developed and released a sophisticated piece of computer software for logging skydives.

Called 'The Soft Logbook' this software takes full advantage of the 'Windows' graphical environment to produce complex "rubber stamp" type pictures. The program displays a screen that resembles a page from a regular logbook, there are spaces at the top for the usual data - Jump number, DZ, aircraft type etc, and a large space at the bottom for graphically displaying the dive. The small skydiver figures or canopy icons are dragged onto the screen using a mouse, and can be colour coded to keep track of individuals throughout the dive. From this basic logging page the



A screen from the Soft Logbook. The skydiving figures can be dragged onto the screen and coloured/rotated as desired.

user can call up his or her skydives in a tabular, spread sheet format, or pie-chart. The program will keep running totals of freefall time, distance fallen and even money spent.

This sophisticated piece of software does however require a lot of hard disc space - 12 Mb, and at least 4 Mb of RAM, but is very user friendly and intuitive to learn.

AAD, has at last, after a few years of struggle and a year of advertising, gone into production with its microprocessor competitor to the Cypres. Their new unit, called the 'Astra', is supposed to be similar to the Cypres and is rumoured to be in use with some US military teams, but so far we have been unable to get any replies to our faxed requests for info

from FXC.

Kit News have also heard of a proposed Belgium system again based on the same technology as Cypres.

We're sure that these are just the first to at last tackle Airtec's supremacy in the high tech AAD market.

Our thanks to Helmut Clothe of Airtec for launching the sport along this road.



Atom Update

All sizes of Parachute de France's popular Atom harness/container system are now available with the latest features as were up till now only



available on the smallest size – the 000. These features include a 'tucked-in' reserve pin cover flap and rounded off corners on the main container. Pdf tell us that they have increased their

production capability and delivery time is now around 9 weeks. During 1995 the delivery of the Atom stretched to as much as 16 weeks due to high demand and a move of premises. An Atom style mini back pack may also be custom ordered to match your custom rig.

One of the nicest features of the Atom is the specially designed window at the back for the Cypres control unit

Ram Air Slider

A small American company, by the name of 'True Flight' have come up with what they claim will solve the old problem of noisy, flapping, drag-inducing sliders on fast little zero P canopies. Over the last few years a lot of jumpers have got into the habit of pulling their slider down the risers to be stowed with velcro at the back of the neck or elsewhere. This is OK, but does require the ram air pilot to take his/her eyes off the road in a sometimes crowded sky. The new Slider, called the 'Merlin' has three ram-air type cells built into its top skin. These cells fill with air just like the real thing and keep the slider in a rigid, slightly nose-down attitude, eliminating flap, drag and noise. True Flight also claim that the Merlin will reduce line wear, and is packed no differently than a conventional slider. True Flight will supply any size slider to suit your canopy, or can modify existing sliders.

Reflex Action

A small Californian company has released a new harness/container system which appears to be half one-pin Teardrop and half Javelin.

Named the 'Reflex', the new rig sports an external 'Pop top' reserve pilot chute held in place by a single loop and pin. Although Britain's Thomas Sports Equipment has been employing a single pin 'Pop top' system on their popular 1 pin Teardrop for some years now, the Reflex is the first US rig to use the system. The Jumpshack, which has been manufacturing Pop-top reserve containers for the Racer family of containers for the past 20 years, has shied away from the single pin idea, and still employs a 2 pin system. The 1 pin system makes life easier for the rigger at re-pack time, and allows a bit more space at the bottom of the reserve container to put an AAD. The Racer has achieved this on its small

Racer Elites by changing to a smaller diameter pilot chute.

The Reflex's manufacturer, 'Fliteline Systems Inc', says that their designers have created a unique new reserve deployment system which aids the extraction of the reserve free bag in the event of a horseshoe type malfunction.

The main container on the Reflex strongly resembles the Javelin system with the shape of its centre flap and tuck tongue.

Full Face Flip-up

Sky Systems, US manufacturers of skydiving helmets, have developed a flip up visor for their 'Factory Diver' full face helmet. The new visor is designed for jumpers who wear glasses, or for those who would like to get some fresh air under canopy.

Rob Colpus

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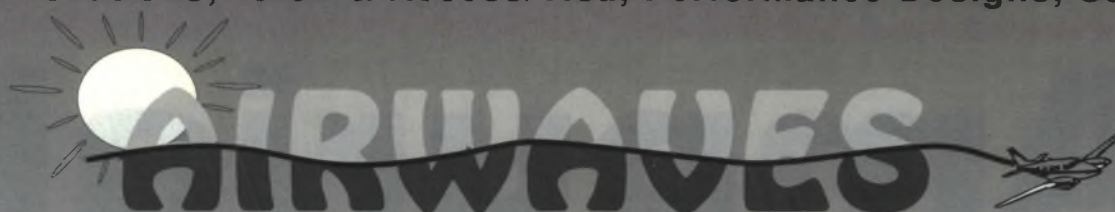
Need we say more?

Artwork courtesy of 'DAM-IT'

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Ampuriabr Christmas Bo

Once again the masses descended upon the sunny coast of Northeastern Spain for the annual Christmas Boogie at Ampuriabrava, and as usual we were not disappointed

Pete Jones, Ivan Coufal, Jaime (Heimi) Comas and their team laid on an excellent event which included the services of two Skyvans, two Otters, a Cessna Caravan and the 'old faithful' Ampuria Porter. Nine load organisers from several European countries ensured that all jumpers who wanted to be organised, were. The UK guys, Dave Morris and George Pilkington made sure the 'vibes' were running high and lots of 'boo' was kicked. Whilst Claude and Marco looked after those who were tired of this belly-to-earth stuff, organising chute assis and freeflying groups.

Overall 600 skydivers made 12,000

jumps during the boogie and thanks to excellent aircraft co-ordination we actually did 1864 jumps on one day!

Keeping six planes and 600 skydivers all in the air ain't easy, so a big thank-you must be sent to Pete Mears, Anna Dalmau and Mitch Dakota on manifest and ground control who somehow kept it all together. All the organised loads were videoed so there was some highly entertaining evening viewing to be had in the bar.

The annual Captain's Cabin 10-way speed competition was not without incident either. The highly favoured French team consisting mostly of current and for-

mer 4 and 8-way champions put together a lightning 8 second nine-way in the first round. Sadly the tenth team member was seen hurtling past the formation in a 21 second build. The competition was fierce but after the final round the Ampuria staff team 'In the Hedge' were victorious with a highly respectable 11.08 second average. Many beers were had that night (New Years Eve) in celebration.

There were a couple of heart-stopping moments. One girl with a pilot chute in tow malfunction was unable to pull her reserve (*Why? -- Ed*) Fortunately she had a Cypres which fired it for her. Apart from a few line twists (which resulted in her land-



There were six aircraft at the Boogie including this Skyvan

Photo by Colin Bridges

Boogie Factfile

Aircraft

2 x Skyvans
2 x Twin Otters
1 x Cessna Caravan
1 x Porter

Total jumps: 12,000

No. skydivers: 600

Reserve rides: 10

Load Organisers

Richard Hornig, Luc Nurt, Alexis Perry, Dave Morris, George Pilkington, Sylvain Turina, Pierre Auvery, Claude Tzifkansky, Marco Manna, Didier Boignon

Cameramen

Pete Jones, Bruno Brokken, Colin Bridges, Milko, Rudy, Werner, Alex

10-way Speed results

1st In The Hedge

2nd Swiss

3rd Germans

ava ogie



Ampuriabrava Porter and club-house

Photo by R Myles

ing in a Christmas tree – how appropriate!) she was unhurt. A surfboard jumper's Cypres also fired as a result of a low pull on his main, and he ended up landing a downplane of the two canopies. Fortunately he was unhurt also but it made startling viewing!

There was only one serious injury

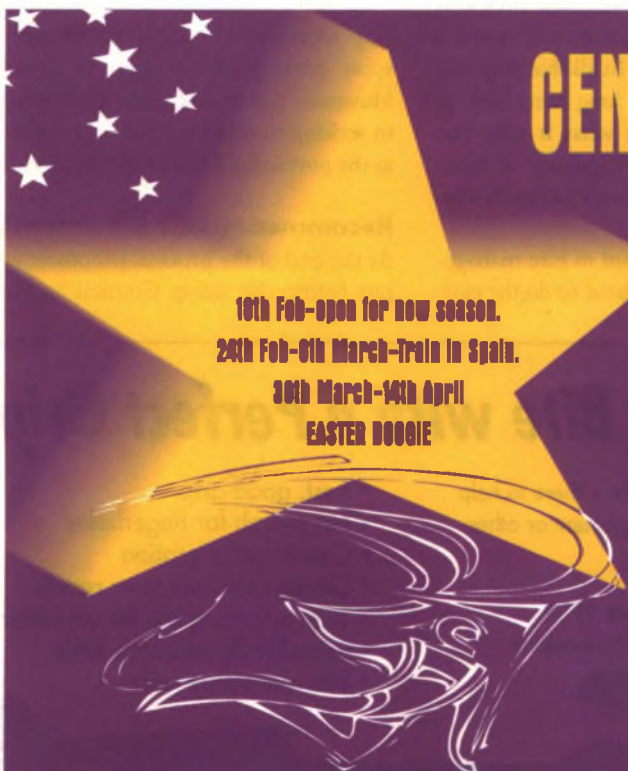
throughout the whole boogie. A hook turn which was too low landed a guy in hospital with two broken femurs. I understand he'll be OK but it will take a while.

All in all an excellent time was had by everyone. Thanks to all at the drop zone for making it happen along with Captain's Cabin, The Surf Bar and Gabby at the

Oasis for their continued tolerance of loud inebriated skydivers in the evenings! In summary, if I may steal a quote from a close friend of mine making their first tandem at the boogie, it was 'f***ing great'!!

Be seeing ya next year! Blue skies.

Ali Lawley



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What do **you** think of the

The proposal on the right was passed by the BPA Development Committee earlier this year. So what does it mean? It means that for the first time the BPA is conducting an audit or review on itself. Do you have a complaint about the BPA? Will it be answered by this review? It will if you let us know how you feel

The Development Committee, on the 16th May 1995, carried a proposal, as follows:

..“that the Development Committee conduct a wide ranging review of the role of the BPA in the context of modern sport parachuting. Such a review to encompass the relationship of the BPA to members, drop zone operators, regulatory bodies and other skydiving organisations; the services that the BPA provides, including insurance, the magazine, competitions, sponsorship and media relations, and any other aspects of the BPA's role in sport parachuting.

The aim of the review will be to incorporate the demands of members into the structure of the BPA using a bottom-up approach; to ensure smooth relations with the providers of skydiving services (the drop zone operators); to position the BPA and sport parachuting in the UK such that it will be better able to attract government funding and private sponsorship; and any other matter raised by the consultative process.

The review, when completed, is to draw substantive conclusions regarding any changes to the BPA that may be necessary. The Development Committee will then place proposals before the Council and/or the members as necessary.”

Truth to be told, we all have something to complain about:- members think they pay too much; the Sports Council feels we don't earn enough medals in international competition; DZ Operators say the BPA doesn't do enough for them; STC makes rules which not everyone agrees with; who are the staff anyway, and what do they do for us? There are as many complaints as there are individuals involved in the sport. This review is an effort to draw them together, and apply reasonable solutions.

As well as this, the BPA faces enormous challenges, that threaten its very existence. It is urgent, therefore, that the BPA prepares to position itself so as to ensure its survival through a period of great change. I certainly don't want the BPA to react suddenly and badly to a new threat to our sport. Never forget that without the BPA, skydivers are deprived of the credible national representation that we do actually need.

Take a hard look at yourself...

We could eventually be talking about a total, radical re-organisation, or then again, we might conclude that everything is OK (?). The point is, that at this time we don't really know if the BPA has got it right. Most people I believe think that, like most organisations or individuals, the BPA gets some things right, some things wrong; but which? The BPA has been growing by

reacting to changes for thirty years. This is the usual way for a company or organisation to evolve and should produce reasonable answers to individual problems. However, it may be that standing back and reassessing the whole picture will reveal a need for radical change. In all that time the BPA has never taken a long hard look at itself. It might not like what it sees, but this is something done regularly in business, where companies must adapt, or die. The BPA must adapt...

We are not able to afford to hire management consultants, so we have to do the eval-

uation ourselves. How to start? The BPA has already passed the above proposal. This is the first step to being proactive rather than simply reacting to external conditions.

Items for discussion/input are unlimited. Any aspect of the BPA's involvement in sport parachuting is open to comment. However, this review must be constructive in seeking to maintain the role of the BPA as the governing body in sport parachuting.

Recommendations and proposals

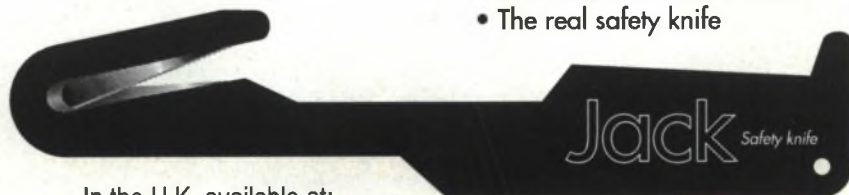
At the end of the process, proposals will be put before the ruling Council and/or the

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BPA?

membership as necessary. The process must be open and inclusive in order to maintain credibility, or else nothing will get done. Open and inclusive means that everyone gets to have a say, from their own point of view. Members can raise a subject, and suggest a solution. DZ operators, riggers, instructors, anyone, may make suggestions. Open means that this review will be published, so we can all see what the BPA took on board, or put aside.

Write in and complain

The process is in three parts; communication, processing and publication. Communication is just that – I have opened the lines of communication by writing this article. Now, I want feedback from you, the reader. I want you to write to me with your complaint, problem or

observation, and suggest a way it could be done better (or not at all!). No subject will be excluded on the basis of doctrine, policy or politics, or for any other reason, except time-wasting (free beer springs to mind – try to stick to the possible!). Feel free to write an essay if you want...

Processing the input we get – identifying themes and trends comes next. We will collate, evaluate and interpret what you send in, and then we will draw up conclusions. This is a process of comparing reality to the ideal. Where they differ, we will make appropriate recommendations. Some may be a matter of simple policy changes, others may be more involved. In any case, all of them will be considered, and proposals made that will cover the whole lot (except the free beer).

This is not a survey – this is your chance to make changes

The excellent response to Ola's survey leads me to believe that members want to contribute. We need specific suggestions. Write in on as many subjects as you like, in fact, please write in on every conceivable subject, if you can spare the time. The only condition is that what you ask for should be achievable, if not immediately, then at least as a goal for the future.

This is the first time the BPA has assessed itself; let's make a success of it. Please write to BPA Review, British Parachute Association, Wharf Way, Glen Parva, Leicester, LE2 9TF. Or e-mail to me at <steven@blue-sky.demon.co.uk> with BPA Review as the subject.

Steven Hoy

AFF/Tandem Instructor Courses

I have been informed that there are instructors around the country that might like to become Tandem or AFF Instructors, but do not know how the Courses are organised.

Unlike Basic/Approved Instructor Courses which take place four times a year and are notified in the Diary of Events, we only run AFF or Tandem Courses when we have enough candidates to justify one.

Therefore if you are a Basic Instructor (or above) wishing to become an AFF Instructor, you will need to contact the BPA office, after you have obtained a recommendation from your CCI and put your name forward. The same applies if you are an Approved Instructor, who has held that rating for a year who wants to become a Tandem Instructor.

Once we have enough names for either Course, approximately 6 people, we will then decide on a date and location and let you know. Please bear in mind that even though the BPA only charges a small administration fee; £50 (at this time), the Courses work out quite expensive, as they entail a lot of jumping which must be paid for.

I hope the above is of help to future Tandem/AFF Instructors, but if you want any more information or have any queries, please do not hesitate to contact me at the BPA office.

Tony Butler
Technical Officer

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Photo by Richard Stuart.

Special thanks to Skydive Arizona, Eloy.

Dallas Freefly Competition

Two prominent judges report on the recent Freefly meet in Dallas and examine the question of how to judge similar events in the future



Perris vRW won "The Cheeze Award", a new special prize for comic presentation. Congratulations to Pat Works, Gerry McCauley and Doug Marion, who believed freeflying should be directed by "fun, brotherhood, good vibes, free market and long term good".



It was a great relief to stop off in Dallas for a few days, especially after having been caught up in hurricane Roxanne in Mexico days earlier. Unfortunately the high winds seemed to have tracked North for the competition was plagued by them. Texas is very flat and could do with a few hills around to break up the weather pattern which, once set in, seems to last.

The competition had been established in order to test the possibility of extending the Extreme Games next year to include more than skysurfing. Both Freestyle and Skysurfing were included on the agenda, but no Freestyle competitors appeared. This, in view of the fact that only four of the intended five rounds were completed in the two days because of the wind, was no bad thing. Had the competition run to completion then it was very likely that we would have seen a Brit, Adrian Nicholas standing on the podium to receive the gold medal. As it was, although *Team Caffeine* (the eventual winners) had performed their last jump and not scored very highly in doing so, that final round was incomplete and had to be discounted.

The rules for the competition were based very much on those used at the Extreme Games. Two scores were given, one for Technical Merit and other for Artistic Merit. The judging criteria were also based on those used at the Extreme Games and World Freestyle Competitions, but suitably adapted to the wishes of the competitors. Three judges did the evaluations using a super computer system developed by Jeff Serrault, one of the judges. The judges were rarely more than two or three percent apart in their subjective assessments. The results were available within minutes of the dubbing of the camera tapes, which, in a competition of this size



Perris vRW doing their stuff.
Photos on this page by Ray Cottingham



is of paramount importance.

The weekend competition at Skydive Dallas was one of the most fun and friendly meets I have ever been involved with.

Roger Flinn
Event Chief Judge

How should we jud

Every so often a new activity appears in the skydiving world which immediately attracts a passionate group of followers. Three or four years ago saw the emergence of Freestyle followed closely by Skysurfing. Two years ago we saw chute assis which has now developed into the exciting and entertaining activity known by various names but most commonly as Freeflying

For those unfamiliar with Freeflying, it consists of two competitors interacting, usually in a vertical or sit position, with a third team member as cameraflyer. There are no compulsory moves nor are there any formal difficulty ratings associated with specific manoeuvres. Simply put, what looks good scores well with a general appreciation of technical difficulty.

As with any sport in its infancy, the Dallas competition brought to light many items for further consideration. After the preliminary rounds were completed a competitor/judge debriefing was held, which identified scoring problems which need further consideration by both competitors and judges.

Loss of one freeflyer from frame

How should a team be judged when one

freeflyer is unintentionally lost from the frame? We felt that, unless it was an obviously planned situation, loss of one freeflyer should render the routine temporarily unjudgeable until the return of both freeflyers to the frame.

Conclusion of routine before end of working time

Should a team be penalised for failing to fully use the allotted working time? The working times have been adjusted to reflect the fall rates associated with the discipline. Skysurf has been expanded to sixty seconds and freeflying has been shortened to forty seconds. Safety is obviously the primary concern and given the high speed of vertical work, and the exit altitude of 13,000feet, forty seconds was deemed the longest work-

ing time possible when allowing for a totally vertical routine. Brevity of routines was not a problem in freeflying; however, in skysurf some routines ended with approximately 10 seconds to go.

A premature, but nonetheless great finale, performed anything more than 2-3 seconds before the end of working time may leave the judges flat. Remember, the finale is the last impression made with the judges. Do not lose that last impression to a blank screen while the judges wait for time to be called.

Lack of variety of routines

Should a team be penalised for having only one routine that they perform consistently five times, versus the team that performs several routines but may not be as well rehearsed? While everyone agrees that a vari-



Free Fly Deland, Adrian Nicholas and Wendy Smith, in action

Photo by Henry Wiggers

ge freeflying?

ety of routines is imperative to keep interest, how should repetitive dives be penalised? What is considered a repetitive dive? A routine with the same elements in the same order is obvious, but should the same elements in a different order be considered the same? This is an area full of complications and, in this writer's opinion, is one that might be resolved through an unspoken agreement that repetitive routines will hinder, if not hurt, the evolution of the sport that everyone so very much wants to progress.

Variance of styles

Because we had no concept of what to expect, the first round of every freefly team was viewed before judging. This allowed for the development of a mental baseline by each judge prior to rendering actual scores. At Dallas the freeflying demonstrated by the competitors varied from pure sit-flying, to pure vertical, with a little in between. We were thus forced to judge apples and oranges within the same barrel. In this particular event teams performing mostly vertical routines were placed the highest in overall standings by being the most visually pleasing. This is not to imply, however, that a sit-flying



Adrian Nicholas having fun

Photo (and legs) by Wendy Smith

performance cannot gain similar scores.

The future

We do hope however, that the public agrees with what we find visually pleasing and fun to watch. If we want the sport to evolve into something more, we must consider what the public enjoys and wants. We can appreciate how difficult it is to fly through someone's burble and maintain control as demonstrated by the sit-flyers, but this means nothing to the public. Hence, the technical difficulty of a routine is not as important as the aesthetic appeal and flow of a dive.

While skysurfing has been proven to excite the public, and of course those doing it, freeflying is as yet untested. The competition at Dallas provided a demonstration tape for the Extreme Games Committee to decide if this discipline will be included in future events. If so, this area could be thrust from infancy to maturity in a matter of months. There are no guarantees but that is no reason why we cannot continue to nurture it along just as we did with skysurfing, always remembering that we skydive to have fun!

Jeffrey Serrault
Event Judge

Dallas Meet Results											
Advanced Freeflying Scores											
Team Name	Team Members		Rounds								Final Rank
	Freeflyers	Cameraflies	1 Art	1 Tech	2 Art	2 Tech	3 Art	3 Tech	4 Art	4 Tech	
Team Caffeine	Mike Vail Charles Bryan	J Troy Hahn	60.7	64.0	61.3	63.3	63.3	62.7	64.7	66.7	63.3 1
Free Fly Deland	Adrian Nicholas Wendy Smith	Henny Wiggers	60.7	63.3	64.7	64.0	62.7	62.0	60.7	60.7	62.3 2
Merrill Sandwich	Charles Bryan Carol Dornier	Mike Vail	56.7	58.7	54.0	55.3	55.3	53.3	50.0	48.0	53.9 3
Team AirTime	Tony Uragello Tim O'Reilly	Peter Raymond	42.7	43.3	49.3	49.3	46.0	44.7	52.0	53.3	47.6 4
Jedei Masters	Brian Germain Michelle Tyler	Rob Chickering	43.3	44.0	45.3	46.7	52.7	51.3	48.7	44.7	47.1 5
Perris vRW	Pat Works Jerry McCauley	Douglas Marion	41.3	42.0	44.0	45.3	46.7	46.7	48.0	47.3	45.2 6
Teuge Netherlands	Jan DePoot John Verstegen	J Troy Hahn	44.0	44.7	41.3	40.7	46.0	44.0	39.3	39.3	42.4 7
World SkyDance	Pat Works John Schuman	Brad Chatellier	42.7	41.3	42.0	42.0	41.3	38.7	37.3	35.3	40.1 8
Advanced Skysurfing Scores											
Team Name	Team Members		Rounds								Final Rank
	Skysurfers	Cameraflies	1 Art	1 Tech	2 Art	2 Tech	3 Art	3 Tech	4 Art	4 Tech	
Perris Skysurfing	Skyler Hartman	Vic Pappadato	68.0	69.3	68.0	70.0	70.7	71.3	71.3	71.3	70.0 1
Dallas Skysurf	Amy Baylie	Gary Haas	62.7	62.7	62.0	64.0	65.3	68.0	65.3	68.0	64.8 2
Team Jedei	Dan Drury	Rob Chickering	56.0	52.7	61.3	59.3	65.3	65.3	68.7	64.7	61.7 3
Just a Minute	Michael Stephens	Roger Webb	43.3	43.3	42.0	40.0	46.0	45.3	44.0	42.7	43.3 4

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A High Altitude Skydive Adventure

After three times North Pole and one time Baikal, I did not think that these Russian organised experiences could be surpassed. But they can and they did: Mount Elbrus (5621m) in Caucasus guarantees that!

Considering that I almost declined two invitations to go there (I hate mountain climbing), I still thank my guardian angel that I accepted the second one at the last moment, due to the stories Max Dereta told me of his jump on Elbrus with the first expedition of Serge Insarov in July. Consequently I said yes to the second invitation and never regretted it for one moment.

Mount Elbrus is the highest mountain in Caucasus (or Europe for that matter), between the Black and Caspian Sea, with an all-time snowy and icy double peak. During the two hour flight from Moscow to Miniralny Wody it majestically towers high above the rest of the mountains of Caucasus. When you arrive in the valley, it looks so friendly and close that you almost want to take your rig and walk to the top right away. But the organisation won't let you and rightly so, because a jump on top of Elbrus is not something to take lightly.

Heavy safety precautions were taken by the organiser of this trip: Alexander Begack of the 'International Bank of Ideas'. A professional team of two parachute and hang-gliding instructors and four alpine rescue team members were ready to teach about mountain climbing, high altitude body-performance (breathing) and landing danger zones. Personal oxygen bottles were issued, together with flares.

The plan was to go to a shelter at 4200m, to acclimatise, to jump there and then go to the top and jump there as well, all transportation by MI-8 helicopter.

The first stretch, however, was by three cable cars and a snowtrax because our MI-8 helicopter was taken by the Mayor of



Nathalie in front of the double-peaked top of Mount Elbrus.

Moscow who – just at that time – had the inclination to do some mountain sight-seeing. As there is only one crew capable of flying to this very special destination, we had to go up this time without the help of rotorblades.

The next day the helicopter came, but the weather was unsuitable for jumping (high winds). It took until the last day for the weather to quieten down.

On this day, a landing party went up to the shelter by cable car, and eight journalists and skydivers boarded the MI-8. We flew to the top, landed and took care of all the sponsor activities; pictures and video of persons, flags, helicopter and unearthly surroundings!

The breathtaking view on top of Elbrus is undoubtedly the most impressive sight I have ever seen. As far as the eyes can see there are snowy mountain tops with icy glaciers and in the valleys the silvery grey, green and golden colours of streams, trees, bushes and rocks.

The 'safety crew' considered it too windy again to jump, although I thought it could have been done safely. Instead we jumped at the shelter and that was impressive enough because from above you cannot

distinguish any flat surface from slopes or ravines. However, the landing party had made a clearly visible landing area with arrows and smoke and we landed all safe and well with the eyes of the shelter (Priut eleven) looking upon us.

At a festive dinner with Caucasian dishes and native music and dances we were given certificates by two high local officials and we drank endlessly to eternal friendship! The local dances were slowly converted into more Western ones in the hotel disco and so this versatile evening was a worthy conclusion of this high altitude skydive adventure.

Although we did not jump on top of the mountain, the whole expedition was a fantastic experience and absolutely worthwhile to develop into a yearly event for adventurous and experienced skydivers.

For 1996 a second expedition is planned somewhere in August. If you belong to that specific category of skydivers mentioned before, there is only one thing to do: Skydive Elbrus '96!

Nathalie Chudiak

Information: Alexander Begack, Moscow, Russia, fax 7-095-2830900 and Nathalie Chudiak, tel/fax 31-70-383667.

Cuba Boogie



"Never have I seen a more beautiful land," Columbus wrote. And indeed, just as you set foot on the island, you are captured by its flair and the charm of its people...

The 1995 Cuba Boogie organised by Exotic Sky Adventures, was held from 18th October to 1st November, in Varadero, Cuba.

It was intended as a small try-out for the real, big Boogie, scheduled in February 1996.

In all aspects it was a great success; we had great weather, a well equipped DZ, friendly Cuban staff, a fantastic view over white beaches and crystal clear Caribbean

waters and an MI-17 helicopter, taking 22 skydivers up to 14,000 ft within minutes.

The Bella Costa, 4 star Hotel, provided all one could ask for while Cuban "salsa" rhythms kept most participants partying all night long.

The last jump of the day was always on the beach in front of the hotel, just in time to catch the happy hour and order a Cuba Libre or Pina Colada!

The day off gave everyone the opportunity to go sailing and scuba diving at other beautiful little islands.

A report from cameraflyer Gaby Meis describes her enjoyment, if you don't believe it come and check it out yourself during the 1996 Cuba Boogie, starting February 7.

Herman Landsman



Skydive above stunning scenery in the Caribbean

Photo by Bruno Brokken

Cuba – worth the journey!

Cuba is the largest island of the Antilles. It is about 250km long, from 40 to 190km wide and altogether with its smaller and bigger islands, Cuba has a size of 110km². The climate is tropical and fauna and flora enormous in their multiplicity. The native language is Spanish.

Cuba is a socialistic republic and surely everybody will have heard of its Head of State, Fidel Castro. Although there is a basic provision for food, housing space, educational institutions and medical care, which in fact is not always sufficient, the Cuban people are poor. And still, there are no such big problems found in many Latin American countries, like slum formation, mass unemployment, illiteracy, high infant mortality and juvenile delinquency. What is striking, too is the zest for living and the sense of rhythm and music. Hotels are exclusive and food is excellent. For us skydivers Cuba was of course even more attractive than it might be to the 'normal' tourist anyway.

The drop zone in Varadero corresponds with international standards. There is a main building with a video room, a snack

bar and a large lockable room for the parachutes. Furthermore there is a sheltered packing area and an adjoining building with showers and toilets. The landing area is not too big, though sufficient and due to be enlarged. The drop zone's plane is an Antonov 2. This plane makes the whole skydive a real nice experience. The 30 minute flight is most pleasant with the beautiful scenery, the turquoise-blue water and the marvellous cumulus clouds to look at.

And now the dessert! An MI-17 helicopter that brought us to 4000 m in only 9 minutes. Simply a dream to jump out of it. Big formations – no problem! On the next Cuba Boogie which takes place in February 1996, more of these flying mosquitoes will be ready for take off!

The skydives themselves were great fun and very innovative, as well. Chute-assis, FS and skysurf dives were done and even combined with one another so that sometimes we had something like 3 different height-levels at one time. Beach jumps were the order of the day, with jumps on to sand as white and fine as icing sugar. Indeed a perfect dream of clear and warm sea-water around you, good music and



An MI 17 took 22 skydivers to 14,000 feet in 9 minutes
Photo by Gaby Meis

Cuba Libre or Pina Colada afterwards... I believe you can easily imagine this fantastic atmosphere. To my mind the Cuba Boogie 1996 is a must for everybody who has time and money. Well then! Hasta la vista!

Gaby Meis

Photo overleaf by Gaby Meis



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Claudio Bionda (Italy), Derek Thomas (USA), Herman Landsman (NL), Eric de Coster (Belgium)

the 1996 CUBA BOOGIE





Photo by Gaby Meis

Putting an FS

The first of a new series of informative articles by members of Team 97. Pete Allum suggests how your FS team could get started...

There are a number of reasons why people want to start an FS team:

1. friends to skydive with
2. competition goals, (local, national, international)
3. improve personal skills
4. love of 4/8 way
5. it's fun!

And maybe some more...

Most of these reasons will be combined at some point in time, although I have seen some groups get together purely for personal improvement, who go away on training camps and have an excellent and educational time without ever entering a meet.

Getting started: What are the goals of the team, short, mid and long term? If you can agree on a common goal you can work out how to achieve it as efficiently as possible.

Long term goals

These should include a dream goal: What can you achieve if everything goes perfectly (medal at World Meet/winning Intermediate Nationals, for example).

Mid term goals

Team harmony, point average, consistent exits or enter certain competitions (regionals or foreign Nationals).

Short term goals

Good body position, in-place turns, faster exit-to-break times. Hopefully you can see how focusing on the short and mid term goals can help you achieve your dreams as opposed to just saying "We need to get more points!" In order to decide these short/mid term goals you will need to make a team commitment to the dream goal with regards to the vital areas of Time and Money. Then you can start working out the details.

Before your start working out the costs you need to plan where you are going to train and this will depend on how many jumps you want to do. For example if you want to do a few weekend jumps then your local DZ will suffice, if however you are

planning more then you will probably want to include a training camp. There have been some teams that have managed to train in the UK on weekends, as long as you have an arrangement with the DZ manifest and good luck with the weather then this is possible. Most people will see the benefit of a week or more of consistent training either at home or away. The pros of travelling are; weather and cheaper jump prices: the cons are; travel and accommodation costs.

Location

Home DZ – as I said before, if you want to train in the UK then make sure that you will be able to get enough jumps at your DZ. With our 8-way team (*Ricoh Cameras*) we were very fortunate to be able to strike up a minimum load agreement (with a well known drop zone not far from the A1 at Wansford). Be prepared to make use of your down time, there is a chance of some bad weather in the UK (and abroad!) so be ready to dirt-dive, plan exits or study video footage.

Training abroad

I have been training outside of the UK for 10 years and the venues have only changed slightly, due to currency fluctuations and facilities. The best places that I have trained at are: Florida, Arizona, California, South of France and mid to South Sweden. All venues have suffered from bad weather at some point in time! Right now I spend the winter in Florida as the weather is helpful, facilities great and US dollar manageable for most Europeans (that's us!)

Should you use video?

No question! As long as you know how to use and interpret it, video is your most efficient tool. Even if you don't know, you will benefit more by having it than not! The questions to discuss as a team may be:

1. should you use a professional videographer, pay for their services and guarantee results? or...
2. are you fortunate enough to have a talented learner who wants to practice on you? or...
3. do you have someone who could be



Diamond launch over DeLand

Photo by Steve Houlker

team together

part of your team as a long term financial or supportive arrangement?

Will you need a coach?

As a full time FS coach I may not be the most unbiased person to answer that one... However, as a team member I can sing the praises of having someone to help you decide and implicate your short/mid term goals; plan your camps, day by day, jump by jump; help you with your briefs and debriefs; keep you on track so that you don't rip each others throats out; and deal with all the manifest and organisational hassles that crop up when you are trying to focus on the 8th jump of the day, which also happens to be a non-repeater!

When planning your camp these are some of the costs to take into account:

- travel and accommodation
- jumps plus video (ask about a team discount)
- coach
- TV/VCR rental
- team rooms
- packers.

You will need to work on a specific jump programme in order to progress most efficiently, your total number of jumps will decide how long you spend on each area. However, as a rough plan:

- basic flying skills (absolutely vital), ie. position, turns, slide etc.
- randoms
- blocks.
- various combinations of randoms and blocks to simulate drawn (competition dives).

Each plan is closely tailored to each team so it is hard to be more specific in a general article. These are a few hints on putting your FS team together, if you have any more specific questions please contact me either at DeLand or e-mail:

73572,3135@compuserve.com.

Pete Allum

About the author:

Pete Allum, 9400 jumps, full time FS coach, National FS Champion 1985, 86, 87, 88, 89, 90, 91, 92, 94, 95. [Need we say more? - Ed]



"Block 9 Inter" by Team 97

Photo by Gus Wing

What is Team 97?

Team 97 is a 4-way team currently pursuing the goal of representing the UK at the 1997 World Championships, hence the name that is a working title until we think of something better.

How the team started

The team first got together in November

1994 to plan commitment. As with any "Team" we are individuals who have a strong common ground regarding goals, interests and determination.

Setting the commitment

This equates to time and money available and is geared towards the team player who can give the least. Otherwise this will put



"Cat and Accordion" – the eye contact between opposite persons shows referencing for proximity of pairs
Photo by Gus Wing

added pressure on team members and create animosity in those who want to do more. So the sooner this is set the better. Team goals are also set. These have to be fairly realistic and attainable. For us this was to represent the UK at the 1997 World Meet and to aim for a medal position.

How much time and money?

Like many teams we would dearly love to be full time. You never know what might happen regarding sponsorship, but it's important to expect to pay for everything yourself, then anything else is a bonus. Our plan is for a personally funded 900 jump program over a three year period, this will increase with the holy grail of sponsorship or if one of us wins the Lottery!

Goal setting

Measuring your team performance and success on, winning competitions alone can cause much grief. So a more realistic aim could be a team skydiving standard or points average. Structured goal setting not only keeps your focus on the main objective, but also by breaking it down into smaller steps it makes the path more obvious and the progression can be seen to be made.

We set ourselves daily goals such as maintaining focus and energy levels through the day, and training camp goals such as being more consistent with block times. On a more long term basis we set ourselves a dream points average (a slightly out of range target) and an attainable points average. The

trick was to then improve our performance by meeting the attainable, whilst more frequently coming close to the dream average. As the dream average became the attainable average so a new dream average was set.

Training

Training started with an 80 jump camp at DeLand in February 1995. The first 25 or so skydives concentrated on personal skydiving skills. In particular; centre turns, transitional, superpositional and vertical moves. Then to random work and key discipline. Blocks followed that, focusing on technique with absolutely no speed.

Then to another 80 jump camp in Sweden in June. On this camp we started to focus more on the team pace, starting with random work. Then onto blocks again and consistent times. To finish, a small mini-meet against another team. Then a few "Burner" skydives, fast engineered skydives that required little dynamic movement or memory so we could score loads of points and feel really good about ourselves!!

The week preceding the Nationals in late July was a final warm up and culmination of work done over the two camps.

Between camps

Inbetween camps we individually reviewed and practised the Block techniques. By watching the team video, visualising the moves or by just going through them on a creeper at a DZ we were able to commit them to muscle memory. This meant that

the team was focused and ready to roll whenever they met for training. We noticed large improvements in anticipation and the team average definitely improved from camp to camp because of this.

Competing

The Nationals in 1995 provided us with an opportunity to test our performance in a true competition environment, something which can never be simulated. Overall we were pleased with the Team performance, especially after a most entertaining round one. This gave us the added bonus of dealing with a below average performance and using that positively and constructively to encourage us in the subsequent rounds. That lesson for me was a valuable one.

The future

The 13.4 average we attained at the Nationals has given us a good basis from which to progress. We feel the learning curve is still climbing very steadily and steeply. We can't wait to start training again and look forward to learning and competing alongside other teams at the Nationals in 1996.

About the author:

Toby Stafford started jumping only eight years ago, but has accumulated nearly 2,000 jumps, an AFF rating and become National Champion in 4 and 8-way (in 1994 and 1995). He has unlimited but highly focused enthusiasm for the sport, which he passes on to others through AFF, Skydive U, Warp and 4-way coaching. Toby is based at DeLand until May when he returns to this country.

Thanks for the support and encouragement from so many fellow skydivers, clubs and centres and to our most excellent equipment sponsors.

Rob Colpus - Symbiosis Suits
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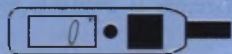
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A 9-way smoke jump organised by Pat Dodgin flies over Skydive Sebastian

Photo by Keith Larrett

Tired of the cold winter days? Fed up with the pressure of work? If you are – then look no further. Skydive Sebastian in Florida really is a skydiver's paradise

If you've got the winter blues then perhaps your thoughts are turning to a skydiving holiday/training camp in a warm climate with blue skies, aircraft on the runway and a fun atmosphere? Why not try *Skydive Sebastian*? – the only DZ in the States operated and owned by Brits. It was taken over by Andy Grimwade just over a year ago and is currently managed by Andy "Swoop" Peckett, formerly of Sward Sky Gear and 1993 Skydiver of the Year.

Sebastian itself is situated approximately one hour's drive from Orlando, well-placed on an inlet which borders the

Atlantic Ocean, on the east coast of Florida. It is a particularly beautiful and scenic part of the "Sunshine State" and the views in freefall are breathtaking, looking out over the inlet and beaches bordering the ocean. It has a typical Florida climate with, for the most part, sunny blue skies and cool ocean breezes.

The facilities have been extensively developed with the skydiver in mind, and this programme of investment and development is still continuing with superb facilities on offer. A large hangar has recently been completed which comprises a new, super-efficient manifest area, a well-stocked gear store, offices, AFF and Tandem training rooms, team room and two galleried briefing areas complete with videos/TVs etc. There is also a large covered packing area with packers on hand if required. A bar/restaurant complex is currently being completed and there are also basketball and volleyball areas and the "essential" hot tub! Useful when the skydiving stops and the partying begins!

Skydive Sebastian also owns a house close to the DZ which is utilised as a bunkhouse, with bunkrooms, two bathrooms, lounge, self-contained kitchen and laundry facilities. It is comfortable and more importantly, air conditioned, and at \$12 a night is good value.

The atmosphere at Sebastian is friendly but professional with qualified and experienced BPA and USPA instructors on hand to assist or coach, whatever your level of experience. The complete AFF course represents good value at \$1000 inclusive, and if you are looking to achieve category 10 status or improve current skills then both WARP and Skydive University coaching are available. For the more experienced jumper, FS coaching and load organising are also offered.

Sit-flying seminars are a regular feature, with Tony Uragello of Airtime Designs on hand to teach the basics or improve skills. Dual-wing sit-suits are available to demo or order from the gear store. If skysurfing appeals than Bob Greiner is available for

instruction or coaching on most weekends.

High altitude jumps from 22,000ft are a regular feature and beach jumps are also offered (D licence minimum). What better way to end the day than with a jump on to the beach, followed by a few cool beers watching the sun set over the ocean?

The flight line is particularly impressive with a King Air and Twin Otter, with a Casa, C-182, Caribou and DC3 also on call. There is a regular and varied programme of events throughout the year, see their advert overleaf. A phone call or fax to the DZ will confirm the programme and flight line for special events.

If you are considering team training, then Skydive Sebastian's facilities are ideal, with team rooms, creeper area and TV/video facilities also currently under development. The manifest operates smoothly and efficiently, and has the flexibility to accommodate teams looking to maintain a high level of training jumps.

If you want a "Skydiving Paradise" - forget the Bounty Bars and give Skydive



Skydivers from various parts of the army attend a recent skills camp at Skydive Sebastian, coached by Pete Allum
Photo by Steve Apps

Sebastian a call! The skydiving, atmosphere, staff, facilities and the scenery really are superb.

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Andy Mihalop



An 8-way group organised by Mike Woods over the Indian River at Skydive Sebastian

Photo by Keith Larrett

Grahame Marley

remembered

On Saturday the 21st of October the Border Parachute Centre lost a great friend, the BPA lost a great instructor. Grahame Marley was, to those who knew him, a great if not best friend and, to those who didn't know him, a friend they didn't know they had.

Grahame was one of those guys you just couldn't not like and he just liked everyone.

As he instructed static-line and tandem at many centres – in the main, Border, Topcliffe, Skydive Scotland, and North West, it is hard to imagine just how many people looked to Grahame as a role model.

He will be sorely missed forever by his skydiving mates but just as much in the worlds of climbing, canoeing and windsurfing. He had just become an instructor in these other areas so there must be an incredible number of people to whom Grahame has passed on his great knowledge, fun and spirit of adventure.

He has touched so many lives in his short but fun-filled time.

So, to a mate who died having fun, let's lift a glass or two and say, "Grahame, wherever you are, save us a slot bonny lad".

We all miss you – till then.

**The staff and regulars
Border Parachute Centre**



See you later – Ron

Skydivers from the former Flying Tigers DZ at Goodwood will be saddened to hear of the death of Mr Ronald Cloud, whose hospitality to jumpers did so much to enhance their enjoyment of the sport. Ron, whose son Kevin will be known to many as manifestor at Goodwood, Swansea and Staverton Parachute clubs, died at home on Christmas Day aged 74.

In his seafaring days Ron sailed all over the world and his respect for youthful adventure never failed, always taking great pride in Kevin's achievements and good care of his friends. Our thoughts are with Kevin, Jean, Karen, Andrew and all the family. On behalf of all the skydivers who knew him and will understand: "See you later Ron".

Dominic Blake

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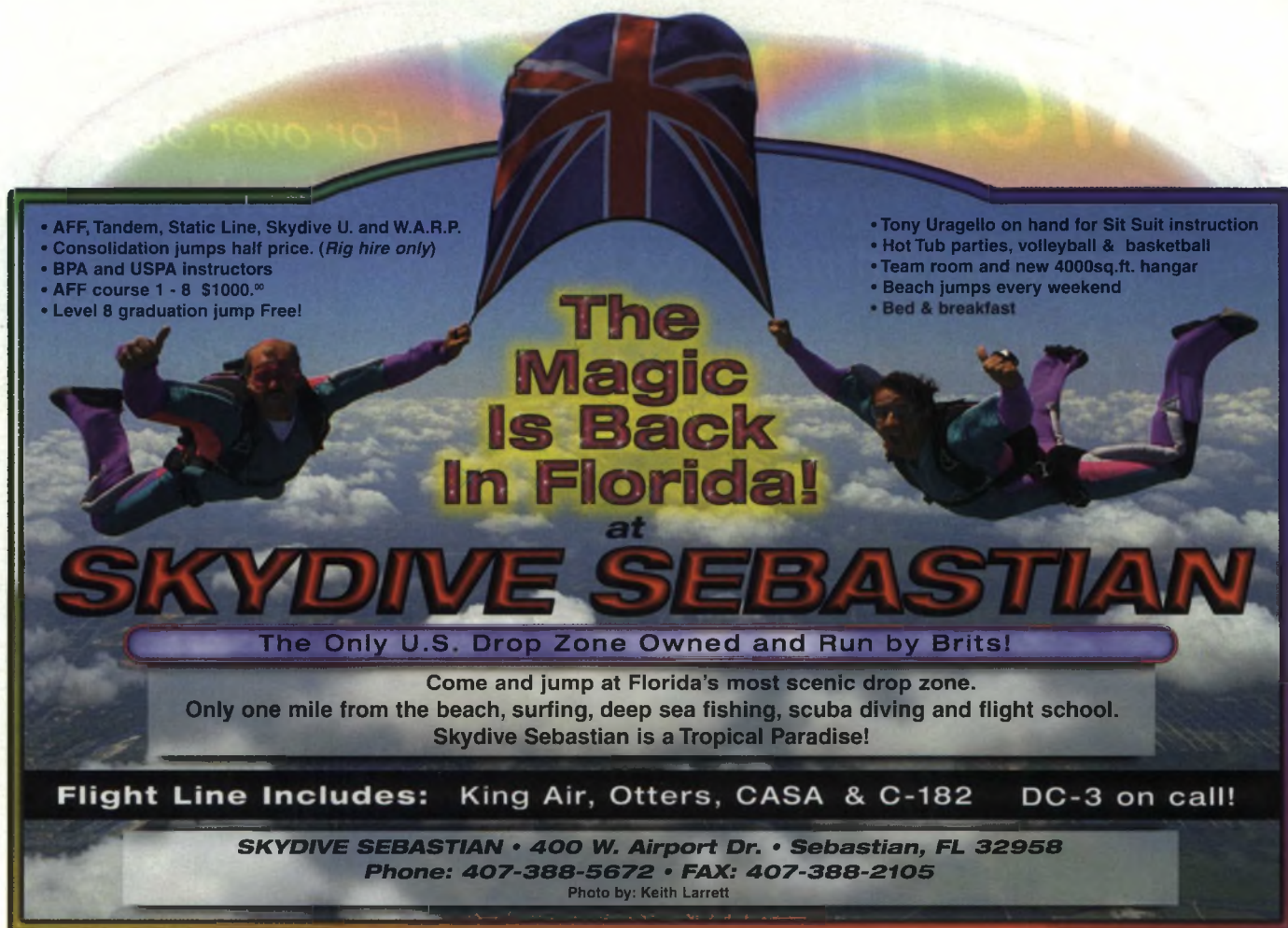
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October

28th - 29th Halloween Bash. Party/Band/Beer/Food.
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 King Air High Altitude Jumps - 22,000ft.

November

6th - 10th AFF pre-course
 11th - 19th AFF Certification Course, USPA.
 11th - 12th \$99 Beach Boogie Fest. Free beer. One rig -
 must be packed to manifest.
 20th - 22nd Strong Tandem Certification. Register at
 Strong Enterprises.
 18th - 26th Thanksgiving Turkey Meet.
 23rd & 24th 20-Way competition
 25th 10-Way Speed
 25th Awards Night
 23rd Jump onto the beach for our
1st Annual Turkey Dinner Oceanside Party.
 Registration \$25.00 includes dinner. ("Skybus!"
 will be available for transportation to and from
 beach.)

December

18th - Jan 2nd Christmas Boogie by the beach.
 24th - 25th Scrambles Meet.
 Christmas Day 'Hit & Chug' competition.
 Money prize!
 30th King Air High Altitude Jumps to 22,000ft.

31st

New Year's Eve Party.
 Beer/Band/Food/Prizes. \$25.00 inclusive.

January

20th - 21st \$99 Beach Boogie Fest. Free beer. One rig
 only - must be packed to manifest. Sit Suit
 Seminar with Tony Uragello.
 27th King Air High Altitude Jumps to 22,000ft.

February

10th - 18th Spring RW Camp. Top name coaches and
 seminars nightly. \$40 registration.
 17th - 18th 'Muff Brothers On The Road Again!' Fun 4-Way
 Meet. Novice/Intermediate/Experienced.
 23rd - 24th Skysurfing Seminar with **Bob Greiner** - 5th in
 World Championship, 3rd in Extreme Games.
 King Air High Altitude Jumps from 22,000ft.

March

16th - 17th St Patrick's Day Boogie. **Everybody goes to
 15,000ft for \$17.00.**
 30th - 31st \$99 Beach Boogie Fest. Free Beer! One rig
 only - must be packed to manifest.

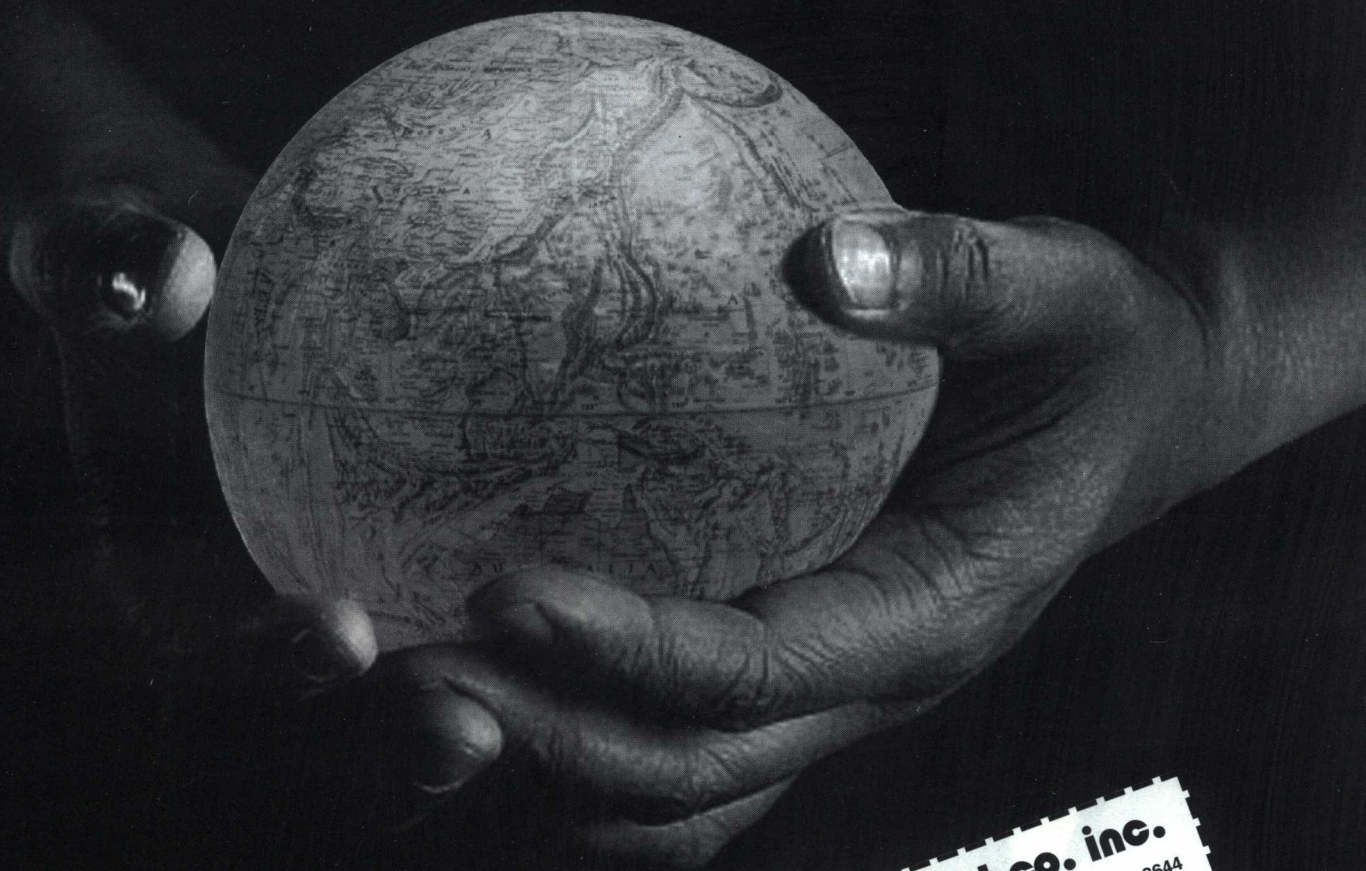
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1st - 8th **Easter Boogie by the Beach**
 5th 20-Way Competition
 6th 40-Way Competition
 Award Party - Beer/Band/Food
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World record high altitude skysurf

A skysurf without oxygen, from over 20,000 feet – not for the faint-hearted! Mike Frost describes how two years of planning and preparation culminated in a new world record



Mike Frost coping with the cold at high altitude

Photo by Andy Ford

Since September 1993, I have wanted to make a high altitude balloon 'surf', without oxygen – to promote the sport of skysurfing, thus raising a better public image for skydiving.

To accomplish such a project, we had made a lot of preparations. The team was now together; Dave Emerson, Andy Ford and myself as jumpers, Graham the pilot and Sally, Bev and Hazel as ground crew. By 5.15 on 21st September we had arrived at Madeley Court Hotel, Telford and stepped into the biting cold to be ready for take-off. There was no wind complemented by a beautiful bright moon, stars and no cloud – quite a contrast to our expectations.

We made our final checks on the oxygen equipment before loading up and drifting away into the sunrise at 6.45am. We were all in high spirits and the flight was brief due to there being a light load – this we didn't mind as it was very cold in the open basket. We went onto oxygen at 10,000 feet as per the guidelines, I really enjoyed

this as the balloon slowly took us over our expected drop zone at 14,000 feet. We then diverted to an area of land owned by Graham's father, heading back towards Shropshire.

As we approached exit altitude, there was a hive of activity with Graham doing his thing, whilst Dave and Andy made their camera preparations. I was cautious while kitting up my board, everything was checked and double checked. As we were given a two minute call I went off oxygen and put on my Factory Diver helmet. It performed well, although because it was lower than minus twenty degrees in the basket, everyone was having a degree of equipment icing up. As the one minute call was given, we started to move to the outside of the basket. To get into position was physically exerting and I was starting to wish I could have one more quick blast from the bottle.

As soon as everyone was in position, we keyed the exit, Dave leaving before me and Andy following to get the close footage

whilst Dave shot the overall picture. During the brief, it was decided to do little work due to the altitude, favouring scenic pictures for the newspapers. By 10,000 feet I noticed that my hands were hurting due to the cold and the fabric from my gloves "slapping" in the wind. We were deployed in a stack with me at 6,000 feet and Dave being the lowest at 4,000 feet to lead us into the landing area. Dave successfully positioned us in a field, next to a pub, by a stile so that we could be picked up. An old man tending his hanging baskets had a great demonstration of us "surfing" in.

We had accomplished a World Record for skysurfing out of a balloon, without oxygen from 20,013 feet – it was now down to the press to recognise the achievement. During the following days we were featured in five different television news programmes, eight newspapers and three radio interviews. It was certainly a positive piece of publicity for the sport.

Mike Frost

PEOPLE IN THE SPORT

Steve Scott



Steve Scott has recently achieved what for many would be a lifetime ambition – to win the 4-way Nationals and represent Britain at a World Meet. A top competitor for ten years, he describes the commitment it takes to reach this level of skydiving

When and where did you start jumping, Steve, and how many jumps do you have now?

My first jump was at Sibson in June 1975, although I did my training at Weston on the Green. I have now done 3400 jumps in total, most of them at Weston.

How did you start in competitive FS?

My first competitive team was *Weston Union*, an 8-way team formed in 1981. We trained for a number of weekends and before entering the Nationals at Netheravon did a 20 jump 'training camp' at Weston. Back then of course, that was all the training most teams did. Our claim to fame was that we could always launch the 8 from the Islander without a funnel! We came third that year to win the bronze.

Was this just the start of a stream

of National medals?

No. After that initial success I turned to 4-way which I found much more competitive and the best my team did was fourth out of the next two Nationals. Although I have a nice collection of medals for weekend competitions I didn't get another at national level until 1987.

Which medal out of your collection do you value the most?

No contest. The 1994 Nationals gold, as to win at the 4-way 'on year' Nationals was always my goal.

What was your first serious 4-way team and how did it start?

Aircooled in 1984. I was at the bar at Weston one Saturday night chatting to Graeme Henderson, Mike Fleming and Terry Woodgate. We noticed this clique forming in the corner and eavesdropped to find they had formed an 8-way team. As regular Weston jumpers we were pissed off at not being asked, so we decided to do 4-way, with the emphasis on improving our skydiving and having fun.

Was this the start of your serious 4-way career?

During my two years with *Aircooled* I thought I was taking it seriously until I was asked to join *Flashtrash* as alternate/video. It's amazing how much the pressure increases when you're part of a team that is actually expected to win. I went to the World Meet in Brazil in '87

but didn't jump in the competition as the primary judging was ground-to-air. I then got a proper place on the team and the following two years saw us win every competition we entered, but there was little interest from the team to do any National competing. We went to Indonesia in 1989 and won the first 'Money Meet' there. That one event probably taught me more about competition than anything else (ie if you want to win stay sober).

What happened to Flashtrash?

From the original line up the team had changed twice when I joined it and some of the team just didn't want to compete any more, so when Neville Howarth decided to sail around the world, the team just ceased to be.

When did your involvement with team RAFSPA start?

Most 8-way teams split into two at the Nationals and the *RAFSPA* 8-way did this in '92 at Sibson. Our four was decided prior to the 8-way training camp in Arizona that year and we did manage to get in one training jump as a four. On that one dive everything seemed to click and we knew then that we were capable of doing some really good stuff if we worked at it.

What sort of points did RAFSPA average?

In '92 we averaged 10.5, in '93 we reached 11.9 and in '95 it was 13.2.



RAFSPA 4-way team, sponsored by Red Bull. Steve Scott is facing the camera

Photo by Simon Ward

How did RAFSPA steadily improve their average, year after year?

Training and more training. Techniques are changing so fast nowadays that a coach is an absolute must on training camps. Air-to-air video is a vital part of the team too and should be used on every jump. A team will not reach its full potential without both of these. Unless there is a team of exceptional ability the road to higher scores is a relatively slow one and with ours it was about 200 jumps to go up one point in average.

How did you feel on winning the Nationals in 1994 and being selected as the British 4-way team?

To me it was the culmination of not only three years of hard work with RAFSPA but a 20 year skydiving career. I had to adjust every aspect of the way I approached the sport in order to ensure I could do my bit for the team. The stress of that week at Sibson was the most extreme I have ever experienced but the sense of relief after winning was indescribable. It's funny how you can go from thinking 'I'm never going to do this again' to 'that was easy – we'll do it again next

year', all in such a short period of time!

How much investment in terms of time and money has it taken to get there?

For three years, the team put aside every other consideration in order to try and win the Nationals. We spent nearly every weekend and nearly all our leave training as well as the annual training camp at £2500 per time in order to try and win a place at the World Meet.

How much have you been financially assisted?

The RAFSPA club gave us half price jumps for the 3 years after we won the bronze and this certainly helped us to do the number of weekend jumps we wanted. This also had a benefit to the club by getting the rest of the RAFSPA membership motivated as we were always on the DZ early to get on the first lift and this prompted the others to be there also. So the cost of our sponsorship was probably offset by generating more business for the aircraft.

Having won the Nationals we also had a level of funding from the Sports Council, via the BPA, which paid for our entry to

the World Meet as well as most of the expenses of two training camps. At the last minute our team manager, Wayne Loxton, arranged a sponsorship deal with Red Bull, the energy drink makers. This consisted of new kit, suits and headgear but unfortunately no hard cash.

How did the team choose which equipment to use for the World Meet?

We were offered jumpsuits by both a UK source as well as an American one at the same price deal and, because of what we believed to be a very small advantage, we chose Tony Suits.

Headgear was a much easier choice. The team had decided to go for full face helmets and one of us had bought one from a UK manufacturer earlier, so we had some direct experience. This particular helmet had once almost parted company with him in freefall and the lens fell out after only a few jumps, as well as a crack appearing in it after being dropped lightly on the floor. Although the manufacturer explained these were teething problems which had now been rectified, it still wasn't a good first impression! We weren't very happy

with these helmets and the deal offered to the team was 10% off list price. Troy Widgery of Sky Systems Ltd (USA) offered us his Factory Divers on demo, to be followed by a 100% discount if we liked them. We found them to be absolutely excellent, so no contest.

Container systems were also offered by both UK and American sources, with the same level of sponsorship. I had jumped a British system for many years and been very happy with it, but I and two other members of the team bought NJ Javelins from Sun Path last year and found these to be 'state of the art' rigs and everything we wanted from a container system. Derro Thomas was also prepared to source a Cypres each at cost price as part of his sponsorship deal and so the decision was made to use Javelins again for the World Meet. With canopies we agreed there was only one choice and ordered Stiletos and PD 126's.

How do you feel about suggestions that you should have 'bought British'?

As National Champions most manufacturers are keen to get you to use their gear for the World Meet for good PR and to help encourage sales to other skydivers so we had a wide choice offered to us. We went for what we believed to be the best for our needs which might not be representing British gear very well but we felt it gave us the chance to achieve to the best of our ability.

The team has been criticised for not competing in the 1995 Nationals, how do you react to that?

Having won in '94, it was in the rules that we should go to the Nationals in '95. The problem for us, in common with most teams was lack of time and money. As all of the team have full time jobs and some of us families too, we were limited to the amount of both available.

The truth of the matter is that we had a nightmare at our Easter training camp leading up to the World Meet because of the change of aircraft to be used for the 4-way. That was the reason behind our request to not have to spend a week of precious holiday time at the Nationals to do just 10 jumps. We needed more training. It was commented in the Mag that we should attend because you can never have enough competition experience. True, but then again you can't have enough experi-

ence at exits, sub-terminal flying, randos, piece flying and verticals either. It's more about establishing the team's priorities at any given time. I dare say some teams would find suddenly changing to a different aircraft with an opposite door a piece of cake, but ask any teams who have had to do it in competition and guarantee the first point smoothly through the door and you may get a different story.

That's why we went to Competitions Committee and asked them to change the rules and enable us to have another week's training instead of doing the Nationals. Part of the agreement reached with Competitions Committee was that, although we wouldn't compete, we would be represented at both National and Regional competitions to give any help we could to the lesser experienced teams.

Because the Competitions Committee were sympathetic we were able to have another seven days' training which enabled us to get the exit sorted out and led to a 100% success rate at the World Meet. Surely that is what off-year selection is about, getting the National Champions to be able to represent the country to the best of their ability?

Apparently your team had problems at the World Meet in getting a judgable video of the exit transition to the first point. Do you feel that more competition experience would have helped this situation?

Experience in competitions was not the problem, it was aircraft familiarity. Many of the top teams had videographers with much more experience than ours and they had problems too. Although air-to-air has much improved the judging of FS, these sort of problems show that it's not perfect.

Did you feel pleased with your performance at the World Meet, you averaged 13.1 as compared to your Nationals average in 1994 of 13.2?

Of course not. After a meet, ask any competitor if they could have done better and most of them will say yes. The idea of course is to peak at the meet but sometimes things just don't go that way. We went into 1995 with the ambition to be a 14.5 average team but the Easter training camp put paid to that as all our efforts went into trying to launch the first point. We were unlucky to bust twice at the World Meet but having said that we could have done

better. Skydiving's so hard isn't it?

What support have you received from other people/organisations and has that made your task any easier?

The club members of RAFSPA have been incredible throughout the last 3 years, raising funds by donating prizes for raffles (thanks to Debbie Knox for her strong arm tactics selling the tickets) and showing total support for us, especially when we jumped the manifest. Also thanks must go to Wayne, who's been a great Team Manager (where does he get all that enthusiasm from?), not forgetting it was him who set up the RAFSPA sponsorship deal in the first place.

I would like to thank the 8-way team and the rest of the British supporters at Gap for their terrific support which really helped to ease the tension prior to the jumps. A special thanks must go to Pete Allum who volunteered himself as part of our team when the going got tough and very coolheadedly stepped in. He has just got to be Britain's "Mr Skydive."

What, if anything winds you up?

People who criticised us, via the Mag, without having the foggiest idea of the commitment we made to get to the top.

What of RAFSPA now – is it true you have officially split up?

Yes, it's a right shame but we have, and just when things were getting really good. Has there ever been a team that doesn't eventually fall foul of the inner team personality struggle though?

How do you see the future, what would you like to achieve now?

I'm 42 years old now so I really can't envisage myself competing any more. Besides, quit while you're ahead and all that! With things like freeflying coming along though there is always something new to learn so I'm not about to give up yet.

Any other comments or advice for our readers?

Stay alive. When you skydive have the same respect for your environment that you had on your first jump. Don't let that coolness you now exhibit cloud your judgement. The ground is just as hard no matter how many jumps you've got.

Steve Scott

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Johan Perrson flies his canopy above the North Pole

Photo by Graham Nightingale

Strategies to help you cope with the winter and still progress

This article is aimed primarily at relative newcomers to the sport who may be experiencing their first or second winter's jumping, but there are reminders in here for jumpers of all levels.

Let's face it, skydiving is a different sport in the summer. It's warmer, more enjoyable and more relaxed, so it is easier to progress. In the winter, jumps can be disappointing and progression seems to be painstakingly slow. Here are some strategies to help you cope with the cold.

Lower your expectations

Don't expect to keep whizzing through the system the way you did in the height of summer. Understand that you are bound to feel less relaxed – the freefall environment may seem hostile and the cold will probably make the whole idea of getting in an aircraft uninviting. There are still rewards to be had – jumps can be invigorating and a most enjoyable change from hibernating indoors.

Don't set yourself unrealistic targets. You may become disheartened if you aim, for

example, to be cleared to another category without bearing adverse weather in mind. Be content with maintaining a level of performance over the bleakest winter months, ready to build upon this foundation in the Spring. If you do not jump at all over the winter you will find a marked drop in performance by Easter. Set your goal as staying reasonably current and you will be pleased with your jumps.

Warm up

In the cold it is even more important to stretch your muscles before skydiving, for better performance and to reduce the risk of injury. (See October issue of SP.) If the first time you bang on that arch is the second your body hits the icy freefall blast, your muscles are likely to respond poorly and could easily be strained. A good warm-up and stretch routine will get your body used to movement and your mind prepared for the skydive. You may have grown accustomed to inactivity over the last couple of months, wake your body up gently.

Insulation

Think about warm clothing in advance. You are aiming for garments which will give:

- thermal insulation
- minimum bulk for freedom of movement
- breathability
- wind resistance in the top layer
- durability

You may be able to achieve these requirements with a mixture of existing garments or there is plenty of specially designed clothing to choose from. Thermal underwear may not be the sexiest of attire but you will thank yourself at the DZ as you feel the inner warmth. Try camping shops for the cheapest, C & A for the best value and specialist ski shops for superb quality. Roll-neck long-sleeved vest tops (often used for skiing) provide an extra layer of insulation without adding bulk. Lots of thin layers provide better thermal protection than one or two thick ones, as air trapped between the layers gives additional insulation.

If you don't have any protective clothes for winter jumping, now may be a good time to invest – every year you will bless yourself for spending that money as you smugly complain about being too hot in your warmwear!

Warmwear

You could take the easy way and go for warmwear, a manufactured item designed with the above aims in mind. Warmwear is available from certain manufacturers in Headcorn (*need we say more?*) and there are three basic shapes; one piece, two piece or



competition warmwear. The competition warmwear (shown here) is a mini suit with no arms and short legs designed to be worn under tight-fitting jumpsuits giving maximum mobility. This was the genesis of warmwear as we know it today, invented by competition jumpers for winter training camps.

By popular demand, skydivers wanted an all round outdoor garment – so the arms, legs and outer shell material were added to give the one-piece warmwear suit. Four variations of outer shell fabric combinations are available, with varying degrees of windproofing, bulk and breathability, your choice depends on whether your aim is an outer or an under garment.

Warmwear can be used as a jumpsuit in its own right (ie an outer garment) for chute assis, freeflying or accuracy. However, it may create too much lift for FS, particularly if worn by small people, as the suit adds both bulk and drag due to the nature of the outer fabric. For FS it is probably better to squeeze a jumpsuit on the top, using the warmwear as an inner item.

Gloves

Warm hands are essential for safety reasons, you may like to add silk liners to your usual gloves. Beware of using gloves which are too bulky, they may keep your hands warm but will reduce the ability to feel. In contrast, thin gloves may give you a better sense of touch on the ground but if your hands are very cold in the aircraft and in freefall they will lose sensation when it counts, ie at pull time. A good tip is to wear another pair of gloves or mittens on the ride to altitude, removing and putting inside your jumpsuit on run-in. Hey Presto! – warm hands which can still feel whatever they have to. A word of caution

to those of you with wrist-mount altis, if you adopt this practice allow plenty of time to readjust your equipment.

Headwear

Fridges (full face helmets) seem curiously named as in fact they are the warmest headwear. Even frappe hats are warmer than protecs, which expose the ears. If you are bound by your jump numbers to wear a protec, you may wish to wear something over the tops of your ears (check you can still hear!) such as a neoprene face mask. We lose an enormous amount of heat from head and neck, so ensure this area stays covered with a scarf or bandanna. Lip salve is an essential DZ accessory in the winter.

Keep warm

Having dressed in the morning for warmth, keep warm. Don't let yourself get chilly on the ground and you will have more chance of feeling warm at 10,000ft. If you are already cold as you get in the aircraft you have no chance of being comfortable, as the temperature will drop rapidly with altitude. Stay indoors, keep your skin covered up and if possible, kit up inside away from the biting wind. Pacing up and down the flight line for twenty minutes before you go up will instil an inner chill.

Avoid getting too hot, as if you get sweaty inside your warm clothes it is difficult to get rid of the moisture. You will end up uncomfortably hot indoors and instantly icy on going outside again. A classic situation to cause sweat overload is packing in your warmwear in a warm room straight after the jump, adrenaline still pumping. Give your underarms a break and remove excess layers from your torso. Even fabrics advertised as 'breathable' will have trouble in this instance.

Be prepared

Think about any extra items of clothing you may want to wear to protect you from the cold and try them on beforehand. There is no point in finding out at the last minute that you can't fit everything under your jumpsuit. Make sure at home that your extra clothing is comfortable and that you can still move freely. That super-snug summer jumpsuit for fast fall may not cope with two sweat-shirts and a fleece – it may be time to try thermal undies or to acquire a looser-fitting jumpsuit.

Try on your kit well before the jump and do some practice pulls and reserve drills with your winter clothing on. Ask yourself some questions. Can you still see your reserve handle/cutaway pad or is bulky clothing bulging out from your harness? Does your balaclava helmet obscure your view as you turn your head in your fridge? Does the throwaway feel different with thicker gloves on? Whatever your choice of winter wear, make sure you are familiar with it well in advance of your jump. Now, take your kit off, have a cup of tea and relax before the skydive knowing you are prepared.

The jump itself

Most aircraft now have in-flight doors which makes life easier than it used to be. However, it is still worth trying to stay away from the door and ensuring none of your limbs are directly in a draught from outside – they will be difficult to move by the time you exit. Have you ever wondered how come you always seem to have the cold slot whilst the more experienced jumpers are warm and cosy next to the pilot? Take a tip from their book and plan where to sit before you get in. It goes without saying not to run to the aircraft, fight over slots or mess up the exit order just to get a warm seat. Equally though, don't let the cool 'n' groovies get away with an illogical arrangement which happens to suit them – speak up if you have to.

On the ride to altitude, if you haven't jumped for a month or more, take the time to look out of the windows and remember what 2,000ft looks like. What does 3,500 ft look like? If you are in charge of your own opening height, do you want to open 500ft higher than usual?

A ground covering of snow will make it more difficult to judge the height of your flare, be aware of this before you jump and don't be frightened to ask someone to be on the ground as a reference for you.

Enjoy your jump – savour the difference in the landscape and the light quality whilst under canopy. You may be tingling from the cold but it can be well worth it. If you are lucky enough to be jumping when there is snow cover, the view is stunning. The buzz from one exhilarating skydive on a beautiful winter's day can last all week.

Blue Skies and Snowy Scenes!

You know you're a **skydiver** when...

1. BOC goes from meaning "Blue Oyster Cult" to meaning "Bottom of Container."
2. You're making love to your partner and they whisper "I've never done this before" and you yell out "That's a case of beer!"
3. On cloudy/windy days you go to the drop zone anyway and bitch about the weather.
4. You dirt-dive and critique your love-making sessions.
5. When giving directions, you stick your head out of the car window and yell "five left" to the driver.
6. Whenever leaving an establishment you yell "door" to all the patrons.
7. You don't own any clothing that you didn't get at a boogie.
8. Every single one of your whuffo friends is at the point of wanting to kill you every time you mention skydiving.
9. You don't have any whuffo friends.
10. You think of Jack Jeffries, Tamara Koyne and Norm Kent as "famous".
11. You analyse every flag you see in terms of it's too windy/not windy enough to jump.
12. You analyse every flag you see in terms of which direction you'd face to land.
13. You allow a maximum 55 seconds of "working time" when making love.
14. You can't think of a good reason to pick up your mail for three weeks after your issues of *Skydiving* and *Sport Parachutist* arrive.
15. You feel naked without your rig on.
16. You sign your cheques with your name and D license number.
17. You know to the tenth of a minute how far it is from your driveway to the drop zone's driveway.
18. Every time someone's beeper goes off you look at your watch to see if it's break-off altitude.
19. You analyse sessions of love-making in terms of "points turned".
20. You refer to your recent break-up as an "intentional cut-away".
21. You can't remember the true meanings of the words "Stiletto" "Javelin" "Talon" "Racer"...
22. *You show up at the DZ even on the worst-weather days because at least you can sit around drinking beer.*
23. You walk everywhere watching the sky.
24. You instantly "Shhh" the entire room whenever a weather forecast starts.
25. Your wife's gone into labour but you can't leave the DZ before making just one more jump.
26. Your house is being repossessed because you can't pay the mortgage, but you can afford to go on a training camp.
27. You plan all your holidays around skydiving boogies.
28. You know the DZ phone number by heart although you can't remember your boyfriend's.



OF COURSE, WE ONLY COME FOR THE INFORMED
DISCUSSION AND KNOWLEDGEABLE EXCHANGES...

29. You've kissed more people in freefall than you have on the ground.

30. You drive a beaten-up old car because you really need that new canopy more.

31. You have no idea what is happening on the weekends in your town.

32. You have more pairs of Tevas and trainers than you do shoes.

33. You catch yourself flaking the bed instead of making it.

34. You wonder what whuffos DO with themselves on gorgeous summer weekends.

35. You forget to lower your voice when talking to your jumper friends in a restaurant about the weekend's lost dildos, loose legstraps and lack of penetration.

36. You refer to Weddings, Funerals, Birthdays etc as "Relative Work."

37. You wish for wind, rain, snow, earthquakes, locusts and tornados on days you have to work or have other "Relative Work" to do.

38. You can't imagine how anyone can go on holiday without a parachute.

39. It's a dark sky with low clouds and you're thinking "Hop-n-Pops!"

40. Your rig cost more than anything else you own.

41. Losing your job is a reason for celebration!

42. You wear a Skydiving T-shirt and bring a six pack to a job interview.

43. When you buy anything you calculate how many skydives it will cost.

44. You take your rig on commercial passenger flights, just in case.

45. Buying a house seems like a terrible waste of jump money.

46. You log a jump on December 25 and the fact it is Christmas doesn't enter your mind.

47. Your six year old son can teach the first jump course and pack a ram-air parachute.

48. You estimate your chances of pulling off a hard front riser turn when looking out any window above four stories.

49. *For male skydivers* - you wake up with an erection and immediately know you've been dreaming of that 12-point 8-way.

50. *For ladies* - you wake up next to an erection but decide you'd rather go sky-diving!

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POPS CORNER

POPS World Meet Report

POPS WORLD MEET 1995 – SPAIN

Didn't they do well! They were ready, waiting and working endlessly for us at CPCB Ampuriabrava. People keep calling me and writing saying thank-you – 'what a fantastic meet' – 'the organisation was superb' – 'we had a great time' etc.

There were 139 jumpers registered, with partners and followers I guess around 400 attended from eleven countries. The complete bull barbecue at the DZ followed by the banquet at the Xon Playa Hotel went down really well. 'Lofty' Thomas as Meet Director kept the roughnecks in check at all stages. Jim Hynds (POPS 466) and

Sheila saw their daughter Samantha enjoy a tandem with tandem master Ted Payne (POPS 382) and Marie Payne (POPS 485) docking on – a POPS tandem first. A German and a Spanish group formed their first POPS society. And joy upon joys, nobody so much as sprained an ankle.

Pete Jones at CPCB was presented with his POPS UK membership and the raffle went on for over an hour with prizes donated by CPCB, the Captain's Cabin and American manufacturers and dealers. Audrey Jacknam, Hon. Sec on New Zealand POPS had everything stolen in

Paris en route but a POPS collection realised over £500 which got her going again. This is what POPS are about, poor girl, she was reduced to tears.

The next World Meet was agreed to be held October 1997 at Sun City, South Africa and our very own Michael Allum (POPS 252) is in charge of arrangements this time as international TOP POP.



Some of the POPS UK contingent at Ampuriabrava

WORLD MEET RESULTS

Hit-and-Rock (one round)

First	Bobby Valenzuela (USA)	3.77 secs*
Second	Ted Rose (USA)	5.79 secs
Third	Thomas Zukowski (USA)	6.62 secs

*new world record

Accuracy (five rounds)

First	Fons Goris (Belgium)	0.01*
Second	Albert Bruneau (France)	0.01*
Third	Marjolaine de Pury (France)	0.03

A jump off between Fons and Albert settled first and second place

Ten-way scrambles

First	Other Droppings
Second	Air Pollution
Third	EFS

Everybody but everybody who came to Spain said they wouldn't miss Sun City for anything and that's not because they thought we said Sin City!

TOP POP Michael Allum was a member of the first team and collected a gold. Dave Pusey (POPS 290) was a member of the second team and collected a silver. Keith Sandle (POPS 635) and John McParland (POPS 593) both of Hill's Angels and Black Knights PC accompanied by Ian Nicholson (POPS 626) won a bronze apiece in third place.

So, you see, the Brits did not disgrace themselves, we all know how good and high spirited the Yanks are at Hit-and-Rock (3.77 secs, phew!), and the Belgians and French at accuracy (0.01, hell's teeth!). The Brits could be found anywhere in the first fifty which, out of 139, is good going. Very well done.

Competitive spirit abounded, but the fun factor was not lost for a second. It was a great World Meet.

A POPS personality plate was contributed by our hosts at Ampuriabrava, and was unanimously voted to Bobby Valenzuela from the USA.

POPS RECORD

Pete and Ivan have been in touch since the World Meet to invite European POPS again around July time 1996 for a serious record attempt. Told you they liked us!

Game plan now is to field 15 Brits or more and a similar number from each of France, Belgium, Holland, Denmark and Germany. Prior registration and attendance is essential, contact me, or CPCB at Ampuriabrava (Pete/Ivan), direct if you want in on what may even turn into a World Record.

GOODBYE JOHN

No, this is not an epitaph but a thank-you to two very good friends of POPS who have been more than friends. John and Hilary Peck have been great companions at out meets, constant supporters of the cause and of POPS everywhere. Tireless contributors of the most memorable barbecues and just plain lovely people. John is a pretty good skydiver too, yet he has decided to pack his rig forever and made his last jump at the World Meet. You will recall that John was the first subject of POPS Profile early in '94. John, Hilary I know we'll see you from time to time but by God we shall miss you. Thank you for being with us and for all that you've done. Enjoy your fresh pursuits where I'm sure your new friends will come to appreciate you as much as all POPS members.

The photo shows John's last jump at the POPS World Meet.



NATIONAL MEETS 1996

Ipswich	4-6 May
Ipswich	18-19 May
Peterborough	13-14 July
Cark	24-26 August

INTERNATIONAL MEETS 1996

Prospects include:

Cyprus (CCSPS)	15-20 April
Belgium (Turnhout)	4-6 May
Holland (Texel)	June TBA
*Spain (CPCB)	July TBA

* POPS record attempt

Ted and Marie Payne would welcome British POPS who would like to meet at Bad Lippespringe where they live and instruct.

Also, if you fancy Cyprus then call Michael Allum on 01394 460887. Call me if you'd like to meet up and join with European POPS at other meets.

Don't forget to insure yourselves and your kit. West Mercia Insurance often appear in SP and you might also try Central Investment Planning on 01902 712233 (for life insurance). Both specialise in the skydiving field.

POPSHOP

Want to be a POPS poser? Then buy one of the World Meet 'T' shirts we've brought back. Large available only but not too loose, £7.50 each plus postage. Very nice too in silver grey trimmed at neck and sleeves in gold. Sporting the POPS World

Meet emblem coupled with those Skyrats of Ampuriabrava. If you didn't attend you can at least pretend.

NEW MEMBERS

Please welcome:	POPS No
Sandy Nealis, Dorset	635
Paul Adams, North Cheam	654
Pete Jones, Ampuriabrava	655
Jurgen Kling, Germany	656
Hörst Ohmer, Germany	657
Michael Flör, Germany	658
'Bernie' Whittaker, Lancs	659
Cliff Woodworth, Stockport	661

FOOTNOTE

Behind the scenes at Cockerham and Langar meets this year certain persons organised raffles into which everyone put their hard earned dosh. Normally this finds its way into the POPS bank account. This time, unbeknown to me and my minder, a good slice of our accommodation costs at the World Meet were being covered through these raffles. It's not been an easy year for Pauline and I due to the accident and whilst feeling red faced, we want you all to know how grateful we are for your kindness. POPS people are really special to us.

Happy New Year, keep skydiving and blue skies to all of you.

John Crowhurst
Hon Secretary and Treasurer



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 01524 791820
Midweek 0151 924 5560

BLUE SKIES PARACHUTE CENTRE

CCI: George McGuinness

Contact: Jim Ralston

15 Moyra Crescent, Saintsfield, Co Down, N Ireland BT24 7AG

Tel: 01238 510744 DZ: 01396 842202

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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 in summer.

Contact: Tim Andrewes

Border Parachute Centre, Brunton Airfield, Chathill, Northumberland NE67 5ER

Tel: 01665 589000

BRITISH PARACHUTE SCHOOLS

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

British Parachute Schools

The Control Tower,

Langar, Airfield Langar, Nottingham

Tel/Fax: 01949 860878

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Open 7 days a week. S/L Square, Tandem & AFF. WARP, CRW & accuracy coaching, accuracy pit and electronic read-out. Student conversion from S/L round to square courses. Cessna 206 and 182, video, canteen, camping, shower and toilets. Inexpensive local accommodation. Visitors very welcome, friendly atmosphere. Aircrew full rigging facility with advanced rigger.

Contact: Dave or Nick Johnston

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Tel: 01841 540691

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Devon & Somerset Parachute School

30 Tower Way, Highfield, Dunksell,

Nr Honiton, Devon

Tel: 01404 891690

EAGLESCOTT PARACHUTE CENTRE

Open every weekend: weekdays by arrangement. Friendly small club atmosphere with emphasis on safety. Square S/L student training. AADs, helmets, 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,

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Tel: 01769 560726 / 01769 520552

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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.

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Kent TN27 9HX

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Fax: 01622 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: 01473 710044 Fax: 01473 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, Woodcote, Reading RG8 0UX

Tel: DZ 01249 651909 Fax: 01249 661281

Tel: Weekends 0860 559112

MERLIN PARACHUTE CENTRE

Open weekends and Bank holidays 9am till dark. Static Line RAPS 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

Alanbrooke Barracks Topcliffe,

Near Thirsk, North Yorkshire

Tel: Weekdays 01274 631044

Weekday/ weekend answerphone 01748 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 01451 844422 or 844449

Tel/Fax: Weekdays 01787 461621

NORTH WEST PARACHUTE CENTRE

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North West Parachute Centre

Cark Airfield Flookburgh,

Nr Grange-Over-Sands, Cumbria

Tel: Airfield 015395 58672/58555

Weekdays 01772 720848

OXON & NORTHANTS PARACHUTE CENTRE

Open every weekend and midweek by arrangement during BST, 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, Cessna 182 and 206.

Contact: Mike Bolton,

Chief Instructor Oxon & Northants

Parachute Centre Hinton-in-the-Hedges

Airfield Steane, Nr Brackley,

Northants NN13 5NS

Tel: Office 01384 393373

Mobile 0850 762349

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Peterlee Parachute Centre

The Airfield, Shotton Colliery,

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Tel: 0191 5171234

Office Tel and Fax: 0191 3865315

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Skydive Scotland, The Parachute Centre,

Errol Airfield, Grange Errol PH2 7TB

Tel/Fax: 01821-642881 (Office)

01821-642673 (Airfield)

SKYDIVE STRATHALLAN

Open 9am to 9pm weekends and public holidays. Over 35 years of skydiving in Scotland. Islander with in-flight door and 2 Cessna 206s. S/L Round or Square, AFF & RAPS with square on square and Cypres. Tandem, WARP, CRW, FS coaching with video available for all. Shop, Rigging, Canteen, TV room. B&B, camping in local town.

Contact: Scotty Milne

Skydive Strathallan, Strathallan Airfield

Nr Auchterarder, Perthshire PH3 1LA

Tel: Mobile 0374 686161

Weekends 01764 662572

STIRLING PARACHUTE CENTRE

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Stirling Parachute Centre

Thornhill, Nr Stirling, Scotland FK8 3QT

Tel: 01786 870788

Fax: 01786 870748

TARGET SKYSPORTS PARACHUTE CLUB

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Correspondence Address: John Davis
Contact: 24 Turners Lane, Crudwell,
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Contact: Maggie Penny
Wild Geese Skydive Centre
Movenis Airfield, 116 Carrowreagh Road
Garvagh, Coleraine, Co Londonderry,
N Ireland BT51 5LQ
Tel: DZ 012665 58609
Fax: DZ 012665 57050

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Hon Treas/Sec John Crowhurst
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0181 878 0147 (evenings)
Fax: 0181 392 9322

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Perthshire PH3 1BE

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Aldershot
Hants GU11 3NT
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E-mail, Compuserve 100722,2744

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Fax: 01622 890641

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The Free-Fall Company
Sibson Airfield, Wansford
Peterborough PE8 6NE
Tel: 01832 280055 Fax: 01832 280409

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The Commandant, JSPC
Airfield Camp, Netheravon, Salisbury
Wilts. SP4 9SF
Tel: Bulford Camp 01980 633371
Tel: ext Commandant 8252
Chief Instructor 8229
Staff 8277

THE RED DEVILS

Queen's Parade
Aldershot
Hants
Tel: 01252 24431 ext 4600/4699
Contact: Red Devils
Browning Barracks
Aldershot, Hants

RN & RM SPA
Dunkeswell Airfield
Dunkeswell
Honiton, Devon
Tel: 01404 891697/891716

NISFFC

Shackleton Barracks
BFPO 802
Tel: Civ 01504 49972 / Mil – Limavady 36472
Mobile: 0585 709965
Fax: Civ 01504 49842 / Mil 36342

SILVER STARS PARACHUTE TEAM

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South Cerney
Cirencester Gloucester GL5 5RD
Tel: 01285 861344/
01285 860551 x8259

CYPRUS COMBINED SERVICES PARACHUTE CLUB (CCSPC)

Contact: Club CCI
CJSATC Pergamos Camp, BFPO 58
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Drop Zone 00 357 47 44245

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Fax: 00 852 488 9341
Mobile: 00 852 9035 6467

RAPA JSPC(L)

(Rhine Army Parachute Association)
Flugplatz
33175 Bad Lippspringe
Germany
British Forces Post Office 16
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