

SPORT

PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION

Group Skysurf at Langar Scottish Nationals Extreme Games



August 1996

PERFORMANCE DESIGNS...

OUR DREAM OF FLIGHT BECOMES YOUR REALITY.

Introduced over five years ago, the reliable **PD Sabre** was designed with technological advances unsurpassed even today. It offers soft openings, high performance flight characteristics, traditional no-nonsense handling and very easy landings.

The **PD Stiletto** is an exciting celebration of unbounded flight. With the softest of openings, agile handling, very wide speed range and incredible landings, the Stiletto seems unlimited by anything ... except the ground! The ultimate in high performance ellipticals, it is unforgiving of pilot error or carelessness. The Stiletto's clean flight and sleek agility will captivate you!

Performance Designs, Inc.
1300 E. Int'l Speedway Blvd
DeLand, FL 32724 USA
Telephone: (904) 738-2224
Fax: (904) 734-8297



Photo: Chuck Kordier

**Performance
Designs Inc.**



Journal of the British Parachute Association
Wharf Way, Glen Parva, Leicester LE2 9TF
Tel: 0116 278 5271 Fax: 0116 247 7662

British Parachute Association Council Members & Officers

Chairman
Bob Card

Vice-Chairman
Lofty Thomas

Chairman STC
Tye Boughen

Chairman Competitions Committee
Chris Allen

Chairman Development Committee
Phil Gibbs

Chairman Magazine Committee
Steven Hoy

Treasurer
Debbie Carter

Vice Presidents
Jim Crocker and John Lines

Council Members
Chris Allen, Tye Boughen, Adrian Bowles,
Bob Card, Peter Carroll,
Phil Gibbs, Steven Hoy, Graham Liggins,
Wayne Loxton, Ian Marshall, Michael
Matthews, Ian Midgley, Charles Ross,
John Smyth, Lofty Thomas

British Parachute Association Staff and Representatives

National Coach and Safety Officer
John Hitchen

Technical Officer
Tony Butler

Financial Administrator
Kenny Griffin

Administrative Staff
Trudy Kemp, Sharon Gurney,
Christine Kerry

Royal Aero Club Delegate
John Lines

Alternate Delegate
Phil Gibbs

BPA Liaison Officer to CAA
Tony Knight

BPA Representative on European matters
John Lines

Staff Liaison Officer
Lofty Thomas

GASCo Representative
Angela Hickling

IPC Delegate
John Hitchen

Chairman Riggers Committee
Allan Hewitt

Chairman Pilots Committee
Mike Newall

Sport Parachutist Magazine

Editor

Lesley Gale

Sport Parachutist, 3 Burton Street,
Peterborough PE1 5HA
Tel/Fax: (01733) 557591

Design & Layout

Trish Jones/Julie Gray
CCP Ltd

1 Loxley, Werrington, Peterborough PE4 5BW
Tel: (01733) 579433 Fax: (01733) 578584
(Thanks Bryan!)

SPORT PARACHUTIST CONTENTS

AUGUST 1996

FEATURES

Members E-mail Listing :	4
Look After Your Kit :	10
Snippets :	12
Unnecessary Risk :	16
Extreme Games :	22
CF World Meet :	27
Scottish Nationals :	29
Sibson 16-way Meet :	37
DZ Defence Fund :	39
Competitions Committee :	43

PHOTO FEATURE

Langar Boogie :	24
-----------------	---------

REGULARS

Diary of Events :	3
Editorial :	3
News :	4
The Word on the Street :	6
Kit News :	8
People in the Sport: Roger Flinn :	32
POPS Corner :	40
Incident Reports :	42
Clubs and Centres :	44
Letters :	46
Subscription Form :	48
Advertisers Index & Classified Adverts :	48

Sport Parachutist is now on E-mail!!

for editorial contact Lesley Gale at sportpara@aol.com

for advertising contact Scott Dougal at Pagefast
on101626.2656@compuserve.com

Cover Photo: Ian Brown took this shot of the first 4-way skysurf in the UK. Skysurfers Tim Porter (yellow/black), Chris Gauge (white), Scott Wileman (white/green/purple), Dave Caldwell (blue/white) got together at the Langar Boogie



SUPPORTED BY



Published and printed by **Pagefast Ltd.** 4-5 Lansil Way,
Lancaster, LA1 3QY Tel: 01524 841010 Fax: 01524 841578

©SPORT PARACHUTIST

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

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

Original design kindly donated by Ola Soyinka, Airscape, Media Suite, 3 Tyers Gate, London, SE1 3HX Tel: 0171 403 6753 Fax: 0171 378 1208

FREE Time-Out!!

TRIAL AND A FREE T-SHIRT

USED AND
ENDORSED BY:

ARIZONA AIRSPEED
FREE FLY CLOWNS
RICKSTER POWELL
YZX, FAST 4WARD
And YOU



USED AND
ENDORSED BY:

JÉRÔME BUNKER
VIVIANE WEGRATH
PATRICK PASSE
JOHN ROBINS
JOHN LE BLANC

QUINCY & VICHY BOOGIES

RESERVE YOUR FREE TRIAL TIME-OUT!! FOR THE WHOLE BOOGIE.

Send the Coupon, Call, Fax, or Email Cool & Groovy or Dealers.

QUINCY WORLD FREE FALL CONVENTION

Airbourne Associates Inc	Tel/Fax: 413 665 4720	Dave Strickland
Action Air	Tel: 916 753 2650	Ray Ferrell.
Square One	Tel: 909 657 8260	Kate Cooper.
Sunshine Factory	Tel: 813 788 9831	Joanie.
Sunpath/Eclipse	Tel: 813 782 9242	Sally.
Titusville Skydive Centre	Tel: 4074 267 0016	Eric Flemming.

ESPACE BOOGIE VICHY

Parafun	Tel: + 33 947 34788	Jerome Bunker
Symbiosis France	Tel: + 33 925 42836	Sara.
The Kit Store	Tel: + 44 1622 890967	Rob Colpus.
Pro Path	Tel: + 44 6327 960990	Stephan

Directors: George Pilkington, Adrian Neal, Mike Smith, Company No. 2910590 VAT Registration No 661 3799 10

COOL & GROOVY FRIDGE CO.

SWINFORD LEICESTERSHIRE LE17 6BE ENGLAND
Telephone + Fax: +44 (0) 1788 860 882
Email: cool.groovy.freedemo@skydive.net
Web Site: <http://www.skydive.net/cool&groovy/>

Name.....

Address.....

.....Country.....

Contact Telephone No.

Quincy ☐ Vichy ☐ Date of Arr.

.....

Date	Event	Location	Contact
August			
3 - 11	Espace boogie	Vichy	Joel Cruciani - 0033 7484 9132
3 - 11	Czech boogie	Karlovy Vary	Pete Marsden - 0181 941 9212
3 - 17	Open week	Skydive Strathallan	01764 662 572
5 - 9	BI/Advanced Instructor course	Strathallan	BPA - 01162 785 271
10	Headcorn dinner dance	Leeds Castle	01622 890 862
10 - 26	World Cup boogie	Leopoldsborg, Belgium	fax - 00 32 11 348 237
11 - 26	Elbrus expedition	Soviet Union	Nathalie - 0031 70 383 667
12 - 16	Exam/pre-Advanced Instructor course	Strathallan	BPA - 01162 785 271
15 - 18	European Cup 16-way	La Ferte Gaucher	0033 1 64 04 01 73
16 - 18	\$10 per jump weekend	Phoenix, Lake Wales	001 813 678 1003
16 - 25	World Cup - FS	Leopoldsborg, Belgium	0032 11 312 128
17 - 18	National Championships - CF	Netheravon	01980 633 371
17 - 25	National Championships - Classics	Netheravon	01980 633 371
17 - 26	Army championships	Netheravon	01980 633 371
19 - 23	Skills camp - Darryl Moran & friends	Skydive Sibson	01832 280 490
24 - 26	POPS meet	Cark	POPS - 0181 392 9291
24 - 25	POPS meet	Endelave, Denmark	POPS - 0181 392 9291
24 - 26	12-way meet	Hibaldstow	01652 648 837
28 - 5 Sept	Turkish FS/Classics Nationals (open)	Efes, Izmir, Turkey	00 90 312 3104456
28 - 5 Sept	World Cup in Freestyle and Skysurfing Test event for 1st World Air Games	Efes, Izmir, Turkey	00 90 312 3104456
31 - 1 Sept	16-way meet	RAFSPA - Weston	01869 343 343
30 - 1 Sept	4-way Berlin champs (open)	Gransee, Germany	
September			
6 - 7	9-way speed meet	Fehrbellin, Germany	
7 - 8	POPS meet	Hoogeveen, Holland	POPS - 0181 392 9291
7 - 8	LAC meet	Headcorn	01622 890 862
12 - 15	Pink boogie	Sillian, Austria	
14 - 15	14-way FS meet	Hibaldstow	01652 648 837
14 - 15	Woodmouse 4-way meet	Skydive Sibson	01832 280 490
14 - 15	Bounce back boogie	Skydive Arizona	001 520 466 3753
14 - 22	World Championships - Classics	Hungary	
15 - 28	World Record Attempt	Russia	
20 - 22	Skyvan boogie	Fuerstenfeld, Austria	
27 - 29	6-way meet	Schweighofen, Germany	
30 - 4 Oct	Reserve packing course	Curtis Rigging	Trudy - BPA - 01162 785 271
October			
5 - 6	Southern Regionals - CF, FS, Classics	Ipswich	01473 710 044
18 - Nov 1	Nepal boogie	Kathmandu, Nepal	Tim Moran 0385 352 306
26 - 27	10-way speed meet	Hibaldstow	01652 648 837
27 - Nov 3	Halloween boogie	Skydive Arizona	001 520 466 3753
November			
1 - 3	4-way mini-meet	Ampuriabrava, Spain	0034 7245 0111
1 - 3	Day and night accuracy meet	Locarno, Switzerland	C Kaufmann 1 984 12 46
TBA	8-way training - Pete Allum	Skydive Sebastian	Pete 73572.3135@Compuserve.com
11 - 15	BI/Advanced Instructor course	Ipswich	BPA - 01162 785 271
18 - 22	Exam/pre-Advanced Instructor course	Ipswich	BPA - 01162 785 271
December			
2 - 16	RW coaching - Herman Landsman	Ampuriabrava, Spain	0034 7245 0111
14 - Jan 5	Christmas boogie	Ampuriabrava, Spain	0034 7245 0111
21 - Jan 5	Holiday boogie	Skydive Arizona	001 520 466 3753
January 1997			
18	AGM @Forte Posthouse Hotel	Coventry	01203 613 261

Hello Reader!

Now that the season is well under way it's good to be able to report on skydiving events in this country. We have write ups of the Scottish Nationals, several competitions, reports from British participants in the Extreme Games and the World CF Meet plus a centre spread on the recent Langar Boogie. And check out a new column bringing you snippets on reader's activities, page 12. There's still plenty of information about the sport; equipment and safety is a strong theme. Please read a cracking article from George Pilkington on page 16.

I would like to introduce my design team of Trish Jones and Julie Gray of CCP Ltd, based in Peterborough. Both ladies are regulars at Sibson; Trish is a skydiver and Julie is married to one, Pete Gray who jumps camera at Sibson. Their knowledge of and enthusiasm for the sport has made a real difference to your Mag. Their equipment has revolutionised page planning as I can now view photos on screen - which, believe it or not, was not possible with the old system. The whole production element is now far less hassle which means I can concentrate on content rather than problems. This has been the easiest magazine to date - yippee!

We are trying to build up a library of useful graphical images on file. You may notice lots of illustrations livening up the pages. If you have any skydiving related pictures we would like them. Rigs, canopies, skydiving figures, freeflyers, etc. Any format is okay, whether a hard copy of the picture/diagram which can be scanned, bitmap files, jpegs, gifs, tifs, you name it we can convert and use it. We have the technology. We just need your pictures. Send contributions including details of any credits required to my usual editorial address (on contents page), we will return your disc or whatever with many thanks.

Have a great August and hope your skydiving goes well.

Lesley

PS Next mags due out:

- ➔ first week in October
- ➔ first week in December
- ➔ *third* week of February (best time for membership renewals)
- ➔ first week in April



AGM

The AGM has been booked for 18 January next year at the usual time of 10.30am. The venue is again the Forte Posthouse at Coventry. There will be the annual dinner the night before and the AGM itself will be followed by meetings, presentations, discussion groups etc, along the lines of this year's success. More details will be in the October issue with a rough outline of the planned events. David Oddy is currently lining up the afternoon programme and would welcome any suggestions from members as to what topics they would like to see included. Anyone with ideas could please contact David at the BPA office. It

may be best to write or fax as David has semi-retired and now just does one day a week in the office.

WOMEN'S RECORD

It seems highly likely that an attempt at the Women's British Record will be made at Weston-on-the-Green during 22/23 August continuing into the bank holiday weekend. In preparation for the attempt Weston should be open midweek for two weeks prior to this. Call RAFSPA on 01869 343 343 or Adrian on 01404 44889 for the latest.

SUPER SKYVAN

Alexis Perry's skyvan OY-JRL operated by Boogie Performance out of France has had an upgrade. The

engines were converted from 715 horsepower to 840hp each which has added significant performance and means the aircraft is now a *Super Skyvan*. For information on Boogie Performance call Alexis on 0033 71 09 03 79 or fax on 0033 71 09 03 96.

FLIGHT LINE CHECK

A slight change to the flight line check recommended by STC is that, if a non D licence jumper is wearing an AAD, it *must* be visually checked. In the past it has been considered sufficient to ask jumpers if their Cypres etc is on, if they are wearing a rig such as an Atom or Javelin which has a concealed window for the unit. This action has resulted from a UK fatality in April where the parachutist in question had his Cypres switched off.

MILESTONE CYPRES

Airtec, manufacturer of the Cypres, has presented the Parachute Industry Association (PIA) with an engraved Cypres - the 25,000th unit off the production line. This

impressive milestone also coincided with the fifth anniversary of the first Cypres. The special Cypres was then auctioned off at a PIA dinner where it fetched \$4,000 for the PIA Headquarters Fund.

RIGGERS PROJECTS

The Riggers Committee has a number of ongoing safety related projects. One of these is on cutaway cable lengths and is being run by Kim Newton. The aim is to establish an easy reference to knowing whether cutaway cables are correct for the type of rig.

Reserve packing

The second project is on reserve packing, headed by Allan Hewitt, with the aim of establishing a training syllabus with all relevant manuals and course details. The first reserve packing course held at Netheravon was well received by candidates but they were amazed to find out how much theory was involved. Of the six candidates on the course, only Cornelia Waymouth took

E-mail listing

Ampuria Brava
Andy Abbess
Chris Allen
Mike Allum
Pete Allum
Simon Ashenden
Pete Bannister
Paul Burns
Chris Buse
Keiron Clark
Lance Cornish
Steve Crabtree
Richard Daniel
Steven Elvy
Colin Fitzmaurice
Lesley Gale
Vince Gillard
Vince Gillard(same)
Richard Hamblen
Allan Hewitt
Kish Hirani
Barry Holt
Steven Hoy
Pete Jones
Bill Jowitt
Jump Shack
Larsen and Brusgaard
Iain Lees
Mike Lewis
Pete Marsden
Gary McGuinness
Kevin McPhillips

100675.730@compuserve.com
100757.1601@compuserve.com
100722.2744@compuserve.com
mi@fffnet.demon.co.uk
73572.3135@compuserve.com
simon_ashenden@novell.com
pete@shaggles.demon.co.uk
MM3A4BPB@swansea.ac.uk
Chris@highfly.demon.co.uk
skyhigh21@thenet.co.uk
tenhauser_gate@compuserve.com
SKYSHOT 101605,1761
102555.1174@compuserve.com
101502.173@compuserve.com
skydive@tilstock.demon.co.uk
lesleygale@aol.com
vince@mail.bogo.co.uk
vince@ooh.dircon.co.uk
rhamblen@bangate.eur.compaq.com
100770.402@compuserve.com
kish@dcs.ed.ac.uk
barry@micl.co.uk
blue.sky@dial.pipex.com
100675.730@compuserve.com
bill_jowitt@globalnet.co.uk
jumpshak@america.com
dytter@pip.dknet.dr
100647.1576@compuserve.com
mikel@sequent.com
101444.2606@compuserve.com
skytribe@powernet.co.uk
101670.2347@compuserve.com

Steve Mikos
Tim Moran
Peter Morrison
Adrian Nicholas
Mike Nicholson
Mike Nicholson(same)
Steve Nolan
Philip O'Connor
Pagefast
Alexis Perry
Chris Phillips
George Pilkington
POPS UK
Nick Power
Rhino
Penny Roberts
Audrey Rowe
Paul Rowe
Fred Ryland
Julie Shew
Pete Shew
Sky Science
Skydive Arizona
Skydive Sebastian
Andy Sparrow
Sport Parachutist
Tilstock
Dave Tunks
Sheffield Uni skydiving
Janet Walton
Ian Weatherhogg
George Wood

stevemikos@aol.com
100344.1155@compuserve.com
morrison8@delphi.com
anicho8817@AOL.com
mikenf@dial.pipex.com
100416.3426@compuserve.com
101545.1266@compuserve.com
philipo@chem.gla.ac.uk
101626.2656@compuserve.com
skydive@euronet.nl
chris_phillips@systemsunion.com
coolgroovy.george@skydive.net
peteshew@cix.compulink.co.uk
N.Power-94@student.lboro.ac.uk
rhinouk@aol.com
106031.617@compuserve.com
101333.2305@compuserve.com
101333.2305@compuserve.com
100114.1435@compuserve.com
peteshew@cix.compulink.co.uk
peteshew@cix.compulink.co.uk
100770.402@compuserve.com
SkyAZ@aol.com
skydiveseb@aol.com
andy@ide.com
sportpara@aol.com
skydive@tilstock.demon.co.uk
101733.3532@compuserve.com
skydiving@sheffield.ac.uk
101733.3532@compuserve.com
100045.1075@compuserve.com
george@skygod.cityscape.co.uk

This list is by no means inclusive, it is purely those members and organisations who sent us their e-mail address. Further addresses can be found on George Wood's skydive web page on <http://www.cityscape.co.uk/users/cg90/index.html>. We apologise to anyone who is not included here. The list will be updated and included in the December issue of SP so send us your address for then. December's SP will also carry an article on web sites and other places of interest to skydivers on the Internet. Surf's up!

the examination. The other five decided they were not ready at this stage and would prefer to get further practice before re-attending. Cornelia passed the exam successfully and was awarded the qualification of Advanced Packer. It was suggested that the joining instructions for the course should in future stress that anyone wishing to take the exam at the end of the course would have to be very well practised at packing both round and square reserves in various containers. A second course was run on 17 June at Aldershot and one further course is planned later in the year from 30 September to 4 October at Curtis Rigging.

Incident reporting

The confidential incident reporting scheme described in the last issue of the mag is now up and running. Allan Hewitt is receiving the reports, extracting information and passing it on to Rick Boardman to write up for the magazine. Incident reports on the usual forms are being linked with the system for an overall assessment of the situation. Allan is also running an ongoing project to keep the BPA safety notice file up to date at all times.

Pull tests

Investigations have been carried out into two systems for testing the pull force required to operate a jumper's reserve. The aim is to check that students can pull the required force of 22lbs so they should theoretically be capable of operating their reserve should the circumstance arrive. Paul Applegate has developed a prototype rig which can be used in a suspended harness or on the ground. One advantage of this system is that it shows the importance of pulling the reserve handle at the correct angle. A downwards pull will require a force of 22lbs but if the handle is pulled at 90 degrees a force of 28lbs will be needed. A 180 degree pull would need input of over 35lbs.

Steve Apps has formed a different testing method using break tie which enables fast testing in the student's usual harness. Steve has trialled his method with the *Silver Stars* over the last year who trained and tested 300 students, none of whom failed. A few small women had to be re-tested when they failed to pull the handle with sufficient force. They passed easily once it

had been pointed out that they had to put some effort into it. The two methods will both be trialled this summer with a view to making pull tests mandatory in the autumn. Anyone wanting to try the tests should contact Paul for the use of his rig (there will be a hire charge) or Steve for the break tie and instructions.

FREEPHONE NUMBERS

The CAA has passed on two useful freephone numbers:

Aircraft Information
Freephone 0500 354 802

Low Level Cell
Freephone 0800 515 544

WEB FREE

PIA is bringing out a new service to full and affiliate PIA members by providing Internet web space at no charge at all. Members with an existing web site have the choice of moving onto PIA's site free, for others this provides an opportunity to get onto the web. Since PIA's web site was established in March 1995 to provide technical information and bulletins it has been visited over 150,000 times. A simple and easy to remember address system has been established to eliminate the classic awkward unwieldy addresses associated with web sites in the past. Find them on <http://www.pia.com>

UK MIX UP

A big 'sorry' to Northern Irish readers for mistakenly using Britain instead of the United Kingdom or UK in the last issue of SP. Great Britain refers to the island of England, Scotland and Wales, whereas the United Kingdom is a term which includes Northern Ireland. The BPA has, of course, accepted responsibility from the CAA for running parachuting operations in the *United Kingdom*. My apologies to all concerned and we stand corrected for the future.

Stop Press

A world collegiate meet will be held at Skydive Sebastian next year from 26 April – 1 March. A range of fun events for all levels will be organised. For details, call Jason Brister on 0161 707 0583 or 0973 378024 or view the collegiate web page on www.shaf.ac.uk/uni/union/susoc/sd

British Parachute Schools

THE CONTROL TOWER, LANGAR AIRFIELD,
LANGAR, NOTTS NG13 9HY
TEL/FAX: 01949 860878

Come and jump the Fleet!

We have our LET 410 until the end of September!

We have our Pilatus Porter until at least mid-August!

We have our Islander and Cessna 206 all year round!

Altitude jumps: £16

Discount on purchase of 10 jump tickets!



Load organisers always available!

Video always available!

Sit flyers, Surfers, Freestylists and Freeflyers welcome!

OUR AFF COURSES INCLUDE LOADS OF SKYDIVING GEAR TO KEEP AND THE CHEAPEST REJUMPS!

TANDEM SKYDIVES, RAPS COURSES
PROGRESSION TRAINING FOR ALL LEVELS AND ABILITIES

Upcoming Events:

AUGUST BANK HOLIDAY 24/25
8-way FS meet

SEPTEMBER 21/22
LET 410 Leaving Party!
4-way FS and 8 way FS
mini-competition

Party with live music Saturday Night!

HEY HEY I'M BACK

Thanks to Cool Chick for "Ghosting" the column last month. Judging by the publicity Cool & Groovy received (More than Usual) I should go away more often! Anyway, now dudes I'm BACK!

DADALUS BIG WEEK

Dadalus DZ, Hoxter, Germany hosted their annual 'Big' week in May this year. The aircraft line up was impressive - 2 Twotters, 1 Super Otter and a Porter, all there to do formation loads. Yan Wildgruber (Train in

Spain) was the aircraft squadron leader, (Otto told me, as I was sat in the co-pilot's seat on the way up, "He has to go first, we wanna be able to see him!! ...") and the formation work the pilots did was some of the best I have ever seen. The week was fully booked with over 80 German skydivers there to build 'em big. The loads were very good, no funnels and most completing except for the odd dude. The Vibe on this week was excellent and Deiter, Thomas, Christof & Pitt made sure all were looked after. Nice DZ, nice aircraft, nice peo-

We have a Cessna 182
which can carry four
parachutists for hire



THE RATES ARE £135 + VAT PER TACHO HOUR WITH PILOT

(we have a contact who is experienced in this work that we could put you in touch with) or £90 + VAT per tachometer hour dry (with pilot)

Also Aerial Advertising from as little as £260 per hour (Banner construction from £60 extra). We operate throughout the UK seven days a week. Positioning charge where applicable

For details on Aerial Photography and surveys please contact:

Sky Ads — Netherthorpe Airfield, Thorpe Salvin, Worksop
Tel: 01909 482981 • Fax 01909 475233 • Mobile 0589 883906

Skydive the world

Training Camps, Flights, Car Hire, Boogies, Custom Skydiving,
Packages for AFF and Raps in France/USA

Call Alison Mayo on 01869 277548

24 HOUR ANSWERING SERVICE

JAMES TRAVEL

8 Terrett Court, Bell Court,
Stratford-upon-Avon,
Warwickshire
Telephone 01789 292393



HARRISON-BEAUMONT (Insurance Schemes) Ltd
trading as

WEST · MERCIA
INSURANCE · SERVICES

INSURANCE FOR PARACHUTISTS

including

Equipment, Travel, Novice Personal Accident and Annual
Personal Accident

for further details, contact:

2 Des Roches Square, WITNEY, Oxon OX8 6BE

Tel: 01993 700200 Fax: 01993 700502

Please quote ref: SKY/96



THE STREET



ple and generally a Wicked Week. If you are going to Germany, look 'em up for a fun time. Its only a small club, the club record is 100!!

OCH AYE THE NOO

A new Scottish record was set the day after the Scot's Nats (Monday 27 May) when Graham Harris organised a 22-way over Strathallan. Nice one dudes!

VICHY BOOGIE

Joel's crew return this year to Vichy for the annual European Espace Boogie, 3 - 11 August. This as most know, is the premier event in the world for large sequential loads. Patrick Passe and his team of Load Organisers (Brits Dave and Dazzle will be there again and this year the French National Champs have also been drafted in.) will be on hand to give you the information you need to enhance your skills and the mechanics to stretch your limits. The jumpship this year is the massive M1 26 HELICOPTER. This beast was last at Espace in '92 and was enjoyed by all 100-130 boogie people on each lift. If you have not 'Done' this boogie, then sort yourself out and GO this time! It really is very close to paradise, one not to be missed and after 25 dives here, big loads will be a breeze forever! Unfortunately I won't be there this year, some will say good, but I'll be back next year! Call Joel on 0033 7484 9132 NOW for info and registration forms.

CZECH THIS OUT

If you are just an 'Ankle' and Vichy is a bit too big for you, then you should consider the Czech Boogie at the same time but a bit further East. Pete Marsden is the dude to contact. This boogie is all about skydiving in the idyllic setting of Karlovy Vary, Czech Republic. The reports are of a "Spanish type" holiday resort with night-clubs and everything the Party Animal requires. Aircraft is a Turbolet and the jumps are \$15 ish. A good blast can be had at any of Pete's gigs. Czech him out for details on 0181 941 9212.

LONGRIGG NO LIMITS

Emma Moran has released a range of high quality, well sexy Designer underwear for active ladies. The bras are designed with support for sport in mind whether you are large or small in that department. From the brochure, I reckon you can't go wrong. This stuff looks WICKED. Babes, you need to call Emma now on 01252 733996. (Guys when was the last time you got her something special...?)

POWER BABY

Congratulations to Nick Power and Pam Pullen who have just produced baby Jake, weighing 8lbs 10z after a 21 hour labour. The proud father said it didn't hurt a bit.

MAVE DORRIS 3 DAYS!!

Dave Morris clocked up his 72nd hour of freefall in July. Congratulations Dave. Now Langar has two full time instructors with over three days in freefall, DH is the other one!!

BIG 100 WOTG 1997

Eddie Carroll has enlisted a team of Cool & Groovies to help smash the current Brit record of 62. The event is to be held at Weston from Friday 22 - Monday 25 August 1997 with registration on the Thursday. Aircraft will be 2-3 vans, 1 binliner (hey no offence OK!) and turbine Islanders up the ying yang (4 of em actually!). And to 'Top' it off they have got clearance to 16K. So with a "BoP" (break off point....) of 5500, there is still loads of time. Team captains are hand picked from the best, and they are only looking for dudes and dudettes that can cut it! Better get your ear to the ground, find the team captains and see if you can get a slot. This will be the first UK 100 way, For Sure! Be there. Babes can call me direct....

HEY HEY CYBERCHICK

Well Lesley our cool editor, has now got the power. The power for the 'Cyberchat'! If you too have the technology, then send her an E on sportpara@aol.com. (Pahh, some 'other babe' has swooped in on

coolchick@aol.com. Still, manure happens as they say.) Give us an Eeeeeeee!!!

PLANETS INTO ORBIT

Dazzle Moran called the boys and girls of *Another Planet* together to train for a week at Peterborough Parachute Centre in preparation for the coming season. The week was blessed with nice weather and great vibes. The dives were good, up to six points and the best time to the first point from the Let was 18.5 seconds. The team will be going to the meet in La Ferte Gaucher in late August to do battle with the French and of course Weston-on-the-Green, for the annual Dicko trophy, always a good one.

ALEXIS PACKING?????

Alexis Perry, whilst at the Langar Boogie with his Boogie Performance operation, was seen packing! What makes it even more interesting is the fact that it was not even his canopy! He traded a pair of pack jobs to a certain "Hair Extensioned" journalist; for a back massage! Nice sell job, I didn't know he *could* pack, let alone other people's. The word on the street is that he is

available to pack for teams, just give him a call....

BIG AIRCRAFT BOOGIE

Running from the 21 June for nine days, once again DH and his crew laid it on. Alexis Perry's Super Skyvan and the centre's Let 410 were the main jump aircraft. 250 jumpers registered during the week and were organised by Alexis & Jeff from Boogie Performance, Dave Morris, Richard, Milko, Stealth and George. Loads varied in size from 5 to 40. Most were successful, everybody was learning and the vibes were high. The Surf was UP for sure and Chris Gauge and his band of *Skysurfing Amigos* were there taking advantage of the Super Van and launching 4-way Board Jumps! This is definitely a first for the UK, hats off to the guys and the management for going for it! The Speed 10 competition was won by Audrey's team, much to her delight! It was worth all the stress when she had the gong round her neck! The 20-way at the second w/e unfortunately weathered out. This was a bit of a disappointment, as the week had been blessed by great weather. All in all, a wicked time

was had and over 2,500 jumps were done. Thanks DH, John & Angie for laying it all on again. See you there next year!!

WOOLLY JUMPER

Alison, a Brunton jumper, was at the Langar Boogie doing a touch of Skydive U with Tim Moran. They had a bit of a deep spot and were forced to land at the edge of the DZ. Alison made a good landing, but was then viciously attacked by a SHEEP! Allegedly the sheep was making an unannounced downwind hook and surfed into Alison. Ali suffered some broken ribs (nasty) and internal injuries. Get well soon Ali. The sheep had a bloody nose and was unavailable for comment.

WORST NIGHTMARE

Two jumpers on an organised load at the Langar Boogie had a canopy collision on opening. The bottom jumper cut away fairly soon after leaving her 'Shit' wrapped around the top guy. He fought his way out of the mess and deployed his reserve, obtaining a full canopy by about 200ft. This stopped a few hearts on the ground I can tell you. Both jumpers were relatively un-

hurt, line burns being the major infliction. This accident was due to poor tracking after an FS jump. Don't let it happen to YOU!! Track Dude, TRACK!

TIME-OUT!!

The Cool & Groovy Fridge Co's digital audible altimeter is selling very well. 2,450 have now been shipped around the world. T/O is now in use on 3 continents by jumpers from 10 jumps to 14,500. What do you use? Ask an owner what he thinks to *Time-Out!!* and then get one on demo, make your own decision, just like *Arizona Airspeed*, *Team Sebastian*, *Cool Chick* and *Cool Cat!!* Get one, you know it makes sense!!! Tandem Instructors, call us, new version for you!! 01788 860882.

JUMP A BEAVER

The centre on the A40, between Oxford and Cheltenham is now operating a 10 place turbine Beaver. Team rates are available and all levels of jumpers are now catered for, AFF Raps & Tandem. Call 01451 844422

George Pilkington

Performance Designs, Sunpath Products, Javelin, Sabre, Stiletto, Tony Suits, Rigging Innovations, Talon & Access/Visa, Performance Designs, Sunpath Products, Javelin, Sabre

Performance Designs, Sunpath Products, Javelin, Sabre, Stiletto, Tony Suits, Rigging Innovations, Talon & Access/Visa

Performance Designs, Sunpath Products, Javelin, Sabre, Stiletto, Tony Suits, Rigging Innovations, Talon & Access/Visa

UK BOOKING
AGENTS FOR
'SKYDIVE
SEBASTIAN'



SKYDIVING HOLIDAYS & PARA GEAR SALES

**proudly
presents**

THE COMPLETE SKYDIVING PACKAGE HOLIDAYS TO SUIT YOU

Professional skydiving courses in Southern France and Sebastian (Florida)
by BPA Approved instructors.

AFF PLUS COURSE £1150 (8 JUMPS – 7 LEVELS WITH VIDEO)

AFF £950 (BASIC COURSE - NO VIDEO)

FLORIDA AFF £758 INCLUDES U.S.P.A AND ONE CAMERA JUMP

CONVERSION COURSES FROM ROUND TO SQUARE AND ROUND/SQUARE TO AFF

KIT CORNER

Javelins, Stiletto's, Sabres, Jedei's and
Reserves in stock now

Custom Javelins in 8-10 weeks!

Good secondhand equipment bought, sold
and traded

We have everything the present and future skydiver needs

SURF FLITE

Surf Flite Boards UK's only dealer.

All sizes available to Buy and Demo.

Sky Surf one-to-one instruction and
seminars available – Call for information

**For advice, price and details call or fax the
'Airwaves' Hotline on 01322 557375 NOW!**

Performance Designs, Sunpath Products, Javelin, Sabre, Stiletto, Tony Suits, Rigging Innovations, Talon & Access/Visa, Performance Designs, Sunpath Products, Javelin, Sabre

Third hand

A small US company, Terry Ross Photography, is marketing what they call the *third hand*. This small device is a waterproof pressure switch, held in the mouth and activated by the teeth to fire a helmet mounted camera. Although some cameraflyers have used mouth operated switches for many years, this is the first ready made unit to be made and marketed professionally. The third hand comes with 18 inches of waterproofed cable and a choice of three button sizes.



that he was the one who in fact designed the two ring system when he was building the Javelin harness/container, but states that the top ring is not necessary, because he has found it completely impossible to catch the RSL ring under the ripcord housing when simulating activation. Mike's circular was prompted by some US drop zones either grounding the rigs or insisting on the removal of the RSL. "This is incredibly shortsighted" said Mike, "They are ignoring the 15 or 20 per cent of fatalities over the past 20 years which could have been prevented by an RSL and concentrating on the one-in-a-million chance of an RSL malfunction – a malfunction which, to my knowledge, has never occurred". In fact one jumper was told to reinstall the RSL ring BELOW the guide ring – "a very dangerous piece of advice", says Mike, "because the guide ring is installed as an alignment device to keep the pull in line with the pin. If this alignment ring were missing, or if the RSL ring were installed on the wrong side of it, the RSL would very likely bend the pin severely on activation or even worse, break it off". Altico – 001 352 523 2212



Slider stops stop slider

The BPA Riggers Committee has issued a Safety Notice to remind all tandem reserve packers to check that the canopy's slider grommets are unable to pass over the material which contains the metal slider stops. It was found that if the slider grommet passed over this material by 1 to 2 cm it may prevent the slider from deploying. If any canopies are found with this potential problem, corrective action should be taken by a rigger.

Dolphin RSL

Mike Furry of the US manufacturer, Altico, has energetically defended his use of only one Reserve Static Line (RSL) guide ring on the *Dolphin* harness/container system. Similar systems on the market today make use of two guide rings, under the pin flap, through which the reserve ripcord passes. Whereas the Dolphin employs only the one on the pin side of the RSL ring. Mike states in a circular to dealers

 The Airfield, Headcorn,
Kent, England TN27 9HX
**SYMBIOSIS
SUITS**

Tel. 01622 890967 · Fax 01622 891236



Need we say more?

Artwork courtesy of 'DAM-IT'

SQUADDIES



Tired of paying sky-high prices for your jumpsuits, kitbags, packing mats, etc?

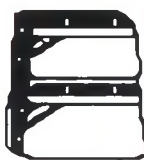
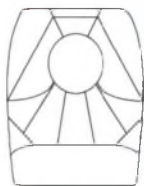
As suppliers to the Red Diamonds Army Freefall Team, we can guarantee you the highest quality at very competitive prices, for both the individual and team jumpers.

For a free information pack on styles, colours and materials, contact Squaddies Blue Skies at 22 Thurnham St., Lancaster or telephone 01524 849232

Give us the opportunity to impress you!

KIT NEWS

by Rob Colpus



Javelin safety check

A US rigger recently discovered a potential problem associated with incorrect routing of the long side of the cutaway cable on *Javelin* harness/containers. The *Javelin* does not have metal housings to guide the cutaway cable around the back of the neck. If the cable is not routed far enough up into the collar of the container it is possible to inadvertently slip it through a loop in the reserve bridle which, according to the latest *Javelin* manual should be folded up and down rather than side to side. One way of preventing this error is to route the cable *before* stowing the reserve bridle, or to re-route the cable the hard way by forcing the cable around the collar while pushing it up the fabric cable guide.

Skyball

US skydiver, Peter Unruh, has successfully created what skydivers over the years have toyed with – an object that falls stable at the same terminal velocity as a skydiver. In the past various fruits, particularly grapefruits and oranges have been chased around the sky, but their stability and terminal velocity have been a bit erratic. After three years of

The French go soft
For many years now, riggers have been attaching main canopies to risers via soft links, constructed from Dacron rigging line. The advantage of these 'soft links' is that they do no damage to slider grommets and allow the slider to be pulled down the risers without any resistance. The disadvantage has been that once fitted they have to be cut off and therefore destroyed if a change of canopy is desired. Parachutes de France has now developed a ready made soft link which is very easy to fit, without tools or sewing, can be removed without destruction and can be re-fitted any number of times.

testing, Peter has worked out the weight and drag distribution so that his *Skyball* falls straight down and returns to a stable position even after someone has batted it. Peter's skyball is designed like a shuttlecock with a weighted plastic ball as its centre of gravity. Skydivers can play catch or swat it back and forth like tennis. Two versions of skyball are weighted for different fall rates; 130mph for flat flying and 170mph for freeflying. In the USA it is legal for objects to be dropped from aircraft as long as they do not create a hazard to people or property, this is why Peter jumps over the Arizona desert. During a skyball skydive, play is stopped at 5,000ft so the skyball can be retrieved before canopy



PdF soft links have a higher breaking strain than risers

The new polyethylene link passes twice through the lines of the canopy and twice through the riser and is then locked shut by a small ring which is slipped over a metal lug located inside the end of the riser. The result is a very neat line link with a breaking strain equal or greater than that of the riser itself. PdF soft links can only be installed on PdF mini risers.

deployment. Peter is now working on a small parachute recovery system in the event that the skyball cannot be recovered in freefall.

Racer Elite safety update

The Jumpshack has recently issued an owners/dealers bulletin on their *Racer Elite* harness/container system. The update concerns the ripcord housing connector, which is designed to separate upon operation of the Reserve Static Line (RSL). For optimum function this piece of vinyl tubing should measure .75 inches, but due to a factory miscommunication a number of rigs left the Jumpshack with tubing cut at 1.5 inches. While the danger of actually being suspended by the RSL after cutaway is extremely remote, say the Jumpshack, they still want the situation remedied by cutting the tubing down to the .75 inch specification. Elites affected by this bulletin began coming out of production in early January 1996 and continued up till March. To inspect the rig, look under the yoke on the reserve handle side of the rig. The separation in the ripcord housing will be supported either by a piece of black elastic which is sewn down, or by a piece of clear vinyl tubing which is not sewn down. If you have the tubing, measure it to determine compliance.



Billy has a brand new bag!

Well known US rigger, Billy Weber, is recommending a modification to the line stows on main deployment bags which he claims reduces the likelihood of hard openings and produces a more predictable deployment.

Billy's bag has the line stow bungees located closer together on the top of the bag's mouthlock, thus reducing the whipping back and forth effect which results in line snatch and un-clean openings.

How well do you know your own kit?

It is *your* lifesaver and *your* responsibility. Do not leave it to the rigger who packs your reserve or to your mate, who is an instructor, to spot possible problems. Knowing and inspecting your own rig will give you added confidence and is all part of being a grown-up skydiver.

Routine kit inspection should identify areas which need maintenance, getting the maintenance done could prevent nasty incidents. Most of the equipment problems observed in the last year would have been avoided by a simple but thorough kit check. Remember, it is rarely just one thing which causes an incident, it is usually a combination of little things. Taking these little things out of the equation significantly increases your safety.

Do not rely on the flight line check to pick up any problems when you can rely on yourself prior to putting your kit on. You should know your own kit better than the person who is checking you out, however experienced they may be.

Prevention is better than cure

Routine inspections are not always routine, they often show a problem which could easily have been overlooked with normal use. For example, a flight line check on a current, active jumper recently revealed a 3-ring riser loop with only a few strands left, due to abrasive wear. The skydiver in question was only a few jumps away from having a riser release on deployment. Another UK jumper had to cut away a perfect canopy because his connector links were loose and opened on deployment. Simple inspection could have prevented both of these problems - and the subsequent embarrassment! No-one wants to be the cause of their own malfunction.

The BPA Reserve Packing Guide has an annex to it, for educational purposes, of

incidents which could have been avoided with a good inspection on a regular basis. Risk management is definitely the name of the game. Knowing your equipment and inspecting it regularly will considerably reduce the odds on your having an incident. We present a systematic guide to inspection on the page opposite and suggest you go through it at least once, probably twice a year. If you are not sure about any area, ask a rigger to go through it with you. Carrying out the inspection will, at worst, give you confidence and understanding of your kit and, at best, avoid a nasty surprise later on.

This applies to every skydiver, no matter how experienced. Complacency will catch up with you sooner or later!

Look

Skydiving Simulator Now Open

Join the 21st Century of Skydiving Training!



MARCIO ARAUJO PHOTOS

FreeFlight's new skydiving simulator is dedicated to skydivers only and specifically for AFF and Student training. Imagine never having to repeat an AFF Level.

Imagine being able to earn your Falcon (4 point) Four-Way Award in two weeks after your first jump!

As shown in the movie "Drop Zone," freefall simulators are the future of our sport. Skydivers of all experience levels can learn and enjoy wind tunnel flying. Train with our AFF staff and John Suiter, Chief Wizard with 10,000 hours flight time!

Simulator hours:

Monday-Thursday: 1:00 pm - 6:00 pm

Friday, Saturday & Sunday:

3:00 pm - 6:00 pm (by appointment)

Flights: \$20 per 2 minutes

Call Toll Free: 1-888-SKYDIVE



FREEFLIGHT SKYDIVING SCHOOL

World-Class Instruction Twin Otter, King Air, Cessna 182, Wind Tunnel

Featuring RWS Vectors, Air Time Suits & Flex-Z Goggles

The Official School of the World Freefall Convention. Now accepting pre-registration for AFF courses at the 1996 Convention.

e-mail: freeflight@skydivewww.com

Web page: <http://www.skydivewww.com/freeflight>

P.O. Box 600 ☆ Coleman, FL 33521

Phone: 352-583-2202 or 352-748-8005 ☆ Fax: 352-583-2206

after your kit

Main pilot chute

- ☐ Check the attachment of the handle is secure, deployment could be difficult if the handle comes off.
- ☐ Check the material for damage and deterioration.
- ☐ Check the length of the centre line, it should be at least as long as the tapes on the mesh, or preferably a couple of centimetres longer. If it is shorter than the tapes or if the edge of fabric does not sit level, there will be a considerable loss in lifting power. Replace if necessary, they are not expensive.

Main bridle

- ☐ Check entire length for abrasion and cuts.
- ☐ Check the attachment of the pin carefully, the consequences of leaving the pin in the loop would be dramatic.
- ☐ Check the effectiveness of any velcro. Worn velcro has caused premature openings and horseshoe malfunctions. Don't leave it for just one more jump!

Main deployment bag

- ☐ Check the grommet in the top of the bag for distortion or sharp edges.
- ☐ Hold bag to the light to check condition of fabric. Bags are subjected to considerable wear and tear.
- ☐ Check line stow bungees are appropriate and effective. Loose stows lead to hard openings. Double bungees if necessary to grip the lines effectively.

Main canopy

Do not leave your canopy subjected to sunlight.

- ☐ Visually inspect for damage to the fabric, particularly around the lift point where the bridle attaches, the end cells where it comes in frequent contact with the ground, and around the slider stops on the stabilisers.
- ☐ Check the slider for damage on the fabric and particularly the grommets.

Lines

- ☐ Check the cascades and bartacks.
- ☐ Check the control lines, these are subjected to a lot of wear moving

CHECKLIST



through the guide ring and the loss of one on opening could cause more than an inbuilt turn. Certain canopies put a lot of wear on the control lines and their owners may replace them every 200 jumps or so.

- ☐ Untwist the control lines regularly.

Connector links

Do not use cheap copies – without the tensile strength stamped on them.

- ☐ Check they are done up correctly and are not showing signs of corrosion. Overtightening can split the barrel or damage the threads. Undertightening could allow the barrel to move and the link to distort.
- ☐ Check bumpers are secured to links and undamaged. A split bumper could trap a control line.



Toggles

Putting toggles onto velcro immediately after landing prevents wear on the control lines and avoids twists.

- ☐ Check the line is securely attached to the toggle.
- ☐ Check the tongue of the toggle moves freely in the half brake loop.
- ☐ Check any velcro is effective.

Risers

- ☐ Check the control line guide rings are securely attached.
- ☐ Check for velcro damage from toggle attachment and riser covers.
- ☐ Check grommet and loop for wear.

Three rings

- ☐ Check rings for indentation from hard openings and consider if it does that to the metal, what does it do to the rest of the harness? Get advice on packing.
- ☐ Flex the material holding the rings, it can 'set' causing release problems.
- ☐ Check the cutaway cable is not kinked or damaged and moves freely through the loop and housing.
- ☐ Confirm the correct routing of rings and cutaway housing.

Harness

- ☐ Check all exposed parts of the harness for fraying or cuts. If the edge of any webbing is damaged, it must be repaired or replaced. Broken harness stitching must be repaired before it becomes critical.

Housings

- ☐ Check that ripcord and cutaway housings are securely tacked to the container as per the manufacturer's instructions.

Closing flaps

- ☐ Check stiffeners are not cracked or broken.
- ☐ Check grommets are secure.
- ☐ Check for any sharp edges that may fray loops. Replace if necessary.

Closing loop

These are cheap, if not free, components so accept no frayed loops. Do not leave it for 'just one more jump'. Premature openings are dangerous to everyone in the area.

- ☐ Check the loop is of the right length to hold the pin firmly and adjust if necessary.

Leg strap retainer elastics

Another cheap component which can prevent you pulling on a loose leg strap when it is time to open. They also prevent the leg strap buckles from slowly releasing prior to exit.

- ☐ Replace or fit if necessary.

Whilst the above may not cover every eventuality, following it on a regular basis should pick up most problems before they become critical. If you have any doubts about your equipment, check with an instructor or rigger before your next jump.

Pete Sizer
Rigger/Instructor



Army Antics



The Army Air Corps went on a freefall parachuting expedition to Perris Valley, California. Pictured here is Alison Jenkins looking very relaxed on a sky-surfing jump over Perris. Sgt Jenkins is a Gazelle helicopter pilot presently serving with 1 Regt AAC in Gutersloh, Germany. The photo was taken by Sgt Tony Thompson (Tomo) who is a Lynx helicopter pilot serving with 5 Regt AAC in Northern Ireland.



Royal Engineers Ian Chapman (top) and Andy Parkin (bottom) having fun above *Train in Spain*, Sierra Morena



BSE

British Skydiving Expedition (BSE), a team of skydivers from Sibson, took 4th place in the European Speed Cup recently. The group took the opportunity to visit a beautiful part of France for a week's sun, sea and sand, competing in an international competition while they were there. Sound too good to be true? We thought so but, though an invitation to compete was actually sent to every UK drop zone, Lisbeth Harris was amazed to find that she and her somewhat motley crew were the only people to take it up.

The venue was the Top Air Sports show in Royan, just north of Bordeaux, the event was the European Speed Cup, a 10-way speed competition from 8,500 feet. Only five teams registered and results were as follows; the French 8-way and friends (first), a Belgian team (second), the French Army team (third), BSE (a proud fourth even after a 60 second penalty) and a local Royan team (fifth). The pace of the meet was relaxed to say the least, with three scheduled jumps per day and several hours in-between to do whatever you felt like; go exploring, go to the beach, go shopping or perhaps take in a little of Euro '96 in a local bar.

Royan as a drop zone is ideal for those wanting a casual jumping holiday or a skydiving holiday with non jumpers as picture-postcard beaches are only



minutes away, the local distilleries are not to be missed and there are any number of chateaux and other places of interest nearby. The views from altitude have to be seen to be believed and the food and wine can only be described as excellent. Team members were unanimous in the opinion that the week in Royan was one

of the very best skydiving holidays. Royan is open daily for at least six months of the year and normally operates a Pilatus Porter. Tel 0033 4 605 5520.

Emma Moran



Yorkshire Stallions

Who are the *Yorkshire Stallions*? 10 enthusiastic Yorkshiremen who get together to perform parachute displays, first registering in 1990 and performing at about 35 displays per year. An 8 or 9 person display, the team uses a 4 to 5 man freefall group, smoked right up, and a 4 man CF group, starting with a 4-stack

and progressing onto other CF formations, depending on conditions.

The team did a 40 jump, two week training camp at Skydive Sebastian, Florida, working mainly on CF, but with some time for fun jumps and sightseeing. The team has a mixture of experience from 280 jumps to 1500 plus and includes

three instructors. Team members are Jason Baxter, Ryan Brown, Barry Cockburn, Mick Danby, Tim Pape, Mick Purvis, Dave Saville, Clark Ward, Alan Wright.

Why are they called 'Stallions'? You would have to ask them for yourself!

Alan Wright

Lost the Plot?

Staff at Headcorn went into the air to celebrate Cathie Travers' 600th jump in June. Cathie, Chris, Clem, Lisa, Pete, Rob and Simon tried a horny gorilla and succeeded in building an amorphous, unstable mass of laughter. Good practice for their annual speed 8 competition, you would think? Well, the less said about the staff team at that meet, the better!



Photo by Simon Hughes

British Accuracy Team Training Camp



Participants at the recent British Accuracy Team training camp. From L to R: Steve Hastings, Tim Andrewes, Kath Andrewes, Tracey Harrison, Julie Hughes (non team member), Dave Ballard, Helen Shaw, Les Carroll

With off year selection and the 1996 World Championships not until September, there was plenty of time to plan a good training programme for the British Team. For the first time last year, an accuracy criteria was set at the 1995 Nationals in order for team members to qualify for assistance with funding to the World Meet.

After some difficult, windy conditions at Bridlington, the teams were selected with five men meeting the criteria, but only two women.

Philishave, who sponsored the Army Team the year before, agreed to provide team uniform and canopies for the men. The APA also agreed to lend



Parachute Equipment?

IF YOU'RE
LOOKING
FOR:

- * Rigs
- * Canopies
- * Jumpsuits
- * Altis
- * Accessories
- * Secondhand Kit
- * Hats – hard and soft
- * DZ fashion

**Don't call us –
we're too busy!**

Unless

you want to order

'Anti-Gravity'

the new Patrick Passe Movie,
*because it's so good –
we can't stop selling it!*

Rob Colpus

The Kit Store Ltd

The Airfield, Headcorn, Kent
TN27 9HX



Tel: 01622 890967

Fax: 01622 891236



canopies to the women to give a team feel, with colour co-ordinated canopies. One training session in April and one in July were arranged at RAPA. The reasons for choosing RAPA were the offer of military rates, their ability to accommodate everyone, the use of two turbine Islanders, an artificial tuffet and 3cm electronic pad, ground-to-air video for style and excellent overall facilities.

It took a couple of jumps for the team to get used to the nil wind conditions and the perspective of the tuffet in RAPA's enormous pit, but by lunchtime on the first day's training, everyone had three jumps in the bank. RAPA has a lunch break between 1 and 3pm every day to allow locals an uninterrupted siesta, which the team described as 'extremely civilised'. As soon as jumping started again, the team was on the first lift, doing four jumps in the afternoon which set the pattern for the training camp.

Team stacks were alternated now and then so that the women had a chance to watch and learn from the more experienced men's team. Les Carroll jumped first each time so he could be in the pit to watch and coach everybody. This helped everyone enormously. The weather started cold but clear and hotted up during the week, providing hard accuracy conditions of nil winds and lots of thermal activity. This should prove invaluable training for the World Meet in Hungary, as conditions are likely to be similar.

At the end of the first week's training, everyone had managed 60 jumps, the second session held in July (after this article went to press) should hopefully see everyone building on the earlier practice and taking another leap forward. The team is looking forward to the next training session and to representing the UK at the World Meet.

Kath Andrewes

The jumper formerly known as Prince

It is with much sadness that I report that Vince Brierley (33) died of cerebral malaria on 10 May 1996. A good friend to all who knew him, students and skygods alike, a more genuine person I have yet to meet. His sense of humour was his trademark, sharpened only by the odd rum and coke. Vince's antics were usually observed in the bar at JSPC (N) or at numerous CF meets. He was an outstanding CF cameraman, part of the *Queen's Regiment* rotations team.



He started jumping with Val and Pat Slattery at the East Coast Parachute Club in 1985. He worked on the staff at JSPC (L), spent five years as a *Flying Dragons* display jumper/CF competitor and became a BPA Instructor.

Then a new passion entered his life, he took up sub aqua and became a PADI Instructor. Vince left the Regiment after 14 years service and began to work in Zanzibar teaching novices to scuba dive. He had planned

to settle there. Whilst visiting England, en route to his family, he suffered a second bout of malaria and passed away, but not without a fight.

A fun loving guy who enjoyed life at his own pace, he is probably lying under a palm tree somewhere wondering what all the fuss is about. A great loss to us all, he will be sorely missed.

Brad Reader BPA 40129

T/SHIRTS

SWEATSHIRTS, POLO SHIRTS

BASEBALL CAPS

PRINTED OR EMBROIDERED



MINIMUM ORDER FOR EMBROIDERY 15 / PRINTING 10

PHONE FOR BROCHURE AND PRICELIST

SPORTS PRINT KENDAL BUSINESS PARK APPLEBY RD

KENDAL LA9 6ES TEL:01539 729579 FAX:01539 730770

PRINTED BY SKYDIVERS FOR SKYDIVERS

Card Sharps by Andy Marsh



AS FRED RELAXED INTO THE SKYDIVE HE WONDERED HOW MARTHA WAS GETTING ON WITH THE CAMPING EQUIPMENT DOWN BELOW

Unnecessary Risk



So there you are, stood on the DZ, shooting the shit with your buddy, "Yeah Man, there I was..." Suddenly you hear that rush of wind through lines, that distinctive sound. The sound that is *only* made by a high speed canopy. Your mouth stops moving, you and the DZ look up as one, just in time to see the tail end of the pilot's 'hook'. It's 'Rickets Power' and he is Ballistic! Toes in the grass, vapour trailing from his finger-tips he is so fast. 75 yards later Rickets applies some brake, his canopy rises four feet and stops. He steps down, looks at you, smiles, picks up his canopy and walks away into the hangar. The Babes swoon, one of them stands up and goes after him. Close to you someone walks by with a *No Fear* T-shirt. On the back it says *'Pain is Temporary, Glory is Forever!'*

The mind starts to go, "Cor, Wicked Surf....I know he has a Stiletto, it's a

107....so small must be the way....elliptical....hmmm. My PD170 is so boring now, hey man, I've got 250 jumps, it's time for a new canopy! Yeah new gear, small main, even smaller reserve, I should be able to get it in one of those new 'Tiny Teardrops'. Then I'll be able to surf like that....Glory & Babes Forever!.....Where's that credit card?"

Right, let's get back to reality because that's where we ARE ladies and gentlemen, reality! The real world! We've just seen Rickets surf. Way Cool. Bastard. OK so you have guessed "Rickets" is fictitious (based on a real person, name changed to protect The King!). Who is Rickets? He is one of the jumpers on your DZ. He's been in the sport a long time and probably works in it. He has a lot of jumps, he must have because he is jumping ALL the time. His landings are always perfect. Rickets IS the dude, the one you would like to be. Rickets has

honed his landing skills over many landings on many different canopies, using skills he has developed on canopies from Pegasus through Wildfire, Excaliber, Sabre to his current Stiletto.

Rickets made some bad mistakes in the first one thousand swoops. Mistakes that we ALL make, HAVE made or WILL make. He made them on canopies that are now scoffed at, no cool dude would be seen under one today, they just don't have the speed. But they were the 'cool wing' at the time. A mistake made on one of these canopies was enough to keep him from jumping for 2 or 3 days. Now he rarely makes an error, only scaring himself maybe every 250-500 swoops. BUT, he still makes them! He only gets scared and not hurt because he detects the error immediately and instinctively takes the necessary action. What allows him to do this? Is it luck? No, it's experience! Over one thousand swoops' worth of experience. Not 1000+ jumps, 1000+ swoops!

So why has Rickets not ended up in a wheelchair? Because he was cool and learnt his skills slowly and progressively. He knew the risks. The consequences of a mistake could range from time off jumping, injury, paralysis or worse. They say you can't run before you walk and Rickets has crawled. He knows that the sloop is not everything. He knows that if he has to walk a little further because he can't get back, then that's OK. He knows he can't sloop safely in congested airspace, so he doesn't. He lands safely somewhere else and walks back. He knows not to sloop hard on the first jump of the day or over a new DZ or if he is feeling shabby (hungover!), he's seen too many get carried away like this.

From opening onwards, he is setting up for his sloop. Aiming to place himself over the chosen landing place, at the right height and direction to commence his 180, 270, or whatever degree final turn to the ground. He is checking out ALL the



Rickster Powell has perfected his landings over years of skydiving – does it make sense to emulate him?

Photo by Wendy Smith

canopies, flying on brakes to get into 'his' slot in the pattern. The lower he gets, the more focused he becomes. When he starts the swoop you can be sure he knows where ALL the canopies in the air are, their predicted flight path and landing place. He has concluded that they will not be put in jeopardy during his swoop. If someone flies into his flight path thus destroying his set up, then he will land normally rather than take an unplanned, tight swoop. Finally, he swoops because HE gets a rush from it. The rush is having his toes in the grass, canopy travelling horizontally, for the longest time. The fact that it looks good is just a bonus. He swoops for Rickets not the babes.

The general standard of canopy flying in Britain is good and landings are well controlled by drop zones. Step out of our UK rules and regulations and the game changes radically. Some of the canopy flying seen abroad really opens your eyes. At boogies, canopy pilots do anything; land with the wind, across it, downwind. All in different directions but all at the same time and of course as near to the packing area as possible. It can be and often is a ZOO on finals. Last year in the space of four days at a boogie in Northern Europe, I saw one jumper die, one get resuscitated and two more go to hospital, all because they made senseless decisions and seemed oblivious to the consequences of their actions - otherwise they would not have been flying the way they did!

Day 1

Dude on large canopy, flies over landing area at 200ft going downwind, turns 45 degrees onto short finals, forcing 2 jumpers to go onto deep brakes to let him in. The guy (I won't call him a dude any more, because he obviously wasn't!) then hooks with the left toggle the rest of the way. He hits hard at 45 degrees to the ground at the same time his canopy does. Hospital. (I'm gob smacked. 40 on a pass and they all try to land in the same tiny space, at the same time, this is the most congested airspace I've ever seen! This is CRAZY!)

Day 2

A video guy with about 250 jumps, Stiletto 120, opens on a deep spot. Runs all the way back. Makes one 180 degree toggle turn at 60 feet and hits horizontal. He's badly smashed. Hospital case. (I suppose he didn't want to walk....)

Day 3

I see two canopies flying towards me, into wind at 200ft. Then the one behind seems



Rickster Powell lands in a hangar, for the Patrick Passe *Anti-Gravity* movie. Would you try it??

Photo by Patrick Passe

to 'bounce' out and to the side of the lead parachute. He has flown into the back of it! The canopy (BT Pro) then "flat spins" for three and a half 360's, with a serious loss of height! (I am scared! I've got one of these, but I have never seen a spin like that before.) The pilot is now spinning under the spiralling canopy and he hits the ground at speed. Nasty.

Day 4

Guy pulls in the basement, about 1000ft (they have been doing this all boogie for no reason) and has a brake fire on his BT Pro. He does nothing and the canopy soon winds up. Easy choice; cut away or die! He chops at less than 700ft. I look up and see him at about 250ft with twists in his reserve lines. He is kicking frantically to undo them (and I bet he wished he was at two grand!), he hits hard 100 yards away. I looked at Chris (Thomas) and said "Skydiving here is in the *Unnecessary Risk Category!*" He replied "Damn right it is, WE'RE not jumping here mate!" and we didn't.

So what went on here? Well it was a relatively large DZ but the 'Cool' place to land was relatively small. With 40 out on a pass from a Herc, it became very congested on finals. Lots to watch out for, many instant decisions to be made. Inexperienced handling of high performance canopies in a crowded airspace.

So you want to get a new faster canopy?

Okay that's cool but *you must* objectively look at all the factors when making your decision.

In the beginning...

When most of us started skydiving, the only square canopies available were made of ripstop nylon. They were lots of fun, especially when we started on rounds. Slow flying compared to today's canopies (perhaps 20-24 mph), gentle turns, with predictable reactions to the pilot's commands. Even with these docile canopies, many people were badly hurt or even killed attempting 'low hook turns'.



CRAZY

BUT NOT
SUICIDAL

Photo by Charles Bryan

AIRTEC

Mittelstrasse 69
D-33181 Wünnenberg

Tel. +49 2953 8010
Fax +49 2953 1293



Free Fly Clown # 1 Olav Zipser and his team members rely on CYPRES.

ZP Turbo Charged Canopies

A coating on the ripstop nylon was added, so that the fabric became zero porosity (ZP), ie it did not let the air through. Because of the improved fabric efficiency the aerofoil was more rigid. Radical parachutes made of this fabric started to appear around the late 80's. For example, the BT 40 series was very popular in the UK, fast through the air, turning on a sixpence with a lovely flare. Parachutes de France made the move to an elliptical shape. Performance Designs released the Sabre, a ZP version of their proven canopy design. Speed rose to 30+mph with fast turns.

But with zero porosity fabric came an increased likelihood of a hard or off-heading opening. It became more important for the jumper to be meticulous about packing and body position on deployment (See June 1996 issue of SP). The parachute was less forgiving of human error - dumping in a track would almost guarantee a breathtakingly hard opening. The pilot had less time to react if he/she was under a rotating malfunction or on a collision course. We started to experience more canopy collisions. Landing speed was now very fast and 'surfing' was born. We saw an increase in the number of serious injuries and fatalities caused by radical turns close to the ground and canopy collisions on finals.

Super Charged

In the last three years, new aerofoils using ZP fabric have been brought out, giving super fast canopies which react instantly to the pilot's command. The BT Pro series and the Stiletto range are amongst the most popular. Turns are so radically fast that a hard turn can put twists into the lines, rendering the canopy out of the pilot's control. Pull on a front riser hard and they fall out of the sky at up to 80 feet a second! A skilled pilot can swoop the canopy in, level her out, and surf for 50 yards or more. The surf does not have to be straight either and it is possible to rub the end cell on the ground, and then stand it up. All of these things are possible only because of the high speeds that these canopies fly at. The manufacturers put an experience limit on these canopies when they first released them, of 500+ square flights, but this seems to have fallen by the wayside.

With every increase in performance comes a higher risk factor. For the improved surf with a Turbo or Super Charged canopy you get a higher risk of everything; Pain, Injury, Death - balanced



Photo by Bruno Brokken

Today's parachutes turn in a heartbeat. Have fun up high but be careful near the ground!

against those long landings - if of course, you have the skill to extract them....

Let's look at the Stiletto & Pro type canopies. They are the current 'Cutting Edge' of canopy technology and the canopy that every 'Wannabe' and his dog are buying. Zero P, elliptical platforms turn in a heartbeat and are incredibly fast through the air. These are not 'intelligent' canopies, they are stupid! They will blindly go where they are pointed, following the pilot's instructions with no thought for his safety. When the pilot depresses the toggle they turn, as far and as radically as the toggle was pushed, with NO REGARD to the consequences. These canopies require a high calibre pilot, who is on the ball, focused and thinks well ahead. To the truly cool and groovy, this canopy is a tool with which to obtain a fast, long landing. In inexperienced hands,

it can become a weapon with which to KILL & MAIM themselves and others.

I see lots of people changing their mains very often. It is apparent from their landings that they do not get all the performance available from their current canopy, but still they crave the new 'Cool Wing'. They want those cool landings and they conclude that it is the canopy that delivers. Make no mistake, it is the pilot not the canopy! If you want proof then lend your kit to your local 'Rickets' and watch the surf that he obtains - if your landings are as good, then maybe it is time for a change. Probably, this exercise will demonstrate the vast amount of performance that you have yet to find with the canopy you already have.

Last year, 32% (almost one third) of USPA fatalities were due to hook turns or canopy collisions. The trend shows us that this year more of us will be killed



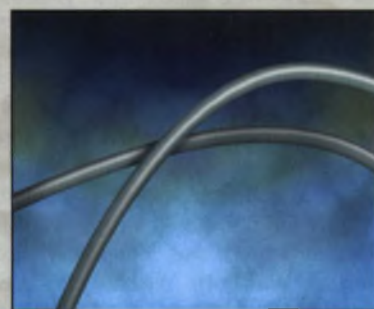
WE HAVE LIFTOFF!

EXTRA! EXTRA! EXTRA!

FXC Corporation NOW SHIPPING

the highly anticipated Astra AAD!

For more information
or to order an Astra,
call an Astra dealer
in your area, visit
our Web site at:
www.eskimo.com/~fxc,
or contact FXC directly.



FXC Corporation

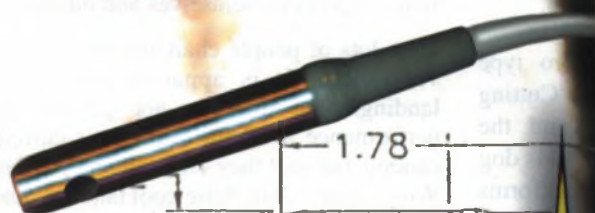
3410 South Susan Street
Santa Ana, California 92704

Tel: (714) 556-7400

Fax: (714) 641-5093

E-Mail: FXC@PIA.COM

**SUGGESTED
RETAIL:
\$995.00**



ASTRA

FXC

CUTTER

ASTRA EXPERT
AUTOMATIC PARACHUTE LOOP CUTTER
P/N 811-00356-1 REV 1.13
MFG 11-95 S/N 53497
FXC CORPORATION US

POWER BACK

or maimed due to accidents under canopy than ever before. Let's try to make sure that we aren't amongst them.

Changing your canopy to one with greater performance will bring with it a higher risk of the following:



Landing injuries



Canopy collision

In either of the above cases the injuries sustained will be more severe due to the increase of speed. A high speed malfunction of the canopy will rotate faster and more violently. Cutting away from this may not be easy if the malfunction puts twists into the lines. It is now possible to induce your own malfunction. The higher your canopy's performance, the less time you have to react, giving less margin for error. A poorly judged landing is likely to have disastrous consequences, ones we don't even want to think about.

If you really crave more speed, are you sure you are making the most of what you have? Fitting a collapsible pilot chute and stowing your slider can give you around 10% more speed. This costs just a few pounds and will safely increase performance on a canopy you are already familiar with. Get some instruction from Rickets and explore the potential your current canopy still has. Improving your flying skills is more rewarding, safer and cheaper than buying a new postage stamp-sized canopy which is perhaps outside your performance range.

If you intend buying a smaller canopy, try to resist the temptation to go as small as possible. Pay attention to manufacturers' guidelines for wing loading, why buy a canopy outside the recommended weight range? Overloading a high performance parachute will make it even more radical. If you do less than a hundred jumps per year, do you really need the same canopy as the guy who does 300? Why push the limits? If you *have* to hook to get a good landing, because the parachute is so small, is that really what you want? Or would you prefer the next size up, which you can land well every time and which won't give you severe problems in the event of a bad spot, a tight demo or a slightly misjudged approach? If you sometimes get scared on the canopy you have, are you ready to make the step to a more scary parachute?



Photo by Stuart Meacock

You want a cool landing? Make no mistake, it is the pilot not the canopy! Photo shows Olav Zipser

Risk factor is something that you **MUST** consider when you are looking at a new canopy. Skydiving is potentially dangerous but we reduce this risk to an acceptable level, a level we are happy with. Don't get complacent, don't kid yourself, this sport can kill you in a heartbeat. Make sure that you make decisions about a new parachute with your eyes open. Make an honest assessment of your skills, wants and needs. We skydive because it is the most fun we can have. It's a 'soft' sport. Nice DZ's, good friends,

state-of-the-art gear, lovely aircraft, soft openings and smooth landings. But, it gets **HARD** in a moment. When the shit goes down, it usually happens very fast and the result is often catastrophic. You **MUST** understand the consequences of your decision; make it, be happy making it and then go forward slowly and carefully. **DON'T** put yourself in the 'Unnecessary Risk Category'.

George Pilkington

About the author:

George has 1800 skydives, has been on Mind Games British 8-way team and has load organised around Europe for the last 8 years. He has experience on a wide range of canopies as manufacturers are keen for him to jump the latest gear.

Extreme G



Photo shows Chris Gauge, taken by Ian Brown

An insider's view of the first event in the ESPN Pro Tour

Ever since Norman Kent's prolific *From Wings Came Flight*, jumpers have known that if any discipline in skydiving was going to capture the public's attention it would be freestyle skydiving.

During the eighties, American Pete McKeeman, together with a group of early freestylers, created the World Freestyle

Federation (WWF) which laid on World Championships for freestyle skydivers. These competitions went from strength to strength, growing in numbers of participants and media interest. In 1993 the related discipline of skysurfing was added and in 1995 ESPN, the world's largest sports television network, bought the idea of having skysurfing as the lead event in its *Extreme Games* tournament. This contest included many other extreme sports such as climbing, barefoot waterskiing, skating, mountain biking etc. If it proved a success the organisers would run it every two years. In fact, it was such a huge success, going out to over 480 million in 126 countries, that the producers decided to hold the event annually. Certain sports such as BMXing and skysurfing were chosen for a professionally organised, multi-event tour (the Pro Tour).

In order to attract the kind of talent that the TV moguls needed, big prize money was offered, with a possible \$22,000 available to the leading skysurfing team over the four Pro tour events and the *Extreme*

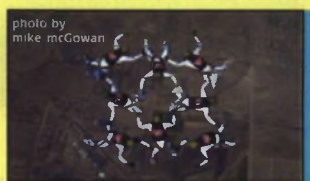
Games event, in addition to over \$100,000 being available to other competitors. Whilst not exactly on a par with Damon Hill's type of earnings, as Pete McKeeman exclaimed it certainly is "a good start!"

The new and happening Skydive Sebastian, located on the beautiful Florida coastline was the first host of the *SSI Skysurfing Pro Tour*, held earlier this year in May. The very new discipline of freeflying joined skysurfing as the only two competitive events. Over 13 skysurfing teams and four freeflying teams from a multitude of countries competed for the loot and the equally important *Pro points* that enable entrance to the main event, the *Extreme Games* in Rhode Island, USA. With the obvious absence of Rob Harris, who tragically died last year and was probably the world's finest ever skysurfer, it was literally up in the air as to who would take the coveted first place prize.

Surfer Troy Hartmann and cameraflyer Vic Pappadato from Perris Valley managed to edge ahead of Skydive Sebastian's resident surfing team (Bob Greiner and

Skydive Arizona

FOR THOSE WHO ARE SERIOUS



FOR THOSE JUST WANT TO LEARN



SKYDIVE ARIZONA HAS IT ALL!

JUST FOR FUN!

Skydive Arizona's facilities are built from the ground up "with every level of skydiver in mind."

- > Large climate controlled packing area
- > Team rooms, bunkhouse, camping, caravan parking
- > Video review rooms, Fitness center
- > Team and group rates, Hotels nearby
- > Climbing wall, swimming pool
- > 3 Super Otters, Skyvan, DC-3, Beech 18 & our NEW PORTER
- > Load organizing for every level, Skydive University, coaching by Airspeed, Dale Stuart, Scott Smith & First School of Modern Skyflying
- > Tandem and AFF courses offered daily
- > **NEW! BENT PROP BAR & GRILL!**

4900 N. Taylor Road
Eloy, AZ 85231
520/466.3753 > FAX: 520/466.4720
E-mail SkyAZ@aol.com



Skydive Arizona staff choose to jump the following:



CALENDAR OF EVENTS

Sept 14-15..... Bounce Back Boogie (\$10 Skydives)
Oct 16-19..... Freestyle Nationals
Oct 20-26..... CRW Nationals
Oct 27-Nov 3..... Halloween Boogie
Nov 28-Dec 1..... Thanksgiving Boogie
Dec 21-Jan 5..... Holiday Boogie (don't miss this one)

Skydive Arizona staff and school 100% Cypres equipped

ames

Cliff Burch), to take first place. Hartmann presented a new move, the 'hen house surprise', which ultimately secured his team the gold and \$4,000.

Many times World FS Champion, Eric Fradet, took third place with his cameraflyer, Werner Norenberg, whilst long time veteran, Patrick De Gayardon and Floridian cameraman Brian Rogers battled it out hard to take fourth, just ahead of American husband and wife team Amy and Gary Haass.

Many people were surprised at Patrick's placing and it certainly was not a case of his ability slipping but more of the competition getting far fiercer. A name to watch out for in future is Damian Hrdlicka who came sixth with cameraflyer Javier Ortiz. Hrdlicka, a long time 4-way FS competitor from Perris, had only been skysurfing for six months but had accumulated over 400 board jumps prior to the meet. The British end was represented by Chris Gauge (who wrote this article) and American camera ace Rickster Powell.

The freeflying event was won, to nobody's surprise, by the Arizona gathering of Olaf Zipser, Omar Alhegelan and Charles Bryan. I defy any skydiver not to be impressed by their aerial performance. They took home \$2,000 for their efforts. Tony Uragello, a one-time Brit, together with work buddy Brian Germain and Peter Raymond came second, followed closely by the newcomers of Thompson, Ortiz and Krecker. Britain was again rep-



Prizegiving cheques were awarded to the first three teams in the freeflying event of the recent *Extreme Games* at Sebastian in Florida

Photo by Keith Larrett

resented by the super enthusiastic Adrian Nicholas with American Mike Vail and Fritz Pfnur who took home fourth place.

Altogether the competition was an amazing success with the British owned Skydive Sebastian proving to be superb hosts. The weather co-operated and the judges led by veteran British judge, Dr Roger Flinn, did their usual dirty, thankless job finely. All the competitors received well stocked goody bags and medals as well as countless opportunities to explain to whuffos and TV cameras why they don't get dizzy doing spins and exactly how they breathe in freefall!

Pete McKeeman's vision is finally being realised as skydiving starts to hit the big time – and for those aboard it looks as if it

is going to be a fun journey. And the real good news is that there is plenty of room aboard for more surfers and freeflyers to join in. For the rest of the population well, they can always watch the box instead. The *ESPN Extreme Games* and *Pro Tour* is scheduled to be played several times over the next few months on Sky Television, check press for details.

Chris Gauge

About the author:

Chris Gauge, D8740, was the 1993 Intermediate Freestyle World Champion and is currently one of the country's most experienced skysurfers.



Photo by Brian Erler



Photo by Brian Erler

Photos show British skysurfing entrant Chris Gauge in training with cameraflyer Rickster Powell above Skydive DeLand

The tenth annual Large Aircraft Boogie at Langan started in style with hot, sunny weather for the first weekend (22 June) when 54 lifts were flown. There were five aircraft; the Boogie Performance Super Skyvan and Langan's Turbolet, Porter, Islander and Cessna 206. They flew a total of 143 lifts by the end of the boogie (including nine demos) and over 2,600 jumps were made.

A 10-way speed competition was run out of the Super Skyvan over the first weekend. It was a nail biting finish on Sunday with two teams equal first going into the fourth and final round of the meet. *Earthbound Misfits*, a team of Langan jumpers had a cracking last jump doing the best time of the meet, 13.1 seconds, to clinch the gold.

John's Old Friends put a creditable 17 seconds on the board to take the silver and the bronze went to *Ali's Allsorts*, the team which had been hotly tipped to win the meet.

The weather stayed scorching for most of the week but then took a severe dive. Friday, Saturday and Sunday's winds blew away chances of jumping. There were a few jumps on Sunday but the planned 20-way meet did not happen, leaving Dave and Angela Hickling with the problem of what to do with 60 bottles of wine (it's a hard life...). It was a shame that such a good boogie ended in this way but jumpers refused to let the weather get them down and the party on Saturday night was one of the best ever at Langan. A barbecue, band and excellent DJ's ensured a successful night with the marquee rocking until the wee small hours. Well done to Langan for moving with the times and providing DJ's who can mix good dance music.

Congratulations to Langan also for continuing to run the UK's only regular midweek boogie; this is the tenth successive year of the Large Aircraft Boogie. See you next year; same time, same place!

40-way



On Sunday afternoon Milko organised a 40-way formation from the Super Skyvan and the Turbolet, which built nicely to completion by about 6,000ft. This was despite an horrendously slow exit from the trail aircraft, Langan's Turbolet. Tony Danbury, who took this photo, earned the title of superswooper, being last out of the Let and wearing a camera to record just how far he had to go. This rounded off the first weekend of the boogie on a great high.



Banana man Dave Morris



Anything Goes

Mixed dives of sit flyers, skysurfers and traditional flyers went on. Photo shows Dave Caldwell surfing and banana man sit flying behind him.



Ma
way
inst
flyin
to c
with
chu

Phi
10
doi
sid
to t
pec
sit
for

Langar Boogie

Load organisers Alexis Perry, Jeff Ronzevalle, George Pilkington, Milko, Steve Elvy and Andy Crawford catered for all ability levels. Many low experience jumpers did their first jumps from a Skyvan. Lots of non belly flying went on too.

All photos by Tony Danbury except:

Banana man – Milko
Group skysurf (2) – Ian Brown



Group Skysurf →

Langar was host to the largest group skysurfing jumps in the UK, organised by Tim Porter. Earlier this year Tim decided it was about time all the funky flyers got together to share information, learn new tricks and generally have a blast. Tim arranged for the fellow lunatics to meet at the boogie and within hours the *Skysurfing Amigos* were formed. . . .



law got his Cat 9 in a 2-
it flying dive with warp
ctor Tony Danbury sit
too. It is Matt's ambition
all of the warp system
everyone flying in a
assis position.

Sit Flying Students

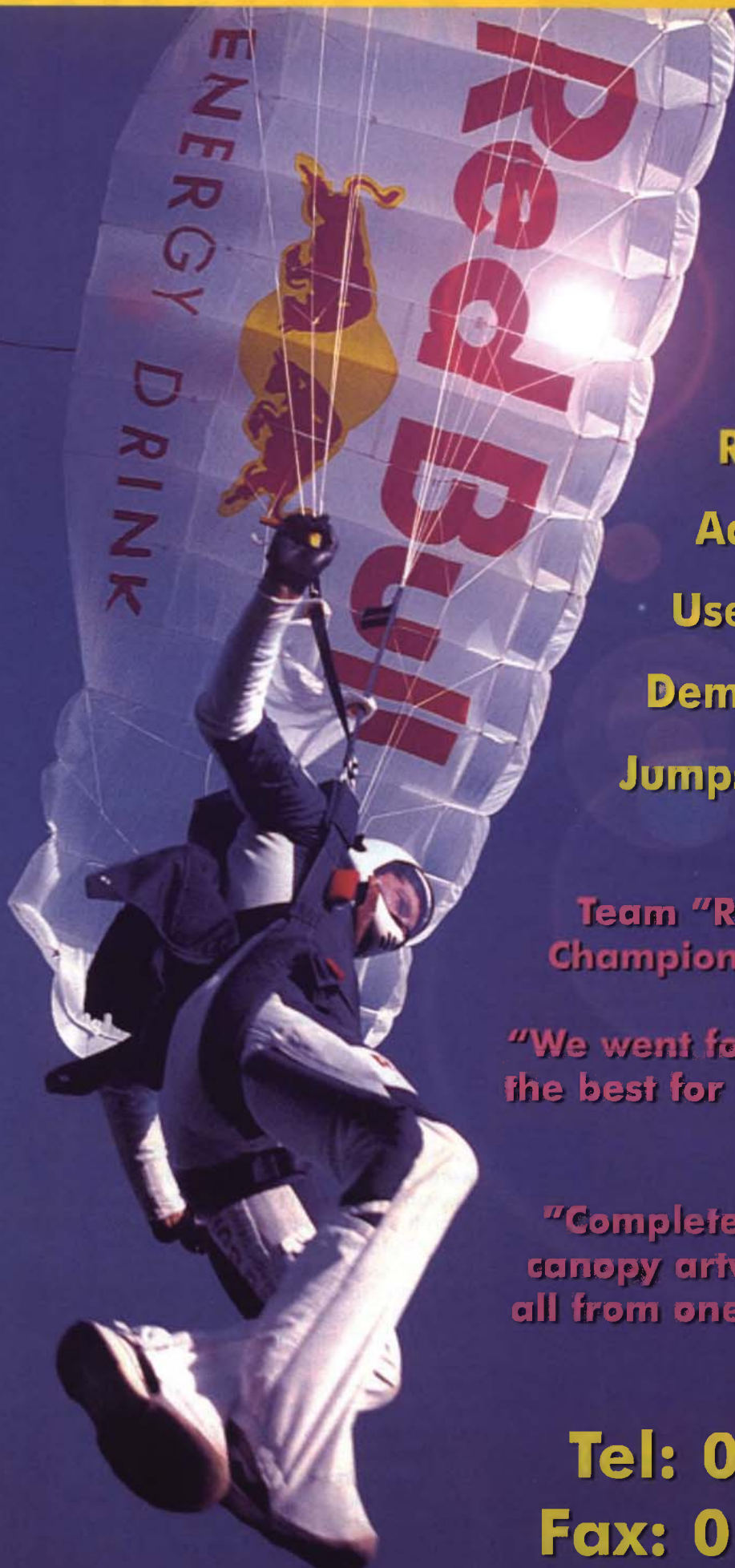
alper achieved his Cat
a sit flying position,
star, snowflake,
ody, diamond and back
star - all with three
e face to earth and Phil
ng. This must be a first
e UK.



. . . . The first British 4 and 5-ways on boards were soon taking place out of the back of the Skyvan. This wasn't particularly popular in the aircraft as five boards take up lots of room but the entertainment provided by watching the video footage of the dives more than made up for it. Ian 'Boike' Brown and Phil Mulkern both filmed the *Amigos'* antics and the results had a larger audience after every jump. Sky TV showed up to capture the action which should soon be going out on Rebel Sports. Chris Gauge and Tim Porter were subsequently interviewed on Channel 4's Big Breakfast.

← The *Skysurfing Amigos* are Tim Porter (yellow/black), Chris Gauge (white), Scott Wileman (white/green/purple), Dave Caldwell (blue/ white) and Martin Morgan.

SKY SCIENCE



Custom Equipment

Parachute Equipment

Reserve Repacks

Rigging

Accessories

Used Gear for Sale

Demo Rigs

Jumpsuits

**Team "RAFSPA" 4 Way National
Champions 1994, world meet 1995.**

**"We went for what we believed to be
the best for our needs..."**

Steve Scott

**"Complete Kit, including jumpsuits,
canopy artwork and headgear, and
all from one UK source!"**

Wayne Loxton

Tel: 01252 27412

Fax: 01252 350377

World Meet



Photo by Bob Neely

SkyTribe in training in the USA – where conditions were much better than in Indonesia!

As SkyTribe set out for their first World Meet adventure, little did the team know of what lay in store for them on the other side of the world

The pre-meet training in Indonesia was a total nightmare for the team, with the aircraft and conditions causing problems. The aircraft's configuration with no step meant that a complete change in our exit technique was required and this was not helped by the pilot's inability to fly flat and level at a constant speed. The training was slow going, with two or three jumps a day – which was eventually restricted to just one jump per day!

The landing area for the competition was the size of an average demo arena with the teams being spotted from the ground for the video. Jungles and ravines surrounded the airstrip. Downwind run-ins which are preferred by the teams and have been used in the last three World Meets were not used, much to the dismay of the competitors.

The competition got under way and *SkyTribe* boarded the aircraft for their first jump. Little was said amongst the team and when the aircraft turned in on jump run everyone looked at each other, apprehensive about the jump but not wanting to show any nerves. The door opened, a "stand

by" shout given by the pilot and one last glance at the others before climbing out. The exit looked a little flat with 3 and 4 appearing quite low, everyone was keen to get together quickly and start rotating but a mistake in the set-up turned what looked like a reasonable quad build into a disastrous 65 second one. The thought of just treating it as any other skydive diminished as the team suddenly had to go fast to recover from such a bad start. In the remaining 55 seconds the team squeezed out 9 rotations to recover a 10 point dive.

We landed and the disappointment was evident to all. Others tried to raise our spirits by saying how quick the rotations had been to recover such a score but this was little comfort to *SkyTribe* who knew that this was well below what we were capable of. Even on the first dive, the top five teams had settled into a natural order.

The following rounds saw *SkyTribe's* fortunes pick up a score of 14 which got busted to a 12 and a whole host of 13's which raised the British record by another point. A mistake on round 4 saw a 60 second quad build again being salvaged to a 10 point score only by some fast rotations. These two mistakes alone probably cost the team two places in the overall standing but lessons need to be learnt. *SkyTribe* ended the event with an average higher than their previous British record and having set a new British record of 13 points – but for all this improvement the team members were still disappointed.

The 8-way and sequential events saw the French and Americans battling it out for the top slot. The French setting new world records and the Americans chasing them – always looking dangerous but never quite delivering the goods. The final result saw the French do a clean sweep of all three events with the Americans winning silver in both the 8-way and sequential events and the Italians narrowly missing out in the rotations event.

Adrian Bowles
SkyTribe

FLAGLER AVIATION INC

FOR THE PERFECT SKYDIVING HOLIDAY COME TO

FLAGLER BEACH, FLORIDA

LEARN AFF WITH ROCKY EVANS

(CO DEVELOPER OF AFF)

WE SPECIALISE IN AFF

EXPERT INSTRUCTION

MODERN EQUIPMENT

IMPECCABLE SAFETY RECORD

STATIC LINE AVAILABLE

Summer Special

- Thru August -

AFF COURSE (7 LEVELS) \$799

BY APPOINTMENT ONLY

USPA GROUP MEMBER

FOR FURTHER INFO CONTACT:

FLAGLER AVIATION INC

PO BOX 1636

BUNNELL FL

32110-1636 USA

PHONE: (904) 437 4547

FAX: (904) 437 1004

Or: TERRY WARBY

222 HIGH STREET

WEST SUNDERLAND

SR1 3DH

PHONE: 091 567 8080

•SUNPATH• JAVELIN



LET THE SKY BE THE LIMIT,
NOT YOUR CONTAINER.

5037 Gall Blvd.
Zephyrhills, FL 33541



PHONE: (813) 782-9242
FAX: (813) 788-3057



Scottish Nationals



A report on one of the most successful Scottish Championships in recent years, by Kevin McPhillips, Chairman of the Scottish Sport Parachute Association

The Scottish Championships started on Saturday 25 May and were completed the following day. Competition events were 4-way Formation Skydiving, 4-way Canopy Formation, Accuracy and Style. It also served as a showcase for Skydive Strathallan, where the meet was held, and an immensely enjoyable weekend for those who visited. The meet was combined with the Northern Regionals and was the first regional meet of the year. Scotty Milne, CCI of Skydive Strathallan was the Meet Director.

With three aircraft (Strathallan's C206 and Islander and Target Skysport's Dornier), all disciplines were capable of being catered for with a comfortable turnaround time. Some of Skydive Strathallan's regulars, visitors and students also had the opportunity to jump, usually by filling slots in the Dornier, or using the Cessna 206 when not in use for competition purposes.

Sponsorship was plentiful, with prizes donated by Cool & Groovy Fridge Co, and J&M Reid Ltd. The winners and medallists were delighted by the generosity of the sponsors.

Local participation

There was a team from Strathallan at all levels in FS – senior: *Air Ecosse*, intermediate: *Zulus*, and junior: *Team 2010*. Another would have been competing at



Air Ecosse who won the Senior FS event with an average of 8.7. From L to R; Graham Harris, Mike Strachan, Andrew Hilton (camera), Richard Buchanan and Billy Somerville

senior level, but one member was called to work at short notice. Errol fielded two FS teams, *Skydive Scotland White* at senior level, *Skydive Scotland Black* at junior – well done to the junior Errol team for beating the senior scores (although it must be remembered they were doing theoretically easier dives). Their teams also competed in accuracy, and their Canopy Formation team was the only entry in that discipline. This reflected well on parachuting in Scotland and bodes well for the future.

Competition progress

The first lift took off at 9:30 on the Saturday morning, with *Team 2010* and *Zulus* having a fairly satisfactory first round. Several further lifts followed, although progress slowed due to lifts being held back to allow cloud cover to blow over. Sunshine prevailed in the afternoon and by the end of the evening the junior FS event – 4 rounds – was complete apart from a rejump. The senior and intermediate

events had only two more rounds to go and the accuracy had started. Superb progress for day one and in contrast to expected weather.

The next day saw completion of the rest of the meet. The weather was fine and sunny and when it did close in, the winds and cloud base were still within limits for completion of the accuracy.

With consent of all competitors, accuracy was called on four rounds with Andy Bremner taking the gold at senior level, having raced ahead of the rest of the field. *Air Ecosse* – Billy Somerville, Mike Strachan, Graham Harris, Richard Buchan and Andrew Hilton (video)



Team Who? won the Junior FS event

Photo by Mark Burby. Jackets by Cool & Groovy

Photo by Mark Burby



☞ had won the FS senior gold. *Team One* won the Canopy Formation event and Alastair Macartney won the style, although this was not surprising as they were the only entrants.

Prizes and places

Apart from the T-shirts and jackets donated by Cool & Groovy Fridge Co, Colin Bridges, their new office manager, was on hand to present a special prize of a new *Time-Out!* for the most promising junior competitor in FS. This prize went to Wendy Gourlay, who had qualified Cat 10 just a couple of weeks earlier and who had performed well beyond her own expectations in what was her first formal competition.

The winning teams at all levels won jackets from Cool & Groovy, who also provided T-shirts for all other medallists. John Reid (Strathallan's skysurfing supremo) of J&M Reid Ltd also provided £100 in prize money for each winning FS team. On behalf of the SSPA, I would like to express sincere thanks to those sponsors.

Team *Who?* won the junior FS, with *One Quartz Short* winning the intermediate (*Quartz* having won it last year). *Air Ecosse* celebrated their success by providing seven bottles of champagne in the Star on the Sunday night.

Visitors

Visiting competitors came from all over. There was a large contingent from Target Skysports, and others coming from Head-



Competitors and friends at the Scottish Nationals

corn, Sibson, Langar, Cark and the Silver Stars. Most competed, others simply enjoyed the fun and took advantage of the local Celtic hospitality.



Wendy Gourlay (L) receives a *Time-Out!* from Colin Bridges (centre), office manager for Cool & Groovy. SSPA Chairman Kevin McPhillips (R) applauds the choice of most promising newcomer

Photo by Mark Burby

The members of Skydive Strathallan excelled themselves at making all guests feel welcome. The atmosphere in the Star Hotel at night was buzzing, with many old friends meeting for the first time in many months and new friends being made very

easily. There was even an accommodation service; anyone who contacted Skydive Strathallan before the meet with accommodation requirements was found a place to stay. Not only did this save guests having to knock on several doors in Auchterarder, but it prevented the more prominent local B&Bs from having a serious stream of skydivers pestering them on the Friday and Saturday.

It seemed that all who came had a great time, and I look forward to their return visits to Strathallan. As club chairman Kieran Brady said afterwards "I reckon this was the most enjoyable weekend of my life". He doesn't make such remarks lightly – I was proud to be associated with this year's meet, and hope next year's competition meets this year's standards.

Kevin McPhillips
SSPA Chairman

Strathallan and the SSPA

Skydive Strathallan is well known for being a friendly club. It is incredibly well equipped with 16 matching sets of new kit for RAPS and AFF students, all Cypres fitted, a large packing hangar, brand new canteen facilities and three aircraft & a DZ van painted in matching Skydive Strathallan colours. There are lots of small touches which make a big difference, like gloves being provided in the trolley area for everyone's use.

The DZ is situated in the beautiful valley of Strathearn; the views in freefall and under canopy are stunning. Local B&B's

are cheap and very cheerful, there is also a campsite close by in Auchterarder.

Strathallan is one of the few remaining clubs in Britain. All the profits are ploughed back into the club, which allows for expansion and encouragement of members in a way not possible in a commercial centre. There is a community feeling about Strathallan, it is clear that members feel a sense of ownership and responsibility about their club (although of course, like all drop zones, it has its politics).

I felt there were many ideas other clubs

and centres could possibly learn from. Doug Malcolm, Treasurer, keeps a firm eye on the club's bottom line and has an innovative approach to funding. For example, he managed to obtain a grant of £19,950 from the Foundation for Sport and the Arts for the purchase of 16 sets of RAPS kit. Also, £49,500 from the National Lottery towards an Islander. Club membership of Strathallan costs £60 per year, but Doug uses the funds to apply for like-for-like grants. Other hard working members are Kieran Brady (Chairman), Billy Somerville (Secretary) and



Photo by Mark Burby

SCOTTISH NATIONALS/NORTHERN REGIONALS 96 RESULTS

4-WAY FS

Senior

- 1 Air Ecosse
- 2 McMuck
- 3 Deliverance

Intermediate

- 1 One Quartz Short
- 2 Time Flies
- 3 Zulus

Junior

- 1 Who?
- 2 Skydive Scotland Black
- 3 Team 2010

INDIVIDUAL ACCURACY

Senior

- 1 Andrew Bremner
- 2 Steve Tawse
- 3 Alastair Fortune (Badger)

Intermediate

- 1 Alastair Macartney
- 2 Jonathan Vennell
- 3 Joanne Little

STYLE

Intermediate

- 1 Alastair Macartney

CF

- 1 Team One

COOL & GROOVY SPECIAL AWARD

A Time-Out for the most promising junior – Wendy Gourlay

These results can be viewed on the Skydive Strathallan home page on:
<http://www.dcs.ed.ac.uk/home/kish/strathallan.html>



John Reid, skydiving supremo of Strathallan, donated cash prizes for the winners

Photo by Dave Burns

Scotty Milne (CCI). Keiran describes the secret of his club's success as "We all get on with our own specialist areas and don't interfere with anyone else's."

SSPA

The £60 club membership fee, includes £10 per year to the Scottish Sport Parachute Association (SSPA). This does result in a high annual membership fee overall as the Scots must also pay £53 in BPA fees. However, the SSPA has an exciting fund assistance programme which really does aid retention and helps members enter new areas of the sport. For example, the first freefall has always been an expensive jump, as this is when students must take out full BPA membership. The SSPA actually pays for each first

freefall, so the student only has to find the membership money. In addition, there is a WARP subsidy system paying £6 towards each WARP jump, for 25 skydives. The first five jumps in a new area such as CF or camera will be subsidised, for example by paying for a coach slot.

Grants are available for members wishing to learn a new skill, such as rigging or instructing and are awarded on an individual basis. Competitors at the top of the sport may be allocated grants to assist with training, usually to the FS team which wins the Scottish Nationals. (These grants are from the Scottish Sports Council.) There was one year when a team won a weathered out Nationals and felt they did not deserve the cash, so they spent it on a tandem rig and gave it back to the club. Such is the spirit at Strathallan!

The other spirit of Strathallan I think we all know about. The Star was packed every night, where the Scots kept their reputation for being serious drinkers, although the Sassenachs gave them a run for their money.

Strathallan is a weekend centre but will be open from 3 to 17 August inclusive, whilst there are BPA Instructor courses taking place. A barbecue is tentatively arranged for 16 August and a Ceilidh for October. Any readers who make the journey to Strathallan will be rewarded by the warmth of traditional Celtic welcome and hospitality.

Lesley Gale

So you want to be....

*People in the Sport interviews
Roger Flinn to find out more
about judging*

.... a judge?

How long have you been associated with parachuting and how did you come to start judging?

36 years. It was the result of a plea from Charlie Shea-Simmons about 1975. I was heavily involved in other sports at the time which, together with the responsibility of my family, meant that I could not spend the time needed to progress as a jumper. Naively thinking that this was an easy way to put something into a sport I loved so much and assured that judging would take up much less time, that's how I started. How totally wrong I was!

Why?

It took up far more time than I had originally anticipated. The demand for judges began to increase very rapidly as competitive parachuting increased. Remember that in 1975 Formation Skydiving, or RW as we knew it then, was still in its infancy. Canopy Formation and Paraski had not been invented and such ideas as Freestyle, Skysurfing and Freeflying were the mere dreams of the crazy. There were also other reasons why I was wrong about the time that would be required.

In the very early days of competition, judges tended to be drawn from the wives, husbands and friends of jumpers. Their skills were not high and the interest in doing a proper job frequently missing. I soon realised how often we, the judges, were letting the competitors down. Our National Championships select some very talented and important people – British Champions. In reaching this enviable position they have spent much money on equipment and training and also a great deal of time and patience developing their skills. Is it right that when they reach the Nationals they should be adjudicated by those far less able as judges than they are as competitors? The answer must be no. Judges at this level should show all of the dedication and skill of the competitor.

What levels or grades of judge are there?

There are two recognised grades of judge; the national judge and the international or FAI judge. The standards of both vary from



Two judges on the fiddle! Dr Roger Flinn (front) at the European Championships Rumania 1993

country to country, though the criteria necessary to become an FAI judge are laid down in the Sporting Code. In the UK it has

been a deliberate policy to make the two grades as close as possible. National judges should never feel like lesser mortals.

Why the need for these grades?

If we have an internationally respected sport (ours is recognised by the International Olympic Committee), then it is necessary to have internationally respected judges and competitors alike. In addition there are very many world, continental and national records being attempted every day. There will be an attempt on the World's Largest Formation Record later this year in Russia. Such records have to be verified for the Guinness Book of Records or for official FAI World Records. This is an important job for the FAI judge, probably their main task after judging national competitions.

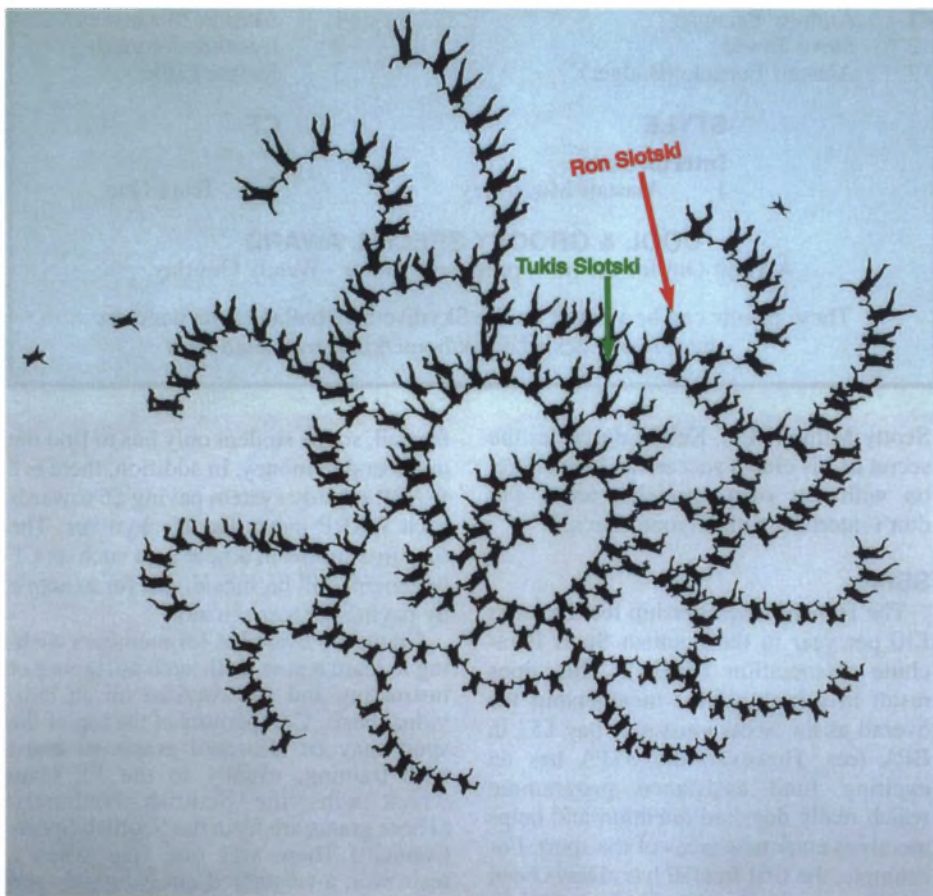


Photo by Wendy Smith

An important task for judges is to verify world records by comparing video footage of the dive with the planned formation on paper. This 216-way is the world's largest formation entered in the Guinness Book of Records but is **not** an FAI record because one person (red arrow) docked in the wrong slot. It was not really his fault because someone else (green arrow) had taken his slot.



Photo taken above Sebastian by Keith Larrett

The new disciplines of freeflying and skysurfing are adding an exciting element to judging

How would someone start to become a judge and how would they progress?

Volunteer and be persistent. It may seem trite to say so, but unless someone knows of your interest and keeps being pressurised, you may soon think you are walking down a blind alley. Generally, anyone wishing to become a judge is invited to one of the smaller competitions held around the country to experience first hand what it is all about. Unfortunately there are currently no funds to support trainee judges with their travel and accommodation. However, an enterprising individual can usually arrange to share transport with another judge or competitor.

Progression is not always as simple as you would hope. If the trainee is lucky and works with a judge who is willing to spend time explaining rules and techniques, then all well and good. The majority of the senior British judges are very willing to act in this capacity, although in some competitions, where judges are short in number, it is impracticable by the pressures of time. The BPA has tried to run formal training courses for both experienced and novice judges but has been disappointed by the response.

How are judges evaluated at international level?

Anyone wishing to take part in the judging of a world competition must have

proved to the IPC that they are current and absolutely conversant with the job. If you have not judged at the top level in the last two years you must pass a formal evaluation at the start of the meet. This is done through test video tapes supplied by the IPC Judges Committee. The candidate's results are compared with an 'approved score' for that tape, obtained by an experienced panel of judges.

The Judges Committee of IPC has recently been accused of trying to create an elite corps of judges.

Is this the case?

They unashamedly admit they have. They want to see the best. It is however part of a wider plan to improve the standard of judges at all levels. The committee wishes to build a library of high standard training material which can be used throughout the world.

Is the management of judges good in the UK?

Not really. The main problem has always been one of communication. Rules would be produced for competitions which the judges were supposed to apply, but the judges were often not shown them. Rules were made which had many loopholes, which would have been discovered if there had been some consultation with the judges. I think these are now problems of the past, as have been the occasional petty personality problems.

Judges have always come under the umbrella of the Competitions Committee. For years this committee has been dominated by competitors, who have rightly felt aggrieved to find that 90% of agenda items are ostensibly judging matters. Most other countries have an independent Judges Committee, as has IPC. Perhaps I am being revolutionary, but I think it is high time that we did the same. It is



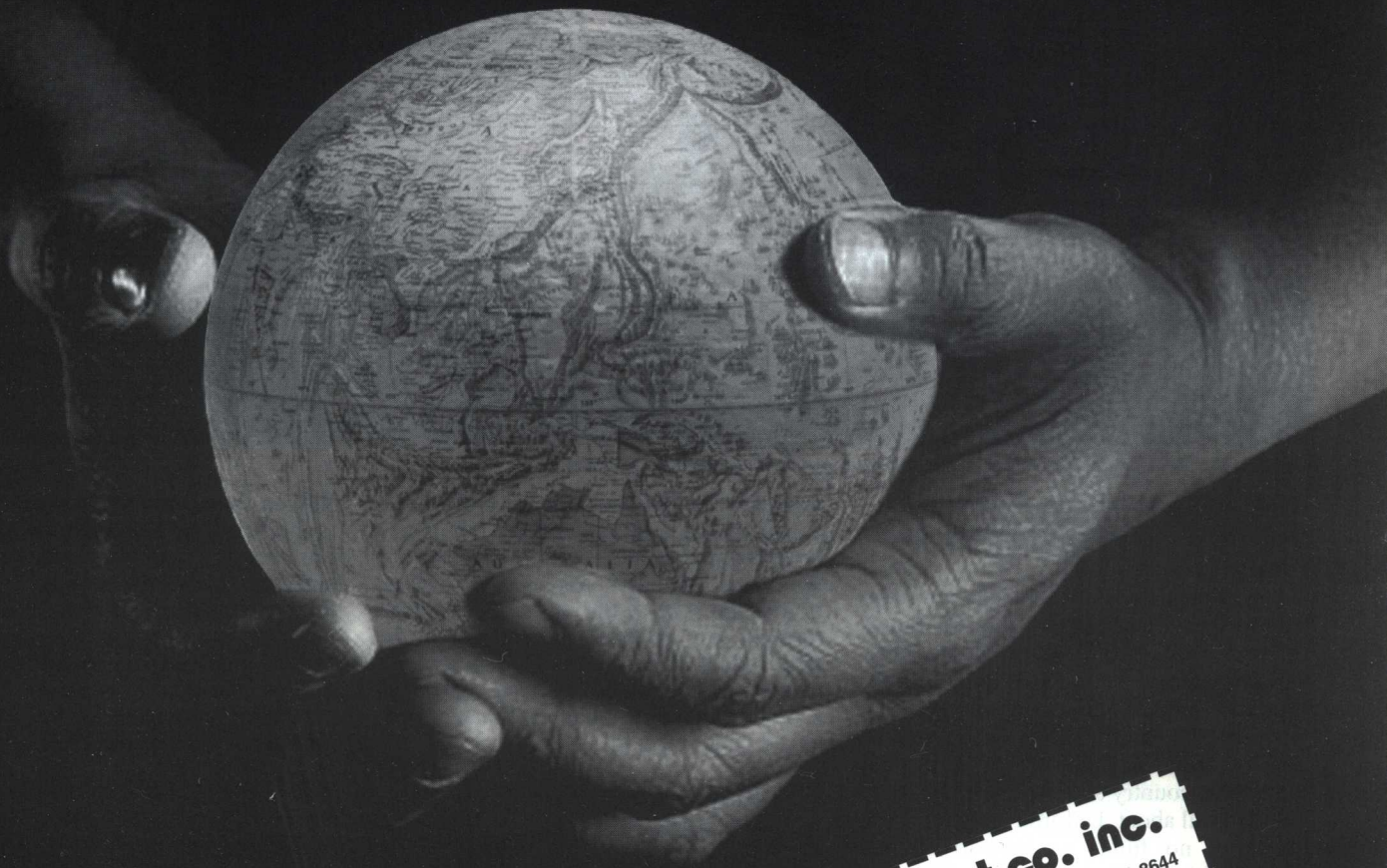
Photo by Paul Burns

As an accuracy judge, you must be quick on your feet in the pit, both to score and occasionally to avoid being hit

CATCH THIS!

For over 35 years, Para-Gear has served the world with selection, service and experience unmatched by any other.

We are dedicated to giving our customers the best value in the industry and we ship worldwide every day.



*Let us serve you too...
send for our BIG 192
page catalog of all the
latest equipment and
accessories.*



para-gear  **equipment co. inc.**
3839 W. OAKTON STREET • SKOKIE, IL 60076 USA • (847) 679-5905 • FAX (847) 679-8644

- ☐ I live in U.S.A. Please send new 192 page CATALOG. Enclosed is my check for \$2.00 to cover the cost of the CATALOG and 3rd Class Postage.
 - ☐ I live in the Continental U.S.A., Alaska, Hawaii, APO, FPO and want my CATALOG First Class. Enclosed is my \$5.00 to cover the cost of the CATALOG and First Class Postage.
 - ☐ I live in Europe, South America, Canada and want my CATALOG Air Mailed. Enclosed is my \$7.00 to cover the cost of the CATALOG and Air Mail Postage.
 - ☐ I live in Africa, Australia and want my CATALOG Air Mailed. Enclosed is my \$8.00 to cover the cost of the CATALOG and Air Mail Postage.
- Allow at least 3 weeks for mailing.

Name _____

Address _____

City _____

Country _____

State _____

Zip _____

With your PAID FOR catalog request, you receive a catalog and a certificate worth \$10.00 useable on orders over \$100.00.

Para-Gear Equipment Company, Inc.

3839 W. OAKTON STREET • SKOKIE, IL 60076 USA

(847) 679-5905 • FAX (847) 679-8644

 particularly important so that vital areas such as the criteria necessary to become a National Judge are universally agreed and written down, which is not the case now despite what some may say.

What rewards do you get from judging?

There are the obvious delights of visiting strange far flung places when you judge internationally, and the pleasure of mixing with skydivers from other countries. My greatest reward is satisfaction. Satisfaction that the job you set out to do has been successful. I get immense satisfaction out of training other judges. It is not all roses; on the way you will be very dissatisfied and frequently wish to chuck the whole thing in!

Why?

Competitors sometimes make mistakes and understandably, rather than blame themselves they search for a scapegoat. The first element to be blamed is invariably the judging in one aspect or another. Fortunately judges tend to have rather broad shoulders, but it can be soul destroying when you have given up your only holiday for a competition, to have mud thrown at you. Mind you, judges are not always guiltless, and the one thing they should always be willing to do is to admit any mistakes and ensure that they are corrected if possible!

Do judges ever get it wrong?

Frankly, that is a silly question. Of course they do, more often than they like to admit. You should remember that the

Qualities of a good judge

- **Capacity to work hard**
long unsociable hours
often in a poor environment
under extreme pressure
- **Diligence**
always present when required
never distracted
- **Absolute honesty**
never cheats
- **Total impartiality**
no national bias
no personal dislikes
- **Good communication skills**
works well in a team
does not force their own viewpoint
confidentiality

judges are only interpreting rules – rules which have rarely had any input from the judging community when they were made. A classic example is the present version of the FS rules. I have almost wept on reviewing the results of the latest World Championships and seeing the disservice that has been done to competitors. Often, careful viewing has shown that the

Did you know...

...that there are over 284 FAI Judges on the 1996 IPC list of whom less than 50 have judged at world competitions in the last five years.

competitors were right and had been penalised unnecessarily.

Judges do not get the opportunity of reviewing dives repeatedly as the competitors do. They have to make a decision after two, or maybe now three, viewings at normal speed – no slow motion or freeze frame. There are very few judges in the world who are entirely happy with the present situation in FS, but we are only applying rules produced with more thought to finance and media than to the ethics of the situation.

Judges do get it wrong. They are only human. I respect the judge who admits the error instead of desperately trying to cover up the mistake. One gains the respect of the competitors as I know to my pleasure following mistakes in our Nationals.

Too often though, one hears cries from competitors which finish up as protests. In my opinion, if a genuine mistake has been made the step of formally making a protest should never be reached and the situation remedied immediately. Unfortunately the rules are rarely comprehensive enough to avoid this and sometimes the only legal way to remedy a mistake is through the protest process.

What is a protest? When and by whom should it be made?

A protest can only be made where there has been an apparent breach of the rules or some technical aspect of the competition. Some decisions of the Chief Judge cannot be protested but these are 

What competitors should understand about judging

If, as a competitor, you decide to enter a meet then you are agreeing to be judged by the system in place at that competition. No-one says or even implies that the scoring system is an absolute indication of what went on in the skydive; rather, the score is the judges' best interpretation of what they see. This is the case with almost any sport. If a goal is scored in football, for example, but is counted as offside by the referee, that goal will not count. Any amount of subsequent reviewing of video footage will not alter the offside decision, even if it clearly demonstrates that the ref was incorrect. This happened in the recent Euro '96 Football tournament when England might not have made it through the quarter final, but for a questionable offside decision on a Spanish goal.

Judges are called upon in competitions such as FS to make *judgement calls* on the scores achieved by teams or individuals. There is no absolute black or white about any score. It is the job of the judges to make the best assessment they can on two or three viewings (for FS meets) at normal speed. The averaging of scores awarded by a group of judges will decide the score. If, as competitors you are bust on a round, the judges are not saying that

you did not have that point or that you did not have separation; rather they are saying that they could not see the point or the separation from the view which they had. In any case, if you have to freeze frame the dive to see separation, then it is obviously a 'close call' anyway and is probably impossible to see at normal speed. Judges are only human - they do not have bionic eyes!

We enter meets because of the added tension and excitement brought to the skydive. A disappointing score under these conditions can easily turn to bitterness if we are not careful. It is difficult to accept a decision against your team, especially if you know that you were 'in the right', but learning to deal with this constructively is all part of sport. If you dwell on the poor decision, it will have a detrimental affect on the rest of your performance. You may be lucky or unlucky with the judgement call, but by entering the meet you are agreeing to abide by the judges' decisions. Be good sports, give the judges a break and accept the scores as the best possible judgements in the conditions. In the long run, good sportsmanship will benefit team performance through better vibes.

"It is not true that nice guys finish last; nice guys are the winners before the game even starts."

Addison Walker

"How we play the game reveals something of our character; how we lose shows all of it."

Anon



Photo by Stuart Meacock

Judges must see separation between points. *Another Planet* was bust twice at the recent Sibson meet for not showing separation. Hence, the team had to really work on 'electric shock grips'. Photo shows *Another Planet* transitioning from Loops & Lines to a Propeller

decisions which are more likely to affect all competitors rather than a single team or individual. Scores cannot be protested, but the technical conditions under which the score was made can, if breached, be the subject of a protest.

You have to be careful now as there is a rule which firmly states that if the technical mishaps cannot affect the result they should not be considered. I cite the classic example in Vichy 1984. On his final accuracy jump the leading competitor made an error and dropped a big score. His delegation immediately hunted around for some technical excuse. They found that the power supply to the recording anemometer had been interrupted and the mechanical drum had ceased to rotate. The pen connected to the anemometer itself was still working and clearly showed that during the period in question the wind had never even approached the limit of 7m/s. Nevertheless, following a protest a rejump was given and he regained the lead. That protest would not have been successful now.

All protests must clearly state the Sporting Code or competition rule which has been broken, must be handed to the Chief Judge within two hours of the knowledge of the grounds for protest, and signed by the competitor. Most protests arise from mistakes made by the competitor. It is incongruous that to rem-

edy their mistake they should seek to blame equipment or others. Even so it is the undoubted aim of all judges to avoid protests being presented preferably by pre-empting the situation.

Do judges get paid?

Unfortunately no, or not yet. Recently, I was the first judge to be officially paid - \$150 a day for judging the very heavily sponsored Extreme Games last year. The BPA used to pay travel and subsistence for two judges to attend regional competitions. Two judges are rarely sufficient to do a successful job, particularly if there are trainees present wanting to learn. I am delighted to hear that the BPA has now increased this to six judges at the three regional competitions.

The Nationals are administered by private arrangement and the drop zone concerned will cover the expenses of the judges. It does mean that the organiser, with limited funds at their disposal, cannot support a team of judges such as would be required for an international event. If you judge at a World Championships you still have to fund yourself to get there, though once there your accommodation will be found.

How many positions have you held in world and international competitions?

Over the last 17 years I have been delighted to judge at 24 international

competitions, including 13 World Championships. These have been held in venues as diverse as France, China, Cuba, Spain and the USA. The events have spanned all the skydiving disciplines, including the exciting new areas of freeflying and skysurfing.

Do other British judges envy your being involved so much in world events?

I am sure that there has on occasion been an element of jealousy involved when it looked as though I was being given all the good jobs. I am certain that many of them are just as capable if not more so. In fact, I have only been selected as British judge on three occasions. On all other occasions it has been either because the organiser or IPC made the invitation directly or because I was willing to fund myself.

How many more times will you be Chief Judge at a World Championship?

It seems that the same judges have monopolised World Championships for many years. After the World Meet in Hungary this year, I intend to let someone else have a go. This does not mean however that I intend to stop judging! It is a drug - almost, but not quite, like jumping.

Dr Roger Flinn

Sibson 16-way

Peterborough Parachute Centre's 16-way competition on June 8-9 started with a bang when an earsplitting thunderstorm caused early arrivals to dash for cover. Any fears of being weathered out were however quickly dispelled on Saturday morning and sunny, warm weather prevailed through the weekend – for skydiving it was hard to beat!

The new 16-way dive pool drawn up by Richard Hamblen and published in the June mag was used for the first time in competition. This gave a headstart to *Another Planet* which had squeezed in over 20 jumps as a team over the preceding week and had tried out all the formations. The inevitably rather strung-out exit from the Turbolet was compensated for by a slightly longer (55sec) working time.

Four teams entered the event, with an exceptional showing from RAFSPA who fielded two teams, including an all-girl lineup. Let's hope for similar support from the other centres for Weston's 16-way meet

later in the year (31 August), which will also use the new dive pool.

Both randoms and blocks provided a challenge, leaving teams wondering how best to tackle a Big Mac, Propeller or Dragon's Jaw. For the less experienced teams some of the formations proved rather demanding due to the number of outfacers. *One Foot and Friends*, for example, had jumpers who'd never been in anything bigger than a 5-way and felt some easier first formations would have been more encouraging. At least the points system used – one point for every person more than eight in a formation and 10 extra points per completed formation – ensured that all teams could get scores on the board and the vibes remained excellent!

The five round meet could have been wrapped up on Saturday but one round was held over to the next day, allowing for a relaxed evening for competitors at least, if not for the bar staff! An early start on Sunday left the rest of the day free for fun jumping.



Everyone on *Another Planet* pointed to their favourite piece of sky

Hardly surprisingly after their week's training, *Another Planet*, captained by Darryl Moran and comprising local jumpers and friends, walked off with the honours. But good competition was provided by RAFSPA's *Who Pressed That Button?*, while the predominantly Headcorn team and the Weston ladies (unmentionable name!) battled it out for the minor places.

Angie Macdonald-Smith

CENTRO DE PARACAIDISMO COSTA BRAVA, SPAIN THE FIVE STAR D.Z.

27 July-4 Aug - Pre Vichy Boogie
1-3 Nov - Empuriabrava 4 Way Mini Meet
9-16 Dec - RW Seminar with Herman Landsman
14 Dec-5 Jan - Christmas Boogie, Load Organising,
Parties and 10 Way Speed Competition
All Season: Load Organising, AFF Courses,
Tandems and Skydive University

- ★ ALL JUMPS FROM 12.500 FT 3.000PTS PLUS GROUP & INDIVIDUAL DISCOUNT.
- ★ FREE VIDEO ROOM FACILITIES, CREEPERS GEAR-ACCESORIES SALES + RIGGING SERVICE.
- ★ AFF COURSES ALL SEASON, LEVELS I-VII ALL WITH VIDEO ONLY 210.000 PTS. TANDEM ALL YEAR.
- ★ FREE LOAD ORGANISING. SKYDIVE UNIVERSITY COACHING & WARP PROGRESSION.
- ★ FLIGHT SCHOOL-PLEASURE FLIGHTS & PPL COURSES AVAILABLE.

- ★ TWO PILATUS PORTERS ALL YEAR + GUEST AIRCRAFT
- ★ TEAM COACHING FROM SPANISH 4 WAY TEAM.
- ★ RESIDENT SKYSURF & FREE STYLE COACHES: VIVIAN WEGRATH & MARCO MANNA
- ★ TEAM RATES FOR FORMATION SKYDIVING-FREESTYLE & SKYSURF TEAMS 2.300 PTS.
- ★ BAR-RESTAURANT, BUNKHOUSE, HOT SHOWERS.

CENTRO DE PARACAIDISMO COSTA BRAVA 17.487 EMPURIA BRAVA GIRONA - SPAIN - APDO 194 . TEL.: 34 - 72 45 01 11 - FAX: 34 - 72 45 07 49 for more information, free video & calendar please contact us NOW

WHAT ELSE? BEACHES, WATER & JET SKIING, SCUBA DIVING, GOLF, TENNIS, WINDSURFING, GO-KARTING, HORSE RIDING, AQUAPARK AND MUCH MORE

CALLING ALL ... DZ Operators • Display Team Leaders • Tandem

para media is a new agency offering the British Media Industry a One-Stop Shop to cater for all its skydiving needs.

para media is waiting to hear about you and your specialist skills. If we involve you in a media event, you will be paid the same as if the TV/Film company, Magazine Newspaper or Radio Station had contacted you direct. There is nothing to lose – No fee to pay.

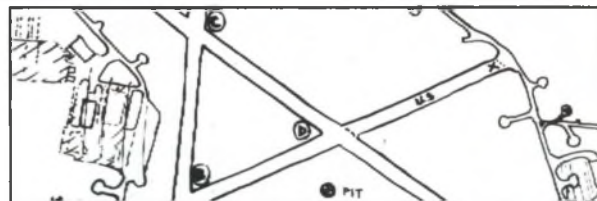


Too many skydiving 'ideas' are abandoned by researchers at an early stage. Let's make it easier for producers to include our sport in their programmes.

TO JOIN OUR DATABASE, CALL NOW AND WE WILL SEND YOU AN APPLICATION FORM ... JUST LEAVE YOUR NAME AND ADDRESS

Tel 01252 312540 or Fax 342633

Drop Zone Defence Fund



At the AGM in January 1995, John Lines proposed that the BPA should establish a Drop Zone Defence Fund (DZDF), which would provide financial support for defensive legal action by BPA affiliated clubs and centres which faced planning measures or civil legal action which could close them down, or severely limit their operations. The proposal was carried enthusiastically by those present.

John made a short speech outlining the threat to our clubs from legal action and planning measures, but with members well aware of these threats, the meeting was already on his side. It's not only noise complaints which can threaten clubs, but also road building schemes and commercial interest from developers, who see small airfields as potential housing estates, industrial parks or gravel pits. Fighting these developments can be extremely expensive and John had long felt that skydivers should make a community effort, on the principle that a threat to any DZ is a threat to the whole sport, not just the local jumpers or the individual DZ operator.

A basic principle of the fund was that a should draw on new sources of money, so as not to become an additional burden on the BPA. The DZDF therefore appealed directly to skydivers for extra donations on top of what they were already contributing. Those able to afford it gave generously and once again they have done so this year at renewal time. This year

hundreds of members added a donation to their subscription, many rounding the total up to £60, some being even more generous. As a result the fund contains over £3600, a tremendous amount when you consider that we have not so much as rattled a tin.

The fund is kept separate from the BPA's money, as it is skydivers' cash, given for a specific purpose, *not* the property of the Association. It is administered by a committee, chaired by John, and including Martin Lyster, Pat Howell (who has legal expertise) and two Council members, Graham Liggins and Pete Carroll. All affiliated clubs in good standing are eligible for assistance in fighting legal threats and grants of up to 50% of costs may be made if funds allow. This year, we have decided to ask a bit louder for donations, and we are circulating all the drop zones, equipment dealers, riggers and instructors with an appeal letter. We hope that they will feel that the defence of the sport, which is their market, is an important cause and a worthy investment of their money.

The BPA is not the only air sports organisation which has identified this threat and responded to it. All the air sports and many flying-related businesses have joined together to form the General Aviation Awareness Council (GAAC), which aims to promote all kinds of flying (other than the armed forces and the big airlines).

The GAAC:

- Lobbies for regional planning guidelines to include facilities for light aviation
- Informs legislators and planners of the importance of the light aviation sector
- Publishes legal and planning-related advice in support of small airfields
- Provides a forum for the various air sports and businesses to meet and discuss their common interests

This is a sensible and co-operative way to attack the problem head-on, which the BPA has supported with donations over the last few years.

Because the GAAC campaign shares the broader aims of the DZDF, from this year on, the DZDF will be the channel through which the BPA supports the GAAC. The existing donation will be made through the DZDF and a member of the fund committee (currently Graham Liggins) attends meetings of the GAAC to represent skydivers.

The fund is now a two-level defence of our sport. By participating in the activity of the GAAC we are working nationally to pre-empt the efforts of commercial interests and protesters to shut down airfields. This is a long-term project, which must succeed if small airfields are not to be squeezed out of Britain, one by one. Secondly, by building up a war-chest of money to help defend individual clubs, we stand as a form of insurance ready to fight each local threat as it arises. This is also a long-term project, which must succeed if we are to resist gradual erosion of our club network.

Please support the fund with whatever you can afford. We will continue to ask for your support with membership renewals. The cost of legal action is high, but if every member can spare the price of just a few thousand feet, we need never lose a drop zone because we couldn't afford to fight for it.

The BPA office can accept donations by post, cheques made out to the Drop Zone Defence Fund.

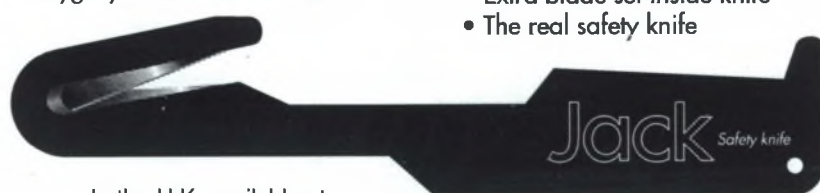
Martin Lyster

A Great Bite with a Perfect Grip

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

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

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



In the U.K. available at:
Sky Science Ltd, Phone 01252-27412

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

POPS CORNER

Parachutists Over Phorty Society



International Meets

The first European POPS meet held at Oud Turnhout, Belgium consisted of six rounds of accuracy and three of RW. Forty POPS from Belgium, Denmark, Germany, Holland and Britain registered.

Accuracy Results

1st: Fons Goris
2nd: Franz Oelmans
3rd: Siegfried Backer



- AFF, Tandem, Static Line, Skydive U. and W.A.R.P.
- Consolidation jumps half price. (Rig hire only)
- BPA and USPA instructors
- AFF course 1 - 8 \$1000.00
- Level 8 graduation jump Free!

- Tony Uragello on hand for Sit Suit instruction
- Hot Tub parties, volleyball & basketball
- Team room and new 4000sq.ft. hangar
- Beach jumps every weekend
- Bed & breakfast

**The
Magic
Is Back
In Florida!**

at

SKYDIVE SEBASTIAN

The Only U.S. Drop Zone Owned and Run by Brits!

Come and jump at Florida's most scenic drop zone.
Only one mile from the beach, surfing, deep sea fishing, scuba diving and flight school.
Skydive Sebastian is a Tropical Paradise!

Flight Line Includes: King Air, Otters, CASA & C-182 DC-3 on call!

SKYDIVE SEBASTIAN • 400 W. Airport Dr. • Sebastian, FL 32958

Phone: 407-388-5672 • FAX: 407-388-2105

Photo by: Keith Larrett

Formation Skydiving (RW)

1st: *Mikotapi*
Pierre van Mensel, Tony Zuidema,
Karel Geens, Michel van Beirs

2nd: *Surprise*
Victor Spaan, Koos Verhaar,
Ton Bogers, Volker Cornils

3rd: *Silver Panthers*
Brian Shepherd, Mark Adams,
Tony Crilly, Dave Pusey

The turnout at Turnhout (sorry for that one) was low, but it was perhaps down to late promotion of the meet, which was the first ever. The oldest competitor attending and jumping was Jorgen Skovgaard from Denmark at 70. Future EuroPOPS meets will be biennial, but the next host country has yet to be decided for 1998. The meet was very well organised by Renee Boidin, Belgian TOP POP and Willy De Maeyer, Chief Judge.

National Meets

For Ipswich, members travelled from as far afield as Germany, Scotland and Somerset. The company was great but the weather not and the meet stayed grounded. Had I a magic wand it would have been waved furiously but I didn't, it wasn't and we couldn't.

Forget not our coming of age meet at NWPC, Cark, August Bank Holiday. A giant cake is being prepared now, the hops and bubbly fermenting and who knows, perhaps last year's UK POPS record will be improved upon.

Regional Representatives

Communicating with our membership can be a problem. At Ipswich we called for regional volunteers to act as POPS representatives at their main drop zone. This arrangement makes it quicker, cheaper and more effective for yours truly to contact the membership, via the reps who will generally keep the lines of communication humming. Volunteers so far are:

Glen Stephenson (611) - Border PC
Pete & Julie Shew (478/479) - RAFSPA
Paul French (608) - Devon & Somerset
Michael Allum (252) - Ipswich PC
John Peck (357) - British PS (Langar)
Sue Hill (542) - Black Knights PC

If there are other members who would undertake to do the same at their prime centre please contact me, many more are needed.

Situations Vacant

Required, one or more volunteers to replace me as Hon Sec when my stint is

Please Welcome New Members:

Paul Robinson, Bradford	668
John Parsons, Manchester	669
Ian Robinson, Llanederyn	670
Kevin McSweeney, London	671
Derek Jones, Aberdeen	672
Bill Miller, Sheffield	673
Steve Nolan, Knotty Ash	674
Bob Lawrence, Bolton	675
Allan Glaister, Tring	676
Ken Ockwell, Bicester	677
Chris Stone, London	678
Stephen Saunders, Little Mill	679
Colin Whittaker, Nelson	680
Philip Bell, Limmasol	681
Norman Poole, Hasketon	682

up, ie AGM 1997. Salary – zilch, hours 10/12 per month, or as little/much as you like to make it. Pleasure – considerable. State your piece and why in writing if particularly interested and be at the AGM. Michael Allum continues as International TOP POP but stands down as UK TOP POP at the same time. I take that seat by tradition for three years.

Great to be with you as always.

John Crowhurst
Hon Sec & Treasurer

**New Drop Zone**

on the

**Central Mediterranean Island of
Gozo in Malta**

Operating an M18 helicopter

August 3-18 • September 7-22

TANDEM AFF COURSES (12,000 FT)

STATIC LINE COURSES (4000 FT) • FUN JUMPS

December 22
til January 3

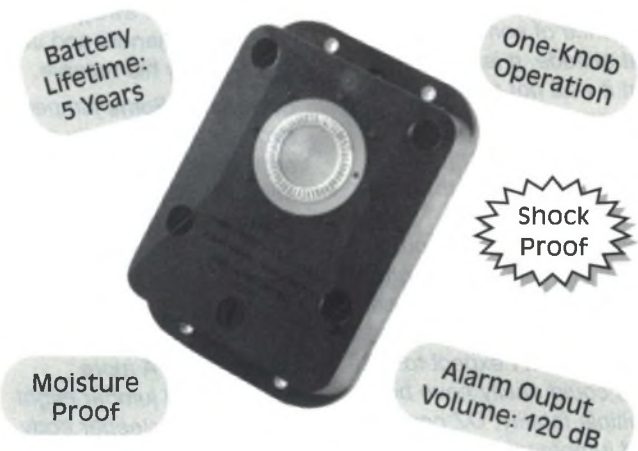
Christmas Boogie

Please contact:

Maltese Falcon Skydiving, 8 Buckingham Court,
Fisherman Street, Bugibba, Malta.
Tel. (356) 582153 • Fax. (356) 585766

DYTTTER®

A must for safe Skydiving!



SMALL • RELIABLE • PROVEN

SKY SCIENCE

103 Grosvenor Road
Aldershot
Hants
GU11 3EE

Telephone 01252 27412
Fax 01252 350377
Mobile 0385 784748
CompuServe 100770,402



GLIDER AIRMISS

A 4-way training dive took place on a warm summer afternoon with significant thermal activity; there was scattered cloud (1–2 eighths) at around 6,000ft, otherwise, visibility was fine. At between 5,000 and 6,000ft the 4-way group narrowly missed colliding with a soaring glider; separation was estimated at 30 metres. The glider was recorded on air-to-air video but was not identified. It was within 300 metres of the drop zone.

Comment: The glider should not have been there, but jumpers should be aware that gliders are not required to have radio or navigational facilities. Nearly all operate under Visual Flight Rules, though, which means they should never enter cloud. Given this, and despite the presence of some cloud at that altitude, it is surprising that it was not seen either by DZ control or the jumpmaster.

Conclusion: Most jumpers will admit privately that they don't always look as thoroughly as they should. And it is a fact that we often see what we expect to see, and conversely, may not see what we don't expect to see. This could easily have been a multiple fatality; DZ controllers and jumpmasters must be aware of the need to make sure it really is 'clear to drop'.

STAND UP DEPLOYMENT

A Category 9 AFF graduate was on a solo descent and attempted a 'stand up' in freefall. As he did so, his main parachute deployed. He

landed successfully.

Comment: It is impossible to be certain what happened – even the jumper's recollection is often faulty in such cases – but it is assumed that turbulence at the base of the container pulled out the pilot chute, which (though not specifically stated in the report) was presumably a bottom-of-container (BOC) type.

Conclusion: The conclusion locally was that jumpers should not do stand ups when using throwaway pilot chutes, but this seems rather sweeping! It is more likely that the pilot chute was already deployed as a result of either packing error or disturbance in the plane or at exit. However, BOC deployment is relatively new and freestylers (and sit flyers) should perhaps consider an extra pre-exit check.

HANDLE IN TOW

A fairly recent D licence jumper did a solo cloud base descent from 3,500ft wearing a rig with pullout deployment. At pull time he lost the pad; the pin had in fact been extracted but the pilot chute was still on the container and failed to inflate in the 'burble'. After an unsuccessful attempt to reach for the pilot chute or handle, he cut away, pulled his reserve handle and landed safely under his reserve.

Comment: Some jumpers strongly maintain you can retrieve a handle in tow, but this is at least difficult, and is complicated by the fact that you have no way of knowing how far deployment has proceeded, or indeed whether something else is stopping deployment. A more experienced jumper might have tried a steeper body position to try to sweep the pilot chute out, but then you could go on trying that for the rest of your life!

Conclusion: Jumpers using pullouts should regularly consider what they would do in such a situation, which can happen to anybody. Some jumpers still dispute whether

you should cut away before pulling your reserve but most would say yes – and in this case, with the pin out, the shock of the reserve opening might well have inflated the main into the reserve.

LOW HOOK TURNS

In separate incidents at two different drop zones, jumpers attempted late turns into wind when too low. One landed on his side and was fortunate to suffer only heavy bruising. The other suffered multiple injuries including fractures to vertebrae, pelvis and ribs. Both were very experienced, one exceptionally so and both were under very high performance canopies.

Comment: In both cases the reported weather was perfect; there should have been no problem landing safely. On the other hand, high spirits after a good dive on a lovely day are just the sort of factors that lead to this sort of display.

Conclusion: The dangers of radical manoeuvres near the ground, particularly under 'hot' canopies, are well documented and have been the subject of a BPA poster campaign, but jumpers continue to risk injury or death for no good reason. It has to be said that experienced jumpers including some instructors and even CCIs, are often culprits. Not surprising that lesser mortals try to emulate them.

POWER LINE LANDING

A Category 10, C licence holder was making an early morning balloon jump in ideal conditions near, but not into, a major DZ. On final approach the canopy hit a set of high-tension cables and finished up wrapped round one of the cables by the pilot chute. The jumper was unhurt.

Comment: Though not stated, this was probably the jumper's first experience of jumping outside the protected environment of a parachute club. She was lucky. Balloons give jumpers limited control over their spot; but the same

problem applies to anyone who finds they have left the plane at the wrong place. We all get (or give) bad spots sometimes. And power cables, particularly 11kV ones, are notoriously hard to see from the air.

Conclusion: When 'away from home' jumpers must pay special attention to picking a suitable and safe place to land and this process must start high. Initially it is hard to read terrain from altitude but with practice you can learn to interpret all available information for a better picture.

The Operations Manual states it is usually better to take a crosswind or downwind landing than to risk hitting a hazard.

You might also take a tip from many experienced display jumpers: just before emplaning, check where the wind is coming from and relate it to the position of the sun. That way, you always know which way to land – one less thing to worry about.

WHO NEEDS BRAKES?

A very experienced jumper suffered a premature 'firing' of his brake line on deployment, which completely locked the brake on that side. He landed uneventfully.

Conclusion: Many students remain unaware that it is perfectly possible to fly and land even a 'hot' canopy (which this was) safely and comfortably without brakes. Once confident under canopy, all jumpers should consider making one or two jumps using riser control only. Consult your instructor or CCI for a brief; and make sure you are aware that there is a considerable difference between back and front riser control – the latter is radical and can be dangerous in inexperienced hands.

Chris Jones

Note: We hope these reports are of interest to the membership and would welcome any constructive criticism or comments.

Competitions Committee

What's all that about then?

What are the functions of the committee?

The main functions of the committee are to control and organise competitions for the membership as a whole. This includes regional, national and international competitions in all disciplines. The organisation of the above includes formulating the rules, choosing venues, setting minimum selection criteria and reacting to comments made by competitors before, during and after the meets. Also organising and assisting our National teams entering World Championships and maintaining judges training, evaluations and selection for World Championships.

The committee's responsibilities also include controlling the budget allocated by the Sports Council and producing an annual report for the Sports Council.

How often does it meet?

Roughly every six weeks, at the BPA offices in Leicester. The meetings start at 7pm and rarely finish before 11pm.

Who is on the committee and does anyone have any special functions?

Chris Allen	Chairman and FS rep
John Smyth	Vice Chairman, Style and Accuracy rep
Wayne Loxton	FS rep
Adrian Bowles	CF, Freeflying, Freestyle and Skysurfing rep
Mick Matthews	Magazine
Ian Midgely	Judges co-ordinator
Ian Marshall	Judges co-ordinator, CF rep

The judges' spokeswoman is Amanda Kenny who is invited to attend relevant meetings. John Hitchen and Tony Butler are usually also in attendance, with Sharon Gurney to take the minutes.

What do you anticipate will be the main issues or problems this year?

Every meeting has its own issues, problems and actions to be carried out and to list them all would take the whole magazine! Some of the chief issues will be – getting our National teams out and back to the relevant World Meets with minimum fuss, looking at the feasibility of the Nationals being run by the BPA (rather than the relevant DZ), setting minimum selection criteria for FS, initiating competitions for Freestyle, Freeflying and Skysurfing.

We are also trying out a new way of running the Regionals, involving all three disciplines over the same weekend at the same venue.

Our biggest problem is finance. The Sports Council is likely to stop funding the BPA in 1997. Our job is to convince them to keep up or increase the funding.

What is your current budget?

The committee currently controls a fund of £45,000 over a two year period, roughly £15,000 per recognised discipline of FS, CF and Classics. These funds are directly from the Sports Council and specified as being for the pursuit of excellence. This covers financing competitions in the UK and travel, insurance, entry and training for World Championships. This amount used to be £20K per discipline so

you can see how cut-backs are being made. We have also to try to recognise a greater number of disciplines with less finance.



Do you have any other comments about the committee?

The saying 'You can't please all of the people all of the time' is inherently true for competitions committee. During my time on the committee I have found it very difficult to choose a road which is equal for everyone, without occasionally aggravating the individual. I believe it is important to stick with the rules decided at the beginning of the year and to have the ability to see the whole picture. Occasionally this system, although seemingly fair on paper, leads people to believe that they have 'been hard done by'.

We are endeavouring to make the right decisions by finding out what the majority of competitors want at grass roots level, hence the meetings at this and last year's Nationals and the AGM.

We are only seven heads around one table, the membership is about 5,000 strong, with a large percentage competing in one form or another. I receive a number of letters of complaint but rarely receive letters either of congratulations or of innovative ideas. The competitions committee is your committee and is designed to try to implement what is best for you. If you have any positive ideas, please let us know.

Chris Allen
Competitions Committee Chairman

SKYDIVING BASICS

Doug Peacock and Andy Allman

THE COMPLETE RAPS MANUAL • 130 PAGES AND 45 DIAGRAMS • A MUST FOR EVERY STUDENT JUMPER

Available now from: Parachute Training Services, 11 Godwyn Close, Larkhill, Abingdon, Oxon OX14 1BU

Cash with order £5.95 plus £1.25 p&p. Total £7.20. If you wish to avoid spoiling this magazine, please copy the order form

ORDER FORM

Please send me a copy of Skydiving Basics. I enclose a cheque for £7.20 made payable to Parachute Training Services

Name Address

.....

..... Postcode Telephone

Discounts available for Clubs and Centres • Tel/Fax Doug on 01235 529570



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: Wkend 01524 791820 / Midwk 0151 924 5560

BLUE SKIES PARACHUTE CLUB

Open every weekend, weekdays by arrangement.

CCI: George McGuinness, Contact: Jim Rolston
15 Moyra Crescent, Saintfield, Co Down,
N Ireland BT24 7AG
Tel: 01238 510744 DZ: 01396 842349

BORDER PARACHUTE CENTRE

Open Friday afternoons and weekends throughout the year and weekdays by arrangement. Round, RAPS, Tandem, AFF courses, WARP, CRW. Style and Accuracy coaching. Artificial pit, electronic pad, video, team rates, canteen, Cessna 207, Cherokee 6 and Reims Rocket. Bunkhouse, B&B, camping, bar and restaurant locally. Jump onto the beach for barbecues 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 – Turbolet, Porter, Islander & Cessna 206. We have everything! Unrestricted altitude. Canteen, camping, bunk-house.

British Parachute Schools
The Control Tower, Langar, Airfield Langar,
Nottingham
Tel/Fax: 01949 860878/860882

BRITISH SKYSPORTS, BRIDLINGTON

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. Full rigging facility with advanced rigger.

Contact: Dave or Nick Johnston
East Leys Farm, Grindale Bridlington,
East Yorkshire YO16 4YB
Tel: 01262 677367 / 0836 276188

CORNWALL PARACHUTE CLUB

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

Cornwall Parachute Club
Frans Ranch, Old Naval Airfield,
St Merryn, Cornwall
Tel: 01841 540691

COTSWOLD SKYDIVING CENTRE

Hangar SE15, Gloucester Airport
Staverton
Gloucester GL51 5SR
Tel: 01452 713410
Fax: 01452 854029

DEVON & SOMERSET PARACHUTE SCHOOL

Part time club based at Dunkeswell Airfield. Running 1st Jump Static Line Courses, Tandem, AFF Courses with very

experienced instructors who have been running AFF at Dunkeswell for 5 years. Student Radios. Reserves with AADs. Local Accommodation available. Meals available on Airfield as well as a Bar.

Devon & Somerset Parachute School
30 Tower Way, Highfield, Dunkeswell,
Nr Honiton, Devon
Tel: 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,
Chumleigh, Devon EX18 7PH
Tel: 01769 560726 / 01769 520552

HEADCORN PARACHUTE CENTRE

Open daily 9am to dusk. Two Islanders, accuracy pit and pad, progression weeks, competitions, organised jollies, Tandem and AFF. Raps, Rounds and WARP instruction. Free accommodation, cafeteria, parachute shop for all your parachuting needs.

Headcorn Parachute Centre
Headcorn Aerodrome, Headcorn,
Kent TN27 9HX
Tel: 01622 890862 / 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 RAPS, Tandem, AFF and WARP. Canteen open during jumping hours serving good food. Turbine aircraft, free bunk-house accommodation or local B&B. Bring a tent but NO caravans.

Midland Parachute Centre
The Control Tower, Windrush Camp,
Nr Burford, Oxfordshire OX18 4TW
Tel: Weekends 01451 844422 or 844449
Tel: Weekdays 01473 710044 Fax: 01473 271055

NORTH WEST PARACHUTE CENTRE

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

North West Parachute Centre
Cark Airfield, Flookburgh,
Nr Grange-Over-Sands, Cumbria
Tel: Airfield 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

PETERBOROUGH PARACHUTE CENTRE

Islander, Cessna 206 and Turbolet during summer season (in-flight doors). S/L (midweek and weekend), Tandem, WARP and AFF school (see The Free-Fall Company). Load organisers and coaches (FS and Freestyle), video rooms, trolley areas, large training hangar.

Birdland Bar, quality restaurant, day room, showers, heated bunkhouses and free camping. Unlimited altitude, good atmosphere, 25 years experience. Skydive Sibson!

Peterborough Parachute Centre
Sibson Airfield, Wansford,
Peterborough PE8 6NE
Tel: 01832 280490
Fax: 01832 280409
Birdland Bar: 01832 280 404

PETERLEE PARACHUTE CENTRE

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

Peterlee Parachute Centre
The Airfield, Shotton Colliery,
Peterlee, Co Durham DH6 2NF
Tel: 0191 5171234
Office Tel and Fax: 0191 3865315

SKYDIVE SCOTLAND

Open Friday to Sunday (inclusive). Friendly, fun centre with emphasis on safety. First jump training on square and round canopies with radios and AADs. Tandem, AFF, RAPS, WARP, CRW, Accuracy. Kit hire available, also large accuracy pit and Display Team. 2 Aircraft; Islander (in-flight door) and Cessna 207 always available to unrestricted altitude.

Canteen, dormitories, hot showers, toilets and camping facilities all on airfield.

Skydive Scotland,
The Parachute Centre, Errol Airfield, Grange
Errol PH2 7TB
Tel/Fax: 01821 642881 (Office)
01382 360664 (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

Open weekends and some midweek. S/L Round, Tandem, RW and CRW instruction, WARP instruction, lecture rooms, packing facilities, indoor training and B&B nearby.
Stirling Parachute Centre
Thornhill, Nr Stirling, Scotland FK8 3QT
Tel: 01786 870788
Fax: 01786 870748

TARGET SKYSPORTS PARACHUTE CLUB

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

bar, cafe, toilets and showers. Accommodation – caravans and camping.

Target Skysports
Hibaldstow Airfield, Hibaldstow Brigg
South Humberside
Tel: 0113 250 5600 Anyday
01652 648837 DZ
Fax: 0113 250 5600

THE PARACHUTE CENTRE

Open Saturdays and most Fridays (phone first) 08.30 until 21.00. No Sunday operation due to local planning restrictions. Easy to find on the A41, 3 miles south of Whitchurch. S/L round, Tandem, AFF, RAPS, FS & CF coaching. Cessna 206 with in-flight door to 10,000'. Clubhouse with canteen and showers. Accommodation available. Good vibes with a friendly atmosphere. Everybody is welcome and nobody has to get up early on Sunday!
The Parachute Centre
Tilstock Airfield, Whitchurch, Shropshire
Tel: 01948 841 111
e-mail: skydive@tilstock.demon.co.uk

WEST WILTS PARACHUTE CLUB

Ex Badminton Parachute Club
Contact: John Davis
Kemble Airfield
Cirencester
Gloscester, GL7 6BA
Tel: 01285 770856

WILD GEESE – NORTHERN IRELAND

Open 7 days a week – 8am till dark.
S/L round, S/L square courses daily, tandems, training to Cat 10, CRW, display team, kit hire, AAD's, radios, large accuracy pit with competition pad.
Cessna 206, Pilatus Porter, accommodation for 36, camping welcome, hot showers, full catering, games room.
Contact: Maggie Penny
Wild Geese Skydive Centre
Movenis Airfield, 116 Carrowreagh Road,
Garvagh, Coleraine,
Co Londonderry, N Ireland BT51 5LQ
Tel: DZ 012665 58609
Fax: DZ 012665 57050

OTHER ASSOCIATED ORGANISATIONS

BRITISH COLLEGIATE PARACHUTE ASSOCIATION

Affiliations 1995/96
Birmingham University, University of Central Lancashire, University of Derby, Dundee University, Glasgow University, Imperial College London, Leeds University, Loughborough University, Manchester University, Newcastle University, University of Plymouth, University of Portsmouth, University of Salford, Sheffield Hallam University, Southampton University, University of St Andrews, University of Surrey, Sussex University, University of York.
BCPA C/O Jason Brister – Chairman
77 Trafford Road
Eccles, Salford,
Greater Manchester M30 0JT
Tel: 0161 707 0583/0973 378024

EAST COAST PARACHUTE CENTRE

Currently sharing facilities with the London Parachute School at Lewknor Drop Zone.
8 Burns Crescent,
Chelmsford,
Essex CM2 0TS
Tel: 01245 268772

PARACHUTE TRAINING SERVICES

The complete RAPS package. PTS offers one jump introductory course with the option of progression training through to Cat 10. Operating at Netheravon in conjunction with the APA.
Contact: Doug Peacock,
11 Godwyn Close, Larkhill, Abingdon,
Oxon OX14 1BU
Tel: 01235 529570

POPS UK

A society of skydivers over forty. Regular national and international meets at host parachute centres. Not a training establishment but about skydivers' interests and bringing them together.
Hon Treas/Sec John Crowhurst
32 Colston Road, East Sheen,
London SW14 7PG
Tel: 0181 392 9291 (day/answer phone)
0181 878 0147 (evenings)
Fax: 0181 392 9322

SCOTTISH SPORT PARACHUTE ASSOCIATION

Dedicated to the promotion and development of parachuting in Scotland. Services provided include equipment grants (Fan Trainers, Parachutes, Aircraft, Accuracy Pits, etc), sponsorship of the Scottish National Championships and other competitions, provision of the only student progression, WARP, and CRW training subsidy system in the world; riggers and instructors training grants and much much more.
Marian Shearer (Secretary, SSPA)
Strathallan Airfield,
Auchterarder, Perthshire PH3 1BE

SKYDIVE INTERNATIONAL

Chris Allen, Ex Red Devil CCI, BPA AFF/Tandem Examiner, USPA Safety and Training advisor and Skydive University UK coordinator. Offers AFF courses in America, Spain, Germany and the UK. Also available: team coaching, Skydive University one on one program and Tandem Skydives.
Skydive International
45 Legge Crescent,
Aldershot, Hants GU11 3NT
Tel/Fax: 01252 331 326
E-mail, Compuserve 100722,2744

SLIPSTREAM ADVENTURES

Run as part of the Headcorn Parachute Club. We are the UK's longest running AFF school. We offer personalised instruction and only train one student at a time, so no queuing for instructors or equipment.
Slipstream Adventures
Headcorn Aerodrome,
Headcorn, Kent TN27 9HX
Tel: 01622 890862
Fax: 01622 890641

THE FREE-FALL COMPANY

Peter Allum and Kevin McCarthy run the the AFF School, they also offer FS coaching - one to one, 4-way, 8-way. Trips to Gap (S France) can be organised. See Peterborough Parachute Centre.
The Free-Fall Company
Sibson Airfield, Wansford,
Peterborough PE8 6NE
Tel: 01832 280055
Fax: 01832 280409

SKYDIVE WINDRUSH

A friendly members club operating within the Midland Parachute Centre. Windrush Camp, Nr Burford, Oxon. Courses in RAPS, AFF & Tandem. Fantastic facilities. You've seen the rest, now see the best! Ten place turbine aircraft. Every category of skydiver welcome. Booking information and enquiries, contact:-
Skydive Windrush
Orchard House, Audley End
Gestingthorpe, Essex CO9 3AX
Tel/Fax: Weekdays 01787 461621
Weekends: 01451 844422 or 844449

OTHER AFFILIATED CLUBS / CENTRES

ARMY PARACHUTE ASSOCIATION

The Commandant, JSPC
Airfield Camp, Netheravon, Salisbury
Wilts. SP4 9SF
Tel: Bulford Camp 01980 633371
Tel: ext Commandant 8245
Chief Instructor 8229 Staff 8277

THE RED DEVILS

Airfield Camp, Netheravon
Salisbury, Wiltshire SP4 9SF
Tel: 01980 678211 (Chief Instructor)
01980 678212 (Students)
01980 678203 (Rigging)
Fax: 01980 678349

RN & RM SPA

Dunkeswell Airfield,
Dunkeswell,
Honiton, Devon
Tel: 01404 891697/891716

SERVICES PARACHUTE CENTRE

Shackleton Barracks,
BFPO 802,
Tel: Civ 01504 49972 / Mil – Limavady 36472

Mobile: 0585 709965
Fax: Civ 01504 49842 / Mil 36342

SILVER STARS PARACHUTE TEAM

Duke of Gloucester Barracks,
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
Tel (from the UK):
Office 00 357 47 44337
Drop Zone 00 357 47 44245

JOINT SERVICES PARACHUTE CENTRE HONG KONG

Borneo Lines, Shek Kong,
NT Hong Kong,
BFPO 1,
Tel: 00 852 483 7221
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
Tel: 00 49 05254 98 2378 or 98 2740
Fax: 00 49 05254 87456

RAFSPA

and RAFSPA Hawks Parachute Team
JSPC (W) RAF Weston-on-the-Green,
Nr Bicester, Oxon OX6 8TQ
Tel: 01869 343343/343201
Fax: 01869 343676

HONG KONG PARACHUTE ASSOCIATION

c/o JSPC (HK)
Borneo Lines, Shek Kong, BFPO 1
Hong Kong
CCI: Mr. Gary Lai
Tel: 00 852 2488 5447
Fax: 00 852 2488 9341
Operates at weekends, weekday jumping can be arranged with sufficient notice. Aircraft C182, Lama helicopter on call.

LETTERS

WORK DOWN UNDER

Dear Skydiver,

Enquiries are welcomed from overseas skydiving instructors, tandem masters and load organisers, to work in Australia for a period of time on a well established, busy and growing DZ.

This time could coincide with your winter or slow season and our summer, as well as giving you the opportunity to work in skydiving "Down Under". Some time will be required to establish your instructor rating in Australia and a consistent work load will be available. Stay for as long as you like, in a warm friendly atmosphere.

Training at the DZ consists of AFF, Static Line, Tandem, 4-way, 8-way and 16-way team training most weekends.

We are located at the Victoria Sports Aviation Centre, Euroa, located 2 hours north of Melbourne, Victoria, the second largest city in Australia.

On site accommodation can be arranged and we will assist you wherever possible.

DZ facilities:- 300 acres, 17 place twin turbine aircraft, Cessna 182, showers, toilets, bunkhouse accommodation, large training area, great social scene and good club atmosphere.

If you are interested in the prospect of living and working in Australia for a reasonable period of time in the near future, please phone or fax our office for further discussions.

Blue Skies
Ian Matthews

87 Mountain View Road
Montmorency 3094
Tel: 61 03 9432 2419
Fax: 61 03 9434 6864

BUSH DIVES

Dear Lesley,

I thought that you might like to know about what is probably the worlds smallest (in terms of staff) DZ.

After my girlfriend Kathy, and I had spent a month working out in

the bush in Zimbabwe, we decided to do the tourist bit and see a few of the sights. Whilst in Victoria Falls for a few days we discovered a skydive operation advertised at one of the safari organisers and, as I had my log book with me, went to investigate further.

Zambezi Vultures operates out of an outbuilding of the fire station at Victoria Falls Airport. The three man operation consists of Scruffy; chief instructor and tandem master, Jim; instructor and cameraman, and Ian the pilot. They specialise in running tandem jumps for the adventure seekers that flock to 'the Falls' all year round which, on top of being one of the eight natural wonders of the world and Africa's biggest tourist attraction, has over the last few years become what is probably the adrenaline capital of the world.

Apart from offering tandem jumps, they also run static line courses and, after going to the States to qualify this winter, should next year be offering AFF courses as well. Limited kit hire is currently available, but this will be expanded next year with several new rigs that are due to be purchased after the guys get their AFF ratings. Prices are US\$20 per jump, with the kit hire being a very reasonable \$5. Tandems are \$150. The current jumpship is a Cessna 210.

The climb to altitude takes you away from the airport, over the Victoria Falls and Batoka gorges where you can look down on your fellow lunatics white-water rafting, before returning to the airfield drop zone for your jump, just keep an eye open for the jets taking off on the adjacent runway.

In a weekend, we spent a day rafting on what is the world's biggest and hairiest commercial white-water, classified as a Grade 5 (Grade 6 being unrunnable), made two skydives over the Falls and finished off with the world's highest commercial bungee jump (111m) off the Livingstone Bridge, over the gorge below the falls.

The bungee (my first) was a completely different experience from skydiving and, whilst I would recommend this one, I think that I'll stick to jumping out of planes for now. Mind you, the view as you hang suspended upside-down over the Zambezi watching the Falls spin round your head is a sight I wouldn't have missed for the world.

If anyone fancies the adventure holiday of a lifetime, then I cannot think of anywhere else in the world that offers quite as much in the way of activities as Victoria Falls. Accommodation is available at every level from cheap campsites to the 'How much??' luxury of several 5 star hotels. The best bar in town is the raucous Explorers and the best value good food can be found at the Ilala Lodge hotel. Also nearby is the Hwange National Park, probably the most unspoilt game park in Africa, where you can see more exotic animals in a couple of days than you have ever seen on all wildlife documentaries, in an environment that is as natural as anywhere else in the world today.

Zambezi Vultures can be contacted at Safari Par Excellence in Victoria Falls or at the address below.

Blue Skies
Justin Peer

Zambezi Vultures (& Tandemania)
Box 44
Victoria Falls
Zimbabwe
Tel: Vic Falls 4429
Fax: Vic Falls 4510

BARKING MAD

Dear Lesley,

I promised to let everyone know how I was getting on so here's a brief up-date on what I've been up to.

Firstly the money raised for me last year has bought a computer system which has really helped me stay in touch with the outside world (my e-mail address is 10603.617 I think) and a

lightweight wheelchair which is really comfortable and easy to push.

In March I was able to visit DeLand and do a couple of tandem jumps with Bob Hallet. It was a big healing thing for me, now I feel that the bad times are finally over and I can put it all behind me and move on. Just being there among old friends felt peaceful, there were no bad memories and I didn't want to come home. Since then I've been swimming and started to move myself from bed to chair and have regained feeling in my right thigh. I'll try to get out and about more this year so you'll probably see me hanging around a DZ at some point in the near future.

Finally let me reassure any of you who may have read the whacky stories about me in the newspapers and magazines and concluded that I must have landed on my head and gone completely mad. That I have never told a reporter that my parachute failed to open and I plummeted to earth, I have never done a tandem jump strapped to a surgeon (not unless Bob's got a medical degree that I don't know about) and I have certainly never written my own story for any magazines or newspapers. So please take these reports with a pinch of salt 'cos most of them are as much a surprise to me as they are to you.

Blue Skies
Penny Roberts D9627

OBSESSION

Dear SP,

Has anyone else noticed how obsessed advertisers are with frapping people? First it was a bloke in an armchair, then Kentucky Fried anthrax and now Blockbuster Video are bouncing people next to Tower Bridge!

Apparently it's no longer sex that sells but outstanding PLF's!

Blue Skies
Blue Juice
Paul Burns D9530



ANTONOV AN-2 GIANT BIPLANE

Enjoy the great experience in 1996 with UK's most experienced AN-2 operators

Lifts 12 - free fall or static line

COMPETITIVE L410 TURBOLET CHARTER

LARGER AIRCRAFT ALSO AVAILABLE

AVIA SPECIAL LTD

Contact: James Black or Sue Jefferis
Tel 01707 262774 or Fax 01707 251405



UK face -0- 12000ft

£127.95 inc VAT

£147.95 inc VAT

PARAMASTER
Parachuting altimeters

PARAMASTER mechanical altimeters developed in cooperation with leading agencies.

Particular attention has been given to good, error-free legibility, response sensitivity and extremely high display accuracy, breakage-resistance and operation without needing batteries give the user that essential safety.

Please add £4.60 P&P UK
£5 BFPO Europe.

All supplied with a velcro strap + 2 years parts guarantee

Dodington's
Sports Instruments
Service Centre

28 High Street
Whitchurch
Shropshire
SY13 1AU
Tel: 01948 662179

For more info about advertising in **SPORTS PARACHUTIST** call
Pagefast on **01524 841010**

Would you like a subscription to Sport Parachutist?

One Year (6 magazines): UK: £25.00

Europe & overseas – surface mail: £30.00

Europe & overseas – air mail: £35.00

Fill out and return this coupon (a copy is fine if you don't want to damage this magazine)

Please send me a copy of *Sport Parachutist* magazine on each of the next six bimonthly publication dates.

I enclose a cheque/PO to the value of £25/£30/£35 (delete as applicable) made payable to '**BPA Limited**' (UK subscriptions only) or

Please debit my ACCESS/MASTERCARD/VISA card as follows:

Card No: _____

Expiry date: _____

Date: _____

Name: _____

Signature _____

Address: _____

Post Code: _____

Return to: **BPA, Wharf Way, Glen Parva, Leicester LE2 9TF. Tel: 01162 785271 Fax: 01162 477662**

For office use only: Date issued: _____

Valid Until: _____



Notes for advertisers

Contact Pagefast Ltd on 01524 841010 (fax 01524 841578), or write to Pagefast Ltd, 4-5 Lansil Way, Lancaster LA1 3QY for full advertising details.

Please make all cheques payable to Pagefast Ltd

Deadlines for next issue

For display ads September 6, for classified ads September 13

Conditions of acceptance

These are listed on the reverse of every advertising invoice, or are available from Pagefast Ltd. In addition the following supplementary conditions apply:

For classified advertising only:

Every effort is made to comply with the advertiser's wishes, but *Sport Parachutist* reserves the right to alter copy if necessary.

For all advertising:

In the event of advertisers failing to pay by the due date, Pagefast Ltd reserves the right to pass on any legal and other associated debt recovery costs.

Notes to Buyers and Sellers

Attention is drawn to the Business Advertisement Disclosure Order 1977, which stipulates that trade advertisers must indicate that they are selling goods or services in the course of carrying on their business. It is the trader's responsibility to comply with this order and any trader not doing so runs the risk of prosecution. Traders, indicate your status when you send your copy and we will add 'T' to the end of the advertisement number accordingly.

ADVERTISERS INDEX

Airtec	18	Para-Gear	34
Airwaves	7	Paramedia	38
Ampuria Brava	37	Performance Designs	IFC
Avia	46	Sky Ads	6
British Parachute Schools	5	Skydive Arizona	22
Cool & Groovy Fridge Co	2	Skydive Sebastian	40
Dodingtons	46	Sky Science	26
Flagler Aviation	27	Sports Print	15
FreeFlight	10	Squaddies	8
FXC Corporation	20	Sunpath Products Inc	28
Hanson Safety	39	Symbiosis Suits	8
James Travel	6	Tempo Reserves (TSE) ...	IBC
Larsen & Brusgaard	41	The Kit Store	14
Maltese Falcon Skydiving	41	Thomas Sports	
Parachute Training		Equipment	OBC
Services	43	West Mercier Insurance	6

THE NUMBER TWO ...



Tempo

THAT'S NUMBER ONE

Your Tempo Reserve is the only parachute manufactured to both the FAA / TSO and the European Union ISO 9001 Certification. But ask your favourite rig manufacturer about the other facts which separate the Tempo Reserve from the rest of the pack - for example, it is now acknowledged that the Tempo Reserve unquestionably has the smallest pack volume in the parachute industry. And, although it has been designed and manufactured as a reserve, your Tempo flies and lands just like a main parachute. Bearing these facts in mind, is it surprising that we are also streaks ahead in cost-effectiveness? Talk to a parachute dealer about tailoring a Tempo Reserve to suit your flying weight and wallet today, and fit your rig with the smallest packing Number Two available.

First in Quality

First in Pack Volume

First in Performance

First in Value for Money

SIZE	PACK VOL.	MAX.SUS.WT
120	229 cu.in....	60kg
150	293 cu.in.....	75kg
170	338 cu.in.....	91kg
210	366 cu.in.....	102kg
250	421 cu.in.....	114kg



The lightweight 7-cell Tempo Reserve is manufactured with 0-3 CFM fabric, features 825 Spectra/Microline suspension lines, and meets or exceeds International Quality Specification Standards. Available at all leading dealers of skydiving equipment. Write to: Thomas Sports Equipment Ltd, Pinfold Lane, Bridlington, East Yorkshire YO16 5x5. Telephone: (01262) 67 8299. Fax: (01262) 60 2063.

THOMAS

**Sports
Equipment
Limited**

The 1 Pin Tear Drop

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



Cypres
ready at
no extra
charge!

Custom
colours at
no extra
charge!

TSO C23d
at no
extra
charge!

Your Equipment

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

Demo Equipment Available

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

The Loft

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

The Shop

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

Information and Ordering

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

PINFOLD LANE, BRIDLINGTON, EAST YORKSHIRE YO16 5XS
Tel. 01262 678299 · Fax 01262 602063 · Mobile 0410 900 407