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THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION

Record Breaking Issue

December 1996

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DECEMBER 1996

Sport Parachutist

Journal of the British Parachute Association

WHO TO CONTACT:

To submit an article or photograph contact
Lesley Gale
Sport Parachutist
3 Burton Street, Peterborough PE1 5HA
Tel/Fax: 01733 755 860
e-mail: sportpara@aol.com

To enquire about advertising see pages 47/8 or contact:
Scott Dougal
Pagefast Ltd
4-5 Lansil Way, Lancaster LA1 3QY
Tel: 01524 841 010 Fax: 01524 841 578
e-mail: 101626.2656@compuserve.com

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Design and layout by
Trish Jones and Julie Gray
CCP Ltd
1 Loxley, Werrington, Peterborough PE4 5BW
Tel: 01733 579433 Fax: 01733 578584
e-mail 106304.677@compuserve.com

British Parachute Association

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

WHO TO CONTACT:

Write to anyone listed below at the BPA address; BPA staff can also be contacted by telephone



BPA Staff

National Coach and Safety Officer.....**John Hitchen**
Technical Officer**Tony Butler**
PA to above officers**Trudy Kemp**
Financial Administrator**Jon Gretton**
Administration Co-ordinator**Sharon Norris**
Membership Services and Subscriptions**Christine Kerry**

BPA Officers and Representatives

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Cover Photo: Exit shot from four Mi26 helicopters during one of the World Record 300-way attempts in Russia. Photo by Willy Boeykens, you can see British participant Darryl Moran in the stream of red divers to the foreground.

NOTE: Some of the photos contained in this magazine may show skydivers without helmets, in which case they were jumping abroad. In the UK it is mandatory to wear a helmet for obvious safety reasons.



SUPPORTED BY



EDITORIAL

On the anniversary of my becoming Editor, permit me a moment's indulgence to reflect upon the aims stated in my first editorial:

"My vision is a Mag which is :

- professional
- educational and informative
- accurate
- focused on the leading edge of the sport
- visually pleasing
- in touch with Council
- up to date
- international
- appealing to new jumpers"

This is my seventh magazine and I am happy to say I feel the above has been achieved – together with the important fact the Mag now comes out on time. My thanks to the current team. We are on the right track and I am looking forward to the continuing journey, there is still a long way to go.

I now have another aim to add:

- fun!

Although skydiving is a serious sport we all do it for the same reason – to have fun. The mag should reflect this. The fun element is a strong theme of this issue, throughout it you will find cartoons from Danny Crossman, our latest addition to the Sport Parachutist team. Danny has been enormously helpful in illustrating specific articles and it is largely thanks to him that the single colour pages look more appealing. Check out his superb drawing for *Stiletto Rhapsody* on page 27.

The magazine committee was pleased to note from the year's accounts that we made a small profit (circa £2,000) to carry into the next financial year. The magazine is now being managed effectively in that 80% of the advertising revenue is retained by the BPA and used to offset production and editorial costs. The bottom line is that you get a better magazine for the same money.

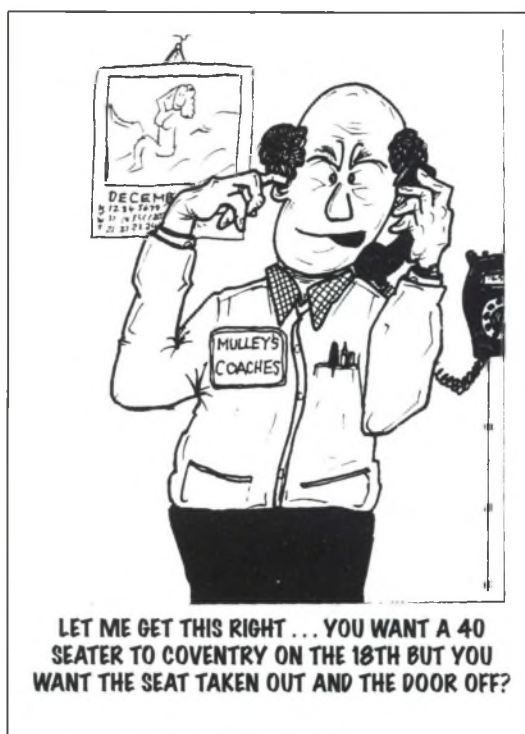
Long may it continue!

Lesley

PS Congratulations to everyone on the recent record breaking FS and CF dives. Outstanding achievements! Hope you enjoy the reports in this World Record edition of SP.

DIARY OF EVENTS

Date	Event	Location	Contact
December			
2 - 16	FS coaching -Spanish National 4-way	Ampuriabrava, Spain	0034 7245 0111
10	EGM @ 6.30pm	BPA offices, Leicester	BPA 01162 785 271
14 - Jan 5	Christmas boogie	Ampuriabrava, Spain	0034 7245 0111
20 - Jan 5	Christmas Boogie	Skydive Sebastian	001 407 388 5672
21 - Jan 5	Holiday boogie	Skydive Arizona	001 520 466 3753
22 - Jan 3	Christmas Boogie	Gozo, Malta	Jo Sant 00356 582 153
27 - 29	USPA Collegiate Championships	Skydive Sebastian	001 407 388 5672
January 1997			
16 - 19	100-way Javelin dive	Skydive Sebastian	001 407 388 5672
18	AGM @ 10.30am Forte Posthouse	Coventry	01203 613 261
	Annual Dinner @ Forte Posthouse	Coventry	BPA 01162 785 271
February			
14 - 16	4 & 8-way Valentine money meet	Skydive Arizona	001 520 466 3753
15 - 3 Mar	Tropical Boogie	Madagascar	01622 890 967
March			
22 - 29	World Collegiate Boogie	Skydive Sebastian	001 407 388 5672 or skydiving@shf.ac.uk



New Phone Number!



01733 755 860
Sport Parachutist

LETTERS



CORRECTION

Dear Lesley

Firstly, congratulations on an excellent improvement to the magazine over the past few issues – well done.

I must take slight issue with the statement in the October magazine that a team conducted the "first ever parachute jump" in the Falklands this year, as I thought I had achieved that in 1983. My ship *HMS Exeter* was on patrol off the Islands and conducted an official visit to Port Stanley.

We jumped out of an Army Scout, from 3,000ft, onto the Triangle, the area of land adjacent to the Governor's House at the west end of the Town, and received a rapturous reception from the townsfolk.

Thank you for putting the record straight,

Yours aye
Phil Gibbs D2829

AGM

The BPA has put an excellent programme of seminars together (look right) for the AGM and we expect the event to be popular. If you haven't been before, come along, you will definitely enjoy yourself.

YOUR VOTE COUNTS!

Take the time to read the nominations for Council and think about who you want to make decisions about the future of our sport. Fill out the reply paid voting card, post it and the job's done. Our sport is small enough for you to affect what happens. **VOTE!!**



**THE THIRTIETH
ANNUAL GENERAL MEETING**
of the Association to be held at
The Forte Posthouse Hotel
Hinckley Road, Walgrave, Coventry
on
Saturday 18th January 1997
at 10.30am



AGM AGENDA

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. To consider, and adopt if approved, the Report of the Council. 2. To discuss any items of Special Business. 3. To fix subscriptions payable by non-provisional members for the 12 months commencing 1st April 1997. | <ol style="list-style-type: none"> 4. To announce the election results for the 1997 Council. 5. Presentation of awards. |
|--|---|

Dated the 20th day of September
One Thousand Nine Hundred and Ninety Six.

For and on behalf of the Council of the BPA
Tony Butler - Technical Officer

2 - 5.30pm SEMINARS

A variety of seminars have been arranged, the provisional programme is as follows (but please note this may change):

Sebastian XL	<i>Sebastian XL</i> - team training progress report and video	Ann Beckett & 'Goody'	<i>Freestyle Seminar</i> - a discussion with video
George Pilkington	<i>297-way</i> - how did they build the largest formation in the world?	Lesley Gale & Simon Ward	<i>Contributing to the Magazine</i> - tips on writing articles and submitting photos
Andy Allman	<i>How to be a National Champion</i> - would a British 'project' work?	Allan Hewitt	<i>Guardian AAD</i> - an update after a year on the market
Darryl Moran	<i>16-way Techniques</i> - as used by Another Planet	Tim Scorer	<i>Insurance Issues</i> - an unexpectedly hilarious talk from a natural comedian
Gary McGuinness	<i>CF Presentation</i> - to include the World Meet in Indonesia	Simon Rushton & Dave Wood	<i>Military Freefall</i> - parachuting in the services
Alan Fielding & Nigel Rogoff	<i>CF World Record</i> - an illustrated report on the 50 and 53-way	David Cassidy	<i>Beyond Category 8</i> - a look at training techniques

OTHER EVENTS

Meetings

The following meetings will take place during the day:
Judges, Pilots, POPS, Council, Display teams.

Static Displays

There will be around nine static displays of skydiving equipment and peripherals.

Flight Line Check

Throughout the day, Rick Boardman and Chris Jones will be running a flight line check activity using dummy figures kitted out like experienced jumpers ready to emplane. Skydivers will be invited to perform their usual flight line check on the dummies and see if they can spot the deliberate mistakes. Faults may vary from almost certain death to minor problems.

This is a skydiving version of the very popular and successful PFA flight test, which is run by CAA both as a research tool and as a positive encouragement to greater safety.

PR Presentation

Image Wizard, a PR agency recently engaged by the BPA, will give a 15 minute presentation during the AGM as part of Special Business. This will show members the positive publicity which has been gained for the sport and outline possibilities for the future.

8pm Annual Dinner

Tickets are £18 per head, available from the BPA office, tel 01162 785 271. If possible, get together and block book a table for members of your own club.

10pm Disco

Rocking Dave Taylor will provide the entertainment which is open to all members from about 10pm.

Accommodation Update

When we went to press, 90 of the 130 rooms reserved for the BPA had been taken. **BOOK YOURS NOW!** £43 per double room, tel 01203 613 261. Accommodation will be arranged at sister hotels nearby if the Forte Post House sells out completely.

Note: Members are reminded that under Article 31 of the Articles of Association, only such business as is notified to the BPA, in writing, at least **40 days** prior to the date of the meeting (i.e. **by midnight on Monday 9th December 1996**) can be included under Item 2 - Special Business.



SKYDIVE U MOVE

Skydive U is moving its main campus from DeLand to Skydive Sebastian. Dates are not yet confirmed but they should be happily resident in Sebastian by the end of the year. British 4-way team *Sebastian XL* are offering coaching at excellent rates in this beautiful setting, call on 001 407 388 2672.

HERC BOOGIE '97

The venue and dates for the '97 Hercules Boogie have been announced; it will be held from May 25 - June 1 1997 in Lidköping, 120km north of Gothenburg on the west coast of Sweden. Jump prices will be 110SEK (approx £10) for 4,000m (13,500ft) from a Swedish Airforce

Hercules. There will be a dozen international organisers including Pete Allum (UK/US), Gareth Holder (UK/US), Dieter Kirsch (GER), Markku Teivanen (FIN) and Rickard Janz (SWE) among other renowned names. Video will be free on all organised jumps and every night there will be edited highlights from some of the day's best jumps shown on a large screen in the bar.

The 1995 Boogie was a big success with some 600 skydivers from about 15 countries, including USA, Australia and England. The boogie organisers are offering the chance to register now for 1997 (provided you have 200 jumps). Send 450 Swedish crowns to Swedish Postgiro

40 07 55 - 5 and a confirmation will be sent to you by post. Should you subsequently cancel before 31 March '97 your money will be returned (excluding bank charges).

You can e-mail Lars, one of the boogie organisers on larsgarmstam@gfk.se (LarsGarmstam). Their website will continuously be updated, check it out: <http://gfk.se/hercules/>

WOMENS WORLD RECORD ATTEMPT

Alexis Perry has released details of next year's attempt to set a new Womens' World Record, which currently stands at 100. Dates will be 16 - 26 July 1997, just before the Vichy Boogie which starts on 26 July. The location for the record will probably be Vichy, making the trip ideal for ladies wanting a two week holiday with just one set of travelling expenses. Aircraft will be two Skyvans (Boogie Performance), two Twin Otters and an Antonov 26.

The main organisers (the 'architectural team') will be Alexis Perry, Bob Hallett and Jeff Ronzevalle. Team captains for the various countries will work closely with the architectural team and are as follows:

Bushman
Sweden / Norway
Kate Cooper
USA / Canada / Mexico
Kirsten Ernst
Germany / Austria
Corinne Fitzgerald
France / Spain / Belgium
Lesley Gale
UK / Holland
Pernille Herold
Denmark / Finland
Alexis Perry
other countries
Marina Ugolini
Italy / Switzerland
Anatoly Zhirov
Russia

The team from the UK will be no more than 17 ladies. To register your interest, call Lesley Gale on 01733 755860.

The event has been called the *Planet RW Record 97*. Just to avoid confusion, we would point out that there is no connection with *Another Planet* skydiving team.

BLUE BOOK

ParaMag has released a stunning book of skydiving photographs called *Emotions Bleues*. Every page a work of art, the book would make an ideal Christmas present at 250FF plus 55FF post and packing. Available by faxing

ParaMag on 0033 2128 3923 with your credit card details.

SPOCK

The annual SPOCK meet (Scottish Parachute Open Collegiate Competition) is happening at Skydive Strathallan on 12-13 April. For further details, check out Glasgow University Parachute Club's web page on <http://www.gla.ac.uk/Clubs/Parachute>

WILLING TO FLY

Norm Kent productions is currently making a skydiving movie film, *Willing to Fly*. This is not a video but a proper, 35mm full length movie. It has a plot, characters and a surprise ending. Footage has been slowly gathered over the last eighteen months giving an enormous range of material. What will be included in the movie? Freestyle, CF World Record, surfing landings from the 'eternal swooper' (identity revealed in the movie) *XTZ's* three second 10-way stars, *Arizona Airspeed* and the *Golden Knights* in action and much more, say the studio. They are hoping to release *Willing to Fly* in time for a film festival in February '97.

TRAIN IN SPAIN

This DZ is now back open for the winter season, having made a successful debut onto the skydiving scene last year. Jan Wildgruber's operation at Sierra Morena gained an excellent reputation from 'Brits abroad' for keeping the customer satisfied. Jump prices - \$18 standard, good team rates (\$13.50 - \$15) offered. Call and speak to Jan or Ros White on 0034 53 125 233.

RADIO 4

A short story featuring skydiving will be read out on December 9 at 4.45 on Radio 4. The story has been written by BPA member Lise Leroux.

DELAND UPGRADE

Skydive DeLand now has a Skyvan to add to their fleet of Twin Otters, Super Otters and Porters. Known as a team training drop zone, they offer top coaches, team rates (\$13.50) and team training rooms. Call on 001 904 738 3539.

Did you know...

... that in 1980 the World Record largest formation was 40 (set in California).

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Council Matters

VOTE!!

A nomination paper for electing our 1997 Council is enclosed in your magazine. Please take an interest in the way our sport is controlled by taking a few minutes to fill out the card and return (no stamp needed). Vote YES for any of the nominees you feel in favour of (up to 15 people) then vote NO for everyone who is left. Handy hints on voting:

- * include your BPA number, *not* FAI licence number
- * vote YES for a *maximum* of 15 people
- * you must show a YES or NO vote for every candidate
- * *do not* correct anything on the form or it will be invalid (get a new one from the BPA if you have to).

Joint members can call the BPA for a second form.

EGM

The BPA's annual EGM will take place at the BPA offices on 10 December at 6.30pm to receive and adopt (if approved) the accounts from last year (enclosed in October's magazine). The meeting will also appoint an auditor for the ensuing financial year and fix next year's provisional membership subscription.

WORLD CF BID

Britain's bid to host the 1998 World Championships in CF is being handled by an organising committee. This includes Bob Card, John Hitchen, Andy Allman, Phil Gibbs, Chris Allen and T Macartney among others from our sport and also representatives from the Sports Council and the Royal Aero Club.

COMPETITIONS

It was decided to pay the entry fees for both FS teams (4 and 8-way) to enter the forthcoming World Meet and then divide the remaining budget 50/50 between the two teams (*Sebastian XL* and *Army 9*). Bob Charters was chosen as the British judge for this meet, with Sue Dixon as alternate.

Nationals bids were received from Netheravon (Classics, CF, Freestyle), Sibson (FS), Target Skysports (no particular disciplines mentioned). It is planned that next year a slightly different system will take place. The BPA will 'run'

the Nationals, organising judges, medals, gophers etc. The drop zone will lease their aircraft to the BPA on a price per lift basis and it is up to the BPA to run a profitable Nationals. The theory behind this new arrangement is that, with the threatened loss of Sports Council funding, the BPA needs to become self supporting, which means either cutting costs radically or finding new income streams. Of course, the Nationals could run at a loss, but it is up to the BPA to ensure it does not.

It was decided to hold the 1997 Regionals at the following centres:
 Northern - Merlin (Topcliffe)
 Midlands - Target Skysports (Hibaldstow)
 Southern - South Cerney
 Dates to be confirmed.

STC

Up till recently, members over 40 have had to have an annual medical which can cost anything from £25 to £55! STC has now amended the ruling. A medical is required at the age of 40 but then a yearly self declaration is acceptable for the next ten years. A second medical is needed at 50 and every three years after that. An annual self declaration form must be completed by *all* members over 40.

RIGGERS

An error code on Cypres which is not in the manual has been reported. If anyone finds their unit switching off at 8996 they should return it to Airtec.

The following people have passed their Advanced Packer qualification: Louise Cliff, Tony Lightfoot, Ian Sandbach and David Gould.

PILOTS

Pat Howell has taken over as Chairman of the Pilots Committee from Mike Newall.

DEVELOPMENT

At the start of the year, Development Committee Chairman Phil Gibbs drafted an enormous Development Plan for the sport. The committee is now evaluating the BPA's performance in achieving goals laid out in the Development Plan. This requires efficient liaison with every other committee. The result will be presented to Sports Council as indication of the work done to develop the sport.

This committee has been particularly active this year, embarking on a number of special projects. One of these is to promote skydiving in the

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media. *Image Wizard*, the PR agency engaged in recent months by the committee, will report to BPA members at the AGM on the coverage they have gained for the sport and on what benefits this will give.

Another project is to construct a new outbuilding at the BPA's offices which could be used for meetings, instructor courses, etc. This work is ongoing; estimates have been obtained, planning permission is going through at the moment and applications for National Lottery cash will be made. It is felt that the new

building will not only fulfil immediate needs but will open up possibilities for activities which are out of the question at present. Other projects on the Development Committee's agenda are to investigate putting the BPA on the internet, to offer medical care insurance to members and to make a briefing document for new Council members.

It was decided by the Development Committee to donate the BPA's old computer system to the BCPA, who had expressed an interest.

Congratulations **Team Sebastian**



Photo by Keith Larrett

**British Champions
British Record Holders**



The Airfield, Headcorn,
Kent, England TN27 9HX

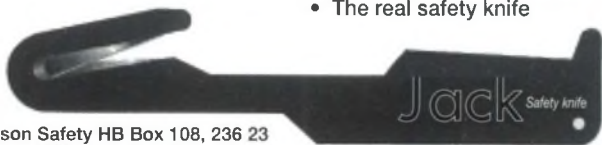
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THE STREET



LIMITS PUSHED HERE!

BJ Worth's *World Team* was made up of 350 of the best skydivers from 24 nations, with over a million jumps between them – this was surely going to happen. Five Mi26 helicopters on the flight line. Dives started at a 50-way and got BIGGER. Some 122 & 178-way dives were also done, none completed until just before the 300-way attempts started. Into 300-ways. WOW! To be in the sky with all these people was just awesome. Problems occurred; people getting lost, collisions, momentum dockings and not flying the slot (the usual stuff...). Time was running out, bad weather, slow days, Russia. The Super Captains needed to get their axe out but people kept on making the same errors, one guy even took BJ out twice on the same jump! (He WAS axed.) The last Friday and BJ called in 'Merlin' (John Robbins – *Airbear* world 4-way champion) for a major vibes pep talk as he did in Bratislava. John gave us the Magic Dust and we went up to skydive. The formation was built flat, stable and falling nicely. 295 people were in for over 10 seconds, 297 docked in total. The three who did not dock were 15 feet away on B/off. Why they did not dock is beyond me. That was as easy as they come! Still much laughter was had and the

Russian experience is certainly one, if you know what I mean. Thanks BJ, thanks *World Team*.

LANGAR BOOOOOOGIE

Langar DZ has had a few problems over the last season but is on track again for next summer. Dates to add to your fixture list for '97 are – 16-way meet, 24-26 May; Large Aircraft Boogie, 21-29 June. Don't miss these great gigs, book the time off now!

CHRISTMAS PARTY INVITE!

Fancy a trip to Spain for Christmas? Centro de Paracaidismo Costa Brava are running their annual Boogie from 14 Dec - 5 Jan. They have on line two Super Otters, 1 Twin Otter, 1 Caravan, 1 Skyvan and a Porter. (That should be enough eh?) The usual *Captain's Cabin* Speed 10 event will occur and so will copious amounts of drinkin', partyin' and other malarkey. This is the place to go for a cheap, fun time. Call Ampuria for info on 0034 7245 0111.

US NATIONALS

Held during late September the US national championships in 4, 8 & 20 were hotly contested. Read all about it overleaf. The British end was kept up by *Sebastian XL* the current British National Champions in 4-way. The guys turned it on to come a creditable fifth in 4-way and

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blinding third in the 8-way teaming up with *Sebastian Air FX*. The 8-way gold was a Battle. The competition in Craig Gerrard's words (*Arizona Airspeed*) "It was a hell run George, with both teams averaging over 20 points." At the end of the day the Knights had the edge by 3 points and in third was *Sebastian FXL* (we're proud of ya, Sebastianis!!!). *Airspeed* showed their potential by knocking on the *Golden Knights* door with only 500 training jumps in 8-way! Cool & Groovy *Time-Out!!*s were on the podium 1, 2, 4 & 5 in the 4-way, 2 & 3 in the 8-way.

EXOTIC SKY ADVENTURES

Alexis's mob are holding this year's tropical boogie during February in Madagascar, off the coast of Africa. Should you wish to go to this gig, then call Rob 'Cool Kat' Colpus for the score, as he is the Brit main man. Slots will be limited, so do it now! 01622 890967.

DALLAS HEAT TOO COOL

Dallas Heat, third USA Nats 1996 (see over the page),

were training at their home DZ. They had decided to do some 'sub terminal' drills. On this particular dive they left the aircraft around 3,800ft. They played too long, had a little too much fun and broke off late, way below 2,000ft. The result was FOUR Cypres fires!! Three of the team chopped their mains and landed without incident. One dude landed hard under two canopies and damaged his back, he will return to the team in a few months. The only visual altimeter they carried was reading incorrectly, their three *Dytters* were set at 4,000ft and the sole *Time-Out!!* was on the ground with a flat battery. This jump has taught the *Heat* a valuable lesson. Alan Metni told Wots "Though this drill works, it is not worth the extreme risks we exposed ourselves to. I do not suggest it to any team. Initiate pack opening above 2,000ft. Have multiple altimeters on the load. Don't Pull Low!" Sound, humble advice from some of the best.

SIBSON SPEED EIGHT

The annual speed 8 event took place at Peterborough Parachute Centre from the Turbolet. Nine teams entered for the 'No Show - No Grips' event. *Another Planet* formed two teams for the meet, *Eclipse* and *GZ&G*. Round one saw these two teams well ahead of the pack with sub ten second rounds, just 0.3 of a second between them. *Eclipse* had burned a 9.6 second, whilst *GZ&G* were trailing with 9.9 seconds. The fastest two first rounds I have ever seen, a full ten seconds faster than the rest of the field. The weather closed in and no jumping was done for the most part of the day. The cloud lifted to five or six grandish and Ronnie was seen asking the unbelievable question 'Do any of you teams want to go for it?'.

The planetary teams climbed into the Let to jump round two from 5,500'. On run-in, Kevin McCarthy (*GZ&G*) planted the only possible Elephant (negative thoughts you don't

need). As *Eclipse* were jammed in the door, Kevin says "Hey! It's only 4.8 you know!" stuffing his alti in Cool Kat's face. Various questions are then asked by his team mates, such as "What are we doing then?" "Speed 8 you stupid cool bitch!" "READY" But the Elephant left with them, they nearly had a 7 second, but 'nearly's' don't cut no ice and the reality was 15 seconds. *GZ&G* exited and built the star in 11.02 seconds and it was all over.

Visuals from the ground were spectacular with a total cloud cover backdrop. The second round was completed on Sunday by the rest of the teams. No other jumps were made. An excellent w/e with wicked vibes, thanks Sibson, especially for suggesting the second round, what a BLAST!

THOUGHT FOR THE MONTH

The only thing you've *really* got is NOW!

George Pilkington
D 5421

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US Nationals

British 4-way team *Sebastian XL* came fifth in the 4-way event and teamed up with *Sebastian Air FX* to come third in the 8-way (although they didn't get a bronze medal because they're Brits, not US nationals)

An epic battle for gold and silver in this event is described by Pete Allum

The Ranch is an unusual venue to hold a major meet like the US Nationals; imagine a DZ stuck in the middle of the Peak District, with a tiny runway and a club atmosphere. Despite radical shifts in weather, from torrential downpour to balmy summer style days, the meet was almost completed. The 8-way (with 19 teams entered) did all 10 rounds, the 4-way (54 teams entered) managed 8 full rounds.

8-way

The 8-way was the most disputed event; *Arizona Airspeed* versus *The Golden Knights*. Both teams had done hundreds of jumps in preparation for the selection for next year's World Meet. *Arizona* had only one member with hard core 8-way experience (Craig Girard, ex *Knights*). They are all dedicated, highly experienced jumpers (including four other world 4-way World Champions) who in one year went from not knowing what a Compass was (it's an 8-way random formation for those readers who don't) to a 20.3 average!

The Knights also had four new people and a reputation to uphold. *The Golden Knights* have won the 8-way event at the US Nationals and the World Meet since 1987. Many people did not think that *The Knights* could train up such a new team and be competitive with the masses of skydiving experience and jumps that was coming from *Arizona*. However, *The Knights* have a very special team aura, as well as a wind tunnel and hundreds of team jumps.

The Knights opened up with two awesome dives, both 25 in time and *Arizona* trailed them by at least 5 points for most of the rest of the meet, until round 10. I thought that the most *The Knights* could score on round 10 was about 21; they did a 20, "fair



enough..." I thought, "that gives them a secure lead at the post..." Then we watch *Arizona's* dive. The magic was full on, the guys did an inspiring 23 in time, on a not particularly easy dive, bringing them up to only two points behind *The Knights*!

In third was an 8-way from Sebastian, Florida, consisting of yours truly (*Sebastian XL*) and another Sebastian 4-way: *Sebastian Air FX*. We ended up with exactly 100 points over 10 rounds, not too bad after only one training jump. No bronze gongs, or even a mention at prizegiving but what the heck...

4-way

The meet was pretty much already won by *Arizona Airspeed*. Even though they had been focusing on 8-way all year, the team was so far ahead that there was no doubt that they would win, as they did with a great performance. In second was *Arizona Vortex* (the other half of the 8-way) and in third *Sebastian Air FX* who had been training hard all year (350 jumps) and put in a great showing at the meet with a 15.9 average. The team includes Joey Jones, Dawn English (from PD Source) Dave Timko, Kyle Collins and Shannon Pilcher. They are all really dedicated. *Dallas Heat* (a team with 500 jumps this year) came in fourth with a 15.25 average and we (*Sebastian XL*) ended up fifth with a 15.13.

Airspeed set a new World Record (their second in a month!), which was a fast, clean 28 - by fast, I mean not that #28 was barely in, but rather #29 was just out. The paperwork has been submitted to USPA and FAI to make it official.

4-way (top six teams)

									Total	Average
Arizona Airspeed	20	21	20	28	24	17	22	22	174	21.75
Arizona Vortex	18	20	18	24	20	17	17	21	155	19.38
Sebastian Air FX	15	18	15	18	17	15	14	20	132	16.50
Dallas Heat	13	18	11	18	17	14	14	17	122	15.25
Sebastian XL	13	17	17	18	13	13	13	17	121	15.13
Perris Gumbies	13	15	13	18	15	13	11	13	111	13.88

The US Nationals is probably one of the largest events of its kind; that was the main reason why we (*Sebastian XL*) entered it. There is so little chance to compete at major FS events that we thought it vital to our training programme for the forthcoming year to get as much competition experience as possible.

Pete Allum D3627
Sebastian XL

e-mail 73572,3135@compuserve.com

8-way (top six teams)

											Total Average
Golden Knights	25	25	18	18	24	21	17	19	18	20	205 20.50
Arizona Airspeed 8	23	22	18	18	23	22	17	19	18	23	203 20.30
Sebastian FXL	9	12	11	8	11	11	10	9	8	11	100 10.00
Dallas Terminal Heat	10	10	6	9	10	10	6	9	6	8	84 8.40
French 8-way team	6	10	6	4	7	7	5	7	4	8	64 6.40
Spinning Gumbies	8	5	5	5	6	8	5	7			49 6.13



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Ideal First Kit!

How many ads on the notice board at your parachute centre start or finish with this statement?

My immediate reaction is to want to tear down the ad, because the chances are it isn't. Take a closer look at the kit and it will be something that was 'hot' 15 years ago, has not been in production for at least 10 years, yet comes with the statement 'only 250 jumps'. The seller has to try to sell it to an unsuspecting novice, because no-one else would touch it. So, buyer beware! That is not to say that it is necessarily unsafe, merely it is not *ideal* first kit, unless your only consideration has to be cost.

Advice should easily be on hand at any drop zone in the form of instructors and riggers (other than one who is trying to sell the kit!). Never buy your first set of gear without plenty of advice from someone whom you would trust. Always ensure it has been thoroughly checked beforehand. Apart from the serviceability of the gear there are many things you will need to take into account:

- experience level
- age
- weight
- where and how much you will be jumping
- re-sale value
- your wallet!

Let us look at some of these in greater detail and answer a few common questions:

Experience level, age and weight

If you have just achieved category 8,

Buying your

whether on the category system or through AFF, you will probably have between 20 and 40 jumps, possibly all on squares or mainly on rounds. If, like most people you have limited opportunity to hire equipment you will now need to buy something fairly soon. New may well be out of the question, because of the waiting time involved, the cost and the fact that



"One careful owner"

your needs will change rapidly in the next few hundred jumps. There is a lot of second hand equipment about so don't be rushed into buying the first thing you see. All canopies will state an all-up weight limit for the equipment. This is to include yourself (with clothes), your rig and lead, if used. Many experienced (and some lesser so) jumpers use equipment for which they are overweight but swear by it because of the added performance they gain from it. This is not something to be recommended – the extra performance is in fact an increase in speed, both horizontal and vertical, which an inexperienced jumper is advised to avoid. You need to decide not just whether you can cope in 15mph winds on your big, familiar DZ, but also in nil winds, landing off the airfield in a small area.

When buying your first equipment, it is not a bad idea to go one size up rather than being on or too close to the limit. Don't pay too much regard to the cool and groovies (apologies, George!) who will tell you how boring you will soon find it. Compared with an Aeroconical or a Manta it will be all the fun you need for a while and it will keep you safe for the first season or two.

Your skydiving interests

What do you want your equipment to do, other than the obvious decent opening and landing that we all desire?

If you are interested in accuracy or CF you will need a canopy which is suitable for those disciplines. For either you are likely to need a larger, steady 7-cell. More performance can be gained from a higher aspect ratio (more rectangular than square) 9-cell. If you are not too bothered just yet, then either a 7-cell or 9-cell would be fine. There are more and more elliptical, ultra high performance canopies around. These are not intended for the novice and if you were to buy one there are not many CCIs who would let you jump it! 9-cells do usually give more performance (both in the air and for landing), they will tend to be faster but with a greater range of control. These days you can buy a safe canopy which will still give you plenty of forward speed, a good flare and lots of fun. Many canopies are zero porosity (ZP). They take a little getting used to when packing, but they will retain their performance for longer. As long as it is a sensible size for you and not an elliptical, a ZP canopy can be perfectly acceptable as a first canopy.

Do I need a round or a square reserve?

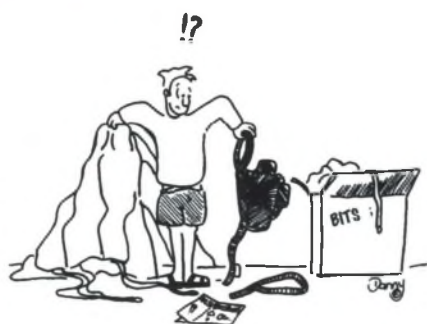
The answer is, if you can afford it get a square. These days it is possible to get decent equipment with a square reserve from £500 to £600 upwards. Consider when the wind is 20 knots on the ground, maybe 30 knots at 2,000ft, whether you would be happy underneath a round. It is not much fun to have to stand yourself down through lack of confidence in your equipment. Also, what is the standard of spotting like – not just on your home DZ, but when you go abroad to boogies? How many hazards are there around? How much overshoot? The only reason for buying a round reserve nowadays has to be because it is very cheap. If you do decide to go for the cheaper option but have never jumped a round, make sure you get briefed on it by an instructor.

Whatever shape your reserve is, ensure you are within its weight limit!

first set of kit

What type of container?

This is really down to personal preference or availability if buying second hand. There are many types on the market these days. The most important thing is to make sure the harness is a good fit and



"Complete rig for sale"

comfortable, with all handles located in a sensible position. The main choice will be whether to have one or two reserve pins. Generally speaking, one pin rather than two will allow for an easier reserve pull. The maximum allowable is 22lbs, check on the repack paperwork how much it was. With a 'Pop Top' reserve, (see Christmas pudding on the outside back cover) the reserve pin(s) are against your back, so are very well protected in the aeroplane. But all modern equipment has covers that do the job. On some older rigs neither the main nor reserve pins are as well protected. This is something to be aware of when sitting down in and exiting the aircraft.

What sort of deployment system is best?

Until you are D-licence (category 10 and 200 jumps) you are not allowed to jump a pullout. This means ripcord or throwaway. Realistically, no-one jumps a ripcord after clearing student status, so you will need a throwaway deployment. But you still have a choice of where to put the pilot chute; on the leg strap or on the bottom of the container (BOC). Either is fine. If you are buying a second hand rig with one of these, you might as well leave it as it is. If your rig needs converting from pullout, you need to decide which to go for.

These days increasingly the choice is to have a BOC. There are many good reasons. It will always be in the same place, whereas a leg strap can loosen or shift about. There is no (or very little) velcro to maintain. There is virtually no exposed bridle – relevant if you are doing high speed jumping such as freeflying. If you are having it converted there is no velcro to be sewn on the container, so it should be a little cheaper.

The advantage of a leg strap throwaway is that it can be seen. Admittedly most people don't look for it, but one day when you are in difficulties it may just save a second (200ft) if you can see a handle.

Do I need an AAD or RSL?

Once you are category 8, it is no longer a BPA requirement to have either. (If you jump at a military centre, the cut-off is category 10, so you have no choice until then.) It is only since the introduction of the Cypres that it has been common for anyone but a student to jump with an AAD. This was one of the reasons for designing the Cypres. It is an excellent piece of equipment and if you can afford it, get one. Quite simply there can be virtually no argument against it. If you are still in freefall at Cypres activation height (750ft), you deserve and need it to fire.

There is more debate about the pros and cons of an RSL. Its function is to operate the reserve as you cut away. The disadvantage is that you may well be unstable immediately after a cutaway and hence for the reserve deployment. This is more likely for an extremely high performance canopy, which you are hopefully not jumping. It is more of a problem if you wear a camera on your head, this is not possible until you are D-licence. On balance, for a relatively inexperienced jumper with a relatively docile canopy, an RSL is a good idea.

With both of the above, when you are no longer a student, you need to take more responsibility for yourself, so deciding how many safety features to have on your equipment is your decision.



"... Never jumped..."

So why shouldn't I buy that 'Chaser/Pegasus/Preserve IV for £550 ono'? Although 'old' does not always mean 'knackered', the older a piece of equipment is, the more likely it is to be getting worn out. It would need a very thorough inspection of the harness and container – the stitching may be becoming unsafe. The webbing and risers may have spent ten years rubbing against velcro. The main canopy probably has hundreds if not thousands of jumps. It will have possibly lost most of its porosity, giving harder openings and landings. It is coming to the end of its life. Unless it is very cheap and you really cannot afford anything else, I would not recommend it.

In summary

Most equipment that is in good condition, with a square reserve and a main in the general range of 170 to 220 square feet will still be worth relatively the same in a year or two. You can buy it now, use it for a couple of hundred jumps and then resell it to the next generation of category 8 students. In the mean time you can improve your ability under canopy, try some other models and save up for new gear.

Have a good look at the equipment that is around, compare prices and *get advice!*

Cornelia Waymouth D5457
BPA Advanced Instructor

Cornelia has been working at Sibson for 9 years. Current equipment: Javelin, pullout, BT Pro 100, Tempo 120. First equipment: Wonderhog, leg strap throwaway, Strato Star, 26 ft Lopo. Bought in 1985 for £150 (because I was a poor student!).

KIT NEWS

by Rob Colpus

New kids on the block....

The obvious boom the sport has experienced over the last few years is now being reflected in the number of new companies and products rapidly appearing on the scene. Demand has certainly outstripped supply of late, with most canopy, rig and jumpsuit manufacturer's production capabilities stretched to their limits. This has resulted in longer and longer delivery times, to the extreme where, for the first time to my knowledge, some jumpers have actually waited over a year for their custom rig. However, true to market forces, new, small companies are now constantly appearing with their own answers to our every need. Recently Kit News has reported on several of these – the *Mirage* and *Reflex* harness/containers, the *Fandango*, *Jedei*, *Icarus*, *Extreme* and *Ace* canopies, the *Time Out!!*, *Astra*, *Skytronic*, and *Skycorder* electronic accessories, to name but a few.

The following are a few more additions to the list:

Viper and Cobra

The *Viper* is the name given to a range of 9-cell, semi elliptical, zero porosity main canopies by Winchester Technologies, based in Titusville, Florida. The new company states that the *Viper* is "not a parachute for the uninitiated, nor one to be treated lightly". They claim their canopy "carves huge chunks out



of the sky at an airspeed of 30-35mph and a descent rate of 1,200 ft per minute". As with some other semi ellipticals, the *Viper* requires some counter-toggle input after initiating a high rate turn in order to stop that turn continuing. 'Turf surfs' are apparently long! The *Viper* comes in all the usual sizes from 105 to 172sqft and is made from what Winchester calls "state of the art, Nylsilk zero P fabric". Kill-line slider, mini-links, micro-lines, cloth slider bumpers, 24ft retractable pilot chute with hackey-sac handle, plus a *Viper* T-shirt come as standard.



The company also produces a conventional, zero P, rectangle called the *Cobra*, which is available in 9 sizes from 105 to 250 sq ft.

Winchester Technologies
001 407 268 4440

Griffin

Another new face in the crowd is Aero Glide Inc from Kennesaw, Georgia, USA, the owner of which is a Mr H Griffin, who has modestly named his new canopy the *Griffin*. Available in sizes from 95-230sqft, the *Griffin* is a 9-cell, ZP ram-air which Aero Glide like to call a "Parabolic" wing. The company claims their canopy is rock solid in turbulent conditions due to its design features. These include stabilisers which are directed in such a manner as to constantly pull the canopy open and outer cells which have less of an angle of pitch than the middle cells, which the company claims partially directs their lift outwards rather than vertically.



The *Griffin* has a relatively sharp leading edge, equipped with nose caps, which close off 35% of the cells in order to reduce some drag. Aero Glide state that they have chosen the 35% figure to soften the openings and reduce drag without preventing inflation air to enter the nose. Although the company claims soft openings, they were at pains to stress that tight stow bands on the deployment bag are essential with any canopy, to avoid partial inflation at the time of line stretch which would then result in hard, off-heading openings.

Aero Glide
001 770 926 9869

Lord of the rings?



Nicholas Arnaud, winner of the European Freestyle Cup (La Ferté Gaucher) uses the latest version of the Atom harness with freestyle rings and contoured thigh pads

The popular *Atom* harness/container system from Parachutes de France, is now available with a low ring harness option. Until recently the ringed harness was only available on the company's 'style' version of the rig but, following the trend set by other manufacturers and started by Rigging Innovations on their *Talon* rig, PdF have now followed suit. They claim that the position of the ring on the *Atom* is the result of an intensive ergonomic study which has revealed the best type of ring, position and construction of harness.

For added comfort PdF have also developed back-of-thigh shaped cushions as part of the ringed harness. The third new feature for PdF is the use of a sandwich of two lengths of the softer type 8 webbing for the main lift webs of the harness. PdF predict that 70% of their '97 production of *Atoms* will be ordered with the new harness type. Although new to PdF, Thomas Sports of the UK have offered all these options for several years now on their *Chaser*, *Zerex* and *Teardrop* rigs, based they say "not on an ergonomic study but on years of experience with customers".

Astra AAD

FXC Corporation inform us that their *Astra AAD* is now in use in growing numbers within the sport.

The long awaited rival to the well established *Cypres* was covered in Kit News, June '96, but since release FXC have announced a few upgrades to the system.

One optional upgrade is the rate of descent setting which, after feedback from the field, has been increased from 90 feet/sec to 115 ft/s. This change was affected because it was found that aggressive high performance canopy handling could result in an unwanted *Astra* firing. For owners of *Astra Expert* models with serial numbers from 0101 to 1192, FXC is offering a free optional upgrade. Numbers greater than 1192

have the upgraded setting as standard.

Although optional, FXC recommends that units are modified in order to standardise their system around the world. *Astras* sent back to FXC before Jan 1 1997 will also receive a brand new battery pack at no charge. FXC has also made a Cutter test probe available for purchase. This is



used when performing a function test on the *Astra Expert* in any pressure test chamber which shows altitude and rate of descent. The probe may be fitted simply with the use of a Phillips head screw driver.

FXC - 001 714 556 7400



Tandem and AFF Time-Out!!

UK company Cool and Groovy have brought out two specialist versions of their popular altitude warning device, *Time-Out!!* This device provides the user with an audible warning at break-off height (variable, set by user) and two other warnings at decision heights which are factory set. The lower warnings activate at 2,500ft (beeps) and 1,500ft (flat line) in



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Competition Cut

Jumpsuit manufacturer Symbiosis Suits has noted recently that more and more serious teams are pulling away from the skin-tight fit of recent years. Competition 4 and 8-way team jumpers are now looking for a fit that allows them maximum mobility and comfort while still allowing a fast fall rate. In order to achieve this the body of the suit is cut extra long, so that when not wearing a rig the crotch appears to be too low, but when a good arch is thrown on the excess is easily taken up. The same goes for the chest fit, where a slightly baggy chest on the suit allows the shoulders to be thrown back in freefall without any restriction. Some other jumpsuit manufacturers have also recognised and welcomed this trend, as it calls for less critical margins than the impractical spray-on suit fashion of the past several years.

Symbiosis – 01622 890 967

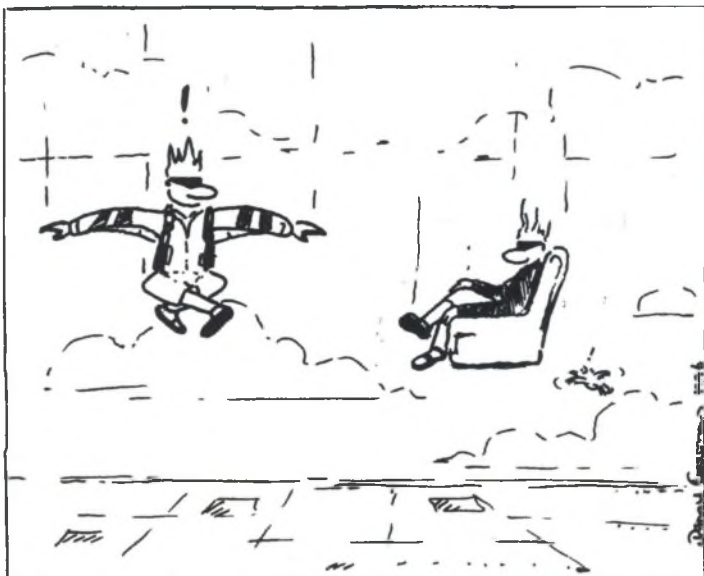
the standard product but now the new *Tandem Time-Out!!* 'beeps' at 4,500ft and 'flat lines' at 3,000ft.

The *AFF Time-Out!!* is worn by the student who is briefed normally but with the additional back-up that he/she is to pull if they hear the electronic box in their ear bleeping at them. The first warning is usually set by the instructor at 1,000ft below the planned deployment height, if all goes according to plan the student doesn't hear the Time-Out!! If the student is still in freefall when the first warning sounds, a flat line will follow after five seconds if they have still not deployed.

The new products are the same size as the standard Time-Out!! but are coloured orange (tandem) and yellow (AFF) to avoid any confusion. George Pilkington, the notorious sales director of the company, claims the product provides "essential height management for high stress situations". Special rates are available for full time BPA instructors.

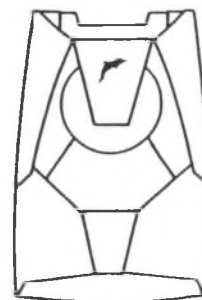
Cool and Groovy – 01788 860 882

Rob Colpus D1506



MIKE HADN'T QUITE GRASPED
THE CONCEPT OF SIT-FLYING.

Dolphin



Altico of Florida have announced a few changes to their *Dolphin* harness/container. The Dolphin was released last year as a cheap container system with a rapid delivery due to a standard manufacturing process with no customisation. With this in mind the rig was only available in black cordura fabric, with standard rings and risers and no other options other than size. Now, because several Dolphins are being jumped at some DZs in the USA, the likelihood has increased of someone jumping another person's rig without realising it until their main opens. Imagine the surprise on finding a postage stamp above you! To counter this and also we believe due to customer demand the rig can now be ordered with a contrasting colour reserve pilot chute cap (which is 75% visible). The embroidered "Dolphin" logo may also be ordered in any one of 21 colours as a further concession to the customer.

Other changes to the system include tuck tab main riser covers in place of the earlier press studs. Altico will replace existing press studded rigs with a velcro option free of charge, but state that the tuck tab version is not available in retrofit due to the shape of the flaps involved.

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Photos by Simon Ward

Sainsbury's Flying Circus

It is always great to see investment in aviation and ballooning is no stranger to sponsorship. The Fair Oaks Airport based *Flying Pictures* has recently landed a major contract with Sainsbury's who have committed to seven hot air balloons. They will be used all around the country and at many stores. Also part of the act will be jugglers, magicians and clowns, to give a circus feel.

There's also a 15 minute video which was made in Herefordshire in August. The production features Ian Ashpole, Nigel Rogoff and Simon Ward all jumping in various guises. Shots in the video include Nigel as a rabbit suspended on a trapeze under a balloon shaped

as a bunch of carrots, Sward dressed as a clown teases him with a dangling carrot. Ian got Sward back when he tossed an inflatable banana overboard; dressed as a monkey Sward leapt after the bait, with a bungee firmly attached to his ankles (before cutting away into freefall). Ian also spent several jumps in the middle of a hot summer dressed in a wet suit.

Nice to see jumping as part of such a fun project and hopefully Sainsbury's will do more with skydiving.

Simon Ward
D3991



Check Out The Coastline

This lovely picture shows friends from Hibaldstow on a trip to Ampuria Brava. The group is Craig Hill, Ian Cohen, John McIver and Rob Stevenson. Ian went out to Ampuria to do one-on-one with John, doing about 40 jumps. The last dive (shown here) was a ten point 4-way, not bad for a dude with less than 100 jumps! Nice one Ian.

If you haven't checked out the scenery over Ampuria, it's about time you did. Their Christmas Boogie is probably the cheapest skydiving option for Crimble, tel 00 34 72 45 01 11.

Photo by Ian Chick



(L to R) Shane Strudwick, Jan Honeyman, Greg White and Mick Honeyman

Sydney Royal Show

Mick and Jan Honeyman are very active in the international display scene, completing 84 displays in the last year. A particularly notable event was the Sydney Royal Show where a spectacular of pyrotechnics, skydivers and 'rocket man' combined to give a story line of space paratroopers descending as reinforcements for the Earth army.

The skydivers had a whole 40 seconds for their slot (at night), which was timed to descend just as the audio taped commentary called for assistance. The group was given an 8m diameter circle to land in and gerb flares to use during the

drop. The star of the show was 'Rocket man', a guy flown in from the USA to fly a NASA rocket pack. At \$1,000 for 20 seconds, he was expected to be pretty good! After the jumpers landed, Rocket man flew in to direct his troops, then a firework display ended the show with a bang.

After extensive rehearsals, the whole week went very well with perfect timing every night, to the point where the skydivers could relax a little and enjoy the rest of the show. In all, 12 displays were completed out of 13 requested and the show was a storming success.

Night Jumps for First Timers??



This photo from Simon Hughes shows a first time jumper at Headcorn Parachute Centre. We thought they were trying to clear a backlog of students by jumping them in the dark but apparently the photo was taken with a flash in the rain.

Happy Halloween



Photo by Dave Emerson



L to R, Titch Wibrew, 'Jacko' and Les Carroll

Halloween provided the excuse for silly antics, Mike Frost is shown here as a witch riding a broomstick as a change from his surfboard.

Upton Park skydiving team hosted a ghoulish evening at Netheravon which was thoroughly enjoyed by all the weird and wonderful people present. A Bar Renovation Fund raffle was held, a shame compere Pumpkin Men and Billyhead Morris ate the slugs and spiders from the prize draw tin! Anyway, it is now official: NASA can no longer send their astronauts for training at Nethers, now they DO have some atmosphere!!

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World's 297! Largest Formation

Photo by Wendy Smith

Photo by Wendy Smith



A world record attempt is perhaps the only time that skydivers from all over the world get a chance to meet up and skydive together in pursuit of a common goal. So approaching, docking on and being in a record breaking formation is a truly awesome experience not only because of its size but because of its significance

It was my unshakeably vivid visual memories of the previous World Record formations of 150 in Koksijde in 1992 and 216 in Bratislava in 1995 that persuaded me to pack my bags yet again in September, this time for the Russian Black Sea resort of Anapa, in a quest for a third world formation skydiving record. The official FAI record is 200 which was set in Florida in 1992, although this was exceeded by an unofficial record 216-way in Bratislava - unfortunately with one person in the wrong slot. This time 300 was the magic number we were aiming for.



Organising a world record attempt is no mean feat these days. As the numbers of people involved increase, so the logistics become increasingly difficult. Lift capacity, landing area, transport to and from the DZ, and the daily task of feeding 400+ people at the same time are just some of the hurdles that had to be overcome by the organisation. While Anapa was not the most comfortable of places to stay, we were all impressed with the thought that had gone into planning the record itself. And that, after all, was the most important thing!

The opening ceremony was made memorable by a telegram written by Boris Yeltsin, President of the Russian Federation, sent to us direct from the Kremlin. The attempt relied upon four giant Mi26 Russian helicopters that lifted skydivers from 24 countries to over 20,000ft. A superb oxygen system designed by Dr Ben Massey avoided any hypoxia problems. The organiser of the event was American BJ Worth, founder of *Mirror Image* 8-way team and famous for his James Bond stunts; these included leaping off the Eiffel tower, falling from a plane without an obvious parachute and jumping back in to a pilotless Porter. BJ organised the 1994 event in Bratislava and is perhaps the only skydiver capable of pulling in enough sponsorship and talent to

make the record viable.

The underpinning idea was that each section, (12 weed wackers, 2 loop sections, and the 104-way base) would practise their piece separately for the first few days. Then the jigsaw puzzle would gradually be pieced together as each section became ready. 🖐️

Photo of practice dive by Bruno Brokken



☞ Break-off altitude for the big-ways was 6,000ft, when the first of eight parachutes was opened from the centre of the formation, signalling that the attempt was over. Then it was up to every jumper to track across the sky as far as possible, which they did admirably, the sky looked exactly like the tracking plan. There were no incidents in the week other than two Cypres fires as the respective mains were deploying, due to low openings; both jumpers cut away and landed uneventfully under their reserves.

We started off with warm-up dives with our teams, building loops and weed wackers, while the base practised its 104-way – the biggest base ever! The spots were a bit shoddy on the first day but at least we got to see the Anapa countryside which I have to say was quite outstanding. The pilots however were excellent, and were very soon flying in near perfect formation, giving us the very best chance of completion that they could.

To break a world record, it helps to have certain things on your side. One of these things is the weather which was sadly not with us. We lost several days due to poor conditions, which made it very difficult to get a continuation of jumps. Our previously high morale was further tested when our kit bags were left out in the rain by the Russian guards to be discovered soaking wet the next morning!! Time was running out for the actual record attempts.

When the weather cleared two or three attempts were made with the weed wackers, briefed to build about 5 metres from the central 174-way formation. These were quite successful and it was decided to go for the big 300! Unfortunately the weather closed in and the next day was history. There were now only two days left – it seemed inconceivable that we could go home without one record attempt. Gloom set in.



Photo by Willy Boeykens

Bodies all over the sky after a 144-way funnel



PERRIS VALLEY SKYDIVING



PHOTO BY VIC PAPPADATO

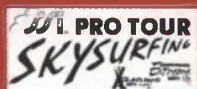


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- Jan 17-19** Mission Impossible
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- Mar 13-17** South of the Border Boogie
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- Mar 26-31** Easter Boogie
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- April 12-13** 8 Way RW Camp
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Invitational by George Hicha
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WORLD TEAM FACT BOX

Of 310 skydivers questioned:

- 234 used *Cypres* (75%)
- 221 used *PD* canopies (71%)
- 148 used *Time Out!!* (48%)
- 102 used *Dytter* (33%)

Of 345 people on the World Team:

The highest number of jumps was 10,800, the lowest 600 and the total number of jumps was over 1,180,000. The oldest person on the load was 58, the youngest 22 and the World Team had a total of 5,400 years in the sport.

The 'average' person was 37 years old with 16 years in the sport and 3,400 jumps.



Photo by Leo Dickinson

☞ The next day arrived clear and blue.

Everyone realised that today might be our only chance. Spirits lifted, determined smiles appeared, the vibes were good as the anticipation grew. Four attempts passed and, though none were complete, each one broke the previous record! Things were looking up. Soon we were airborne for the last time that day in the right trail Mi26 helicopter with another between us and the base. We sat freezing on the ramp, at 21,000 ft it was minus 25 degrees and there was no door!

Our route to the formation was to dive *down and across*, to avoid skydivers spilling from the other helicopter, then float *up* to the formation, following our leader, Patrick Passe (see red weed wacker to the foreground of main picture). Most of the other Brits were following their 'Messiah' Rob Colpus and building a white weed wacker (to the left in the picture).

The loop was complete in front of us, our anchor (Patrick) docked and our 12 person wacker was rapidly completed. Joy! I could hear yahoos in the formation, and then the sight and sound of 309 noisy skydivers under canopy with their sliders flapping and fluttering was unforgettable. But my elation was tinged with disappointment because, out of the corner of my eye in those last seconds, I had noticed just three people out in the next weed wacker along.

We had built a 297-way, a new Guinness record (though not an FAI record), flying beautifully flat for 14 seconds. And all in only 5 attempts! But time had caught up with us and the fifth attempt was also the last. A completion is required by FAI to register a new world record, although you didn't have to be an FAI judge to work out we had been in the largest formation ever.



Photo by Willy Boeykens



Brits on the World Team:
Angie Macdonald-Smith
George Pilkington
Mandy Dickinson
Sandy McRobbie
Grahm Suffield
Mike McCarthy
Derek Thomas
Leo Dickinson
Steve Thomas
Charlie Hoare
Darryl Moran
Dane Kenny
Fred Ryland
Dave Ruffell
Dave Morris
Colin Jones
Rob Colpus
Robin Mills
Phil Curtis
Jim Keery
Tim Mace
Eastley

Photo by Bruno Brokken

On the load was an American senator, two American astronauts, an English trained cosmonaut and an Australian whose highest previous formation was an 18-way; he lied on his form to get there, but performed flawlessly throughout.

As Angie Macdonald-Smith said when she was interviewed by London TV, there were many people who said that the 300-way was impossible. This event clearly disproved that because, although the formation was incomplete, this was not through lack of altitude as the bulk of it was flying for ten seconds or more. Without the frustration of the weather, we would undoubtedly have completed the 300-way. It seems that there is no theoretical limit to the amount of skydivers that can link up – in fact as the formation increases in size more slots open up almost exponentially.

PERIPHERAL RECORD

On a low cloud day, a peripheral record was set for the most skydivers ever to jump from one helicopter. One of the Mi26's, which usually carried less than 100 jumpers, was loaded up with 216 skydivers (standing room only) and dropped them from 10,000ft. It's hard to imagine upstaging

In the early seventies when the record was 28, it was deduced by a NASA scientist that if skydivers built a 180-way their jumpsuits would create sufficient drag to be able to land the formation without needing their parachutes! Luckily, no-one tested this and the record has long since been surpassed.

Darryl Moran D8420

Contributions from Leo Dickinson D3241

VIDEO AVAILABLE

Five of the cameraflyers (Wendy Smith, Henny Wiggers, Willy Boeykens, Henrick Herrold and Bruno Brokken) are making an edited videotape of the most spectacular footage. The editing is being done by Bruno Brokken on digital quality. The tape will cost \$50 (inc P&P) and can be ordered from Henny by faxing 0031 5712 76695 with your credit card number, expiry date and mailing address.

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Freddy: "I see a little Stiletto with a man"
 Rest of band: "Scaramouch! Scaramouch! Will you jump my Fandango
 "Not as fast as my Lightning, but very very frightening! Me!"

Freddy: "Hey no way-oh!"
 Rest of band: "Hey no way-oh DZO! (magnifico-oh-oh)"

Freddy: "I've got a StratoCloud nobody loves me"
 Rest of band: "He's just a poor boy with an old canopy!
 "Sparing his life with that monstrosity!"

Freddy: "Easy come easy go, flare it high, dump it low"

Some of band: "This will not do!"
 Rest of band: "he likes to smoke it low!"

Some of band: "This will not do!"
 More of band: "he likes his openings slow"
 Rest of band: ("let him go")

Some of band: "This will not do!"
 Rest of band: "he scares the DZO"
 More of band: ("let him go")

Rest of band: "they'll never let him go"
 Freddy: "Let me go!"
 Rest of band: "they'll never let him go"

Freddy: "oh no no no no no no no!"
 Freddy: "Mamma Mia!"
 Rest of band: "Mamma Mia"
 Freddy: "Mamma Mia!"
 Rest of band: "Mamma Mia"

Freddy: "The DZ pub has a beverage put aside for me, for me, for meeeeeeeee!"

Begin *large* guitar solo!

Found on the net by SkyTribe



Kevin McCarthy and Steve Mikos give a view from the teams

Woodmouse

An incredible eighteen teams flocked to Sibson for the annual Woodmouse 4-way meet, no doubt all feeling 'hot' at the end of a good season of jumping and with high expectations of the competition ahead.

Once again, John and Sue Meacock laid open the excellent facilities of Skydive Sibson, including the fast Let 410. A standard senior 4-way and intermediate 4-way draw was made at 9am. The organisational aspects were covered by Cornelia Waymouth who ensured that the first competition lift was airborne by 10am on Saturday and that the Turbolet operated without delay for the rest of the weekend. Each team had a video person allocated to them. Of the ten senior and eight intermediate teams competing, only seven had trained but there were also a few 'experienced' scratch teams.

The Woodmouse 4-way has always been billed as a 'good vibes' meet and the mood at breakfast was relaxed. By the time the first round scores were posted however, the excitement increased by a notch with several teams in the senior event scoring between nine and eleven. This was repeated in round two and as four teams started to edge out in front, the battle for the medals looked like being between *Touch 'n' Go* and *No Purchase Required*, along with two scratch teams, *GOM* and *Zip*.

Then disaster for *GOM*, as some uncharacteristic errors caused the judges to bust their third round score to two. As the experienced members of *GOM* reflected on their misfortune, the other leading teams continued to pile the pressure on each other. By the end of Saturday, *Zip* had established a four point lead over *Touch 'n' Go* and *Fun Factory* had crept up into equal third place with *No Purchase*.

The intermediate competition saw many teams scoring a personal best but was led from the beginning by the promising *4Pak*, who ended their first day six points clear of *Time Flies*. With three rounds completed, the focus for Saturday evening became Birdland Bar, where all teams

attempted to satisfy their beer and bossa nova requirements.

At 8am the following morning, after a clear cold night, a bleary eyed rabble consisting of *Sorted*, *Zip* and *GOM* shivered their way to the aircraft. The mist might have cleared from the ground but obviously not from the minds of all the skydivers, because the leaders, *Zip*, scored a disappointing six. This gave *Touch 'n' Go* and *No Purchase* the opportunity to catch up, which they seized, scoring eight and nine respectively.

Only three points separated the top three teams. On round five, *Touch 'n' Go*, *No Purchase* and with a late surge, *GOM*, all posted twelve points - the highest scores of the meet. To add to the tension, *Zip* were asked to do a conditional rejump and needed to score ten to tie in first place with *Touch 'n' Go* or nine to come joint second. *Zip* kept the competition alive by performing ten clean points in time.

The draw for the jump-off produced a tricky three block dive, and sighs of despair from the untrained *Zip*, who were praying for a nice random dive! Both *Zip* and *Touch 'n' Go* scored seven points but the gold medals went to *Touch 'n' Go* in recognition of the higher score on an individual round (12).

4Pak dominated the intermediate competition throughout, scoring a ten in round four and a superb 8.6 point average. *Time Flies* took the silver medals with *The 4 Wayward* in third place.

Woodmouse 96 showed how exciting and unpredictable FS competition can be. As the medal winners relaxed in the bar and the last lift of fun jumpers dirt dived, *GOM*, the early favourites, were seen taking to the skies to have another shot at their fateful round three dive and confront their demons. "Would've been a ten", they announced later in the evening. The only problem was, the Fat Lady had already left the drop zone.



Silver (senior): *Zip*
Pete Gray (camera), Steve Mikos, Jane Howell, Kev Sargent, Dave Smith



Gold (intermediate): *4Pak*
Craig Cunningham, Nick Lipton, Phil Lee, Louise Manley



Silver (intermediate): *Time Flies*
Chris Shiner, Julia Foxwell, Tony Orme, Chris Hollis, Chris Bowden (camera)



Intermediate team *High Spirits* came fifth with an average of 3.8

se Meet

All photos by Steve Johns



Team GOM (Great on Mondays) had a disastrous round 3 on Saturday but stayed smiling



Lovely vertical from *Touch 'n' Go* who won the meet using the 'tiebreaker' of the highest scoring round



The untrained *Zip* were neck and neck with *Touch 'n' Go* all the way through the meet and ended on equal points after a jump off

Canopy : smallest Descent rate : fastest AAD : Expert CYPRES



Quotation from the Cypres User's Guide
page 3:

"The Expert Cypres is designed in a way that it won't restrict the skydiver in any way. Even with extreme maneuvers during exit and freefall, Cypres will cope with it. Whatever you can think of under canopy like stalls, spiral turns, down planes, hookturns with the smallest canopies as well as any CRW, Cypres will analyze these movements without problems. It won't interfere with any normal activities while skydiving."

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Photo by Gus Wing

POPS CORNER

Parachutists Over Phorty
Society



National Meet – Cark

Our third meet of the year, kindly hosted by North West Parachute Centre at Cark, Cumbria, was home for some and a wee trek for others. It represented POPS UK's 18th birthday and therefore our coming of age meet.

A special 18th birthday raffle attracted a lot of interest amongst visiting locals and PUPS as well as POPS. Dave Prince and friends hosted a magnificent barbecue. All this combined to put £300 in the POPS bank account. We still have some commemorative badges if you feel like buying one at £8. This was a very limited edition, hence the cost.



Sue Hill receives her gold for Hit and Rock from Top Pop Michael Allum

1997 World Meet – Jordan

As of 14 October we have around 50 Brits booked. I have to correct a misprint in the last mag, the cost is pounds sterling – £619, not \$619. It is still a good deal and I have to say that POPS members I never knew existed are popping up from everywhere on this one. No surprise!



EuroPops meet at Hoogeveen, Holland. Michael Allum with Alicia Anderson Moorhead Top Pop USA (centre) and her husband USPA Director Pat Moorhead (second right), plus friends

Competition Results – Cark Hit and Rock

- | | |
|-------------------|-------|
| 1. Sue Hill | 8.43 |
| 2. Steve Saunders | 13.24 |
| 3. Neils Hansen | 15.98 |

Individual Accuracy (two rounds)

- | | |
|----------------------------|-------|
| 1. Steve Saunders | 8.11 |
| 2. Sigrid Pradel (Germany) | 10.70 |
| 3. Sue Hill | 26.11 |

Team Accuracy

(over two rounds because of weather)

- | | |
|--|--------|
| 1. Peter Shew
Alan Glaister
Steve Saunders | 90.10 |
| 2. Sigrid Pradel
Sue Hill
Don Taylor | 97.60 |
| 3. Paul Robinson
Julie Shew
Michael Allum | 131.40 |

Demo Team

When I first sat in this chair, vacated by Michael Allum almost three years ago, one of the things I felt a great need to do was organise POPS demo teams throughout the nation. Well, better plans have been laid by mice and better hook turns pulled off. I failed in both because last year's sojourn in hospital rucked many things not least the demo team concept. However, the first all POPS demo team (organised by Caroline O'Hagan) jumped and dumped over Clements Farm near Windrush. As the last jumper landed the heavens opened but Caroline and Tony O'Hagan et famille provided hospitality second to none. My list of demo volunteers is still here amongst POPS papers but not geographically viable. Call me if interested.

Over 40's Medicals

I took up with STC, about two years ago, the infamous annual medical for the over

50's. Over the last two years I have sought medical advice, conducting something of a campaign to turn this around. The aim was to overturn the whole concept of medicals for jumpers over 40 in favour of self declarations by experienced jumpers (Cat 8 and over). Those jumpers of 40 years and more upon entering our sport would require a medical. Eminent medical experts, six in total, from the fields of sport and aviation medicine supported everything said on your behalf. A medical is great for the day it is carried out but worthless the day after, they all agreed.

At the STC meeting on 10 October, it was finally proposed and passed that:

- On reaching the age of 40, skydivers must get a doctor's medical certificate.
- From 40 to 50 an annual self declaration is acceptable. A yearly medical is no longer required for Cat 8 and over.
- On reaching 50, a medical is required by all jumpers, regardless of experience, every *third* year. This document must be carried at all times and supplemented during the intervening years with an annual self declaration.

It's a step in the right direction, although there is still a way to go before we can be entirely satisfied. I will be back!!

New Members

Please welcome:

- | | |
|---------------------|-----|
| Chris Donaldson | 683 |
| Barry 'Bronco' Lane | 684 |
| Jack Smith | 685 |
| Louis Mavers | 686 |
| Simon Potts | 687 |
| Gary McHugh | 688 |
| Nicholas Harrison | 689 |

This is my penultimate POPS Corner, the last one will be written in the February issue of *SP*, by which time you will welcome a new Hon Sec. I am sure he or she will do all those things I wanted to do but never managed. I wonder who they will be?

John Crowhurst D8250
Treasurer and Hon Sec



AstraFacts!

The FXC Astra Automatic Activation Device is a state of the art, computer controlled automatic activation device. The Astra is small in size, extremely rugged, and simple to operate. The ON/OFF switch, when turned to "ON", automatically calibrates the unit, checks continuity of the entire system and continuously confirms the status of the batteries.

The unit is designed to activate the reserve if the preset activation altitude of 1000 ft. (+/- 200 ft.) is reached with a rate of descent exceeding 115 feet per second (+/-10) feet per second.

The Astra is easily field tested by any approved rigger using the Cutter Test Probe and any test chamber that indicates altitude and rate of descent. The reliability of the Astra can be functionally tested in the field, there is no requirement for factory overhaul.

The Astra consists of three major components,
¹Cutter Assembly, ²Power Pack, and
³Altitude Control Assembly.

(1) The Cutter Assembly contains a pyrotechnic cartridge which cuts the locking loop inside the reserve container.

(2) The Altitude Control Assembly contains a microprocessor programmed with FXC's proprietary software. The program design allows recovery of firing altitude data for later analysis. The Altitude Control Assembly is constructed from machined aluminum which allows internal or external mounting in most containers. External mounting provides easy access to the switch while wearing the rig. This also allows the user to visually check the status light on the control unit while wearing the rig.

(3) The Power Pack contains a Battery Pack and a back-up circuit which provides power to the cutter.

(1) The Cutter Assembly

(2) The Altitude Control Assembly

(3) The Power Pack

Flashing indicator light continually verifies correct program function of the Astra Central Processing Unit as it monitors altitude and rate of descent.



Machined aluminum case prevents breakage and the hazard of leaking battery acid into the reserve container.

Robust heavy duty cables are easily replaced in the field.

The Power Pack contains a Battery Pack which is easily accessible.

Smooth rounded corners prevent wear spots in the reserve or main container.

A capacitor in the battery box ensures that as long as the indicator light is flashing there will be sufficient charge to fire the cutter.

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AUTOMATIC PARACHUTE LOOP CUTTER
P/N 811-00356-1 REV
MFG 7-96 S/N 1171
FXC CORPORATION US 52497

SPECIFICATIONS:	WIDTH	HEIGHT	LENGTH
POWER PACK:	1.94"	.90"	3.34"
ALTITUDE CONTROL UNIT:	.84"	.53"	2.88"
CUTTER:	.32"	.32"	1.60"

ASTRA PRICING	Part No.	Retail
Astra Expert AAD	811-00356-1	\$995
Astra Expert replacement Battery	811-00374	\$45
Astra Expert Cutter/Cable	811-00375	\$145
Astra Cutter Test Probe	811-00384	\$60

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PEOPLE IN THE SPORT

Solly Williams

Most FS jumpers know likeable coach Solly Williams by sight but this interview should tell you a little more...

How long have you been at the top of the sport, Solly?

I'm flattered by the question but quite honestly don't feel like I'm at the top yet. My first World Meet was in 1991 which was also the same year that South Africa was re-admitted into international competition. We had been isolated for close to a decade due to the country's political problems. The first team I was in, the *Go-Boys*, had a three year commitment and a goal to win the nationals at the end of it. We were always in hope that there would be enough change in our government to make us eligible to enter the World Championships. Our dreams all came true when we managed to win the 1991 nationals and became the first South African team to represent the country since 1983.

How did you get on?

It was rather disappointing actually. We won our own nationals with an average that should have seen us finish in the top six. However, the World Meet was only two weeks after our nationals and basically we hadn't recovered from the party! We didn't do ourselves justice. We were doing well, in seventh place after five rounds, one point behind Pete



Photo by R Myles

Allum's *Airtime* team and then scored a 6.8 and 6 to finish in a very humiliating seventeenth place. Our average was 9.8, well below what we were capable of. I had always planned on going to just the one World Meet but after leaving the venue with my tail between my legs, I promised myself I would go back again.

Did the team carry on and how did you fare in subsequent years?

I started a new team, *Equanimity 5*, in 1993. The experience level was lower but we did well to finish eleventh at the World Championships in Arizona on an average of 13.7. It was a good result for the team and we left Eloy high spirited. We made one change after that. One member from the 1991 team joined me again. We did great in Gap last year, finishing fifth with a 16.8 average.

Were you pleased with your performance at the recent World Cup in Belgium?

We finished sixth with a 16.5 average. That was okay, but we have come to realise the importance of more concentrated training leading up to an important meet, especially at our level. We didn't get in enough jumps just before the meet and paid a small price for it. We

had a great round six, scoring a 22, which is a new South African record. The previous record was 21 which we established in Gap last year. So yes, it is best for us in competition. Overall we are pleased with our result at the cup. We know we are the fourth best nation at present and can only train as best as we can to try to bridge the gap.

What of the future of the team?

We have made 300 jumps so far this year and plan to make another 800 before the World Meet in Turkey. We still pick up 90% of the costs but that might change soon. As for next year, we hope to scare some of the more sponsored teams. A medal at international level would be a dream come true. Our next big competition is the Valentine's meet in Arizona. We plan to do 200 jumps before it. No excuses then.

Many people have said you have changed the attitude in South Africa to skydiving. Why and how do you think that is so?

I may have changed the attitudes of the very competitive and serious jumpers. I think these same skydivers now realise that to compete in international



Calendar of Events 1996 - 1997

November

- Nov 16-Dec. 1 Annual Thanksgiving Boogie and Turkey Meet - Lots of organizers, Beer, Band, the annual event is getting bigger and better every year!
- First ever Zephyrhills Air Show, Nov 23, 2pm - 4pm, BIG Demo Jump Folks!
- Seminar in Free Flying by Team Air Time November 23
- Roger Ponce Organizing Big Ways
- Super Otter(s) and Skyvan

December

- Friday the 13th \$13 jumps all day!
- Dec. 14-Jan. 12 Annual Christmas Boogie, Big ways, lots of stuff up and coming, keep your ear to the ground for the latest news on those events!
- Star Week! Guy Wright from the Ranch will be organizing Big O's, \$2 includes video
- More Team Air Time Free Flying Seminars Dec. 21 and Dec. 28

January

- 6-9 Strong Tandem Certification Course. Call Bill Morrissey at Strong (407) 859-9317 to enroll
- 10-12 Mike Lewis and PD CREW Seminar - Everything from 1-on-1 to 16 ways. Demo PD Lightnings at no charge, 'A' license req'd

February

- 8-14 AFF Pre-course
- 15-22 AFF Certification Course - Please contact USPA directly for info on the AFF course(s)

March

- 15-23 Muff Brothers Reunion - Daryl Huttenstein - Head Muff!
- Muff Brother Record, Lingerie dives, Freak Dives everyday, Band, Hit & Flush, etc.
- Instructor Certification Course - date TBA
- Annual Easter Boogie



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RW COURSE
31 March - 4 April
BIG FORMATION COURSE
28 March - 6 April

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competitions and achieve means adopting a professional attitude. I come from a parachute club which owns two Cessna 182's. Training without video is not being professional. Jumping from 8,500ft isn't the best option either. These are just a few reasons why we find it necessary to train abroad. We would be disadvantaged in comparison to other top nations if we didn't. We have become more professional by having the opportunities of training in the same hangars as the World Champions and a host of other top teams.

Did South Africans have an attitude of "there's no point competing internationally because we're already so far behind the rest of the world?"

This attitude is only evident in certain circles. Our parachuting association went through a complete reshuffle last year. Some of the old school thinking tended to lean in this direction. However, the average competitor's attitude in South Africa is more orientated towards believing that we have the talent to achieve great results.

Do you see this attitude in the UK?

I haven't come across any of it. For the most, I think people are really enthusiastic about *Sebastian XL's* recent performance and also the fact that they have procured sponsorship which will enable them to be very competitive next year.

How did you come to do so much coaching?

After the World Meet in 1991, I was offered a job doing AFF and tandem at Texel in Holland. I have alternated between Texel and DeLand ever since. The coaching work just developed on its own. The standard of FS in Holland was a little behind the rest of Europe and there was a need for coaching. Coaching tends to generate more work provided your teams show good results.

What is more important when coaching teams - the mental or the technical?

To be a competent FS skydiver you need a well balanced body position. The same goes for your question. A happy balance is essential. One won't work without the other.

Who coaches you?

We do not have a coach, but have always modelled ourselves on the US and French teams. We try and find the fastest way to do things by watching as much top level 4-way as possible. Having said this we might get some assistance next year. Input and analysis from outside the team is always very helpful.

How long have you been coaching the Army 9?

I started working with the group in the beginning of 1995. It started off as a skills camp and developed into selecting a team out of the available jumpers.

Have you seen the team develop in that time?

Definitely. Some members had as low as 200 jumps when first selected for the team and evolved into National Champions within an 18 month period. It was also only the second nationals for 60% of the team. We improved our average by 2.7 with only 130 training jumps. Going to the wind tunnel helped a lot in terms of improving overall confidence.

How did you feel on seeing them win the British Nationals?

Mostly relieved at first, then ecstatic. I didn't know how the team would hold out in a jump off situation. Being the lesser experienced team and the one with higher expectations can sometimes put extra pressure on a team. It was quite an emotional experience seeing the team celebrate their well earned victory. I took the job on last year and jokingly named it "mission impossible". I knew what kind of average we needed to be competitive and at times we all felt like we were knocking our heads against a wall. We trained extremely hard. To the point where I'm sure some of the fun element was lost. That's what it takes to win.

What do you think the Army 9 learned during the competition?

That it is possible to win if you believe in yourself. The other important lesson we learned was that no-one can effect your own performance other than yourself if, and I say a big 'if', you are mentally on top of that mind set. We went to the nationals to give a performance and not really to compete. A 'don't worry about the rest' attitude. I think the team can understand that better now and I'm sure will take that way of thinking with them to the World Meet in Turkey next year.

As someone who has seen nationals run in many countries, what did you think of the way ours was run?

Hats off to Steve Swallow and the exceptionally hard working staff at Hibaldstow. They managed to complete all the rounds in every event including jump-offs. The only improvement I can think of would be for the Meet Director to release teams from the drop zone when there is little chance of jumping. One of the objectives of a nationals is to try establish new national records. I don't think it's easy for teams to give a peak performance when expected to be on the DZ from 7.30am to 9.30pm for eight days in a row. Having competitors hanging around for a 14 hour day makes it difficult to achieve dream results. This doesn't happen in other sports and it's time it changed in ours. I understand the unpredictable weather situation but then perhaps less rounds would be an alternative. As for the rest, I think it was great. The atmosphere between judges and competitors was noticeably excellent.

How do you cope with European winters?

I don't! Fortunately for me, I haven't really had any harsh winters in the last six years. I'm in Europe in summer and in Florida for winter. I also go home to SA for about eight weeks of the year. That's how I deal with the winters. I basically run away.

Do you have any advice to would-be team jumpers?

Ask yourself what you want out of team jumping. Establish goals and go for it. Being involved in any team sport can help stimulate personal growth. There are so many important lessons to be learned in a team environment. Give it a try!

Do you have a motto/philosophy?

I could fill your mag with some of my philosophies but I'll spare your readers. My high school motto was "work hard play hard." It didn't mean as much to me then as it does now. To achieve the top ranks in any sport or just to achieve dream goals means working and training really hard. It's not always fun while training. It's the competitions that are most fun. What I've come to realise is that unless you work hard, you can't really play hard.

Solly Williams

World CF Record!

Two CF World Records set in one week. *How do they do that?* British participant Nigel Rogoff tells the tale and shares a few trade secrets

The idea of building the largest canopy formation in the world attracted jumpers from eleven nations to Kassel in Germany, September 1-7. The Americans have held several meets in recent years called *Diamond Quest* with the objective of sharing knowledge of how to build large canopy formations. Based on *Diamond Quest*,

Mike Lewis (a well known Florida jumper, coach, national and world CF champion) along with Stefan Heuser (Switzerland) and Peter Schafer (Germany, Editor, Blue Skies magazine) co-ordinated the organisation for the recent attempt on the World Record formation.

Why Kassel?

Kassel is a beautiful city situated north of Frankfurt and east of Dusseldorf, worth a visit if you are in that area. The Aero Fallschirm Sport Flughaffen, Kassel is a well established DZ which caters for all standards of skydiver. The climate is more stable than the UK in the summer due to

the land mass. What Mike Lewis achieved initially was to convince people that Europe was the place to hold this venture due to the number of competitors available and that *Diamond Quest* had answered a few questions about this "flying tower block" of a formation.

Lightning

Performance Designs contributed to the success of the venture by supplying everybody with a PD Lightning. What was interesting was that the record attempt was going to be made on a canopy that quite a few jumpers were not familiar with or didn't compete with this year.

Correct wing loading was essential and a database was set up in order that adjustments could swiftly be made to suit the individual's weight or their position in the formation. The wing loading and trim could be achieved artificially by a jumper wearing lead or by adding an additional set of rapide links (see box overleaf).

On a World Record canopy formation it does help not to have a malfunction! There were none and this is a credit to the canopy itself and its versatility. The PD Lightning has an effective top surface retractable bridle line system and the canopy was either packed in the traditional D-bag or free stowed using the tail pocket. Bag deployed canopies were better (in my opinion) if you had to make a longer delay from a trail aircraft.

It's only a one slot skydive!!!

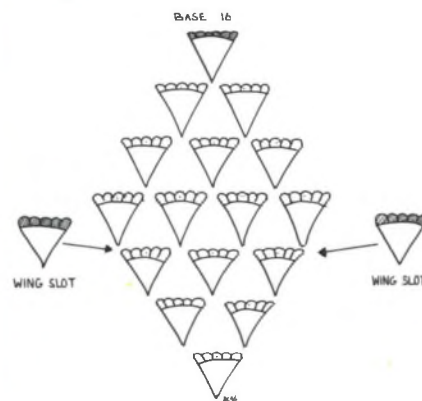
The shape of the formation was basically a diamond, built in progressive sizes. The size of the diamond attempted was dependent on how many were put across the middle row. Seven gives a 49-way, add a stinger and there's your 50.

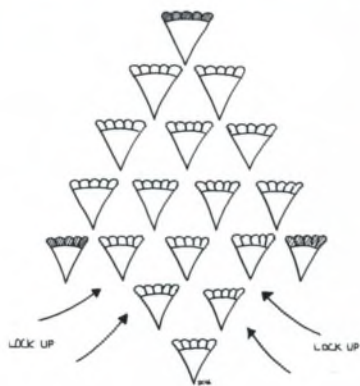
The canopy formation was over 200 feet high and descending no faster than a 4-stack. The formation has a pilot (that's the guy at the top) and builds from top to bottom. It is either approached as a wing slot or a lock-up. The difference being that a wing slot only has one grip until a lock-up docks and stabilises it.



Photo by Bryan Scott

New World Record: a 50-way formation built on September 4



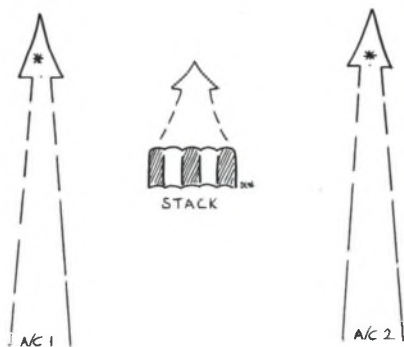


The wing men cannot dock until their lock-up is ready to dock as otherwise they would float up and round the formation.

Exit configuration

The fleet of aircraft consisted of 3 Twin Otters, 2 Porters and 1 Cessna Caravan. The base 16 left from 14,000 feet and started to build. The other aircraft originally ran in at a lower altitude briefed by the ground but what happened in practice is that they would end up at the wrong height depending on the descent rate of the stack. So, the second and third planes in fact came in to drop at 12,000ft on a time delay of two minutes after the first aircraft, flying to either side of the canopy formation. This way the aircraft were in a good rough position +/- 200ft and the final corrections were done by the jumpmaster in each aircraft.

The jumpmaster would give directions to the pilot, like 'climb', 'descend', 'left', etc, shout the delay to the jumpers (eg '5secs' or 'no freefall'), then exit when he judged best.



* EXIT POINT

Good jump flying was essential – you did a great job guys! The visuals were mind blowing. To point an aircraft at a canopy formation, fly alongside it and then get out and open next to it is not something a pilot or jumper does every day on a regular DZ.

Speed!

The mechanics of the build meant that traffic was kept down to a minimum. When you exited it was a case of moving quickly to your set-up point left or right of



Participants in the record attempt had an average working time of less than ten seconds per slot

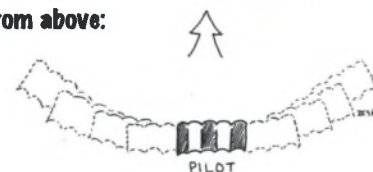
the centre line and making your approach. Speed was essential but all that energy had to be lost and not transmitted into the formation.

Flying the formation

It was important that jumpers concentrated and flew their slot properly. The diagrams show the formation from above and behind. It is quite fragile, a hard dock on the left can whip the right and cause a collapse.

The middle jumpers are the rigid backbone of the formation, the wings are its arms. If the 'back' is flexing, even a small amount, the 'arms' move about which causes instability. So, everyone in the formation needs to be disciplined and arch, to prevent collapse by the wings which, by their nature, want to come round the front and through the middle.

from above:



from behind:

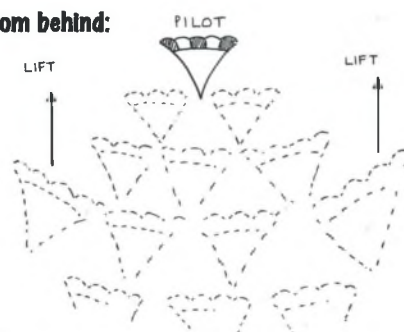
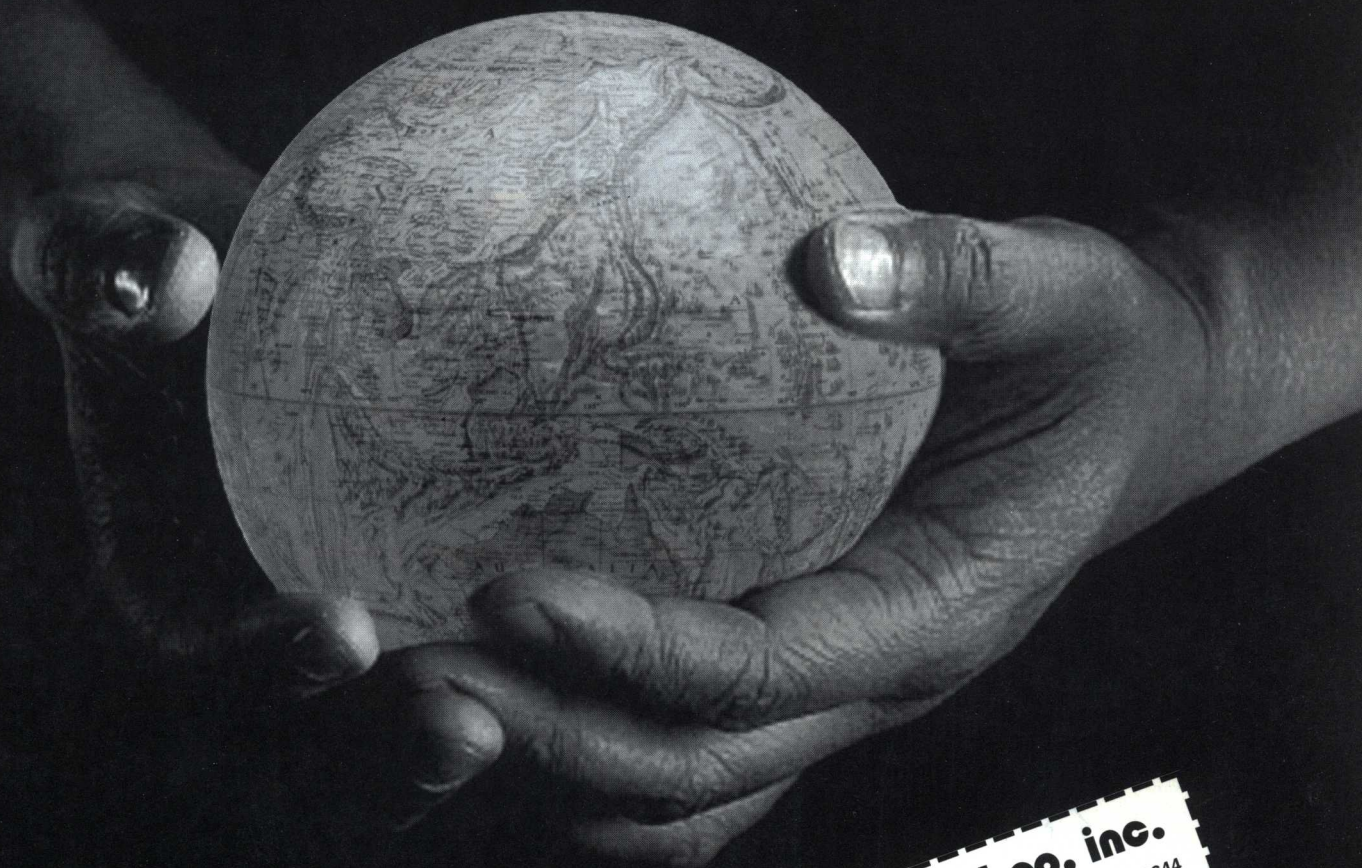


Photo by Bryan Scott

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A little lack of discipline started to creep in and participants were politely requested to stop taking cameras out of their pockets whilst in the formation and to leave it to the seven cameramen outside. *Good tip!*

The visuals within the formation have to be seen first hand to be believed. The 56-way had a total height of approximately 270 feet. Looking down from the top level was perhaps a bit like waving to your buddy in his car when you're on the fifteenth floor of a block of flats.

Breakdown

The most critical part of the dive; 6,500 feet was the breakdown altitude and it started from the bottom, moving upwards. Communication was by the way of a ground-to-air radio call from the FAI representatives to the pilot of the formation. The information passed over the radio was to inform him of how many were in or out of the formation. Completion or not, the breakdown was called by sounding a horn and two whistles from various points.

If the breakdown was sloppy, the formation was compromised. A good breakdown meant less wraps, less reserve repacks, no lost canopies and more time in the air. On one occasion a 50+ way was

CF CHALLENGE FACT BOX

DZ: Kassel – worth a visit, tel: 00 49 5674 99930

CANOPIES: PD Lightning 126, 143, 160, 176 and 193

MALFUNCTIONS: none

WRAPS/ENTANGLEMENTS: 4 cut-aways; 1 Aussie and 3 Frenchmen

CYPRES: 10 jumpers wore Cypres

SPONSORS: Kassel DZ, the aircraft operators, PD, Red Bull

HEADGEAR: Everybody had to wear some form of head protection

WORKING TIME: 7.5 mins/record dive. An average of less than 10 secs per person per slot.

LARGEST FORMATIONS:
 50 – World Record – held for 17.1 secs built by 8,000 ft
 53 – Current World Record – held for 5.7 secs
 56 – held for 2.7 secs and is the largest canopy formation ever built

WOMEN WORLD CF – USA '97:
 Contact Lilian Goodin, tel: 001 206 328 6040 or Mike Lewis, tel/fax: 001 813 654 0757. Fancy a go? It's not that difficult. *Diamond Quest* had jumpers with less than a dozen CF jumps, who were docking 16+

COACHING: Need some help? Try the above or *SkyTribe* our National Rotations Team, tel: 01869 343 343, fax: 01869 343 676, e-mail: skytribe@powernet.co.uk

taken down to 4,500ft which created some discussion in the debrief. "Let us stick to the safety margins we all agreed on." *An even better tip!*

No more CF after the breakdown. A hook-up post dive would have seen you grounded. Demo? Why not. The odd local German town was invaded when 'off' landings became unavoidable. A sixty

plus person demo, free of charge, now that's a good deal!

Success

On September 4, having completed a base 25 and an unsuccessful 36 (due to aircraft problems), a 49-way diamond plus a stinger saw the first World Record of the week, a 50-way! The following day, a 56-way was built but unfortunately had a wrap. This meant it was only held for 2.7 seconds and did not constitute an 'official' FAI record which must be held for five seconds. On Friday 6 September a 53-way was successfully built and held for 5.7 seconds, another World Record!

Cameramen

Seven cameramen filmed the record attempts. We loved them all. Bryan Scott and his gang. Most jumped a small canopy to stay with the formation; Stiletto 120 or Sabre 135 were popular. Mike Lewis had the only "official" camera within the formation and Norman Kent and Gus Wing were busy gathering material for their new movie. Plus Europeans Holgar, Hans Schnek and Marcus Hessli. Guys, what can I say other than through these pages a very big 'Thank You'. A pleasure to watch your footage and the vibes were outstanding. (Sorry we didn't give you more wraps Gus!)

A nice story to finish on

Andy Sparrow waited on the ground for a couple of days and got his big chance on the last day. He stepped into the game on the last dive of the week, the 53-way and did a great job when under a bit of pressure. Well done big fella! World Record holder.

Nigel Rogoff D4215

Contributions by Alan Fielding D5804

(both Alan and Nigel were on these World Record dives)

Wing Loading for CF

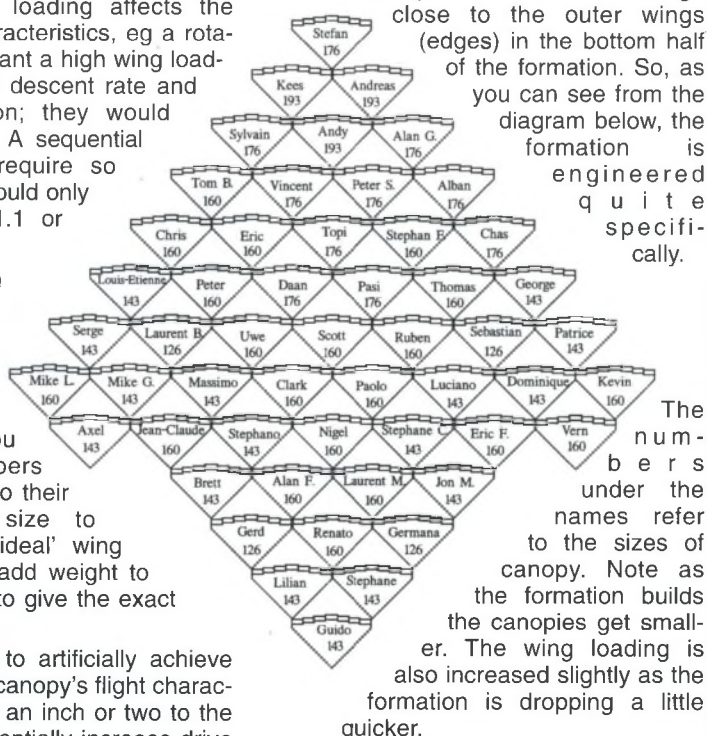
Wing Loading refers to the suspension weight per area of the canopy, usually given in pounds per square foot. For example, for a skydiver weighing in at 200lbs using a Stiletto 120, the wing loading is 200 divided by 120, ie 1.67lbs/sqft. Altering the wing loading affects the canopy's flight characteristics, eg a rotations team would want a high wing loading to give a quick descent rate and forward penetration; they would load to about 1.7. A sequential team would not require so much speed and would only load to perhaps 1.1 or 1.2lbs/sqft.

So to obtain an even wing loading for about 50 people you first need a range of canopy sizes. Then you group your jumpers roughly by weight to their nearest canopy size to approximate the 'ideal' wing loading. You then add weight to individual jumpers to give the exact loading required.

It is also possible to artificially achieve this by altering the canopy's flight characteristics. By adding an inch or two to the back risers you potentially increase drive

by about the same as adding 10lbs to the jumper.

Certain positions on the formation require slightly different wing loading and canopy volume. The heavier jumpers' canopies are too wide to go close to the outer wings (edges) in the bottom half of the formation. So, as you can see from the diagram below, the formation is engineered quite specifically.



The numbers under the names refer to the sizes of canopy. Note as the formation builds the canopies get smaller. The wing loading is also increased slightly as the formation is dropping a little quicker.

Photos by Mark Jones



Fred Ryland



Dave Crowhurst took the silver for individual accuracy



Charlie Hoare



Rob Colpus



Tim Mace

A variety of unconventional approaches won the LAC shield for the 'old boys' (Rob Colpus, Fred Ryland, Tim Mace, Charlie Hoare) of *Another Planetoid*

We remember Pat Slattery

There was something of the bumble bee in Pat. According to the known laws of aerodynamics the bee can't fly. However since no one told the bee, it goes on its merry way confounding all the known principles of flight.

Pat Slattery was born on 17 March 1939, St Patrick's Day; hence the name. He had two brothers and a sister. His father was an Arnhem hero, leaving his mother to bring up a family in very difficult circumstances. Pat had great respect for his mother.

When he was 11, Pat's family moved to East London where he sat his eleven plus examinations. Having passed he turned his place down at a grammar school because he could not bear the idea of wearing a cap. He left school at the age of 14, had various jobs and was called up for National Service when he reached the age of 18.



Headcorn LAC meet

Eighteen teams turned up for the sixteenth Launch and Accuracy meet at Headcorn. Once the briefing was completed the clouds rolled in and the first round launches proved to be unjudgeable so this round was accuracy only.

Jane Buckle and the *Twins* took the lead followed by the 'old boys' of *Another Planetoid*. *Why Us?* were trailing in third in spite of their two early leaders in the individual accuracy; Dave Crowhurst 0.01, and Pete Sizer 0.02. Five people were in the chasing pack on 0.08 and a total of 13 pad scores were awarded in the first round. The cloud lifted slightly to allow teams to launch a Sidebody from 4,500ft.

Another Planetoid showed they meant business with a 3.24sec launch, the *Twins* were hot on their heels. *Why Us?* bust their rejump allowing *Team VW* and *The Fossils* to get ahead. All in all it was a bad round for *Why Us?* with Pete and Dave dropping 0.14 and 0.16 whilst Jane Buckle's dead centre gave her the lead with Fred Ryland close behind. Ian Markham's DC helped *Guys Back* to close the gap on the *Fossils* to just 1cm in the accuracy element.

Round three saw the seven intermediate teams launching Long Stairsteps with *Hog Roast* overhauling *Fit to Drop*. The senior teams had a few problems with the Adder; *Twins* and *Team VW* amongst those to bust, *Another Planetoid* had obviously gone into orbit with a mere 2.69 secs. 2 *Old* and 2 *Fat* moved into second place on the launches.

Fred Ryland took the individual lead with 0.01 but Pete and Dave brought *Why Us?* back into the running with a disc apiece. *Another Planetoid* ended the day with a substantial lead in both elements. The Irish visitors of *Green and Groovy* provided ample entertainment with their launches and approaches to the pit. Maxine Hopkins celebrated her 600th jump with a funnel. Clem Quinn made a brave effort to score 0.97 on his reserve!

We were happy to end the first day with three rounds completed and only a few bruised knees and egos. CCI Paul Austin took disciplinary action for any low pulling and the Meet Director dished out a few warnings for reckless canopy handling before we all adjourned to 'Wings' for the party. Over a few beers, we contemplated a day that had brought no rain, 4 discs, 30 pad scores, Sharon Speer's 100th, Sarah Albon's 200th and Tim "Daddy" Griffins 500th.

Sunday

Sunday dawned with a 2,000ft cloud base which allowed a few heads to clear whilst Andy Kelly's AFF students got to jump, then as the wind steadily picked up we moved into the final round. The Foil jumpers looked pensively at the windsock as Chris Shaw's Stiletto claimed the club house lead with a total of 0.43. Rob Colpus led *Another Planetoid* in with a disc having made sure of the launch element with a 2.07sec Crazy. Fred Ryland dropped short leaving the individual title up for grabs. Pete Sizer sealed it with his second disc and Dave Crowhurst (0.08) repeated last year's silver medal performance.

Gunner helped *Hog Roast* to the intermediate team cup with his first disc in competition, whilst Cathy Travers celebrated her 700th with *Badgers Set* doing such a fast launch that they forgot to show it to the judges! As the scores were being added up, the wind obliged with a civilised weather hold for Dave Parker to thank the chief judges, Amanda and Dona and to dish out the medals.

Results:

* The shield for the senior LAC champions went to *Another Planetoid* (Colpus, Ryland, Hoare, Mace) The silver medals went to *The Twins* (Buckle, Pike, Munday, Munday) bronze medalists were *The Fossils* (Shaw, Darling, Barrett, Willard)

* The rosebowl for senior accuracy went to Pete Sizer (0.16) whilst his team mate Dave Crowhurst (0.25) took the silver and Chris Shaw (0.43) got the bronze.

* Intermediate LAC winners were *Hog Roast* (Gunner, Milligan, Kiernan, Longhurst). Second place were *Fit to Drop* (Fairbrass, Fairbrass, Cosgrove, Hockin). Third place went to *Pointless* (Finn, Little, Tomlinson, Wardman).

* Simon Hopkins took the intermediate accuracy gold scoring 8.60m with Pierre Pascal gaining silver and Nick Little the bronze.

After a few bottles of champagne (three I think it was...) the HPC staff decided that we had had a good meet and hope everyone had a good time (hic!) and let's do it again next year!

Pete Sizer D5745

Pat joined the airborne forces, travelling abroad and of course learning to parachute – an activity which was destined to become a life-long passion as well as a job and hobby. When he returned to 'civvy street', he did all he could to promote parachuting as a sport. Over the coming years Pat ran various parachute schools including those at Navestock and Stapleford Abbots.

He founded the *Nomads*; created as the civilian answer to the *Red Devils* display team, this quickly became a competition skydiving team travelling and competing in Europe and beyond. Some *Nomads* trained by Pat became members of our classics and FS national teams. Demos performed by the *Nomads* included

synchronised multiple cutaways, thunderflashes, streamers, flags and lots of smoke. Pat's careful planning kept the team safe.

In 1978 he gave up his own successful haulage business to devote his time to parachuting. He became a full time CCI at various clubs around the country, most notably the London Parachute School and the East Coast Parachute Centre. His expertise and knowledge was regularly sought by the film industry, to which Pat supplied parachutes, advice and technical equipment; he was himself a good camera flyer.

Pat had a natural talent for languages and could swear at you in a dozen or more.

His affinity with the Turkish people and their culture prompted him to teach himself the language by tape. The Turkish parachuting fraternity knew him as 'Patamca' or 'Uncle Pat', and in 1986 he was asked to participate in part of the organisation of the World Championships in Turkey.

Pat died on 13 September 1996 at the age of 57 after illness. His determination, tireless energy and enthusiasm will be missed by all those who knew him. 'Chiefy', we don't know what you are doing now, nor where you are, just keep the water boiling and don't use all the tea bags.

Bobs 'H', 'K' and the team



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I would like to thank those who have commented to me on the reports so far, and made constructive suggestions. I also acknowledge material provided by the Australian Parachute Federation (APF) Technical Support Officer, John Chapman, whose monthly bulletin for skydiving professionals is a fine example of their pro-active approach to safety.

'Chappo' readily gave me permission to extract anything I feel may be of interest to British jumpers and (as you will see below) I have done so.

Some of you may also be interested in their web site, which you can find at <http://www.ozemail.com.au/~apf/>

DISPLAY ARENA MISS

A display team jumped from 2,500ft, just below cloud base – conditions were otherwise good. The last man deployed after three seconds; his canopy streamed and twisted. Deciding it was not going to open he cut away and deployed his square reserve (now mandatory for display work). He was not sure he could make the arena and elected to land well clear, which he did without incident.



Comment: The main canopy was a display favourite with a long and reliable history. The malfunction left the jumper low and in a tricky position. I chose this as representative of a large number of similar situations reported recently; most of the others were caused by weather or misjudgement.

Conclusion: Undoubtedly he made the right decision. In a display the worst possible result is someone landing in the crowd – which has also happened recently! If you might miss, the sensible response is to get completely clear. That is not to say it is the only course of action – modern square reserves are great and only weeks before, another army display jumper (far more experienced) flew his safely into the arena after a pilot chute tangle. But in general, if you are going to miss a display arena, miss BIG!

MID-AIR COLLISION

A Category 9 jumper exited at 5,000ft in excellent conditions to practise body position and turns. At deployment she had difficulty locating her bottom-of-container (BOC) toggle. She was still freefalling at 2,000ft when her head hit the end of the canopy of the previous jumper, ripping it and causing a rotating malfunction. He cut away and deployed his reserve; the first jumper found her toggle and completed a normal deployment of her main canopy. Both skydivers landed safely.

Comment: The lower canopy was open at normal height; its jumper, a recent D-licensee, had been doing freestyle. The two reports agree well about what happened.

Conclusion: There are various possible causes – exits too close, the horizontal distance that may be covered by a freestyle jumper, a long track. The main danger is opening at the wrong height. This case was accidental, but if you wonder why CCIs get so angry about low openings, think about what could have happened here.

It is far from being the only recent report to record difficulty in finding BOC toggles by lower experience jumpers – such incidents outnumber the perennial 'floating pullout handle'. BOC has its advantages and one must be careful not to draw wrong conclusions – obviously as more people use BOC, there will be more incidents involving it. But it is also fair to point out the advantage newer jumpers get from being able to see the handle before they pull it. This is worth considering.

(see page 10 Buying your first set of kit, for more information on BOCs and throwaway – Ed)

COLD FINGERS

An experienced jumper took part in a large FS dive in cold weather. He was for the first time wearing heavy gloves against the cold. At pull time he lost the pullout pad and could not re-locate it. He pulled his cutaway pad, then reserve handle and landed safely under his reserve.



Comment: Given the debate about what to do in this case, it is worth recording that this jumper chose to cut away before pulling his reserve – “just in case” as he notes on the report.

Conclusion: It is a compromise we all know. On one side are the obvious dangers of cold hands – discomfort, stiffness and loss of feeling – especially true in us older types and this jumper was 56. On the other hand you need to be able to feel through the gloves. Everyone has their favourite kind of glove but remember that silk liners, though they look ridiculously flimsy, do offer a surprising amount of extra warmth.

DISLOCATION

A noticeable trend recently has been a number of mid-air shoulder dislocations. Examples include three jumpers who did it on exit, one in freefall and one at pull time. One was saved only by his AAD. In Australia the phenomenon is “becoming quite a common parachuting injury”, including a jumper who managed to put his shoulder back in again under canopy before landing.

Comment: It is clear that in some (not all) cases there was a known problem beforehand. Dislocation of a joint weakens it and greatly increases the chance of it happening again. To quote from the APF bulletin: “the only sure remedy is surgery and strengthening exercises to more firmly locate the socket joint, and even this has been known to fail again in a skydiving environment”. I showed this to a British doctor who agreed completely.

Conclusion: Regular jumpers with such problems must be aware of the dangers. Owning up need not necessarily result in a ban; one incident report notes that the jumper concerned might continue in the sport provided he uses a rig modified for left hand operation, fitted with an AAD. The APF bulletin notes “instructors need to be on the lookout for susceptible members”.

GROUND RUSH

Fine weather brought a spate of reports that might all have been written by the same person. All concerned student injuries – including some fractures – due to bad positioning of feet and legs for landing. Though most were under round canopies, squares also have a significant share.

Comment: Many of the reports mention the breaking of a good PLF position at the last moment before impact, a thing most experienced jumpers have seen often at student drop zones. This tends to be caused by groundrush.

Conclusion: Groundrush is an illusion but a powerful one. Its causes are an error in learned behaviour (students are not used to falling at constant speed) and an optical illusion due to the laws of geometry. This is not the place to go into detail, but the result is to make the student think he will hit the ground slightly before he or she actually does. Hence the relaxation. If you do not understand groundrush, talk to your instructor. But remember a PLF position must be held firmly until you hit the ground.

THAT SHEEP!

A woman jumper landed off the drop zone, safely, in a field of sheep. As she gathered in her canopy, she was kicked by a frightened sheep, with such force that she was knocked to the ground with broken ribs and a ruptured bowel.

Comment: It has been the subject of so much DZ interest that I must include it for the record, even though the

circumstances are hardly likely to recur. It just shows that no matter what we do, the unexpected can always catch us out. My sympathy!

CANOPY COLLISION

Some FS jumpers broke at about 4,000ft, tracked and pulled. Almost immediately one jumper noted a nearby canopy, turned to avoid it and collided with a third canopy, which wrapped and developed a violent spin. Its pilot cut away (with some difficulty caused by the centrifugal force), deployed her reserve and landed uneventfully on the DZ. The first jumper, entangled in lines, managed to clear the mess sufficiently to cut away and pull the reserve handle, developing a full reserve at no more than 200 feet.

Comment: There is some left/right confusion in the very full reports but what is clear is that three canopies all opened in very close proximity. It would seem that the two jumpers involved in the collision – with nearly a thousand jumps between them – kept their heads in a very nasty situation. The Cypres of the first jumper did not fire – “thank God”, he says in his comments. (Presumably the descent rate was not sufficient to activate the firing mechanism.)

Conclusion: After FS, just tracking is not enough – you MUST watch where the others have gone and make sure you have empty sky to open in. This becomes steadily more urgent as canopies get faster – both jumpers were on identical, very high performance mains. With airspeeds of 45mph not unusual nowadays, two canopies which open facing each other will have a closing speed of 90mph. So, two canopies a hundred yards apart, will collide in slightly over two seconds.

TRIPPING UP

An experienced parachutist landed off the drop zone on a nil wind day, in a field of crops. His foot caught in a rut in the field and the resulting stress broke his right fibula.

Comment: The canopy was a reliable square with good landing characteristics and not a ‘ZP’ type. The incident report is brief and incomplete so no further details can be drawn from it.

Conclusion: He was plain unlucky, but farm fields, while inviting from the air, offer many hazards from barbed wire to heavy mud. Even long standing stalks can be a problem (and painful if you are wearing Tevas). Try and land on a tractor rut or path. If you can’t, flare slightly high and try to stop as much forward and downward motion as possible before dropping into the shrubbery.



NOT HURT?

A first time round canopy jumper landed badly. She stood up but complained of pain. After a while she felt okay and decided to drive home but later notified the club that she had suffered a fracture of the ankle.

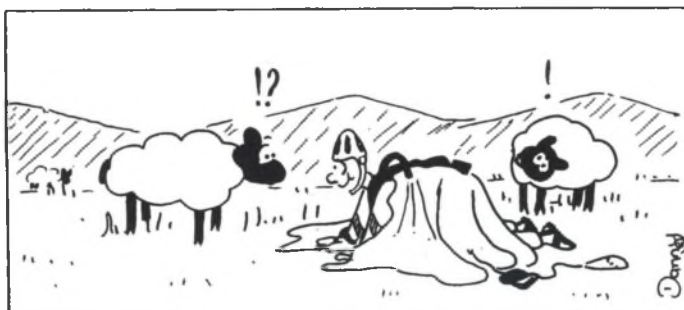
Comment: This caught my eye because of the risk – to the driver and others – of what she did. It is not uncommon for students to minimise injuries but this is an extreme case.

Conclusion: There is nothing you can do in such instances to force anyone into a particular course of action, though the CCI was obviously concerned since he asked the student to add a signed note that she left of her own accord. All you can do is advise. This incident underlines the advice given in First Aid courses that you should never allow anyone to underestimate the seriousness of an injury.

Chris Jones D8783

Confidential Reporting

If you have any safety related occurrences you would like to report IN COMPLETE CONFIDENCE, write to Confidential Report, Allan Hewitt, 103 Grosvenor Road, Aldershot, Hants GU11 3EE. Tel 01252 27412 Fax 01252 350 377 E-mail 100770.402@compuserve.com





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Contact: Bob Parry, Patty's Farm, Hilliam Lane, Cockerham, Nr Lancaster
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Contact: Tim Andrewes
Border Parachute Centre, Brunton Airfield, Chathill, Northumberland NE67 5ER
Tel: 01665 589000

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

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Tel: 01262 677367 / 0836 276188

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Tel: 01841 540691

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Gloucester GL51 5SR
Tel: 01452 713410
Fax: 01452 854029

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Eaglescott Parachute Centre
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Headcorn Parachute Centre
Headcorn Aerodrome, Headcorn, Kent TN27 9HX
Tel: 01622 890862 / Fax: 01622 890641

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Ipswich Parachute Centre
Ipswich Airport Nacton Road, Ipswich, Suffolk IP3 9QF
Tel: 01473 710044 Fax: 01473 271055

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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: 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

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Tel: Airfield 015395 58672/58555
Weekdays 01772 720848

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Contact: Mike Bolton,
Chief Instructor Oxon & Northants Parachute Centre Hinton-in-the-Hedges Airfield Steane, Nr Brackley, Northants NN13 5NS
Tel: Office 01384 393373
Mobile 0850 762349

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

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

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Skydive Scotland,
The Parachute Centre, Errol Airfield, Grange Errol PH2 7TB

Tel/Fax: 01821 642881 (Office)
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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

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South Humberside
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01652 648837 DZ
Fax: 0113 250 5600

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e-mail: skydive@tilstock.demon.co.uk

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

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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

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8 Burns Crescent,
Chelmsford,
Essex CM2 0TS
Tel: 01245 268772

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

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Tel: 01235 529570

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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

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Aldershot, Hants GU11 3NT
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Fax: 01622 890641

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

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

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

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

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

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

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

E-mail Listing

Abdess Andy	100757.1601@compuserve.com	Hamblen Richard	rhamblen@bangate.eur.compaq.com	Peek Gary	peek@freefall.com
Alec Peck	106215.754@compuserve.com	Harding John	john@patch.demon.co.uk	Perry Alexis	skydive@euronet.nl
Allen Chris	100722.2744@compuserve.com	Hardwick Kevin	100616.576@compuserve.com	Pete Carroll	106072.1234@compuserve.com
Allum Debbie	debbie.allum@mercury.co.uk	Hercules Boogie	lars.garstam@gfk.se	Phillips Chris	chris.phillips@systemsunion.com
Allum Mike	mi@ffnet.demon.co.uk	Hewitt Allan	100770.402@compuserve.com	Pilkington George	coolgroovy.george@skydive.net
Allum Pete	73572.3135@compuserve.com	Hibberd Tom	9506180h@udcf.gla.ac.uk	POPS UK	peteshew@cix.compulink.co.uk
Ames Robert	robert.ames@mail.sema.co.uk	Hirani Kish	kish@dcs.ed.ac.uk	Power Nick	n.power-94@student.lboro.ac.uk
Ampuria Brava	100675.730@compuserve.com	Hoare Charlie	charlie@bandbit.demon.co.uk	Quinnell Mark	marq@iohk.com
Andersson Hakan	hakana@isy.liu.se	Holder Gareth	gholder@ultradata.com	Rhino	rhinouk@aol.com
Another Planet	dazzle990@aol.com	Holt Barry	barry@micl.co.uk	Roberts Penny	106031.617@compuserve.com
Ashenden Simon	simon_ashenden@novell.com	Hopkins Bob	barkingbob@aol.com	Rowe Audrey	101333.2305@compuserve.com
Bannister Pete	pete@shaggles.demon.co.uk	Hoy Steven	biue.sky@diapipex.com	Rowe Paul	101333.2305@compuserve.com
Bridges Colin	coolgroovy.co@skydive.net	Jones Chris	cjones@newcoll.celtic.co.uk	Ryland Fred	100114.1435@compuserve.com
Burns Paul	mm3a4bpb@swansea.ac.uk	Jones Pete	100675.730@compuserve.com	Scott Bryan	bryan@digital.net
Buse Chris	chris@highfly.demon.co.uk	Jowitt Bill	bill_jowitt@globalnet.co.uk	Sheffield Uni SC	skydiving@sheffield.ac.uk
Cadcam	106304.677@compuserve.com	Judas	judasuk@aol.com	Shew Julie	peteshew@cix.compulink.co.uk
Chapman John	apf@apf.asn.au	Jump Shack	jumpshak@america.com	Shew Pete	peteshew@cix.compulink.co.uk
Chopper	chopper@bcs.org.uk	Larrett Keith	visexp@aol.com	Sky Science	100770.402@compuserve.com
Clark Keiron	skyhigh21@thenet.co.uk	Larsen & Brusgaard	dytter@pip.dknet.dr	Skydive Arizona	skyaz@aol.com
Cool and Groovy	coolgroovy.co@skydive.net	Lees Iain	100647.1576@compuserve.com	Skydive Sebastian	skydiveseb@aol.com
Cornish Lance	tenhauser_gate@compuserve.com	Lewis Mike	mikel@sequent.com	Skytribe	skytribe@powernet.co.uk
Crabtree Steve	skyshot 101605.1761	Marsden Pete	101444.2606@compuserve.com	Sparrow Andy	andy@ide.com
Daniel Richard	100255.1174@compuserve.com	McGuinness Gary	skytribe@powernet.co.uk	Sport Parachutist	sportpara@aol.com
Drew John	100625.1427@compuserve.com	McLeod Gavin	mac@faxil.leeds.ac.uk	Stephens Dave	ds23@student.open.ac.uk
Elvy Steven	101502.173@compuserve.com	McPhillips Kevin	101670.2347@compuserve.com	Swarbrick Mark	mark@mcl.net
Findlay Pete	101746.667@compuserve.com	Mikos Steve	stevemikos@aol.com	Taylor Dave	rockindav@aol.com
Fitzmaurice Colin	skydive@tilstock.demon.co.uk	Mirage systems	hannah@miragesys.com	Tilstock	skydive@tilstock.demon.co.uk
Ford Rick	rick4d@aol.com	Moran Darryl	emdazzle@aol.com	Tunks Dave	101733.3532@compuserve.com
French FS 8-way	manu.ars@ci.sligos.fr	Moran Emma	emdazzle@aol.com	Tylcoat Dave	106155.3560@compuserve.com
FXC	fxc@pia.com	Moran Tim	100344.1155@compuserve.com	Tylcoat Sue	106155.3560@compuserve.com
Gale Lesley	sportpara@aol.com	Morrison Peter	morrison8@delphi.com	Walton Janet	101733.3532@compuserve.com
Gibbs Phil	phil_gibbs@msn.com	Nicholas Adrian	anicho8817@aol.com	Ward Simon	100517.3135@compuserve.com
Gillard Vince	vince@ooh.dircon.co.uk	Nicholson Mike	mikenf@diapipex.com	Weatherhogg Ian	100045.1075@compuserve.com
Glasgow Uni PC	skydive@gla.ac.uk	Nolan Steve	101545.1266@compuserve.com	Williams Solly	sollaston@aol.com
Goff David	david_goff@cityscape.co.uk	O'Connor Philip	philipo@chem.gla.ac.uk	Wingy	wingyuk@aol.com
Gould Ian	i.gould@nortel.co.uk	Pagefast	101626.2656@compuserve.com	Wood George	george@skygod.cityscape.co.uk
Grimwade Andy	skydiveseb@aol.com	Paramag	paramag@nordnet.fr		

Web sites

Australian Parachute Federation	http://www.apf.asn.au/~apf/	Skydive Sebastian	http://www.skydiveseb.com
Cool and Groovy	http://www.skydive.net.cool&groovy/	Skydive Strathallan	http://www.dcs.ed.ac.uk/home/kish/strathallan.html
French skydivers on the net	http://perso.club-internet.fr/flot/	Skydive! Archive	http://www.afn.org/skydive/
George Wood's skydive web	http://www.cityscape.co.uk/users/cg90/index.html	Skydive.net	http://www.skydive.net/
Glasgow Uni PC	http://www.gla.ac.uk/clubs/parachute	Southampton Uni PC	http://www.soton.ac.uk/~skydive/
Paramag	http://home.nordnet.fr/~paramag/	The Vertical Video Home Page	http://www.phoenix.net/~skydiver/vv/vvhome.htm
Salford Uni PC	http://www.salford.ac.uk/studu/parachutesoc/main.html	Uni of Kent at Canterbury SC	http://alethera.ukc.ac.uk/sportsfed/skydiving/welcome.html
Sheffield Uni SC	http://www.shf.ac.uk/uni/union/susoc/sd/colleg.html	Uni of York PC	http://www.york.ac.uk/~socs213/welcome.html
Skydive - UK DZ info	http://www.gold.net/skydive/	World DZ maps	http://www.dcs.ed.ac.uk/~kish/worldDZ/
		Yahoo Skydiving links	http://www.yahoo.com/Recreation/Aviation/Skydiving/

This list is by no means inclusive, it is purely those members and organisations who sent us their e-mail address.

Uni = University

SC = Skydiving Club

PC = Parachute Club

Skydiving Center World

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THANKSGIVING BOOGIE
November 20-December 2
8-way - November 22-24
10-way - November 29-30
\$10/JUMP WEEKEND
December 7-8
4-WAY COMPETITION
December 14-15

CHRISTMAS BOOGIE
December 21-January 6
Christmas Scrambles Dec 27-28
New Year's Party December 31
STATIC LINE JCC January 4-5
4-WAY COMPETITION
January 11-12
STRONG TANDEM
CERTIFICATION COURSE
January 18-20

\$10 JUMP WEEKEND
January 25-26
4 & 8-WAY MEET
February 8-9
VALENTINE'S DAY
February 14: Girls jump 1/2 price!
STRONG TANDEM
CERTIFICATION COURSE
February 15-17

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