

A full-page background image showing a person in a wetsuit and parachute jumping into the ocean at sunset. The parachute is large and striped in shades of blue, purple, and red. The sun is a bright orange orb on the horizon, casting a glow across the sky and the water's surface. The person is in a dynamic pose, with arms outstretched, just above the white foam of a breaking wave.

SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION

Valentines Edition
14 February 1997

AGM Report
Sit Flying
Head Down
Preparing for a Training Camp
GPS -- How does it work?

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LARGER

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CONTENTS

Sport Parachutist

Journal of the British Parachute Association

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To subscribe to Sport Parachutist magazine fill out the coupon on page 48

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The views expressed in Sport Parachutist are those of the contributors and not necessarily those of the BPA. The Editor retains the right to refuse or withdraw any advertisement at her discretion and does not accept liability for delay in publication or for printer's errors, although every care is taken to avoid mistakes. Even though nobody reads this bit, we wish to thank Oia Soyinka for donating the original design, Gary Peek for his clip art images and Danny Crossman for his lively cartoons and illustrations.

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BPA Vice Chairman	Phil Gibbs
STC Chairman	Tye Boughen
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Development Committee Chairman	Phil Gibbs
Magazine Committee Chairman	Steven Hoy
Riggers Committee Chairman	Allan Hewitt
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Council Members

Chris Allen, Paul Applegate, Steve Apps, Tye Boughen, Peter Carroll, Dave Emerson, Phil Gibbs, Steven Hoy, Graham Liggins, Ian Marshall, Michael Matthews, Charles Ross, John Saunders, John Smyth, Lofty Thomas

SPORT PARACHUTIST

FEBRUARY 1997

FEATURES

Message from HRH Prince of Wales	5
Crew Dog	11
AGM Report	12
Sit Fly	18
Head Down	20
Preparing for a Training Camp	23
GPS – How does it work?	38

REGULARS

Diary of Events	2
Editorial	2
News	3
The Word on the Street	6
Kit News:	8
Snippets	.17 & 29
People in the Sport – Andy Grimwade:	31
POPS Corner	41
Incident Reports	42
Clubs and Centres	44
Letters	46
Sport Parachutist Subscription Form	48
Advertisers Index & Classified Adverts	..47/48

Cover Photo: This beautiful shot shows South African Dino landing his Stiletto on the beach after a sunset load at Sebastian, Florida. Photo by Keith Larrett, resident Sebastian photographer.

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





Happy Valentine's issue of SP. Why have we timed the mag to arrive on Valentine's day? Because a renewal membership form is enclosed with your magazine. This timing is planned to help BPA staff process all the membership renewals by the end of March. That might be six weeks away but there are over 4,000 forms to process and it seems that 3,999 of these leave it till the last minute. You can help by starting NOW. Fill out your renewal membership form (photocopy if you have joint membership) and return to the BPA office with a cheque for the appropriate amount.

How much is renewal membership? Exactly the same as last year. There were gasps of astonishment at the AGM when BPA Treasurer Debbie Carter announced the intention to keep subscriptions constant. Nice one BPA!

The form this year is longer than usual, we do apologise for the time it will take to fill it in. The reason so much detail is asked for is because the BPA staff want to check they have all your licence numbers etc correct. Last year, when a new computer system was installed in the office, it seems that not all of the data was transferred over. The new form will help us to make sure our records are accurate.

Those of us who were at the AGM heard of the royal patron we now have in the Prince of Wales. This is an honour and a step forward for the Association. We welcome Prince Charles and hope this will prove a fruitful alliance. We also welcome Lofty Thomas, our new BPA Chairman and wish him the best of luck in this difficult position. Over twenty years on Council should mean he is well capable of keeping order. We thank Bob Card for his four years of loyal service and sheer hard work.

Find out about all these changes in the news and AGM report before enjoying the fantastic photos we have to illustrate sit flying, head down and team training.

Very best wishes

Lesley

PS Next magazine due - 1 April, then every two months as usual.

DIARY OF EVENTS

Date	Event	Location	Contact
February			
6	STC Meeting	BPA offices, Leicester	BPA 01162 785 271
17-21	BI/Advanced Instructor course	Bridlington	BPA 01162 785 271
22-23	4-way meet	Lake Wales, USA	001 941 678 1003
24-28	Exam/Pre-Advanced Instructor course	Bridlington	BPA 01162 785 271
24-28	Riggers BR & exam course	Netheravon	BPA 01162 785 271
25	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
March			
1-2	Freelying and Z games	Skydive City, USA	001 813 783 9399
13-17	South of the Border Boogie	Skydive Arizona	001 520 466 3753
15-16	St Patrick's Boogie	Skydive Sebastian	001 407 388 5672
15-16	St Patrick's Party	Lake Wales, USA	001 941 678 1003
15-23	Muff Brothers Reunion	Skydive City, USA	001 813 783 9399
22-29	World Collegiate Boogie	Skydive Sebastian	001 407 388 5672
21-25	Skydive U skills camp	Skydive Sebastian	001 407 388 5672
22-Apr 6	Easter Boogie	Skydive City, USA	001 813 783 9399
22-Apr 7	Easter Boogie	Lake Wales, USA	001 941 678 1003
26-31	Speed Beach Boogie	Skydive Sebastian	001 407 388 5672
26-31	Easter Boogie	Skydive Arizona	001 520 466 3753
27	STC Meeting	BPA offices, Leicester	BPA 01162 785 271
27-31	Easter Boogie	Gozo, Malta	00356 582 153
28-Apr 6	Big Formation Course	Train in Spain	0034 53 125 233
29-30	Turbolet 8/16-way meet	Langar	01949 860 878
April			
5-12	Spring RW camp	Lake Wales, USA	001 941 678 1003
8	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
12-13	Arizona Airspeed 8-way camp	Skydive Arizona	001 520 466 3753
19-20	SPOCK collegiate meet	Strathallan	0141 420 3932
19-20	Beach Blade Running	Skydive Sebastian	001 407 388 5672
19-20	POPS meet	Langar	Sue Hill 01253 713 841
May			
1-4	POPS 40-way	Turnhout, Belgium	00 32 58 411 468
1-4	Invitational 40-way	Moorsele	
3-5	4-way Scrambles	Headcorn	01622 890 862
3-5	16-way Sequential	Langar	01949 860 878
3-5	Vice-versa Skysurf Seminar	Langar	01949 860 878
3-5	America's Cup 4/8-way	Skydive Sebastian	001 407 388 5672
8	STC Meeting	BPA offices, Leicester	BPA 01162 785 271
9-11	Benelux accuracy meet	Turnhout, Belgium	0032 14 45 1947
10-11	Southern Regionals - CF and Classics	Silver Stars	01285 861 344
12-16	BI/Advanced Instructor course	Netheravon	BPA 01162 785 271
13	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
17-18	Southern Regionals - FS	Silver Stars	01285 861 344
19-23	Exam/pre-Advanced Instructor course	Netheravon	BPA 01162 785 271
24-26	Memorial day boogie	Skydive Arizona	001 520 466 3753
24-26	8-way Scrambles	Langar	01949 860 878
24-26	Scottish Nationals	Strathallan	01764 662 372
24-26	Turbine Madness	Skydive Arizona	001 520 466 3753
25-Jun 1	Herc Boogie	Lidköping, Sweden	00 46 31 92 34 45
31-Jun 4	RW course	Train in Spain	0034 53 125 233
June			
2-6	AFF/Tandem Instructor course	Netheravon	BPA 01162 785 271
7-8	Speed 8 meet	Headcorn	01622 890 862
19	STC Meeting	BPA offices, Leicester	BPA 01162 785 271
21-29	Large Aircraft Boogie	Langar	01949 860 878
24	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
28-Jul 5	RAPA meet	Bad Lippspringe	00 49 05254 98 2378
July			
5-6	Central Regionals - FS, CF, Classics	Hibaldstow	0113 250 5600
16-26	Women's World Record Attempt	Vichy	0033 71 09 03 79
19-27*	FS Nationals	no venue yet decided	BPA 01162 785 271
26-Aug 2	Espace Boogie	Vichy	0074 84 91 32
31	STC Meeting	BPA offices, Leicester	BPA 01162 785 271
August			
4-8	BI/Advanced Instructor course	Strathallan	BPA 01162 785 271
5	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
7-11*	British Record Attempt	Weston	01604 711 497
21-29	Large Aircraft Boogie	Langar	01949 860 878
16-26	Army Championships	Netheravon	01980 633 371
23-25	POPS meet	Border	Sue Hill 01253 713 841
September			
4	STC Meeting	BPA offices, Leicester	BPA 01162 785 271
6-7	LAC meet	Headcorn	01622 890 862
6-7	Halfpenny Green reunion weekend	Langar	01949 860 878
12-21	World Air Games	Efes, Izmir, Turkey	00 90 312 3104456
12-21	World Cup - Classics	Efes, Izmir, Turkey	00 90 312 3104456
12-21	World Championships - FS	Efes, Izmir, Turkey	00 90 312 3104456
12-21	World Championships - Freestyle, Skysurfing	Efes, Izmir, Turkey	00 90 312 3104456
16	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
27-28	Northern Regionals - FS, CF and Classics	Topcliffe	01274 631 044
October			
23	STC Meeting	BPA offices, Leicester	BPA 01162 785 271
28	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
November			
10-14	Riggers BR & Exam course	Netheravon	BPA 01162 785 271
10-14	BI/Advanced Instructor course	Silver Stars	BPA 01162 785 271
17-21	Exam/pre-Advanced Instructor course	Silver Stars	BPA 01162 785 271
December			
9	EGM and Council Meeting	BPA offices, Leicester	BPA 01162 785 271
11	STC Meeting	BPA offices, Leicester	BPA 01162 785 271

* = Provisional dates only



PHOENIX

George and Betty Kabeller have bought the skydiving centre at Lake Wales, Florida which they have been leasing for the past year. The construction of a new trailer park is under way. A Bell 206 helicopter will be added to the flight line which also boasts a King Air and an Otter. A DC3 is available on call. For more information contact 001 941 678 1003.



HERC BOOGIE

A Hercules Boogie will be held in Lidköping, which is on the west coast of Sweden. Dates are May 25 to June 1. The last Herc Boogie attracted 600 skydivers from 15 countries, it is planned that this year's will be bigger and better. Jump prices will be 110 SEK (about \$15) and the registration fee is 450 SEK when paid in advance. Payment can be made to Swedish postal giro 40 07 55 - 5 or by international money order to Hercules Boogie '97, PO Box 311 27, S-400 32 Göteborg (no refund available after March 31).

A crew of international load organisers will be available; Gareth Holder, Dieter Kirsch, Markko Teivanen, Rickard Janz are amongst the line up. There will be competitions including a 20-way speed star, also big ways and hopefully record attempts. The boogie organisers plan to arrange buses to meet British, Danish and German skydivers who travel by ferry to Gothenburg. The zone is about 120km north of Gothenburg. For more information contact Lars Garstam on 0046 31 92 34 45, e-mail hercules@gfk.se. Or check out their web site on <http://gfk.se/hercules>

SKYDIVE U OR U SKYDIVE?

Skydive U has moved its operation from DeLand to Skydive Sebastian, building new premises to do so. Skydive U is run by Rob Laidlaw, Danny Page, Frank

Beesenbach and Craig Buxton. Rob and Craig have an international reputation for developing the Skydive U approach. In the month after Skydive U moved to Sebastian they trained over 30 students and logged over 1,100 jumps.

DeLand has responded by opening up the 'University of Skydiving'. They claim that the University of Skydiving was established ten years ago by DeLand owner Bob Hallett with Tom Piras. Later, they say, the name changed to Skydive University and then to Skydive U. A share of the profits of the University of Skydiving will go into the Amanda Piras Foundation, Amanda being Piras' daughter. Staff at the 'University' include Kurt Gaebel (manager), Darren Schuster, Billy Weber and Ben Rayner.

Skydive University:-
Sebastian - 001 407 388 5672
University of Skydiving:-
DeLand - 001 904 738 3539



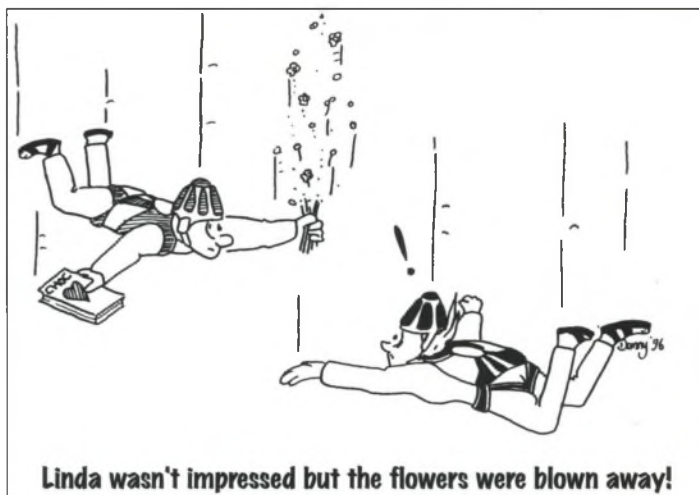
FREEFLIGHT ACTION

USPA has cleared single jumpmaster AFF when done in conjunction with simulator training at Freeflight Skydiving School, in Coleman, Florida. The wind tunnel is run by Frank Arenas and is only open to skydivers or those training to become jumpers. Call Freeflight on 001 352 748 8005, fax on 001 352 583 2206.

Freeflight Skydiving is now offering residential building lots on its private drop zone with airport access, hangar space, clubhouse and on site wind tunnel. Lots in the community will only be sold to skydivers. "We don't want complaints from residents after they have built their home - if you are not an active skydiver we will not sell to you," says owner Frank Arenas.

Prices start at just under \$20,000 for a building lot and \$80,000 for a complete purpose built house. If the

Happy Valentine's Day



Danny Crossman

idea of a drop zone in your back yard seems appealing call Frank on 001 352 583 2202 or fax 001 352 583 2206 for information.

SCOTTISH NATIONALS

Dates have been announced for the Scottish Nationals which will be held at Strathallan during the May Bank Holiday (see diary). The usual disciplines of FS, CF and Style & Accuracy will be featured with possibly a Freestyle & Skysurfing event. The Scots always put on a friendly, enjoyable event and welcome visitors with open arms. Call Strathallan for details, 01764 662 572.

WORLD COLLEGIATE EVENTS

A World Collegiate Boogie is being held during 22-29 March 1997 at Skydive Sebastian, Florida. The idea is for collegiate jumpers to get together, progress and party. BPA instructors will be available to help you through the category system. Skydive U has its campus at Sebastian and there will also be WARP instructors available. Group collegiate skydives will be organised, size depending on who attends.

The boogie is meant as a forerunner to the world's first international collegiate meet. This competition will span many disciplines and is planned to be held at Sebastian during Easter 1998. The British Collegiate Parachute Association (BCPA) is applying to FAI to attempt to

make the meet official.

For details of either event call Sebastian on 001 407 388 5672, e-mail on skydiveseb@aol.com UK contact: tel/fax Jason Brister on 0161 707 0583, e-mail on jason@bcpa.u-net.com

STOLEN KIT

A rig was stolen from a car in Colchester. It was a black Talon (serial no 4107) with a black, blue and green Fury main (F3003) and Maverick reserve (MK507R). If anyone sees this kit please call Robert Harris on 01206 541 424.

WHEN THE CHUTE WENT UP

Dolly Shepherd's autobiography *When The Chute Went Up* has been re-released. Dolly was an Edwardian lady parachutist who performed at shows all over the UK. At that time, the parachute was towed up into the sky by a hot air balloon and a cord was then pulled to release it. Dolly would float back down under the round parachute to thrill the crowds. The book was originally published in 1984 and has been long out of print. It has now been updated by Dolly's daughter Molly Sedgewick and includes over forty black and white drawings and photographs. Cost - £8.95 plus £2 P&P from Skyline Publishing, Chapel End, Littleworth, Amberley, Stroud, Glos GL5 5AL.



Did you know . . .

. . . that Rob Colpus always gets a sackful of cards on Valentine's Day - because February 14 is his birthday!



Council Matters

ELECTIONS

The results of the Council elections were announced at the AGM in January and are as follows (last year's figures in brackets):

- The total number of voting cards returned by the closing date of Friday 3 January 1997 was 521 (646).
- Of this total, 35 (66) were invalid, due to inaccurate or incomplete information on the voting cards.
- The nett total of valid votes was therefore 486 (580).

NEW BPA RATINGS

The following people have successfully gained their ratings:

Basic Instructors

Andrew Crawford
Steve Jackson
Andy Scott
Adrian Wibrew
Mike Coleman
Andrew Hodgson
Martin White
Bill Morris
Tony Keighthley
Mike Moulai
Mike Cable
Andy Mihalop
Mike Jang
Mark Bayada
Mark Quinnell
Sarah Laughton
Karl Lester

Approved Instructors

Mick Morgan
Andy Montriou
Donna Whelan
Aide Green
Gary Denton
Scott Wileman
Gary Marshall
Paul Smith
David Openshaw
Sean Taylor
Lee Love
Amanda Naim
Neil Laubach
Sam Chik

Tandem Instructors

Martin Wilshaw
Grant Richards
Kevin Waterhouse
Rory Leggott
Nigel Moore

AFF Instructors

Steve Scott
Simon Rushton
Robbie Blain
Finbar Molloy
Tim Tennant
Adrian Green

Advanced Packers

Adrian Green
Geoff Hughes

Basic Riggers

Dave Ballard
Louise Cliffe
Geoff Hughes
Roland Coleman
Chris Morgan

Approved Riggers

Symore Skilbeck
Steve Saunders
(both subject to conditions)

Rigger Examiner

Bill Sharp

• Votes cast for the 19 individual nominees, starting with the highest number cast, were as follows:

Chris Allen	—	365
Steve Apps	—	333
Pete Carroll	—	333
Lofty Thomas	—	323
Phil Gibbs	—	313
Charles Ross	—	300
Tye Boughen	—	289
Paul Applegate	—	287
Steven Hoy	—	286
Dave Emerson	—	275
John Smyth	—	270
John Saunders	—	265
Mick Matthews	—	263
Graham Liggins	—	261
Ian Marshall	—	257
Ian Midgley	—	236
Mick Danby	—	211
Chris Jones	—	209
Paul Ledden	—	192

The top fifteen people on the list are elected, confirmed positions are as follows:

BPA Chairman: Lofty Thomas

Vice Chairman: Phil Gibbs

Development Committee

Chairman: Phil Gibbs

Members: Tye Boughen, Pete Carroll, Steve Hoy, Graham Liggins, Charles Ross

Competitions Committee

Chairman: Chris Allen

Members: Steve Apps, Ian Marshall, Mick Matthews, John Saunders, John Smyth

Magazine Committee

Chairman: Steven Hoy

Members: Charles Ross, Pete Carroll

SPORTS COUNCIL FUNDING

The Sports Council has been reorganised into two bodies, the English Sports Council and the United Kingdom Sports Council. Their areas of responsibility are exactly as you would expect from their names; one body deals with sports in England, the other with sports in the whole of the UK. The BPA has received confirmation that we will qualify for a total grant of £93,500 in June, the grant to be paid in sections from each Council. This is roughly equivalent to previous years and allays immediate fears about funds being cut due to reorganisation. However, nothing is certain as regards future funding.

NEW MEMBERS

Skydive Sebastian and Train in Spain have both been associated to the BPA.

STC

New Instructor System for Tandem and AFF

A system whereby experienced parachutists could



Photo by Lord Snowden

"We are deeply honoured that The Prince of Wales has agreed to become our Patron. It is a recognition of the growing popularity of parachuting in all its forms and comes at a time when we are preparing a bid to host the World Parachuting Championships in Canopy Formation in June 1998 at Netheravon."

Major Bob Card, Outgoing Chairman of the BPA

become BPA Tandem or AFF Instructors without being involved in other forms of instructing is being tried for 12 months. Experienced parachutists with the relevant jump numbers and CCI's recommendation will be allowed to take a Basic Instructor (BI) course on either tandem or AFF procedures only. Following the successful completion of the course, candidates can teach students in their chosen area and may attend a BPA Instructor course within the next 12 months.

The proposal was passed unanimously at STC. If the system proves successful, then at the end of the year STC would change the Operations Manual accordingly.

WDI Exemption

Sibson, Langar, RAFSPA and Target Skysports have all been given permission *not* to throw a WDI on altitude loads. Instead, the exit point will be calculated by a met fax, GPS will be used to spot. Obviously

the jumpmaster will still be fully briefed on the release point.

COMPETITIONS

The Head of Delegation for the World Meet (Formation Skydiving) in Turkey during September will be John Hitchen. John is our Safety Officer and IPC delegate. The matter was not decided by Competitions Committee; in an unusual move Council decided the Head of Delegation. See minutes of Council meeting on 29 October.

DEVELOPMENT

The committee has a number of ongoing projects; for example to put the BPA on the Internet and to look at a range of credit card offers which could bring revenue into BPA funds. The proposed extension building to the BPA office is being handled by the committee. A code of conduct for committee meetings was drawn up and distributed to new Council members in January to help them understand the procedure.



ST. JAMES'S PALACE

The British Parachute Association represents the interests of nearly 5,000 sports parachutists in Great Britain, as well as a further 20,000 people who join as Provisional Members for a year, many to make a single jump for charity. All these people enjoy an experience which is not only exhilarating, but which teaches some fundamental principles which apply throughout our daily lives.

A parachute descent, and its preparation, demand qualities in the individual which exceed, perhaps, those of nearly any other sport. Teamwork, care for the safety of others, self-reliance, minute attention to the details of equipment, self-discipline, fitness of mind as well as body; these are the essential requirements of the parachutist. Perhaps one might add, also, the quality of wonder and admiration for the natural world spread out before us.

I am particularly delighted to be Patron of the British Parachute Association because of the special appeal this sport has for young people. A sport such as this, in a world such as we have today, goes a long way towards preparing some of our youth for the society of tomorrow.

Charles

AGM STUFF

As usual, the AGM was a massive event. Loads of UK skydivers turned up, to meet old friends and catch up. There were talks by the knowledgeable on a wide range of topics from 'Turning and Burning' Planetary style, 'How Did They Almost Do That' (the 300-way) and 'Writing for the Mag' (before you grab your pen, I was there!) (Yes George but you clearly didn't listen! - Ed) All the British manufacturers were there as usual. Business was brisk, Symbiosis Suits had a blistering day with Cool Kat's "Design yer own suit here" Apple software closing the deals faster than Del Boy - or even yours truly!

Sky Science and Chris Jones ran a Flight Line Check activity which was excellent. Four dummies (mannequins!) in dodgy kit; chest straps not done up, packs closed wrong, no alti, no brain; some easy, some cunning. The idea, not to test, but to identify possible problem areas and to see if you know what you think you

know. Interestingly, not one CCI or Instructor had a go. I wonder why not? Is it because:

- a) they know they know it all, already?
- b) they don't want to know what they don't know?
- c) they don't want anyone else to know what they don't know?
- d) or they were too busy? (as said STC Chairman).

The Dinner Dance was a huge success, ALL the Babes all looked Fantastic and the Guys were Crusin' Smooth too. Rockin Dave Taylor was Rock 'n' Rollin' it right up. Nice One Dave. (He has a CD out soon so stay tuned if R&R is your thang.) The parties rolled on and on, the wee small ones came and went, and so did the 1997 AGM.

The disco was a bit of a disappointment, thankfully livened up by Kev Waterhouse of the Freds. Perhaps next year we can have two rooms, one playing Music, the other Choons. Let's have your thoughts. All in all a very interesting w/e. Thanks all concerned.



DEANNA KENT

It is with great sadness that Wots reports the loss of Deanna Kent to illness. Deanna was the beautiful skydancer featured in *From Wings Came Flight* and wife of Norm, the revered freefall photographer. She was a great skydiver and a lovely person who brought a sparkle to the drop zone. We will miss you Deanna.

SPAIN CHRISTMAS BOOGIE

The European Christmas Boogie at Ampuria Brava was once again attended by over 600 Eurojumpers. Unfortunately, the weather was not invited this year. One day of jumping, followed by one day of not jumping, followed by a night of partying, followed by one day of jumping. And so on. 8,000+ dives were done, in what was really half a boogie. The annual Speed 10 Captain's Cabin meet was held on Jan 1. (Groan!) Kevin and George, with *In the Hedge*, were simply atrocious and they were not too happy about it. *In the Hedge* still won but this was mainly 'cos the French had not turned up. Strikes me the Frogs were right again, the bastards. All in all, wet, wet and wet, but LOTS of laughs. Thanks Ampuria!

RAIDERS OF THE LOST CARK

Early one morning, Ancient William raided the Cark DZ. They were allegedly looking for Porn and Drugs. As a consequence all videotapes in the centre were confiscated for viewing, back at Chez William. Ancient was seen to be rubbing their hands with glee at the sight of tapes with the titles *All Girls 4-way* and *8-way & Beyond*. One of the centre's videomen, Fingers, was seen at the station picking up his skydiving tapes. "Next time," they said, "Label them more CLEARLY!" No Drugs and No Porn were found (so you can cross that one off the list...).

WANT SEBEER STAN?

Sebastian's runway was still being repaired, it was day three and now it was a right pain. Andy Grimwade (Sebastian DZ owner) had had enough. He called all the jumpers to the manifest, it was midday. "I've had enough of this. The DZ is now closed. The Bar is now open. The Beer is FREE. Skydives tomorrow are \$5. I hope this makes up for your inconvenience!" What a NICE attitude! The jumpers drank more than \$2,000 worth of beer.

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FREE FLY PARADISE

Lots of nice things going on at Sebastian. Like the Jump All Day for \$100, as many jumps as you like (use as many rigs and packers as you want). The dates are 15/16 March, this sounds like a freeflyer's wet dream! A month later, 19/20 April, there is a money meet with armfuls of dollars up for grabs. The event? Beach Blade Running. Surf thru the surf as you weave your way in and out of windblades cunningly placed in the sand. *Arizona Airspeed* are also down for an 8-way camp, April 12-13. Send Sebastian an E! Skydiveseb@aol.com.

PIRI-RAPT-OH-NOOOOOOO...

A normal day of jumping at Netheravon and Allan Hewitt is about to do his first jump on his Brand Spanking New, all-singing, all-dancing Digital Video Camera and Piri Raptor helmet. Looking Coo'el, Allan makes his skydive. All goes well until pull time. The fasteners for the rear entry (!) helmet, are two push buttons at the back. Allan is used to testing dodgy kit and puts his head right back to watch his bag go up. Stretchy necked Al gets his head so far back that he presses the buttons on the PR against his rig. Allan stopped freefalling, the PR did not – well, it did, but not for 2,000ft. The carcass was retrieved, both the helmet and the video were dead. The tape has yet to be released. We've told him before about sticking his neck out...

LIVE LONG AND PROSPER

Right all you collegiates. The SPOCK meet is on again (Scottish Parachute Open Collegiate Kompetition). Dates are 18-20 April at Skydive Strathallan (Friday is practice day). The meet is hosted by Glasgow Uni Para Club and organised by the lovely Kellie. Events are 3-way speed (!) with video, Raps, FF progression, SL progression and Accuracy. So no matter how bad you think you are, you're welcome to have a go. Ceilidh (Big Kilted Party) on the Saturday night. Call Kellie at Strathallan for details, 01764 662 572 at the w/e.

CHEESEGRATER

Alan Deadman was in Eloy recently for a spot of Skysurfing. Being an avid user of Cool & Groovy's stuff, he

spied a Dude in a bar wearing a *Time-Out!!* jacket, with *Airspeed* written on the front. Al strolls up to the dude and says "Excuse me, I hope that you don't think that I am being rude but, are you with *Airspeed* or just wearing the jacket?!" The 'Dude' looks at Al and says "Yeah I'm with *Airspeed*. I'm Dan." If we were there we would have said "Oi, Alan, NO!"

ROASTY TOASTY!

Langar jumper Ray Armstrong's company, "Stitch 'em Up" is producing a new range of warm wear to complement their existing sports clothing. These new suits are made from Porell 8,000 which is totally windproof. Tested by Chuckles & Dave 'Big Boy' Morris at Langar and Ampuria (they needed 'em) the verdict was "Stonkin!" You wanna be warm? Give Stitch 'em Up a call on 0115 955 7373.

C&G SCOTTISH NATIONALS

This year the SNats are again sponsored by C&G (*the building society?* – Ed). Last one was a massive success, this year there will also be 8-way – new comp, new Trophy! So if you do 8-way, book the time. Planes will be an Islander, Dornier and C206. Dates are the May Bank Holiday (24-26). Stay tuned for more info in Wots.

FUNKY SPEED RULES

The 10-way speed star run at Skydive City's Thanksgiving Boogie featured some *COOL* rules. 'Anything goes' on exit, then a speed star and, for each point of sequential completed after the star, a second was taken off the speed time. *Mike's Angels* (run by our own Derro Thomas), who won the meet, actually had a minus score on round one! A speed star of 3.6 seconds followed by 4 points of sequential gave them a score of -0.4secs. *ICY COLD!* A climbing wall has been built at Skydive City. Call them on 001 813 783 9399 or <http://www.skydivecity.com>

THOUGHT FOR THE MONTH

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The LET 410 returns on 27 March and will be here until the end of September!
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Team Training jumps from the Porter.

APRIL TO SEP:

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29/30 MARCH:

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8 WAY SEQUENTIAL COMPETITION
AND 16 WAY WARM-UP COMPETITION
AFTER THE 8 WAY!

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3/4/5 MAY:

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16 Way Sequential Competition and
Skysurf Seminar with Tim Porter and
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Skysurfing Team

MAY: 24/25/26:

Holiday Weekend

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KIT NEWS

by Rob Colpus



Quasar 2

The *Quasar 2* is a new container system from an old hand - Strong Enterprises. The new rig is similar in appearance to Relative Workshop's *Vector 3*, with a single pin, internal reserve pilot chute and tuck flaps everywhere. Strong have opted for mini risers without grommets as first pioneered by Parachutes de France. The rig also features a bottom of container (BOC) pocket made from a more durable stretch fabric, similar to the French type, called *Spandura* - several other US manufactured rigs use an inferior brand of *Spandex*. The Cypres and reserve pin on the Quasar may be checked without having to open a flap and double width leg straps are provided for comfort. A collapsible, kill-line pilot chute and RSL are standard. Strong are currently providing Tony Uragello's freeflying team - *Airtime* with Quasar 2s.

Strong Enterprises
001 407 850 6978

Catapult

Fliteline Systems, manufacturers of the *Reflex*



harness/container system which was featured in Kit News (SP January '96), have given details of their original secondary reserve pilot chute system, known as the *Catapult*. The system features a springless pilot chute which is located a certain distance along the reserve free bag's bridle line and is designed to extract the free bag in the event of the primary reserve pilot chute becoming hung up on the jumper's person or the malfunctioned main. The wide bridle line on all reserve free bags was always intended to create enough drag in itself to extract the

bag without the aid of the pilot chute, but in some situations this is not the case, or the time taken to do so has been too great.

Fliteline claim that their Catapult has resolved this problem.

Fliteline - 001 909 245 8828

Swoop accuracy pad

A small company from Quincy, Illinois, has released a 54 inch electronic accuracy pad intended for the high performance canopy pilot or fun jumper. Steinkamp Engineering states that when a jumper swoops the target and touches the large pad,

known as the *Swoop cushion*, a strobe light is set off at the top of what looks like a traffic cone and a 120 decibel siren sounds an alarm for five seconds. The unit is connected to the pad by a 100 foot cable. It automatically resets itself after activation, so it is ready for the next jumper. Jeff Steinkamp says that the pad can be used by jumpers of any skill level to improve their accuracy or by display teams as an added attraction at their shows. Steinkamp also manufacture a more conventional electronic pad for serious accuracy competitors.

Steinkamp - 001 217 224 6284

Surfing USA

A small company in Modesto, California is specialising in a range of custom boards for skysurfing. Surf Flite produces 3 sizes of board:

- the *Beginner* - a 77-87cm board weighing 4.5lbs
- the *Intermediate* - a 102-176cm version at 5.5lbs
- the *Advanced* - a 127-176cm model at 6.5-7.75lbs

The company offers a trade-in scheme whereby you may advance to a larger board as your skills develop. They will transfer your bindings and recovery system from a Beginner to an Intermediate, then to an Advanced, with the trade-in price covering the cost of the new board. Surf Flite's boards are constructed of high-tech, lightweight composites with a honeycomb core which offers maximum strength at minimum weight. The boards come equipped with a two ring releasable binding system, which will release the board in an emergency situation. They have a small parachute recovery system which will deploy a mini canopy to bring the board back in one piece - and protect grounded members of the human race from impact with a high speed board! Each Surf Flite board is custom made to meet requirements of weight, size and experience.

The Beginner board is accompanied by an instructional video which provides information necessary to learn to skysurf.

Prices range from \$495 to \$625. Surf Flite state that a minimum of four hours of current freefall time and 20 freestyle jumps are required before purchasing one of their boards.

Surf Flite 001 209 521 0492 or UK dealer Airwaves 01322 557 375

Strong Tandem Mod

Strong Enterprises have made modifications to their *Dual Hawk* tandem system which they claim will prevent the possibility of out of sequence openings. Main deployment prior to drogue release can result in a horseshoe malfunction. In the new Dual Hawk tandem rigs the main deployment bag is now secured in the container by a Spandura top flap with two tuck tabs which are folded into pockets on the bottom flap. This helps keep the bag in the container in the event of a premature container opening.

When the drogue is released its kevlar bridle extracts the bag, which in turn opens the tuck flaps. The drogue bridle is now routed along a separate channel on the right side flap of the container. This tuck tab flap is also designed to stay closed until drogue deployment pulls it open. A six inch flex pin has replaced the short curved pin on the bridle. This flex pin is less likely to become accidentally pushed out of the closing loop. Existing rigs can be modified for about \$450.

Strong - 001 407 859 9317



Test jump by Ted Strong

Photo by Peter Raymond

This main container was deliberately opened before exit, yet the new *Strong Dual Hawk* tandem system prevents deployment until the drogue is actually released



No need to borrow anyone else's board – Surf Flite now offer a trade-in service where you can exchange boards to upgrade from a Beginner's board to an Intermediate and finally to Advanced

Photo shows Dave Caldwell (surfer) and Tony Danbury, captured by Mike

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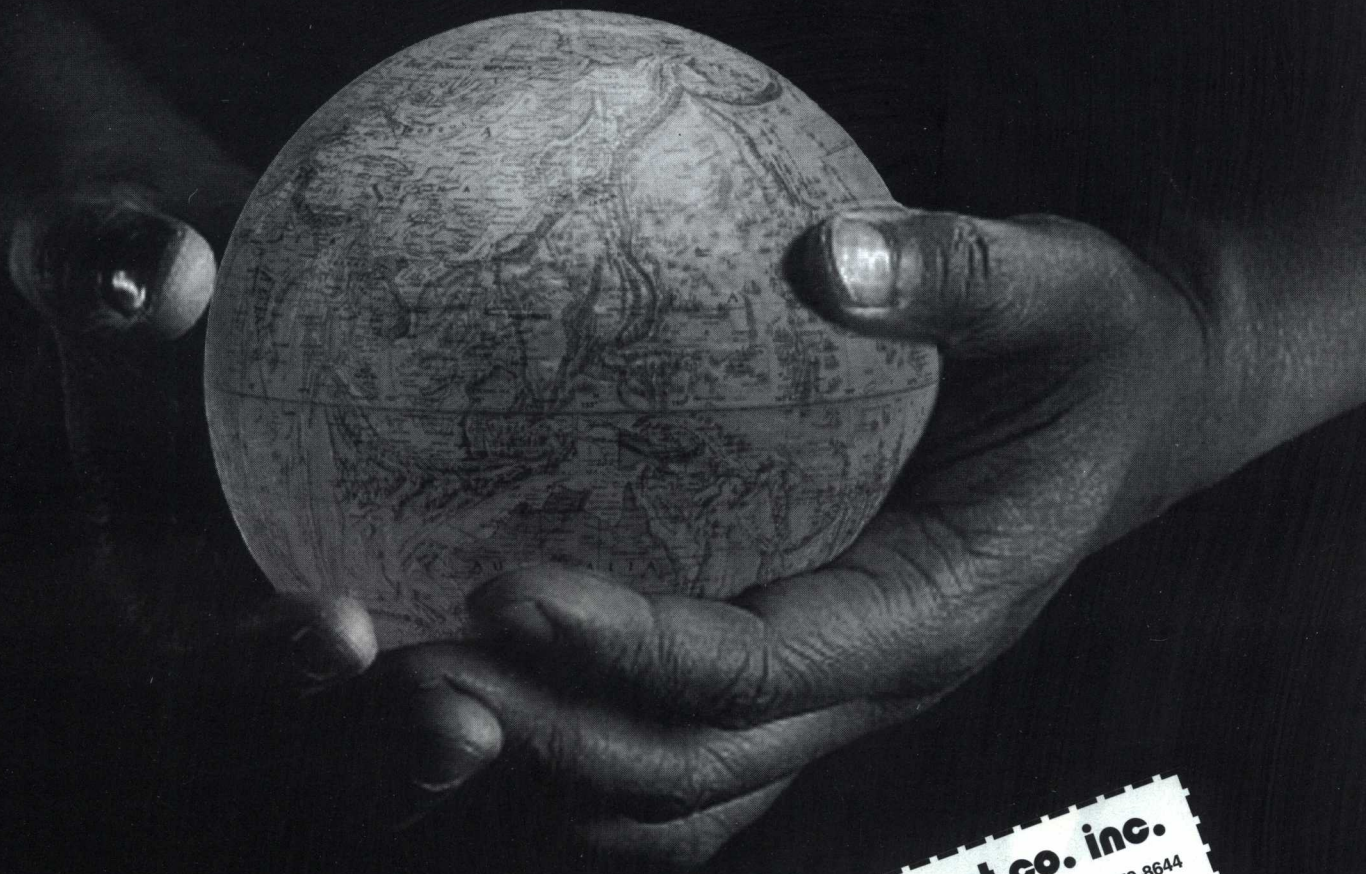
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 You look down instead of up when someone screams "incoming" ...

 You wear, and use, multiple hook knives ...

 The stripes on your trainers are line-burns, not logos ...

 You don't own a jumpsuit ...

 "WRap" music, to you, has a string section but no instruments ...

 You're the only one on the DZ wearing trousers on a hot summer's day ...

 You don't have matching trainers ...

 You take more freefall after a cutaway than you do on exit ...

 You catch your friend's free bag ...

 You always reply "3 seconds" before the person asking "What's the delay from..." has even got the altitude out ...

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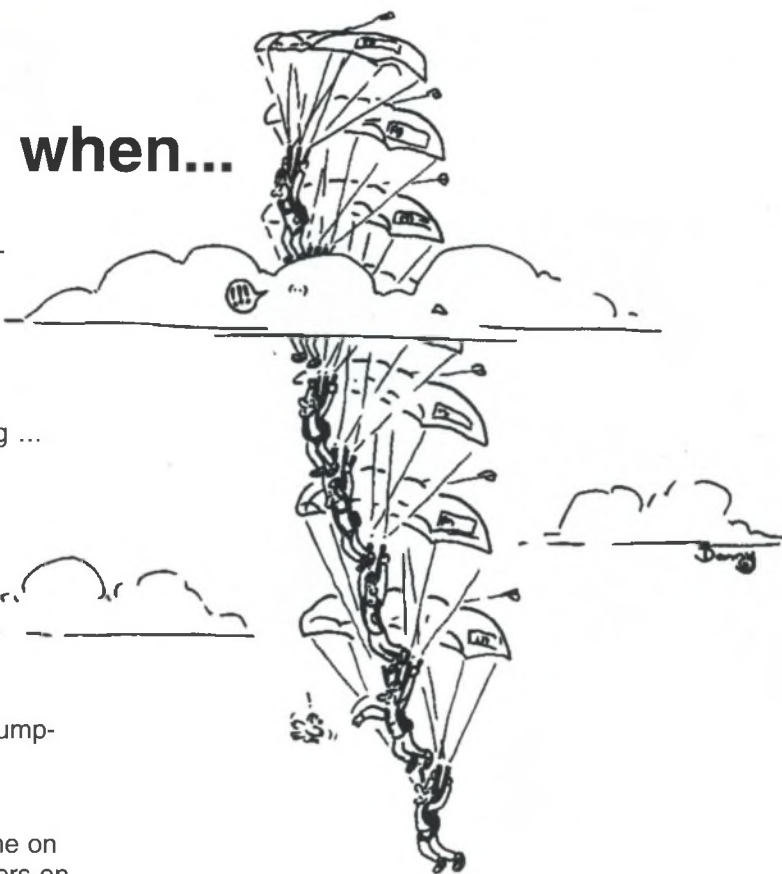
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Found on the net by *SkyTribe*

AGM – Biggest



Glenn Stephenson collected two Regional Overall Awards; a shared gold for Intermediate Accuracy and bronze for Style

Since the venue was moved to the Forte Posthouse in Coventry, three years ago, the AGM has gone from strength to strength. This year's AGM was the biggest and best ever. Almost 400 skydivers, a tenth of the membership turned up and the day was packed with activities

The AGM itself kicked off as usual with the Chairman's report, a little more meaningful than usual because 1996 was Bob Card's last year as Chairman. He has served the Association for four years and may now actually be able to find some free time, without the constant pressure of BPA business. The Chairman's report is printed in full with the Council and STC minutes inserted in this magazine.

A surprise announcement of his report was that His Royal Highness the Prince of Wales has agreed to be Patron of the BPA. This positive move for the sport was initiated by BPA member Sir Rowland Whitehead who wrote to Prince Charles and was delighted to receive a positive response. The Prince is known for being an active rather than a passive patron, he would like to be used by the Association. We hope that he may attend major BPA activities in the future.

Bob handed over the position of BPA Chairman to Lofty Thomas, who has been on Council for well over twenty years and has been Vice Chairman under Bob Card's leadership. Lofty is known as a fair man who will give everyone a good hearing. There is no doubt that Lofty is a popular choice to take the lead.

The report was followed by a presentation from Image Wizard, a PR agency which has been engaged for a trial period by the BPA in a bid to encourage

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Thanks to Ian Barraclough for the use of his excellent pictures in the last issue.

Ever!

more people into the sport by raising the profile of skydiving. The idea behind Image Wizard presenting to the membership at the AGM was to gauge the members' reaction to this brave, unprecedented move. The response was definitely mixed. There were those who felt that they didn't want to have to listen to the talk and would have preferred it as an optional seminar. Most seemed pleased with the amount of positive skydiving coverage which has been in the media recently and felt that this could only be good for the sport. Equally, there were many who felt that, for a company employed to project an image, Image Wizard had not done much for their own. Development Chairman Phil Gibbs was seen canvassing members' views as he is well aware that activities of this kind spend their money, so he wants to make sure of members' wishes.

On the subject of money, there was a pleasant surprise for all. For the first year in most people's memories, the level of next year's BPA subscription was kept the same. This was unanimously voted in. The election results were announced (see page 3) and awards from the skydiving year were given out. There were no proposals to be put to the membership so, the formal business of the day concluded with, members got on with a day of talks, seminars and wandering round the various trade stands.



Council Member Mick Matthews collected his 2,000 jump award



Outgoing BPA Chairman Bob Card (R) shakes hands with the new Chairman Lofty Thomas



Nick Lupton, Craig Cunningham and Phil Lee from 4Pak collected the Regional Overall Award for Intermediate FS



Skydivers travelled from the farthest reaches of the country to attend the AGM. The Scots shown here are (L to R) Stewart MacKay, Graham Baxter, Pete Mitchell, Callum Bisset and Billy Currie, (kneeling) Lindsey McKinnon and Linda Ross

All photos by Jimmy Frith

SKYDIVE SEBASTIAN

Schedule of Events February to May

February

28-Mar 9 Bike Week (bring a Harley and get a FREE jump)

March

7/8/9 Skydive University Company picnic.

15-16 St Patrick's Boogie – Jump as much as you can for \$100 a day out of any plane with as many rigs as you want – Super Otter and Super Casa (NO KING AIRS).

21-25 Skydive University Skills Camp.

26-31 Easter SPEED Boogie by the beach. 20-Way and (40-Way speed DC3). 10-Way (Sand Lot)

April

17-May 5 The Golden Knights Spring training camp. Nightly seminars by the world champions.

19-20 Splish Splash Surf and Sand, Blade Running on the beach (money meet).

May

3-5 America's Cup in 4-Way and 8-Way Round 2 – Arizona Air Speed and The Golden Knights go head to head (place your bets please).

new USPA 10-Way speed rules, also Freely camp – come and learn how its all done. Head down by SSI Pro Tour Winners.

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Flight Line Check

A Flight Line Check activity was run by Chris Jones and Rick Boardman, the idea being to check out several dummies who were kitted up with some deliberate mistakes. It was excellent to have something active to do and the project produced some surprises. One reserve in particular was accidentally dumped four times by over zealous checkers – just what you need when on the flight line! The activity served its function of highlighting problems, results from the project will be written up for April's magazine.

Seminars

The programme of talks was again full of interesting topics, so much so, it was impossible to attend everything you wanted to. Subjects included the CF and FS World Records, Freestyle, Skysurfing, National Team projects, Training Techniques and much more. Talks were illustrated by video, slides, OHP's and Powerpoint presentations. Feedback from the attendees was excellent, which is surprising when you think no-one was paid, they were all willing volunteers. These presentations were generally reckoned to be professional and carefully thought out – putting Image Wizard to shame! Our thanks must go to those who gave up their own time and to David Oddy for putting the programme together.

Dinner Dance

The evening dinner dance had a record attendance of 222 people, greatly increased from last year's figure of 175. By all accounts the meal was well worth eating and the atmosphere convivial. Rockin' Dave Taylor was well received, even those not heavily into rock 'n' roll enjoyed his performance, he has great stage presence. The disco which followed was disappointing and kept the dance floor largely free of people, which was a shame as everyone so obviously wanted to party. The Freds came to the rescue when they put out a rumour that Gary Glitter was being flown in to make up. Enter the *Red Devils*' very own Kev Waterhouse. His mother would not have recognised him under the wig, kinky boots and silver lamé trousers. 'Gary' strutted his stuff to cries of "Leader!" from the masses who reckoned this was the most entertaining and memorable event of any AGM.

For those members who have not done the AGM before, it is an excellent social event, a chance to catch up and a real lift in these cold winter months. If we can't skydive at least we can meet and talk about it with like minded people. The event was so popular that rooms were all booked up by mid December. Next year, the BPA must surely book the whole hotel as it seems the AGM can only get bigger and better.

STOP PRESS!

Red Bull National Skydiving League ~ 8-way ~

Red Bull are offering £1,000 in prize money for a national skydiving league. For more information call Wayne Loxton on 01204 359516 or e-mail at lialoxton@ukaea.org.uk

AGM Awards

Instructor of the Year	David Openshaw
Mike Forge Trophy (for the most progressive skydiver of the year)	Graham Fowler
runners up	Geoff Hughes, Steve Beal
Certificate of Merit	Alan Fielding and Nigel Rogoff (CF World Record 53-way)
1,000 jump award	Alan Wright
2,000 jump award	Michael Matthews
4,000 jump award	Dave Ballard
10,000 jump award	Pete Allum
24 hours freefall	Phil Gibbs

Regional Overall Awards

Accuracy

Intermediate

Bronze	Pauline Chandler and Jonathon Vennell
Gold	Alistair McCartney and Glenn Stephenson

Senior

Bronze	Jeff Chandler and Steve Tawse
Gold	Simon Nath and Andy Bremner

Style

Intermediate

Bronze	Glenn Stephenson
Silver	Pauline Chandler
Gold	Carol McCartney

Canopy Formation

Senior

Over the Top	Brian Pushman, Gerry Buggle, Mick Rich, Scott Melville, Pat Hammond
---------------------	---

Formation Skydiving

Junior

Who?	Stan Peake, Tracey Peake, Andrew Campbell, Julian Chauzit, John Williamson
-------------	--

Intermediate

4Pak	Nick Lupton, Phil Lee, Craig Cunningham, Louise Manley
-------------	--

Senior

No Go	Pete Findlay, Chris Whitlock, Tim O'Sullivan, Alan Webster
--------------	--

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Ampuria Brava Christmas Boogie

The boogie ran from December 16 until Jan 4. In this time 550 people registered, and over 8,000 descents were made out of an Otter, two Super Otters, a Skyvan, a Caravan and a Porter. Five AFF students graduated and over 20 tandems were made during the Boogie. Freelying and freestyle played a big part as well as the nine load organisers doing their best to keep control of the flat flyers. The Annual Captain's Cabin 10-way speed star event was held on New Years day (unlucky for some!). This was won by In the Hedge comprising of the staff of CPCB and the visiting load organisers. Despite bad weather, the atmosphere was high and when the sun did shine, everyone took advantage of the good weather with the help of the six planes. Keep your eye on the mag for forthcoming events at Ampuria Brava, always a popular Spanish drop zone with the Brits, run by the likeable Pete Jones.

Photo by Bruno Brocken

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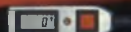
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- Jan 15-19 Skysurfing Camp
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- Mar 13-17 South of the Border Boogie
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Sit-Fly

What do you do when you have 17 years in the sport, about 3,000 jumps and you're getting bored?

I'd been watching the new craze of chute assis (sit-flying to the unpretentious) and almost convinced myself that I was too long in the skydiving tooth to master all the new stuff. Total bollocks! I donned a sit suit one day last year and came down grinning from ear to ear, I'd never had so much fun in ages, worse still, I hadn't got a clue what I was doing.

During the course of the last year I got re-hooked on skydiving and learnt loads of lessons and, if it helps, I'd like to pass some of them onto the virgin sit-flyers amongst you:

Gear

Your rig was probably designed for belly flying, you will be in all sorts of strange positions and at faster speeds. A premature opening in the sit position is likely to take half the reserve container with it so beware.

- Tight closing loops are the order

- Beware of leg strap throwaways (secure that pilot chute)

- Velcro the bridle line between the BOC pocket and pin just under the main container flaps

- Beware of lifting reserve and main pin cover flaps

- Stow shoe laces, pull up cords and collars, they either beat you up or get lost

Flying

However experienced you are it is likely that you'll find it's 'back to basics' when you start sit-flying.

- Get the equivalent of Warp or one on one coaching (We went to Skydive Sebastian and got help from Chuck Karcher at a ticket plus \$10, great value, great vibes)

- Do loads of drill dives

- Keep groups to the minimum size

- Get video as you would other disciplines to help the learning

- Use a sit suit, it's like training wheels on your first push bike. Tony and Symbi make great suits

- Make a commitment to forget other flying for at least a few jumps at a time. Because you know how to belly fly it's all too tempting to go back to it. You'll need 20-40 sit jumps just to get comfortable.

Safety

Beware – you travel faster, you travel across the sky and you don't track as well in a sit suit. Apart from some of the tips above please consider;

- Exit order; although there are two schools of thought it is generally accepted that sit and head-down flyers get out first, don't be afraid of getting out well short of the spot

- Allow plenty of time between groups – 8 seconds between head-down flyers at Sibson

- Wear a multiple altitude warning thingy, a *Time Out!!* is exact

- Break off at 4 grand

- Track with the back of your hands facing mother earth when wearing suits with inflatable arms

- Beware horizontal and vertical separation

Attitude

- It's never too late to learn, sit-flying brings a whole new dimension to your enjoyment of the sport

- It's never too early to learn, we now have a generation of flyers who only sit and freefly

- Avoid ever having another bad exit

- A great way to forget about dirt-diving

- You never need be serious again!

I'm having a ball learning how to fly from 18 year olds with 200 jumps. Just as I was starting to get a grip on this sit-flying and taking a few decent snaps I got persuaded into trying head-down freeflying – now there's a challenge!

Simon Ward



Photo by Stuart Meacock



Photo above Vichy by Stuart Meacock



Photo shows Chuck Karcher above Sebastian, taken by Keith Larrett



Kevin Paines (left) and Rob Harmer over Weston, captured by Simon Ward



Freeflyers are: (L to R)
Adrian Hallas, Keiron O
Mark Swarbrick, Alex M
Elliot Clarke

Head Down

A good deal of the appeal of upside-down flying is that you are constantly working to fly your body in an almost limitless range of positions. In freefall you immediately notice the increase in speed, especially in a head-down position. You are constantly having to work to keep level and proximity with the person(s) you are flying with. Then there are the visuals – having the ground on your head and the blue bit at your feet adds a strange perspective to anything you are familiar with. Passing through cloud gives a sensation of rushing *up* into the sky. But the big buzz really has to be the close-in, controlled contact flying with people in stand-up, sitting or any position at all.

If you want to try it, start after a good bit of sit-flying and stand-up as these are useful stable positions, especially when you're learning to transition into head-down. It takes a load of solo jumps to really work it out! It is not easy to know when you have attained a stable head-down position which doesn't have you zooming around all over the sky. The feeling is that of having no wind hitting on your back or chest but creating drag with your legs by having them spread out to the side or to the front and back (the shuttlecock effect). Try wearing some loose fitting pants to accentuate the feeling of drag on your legs. Using your arms by pushing against the air can produce turns and control your speed significantly – but you will be amazed at how much movement you can generate by using your legs. It's really hard to describe how you would make controlled turns and be able to stay on heading; getting up there and playing with your arms and legs is the best way to understand.

The perfect example of this could be seen during a skills week held at Sibson last year when Stuart Meacock took these lovely shots. A bunch of budding freeflyers assembled at the start of the first weekend. A lot of us had only just worked out sit-flying (if that). The rate at which the group progressed was incredible, using loads of helpful advice from Stuart Meacock, Alex Meacock and Adrian Nicholas. Towards the end of the week there were a number of controlled 4-way head-down dives as well as 6 and 7-way sit-fly dives. Can't wait to see what we do next year!

The safety side of things deserves a great deal of attention. On the gear front, the usual freefly tips apply; ie securing the bridle and closing pin etc. 'Safety in numbers' is not the name of the game. Stick to doing 2-ways with only one person head-down at a time. This will help you to work on your proximity and levels with the other person. The last thing you need is four or more people zooming around all over the place, especially at these speeds! This approach will also maximise your climb up the learning curve.

But, the best way to get the latest on safety or anything else is to talk to the people doing it. It's a relatively new and unexplored area of our sport so catch the buzz – it's fast and furious but most of all it's a wicked amount of fun !!

Mark Swarbrick C11112



All photos by Stuart Meacock

Note: We have printed the pictures to show what was in the viewfinder; often Stuart was flying head down too

k,
meacock,



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Sebastian XL go Extra Large!

Since the Nationals, British 4-way team *Sebastian XL* have completed around 200 training jumps, had ten days coaching from Jack Jefferies and entered four competitions.

Two such meets were the Florida Skydiving League (FSL) competitions; the League is a group of six teams who are competing all over Florida. The League includes National teams from South Africa, Holland and the UK.

Sebastian XL have dramatically increased their average from a Nationals performance of 15.1 to 16.6 at their most recent meet. Figures for each meet are shown below:

Sebastian XL's averages (1996)

Month	Competition	Average
Feb	Muff Brothers meet	12.4
July	UK Nationals	15.1
Aug	World Cup	15.3
Sept	US Nationals	15.1
Nov	first FSL meet	16.4
Dec	second FSL meet	16.6



This graph shows the outstanding increase in *Sebastian XL*'s competition averages during 1996, when they completed 350 training jumps in total.

The table below shows the Nationals averages of the winning British 4-way teams for the last few years:

Winning National averages (4-way)

Year	Team	Average
1992	Airtime	12.7
1993	Red Devils	12.1
1994	RAFSPA	13.2
1995	Team '97	13.4

It is only by comparing the figures that you realise the extent of *Sebastian's* achievements. Congratulations guys, *Extra Large*!

"Every one has talent, but rare is the courage, to follow the talent, to the place it leads"

Erica Jong

Our thanks to Andy Grimwade of Skydive Sebastian for fulfilling his sponsorship in superb spirit; sometimes the guys have been the only five people on a Otter lift!



Keith Larrett

Preparing for a TRAINING CAMP

Pete Allum shares a few tips to help you get the most benefit from a training camp by preparing before you go. He has used an FS camp as an example but the suggestions can be modified for any discipline

More skydivers want more from each jump they do, hence the steadily increasing performance of teams, the inception of AFF and RAPS programmes and the subsequent further education of Skydive U or WARP.

As a team player and coach I am always trying to find ways to maximise my learning, it may be by getting a coach to inform the team of newer technical information on the blocks or by reading sports psychology books on how to perform in a more efficient state of mind. If you want to improve, you will have to spend some time in practice. Whether your discipline is Freestyle, Freefly, Skysurf, Style & Accuracy or FS, if you really want to improve you will eventually decide to spend a specific period of time focusing on your performance – or to put it simply go on a training camp.

The venue, length, type and cost of camp will be relative to your commitment level and in a previous article I discussed these questions (see *Putting an FS Team Together* SP Jan '96) but the topic here is how to prepare for your camp in order to maximise your performance whilst you are there. I would like to use as an example a two week FS training camp. The reason for this is that as an FS coach this is the usual format that I deal with.

Physical Preparation

If you have never made 6-8 jumps every

day for five days then it would be a sound idea to be physically prepared for the strains that you will be putting on your body.

Flexibility is vital for some of the moves

“The journey of a thousand miles begins with one step”

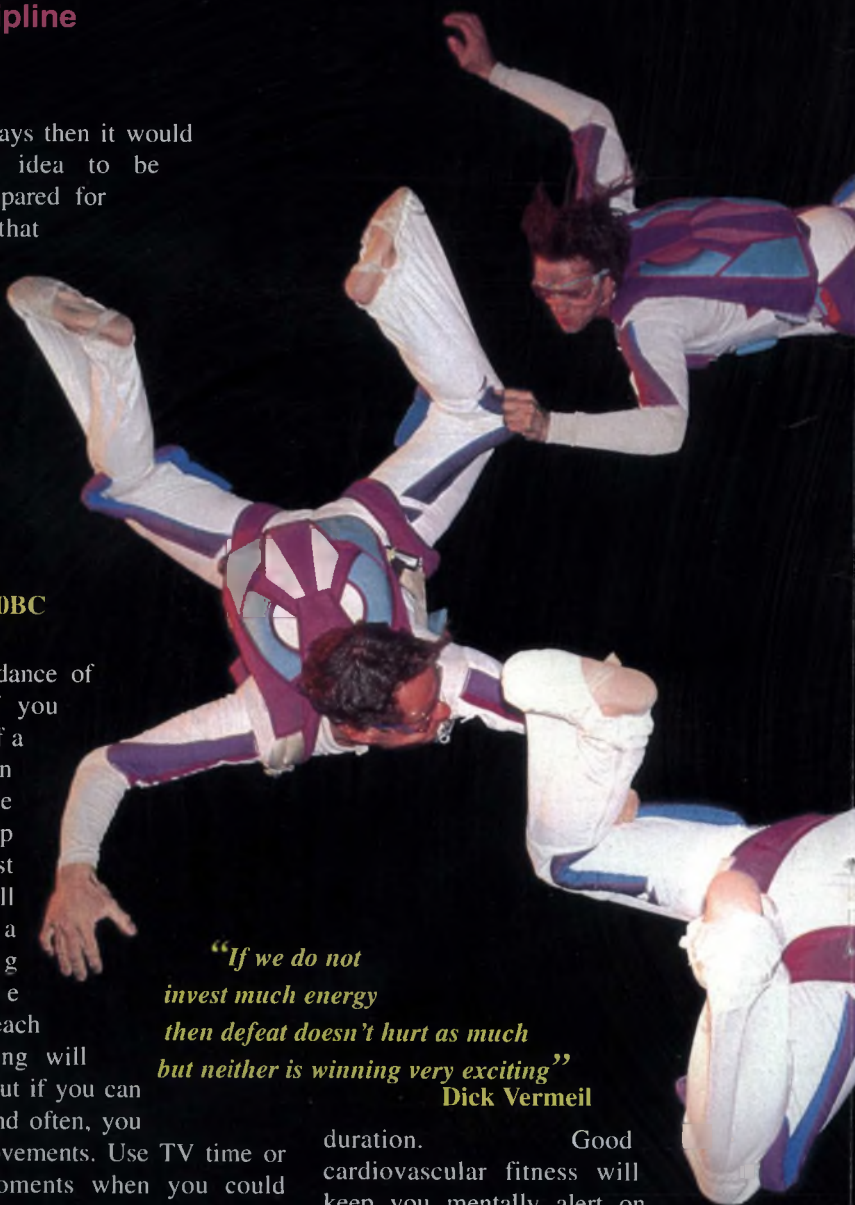
Lao Tzu 470-490BC

and also avoidance of injury, see if you can get hold of a good book on the subject (see box) or take up yoga! Most coaches will initiate a stretching programme tailored for each team. Stretching will take up time but if you can stretch little and often, you will see improvements. Use TV time or find other moments when you could incorporate some stretching into your daily routine. Start stretching NOW!

Stamina is an issue if you are making a lot of jumps each day over a long period, especially if you want to be alert for the

“If we do not invest much energy then defeat doesn't hurt as much but neither is winning very exciting”
Dick Vermeil

duration. Good cardiovascular fitness will keep you mentally alert on long training days when more and more information is coming in and you are sweating to pack, the coach is calling for a debrief and you are on a 15 minute call. The general rule is at least 20





Sebastian XL

Current British 4-way Champions, team members are available for coaching and one-on-one

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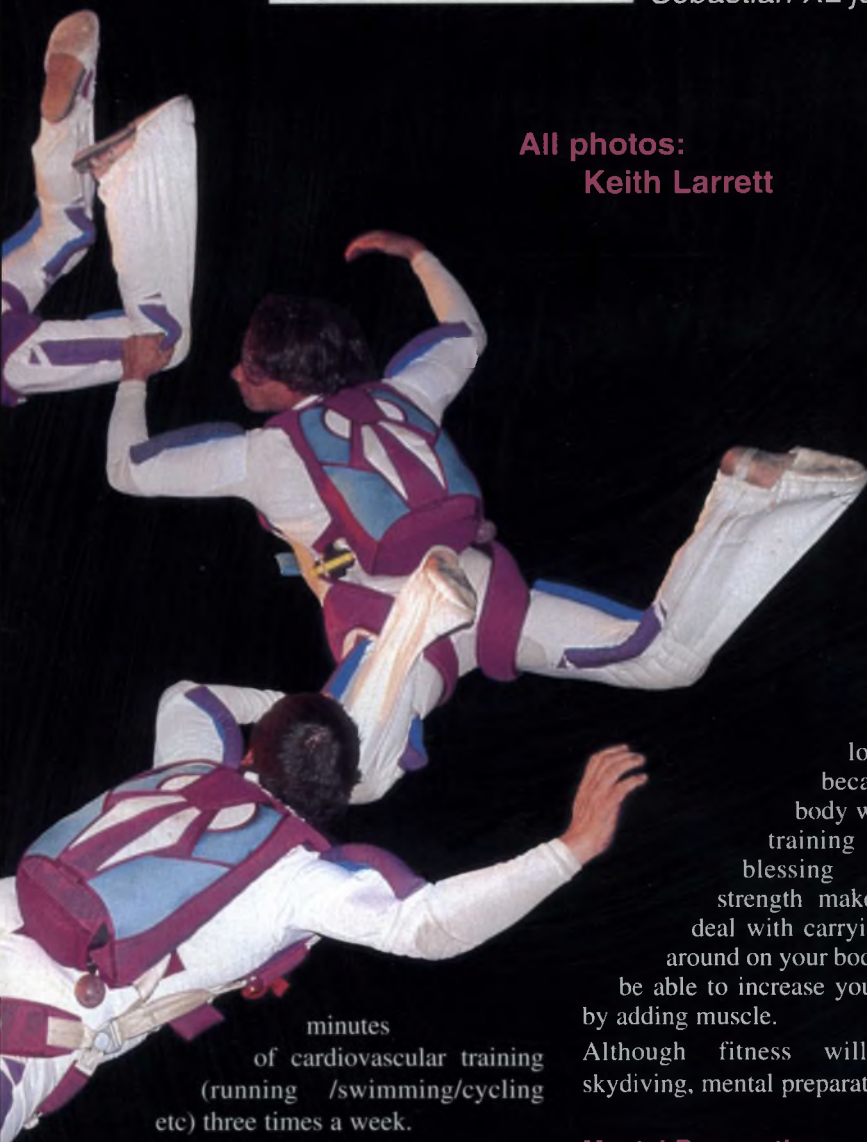
fax: 001 407 388 2105

email: Pete Allum on pete_allum@compuserve.com

email: Toby Stafford on 105373.3205@compuserve.com

Sebastian XL jump PD, Javelin, Symbiosis and Time-Out!!

**All photos:
Keith Larrett**



minutes
of cardiovascular training
(running /swimming/cycling
etc) three times a week.

*"Unless we try to do something
beyond what we have already
mastered, we cannot grow"*

Ronald Osborn

Strength training really only becomes a necessity if you find it hard to hold on to the aircraft, to creep or if you are planning

to become
a full
time
team. For
some
people who
are wearing a
lot of lead
because of low
body weight, strength
training can be a
blessing as increased
strength makes it easier to
deal with carrying the weights
around on your body and you may
be able to increase your body weight
by adding muscle.

Although fitness will help your
skydiving, mental preparation is vital...

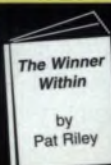
Mental Preparation

First of all be very clear about the short,
mid and long term goals for:

- 👁 yourself
- 👁 this camp
- 👁 your team

Get these sorted whilst you are planning
your camp. Motivation will keep you

Recommended Reading



There are a number of good sports
psychology books on the market. As with any
literature though different things appeal to different
people so I suggest you try a few different books.
Here are a few that I have found particularly
helpful: Dan Millman 'Inner Athlete' 'The Way of
the Peaceful Warrior', Terry Orlick 'In Pursuit of
Excellence' and Pat Riley 'The Winner Within'. For
flexibility; Bob Anderson 'Stretching'.

going when you are tired or irritable and a
clear idea of what you want to achieve
will help. I suggest that you write these
goals down, however be prepared to
adjust them if you exceed them or fail to
make them.

Try and get some video of other teams
that inspire you, if possible a team that is
at the level you are aspiring to. This will
help you visualise what to achieve, pick
an individual and imagine it is you
making those moves on the screen. If you
do not know what the blocks and randoms
look like you should study them (from the
dive sheets and video) in order to become
more familiar with them. Bear in mind
that some of the formations don't look
like the pictures, that's where the video
can come in handy.

If you already have some knowledge of
the blocks then keep yourself current by
working your way through them, as little
as one block a day will help. Make up
dives and visualise them from getting in
your door to opening your canopy. Team
Sebastian XL visualise every day that we
are not training! Visualise often, this will
prepare you and is as good as





Keith Larrett

✎ physical practice (see Toby Stafford's article *Mental Preparation and Visualisation* SP June '96). Only visualise good skydives!

There may be some time away from jumping, either due to weather or night time, I find that it is useful to have a bunch of books, movies or music available. Also find out about the area you are going to, are there any activities nearby that you want to do with your free time? You may just want to 'veg out' on your day off, or if you were in Florida you could go surfing; Arizona, climbing, etc. Finding out about the venue will also give you a good idea on what to bring with you. Prepare yourself for the temperature of the place, eg if it is going to be cold have suitable under-jumpsuit wear in order to retain flexibility. If possible speak to people who have jumped at the DZ before.

Get your personal skydiving equipment sorted prior to arriving. If you have just brought a new zero porosity canopy, can you pack it? (Maybe you will have packers any way?) Does your suit have the right grips for FS, ie inside leg grips and fat arm and leg grippers? Do you need a weight vest? Extra bungees and a

closing loop will seem like a luxury item when you are packing furiously trying to make a 5 minute call! Check out your gear (or get your friendly rigger to) and see if anything will need repair work soon, get it done before your camp as you will be frustrated if a line breaks on jump one and you end up running around sorting out gear in a panic.

Prepare in detail for your camp as it will no doubt be quite expensive and you will

want to get as much out of it as possible. With good preparation you will be able to fully focus on learning and enjoying yourself. As with anything though, something unprepared for will happen, just treat it as part of the adventure and keep smiling!

Pete Allum

pete_allum@compuserve.com



Keith Larrett

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Soulac sur Mer



Photos by Stephane Vitte

Soulac sur Mer, a DZ on the southwest coast of France, is becoming a popular venue with British jumpers.

Pictured above is Terry Harvey exiting an Mi 8 helicopter above Soulac. Terry went from level 1 to D licence in less than a year, nice one!

The picture above shows Terry on the fuel tanks and Philippe Vallaud (left) and Bruno Passe on their surfboards with Mick Green on video, barely visible, behind.

Soulac is the new summer home of Airwaves, where they offer AFF, RAPS and Tandem holidays. The venue is hot, sunny, ideal for the family and close to the beach for sunset jumps.

PERRIS VALLEY SKYDIVING



PHOTO BY VIC PAPPADATO



PHOTO BY FRITZ PFNUR



PHOTO BY BILL BEAVER

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Hercules Daily

Hercules Boogie

The next generation

8th edition

Quality never goes out of style

Well informed sources in the northern hemisphere have it that the original Swedish Hercules Boogie is about to reconfigure in the end of May -97. This unique event will give its participants the opportunity to skydive with some of the best organizers around, and party to groundrushan levels.

"The next Generation" has become some sort of internal war cry among the new organizers of the Hercules Boogie. Chairman and God of everything, Nisse Bernhardsson, (pronounces burn-hards-on) explains why:

— We have gotten rid of some of the drunken old farts that crippled the organisation the last hundred years or so. OK, so they made friends with the Paratroopers and the guys in the Air Force, got hold of their Hercules, invented the computerized manifest, delivered the best organizers in the universe and made this boogie the smoothest running in the world, but so what? Now is the time to look ahead.

So, forward into the future we go.

Quality organizers

According to the new generation of organizers, the -97 Boogie will focus on one main issue: Quality.

The organizer of the organizers and foremost quality controller Espen Skancke, states:

— To enhance the quality of the jumping at a boogie, you need a good airship, which we have, some reasonably priced air space, which we have arranged, and organizers that are second to none when it comes to get people to exceed themselves. This year we offer the choice between Pete Allum (UK), Dieter Kirsch (GER), Gareth Holder (UK/USA), Markku Teivainen (FIN), Rickard Janz (SWE) and approx. ten more of the same magnitude. Of course there are video debriefs on all organized jumps, and a pool of video men for those of you who want to go your own way.

Quality jumps

— Come here, jump cheap, jump a lot and jump with quality, says Nisse Bernhardsson. We'll make sure that our jumper-to-organizer ratio, will be enough to ensure everybody to be able to jump in organi-



zed big-ways all the time. Also, there will be on-going competitions, big ones, which you can only pull off with the kind of organisation we have at the Hercules Boogie.

To be able to manifest, all you have to do is look in your logbook, spot a minimum of 200 jumps and follow the instructions at the south-east corner of this publication.

See ya!

THIS YOU MUST KNOW:

- Check in starts on Saturday, May 24th
- Jumpstart is on Sunday, May 25th and the jumping continues for eight days until Sunday, June 1st • Exit altitude: 13123 feet
- Jump cost is 110 SEK (approx. 15 USD)
- Minimum experience is 200 jumps and being able to prove it when checking in.
- To register, send 450 SEK to Swedish postal giro account 400755-5, Hercules Boogie-97, Box 31127, S-400 32 Göteborg, Sweden, or by international money order. No refund after March 31st, except for Force Majeure. Registration at the Boogie will cost 500 SEK.
- Any questions? Call +46 31 923 445 or e-mail: hercules@gfk.se For continuously updated news, see: <http://gfk.se/hercules>

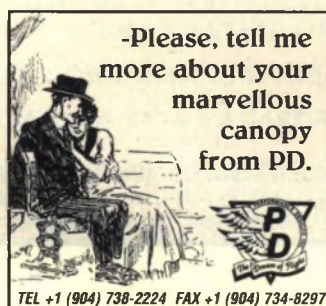
He would be a lot happier with a Javelin on his back...



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HERCULES BOOGIE 97



25.5 – 1.6 LIDKOPING SWEDEN

PEOPLE IN THE SPORT

Andy Grimwade

Andy Grimwade is the owner and operator of Skydive Sebastian, the only drop zone in the States owned and managed by Brits. Sebastian has rapidly become the 'happening' place everyone is talking about. Why? Because Andy Grimwade had a vision and decided to make it happen

When Andy bought Sebastian two years ago, it was just a small building in a field. Now Sebastian boasts over 14,000 square footage of buildings, including team rooms, a gym, rigging facilities and the new home of Skydive University. Visiting Sebastian is refreshing. The friendly atmosphere, helpful attitude and excellent facilities are obvious. Added to that are lots of little touches which make a big difference. The packing area is blown free of sand every morning, the DZ will arrange accommodation for your needs, there is a safe on the zone, a cashpoint, and with a gym for the vast sum of \$5 per week, they seem to have covered your every need.

Andy is an East London self-made man who built up several businesses and then began to invest his money in skydiving. He has now sold all other business interests. Under his guidance, Sebastian has grown at an incredible rate. In 1996 they graduated 185 AFF students, which they claim is more than any other US drop zone. Over 83,000 jumps were made including 3,740 tandems. Because Andy has invested heavily in the drop zone, up till now it has run at a huge loss. In 1996, the zone turned over \$2.7 million and lost \$76,000. The aim is to increase the turnover to

\$3.5m in 1997 and break even. Andy hopes that he will make a profit in '98. Andy is obviously an astute businessman and you get the feeling it would be wise not to cross him. I watched his acumen make mincemeat of a hard nosed advertising sales person as he brought the price down to a quarter of the original figure. But Andy hasn't got the hardness you might expect from such an entrepreneur. He could put his cash into something more profitable than a drop zone but would rather do something worthwhile and enjoyable with it.

He chooses his staff with more of a view to character than background. It is important to him that everyone gets on and that he works with people he likes. His sponsorship deals are good marketing as they associate Sebastian with the best in skydiving.

But it is clear that these are inspired by a genuine motive, the desire to help others succeed. Having promised free training jumps to three teams, he also paid for many items never mentioned originally – plane flights, entry fees and accommodation. He has an unerring nose for success; his teams have achieved outstanding results.

After a few static line jumps in 1983, Andy started again in 1986 doing a tandem jump at Headcorn with Pete Allum, then an AFF course. Andy "fell for skydiving hook, line and sinker" and was soon off to Zephyr Hills in 1987. The idea of being able to jump all year round inspired him so much he moved to the US and began to build up business there. Andy has a wife, Michelle, they have just had a baby Georgie and he also has a 15 year old daughter who is planning to start her AFF course in the summer.

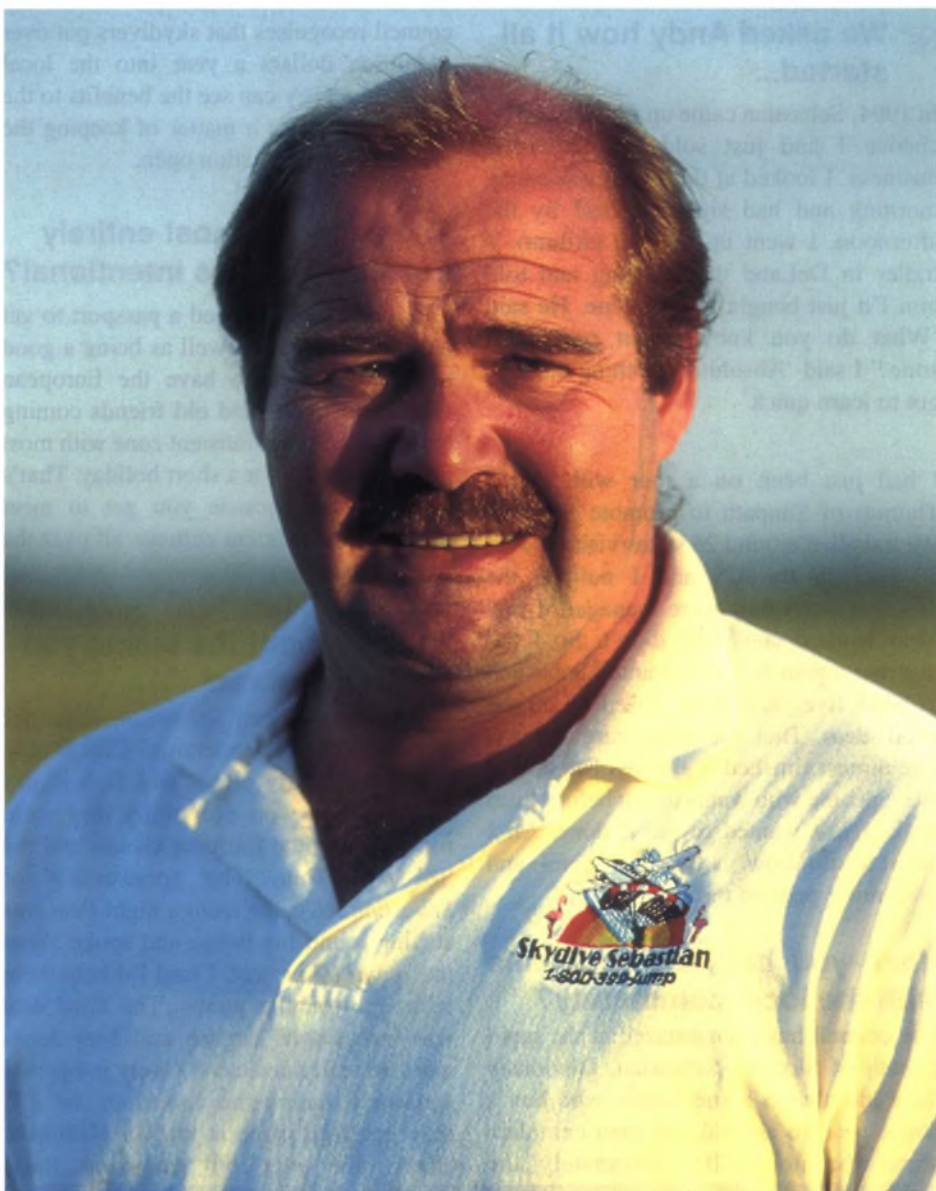


Photo by Keith Larrett



We asked Andy how it all started...

In 1994, Sebastian came up for sale and by chance I had just sold my limousine business. I looked at the zone on Monday morning and had signed a deal by the afternoon. I went up to Pete (Allum) 's trailer in DeLand that evening and told him I'd just bought a drop zone. He said 'What do you know about running a zone?' I said 'Absolutely nothing but I've got to learn quick'

I had just been on a tour with Derek Thomas of Sunpath to promote Javelins. We travelled around 26 states visiting over 30 DZs in the US and I noticed the different ways they were managed. I saw what worked and what didn't. So I put together a plan of how I wanted Sebastian to be in five years time, based on all the good ideas. That was two years ago and I've almost finished it already. I'm one of those people who wants to run before I can walk. I just wanted to get it done. All I have to do now is build a hotel and swimming pool on the zone.

Have you had any problems with the local community?

The council has been amazed at the rapid growth of Skydive Sebastian. Obviously there are always some people who buy a house near an airfield and then complain about the noise. But fortunately the

council recognises that skydivers put over a million dollars a year into the local economy. They can see the benefits to the town so it is just a matter of keeping the lines of communication open.

The zone is almost entirely European. Is this intentional?

The locals say you need a passport to get onto the airfield! As well as being a good market, it's nice to have the European vibe, the humour and old friends coming to stay. It's a very transient zone with most people just here for a short holiday. That's kind of neat because you get to meet people from different cultures all over the world.

Tell me about the teams you have sponsored

The first was *Team Sebastian*, skysurfer Bob Greiner with cameraman Cliff Burch. I saw their early jumps and Bob is just superb. They won everything they went for including the Extreme Games and the SSI Pro Tour. The sponsorship of *Sebastian XL* came from a night Pete was staying round my house and spoke about the *Team '97* project, I said I'd help them with free training jumps. The third deal was with Dawn English and Joey Jones who are really dedicated 4-way jumpers. I sponsored their team *Sebastian Air FX*, they got third place at the US Nationals. There are over 50 teams at these

Photo by Keith Larrett



The long stretch of shore at Sebastian provides the perfect venue for sunset beach jumps

Nationals, the competition is fierce so the team did really well. The two Sebastian 4-ways teamed up to do 8-way and got third with no training, outstanding, isn't it?

What's happening to the sponsored teams now?

Bob Greiner unfortunately injured himself and won't be competing any more, he will be working as a judge on the Pro tour. Dawn and Joey from *Sebastian Air FX* are looking for two replacement team



Sebastian is next to an intercoastal water and the views in freefall are breathtaking

members, then they plan to do 1,000 training jumps in '98. Pete and the guys from *Sebastian XL* are training hard and are going to be a force to be reckoned with at the World Meet in Turkey. We know the US and French will get the top two places but there is a real fight on for bronze. I reckon it will be between Russia, South Africa and the UK.

Any more deals in the offing?

Olav Zipser is in the process of opening a

freeflying school at Sebastian, there will soon be a sponsored Sebastian freeflying team.

Why do you give the sponsorship?

For two reasons. Firstly, it is a form of advertising. I see Brits looking on *Sebastian XL* in the same way as they did Frank Bruno – here is Britain's best hope of a world medal for years. Secondly, it's not just for business, I thought 'let's give you guys a chance'. My sponsorship has

allgone to skydivers with huge potential who hadn't been given the opportunity to prove themselves.

What do you think makes Sebastian such a success?

We are a customer related industry, it all boils down to caring about the customer and keeping them happy. Skydiving has moved away from the 'Blue Skies, Black Death' era. Skydivers who visit your drop zone are customers and should get



treated in the proper manner, just as in a restaurant or shop. I put that over to all the staff – these are the people who write your pay cheque. In Britain, CCI's get used to chewing your ear off for safety reasons and think it extends to where you park your car.

I keep hearing about free beer, What's that all about then?

In January we were having resurfacing work done on the runways, it was supposed to take two days and ran over to three. It wasn't our fault, it was the council's but what difference does that make? It was our customers who were affected. I called everyone together at 12 noon, explained that we would be closed for the rest of the day and apologised for the inconvenience. To make up, I told everyone they could have free drink until for the rest of the day and all jumps would be \$5 tomorrow. I wanted to keep them happy and stop them from going anywhere else – and it worked. It was expensive, I couldn't believe how much everybody drank! They all had severe headaches the next day. The funny thing about the Brits is that I got more recognition from giving out free beer than I did for investing all

that money in the new team rooms, gym and creeper area.

How does your AFF training compare with the UK?

We try and keep Brits graduating at Sebastian to match BPA standards. Our chief instructor Mick Hall knows the BPA system. We have a very good reputation for the quality of our graduates. No-one in the UK has had any problem with Sebastian students.

We now video all level 7 AFF jumps. This gives British instructors a chance to assess the student's ability and also provides proof that they passed the level.

What ratings do you have?

They are all USPA ratings but I am a qualified tandem, static line and AFF instructor with over 3,000 jumps. I'm also a USPA safety and training advisor. I fly too but at the moment only have 70 hours. I hate not being able to fly my own planes. I'm going to try and get back into flying this summer and get a few more ratings. That way I'm not reliant on anyone else. I like to know how to do every single job on the DZ, that way I know if it's being done properly.

What do you get out of running a DZ?

When people leave and say how brilliant it was, what an awesome time they had and how they're going to tell everyone else about Sebastian. That makes me feel great.

What of the future, what are your plans?

I just want Sebastian to go from strength to strength. The growth already is beyond belief, I want the zone to keep growing but not to the point where we get out of touch with reality. Personal attention to all customers and students is important. I have great staff, they are fantastic. All team players, every one of them. They work well together and give me lots of feedback. I love feedback. My office is always open for comments. People tell you all the good things but they don't tell you what they didn't like. If they don't tell you that, you can't improve. Skydivers already say they love the way we run Sebastian but I don't want to rest on my laurels, I want to make it even better.

Andy Grimwade

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1997 Calendar of Events

FEBRUARY

- 15-22 AFF Certification Course –
Please contact USPA directly for information
on the AFF course(s).

MARCH

- 1-2 SSI Pre-Pro Tour Freeflying and
Z-Games.
- 15-23 Muff Brothers Re-Union – Daryl
Huttenstein – Head Muff!
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Dives Everyday, Band, Hit and Flush, etc.*
- Mar 22-April 6 Annual Easter Boogie.
- 22-30 Roger Ponce will be organising
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and loads of Fun!
- 29 Saturday Night, Band, Dinner, Pig
Roast, and the usual raft of activities!
- Instructor Certification Course –
date TBA.

APRIL

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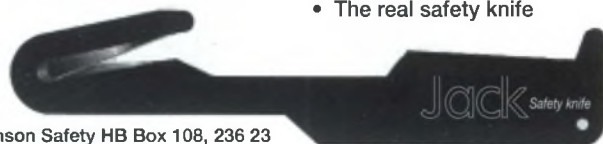
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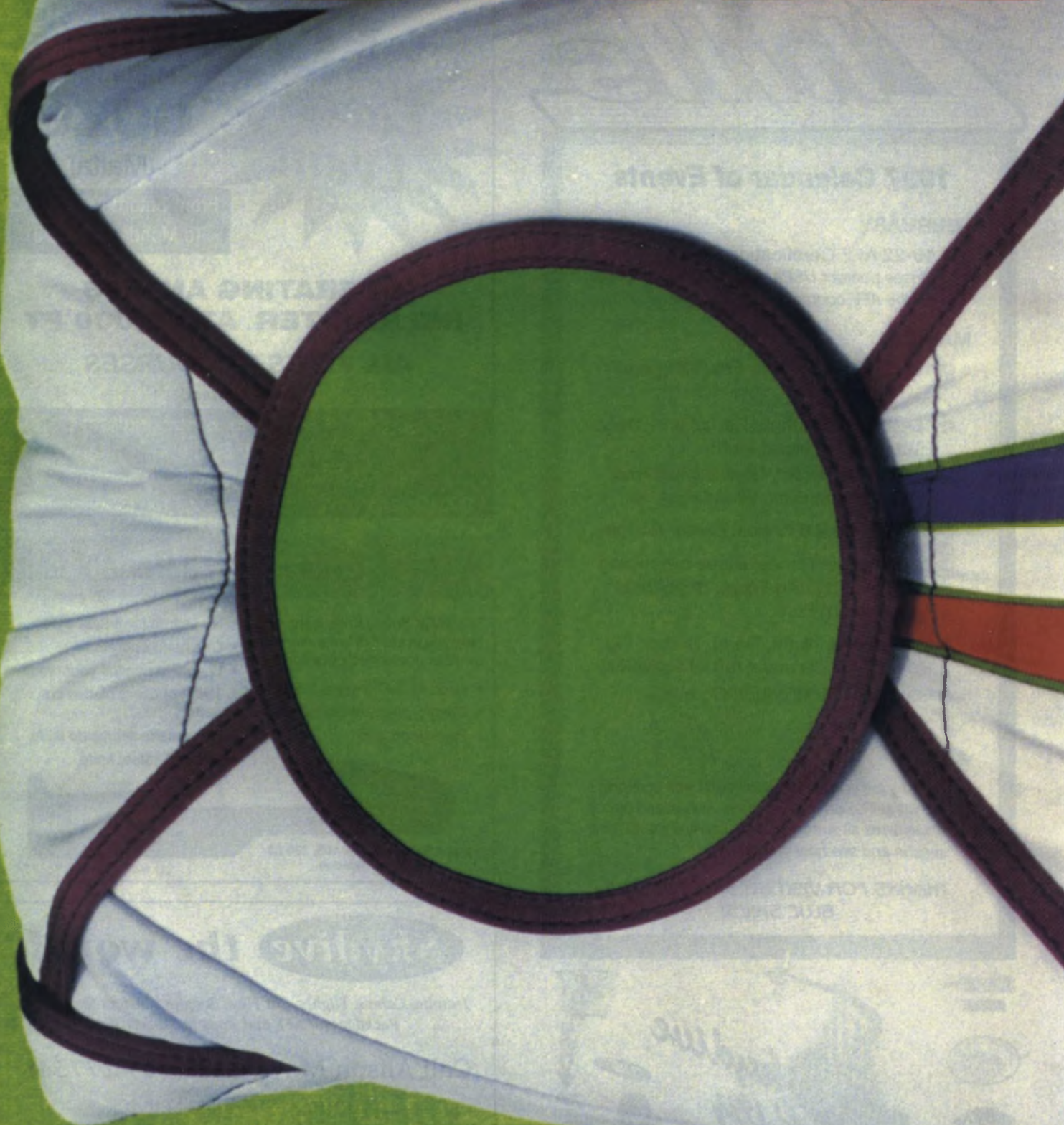
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How do they know?

The magic initials GPS get bandied round DZs a lot nowadays but few jumpers seem to understand what it does and how it differs from previous systems. Chris Jones investigates...

The correct generic term is GNSS – Global Navigation Satellite Systems. GPS is the Global Positioning System; the US military version and the only current fully operational one. It was opened to the public as part of the 'Peace Dividend' in 1993. The Russian GLONASS was supposed to be on line in 1995 but like many former Soviet space projects is in trouble. Others are on the way.

A 'constellation' of satellites (21 active, 3 spare) circles the Earth in a complex interlocking web, designed so that wherever you are, you can always 'see' at least three. Usually more are visible – my own GPS regularly tracks 6-8 at once – and obviously the higher you go, the more you can see. Each transmits an SHF signal based on fantastically accurate atomic clocks; by comparing these a receiver can deduce its position in three dimensions. Some simple calculation adds information like ground speed, time to target etc. A fringe benefit is a time read-out which is always accurate to within a few billionths of a second.

Position is in latitude and longitude but most GPS's can send the 'raw' data to a computer with a geographical database (usually by Jeppesen) to give more useful displays, such as a real time 'moving map' showing actual towns, aerodromes etc. The computer may be a PC or special aviation terminal (eg Skyforce Tracker) but newer sets have it all built in with an LCD screen.

Facilities multiply as fast as prices keep dropping: you can now have hi-res screens, colour, road and rail details, ATC zones, danger areas, you name it. You may program your own special places ('the DZ') or 'waypoints' along a route. Most offer a display showing how far off course you are and how far you have to go. There's an emergency button to direct you instantly to the nearest aerodrome and a memory to record your course every few minutes and retrace it if necessary.

Accuracy

Just how accurate GPS can be is supposed to be secret but over most of Earth it is around eight metres. It was certainly good enough to send Cruise missiles down Teheran high street! But the US

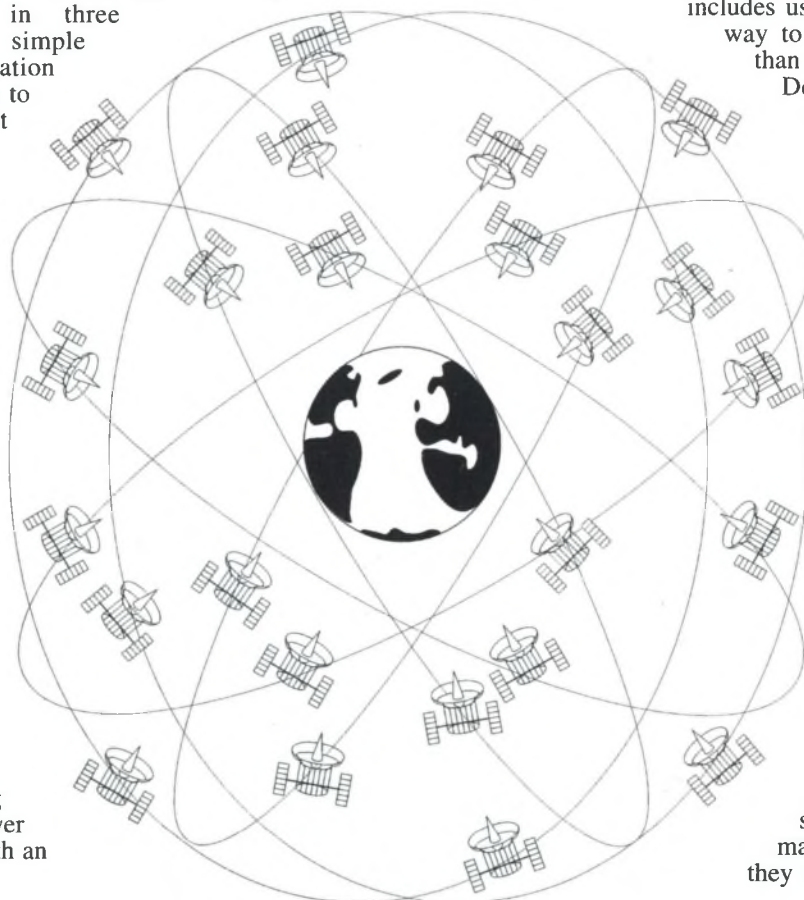
Department of Defense insists that such accuracy is only available to their Armed Forces. For civil purposes it is accurate to around 25 metres but is further downgraded by a random deliberate error, a process known by the innocuous term 'Selective Availability' or SA. This results in a roughly 95% chance, at any instant, that it will be accurate to within 100m (got that?!)

Civil aviation has got round this inaccuracy by inventing Differential GPS (DGPS). A precisely sited ground station receives the GPS signals. Since the ground station knows its exact position, it can detect the error in the signals from moment to moment and transmit a correction signal. The resultant accuracy is phenomenal. Figures as low as a few centimetres have been claimed in tests and certainly the error is well under five metres. DGPS is a possible replacement for Instrument Landing Systems (ILS) at airports but at present it is little use to low flying aircraft (which in airliner terms includes us). But since we have found a way to make it even more accurate

than military GPS, the US Defence Department is coming to the conclusion that Selective Availability is now a waste of time. It is expected that SA will be quietly dropped within the next year or so.

Civil Unrest!

GPS is basically a military system and a US owned one at that. Even if it is given to the FAA (US equivalent of our CAA) to calm fears, Defense would have priority in a crisis and could move satellites without warning. Also, the US government has promised that GPS will be free until 2004 but after that a charge may be made. As the satellites are built to military specifications they are massively more expensive than they need be – experts say equally



good civilian satellites would cost a fifth as much. If Uncle Sam tries to recover development costs, charges could be heavy. A final worry is that GPS can be jammed, as happened in 1996 during RAF trials.

For all these reasons the CAA has consistently refused to recognise GPS as a primary navigation aid. The world's airlines are sticking with their inertial systems which are less versatile and more expensive – but are completely self-contained and need no outside assistance.

There will be no Selective Availability on the Russian GLONASS and it could be placed under general European (or even wider) civil control. But GLONASS is incomplete and unreliable – satellites are failing after two years. In contrast, the GPS satellites were designed to have a life span of seven years and some have been working perfectly for over a decade. Ideally, receivers would use both systems, cross-checking for better accuracy but sadly this is not possible in practice.

GPS in Practice

You see a small plastic box mounted on the yoke or instrument panel or sitting on the pilot's knee. It is wired to an aerial; often stuck on the windscreen this runs on normal batteries or the aircraft's supply.

Some aircraft have an installed unit, the size of a standard nav/com radio. A new development is hand-held GPS/com sets, containing a full-featured GPS and an airband transceiver – one current model even has an emergency beacon built in as well!

There is a power-on delay of one to three minutes while the system locates as many satellites as possible, calculates where it is and goes active. Thereafter it updates once a second, wherever you go. GPS has wiped away a lot of flight planning; navigation is a doddle. And with prices as low as £200 (and still falling) you can even carry a spare in your pocket in case the main one goes wrong!

As far as parachuting is concerned, at exit on the first lift of the day the pilot records the position and run-in. Thereafter it is possible to find that exact spot time and time again. In some cases several typical spots may be programmed in beforehand. This is not to say spots are entirely done by GPS, though it is becoming an increasing trend. The final 'fine-tuning' may still be done by the jumpmaster. Accurate 'blind' spots were possible before GPS if you had a convenient radio beacon or a Decca navigator unit and a very good pilot. But GPS makes superb,

consistent accuracy available to anyone of average ability.

The Bottom Line

GPS is subject to various disruptions and is (at heart) just a machine which can go wrong, run out of power, or be used incorrectly. Above all, it does not absolve you from the need to see the target when you jump, or to have a good look before you exit. See recent incident reports. There is no official BPA policy regarding it, which means you cannot rely on GPS as a defence if something goes wrong – indeed, given CAA's refusal to recognise it as a primary navigation aid, you could be on very shaky ground.

On the other hand many clubs are using it as an aid to spotting and, combined with the range that modern canopies give, it is possible to imagine that the wind drift indicator may no longer be needed in the future. Other systems are under development, intended either to work independently or to reinforce GPS. However there are obvious political and national problems: GPS is a truly wonderful tool but it is not the answer to all problems. Use it cautiously; the jumpmaster ain't obsolete just yet!

Chris Jones D8783

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What you see: 297 skydivers

What you don't see: 234 CYPRES

Photo by Bruno Brokken

297-way, unofficial world record, Sept. 96 in Anapa, Russia. The organizers confirmed that 234 participants were Cypres equipped.

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Formation Skydiving

It could be that 1997 will be the year for bigger than ever POPS formations. Jack Felstead of Manchester is moving as I write with a 15-way plus Phil Parker on camera. This is to take place at Hibaldstow and will include those members of the British Record POPS 9-way which hovered over Cark, November '95. The thing is, it's so bitterly cold right now that I rather fear fifteen POPS members frozen into a perpetual star and dumping as one. But Jack et al are tough and I'm sure they'll succeed.

Then there's the 40-way planned by Europops at Oud Turnhout 1 - 4 May. This will combine POPS members from UK, Holland, France, Belgium and Germany. Please register your interest with Michel Van Beirs of Belgian POPS (00 32 58 411468).

From our Top POP

Michael Allum now steps down as Top POP after six years of service to the society three as Hon Sec and three as himself. Michael offers these parting words:

Retrospectively – "Years ago POPS UK was a number of die-hard members meeting for Hit and Rock, accuracy and great socialising. A growing number of younger, experienced skydivers have joined in recent years and thus have shifted the emphasis.

Formation skydiving is the focus at competitions now but we shall never lose sight of our origins in that H & R and accuracy will always find a place at POPS meets. Here in the UK a free flown 15-way star is planned shortly. In the USA they are way ahead with an all POPS 75-way whilst in Europe, Belgian POP Michel Van Beirs organised a 24-way attempt which reached 18. Many of us have been attending European POPS meets throughout the year and at those attended by Inger and myself, the top competitors after five rounds were showing only two or three centimetres between them. Europops take it seriously.

Prospectively – "On the world scene the fourth World Meet in Jordan will see some of our eager, younger members doing battle on the competition front while the rest enjoy a couple of free Herc jumps courtesy of the Royal Jordanian Air Force. There will also be a fun scrambles competition of 6/8-way groups. Soon we shall be

POPS CORNER

Parachutists Over Phorty Society



"It takes a long time to become young"

Pablo Picasso

publishing a list of American and European meets and if anyone wishes to discuss continental venues then please phone me.

"The AGM saw the end of my involvement in the running of POPS UK. I've enjoyed myself immensely over the period, but now I hand over the TOP POP mantle to our current Hon Sec John

Sue Hill – new Hon Sec

We are delighted to welcome Sue Hill, our first ever lady Hon Sec. At 46, Sue is also one of our younger and more active POPS members. She has 700 skydives and is an excellent FS and accuracy jumper.

Her enthusiasm and lively personality have brought in close to 40 members in the last year alone. We are sure Sue will bring a new sparkle to POPS.

Crowhurst. John in turn passes the real hard work to our next Hon Sec. I remain World TOP POP until June and will be involved in the organisation of the Jordan world meet, so until then thank you Inger for all your help, understanding and proof reading. And thank you to the now almost 700 members for a wonderful six years. Here's to the next six, may they be as safe and exciting as before."

Here endeth Michael's lesson. Michael, your input to POPS UK and overseas has been enormous. I know every member echoes this sentiment and I also know that you will not stop there even as a normal member.

National Meets

19/20 April
August Bank Holiday

Langar
Brunton

In Closing

The last three years has given me a lot of personal pleasure – pushing POPS paperwork, organising POPS National and World Meets and most of all, making many new friends. Socialising with many established POPS UK friends made since I joined the society eight years ago has shown me what a great fraternity skydiving is. Particularly when so many hang in there beyond not only their fifties but their sixties too. SOS is evidence of that. In my last POPS Corner what can I say to stifle your possible desire to say "Thank God he's gone, no more must we suffer his verbal squitters". I say this, you are great people as well as great skydivers and don't you ever forget it. Never have I had such a good time in the company of most excellent people and I haven't finished yet... It's been a privilege.

John Crowhurst
Treasurer and Hon Sec



All POPS CF winners at Ipswich Regionals. *Over the Top*; Mick Rich, Gerry Buggle, Brian Pushman and Pat Hammond. Congratulations guys!

Photo by Doug Preston

Equipment, Incident & Confidential Reports

Good judgement comes from experience. *Experience?* Well that comes from poor judgement. Of course the poor judgement doesn't have to be yours, we can all learn from other people's experiences. That's why we print these reports

BROKEN LINES

Description: A highly experienced jumper had a hard opening on an F111 canopy, resulting in one snapped line. Having decided the canopy was flyable, the jumper elected to land it. At about 600 feet a second line snapped. The resulting hard landing caused injuries to his foot and ankle resulting in a trip to the local hospital. A similar report had another very experienced jumper electing to fly a canopy with two 'A' lines snapped. At flare height, the canopy collapsed and this jumper ended up with three chipped vertebrae and a fractured pelvis.

Conclusions: The obvious conclusion to be drawn is that these were (with hindsight) the wrong decisions. There is always the temptation to stay with all those remaining lines and ignore the fact that one or two have snapped. I have several more reports of broken lines and damaged canopies this season, the difference is that all the others are 'merely' malfunctions – whilst these two, sadly, became injury reports. However most line breaks are caused by hard, off-heading openings or something cutting the lines on opening. The cutting is often the grommets on the slider, and the slider grommets are usually dented or sharpened in the first place by hard impact with the

connector links on previous jumps, or by poor maintenance.

Recommendations: Most modern high performance canopies with line damage will let you know in no uncertain terms that they are not even flyable, let alone landable. Older F111 canopies can be a little more misleading. They may appear to be quite controllable with a few lines damaged. The decision about what to do is a judgement call. All BPA courses have guidelines on helping you make this decision, give this situation some thought and if you are not sure on how to decide, ask your Chief Instructor. Most line breaks can be prevented with a little planning. Question your openings, if you consistently get hard, off-heading openings then you need some packing tuition. Inspect your lines and slider grommets on a regular basis, the main area of ram-air broken lines is at the connector links, normally the outside lines and also at the cascaded points. Talk to your rigger on how you can reduce line wear on your particular system.

SOFT HOUSINGS

Description: At the time of writing there are a few incidents being investigated with reference to soft housings on cutaway systems. Many sources around the world are reporting hard pulls of the cutaway handle during emergency procedures and there are some reports of one riser failing to separate causing main and reserve entanglements.

Conclusions: This potential problem has been reported on rigs that do not have a dedicated channel for the cutaway cable. For example, some rigs with soft housings have a system where the cutaway cable is routed through a channel, which makes sure the cutaway is the same as with a hard housing. The rigs which are presenting some concern are those with soft housings which do not imitate the mechanics of a hard housing system.

Recommendations: Some manufacturers are offering retrofit systems to convert from soft housings to hard housings on the cutaway system. If you have soft housings that are suspect or you would just like some reassurance then try this test on your system: fit the rig for normal use and set up the risers to suspend you as in a training harness, practice a normal cutaway and reserve pull as you would expect to do it in a live emergency. You may want to repeat this test for smaller zero porosity canopies and have some one assist you by pulling down on the harness to increase the tension, as a radical malfunction will greatly increase the tension.

TANDEM MALS

Description: We have eleven reports of tandem malfunctions. Five of these were caused by knots in the lines preventing the slider from

SHODDY RIGGING

Description: During a routine reserve inspection and repack a rigger found that the reserve pilot chute had previously been used as a main pilot chute for a few hundred jumps at least and was in general bad condition.

Conclusions: The reserve system is a skydiver's last chance and the pilot chute is the device that makes it possible. By using a reserve pilot chute with deteriorated porosity, the packer is reducing the skydiver's possibilities of surviving a malfunction.

Recommendations: The best thing to do here is find another reserve packer, there is no excuse for this type of situation, make sure your reserve packer is conscientious enough to do a thorough inspection.

SP would like to thank the Australian Parachute Federation for the use of their thorough and informative incident reports

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deploying all the way down; three of these had standard lines and two had microline. We have had four reports of lines breaking, all on microline. One reserve deployment during exit and one riser releasing during deployment.

Conclusions: Out of all these cutaways there is not one the same, ie, every broken line was in a different place and each description presents a different picture. However, the common factor with the broken lines is that they were all of a microline type. In the knotted lines cases, the knots were described very similarly and these have been reported many times before. Reference the riser that released, both Relative Workshop (Vector system) and Strong Enterprises have upgraded the RW-2 ring of the three ring system to strengthen them.

Recommendations: The best recommendation here is for tandem malfunction reports to be more in depth to assist in analysing and reporting them; ie describe the incident in detail as much as possible with as many facts as available, add the jumpmaster's conclusions and recommendations to assist with the collation and reporting. Most of the above reports are too broad to make recommendations on; however a lot of thought should be put into packing tandem canopies, especially the type and

condition of the rubber bands for the nature of the lines being used.

RESTRICTED RESERVES

Description: We have had three reports of reserve pilot chutes being restricted during deployment prior to a reserve inspection and repack, this is caused by packing the bridle line into the corners of the reserve container.

Conclusions: These reports were all on different rigs and it is interesting to note that none of the rig manuals demonstrated packing the bridle lines this way. Although in these cases the bridle restricted the pilot chutes from being extracted to the complete length required, the reserve deployment would probably have been fine had it been needed.

Recommendations: There is no need to put the bridle line into the corners so give this some thought. If in doubt, do a pull test and see how far the pilot chute launches, if the launch can be restricted by the bridle line then it is not correct.

UNNECESSARY TOTAL

Description: A container had been converted to a BOC system, the jumper found they could not deploy the pilot chute as the pouch was too tight. The reserve was successfully deployed.

Conclusions: This malfunction

ILLUSTRATOR WANTED!!

We need an artistic skydiver to draw up diagrams and illustrations for the mag. Chiefly for incident reports and kit news, a degree of rigging knowledge would be useful to give clear, useful diagrams of malfunctions etc.

Please call Lesley on 01733 755860



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

Recommendations: Good packing techniques would probably prevent many of these and the only recommendation that can be given is to read and understand the factors which can assist in preventing these common problems. The deployment system has been well proven, however the equipment is changing so fast that a bit of studying is required to keep up with the latest techniques. There is an art to good, safe pro packing and the understanding of your deployment system. The type and size of your pilot chute, the length of the bridle and the rubber bands you use all contribute and have to be compatible.

Allan Hewitt
Riggers Committee Chairman

CLASSIC PROBLEMS

Description: We have had many reports of what I would call the traditional types; line-over malfunctions, bag locks and line problems preventing the slider from deploying

Conclusions: Nearly all these incident reports have been described in a few words, eg "it was a line-over malfunction so I cut away". The majority of the jumpers were experienced parachutists, it would be interesting to know how many of the canopies were pro packed, how many side packed. One report that I read some years ago put 70% of malfunctions down to poor pro packing techniques, I wonder if this is still relevant?





BRITISH PARACHUTE ASSOCIATION

AFFILIATED AND ASSOCIATED CLUBS AND CENTRES

BLACK KNIGHTS PARACHUTE CENTRE

Patty's Farm, Hilliam Lane,
Cockerham, Nr Lancaster

Contact: Bob Parry
Tel: Wkend 01524 791820 / Midwk 0151 924 5560
Open Weekends and Bank Holidays 08:00 to 20:00 hours.
Cessna 185 (in-flight door), 1st Jump S/L courses. Radios and Aeroconicals. S/L and F/F progression to Cat 10, WARP, RW and CRW instruction. Tandems, Air-to-air video. Accuracy pit, new lecture room. Canteen, showers, washing & toilet facilities, camping on DZ.

BORDER PARACHUTE CENTRE

Brunton Airfield, Chathill,
Northumberland NE67 5ER
Contact: Tim Andrewes
Tel: 01665 589000

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

BRITISH PARACHUTE SCHOOLS

The Control Tower, Langar Airfield,
Langar, Nottingham NG13 9HY
Tel/Fax: 01949 860878/860882

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

BRITISH SKYSPORTS, BRIDLINGTON

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

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

CORNWALL PARACHUTE CLUB

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

A different kind of Skydiving Centre! Cleanest and friendliest centre around. Emphasis on having fun and learning. C182 with In-flight door, unrestricted altitude, Static Line Squares, RW Instruction under the Kinesthesia program, creepers, video facilities, all types of jumping including FS and Freestyle. Good jump prices, Everyone welcome, local accommodation available.

COTSWOLD SKYDIVING CENTRE

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

DEVON & SOMERSET PARACHUTE SCHOOL

30 Tower Way, Highfield, Dunkeswell,
Nr Honiton, Devon
Tel: 01404 891690

Part time club based at Dunkeswell Airfield. Running 1st Jump Static Line Courses, Tandem, AFF Courses with very experienced instructors who have been running AFF at Dunkeswell for 5 years. Student Radios, Reserves with AADs. Local Accommodation available, Meals available on airfield as well as a bar.

EAGLESCOTT PARACHUTE CENTRE

Eaglescott Airfield, Ashreigney,
Chumleigh, Devon EX18 7PH
Tel: 01769 560726 / 01769 520552

Open every weekend: weekdays by arrangement. Friendly small club atmosphere with emphasis on safety. Square

S/L student training. AADs, helmets, radios, WARP, RW, CRW, Style and Accuracy. Cessna 180 with in-flight door. Canteen on site, good range of local beer, food, B&B. Tents and caravans on DZ.

HEADCORN PARACHUTE CENTRE

Headcorn Aerodrome, Headcorn,
Kent TN27 9HX

Tel: 01622 890862 / Fax: 01622 890641

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

IPSWICH PARACHUTE CENTRE

Ipswich Airport, Nacton Road,
Ipswich, Suffolk IP3 9QF

Tel: 01473 710044 Fax: 01473 271055

Open 8.30am until dark 6 days (closed Tuesdays). Islander and Cherokee 6 available. Student RW and CRW instruction by full time staff. Accuracy pit, excellent rigging facility. Food, accommodation, camping and bar on drop zone.

LONDON PARACHUTE SCHOOL

PO Box 18, Woodcote, Reading RG8 0UX
Tel: DZ 01249 651909 Fax: 01249 661281
Tel: Weekends 0860 559112

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.

MERLIN PARACHUTE CENTRE

Alanbrooke Barracks, Topcliffe,
Near Thirsk, North Yorkshire
Tel: Weekdays 01274 631044

Weekday/weekend answerphone 01748 875367

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.

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

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.

NORTH WEST PARACHUTE CENTRE

Cark Airfield, Flookburgh,
Nr Grange-Over-Sands, Cumbria
Tel: Airfield 015395 58672/58555
Weekdays 01772 720848

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

OXON & NORTHANTS PARACHUTE CENTRE

Hinton-in-the-Hedges Airfield, Steane,
Nr Brackley, Northants NN13 5NS

Contact: Mike Bolton, Chief Instructor

Tel: Office 01384 393373
Mobile 0850 762349

Open every weekend and midweek by arrangement during BST, friendly atmosphere, visitors welcome, good local pub. Hinton-in-the-Hedges Airfield situated 1 mile off A422 between Banbury and Brackley. 'First Jump' Static-line courses, Tandem, Free-fall Progression, kit hire, student radios, Cessna 182 and 206.

PETERBOROUGH PARACHUTE CENTRE

Sibson Airfield, Wansford,
Peterborough PE8 6NE
Tel: 01832 280490
Fax: 01832 280409

Birdland Bar: 01832 280 404

Islander, Cessna 206 and Turbolet during summer season (in-flight doors). S/L (midweek and weekend), Tandem, WARP and AFF school (see The Free-Fall Company). Load organisers and coaches (FS and Freestyle), video rooms, trolley areas, large training hangar. Birdland Bar, quality restaurant, day room, showers, heated bunkhouses and free camping. Unlimited altitude, good atmosphere, 25 years experience. Skydive Sibson!

PETERLEE PARACHUTE CENTRE

The Airfield, Shotton Colliery,
Peterlee, Co Durham DH6 2NF
Tel: 0191 5171234

Office Tel and Fax: 0191 3865315

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

SKYDIVE SCOTLAND

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

Tel/Fax: 01821 642881 (Office)
01382 360664 (Airfield)

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

SKYDIVE STRATHALLAN

Strathallan Airfield,
Nr Auchterarder, Perthshire PH3 1LA
Contact: Scotty Milne
Tel: Mobile 0374 686161

Weekends 01764 662572

Open 9am to 9pm weekends and public holidays. Over 35 years of skydiving in Scotland.

Islander with in-flight door and 2 Cessna 206s. S/L Round or Square, AFF & RAPS with square on square and Cypres. Tandem, WARP, CRW, FS coaching with video available for all. Shop, Rigging, Canteen, TV room. B&B, camping in local town.

STIRLING PARACHUTE CENTRE

Thornhill, Nr Stirling, Scotland FK8 3QT
Tel: 01786 870788
Fax: 01786 870748

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.

TARGET SKYSPORTS PARACHUTE CLUB

Hibaldstow Airfield, Hibaldstow, Brigg,
South Humberside

Tel: 0113 250 5600 Anyday

01652 648837 DZ

Fax: 0113 250 5600

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

THE PARACHUTE CENTRE

Tilstock Airfield, Whitchurch,
Shropshire

Tel: 01948 841 111

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

Open Saturdays and most Fridays (phone first) 08.30 until 21.00. No Sunday operation due to local planning

restrictions. Easy to find on the A41, 3 miles south of Whitchurch. S/L round, Tandem, AFF, RAPS, FS & CF coaching. Cessna 206 with in-flight door to 10,000'. Clubhouse with canteen and showers. Accommodation available. Good vibes with a friendly atmosphere. Everybody is welcome and nobody has to get up early on Sunday!

WEST WILTS PARACHUTE CLUB

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

WILD GEESE – NORTHERN IRELAND

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



OTHER ASSOCIATED ORGANISATIONS

BRITISH COLLEGIATE PARACHUTE ASSOCIATION

c/o Jason Brister – Chairman,
77 Trafford Road, Eccles,
Salford, Greater Manchester M30 0JT
Tel: 0161 707 0583/0973 378024

EAST COAST PARACHUTE CENTRE

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

THE FREE-FALL COMPANY

Sibson Airfield, Wansford,
Peterborough PE8 6NE
Tel: 01832 280055 Fax: 01832 280409
E-mail: freefalluk@aol.com

Operated by Kevin McCarthy, National Champion with in excess of 4,500 jumps and 15 years experience. Probably the largest Accelerated Free Fall school in the UK.

State of the Art equipment and professional personalised training gives you safe and rapid progression to Category 10 and beyond! Courses available all year, in the UK or the Costa Brava, the choice is yours. Skydive NOW, pay later!! Flexible payment to suit YOU!

For professionals who know how to have FUN call us NOW!

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11 Godwyn Close, Larkhill, Abingdon,
Oxon OX14 1BU
Contact: Doug Peacock
Tel: 01235 529570

The complete RAPS package. PTS offers one jump introductory course with the option of progression training through to Cat 10. Operating at Netheravon in conjunction with the APA.

POPS UK

Hon Treas/Sec: Sue Hill
40 The Hamlet, St Annes
Lancashire FY8 3LE
Tel: 01253 713841 Fax: 0151 448 1172

A society of skydivers over forty. Regular national and international meets at host parachute centres. Not a training establishment but about skydivers' interests and bringing them together.

SCOTTISH SPORT PARACHUTE ASSOCIATION

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

SKYDIVE INTERNATIONAL

45 Legge Crescent,
Aldershot, Hants GU11 3NT
Tel/Fax: 01252 331 326
E-mail: 100722.2744@compuserve.com
Chris Allen. Ex Red Devil CCI, BPA AFF/Tandem Examiner, USPA Safety and Training advisor and Skydive University UK coordinator. Offers AFF courses in America, Spain, Germany and the UK. Also available; team coaching, Skydive University one on one program and Tandem Skydives.

SKYDIVE SEBASTIAN

400 W Airport Drive
Sebastian, FL 32958, USA
Tel: 00 1 407 388 5672 Fax: 407 388 2105
E-mail: skydiveseb@aol.com
SebastianXL: pete_allum@compuserve.com
Offers BPA and USPA qualified training in the sunshine state of Florida. Aircraft – Super Otter, Super Casa. AFF courses, tandem, the home of Skydive University, advanced FS coaching and team training from British 4-way team Sebastian XL who are full time at the DZ. Fully equipped team rooms, gym, jacuzzi, volleyball court, bunk-house, free camping, beach jumps, load organising,

rigging service, accommodation arranged to suit you. The only DZ in the US with BPA association. Owned and run by Brits. Everything at the best prices – Skydive Sebastian!

SKYDIVE WINDRUSH

Orchard House, Audley End,
Gestingthorpe,
Essex CO9 3AX
Tel/Fax: Weekdays 01787 461621
Weekends: 01451 844422 or 844449

A friendly members club operating within the Midland Parachute Centre, Windrush Camp, Nr Burford, Oxon. Courses in RAPS, AFF & Tandem. Fantastic facilities. You've seen the rest, now see the best! Ten place turbine aircraft. Every category of skydiver welcome.

SLIPSTREAM ADVENTURES

Headcorn Aerodrome,
Headcorn, Kent TN27 9HX
Tel: 01622 890862
Fax: 01622 890641

Run as part of the Headcorn Parachute Club. We are the UK's longest running AFF school. We offer personalised instruction and only train one student at a time, so no queueing for instructors or equipment.

TRAIN IN SPAIN

Aerodromo Sierra Morena,
Carretera Bailen – Motril, 6km,
E-23710 Bailen (Jaen), Spain
Tel: 00 34 53 125 233
Fax: 00 34 53 125 231

Professional full time winter DZ (September – May), we are building a reputation as a winter training location for teams, groups and individuals. Full time school on site – AFF and tandem instruction, one-on-one, Skydive U trained instructors. Team coaching, RW coaching for beginners. Full time Twin Otter and Porter, also C182. Small shop and emergency rigging facility. Cafeteria/bar. Large creeping area. Team rooms and video debriefing facilities. Special rates for skydivers at local three star hotels.

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



BASE LINE

Dear Lesley

I am interested in finding out the status of BASE jumping as far as the BPA is concerned. I have heard that the BPA does not approve in any way and any member known to BASE jump will be expelled. This is just what I have heard though, I have never seen anything written in stone (or the Ops Manual, as I don't have access to one!)

I would really appreciate it if you could do a little research on the matter and print it up as a short article in Sport Parachutist. All I really want to know is the rules, the BPA's interpretation of them and the reasoning behind it.

I hope you don't mind me writing this anonymously but as a current BPA member, I obviously don't want to shoot myself in the foot unnecessarily!

Thanks very much for your help and, by the way, I think you're doing a fantastic job on the magazine. At last it is both readable and interesting. Well done!

**Blue Skies and all that
A British skydiver,
somewhere in California**

Dear Lesley

Thank you for copying the letter from a 'A British skydiver somewhere in California' regarding the Association's attitude to BASE jumping.

The BPA Operations Manual states: 'Activities such as Paragliding, Fixed object jumping, etc, do not come within the provisions of the BPA Operations Manual. The BPA does not associate them with Sport Parachuting.'

What the above means is that BASE jumping is nothing to do with sport parachuting and the Association does not take a stance on it – just as we do not take a stance on other activities, such as scuba diving, hang gliding or paragliding. As an Association we do not have expertise in these 'sports' and would not presume to dictate to those who do.

The BPA has never, to my knowledge, banned or suspended a member for BASE jumping. The Association has on a couple of occasions banned or suspended a member for 'bringing the sport into disrepute,' eg a member who has broken the law by trespassing or jumping from a building illegally and has then caused a great deal of bad publicity for sport parachuting. There have been many BASE jumps carried out by skydivers over the years without them being banned! The Council of the Association has authority to take action against any member, including suspending or removing a membership, if it is felt that a member has brought the sport into

disrepute.

I hope the above clarifies the BPA position.

**Kind regards
Tony Butler
BPA Technical Officer**

FALKLANDS FURORE

Dear Lesley

Along with many others I would like to offer my congratulations on the high standard of magazine we are all now receiving; a great deal of work has obviously gone into it, for which we are very grateful.

At the risk of opening a can of worms (although hopefully not!) I would like to put the record straight regarding the "first Falklands jump" mini debate. During 1982 whilst doing sterling work for HM Government I had the dubious pleasure of jumping onto the Falkland Islands (albeit under a round canopy) in the course of my work. The rapturous welcome from the townsfolk was sadly missing at the time but gratefully received a few weeks later.

Thank you for allowing the record to be put straight. (Unless of course anyone knows different!)

**Regards
Anonymous, D Retired**

POPS PATTERN

Dear Lesley

As outgoing Hon Sec of POPS UK I have a couple of things to say. Medicals for the over forties has been a most important issue in this last year as Hon Sec. I make no apology for becoming something of a nuisance to STC over medical requirements for mature jumpers. During a period of about two and a half years, the STC and Dr John Carter have endured a lot of lip from me concerning this matter. But then so many of us took the new regulations of three years ago as something of an affront. Those jumpers of fifty and above were singled out and more stringently and over zealously affected.

Everyone knows by now that the new rules which make life more pleasurable are not entirely what I aimed for. They are, however, a step in the right direction, even an improvement on four years ago. I feel bound to say that I admit to being a pain in the butt when bureaucracy overruns us, and though STC is there in our interests, no doubt feeling what they spewed forth then was right and for the greater good, there was a great deal of evidence to prove they had gone over the top. My thanks to

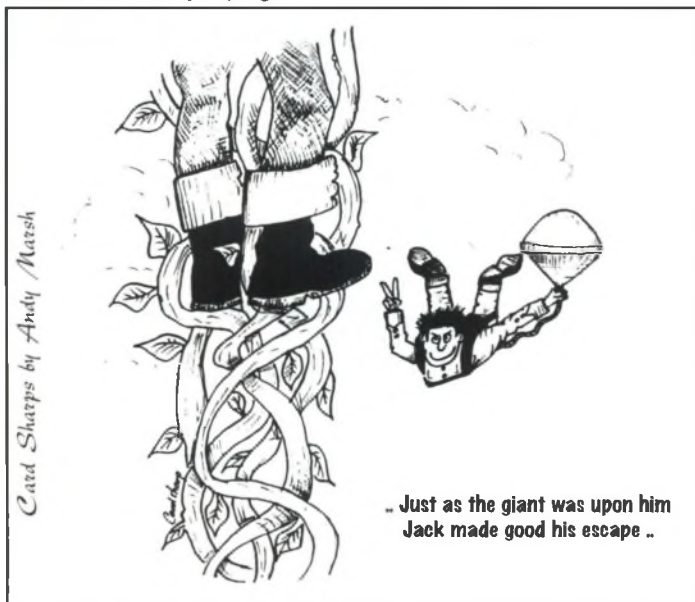
the STC Chairman Tye Boughen and all the CCLs for bearing with me and being so patient, particularly Dr John Carter who could so easily have lost his rag with me at times but didn't. You are all great human beings after all, but do not think for one minute that I'm finished yet.

Ola's survey showed that less people read POPS corner than other parts of SP. Active POPS members represent, I believe, about ten per cent of BPA membership. Actual membership stands at 700 which is 200 up on three years or so ago. More members are joining at forty than at fifty or later. If all active BPA members over forty joined POPS UK, I would suggest that we might even reach 20-25% of total BPA membership. To join POPS UK costs little, is for life, and gives so much in return. In America it's no shame to mature, certainly not to skydive on into one's sixties or even seventies. In fact they are admired for doing so. Why not here in the UK, when we have so many forty year old stars of the skies?

Ferretting them out is slow perhaps because the leading edge of the sport boasts many younger jumpers with whom some mature jumpers prefer to be associated. But then so does sport elsewhere. We need more younger members with experience who will help us meet an increasingly competitive scene. Lesley, I've given you a bad time on occasions in recent months and you've handled it all really well. POPS corner is still there, perhaps smaller but better. Your guidance has been great and I like what you are doing throughout. You are a brilliant editor but don't you dare forget that no POPS corner would be like saying your parents have neither place nor voice. With luck the next Hon Sec will be tougher just so that you can look forward to an even harder time. Thanks for a great job.

**John Crowhurst
(POPS 475)POPS UK**

It's been a pleasure John! Just for the record I have never tried to abolish POPS corner, only to make it more readable. Skydivers over 40 are as welcome to join POPS as they are to continue in mainstream skydiving. Many of our top skydivers reach 40 and simply carry on as normal. Over a third of British participants in the recent 297-way were over 40. One of the inspirational aspects of our sport is that age, sex and race are irrelevant. - Ed.



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ADVERTISERS INDEX

Airtec	40
Airtime Designs	28
Airwaves	34
Avia	14
British Parachute Schools	7
Cool & Groovy	11
Dodingtons	14
Flagler Aviation	9
Hanson Safety	35
Herc Boogie	30
James Travel	35
Jump Shack	36-37
Maltese Falcon Skydiving	35
Parachutes de France	16
Para-Gear	10
Performance Designs	27
Perris Valley	29
Phoenix	39
Sky Ads	14
Skydive Arizona	17
Skydive City	35
Skydive Sebastian	14 & IFC
Sky Science	12
Sports Print	42
Sunpath	22
Symbiosis Suits	6
Tempo Reserves (TSE)	IBC
Thomas Sports Equipment	OBC
West Mercier Insurance	14

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Tempo

THAT'S NUMBER ONE

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

First in Quality

First in Pack Volume

First in Performance

First in Value for Money

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



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

THOMAS

**Sports
Equipment
Limited**

The 1 Pin Tear Drop

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



Cypres
ready at
no extra
charge!

Custom
colours at
no extra
charge!

TSO C23d
at no
extra
charge!

Your Equipment

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

Demo Equipment Available

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

The Loft

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

The Shop

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

Information and Ordering

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

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