

SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



AGM News
Canopy Collision
FlyBoyz Freestyle Festival

February '98

Springo

By Blue Track

Photo Jussi Laine



Fun standard included.



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Note: Some of these positions may have changed at the AGM

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SPORT PARACHUTIST

Journal of the British Parachute Association

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Design and layout by **Julie Gray and Trish Jones**

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Cover Photo: Brian Rogers took this photo of the FlyBoyz teaching George Pilkington to fly head-down. The Flyboyz Freefly Festival is written up on page 28.

The information in this magazine was, to the best of our ability correct at the time of going to press. Reproduction, printing and despatch takes a total of 3½ weeks so some information may be out of date or superseded.

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





What's On

SPOCK

Calling all collegiate jumpers, SPOCK (Scottish Parachute Open Collegiate Kompetition) is almost here again. SPOCK '98 will be held on 18-19 April, the venue will be as always Skydive Strathallan, the home of GUPC. Friday 17 will be a practice day with the club open from 5pm. Competitions will be: 3-way speed for Cat 9's and above and accuracy for both experienced and student jumpers. We are arranging for WARP instructors to be on hand for Cat 8's. Prices will be lowered to ridiculous levels for all competition jumps. A ceilidh is being organised for Saturday night. For further information contact Tom Hibberd on 0141-357 2987 (weekdays) or 01762 662572 (weekends).

RAC AWARDS

The 1998 Royal Aero Club Annual Awards Ceremony will be held on Thursday 19 March 1998 at the Naval & Military Club, Piccadilly, London W1. The Annual awards will be presented by the President of the Royal Aero Club, HRH The Duke of York. Ticket application forms can be obtained from: Mr Barry Rolfe, General Secretary, Royal Aero Club, Kimberley House, Vaughan Way, Leicester LE1 4SG. Fax: 0116-251 5939 and email: bgahq@aol.com

NORTH POLE

An expedition to jump onto the North Pole is being organised in April of this year. Interested Persons please contact Evgeniy Balakov, 24k2 Preobrajenskiy Val Str, Moscow, 107061 Russia. Tel/fax 007 (095) 148 6474, email: icholding@glasnet.ru.

Editorial and copy deadlines can be found in the centre 4-page section, the AGM Gazette.

Diary



Date	Event	Location	Contact
February			
13-15	Valentines Boogie	Skydive Sebastian	00 1 561 388 5672
14-23	Free Fly Carnival	Ampuria Brava	00 34 72 45 01 11
19-22	Skydive U certification course	Skydive Sebastian	00 1 561 388 5672
March			
7-8	4-way challenge 1st round	Ampuria Brava	00 34 72 45 01 11
14-15	America's Cup/FSL 4-way meet	Skydive Sebastian	00 1 561 388 5672
14-15	4-way challenge 2nd round	Ampuria Brava	00 34 72 45 01 11
19	Royal Aero Club awards	Naval & Military Club	0116 2515 939
28-29	PD Source weekend	Skydive Sebastian	00 1 561 581 7447
28-29	4-way challenge final round	Ampuria Brava	00 34 72 45 01 11
28-Apr 12	Z-Hills Easter Boogie	Skydive City, Z-Hills	00 1 813 783 9399
28-Apr 12	Easter Boogie	Lake Wales, Florida	00 1 941 6781003
April			
1-5	Skydive U Skills Camp; sequential	Skydive Sebastian	00 1 561 388 5672
4-19	Easter Boogie	Ampuria Brava	00 34 72 45 01 11
9-13	Easter Boogie	Skydive Sebastian	00 1 561 388 5672
11-12	Easter Boogie 16-way meet	Langar	01949 860 878
16-25	BCPA Progression Week	Gap	01225 314 599
18-19	SPOCK	Strathallan	0141 357 2987
25-26	Flanders Championship	Schaffen-Diest, Belgium	00 32 14 450 850
May			
2-3	POPS International	Oud-Turnhout, Belgium	01253 713841
2-3	Stealth's Formations Load (26-ways)	Langar	01949 860 878
2-4	Southern Regionals	Netheravon	01980 678250
8-18	Friends of Skydive Sebastian Boogie	Cancun, Mexico	00 1 561 388 5672
22-24	\$2,000 Accuracy meet	Oud-Turnhout, Belgium	00 32 14 450 850
23-24	16-way meet. Skysurf/Freely seminar	Langar	01949 860 878
June			
6-7	8-way speed meet	Headcorn	01622 890862
6-14	Style & Accuracy Nationals	Target Skysports	0113 250 5600
6-14	Canopy Formation Nationals	Target Skysports	0113 250 5600
8-14	Student progression week	Headcorn	01622 890862
20-21	POPS Meet	Sibson	01253 713841
22-27	POPS Meet	Moorsele, Belgium	01253 713841
July			
3-12	Large Aircraft Boogie	Langar	01949 860 878
8-10	Training Days, RAPA Championships	JSPC(L), Germany	00 49 5254 98 2378
11-12	4-way meet	Headcorn	01622 890862
11-13	Style & Accuracy Competiton, RAPA	JSPC(L), Germany	00 49 5254 98 2378
14-16	FS Training	JSPC(L), Germany	00 49 5254 98 2378
17-19	4-way/16-way RAPA Championships	JSPC(L), Germany	00 49 5254 98 2378
18-24	Pre-Vichy Boogie	Ampuria Brava	00 34 72 45 01 11
18-26	World CF Championships	Netheravon	01980 678250
24-Aug 2	Formation Skydiving Nationals	Peterborough P C	01832 280490
25-Aug 2	Espace Boogie	TBA	00 33 60749 9150
August			
15-16	POPS Meet	Target Skysports	01253 713841
28-31	Freestyle/Skysurfing Nationals	Target Skysports	0113 250 5600
September			
5-6	LAC Meet	Headcorn	01622 890862
26-27	POPS Meet	RN & RM SPA, Dunkeswell	01253 713841

Lake Wales

1998

SCHEDULE OF EVENTS

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March 17-20

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March 28-April 12

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NEWS

AIR SPORTS INTERNATIONAL

The official magazine of the FAI, Air Sports International will now be published on the Internet exclusively every month. There will be no more printed versions of the magazine after that date except one Annual Issue. You can find the magazine on: <http://airsports.fai.org>. Comments and suggestions are welcome.



8 way Formation Skydiving, longest sequence of 31 formations, set at the World Air Games, on 16 September 1997, by the Golden Knights US team.

The Largest Canopy Formation with all female participants, 25 persons set at Perris Valley, California on 17 October 1997.

In Canopy Formations, the longest 4-way sequence of 11 formations set at the fourth World Cup in Canopy Formation Skydiving, USA by the French Team on 4 September 1997. A change in the competition rules has resulted in all previous records being retired.

The most number of

Did you know?

...that the 'modern' head-down position is described in *The Art and Science of Sport Parachuting* by Bud Sellick, published in 1961

NEW WORLD RECORDS

FAI has now ratified the following parachuting records:

Ronnie's

This month – New Year - New Gear!

For all kit requirements

for Parachute de France Atom - Sunpath Javelin - TSE Tear Drop containers; for Springo - Merit - BT Pro - Stiletto - Sabre - PD mains; for Techno - Tempo - PDR reserves. Also for Eureka FT 50 altis - Factory Divers - Time Out!! - Tony and Symbiosis jump suits.

For latest details call Pete on

01832 280131 at Sibson Airfield, Sibson Peterborough, PE8 6NE

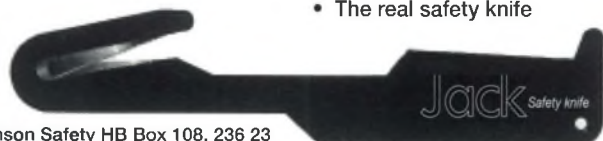


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If you want to jump in '98...

...don't forget to renew your BPA membership!! Renewal forms are enclosed in this magazine, please fill out and return to the BPA as soon as possible for your renewal membership. Please write your membership number on the back of the cheque. You **MUST** renew by 1 April 1998 in order to jump. Renewals **cannot** be accepted over the phone.

consecutive landings on dead centre, 14, set at the Russian Open Parachuting (Classical) Championships, 23 - 27 August 1997 by Serguei Vertiprakhov.

A provisional record for the longest 16-way sequence in FS, of 9 formations in a working time of 50 seconds, is being ratified. This was set at the Australian Parachute Championships in Formation Skydiving on 31 December 1997.

Did you know?

...that judges are now entitled to Associate Membership of the BPA once they have served at three competitions in a 12 month period

Simulated Flying mailing list has been established. Anyone interested may subscribe by sending an email message to: simflying-info@request.fai.org, mentioning 'subscribe' in the subject line.

STOLEN KIT

Parachute equipment (an Oxygen helmet, Protec, two Time-Out!, two altimeters, one ESA flight suit and other sundries) has been stolen from a house in the Glasgow area. Anyone offered such equipment second hand or who may be able to help with the whereabouts of the property please call Duncan Paton at Partick CID on 0141 532 3549.

SATELLITE PHOTOS

Pagefast, the company which prints and co-ordinates *Sport Parachutist* magazine, is now marketing a range of satellite pictures. Taken from satellites, the photos produce informative educational maps with surprising visible detail. For more details and a list of the countries and areas available, call Pagefast on 01524 841 010.

Did you know?

...that the BPA web page can now be found on www.bpa.org.uk

BIRTH OF A NEW AIR SPORT ?

In response to the dramatic rise in world-wide interest in simulated flying using personal computers (with programmes such as Microsoft Flight Simulator), the FAI invited leaders of simulated flying organisations to an historic meeting in Paris on 8 December 1997. It was agreed that the FAI should help develop international contest rules for simulated flying. An FAI



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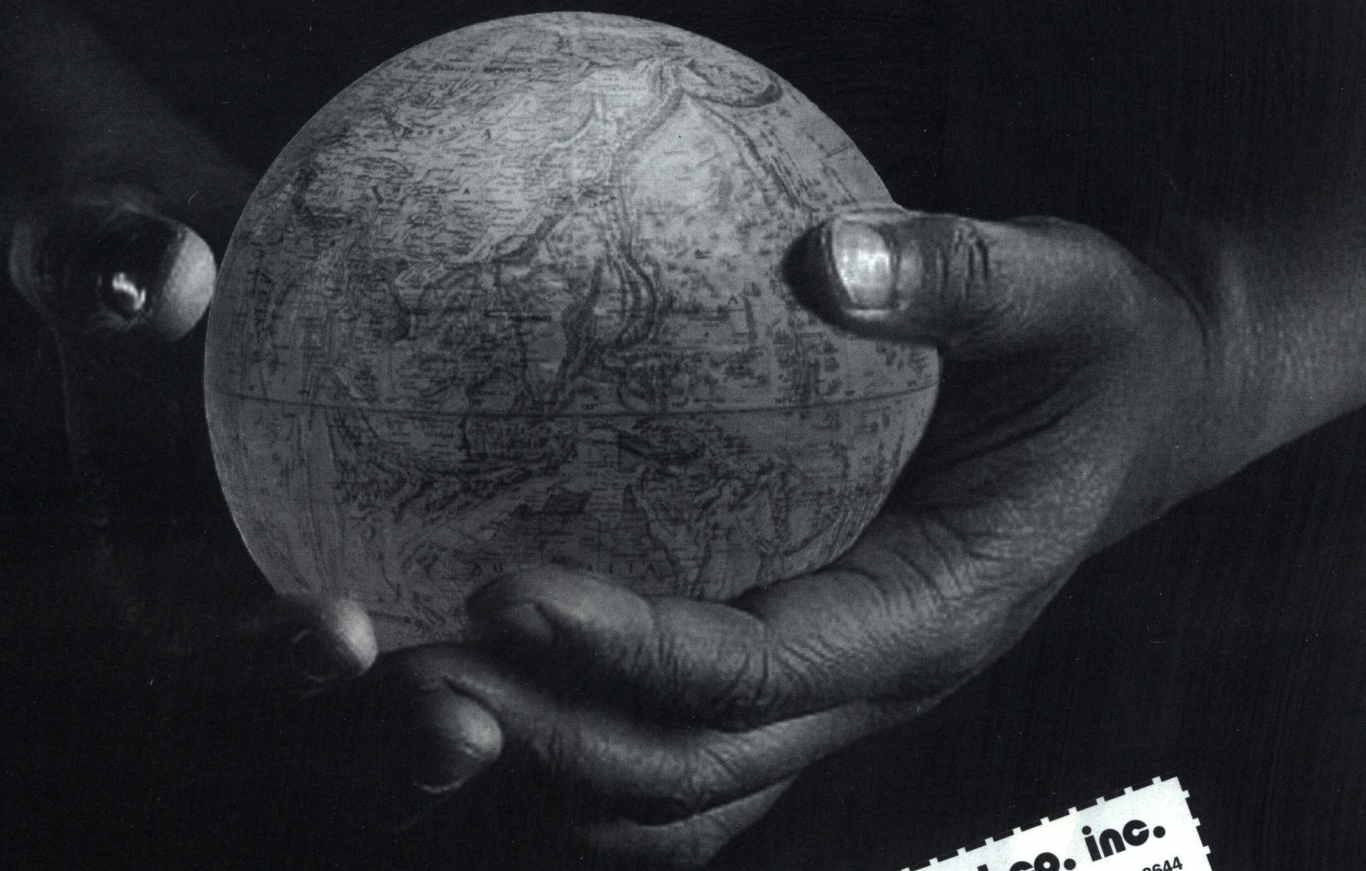
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Council Matters



We would like to encourage more candidates to stand for Council election next year.

DEVELOPMENT

Euphony Communications are providing a discounted domestic phone service for BPA members, details and call rates are much the same as other 'press the blue button first' phone companies (up to 40% off BT) but this organisation also provides a pay-back to BPA central funds based on the amount of calls made.

Insurance Companies: The committee reviewed the current status that the BPA has as far as third party insurance and has been able to negotiate a slightly discounted rate which will be passed onto both the full and provisional members by NOT increasing the levels at a

stage when inflation is prompting our costs to go up. The insurance coverage for demo teams will also be increased.

Web page: This is now up and running and can be found on www.bpa.org.uk. It is funded from the first time jump student funds and is aimed at informing the person who has an interest to start jumping how to go about doing it. There will be some additional information on the site for the full membership in terms of what's going on and various BPA projects. If you have comments on the site do get back to Charles Ross bluefabric@hotmail.com. Have a look for yourself!

New Ratings

Basic Instructor	Approved Instructor
Steve Saunders Robert Blake Kathryn Salisbury Dick Barton Martin Crossley Jim Pescod Pat Bonnar Rob Hill Andy Goodall Gareth Leonard Richard Perks	Melanie Horne Julie Ballard Mark Bayada Arron Hearsum
	Tandem Instructor
	Keith Skelley Dave Rugg

Photos wanted: As an appeal to any photographers: the BPA would like to put your shots up on their page (with credits), ideally British photographer's work from British drop zones. The more photos the better as it is intended for the cover page to be changed regularly and other shots to be used throughout the site. Lesley Gale at Sport Parachutist, will collect the pictures. Please send to:
*Lesley Gale
Web Page Photos
Sport Parachutist magazine
3 Burton Street
Peterborough PE1 5HA*

If Lesley already has some of your shots and you would not mind them being used please let her know.

STC

There is now a weight limit for first time jumpers using round canopies at each individual centre. Steering toggles on round canopies should be of a standardised colour for mains and reserves at that club.

Capewells on round equipment can now be sealed shut if the centre wants them to be in order to prevent accidental release.

RAPA has kindly donated just over 100 FXC's to the BPA.

RIGGERS

Allan Hewitt has made the following dates available for running either Rigging Courses or Advanced Packers Courses depending on demand. If anyone is interested contact the BPA office:

4-8 May
10-14 August
16-20 November

COMPETITIONS

The BPA is not going to organise a National 16-way competition, but have invited bids from centres who would

like to host such a meet at no cost to the Association. As there is no World Meet in this event, there will be no funds available for 16-way National teams. IPC intends to keep 16-way a social event, it may become a World Cup event but it is not intended to run a World Meet in 16-way. This is in order not to further stretch national associations in funding national teams and to maintain the friendly element.

There is still a shortage of judges. In order to reward and help keep the ones we have and to aid new recruitment, John Saunders' report has recommended that Judges should receive Associate membership of the BPA in return for their judging. In order to qualify, judges need to work at least three competitions a year.

Locations and dates of the Nationals and Regionals have been decided:

NATIONALS

FS

Peterboro' 24 July-2 Aug

Freestyle/Skysurfing

Hibaldstow 28-31 Aug

Style and Accuracy

Hibaldstow 6-14 June

Canopy Formations

Hibaldstow 6-14 June

REGIONALS

Northern

Hibaldstow TBA

Central

Weston TBA

Southern

Netheravon 2-4 May

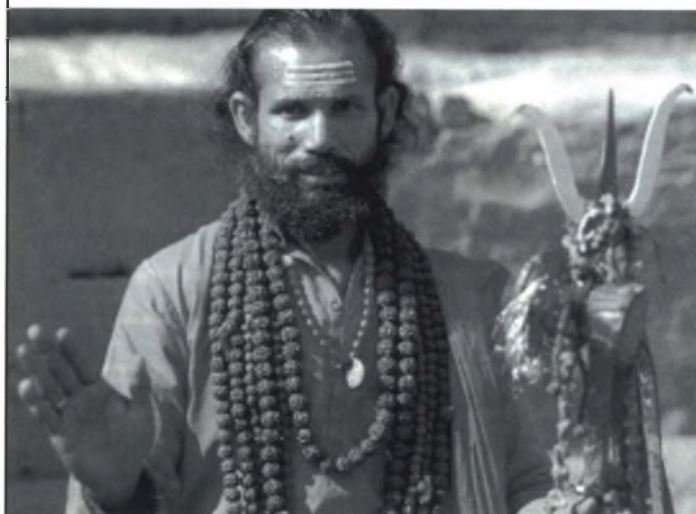
MAGAZINE

The Magazine Committee is being reformed to provide a forum for discussing magazine projects, an editorial board to aid the magazine's direction and support in linking with Council/BPA activities. We are always open to input from members; contact Lesley at Sport Parachutist or any of the magazine committee at the BPA.

Did you know?

...that Tevas and socks are hardly a good fashion statement

Nirvana in a range of fabrics



'Yes, you too can fly your way to enlightenment in my new Symbi Freefly Suits, available in heavy cotton, medium-weight corduroy, light polycotton and extra light tactel' - Rob Colpus (pictured).



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SKYDIVE SIBSON

EVENTS '98

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16 way FS Competition
6-7 June

The KC Freefly Week
13-21 June

ALL LEVELS WELCOME
No registration fee. Mid week jumps £13.00

Pre Nationals Training Camp
11-24 July

Registered teams jump £12 per person

BPA National FS Championships
24 July - 2 August

Bank Holiday Fun Week
25-31 August
No Registration fee. Mid week jumps £12.00

Annual Woodmouse 4 way
12-13 September

8 way Speed 3-4 October

Farewell to the LET -
End of Season Party
6-11 October all jumps £12.00

Free Fly Sibson with Alex Meacock
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THE STREET



HOME OF HIS GRIMNESS

Late '97 and six guys went down to the South Pole for a skydive. They left the aircraft as a 4-way and a tandem pair. The tandem pair opened without incident. The 4-way funnelled the launch and spent the rest of the dive trying to get it back together. One skydiver was taken 'totally by surprise' when his Cypres fired (at 750ft). The other three skydivers impacted and were killed. Investigations have suggested that the jumpers were suffering from hypoxia (the 'real' exit height was approx. 18,000ft, although the height above the ground was only 8,000ft). Six people jumped, three came back, it's not good odds, is it?? This statistic leads me to believe that the 'His Grimness' (the Reaper) hangs out down there, when he ain't up here. Sincere condolences to the families of those who didn't come back.

HAPPY NEW YEAR!

Welcome to the new year. Let's see if we can make '98 a safe year. At the back end of the year, there were nine skydiving fatalities around the world. Remember, skydiving can kill. Make sure that going into the new season, you know your drills, have practised your drills and can do them blindfolded whilst reciting the alphabet backwards! (I am serious here!) Make sure your kit is cool, and you have all the equipment available that can help you survive, should you have to deal with something. Remember there are only two rules: 1. Pull; 2. Have Fun. Stay safe in '98.

GET HARRIED

Graham Harris of Air Ecosse 4-way is now a partner to the original owner of Skydive Scotland, Dave Lowden. As a result of this there is a big injection of cash to the centre so lots of new facilities are planned. Lots of new stuff happening so watch this space! Last year, world famous load organiser Sandy McRobbie was on the DZ doing some loads, he now lives in Aberdeen so should be a regular feature. Nice one Graham, Go Fast.

EASTER FUN

A trip to Skydive Arizona for three weeks at Easter is being organised by Matt Law. The primary focus will be on freeflying and coaching by Kei & Ron of team 4:20 will be available. The 4:20 guys were on

the 30-way World Record Free Fly jumps at the FlyBoyz Film Festival (see the awesome write-up on page 28!). They are HOT! The jumps will be discounted so fun jumpers/FS/CF guys and gals are all welcome.

Tel: 0114 2762674 or E: elb95ml@sheffield.ac.uk

TOMORROW NEVER DIES

Allan & Shirley Hewitt, Martin & Jan Williams were invited to the cast & crew screening of *Tomorrow Never Dies* the new Bond film, courtesy of Eon Production. James Bond used equipment specially designed and built by Sky Science for both the skydiving and scuba-diving scenes! (You see we do make the best gear and 007 knows this!) This is a film you really must see. The actual skydiving stunt was done in the USA by BJ Worth who traditionally does all the Bond skydiving stunts. However the kit was first jumped at Netheravon by Allan Hewitt during trials and filmed by Ian Barraclough with Dave Mitchell and Martin Williams as safety jumpers. Nice one boys and girls, more power to Brit Manufacturer's elbows, eh?

SKYDIVE CYPRUS

Tony (Funky Called) Modebe, who used to live in the UK and jump at A1/Sibson, is planning a 16-way competition in Cyprus where he now lives. Funky runs a 'SkyCoaster' fairground type flying machine which is more than a bit of a laugh. Loving skydiving he now plans to hold an international 16-way meet. The meet is planned to be held in October using the Combined Services Parachute Club facilities at Dhkelia; large runway, landing area, covered packing, rigging room and bar. The airfield is close to hotels, clubs, bars etc; the nightlife in Cyprus is hectic, everything that you need for a wicked time is there. Funky says response so far is excellent so check it out with him on 00357 9 657 123.

THE STORE

Sunpath's retail arm has changed its name to The Store (very original, even Rob Colpus could think of a better name than that!). They have now moved to a new facility on Zephyrhills DZ and are ready to supply your requirements on your vacation in Florida. Next time you are over, check 'em out at 4439 Skydive Lane, Zephyrhills.

George Pilkington

Go Vertical

18th-25th April with Team Vice Versa

(Tim Porter & Chris Gauge)

FREEFLY/SKYSURF/FREE STYLE/CHUTE ASSIS

\$17.00 to 16,500 ft. agl.

TRAIN IN SPAIN



EASTER BOOGIE

4-19 April 1998

No registration fee • Barbeques

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11-12 April '98

TWIN OTTER 13,000 ft

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FLORIDA!

Join 'Airwaves' in the Florida sun this winter for your AFF or progression course using the **great facilities** of Skydive Sebastian.

We welcome all students wishing to complete their AFF from any AFF School.

**WINTER SUN — YOU KNOW
IT MAKES SENSE!**

FRANCE

Summer sun, fun, beaches, skydiving and a holiday as well! Our AFF students averaged during '97 18 jumps in five days! Static line to cat 8 in only seven days.

Why stay in the UK?

All static line and progression students:

Having problems with progressing, bad weather etc?
Then convert to AFF with 'AIRWAVES'.

Everyone welcome

AFF is cheaper than you think!

Hot in Cyprus

Some say that competitions involving 4-way Formation Skydiving and the classics have been on the decline. However news of this trend had not reached Cyprus as this year's annual championships were a great success and enjoyed by all who attended.

With the support of Tony, Tye, John and Elaine, two maturing Red Devils and ten 'wannabes', a fair list of local home grown talent and the ever welcome visitors including Gums Joss the meet came together. Eight teams in the formation skydiving, senior and intermediate style and most individuals also entering the accuracy, the platform was laid for a fun meet. With a week of blue skies and temperatures in the mid twenties the mood was sunny.

Arthur Gibson was Meet Director with a small but superb team of judges, including Rene and Anneka Boidin, Jack and Ann Fowler and Jackie Glover (where did she get that dirt on her jacket?). They got together

with a flexible approach and completed all the events by Friday lunchtime.

The efforts of the Meet Director and his team of judges, officials and the helpers plus of course the enthusiasm and humour of all the competitors made it a very fun meet with a fantastic party to end. Special mention to Dennis Hayes from the Red Devils and his team who took time out of their training camp to boost the numbers. It was good to see you and I look forward to seeing you all in the future.



The Red Devils with their Cyprus trophies



Winners, Senior 4-way:
3 Floppies and a Hard Drive



Winners, Intermediate 4-way: ET

Event	Winner	Runner Up
Intermediate Style	Iya Solodilova	Sig Hicklin
Senior Style	LCpl Tether	Phil Roberts
Novice Accuracy	Sgt Brady	Sgt Gregory
Intermediate Accuracy	SSgt Trewartha	LCpl Good
Senior Accuracy	Cpl Grime	Phil Roberts
Team Accuracy	Almost Present & Correct	Hot Chocolate
Intermediate 4-way	ET	Swoop2Pin
Senior 4-way	3 Floppies and a Hard Drive	
Inter Overall Champion	Iya Solodilova	
Overall Team	Hot Chocolate	

As a closing note, there will be no championships in November '98, by popular request we are changing the to March/April '99! However, there will be a 16-way meet in October '98, so keep a look out!

B McGill
CCI, CCSPC

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**British
Parachute
Schools**

1998 programme of events

Thurs 26 March:

Let 410 arrives

28-29 March:

1ST LET WEEKEND

11-12 April:

Easter Boogie

Big Party
with Band

16-WAY COMPETITION

2-3 May:

May Bank Holiday

Stealth's Formation Load
weekend (26 ways)

23-24 May:

Spring Bank Holiday

16-way competition. Skysurf and
Freely seminar by Vice-Versa

Friday 3 -
Sunday 12 July:

Large Aircraft Boogie

Multiple large aircraft! Two
Skyvans, one Let 410 and a
Porter. 20-ways, 40-ways
and more ...?

***Skysurfers, Freestylists, Freeflyers
all welcome – from the most modest
to the most monstrous***

SKILLS/PROGRESSION WEEKS

for everyone

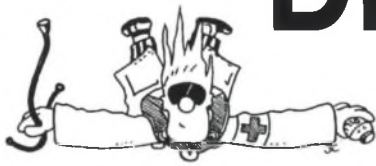
Dates in April, May and June

Phone us for all
details and
prices

Langar Airfield,
Langar, Nottingham
NG13 9HY

Tel/Fax: 01949 860878

Dear Dive Doctor



The 'Dive Doctors' of Another Planet answer your performance questions



Dear Dive Dr
I'm a skydiving student with

a problem on AFF. I have 18 jumps already and last weekend I made my first jump alone, I mean I was released by the instructors. But, once again, I started to turn left and then started to spin.

This is the third time it has happened and the last one was the worst; when I opened I had dozens of twists. I am not sure why it happened because I have a good box position. Could you help me to do an AFF jump without turning, what exactly I have to do to get a good AFF???

Best Regards
Marin

Dear Marin

RELAX!! . . . Stop thinking about it. Don't think about the spin before you get out or it will happen. If this has been going on for a while then give it a rest for a while and come back to it. Don't let it get to you. This has happened to lots of AFF students and they all look back at it and laugh in the end. RELAX and it will all happen. It's easy – just look at the people who are doing it!!!

Freefall Physician

Dear Dive Dr

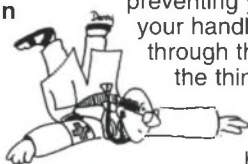
Where is the best place for a hook knife and in which situation is it meant to be used?

Yours, Fred

Dear Fred

Imagine: you are under your reserve but it has a line-over malfunction and you are rotating – what can you do? Or imagine that you are in an entanglement either during CF or after opening – the other jumper has cut away, but you have their canopy wrapped around your cutaway and reserve handles and your own canopy has collapsed – what can you do?

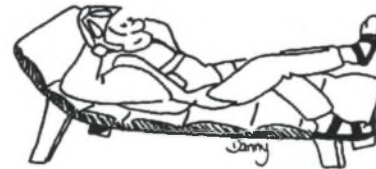
The idea behind the hook knife is that if you had a line-over on a reserve, cutting the offending line might be your only chance of gaining any form of control. I know someone who used his for just this purpose and it probably saved his life. Another life was saved by helpers on the ground who rushed to a skydiver who had had an entanglement and had some rigging lines wrapped around his neck. His hook knife saved the day. If rigging lines from someone else's cutaway canopy are preventing you from pulling your handles, cutting through them would be the thing to do.



However, before you start hacking gaily away at lines on your last parachute you should be absolutely certain that you have identified the correct line.

You would have to make your decisions at the time – but do not get carried away using a hook knife when you should be either steering your canopy or pulling handles!

A hook knife is designed to cut through rigging lines. If you ever needed to cut a rogue line, would you want the blade to be blunt? Obviously not, so it makes sense not to use it for trimming pull-up cords or closure loops.



Where is the best place to wear your knife? It should be accessible. A rule of thumb is; if you wear it *above* the waist (eg, on your chest-strap), mount it so you have to pull it *down*; if it is *below* the waist (eg, on the leg-strap), mount it so that you have to pull it *up*. That way you won't punch yourself in the chin, nor will you need arm extensions to do the job!

It is a BPA requirement that all Category 8 and above parachutists carry a knife. I hope you will not need to use it but make sure it is there and look after it as you would all your life-saving equipment.

Corn Doctor

so people told me to be more aggressive. Now I'm docking too hard instead! I also have a problem with fall rate. First I'm always floaty, then I try to increase my fall rate, then I'm all of a sudden the low guy – and I'm only 100lb soaking wet! Now I have to go big to get up again. This causes me to lose a LOT of time.

Any tips or suggestions? Also how do I get over that 7 points turned limit on the 4-ways? Thanks for helping me with something that might seem trivial.

Blue skies

Ann

Dear Dive Dr

I'm kind of a newbie. Have 93 jumps in less than a year since I started. I'm doing very well according to others who keep bringing up my jump numbers and the little time I've spent in the sport as a reference. Now that's okay and I'm aware that I am doing well. BUT, lately I've been invited to jump with the 'big guys' consistently, doing 4-ways to 12-ways and I have increased in ability tremendously. I guess this is because these people keep letting me jump with them (confidence) and they seem interested to help me (encouragement).

I'm most of the time the last to dock and the slowest in the formation. I usually manage between 5-7 points on a 4-way (which I think people with 2,000+ jumps can do on the hill).

My speed between points doesn't bother me too much, it is improving. My problem is being so slow to dock. First I was hesitant,



Dear Ann

The only thing you need to improve is practice. With less than 100 jumps you have only been in freefall for an hour and a half maximum. Calm down! Performance isn't everything. Enjoying your jumps is. Just as in life, if you are always chasing the next rung on the ladder, you forget to enjoy the view from where you are at the moment. Believe the 'hot shots' when they tell you you're doing well. Understand they wouldn't be jumping with you if they weren't having fun. Feel pride in your own progress. Don't expect to master everything at once.

The main tips for the moment are 'Slow Down' and 'Enjoy!'

*Stay Chilled
Consultant CC*

Write to:
Dive Doctor,
Sport Parachutist,
3 Burton Street,
Peterborough PE1 5HA
or e-mail to
divedr@cooingroovy.com

THE BOOGIE CLUB

Events in '98

Karlovy Vary Mini Boogie • 28 May to 2 June

The package for this trip includes return airfare from London to Prague; transfer to and from the DZ by Turbolet, one night's hotel accommodation and all transfers in Prague on the return leg. This is a great chance to do some nice skydives and visit this beautiful city. All other details will be as per the main Boogie in August (see below). Only 15 places are available – so book now if you want to go.

£335

Moscow Helicopter Boogie 12 to 21 June

£435

The event will be run using western organisers, every effort will be made to run a good meet with lots of fun for everyone. Jumps will be from Mi8 helicopters (25 places). This is one of the best jump platforms in the world, with an excellent ramp. There will be a chance to jump larger helicopters and the awesome Il76 jet transport. You can even fly small Mi2 helicopters or L39 two-seat jet trainers. The package will include return airfare from London, transfers to the DZ, food and accommodation.

World Freefall Convention, Quincy • 5 to 16 August

£ TBA

Plans are underway to run a charter flight to Quincy this year using the Il76 jet transport or a standard passenger aircraft. This is the 'must do' Boogie of your skydiving career and the package will be designed to make it affordable and safe. Group facilities will be on site as well as group Load Organisers and mentors.

Karlovy Vary Boogie • 21 to 30 August

£225

Karlovy Vary is in the Czech Republic, 90 kilometres west of Prague. Town is close with much to see and plenty of nightlife. We have the full use of facilities of the resident skydiving club plus the restaurant on site. Food and drink are cheap and the locals are very friendly. Camping and a Bunkhouse are both available on the airfield with good shower facilities. The bunkhouse is 8DM (about £3) per night and slightly less for camping. The aircraft will be two Let 410 Turbolets taking up to 22 skydivers to altitude in about 10 minutes. Video, Load Organisers and tandem will be available. Jumps will cost 32DM to 13000ft. The package includes return airfare from London and bus transfer to and from the Boogie.

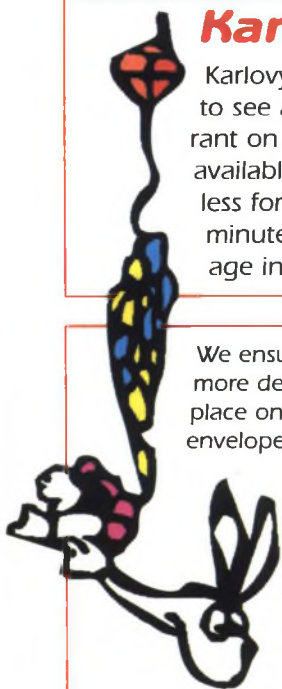
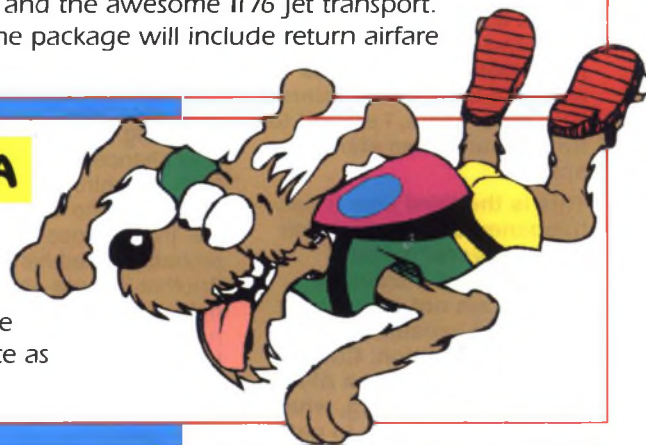
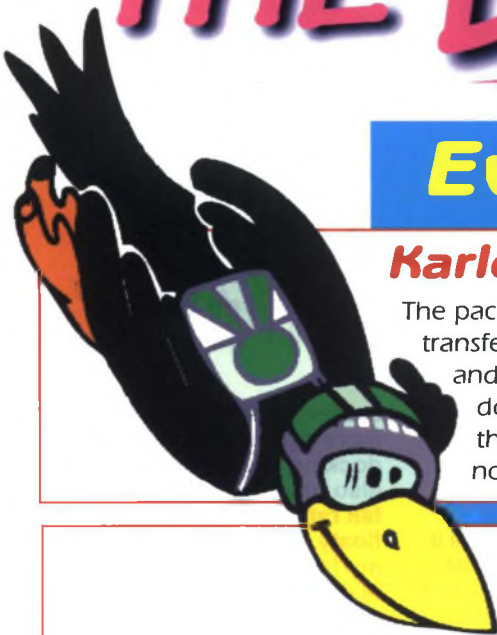
We ensure you have a great Boogie with no hassle. We do the boring bits and allow you to have fun. For more details call or write to me: Pete Marsden or check out the web page using the details below. To book a place on any of the Boogies send a deposit of £50 payable to "The Boogie Club" plus a stamped addressed envelope (block capitals please), stating which Boogie you want to attend, together with your phone number.

THE BOOGIE CLUB

**7 Primrose Road, Hersham, Walton-on-Thames,
Surrey KT12 5JD • Tel/Fax 01932 701321**

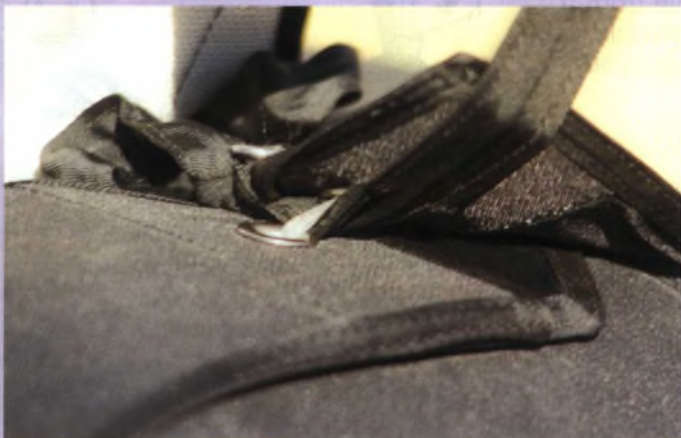
Email: Pmar@compuserve.com

Web page: <http://ourworld.compuserve.com/homepages/pmar>



Look Before You Leap!

This nightmare was seen at this year's St Petersburg Boogie. The Javelin rig was packed by the owner and prior to exit, was checked by his mate who also owned a Javelin. Needless to say it failed to open leaving him with a towed pilot chute to deploy his reserve into. His reserve luckily deployed cleanly and he landed uninjured in rough ground off the drop zone. The owner's excuse for the packing error was that it was so sunny that he had put a jumpsuit over his rig while he was packing it and couldn't see the flaps clearly! The packing error was that he had closed the final flap over the bridle. This left the pin visible at the top of the flap which he then put in the closing loop. The result was that the bridle was then routed under the flap and could not pull the pin when the pilot chute was thrown.



Remember: Your rig is your responsibility, pack it correctly and don't be afraid to ask for guidance. If you are checking someone else's rig, know what to look for; 'the pin is in' is not enough.

Tim Mace

KIT NEWS



SkyTronic Inside

Parasport Italia is offering as a special fit for the *Skytronic Pro* audible altimeter, an option on its Z1 full face helmet. The option, called *STI (SkyTronic Inside)* allows skydivers to fully operate the Skytronic without removing it from the helmet. The Skytronic is firmly in place by a small holder on the inside of the Z1, that can be removed with the supplied tool when necessary, eg to replace batteries.

The Z1 STI is fully compatible with all the spare parts of the Z1 (liners and visors), and the same solid colors and airbrush artwork of the Z1. The Z1 STI can also be provided with a Skytronic Pro installed from the factory.

Parasport Italia - 00 39 121 69692
or The Kit Store - 01622 890967

Free Cypres Mod



Airtec, manufacturer of the Cypres, have designed an electromagnetic shielding sleeve to provide protection from radio influences such as mobile phones. This is an early preventive measure which is not mandatory but is highly recommended. The sleeves are available from your Cypres dealer at no charge and are easily fitted in seconds (see pictures to left).

In the six years that Cypres has been available there has been a huge growth in popularity of mobile phones. Although the Cypres was designed and manufactured to withstand radio influences, Airtec wished to respond to the changing environmental situation and to continue their tradition of 'no restrictions' on Cypres use.

Airtec - 00 49 2953 8010

Are You Covered?

- **Would you go skydiving abroad without insurance?**
- **Would you be covered if you smashed yourself up?**

Take a look at the casestudies in this article. We hope they will make you realise that no matter how big or clever you are, no-one is bullet proof!

There are now many skydiving insurance options available from a range of companies. Here we look at the possibilities available. Like anything else, shop around to get the deal which most suits your needs. If you don't know where to start, read on...



What is basic travel insurance?

This covers you for your baggage disappearing to Austria when you're off to OZ, if you lose a finger in an argument with a luggage conveyor or if your video is stolen. As a proportion of what you'll

Casestudy – Snowcard



In Florida, during 1997, Skydiver 'M' landed badly trying to avoid the 'beer line' and broke her hand. She had just taken out a year's insurance for £155 with Snowcard. M was X-rayed, treated and bandaged at the local hospital, also given the phone number of a specialist to contact about her injury. M presented the hospital with her insurance document and reported 'no cash – no hassle!'. She telephoned Snowcard before seeing the specialist and was told they would arrange all payments.

On returning home, M received numerous medical bills through the post which she forwarded on to the insurance company. M paid the first £30 of the total amount which currently stands at £1,200 and could increase further. She was impressed with the helpfulness of Snowcard staff and with how quickly the claim was dealt with. The company were at pains to point out that the insurance cover for the rest of the year was still valid, despite the fact that she had already made a claim.

spend anyway, it's cheap. It's also sensible. It is possible to get travel insurance just for the length of your holiday but some people have annual renewable policies (through American Express or World Cover, for example). Check with your travel agent or see a Sunday paper travel section. Contact your credit card company, as they can often give good value. Don't expect it to cover skydiving however, unless you have received and checked written details of the cover.

Do you need medical cover for skydiving?

Yes you do. Medical insurance covers your hospital and ambulance bills should you need them. Also your return home, if you can't make your scheduled flight or need to return sooner. This medical and repatriation cover is a 'must'.

Personal Accident

Some of the policies are for medical and repatriation only, others will also include 'Personal Accident' insurance. Personal accident cover will recompense you for loss of time at work if you have an accident and also pay a lump sum should you be unable to work after the accident. If you are going to take out this type of

Casestudy – Harrison-Beaumont, (Insurance Intermediaries)



In July 1996, skydiver 'L' broke her leg on the second day of a boogie. Medical expenses came to a total of £13,000, some of which had to be paid up front (£3,000). The insurance underwriters or agents were slow to pay out for the medical expenses. L lost her job a few days after returning to the UK, so interest charges built up on her credit cards. These were not covered by the insurance, even though they were caused by poor service when processing the claims. L ended up in debt because of this. This story may be typical of many insurance claims, but it doesn't make it acceptable.

cover, make sure you read the policy document. Some insurance companies say that they will pay out if you are prevented from working at 'each and every' profession. In other words, if you can still do any sort of work, the suggestion is that they would not cough up.

Where to get insurance:

The first three companies listed opposite can provide separate cover for skydiving only ie, not necessarily including general cover for matters such as travel or loss. This is handy if your holiday is half-beach/half Twin Beech or if you want to spend a few days in Ampuriabrava before a business bash in Barcelona. In other words, your travel insurance may cover a few weeks but if you're only skydiving for a week, you can take out skydiving insurance to cover just that week.

Casestudy – Not Insured

Skydiver 'F' visited Zephyr Hills on his own. On his sixth jump, he landed off, and broke his femur. He was given minimal medical treatment, a pair of crutches and sent home. The total bill was £10,000. He had no insurance cover and had to take out a big loan on returning home. He is still paying this off two years later.

Airports Insurance Bureau Ltd
Yvonne Jukes - very helpful
Tel: 01983 298 480

Columbus Direct
cheap and efficient
Tel: 0171 375 0011

Extrasure Travel Insurances Ltd
flexible
Tel: 0171 480 6871

Snowcard
flexible and seems quite good value
Tel: 01327 262 805

West Mercia Insurance Services
(part of Harrison-Beaumont)
comprehensive cover offered
Tel: 01993 700 500

Nat West Travel Insurance
seems expensive
Tel: 0800 331 133

Backpackers
seems cheap
Tel: 01702 422 301

MCIA
Sports Protection Plan
unknown but worth a try
Tel: 01480 218 273

Free cover in Europe

If you are travelling in Europe, get a form E111 – even if you aren't skydiving. It is free and worth having. Ring freephone 0800 555 777 for a booklet called *Health Advice for Travellers* which includes an E111 form. The completed form certifies that you are a citizen of the European Union and entitled to healthcare in member states. The booklet gives plenty of useful information, including how to complete the form, which then needs to be stamped at the post office. Just remember, it will cover medical care in the EU country you are visiting but it won't get you home.

Casestudy – Not Insured
Skydiver 'P' was jumping in Europe with three friends, he had no insurance. After three days he had an unlucky landing and broke a bone in his back. He had a credit card but the limit was not enough to cover his medical treatment and trip home on a stretcher. His friends clubbed together to help him. The result was that he got home but owed a lot of money to his friends. They were unable to jump for the rest of the holiday because they had no money left.

And what about cash and credit cards?

Check out if they are covered on the policy. Some travel insurance policies have what they call an "excess". This means that you a specified amount towards the cost of any claim. For example, if you lose £300 and the policy excess is £100, only £200 is paid by the insurers. There are specialist credit card insurers who may also cover cash. Try:

Credit Card Sentinel
Tel: 0800 414 717

CPP
Tel: 0171 351 4400

Both of these companies are pretty good for cancelling lost cards with a single call and cover operates all year, even in the UK.

What now?

The details given above are intended as a guide, and are not necessarily comprehensive. If travelling, decide what cover you need, find it, and arrange it in

plenty of time. Speak to the companies who provide the cover – if they don't readily offer exactly what you require, ask. Just don't expect your friends to bail you out if you spank in without cover – it's simply not fair on them. Remember to take copies of the policies and contact numbers away with you.

I hope the information given is useful. If anyone can provide further details, please forward them to me c/o Skydive Strathallan, PH3 1LA or email me.

Kevin McPhillips
Kevin@McPhillips.com

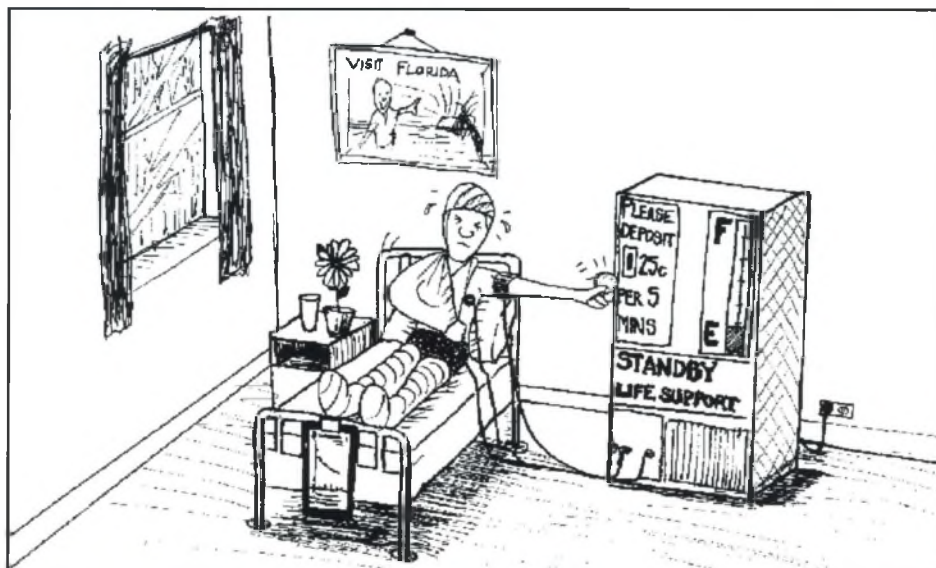
Casestudy – Harrison-Beaumont (Insurance Intermediaries)



In March 1997, skydiver 'C' had a premature deployment which pulverised his humerus (right upper arm); and, on landing, he sustained a fracture to his right hip. C was unconscious for two days. When registering at the DZ, C had to show his insurance cover with Harrison-Beaumont; this allowed the staff at the centre to immediately call paramedics to the scene. Subsequently, a helicopter transfer to the main hospital (several hours drive away) was made.

C regained consciousness the next day and found that medical treatment was under way and insurance details had been forwarded to all relevant parties. The hospital simply forwarded the invoices to the insurance company. C did not pay anything out of his pocket. The only thing he was invoiced for (when he returned home) was the helicopter transport – £5,000! C simply forwarded the invoice to the insurance company who paid it directly.

The only hitch concerning the incident was to reach agreement over flight details for repatriation; it was Easter and messages being co-ordinated by the 24hr Emergency Centre were not being relayed very well. Eventually, after many telephone conversations, the skydiver was upgraded to first class for a direct return flight and met by an ambulance for transportation home.



Chris Hollis

**Do you know 8 skydivers
with 31 reasons to buy a**



Congratulations, Golden Knights.

New world record.

31 points in time.

World Champions 1997

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**Phone (813) 782 9242
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Canopy Collision

- What should I do ?

With today's modern fast parachutes and larger loads, the risk of a collision under canopy has increased. Many of the lessons in escaping from canopy collisions have been mastered by the canopy formation jumpers. Here, Spotty Bowles, member of our National CF team, *Cross Keys Crew*, gives some helpful advice for ALL jumpers, compiled from his own experiences and those of international CF champions Mark Kruse, Mike Trost, Gary McGuinness and Mike Lewis

The best way to deal with a canopy collision is to avoid it. Jumpers should view flying their canopy as they would do driving on a dodgem ride at the fair – with a view that everyone is out to get you!! Take to a more defensive type of flying being aware of everyone around you until you are safely packing in the hanger.

The first thing to do after a freefall dive is to get good separation before opening. Good separation equates to more time to avoid collisions. On opening you should get into the habit of getting immediately onto your rear risers and steering yourself into clear airspace *before* stowing the slider and releasing the brakes. Look where you are going! If you are staring at your toggles after opening, you may have an unpleasant encounter with someone else doing the same thing.

Remember: it takes two jumpers to have a collision; it only takes one to avoid it.

When choosing canopies, find out how reliable the models are at opening on heading. If you do choose a canopy which is frequently giving you off-heading openings – STOP!! Either you are doing something wrong in packing/deployment or there is something wrong with the canopy. This is the point to consult either the manufacturer or rigger and find the cause. Carrying on without dealing with the problem is just increasing **your** chance of a collision **and** presenting a danger to others.

What if?

So, if you do have an off-heading opening

and you find yourself face-to-face with a fellow jumper who has line twists and is unable to steer coming straight at you...

What next?

Now is not the time to be indecisive. Grab a rear riser and try avoiding tactics; international convention suggests steering right unless there is an obvious avoidance manoeuvre.

Why rear risers?

Rear risers are easy to get hold of quickly without taking your eye 'off the ball', unlike brake toggles which you need to look for. The canopy will also be in brakes on opening – releasing the brakes increases your closing speed whereas rear risers will still leave your canopy in first gear. Using rear risers is very responsive and requires only a small amount of movement to stall the canopy. This reduces your closing speed still further. You can then let up on

one of the risers to cause a rapid turn which may get you out of trouble.

Front risers can be used for avoidance but using them increases your airspeed, making judgement more critical and any impact more painful.

What if collision is inevitable?

Make yourself as big as possible. This should stop you going through any of the lines which would make the situation a whole lot worse.

Two situations can occur as a result of a collision. The first is called a **canopy wrap**, when a canopy is wrapped around someone's body; they will usually be suspended by their own, good canopy so the situation is similar to a low speed malfunction. Canopy wraps are possibly the easiest collision to get out of. If you can, grab hold of the canopy and keep it down below you. Once the canopy wraps around you, it will lose pressure and deflate. It will then become heavy and the top jumper can normally climb out of the canopy by sliding it down the body. Be wary of catching your reserve handle or cutaway pad.

The second situation, which is more serious, is an **entanglement** where one jumper has gone through the lines of the other jumper's canopy causing the two parachutes to be tangled with each other with the pilots hanging below. An entanglement is more likely to happen if you curled up in a ball instead of getting big. Once again, many of these situations can be successfully climbed out of (altitude



Two situations can result from a canopy collision. A **wrap** is where a canopy is wrapped around a jumper's body (shown here), an **entanglement** is where the canopies are entangled with each other.

Simon Ward



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permitting). The easy way to climb out of an entanglement is to follow the risers. This will lead you through the lines and out to freedom.

When would I use my hook knife?

A difficult question to generalise on but we suggest you don't. Most situations can be climbed out of or resolved by a cutaway.

Who would need to cutaway?

In a **wrap** situation, the top person with the canopy wrapped around them is likely to have a good canopy, which is now supporting two jumpers. If it is not possible to climb out of the wrap or the altitude is getting down to around 1,200 feet the bottom jumper should cut away (and deploy their reserve when clear). The cutaway will have released the tension on the wrapped canopy making it easy for the top jumper to climb out. In any case the top jumper usually has a good canopy so there is no reason to release it. Going into freefall with the bottom jumper's canopy wrapped around them would only make matters worse.

In an **entanglement** situation it is more difficult to determine who cuts away but most will require both jumpers to do so. The general rule is for the top jumper to go first as, if the bottom jumper releases, his lines may recoil upwards and around the top person, compounding their problem.

If the entanglement starts spinning then one jumper is often orbiting around. This jumper should cut away and will be flung clear of the entanglement, slowing the spinning process and giving more time for the other jumper. Be aware though that cutting away with sufficient altitude to safely deploy your reserve is more important than being polite.

Cutting away will turn a relatively slow malfunction into a high speed malfunction. Make sure that you have enough altitude for a cutaway. It is generally acknowledged that any cutaway below 500 feet has a low chance of success. At that altitude, deploying your reserve for more drag or attempting a canopy transfer is far better than accelerating towards the ground.

Before anyone cuts away it is essential to make sure that you are not still entangled with any of the lines or material. Once the decision to cut away has been made, put your hands on both handles, check you are free of any lines, peel the cutaway pad off the velcro and leave the reserve handle in its pocket. If you have a hard pull on the cutaway this leaves you with the option of releasing the reserve handle and using two hands to cut away. If this situation happens, keep your eyes on the reserve handle for a quick pull.

Altitude Awareness

Be **AWARE** of altitude at all times. If you deployed at normal height, an entanglement will accelerate you to the ground **VERY** fast.



Today's tight competition CF exits mean the jumpers have to be 'on the ball' to avoid collision. This Porter exit shows author Adrian Bowles and Gary McGuinness doing competition CF.

Communication

During the whole process communication is highly beneficial to aid good decision making and prevent panic. If you can see your altimeter call out the altitude every few hundred feet or so. The other jumper may not be aware of the altitude or might be unable to see it. When you are wrapped in nylon it is far more reassuring to hear a cry of "1,800 feet" than "Oh my God!" If you're wearing a full face helmet your hearing and communication may be severely limited. Any commands given should always be positive – "Cutaway!" Do not use negatives like "Don't cutaway" as these can be easily misunderstood if you don't hear the start of the message.

Summary

To summarise on the points for survival:

- ◇ Be aware of all those around you in the sky
- ◇ Don't assume because you see them that they have seen you
- ◇ Experiment with your rear risers for quick avoidance manoeuvring
- ◇ Collisions do happen, you should be prepared – have a plan
- ◇ If a collision does occur – don't panic!
- ◇ Maintain altitude awareness
- ◇ Communicate with the other jumper
- ◇ Give yourself plenty of altitude to cut away and deploy your reserve

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Skydivers have for many years dreamed of a three digit star but have only managed to build a 64-way (1996). The dynamics of flying such a large round are a nightmare so a number of different theories in building the star have been proposed. A 'jungle rules' round with people breaking grips to get in is obviously doomed. 'Weed eaters' which would open out into a star by flying the ends of the lines together have been the general favourite for building a large star. But a novel method proposed by organisers Kate Cooper and Tony Domenico of Perris Valley recently resulted in the world's largest star, a 104-way.

The first point was a 114-way consisting of a 10-way base with 'table-topped' loops off each alternate cluster pair.

The second point was to release the centre leaving a 104-way round – which was not at all round, in fact beautifully starfish shaped. These stunning photos were taken by Willy Boeykens.



Starfish Surprise



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AGM Gazette

AGM a Storming Success

Every year more British skydivers make the pilgrimage to the Annual General Meeting in Coventry. This January, over 400 jumpers attended the AGM itself, some coming from as far afield as France, the USA and Cyprus. At least 100 others arrived during the day and evening to join the party.

The AGM kicked off at 10.30am with a report from the outgoing BPA Chairman, Lofty Thomas, this is printed in full as an insert in this magazine. He thanked the Committee Chairmen and the BPA staff for their continued service and loyalty during 1997. Lofty also congratulated all our medal winners and international competitors. There were some rather special achievements by BPA members this year. (see overleaf)

Improved Magazine

A proposal to increase the size of Sport Parachutist magazine and invest in the quality of printing and design was presented to the membership by Lesley Gale. Lesley stressed that she would be quite happy to continue with the same size magazine but suggested the members might wish to increase the number of pages which has stayed constant at 54

pages since Sport Parachutist began in 1964. The rapid growth of new areas of the sport such as CF, freeflying and skysurfing means more space is now needed. An overwhelmingly positive response from the membership (see editorial) agreed to pay an additional £3 for eight extra colour pages per issue and £1.50 for improved design and colour proofs.



Top Talks

A lively programme of seminars kept everyone well entertained. They were all given voluntarily by BPA members who have often gone to considerable expense to do so. Our National competitors shared experiences with their audiences, this included almost all the disciplines. Pete Allum had flown over from Florida just to make his presentation about *Sebastian XL's* excellent adventures, his was a very popular and informative talk. Mike Frost and Andy Ford shared their experiences at the Pro Tour and the World Air Games as *Playstation* skysurfing team. Ian Matthews and Kev Sargent from Another Planet gave a slide and video presentation of top tips for hot 16-way. Andy Allman discussed the goings-on of

the *British 9* whilst Steve Apps recounted wind tunnel training in the States.

George Pilkington gave his opinion on how to stay alive and still look cool on landing. Tim Scorer from the BPA's insurers gave an entertaining talk on a potentially boring subject. Chris Jones and Allan Hewitt who write the Incident Reports for the magazine gave a discussion of how not to be one. It seems that the same problems are recurring time and time again, which can be eliminated through regular maintenance of your equipment and intelligent attention to packing. The meeting stressed the importance of giving as much detail as possible when reporting incidents.

Lofty Thomas



BPA Subscriptions

An important part of the AGM is always to fix the BPA subscription level for the next year. A report from Debbie Carter as Treasurer recommended keeping the rest of the BPA subscription constant. This means the final subscription figure for 1998 is £59.50 which is the same premium as last year (£55) plus the £4.50 for an improved magazine.

BPA Review

Pete Carroll made a presentation to the members suggesting that a review of the BPA is initiated. It was clear from the response that the concept was generally favoured by members but that they wanted more details. Pete was poorly prepared to answer questions from the membership. In particular he had not got a copy of the Terms of Reference of the review and the aims and methodology had not been well explained. A fire alarm during Pete's presentation added to the melee but it was eventually agreed that the Review would go ahead, run by Council members. It is intended to build on the work started by Steven Hoy during 1995-7. The aim of the project is to stand back from the BPA and suggest re-organisational improvements, some of which may be quite radical.

The trade stands were busy all day before the dinner dance where there was a record attendance of 250 people.

National Team Fund

If you would like to support National teams there is space on the BPA membership renewal form to make a donation. Look out for the box to tick, just add your chosen amount to the membership cheque. All funds so donated will be paid into a separate account which is dedicated for National teams.

British World Championships Cancelled

The big news of the day was the announcement that the BPA has had to turn down the opportunity to host the World Canopy Formations Championships this summer. The APA had pulled out of their commitment and there had been no luck in finding an event sponsor or applying for a lottery grant. It was decided that the British bid would be withdrawn at the IPC meeting in February rather than risk a poorly organised World Meet due to the now very short time scale. It would also have cost BPA funds many thousands of pounds. The Council was 'saddened' to have to make this decision at the special meeting that was staged at 8.30 am the morning of the AGM, but had to let their 'heads rule their hearts'.



Colin Bridges

A Load of Dummies

The popular flight line check activity run in 1997 was repeated this year and proved an even greater success. Many people specifically sought out the stand which was staffed by Rick Boardman, Allan Hewitt, and Chris & Liz Jones. Dummies had been kitted out as if they were about to jump, participants carried out a flight line check to see if they could spot the flaws, all of which could be or had been genuine mistakes. Answers were written down for evaluation. The reports were anonymous, apart from cameraman Leo Dickinson who insisted on including his name on as he wanted to know how he had performed. Chris Jones commented that Leo was so meticulous it was unlikely that he had missed anything – other than the next lift!

There was great enthusiasm among participants which included many CCIs and instructors. Everyone was taking it seriously but having fun at the same time; surely the best way to absorb safety information. The number were up on last year with roughly 80 people taking part. The data will be evaluated by Chris Jones and will be written up for the April issue of Sport Parachutist. Results will also be available on

www.newcollcf.ac.uk/flc/

BPA Awards

Instructor of the Year

Andy Godwin (Netheravon)

Mike Forge Trophy 1997

(Most Progressive Skydiver of the Year)



Dave Hogg (Border PC)

5,000 Jump Awards



Jim Scarratt (RAPA)



John Horne (RAPA)



Steve Thomas (RAPA)

4,000 Jump Award

Ian Cashman (JSPC-N)

1,000 Jump Award & 12 Hours in Freefall Award

Ian Midgley

1,000 Jump Award



Chris Mizzi

6,000 Jump Award & 36 Hours Freefall Award

Jeff Chandler

1997 Regional Competition Overall Award Winners

Accuracy Landing Champions

NOVICE



Gold – Peter Fenton

INTERMEDIATE

Bronze – Andy Wagstaff



Silver – Roger Flavell

Gold – Pauline Chandler

SENIOR



Bronze – Cheryl Smyth

Silver – Dave Ballard

Gold – Jeff Chandler

Freefall Style Champions

INTERMEDIATE

Bronze – Carol McCartney

Silver – Roger Flavell

Gold – Pauline Chandler

SENIOR

Bronze – Cheryl Smyth

Silver – Dave Ballard

Gold – Jeff Chandler

Canopy Formation Champions

JUNIOR

Helian Crew

Steve Tawse

Jennifer Hamilton-King

Scott Melville

Ian Sheppard

John McCourt

SENIOR

Over the Top

Brian Pushman

Pat Hammond

Gerry Buggle

Mick Rich



Pat Hammond – Over the Top

Formation Skydiving Champions

JUNIOR

All for One –

Mike Rust

Sean Whellan

Nigel Basey-Fisher

Jim Pescod

Daniel Ng



Jim Pescod
All for One

INTERMEDIATE

Royal Engineers

Nigel Allen

Adrian Green

Neil Fitzsimons

Jim O'Kane

Jeremy Holman

SENIOR

No Purchase Required

Trevor Cannell

Julie Cannell

Andy Pook

Darren Birkin

Bob Spratley



Bob Spratley & Andy Pook
No Purchase Required

Royal Aero Club Awards

The Royal Aero Club honoured Jeff Chandler with a silver medal for his performance in Jordan where he became POPS World Champion. Jeff is also the BPA Senior Style and Senior Accuracy Regional Overall Champion.

David Oddy has received a Royal Aero Club Certificate of Merit.

During August *Another Planet* had beaten five other nations to win the European Cup. Team Captain Darryl Moran was recognised by being awarded a Royal Aero Club bronze medal. Darryl said that he was both embarrassed and proud: embarrassed because he felt the award should have gone to the whole team but proud to accept it on everyone's behalf.



← Jeff Chandler

Another Planet's trophies from 1997



FAI Awards

Andy Ford and Mike Frost from *Playstation* skysurfing team each received an FAI Championship Diploma.

Playstation came fifth at the World Air Games, an outstanding success competing against professional, sponsored, full time teams. The Championship Diploma from the FAI was presented by judge Roger Flinn, to tremendous applause at the AGM. Doc Flinn said that *Playstation* were 'damn good and should be winning medals for us in a few years time.'



Jim Speirs, Jennifer Hamilton-King, Steve Tawse, Jo Vink. Steve and Jennifer are part of *Heilan Crew*, who were the Junior CF Regional Overall Champions



Carol McCartney who won the bronze for Intermediate Style, Pauline Chandler who was Intermediate Style Champion and Intermediate Accuracy Champion with Judge Jackie Glover

Editorial

BIGGER BETTER MAG!!

Well, just like washing machine powder, your mag will now be NEW and IMPROVED!

When I presented the suggestion to the 400 members attending the AGM I was overwhelmed by the level of support for the motion. When it came to the vote there was a huge upsurge of hands, I could only see a dozen hands opposing. I know that as sky-divers, we don't like to pay for anything we don't want. So the vote shows me that you like and want the mag. Which makes me even more motivated to continue to put lots of effort in.

You will now be getting a 62-page magazine (up from 54) with more consistent, better quality printing due to the inclusion of colour proofs. That's the good news, the bad news is you will pay an extra £3 for the pages and £1.50 for the colour proofs, totalling an extra £4.50. Every penny will go into the magazine budget and I will continue to control it tightly, getting the most from your money. The new magazine will start in June.

As I pointed out at the AGM, we have greatly improved the magazine already within the available budget. Paying an extra £4.50 is not something I was trying to force on the membership but rather an opportunity to improve your mag further. I hoped that you would want to take it up but was amazed at the strength of the vote of confidence – Thank you!

Club Pages

I would like to link better with the clubs this year and include more information about forthcoming events, club news and personal triumphs. I am looking for a representative from each club who would be prepared to feed relevant information to me. Ideally the candidate will be on email. It would probably work better if they are *not* a part of the management or staff as they are likely to have more time, energy and enthusiasm for this particular project. Please could interested parties contact me.

I was completely blown away at the AGM with the number of people who stopped me purely to say they like the mag. Thank you for your support, I'm glad you like it, keep in touch!

Lesley

Photos by Jimmy Frith

Copy deadline for next issue:

17 Feb for articles, 5 Mar for late diary and news

• APPOINTMENTS •

Phil in the hot seat

Phil Gibbs is the BPA's new Chairman and is "looking forward to it with determination and humility". Phil is known as one of the hardest working Council members. He has been on Council for six years, Chairman of Development Committee for the last four and Vice Chairman of the BPA last year. He has sat on and chaired numerous other committees.

Phil is 40, has been in the sport for 22 years and does an average of 100 jumps per year. His home DZ is Netheravon, he describes himself as "not the best skydiver in the world but I enjoy it immensely". Phil is a Lieutenant Commander in the Royal Navy, is

married to Gillian and has one son David, 3½ and a daughter Pippa who is 7 months old.

His aims for 1998 year are "to gain continued Council funding, to introduce the World Class Performance Plan and to achieve the formation of coaching schemes in all disciplines". He would also like to see more members standing for Council, especially women. "Over 30% of our membership is female yet we have none on Council. We need to redress the balance". He



wants to see "the membership communicating more with Council members. We are not mind readers and need you to tell us what you want." Phil also says

"I'd like to encourage Council to make policy rather than doing actual business, the running of the sport should be done by the subcommittees and the staff. I hope to bring some more order to Council meetings and make them shorter. You can discuss things forever but, after a meeting runs to three hours, concentration starts to go and you can end up making rushed decisions. There is also no point in repeating the same arguments; if

there is nothing new being said you need to move forward."

We asked him what he thought were his greatest assets. "Excellent Committee Chairmen and hard working, loyal BPA staff. On a personal note, drive, vision and the fact I have no commercial interests, therefore no axe to grind." And his greatest weakness? "Sometimes I find it hard to take criticism".

What winds him up? "People who sit on Council and don't do their homework. It is not enough to turn up to meetings and read the paperwork then; you have to prepare in advance." Any member wanting to communicate with Phil can write to him at the BPA office or email on

PNCGibbs@aol.com

BPA Officers

BPA Chairman:	Phil Gibbs
Vice Chairman:	Chris Allen
STC Chairman:	Tye Boughen
STC Members:	all CCIs
Development Chairman:	Charles Ross
Development Committee:	Tye Boughen, Pete Carroll, Lofty Thomas, Dave Emerson, Kieran Brady, Ian Midgley, Ian Marshall
Competitions Chairman:	John Smyth (and Classics rep)
Comps Vice Chairman:	Chris Allen
Competitions Committee:	Ian Marshall (Canopy Formations), Steve Apps (Formation Skydiving), John Saunders (Judging)
Magazine Chairman:	Charles Ross
Magazine Committee:	Tye Boughen, John Saunders
Treasurer:	Debbie Carter
Royal Aero Club Delegate:	John Smyth
RAeC Alternate Delegate:	Phil Gibbs
Club Rep (co-opted):	Graham Liggins

Close Battle for the Chair

At the inaugural Council meeting the vote for Chairman of the Association produced an original situation. There are an even number of Council members (14) as not enough nominations were received to fill the positions. The vote was counted at a tie of 7 each: both the candidates had strong support from those that had served on their subcommittees. After further presentations and debate a second ballot produced a one vote advantage for Phil Gibbs. Although some might see this as a divided Council, in fact it is a sign of great strength within the candidates, both being supported by the people who had worked with them. Chris Allen picked up the Vice Chair position without opposition.

Open House for Competition

Competitions Committee held an open forum at the AGM for competitors to discuss any issues they wished, run by John Smyth, new Competitions Committee Chairman.

The forum was a two way exchange of information. It certainly provided a chance for competitors to express their views and to understand the complexities of the problems facing Competitions Committee members. John Smyth and the committee listened attentively to opinions. Their decisions over the next few months will doubtless be affected in some ways by the forum, it remains to be seen to what extent. The fact that the

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committee invited member's opinion by holding the forum is a good start.

Competitions remains the most contentious of committees because there are so many demands on the limited funding available. Anyone with opinions, constructive comment or ideas on any matter relating to Competitions is encouraged to write to Chairman John Smyth at the BPA office, telephone him at home on 0181 868 4084 or email Vice Chairman Chris Allen at 100722.2744@compuserve.com.

DZDF seeks help

Pat Howell is the new Chairman of the DZ Defence Fund; Pete Carroll and Ian Marshall are the other members of the committee. The fund is looking to recruit additional members from outside of Council. Anyone interested please contact any of the committee via the BPA office. The Fund cannot be touched by the BPA Council: it is the members' money for use in defending Drop Zones from closure. Additional funds can be contributed by members by ticking the box on the renewal form.

Branson Rides Again!

after an early morning balloon flight and introduced himself, not that he really needed to!! Kevin, Phil and Richard had a chat about the five jumps he had done ten years previously, Kevin's main point was that the press were going to be a pain and that all he needed was two hours alone at the end. This Richard agreed

completed and everybody was kitting up. At altitude the view was sensational. Snow-capped mountains on one side and sandy deserts on the other. The jump went well, especially the freefall. Considering the pressures Richard Branson was under it was amazing that he managed to focus his brain so completely on the skydive. Both Kevin and Phil admired him for this application. He did well under canopy but elected to land on the tarmac which was a rapid arrival at 1,500ft elevation in nil winds! But fortunately he only slightly grazed his hand, nothing more serious. Richard's first words

Many of us remember Richard Branson's first attempt at AFF some ten years ago. Well in 1997 his plan to fly around the world in the Virgin Atlantic hot air balloon meant he wanted to try skydiving once again. A phone call from the Virgin Global Challenge team to Tye Boughen requesting AFF training for Richard Branson with video next weekend in Marrakech was the start of a hectic week of organising. Due to the huge amount of publicity it was important for skydiving that the jump went well. So it was a compliment to Kevin McCarthy, Phil Curtis (AFF instructors) and myself (camera) who were chosen for the team.

A flight to Morocco saw the skydiving team at the balloon launch preparation site based on the military side of the Marrakech airport. A quick look around the capsule assured us of the extent of preparations for the round-the-world flight. The AFF training was to take place at a small parachute centre that had recently been established by a couple of ex-military jumpers. Lengthy negotiations were needed for everything – even the aerial photo was an initiative test which Phil coped with admirably.

The man himself turned up at about 10am



was a great idea. With limited facilities and completely engulfed by the media, Kevin and Phil commenced their training programme. Kevin in particular was outstanding, seeming totally un-fazed by the press attention and just being completely himself as usual.

During the morning there were several military lifts out of a Casa which was originally thought to be the jump-ship! Fortunately the local club had kindly arranged for a Cessna 207. Kevin and Phil made a practice jump with some of the Virgin Atlantic crew which was just as well because the pilot turned out to be running in at 90 knots! So they were able to sort this out for Richard's jump. One of the crew members hadn't jumped for 14 years but did fine on the skydive.

After a busy morning of working around swarms of media Kevin and Phil secured some individual time with Richard Branson in the early afternoon. This was the time, Kevin said, where "we were just being ourselves and he was being himself, I think it was this time which gave him the confidence to make another skydive."

By mid-afternoon the training was



were that it had been great, the training had been brilliant and how about some champagne?

Later on that day we heard that due to local air traffic the next day's jumps were cancelled which was a great shame. Instead the local Chief of Police escorted the team around the markets of Marra, it was like stepping into the Life of Brian.

Spending a couple of days with the Global Challenge team you could see the tension rising as they prepared for a launch. And tremendous disappointment when the envelope decided to have a go on its own! The Global Challenge team members all made us very welcome and showed us the very best of hospitality as did the local parachute club. Good luck to them both.

If you are interested in jumping around Marrakech contact Kevin McCarthy (01780 783 602 or KevinMcMad@aol.com) as the local club are keen to organise some boogies. Or give him a call if you want to do AFF, if it's good enough for Richard Branson...

Dave Rugg



FLYBOYZ FREEFLY



The 1997 ESPN Pro-Tour Freefly champions are the FlyBoyz; Mike Ortiz, Eli Thompson and Fritz Pfnur. They have made their home at Perris Valley Skydiving centre, California. The Boyz held their second Freefly Film Festival from 20 to 23 October

The purpose of the Festival was to bring freeflyers together from all over the world, of all levels and abilities, to have some FUN. To fly together, learn together, make new friends and to 'push the envelope' to new heights.

On arrival I was greeted by Eli, "Hey George, WassUp!" A warm handshake was followed by the best goodie bag I have ever received and an agenda of the Festival's events. A free raffle; Load Organisers, Olav Zipser, Knut Krecker, Charles Bryan and of course the FlyBoyz; a night in the bar to 'Get to know your Fellow Freaks'; massive party planned for the Saturday night with 3 DJ's coming down from LA to spin some vinyl for us. The finale of the week on the Sunday, with

some freefly big-way attempts and of course the 'Daddy Fats Award' for the best video edit on Sunday night. All promising to be one Wicked Weekend!

The DZ was awash with colour. There were windblades, flags and bunting all around the Perris Valley Swoop Pond. This is the first DZ swoop pond I have ever seen. Placed just the other side of the green grass landing area and parallel with the runway. It's about 2ft deep, 100ft long, and 15ft wide and there for the express purpose of 'Surfing'. To dip your feet in the water after the dive, before you land on the ground is the aim; when you pull it off, there is nothing like it. Cameraman 'JC' owns the pond, he trails his foot in it, every jump. What a treat the swoop pond is, I wish there were more in the world. You do need to get it right though, it's a fine line between looking cool and looking like a twit!

More than a hundred flyers arrived from all over, many fresh from the Eloy Freefly Festival. They looked outrageous! Guys with tattoos all over the place, body piercing, goatee beards (often dyed funky colours) and wildly coloured hair. Some suits were big, some not so big. None had grippers. Often wild colours, tie-dye is right in. Some just wore jeans and a sweatshirt. Freeflyers were everywhere; in the air, manifesting, registering, eating, laughing, jiving to the tunes, rushing to get their gear and get on the plane. The air was full of English house 'Choons', pumpin' the DZ with positive vibes and a funky beat. People boogied away around the packing area. All the freeflyers with video cameras, and there were lots, dubbed their video onto the master tape for showing in the bar later.

Some of their stuff is just fantastic. We had the use of two Super Otters and a Skyvan. Most of the skydives were small. Lots of 1, 2 & 3-ways, some 4 or 5-ways and the odd 6+way.

Head-down cameraflyers Brian Rogers and JC were going like mad; jumping, dubbing and packing in a frenzy to get on the next load. They only picked a group to ↓

jump with when the were on the plane!

"George, we've got the best freefly Load

FILM FESTIVAL

Brian Rogers



SPORT Feb Issue
PARACHUTIST 1998



MAL

Organisers in the world here, they are free...USE 'em!" Eli told me one morning. 'Good idea', I



Brian Rogers



Raving Mad Pal: →

Brian Rogers, Eli Thompson, Fritz Pfnur, George Pilkington and Mike Ortiz, captured by JC



Brian Rogers

thought, let's get some help here, I could certainly do with it! First I found Knut Krekker, ex FlyBoy and one of the pioneers of freefly. Knut, an old friend was keen to jump with me, this would be the first freefly jump we had made together. We left the plane

in a 2-way head-down, Knut released me and stayed about ten feet away giving signals to help me, like 'Legs apart' or 'Breathe' (this looked like he was having a smoke!). Break-off came all too quickly but we both had big smiles on our faces after. Knut gave me some great tips.

Later that day, I saw Olav Zipser looking glum. For those who don't know, Olav is the father of freefly, I first met him in '89 when he had just over 750 head-down dives at that point, the world caught up with him later. I did some head-down dives with him then, one left a snapshot in

my mind, vivid to this day. Olav, ten feet in front of me; the world above us, the sky below, like we were stood in the air, hands by our sides, purple war paint on our cheeks. Awesome.

"Hey Olav, WassUp?" I asked. "I just missed my plane." he replied. "Never mind, you're coming with me then!" I replied and we went to the manifest. Olav didn't argue, just gave me some info about body position, 15 minutes later I was in the aircraft about to do a 2-way with the father of this new age skydiving, all captured on video by JC. I was



FREEFLY

slightly nervous to say the least. The exit was fun, Olav dragged me out of the plane and threw me over his head. I tucked into a ball and he went over me, I extended my legs and went over him, then after a few revolutions, we went into head-down. I was there, Olav in front of me, well cool. I changed my legs to a daffy position, and for the first time held it. Great! Then when the dive was nearly over, Olav looked into my eyes, saluted me and tracked away. WOW!

On the ground I could not contain myself, jabbering like an idiot to all and sundry about the dive. "He saluted me!, I've seen this on video before but this time it was at me! Unreal." I can't tell you how much this dive meant to me.

Saturday night came around all too soon, nearly time to leave but tonight we party! The guys had done a wicked job on the hangar. Silver paper adorned all the metalwork. Lights, big sound system, TV's dotted around with funky computer generated animation. Everyone was given Cyalumes to wrap around your neck, wrist or wherever you wanted. Red, yellow and green glowing in the dark looking fantastic, 100 freeflyers boogied on down.

Sunday got off to a slow start, the FlyBoyz were on the DZ around noon. The afternoon was spent assembling the dudes for an assault on a biggest-freefly-in-the-world-way. (A fortnight ago in Eloy, they had done 24.) Eli organised the group

and for the first time I saw freeflyers dirt-diving!! Up they went and those of us on the ground watched in awe. They were all very close together, very quickly. The break-off started very soon after this at an altitude of 6,500ft. Victorious, they came down and packed fast to beat the fading light. Half an hour later 30 skydivers enjoyed the world's first two plane formation freefly load. From the ground we saw little, it was too dark, but we heard them yahooing and whooping. We knew that something special had happened.

In to land they came, swooping the pond, flash guns lighting the canopies, their pilots and the water they sprayed.



wicked angle. We watched the floaters coming up, on their heads. Awesome. By the end of the dubs, we had seen it all. We were nearly there. The vibe that ran on this debrief was very special, I felt honoured to see this! It was all the more special because the lack of light ruined any chance of stills.

Then, the film show. Brian Rogers was on first with a very professional edit of the weekend's fun. JC came next. His was good but Brian's was better. Then came Team MadStyle. An excellent edit, funny, smooth and with some interesting shots from the hotel, one was a porn shot that was there for just long enough for you to realise what it was, then it was gone. Fritz had said that the films were easy to judge, we all knew who had won; congratulations MadStyle!

That wrapped the Flyboyz Film Festival. What a fantastic weekend. Next year, they're gonna extend it to ten days, cos no-one wanted to go home!! If you are a freeflyer, make a date for next July. You can have a load of fun and meet and jump with the Cool & Groovies of the freefly world. I'll be there, and on those big-way attempts (I hope!). Wanna join me?

George Pilkington



Much hugging and shouting went on and then it was back to the TV to watch. One by one the 23 guys and girls with video came and downloaded. We, those who were left on the ground, saw what they saw. Something that had NEVER been seen before. We saw the dive from the inside ring, outside ring, every angle. We saw four concentric rings of head-down free flyers all within 20 yards of each other. We saw Omar (Alhegelan - World Champion) in true Freefly style in the second ring, standing up. Very Cool. We saw Olav's





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Bill as passenger on a Level IV Tandem Skydive in a Strong Tandem Certification Course

Photo: Chuck Karcher



The warm, sunny, Mediterranean island resort of Cyprus will be host to an international 16-way meet in October next year. Organised by ex-pat Brit Tony Modebe, the invitational meet will be held over ten rounds following the practice day. Teams will be invited from Europe and the USA to provide a good range in standard so there will be competition at all levels. The top teams will be competing for cash prizes.

Good deals on flights and 4 star hotel accommodation are being worked out to let everyone take advantage of the guaranteed great weather in Cyprus during October. There is a possibility of beach jumps and of building the largest formation ever over Cyprus. The Meet Director offers 'Sun, Sea, Sand and Stunning Skydiving'.

Call Tony on 00357 9 657 123 or fax 00357 2 369 914 for more details

All Loved Up - by Chris Lynch

"I have stood down from my full time slot on Sebastian XL because I don't want to train full time for another two years, but will be around as alternate. There are other areas of skydiving I want to explore and will be directing my energies more towards freeflying, hopefully entering the UK Nationals this year. I still really dig 4-way and am available for coaching at Sebastian and in France in the summer.

"The worst thing about 'retiring' was leaving XL in the lurch in terms of having to start again, going at the new member's pace (with Airtime we were

changing members every year which made it hard to progress). But I'm over the moon to see that with my replacement Lee Love they are charging already, 16 point average at the last Florida Skydiving League meet. Lee was part of the British 9 8-way who put in a large performance at the World meet in Turkey. He's been jumping seven years, has about 2,000 jumps and is 22.

Xtra Large Thank you

"A Massive Xtra Large thank you to our sponsors and supporters: Andy Grimwade and Skydive Sebastian; Derek and Pat Thomas at Sunpath; the BPA (that's you) particularly David Oddy; Ian Cohen and BLP; PD; George

Pilkington and his Time Out!; Rob Colpus and Symbiosis Suits you Sir; David Parker and all the staff at Headcorn; Troy Widgery and Sky Systems; Go Fast; Lyle Presse and PD Source South; all the staff and raffle entrants at RAFSPA; everyone who bought a T-shirt and anyone who said anything encouraging (this was a huge amount of people too numerous to mention).

"I would also like to thank John, Pete, Toby and Ian for 21 months of excellent times and awesome memories, I wish the best of everything for them & Lee in the future..."



Chris Lynch
(Mr Pink)

CROSS KEYS CReW

Canopy Formations started out as something to do after freefall and were made possible only by the advent of the modern ram-air parachute. The discipline has developed to become the most physically demanding of all the parachuting events with teams opening their now specialised canopies immediately after exit.

Cross Keys CReW was formed in June '97 with the goal of representing Britain in the 4-way Rotations event at the upcoming 8th World Parachute Championships.

The team competed in the 1997 British National Championships held in August at Hibaldstow, England, winning with a very creditable score and meeting the BPA minimum standard. The team has now been invited by the British Parachute Association to represent Britain at the next World Championships.



Cross Keys CReW winning the CF Nationals; (L → R) Eddie Carroll, Adrian Bowles, Nigel Rogoff and Graham Liggins (Team Manager). Other team members are Gary McGuinness and Iain Markham

Check out the *Cross Keys CReW* web site on
www.pond.com/nskytribe/

The team members, while residing on both sides of the Atlantic, train at Freefall Adventures, Cross Keys in New Jersey, hence the team name. They have just finished a very successful three week training camp where they did 85 jumps. *Cross Keys CReW* are now averaging 16-17 rotations which is well above their Nationals average of 11.4. They have a further two training camps planned before the World Meet, we wish them luck.

Performance Designs and Sunpath have generously provided the team with equipment and technical assistance which was invaluable achieving their first goal of winning the British National Championships in a very short time frame.

What makes *Cross Keys CReW* special is the extremely high standards they have set themselves. Watch this space and see how their training pays off.

Photo: Baldrick

Obituary - Karl Newton

Karl Newton recently died along with four others in a freak accident at Boston Providence Skydiving Centre, when the Cessna 182 they were in suffered engine failure during take-off.



Just for the Record

Intermediate CF Rotations champions; (L → R) Tim O'Sullivan, Alan Webster; (kneeling) Stan Peake, John Williamson

Karl was 26 but in this short time he managed to clock up around 4,000 jumps. He was a cameraman, AFF instructor and tandem master as well as being a real 'dude'. For those of you who didn't know him personally, you might well have seen him on the 'They Who Dare' TV series, where he was cameraman/co-jumper on a series of spectacular BASE jumps.

I got to know Karl through the Parachute Society at Manchester Polytechnic where he studied accountancy until finding his true calling. He started jumping at Tilstock airfield (Shropshire), before relocating to the States where he was never on the ground if he had a buck in his pocket. He had an excellent attitude to both parachuting and life in general. You only have to flick through a current US parachuting magazine to spot a letter from one of his students or a friend, relating his cool, patient and positive attitude.

Karl was a good friend to all who knew him and I have never heard of anyone with a bad word to say about him (with the obvious exception that he was a scruffy bugger!). Karl lived to his own set of rules, preferring to do without many of the material things so many people in our society see as important, concentrating instead on living his life to the full. My thoughts go out to Karl's family, who have been so strong, and I would like to thank his parents for producing such an excellent son.

In summary, I will leave you with a quote from his sister, "If there were more people in the world who thought like Karl, there would be a lot more smiling faces on the street".

Later dude!
Simon D10142

SKY SCIENCE

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Welcome to Sky Science, this is a company that was started in March 1994 to provide a one stop source for all your parachute equipment, here is a brief resume of my qualifications.

BPA Advanced Rigger / Examiner, Instructor, Tandem Instructor, AFF Instructor and Relative Work Coach. I have worked as a full time rigger for over 11 years.

I have specialised in parachute equipment, not only with my BPA qualifications but also working with major canopy and container manufacturers. My aim is to give you the best service possible. If I can be of any assistance at all, then please give me a call.

Allan Hewitt

Shop

Since the beginning of April 1997 we have been running the drop zone shop on behalf of the APA. We have a large stock of all types of accessories, and we aim to increase this on a weekly basis. If you can not see what you want please let us know and we will order it.

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Left: Complete harness replacement
Below: Reserve tray replacement



New Equipment

We have a large product range to choose from, as we are dealers for all the major canopy and container manufacturers world wide. As professionals we pride ourselves on doing business with integrity, we want to provide you with the absolute best equipment for your given skill level, type of jumping and of course budget.

We are not high pressure sales people, we believe in giving you the information necessary to make an educated decision on what gear is best suited to you. Compare our prices, including prices quoted from abroad even when you think your getting a good deal, and find out how much of a good deal you can really get.

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"Flat flyers", as formation skydivers have now been dubbed, is a bit of a misnomer. How many skydivers have you heard say, "the pace must have been fast, because my back is killing me"?

If you are a "flat" flyer read on for some simple stretches to help your back stay healthy and supple.

I recently realised that our local Chiropractor was accumulating a comprehensive knowledge of freefall positions. This is because at least six regulars were seeing him. If this is typical of all DZ's there are a lot of us with back problems.

Archer's Back

What happens when we "bang an arch on" (below). Our back undergoes hyper extension. It reaches the limit of movement by compressing the supporting joints in our spine, the facet joints.



These joints are lined with cartilage and have a fluid buffer. These small joints lie on either side of the vertebrae

(see diagram). Repeatedly compressing these joints, by arching, is like bashing a door open against its stopper. The joint can become tight and inflamed, they may also lock. The exercises described will help to open up these

facet joints and stretch the muscles running along either side of the spine. Frequent arching shortens these muscles, so we must stretch them to compensate.

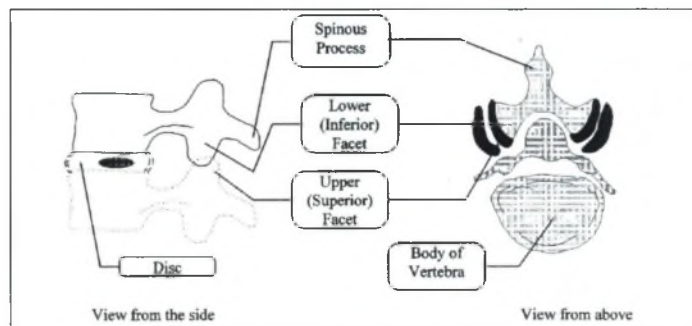


Diagram showing major parts of the spine

Painless Pace

The following exercises are often recommended by Chiropractors. We have adapted them to help you to arch without suffering afterwards. They have definitely worked for me and I am selling my weight vest!

Dave Eardley D10586
Dave&Jo@yorkmpg.demon.co.uk



SKYDIVE ARIZONA

Come to the Sun!



photos by michael mcGowan

SKYDIVE ARIZONA

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SCHEDULE OF EVENTS

JANUARY 16-18 Mission Impossible I	FEBRUARY 13-16 Valentine's Money Meet	APRIL 8-13 Easter Boogie
JANUARY 24 - FEBRUARY 1 Style & Accuracy Camp	MARCH 12-16 South of the Border Boogie San Carlos, Mexico	MAY 1-3 Mission Impossible III
JANUARY 26-25 Free Fly Money Meet	MARCH 13-15 Mission Impossible II	MAY 23-25 Turbine Madness & Arizona Challenge
JANUARY 28 - FEBRUARY 1 Skysurfing Camp		



SKYDIVE ARIZONA

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Enemy

Thanks to

Alan Scott (BSc), DC
Shield Chiropractic
Clinic and Jo Eardley
for their input to this
article.

The Routine

Try to do these exercises every day (morning and evening) and if there is a long gap in between jumps.

1. Find a quiet space free of distraction. Lie down, smile and relax. For each exercise breathe normally and maintain the **hold**. ➔



➔ 2. Hold one knee firmly in both hands. Pull diagonally across to opposite shoulder. Hold position for a count of ten. Repeat for other leg. Go back to flat position.



3. Bring both knees up to chest, do not strain your neck. Hold for a count of ten.



➔ 4. Cat back. On all fours. Knees directly underneath hips. Tighten the tummy. Arch your back into a mountain. Hold for a count of ten.



5. Keeping your tummy still tight, lower your back until it is like a table top. Do not hyper extend or raise head too high.

6. Repeat 1-5 twice more.

Note: A full stretching routine is given in *Sport Parachutist*, September/October 1995 edition.

Incident Equipment and Confidential Reports



1997 has seen a full year of incident reports published in this magazine. I hope they have been a valuable source of educational information and enabled us all to learn from other people's mistakes. I choose the word 'mistake' deliberately as most of the incidents reported could have been prevented with a little extra care and equipment maintenance.

The last time I wrote the reports for the magazine I had a total of 20 to choose from. Since then I have received 170 reports to fit into this magazine! Because of the quantity I have

broken them down into categories where necessary and added those individual reports which include specific information.

SERIOUS TWISTS

Description: 38 reserve rides have been reported due to twists that could not be removed or that rotated faster than the jumper could kick them out. Half of these were reported on canopies of 150 sq ft and above with the other half mostly on 135 and 120 sq ft canopies.

Conclusions: Twists have always been nuisance factors that could normally be dealt with by the jumper. However this trend seems to be changing very quickly and more twists are becoming malfunctions resulting in reserve rides. The smallest

canopies are most at risk but the bigger canopies are still vulnerable. Twists can be caused by various types of minor errors and in the worst case, a chain of errors working together on any particular jump.

Recommendations: Do not accept twists as an occupational hazard. Check out the following possible problem areas: equipment compatibility, worn components, bad packing techniques, line stowage systems, harness fit, body position on deployment, line trim.

TOGGLE WORRIES

Description: 15 reserve rides have been reported due to one of the main steering toggles releasing during opening or the jumper not being able to release one steering toggle after opening. In most cases

the canopy started to twist or spiral, complicating the issue resulting in the reserve rides.

Conclusions: These problems are generally caused by the following: poor maintenance of velcro or whatever is used to control the steering toggle during deployment; toggles that are not compatible with the riser; incorrectly positioning toggles during packing; or badly manufactured steering toggles.

Recommendations: This is an easy problem to solve. Firstly check that any velcro used is effective and that it is positioned correctly on both the riser and the toggle. If the steering toggles are velcroless then check the integrity of the method used to control the toggle during the canopy deployment and check that any loose brake line can not catch during riser movement.

SKYDIVE SEBASTIAN

Schedule of Events for 1998

January

- Jan 10-11:** South African Boogie – Nelson who?
- Jan 25-30:** Second Team USA 16-Way try outs
- Jan 20-Feb 1:** No Contact Skydives with Lyle. Contact Lyle (561) 581-7447 or Lylesflex@aol.com

February

- Feb 13-15:** Valentine's Boogie with Roger Ponce de Leon and Colour Concepts
- Feb 19-22:** Skydive University Coach Certification Course

March

- Mar 5-9:** Skydive University Company Picnic and Open House

- Mar 14-15:** The America's Cup Tour in 4 & 8-way round two and Florida Skydiving League

- Mar 28-29:** PD Source customer appreciation weekend. Prizes, seminars, organizing. Contact PD Source at (561) 581-7447 or Sebastian@pdsources.com

April

- Apr 1-5:** Skydive University Skills Camp; Sequential
- Apr 4-12:** 4th Latin Challenge with Fernando Gallegos, Alberto Alibrandi and Friends. Latino Party Night April 11
- Apr 9-13:** Easter Boogie 20 & 40-Way Florida Fax Meet

May

- May 8-18:** Friends of Skydive Sebastian Boogie in Cancun, Mexico. Contact Andy Grimwade

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LINE TROUBLES

Description: 31 reserve rides have been reported due to what I would call line problems which are a mixture of the following: line-over the canopy; tangled or knotted cascades preventing the slider from descending; broken A lines; broken brake lines. The majority were line-over malfunctions.

Conclusions: Broken lines are often preventable by the jumper, there are normally signs of excess wear prior to a line breaking. Other line problems are usually down to sloppy packing and having poor line stowage.

Recommendations: Inspect the lines on a regular basis; if in doubt about any line wear, consult a rigger. Knowing how to prevent a line-over during packing will help to ensure that you do not end up under one. If you don't know, ASK. Also ensure that the elastic bands, tube stoes, etc, are working correctly, ie they are a snug fit.

NO PULL

Description: 25 reserve rides have been reported due to not being able to deploy the main pilot chute: six due to not finding or dropping the pullout pad; seven due to not being able to locate the toggle or not being able to extract the pilot chute on ROL (rear of legstrap) systems; eight due to not being able to locate the toggle or not being able to extract the pilot chute from BOC (bottom of container) systems; the remainder did not state the deployment method.

Conclusions: We have covered this problem a few times this year. Some of these should not fall within the equipment category as not being able to locate the deployment device is a personal problem (often down to not having enough ground training or practice prior to jumping). The remainder are all

rigging or packing errors that can be easily solved.

Recommendations: Previous recommendations still apply; get some advice on your particular system reference packing and deploying the pilot chute, ensure that it deploys easily when required but will not deploy prematurely. If in doubt about any equipment get advice from a rigger.

TANDEM PROBLEMS

Description: Thirteen reserve rides have been reported on tandem equipment: seven due to line problems; two due to twists; two due to broken lines; one due to a bag lock and one due to a riser breaking.

Conclusions: These malfunctions are not specific to tandem jumping as all these problems are caused by the same factors as with an individual's equipment. The riser breakage was due to an incorrectly assembled riser.

Recommendations: Refer to the individual problems listed with these reports.

WRONG ASSEMBLY

Description: Four reserve rides have been reported due to incorrectly assembled 3-rings and incorrect routing of the main bridle lines.

Conclusions: These assembly and packing problems are down to the individual jumper. However it is also the responsibility of the flight line checker to be vigilant.

Recommendations: When any part of your parachute equipment has been disconnected it is always worth getting a second person to check it out after re-assembly. This is not a case of admitting a lack of knowledge or confidence but demonstrates a jumper's professional approach to safety. Flight line checkers should actively look for these problems as they are quite common.

OTHER INCIDENTS

BAD RESERVE PACK JOB

Description: The deployment system for an Atom container with an RSL (reserve static line) is set up with two pins that have to be extracted by the RSL to ensure that both risers have been released before the reserve deploys. A rigger error has been reported where only one pin was passed through the loop on the reserve cable; the reserve was sealed and would have been fatal in a total malfunction situation.

Conclusions: Presumably the packer was so used to putting the pin through only one loop when closing a reserve that they did not stand back to look at the whole job when finished.

Recommendations: When packing a system that is different from your usual equipment, you **must** read the packing manual very carefully. Take a step back to think about what has been done at key check points. If in any doubt call some one who has experience on that particular rig.

SHARP TEETH

Description: During a routine equipment check on a flight line the riser grommet was found to be dislodged from the riser and the sharp teeth of the grommet were snagging the white loop of the 3-ring system. This was due to the thickness of the riser not being compatible with the length of the shank on the grommet.

Conclusions: When mini risers were upgraded to include an extra piece of coloured tape within the construction, this prevented risers from breaking or stretching. However it also increased the thickness of the webbing; the grommet required for this new thicker riser has to have a longer shank and in a lot of cases the longer shank grommet has not been used.

Recommendations: This is a problem for all jumpers to look out for as it can prevent an unwanted cutaway if spotted. If in doubt get your risers checked out by a rigger who can identify if your riser grommet needs replacing.

CAN YOU CUTAWAY?

Description: A few reports have been received concerning some components of a container which are completely incompatible.

Conclusions: This is quite a complex issue and has many variables. However the chief items to consider are the main risers and the cutaway cable lengths; some risers are not compatible with all containers

and could prevent a cutaway. It is also important that the length of the cutaway cable is correct for the container and type of housing to ensure a cutaway is possible. (see Kit News, Dec 97)

Recommendations: If you are not 100% convinced that your system is safe and of the correct specification get a rigger to check it out. Being able to cutaway after a malfunction is a must.

SOFT HOUSINGS

Description: I have received a lot of reports reference the reliability of soft housings and it seems that virtually no-one nowadays is prepared to endorse soft cutaway housings as a safe option.

Conclusions: This potential problem really depends on the rig and the type of soft housings they have. The type of soft housings that have a hard housing across the yoke seem to be as effective as a complete hard housing system. In this case it is easy to determine the correct size cutaway cable length. However the type of soft housing that relies on the cutaway cable being routed around the yoke with no dedicated channel is a possible hazard and requires thorough testing. It is also difficult to confirm the correct cutaway cable length.

Recommendations: If you are in any doubt about the reliability of your soft housings get advice from as many riggers and instructors as possible and then make your own mind up. If you are still not completely happy then change them for hard housings, making sure you get the correct size. You have everything to gain and nothing to lose by changing to hard housings.

Allan Hewitt

Confidential Reporting

If you have any safety related occurrences you would like to report IN COMPLETE CONFIDENCE, write to:

Confidential Report,
Allan Hewitt,
Sky Science
Unit 1

The RBL Enterprise Units
Ordnance Road
Tidworth
Hants SP9 7QD

Tel: 01980 844130

Fax: 01980 844131

E-mail:

100770.402@compuserve.com

MORE INFO REQUIRED!!

Many incident report descriptions are farcical with the entire information consisting of comments such as (we quote):

"I did a 3-way then had a malfunction"

"I deployed my reserve and landed safely"

"The canopy malfunctioned"

"Packing error"

"I had a malfunction and cut away"

Please bear in mind that if someone can learn from your mistake this could save a life. Most fatalities result from not one but a series of events which can all in themselves be small problems. So, however trivial your incident is, please give full

details on the report form. There is no shame in admitting to have made mistakes and it could be valuable in making the sport safer for us all.

Can all individuals, instructors and riggers responsible for writing out incident reports include more detail. In particular, the following: exact information of what happened either from the jumper's point of view or an observer; possible causes of the incident; what can be done to prevent it happening again.

We hope to be re-writing the Incident Report form in the near future to include these sections. Please be as helpful and as detailed in the reports as you can.

POPS CORNER

Parachutists Over Phorty
Society



DOUBLE FUN

Mike and Inger Allum went to Sebastian in November to visit son Pete and grand-daughter Hollie. While they were there Andy Grimwade invited them to fly down to Z-Hills for the opening of Derek and Pat Thomas's new SunPath factory. Sixty jumpers, including Mike, flew down in three Otters. Inger went down in one of the co-pilots seats taking photos as usual. After jumping in to Z-Hills they were met by Grace and Lofty Thomas with glasses of champagne to be followed by a party to

end all parties. Sounds like they had a really great time. So if you're thinking of having a trip to Florida and need some new kit, go and visit Derek. He'll look after you. His dad says so!

NEW ARTICLES

If anyone would like to contribute an article for POPS Corner that would be of interest to our members, please let me know.

CHANGE OF ADDRESS?

If you have moved house since joining POPS, please drop me a line with your new address and telephone number.

POPS MEETS 1998

20-21 June - Sibson
22-27 June - Moorsele
15-16 August - Hibaldstow
26-27 September - RN & RM SPA,
Dunkeswell

Put them in your diary now!

Sue Hill Hon Sec/Treasurer

40 The Hamlet
St Annes
Lancashire FY8 3LE
Tel: 01253 713841
Fax: 0151 448 1172

Dear POPS,

In your write-up of the POPS meet at Langar on 19/20 April, you asked the question "Who got the fish?" (POPS corner June/July 1997). Here is the fish! as you can see, it is now living very happily on the bar at Langar, where it is being well looked after. The fish is often the subject of conversation and we can't understand why none of you wanted to take it home with you!

I hope this puts your mind at rest as to its whereabouts

Yours faithfully
Jo Pettit



Drinks like a fish? - Must be a POPS!

New Members

Please Welcome:

Thomas Chaplin, Robert Noble, Jim Hilton, Peter Brown, Keith Pritchard, Eamon O'Doherty and Aine White

The next time you need
personal accident cover
to pursue your sport
we won't hang up on you

If you're into caving, hang gliding, paragliding, skydiving, flying microlights, or a pastime that is rather more strenuous than stamp collecting, then we can offer you our special Amateur Sports Protection Plan at a cost* that won't set your pulse racing. Add to that our special discount rates on travel insurance, and you're well and truly covered.



MCIA

Specialist Cover for Specialist Pursuits

01480 218273

*APPLICANTS MUST BE MEMBERS OF RELEVANT BRITISH ASSOCIATION

Motor Caravan Insurance Agency Limited
34 New Street, St Neots, Cambs PE19 1NQ
Fax: 01480 386855



Feed your addiction



For more information or the dealer nearest you:

GO FAST/EUROPE

Ivy Cottage, North street, Swinford, Leics. LE17 6BE England.
Tel/Fax 44-1788-860-882

GO FAST/USA

356 Adams St, Denver, Co 80206. Tel 1.800.895.7290 Fax 303.377.4149

GO FAST/AUSTRALIA

PO Box 5175, Port Macquarie, N.S.W. 2444 Australia. Tel 61-41-727-9033 Fax 61-65-83-1398

skydive in the



4th-11th June 1998

at Empuriabrava

Centro de Paracaidismo Costa Brava

PRICES INCLUDES:

Return flight from Luton to Girona, coach transfer to the resort, full medical insurance (snowcard), modern on-site bunk house accommodation (incl. breakfast), 25 jumps (13,000 feet), load organising, freely school, evening entertainment (disco, BBQ, fancy dress etc.), speed and accuracy competitions, free t-shirt, free beer night ... CAT. 8+ skydivers catered for.

contact Roddy or Paul at

M F Boogies

on **0831 680363**

or **0498 720990**

for a booking form
and further information

**only
£539**



CENTRE DE PARACAIGUDISME COSTA BRAVA EMPURIABRAVA

March

4-WAY CHALLENGE

- 7-8 March: 1st Round
- 14-15 March: 2nd Round
- 28-29 March: Finale - compulsory
- Inscription per person: 1.000,-pts

April

EASTER BOOGIE

- 4-19 Twin Otter and Pilatus
- Load organising with Dave Morris and Richie Hornig
- 11-12: Scrambled competition

July 18-24

TEAM TRAINING CAMP

- Training to large formation with Dave Morris

August

TEAM TRAINING CAMP

- 4-Way and 8-Way training
- High level coaches available
- twin Otter

Freefly School with Claude Tzifskansky (all year)

Freestyle School with Marco Manna (all year)

World class coaching for 4-way and 8-way and FREE LOAD ORGANISING

APF courses (all levels with air-to-air video : 210.000 Pts)

and Formation Skydiving School all year

Teams and groups discounts and free use of the facilities

Pilatus Porter and other airplanes for
special events

For more information, get in touch !

P.O. Box 194. 17487 Empuriabrava (Girona) Spain

Tel. +34 72450111 Fax +34 72450749 E-Mail cpcb@гна.es

[//www.gна.es/dlleure/Paraca/cpcb.htm](http://www.gна.es/dlleure/Paraca/cpcb.htm)



BPA Affiliated Drop Zones



The map shows
**BPA Affiliated
Drop Zones**

Numbers 1 - 24
refer to civilian BPA
Affiliated drop
zones
(listed to the right)

Letters A - E refer
to military BPA
Affiliated drop
zones
(listed overleaf)

All 'Affiliated'
centres in the UK
are run under the
BPA Operations
Manual.

KEY TO SYMBOLS

- opening hours

First jump courses offered

- static line courses
(round parachutes)

- RAPS courses
(square parachutes)

- AFF courses

- tandem skydives

Experienced skydivers

LO - load organisers

FS - formation skydiving coaching

CF - canopy formation coaching

FF - freeflying coaching

AC - accuracy coaching

WP - WARP coaching

SU - Skydive U coaching

Facilities on the drop zone

- aircraft type

- rigging facilities

- video room

- parachute equipment shop

- canteen

- evening food

- bar

- bunkhouse

- camping welcome

- caravans welcome

- showers

1 BLACK KNIGHTS PARACHUTE CENTRE

Patty's Farm, Hilliam Lane,
Cockerham, Nr Lancaster
Tel: W/end 01524 791820 or 0151 924 5560

Weekends, bank holidays 8am - 8pm



Islander, Cessna 185

CF AC WP

2 BORDER PARACHUTE CENTRE

Brunton Airfield, Chathill,
Northumberland NE67 5ER
Tel: 01665 589000 Fax: 01665 721053

B&B, camping, bars locally. Beach jumps and barbeques
in summer. Scenic views!

Fri pm, weekends 9am - dark, weekdays by arrangement



Cessna 207 & 206, Islander on call

FS AC WP

3 BRITISH PARACHUTE SCHOOLS

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

Friendly helpful staff. We are here to help you skydive.

Turbines go to 13,000 ft!

Every day 9am to 10pm (or dark), 10am start Sunday



Porter, Islander & Cessna 206. Turbolet (summer)

LO FS FF WP



4 BRITISH SKYSPORTS, BRIDLINGTON

East Leys Farm, Grindale, Bridlington,
East Yorkshire YO16 4YB
Tel: 01262 677367 / 0836 276188
Fax: 01262 401871

Small friendly club atmosphere. Visitors and spectators
welcome.

Every day 8am - 8pm



Cessna 206, Islander

LO FS CF AC WP



5 CORNWALL PARACHUTE CLUB

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

Weekend 8am - dark, Wed & Fri (summer)



Cessna 182

FS WP SU

6 DEVON & SOMERSET PARACHUTE SCHOOL

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

Local accommodation available

9am - dark, Wed - Sun



7 EAGLESCOTT PARACHUTE CENTRE

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

Weekends 9am - 9pm. Friday courses available



Cessna 180

FS AC WP

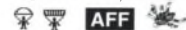
8 HEADCORN PARACHUTE CENTRE

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

Progression weeks, competitions, organised jollies.

Every day 9am - dark

Islander, Porter



AC WP

9 IPSWICH PARACHUTE CENTRE

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

Currently operating out of North London Parachute
Centre. Excellent rigging facility still open.

10 LONDON PARACHUTE SCHOOL

53 Columbine Road, Widmer End,
High Wycombe, Bucks HP15 6BS
Tel/Fax: 01494 712734

Small but friendly club. Catering for complete begin-
ners to experienced skydivers.

Weekends 8am - dark



Islander, Cessna 206

WP

11 MERLIN PARACHUTE CENTRE

Alanbrooke Barracks, Topcliffe,
Near Thirsk, North Yorkshire
Tel: Weekdays 01274 631044
Any day 01748 875367

Friendly atmosphere, bring two passport photos for
camp pass. Camping, B&B close to airfield at local
pub.

Weekends and bank holidays 9am - dark



Islander

FS CF AC

12 NORTH LONDON PARACHUTE CENTRE LTD

Chatteris Airfield, Manea
March Cambs PE15 0EA
Tel: Office 01725 513330
Airfield 01354 740810
Fax: 01725 510690

Airfield is owned by the parachute centre. Large indoor
packing area. Unrestricted altitude, full planning
permission.

Tues - Sun 9am - 8pm



Islander

LO FS CF WP

13 NORTH WEST PARACHUTE CENTRE

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

In fabulous lakeland scenery, visitors welcome.

Weekends and bank holidays



Islander

LO FS CF AC WP

14 OXON & NORTHANTS PARACHUTE CENTRE

Hinton-in-the-Hedges Airfield, Steane,
Nr Brackley, Northants NN13 5NS
Tel: 01384 393373 Mobile: 0850 762349

Friendly atmosphere, visitors welcome, good local pub.

Weekends, midweek by arrangement during summer.



Cessna 182 and 206

15 PETERBOROUGH PARACHUTE CENTRE

Sibson Airfield, Wansford,
Peterborough PE8 6NE
Tel: 01832 280490 Fax: 01832 280409
Birdland Bar: 01832 280404

PPC boasts 27 years of experience in running a safe,
fun drop zone. Skydive Sibson!

8am - 8pm, Tue - Sun(summer), Wed - Sun(winter)



Islander, Cessna 206. Turbolet (summer)

LO FS FF WP

16 PETERLEE PARACHUTE CENTRE

The Airfield, Shotton Colliery,
Peterlee, Co Durham DH6 2NF
Tel: DZ 0191 517 1234
Tel/Fax: Office 0191 386 5261
E-mail: skydiveamy@aol.com

www.members.aol.com/skydiveamy/index.htm
AFF, tandem and video available through Skydive
Academy Ltd. B&B locally from £12.50.

Every day 8.30am to 8.30 pm (phone Mon,Tue,Thur)



Cessna 182

FS CF WP

17 SKYDIVE SCOTLAND

The Parachute Centre,
Errol Airfield, Grange, Errol PH2 7TB
Tel: 01821 642673
Fax: 01821 642004

Friendly, fun centre with emphasis on safety.

Fri - Sun



Islander, Cessna 207, Caravan

CF WP AC

18 SKYDIVE STRATHALLAN

Strathallan Airfield,
Nr Auchterarder, Perthshire PH3 1LA
Tel: Mobile 0374 686161
Weekend 01764 662572

A club run by the members for the members with the
lowest possible costs.

Fri 5pm - 9pm, weekends 9am - 9p



Islander, 2 x Cessna 206

FS WP

19 STIRLING PARACHUTE CENTRE

Thornhill, Nr Stirling,
Scotland FK8 3QT
Tel: 01786 870788 Fax: 01786 870748
E-mail: parajump@aol.com

Weekends 9.30am - 9pm, sometimes midweek



PA-32, Cherokee 6

LO FS CF WP

20 TARGET SKYSPORTS

Hibaldstow Airfield, Hibaldstow,
Brigg, North Lincolnshire
Tel: 0113 250 5600 or 01652 648837 DZ
Fax: 0113 250 5600

Competitive jump prices, unrestricted altitude, friendly
atmosphere, everyone welcome.

9am - 9pm every day (summer), Wed - Sun (winter)



2 x Dornier, Cessna 206

LO FS WP

21 THE PARACHUTE CENTRE

Tilstock Airfield, Whitchurch,
Shropshire SY13 2HA
Tel: 01948 841111 Fax: 01948 840638
E-mail: skydive@tilstock.demon.co.uk
www.tilstock.demon.co.uk

Friendly atmosphere, everybody is welcome. No
Sunday operation due to local planning restrictions.

Sat 8.30am - dark, Fri 2pm - dark (summer)



2 x Cessna 206

LO FS CF AC WP

22 WEST WILTS PARACHUTE CLUB

Kemble Airfield,
 Cirencester, Gloucester GL7 6BA
Tel: 01285 770856

23 WILD GEESE SKYDIVE CENTRE

Movenis Airfield, 116 Carrowreagh Road,
Garvagh, Coleraine,
Co Londonderry, N Ireland BT51 5LQ
Tel: 012665 58609 Fax: 012665 57050
E-mail: parachute@wildgeese.demon.co.uk
www.wildgeese.demon.co.uk

Every day 8am - dark



Cessna 206, Porter

CF WP

BPA ORGANISATIONS

AFFILIATED MILITARY DROP ZONES

A 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

B RAFSPA

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

C RN & RM SPA

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

D SERVICES PARACHUTE CENTRE

Shackleton Barracks,
BFPO 802,
Tel: 01504 - 721472 Fax: 01504 - 721342
Mobile: 0802 - 328755
E-mail: SPC NI@aol.com

E SILVER STARS PARACHUTE TEAM

Duke of Gloucester Barracks,
South Cerney,
Cirencester, Gloucester GL5 5RD
Tel: 01285 861344
01285 860551 x8259

FOREIGN MILITARY AFFILIATED DROP ZONES

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
(Not operating at present)

RAPA JSPC(L)

(Rhine Army Parachute Association)
Flugplatz, 33175 Bad Lippspringe,
Germany, British Forces Post Office 16
Tel: 00 49 5254 98 2378 or 98 2740
Fax: 00 49 5254 98 2740

ASSOCIATED ORGANISATIONS

The organisations listed below, when operating at a BPA Affiliated Centre, are run under the requirements of the BPA operations manual. The BPA takes no responsibility for training or advice given by those organisations when operating at non affiliated centres.

AIRWAVES

43 Baldwyns Road, Bexley, Kent DA5 2AB
Tel/Fax: 01322 557375 Mobile: 0802 472566
E-mail: src13xxi@airwaves.source.co.uk
Operated by Rod Bartholomew with 17 years experience
BPA AFF, RAPS, tandem and FS instructor/coach rated.
Offers professional/personal skydiving package holidays at the best Florida (Sebastian), French (Soulac + La Roche) and UK drop zones using highest quality equipment. RAPS progression and course conversions available at our French resorts. Individuals, groups and families welcome.

BRITISH COLLEGIATE PARACHUTE ASSOCIATION

c/o Darren Hipwell - Chairman, BCPA
4 Lorne Road, Oldfield Park
Bath BA2 3BY
Tel: 01225 314599
E-mail: jason@bcpa.u-net.com
Affiliations: Bristol University, Exeter University, Lancaster University, Loughborough University, Newcastle University, Nottingham University, University College of St. Martin, University of East Anglia, University of Plymouth, University of Portsmouth, University of Sheffield, University of St. Andrews, University of Surrey, University of Sussex, University West of England, Warwick University.

COTSWOLD SKYDIVING CENTRE

Hangar SE15, Gloucester Airport,
Staverton, Gloucester GL51 5SR
Tel: 01452 713410 Mobile: 0468 887277
Fax: 01452 854029
Static line, RAPS courses arranged. Come train and jump in the Gloucestershire countryside. A smile and a warm welcome awaits you.

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
Mobile: 0468 278663
E-mail: freefalluk@aol.com
http://members.aol.com/freefalluk
Operated by Kevin McCarthy, National Champion with over 4,500 jumps, 15 years experience. Probably the largest AFF school in the UK. State of the art equipment and professional, personalised training gives you safe, rapid progression to Category 10 and beyond! Courses available all year, in the UK or the Costa Brava. Flexible payment to suit YOU!

MANCHESTER PARACHUTE SCHOOL

23 Heywood Gardens,
Prestwich, Manchester M25 1FW
Contact: Chris Miller
Tel: 0161 798 6895
Mobile: 0370 575621
E-mail: chris.miller@zetnet.co.uk
Based in Stockport, Manchester with 2,000 sq ft of full time, fully equipped premises for the teaching of RAPS courses (Ram Air Progression System). We also offer tandem jumps and AFF courses. Train weekdays or midweek evenings, jump at weekend. Presently running in conjunction with Target Skysports, Hibaldstow.

NATURAL BORN THRILLERS

10 Wetherby Gardens, Charlton,
Andover, Hants SP10 4DH
Contact: David Cassidy
Tel/Fax: 01264 335636
Mobile: 0410 907512
Operating at Netheravon every weekend, weekdays by arrangement. 20 minute skydiving courses a speciality! AFF, RAPS and progression by arrangement either at home or abroad. Easy payment terms available and significant discounts for group bookings. Video available for all tandem courses at a very modest rate.

PARACHUTE TRAINING SERVICES

11 Godwyn Close, Larkhill, Abingdon,
Oxon OX14 1BU
Contact: Doug Peacock
Tel: 01235 529570
The complete RAPS package. PTS offers one jump introductory courses 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.

THE RED DEVILS

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

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 CF training subsidy system in the world; riggers' and instructors' training grants and much much more.

SKYDIVE ACADEMY LTD

P O Box 192
Durham DH1 5WD
Contact: Ian Rosenvinge
Tel/Fax: 0191 386 5261 Mobile: 0860 156779
E-mail: skydiveamy@aol.com
www.members.aol.com/skydiveamy/index.htm
Run by Ian Rosenvinge (BPA Advanced/AFF/Tandem Examiner & USPA AFF JM/I). Offers AFF, tandem, video and FS coaching at Peterlee Parachute Centre. AFF courses also run in Florida and Southern Europe, autumn through spring.

SKYDIVE INTERNATIONAL

45 Legge Crescent,
Aldershot, Hants GU11 3NT
Tel/Fax: 01252 331326 Mobile: 0850 007178
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 programme and tandem.

SKYDIVE UNLIMITED

618a Thorne Road, Netheravon,
Salisbury, Wilts SP4 9QG
Contact: Andy Parkin
Tel/Fax: 01980 670100 Mobile: 0468 037671
E-mail: jablquinto@aol.com
Professional, full time BPA AFF, static line and tandem instructor can offer AFF, static line courses and tandem skydives 7 days a week near Salisbury (75 miles from London). AFF courses in the UK, Spain, Florida and Germany (package includes flights, accommodation, car hire and BPA).

SKYDIVE WINDRUSH

Orchard House, Audley End,
Gestingthorpe,
Essex CO9 3AX
Tel/Fax: Weekdays 01787 461621
Weekends: 01451 844422 or 844449
Courses in RAPS, AFF & tandem. You've seen the rest, now see the best! Every category of skydiver welcome.

The organisations listed below do **not** operate in accordance with the requirements of the BPA operations manual. The BPA takes no responsibility for any training or advice given by those organisations.

CPCB

PO Box 194, 17487 Empuriabrava, Spain
Tel: 00 34 72 45 01 11 Fax: 00 34 72 45 07 49
E-mail: cpcb@gna.es
<http://www.gna.es/dlleure/Paraca/cpcb.htm>
Skydive Spain! AFF courses (1 tandem, 7 jumps with air-to-air video), tandem flights, freestyle school, K-Ramba freestyle school, Skydive U, free load organising, team coaching (special rates), gear hire (with Cypres), 2 Pilatus Porters all year and other aircraft. All jumps from 12,500ft. Open all year – and now club house, tennis and pool!

SKYDIVE CROSS KEYS

300 Dahlia Avenue, Williamstown, NJ 08094, USA
Tel: 001 609 629 7553 Fax: 609 629 7585
skydive@freefalladventures.com
www.freefalladventures.com
Home of future World Champions! All new for '97: full

time Super Otter and Porter, a/c team rooms, new manifest, fully equipped gear store. Still 6,500sqft of carpeted, indoor packing. Team rates still available. Riggers, packers, videographers.

SKYDIVE CITY / Z-HILLS

40440 Chancey Road, Zephyrhills, FL 33540, USA
Tel: 001 813 783 9399 Fax: 813 782 0599
www.skydivecity.com
Visit Skydive City / Z-Hills – Florida's number one drop zone! Five Twin Otters this season, Sunshine Factory on site, rigging, covered packing, free camping, showers, food, bar, climbing wall. One stop skydiving!

SKYDIVE SEBASTIAN

400 W Airport Drive, Sebastian, FL 32958, USA
Tel: 00 1 561 388 5672 Fax: 561 388 2105
E-mail: skydiveseb@aol.com
SebastianXL:pete_allum@compuserve.com

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Letters



SKYDIVE PORTUGAL

If you want to holiday and jump in Portugal, the place to be is Evora, situated in the Regengos region about 2½ hours from the Algarve and 3 hours from Lisbon.

The DZ is a working aerodrome about 5km from Evora, access is well signposted from every direction, the DZ operates every weekend throughout the year.

They have an Islander and a C182, the planes are working planes but with everything added for skydiving, unrestricted altitude to 12,000 feet (plus), good packing shed, hazard free area, canteen, bar, etc, the only downside are the loos, (but then who needs them) a bit basic in the French style. (Well the boys are, girls are OK.)

They are a friendly bunch (if you try to speak a little Portuguese) and will accommodate anything you want to do, jump prices are 3,500 escudos to altitude (they seem to charge this for everything over 10 grand) which is about £12.

Evora is an ancient walled city with masses of interesting sights, a huge square which everybody sits in at night to watch the world go by, bars and restaurants by the mile with good cheap food/drink. Try the Pensao's for accommodation, good and cheap around £20 for a double ensuite and the local wine which is excellent, well worth a weekend visit.

There are only around 250 regular jumpers in the whole of Portugal split between two DZs (one in the north) so it does not get busy.

Everything is run along similar lines as the UK so you won't feel out of place, just the weather will be better, time to avoid could be October due to the rain.

If you need any further info call Hugh/Anne on 01752 407616 or contact

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Go for it
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SKYDIVE YOUR GPS

I recently took Mandy's Ballooning GPS, a Garmin 45, and tied it to a chest strap on my skydiving harness. Running over to the Islander Aircraft it read 3.5 knots! Sitting next to the pilot Steve Groves I aimed the antenna at the window and awaited satellites. Two minutes later I had five although as he flew the aircraft I kept losing one or two. At 2,000ft I read that we were travelling at 73 knots. The aircraft GPS, one that cost £1,500 – over four times my Garmin, read 72 knots. At least we were receiving the same satellites. At 10,000ft I lost the track and ground speed – probably because I had moved away from the window. It took a couple of minutes to reboot itself. We ran in at 12,000ft and the first jumpers exited the aircraft. Last out was Mike Wills with a tandem passenger. As he left I climbed on to the rail and waited for ten seconds for the Garmin to find out where it was after the 'no go' area inside the aircraft fuselage. Just before I let go it was reading 69 knots which made sense as Steve had throttled back for our exit. I dropped off in a chute assis sitting position but could not focus on the Garmin scale. Lifting my legs did the trick and it 'blew' back into my visible range. I was in a back facing tracking position and the Garmin read 28 knots across the ground! Then I flipped over onto my front and

went into a flat forward dive. After five seconds it read 50 knots then five seconds later 69 knots! (It takes 3 seconds to update) I tried to go faster but it didn't give me any more speed. Two hundred yards away the tandem opened at 6,000ft.

I was so amazed it had worked that I couldn't think of anything else to try. At 3,000ft I opened. Heading downwind it read 50 knots under my Stiletto. When I pulled down on the brakes it dropped to 30 knots. When I turned into wind it read 12 knots. The ground anemometer had been reading a steady 20 knots for some time so I deduced that the ground speed of my Stiletto was about 32 knots. This made sense because I had been slightly off the wind line when travelling downwind but directly into to it according to the wind sock. The uppers were variable between 20 and 25 knots which meant that if my upside-down track was still on aircraft heading then this 25 knots should be added to the GPS reading of 28, making 53 knots total. However I'm not sure if I was going 180° the other way when in the face-to-earth track. I was so amazed it worked at all but the data did seem to fit our expectations. I was surprised it was as high as this though I'm equally sure that someone like Tom Piras used to go past me at least 50% faster often doing barrel rolls! Skydivers have always assumed that in a max track they can reach 180 mph or 200 knots and that the glide rate is one in three:- well I was certainly diving as fast as I could and my 69 knots goes almost exactly into the 200 knots – rather confirming this hypothesis. The last figure I recorded was 1.3 knots walking back to the packing area.

Perhaps someone else might like to try it and see what speeds we can really achieve across the ground.

Leo Dickinson D97

MISSING RIG

Dear Lesley,

I am writing in hope that someone may be able to help or give some suggestions as

to how we may recover a missing rig.

The University owns two rigs, but unfortunately one of them seems to have gone missing. They were originally stored at Headcorn Parachute Club, who have been extremely helpful in trying to find it. However, we have had little success in tracing the missing rig so far.

The rig is to the following specification:

Container: Chaser (Black)

Main Parachute: Fury

Serial No. F1912,

Manufactured: 1/1/88

Reserve: Make unknown (round)

Serial No. 885659

Manufactured: 1/8/85

In particular would **Alex Cartwright** and/or **Frixos Kimonis** or anyone who may know of their whereabouts contact me.

Unfortunately I have just taken over the running of the club and these are all the details I have on record. We would very much appreciate any help you could offer.

Yours sincerely
Kevin E. Breidenbach

Captain, University Of Kent
Skydiving Club

Tel: 01227 741919

E-Mail: keb1@ukc.ac.uk

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Gary Judd

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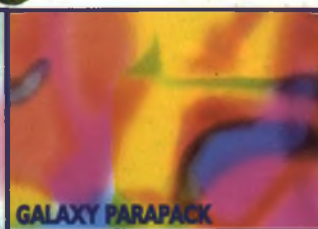
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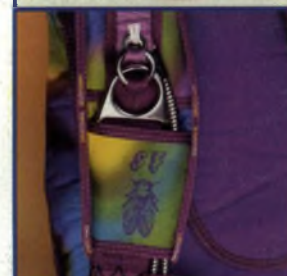
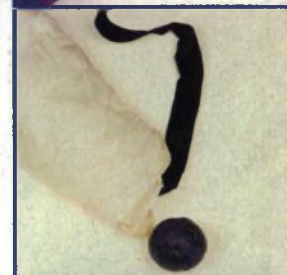
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