



SPORT

PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION

**NEW
BUMPER
ISSUE!**

**Go Vertical
Night Skysurf
Easter at Empuria**

June 1998

Springo

By Blue Track

Photo Jussi Laine



Fun standard included.



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JUNE 1998

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SPORT PARACHUTIST

Journal of the British Parachute Association

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

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Cover Photo: *The Tigers* in training over Sebastian, captured by Keith Larrett. *The Tigers* are the Prince of Wales's Royal Regiment Freefall Parachute display team and provide innovative, individual shows. Call Sgt. Roly Coleman on 01227 818026 to learn more.

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 Reproduction, printing and despatch takes a total of 3 1/2 weeks so some information may be out of date or superseded.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



Ed Speak

**New! Improved!
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Well here's the Bigger, Bumper, Summer Special issue of your Mag with the eight extra colour pages.

NEW! Glossy Cover

We've beefed up the cover to keep your Mag looking better for longer.

NEW! Club News

The extra pages bring in a new feature, Club News, see pages 17-19. This is to keep everyone involved in the Mag and make sure that events, successes and plans around the country are passed on.

NEW! Colour Coded Diary

We've expanded the diary (page 9) to include email addresses and websites. It's colour coded to help you find your way around it quicker.

New and Exciting!

The rest of the Mag's packed with exciting stuff: boogie reports, night skysurfing, reviews and a hot debate on the role of women in the sport (shouldn't be allowed, that's my view). Enjoy!

Late Late Late

The copy dates are listed right, please note the Late Late Deadlines have changed from last issue because they were actually too late! Photographs need to be in by the Copy Deadline, the Late Late one is for small items of news.

Au Revoir Patrick

There is no *People in the Sport* this issue, instead we have a four page tribute to Patrick de Gayardon who tragically died in an accident in Hawaii during April. He was an amazing, unique individual. A man who fulfilled his dreams. A legend.

Leslie



WORLD WECORD

A World Record attempt (300-way) will be held in Chicago in July. The attempt is due to take place at the new Skydive Chicago, in Ottawa, Illinois during July 19-26. At present all 300 people are ready, with jumpsuit sponsorship, and a series of practices taking place around the US. Just about everything that you could ever want to know about the record is on the web site maintained by DD Bartley, who is the main organizer along with Roger Nelson: <http://www.bcl.net/~dbartley/WorldRecord.htm>

SWEDISH SUMMER

The Swedish Summer Camp '98 will be held June 19-27 at Karlsborg Sweden using a Super Otter, Let 410, Super Skyvan, Single Otter, and a few other turbine Cessnas. Attendance is usually about 700 people, and organizers and video are provided free of charge. Gareth Holder is one of the organisers, contact him for more information on gholder@sageclearing.com

FREEFLY FUN

The *FreakFly Maniacs* (JP Venmans and Steve Braff) will be doing several freefly seminars this year at Skydive Leopoldsborg. Briefing, video, debriefing and one-on-one jumps with one of the *Maniacs* are included in the jump price of 350 Belgian Francs. Experienced freeflyers can do larger groups or jump with the Skyball. You must have some experience (10-20 jumps freefly or sit-fly), jump a pullout or BOC and use a visual AND audible altimeter. Dates are: 20-21 June, 11-12 July, 8-9 August, 5-6 September, 19-20 September and 17-18 October. For more information contact Philippe Baldewijns on skydiver@baldewijns.be

SKILLS AT SEBASTIAN

Due to popular demand, British 4-way team *Sebastian XL* are holding two skills camps over next winter. Dates are November 28 - December 13 and February 27 - March 7. The camps are very flexible and packed with top tips from a team which is streets ahead of

What's On

the other UK teams. Pete Allum, John McIver, Toby Stafford, Lee Love and Ian Brown will all be on hand to share information, block techniques, briefing and debriefing methods, mental preparation and exit skills. The guys will jump with you and give personalised debriefs to each and every attendee. All are welcome of whatever experience, groups will be matched to people of similar ability. For more information or to register call Sebastian on 001 561 388 5672 or email TobyStafford@compuserve.com

SKILLS AT SIBSON

Toby Stafford will be running an FS skills week during 15-19 June and 10-14 August at Sibson out of their Turbolet. Toby's enthusiastic style of coaching guarantees a good time as well as a learning experience. The first camp is designed to be run at the same time as Keiron Clark's Freefly week, run by Alex Meacock and Keiran McLoughlin who will be helping budding freeflyers master the art. As a pre-Nationals training camp, PPC is offering jumps at £12 to registered teams from 11 July. Call Sue at Peterborough PC on 01832 280 490.

TRAVELLING TOBY

Toby Stafford will be in the UK during June and is available for one-on-one, FS coaching, teams, skills and excellent adventures. Contact Toby on TobyStafford@compuserve.com to make a date.

CYPRUS SIXTEEN CANCELLED

Due to the close proximity of the 16-way World Cup in Spain (30 Sept - 4 Oct) to the planned 16-way meet in Cyprus, the Cyprus meet has been cancelled. Organiser Tony Modebe said there has been excellent interest in the event from Cyprus companies with sponsorship and prize money donated. It is planned to keep these companies 'on hold' for a rerun of the event at a later date.

ESCAPE TO ESPACE

The popular Espace Boogie will be taking place at Vichy out of an Antonov 72 during 25 July to 2 August. The usual high quality line-up of organisers such as Darryl Moran, Patrick Passe, Dave Morris, Richie Hornig, Marina Ugolini and many more will be there, also freefly organising from Phillipe Vallaud and other top freeflyers. Email nicoli-p@imaginet.fr for details.

SSI SKYSURF

The 1998 Open Skysurf Cup of Russia has been announced for August 7-9 at the Moscow Parachute Club in Volosovo. The event is open to anyone meeting the SSI safety and proficiency guidelines. Organizers are offering \$5,000 in prize money, no entry fee, free practice jumps, free competition jumps, free food and housing and a party. Official jump aircraft will be the DZ's two MiL-8 Helicopters. As an Endorsed Event, the winners will also be eligible for Official SSI Sky Points.

EXTREME & EXCITING

The SSI Pro Tour has announced the doubling of last year's purse for the 1998 SSI Pro Skysurfing competition as part of the Extreme Games, scheduled June 20-28 in the San Diego area.

They will feature more than 400 of the world's best alternative sport athletes competing for prize money and medals in barefoot waterski jumping, downhill and aggressive in-line skating, bicycle stunt riding, skateboarding, skysurfing, street luge, sportclimbing, wakeboarding and big air snowboarding.

The five round SSI Pro Skysurfing competition is scheduled for June 20-21 at Oceanside Beach. All dives are transmitted live air to ground, where they are scored and displayed on a 20'+' Jumbotron' TV screen for spectators at the beach landing zone. Aircraft is a Carolina Sky Sports Casa 212-200 or 'Super Casa.'

For more details of the above two events, check out the web site: <http://home1.gte.net/ssipro> or Tel 001 972 394-2566 or email: SSIProTour@aol.com

SPORT PARACHUTIST

Out on the first Saturday of every other month.

MAGAZINE	COPY DEADLINE	LATE LATE DEADLINE	TO READER
AUGUST	17 June	6 July	2 August
OCTOBER	19 August	7 September	3 October
DECEMBER	21 October	9 November	5 December

Council Matters



COUNCIL

With all the confusion over the various Reviews that have been proposed in recent years it was decided to scrub all the ones in the past and incorporate an analysis of the current situation with the Development Plan rewrite meanwhile. Council had an extraordinary meeting on 7 May to consider the writing of the BPA Sports Council Development Plan 1999-2003. This will set out the direction that the Association will steer the sport for the foreseeable future. After much reasoned discussion it was decided, especially with the continual changes of the funding bodies, that the Plan would be kept in-house. The project will be headed up by Charles Ross, who will be in touch with updates over the forthcoming issues. The intention is to create a plan for the correct advancement of our sport which will need to be agreed on by all the major stakeholders of our Association. Those with comments please contact Charles.

We are investigating how BPA Instructor ratings can be used elsewhere in the world and how to standardise other country's ratings being used here with a minimum conversion course.

STC

The Committee discussed a number of manufacturer's Safety Bulletins concerning Tandem, which have been circulated to CCIs for passing on to all Tandem Instructors.

The Association has applied for a discrete VHF frequency for use by BPA clubs and display

teams for ground-to-aircraft and aircraft-to-aircraft communication. 129.9 is overcrowded and a specific frequency would be helpful. As soon as the frequency is confirmed Clubs and Teams will be notified.

Copies of a draft replacement for the WARP System written by David Cassidy were circulated to those present. He has asked for input on the system.

COMMUNICATION

The first meeting of this newest committee determined its area of responsibility as communicating with the various BPA audiences of full, temporary & potential members. *Sport Parachutist* magazine is the main channel for full members; the *Freedom of the Skies* brochure is aimed at potential jumpers and will be updated by the committee; whilst the web site (on trial) is aimed mainly at the latter group.

External Press Relations will still be co-ordinated by the Development Committee (to the media & other interested bodies). If any member feels that they can assist with these projects do get in touch with its Chairman, Charles Ross. Other committee members are John Saunders & Tye Boughen, whilst Lesley Gale has been co-opted.

DEVELOPMENT

The web page now offers links to other people's sites: if you are an affiliate member it is free for this year, if you are a commercial site there will be a £20 charge.

The FXC's that RAPA kindly donated are being updated and

served so that they can be distributed to BPA centres as soon as possible. The units will be rented out to the centres, at a nominal charge to cover incurred costs.

The change around of the Forte Posthouse at Coventry (didn't we all just know about it!) has meant that it now cannot cope with so many of us next year. Another suitable site is being sought – watch this space for details of the '99 event.

COMPETITIONS

John Smyth has handed the chairing of this committee back to Chris Allen who has led it for several years now. Chris had stood down at the start of the year for work reasons but now has the time to pick the reins back up. John is Team Manager for the Classics National team and felt it would be more appropriate for him to concentrate wholly on this area.

Peterborough Parachute Centre are helping to get an Omniscore system into the country for this year's FS Nationals; the Association is looking to buy one in years to come.

The criteria for to qualify for junior and intermediate FS teams was changed to the following:

Junior 4-way – three members with a total of less than 900 jumps between them (post FS1/cat 10).

Intermediate 4-way – three members with a total of less than 1,800 jumps between them.

NEW RATINGS

Basic Instructors

Mark Tether
Elaine France
Sarah Albon
Neil Hopkin
Daniel Ng
Annette Houliker
Matthew Hughes

Tandem BI

Shane Pennington

Approved Instructors

Darren Bell
Barry Coates
Barrie Buck
Loz Cross
Alan Wilkinson

Advanced Instructor

Pete Sizer

Intermediate 8-way – five members with a total of less than 1,800 jumps between them. The skydives to be 3 point randoms, the meet held over 5 rounds.

There is no jump number limitation on the remaining team personnel. Once a team qualifies for junior or intermediate status this remains valid for the season.

The criteria to be considered for funding to the World Meet is now 8.5 for 8-way and 12.5 for 4-way.

There were no major changes to the rules in any discipline. Non-National teams which place in the 'Open' category of the Nationals will now be awarded a certificate only, not a medal.

Jo Scott-Williams will be the British nominated judge at the forthcoming CF World Meet in Arizona.

Wanted - ££££££££££

Skydiving is still the ultimate adrenaline sport and the BPA is a thriving organisation. Last year, over 35,000 people tried our sport for the first time, these people are an interesting commercial audience with disposable income and bottle. Our jumpers represented the country at the European Championships, the World Air Games and the World Games. They did well with *Another Planet's* gold, Adrian 'Nicholas' bronze, *Sebastian XL's* fifth place and *Playstation's* fifth (mostly against professional teams).

• Can you combine this desirable target group and international success stories with the commercial environment?

We are keen to appoint someone to find sponsorship for the sport and the British Parachute Association. The right person will be well versed in the sport, able to handle the presentation of our Association and Sport Parachuting to potential investors, know where to look for successful partnerships and be able to work within the facilities that we currently offer. We want someone who is self driven, who can lead the way for the sport and is realistically minded. The reward, other than the satisfaction of helping the sport, will be commission based on the amount brought into the Association.

For further details contact Charles Ross (charles@email.com) or via the BPA office.

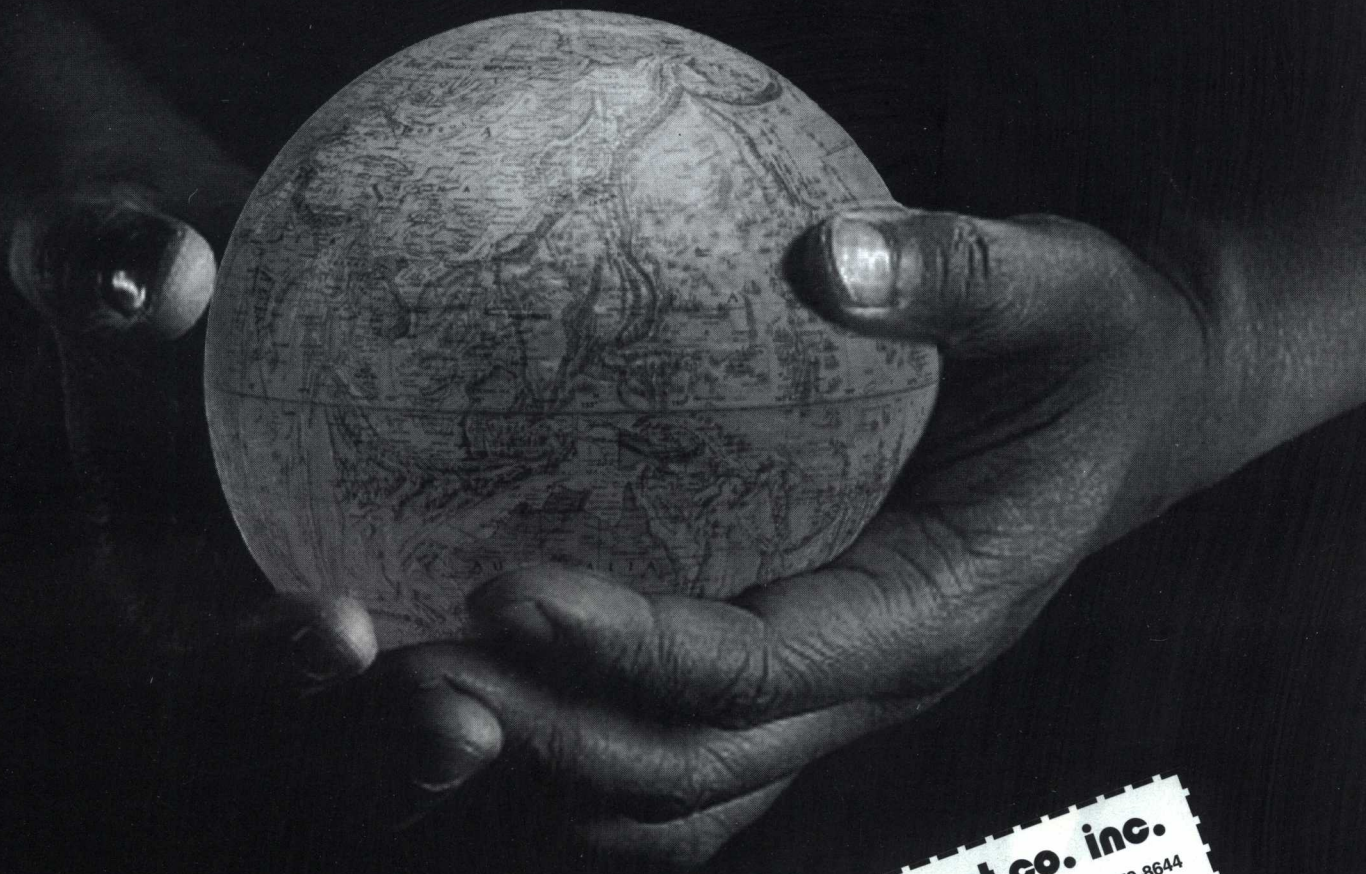
Chairmen can be contacted via the BPA or on:-

BPA	Phil Gibbs	PNCGibbs@aol.com
Competitions	Chris Allen	Skydive_International@compuserve.com
STC	Tye Boughen	Tye@mail.com
Development / Communications	Charles Ross	charles@email.com
Riggers	Paul Applegate	Tel: 01869 277 469

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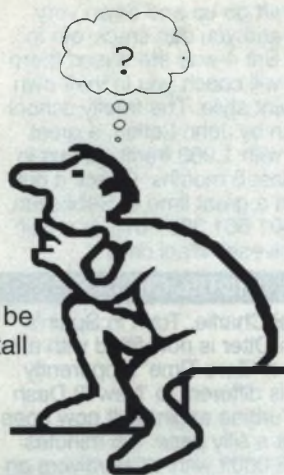
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- ... under canopy, you see another jumper coming straight towards you; collision is inevitable
- ... you go through your reserve drills and find that your reserve has a line-over malfunction
- ... your canopy seems to be flying quite normally but has twists so severe that the risers are twisted behind your head, preventing you from looking upwards
- ... at 2,500 feet you reach for your BOC toggle and cannot find it
- ... you are just about to exit for a 2-way with the jumpmaster (who is one of the club instructors); he is floating, you are diving. As the jumpmaster beckons you out, the pilot tells you to stop and sit down
- ... after a reserve repack, you open and your main is on back to front
- ... as you exit, your main pops. The bag becomes lodged between the wheel and the strut
- ... halfway to altitude, you notice your altimeter is reading several hundred feet different from all the other jumpers' altimeters
- ... at 14,000 feet on your first jump from a large aircraft, you find yourself fidgety, breathing rapidly and your vision is a bit blotchy
- ... you are trying to get back from a deep spot and are running with the wind. At 100 feet you realise you are going downwind and have left it very late to turn into wind
- ... you have just deployed your throwaway pilot chute and find it 'in tow' behind you
- ... on pulling your slider over your toggles it releases one brake and the canopy starts to 'wind up'

If you want to discuss any answers, your club instructors should be happy to oblige.

Chris Jones
(Thanks to the APF)

LETTERS



HAVE CYPRES, WILL TRAVEL

All set for my holiday in Florida I decided to call the airline and tell them about taking my kit with the Cypres fitted. The girl I spoke to immediately said "NO the airline does not allow the Cypres to be carried on board, it's an explosive thing".

I thought this was rather a rash statement to make and I did try and talk her round explaining that it was a safety device and should be treated as such but this was to no avail. I then was speaking to Allan Hewitt (of Sky Science) and relayed the conversation to him which he could not believe and said he would call the manufacturer Airtec.

Well I was surprised to get a call from Helmut Cloth himself (Airtec's owner and founder) asking for details and that he would look into this and get back to me. We talked a couple of times, then about two weeks later he called and said he had sorted out the issue and it would not be a problem to travel with Cypres fitted.

He then faxed me a copy of a letter from the CAA which I forwarded to the airline – who, on seeing the statement, now do not have a problem with Cypres.

From the way the airline was talking it seemed like they needed to be better informed about the Cypres.

I can only thank Helmut for taking up this issue and clearing it up for me. Hopefully this statement and copy of the letter from the CAA will help anyone who has doubts or trouble travelling with a Cypres.

Yours sincerely
Ian Nicholson D10750

Note: A copy of this page may be useful to those travelling with Cypres and we would also remind everyone to carry the card provided by Airtec when using airlines, this explains to security officials that the Cypres is a safety device not a bomb! -

Ed

SAFETY REGULATION GROUP

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Aviation House
Gatwick Airport South
West Sussex RH6 0YR
United Kingdom

Direct Dial 01293 573800
Direct Fax 01293 573961
E-Mail dgo@arg.caa.co.uk

Switchboard 01293 567171
Fax 01293 573999
Telex 878753



Our ref 10A/216/02

6 April 1998

TO WHOM IT MAY CONCERN

CYBERNETIC PARACHUTE RELEASE SYSTEM (CYPRES)

In the opinion of the United Kingdom Civil Aviation Authority, the Cybernetic Parachute Release System (CYPRES) Automatic Activation Device may be regarded as not subject to the provisions of the International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air, and may therefore be carried without restriction.

Yours sincerely

G. LEACH
Deputy Head, Dangerous Goods Office
Flight Operations Technical



RAIN IN VAIN

WoTS comes to you from sunny Florida this time. I understand that all you have had in the UK during April is RAIN. The water rose 9 feet in one hour at Northampton Flood Gates so they decided to open them. Not Narce for the dudes downstream, people were seen boating down Wansford High Street and the Haycock had to abandon their award-winning wine cellar. Bummer guys, the weather in Florida has been great!

BRAZIL NUTS

Skydive DeLand played host to Carmen Pettana's friends who came all the way from Brazil to boogie. 130+ skydivers made the trip to jump with load organisers BJ Worth (007 'n' all

that!), Solly Williams (world bronze 4-way 1997!) Herman Landsman (9,200 jumps, nuff said!). During 6 days of the Boogie the 'Brazil Nuts' made 4,500 jumps and set a new Brazilian record of a 62-way. Nice job. This took very few attempts and was built with experience as low as 300 jumps. Wots was there on 'Vacation' (!!) and what a pleasure it was to meet these people. Great attitudes, always laughing and extracting it.

LATIN CHALLENGE

Sebastian hosted this year's Latino Challenge in the early part of April. 100+ registered to be coached by Roger Ponce de Leon & Fernando. Vibes were good and all had lots of fun. Sebastian is a very nice DZ with polite, friendly staff. The

aircraft go up and down very fast and you can crack 'em in. The Brit 4-way are based there and will coach you in their own brilliant style. The freefly school is run by John Lerkin, a great guy with 1,200 freefly jumps in the last 6 months. Check it out, I had a great time at Sebastian, tel 001 561 388 5672 or email: skydiveseb@aol.com .

HOTEL CHECKS

Hotel Charlie, Train in Spain's Twin Otter is now fitted with a pair of 'Zero Time' (apparently this is different to 'New'!!) Dash 27 Turbine engines. It now goes up at a silly pace. 8.5 minutes to 13,000ft with 13 skydivers on board. WOW! Turn around from wheels-off to landing is 17 minutes. This means a team doing 8 jumps per day will now spend less time in the plane and more time in the bar and freefall. Train in Spain closed for the season on 26 April and the DZ will reopen in October. For the rest of the summer(!) Hotel Charlie will be on tour all over Europe. \$17 (US\$) a jump is the price for the fastest ride UP in Europe. Catch up with them this summer. Call 0049 171 2040 629 or email TrainIS@aol.com

OPEN ALL HOURS

For those still wanting to jump in Spain, the Centre de bla bla Costa Brava is now open all day, every day, all year round. Call Ampuria on 0034 7245 0111 or email cpcb@gna.es

TEA THIEVES

I am packing in the hangar in DeLand and I look up and see a 'Weapon' walking past me, it's attached to the local law enforcement officer. I hate weapons. Ancient William is here because someone has stolen Performance Designs' PC7 Video camera. This has gone missing from the PD locker lunch-time the day before. It's strange coz the boogie is over, most have gone, there are only 15 people on the

DZ. A skydiver has stolen it. Very Sad. To the thieves Out There but Inside Skydiving – if you wanna steal, do it somewhere else. Skydivers are nice people, we're a community, don't steal from us.

WEIGHT FOR IT

- And the same to the person who nicked my weight vest in Eloy, I WANT IT BACK!! I waited two years to get the perfect vest, specially hand-made just for me, I use it for one training camp and it disappeared. If anyone can help, please call me on 0044 (0)1733 755 860 – Ed

CHECK YOUR GEAR !!

A reserve cable was cut through with a hacksaw in Florida this May. It was cut 3" up into the housing above the handle and it was stuffed back up the housing with some rubber bands to hold it. From this, we must assume this was not cut by 'Accident!' VERY NASTY. It is a good job that the skydiver whose gear it was checked it out completely before jumping and so found the cut on the ground, rather than in freefall. It could have been a very different story.

I was jumping with a friend, we are at the emplaning point and he asked me to turn his Cypres on, under the top flap. "So, you didn't check your gear completely this morning Kyle, before you put it on to go skydiving!" I said, turning his Cypres on. "Yeah I did, I just forgot that" he replied. "Bullshit Kyle, or you would have turned it on. You'd feel pretty stupid knocking on the Pearly Gates with St. Peter telling you 'You're a Bit Early' coz of a bent reserve pin eh? Get your shit together Kyle, this is serious stuff." Check your gear guys, do your reserve drills, EVERY JUMP.

George Pilkington

Skydive STRATHALLEN

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For latest details call Pete on
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News



WORLD RECORD

FAI has now ratified a World record for the highest number of 4-way rotations, 19, set by the Italian team on 4 September 1997 at the World Cup in Wyoming.

SECOND WORLD AIR GAMES

The race to host the second World Air Games in 2001 has reached the home straight and three bidders remain in contention: Austria, Spain and Turkey. At the round of negotiations held in Paris on 28/29 March, Poland withdrew its candidacy for 2001, and announced a firm intention to bid for the third World Air Games in 2005. Good progress was made on planning for media coverage of the Games, including TV, public relations and advertising. A final decision on the host country had not been made when we went to press but will have been chosen by the FAI on 29 May.

WIND TUNNELS GALORE!

BPA members have been asking questions about *Terminal Velocity*, the wind tunnel in Stoke on Trent, advertised in the last issue of SP. The company states that the wind tunnel's official opening day is 3 July, although they cannot guarantee this due to the complexity of the task. For the technically minded, the simulator will be 16ft in diameter, the propeller used is a Hawker Siddeley PD244 powered by a 2,500 horsepower

Detroit diesel turbocharged engine which has been calculated to provide a wind speed of up to 138mph. The simulator has been designed for the general public as well as for skydivers and the company is offering discounted rates to skydivers. Anyone with any questions can call Phil Roberts on 01785 859 177.

Airzone is another company providing wind tunnel time, theirs was the machine used for the recent Vogue shoot, the Gillette advert, the Avengers and the latest Sean Connery/ Nicole Kidman production. It is primarily being used for stunt work and film production but may be available to skydivers on some weekends. Tandem Instructors Bernie Parker and Loz Coleman are involved in the company which is run by Bernie Magin. This wind tunnel is mobile, powerful enough for skydivers to fly in wearing their normal suits and is actually up and running. Anyone with any questions can call Loz on 01733 270 743.

Stop Press

Just in is the sad news of the death of Vic Pappadato, cameraflyer to surfer Troy Hartman, who died on 10 May after a canopy collision above Las Vegas. The other skydiver involved was in hospital with severe injuries when we went to press.

OOOPS! - Corrections

Harrison Beaumont

We printed insurance intermediaries Harrison Beaumont's telephone number incorrectly in the February issue, for which we apologise. H/B's telephone number is 01993 700 200.

Tamara

Tamara Koyn's email address is now Tamara@Koyn.com and her web site is at <http://www.koyn.com/CloudDancer>

More about Lapalisse

The contact details for Lapalisse drop zone in France were incorrect and should have read:

Tel: 0033 470 99 18 03 Fax: 0033 470 99 28 56

Email: info@lapalisse-aero.com Web: <http://www.lapalisse-aero.com>

Alexis Perry is no longer involved in this drop zone. Lapalisse management report they are unlike other French drop zones which are run as clubs; Lapalisse is a commercial operation which, they claim, means they treat skydivers more like customers. Their facilities include a Skyvan, Cessna Caravan, extensive accommodation, washing machines, dryers, large packing area, fitness room, sauna, restaurant, bar, swimming pool, volleyball, basketball, mountain bikes and lots more. The centre is located in the middle of France with places of interest nearby for sightseeing.

TARGET SKYSports 1998 Events

June 15-19

STUDENT PROGRESSION WEEK

Any student jumper welcome, cut price jumps, BOC and leg strap deployment available

June 19-22 (Friday to Monday)

ANNUAL BANDANA BOOGIE!

Load organisers, video men and Freeflying tuition available. £12 up to 13,000ft during 4 Boogie Days

June 27-July 5

BRITISH COLLEGIATE NATIONALS

Cut price jumps, BOC and leg strap deployment available

July 11-24

Pre FS Nationals Training Camp (Competition at Sibson) 4 Way Team jumps £50, 8 Way Team jumps £100 inc. Videoman

August 15-16

POPS MEET

August 15-27

Pre New Age Nationals TRAINING CAMP
Registered entrants – jumps £12 per person

August 28-31

FREESTYLE, SKYSURFING & FREEFLYING NATIONAL CHAMPIONSHIPS

FS coaching available by Lee Love (latest member of Sebastian XL) till end of June • Freestyle tuition available by British National Champions most weekends
Freeflying tuition available from mid-April to early July

NEW! Latest PARATEC Tandem canopy in NEXT demo kit available for test jumps on DZ

All types of courses available mid-week and weekend
DZ open 7 days a week

Altitude jump prices every weekend from as little as £14.55 (up to 13,000ft) – normally £16 but buy ten and get one FREE

STUDENTS – Want to progress more quickly? Why not convert from 15 sec delay to AFF for only £695!

AFF - £999 for the 8 levels – rejumps at cost

CHEROKEE 6, WITH AERIAL WORK CofA,
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Hibaldstow, Brigg, North Lincs

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Drop Zone Tel: 01625 648837

Phone for
information on
any of the above
events



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this summer to provide team and other
coaching at it's very best.

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Licence with support and continuation training on your
return to the UK at our own or approved centres.

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Past & Present

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then we have the ideal venue for you
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from any school are very welcome.

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averaged 20 jumps
per week!

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arranged to suit

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For more details contact AIRWAVES on :

Tel/Fax 01322 557375

Mobile 0802 472 566

E-mail src13xxi@airwaves.source.co.uk

Web site <http://www.visexp.com/airwaves/index.htm>

SOULAC
AFF students
in 97' made an
average 16 jumps
in only 6 days!

Diary Dates

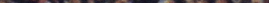
Key to Colours

BPA Events
Formation Skydiving
Canopy Formation
Style & Accuracy

Freeflying & Skysurfing
Boogie & Fun Events
POPS
Unclassified

WHEN	WHAT	WHERE	CONTACT
JUNE			
6-7	8-way Speed Meet	Headcorn	T: 01622 890 862 F: 01622 890 641
6-7	16-way Meet	Peterborough	T: 01832 280 490 F: 01832 280 409
6-14	STYLE & ACCURACY NATIONALS	TARGET SKYSports	T: 0113 250 5600 F: 0113 250 5600
6-14	CANOPY FORMATION NATIONALS	TARGET SKYSports	T: 0113 250 5600 F: 0113 250 5600
8-14	Student Progression Week	Headcorn	T: 01622 890 862 F: 01622 890 641
12-21	Helicopter Boogie	Moscow	Pete Marsden T: 01932 701 321
13-14	NORTHERN REGIONALS: CF/FS/S&A	TARGET SKYSports	T: 0113 250 5600 F: 0113 250 5600
15-19	FS Skills Camps	Peterborough	T: 01832 280 490 or Toby on E: TobyStafford@compuserve.com
13-21	Keiron Clark Freely Week	Peterborough	T: 01832 280 490 F: 01832 280 409
19-27	Swedish Summer Camp	Karlsborg, Sweden	Gareth Holder E: gholder@sageclearing.com
20-21	4-way Meet	Weston on the Green	T: 01869 343 343 F: 01869 343 676 (RAFSPA)
20-21	Freely Seminar	Leopoldsbu	Philippe Baldewijns T: 003 4 725 022 15 E: nicoli-p@imaginet.fr
20-21	POPS Meet	Peterborough	Sue Hill T: 01253 713 841
20-28	ESPN Extreme Games	San Diego	T: 001 972 394 2566 E: SSIProTour@aol.com
22-27	POPS Meet	Moorsele, Belgium	Sue Hill T: 01253 713 841
23	Council Meeting	BPA Office	T: 0116 278 5271 F: 0116 247 7662 E: skydive@bpa.org.uk
JULY			
2-12	Moscow Boogie '98	Moscow	T: 00 7 095 111 4475
3-12	Large Aircraft Boogie	Langar	T: 01949 860 878 E: bpslangar@aol.com
4-5	8-way Meet	Weston on the Green	T: 01869 343 343 F: 01869 343 676 (RAFSPA)
6-9	BRITISH RECORD ATTEMPT	LANGAR	Darryl Moran T: 01252 712 284 E: Emdazzle@aol.com
8-10	Training Days, RAPA Championships	JSPC(L), Germany	T: 00 49 5254 98 2378 E: 10550.2171@compuserve.com
11-12	4-way Meet	Headcorn	T: 01622 890 862 F: 01622 890 641
11-12	Freely Seminar	Leopoldsbu	Philippe Baldewijns T: 003 4 725 022 15 E: nicoli-p@imaginet.fr
11-13	Style & Accuracy RAPA Championships	JSPC(L), Germany	T: 00 49 5254 98 2378 E: 10550.2171@compuserve.com
11-14	Pre-Nationals Training Camp	Peterborough	T: 01832 280 490 F: 01832 280 409 Jumps £12 for registered teams
14-16	FS Training	JSPC(L), Germany	T: 00 49 5254 98 2378 E: 10550.2171@compuserve.com
17-19	4-way/16-way RAPA Championships	JSPC(L), Germany	T: 00 49 5254 98 2378 E: 10550.2171@compuserve.com
18-24	Pre-Vichy Boogie	Ampuria Brava	T: 00 34 72 45 01 11 F: 00 34 72 45 07 49 E: cpcb@gna.es
19-26	WORLD RECORD ATTEMPT	SKYDIVE CHICAGO	W: http://www.bcl.net/~dbartley/WorldRecord/htm
24-Aug 2	FS NATIONALS	PETERBOROUGH	T: 01832 280 490 F: 01832 280 409
25-Aug 2	Espace Boogie	Vichy, France	F: 0033 4 78 75 60 50 E: nicoli-p@imaginet.fr
AUGUST			
3-7	BI/Advanced Instructor Course	Bridlington	BPA T: 0116 278 527 F: 0116 247 7662
5-16	World Freefall Convention	Quincy, USA	
6	Pilots Meeting	BPA Offices	T: 0116 278 5271 F: 0116 247 7662 E: skydive@bpa.org.uk
7-9	Open Skysurf Cup of Russia	Moscow	T: 001 972 394 2566 E: SSIProTour@aol.com
8-9	Freely Seminar	Leopoldsbu	Philippe Baldewijns T: 003 4 725 022 15 E: nicoli-p@imaginet.fr
8-14	Toby Stafford Skills Camp	Peterborough	T: 01832 280 490 E: TobyStafford@compuserve.com
8-16	16-way Meet	La Ferté, France	T: 0033 164 75 5555 F: 00 33 164 75 5550
8-16	Porter Week	Silver Stars	T: 01285 861 344 W: www.skygods.u-net.com
10-14	Exam/Pre-Advanced Instructor Course	Bridlington	BPA T: 0116 278 5271 F: 0116 247 7662 E: skydive@bpa.org.uk
15-16	POPS Meet	Target Skysports	Sue Hill T: 01253 713 841
18	Council Meeting	BPA Office	T: 0116 278 5271 F: 0116 247 7662 E: skydive@bpa.org.uk
21-23	16-way Meet	Weston on the Green	T: 01869 343 343 F: 01869 343 676 (RAFSPA)
21-30	Boogie	Karlovy Vary	Pete Marsden T: 01932 701 321
22-23	FREESTYLE/SKYSURF & FREEFLY REGIONALS	NETHERAVON	T: 01980 633 371 (APA)
22-23	ARMY CHAMPIONSHIPS	NETHERAVON	T: 01980 633 371 (APA)
25-31	Bank Holiday Fun Week	Peterborough	T: 01832 280 490 F: 01832 280 409 (Jump Tkts £12 m/wk)
28-31	FREESTYLE/SKYSURF & FREEFLY NATIONALS	TARGET SKYSports	T: 0113 250 5600 F: 0113 250 5600
29-31	PD Tour	Weston on the Green	T: 01869 343 343 F: 01869 343 676 (RAFSPA)
SEPTEMBER			
3-12	CLASSICS WORLD MEET	CROATIA	
5-6	LAC Meet	Headcorn	T: 01622 890 862 F: 01622 890 641
5-6	Freely Seminar	Leopoldsbu	Philippe Baldewijns T: 003 4 725 022 15 E: nicoli-p@imaginet.fr
12-13	Woodmouse 4-way Meet	Peterborough	T: 01832 280 490 F: 01832 280 409
19-20	Freely Seminar	Leopoldsbu	Philippe Baldewijns T: 003 4 725 022 15 E: nicoli-p@imaginet.fr
19-27	FS WORLD CUP (4-WAY, 8-WAY)	EVORA, PORTUGAL	
21-25	AFF Instructor Course	Weston on the Green	BPA T: 0116 278 5271 F: 0116 247 7662 E: skydive@bpa.org.uk
26-27	CENTRAL REGIONALS CF/FS/S&A	WESTON ON THE GREEN	T: 01869 343 343 F: 01869 343 676 (RAFSPA)
26-27	POPS Meet	Langar	Sue Hill T: 01253 713 841
30-OCT 4	FS WORLD CUP (16-WAY)	SPAIN	

Email your event to sportpara@aol.com to be included in the next issue's diary



Easter at Empuriabrava



Great aircraft, loads of Brits, safe jumps and lots of parties made the Easter Boogie at Empuriabrava a great start to the 1998 season. All this with a sky-high pound against the peseta which meant that jumps were around £11 to 12,500ft and pack jobs were especially popular at just £2 a time.

The boogie was a lot bigger than '97 especially in terms of the British contingent which had skydivers from Cork, Headcorn, Hibaldstow and Langar. The aircraft line-up included the centre's regular Porters, a Twin Otter and a Super Turbolet (which reached 12,500ft in 9 minutes!).

Sylvian Turina and Ritchie Hornig looked after the regular load organising whilst the resident K-Ramba freefly school taught those with the vertical bug. Visiting 4-way teams benefited from first class coaching from members of the Spanish national team. The manifesting was slick with Lynne Cocker's Scottish lilt keeping everyone under control. The lift capacity was such that jumpbogs could often get on

an immediate boarding call – those with two rigs were in heaven!

Typically the weather was great each morning with cloud or high winds spoiling things in the early afternoon. This gave most a choice between serious skydiving or serious partying. The hardcore showed their character by staying out late, getting on the first lift and recovering in the afternoons! The regular haunts like Captain's Cabin, Oasis and the Surf Bar stayed busy all week.

Skydivers : 298
Aircraft : Twin Otter, Super Turbolet, Porter
Total Jumps : 5,648
Malfunctions : 5 (without incident)
Cypres fire : 1

Students were well looked after with 32 students graduating AFF during the boogie – towards the end it seemed as if every night was a graduation party. The centre staff were assisted by visiting Brit

AFF instructors Dave Morris, Kevin McCarthy and Chris Allen.

The vibes throughout the boogie were good with the management paying a lot of attention to safety. As a result there were only a few minor incidents the scariest of which were a canopy collision at around 30ft (both jumpers walked away) and a reserve popping shortly after exit resulting in a long, cold ride down. A low pull by a freeflyer resulted in a Cypres fire and two open canopies; they cutaway the main and landed safely under the reserve.

The Easter Boogie at Empuriabrava once again proved a great way to shake off the winter cobwebs and get back into jumping. The current strength of the pound makes for a relatively cheap skydiving holiday and there is plenty of après-jumping down town. Give it a try!

Empuriabrava is now open all day, every day, all year round. Tel :- 0034 7245 0111, email: cpcb@gna.es

For AFF at Empuria call Kevin McCarthy on 0034 1935 6202 or email: freefalluk@aol.com

Javelin Updates

Sunpath Products have made some small improvements to their popular *Javelin* harness container system. It now sports a tucked-in reserve pin flap – a feature for some time on the *Atom*, *Vector* and some other popular rigs on the market. The tucked-in flap greatly improves the protection of the reserve pin, preventing it from being snagged in the aircraft or during freefall. The *Javelin*'s main flap is now slightly longer and built as one continuous piece for a more secure fit.

The problem of *Javelin* main riser covers coming adrift has been solved by adding extra stiffeners in the pockets where the tuck tabs are located.

Sunpath have recently moved to a purpose-built new building on the DZ at Zephyrhills, Florida, where Brit Derek Thomas has opened a retail shop called The Z Store (*not* The Store as wrongly reported in Wots, SP Feb '98). The new plant and the addition of more staff has already seen the delivery times for custom *Javelins* start to fall.

Sunpath – 001 813 782 9242



A Bit on the Side

The German helmet company, FSW Heller, is manufacturing a camera side mount which can be attached to a variety of helmets and is designed to take the new range of small digital cameras.



The *Digi Mount* is made from anodised aluminium and can be mounted on either the left or right side of the helmet, and can even carry the camera in an upside down position, the company reports. The *Digi Mount* is padded with special foam rubber and the camera is fastened with a tripod screw and double secured with strong bungee cords.

Heller – 0049 89 612 6829

In Pursuit of Excel-lence

A quick Kit News report from the other side of the Atlantic...

The new *Symbi Excel* jumpsuit features fatter, longer leg grips with much larger inside knee grips. There are two chunky grips on the arms which are in just the right place for some of the 4-way block moves. The mega-mega-bootees are now larger, much stronger and made from cordura which stretches all the way over the padded knees. The elbows are also padded and slider-stowage velcro comes as standard on the collar.

It's basically a competition suit where all the special options come as standard. The fit is looser, to allow for full movement; with extra length in the body, wider in the chest and altogether non-restrictive. As we practically live in our suits, we used to trash them in the minimum of time, so the relevant seams and hard wear areas have been beefed up. We've done 250 jumps in them so far, without any wear and tear.

We decided to abandon the white look, due to the noticeable judging clarity advantage there is with black suits and white gloves. We kept the purple and jade grips for our benefit and coz it looks very nice!!

Rob has done an excellent job working with us to develop the bullet-proof suit. It's by far the most durable and with the new fatter grips and mega-bootees we find we can go faster and harder....BRILLIANT!!

The *Symbi Excel* suit retails at £189.

Symbiosis Suits – 01622 890 967

Toby Stafford – Sebastian XL



KIT NEWS

by Rob Colpus



Pro Dytter Dytter Dytter



After several years of development, Larsen and Brusgaard are now finally shipping their replacement for the long serving, and virtually unchanged *Dytter* audible altimeter which the Danish company first released in 1980.

The new unit called the *Pro-Dytter* is L&B's answer to Cool and Groovy's *Time-Out* and Parasport Italia's *Skytronic* – both solid state, microprocessor devices. The original *Dytter* operated on an aneroid system, allowing the rise in air pressure to deflate a small bladder which turned a needle as altitude decreased – the same system utilised in all conventional altimeters. The new breed of audible altis use pressure-sensitive silicon chips and software.



The new *Pro-Dytter* comes in an attractive small (2.5 x 1.75 x 0.4 inch) black case with a slight curvature for comfort. This clicks into a base plate which is permanently fitted to the outside of a hard or soft helmet. It may also be worn without a helmet by purchasing a goggle-strap mount,

or even by attaching to the arm of sunglasses by using a *Specs-mount* accessory. The *Pro-Dytter* sounds off at three user-set altitudes in three distinctive tones which range from pulsating tones to a high pitch siren as the final warning. The face of the *Pro-Dytter* looks like a small ordinary altimeter with 11 LEDs spaced between 1,500 and 6,500 feet to indicate the set warning altitudes. Retail price is around £110.

Larsen and Brusgaard – 0045 46 75 77 22
<http://www.l-and-b.dk/dytter/>

Surf Heads

Gecko Head Gear, a small surfing equipment company from Cornwall, have released onto the skydiving market a most funky and fashionable hard helmet very similar in appearance to the now defunct Australian *Gath* helmet which has been popularised by freeflyers in the last two years. Gecko's entry into the skydiving world is called *The Fly* and comprises a grooved fibreglass shell in GRP and a titanium neoprene headband for warmth and comfort. It also sports a side bulge to take an audible alti. The *Fly* is available in three sizes and a wide range of colours, and can also be ordered with camera and video housing – an essential accessory for freeflyers of course!



Retail price for the *Fly* is £82.25 including a carry sac but excluding shipping; delivery time is around a month.

Gecko – 01288 355988
<http://www.eyecue.co.uk/gecko>

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More KIT NEWS

by Rob Colpus

Tandem RSL Mod

The Relative Workshop have issued a product service bulletin which makes mandatory the use of a newly developed automatic riser release lanyard on their *Tandem Vector* system. Known as the *Colin's Lanyard*, the device was originally conceived in August '97 to reduce the risk of a two canopy entanglement following a main riser failure on the RSL(reserve static line) side. The background to this development is that, although approximately two million jumps have been carried out on Tandem Vectors worldwide and riser failure is very rare, the company have experienced three failures since 1994 and if the right riser breaks or is prematurely released for whatever reason, the RSL may deploy the reserve, possibly creating a main/reserve entanglement. The automatic riser release lanyard has been designed to minimise this risk by automatically releasing the left riser. The system works by linking the right riser via a 12" cord to the yellow cutaway cable which leads to the left riser, thereby cutting away the left side if the right side has gone.

Relative Workshop
– 001 904 736 7589

Twist No More!

Rigging Innovations, manufacturers of the *Talon*, *Telesis* and *Genera* harness container systems are offering a stiffened version of their type 8 (1.75 inch) and type 17 (1 inch) main risers. The new design is meant to prevent hard or impossible cutaways caused by tightly twisted risers that trap the ends of the yellow cables in their sheaves on the riser. The new risers are built with an extra

Time-Out on the Offensive

The Cool and Groovy Fridge Co have launched another assault in the battle for supremacy being waged between the three main manufacturers of audible altimeters. The English company's Sales manager George 'WoTS' Pilkington has circulated to dealers a graph which illustrates that his company's *Time-Out* device is the only one on the market which takes into account ALL unsafe descent rates; it will continue to emit a warning if the user is experiencing a potentially dangerous airspeed during a malfunction, informing the jumper of their altitude without them having to look at a visual altimeter when things are happening fast. C&G claim that their Time-Out has been designed to inform you of the crucial

altitudes across all dangerous descent speeds, whereas other similar altis emit silence at times of real and present danger to the skydiver. They also went on to say that, in their opinion, allowing the user to change the setting of the lower two warnings is a dangerous practice because, in George's words, "*Time-Out's second and third signals are fixed because the ground never gets further away, and the last thing you need when you hear the final signal is the confusion of remembering what altitude you last set it at. This is why Time-Out's second and third warnings are fixed and why they will always be fixed.*"

Cool & Groovy – 01788 860882
<http://www.coolngroovy.com>

Can Yer Ride Tandem?

Paratec, the German company which manufactures the *Fandango* main and the *Speed* range of reserves, is now undergoing drop tests on their new 402sqft tandem canopy. The new canopy is reported to have low toggle pressure in order to compete against PdeFs successful *BT80* which to date has the lightest toggle pressure and the easiest flare of all tandem mains. Paratec claim its new machine's flare power will be equal to that of PD's *EZ384* and is designed for a max suspended weight of 470lbs. It is due to be released at the end of '98 and British tandem officianado Dave Morris will be seen jumping a version of the canopy at Langar throughout this year.

Paratec – 0049 68 37 7375

Slider Stops

Skydivers who jump ram-air main and reserve canopies built by the Chute Shop of South Africa should check their slider stops. The company issued a bulletin recently which affects canopies built between 1 November 1996 and 30 May 1997. "*This particular batch of slider stops (discs) look and feel normal but will bend when squeezed hard between the fingers*", states the bulletin. "*Please check your main parachutes for faulty slider stops and have a rigger check your reserve. Soft slider stops can bend, and therefore cause the slider to hang up, resulting in a malfunction.*" Chute Shop will replace the slider stops free of charge.

Chute Shop – 00 27 31 304 8038

BPA Safety Notice

long confluence wrap to add stiffness and a short metal housing located in the channel on the back of the rear riser. The result is a riser that resists twisting at its lower end, where the cut away cable is sheaved. The company are now supplying the stiff risers as standard on their CRW

Talon since a CReW jumper was unable to cut away after a wrap which left him with badly twisted risers. They are available as an option on the company's other rigs, or can be ordered separately

Rigging Innovations
– 001 909 928 1438

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Photo: Vic Pappadato

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Harness

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- Cutaway handle
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 - Standard or Narrow

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10' 10" TRIMMED RESERVE FLIGHT CHUTE

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Club News

RAPA Round-up



This years Easter 'do' was a 4-way scrambles. The first step was to grade your FS ability from 1 - 10. This in itself proved entertaining, as some of the scores posted were quite bizarre and subject to hoots, roars and finger wagging.

The Competition

There were ten rounds, each one slightly more difficult, with some fiendish twists to make it interesting. The weather was unpredictable but we had one day of clear skies. The first round was a closely fought thing with *HughJarses* on 12 points and everyone else on 9.

The next few rounds saw the *Easter Bunnies* and *HughJarses* in a close struggle, with *SlimDirch* cruising in the middle and the *GMFC* (the George Michael Fan Club) having fun with fall rates. It was subsequently found that only the *GMFC* were truly entering in to the Easter Spirit as they were consuming vast amounts of Cadbury's creme eggs. Perhaps they were trying to eat their way in to *HughJarses*!

Results

The competition was called on seven rounds and *HughJarses* proclaimed the winners with *Easter Bunnies* a close second. *Slim Dirch* a reasonable third and *GMFC* ringing up the rear? The Saturday night party was a blinder with a 70's disco and a great raffle with some colourful items kindly donated by Sky Science.

Congratulations

Picture above and bottom left show Paul Worthing's 3,000th jump and Steve Blee's 1,000th jump in March this year. Both are in the front row: Paul centre, Steve on the right.



Fly Like an... Eaglescott

In the past year the number of home-grown Cat 10 regulars has increased by over 25% with a few more knocking 'on the door'. This illustrates Steve Peck's success (he took over three and a half years ago) in running a progressive club with limited resources.

Richard Smith achieved Cat 8 after 130 jumps! Well done Richard. And to everyone else, it just shows never to give up!

Andy Halloway and Jane Almond (Jane, previously of Cark) have announced their engagement.



The photo, taken by Geoff Salt, shows Keith Pritchard exiting the Cessna. Even when you have to push the plane through the mud of the airfield, off-season skydiving can still be fun. Check out the mud on the plane!

Tim Barlow



Future Meets

Those of you who haven't booked your places remember the RAPA competition in July and come on over! 11-13 July for Style and Accuracy, 17-19 July for 4-way & 16-way FS.

Where is RAPA?

So where exactly is RAPA? Most jumpers in UK believe RAPA is somewhere near Siberia but in fact we are only three hours from the North Sea port of Rotterdam and 5 hours from the Channel ports. We are pretty much in the middle of what used to be West Germany near a large provincial town called Paderborn.

About RAPA

A popular misconception is that RAPA is purely a military centre. Whilst it is true that our main task is the training of Her Majesty's students, the Centre is not even located on an Army base and as well as competitions and training camps we have civilians jumping with us every weekend.

The Centre owns and operates two Turbine Islanders and train RAPS, AFF and tandem students. All equipment at the centre is square on square with every rig fitted with a Cypres AAD. The centre completes approx 20,000 descents per year and, although the German winters can be quite harsh the summers are normally long and hot.

Other facilities include a camping and caravan site, bunkhouse, hot showers, canteen and a bar.

Jim Scarrett & Melanie Horne

Naughty at Nethers

Tracey Allman, manifestor, wife of the boss and camera flyer is only just managing to reach the manifest sheets because her pregnant belly is getting in the way. We wish her well.

The DZ is open to all civilian jumpers on weekends and we do our best to make all feel welcome, regardless of jump numbers. Do bring your BPA membership as you might need prove of identity when you reach the gate (photo ID is a good idea too). We did over 30,000 descents in '97 and hope to improve on that in '98. The senior staff are a subtle combination of keen, enthusiastic but barking mad instructors (if you know Kev Waterhouse and Ian Cashman, you will know what I mean).

Easter Sunday brought beautiful weather with the Skyliner going to max. The party theme was Easter/Life of Brian and the bar was packed.

The DZ provided load organising all weekend with a group of about 16 getting a very enjoyable series of jumps in. Andy Allman is keen to encourage this aspect of the sport and develop it accordingly - we'll keep you informed.

Martin William

So Long Errol!

Skydive Scotland has closed for the foreseeable future.

EDITORIAL

Welcome to the first edition of *Club News* - your chance to have your say about your clubs, events, successes - even failures! Contributions are welcome: cartoons, stories, photos, jokes, news, drawings etc.

Contact your club rep (listed below), any volunteers for other clubs, contact sportpara@aol.com

Club Reps

Border	Katherine Andrewes
Langar	Tony Danbury
Eaglescott	Tim Barlow
Headcorn	Simon Hughes
Ipswich	Richard Johnson
North London	Richard Johnson
Peterboro PC	Cornelia Waymouth
Peterlee	Geoff Mason
Strathallan	Kelly Halliday
Wild Geese	Francis Mullin
Netheravon	Martin Williams
Weston	Bev Ford
Silver Stars	Richard Olpin
RAPA	Melanie Horne

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Langar Go Large

To get the season started for some really big-ways, Steve 'Stealth' Elvy organised a weekend of formation loads (26-ways) at Langar using the centre's Let 410 and Porter during 2-4 May.

Stealth had a growing list of lurkers – which included two first time tandem students who joined the wrong brief!

The Jumps

The group did four formation loads on Saturday, the best of which built to 24. The visuals on run-in were awesome with the pilots, Leonid and Angela, giving some tight formation flying. On Sunday, cloud cover only allowed one formation load before the group



dropped down to a 17-way for the rest of the weekend.

100 Selection

Motivation was raised when the group were told that Dave Morris was watching the videos to select his team for the 100-way later this year. Bribes, blackmail, and just plain begging were all to be seen around Dave for the rest of the weekend (Dave stated that his 'price' was 'a good bottle of wine'). Overall the event was a good buzz with great vibes and high team spirits.

We plan to repeat the event later in the year (possibly June and/or August). Pre-registration is a 'must' – call the DZ on 01949 860878.

Load Organisers

Stealth, along with Andy Crawford, is a regular weekend load organiser at Langar. The load organising is provided free, and the cameraflyer's slot is free for 13-ways or more. Tim Porter is organising freefly loads.



Seeing Stars

Web Site

The Silver Stars now have their own web site on the Internet. Full of information about the team, the club, training opportunities at South Cerney and a gallery of great skydiving photos. The address is: www.skygod.u-net.com. Check it out! (At time of going to press the page was not available – keep trying it tho')

Club Achievements

We have five new Cat 10's at South Cerney, congratulations to Karen Johnson, David Hix, Phil Chick, Mike Beverage and and Taff Rogers, who also earned his D licence.

Porter

The Silver Stars have secured the loan of a Porter for a week in August, provisional dates are 8-16.

Border Cessna

Border has recently bought a Cessna 182 so there will be more midweek jumping this summer.

Stick 'Em Up

Stephen Kirk was the first jumper to gain a sticker under the new grading system, during the Geese Easter Progression Week at Wild Geese, Northern Ireland.

Happy Families!



Hugh Morrison (the Flying Fish) with his wife Anne and eldest son Paul, above Cornwall.

Photos and words by Gordon Hodgkinson



Extra Large T-shirts

British 4-way team *Sebastian XL* have some great T-shirts for sale, all proceeds to team funds to help the guys compete in their busy schedule of international competitions. The T-shirts are the brainchild of Gary Southam, newly appointed Team Manager. Gary is a jumper who has volunteered his unpaid services to help Sebastian gain commercial sponsorship, he reports that the search has started well. *Sebastian XL* already have a sponsorship deal with Andy Grimwade of Skydive Sebastian which covers training jumps and limited competition entry fees. But Pete, Toby, John, Lee and Ian still need additional support to cover travel, other entry fees, coaching and, of course, they need to eat!



Support XL by buying a T-shirt NOW!

Colours: White, Red, Blue, Grey

Cost: £15.00 plus £2 P&P

Payment: Cheques made to: G Southam (XL)

Order from: Gary Southam, 28 PoundClose, Hilland Rise, Headley, Hants GU35 8LU

Please allow: 5 working days

Any questions contact: Gary Southam, tel: 01252 717701, email: gsoutham@compuserve.com

Also available: Sebastian XL stickers, £1.50 each

Freefly Big-ways

Over 6-8 March some freefly big-way record attempts were made in Skydive Arizona, Eloy. Organised by Omar Alhegalen, freeflyers (including Brits Alex Meacock and Mark Swarbrick) from all over the world flew in to take part. Groups started off in 12-20-ways, building non-docked, slot perfect formations from free-flown exits. Ten attempts were made; the final three, using a Skyvan and an Otter, built to 30, 33 and 36 respectively. We think this **IS** the world's largest freefly formation skydive. It was wicked and we learned loads and loads!

Mark Swarbrick

STILL AVAILABLE

SKYDIVE
MALFUNCTION
CLOTHING

MALFUNCTION CLOTHING,
35 ESKDALE TERRACE, JESMOND,
NEWCASTLE UPON TYNE. NE2 4DN.
TELEPHONE:
0831 680363

Skydive Sibson

We had some really warm weather in February. According to Stuart, the pilot, the temperature at 10 grand was +6 – that's more than is normal in summer. Snoopy was the first person seen in shorts (Tim Tennant the second – who saw him standing next to 007?). Mark Lamb has achieved his instructor rating – congratulations!

Wedding Bells

Ruth Harper and Mark Dickens made each other legal on March 21. The wedding was at the church just around the corner from their house, followed by a reception and party at the Haycock Hotel – the site of so

many other Sibson celebrations. It turned out to be quite a reunion of current and ex jumpers. And anyone who catches Mark unawares – he wimped out of his stag night, so if you can make up for it, please do!

Rachel Stevens and Kevin O'Reilly met whilst skiing in February and are engaged to be married in July. That trip was organised by Mark Dickens and they are not the first couple to have got together on one of his trips.

Dinner Dance

Our annual Dinner Dance was at the Moat House Hotel – not quite as well attended as in previous years, but that was everybody else's loss, as it was a grand party. Sam Radford was delighted to be presented with the Steve Wilson Student of the Year trophy.

In spite of a slow start to the jumping season, Terry Kent achieved his Category 10 in March.

Easter

The aeroplane flew three times – twice so we could take a look at the floods and once for a lift, which was so cold that no one wanted to go again. Probably the worst Easter we have ever had. Just as well the Turbolet had not yet arrived! However, on the one and only lift Sara Williams (her marriage to PeeWee is now 'out in the open') made her 200th skydive.

Oh Baby

Jo Bell had a little boy, Billy, on 28 April, weighing in at 7lb 2oz. Our very best wishes.

Melody Makers

Congratulations to band *Dirty Toys*, (Chris Donaldson, Auntie Lou,

Be my, be my baby

Congratulations to Sarah Brearley and Kevin Hardwick on the birth of their baby boy, George, who weighed in at 9lbs on 14 April.

John Seymour, Bobby Frankham, and Will Male) who recently won their heat of the Battle of the Bands in Welwyn Garden City – their style is unusual and they are well worth seeing perform. If you are at the FS Nationals, you will!

Cornelia Waymouth

OBITUARIES

John Schuman

On March 21, 1998 American skydiver John Schuman was killed in a plane crash. John did the head-down illustrations in the previous issue of *Sport Parachutist*. Having made over 2,000 jumps since 1969, John was an old time jumper but he was different in that he always surfed the latest waves in skydiving and he always strove with all his energy to teach what he learned. Since 1992, John accumulated around 800 'out-of-the-box' jumps, as he called them, which included freestyle, camera flying, and mostly freeflying. John competed in the

first ever held freeflying competition held at Skydive Arizona in the fall of 1994 and continued to compete in major freeflying competitions in the years that followed. He organised the first mid-west 4-way freeflying camp. Throughout his involvement with skydiving since 1969, John was famous among the mid-west jumping community as an artist sharing many pioneering ideas involving every aspect of skydiving. He will be missed by his fellow earthling skydivers.

Tamara Koyn

Soulac sur Mer

A beautiful summer drop zone located on the south west coast of France. This is Airwaves' summer location and an ideal venue to progress and improve your skills whether AFF, RAPS, WARP, FS or Freefly and have a good holiday at the same time. Instructors are BPA approved and the progression is in accordance to the BPA system. Party Bar, restaurant, showers, camping, bunk rooms and chalets are on the airfield. *Call Airwaves on: 01322 557 375.*



Langar's now on email!
contact at
bpslangar@aol.com

Hats off to Headcorn Achievers

Pete Sizer	new CCI
Rob McGiff	Adv Rigger
Simon Hughes	1,000 jumps
Nick Little	2,000 jumps
Dave Kent	first reserve
Stuart Albon	AFF – Cat 8
	newest staff member,
	1,000 jumps
Ruth McHenry	Rigger's rating and heavily pregnant

Simon Hughes

Ray Sayers 12.12.54 – 03.04.98

On Friday 3 April, Ray Sayers lost his battle with cancer. Skydiving lost a vibrant character, and a good friend to many. At this time, our thoughts and love are with Laura, his wife, and Alice & Emma, their young daughters.

Skydiving for Ray started with an AFF course at Langar, progressed through Goodwood, and, when that closed down, he started to jump at Headcorn along with some of his friends. Ray's other major passion was photography; he was already a skilled photographer when he began to skydive. The inevitable happened, he combined his love of photography with his new skydiving skills and became a proficient cameraman.

Ray's attitude to skydiving was typical of his attitude to life itself – unselfish. He always wanted to ensure that other people got the most enjoyment possible. He participated to the max. When fun jumping he was game to try anything and, when jumping camera, he would join in every climb-out at the mock-up and be there for every dirt dive. He wasn't afraid to share his knowledge and advice was never far away. Ray was enthusiastic about every jump and when it didn't go so well, he was still enthusiastic! He made friends very easily and would always include new faces and people in his plans as though he had known them for years.

Away from skydiving, Ray was a family man. He revelled in the roles of husband and father, as first Laura, then Alice and Emma came into his life. His pride and pleasure in his family was always visible and he wore them on his sleeve for the world to see. Ray enjoyed life to the full and skydiving provided part of that enjoyment. I am sure the sport, his family, and his friends received more from Ray than we could ever have given back.

So long mate, we'll miss you.



David Tunks

ROYAL AERO CLUB



ANNUAL AWARDS CEREMONY

One of the largest ever delegations representing the BPA attended the Royal Aero Club Awards ceremony

It was a unique night, as representatives from a wide range of parachuting disciplines came together to support three individuals, whose contribution to the sport was being acknowledged by the Royal Aero Club



HRH The Duke of York making his speech, watched by Frederick Marsh, Chairman of the Royal Aero Club

Jeff Chandler received a Royal Aero Club Silver medal for his contribution to parachuting over the last twenty years and in particular for his achievements in the Classics at international level.

Darryl Moran received a Royal Aero Club Bronze medal for his outstanding contribution to the development of Formation Skydiving in the UK and his achievements in 16-way FS with *Another Planet*.

Adrian Nicholas was present with all the other medal winners from the World Air Games (WAG), representing a complete cross-section of all air sports in the UK. Adrian won a Bronze medal at the WAG in the freestyle event. Because he was in an international team with Olav Zipser from the USA then, under IPC rules, he could

not be part of the BPA Delegation at the World Air Games. However this did not detract from the immense pride we all felt seeing a British skydiver among the WAG medal winners.

The President of the Royal Aero Club, His Royal Highness The Duke of York, presented the awards at the Naval and Military Club in London's West End, on 19 March. After a highly amusing address to the large audience, he did a walk-about, chatting informally to all the delegations present. HRH was accompanied by The Duchess of York who in had been invited in a private capacity by the Helicopter Club of Great Britain. Both HRH and The Duchess spent time chatting to the BPA delegation and both were in excellent form. That they took the time to show genuine interest in our sport was greatly appreciated.

It was particularly nice to meet Darryl Moran's wife Emma and Jeff Chandler's partner Alexandra Moore. The support these ladies give cannot be understated, so it was good to see them share in the evening. Also present was our Chairman Phil Gibbs, who unfortunately had to leave before the photo call but his support, along with former Chairman Lofty Thomas and wife Grace was acknowledged. My wife Cheryl Smyth was there in her own right as a current Style and Accuracy British team member, along with Jeff.

We were comprehensively represented from Classics to Freely and, YES, after the formalities were over, some serious skydiving debates took place. I learnt a great deal about the new frontiers to which our sport is being pushed.

I congratulate Darryl on being

an excellent ambassador for our sport, not only in his conversation with HRH The Duke of York and The Duchess of York, but also during a lively debate between Adrian Nicholas and myself wearing my BPA hat, well done Darryl (ever thought of standing for Council?).

Adrian spoke with a passion about New Age skydiving and our sport in general, in a fashion that



Adrian Nicholas

we have all come to respect as uniquely Adrian. I know for a fact that the freeflying video he presented to HRH The Duke of York has been viewed time and time again with total awe. Adrian is at the cutting edge of our sport and he has my total and undiluted respect. I only wish he would come back into the BPA family and argue his cause from within.

We all left the evening's gathering having built new bridges, so the potential is there to go forward. Everyone left feeling enthused and buzzed up yet again for our dynamic sport. So you see, we can all get on well together – even if it does take the umbrella of the Royal Aero Club to make it happen!

John Smyth

Royal Aero Club delegate



Lofty and Grace Thomas, Emma and Darryl Moran, The Duchess of York, Jeff Chandler, Alexandra Moore, Cheryl and John Smyth

Dear Dive Doctor



Dear Dive Dr,
I have 197 jumps and, on the last 20 jumps, I have had some problems with my ears hurting on the inside. Can you give me any explanation or recommendations? I have already been to the doctor and he gave me some medication but that has not worked. Please help me, because I am seriously thinking about quitting the sport because the pain is really intense. But I don't want to stop skydiving because I get so much out of it.

**Yours painfully
E Rurts**

Dear E,

The ears are connected to the throat and nose by a passageway called the Eustachian tube. A blockage in this tube (usually phlegm) can cause pain to your ears in freefall because the pressure cannot equalise fast enough on either side of the eardrum. You are more likely to have a problem following a sinus infection or similar.

The answer, in the short term, is to use a good quality nasal spray through the day and before every jump to clear the nose completely. If you do this the pain will be much less or not at all. You will also find it useful to clear your ears under canopy by holding your nose, keeping your mouth closed and blowing (this may hurt). Eventually, the problem should go away.

If it persists, go back to your doctor. Ten years and 1,500 jumps ago I had the same problem. My doctor told me to give up skydiving! I told him 'No Way!' So then he gave me the advice above. It worked for me, I hope it works for you.

Blue Skies
Consultant CC

Dear Dive Dr,

I am an AFF student and have just successfully concluded Level 5. I am developing a phobia about landings! I see the ground rushing up towards me and forget all! I either don't flare enough or at all! I have been advised to look at the horizon when preparing to land, but forget to do that too. Please help me before I do myself some serious injury.

Tania

Dear Tania,

Don't worry, you are not alone. There is often concern expressed by students about exactly when to flare and this is one of the aspects of skydiving which comes with experience.

Let's face it, the first time you get to have a go, it's for real! Ask yourself if your phobia may stem from being worried about flaring too high? If so, this in itself can be making you flare too late.

On your final approach, make sure that you adopt a good PLF position and that you are on full drive before you initiate the flare. Don't get transfixed on one point on the ground or horizon but look down at roughly a 45° angle and try to use your peripheral vision to get a wider picture of things. Looking directly down is not good as this increases the ground rush effect and looking at the horizon has your eyes focused on infinity with possible undulating terrain between there and the DZ. If you have trouble gauging when you are at the correct height (10-15 ft), try initialising the flare when the mass of green becomes discernible as individual blades of grass. Make sure the flare is initiated from full drive and in one smooth, fluid movement all the way to full brakes and hold there till landing. If you flare too high, HOLD IT and keep your feet and knees tight together. If you flare too late, just maintain

that PLF position. When you get the flare at the right height you should find that you can just step onto the ground from your PLF position.

Why not go onto the drop zone to watch other AFF students coming in to land? See if they flare at the point that you expect, and see what kind of landing they get from it. This can give you a bit of an insight from the ground and you can observe the physics of what is happening. Also, although you only have to jump with a radio for the first three levels (in the UK), why not wear one until you are happy with your landings? You might find that flaring on someone else's command for a few more jumps will give you an 'eye' for the correct height at which to flare.

Happy Landings!
Dive Dr Ceros

Dear Dive Dr

I have 67 jumps and, every time I make one, I swear I will give up after the next! The reason is that when the pilot opens the door I feel very afraid. In fact, the whole thing makes me very scared. I arrive at the drop zone and start to 'brick it', then I'm secretly pleased the winds are over the limits and, *Oh!*, the dread when they announce it's dropped and we can get kitted up. As I'm getting dressed I'm hoping for a reprieve, willing the wind to get up again.

It's about this point I make a deal with myself that to stop now would lose face but, after this jump, I will definitely call it a day. The trouble is that when I land and the whole of that evening, I just feel brilliant! I really want to carry on jumping but I don't know how much longer I can pretend I'm not scared when I'm wetting myself! Everyone seems so matter-of-fact but surely I can't be the only one who feels like this?

Fee Full

Dear Fee,

You're *not* the only one, everyone experiences fear in skydiving to some degree. Strange as it may seem, this is actually why we do it! The buzz you talk about in the evening comes from facing a difficult challenge and handling it – despite being afraid. The self knowledge gained through successfully conquering fear provides a major confidence boost and invaluable personal insights.

Remember that you chose to start skydiving, knowing that it would be frightening. You now carry on despite your fear. As you progress in skydiving you will find you are constantly seeking new challenges, facing fresh situations

to further test yourself. It is for this reason that jumpers take up competition, skysurfing and display jumping, to name just a few areas. This provides, to them, the excitement of that first jump experience, once getting out of an aircraft has become a relatively 'normal' situation.

There is no shame in fear. If you have 'No Fear' of skydiving then I suggest you have not correctly assessed the situation. The ground can kill. Fear provides the impetus to treat the ground with the respect it deserves. Don't worry about being frightened; accept it as normal and desirable. Talk to other jumpers of all experience levels about fear. Talk to your instructors about the kit. Knowledge dispels fear; so does experience. The more you understand how the parachute systems work, the more you see them working and the more often you rely on yourself in this environment, the less frightened you will be.

Don't worry – be happy
Consultant CC

Hey! Let's be careful

Now that summer's here most of us will be going abroad to jump, whether for a Boogie or just a week away with a group of friends. A great opportunity to cram in lots of jumps in a week and improve your skills. But – Hey, let's be careful out there!

In the UK we are used to fairly strict rules about weather conditions, kit and experience level. The vast majority of decisions about the jumping conditions are made for us. The CCI at your drop zone will only send the aircraft up if the wind is within limits and cloud conditions are suitable. But abroad we have to make our own decisions. Generally the DZ will send an aircraft up with anyone who is happy to jump! This works fine on the whole, because foreign skydivers are used to this approach and to taking responsibility for their own safety. But as 'Brits abroad' we must be aware the onus is on us to look after ourselves. It's all part of being a grown-up skydiver.

Don't be pressured into jumping in weather conditions you are unhappy with. Be aware you will not be 'spoon-fed' the way you are in British centres. The onus is on you to find out the information you need, such as where to land, the wind direction and the hazards. Be alert. It's down to you!

Few other countries have such strict rules as the BPA, especially if you are only recently off student status. They will tend to leave more decisions to your discretion. This will work fine if you have a modicum of common sense and a healthy sense of survival. However, it is easy to find yourself jumping in conditions quite unlike any you have been used to. This can put you under more stress than normal which may affect your decision-making processes just when you need to have all your wits about you.

Sort out your kit

First of all, ensure you have your personal equipment in order and all necessary paperwork. Most countries have a 120 day reserve repack cycle, so your reserve may well be in date at home, but the first thing you may be faced with abroad is a rigger's bill for a repack and possibly a lost day's jumping. If you cannot find out for sure, simply get your reserve repacked at home, so it will be valid for the duration of your trip based on a 120 day cycle. The rigger checking your gear will not be interested in the BPA inspection checklist, but only in the packing card. If you have a Cypres, take the X-ray explanatory card in the back of the manual with you and hope that you don't have a problem with security at the airport on your way out of the country – you shouldn't.

Sort out your docs

Get yourself an FAI licence – other countries seem to be more interested in that than your logbook but, of course, take that with you as well. Your BPA membership will be valid in all

countries except the USA and Canada, but other countries may also require you to take out their membership (as we insist all visiting jumpers become at least temporary members of the BPA). And now for possibly the most important thing of all: personal insurance cover. Find out about the health insurance requirements for the country you are visiting. Most European countries have a reciprocal agreement with the NHS, but you need to have a form E111. For the USA – **Get cover!** American hospitals will find out *first* whether they will get paid, *then* they will think about helping you. It may not be quite that callous but you could be faced with unbelievably high bills if you are not adequately insured. Don't say "It won't happen to me" – no-one ever set out to have an accident!



Photo by Ad

eful out there



h Thornton

Check out the hazards

Now you have arrived and had your gear tagged, it's time to get on the manifest. Make sure you are familiar with the surrounding area, prevailing winds, procedures in the event of an off landing and anything else you may consider relevant. Ask yourself some pertinent questions, (see checklist at top right) and find out all the information you need.

Now to manifest

But what are you going to do? I guess that depends on your experience level and whether you have a bunch of like-minded friends over with you. If this is all very new to you, maybe a solo or a no pressure 2-way with a friend would be a good idea, just to get to know the area and get your 'knees in the breeze'. If you want to learn the basics of FS, sit flying, freeflying etc, ask at the manifest to be pointed in the direction of an appropriate coach.

CHECKLIST

- Have you seen the DZ on an aerial photo?
- What hazards are there?
- Do you know the aircraft procedures?
- When does the door get closed and opened?
- Are there seat belts?
- Who will spot?
- What delay should you give the previous group?
- Do you have to wear a helmet?
- Should you wear a helmet?
- Who would you trust to give you a pin-check?
- What is the exit height?
- How is the landing direction related to the sun?
- Are the winds and conditions suitable for you?
- Is there any turbulence?
- Where do you expect to open?

There will be load organising for bigger groups if you have a little more experience. Hopefully the organisation will be good enough to cater for different experience levels adequately, so you will benefit from your skydives.

Safety first

The main thing to be aware of is safety, both in freefall and under canopy. You should be happy with the standard of people's behaviour during the skydive. Is the coach / organiser warning people about docking gently and on a level, not going under the formation, flat tracking at the correct altitude away from the centre of the formation and pulling at a safe altitude? If people are consistently breaking these basic safety rules, don't jump with them.

Under canopy

How is discipline under canopy? You will probably find yourself under canopy with a lot more people than you are used to. Be very aware. Establish whether the DZ has specified a landing circuit (left-handed is the normal convention) and stick to it. Watch out for others who may not. *Don't* try to land as close to the packing area as possible, if this is where all the hot shots and 'wannabes' are hooking in. Pick yourself a bit of the landing area that is less hectic. If there is a student operation, see where they are being told to land – it's probably a big, safe area, but *don't* get in their way! So many skydivers now are killed after their canopy has opened safely. You really have to be sensible and aware. Now your CCI is not breathing down your neck, don't start pulling low, hooking in and generally acting cocky – it's easily done.

Stand up for standing down

If you are not happy with the skydives you are making, then find out why and try and join another group if that is what it takes. If you are not 100% happy with the weather conditions, then don't be afraid of standing yourself down for a while. You know your own weight, canopy size and pilot ability – what may be fine for others is not necessarily safe for you. If in doubt, watch a load under canopy and landing, to give you an idea of the wind strength and if it is gusty or turbulent.

You will find yourself having to make more of your own decisions – unlike being told exactly what you can and cannot do by your CCI at home. This is fine and should be no problem, just **know your limitations**, both in freefall and under canopy. Don't get forced into situations you don't have the experience to handle. You will still have so much fun and will find your jumping coming on by leaps and bounds!

Cornelia Waymouth

The Drop Zone Defence Fund

The Drop Zone Defence Fund was created in 1995 in recognition of the fact that drop zones can and do come under legal threat from time to time. The purpose of the Fund is to provide financial assistance in defending drop zones against such threats in appropriate cases. That is not to say that it is there to underwrite risky commercial ventures where a parachuting operation has not been properly thought out (although support for commercial parachuting operations is not excluded). The Fund is administered independent of the BPA, although its members must belong to the BPA.

Funds

At present the Fund stands in the region of £6,700. So far there has been only one application for assistance, which the committee reluctantly had to decline as being an inappropriate use of the Fund's monies. Whilst this decision may have attracted some criticism, it must be remembered that the Fund is in effect a Trust, and its monies cannot be spent willy-nilly – although the trustees do have a wide discretion as to what should be supported.

Constitution

A problem has arisen, in that whilst the Fund was created with the best intentions, the rules were somewhat ill-defined, and that in turn has led to some discussion as to how they should be interpreted. Bearing in mind the potential liability of committee members as trustees, it has been thought right to prepare a formal constitution and publish this in the magazine for members' comments. I should say that this is the third draft, so it has already received fairly detailed consideration. As we have to start somewhere, the committee feels that this should be an interim constitution until ratified at the next meeting of the Fund at the BPA AGM in January 1999. In the meantime, I would invite any comments on the constitution to be addressed to me at the BPA office.

Meanwhile, the committee has decided that a donation of £1,000 should be made towards the General Aviation Awareness Council (GAAC). The GAAC has been active in defending airfields and promoting aviation-minded policies with local

planning authorities. Its expertise in this field could be relied upon in the event of a legal challenge.

Contributions Welcome

The Fund committee at present consists of six BPA members, with me as the new chairman. Any BPA member with the right enthusiasm and a positive contribution to make is welcome to join the committee or to attend the next AGM. In the interim, contributions to the Fund are welcome. You will have seen a space in the BPA renewal membership form for adding such contributions to your BPA subscriptions. Naturally, that contribution will be passed on to the Fund.

Just one final word; in case it is thought that the Fund represents a large amount, I can assure you as a lawyer (not professionally engaged in defending drop zones!) that just one major legal battle would wipe the Fund out. That battle may be just around the corner.

Patrick Howell
Chairman DZDF

DZDF CONSTITUTION

1 DEFINITIONS

- BPA - the British Parachute Association Limited.
- The Fund - the Drop Zone Defence Fund.
- The Rules - the Rules of the Fund.
- The Committee - the Committee administering the Fund, elected as set out in paragraph 3 below.
- Clubs and Centres - UK based BPA affiliated Clubs and Centres.

2 OBJECTS OF THE FUND

The objects of the Fund shall be to provide financial and other assistance (subject to the Rules) to Clubs and Centres faced with hostile legal action which threatens to curtail sport parachuting activities. The Fund may make donations to the General Aviation Awareness Council or any other organisation with aims analogous to the objects of the Fund. The Fund shall be independent of the BPA.

3 MEMBERSHIP

The Fund shall be administered by a Committee of not less than four nor more than ten members of the BPA elected at an AGM of the Fund held on the same day as, but separate from, the BPA AGM. A meeting shall be open to all members of the BPA, who may vote thereat. Those members elected to the Committee shall thereupon elect a Chairman. If the number of Committee members should fall below four, the remaining members may co-opt further members until the next AGM.

4 PROCEEDINGS AT MEETINGS

The following business shall be transacted at the AGM of the Fund:-

- To approve the minutes of any previous Meeting(s)
- To consider, and adopt if approved, a report of the activities and finances of the Fund over the preceding year.
- To consider the future of the Fund, and any other business.
- To elect the committee for the ensuing year. Any motion (including any motion to amend the Rules of the Fund) to be considered at an AGM shall be proposed and seconded by a member of the BPA, written notice of which shall be given to the Chairman not less than thirty days before the AGM. As soon as possible after the AGM, the Chairman shall send a copy of the minutes thereof to *Sport Parachutist* magazine for publication.

5 APPLICATIONS FOR ASSISTANCE - CRITERIA

- Any Club or Centre seeking assistance shall:-
- be of good standing with the BPA

- have been in existence as a site or centre for sport parachuting for at least two years
- be generally open to BPA members either full time or at most weekends
- provide at its own expense copies of any documents or information required by the Committee to give proper consideration to the application for assistance.
- if required by the Committee, employ professional advisers of the Committee's choice.

Retrospective applications will only be considered in exceptional circumstances.

6 ASSISTANCE, GRANTS AND LOANS

- Any grant or loan shall be at the absolute discretion of the Committee, who may impose such conditions as it thinks fit. Any such decision shall be by a majority of the Committee, and shall be final. In the event of votes being evenly cast, the Chairman shall have the casting vote.
- Members of the Committee shall be under no liability for decisions taken in good faith and in accordance with the Constitution.
- Any offer of assistance shall be subject to the applicant producing evidence that it will produce a like sum (at minimum).
- Every applicant, before being granted assistance, shall sign an acknowledgment that the making of such grant or loan:-

- does not entitle the Fund to a share of proceeds of any litigation
- does not place the Fund in the position of an insurer or indemnifier, nor make the Fund or the BPA liable for any party's legal costs
- in the case of a loan, shall be repayable to the Fund if legal or professional costs are recovered from another party

7 BANK ACCOUNTS

The Fund shall be kept in a separate, interest-bearing, bank account designated 'THE BPA DROP ZONE DEFENCE FUND'. The signatories shall be the Chairman and one of two other designated members of the Committee. In the absence of the Chairman, such two other members shall be entitled to sign cheques.

8 DISSOLUTION

An AGM may by motion resolve by simple majority to dissolve the Fund, in which case any surplus may be donated either to the BPA, or to any other organisation which the meeting in its absolute discretion decides has similar or analogous objects to those of the Fund.

BRIT 100



"You might or might not have heard on the grapevine that the British Large Formation Record is ON. This time it is definitely going to happen. And it's going to happen this year because we have the best bunch of movers and shakers committed to making it happen."

Rob Colpus

Dates: 6-9 July (base practice on 4/5)
Venue: Langar
Aircraft: Skyvans and Turbolets

The Formation Design

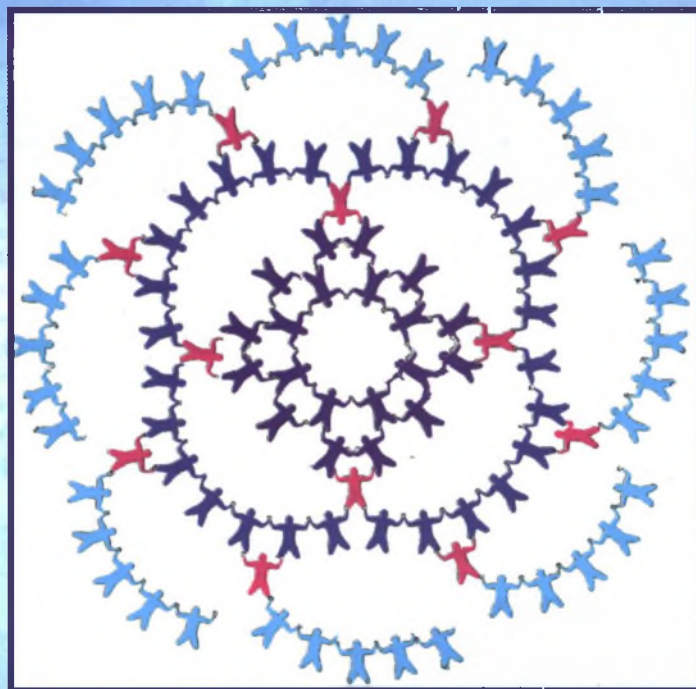
"I worked on four dive designs but kept coming back to this one. It is largely designed around the tried and tested centre of BJ Worth's 300-way dive. It has four sectors as I see it:

- * A quick and easy 20-way base
- * Four base anchors and eight ring anchors
- * A ring of twenty-eight
- * Eight 'whackers' of five people in each

The formation is open with breather holes to keep the fall rate fast and it has very few places where tension can build or lifting could take place. The weed-whackers should be tension free as they only have one grip on the formation.

It can easily be reduced to 70 or 90 for the build-up: we can quickly establish a new British record and go bigger each time to the big 100. I am very confident."

Darryl Moran



The Sponsorship Approach



Photo by Simon Ward

"Everyone on the load will have contacts somewhere in many aspects of the record attempt. The idea is for everyone to contribute in a real team effort. We have divided the sponsorship opportunities up into bite-sized chunks:

- Sympathetic** - Who do we know with funds who likes the sport?
 - Trade** - Skydiving manufacturers and retailers
 - Products / services** - Companies which could help with food, fuel, PR
 - Personal** - Everyone will be given a letter to take to their employer
- If we all pull together as a team there is no limit to what we can achieve."

Simon Ward



The Talent

"All participants have been personally selected and are some of the best skydivers in Britain."

Dave Morris

OUR SMALL TEAM OF EXPERTS

The team has been formed from the most experienced and respected skydivers in the country. All team captains have well over 2,000 jumps, have been on World and British Records and most are National Champions. It is the talent, dedication and enthusiasm of the team which will make this record happen. The existing largest formation is 62, set at Langar in 1993. Setting a new record will be easy. Keeping the momentum building to the big 100 will be the challenge.

Field Marshall and Dive Engineer:

Darryl Moran

Team captains:

Rob Colpus
 George Pilkington
 Tim Homer/Nigel Rogoff
 Dave Morris
 Andy Allman

Overall Co-ordinator; Video, Stills, Media:

Simon Ward

Videographers:

Steve Johns,
 Tony Danbury

Aircraft Providers:

Alexis Perry, Dave Hickling,
 Dave Turner, Nigel Rogoff, PPC

DZ Owner/Operators:

Dave Hickling, Dave Turner

Advisor:

Alexis Perry



The Base

"Our base 20 plus reserves have been practising at Netheravon. We are ready to provide a quick, firm foundation on which to build the common goal – 100 skydivers linked up over Langar."

Andy Allman

The Vibes

"We have the Desire!
 We have the Aircraft!
 We have the Location!
 We have the Organisation!
 We *will* have the Weather!
 We are Ready!"

George Pilkington



Open 365 Days a year!



The Drop Zone That's LARGER Than LIFE!

Skydive Sebastian

"The World's Most Scenic Drop Zone!"

Other Cool Stuff...

- Volleyball
- Basketball
- Gymnasium
- Swimming Pool
- Sauna, Hot Tub
- 18 Hole Golf Course

Come visit Skydive Sebastian the crown jewel of U.S. Drop zones. In the air or on the ground, We have the staff, aircraft and facilities for every level of jumper from student to competition training. Sebastian is the home campus for Skydive University and offers Team Training, Load Organizing, Team Rooms and a Bunk House. Located on Florida's exotic east coast, Skydive Sebastian is only an hour from Orlando and Disney's theme parks.

Come and enjoy Florida's Tropical Paradise, Skydive Sebastian...

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Aircraft:
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also!
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Super Otter in the U.S.!

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Beach Jumps!



We Offer

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- RV Slots Available
- Team Rooms



Home of the British 4-Way team



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CCI:
Andy Grimwade

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Email: SkydiveSeb@aol.com • WebSite: <http://www.skydiveseb.com>

Call for
Local Hotel Info

Home of "The Zoo" Bar and Cafe

Patrick is teasing me and teasing me as we stand at the door in the Skyvan. I tell him that I will be much faster than him tomorrow and he laughs at my threats. The other jumpers have left and he's been chatting with the pilot who wants us to fly alongside. We are three or four miles from Dillingham airfield on Oahu, in Hawaii. "OK, we go" he says. I turn on my camera, he takes a fingertip grip on my hand, we're standing with our toes on the edge, looking into the plane. He waves to the pilot, looks at me with a huge smile and we step off.

I made my first jump with Patrick from a Russian jumbo jet over the North Pole. I only had 150 jumps, nearly all head-down. This was the early days of freeflying but he still seemed almost excited to jump with me and Spotty Bowles. I'd never jumped with anyone on a skysurf before. As we stepped off the tailgate of the IL76 I rocked over to be head-down and could see Patrick, bright red from head to foot, surfing towards me between the four huge vapour trails, streaming from the massive aircraft. I had stepped into a dream.

It was all his fault. I'd seen him skysurfing in front of the mountains in Chamonix, he made me start jumping. I had a great job. I had an income. I had a future. I'd been learning my craft for ten years. Within twelve months I'd be a professional skydiver and broke.

We jumped together in Siberia, landing in a field of reindeer to have tea with Dolgan Eskimos, the people who live further North than anyone on earth. We jumped onto a frozen river in Khatanga to be surrounded by tiny Siberian children. We sat at the North Pole where he told me his dreams of wing flight and flying a snowboard from a cliff. He called me in England and invited me to Vichy to fly on my head with him on his board. We filmed for MTV, I still had very few jumps and it was the beginning of the end.

He has no airs and graces. In England, all the self-proclaimed experts wouldn't jump with me as I didn't have 'the experience.' He never cared, when other people were laughing at 'L' Anglais' in his big blue suit, all he wanted to do was jump and find out what might be possible. If the weather was bad all day, he'd be ready to take a smaller plane to 5,000ft. He finds solutions not excuses. He's more interested to find out what you can do than put you down for what you can't. He would teach me when no-one else would talk to me. He's the only skydiver to master the whole sport and then reinvent it each time he ran out of things to do.

A few thousand jumps later he left a message on our machine asking Katarina [Ollikainen] if I wanted to film the wing suit project. I thought he'd called us by mistake. We travelled with him for the rest of the year and then it just carried on. There was always one more thing to go and do.

Everybody knows DeG. Old ladies, little children, they've all seen him flying on his surf like a cross between a stuntman and a cartoon superhero.

- ✿ In 1989 he climbed to Everest base camp four, on the Nepal side. 7,800 m on foot without oxygen. Not bad for your first go at mountain climbing.
- ✿ He turned skysurfing from a stunt into a sport and gave many people the chance to be even more frightened than by CF.
- ✿ He developed a system so that you could fly a Stiletto behind a boat, looping and rolling like an aerobatic kite.

Patrick

By Adrian Nicholas



- ✿ He jumped from 12,700m without oxygen.
- ✿ He jumped Angel Falls at absolutely the wrong time of year, so that the waterfall would look at its best for the film crew.
- ✿ He jumped from a helicopter, freefalling into El Soltano, a one thousand foot cave, in Mexico.
- ✿ A world champion many times, he still seemed to get more satisfaction from having beaten Patrick and Bruno Passe, on appeal, in his first ever 4-way competition. He would laugh uncontrollably every time I mentioned it.
- ✿ He made the longest base delay ever. 32 seconds, using his wings. That was the first of the many times he used a Stiletto for BASE jumps, as he'd lent his base rig to someone else so that they could jump too. He was ready for much longer delays this year.

- ✿ He got out of the Porter above Lac de Bourget, flew alongside and then got back in.
- ✿ He flew a snowboard from a cliff in Norway.
- ✿ He got my full attention when we had to fly through the mountains in Chamonix and track through the gap between Les Drus and L'Aiguille Vert, with the plane flying alongside us. He was no more than twenty metres above the rocks.
- ✿ He did the first CRW, Parapente and AFF in France.
- ✿ He hooked every canopy he flew, even the tandems.
- ✿ He had more than 11,000 jumps, more than 100 base jumps, more than 55 cutaways and had landed in a tree at least six times - though, as he was quick to stress, it wasn't the same tree!
- ✿ He walked away from at least three non survivable accidents.
- ✿ He was hilarious and a great cook.
- ✿ His handwriting was illegible and he was absolutely the last person you should let your Grandmother ride in a car with.
- ✿ He made us laugh. He made us laugh a lot.
- ✿ He had TVs the size of the Odeon's screen number three, twenty remote controls by his armchair and a HiFi that Pink Floyd could have gone on tour with.

Thanks to
Sector Watches
Patrick Passe and
Philippe Fragnol for
the photographs

Patrick DeGayardon was a partner at Pacific International Skydiving Centre on Oahu, and we'd come to Hawaii to film for Patrick Passe's new movie. On the first jump in the morning DeG had been flying the tandem-surf with Wendy while I played with them on my head. They had to pack the tandem so Patrick and I went back up, to train in our wing suits for a later sequence in the film. Katarina had made a new version of the wings and my suit was flying much better than before. We had made more than 200 wing suit jumps together and this time were working on tactics of formation flight.

We flew away from the drop zone before making a carving left turn out over the beach. Our forward speed was high so we could fly over and under each other very close. Patrick was laughing and shouting to me, he was really happy. I hadn't made a mess of it this time and he was laughing and teasing me. It was a beautiful jump. We were both elated. We took a fingertip grip for an instant, which is hard when you are locked in the suit. We would be flying through the tandems now, so I peeled off to the right over the sea and Patrick, grinning, broke left to swoop over the drop zone and maybe fly by and shout to a tandem hanging under canopy.

I opened and got out of the suit so that I could fly my canopy. Patrick was gone.

I ran through the banana plantation straight to him. I knew that he had gone in, but this is Patrick, is he all right, how badly is he hurt? If I'm quick?

I had to check.

It had been instant.

Mick McGuire was already there and had seen everything from the ground. I held Patrick. I had to understand how this could happen to him. I looked at his rig. He had what he called a deflector on the bottom of the container which he had been using since the wind tunnel in Toulouse. The pilot chute





had been difficult to reach in the pouch with the constraints of the wing suit so the previous night Patrick modified two deflectors, so that the pilot chute could be stowed in the deflector rather than in the BOC pocket. The deflectors were attached to the rigs by a zipper running close to your back and a piece of microline at the top. The mod was a good solution. He was improving his gear all the time.

When he reattached the deflector to the rig he passed the microline through a steering line, trapping it to the container. It was an accident, the microline only has to pass through a quarter of an inch of the corner of the container. The other rig he had assembled was fine. From the outside everything would look OK.

The main had never come out of the bag. Patrick cut away, but the trapped steering line kept the bag and the pilot chute trailing behind him. He tried to pull the mess clear but that would not have been possible. He had to pull his reserve and the two pilot chutes entangled. The wings create a huge burble.

The reserve was still in the freebag.

When you look down the avenue of giant banana plants you see the mountains at the end rise up into



the clouds. In a beautiful place, there's an engraved wooden cross almost hidden by garlands of Hawaiian flowers.

Katarina and I flew back to Lyon with Patrick. I put a pull-up in his pocket. He would probably rather have had his cordless drill. He was always modifying his surf or changing the wings.

People kept asking when he would try to land the wings and he would laugh. What he was actually trying to do was to take off. He was working with Katarina on a suit which he could use to slide down a mountain and then take off. He already had a prototype.

He had an enormous energy and enthusiasm for his ideas. He made all the dreams he told me about at the North Pole actually happen. I never dreamt that I'd get the chance to film him achieving a part of them. He was a professional and he worked hard. He brought more publicity and attention to the sport than everyone else put together.

St Paul's Church in Lyon was overflowing for Patrick's funeral, we laid out a canopy over his coffin.

Katarina and I sat in a circular stone courtyard in the middle of the funerarium after his cremation the next day. We looked up into cloudless blue sky, framed like a giant porthole by the sun bleached walls. A Porter flew into our circular piece of sky and started a lazy spiralling climb never leaving the frame. We wondered who it could be. The engine cut and five people fell away, getting together before tracking away like the sparks from an exploding firework. The plane still hung in the sky then two more people got out doing CReW until they were out of our view. I have no idea who they were.

Only a few days before, on an impulse, Patrick had been taking me around Lyon, showing me his childhood. We had been working together for months on a book about his life, we effectively finished the text in Hawaii.

There are thousands of messages for DeG on the Internet. We will jump with his ashes in, at least, Gap, Chamonix, DeLand and Hawaii.

I miss Patrick very much. He still makes me laugh.

If Angels have wings, he's modifying his now.

Patrick De Gayardon
23.1.1960 - 13.4.1998

A bientot Patrick et merci.

L'Anglais

Deug on the Web

Paramag have set up a guest book for Patrick which will be printed for his family. Read it on:

<http://books.dreambook.com/paramag/deug.html>

and sign it at:

<http://books.dreambook.com/paramag/deug.sign.html>

Patrick Passe has written a moving tribute to Deug which you can find on:

<http://home.nordnet.fr/~paramag/>

For those who don't know: The CYPRES (CYbernetic Parachute Release System) is the only AAD on the market which is designed by skydivers for skydivers: Easy to handle - just switch it on in the morning, there is no switching off and on or re-calibration necessary between each jump. There is no need to turn the unit off in a descending plane, under canopy, on the ground or at the end of the day. In case that the landing area has a different ground level: The altitude reference can be changed very easy with the switch-on button. All this is exclusive to CYPRES and available nowhere else.

All you see

Every time CYPRES is switched on, it will calibrate to ground elevation by measuring the air pressure several times in a short period of time and take the average value as the value for the ground level. This happens during the integrated self test which also checks the air pressure measuring technique, the internal electronics, the battery, the

cables, the control unit and the container opening system. Only if this extensive check is successful, will CYPRES pass self test - otherwise it will shut itself down. While it is in use, it will constantly check the ground pressure and, if necessary, adjust to changing weather. This feature is unique to the CYPRES.

The CYPRES Set Up: Nearly all rig manufacturers install the CYPRES Set-Up in their containers automatically. All factory-installations are tested and approved by Airtec to ensure fast and reliable reserve

opening through loop cutting when you need it most. Detailed installation instructions are available for retrofits in most older rigs. The CYPRES "Riggers Guide", published by Airtec, covers nearly all existing rigs.

The release unit

for the reserve container is completely independent of the rig's system, because it does not pull the ripcord pin out of the closing loop but actually cuts the loop inside the reserve container. Through this exist two separate and independent container opening systems - one for the skydiver and one for the AAD. Even if the skydivers system is blocked, CYPRES is still able to do it's job. This method is an idea of Helmut Cloth who started CYPRES, and is exclusively patented for Airtec.

The CYPRES processing unit, or brain, has the calculating power of a small personal computer and is programmed to take account of all eventualities. The combination of the worlds-finest pressure sensing technology and electronics together with specially designed software

is permanently calculating and controlling the altitude, the vertical speed and 5 other parameters. If the situation for the skydiver becomes dangerous, apx. 4.5 seconds before impact, the processing unit will command the cutter to sever the reserve closing loop, allowing the container to open.

The power assembly:

Is located in the processing unit. It is designed to last 2 years or 500 jumps, whichever comes first. In combination with the automatic shut down of the CYPRES after 14 hours, this power assembly allows you to concentrate on skydiving and saves your money for tickets.

Field replaceable cutter

(available on 1-pin units). Easy to replace after an activation. Available since 1995. Prior to this every cutter was fastened permanently; each activated Cypres had to return to the manufacturer and allowed Airtec to investigate every activation.

...and all you get!

CYPRES Loop System:

Developed by Airtec to assure a quick reserve container opening. This loop is much thinner and has a much higher tensile strength than usual reserve loops. In addition with the CYPRES - Silicone, this loop reduces the possibility of loop jamming and loop tearing dramatically. Furthermore, it reduces the necessary force

to pull the ripcord up to 50%, although the tension on the reserve container remains the same. The loop is fastened to the easy-to-use CYPRES disc. (A lot of people call them "Smilies".) You should use a Cypres loop in your reserve container whether you have a CYPRES or not.

Maintenance every 4 years

Or would you fly in an aircraft which was never maintained? We take the necessary time for each unit. It's not just a "field test" in a pressure chamber under room temperature conditions. Each unit has to go through a complete test series. We test the hardware visually and electrically. We take the pressure measurement technique and electronics out of the unit and expose them to heat and

cold wherein a high number of simulated test flights take place. We check the power consumption, the calibration, the linearity, the precision and the functionality. The technical data is compared with that from the original production phase. Each unit gets the latest applicable updates. So your 4 year old CYPRES is treated in the best possible way.

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40,000 CYPRES in use worldwide as the result of an ideal design, high quality in material, experienced manufacturing know-how and friendly service. Do not solely rely upon the CYPRES as a life-saving device. If you are not comfortable with the dangers of skydiving, do not participate.



BREAK-AWAY



Break-Away is intended for skydivers of all experience levels. It examines all kinds of emergencies; high and low speed malfunctions; totals; canopy collisions; simultaneous

deployment of main and reserve canopies. Other topics include emergency drills, the use of the RSL and the reactions of the human body to high stress situations – in particular the effects of adrenaline.

Each type of emergency is analysed in three areas. Firstly, the viewer is shown how to recognise what is happening and what to do about it. Secondly, probable causes of the emergency are discussed and finally there is advice on how such a situation may be avoided in the first place.

I have two criticisms of this video. First of all, the style seemed rather disjointed and technical terms were not always well explained, making the video hard to follow in places. Secondly, and perhaps more importantly, the section of the video dealing with emergency drills was confusing and presented somewhat ambiguous advice. It was made clear that there are different schools of thought as to the execution of these drills; the pros and cons of each method are discussed. However, I feel that the producers of the video may have sacrificed clarity for the sake of impartiality.

As a student in the early stages of the progression system, emergency drills are very important and this section is not helpful. The last thing a student needs is any doubt as what to do in an emergency. Furthermore, the students shown demonstrating the drills sometimes carry them out in a lackadaisical manner.

Some may find the (American) style of presentation off-putting. The section on emergency drills was the subject of great controversy at my local parachute centre.

Essentially this video contains words of wisdom that any skydiver can learn from; you don't have to take it all for gospel and it does make you think. Perhaps most importantly, the underlying philosophy is to promote a pro-active attitude to malfunctions with the emphasis on preventing them arising in the first place.

Tom Gordon

(15 jumps to date but seriously hooked!)

Cost: £17.50

Available: Cool 'n' Groovy 01788 860882

Editor's note: *The Breakaway video should not over-ride the procedures which you have been taught. If in any doubt about emergency drills or in the event of any conflicting information, do talk to your CCI or club instructors.*

PACK LIKE A PRO



Pack Like A Pro covers every aspect of handling ram-air canopies on the ground. The first topic covered is handling the canopy once you have landed to make the packing process straightforward and to avoid damaging it. Following is a brief explanation of the configuration of the canopy and rigging lines with an examination of the types of deployment system. Next, an examination of the components of the parachute system which are subject to wear, deterioration or accidental damage; also how to check the condition of the parachute system. The final sections deal with the packing procedure with a step-by-step guide of both flat and pro packing.

This video is an excellent training aid, presented in a clear and logical way. There is much more to this video than packing instructions – it is very much a guide to care, maintenance and protection. Anyone jumping a ram-air system should have access to the information contained in this video.

Tom Gordon

Cost: £17.50

Available: Cool 'n' Groovy 01788 860882

FLY LIKE A PRO

Fly Like A Pro aims to promote safe canopy flight. It is alarming how many skydivers under perfect canopies impact with the ground or with each other at high speed – sometimes with fatal consequences. Often these incidents are avoidable. This video aims to save lives by educating skydivers in courteous, defensive and safe flying techniques.

The first lesson describes ram-air canopy flight, using toggles, front and rear risers.

Jump 1 is an exercise in the basic principles of flying and landing the canopy from the correct opening point. The importance of being able to fly a canopy in deep brakes – particularly with high performance canopies – is strongly emphasised. Exercises in developing and improving low speed flying skills are suggested. Landing patterns appropriate to different wind conditions are discussed. The importance of understanding the flare and of being in control through the whole landing sequence is stressed.

Jump 2 deals with situations where the opening point is downwind of the target and the reasons why this may be necessary. The use of brakes and rear risers in light winds in order to achieve the best glide angle are discussed and the use of front risers in order to lose altitude quickly in stronger winds is also examined.

Jump 3 examines the problems of larger formations and flying under canopy with a big group of people. Effective, continuous, all-round observation under canopy is stressed. The video then discusses the extreme danger of changing direction too close to the ground; what to do in this scenario and how to deal with a downwind landing if necessary.

Jump 4 is about opening points some distance away from the wind-line and choosing suitable alternative landing areas. This lesson is essentially about being able to cope with the unexpected. It ends with ways to determine wind conditions in the absence of conventional indicators. Finally, there is a brief discussion of high performance landings.

There is an enormous amount of information in this video. As a novice skydiver, I found it necessary to watch the video several times (and to take copious notes) in order to get even the most basic grasp of the principles described, as most of the video deals with situations as yet outside my experience. However it has been very worthwhile and my increased understanding of canopy flight will be of great practical value to me in future.

Tom Gordon

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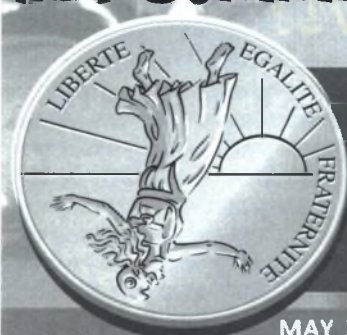
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The Strange Adventures of the Dangerous Sports Club

Cost: £8
Publishers: Do-Not Press
Available: From bookshops or Sky Science 01980 844130

BPA member Martin Lyster has written a book entitled *The Strange Adventures of the Dangerous Sports Club*.

On 1 April 1979, four men in tailcoats jumped off England's highest bridge, attached by elastic ropes. They called it a new sport. The police called it an offence. Years later, bungee jumping became a world-wide craze. Its creators, the Dangerous Sports Club, went on to pioneer a bewildering variety of other, equally strange activities. This book traces the progress of the Club from its origins in and around Oxford University, through its heyday of creativity and entertainment, to its eventual decline into chaos and irrelevance. It is a story of nerve,

drunkenness and wild spending; of movies, sponsors and TV shows; of surrealism, irresponsibility and bounced cheques; of huge public recognition and yet commercial failure.

My initial impression of the Dangerous Sports Club was not complimentary. But, on reading this book I changed my opinion. The leader is a fairly off-the-wall sort of character and the book provides an interesting account of the Club's activities. I was impressed with Martin as an exceptionally accomplished writer. He is an eloquent philosopher and his theories on risk taking are well explained in a way most skydivers would relate to. The introduction and first chapter are possibly the best pieces of writing I have seen on the rationale for taking chances. My only criticism is that some of the accounts do drag on a bit but most of them are funny and well recounted.

Rob Colpus



One Hand Clapping

Cost: £9.99
Publishers: Viking Penguin
Available: From bookshops

BPA member Lise Leroux wrote this contemporary futuristic fantasy novel entitled *One Hand Clapping*. It was inspired when Lise read a newspaper article about a mouse with a human ear implanted on its back. The novel is set in future London when human parts for accident victims can be grown on donor's bodies. Marina volunteers for a multiple hand implant and falls in love with one of the hands which she names Cecilio. She is devastated when the hand is removed and searches for the rest of her beloved.

Each chapter of the book is recounted from the view of a different character, many of them members of Marina's long-lost family. The plot is incredibly complex yet surprisingly easy to follow. The thread of growing body parts weaves the absorbing individuals and situations together until they are united in the final chapter to a coherent whole. The book is a compelling excursion into the imagination.

This wildly improbable novel actually manages to suspend your disbelief because it is described with such insight and empathy. Lise's writing style is as inventive as her plot, never using a standard metaphor in favour of an original one. This makes some of the sentences a little clumsy but overall gives a fresh, interesting style of writing. Black humour, romance and human understanding make the book come alive.

Lesley Gale





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photos by michael mcgowan

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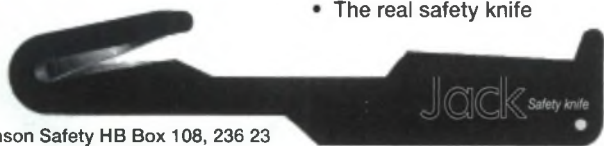
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NETHERAVON

Southern Regionals

The Southern Regionals were held very successfully at Netheravon over the first May Bank Holiday weekend.

Results

Five teams entered the senior 4-way which was won by *Quicksilver*, who scored two 12's and averaged 10 – a landslide victory despite a double bust in round 5. *Animation* came second and *Upton Park 'The Buffers'* took the bronze.

Turning Tricks won the Intermediate 4-way closely followed by *In Sync*. *Red Devils* just beat *Gripswitch* into bronze position. The junior event was closely fought but went to *Red Devils Red*, one point ahead of *Army Red* with *Angels of the North* taking the bronze.

Congratulations to:

- All medal winners (results below)
- *Quicksilver* for a 10 point average
- Dave Pritchard who won gold on a Stiletto 135 in the intermediate accuracy, beating some regular accuracy jumpers
- Alistair Macartney of *Quicksilver* who won bronze in the senior style by using head-down techniques to build up speed
- Glen Buxton who achieved his Cat 10.

Bad weather allowed an impromptu FS seminar from *Quicksilver* on the new blocks, this was well attended and most appreciated.

Nearly 1,300 descents were made in just over two days worth of good weather, with no incidents and no injuries. There was plenty of fun jumping going on beside the competition and people could not pack fast enough to keep the Skyliner in the air without shut downs! And we still managed to keep the static line students happy.

Thanks to all involved in the running of the place, too many to mention by name but all kept smiling despite the work load. There was plenty of life in the bar and everyone went away happy. It was good to see lots of new faces at the DZ, the packing hall was full and people were on packing mats outside for the first time this season, perhaps summer will exist after all!

Martin Williams

RESULTS

CANOPY FORMATION

SENIOR (4 rounds)		
Name	Total/secs	
1 Team 'X'	134.22	
2 Ipswich AirSpeed	190.17	
3 Over the Top	352.38	
4 Static line CREW	427.83	

JUNIOR (1 round)		
Name	Total/secs	
1 Red Devils Crew 2	93.16	
2 Red Devils Crew 1	93.21	
3 Yorkies	120.00	

ACCURACY

SENIOR (4 rounds)		
Name	Total/cms	
1 Dave Ballard	0.03	
2 Jeff Chandler	0.21	
3 Cheryl Smyth	0.24	

INTERMEDIATE (4 rounds)		
Name	Total/secs	
1 Dave Pritchard	10.74	
2 Roger Flavell	11.10	
3 Pauline Chandler	11.70	

STYLE

SENIOR (3 rounds)		
Name	Total/secs	
1 Jeff Chandler	26.54	
2 Dave Ballard	26.55	
3 Al Macartney	30.92	

INTERMEDIATE (3 rounds)		
Name	Total/secs	
1 Pauline Chandler	21.08	
2 Carol Macartney	22.45	
3 Roger Flavell	23.30	

FS

SENIOR (6 rounds)			
Name	Total	Ave	
1 Army 4 - Quicksilver	60	10	
2 Animation	35	5.8	
3 Upton Park 'The Buffers'	24	4	
4 Zygonis	13	2.2	
5 Scratch & Sniff	12	2	

JUNIOR (4 rounds)			
Name	Total	Ave	
1 Red Devils 'Red'	28	7	
2 Army Red	27	6.8	
3 Angels of the North	24	6	
4 Breakthru	19	4.8	
5 Know Fear	11	2.8	
6 Army Blue	9	2.2	
7 Green Ronnies	3	1.5	
8 Moved On	3	1.5	

INTERMEDIATE (6 rounds)			
Name	Total	Ave	
1 Turning Tricks	39	6.5	
2 In Sync	37	6.2	
3 Red Devils 'Black'	29	4.8	
4 Gripswitch	28	4.7	
5 Recalibration	26	4.3	
6 Army Black	20	5	



Angels of the North



Red Devils Red



In Sync



Red Devils Black



Upton Park 'The Buffers'



Turning Tricks



Animation



Dave Ballard



Red Devils CF



Roger Flavell



Pauline Chandler



Quicksilver



Dave Pritchard



Caroline Macartney



Jeff Chandler

All photos by Billy Morris

TRAIN IN SPAIN

GO

V E R T I C A L

Photos by Tim Porter



During April Chris Gauge and Tim Porter of *Vice Versa* skydiving team organised eight days of skydives from 16,500ft in the 'frying pan of Spain' – with the aims of safety, progression and having LOTS of fun. Over 70 skydivers enjoyed freestyle, sit-flying, skysurfing, head-down – and the occasional bit of formation skydiving.

Two passes were done in the Twin Otter (which dived head-down better than most of us!); the first at 13,500ft for the formation skydivers; the second for the freeflyers at 16,500ft. This gave up to 75 seconds freefall time for the funky flyers to 'fly the wind' in whatever position they wanted – as long as it wasn't belly to earth because that meant buying beers!

Approximately 200 loads were taken to the higher altitude, making over 2,000 individual freeflight skydives. The safety record was fantastic with zero injuries and just three cutaways: two due to twists and the third being a surf board!

Freefly Coaching

As organisers, Chris and Tim completed nearly 300 jumps between them. Acting as jumpmasters on alternate loads they filmed various groups, providing advice through

video debriefs – which also provided entertainment for the evening. They offered individual instruction and encouraged people to progress through sit-flying onto stand-up work and, only when competent at these disciplines, to move to head-down. This system aims to gradually and safely develop the skills required to change from belly to vertical flying. It also allows you to become accustomed to the increasing speeds experienced when in the head-down position. Experienced French freeflyer Phillipe Vallaud was also available for instruction, developing faster, orbital techniques with the more experienced freeflyers.

Variations

As the week developed the skydives became more exciting. Chris organised three sunset sit-fly dives with between ten and fifteen people; Tim arranged a few 6-way head-down dives. These jumps often had up to five different camera angles as the event of digital cameras allowed us to add greater dimensions to larger jumps. Numerous 2-way skysurfing jumps provided excellent viewing and also demonstrated that Tim's goal of a 4 point 4-way skysurf may not be too far away. All this ensured that the 'boys and their toys' had plenty of opportunity to play!

Spanish Mailing List

For information about drop zones in Spain you can subscribe to a free mailing list (non profit making) for information on: Boogies, Drop Zones, Insurance, Kit, Coaching, Travel, Directions, Places of Interest.

To subscribe write to Mike Shaw on mj.shaw@mad.servicom.es



Madness

Some of the craziest skydives were attempted by a Spanish group who took a cuddly monkey and an inflatable shark into freefall! They also managed to complete a fairly successful dingy jump which was shortly followed by a British attempt. During which Adam Climey proved the value of a hook knife when he had to cut the rope tying his foot to the dingy, at about 10,000ft.

Well Done

Congratulations of the week go to Mark Harris for successfully completing his first skysurf jump and also to David Sawyer who gained his Cat 10 (FS1).

Deug

During the week we heard of the tragic death of Patrick de Gayardon, a pioneer for many alternative aspects of skydiving. As a close friend to many of those present during this meet, he was constantly in our thoughts. An emotional one minute's silence was held as a mark of respect during his funeral. We wish him blue skies in the great DZ up there.

And Finally

Thanks must go to Yan and Ross of Train in Spain for holding this event, providing the extra altitude and encouraging the great vibes between many different nationalities and between the various disciplines. Chris and Tim did a great job giving their time and skills and we thank them and their sponsors; Time-Out, TSE and Symbiosis Suits. I think the event was bigger than we all expected!

I'm sure many of us will be back for **Go Vertical II - The Sequel** which is planned for October '98. And before then... see you all at the Nationals!

Cath Symonds



Photos by Tim Porter

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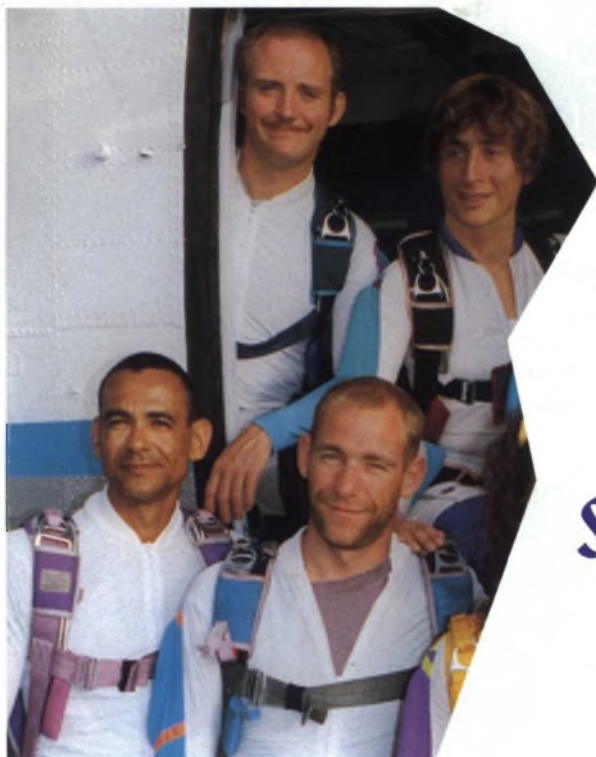
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Should we split the sexes?

Photo by Keith Larrett



Why don't women win medals?

Female FS gold medallists are extremely rare. We can't tell you how rare, exactly, because the BPA don't keep records. But if they were a species of animal they'd breed them in captivity.

Is this because women don't prioritise competition or because they simply can't keep up with the men?

The IPC think it is the latter.

The near extinction of the female skydiver seen competing at world level has been noted by IPC and was addressed at this year's meeting. Many delegates agreed that the sport was becoming ever more physical and aggressive and that this could be the cause of growing male domination. Segregation of men's and women's FS was proposed.

"This year's World Cup and European Championships in Portugal will have separate standings and medals for all-female teams (minimum of four teams), to encourage all-female teams to enter. This will also help to monitor the interest for an eventual female category for the future."

Pål Bergan

Chairman, FS Subcommittee of IPC

This IPC ruling has fanned a lively flame of controversy over the status of the female sex in our traditionally male-dominated sport.

There are those that argue for separate competitions on the grounds that differences in build are unfair to females.

"Weight and shape is more a factor than strength. Doing 4-way with people of very different sizes is more difficult than having more uniform shapes and weights. It's a fact that males are generally heavier and bigger than females. This unfortunately excludes many good female jumpers from various team selections. This is a problem in our sport and my main motivation to see this women's meet happen. These same female competitors, some of them excellent if not the best, don't really have a good environment to strut their stuff. Eventually these same disgruntled females leave our discipline or even worse, our sport. I say, go compete in your own meets where you are not disadvantaged by something beyond your control – your size and mass."

Solly Williams

World Medallist and Coach

"I was always against the idea of segregation but have changed my opinion as a result of seeing the top teams in action at World Meets over the last ten years. I have seen only two women in the top five teams in that time, Kirsten from the German 8-way and Marina Ugolini who gained a bronze 4-way medal for Italy in 1991. In my opinion this is down to the laws of physics. There is a strength and a weight element involved in piece flying and a mixed pair is more likely to be out of balance. It is impossible to do some of the moves properly with a large difference in body weight."

Rob Colpus
World Medallist

But by separating male and female FS competitions, we could be perpetuating the myth that women simply aren't up to it and degrading the role of women in the sport.

If build is the only issue, then compatible all-female teams, should be able to compete with the men.

Segregation of sexes on the basis of build simply isn't logical. Perhaps the sport should not be separated by sex, but by weight into heavy and lightweight class?

It is unusual for women to be selected for top FS teams. But physical weakness is often not the only reason given. The female of the species, however respected and liked, is most commonly overlooked on the basis of relative emotional unpredictability – or, more accurately, incompatibility – with the male element of the team. This discrimination is not malicious and in many cases it is well founded.

The male skydiver is a different animal to the female. He will naturally operate on a different emotional levels. He is unlikely to exhibit the characteristics of empathy and patience needed to adjust to working with a female skydiver. She is likely to deal with stress, failure, frustration, disappointment and success in ways that are confusing to the male and can make him anxious. He is simply not equipped to deal with characteristic female displays of emotion.

"Physically and mentally it is way easier, size and head-space wise for women to be compatible with women."

Jack Jefferies
World Champion

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<http://prest.gna.es/dlleure/Paraca/cpcb.htm>

How many women competitors do we have?

The BPA's database does not include information on gender so we don't know what percentage of the membership is female.

But it does seem from the following figures that, as the difficulty level of FS increases there is a decrease in female participation and also in female successes.

- Of Peterborough Parachute Centre's membership last year, 25% were female
- At the Woodmouse 4-way meet at PPC, 25% of entrants were female
- At the 1997 Nationals, 11% of all the entrants and 10% of the medallists were female
- At the 1996 Nationals, 15% of all the entrants and 13% of the medallists were female
- In the senior 4-way events in 1996 and 1997 only 6% of the medallists were female



Pictured above are the first all-female team to compete in a World Cup (1976), the Pink Panther team.

In France the all-female team *Coca* won the National title in 1990. Since then, we had the *Elles-Melun* girls on the national podium. The current French 4-way B team has a girl among its members.

Japan's 8-way has 7 girls, Germany's 8-way has one. In Italy, the new all-female team from Angela Carrara could get the Italian title this year with an average above 16.

As a good team needs to operate on one wavelength, in the air and on the ground, the different behaviour patterns of the male and female can be detrimental. If the end result of this is that women are being squeezed out of the top end of the sport, then it is time to do something.

There are other factors which make it more difficult for women to reach competition standard in FS. Women still earn less than men. And they are inclined to break their careers – usually in their late twenties and early thirties – to start a family. This is the age when a skydiver is most likely to reach competition standard. Many women only go back to work part time for the first few years – and a part time income and small baby combined will surely hose any plans for a serious FS team. Women are also not as status oriented as men and are arguably not as driven to winning medals, finding fulfilment in more genuinely useful pursuits.

If we are agreed that women are discriminated against in the current system and, for the reasons outlined above find it hard to reach current competition standards, then perhaps it would be fairer for them to compete in a separate competition.

Would the move encourage more females to participate? Separate competitions may be the way forward in the USA where the numbers are greater but in the UK, do we

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Sebastian 4NB - Team Profile



Sebastian 4NB, from left to right: Mary Inhofer (1,500 jumps), Jeannie McAbee (3,500), Pamela Geoffrey (1,300), Lilac Hayes (2,300), Kim Griffin (1,400)

Team together for: **3 years**
Current average: **11.5**
Highest score: **24**

Why are we an all-female team?

First, we are all friends and enjoy jumping together. We train hard, but easily laugh with each other – and at ourselves – when something goes so awry. Second, an all-women's team seems easier to market as a unique commodity in a male dominated sport. 4-way training costs a lot if you hope to be competitive. We're currently looking for sponsorship and have

found some doors have opened easier for us because we are all-female. (Although this is not to say that people are beating our doors down!) Another 'positive' about being on an all-female team is that none of us has to wear more than 5 pounds of lead!!!

We definitely do **not** want FS competitions to be segregated. This is one sport where women can fairly compete with men and we want to do so. FS is a very mental and visual game. There are definitely physical demands in competition FS, but they are not so great that a physically fit woman would have a disadvantage. We would not begrudge competing against other all-female teams in the future. There are some great women skydivers out there, I'm sure it would be fun and challenging. We just do not want to be forced to do so.

Kim Griffin
Sebastian 4NB



Photos by Keith Larrett

have enough women skydivers to run a meaningful all-female event?

"It's difficult enough finding like minded people to get a team together as it is and narrowing this down to just women would make the task near impossible."

Julia Foxwell
Intermediate National Champion

"I do not think that there are enough women skydivers in this country that are serious enough to devote themselves to team training for FS to have sufficient teams to make the Nationals a proper competition."

Julie Cannell
Nationals Medallist

The move would obviously provide us with a welcome clutch of female medallists, a very positive aspect of change. The sport needs more female role models, more women at the top, and this would hopefully have a trickle down effect of encouraging more women to concentrate on competitive FS.

"When I started surfing it was a male dominated sport with few, if any, women placing in competition. Since they brought in a female category, I have seen lots more women enter the sport as a direct result of having female 'heros' they can relate to."

Pete Allum
National Champion

The move would provide female FS jumpers with more attainable goals. This could encourage women to stay in FS, reducing the 'bleed' of competitive women

into other disciplines. Style, Accuracy, Freestyle and Skysurfing all have separate categories for women's competition. FS and CF remain the only mixed competitive events and CF has so few women enthusiasts that a separate category would be meaningless.

The proposed segregation may improve the actual performance of women in FS. Studies have shown that women's athletic abilities improve in the absence of men.

"In a mixed environment, from secondary school onwards, boys tend to dominate sporting activities. Girl's potential stops shining through. They start to complain of illness and injury. If you take the boys away, there is a positive response. There are far less complaints of illness and most girls perform better."

Trevor G Pipe, M Phys Ed
Physical Education expert

The move might encourage more sponsorship and media exposure.

"I think we should focus on all the advantages of seeing a women's event rather than try find reasons not to have it. In three years time there will be women's World Champions in 4 and 8-way. This concept will go more distance then the IPC trying to sell our sport as having gender equality. There will be new sponsorships in our sport (women's products etc). We will see more woman coaches. We won't lose FS jumpers as a result of low motivation."

Solly Williams

But there is strong feeling that segregation will do more harm than good. Importantly, BJ worth spoke out against the proposal at the IPC meeting on behalf of the all female US skydiving team *Passion8*, who have said that they would prefer to compete amongst men.

"Separate classes for women would discourage women from competing with and against men and prevent them being judged in the same class. I think we are in danger of being perceived as an intermediate class where less is expected of the skydivers. As a competitor I want to be counted among the ranks of the BEST who compete. I don't want any disclaimers attached to my efforts."

Debbie McNann
Passion8

This is from a team that would definitely be in medal contention in an all-female meet.

Women may have a difficult time matching the achievements of men. But there are still exceptional women out there who do make it to the top. Indeed some competitors report that mixed teams may operate on a more balanced emotional level.

"I didn't notice Sarah was any different to the guys in the skydiving sense. If anything, she was a calming influence on the team. We must be one of the only competitive team sports that compete on an equal basis – do we need to change?"

Billy Morris
British 9 National team

The BPA's IPC delegate John Hitchen said that the BPA are concerned that women are being squeezed out from the top levels of FS, and that in principle they thought a separate discipline for women was "a damn good idea". He feels that the physical element is responsible saying that, although there are a few women that are strong enough, the majority who aren't are losing out.

However, funding reared its ugly head as he sighed "But where is the money going to come from? We simply don't have enough for all the disciplines as it is".

"I think that in this country it would be really difficult to get enough female teams to hold a sensible competition. The cost of the medals alone this year was £1,200. If there was a concurrent competition for women, money would be more thinly spread and team registration would have to go up."

Sue Meacock
FS Nationals Organiser

"When several organisations have already decided to stop supporting their 8-way because of a lack of both finances and competitors, how can one imagine sharing even more our means?"

Manu Ars
French 8-way

Of course, men and women would still mix for fun jumping. In fact, segregation may even raise the numbers of women on high quality boogie loads and world records, for example, because more women will have improved through training.

In conclusion

There are strong arguments for and against segregation. But do the pros outweigh the cons?

Pros

- The move would
- remove build inequalities
- stop discrimination against women
- bring more women into the sport
- increase sponsorship
- raise the standard of women's FS

Cons

- The move would
- not be a valid distinction
- put further strain on already stretched purses of governing bodies
- penalise mixed teams and top class women in the short term
- not have sufficient support in the UK to create a meaningful Nationals
- demote the role of women in FS

Adjusting to change would be uncomfortable in the short term especially for current female competitors as they will inevitably feel demoted. Some may be directly penalised as they could no longer jump with the best. (Although the suggestion is that mixed teams would be allowed in the transition period.)

"I'd hate to see women being banned from competing with men. That is one of the reasons I like the sport so much, because you can compete with men whereas this is impossible for the vast majority of other sports."

Sarah Laughton
National Champion

In the longer term, a separate female event would raise the numbers of women in the sport. Having separate competitions does seem like moving the goalposts. But if as Solly Williams suggests, the women's event uses the same draw they are still competing with the men. They could still win 'open' medals. And perhaps most important of all, there would be more female celebrities in FS, giving women in our sport a higher profile and a louder voice.

"We should have the same venues, same draw, same scoreboard, same IPC sub-committee but, and a big but, a different podium with the best women jumpers out there getting the recognition they deserve."

Solly Williams

People have said the change would generate sponsorship. Perhaps that is the answer to the financial objections raised. But this change must be more than a PR exercise. If we are to segregate it must be for the right reasons and with strong female support. Do women actually want segregation? It is interesting and rather unsettling that support for the move seems almost entirely male.

"Women should not have to be of Amazon standard to compete."

Andy Allman
British 9 National Team

Out on a limb, the all-female Swedish team, 4Pleasure suggest we have nothing to lose by giving it a try.

"We believe that the whole sport will gain a lot by a women's class in Formation Skydiving. We believe that in the long run it will bring more sponsors into our sport... and more media coverage which we will all gain from... At first we were all very sceptical about the idea... but the more we thought and talked about it we began to see all the positive effects that would come out of it... In the beginning the average in the female class will be lower than in the male/mixed class. But we hope and think that will change in time. One reason for that is that there are fewer female teams in the world but with a separate class for women we are taking one step in changing that... It will open the door for women who want to compete... Maybe one day we will have a female team that is the best team in the world but we have to start somewhere... We will not know if this will work unless we try. So for all the sceptics, let's just try and see what happens!"

for women we are taking one step in changing that... It will open the door for women who want to compete... Maybe one day we will have a female team that is the best team in the world but we have to start somewhere... We will not know if this will work unless we try. So for all the sceptics, let's just try and see what happens!"

My last word on the subject?

"If you don't risk anything, you risk even more."

Erica Jong
Fear of Flying
Emma Moran

Did you know?

.....that in the last six years, there has only been one female formation skydiver (Julie Cannell) to train and win a medal in the senior 4-way event

Senior Female National Successes

1992	8-way Gold	Debbie Allum, Allison Cronelly – Toytime
1993	4-way Silver 8-way Bronze	Nicki Homer (camera) – RAFSPA Sharon Allen, Tracey Allman - RAFSPA Minge Games
1994	4-way Gold 8-way Gold	Nicki Homer (camera) – RAFSPA Debbie Allum, Allison Cronelly – Games Company
1995	4-way Bronze 8-way Gold	Lesley Gale (alternate) – Short Straw Debbie Allum, Allison Cronelly – Ricoh Cameras
1996	8-way Gold 8-way Silver	Sarah Laughton – Army 9 Debbie Allum, Lesley Gale – Large
1997	4-way Silver 8-way Silver 8-way Silver(open)	Julie Cannell – No Purchase Required Julie Cannell – RZ Lesley Gale, Celeste Hill, Anne Maxwell, Conny van Setten

What do you think?

If you have any opinions on the subject you can write to Chris Allen, Chairman of BPA Competitions Committee at the BPA office or on Skydive_International@compuserve.com or to Pal Bergan, Chairman of IPC FS subcommittee on pal.bergan@online.no or to Lesley Gale, Editor, BPA magazine on sportpara@aol.com

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As an extreme skydiving team, we are always seeking the buzz, that adrenaline-loaded kick which reminds us that skydiving is the ultimate pursuit. Earlier this year the *Vice Versa* Skysurfing Team (aka Chris Gauge and Tim Porter) uncovered a new outlet for channelling that feeling of extreme ecstasy.

Night skysurfing in formation has never been attempted and it is perhaps understandable why not! This, if for no other reason, would offer enough of an excuse for giving it a go. So, after some careful planning and accompanied by two of Florida's most active cameraflyers (Brian Erler and Dean O'Flaherty), the *Vice Versa* team entered the twilight zone over an extremely dark, yet still picturesque Skydive Space Centre in Titusville, Florida.

Sunglasses were worn due to the intensity of the flash equipment which was scaffolded to Brian and Dean's helmets. After an initially strung-out exit, the four of us flew in tight proximity for the rest of the jump. The rapid firing of flashes from the four stills cameras provided the ground party with a spectacularly unusual lightshow. This was then accompanied by some extremely fast landings on our Stiletto 107's in nil wind conditions!

It was a truly magical experience, surfing through the airwaves without an idea or, for that matter, a care for where we were.

If you're after a little extra spice, you may want to consider some aerial night frolics – it certainly delivers a mighty rush!

Photos by Brian Erler

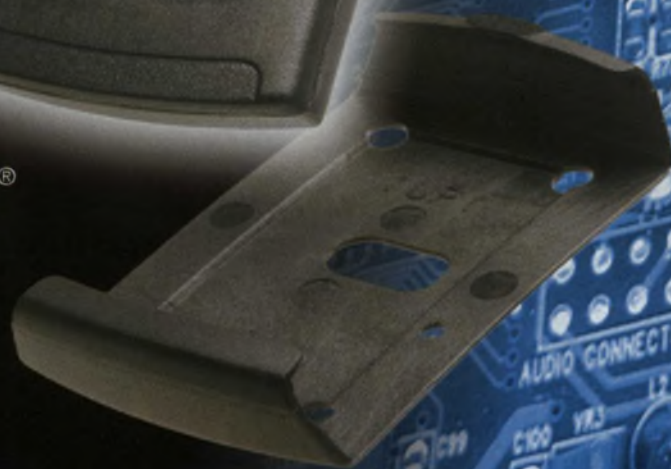
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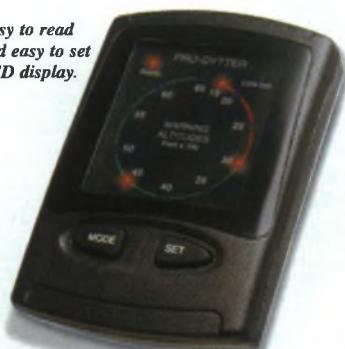


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POPS CORNER

Parachutists Over
Phorty Society

SIBSON - JUNE 20-21

This will be our first meet of the year and, as tradition goes, members will compete for the Doncaster Plate in Accuracy and Pete's Pot in the Hit and Rock, this being very popular with our enthusiastic members. The trophies will be held by the winners for one year. Once again Pete and Hattie Best have generously donated replica trophies of Pete's Pot; one of which the winner will keep, the others will keep us going for the next nine years! Thank you!

There will also be plenty of fun jumps and/or organised FS. Saturday is BBQ night at the Stoneacre Guest House with the usual raffle. Donations of prizes will be gratefully accepted.

MOORSELE - JUNE 22-27

Fancy a week in Belgium? POPS members are going to Moorsele after Sibson for a European meet. Fun jumping and POPS FS records are on the agenda. Even if you aren't a POP yet, you will be more than welcome to come and join in the fun.

There was initially some doubt about



camping but I have recently had it confirmed that we can camp on the DZ.

LANGAR - SEPTEMBER 26-27

The September 'TBA' meet will be at Langar. As it is the last weekend of their Turbolet they were looking for some natural party people (that's us!) for a fun weekend. As well as the Let there will be a Porter, Islander and 206. Maybe some POPS records could be on the cards?

WORLD MEET 1999

Still no news of the venue to date.

Sue Hill Hon Sec/Treasurer

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To Hook or Not to Hook...

...that is the question...

Mother Earth, as I discovered three years ago, is unforgiving.

During a long weekend at Ampuria Brava, the wind was honking a bit on the first day. I was enjoying the ride back to the DZ so much that my final turn was left rather late. Impacting with the ground at high speed on both knees resulted in two broken femurs (each in two places), multiple fractures to one hip and the other hip coming off the femoral shaft. Within the next twelve months I had three operations on the left leg and four on the right. Altogether that year I spent around five months in hospital. It took six months to get out of a wheelchair, nine operations in total and eighteen months to resume jumping. I was lucky!

If you want to chance your luck at a hook turn, be my guest. But the sport is full of adrenaline-pumping moments higher off the ground. Why tempt providence? I have

been lucky to get back to a sport I love but you may not be. As you become older and the sport more advanced you will find there are enough rules, regulations and obstacles which may stop you skydiving sooner or later. Enjoy it while you can!

John Crowhurst - TOP POP



The final metalwork removed from John's legs three years after his accident



Pat and Alicia Moorhead who operate the California Flying Circus. Alicia is current US TOP POP and World TOP POP

ON BEING A POP

If you are a PUP (Parachutist under Forty) then POPS is probably the last thing on your mind (*so I guess you're not reading this? - Ed*). On achieving the so-called great age some skydivers pretend it never happened and that POPS does not exist. Others sense the extra-special camaraderie and increasingly enthusiastic approach to meets, competition and the social scene.

POPS HEROS

In the UK we are very proud to include in our Society many well known professional names; Jeff Chandler, Ronnie O'Brien and Dave Morris to name but three. Jeff is Senior Style and Senior Accuracy Regional overall champion and also World POPS Champion. No-one will ever forget Ronnie's mid-air tandem rescue which earned him the Queen's Medal for Gallantry. Dave's expertise and achievements command equal respect. Glenn Stephenson, Roger Flavell and Pat Hammond have made their mark in Accuracy and CF. There are too many of you out there to name, POPS ladies and gentlemen, who do so well.

POPS RECORDS

The current POPS record 75-way was established in the States. Jack Felstead is cooking up another UK POPS attempt, hopefully for the Langar Large Aircraft Boogie. The word also is that Belgium POPS meeting, 22-27 June at Moorsele will be the venue for an all-European 40-way attempt. Interested? Then call Michel Van Beirson on 00 32 58 411468.

COME AND PLAY!

POPS is not about getting old, it's about being active and staying skydiving. You will only grow old if you leave it behind. Want to join? Call Hon Sec and Treasurer Sue Hill, cross her palm with a once-and-for-all fee of £15 and help us build a membership which other countries will have to reckon with.

John Crowhurst - TOP POP

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(listed to the right)

Letters A - E refer to
Military BPA Affiliated
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(listed overleaf)

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the BPA Operations
Manual

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- FF - freeflying
- AC - accuracy
- WP - WARP
- SU - Skydive U

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FS WP SU

6 DEVON & SOMERSET PARACHUTE SCHOOL

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FS AC WP

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LO FS CF WP

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FS CF AC

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Aircraft: Islander

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14 OXON & NORTHANTS PARACHUTE CENTRE

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Tel: 01384 393373 Mobile: 0850 762349

Friendly atmosphere, visitors welcome, good local pub.
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First Jump Courses: rounds, tandem
Aircraft: Cessna 182 and 206

15 PETERBOROUGH PARACHUTE CENTRE

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CF WP AC

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Weekend 01764 662572

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FS WP

19 STIRLING PARACHUTE CENTRE

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Scotland FK8 3QT
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E-mail: parajump@aol.com

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First Jump Courses: rounds
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21 THE PARACHUTE CENTRE

Tilstock Airfield, Whitchurch,
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E-mail: skydive@tilstock.demon.co.uk
www.tilstock.demon.co.uk

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Aircraft: 2 x Cessna 206

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22 WEST WILTS PARACHUTE CLUB

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Tel: 01285 770856

23 WILD GEESE SKYDIVE CENTRE

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Co Londonderry, N Ireland BT51 5LQ
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www.wildgeese.demon.co.uk

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CF WP

BPA ORGANISATIONS

AFFILIATED MILITARY DROP ZONES

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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

c/o JSPC
Airfield Camp, Netheravon, Salisbury
Wilts. SP4 9SF
Tel: 01705 224148/49 Fax: 01705 224150

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

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Office 00 357 4 744337 DZ 00 357 4 744245
Fax: 00 357 4 744180

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
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BRITISH COLLEGIATE PARACHUTE ASSOCIATION

c/o Darren Hipwell – Chairman, BCPA
4 Lome 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.

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8 Burns Crescent,
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School at Lewknor drop zone.

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Box 194
17487 Empuriabrava (Girona)
Spain
Tel: 00 34 1935 6202 or 00 34 7245 0111 (centre)
E-mail: freefalluk@aol.com
http://members.aol.com/freefalluk
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Contact: Chris Miller
Tel: 0161 798 6895
Mobile: 0370 575621
E-mail: chris.miller@zetnet.co.uk
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40 The Hamlet, St Annes
Lancashire FY8 3LE
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Fax: 0151 448 1172
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THE RED DEVILS

Airfield Camp, Netheravon,
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Tel: 01980 678212 (Students)
Tel: 01980 678203 (Rigging)
Fax: 01980 678349

SCOTTISH SPORT PARACHUTE ASSOCIATION

Anne Johnson (Secretary, SSPA),
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E-mail: skydiveamy@aol.com
http://members.aol.com/skydiveamy/index.htm
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45 Legge Crescent,
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E-mail: 100722.2744@compuserve.com
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Examiner, USPA Safety and Training advisor and
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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/dileure/Paraca/cpcb.htm>

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Equipment, Incident and Confidential Reports

CHAIN OF EVENTS

A jumper with 800 jumps borrowed a rig; the harness was comfortable and fitted well. As the main deployed the jumper watched two complete twists as the slider came down. The jumper tried to kick out of the twists but, after 3 to 4 revolutions, the jumper was actually rotating horizontally to earth. The jumper peeled the cutaway pad and experienced a very stiff pull. After successfully extracting the cutaway pad to full right arm's length, the skydiver dropped it and deployed their reserve. They realised that the spinning was, in fact, even more violent and then noticed that the yellow cutaway cables were still in the (soft) housing. The jumper physically pulled the yellow cables free and then cleared the twists in the reserve risers to check the reserve canopy which was open and flying well by approximately 1,000ft. The free-bag was found totally twisted with the main canopy.

Conclusions: The jumper reconstructed the twists later in a hanging harness with no extra weight and went through the same drills. The cutaway poundage went over the 50lb scale and did not release. Photos of the risers show the 3-ring riser loop digging into the yellow cable on the right side and the twists trapping the yellow cable on the left side. When the jumper went through the same drills with no twists the cutaway was okay.

Recommendations: The equipment now has hard housings and properly manufactured risers which is

Tip of the month - Don't be a Statistic!

Avoid an embarrassing cutaway that could be prevented!

Check your control toggles for security as follows. First set your brakes as normal, then hold your riser rapide link in one hand and the 3-rings in the

other hand. Vigorously snap the risers a couple of times. If your control toggle comes loose it will probably cause a malfunction at the most inconvenient and embarrassing moment. Sort it out NOW. If in doubt have a rigger check your system for you.

probably the best recommendation that can be given. However this incident report does demonstrate a chain of events that resulted in a very lucky escape and safe landing. The borrowed equipment shows that the jumper was not responsible for packing, servicing or maintenance of the equipment — this was also a contributing factor to this incident.

WRONG MANUAL

During a normal reserve inspection and repack, a rigger noticed that the pilot chute end of the bridle line had been previously stowed in the stage deployment loop which would hinder the deployment of the pilot chute. The rigger then contacted the last packer who had packed three of these rigs within a short space of time. The other two reserves were checked by his CCI and found to be packed correctly.

Conclusions: The packer followed the reserve packing manuals. However, it is believed that the manual used for the incorrectly packed one was for a later model container and therefore did not contain the correct stowage for the stage deployment loop. An added problem with the report is that the person who packed the reserve did not seal the reserve but a seal had been later fitted during a trip overseas.

Recommendations: It is the reserve packer's responsibility to ensure that the manuals referred to during a repack are for the correct container. Riggers and reserve packers must be meticulous with

paperwork and kit. Stage deployment loop problems have been brought to light many times in the past. It is worth remembering, if the packer is in any doubt about a stage deployment loop, they must seek advice.

TWIST AGAIN - LIKE WE DID LAST SUMMER

Twists are a subject that we have covered in previous incident reports but the number of reserve rides due to twists seems to be increasing. Since my last report I have received reports of another nine reserve rides due to this problem.

Conclusions: By discussing twists with some jumpers it does seem that we expect off-heading openings and the canopy to open in twists every now and then. Complacency could be the cause of most twists but this is only a guess.

Recommendations: Recommendations have been covered within previous issues. **Don't** accept twists as an occasional hazard, they could cause a reserve ride or canopy collision. Check these areas: equipment compatibility; worn components; packing methods; line stowage systems; harness fit; body position on deployment; line trim.

However, to take this one stage further, it would be a positive contribution to safety if any or all BPA members would evaluate their openings during the next dozen jumps, recognise patterns and report on any actions taken. This could be very useful especially if as much information as possible can be recorded. If



anyone wants to do a survey at your local drop zone please let me know.

BRAKE OFF

My last report noted fifteen reserve rides reported due to one of the main steering toggles releasing during opening or the jumper not being able to release one toggle after opening. Since then we have had another six reserve rides from the same problem. One of the current reserve rides due to a brake releasing on opening happened to a cameraman who had a very hard reserve deployment and lost consciousness and landed off the DZ in a neighbouring field.

Conclusions: This has got to be the easiest problem to solve. We discussed some conclusions the last time that I reported this type of incident. They still apply: check the integrity of the method used to control the toggle during deployment; check velcro is positioned correctly and not worn; check that loose brake line cannot catch during riser movement.

Recommendations: Perhaps we need to discuss this problem in more detail with a wider audience. Because of the vast differences in container types, main canopies and toggle design, a survey on this subject could be valuable. Could any volunteers please let me know.

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

CALLING ALL BPA INSTRUCTORS

We need more detail on Incident Report forms in order to draw conclusions we can all learn from. Most Incident Reports are filled out by a BPA instructor; can all those responsible please include more details. Specifically, the following: exact information of what happened either from the jumper's point of view or an observer; the possible cause(s) of the incident; what can be done to prevent it happening again; rigger's comments if an equipment problem.

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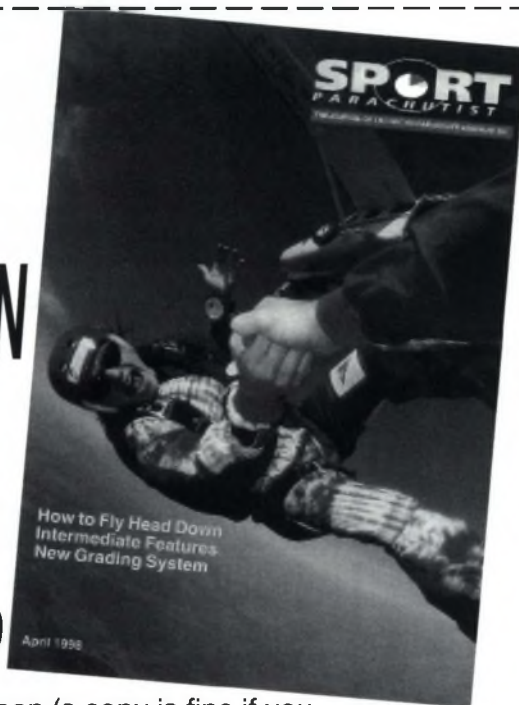
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