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# *Sport Parachutist*

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£1.50

JUNE 1989



*Your new look Sport Parachutist featuring in this issue:*

- ★ *News and Editorial - Pages 4 and 5*
- ★ *Cyprus Calling - Pages 14 and 15*
- ★ *Photo Competition Details - Page 25*
- ★ *Notice Board - Page 37*
- ★ *Plus lots more!!*



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Mr. Walter Gubbins I.F.C. in this seasons 'Thomas Tropical Kit' gets his knees together and boogies through South American skies. The large, furry rodent sleeping under his hat was a gift from a grateful Brazilian 2 Way Sequential Team.

Suit by Symbiosis · Make-up by Mandy · Photo by Leo

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Leather Chaser with Firelite Reserve and Maverick Main

### THE FIGURES

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**Treasurer BPA**  
J. K. Lines

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| John Curtis  | Dave Johnston |
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Gerry O'Hara

**G.A.S.C.O. Representative**

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# Sport Parachutist

JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION WHARF WAY GLEN PARVA LEICESTER LE2 9TF Tel. (0533) 785271

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Affiliated to the Federation Aeronatique Internationale through the Royal Aero Club of the United Kingdom.



**Editor's Note**

The views of contributors to *The Sport Parachutist* are not necessarily those of the Editor, or of the British Parachute Association, and no liability is accepted for same.

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Front Cover: Formation Building over Ampuriabrava Photo: Seagull Photo Company



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# NEWS · NEWS · NEWS

## THE MAGAZINE, THE MEMBERSHIP AND ME



Steve Eversfield  
Editor, Sport Parachutist



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After caretaking the last two issues of Sport Parachutist I am now officially the new Editor, and already I'm experiencing the ups and downs this job brings. The saying 'you can't please everyone' has more than a grain of truth about it, no doubt previous Editors will testify to the same. The honour of a Presidential 21 gun salute after the last issue could be considered an up I suppose, however, the fact they were firing real shells puts it more into perspective.

The direction of this magazine undoubtedly reflects the incumbent Editors attitude to the sport. My attitude is pro-competition and highlighting the efforts and achievements of those trying to break new ground. When I was a student I found articles and photo's of what the big names of the day were doing, far more inspiring than accounts of copious beer drinking and poetry composed on the back of a chip wrapper.

To that end I will layout what you can expect from me and what input I would like to see from you. First of all it's your magazine, I edit it, I don't write it. The standard of the magazine depends on what is submitted, so I will repeat the standard editorial plea. If you have a competition, boogie, record attempt or anything else which may be of interest, please send it in, complete if possible. That is results, report and photos.

In this magazine you will find that some things have already been changed. After long and honourable service, the Drop Inn has been retired, in its place is "News". As the title suggests this contains items selected by me, from all sources, which I think would be of interest to members.

Some references will just be tasters and will point readers to more in depth coverage further on in the magazine. My experience is that there has almost been a conspiracy to stop members knowing about things which they have every right to know, so hopefully you will be better informed.

The letters pages stay of course but will only contain correspondence that is commenting on issues or replying to previous input. To catch the thank you notes and small talk which fell awkwardly between the old Drop Inn and letters page, a new forum has been introduced, "Noticeboard". This will be there for you to thank someone, announce the retiring of, let the world know that you have done your hundredth jump or whatever you see fit. However, poems, ditties and limericks will no longer be reproduced. I'll put it as nicely as I can, thanks but no thanks. I've yet to come across anyone who appreciates them so please don't send any more in.

There are a few misconceptions about the magazine that I have recently heard which I feel need clarifying.

**Misconception number one.** *The Council either edit or vet the magazine before it is printed.*

Wrong, the magazine is compiled totally without the interference of the council.

**Misconception number two.** *Photographers get paid for submissions.*

Here is an untampered sneak look at the accounts of Sport Parachutist with a list of monies distributed.

Simon Ward.....£0.00  
Leo Dickinson...£0.00  
Norman Kent....£0.00

The glory is enough for them. I'll take this opportunity to thank them and all other contributors for the support they've given to the magazine over the years. Keep it up and we'll double your wages.

There is one other dragon I'm sure we would all like to see slain, that is the magazine's reputation for being late. In order to bring an end to this the following actions have been taken.

We have changed printers. Copy and issue dates for the next two years have been set and agreements made on the turnaround. Armed with such information I can (fairly) confidently say that the next issue date will be August 23. Please make sure that articles and photos for that issue are with me by 4 August at the absolute latest. All ads must be with Tony Lewis by the same date.

Tony Lewis, who's he? I may be steering the ship but the chief engineer is the afore-mentioned Tony, the Commercial Manager of Sport Parachutist. Where does he fit it? OK, tell 'em Tone ...

Steve Eversfield

Thanks Steve and hello to all the members of the BPA. Some of you may already have met me at the Annual Dinner Dance in January and I would hope to meet many more of you as the summer goes on.

I did intend to write about copy deadlines, submission of copy and the quality of camera-ready artwork supplied by the advertisers to me. However we have run out of space so that will have to wait until the August issue.

Please tho' get your ads to me as early as possible before the cut-of-dates and if you have any problems please do not hesitate to ring me (I work most evenings as well!!).

Tony Lewis

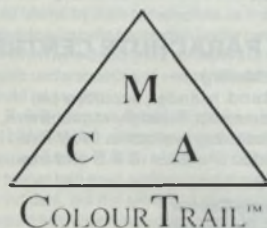
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### "MO" ON THE BOX

The activity that had the most enquiries after being featured on Channel 4's "Challenge to sport" series was to get an hours documentary made about it, so the blurb went. The skydiving film won hands down but the prize up until now has been very elusive. However, after much tree shaking by Sue Dixon and Chairman Jim Crocker, Channel 4 have at last come up with the goods.

A camera crew will follow eight way team "MO" through training the Nationals and then, providing they win it, on to the World meet in Spain. All human life will be here, the tears, the triumphs, the ecstasy and the pain. Photographers Simon Ward and Stuart Meacock will be doing the aerial footage.

### 200-WAY THIS YEAR?

Time was when "XX" on your jumpsuit indicated that you had been touched by angels, well almost. If the plans are successful "CC" looks like the motif to be seen with this year. The organisers propose a 100-Way base with a second wave of 100 taking grips between legs. Stay close to the South of France in August if you want to lurk this one.

### BAD START TO 89 IN US

Safety statistics in the UNITED STATES look set to take a knock, in the first three months of 1989 ten fatalities were reported to the USPA. In 1988 the years total was 23.

### CRW WORLD MEET SELECTION FOR 1990 THIS YEAR

The 1990 CRW World Meet taking place in Thailand will be held early in the year, therefore winners of this years CRW Nationals will be "eligible" to represent Great Britain. Take particular note of the word eligible.

### BPA HEADQUARTERS

Ever wondered what it looks like? Well here it is, the "Leicester Lubianka" without the staffs Merc's and BMW's cluttering up the outside. Not yet a listed building, but a classic example nevertheless of sixties, flat roof, Bodger and Co architecture.



# BRITISH PARACHUTE ASSOCIATION CLUBS AND CENTRES

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**A1 Skydiving Centre**  
Rectory Farm, High Street,  
Abbotsley, Huntingdon,  
Cams. PE19 4UE  
Tel: (076 77) 7065

## BADMINTON PARACHUTE CLUB

Badminton, Avon.  
Tel: 045 421 486  
Contact: John Davies, New Villas,  
Badminton, Avon.  
Tel: 045 421 249/379

## BLACK KNIGHTS PARACHUTE CENTRE

Week-end centre, first jump SL courses, radios and aeroconicals. Tandem courses. SL and FF progression to category 10. RW and CRW instruction. Cessna 105 (inflight door). SL and FF kit hire. Accuracy pit, canteen, washing and toilet facilities. Camping and caravans on DZ. B & B local.

Contact: Bob Parry  
Patty's Farm, Hilliam Lane,  
Cockerham, Nr. Lancaster  
Tel: weekend 0524 791820  
Midweek 0510924 5560

## BORDER PARACHUTE CENTRE

In beautiful Northumbrian countryside. C207, full equipment, free hire, RW/CRW instruction. Visitors welcome, no membership fees. Centre has superb accommodation (booking essential), Bar Restaurant Entertainments. All weekends and Wednesday and Friday afternoon/evening (BST).

**Border Parachute Centre**  
Dunstanburgh House, Embleton  
Alnwick, Northumberland  
NE66 3XF  
Tel: Embleton (0665 76) 588

## BRITISH PARACHUTE SCHOOL

Open daily. First jump courses and accelerated freefall courses + progression courses. Training for progression jumps and relative work always available. Cessna 206 and Islander Accuracy pit. Bunkhouse with showers and Canteen and Bar on DZ. Visitors welcome.

**British Parachute School**  
The Control Tower, Langar Airfield  
Langar, Nottingham  
Tel: 0949 60878

## BRITISH SKYSPORTS PARACENTRE

Open 7 days. 3 Aircraft. Accommodation. Free Camping, Bar, Canteen, RW and CRW Coaching. Experienced Equipment. Tandem rides and evaluation courses available. Progressing students very welcome.

**British SkySports Paracentre**  
Bridlington Aerodrome, Bridlington  
East Yorkshire  
Tel: 0262 677367

## CORNWALL PARACHUTE CENTRE

Is about people enjoying themselves, safety, the finest equipment, good food and friendly staff. C182, Video, Tandem, Static Line Square, WARP. Unrestricted altitude. All types of accommodation available. Open Wednesday through Sundays. Please contact Secretary Linda Ruth Grant.

**Cornwall Parachute Centre**  
Frans Ranch, Old Naval Airfield  
St. Merryn, Cornwall  
Tel: 0841 540691

## DUNKESWELL INTERNATIONAL SKYDIVING CENTRE

Friendly full time club with basic courses and tandem jumping available all year round. Student progression, RW and CRW instruction, accuracy pit. Student and ram air kit available. Overnight accommodation, B & B nearby, canteen, bar and camping on DZ, Cessna 206. Non members welcome.

**DISC, Dunkeswell Airfield**  
Nr. Honiton, Devon  
Tel: 040 489 350



## DONCASTER PARACHUTE CLUB

The new skydiving centre of the north. Open Fri, Sat, Sun & Bank Holidays - other weekdays by arrangement. 1st jump static line courses, tandem jumps, excellent student progression - WARP, RW, CRW and AFF instruction by competent instructors. Radio helmets, AAD's, Accuracy Pit, student and experienced kit hire. Cafe, toilet and shower facilities, accommodation, caravans and camping. Bar on airfield. C206 Cherokee 6 and Piper Lance. Competitive jump prices, everyone welcome.

**Doncaster Parachute Club**  
Doncaster Airfield  
Doncaster, South Yorks  
Tel: Weekends 0302 532922  
Tel: Midweek 0532 505600

## EAGLESCOTT PARACHUTE CENTRE

Open every weekend and also weekdays by arrangement. Friendly small club atmosphere with emphasis on safety. All students equipped with A.A.D.s. Helmet radios and G.Q. Aeroconicals. RW, CRW, Style and Accuracy coaching. Superb accuracy pit. Tents and Caravans on the D.Z. Local B & B. If it is windy - you can always go surfing!

**Dave Tylcoat**  
Eaglescott Parachute Centre  
Eaglescott Airfield  
Ashreigney, Chulmleigh  
Devon EX18 552  
07693 552/0392 75222

## FIFE PARACHUTE CENTRE

Full time 9 to dusk, from Wednesday till Sunday. Caters for first jumps, progression RW, CRW, tandem. Facilities include bar, canteen, one aircraft, camping facilities, B & B locally, numerous bad weather facilities nearby.

**Fife Parachute Centre**  
Muirhouses, Grange  
Errol, Perthshire  
Tel: 0821 2673

## FLYING TIGERS SKYDIVING CENTRE

Beginners' courses, Ram air progression, Tandem, RW, CRW instruction. Restaurant, bar, camping available, accommodation nearby. Cessna 206 always available. Open Friday through to Sunday all year and other times by arrangement.

**Flying Tigers Skydiving Centre**  
Goodwood Airfield, Nr. Chichester  
West Sussex  
Tel: Kevin McIlwee 0243 780333

## HALFPENNY GREEN SKYDIVING CENTRE

Friendly centre catering for progression. RW, CRW instruction. First jump courses, S/L square, Tandem and AAF. Two Islander aircraft. Cessna 180 (in flight door). Unrestricted altitude, accuracy pit, free bunk house with showers. Food and bar on airfield. Camping available. Open weekends and by arrangement. East access from Midlands and motorways.

**Halfpenny Green Skydiving Centre**  
The Airfield, Bobbington  
Nr. Stourbridge, West Midlands  
Tel: 038 488 293

## HEADCORN PARACHUTE CENTRE

Full time, 9 to dusk, very active midweek. All levels of instruction/progression, AFF, RW, style, Accuracy. Experienced staff, 2 Islanders, video, team rates. Canteen, free accommodation. Everybody welcome.

**Headcorn Parachute Club**  
The Airfield, Headcorn, Kent  
Tel: 0622 890862

## HEREFORD PARACHUTE CLUB

Beginners' courses with full progression. SL/FF Aeroconicals, AADs, Radios, RW/CRW coaching, tandem, full kit hire, cutaway rig. Visitors (C licence plus) welcome. Canteen, bar, toilets, showers, accommodation, accuracy pit, 2 C206s. Closed Mondays.

**Hereford Parachute Club**  
Shobdon Airfield, Nr. Leominster  
Herefordshire, HR6 9NR  
Tel: 056 881 551

## IPSWICH PARACHUTE CENTRE

Open 6 days a week (closed Tuesdays). Islander and Cherokee V1 permanently available - Student, RW and CRW instruction by full time staff, accuracy pit, excellent rigging facility. Food, accommodation, camping and bar on drop zone.

**Ipswich Parachute Centre**  
Ipswich Airport, Nacton Road  
Ipswich, IP3 9QF  
Tel: 0473 710044

## LONDON PARACHUTE SCHOOL

Weekend club: beginners' courses and progression training. Farmland DZ. B & B available locally. Aeroconicals. Radios, boots and helmets loaned free. All welcome at small but friendly club. Please telephone beforehand for weekdays activity.

**London Parachute School**  
P. O. Box 18, Goring on Thames,  
Reading. RG8 9EW  
Tel: 0249 651909

## LONDON SKYDIVING CENTRE

1st jump courses. S/L, AFF, tandem. Full time centre. Skyvan and Cessnas. New clubhouse with showers, accommodation, canteen, bar, kit hire, camping. Easily accessible from London and the Midlands, close M1 (J13 14)

**The London Skydiving Centre**  
Cranfield Airport, Cranfield  
Bedford, MK43 OAP  
Tel: 0234 751866

## MIDLAND PARACHUTE CENTRE

Skydive MPC. Great weekend club. Islander, free kit hire, video and tandem plus S/L and progression/RW jumping. Bunkhouse and showers, bar and cafe on airfield. All welcome. Cheapest jump prices in the Country.

**Midland Parachute Centre**  
Long Marston Airfield  
Stratford-upon-Avon, Warks  
Tel: 0789 297959

## NORTHERN PARACHUTE CENTRE

(Leeds Bradford/Merlin)  
Open every weekend. Islander, accuracy pit, clubhouse, cafe on camp. Friendly atmosphere, non members made very welcome. CRW/RW instruction, air video available. B & B and free camping off camp.

**Northern Parachute Centre**  
Topcliffe Airfield, Nr. Thirsk  
Tel: 0748 832521 ext. 5367  
Contact: S. Thompson, 4 Manfield Terrace  
Carlton Miniott, Thirsk. YO7 4NE  
Tel: 0845 24713



## **NORTH WEST PARACHUTE CENTRE**

Situated in fabulous Lakeland Scenery. Open weekends and Bank Holidays. Student progression, RW, CRW, BN Islander, kit hire, accuracy pit, canteen, toilets, shower. Bunkhouse and camping on the airfield.

**North West Parachute Centre**  
Cark Airfield, Flookburgh  
Nr. Grange-over-Sands, Cumbria  
Tel: Airfield 05395-58672/58555  
Tel: Weekdays 0772 720848

## **NORTHERN IRELAND SERVICES FREE FALL CLUB**

S. Sgt. T. Andrewes,  
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The Commandant, JSPC  
Airfield Camp, Netheravon  
Salisbury, Wilts. SP4 9SF  
Tel: Bufford Camp 0980 33371 ext:  
Commandant 8245  
Chief Instructor 8229  
Staff 8277

## **RAFSPA**

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## **THE RED DEVILS**

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## **SILVER STARS PARA TEAM RCT PARACHUTE CLUB**

Azimghur Barracks, Colerne  
Nr. Chippenham, Wilts. SN14 8QY  
Tel: 0225 743585/743240

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# **OVERSEAS CLUBS & CENTRES**

## **CYPRUS COMBINED SERVICES PARACHUTE CLUB(CCSPC)**

CJSATC Pergamos Camp, BFPO 58  
Tel: from UK 010 357 4153000  
ext. 337/245  
Contact: Club CCI

## **JOINT SERVICES PARACHUTE CENTRE, HONG KONG**

Borneo Lines, BFPO 1  
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## **RAPA JSPC(L)**

Bielefelderstr. Normandy, Kaserne  
4791 Sennelager  
Tel: 01049 5254 82 2378  
JSPC (L), STC, Sennelager, BFPO 16

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# **OTHER ORGANISATIONS AFFILIATED TO BPA**

## **POPS UK**

Hon Treas/Sec Graham St Clair  
37 Fetti Place, Witney  
Oxfordshire  
Tel: 0993 704095

## **BRITISH COLLEGIATE PARACHUTE ASSOCIATION**

D. Gillett, 27 Villiers Road  
Kingston upon Thames, Surrey. KT1 3AP

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| Trent Polytechnic                    | Guy's Hospital                       |
| Newcastle Polytechnic                | Nottingham University                |
| University of Ulster at<br>Coleraine | The Queen's University of<br>Belfast |

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If your club or centre is not featured on these pages, or if any of the information is incorrect, please contact the Editor immediately.

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# "DIXON'S DIARY"

I would like to start by appealing for help. In July the Association is committed to an exhibition taking place in Wembley, called "Youth Action '89". We need volunteers to man the stand. At the moment Joanne Cole and Mandy Williams from Langar have agreed to form the basis of the team, but they will need help. If you think you can put some time in, then please let me know as soon as possible. For you diary the dates are 27, 28, 29 and 30.

On May 20th Channel 4 reshewed the Challenge to Sport video. Again I appealed to clubs and the membership for help in manning the telephones after the showing. We needed 15 people in London and 3 in Scotland. The Scottish Sport Parachute Association looked after Scotland, 7 jumpers, plus myself turned out for London. A big thanks must go to Joanne Cole, Mandy Williams and Lynne Thompson from Langar and to Tony Knight for coercion and Rob Ward, Kevin Monk, Valerie Jones and Colin Dickson from Ipswich for responding. I would also like to thank all the unknown people from Lacrosse and Shooting who filled in for us. Again we received a record number of calls.

Finally a thanks to all the clubs, and members, who filled in the questionnaire I circulated. Hopefully this will give us the ammunition we need to convince Beneficial Bank that a Skydiving Visa Card would be successful, both for them and for the Association.

I have been in the job a year now, and it has flown. The next big project is the new Development Plan which has to be produced by the autumn..... so if you have any good ideas, then please send them in.



I would like to reply to the copy letter below, but whoever sent it forgot to sign it. Perhaps you can help me identify the author. Do you know a skydiver using ceylonese silk canopies, with cotton lines and a flax harness jumping a Dolly Shepherd balloon? If so, do let me know. You cannot win them all.

It would seem that I created a misconception in the last issue; I do not travel from Newbury to Leicester daily – it just so happened that I did on that day. Whilst at the office, I live on a narrow boat moored at Foxton Locks (on the Grand Union Canal). There is also a pub there. She, the boat, is called Thursday's Child.

*"Dear B.P.A.*

*Enclosed, your plastic rubbish. Please give to someone who doesn't care about the environment. The use of plastics in this case is unnecessary. The process of producing this plastic involves a great deal of pollution."*

**PRESS RELEASE**

**PRESS RELEASE**

**PRESS RELEASE**

**PRESS RELEASE**

## "NEW DROPZONE OPENS IN FLORIDA" .....

Announcing the opening of a new dropzone in sunny Florida - Flagler Aviation, Inc & Daytona Beach Aerosports, located at the Flagler County Airport, 30 miles north of Daytona Beach.

The DZ is operated by Rocky Evans and Rich Fenimore, both well known skydivers with national and world records to their credit. Rocky Evans, a 3-time U.S. National RW Champion and 2-time World Champion, was one of the developers of the Accelerated Free Fall program over ten years ago. Evans is a jump-pilot, tandem master, and AFF instructor with 18 years and over 4000 jumps experience.

Rich Fenimore is internationally known, having previously worked for Para-Flite Inc., National Parachute Supply, and The Annex Inc. Rich was team cameraman for the 1987 World Champion French TAG 4-way RW team, and most recently was a member of the Seoul Olympic Skydiving Team. Fenimore is an active Master Parachute Rigger, tandem master, AFF instructor and cameraman with over 5000 jumps experience.

The new parachute centre is catering to RW teams who want to train under an intense jump schedule with professional coaching and video available (The French "TAG Team" and the woman's "Coca-Cola Team" have picked Daytona Beach Aerosports as their 1989 training site). Tandem passenger jumps and AFF training are another speciality of this new DZ located just minutes from one of Florida's favourite beaches.

Aircraft support includes two Cessna 206's with the DC-3 "Mr Douglas" on call when needed. There is a restaurant on the field and limited camping facilities. "Team houses" are available for rent on the beach or close by and should be reserved well in advance.

ADDRESS:

Flagler Aviation, Inc &  
Daytona Beach Aerosports  
S.R. 100 P.O. Box 1636  
Bunnell, Florida 32010  
U.S.A.  
Phone: (904) 437-4547



DEALER ENQUIRIES WELCOME

# SWARD SPORTS

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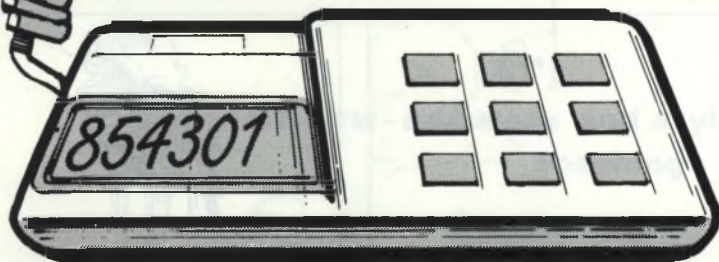
No doubt you will have heard of TEVA Sandals, rather like thongs with ankle straps, making them ideal for the outdoor type in warm weather. Sward Sports are offering 'Strops' at well below the Teva price (normally £17.00) for just £13.50 per pair.

They come in a variety of sizes and are built to last, colours are vibrant! The new Pin Badges look excellent and are available from stock in a variety of designs. We even stock an Aeroconical canopy for Round jumpers.

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# Club Corner...

by Amanda Kenny, Club Representative

The Drop Zone featured this month is Cockerham, in the North West of England. Space dictates that only one Drop Zone is featured this month.

## GENERAL INFO

Cockerham is the site of the DZ run by the Black Knights Team and known as the Black Knights Parachute Centre. The Black Knights are a long-standing Northern Display Team which was formed in 1965. From 1965 to 1971 team members operated a DZ less than one mile from the present Centre until non-availability of land forced its closure. The Team remained together as a display team and eight years later re-opened a parachute centre on farmland at Cockerham just down the road.

The Team members which own and jointly operate the Centre are Cliff Lloyd, Bob Parry, Graham Kirkman, Jeff Illidge and Phil Cavannagh. They are all Instructors and Phil Cavannagh is the C.C.I. The Centre is a weekend DZ and is situated at Patty's Farm, just outside the village of Cockerham which is about 7 miles South of Lancaster on the A588. Going North on the M6 take junction 33 and then drive South on the A6 and follow the signs to Cockerham. Take the A588 North out of the village and you will see a small turning on the left marked HILLAM Lane (to Bank End). This road leads directly to Patty's Farm and nowhere else. It is easy to think you have made a mistake because the DZ is on the Coast and the road becomes a track that leads along the tidal bank. The parking area is obvious and the DZ is up the steps and over the bank.

If you arrive at Cockerham in the evening then head for 'The Manor' pub in the village. You will find some skydivers there and you can eat as well.

## JUMPING:

The Centre offers Static Line Courses and Tandem jumping. There is no AFF programme but the Centre offers progression right through to Category 10 utilising the services of the Club Instructors and the more experienced Club members. The Instructors jump with the students on an as-and-when-available basis with no cost to the student. At weekends there are 7/8 instructors available on average. There are 40 student rigs available for static line and freefall. (Single pin containers with Aeroconicals and T10's). Overalls and boots are provided if required and all student equipment is fitted with radios. There are 2 Tandem Instructors. CRW and RW is practised on a regular basis by the Club jumpers and people often try their hand at Accuracy, encouraged by the proximity of the pit. The Centre has been host to a couple of fun Club meets and POPS Meets and is always happy to host a competition. At the end of the day there is usually a small wager on the best Accuracy result on the last load.

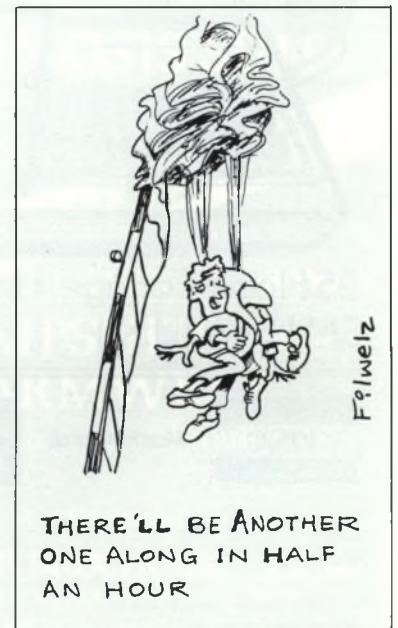
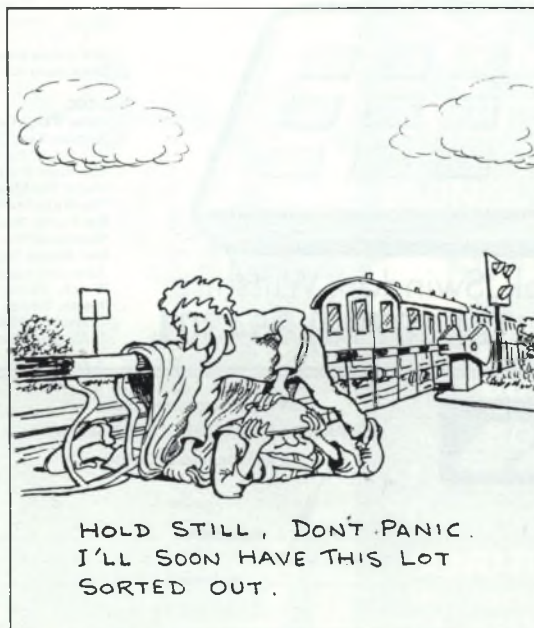
There is no Club Membership system in operation and jump prices are as follows:- Static Line and Student Freefall to Cat 8 cost £10 with £1 back for packing. All out one pass is £4 (2,000 to 3,200') 3,200' - 4,500' is £4.50 per jump; 5,200' - 7,200' is £7.50 per jump. Above 7,200' the cost is £1 per 1,000' and the ceiling is 10,000'. The aircraft is a 5-place Cessna 185 which operates from a grass strip.

## FACILITIES:

The facilities are very compact and by that I am not intimating that they are lacking in any way, just that they are very close together and convenient. There is a large packing shed, an office, a kit store, a canteen and toilet facilities. Light meals, snacks and sandwiches are available during jumping hours and the canteen is ably run by the wives of the Instructors. Camping and caravans are welcome every weekend and Bed and Breakfast is available in the village, but as yet there is no bunkhouse. A Shower block is planned for the future.

Telemeters are the main viewing system for every jump and freefall photography is available.

Some photographs that I took show some of the regular jumpers, the instructors (and my sister), and I can recommend the Apple Pie in the canteen.



# CORRESPONDENCE



## APPEAL

As you are no doubt aware, Brian Hucker suffered a serious injury whilst parachuting in the U.S.A.

He was involved in a canopy collision at approximately 150 feet, and as a result is paralysed from the chest down. He has also suffered severe internal injuries and has broken a large number of bones.

Colin Fitzmaurice with Lynn George and other friends of Brian have set up a trust fund, the aim of which is to provide Brian with some form of financial security into the future. With the level of paralysis he has suffered he is obviously going to need as much help and support as he can from his friends within the parachuting world. It would be very much appreciated if cards with expressions of good will could be sent to him, and his address is; Intensive Surgical Care Unit, Halifax Medical Centre, 303 North Clyde, Morris Boulevard, PO Box 1990, Daytona Beach, Florida. 32015.

The trust fund details are as shown below, and I am sure any level of contribution will be much appreciated. Those who wish to speak to Colin may do so on 0978 756323 or The Sport Parachute Centre Tel: 0948 841111.

Account details:  
National Westminster Bank PLC  
55 Hope Street  
Wrexham  
Sort Code: 55-81-42  
Account No: 08102473

Susan Dixon  
NATIONAL DEVELOPMENT OFFICER

## ANGER

Dear Steve

First a plus point, congratulations on your appointment and the product. It's pleasing to see that the issues are getting back in line.

The express *raison d'être* of SP and, of course, the BPA is to encourage development of the Sport. I have had the same wish for twenty one years! It's a great shame, therefore, that when publishing my member's letter concerning our May Week you felt it necessary to add the word "allegedly" before his description of a popular little local event. This sort of underhand slur

hardly encourages people to send you information for the mag that you, so often, request.

All jumpers who have taken the trouble to head this far North have thoroughly enjoyed their stay with us and, without exception, keep popping back. We are not a "Skygod" DZ as there are few people up here with the money to spend willy nilly on jumping. All our Cat 10's are "home grown" as are most of our Instructors. We do our own thing and enjoy it. Our social side and accommodation are excellent and are a definite factor in our high student retention.

May Week is on as I write this and it includes student progression and an RW Seminar being conducted by Bob Harman, with whom I had the pleasure to jump with on his 8000th yesterday! This is arranged to give our regulars the chance to improve their RW as well as any visitors who wish to join in. It is POPULAR with these people, who I enjoy having here for the week. I certainly don't need the "Southron" attitude, that you display, up here to add to my already difficult job. Please print this in the next issue along with the photos and article I will be sending to show what we have up here.

Yours sincerely

Kerry Noble  
Snr Partner/Chief Instructor  
Border Parachute Centre

### Editors reply

You are of course right to say that Sport Parachutist exists to promote the sport. It also exists to report on what has happened and act as a hopefully entertaining forum in which members can express their views and experiences.

The letter which one of your club members wrote to me was in effect a full blown "promo" for Brunton May Week. Nothing wrong with that, except that I would normally expect a cheque attached and call it an advertisement.

In my role as editor I precised the relevant information and effectively gave your event the publicity which I'm sure you were after. In rewriting the copy, "allegedly" was included not as an underhand slur but as an indication that May Week being "popular" was not necessarily borne out in fact.

It is not the magazine's job to endorse products or services. Whilst acknowledging that your centre does all the fine things you say it does, the bottom line is that it is your business and not done for entirely philanthropic reasons.

Finally, I hope Brunton May Week was as popular as you say, but please don't "allege" malice where none was implied or intended.

Dear Steve

Your snide comment on Dave Howerski's resignation from Council deserves an answer.

Howerski resigned as a matter of principle following a curious change in a Council decision from one meeting to another. He acted according to his conscience and in an entirely honourable manner.

Having seen your previous attempts at writing in a recent issue of 'Gravity Matters' and the matching tone of your editorial it is apparent that you put pen to paper with little thought. Doubtless we are in for more of the same stuff.

Yours etc  
John Meacock

Dear Editor

I deeply resent your use of BPA editorial space for a personalised attack.

My reasons for resignation from the BPA Council were as follows and, I believe, factually correct.

1. The anonymous, abusive, defamatory and libellous documents concerned information which could only have come from a serving BPA Officer or member of staff and therefore were directly attributable to the BPA Office. Council inexplicably reversed its course of action from one meeting to the next.
2. A small group within the BPA Council were responsible for interfering with the democratic process of BPA elections by distributing unmarked ballot papers to selected DZs.
3. The move towards a 12-person Council and smaller sub-committees is indicative of 'electoral dictatorship'.

With regard to the 'egocentric agitators'; some 2 years ago there were 50 or so of these, who supplied the BPA with £100,000 of its annual income. In 1989 there are about 37 left, who will supply the BPA with approximately £90,000 of its income.

All that I ever asked for was an apology. In return we have received even further anonymous invective and now editorial abuse. The disdainful, arrogant and desultory manner in which the BPA continues to treat its supporting members is, in a word, outrageous.

Yours in amazement  
Dave Howerski

I'm sorry Dave, but I'm equally amazed that after your years of long and meritorious grafting for the furtherance of the sport, and of course your income, that you reacted in the way you did. If what I wrote was purely my own opinion I would not have misused the editorial to make those comments. Whether you like it or not, the part

of the editorial you refer to reflected the feelings of many members I have spoken to. Those being that the documents in question would have been far better ignored that argued and resigned over. I would certainly prefer to see you still on the council, no doubt the other people who voted for you would as well.

As for your statement that you and other DZ proprietors provide the BPA with a yearly income of sums up to £100,000. You will find many people prepared to argue with you on that, firstly about the sum and secondly on your presumption that it is your money. As far as I'm concerned you are a £27.50 full member the same as all of us, worthy of no special treatment, no matter what the APDO says.

Finally, it is interesting to note that all three letters of complaint come from members of the previously mentioned APDO, is this a co-incidence? In order to keep the membership informed, could one of your illustrious body possibly do a piece about the aims and objectives of the Association of Professional Dropzone Operators. For a BPA affiliated organisation it has had very little coverage in the magazine, perhaps you could remedy this?

Ed

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## A DIFFERENT VIEWPOINT

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Dear Steve

You will recall that I made a particular point of congratulating you, quietly and unobtrusively, on the content of your magazine editorial April/May 1989.

I did this as I was personally very closely involved with Tania Pond and therefore aware of just how carefully and conscientiously you put your words together. You obviously gave it a great deal of thought. There was certainly nothing on that score I found even the slightest bit offensive.

As an ex chief instructor and current drop zone operator the message you convey to the people she looked to for guidance, and those included myself, is quite clear. It is one which I know all good instructors are aware of but a gentle reminder never did any harm and must help to make the sport safer. The A.F.F. graduate is someone we are still all learning about and all you are saying to me in your editorial is exactly that - learn.

My verbal comments to you were not connected with the contents of your last paragraph to you which I had given little or no thought at the time. You certainly write in strong terms. It is perhaps a pity you picked on one individual who clearly resigned from council in a state of some emotion. Surely we have all at some time or another done something similar or at least thought about it. However should the reluctant member fail to see his error and not now get on with the job he chose and was elected to do I shall be very disappointed in him. Somehow I am sure he will. He has after all made his point.

To my way of thinking what you are actually saying is a rather bigger problem than the particular one you address. Over many years it has never ceased to amaze and sadden me how so much valuable time is spent on irrelevant politics. Inside and outside council, S.T.C. and right through our sport.

I have a few good friends in influential positions - they are at it, C.C.I.s are at it, Jo jumper is at it, D.Z. operators are at it, you have been at it, B.P.A. staff are at it and now I am at it!

To the instigators of irrelevant politics I say stop it. To everybody else do we have to go on hanging our dirty washing out in public. For the sake of our sport, business or pleasure, can we not all pull ourselves together especially in these difficult times and as you say, get on with the job whatever it may be!

Yours sincerely  
P.D.N. Parker

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## LAGER LOUTS!

\*\*\*\*\*

Dear Editor

I was somewhat dismayed by the letter from J K Lines (SP Feb/March 1989) upon his observations of the AGM.

Although members of the BPA are not partial to formal meetings I feel that labelling those who felt strongly enough to take part in the debate as "lager louts" is uncalled for as this hardly helps to dispell the apathy that a majority of the Council seem obsessed with. (It was refreshing to see Chris Thomas made the effort to introduce himself through the letters page of the mag, a practice which would not go amiss from other Council members whom appear to treat the membership with contempt).

Although I appreciate J Lines should have had a right to reply on his motions, it should also not be forgotten that the Chair of a debate should remain impartial throughout.

Finally, it is obvious that "the resulting dogs breakfast (!?)... failed to achieve almost any of the objectives originally envisaged" because the voting membership in attendance did not deem them necessary or in the best interest of the Association. I suggest J K Lines stops sulking over his defeated proposals and gets on with doing the job he is mandated to do.

Paul Braker  
C7972

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## EXPERIENCE HELPS

\*\*\*\*\*

Dear Ed

I enjoy reading the letters from other jumpers in the Mag and think it is good that people can air their opinions. However some people react for all the wrong reasons and class it as constructive criticism.

Fen Baker, for instance, asks why we can't jump through cloud with an accurate radio spot, everyone does it, so why not make it official? Well Fen, don't speak for most of the people who won't jump through cloud. As for the accuracy part, nobody doubts it is accurate but what we're most worried about is what is in those clouds that we can't see through! Most of us have experienced at some time aircraft, gliders or other jumpers in our airspace shortly before exiting and the

aircraft has had to go around again. What if this happened with a radio spot?

In answer to your second point about pin-pull, you ask why Cat 8 jumpers can't jump pin-pull. Although nobody has said that pin-pull is too dangerous, it was a common denominator in several fatalities and is therefore only allowed to more experienced jumpers. This allows people to concentrate on the Cat System without any added complications. After attaining 'D' licence they would have the experience to choose which system they want to use. I don't hear many experienced jumpers moaning about safety rules. It is always people who have very little experience and hear other people talking and follow up from there. It is obviously not your experience that your letter was based on.

As an instructor, I jump a Spandex pocket leg throw-away, by choice, although I may change to a pin-pull in the near future, hopefully for all the right reasons, not status. My wife jumps a pin-pull, but waited until 300+ jumps before making her decision.

To close, what I am trying to convey is this - when you have more experience jump whatever system you want, but until then don't knock the people who are trying to help you live long enough to gain it.

Ted Payne  
Pops 362

\*\*\*\*\*

## DEAR GNOME

\*\*\*\*\*

Dear Steve

I am prompted to write by the self-confessed 8 stone gnome novice, Pamela Mobbs.

For too long the thin folks in the sport have had the 'upper hand' and recently we have seen the heavies fight back with tighter suits and so there are still problems amongst some individuals.

If we could standardise fall rate so that we know exactly what it should be before the skydive, and maintain that pace throughout there would be no problem.

We are at present overcoming the problem very well at "A1 Skydiving" and here's how.

Radicals are out - A 'heavy' in a slic suit with Spandex everything for instance, shouldn't necessarily put on a winged poly cotton, but maybe just a looser F-111 with poly cotton forearms and legs.

A light person should be getting as slic as possible and, if they decide not to eat much, strap on some lead as well.

The average weight skydiver should be in a normal tight suit.

If someone turns up for a dirt dive as a bit of a radical wearing say, a polycotton suit and obviously 11 or 12 stone and not a midget saying "don't worry about me, I fall fast" or "I've got 800 jumps in this" then they are politely asked to put on a tighter suit and one is usually provided by a fellow jumper.

They have been low on a few dives and felt bad about it, and are now taking too much caution so as to cause others to go low!

Skydivers go low on a formation for two reasons.

1. They overswooped.
2. Their formation, or part of it, floated.

The main cause is the second, take a typical low experience skydive:-

Heavies go base - set pace - others dock - then slow down by relaxing - formation goes up and anyone who is a bit heavy goes a bit low on the next point.

If they overswoop they can realise, de-arch, and get back up if everyone's fall rate is relative, even the heavies!

So either fly the suit to match the others, or adjust the body weight by diet and exercise (if you can't afford a new suit) or jump by yourself or at another DZ.

Yours falling relatively  
Andy Crawford  
D5915

## ADOPT-A-STUDENT!

Student retention has been a bone of contention for a long time. Lots of people have put in hard work and good ideas to try to improve matters, but still retention stays low. What do we try next?

We seem to have been looking for a panacea, a magic solution that will double retention overnight. But maybe an answer can be found on a much smaller scale - adopt a student. O.K. there are thousands of these basic students and no-one can look after them all, so don't try. Pick out one, or even two or three, and just show some interest. Some people are going to make it no matter how many obstacles get in the way - they don't need much help. Some, naturally outgoing or sexually attractive, have no problems getting all they help they can deal with - although not always the right kind! That still leaves lots of people who, somewhat overawed by the bustling and unfamiliar activity on a busy DZ, end up feeling left out of it all and next week go and play golf instead. All they needed was a mate to help ease them into the scene, and that's you.

"I'm a busy instructor, I'm already rushed off my feet. I've no time to go around mollycoddling individuals".

"Looking after students? That's an instructor's job. Nothing to do with me".

How often have you heard that sort of thing? Think how it may affect the guy with only a handful of jumps. Granted, you can't get your adopted student more jumps, he'll have to take his turn on the manifest and his chances with the weather like the rest of us. If you've got a rating, granted you can't give him every briefing and despatch him every jump - the system doesn't work like that. What you can do is make a point of stopping for a chat. In the bar, during a weather hold, anytime, just give him a couple of minutes. Not to tell him how good you are, but to listen to him. Find out his name. What does he do when he's not at the DZ? Help him clearing tangles. Listen to him telling you how scared he was on his first free-fall. So what if you've heard it all a thousand times before? It's his first, and he needs to share the experience. Give him some of your time - be his mate. Sounds twee, I know, but it works. Adopt a student.

Remember the guy who started jumping at your DZ last year? Got onto 10 second delays and was looking good, but then just stopped turning up? Maybe if you had given him a few minutes of your time, you could have been teaching him RW now. Look at it as an exercise in inter-personal relationships - if you can't relate to someone on the ground, how can you expect to do it in the air?

Take an interest - retention ultimately affects us all.

Adopt a student.

Ray Ellis  
D2523

## CANOPIES OUT OF CONTROL?

The comments that follow have been culled from an article about the Police Accuracy meet which I asked Terry Inch to do. Terry is an inspector in the Metropolitan Police and in charge of their parachute team.

It is obvious from what he writes that the collision of a low hooking parachutist with a female spectator overshadowed the competition itself. Consequently the couple of paragraphs about the meet became irrelevant, I have therefore left them out.

I've chosen to highlight Terry's comments because they raise the question of how long the sport is prepared to accept under-canopy ineptitude. Terry has (in my opinion, I'd better make that clear) made some sweeping generalisations, but has written with passion and concern and his comments deserve some thought.

Ed

### POLICE MEET 1989

Sunday dawned hot and sunny and after the students had dented the drop zone the spectators settled down at the new pit to await their call.

It would be easy to dismiss what happened next as a one off, unfortunate accident but I believe there is an underlying malaise. I find it difficult to excuse a jumper smashing into the back of a sunbathing spectator without any hint of a warning quite apart from the crappy canopy handling.

I have felt for some time that canopy control seems to be a dying art. There is a demonstrable gap between the average club jumper and an accuracy jumper of even moderate ability. I do not only refer to Headcorn either, I am told that the problem is widespread.

I think we must all be concerned that new square jumpers buy canopies because they have pink in the colour scheme. Small, fast nine cells were surely not intended for someone with less than 30 jumps? Want to lose height? Bang on alternate, full toggle deflections until you can see individual blades of grass then slide along on your bum until brought to a halt by friction.

Fortunately these jumpers are easy to recognise even on the ground. They usually wear mirrored shades and whoop a lot. Look out for the tell tale grass stains or friction damage to the seat of their carefully colour coordinated, stretch jumpsuits. Oh, and they talk a good story as well, you know, there I was at 10,000 feet blood in my goggles, inches from death etc. Sound familiar?

I really wouldn't mind too much if they only hurt themselves but they damage our sport and bring it into disrepute. The media now seem to think that it is inevitable that parachutists spend lengthy periods in hospital as part of their progression.

The will to learn canopy control seems to be missing as well. If as an instructor you think it helpful to offer a few, discrete words of advice to a jumper, the reaction is as though you had accused them of incest. Headcorn are concerned enough to desire to do something about this problem.

Terry Inch  
D5005

## POSTCARD FROM AMERICA

Dear Ed

In response to Tony Knight's bite and job offer S.P. Feb 89. I'd love to help and the remuneration offered is very tempting, unfortunately due to a recent "lucky win" and plans already made, I'm afraid I must decline the position.

Best wishes and blue skies!

HA!

Martin Evans

Florida or California or somewhere in between.

Life's a beach.



Dear Ed

We just had to write and tell you about our fantastic holiday spent recently with Bob and Kate Charters at the Cyprus Parachute Centre. Bob and Kate and their staff made us feel really welcome and it didn't take us long to feel at home in the friendly club atmosphere. CPC has a thriving club, due to Bob and Kate's hard work, with about 70 enthusiastic members, and is expanding rapidly.

Whilst we were there we also managed a trip to Egypt with the Charters family and some of the staff. You can imagine that the crew members didn't know what had hit them, they obviously hadn't had many ram-pant Skydivers on their ship before. Hence the photo of the Paynes dirt-diving with Bob Charters in front of the pyramid - yes, that's a real pyramid. Note the Bob Card approved hats.

So fellow Skydivers, if you fancy a really marvellous holiday skydiving in the sun, surrounded by lots of nice people, Cyprus Parachute Centre is the place to go.

Ted and Marie Payne

Sorry folks, no feelthy postcard, no colour.

Ed

Something to say? Have you any views on the sport that you'd like to put to other readers? Got a gripe about something?

Send your letters to: The Editor,  
Sport Parachutist, c/o BPA,  
Wharf Way, Glen Parva, Leicester  
LE2 9TF.

# "CYPRUS CALLING"

Chris Devine FAI 2248

G'day Editor (whomever you are), dis am the last outpost of parachuting empire calling, to whit the Cyprus Parachute Club (cue the trumpet fanfare). Yes, I know, it's been ages since you last heard from us but we is still alive and falling, stylishly of course. I should imagine there may be one or two of the readership who have not heard of us, so here is a brief resume of what we is.

Well, we are a small Joint Services Parachute Centre "based in the heart of Texas" (not really, but it scans better than "Cyprus"). The DZ is located about 3 miles inland of the south coast above Dhekelia, which is one of the Brit Sovereign Base Areas on the island. The whole area is incredibly scenic, with low lying foothills, ravines and a stunning coast line to boot. To add to all this, the view from ten grand is something else, on one

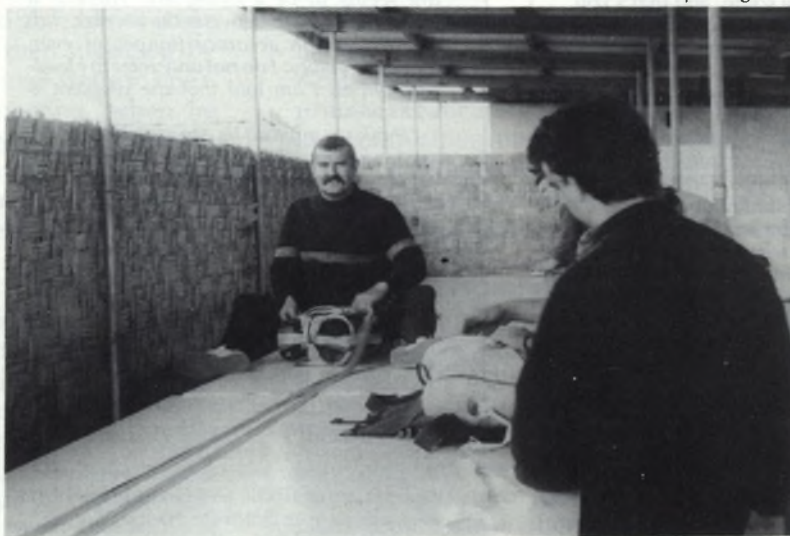
we must be the last of the exotic Services parachute clubs and this is certainly represented in our cosmopolitan club membership.

The DZ comprises a full-size tarmac runway (honest) big enough to land a C130 (chance would be a fine thing!). This is of course pure overkill for the Club jumpship, a trusty Cessna 206 (mind you some would say the pilot, a young unknown called Yorky "no, you can't have the heater on" Nesbitt needs every foot

which results in the spectacle of orange suited figures struggling back to the DZ lugging 2 cwt of oranges, hotly pursued by an incensed farmer (NOT quite the same as nicking the apples at Shobdon). Anyway, add a touch of sun and stacks of blue sky to the above, and you have Cyprus.

Anyway, the Club runs every weekend, early to mid-morning for the hard core of club jumpers, of which there is a constant trickle posted into and out of the Island. Every couple of weeks the club becomes a military centre and runs

Bob Charters in the air conditioned packing shed



side there is the rugged Cyprus panhandle mountain range, whilst beyond and to one side rear up the mountains of Turkey, visible over the Mediterranean Sea (wow, excuse me while I sit down and get my breath back!). This humble mega skydiving centre has been here for years and, as the name implies, it serves the heroic Brit forces in Cyprus. However, we also cater to UN forces and the local Cypriot community. I suppose that, not discounting Hong Kong,

of runway he can get!). Beside the strip is the actual DZ, an area of open ground of at least 4 acres, in turn the entire area is surrounded by open fields, oh and an orange grove which acts like a magnet to student canopies on some days,

a student course (adventure training). These are very popular and provide a steady flow of embryonic jumpers for the weekend club. Well now, I suppose you're wondering who organises all these courses - wonder no further. Being military, there is a full-time staff headed by the shy and sensitive Bob "nobody can be this nice" Charters. In support is a clutch of young enthusiastic trainee staff/jumpers, the Bob Charters of tomorrow (God help



us). There is also a full-time pilot, who is of course Yorky "Don't annoy me, I'm the pilot" Nesbitt, this is the man about whom all those nasty pilot tales are told - and they're true!

Well, there you have it, a brief pen-picture of our simple but dynamic club. At this point in articles/letters to the mag, the scribes start laying down reams of thank you's and other such stomach-churning rubbish. As this cuts no ice with Bob "Have a nice day" Charters, I shall get serious and talk jumping Cyprus style, with a kebab in one hand and a Keo beer in the other (not really - well, not often!).



Well, for a start, it's damn hot and I'm talking heat in a big way - 140F is not unusual. So by the time you have done one summer jump out here and packed you are in the first stages of total dehydration. Luckily, Sandy Robinson and Kath run a Bacon Butty and hot/cold drinks kitchen - civilised, huh? Anyway, enough of the junk, let's get airborne.

We normally kick off at 7 am on the weekends - this is when Yorky "I'm the pilot, I'll spot" Nesbitt arrives at the DZ with the trusty Cessna. The first load of student statics is waiting on the tarmac. As a club, we are aware of the value of

student training and progression, so student lifts are spaced evenly throughout the weekend. Yep, I know, nauseating but true! then the high lifts to 10 grand start. (Where the hell did all this talk of "going to altitude" rubbish come from? A grand is a grand, right?)

And now for the weird bit - you see, at odds with the rest of the UK

jump scene, in our club sky gods actually seek out lesser jumpers and take them through the warp system. No, I kid you not, it actually happens. I guess it must have something to do with the limited number of jumpers and the fact that any unpopular sky god would soon end up in the sub-zero concrete water tank at the back of the packing shed. Oops, now you know that we have a packing shed as well. Watch out Netheravon, we are on your tail - but we won't be half as pompous and boring! Damn, that's the Nethers Islander out of the window for the November Cyprus Championships (I'll get around to that in a minute).

Anyway, I digress - where was I? Oh, yes, 10 grand. Well, to get there young (giggle) Yorky "Have you seen my pilot's tool box" Nesbitt flies a round trip to the East end of the Southern coast line, allowing a great view of the Turkish occupied city of Famagusta. This name probably means nothing to you, but it is pretty emotive around here. As we gain height the ship starts the long return leg allowing superb views of the massive Turkish southern mountain ranges, capped with snow during the winter months. Finally, the trusty DZ hoves into view and with the sea as a sparkling backdrop (forget Spain, this is the real stuff, not grotty canals) anything up to a (gasp) five-way can be launched, well, attempted (especially if minor

sky god Terry "I was never a student last year" Robinson is involved). Anyway, the rest you know (if not, what the hell are you doing reading this magazine - you are obviously confused). Yep, bodies fall, sometimes meet in pretty stylish patterns and finally end in gaily coloured square parachutes (if your name is Sally Burton read shot to hell - round reserve).


So there we have it (imagine Alan Whicker type voice) Cyprus, land of exotic fruits and terrain, interspersed with a dose of friendly small club jumping. At the end of the day, exhausted but happy, freefallers drift gently into the club bar for a well deserved beer served by the buxom Kate (well, someone has got to be buxom and it surely ain't Uncle Bob!) For the visiting jumper, the local night life, bars, clubs and cheap restaurants are stunning. The reason being Dhekelia is located between two of the biggest tourist centres on the Island - Aya Napa and Larnaca. Try getting a ten course meal in the UK for under £4 - well, here that's expensive. One of the biggest pluses are the superb beaches, locally and especially at Aya Napa, they have to be seen to be appreciated. Over a million tourists a year can't be wrong. Visiting jumpers are always welcome, but to ensure we are not all on holiday, phone Bob Charters internationally on 010 357 4744 387. Or drop me, club secretary Chris Devine, a line at the Cyprus Parachute Centre, Pergamos Camp, Dhekelia, BFPO 58.

Now, as promised, a word about the big event of our year, the Cyprus Parachute Championships. These will be held in November and we hope to have two C130s - well, you can always hope but as no-one we know has one we'll have to make do with an Islander we are hoping to blag. The exact dates for the mega event still have to be tied in with the plane details so we shall announce it in a later edition of this mag. So, at last the end, what can we offer - a great holiday island, a relaxed but safe DZ and friendly company, where jumpers of all stages speak to each other and the CCI is genuinely interested in you as a jumper, and not a mobile cheque book. So come on down - we do frequently, in the sun.

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# I LEARNT ABOUT SKYDIVING FROM THAT ....

I was a P.I. (potential instructor) working full time on a DZ not far from the city of Peterborough. An excellent centre for students and experienced alike with a massive landing area surrounded by farm land, usually dedicated to wheat or similar crops. Unfortunately to try and appease the farmer we were given strict instructions (as you can imagine) to keep the landings to a smallish area of mown grassland the farmer had set aside. This effectively cut down the enormous 365 acres of safe landing area to what amounted to something the size of a football pitch, so the spotting at Sibson had to be right!

It was my duty to dispatch, a job we all clamoured for most of the time but which, on this day, was pushed towards me like a leprous dog. I was too pleased to wonder why and put myself into the back of the Pilatus Porter, ready, willing and able. On throwing the wind drift indicator it wasn't hard to work out that the wind was pushing fairly hard, although the ground wind was zero. Three of the four static liners I despatched landed right next to the pit and the other just on the edge of the crop. I filled in the student critiques, shut the door and congratulated myself openly for the spot as the Porter climbed to 8000ft.

The student about to exit and perform alternate turns was relaxed and confident, and the climb was fast and interesting as we both viewed the scene of a crisp, cold February morning from the comfortable warmth of the Porter cabin. When we were on run-in at 8000ft I put no reason into the extra time it seemed to take to reach the opening point, in fact it took about twice as long as normal. I was periodically checking the spot by sliding the door back a few feet to allow me to see without getting too cold.

At the moment we were right over the opening point, I threw back the door shouting 'cut' and indicated to my student to go. The time it took for the student to get into the door, plus the throw forward, was my normal allowance for free-fall drift.

The dive was cold but loads of fun until we were open! It was painfully obvious that I had got it wrong. I could see the blue van bouncing across the tracks, with bits falling off and my student disappearing away from the airfield. We both landed safely and a good lesson was learnt about free-fall drift and how to assess the upper winds.

Like a boat on a river travelling upstream, the aircraft was taking forever to reach the opening point. In fact the opening point planned for static line would not do at all under those conditions, the free-fall drift in this case was a greater distance than the original distance travelled by the wind drift indicator. If you know the upper winds across the ground on run-in, take it deeper!

If the uppers are stronger and blowing in a different direction to the winds on the ground the aircraft can be seen to crab sideways, off and away from the original wind line planned and these situations would clearly indicate a 'dogs leg'. If corrective action is not taken to steer the aircraft back towards the wind line and further to allow for free-fall drift your next spot could be way off! I still get it wrong now and again, but not as often as I used to and not as far out as the time that taught me about free-fall drift (sod the equation).

*Blue skies and light winds.*  
D.T.C. Morris

## R.W DIVE



## Oswald SIG

**Bearing in mind the number of under-canopy incidents this year, here is some common good sense from Chris Donaldson.**

# GOING MY WAY?

The first half of 1989 has been marred by a number of horrific parachuting injuries and one fatality. The causes of these accidents differ, as do the circumstances and levels of experience involved, but the one factor that they all have in common is that they occurred during the one section of every skydive during which we assume ourselves to be safer than at any other time - **UNDER CANOPY**.

It is not my intention to go into the details of any specific incident, and I will not presume to apportion blame, but clearly each accident was caused by either a lack of awareness on the part of someone, or a temporary inability to control a parachute in a given situation.

It is surely more important now, than ever before, that we reassess ourselves as parachute pilots and re-appraise our canopy control, remembering that the basics that we were all taught - or should have been - still apply. To say that these accidents (or future ones) are inevitable, is defeatist. There are, however, several factors these days that increase their probability.

**1) BOOGIES** - Large numbers of parachutes in the air at the same time, either from the same or different aircraft. All of the canopies heading for roughly, sometimes, exactly, the same area.

**2) FASTER CANOPIES** - Parachutes today go forward faster than ever before, and not only that. They descend faster during spirals, and some of their characteristics are such that your brains can end up scrambled for a few seconds after particularly whacky manoeuvres. This can lead to a loss of heading awareness and balance (Which way's up?).

**3) EXPERIENCE** - People these days are jumping mean canopies a lot earlier in terms of their experience. It's obviously a big boys/girls world out there, so just how can we increase our survival potential?

## HIGH UP

It is a basic fact of life to check airspace after opening. In front, below and to the side. This is so that we can avoid situations using risers even if we don't have time to release the brakes. But how many of us really keep a constant lookout during our subsequent descent. Sure that other guy looks a long way off, but remember that your closing speed can be as much as 60 mph! Where will this manoeuvre take me? And how fast? What's that guy over there spiralling down towards me for, hasn't he seen me? The more questions that we ask ourselves then the safer we all will be. Also, it's the coolest thing in the world to land on our own packing mat. But if the traffic is heavy, then wouldn't it be a better idea to land over on the grass? It probably would.

So many times during the summer at Sibson, we have jumpers turning up from drop zones that use small aircraft. They suddenly find that even though they have

never seen more than four canopies in the air at one time, they are suddenly in the middle of a pass of twenty one from the Skyvan. We have occasion to remind them - and our own mob - that it's not mandatory to land in the pit, even though you'd sometimes think that it was.

## DIVERT AND AVOID.

### LOW DOWN

Any potential collision, collapse or entanglement is more serious close to the ground because you simply don't have time to sort it out. Remember several things:-

The wake turbulence from a ram air canopy is above and behind. If you fly into it then your canopy will be affected and may collapse. Your descent rate will increase and if you are low, then you simply won't recover. Fly your finals well behind and off to the side of others.

If there is no wind, then have an agreed direction in which to land. You will know what I mean if you have ever stood on the tarmac at Gerona and watched two boy racers fly on a 180 degree approach heading only to miss each other by inches.

Never cut somebody up on an approach. You may steal their air or cause them to turn sharply to avoid you. If the jumper is an R.W. dude or dudette, then a punch on the nose is all you'll get. If the jumper is an accuracy fanatic, then you'll be swinging from the windsock before you can say 'Teva sandals are groovy'.

Don't hook low unless you can handle it, and never do it when traffic is heavy.

The oldest rule in the book - **LOW MAN HAS RIGHT OF WAY!** He can't see you.

Your chances of surviving a collision or entanglement are greatly increased if you are wearing a helmet.

## IN SUMMARY.

You are the pilot of a fast gliding aerofoil. You owe it to yourself and others to be - and stay - aware at all times. That way, we can all get on and have fun, which is what it's all about.

Chris Donaldson D3195

## NEWSNEWSNEWSNEWSNEWSNEWSNEWSNEWS

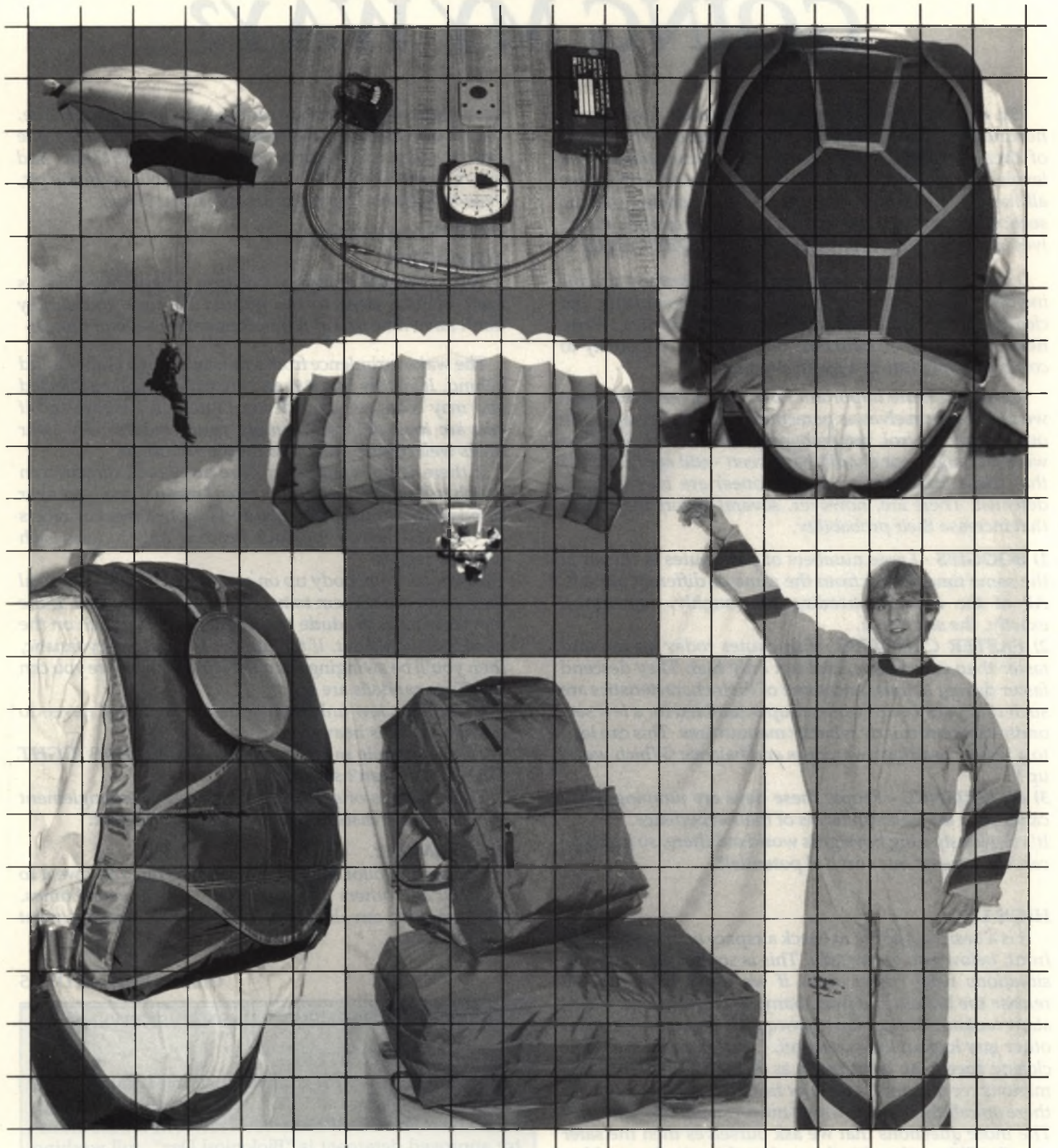
### DAZ WASHES WHITER!

The STC has given the go ahead for a "rectification programme" on National and PISA reserves and pilot chutes which have failed the Bromocresol test. The official industry approved detergent is "Biological Daz", full washing instructions are available on request to the BPA office.

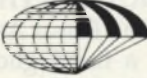
### YOUTH IN THE AIR AWARD

The Royal Aero Clubs youth in the air award was won by a hand glider pilot, Robert Whittall. A submission made by BPA member Laurence Halgarth won him a glider flight.

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# COLLEGE COMPETITION SCENE

The May Day Bank Holiday weekend saw the first ever Northern Collegiate Parachuting Competition take place at the Northern Parachute Centre, Topcliffe. It all began when several of the college clubs who jump at Topcliffe complained about being unable to take part in the Collegiate Nationals due to lack of experience. Most of their members were static line and early free-fall students so they asked us to arrange an event similar to the one held at Swansea last summer.

After a lot of hectic organising everything turned out well including the weather, and the event was a great success. The turn out was excellent, 44 competitors representing seven colleges from all over the north. Leeds University had the largest team and arrived full of determination to wipe the floor with everyone, the rest had other ideas though. The rest were:- Newcastle Uni, Durham Uni, Newcastle Poly, Sunderland Poly, York Uni and Manchester Poly who had the smallest team of just two girls.

The competition was based on three rounds of 'Hit and Run' accuracy with Trophies for best individual static line and free-fall, and best overall four-way team. There was a normal accuracy competition for the four square jumpers taking part, and a trophy for the best progression made during the competition. The progression was judged by awarding marks out of ten for exit, position, count and general confidence and awareness. The Northern Collegiate Challenge Trophy was to be presented to the University with the highest overall average score.

After the morning briefing and a few retrains, the competition got underway with the conditions perfect for static line jumping. 5 knot winds and 3000ft cloud base to keep the experienced jumpers quiet. C.C.I. Trev Dobson spent all day on his knees despatching and got through two full rounds before dusk. He resisted various attempts to sway his progression by the Manchester Poly team so they tried to noble Dave Goodwin our faithful judge instead.

On Sunday the weather favoured the experienced jumpers, it was too breezy for round canopies so the results were totted up from the first two rounds. Tension mounted as Fred Auton, the Club Chairman and Dave Goodwin worked on the magic equation to determine the overall winners. There was a jump off for second place in the square accuracy after Katja Samuel had won it and Michel got his own back by being the only one in the pit. Rob Grigglesstone from Durham Uni got quickly back on to free-fall after a long lay off and took the best progression award. George Acquaah won the static line accuracy but later admitted to sleeping with the C.C.I. on Saturday night so he may face disqualification. Phil McNally from Newcastle Poly took the trophy for the free-fall accuracy. Durham University were announced overall winners and took the Challenge Trophy to keep till next year. They only had four jumpers in their team and one of them had never jumped before! The Manchester Poly girls came second overall followed by York Uni in third. The huge gang from Leeds Uni could only manage fifth place but they still went home smiling. The event will definitely be repeated next year so they will get another crack at being the best College Para Club in the North.

The results were as follows:-

| STATIC LINE ACCURACY |                |                  | Total time |
|----------------------|----------------|------------------|------------|
| 1st                  | George Acquaah | (Leeds Uni)      | 48 secs    |
| 2nd                  | John Bagguley  | (Newcastle Poly) | 49 secs    |
| 3rd                  | Ed Gower-Issac | (Durham Uni)     | 61 secs    |

| FREEFALL ACCURACY |                 |                  | Total time |
|-------------------|-----------------|------------------|------------|
| 1st               | Phil McNally    | (Newcastle Poly) | 42 secs    |
| 2nd               | Adrian Shields  | (Newcastle Uni)  | 43 secs    |
| 3rd               | Jason Stratford | (York Uni)       | 51 secs    |

| SQUARE ACCURACY |               |              | Total time |
|-----------------|---------------|--------------|------------|
| 1st             | Katja Samuel  | (Durham Uni) |            |
| 2nd             | Micel Faure   | (York Uni)   |            |
| 3rd             | Stephen Allen | (York Uni)   |            |

| TEAM ACCURACY WINNERS |  |                   | Total Score |
|-----------------------|--|-------------------|-------------|
| Team C                |  |                   | 4m 6secs    |
| Matthew Short         |  | (Leeds Uni)       |             |
| Mark Klein            |  | (Leeds Uni)       |             |
| George Acquaah        |  | (Leeds Uni)       |             |
| Celeste Hill          |  | (Manchester Poly) |             |

| BEST PROGRESSION  |  | (Durham Uni) |
|-------------------|--|--------------|
| Rob Grigglesstone |  |              |

**OVERALL CHAMPIONS DURHAM UNIVERSITY**

by STEVE THOMPSON

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*Sandy Spence*

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| 1980 | June/October                                    |
| 1982 | October                                         |
| 1983 | April/August                                    |
| 1984 | February/April/June/August/<br>October/December |
| 1985 | February/June/October/<br>December              |
| 1986 | February/June/August/<br>October/December       |
| 1987 | February/August/October/<br>December            |
| 1988 | February/April/June/August/<br>October/December |

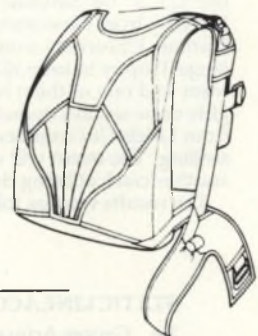
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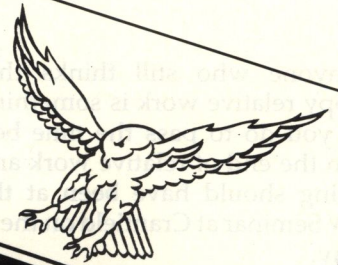
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# RAF FALCONS



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The Red Falcons and the Red Devils have just returned from a very successful training camp in El Centro, California. I thought I could take this opportunity to say how much we all enjoyed the chance to work alongside the Red Devils 4-way competition team.

Thanks to Jim Scarratt who worked hard keeping the rest of his lads from drinking themselves to death and thanks to Dennis Hayes for being Dennis and amusing the RAF with his intelligent conversation throughout the trip.

At the end of the three weeks we joined forces, The Falcons and The Freds, for a 12-way RW jump on which we turned 5 points. Gary Corkish was there to capture all this on stills which I hope you find room for in the mag.

Finally thanks to all those who made the trip very successful.

Ali Wright D7420  
RAF Falcons



# Canopy Relative Work Seminar Cranfield - 6/7 May 1989

William Jones

Anyone who still thinks that canopy relative work is something that you do to pass the time between the end of relative work and landing should have been at the CRW Seminar at Cranfield on the 6/7 May.

Absolutely perfect weather, a host of the finest CRW specialists in Britain eager to share their knowledge and a skyliner to haul everyone up to twelve grand made for a very successful two day course.

Organised by Simon Wagstaff, aka Waggy, and hosted by the London Skydiving Center at Cranfield, the course started with a lecture on safety, along with a handout to clear up any questions. After that the 32 jumpers attending the course were divided into smaller groups of three or four to begin the days' jumping. Those with no CRW experience had their own instructor, and it proved possible for them to progress from their first CRW jump to 4-planes, pendulums and rotations in a single weekend.

After a few Cessna loads it was decided to light up the big bird and the course-goers were soon happily doing hop-and-pops at twelve grand. Naturally with the large aircraft thought began to turn to large formations. Saturday evening saw a thirteen-plane build to completion, resulting in a lot of personal records for the "biggest ever" tumbling.

Although the emphasis of the course was on jumping, the best way to learn, there was also a well presented lecture on sequential CRW delivered by Steve Fitchett and Paul Mansfield of the "No Limits" CRW team. This lecture covered training methods, information on "how the French do it" and a question and answer period.

Sunday was just as busy, although by now muscles unused to hauling on risers and toggles were starting to get a little sore. Nevertheless the loads were soon going up again. On Sunday afternoon two attempts at a sixteen



plane were made. One built up to nine and the other to thirteen. Aside from the large formation attempts there were tri-hands, diamonds, pendulums, stairsteps and of course downplanes.

For those readers interested in statistics, there were 32 jumpers on the course. A total of 250 CRW jumps were made. There were only two wraps, each requiring one cutaway, and one malfunction. There were no injuries and no serious mishaps.

Many thanks to London Skydiving Center for hosting the seminar and to Waggy for organising it. Thanks also to all of the instructors for sharing their time and knowledge, and to Simon Ward for taking the pictures.



# Sport Parachutist



## Symbiosis Suits



# PHOTO COMPETITION 89

Sport Parachutist is running a photographic competition with the prizes of a jumpsuit and a DZ jacket being donated by Symbiosis Suits.

The theme of this competition is "images of parachuting". An attempt to promote a more abstract view of the sport rather than straight forward photos of formations or canopies.

The subject of the photograph must be recognisable as relevant to parachuting. The judges will be looking for originality, colour, patterns, texture and shots of a generally unusual nature.

The upshot of this is that you don't necessarily have to be on the next 250-Way attempt to be in with a chance! Use your imagination, you are surrounded by the paraphernalia of parachuting whenever you go to a DZ, even when there's no jumping.

So keep your eyes open, a camera ready and get snapping, sorry, composing.

### HOW TO ENTER

All submissions must be a minimum size of 7 x 5, prints only, no slides. There is no limit to the number of photographs an individual can submit. Please include with all photographs your name, address and BPA number.

Send entries to:

**Photo Competition 89**

**Sport Parachutist**

**BPA**

**Wharf Way**

**Glen Parva**

**Leicester LE2 9TF**

All entries must be at the above address by 17. November 1989. The results will be published in the December issue of the magazine.



*Pete (on left) modelling a slic suit, Kathy avec très chic cool jacket*



94'ish with a grip missing

long, sorry, continuing

HOW TO ENTER  
All applicants must be a minimum age of 17 & 5'7"  
with an index finger that is an inch or longer.





# Villers-La-Ville

13-15th May, 1989 saw "100 Montgolfiers and a maximum of parachutists" assemble at Villers-La-Ville about 30 minutes south of Brussels in Belgium.

Some time ago Serge Lebon had been approached by the organisers of Air Festival 89 to organise a series of big demos into the arena. He guaranteed to build a large formation but declined to organise a boogie. This was taken on by a local club.

The Belgian Air Force laid on a Hercules, there was a fleet of coaches to take jumpers the 30-40 minutes to Charleroi Airport for enplaning and a good time was had by all in the fine weather.

There were a number of Brits at the Boogie with Doc Williams, Dick Kalinski and Simon Ward being the three involved with the big group which was entirely European and organised by Patrick Passe of France.

Two formations of note were built, somewhere around a 94 way complete, though on examination of my video and slides I cannot truly say it was and a beautiful 87 way that was held for just about five seconds.

Most skydivers did about 10 jumps from the C-130, saw a lot of Belgium on extended rambles organised by the load spotters and spent many hours on the coaches.

There was some jumping from Balloons and a couple of two ways built from formation flying Microlights.

Renamed the Belgian Bus Boogie it was well worth the visit if only to check out the Bungy jumping that was eagerly booked up by skydivers all paying about £30 a time.

WORDS AND PICTURES BY SIMON WARD





Scene of new Headcorn pit with Pete Fisher on final approach



# POLICE MEET

## (5 Rounds)

### INDIVIDUAL ACCURACY

- |                    |      |
|--------------------|------|
| 1. Les Carroll     | 0.04 |
| 2. Martin Ramsay   | 0.05 |
| 3. Esther Reynolds | 0.08 |

### TEAM ACCURACY

1. Keep off the Grass
2. Red Devils
3. No Sleep

### BEST POLICE OFFICER

Francois Dehaye (France)

### Best Met Officer

Jenny Wood

Prizes presented by Assistant Commissioner Peter Winship



Les Carrol on his way to victory



John Smyth showing the 'Long Leg of the Law'

Still stomping as dusk approaches



# COMPETITION REPORTS AND RESULTS

## REGIONAL ACCURACY CHAMPIONSHIPS (CENTRAL) CRANFIELD - APRIL 22/23

The 1989 Accuracy season kicked off in earnest with the first of this years Regional meets. Cranfield was the venue for the Midlands region and their excellent new pit was on the receiving end of some creditable performances and a surprise result.

Every dog has its day so the saying goes, the dog in question of this day was John Smyth. Having run with the pack for the past few years, he emerged to cock his leg masterfully over the pad and gave good warning that the established status-quo may be about to change.

Early on there was no indication that things were to be any different from before. The Royal Artillery's twosome of Les Carroll and Keith Duncan showed that they were ready for the forthcoming encounters with 3 Dead Centres apiece in the five completed rounds. Jo Vaughan and Fred Ryland did the same for "Keep off the Grass", last years National champions. However all these had a total of 7 or 8 centimetres. John Smyth started slowly with a 0.05 and left it at that with a string of 4 DC's on the trot!

There was a welcome return to the smaller meets by the Red Devils. At last the Demo shackles are off. Their erratic form leaves them off the pace of the top teams at the moment but with more exposure to competition they should soon narrow the gap.

So the summary to this seasons opener was that "Good old Smythie, he's bound to drop one", didn't. Well done, John, keep this form up and you may Winalot more.

### RESULTS (5 Rounds)

| NAME                | TOTAL | PTS |
|---------------------|-------|-----|
| 1: JOHN SMYTH       | 0.05  | 21  |
| 2: LES CARROL       | 0.07  | 15  |
| 3= STEVE EVERSFIELD | 0.07  | 11  |
| 3= FRED RYLAND      | 0.07  | 11  |
| 5: KEITH DUNCAN     | 0.08  | 6   |
| 6: JO VAUGHN        | 0.08  | 5   |
| 7: STEVE HASTINGS   | 0.10  | 4   |
| 8: CHRIS CLEMENTS   | 0.19  | 3   |
| 9: INGVAL FALCH     | 0.22  | N/E |
| 10: GEOFF CHANDLER  | 0.24  | 2   |
| 11: JIM SCARRATT    | 0.25  | 1   |

1st TEAM: KEEP OFF THE GRASS.

## REGIONAL ACCURACY CHAMPIONSHIPS (SOUTHERN) HEADCORN - MAY 20/21

Unseasonably warm and sunny it may have been but for an accuracy competition you need something else, low winds. For the two days that this competition ran for the windsock stayed horizontal until six each evening.

When it did get going the teams had to pack quick, there were only seven of them and a turbine Islander gets through them very quickly. Like caviar the classic disciplines remain an acquired taste, a gastronomic delight to the afficianado's, fish paste to the majority. Next year these meets won't be promoted in the mag, there'll just be a phone round.

John Smyth was unable to keep up the pace he set in the Central competition, leaving the stage clear for his closest challengers, Fred Ryland and Les Carroll, to battle it out for the 20 points a victory brings. Les dropped a 0.02 in the second round but followed it with two more discs. Fred remained untarnished throughout, four discs, a clean sheet and one bonus point.

Keep off the Grass inevitably won the team event, more a reflection of the paucity of the opposition than their overwhelming superiority. Rumour has it that there will be an Army team at the Nationals, let's hope this will make a competition of it.

Thanks to the judges and staff at Headcorn for supporting this minority event.

**RESULTS (4 Rounds)**

| NAME                | TOTAL | PTS |
|---------------------|-------|-----|
| 1: FRED RYLAND      | 0.00  | 21  |
| 2: LES CARROLL      | 0.02  | 15  |
| 3: BARRY HENDERSON  | 0.07  | 11  |
| 4: DAVE WARD        | 0.10  | 8   |
| 5: STEVE HASTINGS   | 0.12  | 6   |
| 6: STEVE EVERSFIELD | 0.15  | 5   |
| 7: KEVIN VEITCH     | 0.17  | 4   |
| 8: A COWLEY         | 0.17  | 3   |
| 9: W BILLSLAND      | 0.19  | 2   |
| 10: DENNIS HAYES    | 0.24  | 1   |

1st TEAM: KEEP OFF THE GRASS

**OVERALL PLACINGS AFTER TWO COMPETITIONS**

|                     |        |
|---------------------|--------|
| 1: FRED RYLAND      | 32 Pts |
| 2: LES CARROLL      | 30 Pts |
| 3: JOHN SMYTH       | 20 Pts |
| 4: STEVE EVERSFIELD | 16 Pts |
| 5: BARRY HENDERSON  | 11 Pts |
| 6: STEVE HASTINGS   | 10 Pts |
| 7: DAVE WARD        | 8 Pts  |
| 8: KEITH DUNCAN     | 6 Pts  |
| 9: JO VAUGHAN       | 5 Pts  |
| 10: KEVIN VEITCH    | 4 Pts  |

## REGIONAL 4-WAY RW CHAMPIONSHIPS (NORTHERN) DONCASTER - APRIL 29/MAY 1

Six teams, four judges, three air to air cameramen and one on the ground. An admirably comprehensive list of results is offset by the shortest competition report I have ever read:

*My impression was that the meet was a great success.*

*John Hitchen*

Thanks John, I don't think you missed out anything there.

**RESULTS (6 Rounds)**

| SENIOR TEAM             | TOTAL |
|-------------------------|-------|
| 1: RED DEVILS           | 40    |
| 2: ICE                  | 33    |
| 3: UZ4                  | 29    |
| 4: FUNCTIONAL<br>4 PLAY | 20    |
| INTERMEDIATE TEAM       | TOTAL |
| 1: JOHNS BAND           | 22    |
| 2: LAZER                | 11    |

### 10-WAY SPEED MEET NETHERAVON - APRIL 8/9

A big thank-you to all the participants in the 10-Way speed meet, everyone had a great time backed up by a glorious day. See you all again.

**RESULTS (5 Rounds)**

Mark Greenfield

| TEAM                  | PTS/TIME  |
|-----------------------|-----------|
| 1: RED DEVILS         | 50/106.39 |
| 2: NEVERMIND          | 50/160.28 |
| 3: NICKS KIDS         | 49/90.08  |
| 4: CHARLIES<br>ANGELS | 46/103.78 |
| 5: OINK OINK          | ??/108.94 |
| 6: CRASH'N'BURN       | 43/146.08 |



# REGIONAL CHAMPIONSHIPS RW

## LANGAR - JUNE 4/5

The Regional RW Championships held at Langar over the 4th - 5th June 1989 attracted what I believe to be the highest number of entries to date in the Regional RWevents and with 4 rounds completed was, I feel a successful competition.

John Hitchen.

|                         | Position |                          |
|-------------------------|----------|--------------------------|
| <b>The Open Event</b>   | 1st      | Red Devils               |
|                         | 2nd      | Quasumas                 |
|                         | 3rd      | Deltics                  |
| <b>Regional Winners</b> | 1st      | Quasumas                 |
|                         | 2nd      | Deltics                  |
|                         | 3rd      | Functional               |
|                         |          | 4 Play                   |
| <b>Intermediate</b>     | 1st      | Area Nav                 |
|                         | 2nd      | Laser                    |
|                         | 3rd      | Eastley &<br>The Dickeds |

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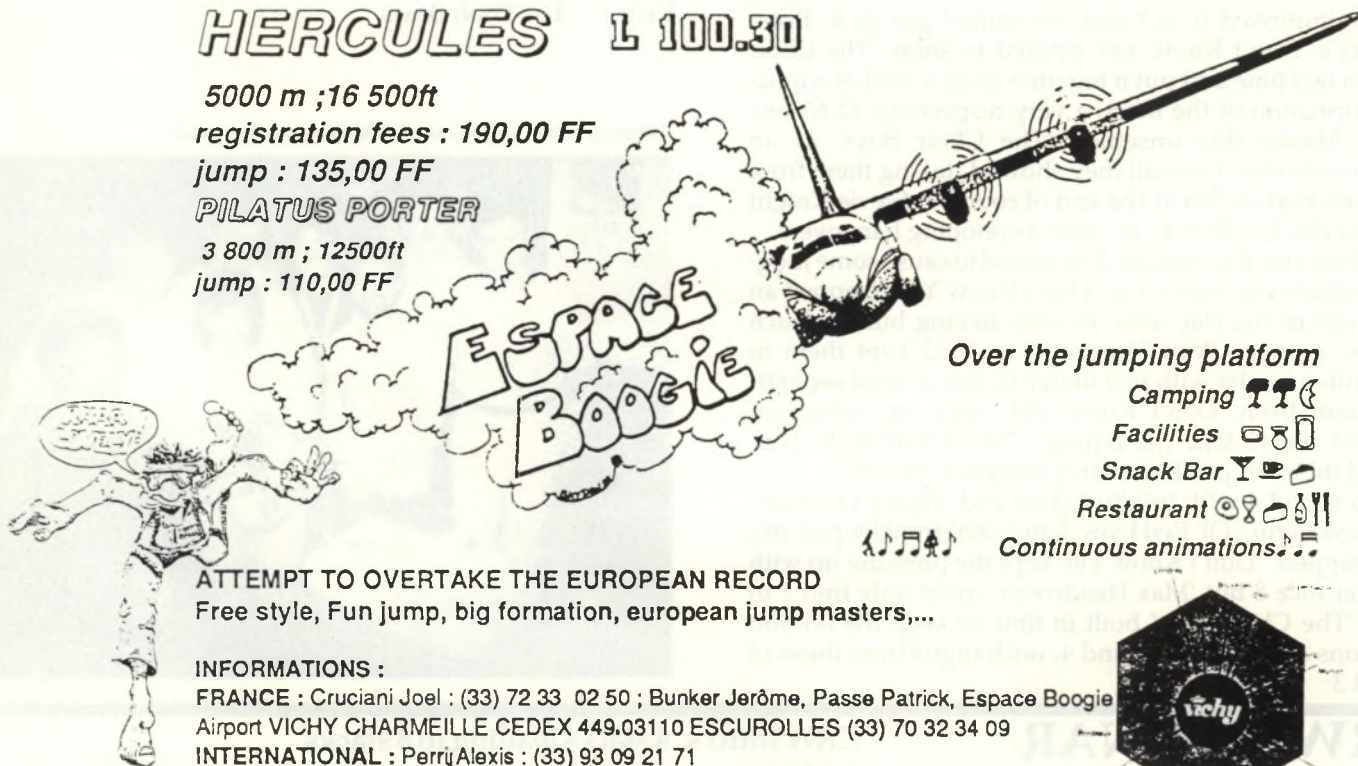
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# PETERBOROUGH PARACHUTE CENTRE

## 6th ANNUAL 'PAPER MILLS' SPEED 8 MEET/ P.P.C. 18th BIRTHDAY PARTY

By Tim Moran

Good Friday dawned with the customary inclemency we're all used to. Leaden skies, gales and periodical rain provoked comments like 'an awful start to the '89 season'. With seven 8-way teams lurking around, looking for mischief, some fast thinking was needed. Thanks to Sarah Amschwand, Liz Harris and Sue Peacock for keeping 56 competitors amused and reasonably sober with a general knowledge quiz until the bar opened when we started to party seriously. Saturdays 'met', John promised, was "blue skies, light winds and" to the dismay of some hard core, brain cell removal parties "wheels off at 8 am."

Promises kept, with the 'Pooh Bears' and 'The Walterns' climbing to altitude before breakfast. Perhaps they succumbed to the quality of the previous evenings partying by showing a 5 and 7 respectively, in time. Load 2 had 'In Doors', a 50% 'C' licence team from Sibson building 5 and 'Shambles' a 7. Fifth to jump in round 1, 'Don't Know Yet' also Sibson regulars who competed together in '88, set the pace with a complete star in 19.2 seconds. The staff team, 'Max Headroom' followed with a time of 21.75 for their eight. A mainly A1 skydiving team 'The Choir Boys' got everyones' heads turning with a very nice star in 14.35.

Straight into round 2 with a little more urgency as a bit of high fluffy stuff started to spoil the wall to wall blue. Only 2 'Pooh Bears' found each other but their lift mates in the 'van 'The Walterns' completed in time. 'Flying In Doors' improved to a 7 and 'Shambles' got an 8. Brian Hucker's 'Don't Know Yet' needed to show 'The Choir Boys' a fast time and put it together in style with the quickest formation of the meet, a very respectable 12.65 seconds. Maybe this unsettled 'The Choir Boys' as an uncharacteristic 5 was all they showed, taking them from the lead, back to 5th at the end of round 2. Stevie Knight blamed this F.U.B.A.R. on their developing hangovers.

Thicker cloud at altitude threatened to cause some judging problems in round 3 as 'Don't Know Yet' dropped an eight out of the clag after 16 secs, having built it much higher, unseen. 'Max Headroom's' 17.42 kept them in contention for 1st with just under 10 secs in total separating them from 'Don't Know Yet' who, on reflection, decided not to take the rejump. 'The Choir Boys' confirmed their 3rd position with a completion in time.

Into round 4 with brighter skies and 'Flying In Doors' dropped a grip, 'Ol' Red Eyes, Lancaster' front looped and they zapped. 'Don't Know Yet' kept the pressure up with another nice 8 but 'Max Headroom' could only find 7 in time. 'The Choir Boys' built in time to keep the interim positions at the end of round 4, unchanged from those of round 3.

The final round saw 'Don't Know Yet' only needing a completion in time to take the gold, which they did in 14.60. 'Max Headroom' and 'Choir Boys' also completed, keeping the final positions unchanged through the last 3 rounds

So the first Sibson competition of the season completed in just about record time, seven hours and with only 3 refuels for the Skyvan. Thanks for the efficiency of the day go to Ron Dicky our Skyvan driver, the refuelling team and manifesters. Thanks also to John Meacock and Ronnie O'Brian for the long day they put in, judging, down at the pit. Big thanks from everyone to Colin Holder, Landlord of the 'Paper Mills' pub in Wansford village for his continued sponsorship of the meet with £500 prize money and the winners trophy, not least, for the welcome at his pub for the past years.

### FINAL POSITIONS

- 1st: Don't Know Yet
- 2nd: Max Headroom
- 3rd: The Choir Boys
- 4th: Shambles
- 5th: The Walterns
- 6th: Flying In Doors
- Last: The Pooh Bears

Winning Team "Don't Know Yet" with trophy and medals



## CRW SEMINAR

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PHOTOGRAPH: RODGER TAMBLYN

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... I SPY WITH MY  
LITTLE EYE ...

# IS W.A.R.P. WARPED?!

Four years ago I produced a method of instruction for the staff at Netheravon (I worked there at the time). The W.A.R.P. System was intended for CAT 8 skydivers and was designed to teach them 'basic skills' and control. W.A.R.P. then stood for Week-end Astronauts Relativework Progression.

The first session was a huge success attracting punters from other DZs looking for good 'in air' instruction in order to progress. The BPA thought it such a good idea that they asked me if they could incorporate the W.A.R.P. System into the basic Category System between Cat 8 and Cat 10. Of course that is exactly what it was designed for and they duly named it the Week-end **Advanced Relativework Progression** (I don't blame them!).

The W.A.R.P. System was included as an **alternative** method of qualification to Cat 9 and Cat 10 and that is where the BPA unknowingly made their mistake. We all know that closing 3rd and 4th is no big deal and certainly is no test or indication of standard. So why is it still being used?

Having observed operations and talked to people from various DZs I find that W.A.R.P. instruction is given in many different ways. Mostly the W.A.R.P. instructor only uses the book to confirm the skydive - not the method of instruction! The student does not get a good deal from a 5 minute brief! I have talked to students who were told that they had only to **attempt** side-ins, fast fall/slow fall etc. They learnt enough on the 'so called' W.A.R.P. System to close 3rd and 4th, therefore gaining CAT 10. These people are now qualified to waste other people's money making Zoo skydives as they have not learnt the **basic skills** required to be **in control**. I believe that the skydiver under instruction should **successfully complete** each basic skill and not just have to attempt it as layed down in the conventional BPA CAT System.

I teach A.F.F. and jump at A1 Skydiving most week-ends, the management wanted to operate a successful progression for their 'up and coming' skydivers. This encouraged me to re-write to W.A.R.P. System. The updated version is now more understood by the student **and** the instructor. It has lesson plans, graphics, a selection of skydives and much more.

A1 provided the facilities for me to hold a 2 day seminar/course for potential W.A.R.P. instructors (this included skydivers who were already teaching the W.A.R.P. System). The course was designed to teach the potential instructors how to teach the W.A.R.P. System properly. A total of 20 people received the training, most passed the course as it is not difficult providing the set format is retained. All agreed that there was far more to it than they realised and had no idea how much was involved. Each candidate was given an evaluation jump using an A.F.F. instructor/evaluator as the student.

The candidates were required to demonstrate the abilities to:-

1. Provide information before, during and after the skydive.
2. Teach the basic skills as layed down in the manual.
3. Communicate in freefall using 'in air' signals. To teach and remedy mistakes as they happen in order that the stu-

dent may carry on learning throughout the dive.

4. Give the student a **GOOD DEAL**.

These incidentally are the W.A.R.P. instructors' objectives as layed down in the manual.

The successful candidates evaluated (listed below) are now available to teach the W.A.R.P. System at A1 Skydiving.

|                   |          |
|-------------------|----------|
| Karina Andrewes   | WPI † 2  |
| Graham Goodwin    | WPI † 3  |
| Andrew Phillipson | WPI † 4  |
| Mike Hammond      | WPI † 5  |
| Eddie Norris      | WPI † 6  |
| Kate Lewers       | WPI † 7  |
| Badger Maguire    | WPI † 8  |
| Ian Loveday       | WPI † 9  |
| Tony Modebe       | WPI † 10 |
| Keith Hughes      | WPI † 11 |
| Bob McKinley      | WPI † 12 |
| Dave Crowhurst    | WPI † 14 |
| Martin Crossley   | WPI † 15 |
| Toby Drew         | WPI † 16 |

Perhaps it would be a good idea for the BPA to run weekend courses like this one. Qualify W.A.R.P. instructors, maintain a high standard, throw out the old system and produce properly qualified Cat 10 skydivers who have control!!



Successful candidates from the first WARP instructors' course

Pete Reynolds WPI † 1

Eds Note: LATEST! W.A.R.P. Coach status is now being actively considered by the BPA.

# SKYDIVE

# Sibson

# PORTER

Pilatus PC6 Turbo Porter!

---

21-27 August - *all welcome*  
*PROGRESSION COURSE*

---

26-27-28 August  
*SPEED 8 - CASH PRIZES*

---

2-10 September  
*R.W. SEMINAR*

---

16-24 September - *all welcome*  
*PROGRESSION COURSE*

---

*Peterborough Parachute Centre*  
*Sibson Airfield Wansford Peterborough PE8 6NE Tel. Elton(08324)490*

# The ANDY CRAWFORD guide to better skydives

There are certain rules in skydiving we must all obey to have a satisfactory skydive. For instance pull at the desired altitude or you will die, simple really, if you follow the rules.

Having spent some time in Deland and making many satisfactory skydives I would like to share some "rules" with my fellow countrymen. These I hope will give a broader knowledge on how to practice RW, as they seem to be a little better than us Brits on the other side of the Atlantic.

## RULE 1: The Load Organiser is God.

The load organiser controls the skydive, says who does what and who goes where, whether he has a thousand less jumps than yourself or a thousand more. Too many jumpers want to throw in their two-penneth, creating chaos and disruption. Remember, even if you do have a suggestion, the load organiser's word is final.

## RULE 2: When you dirt dive "Dirt Dive!"

Concentrate on where you should be, correct body position and eye contact. Mouth closed (who talks in freefall?) imagine doing what you should be doing, be there in body, mind and soul. Don't be the one everyone's waiting on. Dirt dive in silence several times until everyone is clear on what to do. If you have any doubt whatsoever, have a mental dirt dive in the plane until that doubt is dispelled.



## RULE 8: Time is eternal.

Contrary to popular belief we are never running out of time, only altitude, so work to the desired break off altitude without rush. Rush = Bad docking. Do it well or don't do it at all.

## RULE 9: Go at your own pace.

Recognition comes from doing well not doing fast. Slow is smooth, smooth is fast so don't ever be in a hurry.

## RULE 10: Listen to criticism.

We learn through listening, not talking. Welcome comments and don't let the ego overtake, we can all learn. Bear in mind what is said on the debrief and give your constructive comments to others to learn from.

As usual, I welcome comments, written or verbally, on these guidelines. Just given them a try, they may just help your RW.



## RULE 3: The skydive begins on run in.

Relax, know your slot, go with the flow on count and exit. Know where you are going.

## RULE 4: Fly your slot before grips are taken.

I'll say that again. Fly your slot before grips are taken. There are often many other people on the skydive and they would all like to dock on a formation that is perfectly flat and stable. So don't be the turkey that rocks it!

## RULE 5: Fly your slot after grips are taken.

The skydive is not over once you have docked, others need to dock as well.

## RULE 6: Fly your slot even if it is not there.

Remember to leave room for anyone else, so don't be in their way.

## RULE 7: Centre attention on the formation.

You will be a small part of any formation, remember the formation as One not the ego. Before the dock "join it" don't "jump on". When joined fly relative to the centre-point, look-in, do your job and don't slow down the fall rate!



## Mal



NOW SHALL I SPEND THIS  
ON ONE TWELVE-GRAND  
MEMORABLE MIND-BENDER,  
OR TWO ACCURACY  
FORGETTABLE FIASCOS?

## STOP PRESS!! STOP PRESS!! STOP PRESS!! STOP PRESS!!

### Bob Card buys RAPA members free beer all night!!

It's true, Bob Card put free beer and food on to celebrate (?) his posting from JSPC Lippspringe to JSPC Netheravon. The fact that it was a Monday night and that we had to listen to an admittedly, absorbing, 1 hour departure speech, failed to detract from both the enjoyment and significance of the evening.

Both the military and the civilian worlds turned out in force to wish Bob and Carol, Bon Voyage. A round trip of eight hours by Jan de Graaf is perhaps the best example of the high regard in which Bob has been held during his 5½ years at RAPA.

CCI, Jim Coffey, listed some of the many achievements Bob has made at RAPA, and in his reply Bob stated his eagerness to pursue his personal parachuting skills at Netheravon by "polishing" his CRW ability. (Watch this space!)

On a final note the staff at Netheravon will be pleased to know that Bob stated that the quest for the 25 hour working day will continue; and we believe him!!!

Once again, all the best Bob, from all the Staff at RAPA.

AA men Steve Sharpe and Tony Crilley diving out of the Cessna over Cranfield to rescue stranded Skoda owners  
Photo Pete Allum



Seven years after doing his first charity jump, George Maddison did it again, this time attached to Greg Cox over Cranfield. According to George it was "the most fun he had ever had with his trousers on". The British Heart Foundation must have been quite pleased as well, George raised a cool £1,000 for them!  
Photo by Wendy



Coronation Street is on the air during the week and in the air at weekends! Sean Wilson (Malcolm Platt) and Sally Whittaker (Sally Webster) seen here at Topcliffe after each doing a charity jump to launch an appeal called "Vision Aid". The jump was organised by Community Care North West and proved to be a major success for all concerned.  
Photo and info provided by Steve Thompson



"Get up Paul, it's only a hairline fracture of the vertebrae". A distraught Met Police Team showing due concern for their colleague lying prone on the ground.  
Photo Alan Stanley

# 4 AND 8 WAY AT WESTON-ON-THE-GREEN

## 27 - 29 MAY 1989

By Annie Burley  
and Lottie Dale



2nd Place team "Wanting Contact" completing another point  
Photo: Simon Ward

This year's 4 and 8 way competition at WOTG was met with beautiful blue skies and only slightly dodgy wind conditions on the first day. Even with the marginal wind which resulted in a couple of half-hour stand downs, the 4 way part of the meet was finished by lunchtime Sunday. The event was also singled out as being particularly unusual because for the first time in the BPA's history, the cameramen were actually paid for jumping! So astonished were the cameramen themselves, that one of them donated his "wages" to a free beer fund on Sunday evening, thank you Simon Ward, and another - Steve Collier - paid for the videomen's slots on the 8-way competition.

10 teams registered for the 4 way - which was apparently fewer than usual - but the general feeling was that this may have been due to a lack of PR as not many people outside of Weston seemed to know about the meet.

Right from the start in Round 1, Flash Trash were leading; the rest of us were left to battle for 2nd place! There were 6 rounds, each comprising two blocks and one random, mostly the new blocks, but no leg locks were included. Most of the rounds were fairly straight-forward but the one that seemed to cause the most trouble was the star/360°/star with even the demi-Gods, Flash Trash, having more than a couple of feet separation. There were a few busts throughout the competition, but on the whole it was all very good natured; in fact Nick Norwood, one of the judges, was even heard to remark that no-one had complained to him at any point during the competition, an unheard-of event apparently. My suspicion was that nobody actually had the time because the turnaround time was not much more than 1 hour; every 4th lift in fact, with the Turbine Islander going full throttle. The wind holds became a welcome respite!

During Saturday's jumps, one of the teams, Flob, dropped out of the competition "due to health reasons", and on general inspection of the canopy involved in the collision, it was clearly seen quite how unhealthy it would have been to have jumped it again! Ripstop jackets were being offered at cheaper than usual prices as a result! Fortunately Jane Spence was insured. The rest of the day was fairly uneventful, apart from another cutaway and Mr

CCI, Ken Mapplebeck, issuing the standard lecture on tracking to even more jumpers than usual. The first day ended having completed 4 of the 6 rounds and competitors and judges alike gratefully slunk into the bar to watch the videos.

Some of the competitors obviously have more stamina than most though, as was proved Saturday night at the rather splendid disco. Special mention really should go to Sharon Wright for her brilliant and energetic exhibition of disco dancing beyond the call of duty - I don't think she stopped once, more than can be said for her partners who lasted about ½ hour on average, though Alan James (Wanting Contact) and Steve ? (Flash Trash) did remarkably well all things considered! Mention should also be made of Lesley Pocock for getting into the swing of things with the beach party theme and wearing a fluoro bikini, hula skirt and a pair of flippers and proceeding to surf on Paul Griffin's back to loud shouts of encouragement from the spectators! The disco was a marked improvement on the one previously used and was much appreciated - hope to see them again, Paul and Bogey!



"Know Eye Deer" in the skies over Weston:  
Dawn Rivers, Lottie Dale, Annie Burley, Anthea Lee.  
Photo: Mike Hammond

Hangovers aside, Sunday was even hotter and jumping began fairly promptly at 9 am. The final two rounds of the 4 way were rapidly finished with Flash Trash the clear winners with a score of 56 and over 20 points ahead of the second team, Wanting Contact. Bad Karma just beat Relay into third place with only one point between them.

After a few bad vibes at the beginning of the Speed 8, concerning registration and paying for videomen's slots, this second part of the meet began just after lunch.

The Speed 8 was run on the grounds of completing a 1st formation and then an imaginative 2nd point which could gain brownie points for originality. There were only two rounds; the first points were to be a double diamond and a frisbee respectively. 6 teams registered for the Speed 8 which proved to be the most entertaining event of the weekend. The first round was fairly uneventful with 2 teams taking the lead, Tarts & Toffs (a combination of Wanting Contact and Fidget) and Eau Dear, No Relay

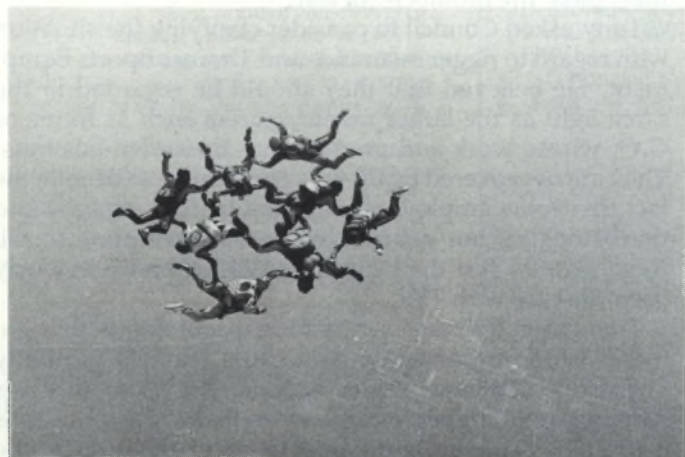


(Relay and Know Eye Deer) with Tarts & Toffs leading by just over a second. Not many teams managed a second point, but of those who did the best were Tarts & Toffs, who had a "Wings ..." style zipper with Simon Ward flying through the middle, but Eau Dear, No Relay were singled out for mention for their imaginative use of a rubber dog ring, building a propeller style information and tracking around it.

The second round began with fierce competition between the two teams in the lead, but Eau Dear's hopes were dashed temporarily after a funnelled exit and an eventual time of 30.97 secs. Long faces all round. Flash Nuts were consistent with their first round's time, scoring 23.42 secs for the frisbee, and were eventually placed first when Tarts & Toffs were zapped after failing to complete in time as one of their team went low. The other teams all failed to have completions on both rounds, and subsequently Eau Dear, No Relay were placed second.

Low standard of the Speed 8 aside, a great time was had later in the evening when the videos of the day's events were shown. Funniest situation was when Simon Ward had climbed out to the back of the rail, camera running, and was standing there waiting for the others to come out when, caught on camera, a gloved hand beckoned to him from inside, followed by a grinning face. The plane had to go around again and Sward was on the wrong side - outside! "Rewind, rewind" was heard from all sides.

Another notable incident, captured for posterity on video, was that of somebody (we were advised not to name names!) going unstable after his team tried to grip-change to a bipole from a star. The ensuing catcalls and laughter were only just drowned out by shouts of "Rewind, rewind" by the increasingly raucous audience at this moment of abject humiliation for our dear CCI, sorry, fellow jumper. By this stage, the audience were verging on hysterics, and so when one videoman was unfortunate enough to have filmed his own cutaway, (tangled main, green fields, reserve) he received little sympathy and lots of ribald comments from the jumpers. More calls of "Rewind, rewind"!



"Eau Dear, No Relay" doing a "frisbee" for the 8-way speed.

Photo: Mike Hammond

Everyone had a good time at this year's meet, and this account of it wouldn't be complete without offering our thanks to the judges and organisers. So, thanks to Steve Tucker, Dave Emerson, Ken Mapplebeck, and Mick Rafferty for organisation, and to Sue Dixon, Andrea Agass and Nick Norwood as judges. Thanks to the pilots of the Islander, the instructors who were always willing to offer

advice when needed, and of course all the snack bar staff who kept us all going with food, choc ices, drinks and the barbeque Saturday night. Special thanks go to Simon Ward and his cameramen and camerawoman for managing so admirably throughout the meet. (Glyn Jones, Mike Hammond, Nigel Young, Brian Conway, Steve Collier and Wendy Griffiths).

For those interested in statistics, during the 4 way competition, there were 29 lifts and 290 jumps made; and in the 8 way, 12 lifts and 108 jumps. Look forward to doing it all again next year.

#### Results of the 4 way competition (6 rounds)

| Team Name       | Overall Score                   | Position |
|-----------------|---------------------------------|----------|
| Flash Trash     | 56                              | 1        |
| Wanting Contact | 35                              | 2        |
| Bad Karma       | 33                              | 3        |
| Relay           | 32                              | 4        |
| Know Eye Deer   | 25                              | 5        |
| Fidget          | 25                              | 5        |
| Cronies         | 23                              | 7        |
| Pomgaroo        | 22                              | 8        |
| Nuts & Fudge    | 22                              | 8        |
| Flob            | retired "due to health reasons" |          |

#### 8 way speed

| Team Name          | Overall Score | Position |
|--------------------|---------------|----------|
| Flash Nuts         | 2 pts, 48.24  | 1        |
| Eau Dear, No Relay | 2 pts, 49.85  | 2        |
| Tarts & Toffs      | 1             | 3        |
| Outcasts & Outlaws | 1             |          |
| Pomma Cronies      | 1             |          |
| Scratch & Sniff    | 0             |          |

#### SWARD SPORTS PRESS RELEASE SWARD SPORTS PRESS RELEASE

Since writing to your publication on May 15th 1989, I have undertaken extensive research into the question of who actually purchases bungies.

I have been so successful that I tracked down a DZ that claimed to have once made a purchase of an entire box. These were duly scattered in the appropriate season and have multiplied beyond wildest expectations.

These bungies, not all perfect I hasten to add, are now free for the picking on most Drop Zones around the country. Apparently the summer is quite the best harvesting period for most bungies. However it is recommended that idle jumpers in the winter time should make a point of treading as many of the summer remnants deep into the ground to ensure a prolific summer crop.

# MEETINGS REPORT

By Susan Dixon

Since the last issue of the Magazine there have been three Council meetings. Two scheduled and one Special meeting, called to discuss the non-approved treatment of acid contaminated canopies.

The meeting of the 18th April was well attended, with apologies for absence received from both Gerry O'Hara and Jim Steele due to their work commitments.

At the request of Council Mac MaCarthy had attended the meeting to request that extended credit be offered to Hereford Parachute Club for a three month period, to enable the reorganisation of the club's finances to be completed. This credit to cover new student numbers as well as those already received. After some discussion and assurances being given by both Mac MaCarthy and the new Chairman of Hereford, John Parry, this was agreed to. (The amount outstanding for the 'old' numbers was settled within a month of the meeting). Mac MaCarthy further asked Council to grant an exemption from the 60 jumps in two years for renewing an instructor rating rule, in order that he could continue as C.C.I. at Hereford and the club could continue to operate. Tony Knight, as Chairman of S.T.C. objected to this request, stating that it was a matter for S.T.C. to consider first, and should not come directly to Council. The request was then modified by Mac, with a request that he be allowed to continue to operate as C.C.I. until the next S.T.C. meeting, when he would present his request to that committee. There followed a discussion on the principle rather than the personality concerned. A vote was taken and the request was granted on 13 for and 2 against. (At the next S.T.C. meeting Mac MaCarthy attended in person, and the exemption was granted.)

Tony Knight then reported to Council on the S.T.C. meeting of the 9th March. This included an update, at that time, of the latest position on the acid mesh problem. S.T.C. had referred the question of a Scottish 4-way Relative Work Team being granted an exemption to train at Glenrothes. They would be training under a Display Team Exemption umbrella, but did not qualify as a display team. S.T.C. had received considerable input from Scotland and were undecided. This generated a lot of discussion, however it was accepted that Scotland presented a unique set of circumstances, and provided certain conditions were met by the team permission was given. The vote went, 12 for, 1 against, 1 abstentions. Concern was expressed that granting this exemption could lead to a flood of similar requests; for that reason Council added the proviso that this would be the only permission granted for this Drop Zone on this type of application this year.

John Lines presented the Development Committee Meeting minutes of 28th March, the primary matter being the need to commence work on the next Development Plan, due for submission to Sports Council early Autumn for approval by March 1990. All Council members were

asked to give thought to this, and any input they feel able to make be directed to the N.D.O. Chris Thomas asked that all Tandem Instructors feed him information of disabled passengers they have carried. This fulfils one of the requirements of Sports Council's strategy plan in encouraging the disabled to partake in sports.

Doug Peacock reported on Competitions Committee meetings of 28th March, at which a final decision had been taken on the rules for the Relative Work and Style and Accuracy National Championships. The committee had further agreed to send a Style and Accuracy Team to a European competition in the 'off' year.

Jim Crocker presented a short report on the Royal Aero Club, and obtained support from Council for the nomination of Chris Simpson (who had done considerable work on obtaining changes to the Air Navigation Act, to our benefit) as Chairman in the coming RAC elections.

Amanda Kenny, as Club representative, stated her intention to continue with the 'Club page' for the Magazine. Jim Crocker asked that she invite all clubs to give input for the next Development Plan, as ultimately they will have to implement it.

We now reached the meat of the evening. Tony Knight had produced a paper on the Non-Approved Treatment of Acid Contaminated Canopies which had been circulated prior to the meeting. The paper outlined the facts regarding complaints made to Tony Knight, as Chairman of S.T.C., that Thomas Sports Equipment have carried out, or advised canopy owners to carry out, non-approved programmes on acid contaminated canopies, in order that they 'pass' the bromocresol test.

Tony asked Council to consider clarifying the situation with regard to rigger insurance and Thomas Sports Equipment. He believed that they should be regarded in the same light as the larger manufacturers such as Irvins or G.Q. whose work and products are their own business. They are not covered by BPA rigger insurance (despite the fact that some employees may well be BPA riggers) and the BPA does not get involved with attempting to tell them how to run their business, which had previously been the case with TSE.

There then followed a very long discussion with arguments being presented by both Chris Thomas and Lofty Thomas in defence of their actions. Additionally Chris had prepared a paper in response to that of Tony Knight's but had been unable to organise its circulation prior to the meeting. Lofty Thomas stated that as a retailer, they, when presented with a problem, would always follow the manufacturer's recommendation even if this should be in disagreement with that recommended by the BPA. Tony Knight's point was that no manufacturer (apart from G.Q.) had at that time published any recommendations.

The argument continued round the table, with very strongly held opinions expressed at the inconsistency of

position of elected members of Council voting for one course of action, and then carrying out a diametrically opposed one. John Lines proposed that should Council find that Lofty Thomas and Chris Thomas have acted in direct contravention of BPA Safety Notices, they be asked to resign their positions on both S.T.C. and Council.

This set another round of discussion going, at which point Jim Crocker proposed that a special Council meeting be called specifically to discuss this subject. The date of that meeting was finally agreed (at the third attempt) at the convenience of both Chris and Lofty Thomas, as 3rd May 1989.

This would enable copies of Chris Thomas's paper to be circulated and studied by all Council, and also enable both Chris and Lofty Thomas to prepare their response to the two proposals that had been made.

The Council then turned its attention to the report from David Hickling on the Special Subcommittee Meeting which had been called to hear the evidence of Dave Turner as to the authorship of the Drop Zone Directory and the Brad Smallpiece Election Paper. This meeting had been held at British Parachute Schools premises at Langar and had been attended by Dave Johnston, Chris Thomas, Kerry Noble, Dave Ruffle, chaired by David Hickling, observed by John Lines, John Hitchen and Tony Butler. Dave Turner and John Meacock had attended to present the evidence and the whole meeting had been recorded by a shorthand writer (who had then produced verbatim minutes).

David Hickling read from the report to Council: "The Chairman. Are we unanimous in saying that we have thoroughly aired the matter, we have had a full and open input from David Turner and John Meacock and the Coaches, and John Lines, and we have come to the unanimous conclusion that there is insufficient evidence to implicate any person or persons to the authorship of the 1989 Drop Zone Directory?" This unanimous agreement was confirmed by all committee members. It was then proposed that Council adopt the recommendation of this committee. The vote was 14 for, with John Lines abstaining.

Council then confirmed the venue for the 1989 Style and Accuracy championships would now be Bridlington, due to Headcorn having to remove their bid due to the LTMA extension.

This had evolved into another marathon meeting, lasting four and a half hours.

\*\*\*\*\*

The special meeting called for the 3rd May was in direct contrast, lasting just over the hour. The last minute withdrawal of both Lofty and Chris Thomas from the meeting meant they were unable to present verbal argument to the proposals outlined at the previous Council meeting. However, Council members present had been able to consider the paper presented by Chris Thomas.

Only six members of Council attended this meeting, with apologies for absence being received from Kerry Noble, due to aircraft problems, Steve Treble, an examination, and Dave Johnston. Doug Peacock, Lyn Rawson and Dave Ruffle due to work commitments. No other apologies were received.

Proxy votes had been recorded at the office from Kerry Noble and Steve Treble.

Jim Crocker opened the meeting with a summation of the discussion and the issues raised at the previous meeting. There followed discussion around the table, although all members of Council present were in accord with the proposals in principle the actual manner in which they were pursued was discussed.

It was finally decided to write to the BPA'S insurers informing them that employees of TSE whilst engaged in work for Thomas Sports Equipment either on or off their premises would no longer be covered by the BPA's Public Liability Policy. However it was decided to delay writing giving Lofty and Chris Thomas a chance to appeal against the decision. A specific time limit was set for that appeal.

It was further agreed that Jim Crocker, as Chairman, should write to both Lofty and Chris Thomas stating that whilst Council have no legal power to consider their position as Council members, in the light of their conduct over their treatment of acid contaminated canopies they ought to consider their positions on Council.

Tony Knight further confirmed that he would put together a definitive report outlining the history, progression and the 'why' with regard to the action taken by the BPA on the whole issue to acid contaminated reserve canopies, for publication in the magazine.

The Draw for the Special Olympic Rig was made and the winning ticket was No. 206 purchased by Mr M Baillie of 23 Braikly Avenue, Tarves, Nr Ellon, Aberdeen.

\*\*\*\*\*

The most recent Council Meeting took place on 6th June. Jim Crocker, John Lines, Tony Knight, Doug Peacock, Amanda Kenny, Steve Treble, Lofty Thomas and John Curtis attended with apologies for absence received from Kerry Noble (due to STC and Council falling within the same week), Dave Hickling and Dave Ruffle involved with the British Record Attempt, and Chris Thomas (on holiday).

Under the agenda item, Matters Arising from the Previous Minutes, the situation with regard to the position to Lofty and Chris Thomas was in limbo due to the involvement of their solicitors, and the request made to forward information held at the BPA office in order to prepare their appeal. It was however felt appropriate to discuss, at this point, the recommendation of the last competitions committee meeting that Lofty Thomas be head of Delegation at the 1989 Relative Work World Championships in Spain. It was felt inconceivable that the Council should ask Lofty to consider resigning his position on Council whilst supporting him to represent the sport in this Country in a high profile prestigious way.

A vote was taken not to endorse the recommendation of Competitions committee with 7 in favour and 2 against (Chris Thomas having provided a proxy vote).

The matter was referred back to Competitions committee to make further recommendation at their next meeting.

Tony Knight presented the minutes of STC. He drew Council's attention to the fact that the Ram Air Progression System was no longer a pilot programme, but had now been fully incorporated into the Operations Manual as a student training programme.

John Lines covered the recent Development Committee meeting and outlined the presentation made and conclusions drawn as a result of a visit to the meeting by Bridget Calvert, Sports Council Liaison Officer. The N.D.O. had circulated a paper reviewing the existing Development Plan, summarising the current position in terms of achievement under it, and outlining proposals for the new plan.

A weekend, half day meeting had been called to 'brainstorm' the next plan in order to have a draft ready for presentation to Sports Council early autumn.

Tony Danbury had presented the committee with a further paper on the financing of the Computer System which had been discussed, and the Development Committee recommended to Council that the BPA go ahead and purchase a computer system as specified by Tony Danbury. This received unanimous approval. Tony is to prepare a paper for the magazine outlining the proposals and reasons behind them.

Doug Peacock covered the Competition Committee minutes of the last two meetings. The main item for recommendation to Council had already been discussed (the position of Head of Delegation) and therefore the positions of Head of Delegation and Team Manager would be discussed again at the next meeting.

The committee had also decided to set aside each year, from the competition budget, a sum of £2,000.00 for renewal and refurbishment of competition equipment. Council's approval for the decision was needed, as in the past any unspent funds from a budget could not be carried over into following years, but were absorbed by other programmes.

The names of the C.I.P. Delegate and Alternate Delegate for 1990 had to be forwarded to the Royal Aero Club in June. This item had been held over from previous meetings, however the decision to confirm the incumbent delegates was made. The matter was put back to Competitions Committee for future discussion with regard to 1991.

Information had been circulated to all Council members from the Electoral Reform Society with a quotation from them for the conduct of the Association's annual election. After some discussion it was decided to accept the quotation to allay fears which had been expressed by some of the membership. This was a unanimous decision.

Colin Fitzmorris attended the meeting to explain to Council members about the Trust Fund he is in the process of establishing for Brian Hucker. Colin confirmed that the present bank account, established to collect money raised to assist Brian in the future (his paralysis is permanent) will be converted to a legally founded trust fund.

Colin updated Council members of the condition of both Brian Hucker and Adrian Mills, and although sympathetic to Adrian's injuries, as a friend of Brian's has concentrated his efforts on Brian's behalf. Both men are recovering, and Adrian's prognosis is good. Cards and letters from friends and fellow jumpers are very welcome.

The point was made by Amanda Kenny, that all jumpers should carry some form of medical and accident insurance. If Brian had had some, then many of the immediate problems facing his family and friends would then have been covered.

Council confirmed to Colin that once the office had sight of the documentation on the fund, and could satisfy

themselves that it was properly established, then full support, both financial (with Development charged with deciding the level and nature of that support) and moral would be given.

A decision was taken to increase libel cover, as the policy was up for renewal.

Jim Crocker read to the meeting a letter he had received from Charles Shea-Simonds objecting very strongly to the editorial, and editorial comments, in the April/May issue of the magazine. He also had received a letter of complaint from Kerry Noble and John Meacock, who was present and made his objections to Steve Eversfield's comments known. There was division and discussion around the table, with the points being made that Steve seemed to be expressing the opinions and feelings of many members of the Association. John Lines said that many members thought the magazine was 'vetted' by Council before production, at least an independent editorial denied that view.

It was decided that Jim Crocker would speak to Steve Eversfield and explain the wish of Council that balance be maintained by him as Editor between all the various factions and opinions within the sport.

The resignation of Susan Allen from the staff of the Association after 14 years was discussed, and thanks expressed by all Council for her valuable work over those years. An appropriate gift of thanks was approved by Council.

The next meeting will be on Wednesday, 19th July, 1989.

## A1 SKYDIVING Weekend Instructor Wanted Rates on Application

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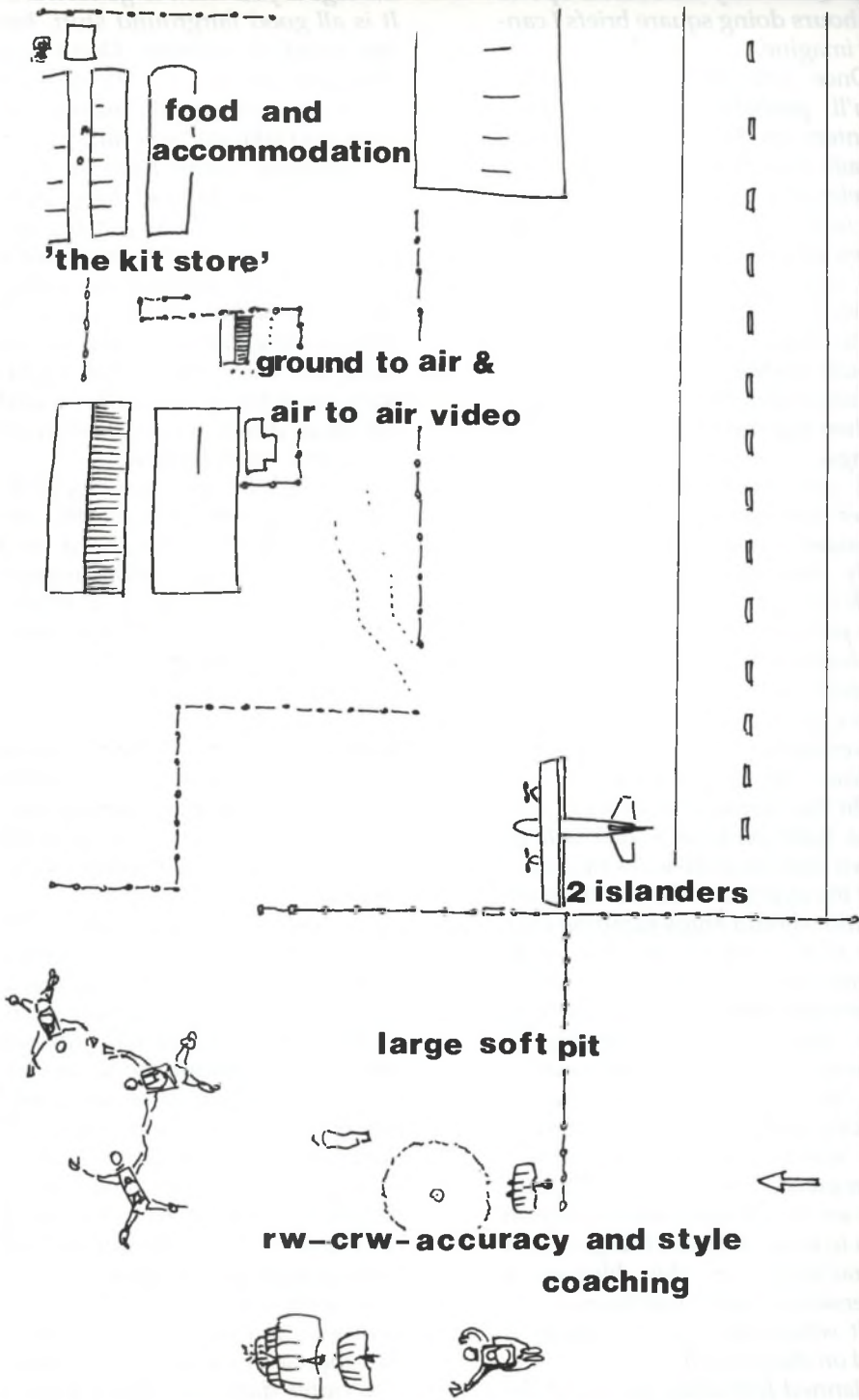


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# DIARY OF EVENTS

| DATE            | EVENTS                         | LOCATION   |
|-----------------|--------------------------------|------------|
| 1-2 July        | Sequential 8 Way Competition   | Sibson     |
| 8-9 July        | 8 Way Scrambles                | Netheravon |
| 8-16 July       | NATIONAL CHAMPIONSHIPS (R.W.)  | Sibson     |
| 5-6 August      | 10 Way Speed Meet              | Cranfield  |
| 12-13 August    | South Regional 4 Way R.W. Meet | Cornwall   |
| 12-13 August    | Skyfest - Big Aircraft Boogie  | Netheravon |
| 9-10 September  | North Regional Accuracy Meet   | Cark       |
| 9-17 September  | NATIONAL CHAMPIONSHIPS (C.R.W) | Brid.      |
| 23-24 September | L.A.C. + 1 Meet                | Netheravon |

## INTERNATIONAL

|                      |                                               |                               |
|----------------------|-----------------------------------------------|-------------------------------|
| 7-11 July            | Hercules Boogie                               | Moorsele, Belgium             |
| 16-23 July           | Denmark R.W. 8 Way Meet                       | DFU Nat. Centre               |
| 22-29                | R.A.P.A. Championships                        | Bad Lippelespringe<br>Germany |
| 23-30 July           | Denmark R.W. 4 Way                            | DFU Nat. Centre               |
| 22 July 5 Aug.       | Indonesia Skydiving Championships/Bali Boogie | Bali                          |
| 8-15 August          | Stretched Hercules Boogie                     | Vichy, France                 |
| 12-20 August         | Sud-Ost Para Cup                              | Gratz, Austria                |
| 23-27 August         | Teuge-Texel 16 Way Competition                | Texel, Holland                |
| 6-10 September       | World Cup/Day & Night Acc.                    | Warendorf, W.G.               |
| 21 Sept. - 1 Oct.    | WORLD CHAMPIONSHIPS (R.W.)                    | Ampuriabrava/Gerona<br>Spain  |
| 23 Sept. - 8 Oct.    | World Meet Boogie                             | Locarno, Switz.               |
| 16 Dec. - 7 Jan (90) | Christmas Boogie-Paranavidad '90              | Ampuriabrava                  |
| 23-25 March (90)     | 4th European Mountain Parachuting Trophy      | Isola, France                 |

## COURSES

|                |                                      |             |
|----------------|--------------------------------------|-------------|
| 14-18 August   | P.I./Adv. Instructor Course 3-89     | Bridlington |
| 21-25 August   | Exam/Pre-Adv. Instructor Course 3-89 | Bridlington |
| 13-17 November | P.I./Adv. Instructor Course 4-89     | Swansea     |
| 20-24 November | Exam/Pre-Adv Instructor Course 4-89  | Swansea     |



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# SAFETY INFORMATION

## 1988 STATISTICS

During 1988 there were approximately 210,000 descents made in the U.K. at Clubs, Centres and on displays, plus a further 30,000 descents made at BPA affiliated clubs overseas, making a total of 240,000 descents made with the BPA. This is about the same number as over the last 4 - 5 years, give or take a thousand or two.

There were approximately 33,000 first timers trained during 1988, which was down a couple of thousand on 1987.

1988 was our safest year, fatality-wise, there were none at any of our Clubs, though tragically a member of the Red Devils was killed whilst the team trained in Portugal. There were 28 serious injuries during the year (a serious injury is defined as where a parachutist is detained in hospital for two weeks or more), this has roughly been the average over the last 4 - 5 years.

We have been informed of 366 other injuries during 1988, ranging from a 'sprain' to broken bones (where the parachutist may have been admitted to hospital, but for less than two weeks). Therefore if I try to make sense of statistics and I know you can make statistics say almost anything, last year a parachutist had a one in 609 chance of some sort of injury, but as the majority of injuries were to first time parachutists (estimate about 300), then a first time jumper has a one in 110 chance of hurting him/herself on their first jump, not very good?

During 1988 we also had details of 374 intentional reserve rides and 27 unintentional. The vast majority of reserve rides were by experienced parachutists, approximately 360. I would guesstimate that of all the descents made during 1988 two thirds were by experienced parachutists (above 'C' Licence) therefore experienced parachutists had roughly a one in 445 chance of a reserve ride during 1988, perhaps jumpers should concentrate on their packing a little more. Again a guesstimate of 60,000 static line descents in 1988 and 17 reserve rides by static line students would indicate a one in 3,500 chance of a reserve ride and I would think the majority of those were unnecessary.

The above figures were taken from Annual Return to the BPA, they are not exact, but I think it is unlikely that they are far off.

Tony Butler

## PISA RESERVE PARACHUTES AND PILOT CHUTES

The BTTG have issued a further report at the request of the BPA. This report (No. 11/1231) confirms that they believe that the National Parachute Industries Bulletin of 24 March 1989 can be applied to PISA reserve canopies and pilot chutes.

PISA have agreed that this procedure is acceptable to them. They have authorised that the National Service Bulletin can be applied to the following PISA products.

|                     |            |
|---------------------|------------|
| INVADER 370 Canopy  | PISA 793/P |
| INVADER 420 Canopy  | PISA 815/P |
| SKYJACK Pilot Chute | PISA 541/P |
| HOTDOG Pilot Chute  | PISA 554/  |

Accordingly the current grounding of these products initiated in BPA Safety Notices 11/88 and 12/88 is now lifted provided they have been serviced in accordance with the requirements of the National Parachute Industries Service Bulletin of 24 March 1989.

# NATIONAL RESERVE PARACHUTES & PILOT CHUTES

National Parachute Industries, Inc. have issued a service bulletin dated March 24 1989 (attached) which outlines a rectification programme for their Phantom reserve canopies and Magnum pilot chutes which have 'failed' the Bromocresol test.

In order to accord with BPA policy, National Parachutes Industries service bulletin has been submitted to the B.T.T.G. laboratories for evaluation.

In a test report (Ref: 11/1194) the B.T.T.G. have stated that they consider the procedures laid down in the service bulletin as satisfactory for the testing and treatment of canopies found to contain acid.

Accordingly the current grounding of canopies initiated in BPA Safety Notice 11/88 is now lifted for all National Parachute Industries, Phantom reserve canopies and Magnum pilot chutes which have been serviced according to their bulletin and which have been issued with appropriate release documentation signed by either a U.S. Master Rigger or BPA Advanced Rigger.

## SAFETY AND TRAINING COMMITTEE

Thursday 27th April 1989

### Present:

A G Knight - *Chairman S.T.C.*  
D. Johnson - *British Skysports*  
A. Collingwood - *A1*  
M. Thurman - *Riggers*  
G. Cox - *L.S.C.*  
N. Rogoff - *M.P.C.*  
M. Raftery - *R.A.F.S.P.A.*  
M. Sheriden - *Red Devils*  
A. Guest - *R.N. & R.M.S.P.A.*  
M. McLaughlin - *Flying Tigers*  
J. Buckle - *Headcorn*  
J. Gleave - *Ipswich*  
P. Cavanagh - *Black Knights*  
R. O'Brien - *P.P.C.*  
L. George - *S.P.C. - Tilstock*  
L. Thomas - *Riggers*  
D. Hickling - *B.P.S.*

### APOLOGIES:

D. Thorne, R. Noble-Nesbitt, D. Tylcoat, D. Cox, K. Mapplebeck, D. Ruffell, J. Chandler, P. Lambson, M. Bolton, J. Lines

### IN ATTENDANCE:

J. Curtis - *Council*  
J. Hitchen - *J.N.C.S.O.*  
T. Butler - *J.N.C.S.O.*  
Susan Dixon - *N.D.O.*

### OBSERVERS:

N. Ewings, D. Clements, E. Norris, K. Lloyd, K. Lewers, S. Scott, D. Gays, J. Peck, A. O'Brien, L. Thompson, M. Williams, L. Kirk, T. Danbury, S. Ford, P. Knight, J. Farr, K. Adkins, A. Lee, A. House, A. Galloway, C. Waymouth, C. Fitzmaurice, R. Cooper, R. Atherton, B. Parry, C. Bennett, K. McIlwee

### 1. MINUTES OF S.T.C. MEETING OF 9th MARCH 1989

It was proposed by D Hickling and seconded by D Johnston that the minutes of the S.T.C. meeting of the 9th March 1989 be accepted as a true record.

All CCIs  
Carried Unanimously

### 2. MATTERS ARISING FROM S.T.C. MEETING OF 9th MARCH 1989

**2.2(2.3)** The Chairman informed those present that the problem with the Guardian 26ft 4 line release problem had been discussed at that evenings Riggers Meeting. Mr Knight informed the meeting that Ipswich Parachute Centre had made a test jump on the canopy and the report would go out with the Riggers Minutes. Mr Knight explained that the problem arose because there had been damage and not because of a design fault. He stated that there was nothing wrong with the 4 line release system other than it was a complex system which could lend itself to being easily mix-rigged. The Riggers had therefore lifted the 'groundings' of the reserves. All CCIs Advanced Riggers.

**2.2(2.3)** The Chairman stated that the situation with regard to radios was still progressing.

**2.4 A.** Collingwood requested clarification as to what J Hitchen had meant by 'breaking at the waist' as his belief was that this could be a dangerous practice. R O'Brien stated that his understanding was that this meant looking hard over the shoulder when checking the canopy. J Hitchen replied that was his meaning, but conceded that this terminology may have been misconstrued.

**2.4 M.** Thurman gave details on behalf of P Lambson regarding the fatality in Hong Kong. Mr Thurman informed those present that Mrs J Weldon, a Category nine parachutist, had experienced a 'bag lock' type malfunction of her main canopy, was seen to bring her arms in, she had cutaway, but did not pull her reserve. No explanation could be found as to why the full emergency procedure had not taken place. All the equipment was relatively new and was in full working order.

**2.5** At the previous meeting, P Cavanagh had requested clarification as to when a parachutist may jump a ram air reserve canopy. The Chairman stated that this subject was to have been a main agenda item, but could be covered under 'matters arising'.

A paper had been sent out with the agenda from D Hickling outlining what he felt should be the criteria: - "...provided the brief to jump the 'Square Main' is enlarged to cover the following 4 points, then a 'Square Reserve' may be used by anyone qualified to jump a 'Square Main'.

1. Deployment system - Free Bag etc
2. Location of Reserve steering toggles
3. Explain the use of riser steering in more detail, include landing using 'back riser flare'
4. Explain the difference, if any, in flight characteristics between Main and Reserve."

It was agreed by S.T.C. that the above criteria were correct and that they were reasonable guidelines for jumping a ram air reserve.

All CCIs

Some other brief discussion took place concerning as to the possibilities of two ram air parachutes 'flying together'.

**2.8 (8)** The Chairman informed the meeting that the request for the team 'Sudden Impact' to train at Glenrothes had been discussed by Council and that Council had permitted the request for a 12 month trial period, provided the team obtained insurance cover, separate to the B.P.A. if necessary and that their operational procedures had been agreed by the J.N.C.S.O.s. Mr Knight stated that the team leader, G Harris, had attended the meeting to present his case. Mr Knight also stated any other similar requests would not be viewed favourably.

Sudden Impact  
JNCOS

### 3. APPROVAL OF RIGGERS MINUTES OF MEETING OF 9th MARCH 1989

M. Thurman gave the meeting a resume of the minutes of the previous Riggers Meeting and stated that no input had been received as to whether anyone was willing to host a Riggers Course during 1989. M Thurman stated the subject would be a main agenda item at the next meeting.

Mr Thurman also gave S.T.C. brief details of the meeting, of that evening, and stated that A Cowley was the new Chairman of the Riggers Committee.

It was proposed by M Thurman and seconded by J Thomas that the minutes of the Riggers Meeting of 9th March 1989 be approved.

Riggers  
Carried Unanimously

### 4. FATALITY - HEADCORN

The Chairman stated that the Board of Inquiry convened to investigate the fatality at Headcorn consisted of the J.N.C.S.O.s and himself.

Mr Knight gave the background of the fatality; Miss Tatiana Pond had taken part in a 4 Way relative work jump, ten parachutists had exited on the pass over the airfield, all deployed their canopies between 2,000 and 3,000 ft., with Miss Pond being the highest of the group. The nine other parachutists landed without incident, prior to Miss Pond.

Tatiana Pond was making an 'into wind' approach for landing, parallel to the runway. Just prior to her landing, the parachuting aircraft which had just landed, proceeded to turn left off the runway into the flight path of Miss Pond, at which time she came into contact with the front of the aircraft and into the 'port' side propeller.



Mr Knight stated that the conclusions of the Board were that whilst Tatiana Pond was on her final approach for landing, the aircraft landed on a parallel approach on runway 29. As the aircraft was slowing down, having landed, it overtook Miss Pond, who was still airborne but descending and then turned left in front of her and into the path of her descent.

The pilot had not seen Tatiana and the Board believed that Miss Pond did not have time to take avoiding action after the aircraft had turned.

The Chairman stated that the Board had imposed a number of operational conditions onto the Headcorn Parachute Club and requested that they be ratified by S.T.C.:-

1. That the Dropping Zone for all parachutists is moved to the North of Headcorn Airfield, and that the Dropping Zone to the South of the airfield is no longer used as the target area.

2. That at least an Approved B.P.A. Instructor who has been fully briefed by the Club Chief Instructor and Club Chief Pilot on his/her duties and responsibilities acts as an Aircraft Controller by radio communication on the airfield frequency. He/she is to be suitably positioned adjacent to the runway and is to be responsible for clearing the aircraft to drop parachutists and to assess the likelihood of a conflict between aircraft and parachutists, either in the air or on the ground and to provide suitable advisory instructions to pilots, (these would typically involve such instructions as 'go around' or 'shut down engines'). In addition he/she is to be equipped with emergency signal cartridges as a back up in case of radio failure.

3. That all student parachutists are to be equipped with radio receivers.

4. No aircraft may use the 'sterile' area of runway 29 whilst parachuting is in progress.

5. Student parachutists will be marshalled across the 'sterile' area of runway 29. This task may be performed by The Airfield Controller.

Mr Knight informed those present that the operational procedure had been made in consultation with J Buckle who was acting CCI after the fatality and with senior Headcorn Instructors, and with Headcorn Airfield Management.

A number of questions were asked and some discussion took place after with it was proposed by J Buckle and seconded by G Cox that the above procedures be ratified. Headcorn JNCSOs

For 12,  
Against 0,  
Abstentions 1.

Carried

## 5. INCIDENT REPORTS - RESUME

1. L George gave the meeting details of a double canopy entanglement, resulting in serious injury at Tilstock. Two parachutists had completed a free fall descent together, opened and deployed their canopies normally. Initially the canopy descent went without incident until approximately 1,000 ft when one parachutist made a 180 degree turn and both canopies collided causing an entanglement. One canopy completely collapsed and the other partly collapsed. Neither parachutist cutaway. One did pull his reserve at approximately 200 ft, but the pilot chute and 'free bag' became entangled with lines.

The parachutists landed very heavily, one on top of the other, causing medium injuries to one and serious injury to the other, resulting in the parachutist being admitted to an intensive care unit of the hospital they were taken to.

Mr George stated that the seriously hurt parachutist was now out of intensive care and was expected to make a full recovery. Mr George remarked that in his opinion if the higher parachutist in the entanglement had cutaway with the other parachutist suspended below him, both parachutists may have been killed. Mr George also pointed out that because of the rule that experienced parachutists must carry knives, they proved very useful for those who got to the scene of the accident first to cut rigging lines from around the jumper's neck.

Mr George's conclusions were that there was probably equal blame by both parachutists as it was important to maintain adequate separation under canopy. He also felt that when parachutists are converted to ram air canopies a basic understanding of entanglement procedures should be taught.

2. R. O'Brien gave details of a trainee parachutist who had been injured whilst training, when the cable had snapped on the PLF fan trainer. Mr O'Brien stated that the trainer had been serviced less than 24 hours prior to the incident, but the cable had snapped at a point where it would have been impossible to detect.

The Chairman informed those present that two other reports had been received of trainee parachutists who had been injured whilst training. He pointed out the importance of correctly maintained equipment and of ensuring that parachutists are BPA members before the commencement of training.

The Chairman stated that number of other incident reports had been received, including a number of 'standard' landing injury report. Mr Knight also made the point that there was still a significant number of low hook landing injuries.

## 6. ACID/MESH PROBLEMS - UPDATE

The Chairman updated STC with regard to the Acid/Mesh problems. Mr Knight stated that National Parachute Industries had issued a Service Bulletin with regard to treatment for Phantom reserves and Magnum pilot chutes. This bulletin has now been approved by the BTTG and a Safety Information Sheet (4/89) has now been issued, lifting the grounding on Phantom reserves and Magnum pilot chutes which had been serviced according to the National Bulletin and have been issued with appropriate release documentation signed by either a U.S. Master Rigger or BPA Advanced Rigger.

All CCIs Advanced

STC requested that Riggers who treat canopies notify the BPA of serial numbers and canopies treated, to enable a 'master' record to be issued.

Advanced

The Chairman informed the meeting that the BTTG had been asked if the National Bulletin was suitable to be used on other canopies. National have also been approached to see if they object to their Bulletin being used, they have not come back to the Association with an answer.

The Chairman stated that PISA have indicated that they will issue their own bulletin. He also said that several manufacturers have not answered any of the BPAs communications.

Mr Thurman stated that a service bulletin was in the process of, hopefully, being approved by the FAA for G.Q. Security canopies. Mr Thurman stated that he would follow this up on behalf of STC.

Some further discussion took place and the Chairman stated that he would keep STC informed of all further progress.

## 7. RAPs MEETING 22nd MARCH 1989

The Chairman gave those present details of the RAPs meeting that had taken place at the BPA offices, to enable RAPs to be included in the Operations Manual and to end RAPs as a 'Pilot Programme'.

Mr Knight stated that the meeting had been well attended by those operating a RAPs programme and had been very constructive. The minutes of the meeting had been sent out with the agenda.

The Chairman stated that a number of proposals and operational rules needed to be voted on and ratified by STC.

M. McLaughlin stated that he was unable to attend the meeting and there were a number of points he did not agree with, which he outlined in detail, which included the qualifications to teach RAPs and the qualifications to despatch RAPs students.

D. Hicking stated that all aspects had been covered in great detail at the RAPs meeting and he felt that the agreed proposals should not be gone over again in detail.

The Chairman stated that any other proposals could be put forward to be discussed at a further STC meeting. Some further discussion took place after which it was proposed by D. Johnson and seconded L. George that the following be the minimum rules for the operation of RAPs within the BPA.

### EQUIPMENT

- 1) All equipment to be used must be presented to the Riggers Committee to determine its suitability.
- 2) Direct integral static line bag must be used.
- 3) Serviceable AADs must be fitted.
- 4) Stevens Lanyards must be fitted.
- 5) Standard 3 ring release (large type rings) with 2 handle system (Not SOS) must be fitted.
- 6) Radios for all students until they have proved canopy control ability.
- 7) Altimeters for all students.
- 8) Minimum of 1 suspended training harness per 2 students.
- 9) Suspended training harnesses must be identical to the equipment in use.
- 10) A suitable docile main canopy is used.

### INSTRUCTOR QUALIFICATIONS

- 1) The person in charge of the RAPs programme will be:-
  - a) A CCI or an Advanced Instructor who is responsible to the CCI.
  - b) Have a minimum of 1,000 descents.
 N.B. In order for a club/centre to run a RAPs programme, the CCI and Drop Zone must specifically be cleared by STC.
- 2) The Instructor (teaching and despatching) qualifications will be:-

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Freestyle Training Camp with Mike

»Michigan« Sandberg

August 20 through September 2

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Address .....

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- 1) Maximum number of students per course - 6.
- 2) Students are recommended to complete training up to Category 8 at the same club/centre.
- 3) Students changing progressions systems must be completely retrained.
- 4) At each progression stage within the Category System, review and discussion on all emergency procedures must take place.

**PARACHUTING LIMITATIONS**

- 1) Surface winds restricted to a maximum of 15 mph.
- 2) Only one static line student per pass.
- 3) Free fall students may be despatched 2 on a pass, provided they have proven canopy handling ability and adequate separation is ensured.
- 4) The exit altitude will be a minimum of 3,500 ft. AGL for all RAPS jumps including static lines.
- 5) The free fall opening altitude will require full canopy deployment by 3,000 ft AGL, up to Category 8.
- 6) RAPS students up to Category 8 must be despatched by a 'RAPS' Approved Instructor.

**OPERATIONAL RESTRICTIONS**

- 1) The Drop Zone Controller must be at least a Potential Instructor training in the use of Radios and Drop Zone Control.
- 2) All packing checks must be signed for by suitably qualified packers who must be specifically authorised by the CCI on a prominently displayed list.

ALL CCIs

For 12,  
Against 1,  
Abstentions 0.

Carried

At this point, M. McLaughlin requested permission to run the RAPS programme at Goodwood, being short of the new 1,000 descent rule.

It was pointed out to Mr McLaughlin that the rule was not intended for those already running a RAPS programme, though this had not been stated in the RAPS meeting minutes.

M. McLaughlin

Mr McLaughlin also requested permission for CCI nominated experienced parachutists to despatch Category 6 and above RAPS students. After a great deal of discussion no seconder could be found for this proposal.

M McLaughlin

A letter had been circulated from D. Howerski requesting, amongst other items that experienced parachutists be permitted to despatch Category 6 and above RAPS students. No seconder was found for this proposal either.

D. Howerski

**8. PERMISSIONS**

1) A request had been received from D. Howerski for six weeks in which to change the small '3 ring' releases on his RAPS equipment to the larger rings required.

A good deal of discussion then took place concerning the types of releases on various other student equipment, including AFF.

The Chairman stated that he did not wish to get into other discussions when the request only concerned RAPS equipment. After some further discussion it was finally proposed by M. McLaughlin and seconded by J. Buckle that those using the small '3 ring' releases for RAPS be given 3 months in which to change the equipment to larger rings.

RAPS CCIs

For 12,  
Against 1,  
Abstentions 0.

Carried

2) A further request had been received from D. Howerski for permission for Glyn Jones to be permitted to talk down RAPS students on the radio. It was pointed out that M. Howerski had had this type of request permitted in the past, details of Mr Jones's qualification had been distributed.

It was proposed by D. Howerski (proxy) and seconded by L. George that this be permitted.

D. Howerski

For 12,  
Against 0,  
Abstentions.

Carried

3) The Chairman stated that there had been four requests for Examiners, who had not been able to attend an Instructor Course within the last two years, to be given 12 months extensions to their ratings to enable them to attend a course within that time.

L. George stated that he felt that the Examiners may have got a more sympathetic hearing if they had made

this request prior to having been written to concerning their ratings. Mr George also stated that this was no reflection on the individuals abilities as Examiners. Mr George also stated that often the granting of this type of permission can appear, to some, like the 'old boys' network.

After some discussion it was decided to vote on each proposal individually.

The proposals were that the named Examiner be permitted to have his Examiner rating extended by 12 months to enable him to attend an Instructor Course and that the 12 month period would not be extended.

a) John Horne; proposed by M. Sheridan and seconded by N. Rogoff.

For 7 (including 2 proxy votes),  
Against 6,  
Abstentions 1

Carried  
J. Horne

b) Brian Dyas; Proposed by N. Rogoff and seconded by M. McLaughlin

For 3  
(including 1 proxy vote),  
Against 9  
(including 1 proxy vote),  
Abstentions 0.

Not Carried  
B. Dyas

c) Yorke Nisbett; No proposer could be found.

N. Nisbett

d) Bob Charters; Proposed by M. Sheridan and seconded by R. O'Brien.

B. Charters

For 11  
(including 2 proxy votes),  
Against 3,  
Abstentions 0.

Carried

4) A request from K. Mapplebeck had been sent out with the agenda for M. Raftery to be given permission to attend the November Pre-Advanced Instructor Assessment Course being approximately 5 months short of the required time. It was pointed out that Mr Raftery had been a full time instructor both in the Air Force and within the BPA system for a number of years. It was proposed by K. Mapplebeck (proxy) and seconded by M. McLaughlin that this be permitted.

M. Raftery  
K. Mapplebeck  
Carried Unanimously

5) A letter had been circulated from N. Norwood requesting an exemption from the 60 jumps in 2 years rule for renewal of his Instructor rating.

The JNCISO informed the meeting that Mr Norwood had been badly hurt and had only recently been able to start parachuting again.

It was proposed by P. Cavanagh and seconded by L. George that this be permitted.

N. Norwood  
Carried Unanimously

6) J. Buckle requested that J. Spencer be permitted to act as CCI for Headcorn as she was no longer able to carry on in that position due to work commitments and there was no one on the staff qualified to be CCI at that time. A good deal of discussion took place regarding this request and the JNCISOs were asked for their opinions as they had taken part in the Board of Inquiry at Headcorn.

T. Butler stated that in principle, he was against 'permissions' but understood the need for this request and he felt that Mr Spencer would be more aware of the operational requirements. J. Hitchen also had sympathy for the request.

Miss Buckle stated that the request was only until the next Pre-Advanced Course, when the Examiners on the Course would make their own recommendations.

It was proposed by J. Buckle and seconded by G. Cox that this be permitted.

J. Buckle  
J. Spencer

For 11  
(including 2 proxy votes),  
Against 1,  
Abstentions 2

Carried

The JNCISO pointed out that because of the circumstances J Spencer would be permitted on the course, but he hoped that those candidates who had been turned away from the course because of the high numbers wishing to attend would understand.

7) M. McLaughlin requested that R. Kennedy be permitted to attend the next Potential Instructor course being one week short of the required time in the sport.

It was proposed by M. McLaughlin and seconded by L. George that this be permitted.

M. McLaughlin  
R. Kennedy

Carried Unanimously

8) D. P. McCarthy attended the meeting and requested that he be given permission to retain his Advanced Instructor rating as he had not completed the required 60 descents during the last two years.

L. George stated that these type of permissions should be considered very carefully, but was in no way a reflection on Mr McCarthy. A good deal of discussion ensued after which it was proposed by P. Cavanagh and seconded by D. Johnston that D. P. McCarthy be given a 12 month extension to the rule of 60 descents within the previous 2 years.

D. P. McCarthy

For 12,  
Against 0,  
Abstentions 2

Carried

9) The Chairman informed the meeting that requests had been received from three display teams for permission to jump from 1,500 ft in the London TMA, this year.

**a) The Flying Dragons.**

|            |   |               |
|------------|---|---------------|
| B. Reader  | - | 820 descents  |
| I. Cashman | - | 1250 descents |
| D. Mayhew  | - | 583 descents  |
| V. Briery  | - | 600 descents  |
| M. Ryan    | - | 511 descents  |

**b) The Royal Artillery.**

|               |   |               |
|---------------|---|---------------|
| T. Andrewes   | - | 4000 descents |
| N. Harrison   | - | 1900 descents |
| B. McGoldrick | - | 700 descents  |
| C. Smith      | - | 700 descents  |
| L. Carroll    | - | 2900 descents |
| K. Duncan     | - | 1000 descents |
| J. Adderton   | - | 700 descents  |
| K. Parker     | - | 850 descents  |
| T. Pape       | - | 1200 descents |
| T. Simpson    | - | 1100 descents |
| E. Spoons     | - | 900 descents  |
| T. Oldrey     | - | 1000 descents |

**c) The Red Devils.**

|                |   |               |
|----------------|---|---------------|
| K. Whittle     | - | 500 descents  |
| M. Sheridan    | - | 3800 descents |
| K. Hopper      | - | 1335 descents |
| J. Scarratt    | - | 3000 descents |
| C. Allen       | - | 2000 descents |
| D. Hayes       | - | 1100 descents |
| J. Willoughby  | - | 1500 descents |
| D. Alexander   | - | 700 descents  |
| I. Barraclough | - | 1100 descents |
| B. Cummings    | - | 1200 descents |
| C. Hartigan    | - | 650 descents  |
| G. Robertson   | - | 2000 descents |
| B. Scarratt    | - | 900 descents  |
| A. Heaton      | - | 1300 descents |

It was proposed by M. Sheridan and seconded by A. Collingwood that the above be permitted.

Carried Unanimously

10) A request that a 'C' Certificate member of the Marines CRW Team be permitted to jump a 'pull out' type pilot chute. Mr Guest stated that the type of equipment necessary for the team necessitated this type of deployment. He also stated that the jumper concerned, Justin Shane, would be comprehensively briefed first.

It was proposed by M. Sheridan and seconded by A. Collingwood that this be permitted.

A. Guest

J. Shane  
Carried Unanimously

11) A. Guest also made a request for D. Clements to be given permission to sit the 'Display Team Leader' examination paper, being 7 jumps short of the required 30 display jumps. M. Clements was present and was asked a number of questions.

It was proposed by M. McLaughlin and seconded by J. Buckle that this be permitted.

A. Guest

D. Clements  
Carried Unanimously

There being no other business, the meeting was closed.

Date of meetings for remainder of 1989:-

Thursday 8th June, 7 pm  
Thursday 27th July, 7 pm  
Thursday 7th September, 7pm  
Thursday 19th October, 7pm (DATE CHANGE)  
Thursday 7th December, 7pm

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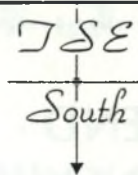


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# 1989 Perris Valley Skydiving Events Schedule

|                      |                                                                                                                                                                                        |                             |                                                                                                                    |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|--------------------------------------------------------------------------------------------------------------------|
| February 18th - 26th | AFF Jumpmaster Certification Course                                                                                                                                                    | June 30th - July 4th        | <b>4TH OF JULY BOOGIE<br/>LABOUR DAY JUMPFEST<br/>(Free Registration)</b><br>"California Cup" 6-way<br>Competition |
| March 18th - 26th    | <b>EASTER BOOGIE</b>                                                                                                                                                                   | August 31st - September 4th |                                                                                                                    |
| April 22nd - 23rd    | Second Annual "Iron Crank"<br>4-way Competition                                                                                                                                        | September 2nd & 3rd         | Second Annual "Square One"<br>16-way Competition                                                                   |
| April 29th           | <b>POPS West Coast Championships</b><br>(4-way, Accuracy, "Hit & Rock",<br>Popstars & Banquet)                                                                                         | October 7th & 8th           | Halloween Party                                                                                                    |
| May 25th - 29th      | <b>MEMORIAL DAY JUMPFEST<br/>(Free Registration)</b>                                                                                                                                   | October 28th                | All Veterans & Active Duty                                                                                         |
| May 20th - 24th      | Spring Relative Work Training<br>Camp                                                                                                                                                  | November 10th               | Military skydive for \$11 from<br>12,500 feet!                                                                     |
| June 24th - July 4th | <b>"HELL WEEK"</b> Team Training for<br>Nationals.<br>Team rates, competition aircraft,<br>air-to-air video and<br>great facilities. Coaches and<br>nationally rated judges available. | November 18th - 26th        | <b>THANKSGIVING SUPER BOOGIE</b><br>Fall Relative Work Training Camp                                               |
|                      |                                                                                                                                                                                        | November 18th - 21st        | Fourth Annual 20-way Speed Star<br>Competition                                                                     |
|                      |                                                                                                                                                                                        | November 25th & 26th        | <b>CHRISTMAS/NEW YEAR'S<br/>HOLIDAY CELEBRATION<br/>(Free Registration)</b>                                        |
|                      |                                                                                                                                                                                        | December 16th - January 1st |                                                                                                                    |

Night jumps will be scheduled monthly from April through October on the Saturday night closest to the full moon. The exact dates will be announced on our 1989 pocket calendar - available free by calling or writing.

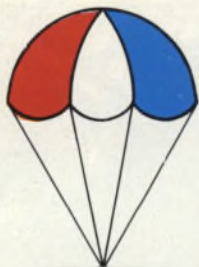
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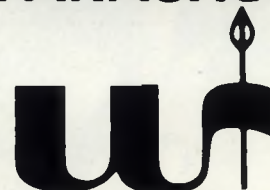
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### DIARY OF EVENTS

|               |                                   |
|---------------|-----------------------------------|
| 3/4 MARCH     | - NIGHT JUMPS                     |
| 18/19         | - ACCURACY SEMINAR                |
| 21/22 APRIL   | - NIGHT JUMPS                     |
| 22/23         | - REGIONAL ACCURACY COMPETITION   |
| 6/7 MAY       | - C.R.W. SEMINAR WEEKEND          |
| 10/11 JUNE    | - LAUNCH AND ACCURACY COMPETITION |
| 5/6 AUGUST    | - 10 WAY SPEED COMPETITION        |
| 27/28 OCTOBER | - NIGHT JUMPS                     |
| 1/2 DECEMBER  | - NIGHT JUMPS                     |

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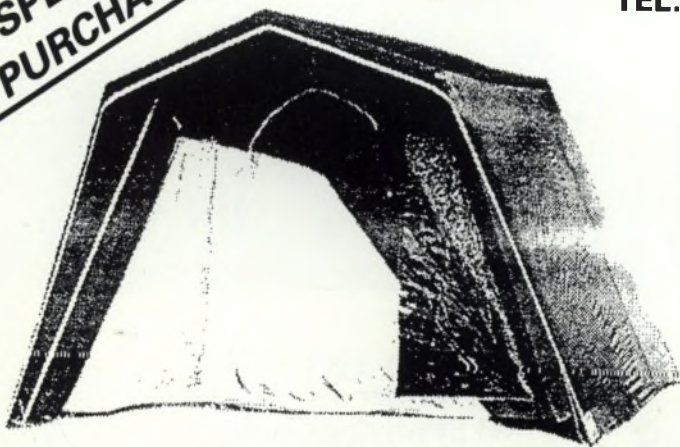
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