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Sport Parachutist



OCTOBER 1989



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CRW Nationals
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Editor's Note

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Cover: Scenes from the Bali Boogie
Photos: Steve Crabtree



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★ MO 4th IN 8-WAY

★ GOING SOUTH 12th

USA AND FRANCE RETAIN WORLD TITLES

The US 8-Way and the French 4-Way team both retained their titles at the 8th relative work World Championships in Spain.

US champions the Golden Knights led throughout in the eight ending up with 138 points, five ahead of their nearest rivals the USSR. The French were third on 125 points with MO, the British representatives in fourth with 89.

The first three teams were clearly a class above the rest, with MO unable to stay close enough to threaten for a medal. However, they were the only team, apart from the medal winners, to get double figure scores with a 12 in round 3 and a 10 in round 9.

8-WAY RESULTS

1. USA	138
2. USSR	133
3. FRANCE	125
4. UK	89
5. SWITZERLAND	76

A record 28 teams fought out the 4-Way with holders Tag of France getting 152 points, 20 more than their nearest rivals the USSR. China and the USA tied for third place one point further adrift. The USA won the jump off with 11 points to China's 7.

Going South just managed to keep a 10 point average over nine rounds to finish in 12 position.

4-WAY RESULTS

1. FRANCE	152
2. USSR	132
3. USA	131
4. CHINA	131
12. UK	90

Full results, pictures and report will be in the December issue.

■ The cancellation of the European Cup in Zadar, Yugoslavia, meant a change in plan for the Style and Accuracy team. Reduced to just seven competitors, following individual withdrawals, the team went to Bled instead where they came 16th out of 19 in the Team Accuracy. Report scores and pictures will appear in the next issue.

■ Credit was not given in the last magazine for the front cover photo. The observant among you will have noticed it was taken over Ipswich, what you won't know is that the man with the good timing on the shutter release was pilot Dave House. The tandem master was Brian Pushman with passenger Eric Huth, the camera man Roger Tamblin is in the background. The photo was submitted by John Gleave, thanks to you all.



Geoff Wood, Sian Pipes & Wendy Smith Three-up on a tandem.

Photo: Simon Ward

■ What is believed to be the worlds first triple tandem was performed by Geoff Wood as Trandem master with Sian Pipes and Wendy Smith, both experienced skydivers, in the cheap seats.

Using a slightly modified Dual-Hawk system the jump was achieved without exceeding the weight limitations of the equipment.

■ The third and final round in this year's Regional Accuracy championships at Cark was blown out by the weather. This left Fred Ryland as the winner of the series with Les Carroll second, for the second year running, and John Smyth third. This is the double for 39 year old Fred as he won National in June as well.

Despite the cancellation of the competition, exciting entertainment was on show when a couple of devil-may-care types attempted a down-plane. All was going well until the cry "Oh shit, I've cut you away" was heard. All eyes swivelled upwards to see one canopy, one skydiver and one additional person clinging precariously to the lucky fellow with the remaining parachute. A quick and correct decision was made was made by the individual without the canopy and a very snappy deployment of a square reserve followed. Impressed round reserve owners were seen dashing off to sign a cheque for one immediately.

■ When is Zephyrhills not Zephyrhills? When it's 'Phoenix'. The owners, George and Betty Kabeller, would prefer their centre to be known as such because it's very likely to be located somewhere else soon. A change in local circumstances looks set to cause the operation to move to an area with a more enlightened attitude to skydiving and skydivers. For a fuller announcement see the letter from George and Betty in this magazine.

■ On the classified list this year are the results from the RAPA and Army Championships. How long is it before confidential documents are released, 25 years? In that case please read this magazine in 2014 for full details.

■ A \$500,000 dollar contract for one person over two years to do demo's into football stadiums! Is that for real? Certainly is, Cheryl Stearns, multiple world and US national style and accuracy champion has just negotiated one. A leading US brewery looks likely to be the sponsor.

At 34 Cheryl has over 7000 jumps and holds numerous world records including the one for the most jumps in a 24 hour period, 260.



Half a million dollars may not have been on offer from Olympus cameras for this photo, but the boy Simon done great in snapping Wendy Smith modelling this year's new camera equipment whilst balancing Willard on her left hand (See Photo).

Para-Flite have brought out a new multi-cell canopy to compete with the Excalibur and Blue Track called the "Evolution". It will be initially available in 160 and 200 options with a 240 to come later.

It is claimed by the manufacturers to combine speed with a very low rate of descent, the glide ratio being some 30% better than any other canopy.

For the technically minded the aerofoil is that of a Lissaman 7808-10 with some of the new features used being: ARU (All Ribs Utilised), lower surface lip, droop tips, upper surface pressure relief vents and a unique cascading arrangement. Gone are the days when the only question asked was "How many cells has it got, 5 or 7?" Suggested price for the canopy is \$1,150.

The women's world RW formation record of 60 was broken twice in one day by US skydivers in August. First it went to 73 and then to 79 on the very next jump.

The September edition of the US parachuting newspaper 'Skydiving' carries an article about the construction of a verticle wind tunnel near Tampa, Florida. The president of 'Airofly', the company building it, is Mr Clive Ure. I wonder if that's the same Clive Ure that advertised a mythical wind tunnel in this magazine in 1986? That venture disappeared into thi air, together with the fee for printing the advertisement

The 1990 World CRW championships being held in Thailand now have confirmed dates, they are to be held in on April 1-12th at a place called Chiangmai.

Trans-global boogie fans need look no further than South America for their winter holiday. The 1990 'Boogie do Brasil' will take place between January 2nd - January 17th. The aircraft support will be a DC-3 and Bandeirantes. Packages are available through the German promoters for in the region £1000.

The Classic and CRW Nationals link up again in 1990 after going their own way in 1989. The dates set are June 23rd - July 1st with the Classics taking priority as the CRW world meet will have already taken place by then. The RW dates have still to be confirmed but either the week after the Classic/CRW meet or early in August is possible. Location for the Nationals is currently open for bids but smart money is on a DZ close to Nottingham.

A farmer close to a BPA DZ has issued it with a summons claiming £5000 damages. He alleges that the 'crack of parachutes opening' has caused his sheep to abort and an Arab stallion to bolt and injure itself.

**Copy Date
December issue
24th November**

Mal



ANOTHER GREAT WEEK-END OF SKYDIVING DRAWS TO A CLOSE. NOW I'LL GO HOME TO THE OLD "BE-SURE-TO-SIGN-THE-VISITOR'S-BOOK" ROUTINE.

EDITORIAL

On September 3rd, hostilities broke out, or so it would seem. A confrontation which was as predictable as the one which had preceded it 50 years earlier took place. The BPA National Coaches and Safety Officers, having observed activities going on outside the operational requirements for a particular DZ, took action to curtail the continued breaches. Five primary regulations, freely agreed to by the operators of the DZ regarding the conduct of student parachuting, had been flouted.

The skirmish lasted for some three hours by the end of which the centre had suffered some casualties, three instructor ratings were removed. The NCSO's were then told by the owner that despite their intervention, DZ operations would continue under USPA rules. With that they were asked to leave the 51st State of the Union immediately.

A set piece battle took place 4 days later. On one side the BPA NCSOs with their evidence and report. On the other the suspended instructors, the owner and some forty supporters. Verbal flak flew for two hours, claim and counter claim resounded in the sardine can that was being used as the venue. The result was a 5-0 draw to the coaches, all charges were upheld, but the punishment was effectively a smack on the wrist. Intimidation had won the day.

Quite often I've heard severe chuntering from members about the Coaches being out to 'get' centres. Those members should ask themselves this question, why should they want to? Plenty of centres fold anyway so what is to be gained from persecuting a thriving and popular facility out of business?

The BPA has been given the authority to govern parachuting in this country by the CAA. The CAA looks to the BPA to see that parachuting is operated in a proper regulated manner with particular attention paid to safety of participants and of third parties. If the CAA feel that the BPA have lost control and that the Lone Skydiver and Tonto are peppering the rules and reg's with silver bullets, they may be inclined to waive their dispensation to the BPA and take it in house. This could mean seat belts for all jumpers, commercial pilots only up-front, big hats and boots coming back into fashion and life jackets for all flights within 50 miles of a horse trough.

The NCSOs are not licenced killjoys, their mandate is to promote and preserve safe parachuting within Great Britain for the benefit of everybody. So let's have a bit of responsibility. The guy who stuffs his frappe hat in his jumpsuit prior to a big yahoo is the thin end of the wedge, ignoring safety guidelines is at the thicker end. Somebody has to make and enforce the rules, so if you do still feel inclined to regard the NCSOs as the devil's emissaries, surely it's better the ones you know, than the ones you don't.

Steve

Steve Eversfield

Club Corner... by Amanda Kenny, Club Representative

DONCASTER PARACHUTE CLUB

GENERAL INFORMATION & DIRECTIONS

The Parachuting Centre at Doncaster is very easy to find, from the A1 take the M18 (East) towards Doncaster, come off at Junction 3 and go straight over the first roundabout. The airfield entrance is straight ahead off the next roundabout. You wind around the peri track and the Parachute Centre is well signposted. The Centre is owned by Steve Swallow and the C.C.I. is Dave Ruffell. It operates under a permit issued by the adjacent Aero Club and there are no restrictions in regard to altitude etc. The Centre is licenced to operate seven days a week but regular opening hours are Friday afternoons and evenings, Saturday/Sunday and Bank holidays. Mid-week operations would be by prior arrangement. There is a large grass landing area for students and also a Pit and landing area for more experienced jumpers which is fairly close to the main Club area. Most of the skydivers use the facilities of the Aero Club Bar in the evenings which has an excellent menu at cheap prices, it also has the advantage of being as close to the car park on one side, as the packing shed is on the other. Although there are the facilities of the town and various pubs on offer, you will generally find skydivers in the Aero Club Bar in the evening.

JUMPING:

Doncaster operates a Cessna 206 and a Cherokee 6 as regular jumpships, both five place aircraft. They also have access to a Piper Lance if required but don't actually use this too often. The centre offers S/L Training weekends, Tandem Jumping, AFF and WARP Coaching. The majority of the other skydiving on the DZ is RW orientated and great emphasis is placed on the coaching of RW Skills. S/L Rigs available are 17 in total comprised of Skytrainers and 6½ metres Aeroconicals. All student equipment has radios and the Centre has just purchased 18 AAD's. There are four regular Instructors at Don-



caster, all of whom have Tandem ratings, 3 more Tandem Instructors are on call most weekends. The Centre has two Tandem Rigs.

AFF instruction is available at weekends and also mid-week by prior arrangement. There is 1 set of AFF equipment, a MANTA, XEROX & RAVEN 111. WARP is the only real method of achieving CAT 10 now at Doncaster. All the Instructors are qualified to teach it and the system is carefully controlled by Dave Ruffell who believes firmly in 'leading from the top'. The instruction is not 'leased out' without his approval.

Jump Prices are as follows:

All student jumps, S/L & Freefall to Cat 8 - £14.00 (No kit hire); Some squares available for Club Hire - £5; WARP is £20 per jump (in an aim to promote good RW Skills); Regular jumps by experienced or visiting skydivers - £1 per 1000' ft. + £1. There is a 'Club Membership' of £2.00 per annum payable by anyone who jumps at Doncaster as the aircraft are operated on a Private C of A. With regard to Accuracy prices etc, the Centre is quite happy to negotiate should teams wish to train. Prices would be fixed by arrangement individually upon request but are not published as such. Telemetres are the main method of viewing jumps but Video/Stills, and also Air to Air can be arranged in advance if required.

FACILITIES

The facilities at Doncaster are very good for what is essentially a weekend centre. They offer a Packing shed, Indoor Training/Packing Room, Classroom, Lecture Room

and a Video Room. There is a Kit Store area, a shop and limited rigging facilities with sewing machines and 2 P.I. Riggers. Tents and caravans are welcome at weekends, no prior booking is necessary.

Sleeping facilities are well-provided for with 25 beds available at £2.00 per night and one can book in advance. Most rooms are split into 4/6 beds, sleeping bags are required but it's all very clean. There are in total 12 toilets, 3 showers and a Canteen room which operates like a small cafe with fixed tables and chairs with skydiving videos in the background for entertainment. Food is served throughout the daylight hours and is good & cheap, full breakfasts are served and it is also possible to have a two course Sunday Lunch for a couple of pounds.

The Club hosts various competitions through the year, most are fairly low profile for the benefit of regular members & visitors. At the beginning of this year they ran one of the 4 WAY RW Regional Championships and there was a 5 WAY scrambles event held over the August Bank Holiday. When I was there for a weekend we had loads of fun skydiving and then I witnessed entertainment with an old round Canopy and a Bread Basket after it became too windy to jump - no rules broken, just an alternative to Sand Yachting.

I took a couple of photographs, one of which shows the regular jumpers in front of the aircraft and the second one being of Chris ? who although being a regular face at Doncaster snoozed on the original photograph audaciously demanded his own slot as recompense!

Happy Christmas & New Year from all at Sward

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 - Straps - (thongs with ankle straps) 4 5 6 7 8 9 10 11 Bright Dark £13.50
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- VIDEOS**
- Flight of the Dream Team narrated Norman Kent film £29.95
 - From Wings Came Flight by Norman Kent, 45 mins of superb footage £39.95
 - Norman Kent Compilation of Air Bears/Freak Brother Convention/Ride a Cloud, 60 mins £24.95
 - Wally The Movie (Wally I) £29.20
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SWEET



SIXTEENS

Words and Pictures by Kevin Hughes.

The annual A1 16 way competition attracted seven teams this year and was held over a four day period (4, 5, 6 and 7 of June). International competition was provided with the arrival of the German 'Steam Team', who averaged over 2,000 jumps apiece. It was obvious that the Derek Thomas led team 'Dead Andy' were going to have their work cut out. Dead Andy was comprised of bits of Mo, Air Time, various other skygods and Benchy. The whole thing was recorded air to air by the Seagull Team (Adrian Thornton from Dunkeswell, Nigel Young from Weston, Kevin Hughes and Brian Conway from A1, Simon Ward and Wendy of no fixed DZ, and Willard Janssen from Holland).



The competition was judged at the end of each day by Harry with a stopwatch, an assistant and a video recorder with a freeze frame. I would go into a round by round analysis of the battle that ensued but the scoreboard has been thrown away. As expected though Steam Team and Dead Andy had pulled decisively away from the rest of the pack for the fifth and final round.



The last round was a tricky little thing with the second point being a twelve way star with a four way donut inside, the donut having to turn one way and the star the other. Steam Team went first but f**** up on this bit. Dead Andy learned from their mistake to put together the winning point. Next year might be different though.



Everyone was off to Vichy so the competition was called Sunday night with four and a half rounds completed. The canteen didn't run out of food this time round. An Islander had been ordered but never showed up so the turnaround was slow with the occasional fun and student load being slotted in between competition jumps. There was beautiful weather though, excellent skydiving and all night partying. See you next year.



Dead Andy was decomposed of...
Derek Thomas, Benchy Allum
Peter Allum, Kevin McCarthy,
Fred Ryland, Geoff Saunders,
Rob Colpus, Tim Mace,
Ben Rayner, Chris Lynch,
Lucas Knudson, Jim Keery,
Hanna, Nick Power and Jackie.



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CORRESPONDENCE



INSURANCE ANSWER

Dear Steve

In the last magazine a letter was published which alarmed a number of jumpers who believe they may not be covered by BPA Insurance.

I will try to explain the situation. If for example your notified drop zone is in the middle of an airfield and that is where you intend to land, but because of a bad spot or poor canopy handling you land on a parked car near the club house, you are covered by the BPA Third Party Insurance. However, if you intend landing near the car park, because you do not want to walk back from the drop zone and hit a parked car, then you are not covered by the insurance.

What I am saying is that if you intentionally break the rules the BPA insurance is not going to cover you.

These days it is not easy to get parachuting insurance at all and we do not intend jeopardising the insurance of all our members by persuading the insurance to pay out for unjustified claims.

Therefore, if you feel pressured to do that display jump when the wind is over the limit, because you do not want to disappoint the crowd, you are not only breaking the rules but you are also not covered by insurance.

Yours sincerely,
Tony Butler
Joint National Coach & Safety Officer

My last point concerns the standard of the senior events. I don't think there's any point beating about the bush, it was poor. The general impression one is left with is that CRW is not in a very healthy state in this country. I've no doubt that there are numerous reasons that could be put forward, ranging from the weather (which was dire) to apathy. Although it's nice to see the same faces year after year, it would be even better to see some new ones. In this respect the CRW Nationals badly needs new teams competing.

Whatever the reasons I do think that the BPA can do something constructive to improve the standard of CRW in this country. Firstly a rather cynical backdrop. There is a feeling that CRW medals are easy to come by. Not many teams compete and the standard is not very high. Generally a few training jumps puts you in with a chance. I don't necessarily subscribe to this point of view, but I've certainly heard it mumbled (usually by the relly bellies). It is understandable then, that a certain complacency can set in amongst the CRW fraternity.

It is my view that what is required is some outside stimulus, i.e. a resetting of the goal posts. The BPA could do this by bringing back minimum standards for the CRW nationals. Such a standard could be based on the previous world meet. There are two over-riding advantages to this.

Firstly, a winning team knows immediately whether or not it will be going to the world meet. I do believe that the BPA thought it was being quite clever by stipulating the eligibility clause for this years National. However the outcome is that both the competitors and the BPA have found themselves in murky waters.

The problem for the BPA is who, out the three winning teams will go to Thailand given that the standard was poor.

For the competitors, who are legitimate winners, there will now be a period of haggling and uncertainty. It doesn't help that the personality clashes will no doubt come into play, which should not be the case.

These problems stem from the ambiguity generated by the BPA's eligibility clause. A minimum standards rule would solve these problems I'm sure.

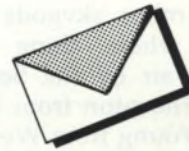
Secondly, and perhaps given the theme of this letter, most importantly; minimum standards will indicate to the teams what they have to achieve if they aspire to competing at international level. Okay this might mean that for a year or two no teams make it to the world meet. However eventually it will be a team which (like 'Mo' for instance) has demonstrated a verifiable history of commitment and ability that makes it.

In my view it is teams of this calibre that have the right to be financed by the members money, no other.

Enough said. If I've trod on anybodies toes, well I will no doubt hear from you. Otherwise I look forward to the response on the minimum standards proposal.

Incidentally, whoever makes it to Thailand I wish you luck.

Alan Pengelly
D4851
Cellmates



VIDEO

Dear Steve

My name is Kevin Hughes and this letter is about the potential benefits of using air to air video rather than ground to air as the judging format for club and BPA competitions.

The use of air to air video has been of vital importance to this years British and American Nationals, indeed neither event could have been completed without its use. Air to air was also vital for the completion of the most popular regional competition this year (at Langar).

I operated the ground to air system at Headcorn for two years and know its limitations. It loses out on the following points.

Air to air shows the first point better (difficult for ground to air because the team is still in the slipstream and at a difficult angle to see from the ground).

Air to air is independent of the run in which often has to be altered for the ground camera because of sun, or clouds or viewing angle (or the camera has to be moved).

Air to air is less susceptible to losing the team in freefall (due to cloud or haze).

Air to air is better for judging (it shows separation and grips much more clearly).

A further point to consider is that air to air is a spectator 'eye' for the sport. The line between broadcasts and domestic video is starting to merge which means that in the near future competition footage can be used as the core (with a few computer graphics and commentary) of a tv programme. Live freefall link ups are possible with the same sort of technology that is used for live coverage of marathons, cycling and grand prix 'in car' cameras.

I urge the BPA to consider using air to air cameramen for future competitions, starting from next years regional meets. Here is another idea for them to consider.

Nearly every club has a resident weekend cameraman, why don't the competition rounds get drawn on Saturday morning, telephoned to the clubs, the resulting air to air tape judged either at the resident club by a nominated person or sent to BPA judges for them to peruse at their leisure. More teams would enter for the following reasons.

No travel involved.

Familiar aircraft being jumped.

No registration, which means that teams can be made up on the day. There is nothing worse than to travel to another club, get weathered out, and have to travel all the way home again with lots of expense and nothing to show for it.

Next year is an off year for RW, why not try air to air and if it works out make it the official format? Constructive responses please BPA, or will you prove to be as apathetic as the membership?

Blue Skies,
Kevin Hughes
D4718



CRW CONCERN

Dear Steve

I have a number of points to make with regard to the recent CRW Nationals held at Bridlington.

To kick off with, many thanks to all the staff from Bridlington and the BPA for all their efforts.

Secondly, it was nice to see a number of intermediate teams competing this year (though there was not enough). We even had a female in one team (I heard someone remark that she must have balls to do CRW). Hopefully there will be more teams next year; we at Ipswich certainly plan getting a Cellmates intermediate team together.



Z-HILLS STATUS

To the Editor

Z-Hills opened Labor Day Weekend 1989 for jumping - as usual. We will be open Sundays through September and then Weekends through October 1989 Just Like Last Year! Turkey Meet, Christmas Boogie, and Easter Boogie are all planned, and set to go. If anyone tells you we are closed for good - they are wrong!

Z-Hills is a Town with an average age approximately 65 years old - all retirees. Z-Hills is not the parachute center. the parachute center was renamed "PHOENIX" after our mysterious fire February 7, 1987. Please remember that the management, staff, organization, aircraft support, etc. are all "Phoenix." If someday "Phoenix" - like the large bird it was named after - takes off and lands at another airport or location, you will have the same organization that was at the Zephyrhills Airport only at a new location.

The "Zephyrhills Parachute Center" will die due to local small town politics, and a power company who feels it is too powerful to have co-exist with a "bunch of jumpers". The "Phoenix", however is a survivor - and will survive.

So, how does this effect you as a skydiver? You now know there are problems with the parachute center and the City of Zephyrhills. Also, that the parachute center might relocate. You can be part of Skydiving history by:

1. Attending the last Turkey, Christmas or Easter Boogie at Z-Hills.
2. Attending the First Phoenix boogie at a new location.

Because of these reasons, we are planning more aircraft and DC-3's for our 1989 Turkey Meet and our 1989 - 1990 season than ever before. For what ever reason you did or did not come in the past - this season you really don't have a choice, if you want to be part of Skydiving history, or where it's "at" you will have to follow the "PHOENIX"!

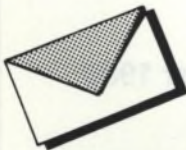
Whether you come for the above reasons - or other reasons - please do come. The Meet and Boogies this season should be larger than ever before, and possibly the largest Boogies in the World. Put our events on your calendar and plan to attend. You really can't afford not to!

For additional information:

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NOTE: If we do have a relocation it will be done so you won't miss a load!!!

Sincerely,
George and Betty Kabeller
Phoenix Parachute Center



CONVENTIONAL TYPE

Dear Editor

Having read Chris Neal's letter in the last mag concerning RAPS v the conventional "round" system I felt moved to contribute my side of the discussion.

I too took to the skies in November '88 (having trained three weeks previously), and following the conventional system of round canopies at D.I.S.C. in Devon, I progressed to a Cat 10, C licence holder in seven months,

having converted to square canopies on my 33rd jump. That proves that the RAPS system is not necessarily any quicker than the conventional one. Although, admittedly, I have no experience of the RAPS system I felt that the conventional one gives the student jumper confidence in the strange new environment of the sky, whilst having the security of having to handle only the relatively simple round canopy, thus allowing time to develop awareness in the air. The new skydiver can then, after a two hour brief, convert to the more technical square canopy without those early "What if.....?" doubts we all experience. I also felt that the Ram Air Canopy was that tempting "carrot" keeping me going through all those wet and windy British weekends we all know so well.

Far be it from me to criticize the RAPS system; I can't - I know too little about it, but I just wanted to say that the conventional system can be just as quick (if it's speed you're after) and also has its advantages.

Finally, can I just say thanks to all the Dunkeswell Skydivers here at D.I.S.C., especially Nutz and Ian, for helping me through all the ups and downs of the system.

Blue Skies
Judi Norman
C8819



FEEDBACK

Dear Editor

I, for one, liked your refreshingly new editorial - and the new style of the magazine. I didn't necessarily agree with everything you said, mind you - but I enjoyed the provocative style. Well done!

However, I see from your second editorial (Aug 89) that the Council seem to have "hailed you over the coals" somewhat. Were you properly contrite as you stood before those great men, head bowed, like a naughty schoolboy before his headmaster? And I wonder how many irate phone calls the council received from DZ owners before they decided to discipline you?

I'm glad also, that you didn't 'edit-out' the comments about the pleasant welcome to be had at the Cyprus Club. I know exactly what you mean, having as a student on my way towards Cat 8, jumped at several different clubs. I might add that I finally achieved my Cat 8 at RAPA JSPC Lippspringe where I was, even as a new arrival, helped and encouraged, and made to feel welcome. Definitely the friendliest Club I've been to!

So, Steve, don't let them get you down. Keep it aggressive, keep it controversial - after all, they can hardly sack you - where would they find anyone else foolish enough to volunteer his time, energy and peace of mind as Editor?

Incidentally, a quick reply to Bill Marsland's letter (Tee-Shirty, Aug 89). I think the new tee-shirts are great (Well done, BPA) and my family "borrowed" mine so often I had to buy 6 more! Bill, how can you complain they are too big? - the advert did describe them as "baggy designer tee-shirts" - Get "with it"!

Yours faithfully,
Robert Blake

Dear Steve

Hang on in there. Don't give up the fight. Freedom of press must be retained in our mag. If the ordinary BPA member is a straggling skygod who hasn't a clue who any of the council members are, can't express a critical view about an article in the mag, then they may as well not be in the BPA.

The magazine prints all the council decisions, good or bad. Now the mag. reader has two choices.

1. They can agree and write a nice "well done chaps" letter.

2. They can disagree and stay silent. If a letter is sent to the mag the council will censor it and a quite logical point of view will never be read by the reader. The reader then assumes that once there are no juicy letters, that the council reports must be quite boring. Then they proceed to skip the council reports, and the council actions go on unhindered.

Common sense must prevale. The magazine is no place for bitter personal attacks on individuals but a forum for logical arguments.

Now on a lighter note, the magazine is as good as ever, also a special congratulations to the Wild Geese Club for hanging in there over a long, hot, jumpless summer.

Thankyou
N. Creighton

Thankyou for the support but I feel I may have inadvertently led you astray on my last Editorial. The BPA council does not vet the magazine before it gets printed, they rely on what is called "editorial responsibility", a euphemism for me not getting up anyones nose. The true vetting comes after the magazine is published, but that's another story. My editorial responsibility tells me that I should leave it at that.

Ed



CANOPY CONTROL

Dear Ed

In last months (JUNE) issue there were two very good letters regarding canopy control or should I say the lack of it.

Isn't it funny as a student progressing through the system you've constantly watched and criticized for your mistakes and even put back a stage or two. I would have thought we are always students and treated accordingly.

We have all seen bad canopy control and no doubt been involved in some ourselves. I take no exception. But I thank the people who are supposed to control the sport, clubs and centres should take more responsibility.

How many times have you seen the jerk flying through the sky with their blinkers on, cut up a few people, do a last minute hook landing and go totally unnoticed by all drop zone staff. 9 times out of 10 they were, to quote Terry Inches letter last month, the know it all with the "mirror sunglasses".

Look what happens when there is no wind, it takes a near miss before the Drop Zone advises jumpers of a nominated landing direction. What happens when people take no notice? NOTHING.

If the sport is getting a bad name it's because the people at the top are losing control.

I think the rule book should be re-written - bad canopy control and dangerous skydiving could be wiped out overnight.

Drop Zones should display their rules everywhere and enforce penalties to offenders such as recording bad practice and grounding.

I am not, nor have I been connected with the military, but must say the level of discipline on a military drop zone is much higher than a civilian. Maybe it's the thought of a good hiding if you breach their rules.

Lets clean it up before we are forced to by the media or legal action from an injured party.

John McLoughlin
D7154



OUT OF ORDER ANDY

Dear Ed

It's somewhat sad that after six years skydiving this is the first time I've been motivated to write to the mag, just when I leave the sport. The reasons for my leaving are many and varied but a significant contribution was made by the prevailing attitude of many skydivers. This attitude was epitomised by Andy Crawford's letter in June's S.P. The letter regarding jumpsuits and fall rates etc. ended, and I quote; "adjust the body weight by diet and exercise (if you can't afford a new suit) or jump by yourself or at another D.Z." This is not a great advertisement for his home D.Z. I think you'll agree.

Having heard for six years (often from people less experienced than myself) that, at 6'4" and 11 stone, I am the wrong shape for R.W./for a skydiver full stop, I've learnt to ignore a lot of "advice" given me. It strikes me that Mr/Ms Average skydiver would be best advised looking after his/her own skydiving than worrying about other peoples' potential shortcomings or handicaps. This is something I have always tried to do and managed to get to Cat 10.

I feel strongly that many problems associated with fall rate today stem not from absolute height/weight problems but from the desire to look ice cool in spray on suits rather than fly at the subsonic speeds which enable most people to work easily. In groups where the skydiving is more important than looking like an anorexic bird of paradise, I, yes even I have been able to do a lot of fun dives and good RW. In others which yours truly in borrowed slic suits and carrying enough lead to make Red Rum wince I still see 16 stone fluorescent brick shit houses go merrily by whilst I and occasionally another clutch our ankles and break our backs.

Still, I was cheered when I read Tony Dales' article in August's edition on jump-suits it seems that common sense lives on.

And in answer to Mr Crawford who obviously is a veritable skydiving sage - small/thin human beings are usually more fit than 16 stone shit houses due to exercise and have probably been trying most of their lives to put on weight by eating large amounts. Personally I would rather skydive alone or anywhere other than his D.Z. than be one of the fashion sheep who have more money than sense.

Yours
A.R.O.L.
C7130



LOOKALIKE

Dear Sir

I wonder if any of your readers have noticed the similarity between Andy Page (Sport Parachutist August 1989) and Mr GCP Shea-Simonds (Sport Parachutists passim)?

I wonder if they are in any way related? I think we should be told.

Yours faithfully
John Mayo
D3623
BPA 56821



Andy Page



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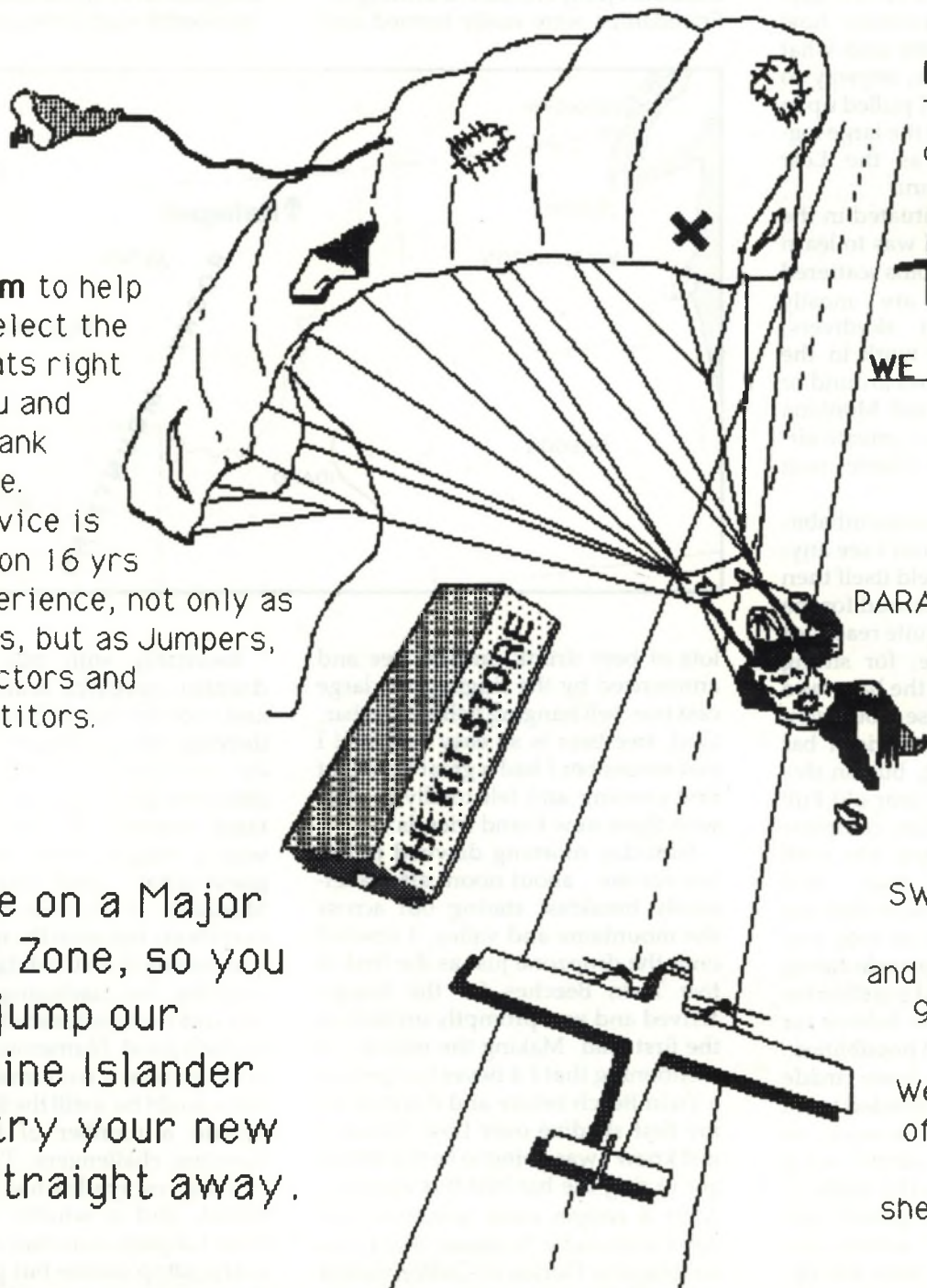
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A WILD TIME IN THE WILDERNESS

As I drove across the mountain range 35 miles West of Kalispell, Northern Montana and down the dirt road into Lost Prairie Valley, I felt an inexplicable feeling that this Boogie was going to be a little different to all the others I've attended around the globe. Sure, in the last few weeks when I'd told fellow jumpers I was heading up to Montana for a Boogie, I'd seen something in their eyes when they told me what a good time I would have. But no one really elaborated on the subject, other than to mention how beautiful it was up there and what great people they were, anyway so far it felt pretty good as I pulled up in my Motorhome outside the large log-building that served as the Lost Prairie Bar and Restaurant.

The airfield itself is situated in the flat of the valley, later I was to learn that the beautiful log cabins scattered along the valley sides are mostly occupied by resident skydivers, many of whom either work in the forests and on the ranches around or commute to work around Montana and Canada in their own private aircraft directly from Lost Prairie, neat eh!

Well as a regular dropzone inhabitant I knew that as I couldn't see anyone actually on the airfield itself then it was pretty good bet to head for the bar. However I wasn't quite ready for the sight that met me, for sitting square in the middle of the bar was a pool table! Well what else would you expect to find in an American bar your probably thinking, but on this pool table was sat a 70 year old Full Blood Iroquois Red Indian, complete with long grey hair, top hat with feather, lumberjack shirt and Jumpboots. Later on I was to find out that "Snooks" was just as wild and crazy as any 750cc motorcycle riding 70 year old redskin could possibly be; now I was beginning to believe for sure that this Boogie had possibilities.

After acquaintances were made and a few drinks sunk I needed to set my Motorhome up for the week, no problem, numerous offers were made for me to park in the yards of the local jumpers with power and water supplied. I finally settled on a great spot, not too far from the bar halfway up the valley side, looking directly across the valley. Airstrip and landing area were due west into

the brilliant mountain sunsets; surelt this must be as the song says "Just like living in Paradise".

This first evening being the night prior to the slow build up to the Boogie Proper starting, was interesting to say the least. It started with just about a dozen or so bodies in the bar and as the evening wore on, more and more people arrived from the surrounding areas and then the Idaho'dian, Washingtonian and Canadian jumpers started drifting in. Friendships were easily formed and

Now with sixty or seventy people around the bar things started to warm up, the bell never seemed to stop ringing, loud and raucous greetings were made as more and more jumpers arrived from the neighbouring States and Canadian Provinces. Good natured insults were flying thick and fast and 'no shit' stories abounded, this is certainly the stuff that makes for a fun Boogie, let me tell you right now, this would not be the place to be if you have an ego that outweighs your personality.



lots of beer drunk, mostly free and announced by the ringing of a large cast iron bell hanging behind the bar, God, free beer is so easy to drink! I just remember I had a great time that first evening and felt totally at ease with these new found friends.

Saturday morning dawned rather late for me, about noon. after a leisurely breakfast staring out across the mountains and valley, I strolled onto the dropzone just as the first of five Twin Beeches for the Boogie arrived and was promptly invited on the first load. Making the mistake of mentioning that I'd never jumped on a Twin Beech before and it would be my first skydive over Lost Prairie, I just knew I was going to be the first to get to ring the bar bell this evening. After a couple more skydives that day I soon came to realise that I was no longer in Florida or California and although the aim was for a good skydive the whole point of the Boogie was fun, in the air and on the ground.

Inevitably with this amount of drunken revellers around from far and wide the 'no shit' stories began to develop into challenges of masculinity and stupidity. Hanging directly above the pool table and an equal distance between the bar and jukebox was a wagon-wheel chandelier - guess what - yeah you got it, well Montana is cowboy country and everybody has seen the movies. Anyway Kenny from Coolidge, last year's reigning bar swinging champion, just had to show his stuff, and believe me he's good. Numerous attempts to take his crown were made but without a doubt he's still the King, leaving behind a number of bruised and bleeding challengers. The highlight of these escapades had to be when Kenny and a whuffo called Mike from Calgary, who had arrived to do a first jump course but pulled out of the training, performed a perfect two way jump from opposite sides of the wheel; when I later asked Mike why

he hadn't completed his training he told me he'd lost his nerve - strange eh! More injuries occurred that night in the bar than any that happened jumping throughout the whole of the Boogie.

Sunday morning more people and Beeches arrived, and as I made my way to the bar for breakfast I was greeted by some rather sad and sullen faces sitting on the steps outside, when I went inside the reason was apparent: A whole posse of killjoys were perched precariously up a step-ladder trying to unbolt the Wagon-wheel Chandelier, probably a wise move, but they should have taken the chains down too, 'cause guess what happened that evening - alright!

Another of the week's highlights that also happened in the bar was the Montana Base Jumper impression, this just has to be seen to be believed, God, these Mountain Men are Tough, Tough - Dumb!

The week continued along the same lines with more and more people arriving, hotter and hotter weather and lots and lots of fun.

Billy Webber from the Z-Hills staff arrived from the Kallispell Airshow where he'd been performing with the Miller Six Pack demo team. He was only going to stay for the day, but I guess he had fun because he stayed throughout the week until he had to leave for another demo in Oregon. Whilst at the Boogie he contributed to the fun mood in his own loud inimitable way and also to the quality of the skydiving by becoming a guiding light, we were sorry to see him leave.

Wednesday was the only bad weather day of the whole meet with just a couple of loads made, but the bar certainly made good business, some of us managed to get into Kallispell to find a well needed laundromat.

Thursday dawned and the Beeches were well used but the whole drop-zone was eagerly awaiting the arrival of DC3 Colonel Joe from Skydive Arizona, the first time a DC3 would drop jumpers in Montana in the last ten years. It was scheduled to arrive at 3.30 p.m. At 3.31 p.m. they flew in sight over the mountain on Jump run, 2 minutes closer to the scheduled time of arrival than Arizona's own Beech had arrive two days earlier. Pretty good timing I would say. Whether he deserved the credit for this neat timing or not. Fred Sands, Lost Prairie's owner/operator certainly made sure he got

it; but only to a rousing chorus of Hymn, Hymn f*** Hymn, a song that rang out on a number of occasions throughout the Boogie.

With the arrival of Colonel Joe and his Arizona/California complement, more jumpers arriving by road and air hourly the Boogie really began to swing.

The partying was harder, the skydives became better, which is strange really, perhaps the amount of fun we have in the evening actually compliments our performance in the air, what do you think Guys?

Now besides the fun in the air and the bar a large part of the Boogie was also to provide fun for some less fortunate than ourselves. A lucky draw raffle was organised and run by Jill Ost and her crew with the proceeds collected being donated to the Make a Wish Foundation and the Special Olympics. Prizes for the raffle were generously donated by individuals and Companies within the parachuting community, and what prizes they were - rigs, canopies, jumpsuits, generous manufacturers discounts, T-shirts, mugs, pouches and all kinds of goodies, but the star prize which just everybody wanted to win was a "Skydiving Memories Quilt", made by Jill Ost. The Quilt which involved 120 hours of work was made up of T-shirt logos collected over the years by skydivers across the USA and generously donated. The Quilt was won by Lorne from Idaho and he is, I am sure, the envy of everyone who attended the Boogie.

Run in conjunction with the raffle was a naked all girl 8 way load, with the remaining 2 seats auctioned to two men to ride up with them. As the aircraft turned in for jump run, another two Beeches full of male skydivers swooped in alongside them and stayed with them until exit.

In all over \$20,000 was raised which will be used to send 2 dying children and their families to Disneyworld in Florida, as that was the wish of the 2 children picked.

The Special Olympics, which will also benefit, is for handicapped children to participate in sports events against each other. Both organisations are very worthwhile as I am sure you'll agree.

With many of the attending jumpers having to leave on Sunday the main party night, if ever there was one, was Saturday. The evening started with a fantastic all you can eat and drink Bar-B-Q and slowly built up with copious amounts of alcohol to

the grand event of the Boogie, the "Creppa Corro" or "Crack Choir". This event starts when you look round the bar and realise that there isn't a female in sight, then slowly your ears begin to pick up a chant: "Crack, Crack, Crack", this is the cue for the men to assemble outside the bar where the women, seated in rows on the steps, begin their renditions to the menfolk of skydiving with such favourites as "Hoorah, Hoorah, for All Girl Loads," "This Man is your Man" to the tune of His Land is your Land, "I'm Flying in Eight I am" to the tune of Henry the Eight I am, and then a little gem called "The Chauvinistic Pig Team." Obviously these songs are not complimentary to the male species and the lyrics really are unfit to print in this magazine, but the choir is fun. The finale especially is a sight for sore eyes when they stand up and flash slogans written across bare boobs and bums which states what they generally feel about male skydivers. But I am sure it's all tongue in cheek - isn't it!

The Boogie continued until Monday when the aircraft and jumpers slowly began to leave. With the DC3 leaving about 5 o'clock after making 4 loads, and what Boogie would be complete without a ground crew moon to send the aircraft on its way. That evening in the bar was quieter obviously but still fun, so they tell me. They also tell me I fell off my bike and was pinned to the ground by my rig bag, not beyond the realms of possibility I agree, but I'm not sure I believe those guys. What I do believe is that the "Osprey Parachute Clubs - Lost Prairie Boogie" was one of the best events I've ever attended, and if you need fun, then be there next year July 28th - August 6th 1990 when the line up will include a DC3, a number of Twin Beeches and with the addition of a Twin Otter.

All in all 260 jumpers registered, 2,238 jumps were made from the 165 loads flown.

In addition 21 tandem jumps were made in a 2 day period and an immeasurable amount of fun was had by everyone involved.

BE THERE!

Martin Evans

With the annual November Migration about to begin Lucy Thompson supplies this...

JUMP AND BE JUMPED GUIDE TO...

A not so concise guide to all you need to know but never dared ask.

Ants - A word of advice on camping - they don't eat grass and shit they eat you! (Copyright - Jerry and Harry). An exclusion zone of ant powder is a good idea.

Beer Line - If you land across it you'll have to buy a crate of beer. When your misdemeanor is announced drop the beer and leg it or you will need hospital treatment.

Crocodiles - Live in the swamps making bad spots like a trek through an Indiana Jones film set.

DC3s - Over Easter 4 of them (capacity 40 plus) over 2,500 skydives were made on one day and that was after one hour weather hold! Don't forget the Casa either!

Eating - Drop Zone food is very expensive, Wendy's Salad Bar is very good value as you can eat yourself silly for 4 Dollars, also ABC Spaghetti for 2 Dollars. With a bit of forward planning at Wendy's, and a coat with lots of pockets you can eat for days after one trip.

Flash Floods - Most invaded the caravans, some tents floated away, I used my sheets as a sponge and had to be given a very large rum and coffee in the morning.

Golden Knights - Elite skydiving team - no you can't have a sticker!

Hob Nobs - Take at least 4 packets with you - all resident Brits need to be looked after! (Also take PG Tips to dunk Hob Nobs in so they can get the whole experience). Apparently this is the only thing Brits miss!

Identification Band - You have to wear it or the police at the gate get upset if you don't travel in the boot of a car. Seems to be a way of getting very evil beer free.

Jumping Jack Jeffries - Hottest skydiver around (well I think so) good for advice and also a mean serve at Volley Ball.



Manifest - Thanks to Marsha done by stop watches and after being called gets you into the air in exactly 30 minutes, 15 minutes for dirt-dives and 15 minutes to get it on.

Name - Something if you can still remember it you haven't partied enough.

OD'd - "Oh my God I think I'm going to die" - a direct quote which you are to make the afternoon after the night before, especially if you've been at the Crystal Bar or cruising the caravans.

Packer - For the rich. Also a good way to earn the money if you spend the season out there.

Question - Why don't I have an Excaliber?

Risers - Used for mind numbing landings. Also people who can manage it get on the early bird lift - proves you are taking your skydiving very seriously.

Sex Starved Skygods - Loads of them.

Thermals - As opposed to Britain not part of your underwear, but hot (curry clouds) that keep you under canopy for 15 minutes if you don't front riser it.

Unbelievable - My sun tan and the 80 jumps I did.

Van - Takes the boys on wild trips to Georgia and the Quays.

White (Ed) - Sky dives in a canvas hat with aeroplanes wired on (also useful in Wendy's).

Xy - Load organiser if you ever get on his 40 way team it seems to me that you've made it.

Z-Hills - Swamps all around and party time in the middle. It is definitely show time.

K-Mart - Where to get bug spray, tent, mat pillow blow up whales, aspirins, sun-tan lotion...

Load Organisers - Wear red hats, drink tequila, have their parachutes packed for them and skydive their bottoms off.

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PRACTICAL SPOTTING FOR BEGINNERS

1. What is Spotting?

Spotting is directing an aircraft to the point over the ground where jumpers should exit, so that when their parachutes open they can steer to the target - in the conditions prevailing at the time.

2. Why is spotting important?

A bad spot is:

- potentially dangerous, due to off-DZ hazards;
- annoying to the neighbours (especially farmers);
- inconvenient - who wants a long walk back?

Many people rely on the high performance of modern ram-air canopies to overcome the deficiencies in their spotting. However, you may find yourself spotting for a round canopy (a category 6+ student, or even your own or a friend's reserve!) which will have much lower performance than a ram-air canopy. Therefore your spotting should always be good enough for a round canopy to land on the drop zone.

3. How accurately do you need to spot?

Any given canopy must open within a certain distance of the opening point in order to enable the jumper to get to the target, this distance is always the same for that canopy opening at any given height. For example:

- a canopy with a forward (airspeed) of 20 mph and a descent rate of 20 ft/sec, open at 2000 ft must be open within 2933 ft of the spot;
- a round canopy with an airspeed of 5 mph will only be able to manoeuvre 733 ft under the same circumstances.

BUT: if you are these distances from the opening point your canopy handling must be absolutely perfect, if you are to land on the target. It is more practical to halve these distances in order to give everybody, whatever their ability, a reasonable chance of making the target.

Therefore, a ram-air canopy should be open within approx. 480 yards of the opening point, a round within 120 yards.

4. How do you find out where the spot is?

The easiest way is to ask someone who has just landed (in the right place). However, at some point you will have to work it out for yourself, when you do there are two major variables affecting the determination of the spot:

- canopy drift, i.e. the effect the wind will have on an open canopy
- free-fall drift, i.e. the effect that the wind will have on people in free-fall.

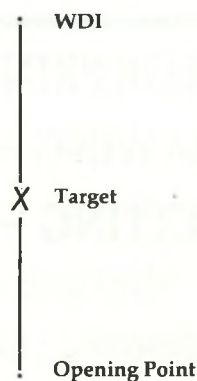
To determine the spot (exit point):

i) Calculate the opening point by throwing a Wind Drift Indicator (normally from 2000 ft), and from this calculate the opening point. Everybody knows about this, but here is a brief reminder:

- direct the aircraft so that it is heading into wind over the target at 2000 ft, throw the wind drift indicator (WDI) and watch where it lands;
- take an imaginary straight line from the WDI through the target and out the other side (the wind line) - the opening point is on that line, the same distance the other side (upwind) of the target.

Note: the opening point is that point above the ground at which an unmodified (zero airspeed canopy) needs to open in order for it to be blown to the target by the wind.

Figure 1.



ii) Calculate the free-fall drift - this is the difficult one to work out, you are asking: "Where should I get out of the aircraft (at X000 ft) in order to be at the opening point when the canopy deploys?"

Some points to remember:

- wind direction above 2000 ft is often (usually?) different to that below 2000 ft (and usually, but not always, comes from the right as you face into the wind),
- wind speed usually increases with altitude.

From 12000 ft to 2000 ft it is not uncommon for jumpers to travel up to a mile horizontally whilst in free-fall.

So, how do you calculate (estimate, or guess - depending on the degree of desperation) where to exit? The following techniques are available:

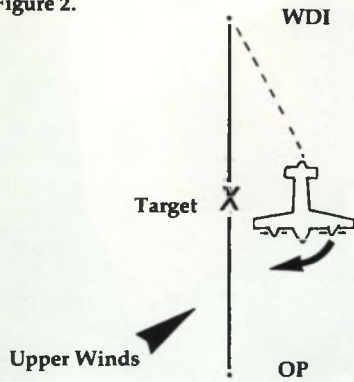
* If available, a weather forecast showing wind strength and direction at various heights can be used to calculate free-fall drift. Consult BPA Instructors' Manual for details (if you trust a British weather forecast!)

* When available in reasonable quantities, clouds can be useful (as well as making the sky prettier): standing on the ground, face into the wind and watch the clouds, if they are moving across your line of vision the upper winds are going in that direction. The speed with which the clouds are travelling gives an indication of the speed of the upper wind.

You can also use the clouds in the same way, when you are in the aircraft, by watching the cloud shadows travel across the ground.

* When the aircraft is running in from the WDI to the target, is it being pushed sideways, off the wind line? If so you know that the upper winds are coming from the opposition direction, so you should correct the run in by directing the aircraft away from the direction in which it is being pushed.

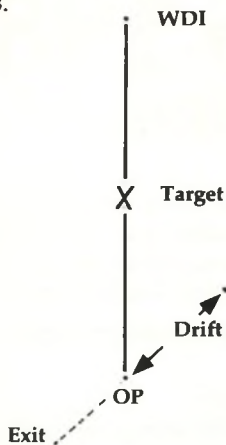
Figure 2.



Once the aircraft is travelling in a straight line (the upper wind is not pushing it to one side) the speed with which it is travelling across the ground gives you an indication of the strength of the upper wind: if the aircraft is moving slowly, the upper wind is strong - so you must go further upwind before getting out.

iii) Once you have an idea of the canopy and free-fall drift you can work out the spot (exit Point): it is opening point plus the opposite of the free fall drift.

Figure 3.



No 5. How to spot.

Once you know where you want to get out of the aircraft, you are left with the task of directing the aircraft to the exit point. To do this you have to know where the aircraft is over the ground, which is achieved by looking straight (vertically) down. This is not as easy as it seems: the aircraft may not be flying straight and level, in which case using the aircraft to access what is vertically down will not work. Alternatively, the aircraft may be flying straight and level but you may be looking down slightly off the vertical. In either case a relatively small error can lead to you being a surprisingly large distance from where you think you are: an error of 5 degrees at 12000ft will mean that you

are a quarter of a mile from where you think you are.

Some clues to tell where you are over the ground:

- if you are over an object you will only be able to see the top of it;
 - if you can see the side of something you are over it.
- e.g. if all you can see of a building is the roof then you are over it, if you can see a wall then you are off to one side.

With practise you will be able to tell when you are looking vertically down merely by looking at the ground.

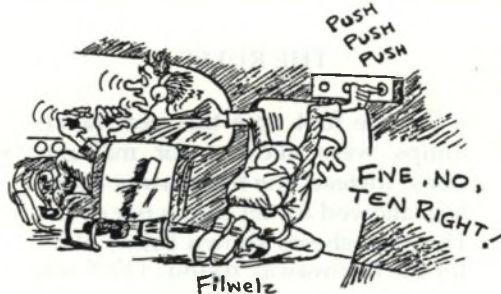
6. Briefing the pilot.

Often the pilot already knows the run in, but if it has changed, or you need to throw a WDI, or you have special requirements for some reason (or you want a special exit speed) do remember to tell him.

7. Giving commands.

There are three methods of directing the aircraft, all of which involved communicating your wishes to the pilot:

- a. Tapping him on the shoulder (only applies to very small aircraft) or pointing.
- b. Shouting to him.
- c. Using buttons connected to lights on the instrument panel.



The method used varies from aircraft to aircraft and centre to centre - find out before you get in the aircraft.

Methods (a) and (c) cause the pilot to give a correction of a fixed (pre-arranged) number of degrees (normally 5 or 10) in the direction indicated, e.g. one tap on the left shoulder or one depression of the "left" button indicates that a turn of 5 degrees to the left is required. Shouting enables you to specify any amount of turn e.g. "left 45", but be sensible about it - use multiples of 5 as it is very difficult for the pilot to perform smaller turns in these circumstances.

When using buttons hold the appropriate button down until the pilot reacts - he may miss the light if you just 'dab' the button as he has a

number of other things to do in order to keep the aircraft airborne (or so they tell me).

When you have given a correction wait until the aircraft has settled down before giving another - not all pilots succeed in making completely flat turns and the banking of the aircraft may fool you. Additionally check that the correction has actually taken place - inexperienced jump pilots sometimes allow the aircraft to yaw back to the original heading

When you are about to exit let the pilot know, by shouting "cut" (or "exit" or "climbing out" if there is a group and you do not require a cut) or by pressing the appropriate button.

Remember that you must allow enough time for people to get out if they are to leave the aircraft actually at the exit point - an RW group will take some time to get into position, watch their dirt dive and see how long it takes them on the ground and give the exit command appropriately early.

When there are a number of groups (or individuals) leaving on the same pass you will have to put some out a little early or the last people out may end up too far away. **Note:** there is a phenomenon known as 'forward throw' - this is the distance you will travel forward as a result of the aircraft's forward speed when you leave. It is calculated using a rather complicated formula, as a rule of thumb allow 40 yards forward throw when you spot, i.e. give the exit command 40 yards sooner - see BPA Instructor's Manual for more details.

8. Learning to spot.

Initially watch somebody experienced (and good at spotting) - get them to tell you where the opening point is, where the exit point is, and as the aircraft is running in, where it is over the ground - look down and see for yourself.

After doing this a few times ask the jumpmaster if you can spot, but get him to check.

When you are reasonably confident - spot for yourself.

9. Useful equipment for beginners.

- Membership of the Ramblers' Association.
- a 10p piece (and the DZ telephone number).

Andy Ring



Cellmates in training for the 8 way speed over Ipswich
Photo: Rob Ward

CRW NATIONALS 1989

BRIDLINGTON 9-17 SEPTEMBER

The C.R.W. Nationals started on Friday 8th September with the teams registering for their chosen events. This year saw, for the first time, intermediate events in 4 way rotations, 4 way sequential (with the more difficult blocks taken out) and the 8 way speed converted to 4 way.

At this level only one team entered the rotations and sequential, that being "TDBTSIMH" from Cranfield led by Ian Marshall. The 4 way speed had a much larger entry of 2, these being TDBTSIMH and a team from Dunkeswell called Unlucky*4.

The senior events attracted the usual squads, two teams of marines and ex-marines, one called Royal Marines and one called Used Crew, they teamed up as Royal Marines in the 8 way event. No Limits were here again in both 4 ways and making a scratch team up for the 8 way. Cellmates, from Ipswich entered 2 teams for each 4 way, combining for the 8 way.

Over the next 9 days all the competitions were completed apart from the senior rotations which had to be called on 5 rounds.

THE RULES

For the first time this year no re-jumps were allowed for malfunctions. Instead one throwaway round was allowed for all teams per event. The scoresheets shown below allow for the throwaway round. The 8 way speed event was the same as last year, with all teams to build 4 formations:

bi-plane diamond	(rounds 1,5)
8-plane	(rounds 2,6)
box	(rounds 3,7)
kite	(rounds 4,8)

The working time allowed was two minutes.

The winners of the event were the team with the most completed formations in time.

The rotations event had been altered slightly, this year each team used the 2 minute working time to complete as many rotations as possible, the winners being the team with the highest total.

In the sequential, all the planned formations had been taken out leaving only stacked. This eliminated the need to plane which was time con-

suming, but effectively made scoring a little harder e.g. redocking bi-planes is easier than 2-stacks. Otherwise this event was the same.

THE COMPETITION

Intermediates

TDBTSIMH won gold in all events, but only having opponents in the 4-way speed where they beat Unlucky* 4 by 2 formations to 1, scoring a very respectable 47.97 sec 4-stack in round 1.

We all hope to see more teams entering next year and use the event as a platform to the senior events. A big thanks to those teams that competed.

Seniors: 4-way Rotations

There was no competition here for the Royal Marines who scored a sizable 30 points over 5 rounds. No Limits, who had trained for this event, took the silver with 22 points. Cellmates 'A' and 'B' both had 17 points, but a jump off was not possible, so Cellmates 'B' took the bronze due to their 6 points in round 4. I

believe round 6 is to be jumped at Ipswich.



4-way Sequential

The draw produced some difficult rounds here, this is reflected in the scores, although we have a long way to go if we are to challenge the French World Champions.

As the rounds unfolded Cellmates 'A' and Used Crew drew away from the rest. No Limits had a bust in round 5 which effectively put them out of contention for the gold and had to settle for the bronze.

Entering the last round Used Crew and Cellmates 'A' were level on 8 points each. Used Crew jumped first and scored 1 point not quite making the second point which was redocking stairsteps. Cellmates 'A' then took gold with 2 points.



8-way speed

The competition was fairly close after 5 rounds between Royal Marines and No Limits with one 8 way formation in time each. Cellmates had dropped out of contention when they took 2 min 02 sec for a straight 8 stack in round 2 hence scoring only 7.

Round 6 was a disaster for the Marines when they failed to build an 8 stack in time, No Limits took the lead with a 1 min 41 sec completion. The Marines failed to build either of the next formations although they came close within a 2 min 04 sec box. Unfortunately for the Marines this wasn't good enough, so No Limits took the gold.

Thanks must go to Dave Johnston, CCI British Skysports, for looking after us so well. He had even arranged free entry into Bridlington's swimming pool and leisure centre for those bad weather days. The pool produced the meets only injury when Paul Mansfield of No Limits required 7 stitches after colliding with the bottom of the pool, not recommended.

Throughout the meet we saw a few wraps although the only cutaways were when Kev Goode and T.C. Topping of Used Crew aired their reserves after a pin and a base went wrong. Kev Goode returned to the airfield with his square reserve whilst T.C. was seen to wander into the distance on his round, they found him eventually.

The organization of the meet was excellent and on behalf of the competitors I would like to thank Chief Judge John Hitchen and his team of Pete Best and Pete Halfacre for providing first class judging. The video operators Jason Stratford, Don Hinchcliffe and Nicky Johnston kept everything on tape and the manifest was run very smoothly by Darren Mathison and Lynne Rawson.

The kitchen and bar staff of Juanita Wikberg, Audrey Leadley, Richard and Philip Johnston kept us well fed and watered throughout the week.

The meet was a great success with most competitors picking up medals. If this year's competition will be remembered for anything then it will be the year the Marines lost their grip on all the trophies. Hopefully this will prove that the Marines can be beaten and encourage more teams to enter next year's Nationals, which can only be good for C.R.W.

John Gleave



Royal Marines, incorporating Used Crew.
Photo: D. Fisher



Cellmates one and all
Photo: D. Fisher



8 Way Winners, No Speed Limits
Photo: D. Fisher

1989 C.R.W. NATIONALS RESULTS

8 WAY SPEED									Total	
1.	No Speed Limits	2	8	3	3	6	8	4	4	38
2.	Royal Marines	7	8	6	6	6	7	7	6	53
3.	Cellmates	4	7	4	2	4	8	5	5	39
INTERMEDIATE										
1.	TDBTSIMH	4	4	3	3	-	-	-	-	14
2.	Unlucky*4	4	3	3	2	-	-	-	-	12
4 WAY ROTATIONS										
1.	Royal Marines	7	7	7	8	8	-	-	-	30
2.	No Limits	4	7	3	6	5	-	-	-	22
3.	Cellmates 'B'	2	4	4	6	3	-	-	-	17
4.	Cellmates 'A'	4	2	4	5	4	-	-	-	17
5.	Unlucky*4	4	4	4	4	1	-	-	-	16
6.	Used Crew	0	3	5	4	3	-	-	-	15
INTERMEDIATE										
	TDBTSIMH	0	1	1	3	-	-	-	-	5
4 WAY SEQUENTIAL										
1.	Cellmates 'A'	2	2	1	2	2	2	-	-	10
2.	Used Crew	3	1	1	2	2	1	-	-	9
3.	No Limits	2	1	1	0	1	2	-	-	7
4.	Royal Marines	1	0	1	1	2	1	-	-	6
5.	Cellmates 'B'	1	0	0	1	2	1	-	-	5
INTERMEDIATE										
	TDBTSIMH	1	1	-	-	-	-	-	-	2



Bob Smith smiles (?) whilst passenger Andy Haxby gets ready to punch somebody. Bob Sturdivant in the background keeps a safe distance away.

STUDENTS AND SKYGODS AT SWANSEA

Glyn Jones



9-Way over Three Cliffs Bay.



Grey Durbin gets a little WARP from Bob Smith.

"If we've only got the Turbine Islander, the weather's bound to be great". Dave Howerski's mutterings turned out to be pretty accurate, although Swansea's characteristic sea breezes put in their usual appearance.

But this time it was a Boogie with a difference. Rather than simply tolerate students at an event for advanced skydivers, Swansea positively encouraged them to attend. As a result, RAPS and AFF students (not to forget those with round canopies as well!) were putting in as many jumps as the relative workers. All sorts of jumpers, therefore, were able to mark their skydiving milestones by spending a few minutes in the DZ's medieval stocks!

Among those celebrating were Graham Jem-mott who was an ab initio AFF student at last year's Boogie – this time around he managed his Cat 10, SCS and C licence – and John Eeles, who completed his entire AFF course during the Boogie.

Local press attention was raised when the midweek Demo and Party at a nearby hotel included a 'Teddy Bears' Picnic. All jumpers on the 5 lifts carried a Teddy, sponsored by local people through a newspaper, to raise money for a nearby National Childrens Home.

With the exception of an AFF Instructor and Cameraman making an unscheduled Demo recce the spotting was almost tediously accurate (everyone expects at least one wild off-landing from Howerski!), largely due to Patrick Thomas' sterling work at the front end of G-WOTG.

Thanks are due to Patrick, as well as man-ifestor Jeremy Horwood, all-round good guys Dennis Woods, Phil Sturtivant, Dave, Tom and Alun who had the unenviable task of re-training, briefing and despatching students through the 10 days. And finally, I'd better thank all the staff at Skydiner if I ever want to drink there again!

THE ★ BALI ★ BOOGIE

The welcome seven hundred skydivers received on their arrival in Bali was fantastic. Banners saying 'Welcome International Skydivers' and garlands of flowers around our necks from smiling Balinese girls. The Bali Boogie, held in July, had begun. It was great fun apart from some problems with Garuda Airlines. They were very reluctant to confirm our seats, both on the outward journey and the return flight. It definitely put a dampener on our holiday.

While the competition was being held at Renon Field (Flash Trash won the 4-way) the boogie got underway at the International Airport with a 12-way Scrambles competition. The teams were very evenly chosen, there being twenty three in all. Varying levels of experience, including several jumpers who had never done any sequential, certainly added to the fun of it. I was lucky enough to be in a winning team and we decided to give the \$2000 prize money to a charity in Bali.

The Indonesian Airforce provided us with an unbelievable choice of planes - three C130's, three Cassas and a Transaal C160. At Renon Field there were also Hueys and Pumas. Towards the end of the boogie they all flew in formation along Kuta Beach and 430 jumpers exited at 4000', landing among thousands of

excited spectators in front of our various hotels, making it the largest sunset jump ever.

Most evenings we were able to jump onto the beach and pack in the hotel swimming pool with Dave Emerson, his manager and sidekick, videoing him.

Mark Smith and Kenny Mapplebeck worked hard at controlling the large contingent of Western RAF staff, with Andy, Bungalow Bill, House enjoying his first 36-way Jewel. Jeff Barbone organised some interesting 16-ways, Jerry Bird some large stars, B.J. Worth some nice colour-coded movie skydives and a couple of attempts were made to build an 84-way.

It was great to see Kate Cooper and Tony Domenico from Square One at Perris and my old team-mate and recently emigrated Neil Deighan, along with loads of other Aussie jumpers.

There were plenty of cameramen, load organisers and tandem masters catering for the continual large crowd of spectators. Very interesting seminars were held during weather holds and in the evenings including an excellent one on freestyle by Mike Michegan.

The welcome party we were given at the Bali Beach Hotel and the farewell party at the Kartika Plaza Hotel were

amazing. Hundreds of beautifully dressed Balinese treated us with music and petals strewn in front of us. The two banquets were wonderful and much appreciated by seven hundred hungry skydivers. A sight-seeing trip was also included and, with a police escort preceding us, the coaches zipped along the narrow roads.

Bargains were found by everyone and each day the jumpsuits, shorts and tee shirts appearing on the D.Z. got brighter and more crazy. Even leather fraphats were being made at very cheap prices. Eating out was cheap too and very interesting, but it sometimes resulted in a bout of Bali belly.

On the D.Z. we were given a lunch box each day and a continual supply of drinking water. The travel company Pacto ferried us to and from the hotels very efficiently and once again the police cleared the roads allowing us down one way streets the wrong way.

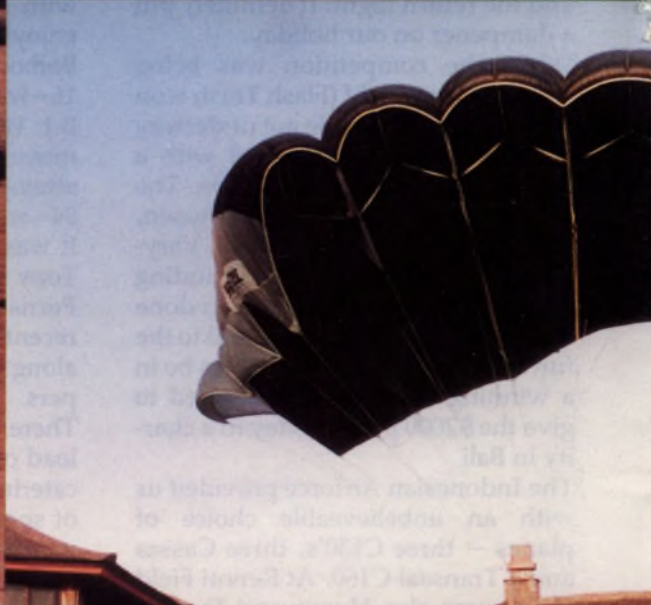
So thanks to all who helped with the efficient running of the boogie - Cindy on manifest, Larry Bagley - aircraft and D.Z. organiser and Gene Birmingham and B.J. Worth for putting the whole thing together. It was an excellent boogie.

Heather Leach

SPOTTING



Oswald SIG



BALI BO
Photos by S...



FLASH TRASH HAVE FUN IN BALI



"Flash Trash" in Bali.

"Why don't we go to Bali instead of the Nationals?"

"Where's Bali?"

"It's a Tropical Paradise Island in the Far East"

"Sounds a lot better than a week in Peterborough!"

"Or two weeks in Ampuriabarava at the World Meet"

"We can do the 4 way competition out there just to keep Current"

"Just think, No Hard-Core Training Camp, No Pressure, No Stress"

If only we had known!

Friday was interesting. We went to the competition site at Renon to see if we could do a Practice jump. We were told that we couldn't jump, so we went to hire some motorbikes and went surfing. Steve Newton demonstrated fine form in the Eye of a "HUGE" wave and ended up with five stitches in his left thigh. Consequently, Saturday saw a three way team doing a practice jump from 4000ft out of a Puma. This was the only practice jump we had before the competition started on Sunday afternoon.

The competitors briefing was on Sunday morning and was mostly dominated by American teams. The Golden Knights came armed with a list of 20 Questions and the other American teams were confidently asking questions about the prize money. \$2,500 was the prize money for 1st place, \$1,500 for 2nd place and \$1,000 for 3rd place.

The main teams in contention appeared to be the GOLDEN KNIGHTS (B team); BRUE FISH, a team of very experienced competition jumpers from the USA led by Mike Raibles; BALI BEACH BOOGIE BOYS, an experienced team from Perris; LOBSTER NEVER FLOUNDER, from Australia; and ...

My God, we may be in the top 5!

We were very surprised to find out that the competition was randoms only – Why have we spent the last 40 jumps practising Blocks? The Americans had known for months and the Golden Knights had apparently done 125 random jumps in training for this competition. The Brits always seem to be the last to find out these things, even Sue Dixon, the RW Event Judge didn't know until she got to Bali.

Monday. As usual in a competition, we sat around in a field in the middle of nowhere for 2 days before we did one jump. The temperature was in the 80's but the very high humidity made it even hotter. Signs of rebellion started to creep into team morale.

"We could be jumping at the Boogie"

"Or lying on the Beach"

"God, I need a swim"

We decided to wait until Thursday before pulling out of the competition. It might get better.

Round 1 put four teams ahead of the rest. We were in the lead with 12 points (we decided to stay in the

competition). Brue Fish were close behind with 11, and the Golden Knights and Bali Beach Boogie Boys both had 10. RAFSPA, the only other British team, scored 3 to put them in 9th place. Steve's stitches seemed to be holding out OK but we had to be very careful on exits and had to make sure that there were no grips on his left leg during the dive.

A major irritation at International competitions is the length of time it takes to get the dives judged and the scores on the Score Board. In Bali, no scores were being posted until the following day so we left the DZ each night not knowing where we were placed. Mega Stress.

Wednesday saw Rounds 2,3 & 4 nearly completed. We scored 14, 6 & 9 with a bust on Round 3 for not showing the first point, a Garuda (a what?). We were having pace problems and the heat was starting to get to us as the day dragged on. Dehydration was a major problem even though we were keeping out of the Sun. The Golden Knights scored 11, 2 & 6. Bali Beach Boogie Boys were zapped for not turning up in time and Brue Fish got a rejump on round 2 with 10 & 6 on the other two.

"If Brue Fish score 15 on their rejump then they will go into the lead."

Worry. Worry.

The Organisers were very efficient after the first two days and gave us alternate days off. This gave us time to go to the Boogie, top up the suntan after hiding from the sun at the competition, and lots and lots of time to worry about losing.

"This is nearly as stressful as the Nationals"

Friday. Brue Fish scored 15 on their rejump. PANIC!

"We've got to be cool. Calm, Smooth andf★★kin' fast."

We scored 13 on Round 5, landed and ran to the Video tent to watch Brue Fish. They had a very scrappy dive, 7 in time, but then carried on doing RW until 1000ft. Two people turned & dumped and the lowest opened at 500ft. Gene Bermingham, the Meet Director, was not impressed. They were lucky to only get zapped for that round. It just shows how even people with thousands of jumps can get carried away.

By the end of Round 6 the scores were Flash Trash at 66, Brue Fish 53, Golden Knights 49 and Bali Beach Boogie Boys 47. Sunday was weathered out by high winds and

the organisers decided to stand us down until Wednesday! We went swimming, visited Balinese temples, thought about winning, went snorkelling, worried about losing, Pete Bath got me arrested on our motorbikes, went to the Boogie,..... definitely better than Peterborough. Wednesday. We completed Rounds 7 & 8 during which we increased our lead over Brue Fish to 18 points. The top 10 teams were selected for the Semi final jump and the top 4 teams were rushed into Round 9 very soon after landing. We weren't dirt dived properly and had a disastrous jump only scoring 7. Why didn't I quote the rule book and refuse to go until we had been on the ground for 60 minutes? Fortunately for us the other teams weren't prepared either and we had the highest score for the round and actually increased our lead to 20 points.

Round 10 was another hassle because the organisers wanted to get

the meet finished before sunset. We had a mega Brainlock on 2nd, 5th & 7th point and only managed to score 5 by physically pulling one body into the formations. Again the heat and hassle had affected the other teams and the highest score was a 7 by the Bali Beach Boogie Boys.

Our performance had dropped off once the pressure was taken off, but we were still pleased with one 14, two 13's and two 12's. We found that randoms are much harder on the brain than blocks especially when there are new formations like Rook, Garuda & Klingon which we had never heard of.

I've decided that all competitions are stressful!

Neville Howarth
Flash Trash 89.

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SKYDIVE POLAND!



by Dave Kennedy
D7327

Photo: Max Dereta

When I first heard of plans for a Polish Skydiving Boogie, I thought it would be a great opportunity. Firstly, I would be able to jump from various aircraft I hadn't jumped before: Antonov biplanes, MIL helicopters, gliders, etc. Secondly I would be visiting a Communist country in which democracy was beginning to emerge; it was, therefore a historically significant time to travel there.

Things didn't go entirely smoothly. Information about the event was difficult to obtain. It took many telexes from my skydiving colleague, Eddie Atherton, to obtain the required official invitations and exemption letters. The Polish Embassy in London lost our passports while processing our visas; however we picked them up at Heathrow on our departure.

The flight to Krakow went smoothly for Eddie and myself. We then took a taxi to our hotel. After paying the taxi driver the 5 US dollars he asked for (we hadn't got any local currency yet), we discovered this was half his monthly wages! No wonder he shook our hands...

In the morning, we met a member of the Aeroklub Krakowski, who arranged minibus transport to the Pobiednik Wielki (about 15km away). On following days we mainly used the larger coaches laid on for this purpose (the times varied each day; even the drivers didn't seem to know).

Arriving at the airfield, we found the place filling up with Western skydivers, as well as Polish and Lithuanian jumpers. We registered, signing the disclaimers in case of accidents. Our kit was checked quickly and we bought jump tickets at \$10 a time (for 13,000 feet).

We were given a tour of the airfield and the 'jumpships'. The hoped-for helicopter, MIL MI-6, was there. It was massive, even bigger than it looked in photographs. The span of its five rotor blades covered most of the enormous helipad. The crew let us climb all over the machine, some people going out through the hatch in the cockpit roof. There was no restriction on taking photos either.

The boogie organisers had said that as the second largest helicopter in the world, the MI-6 could take 60 jumpers. It turned out that they weren't going to fill it to capacity, *only* taking 45 jumpers on each lift! In addition to the MI-6, they provided two Mi-8 and one MI-17 choppers, each taking around 18 jumpers. It was rapidly turning from an Antonov boogie into a helicopter boogie.

The line-up of other aircraft was interesting as well: two (12 place) Antonov AN-2 biplanes; two Wilgas (3 place, for jumping and towing gliders), two gliders, a hot air balloon and an Antonov 26 (40 place).

Introductions to people and aircraft complete, we got down to some 'serious' skydiving. The first lift of the boogie was, of course, from the MI-6 chopper.

The rear clam-shell doors weren't designed to be opened in flight, so exits were from the two rear doors, on opposite sides. My favourite exit was to climb out along the wheel strut until standing on the wheel, then dive after those diving from the door. The strut was long enough for three or four jumpers to stand on it.

During the boogie, most jumps were from the choppers. However, the AN-2 biplanes came in useful for the occasional low lift. The weather was superb during our week there; temperature in the nineties and little cloud cover or wind.

The weather did turn bad briefly. The Swansea crowd, Doug, Ralph, Lloyd and Cathy, put a lot of effort into organising lifts of



Photo by Max Dereta

the Antonov AN-26. It had to fly from the tarmac runway at Krakow International Airport. We went by bus to the airport, flew to altitude, had the tailgate open, and were about to exit. However there was a storm at the drop zone and we weren't allowed to exit. So we landed in the plane and went back by bus instead...

Next day was much better. The first and fourth lifts travelled to the airport not by bus, but by helicopter! We used the MI-6 as an aerial taxi to take us (at only 400 feet altitude) to the airport, where we got out of the chopper and ran up the tailgate of the AN-26 waiting for us. This was skydiving in style!

We were in for a shock when the pilots run-in. Within 3 seconds the aircraft was so full of water vapour that it was hard to see the person next to you. Altimeter readings rose from 2,000 feet to 12,000 feet in seconds. Quite an experience.

The AN-26 tailgates drop down and disappears from sight under the plane. The run-in speed is an amazing 200 mph. The slipstream hits you immediately on exit (there's no delay like with a Hercules), and you get thrown across the sky with amazing force.

At the airfield, the facilities were excellent. There were army tents for those who didn't have their own (few people used hotel accommodation). Hot showers were available, and there were plenty of toilets (even toilet paper most of the time!). Substantial breakfasts and afternoon meals were available.

Most evening activities were away from the drop zone, in the local city of Krakow. This old city has many interesting old buildings including an impressive cathedral in the massive main square. Also in the main square is a market where you can buy cheap, good quality pullovers and (I couldn't resist buying one) 'Solidarity' t-shirts.

Eating out can be difficult in Poland, even if you have plenty of money. Most restaurants close by 10pm at the latest. The only hamburger (fast food) joint we saw closed at 7pm! The only places still open when we went out were restaurants in 4-star hotels and nightclubs. Queueing and bribing the doorman were essential to get in.

We were amazed by how cheap everything was (that is, to foreigners having converted their hard-currency to US dollars). A bottle of

the best champagne available was just over £2 equivalent. A steak and a couple of beers was even less.

There were some non-jumpers on the airfield, including the interpreters. They entered into the spirit of the thing by doing tandem jumps. The interpreters did an excellent job, acting for English-speaking skydivers and the Polish-speaking manifesters.

The pilots got into the boogie mood. The flying suits of the first day gave way to the pair of shorts and a helmet approach (much more sensible in the high temperature). One of the MI-6 crew had his little dog on board each lift. Fast takeoffs and low passes over the airfield were soon the norm.

A second Polish Boogie is planned for next year. But you'd better look out for announcements. Registrations will again be limited and this year's participants will get priority. And I want to go again!

Editors' Note: Not only did I get this article on the Polish Boogie, but two others! Thank you to Anthea Lee and Max Dereta for also writing about this event, three articles on the same subject is unheard of, but encouraging.

Getting a tow from a Wilga for a glider jump.



SOME KIND OF RECORD?

How many people have taken up skydiving and qualified Category 10 within 3 weekends? Well, here she is, Maus (Mouse) Arndt, my little sister who came to England from Germany to do an AFF course at A1 Skydiving. She arrived on June 1st with 32 parachute jumps in her logbook which she had made in Germany over 2 years using their conventional system. She found herself doing 12 DPs, 10 or more 2-3 second delay jumps (I found myself in the same position 14 years ago, it is a slow system).

Pete Reynolds gave her all the ground training on Friday 2nd of June, Toby Drew jumped secondary and at the end of her first weekend in Britain, she qualified to Category 8, Yahoo!!

Pete and I took her one evening to Colerne where she did a couple of Solo dives and to Netheravon to do some more. On Saturday it was back to A1 Skydiving, where she completed the rest of her Solo jumps. On Sunday the 11th of June I took Maus on her RW introduction dive, Warp Factor 1 - we had so much fun and she did a great job. I was so proud! She did the next Warp jumps with Andy Philipson ('Postman Pat'), these were also successful.

The following Friday evening saw us back at Netheravon again, where Maus completed



Pete Reynolds, Maus and Karina
Photo: Seagull

Warp 4,5 & 6 with Pete and on Sunday morning she did a great skydive with 'Postman Pat' qualifying Category 9 at A1.

In order to give her a buzz jumping a tailgate, we took Maus to Sibson on Sunday for her last day, where she did a 6 point 3 way skydive (Warp 9) from the skydive, then qualified Category 10 (Warp Factor 10 - 4 way) - Congratulations Maus! We had time for one more jump and thanks to A1 Skydiver, Maus found herself in a 12 way all of a sudden - what a rush!

So apart from her early S/L jumps, Maus

qualified Category 10 with 27 jumps in 3 weekends and 3 evenings. The BPA issued the F.A.I. qualified 'C' licence (min 50 jumps) which arrived just before she left, and armed with her stills pictures by Kevin (seagull) Hughs, Stuart Meacock and Phil Stapleton plus videos of several skydives, she left 'starry eyed' back home to Germany.

I would like to give a big thank you to everyone at A1 Skydiving for the support and interest shown in the progress of my sister and for making her so welcome at their DZ. A very big thank you goes to Pete Reynolds and Toby Drew for the excellent training and good vibes in the air. Thanks are also due to Colerne, Netheravon and Sibson for their hospitality, and a special thank you to 'Postman Pat' for the excellent work he did with Maus on the WARP system, I could only do a few jumps with her due to an old back injury.

Maus then went to a skydiving training camp in Germany and then, out of the blue, she turned up at the Belgian Hercules Boogie where she jumped the 'Big Plane' with me and Ton Willebrandts from Holland, who videod the skydive and took some stills, especially of the exit. Thanks, Ton, you did a great job.

Karina Andrewes
D 2697

RAM AIR PROGRESSION COURSE 2 1989 FLYING TIGERS SKYDIVING CENTRE

Our first progression course at the end of March was attended by 16 of our RAPS students. This was so popular that a second week was requested for the end of June. Currently our members are progressing through the RAPS system. We have 12 RAPS rigs on the road with more on order.

The aim of the week was, apart from making as many jumps as possible, for each student to receive air-to-air video on at least one of their jumps. Seminars included packing, accuracy, basic relative work, and a general revision of the training course.

Unfortunately the weather did not improve until the end of the week but enthusiasm did not dampen. Rapid progress was made as a result of the extra time spent in the harness and more readily available coaching.

The rate of progression is quite phenomenal at the moment, with people like Bob Bell who has completed the category system up to cat 8 in two months. His wife made a tandem jump two weeks ago, jumped solos the following weekend and now is just about to be cleared for freefall. All in 3 weekends!

Catherine Ritchie, KC to all the club, gained her cat 10 and Sarah Young her cat 8. Our first two RAPS lady graduates.

We have two regular visitors from the Channel Islands. Polly Halstead just about to make her first freefall and Wally Battrick now cat 6. Both have done extremely well despite the difficulties of getting over to the mainland.

Our next progression week is scheduled for August 14th to 18th. We now provide an equipment order list with each course booking form because it is actually taking longer for kit to arrive, than for students to get through the category system. Who said RAPS would not catch on!

Group photo of some of the students on our RAPS week course.



SOUTHERN REGIONAL RELATIVE WORK CHAMPIONSHIPS

Only four teams braved the weather men's forecast, the long journey down the M5 and the holiday traffic to register for the Southern Regional R.W. Championships hosted by the Cornwall Parachute Centre.

Saturday morning greeted the competitors with a warm south westerly blow and a cloud base of 5,000 ft. Spirits though were high and all the teams prepared for the early rounds to have short working times. As the event progressed, the weather improved and normal competition conditions stayed with us until the final deciding dive which was made at 9.20 p.m. leaving the judges a difficult task of studying the videos.

Final placings were announced on Sunday along with the medal presentations being made by our own Tex Banwel. Special thanks to the judges, John Hitchin, Mike Turner, John Haddon and Jim Weir and to Fran Hunter for the video work. Also to the ever cheerful pilots Pete and Taff and finally to John Fisher for hosting the competition which was thoroughly enjoyed by all.

RESULTS: Senior (6 Rounds)

1st Functional Four Play	14
2nd Malc's Moving House	12

RESULTS: Intermediate (4 Rounds)

1st Catch	14
2nd Rejects	6

AM I TEACHING WARP?

This is what you should be asking yourself. I think too many Warp instructors are coming down saying "Did they get it?" "Or was I just going through the motions of getting my Cat 10 again - or even just getting in on the 3 and 4 way stuff?"

Having been involved with RW instruction for some years now, and having seen the birth of Warp, I feel that we are starting to get back to our old ways. Remember the old grab-ass dives you used to do with your mates in the wing war days? Great fun and we still talk about those times.

But now that most people have to pay for their Warp instruction, the instructor has got to get it right. Too many students and instructors still come down wondering whether it really did go to plan? Did I pass that level? Or should I make him do it again? I wonder how many ex-Warp students are thinking, well, I didn't do that but I still got through the Warp programme. What it all boils down to is that some instructors within the Association are not getting it right.

A common mistake is that the instructor usually helps out. Maybe turning 180 degrees to face the student after dive to pin, or spinning the

student back onto his heading after side ins. I thought the Warp manual makes it quite clear what the instructor have to do - even down to pull height.

Then you get the instructor who is trying to teach what he can't really do himself - and the first lesson was falling down the tube. Hence a backsliding instructor, with the student trying his best to shoot sideins and backins.

Skydiving is full of skygods and ego trippers. Its funny how the female student always seems to progress through the system faster than most males. Even when everybody on the drop zone is involved with some form of parachuting, she still manages to find a Warp instructor.

I am by no means the world's best Warp Instructor, but I would like to think that people are trying to get it right, and if you don't know - ASK! Pete Reynolds spent a lot of time putting the Warp manual together, making it simple to teach and easy to follow. Why not spend some more time reading it before blowing another dive and your money?

Dixie
D2896

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Fred Ryland demonstrating a high kicking approach.

Spectators flocked in to see the helicopters and the parachuting.



Dutch Team Captain on a 282 well in control.



You have to hand it to the organisers of this competition, they got it 95% right. Some 250,000 DM of sponsorship, target area in a small park in the middle of town, helicopters supplied by the German Air Force, an Alfa-Romeo as first prize and immense media interest. No wonder thousands of local residents came and PAID to watch.

Take the sport off a DZ and bring it to the spectators and they're interested, calling it the "World-Cup" also helps with the hype. Not all the good teams were here though, a clash of dates kept many away in other parts of Europe. However the Bulgarians did send a full mens and womens team to join the Poles and the Moscow Parachute Club as representatives from the Eastern Bloc.

The target location caused severe difficulties throughout the competition. Trees on two sides effectively stopped the wind direction and strength from registering on the windsock and anemometre, consequently far more maximum scores were in evidence than one would normally expect with a meet of this class.

Eleven day rounds were completed, the night round into the floodlit football stadium was not finished due to winds going over the limits, lack of trees a contributory factor here I think.

Come the end the Poles had won the team prize, the biggest smile of all however went to the Soviet jumper who won the individual. There can't be too many Russian parachutists who own an Alfa-Romeo can there? I'd like to give you his name but the 5% I docked off of the organisers at the beginning was for the lack of result sheets.

Steve Eversfield

A Bulgarian Jumper stalling at about 12 feet, note ripples in undersurface of leading edge as the canopy loses pressure.



STUDENT SKYDIVE '89

Saturday 15th July saw the start of the Northern Student Skydive (mainly static-line!) 'Squad' Tour '89. The 'squad' was composed of 8 present and ex-Durham and Newcastle and University students.

Our tastebuds whetted by the Northern Collegiate Competition in April, the 'squad' decided to 'go international' and boogied over to France - the land of blue skies, light winds and sun. After zooming round the main sites of Paris in our trusty minibus, joining in and adding to the general chaos of the Paris highways by driving up a few one-way streets, the 'squad', surprisingly still intact, sped down to a D.Z. in Chambéry, situated in the French Alps. The centre's situation is fantastic. On two sides there are mountains C5-6000' high) and at the end of the runway, the glistening glacier Lac du Bourget. The centre itself is small, but extremely efficient and well equipped. The atmosphere is very relaxed and friendly with lots of individual attention given to progressing students.

Our stay started with a morning's training on using squares - well, why not temporarily beat the British Progression System? Once all the various safety procedures etc. had been communicated by means of French, English and hand signs, there was a short break for lunch before *les Anglais* (as we were popularly known) headed for the Cessna 207, equipped with their large 9-cell squares.

Our British antics were certainly a focal point of discussion. There were some very strange looks as *les Anglais* made their way to the plane dressed in jeans and boots (for those still lacking confidence in their new equipment). However, there was no comparison to the astonished expression of the instructor Jean-Pierre, as *les Anglais* screamed their heads off on departure - not quite in line with the cool, laid-back French still. Guided in by Giles, everyone to their great surprise and delight not only landed near the pit, but for the most part did a stand up landing.

The next two days saw a lapse in *les Anglais'* style, due partly to a preference to go swimming in the lake, and laze about under the trees drinking tea. However, aided by lots of cheap French wine, we all picked up on our last day. Taking the centre by storm, 5 people got on to freefall, making the squad a more respectful 7 out of 8 freefallers. Tris, after one Dp square was allowed back onto 20s, while I chased an instructor round the sky during what was entitled 'R.W. Instruction'!

Having gained a reputation for disappearing at the crucial moments, on Sunday we did a permanent disappearing act - sad to be leaving, but looking forward to the next stage.

After a couple of days wandering around Switzerland and the Alps, the squad headed to the next target - Lapalisse near Vichy.

Once we had quickly refounded the English village in the wake of an approaching storm, we were most impressed by the fruits of our investigation of the centre. It has a spacious indoor packing area, good training and off weather facilities and accommodation. The equipment was also excellent, with each student allotted a parachute for his exclusive use, and a locker in which to store it and his gear.

Their efficiency, however, took a lot of getting used to! Manifesting, for example, was alarmingly fast - at least for those of us used to hanging about a DZ all day waiting for the wind to drop, or for the manifestor to take pity on us...! As soon as our names were called, we had just enough time to pull on our gear, get checked out and jog off to the plane. Before we had a chance to say 'I wish I'd gone swimming instead' the Pilatus Porter had got us to our various destinations, we'd jumped and had discussed its success (or lack of it!) The centre was extremely efficient and ideal for team training - the French CRW and RW teams were training when we were there for the French Nationals. However, we did prefer the more relaxed atmosphere at Chambéry and missed the scenic, relaxing route that our little Cessna took us.

By the conclusion of our stay, some of the squad had progressed on to 25 second delays, turns and unstables. Others, however, content with their freefall experience, preferred just to be with us in spirit!

After our farewells, we then spent 2½ days reluctantly heading back to the land of mist, low cloud and lots of wind - all the time planning ahead for STUDENT SKYDIVE '90!

Our thanks must go to Claude Camperot at Chambéry and his instructors: Jean-Pierre, Gilles, François and Christophe for their endless patience with *les Anglais*. Also to Pascale, her instructors, and Jean-Pierre who we followed to Lapalisse.

Katja Samuel
C8845

P.S. Maybe Winsten will get his tandem next year!

SOUTH-WEST COLLEGIATE MEET 1989

Darren Tostevin C8618

The annual Hit-and-Run Accuracy/Sunbathing Meet was held at Swansea Parachute Club in ideal conditions - the middle of the July heatwave. The hardest bit was getting everybody there but by lunchtime the first competition lifts were airborne.

Scores were based on times taken from 'Touchdown' to 'Sitdown' - on a chair on the target cross. The classes were: static line, student freefall with aeroconicals, and square accuracy. Only seven people qualified for the last two rounds, making manifesting five man lifts somewhat tricky!

All the freefallers made excellent jumps, despite the fresh winds, making life difficult on rounds. Best jump of the meet was by Julia Full, just a couple of feet short of the chair in the last round to score 2 secs.

Well done the Bristol poly Team, Frank Foley and Andy Jarocki for producing the best in-flight entertainment, proving that anything's possible on a 5 second delay!

The barbecue afterwards proved more of a challenge than the jumping but once it was lit there was plenty of grub, supplied by Sue Howerski, and of course the odd beer!

Many thanks from all of us to Derry and Clive the pilots, Alex - Chief Judge, Tom for despatching all the students and Alun for running a similar meet and upstaging us with so many jumpers - perhaps a few more college clubs could do the same with a bit of organisation?

Finally all the students would like to thank CCI Dave Howerski, full time instructors Tom Cook and Alun Jones, and all the other regulars at the DZ for making the past year such a successful and, above all, safe one for student progression.

Roll on next term!

RESULTS OF THE FINAL TWO ROUNDS:

SQUARE ACCURACY

- | | | |
|--------------------|-------------|---------|
| 1. Darren Tostevin | Bristol Uni | 8 secs |
| 2. Julia Full | Aber Paras | 12 secs |

STATIC LINE

- | | | |
|-------------------|-------------|----------|
| 1. Debbie Bull | Bristol Uni | 140 secs |
| 2. Louise Broktoe | Aber Paras | 183 secs |

FREEFALL ROUNDS

- | | | |
|------------------|--------------|---------|
| 1. Julian Barnes | Aber Paras | 41 secs |
| 2. Frank Foley | Bristol Poly | 52 secs |
| 3. Andy Jarocki | Bristol Poly | 65 secs |

TEAM RESULTS

- | | |
|------------------------|----------|
| 1. Aber Paras | 130 secs |
| 2. Bristol University | 172 secs |
| 3. Bristol Polytechnic | 234 secs |

THANK YOU

Sorry this letter has been a long time coming, but I've been a bit laid up recently!

I should like to express my sincere thanks to the BPA and members for all the support shown to myself and Maggie since my accident in Deland last April.

I have been totally overwhelmed by the number of cards and goodwill messages both from people I know and people I don't. I cannot say thank you enough to the friends who set up the Trust Fund and to all those who have contributed and worked hard at fund raising. The money that has been raised will be a really big help, especially in terms of getting myself mobile again in the near future (and therefore able to visit a DZ?)

Looking forward to seeing everyone again soon.
Cheers, Safe Landings!

BRIAN HUCKER
D3692

BRIAN HUCKER TRUST FUND RAFFLE RESULTS

1st Prize: 7 day holiday for two in Florida Paul Speller

2nd Prize: GQ RAIDER Canopy Jo Todd

Thanks to KRM and Rob Colpus for donating the prizes, and to everyone who bought a ticket. A total of £507.00 was raised.

Amanda Kenny.

BPA OLYMPIC KIT RAFFLE: RESULT

1st (and only) Prize: Complete set of kit M. Baillie

FOR SALE:

Limited number of Red and Blue tracksuits as worn by British team at World Meet in Spain. Only £35 each!

Also available.

Limited Edition "BPA 25th Anniversary" T-Shirts at £6.50 each.

Contact BPA shop for sizes and availability.



I think this sign means 'Beware unstable Base Jumpers'.



**CRKEY! HERE COMES THE
OWNER OF THE MUCK
I JUST LANDED IN**



**TAKING THINGS
ALL ROUND ...**

NOTICE

SAFETY INFORMATION

C.R.W.

There has been a serious accident involving a C.R.W. 'Down Plane' where two jumpers were unable to release themselves from leg locks.

Anyone involved in C.R.W. should take extreme care and be aware that some leg locks could prove difficult or impossible to release.

John Hitchen

I would like to thank Rony and Kate Vervaeet for the excellent way in which the Belgian Herc Boogie was organised this year. The weather might have been better but, everything else was Blue Skies.

My kind regards to all whom I met there; unfortunately I was unable to jump myself, however, the atmosphere and friendliness made up for it.

Blue Skies to you all
Donald Evison-Jowett



*To mark his farewell prior to returning to Oz, Mulholland accompanied his sister, Marguerite, on a jump over Weston. Andy is on the right with Geoff Wood, the tandem master, carrying only half his usual load.
Photo by Pete Harlow.*

BOARD

Copy date for the next magazine is 24th November



From left to right: Dave, Steve, myself, Andy and Simon.

After struggling for the past four years to attain CAT 8 in Hong Kong I decided to take the AFF course in England in August this year. Consequently I arrived at the J.S.P.C. Netheravon at the beginning of August and was warmly welcomed by all the friendly staff, especially Mary the 'tea lady' and Roy the accommodation officer.

Finally with the help and kind assistance from C.C.I. Peter Lambson WO2 R.M. I was able to settle in. Later with his recommendation I transferred to the RN and RM S.P.A. Dunkeswell Airfield, Devon to continue the course.

Dunkeswell Airfield is a small parachuting centre under the command of Sgt Steve Groves (Pilot). He is assisted by instructors Andy Guest, David Payne and Simon who is also the cameraman. They are a highly trained, efficient and well co-ordinated team who work extremely well together.

They create a friendly relaxed atmosphere in which parachuting is taken seriously. No effort is spared to help assist and advise the student and in such lovely country surroundings I was able to relax, concentrate and absorb the detailed instructions which I received from Andy Guest.

I successfully completed the AFF course in three days and am extremely grateful to Peter Lambson for his recommendation. In particular I am extremely grateful to Andy Guest for his expert coaching and for making my success possible.

Finally my sincere thanks to staff at Netheravon and Dunkeswell Airfield for all the help and assistance they gave and for making my course such a friendly and successful event for me to remember.

Jenny Yuen



The same exit being taken at the same time from two different angles. Chris Chadwick and Albert Austin took pictures of each other, plus a few gate-crashers, at this year's Belgian Herc Boogie.

★ CONGRATULATIONS ★ RAY ELLIS

On reaching the magic age of 40 earlier this year! We all hope you will have many happy years of parachuting in the future.

Best wishes from Martin and all the lads and lasses at the Rhine Army Parachute Association.

Sgt Paul Moore
RE Para Team
Old Park Barracks
Dover, Kent
CT16 2HG

0303 49541 Ext 8372

I am trying to write the history of the Royal Engineers' involvement in Sport parachuting from about 1960 onwards, hopefully to be ready for publishing in early 1991.

I particularly need information in the form of press cuttings and photographs from about 1960 up to the present day, especially about the team which were sponsored by Barclays bank, 'The Eagles'. This team I believe was run by Alex Black from his club at Ashford airport.

Any information at all would be a bonus as not a lot seems to have survived the years. All material will of course be returned to the owner as soon as possible.

Regards
Ginger Moore



...THIS IS NOT ONE OF
MY BETTER DAYS.

1989 CHINA 8-WAY SPEED STAR MIX 'N' MATCH COMPETITION

The Cornwall Parachute Centre saw seven teams register for its first 8-Way speed star mix 'n' match competition during the weekend of 13/14 May 1989. The draw having been made, the teams set about some serious dirt diving from the two aircraft, C185 and our own Charlie-X-ray and with Cornwall supplying the best of its weather, the first got underway.

Pressure was on the teams in the latter part of the draw as each of the first four teams built successful speed stars in time and on approaching the second round the competition was wide open. On completion of the competition, only seconds divided the first four placings, the judges having seen excellent skydiving by all participants, especially those taking part in their first 8-Way.

The centre saw 7 SCRs and 3 SCSs presented with all congratulations and celebrations being held at the Polmark Hotel after the sunset beach jumps onto Harlyn Beach. Sincere thanks to Andy Guest and all his members from RN/RM SPA, to the pilots Collette, Ben and Steve for superb formation flying, the judges for good time keeping, Fran's diner for keeping us all fed and watered and to C.C.I. John for his excellent C185 spot at the demo - HOW'S THAT!!!

The last word to all the competitors for making this a most memorable of weekends.

RESULTS

PLACING	TEAM NAME	TOTAL TIME OVER TWO ROUNDS
1st	DORISLESS:	59 Seconds
2nd	SNOW WHITE AND THE SEVEN DWARVES	62 Seconds
3rd	LATE ARRIVALS	64.5 Seconds
4th	TWO GOLDFLOCKS AND THREE BEARS	66 Seconds



Gold medal winners at C.P.C. 8-Way Speed Star.

Air Care

YOU'VE JUMPED THE REST
NOW FLY THE BEST

When you choose your next SKYDIVING SUIT why not consider what makes that suit just right for you. If it's Price, Style, Performance, Fit, Quality, Workmanship, Guarantee and Service. Then AIR CARE has the suit that's right for you.

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BRUNSWICK BUSINESS PARK
LIVERPOOL
L3 4BD

Or you may call: **051 709 4807**
(24 hr. answering service)
Fax. 051 709 2684

LIFE ASSURANCE FOR SKYDIVERS

Why pay excessive premiums because you indulge in our safe and very wonderful sport?

Very reasonable rates available from leading UK insurance companies for all types of life assurance including mortgage related policies.

Details available from:

Life & Financial Consultancy Services Ltd
INDEPENDENT FINANCIAL ADVISORS
Manchester.

Tel: 061 228 7031

CONTACT: JOHN HOWARTH D5702



AMPURIABRAVA

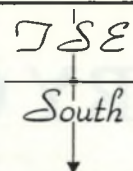
Holiday Apartment

Apartment for rent in quiet, trouble free Ampuriabrava, Spain. Both short term and long term during winter. 1/2 mile to beach and private airfield. Sleeps 6 persons, 2 bedrooms, large lounge, fitted kitchen, bathroom, laundry room.

Recreational Interests: sandy beach, parasailing and parasailing, boating, skiing, aquaducts, bird sanctuary, naturist beach, Dali museum, casinos, discos, waterworld theme park etc.

VERY CHEAP RATES

For early bookings, phone Danny on:
01-2082577 (after 6 p.m.)



PRICE LIST

American TEVA sandals	£17.00
(black, red, navy & royal blue)	
All leather gloves - with cuff	£15.40
(royal blue, black and grey)	
Clear kroop goggles	£4.15
(red, pink, blue, white, black, brown yellow and green rims)	
Pro-tec helmets	£22.00
(pink, powder & royal blue, black white, yellow, lilac and red)	
TSE South 'T' shirt	£6.49
Rubber stamps with wooden handles :-	
RW Men - chaser style rig	£2.50
RW Men - Zerox style rig	£2.50
Aeroplanes - Skyvan	£3.50
Aeroplanes - Cessna 206	£3.50
Hop'n'pop	£3.50
Ink pad	£1.00

Special Offer

Padded wallet including 1 RW stampman, 1 aeroplane stamp and ink pad only	£8.50
Delux padded logbook holder	£10.50
Hard backed RW log book	£5.68
Padded packing mat	£8.50
Cheque book organiser	£8.43
Cheque book holder	£3.25
Organiser	£7.72
Wallet	£5.50

The above are all padded with credit card holders

All available mail order by sending cheques or postal orders made payable TSE South to 21 Arran Court Gilligan Close, Horsham, W. Sussex. Tel: 0403 51120

Please include the following for postage:
Orders up to £25 allow £1.50 postage
Orders £25 to £50 allow £2.00 postage
Orders over £50 allow £2.50

1989 Perris Valley Skydiving Events Schedule

October 7th - 8th	Second Annual "Square One" 16-Way Competition
October 28th	Halloween Party. \$14 skydives all weekend. Free beer, DJ and a costume party with PRIZES!
November 10th	All veterans & Active Duty skydive for \$11 from 12,500 feet! VETERANS' DAY
November 18th - 26th November 18th - 21st November 25th & 26th	THANKSGIVING SUPER BOOGIE Fall Relative Work Training Camp Fourth Annual 20-Way Speed Star Competition
December 16th - January 1st	CHRISTMAS/NEW YEAR'S HOLIDAY CELEBRATION (Free Registration - FREE Christmas Dinner)

1990

April 14th - 22nd	EASTER BOOGIE
May 18th - 23rd	Spring Relative Work Training Camp
May 24th - 28th	MEMORIAL DAY JUMPFEST (Free Registration)

Our facilities include Square One Parachute Sales and Service; the Bombshelter Bar and SnackBar; two bunkhouses that can accommodate 26 people; a swimming pool; hot showers and a free camping area.

PERRIS VALLEY SKYDIVING CENTRE 2091 Goetz Road P.O. Box 866 Perris, CA 92370 USA
Phone (714) 657-9576

DIARY OF EVENTS

DATE	EVENTS	LOCATION
4-5 November	LAUNCH & ACCURACY MEET	Headcorn
13 January	Annual General Meeting	Penguin Hotel Leicester

INTERNATIONAL

28-29 October	Halloween Boogie	Phoenix Z-Hills
5-11 November	Fall RW Training Camp	Phoenix Z-Hills
16-27 November	21st Annual Turkey Meet	Phoenix Z-Hills
9 Dec-7 Jan (90)	Christmas Boogie	Phoenix Z-Hills
16 Dec-7 Jan (90)	Christmas Boogie-Paranavidad '90	Ampuriabrava
3-9 February (90)	Paraski-Canada Winterlude World Cup	
10-13 February (90)	C.I.P. MEETING	Rome
23-25 March (90)	4th European Mountain Parachuting Trophy	Isola, France
25-31 March (90)	Spring RW Training Camp	Phoenix Z-Hills
1-12 April (90)	3rd World CRW Championships	Changmai, Thailand
2-22 April (90)	25th Annual Easter Boogie	Phoenix Z-Hills
2-22 April (90)	"5th Annual Speed 40-Way"	Phoenix Z-Hills
23-30 April (90)	1st World POPS Meet	Albury, NSW, Australia

COURSES

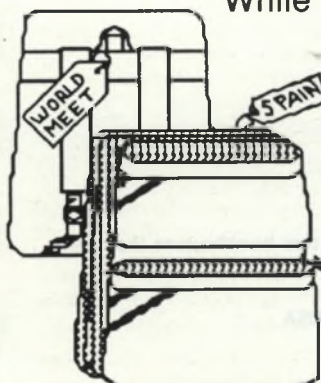
13-17 November	P.I./Adv. Instructor Course 4-89	Swansea
20-24 November	Exam/Pre-Adv Instructor Course 4-89	Swansea
12 January (90)	Instructors' Convention	Pengun Hotel, Leicester
5-9 February (90)	P.I./Adv Instructor Course 1-89	Netheravon
12-16 February (90)	Exam/Pre Adv. Instructor 1-89	Netheravon
14-18 May (90)	P.I./Adv. Instructor Course 2-89	Sibson
21-25 May (90)	Exam/Pre-Adv. Instructor Course 2-89	Sibson

Tel: 0622 890967

Fax: 0622 891236



SYMBIOSIS SUITS



While Rob & I are away training for the World Championships, Symbi Suits will carry on as usual, under the management of Debbie (Allum). Any queries or problems please give her a ring.

Thanks for all your encouragement and understanding so far, we hope to do you proud in September.



**THE BRITISH PARACHUTE ASSOCIATION LTD
ANNUAL GENERAL MEETING**

Notice is hereby given that the
**TWENTY-THIRD
ANNUAL GENERAL MEETING**

of the Association will be held at
The Penguin Hotel
Humberstone Gate
Leicester

On Saturday 13th January 1990, at 11.30 a.m.

AGENDA

1. To consider, and adopt if approved, the Report of the Chairman of the Council.
2. To fix subscriptions payable by Members for the ensuing year.
3. To discuss any Special Business.
4. To announce the election results of the 1990 Council.

Dated the 3rd Day of October,
One Thousand Nine Hundred and Eighty Nine.

For and on behalf of the Council of the B.P.A.

A.K. Butler
Joint National Coach and Safety Officer

NOTE: Members are reminded that under article 30 of the Articles of Association only such business as is notified to the BPA Office in writing at least 30 days prior to the date of the meeting can be included under item 3 - Special Business.

Accommodation at the Penguin Hotel for Friday and/or Saturday should be booked directly with the hotel:
Telephone Leicester (0533) 20471 Telex 341460

ELECTION OF COUNCIL: Ballot papers will be sent to full Members of the Association by the Electoral Reform Society in due course.

DINNER DANCE: 13th January 1990.

**BRITISH PARACHUTE ASSOCIATION
DINNER DANCE**

The 1990 Annual Dinner Dance of the British Parachute Association will be held on SATURDAY 13th January, 1990, 7.30 p.m. for 8.00 p.m.

MENU

Cream of Mushroom and Walnut Soup



TARRAGON CHICKEN

A Supreme of Chicken, Shallow Fried
with Onion, served in a Cream and Tarragon Sauce
Vegetables and Potatoes in Season



Bavarian Raspberry Torte



Coffee with Cream
Mint Wafers



TICKET PRICE £12.00

Tickets available from the BPA Office

The disco will be open to all Membership free of charge. Members will not be admitted to the disco until after Diners have finished their meal, approximately 11.00 p.m.

**THIS SPACE
COULD BE WORKING
FOR YOU!**



**For Advertising information,
Contact Tony Lewis
0264 334462**

OWNBASE

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OwnBase produces a bi-monthly Newsletter, which offers a vital means of contact for an otherwise isolated home-based workforce. One free copy of the Newsletter can be ordered, simply by writing direct to the OwnBase Association.

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To receive your free copy of the Newsletter whilst stocks last, please write direct to
OwnBase, 56 London Road, Milborne Port, Dorset. DT9 5DW.

BRITISH PARACHUTE ASSOCIATION

AFFILIATED CLUBS AND CENTRES



A1 SKYDIVING CENTRE

Operators of 'Willard' Otter, 20 place turbine with unrestricted altitude to 12,000 feet. Static Line AFF/Tandem & RAPS (Static Line square) courses for beginners. WARP/Load Organisers and good vibes for experienced skydivers. The U.K.'s most progressive DZ invites YOU to come and 'SKYDIVE WILLARD'!

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

BLACK KNIGHTS PARACHUTE CENTRE

Weekend 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 afternoons/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 Areodrome, Bridlington
East Yorkshire
Tel: 0262 677367

CORNWALL PARACHUTE CENTRE

Is about people enjoying themselves, safely, 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.O. 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 7PH
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.

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: 0633 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 C206's. 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 R/W 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

NORTHERN IRELAND SERVICES FREE FALL CLUB

S. Sgt. T. Andrewes,
N.I.S.F.F.C.,
Shackleton Barracks,
B.F.P.O. 802
Tel: 0504 763221 Ext. 36472

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

OXON & NORTHANTS PARACHUTE CENTRE

Situated off A422 between Banbury and Brackley. Open every weekend, midweek evenings during B.S.T. months. Beginners S/L courses, radios, freefall progression, kit hire. Cessna 180 (inflight door) always available. Friendly atmosphere, visitors very welcome, no membership fee.

Oxon & Northants Parachute Centre
Hinton-in-the-Hedges Airfield,
Steane. Nr. Brackley, Northants
Contact: Mike Bolton,
85 Oak Park Road,
Wordsley, Stourbridge,
W. Midlands. DY8 5YJ
Tel: 0384 393373

PETERBOROUGH PARACHUTE CENTRE

Full time centre. Shorts Skyvan, RW instruction. Ground to Air and Air Video, unrestricted altitude, accommodation, free camping, bar, food, AFF, tandem. Eighteen years unrivalled experience.

Peterborough Parachute Centre
Sibson Airfield, Wansford
Peterborough
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RN & RM SPA

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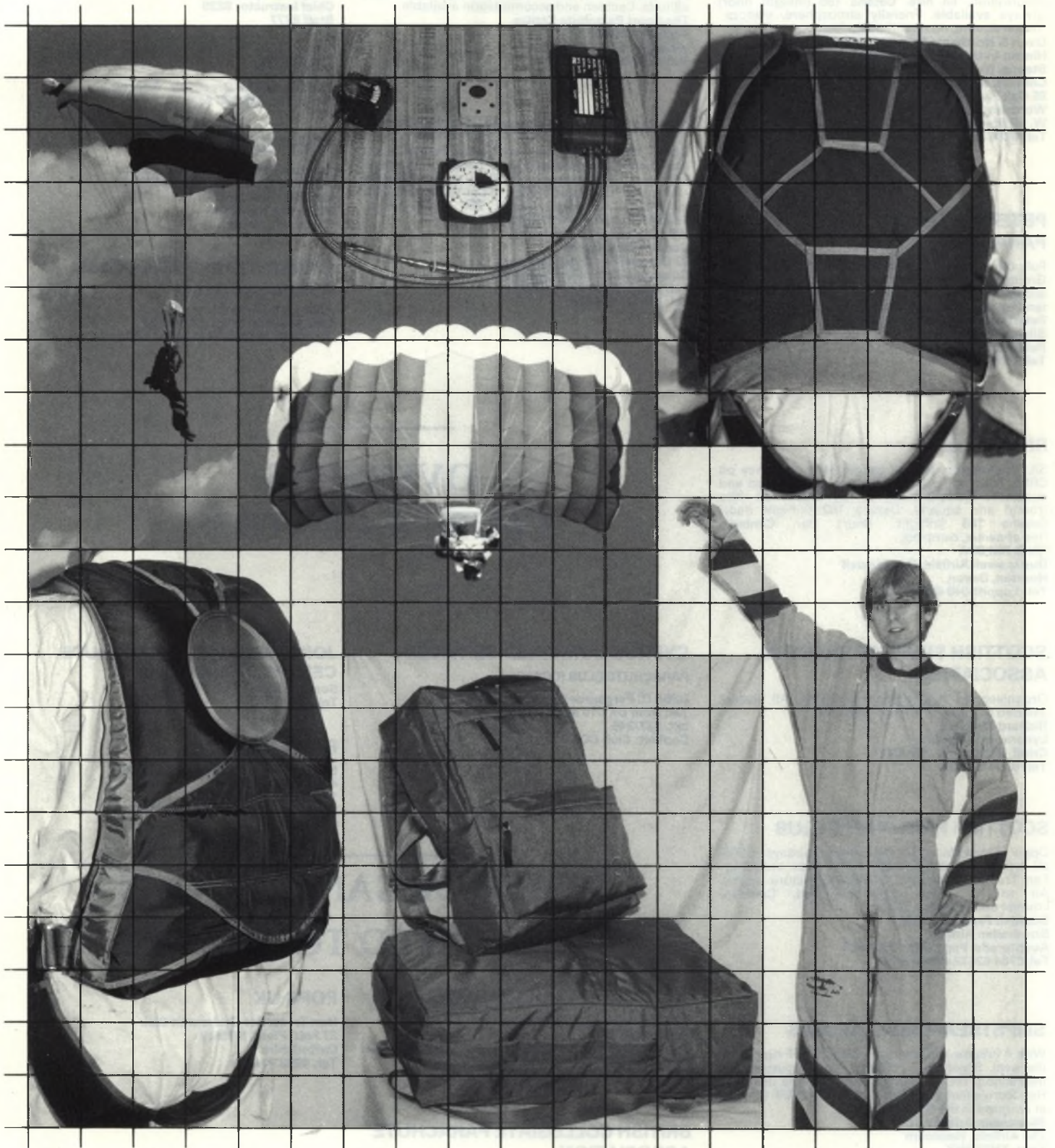
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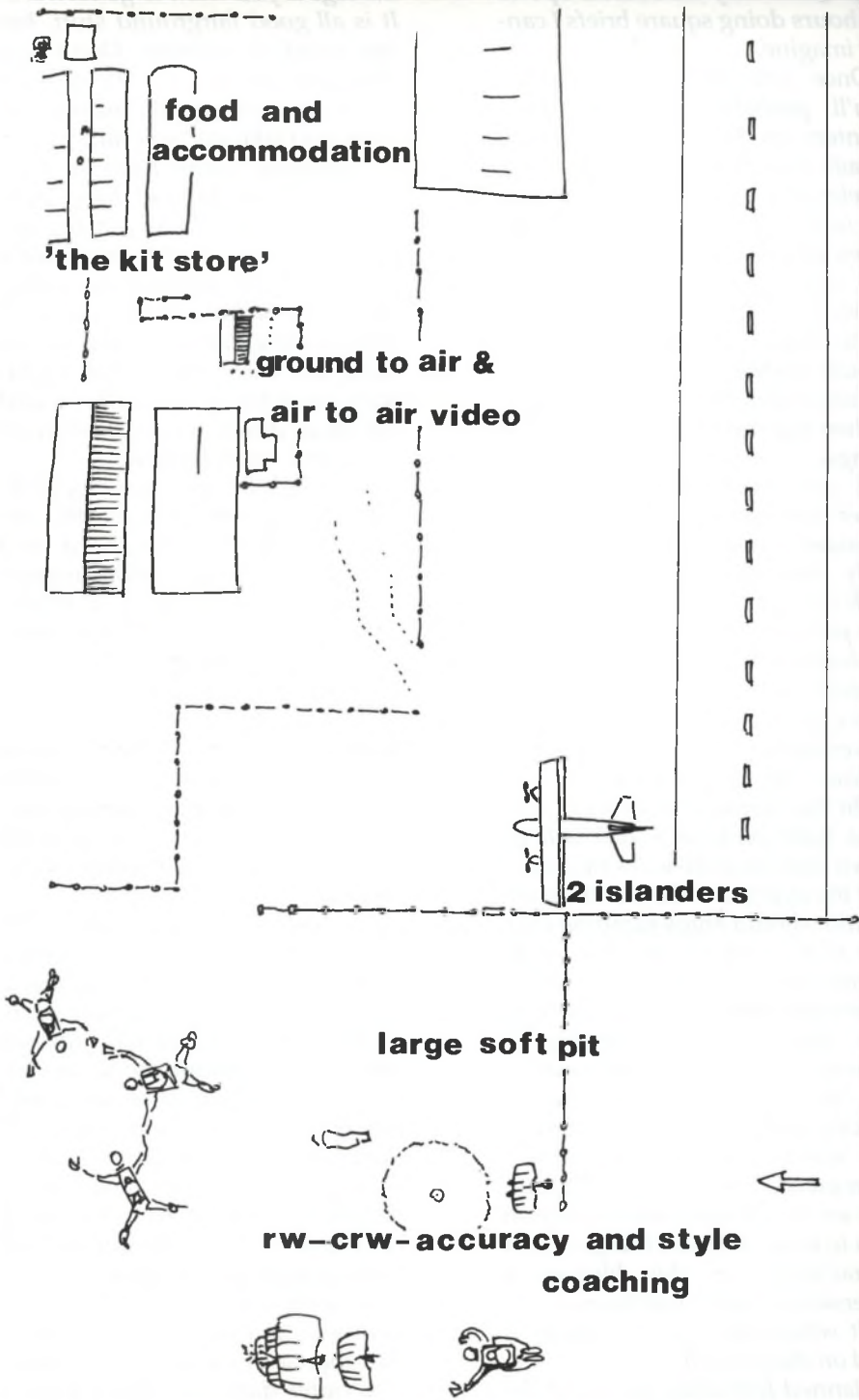


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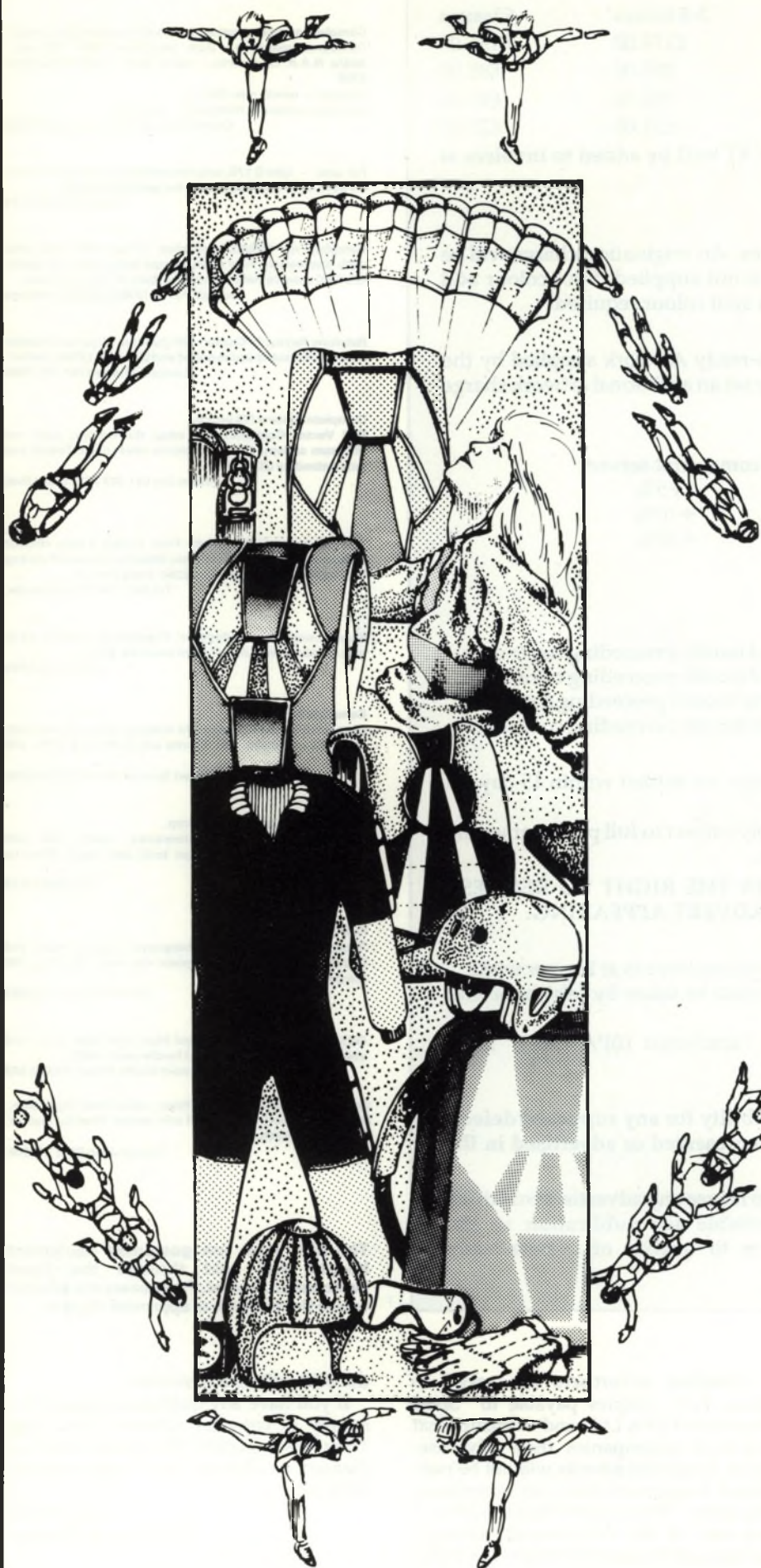
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SPORT PARACHUTIST ADVERTISING RATES

As effective from 1st October 1989

● Black & White	1 Issue	3-5 Issues	6 Issues
Full Page	£182.00	£173.00	£155.00
Half Page	£100.00	£95.00	£85.00
Quarter Page	£55.00	£52.00	£47.00
Eighth Page	£32.00	£31.00	£27.00

Prices shown are exclusive of VAT. VAT will be added to invoices at 15%.

● COLOUR

Add £200.00 to Black and White rates. An origination charge will be added if colour separated artwork is not supplied. Spot colour add 20% to black and white rate for each spot colour required.

● COPY

Advert rates quoted are for Camera-ready Artwork supplied by the advertiser. Where adverts have to be set an additional artwork charge will be included on the invoice.

● SPECIAL POSITION

Advance booking is required. First come, first served.

Inside back cover	+5%
Page 1	+10%
Back cover (colour only)	+30%

● INSERTS

£40.00 per 1000 A4 size.

● DEADLINES

Space	5th of month preceeding cover date.
Cancellations	5th of month preceeding cover date.
Camera-ready Artwork	12th of month preceeding cover date.
Copy requiring Artwork	7th of month preceeding cover date.

● DISCOUNTS

15% early payment discount if invoices are settled within 15 days of invoice date.

Repeat advert discount will only apply subject to full payment within 30 days of booking advertising space.

● SPORT PARACHUTIST RESERVES THE RIGHT TO REQUEST FULL PAYMENT PRIOR TO ANY ADVERT APPEARING.

● CLASSIFIED ADVERTS

£5.00 for a minimum of 40 words. Additional words at 10p per word.

Please note that classified adverts cannot be taken by telephone and must be pre-paid.

Cheques made payable to "Sport Parachutist (BPA Ltd.)" must accompany the advert.

Sport Parachutist accept no responsibility for any supposed defects in the goods, services or practices represented or advertised in the magazine.

Sport Parachutist reserves the right to refuse any advertisement which they consider misleading or unsuitable for publication in the magazine, due either to content or to quality of camera-ready artwork supplied.

Published above are the new advertising rates for the Sport Parachutist magazine. They take effect from this issue of the magazine and will remain in effect until the August issue in 1990. A rate card will be sent to you on request and regular advertisers are also requested to advise the Commercial Manager, Tony Lewis, of their requirements for the coming year.

Classified advertisers are asked to make their cheques payable to "Sport Parachutist BPA Ltd" and to ensure that payment accompanies their advertisement. Classified adverts will not be published if payment does not accompany the order. Please ensure that the adverts are sent to the Commercial Manager, address on the contents page, and not to

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Contact Howard 081 781 7366

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Contact Jean 0302 745870

The BPA does not guarantee equipment bought and sold through the Sport Parachutist Journal. Purchasers are advised to use the services of approved riggers.

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If you have any queries as regards the supply of copy for adverts please ring Tony Lewis on 0264 334462 and he will be pleased to discuss your requirements with you.

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Commercial Manager

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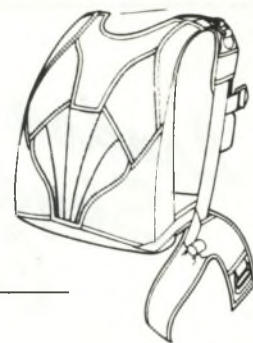
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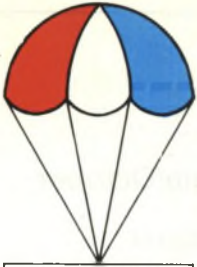
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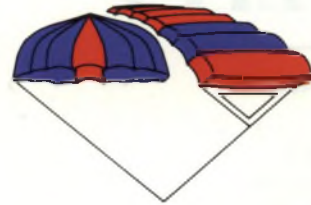
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