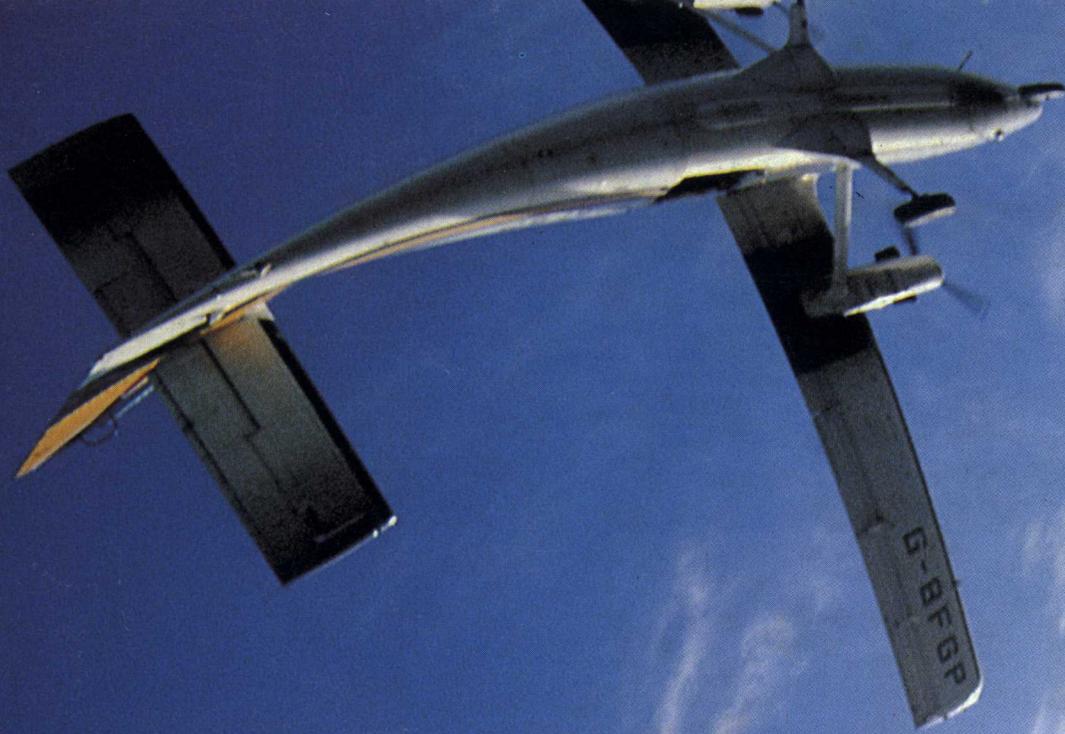


# Sport Parachutist

February 1991



# THOMAS

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

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Leather Chaser with Firelite Reserve and Maverick Main

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# Sport Parachutist

JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION  
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# Contents

## REGULAR FEATURES

- Correspondence** · *Erudite eruptions and miscellaneous missives from pen pushing punters.* ..... pages 9, 10, 12
- News and Events** · *Is it to be Moscow or Tanzania, Langar or Verona? This is the section to help you plan your holidays for this year; and also keep you up-to-date with the latest confirmed rumours.* ..... pages 4, 5
- Clubs and Centres** · *Um..clubs and centres.* . . . pages 38, 39
- Club Corner** · *SP checks out the people, the facilities and the atmosphere at London Skydiving Centre, Cranfield.* ..... page 23
- POPS Corner** · *AKA 'Wrinklies Review' by new Hon. Sec. Michael Allum.* ..... page 22
- Interview** · *In which the Editor gets to ask some boring questions and Jim Crocker answers them interestingly.* ..... pages 16, 17
- DZ's around the world** · *GV Roberts visits JSPC Hong Kong and the Peoples Republic of China.* ..... page 26

## REVIEWS

- Book Review** · *Steve Eversfield gets involved in cocaine smuggling with 'Cowboys Caravan' by Robert L. Williams.* ..... page 40
- Video Review** · *Back to Basics · The BPA/SWARD WARP videos. Pete Reynolds instructs. OS reviews.* .... page 44

## READERS WRITE

- Back to Front** · *Ray Ellis explains how to get to the front of the plane if you want to become a jump pilot.* ..... pages 30, 31
- Don't Hesitate** · *Bill Dause reminds us about our emergency procedures.* ..... page 36
- Why do you do it** · *Questions and suggestions on skydivers motives...from Chris Stone.* ..... page 34
- UK CRW** · *Ian Marshall proposes some urgent treatment for a discipline in a poorly state.* ..... pages 42, 43
- APDO** · *David Turner puts the case for the Professional Drop Zone Operators.* ..... page 6

## SPECIAL FEATURES

- New Age Ram-Airs** · *Rob Colpus surveys the new generation of high performance ram-airs that will be the rage this year.* ..... pages 27, 28, 29
- 1991 AGM** · *Chaimans report. Jim Crocker signs out after many years at the top.* ..... pages 13, 14, 15
- The Dedicated Dozen** · *No need to wonder who Council is. Here are the Tremendous Twelve, described in their own words and pictured by the shaky hand of SP staff cameraman.* ..... pages 20, 21

## PHOTOS

- Centre Spread** · *A Snapper snapped by Sward.* ..... pages 24, 25
- AGM Pictures** · *The staff cameraman (i.e. Ed.) learns to drive an automatic autozoom 35mm SLR Canon EOS 600 with autofocus infrared flash and self removing lens-cap.....and still fails to get any decent pictures.* ..... pages 18, 19

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Cover Photo: Sharon Wrights second consecutive appearance on the cover. Last seen from behind leaving a balloon after a hang glider. Here is what she looks like from the front. Photo: Simon Ward.

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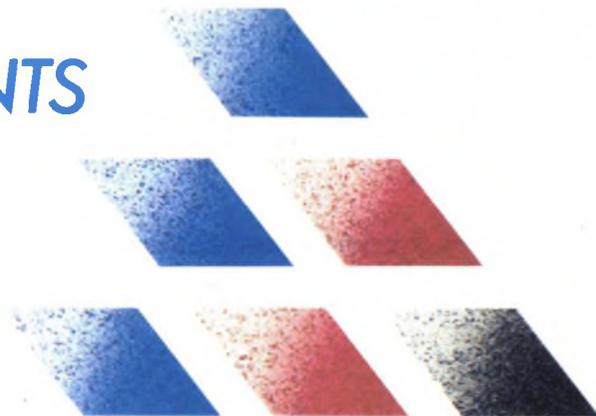
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# NEWS & EVENTS



## New World Record Attempts

There are likely to be at least two attempts on the world large formation record, in the USA this year. On the 20th February an attempt to raise the record to 150 will take place at Deland and there is likely to be one in Z Hills shortly thereafter. News and pictures will be published in the next issue of Sport Parachutist.

## British Record Attempt:

An attempt to break the British RW record is in the early stages of planning. No date has been announced yet but if you are interested in being considered, contact Pete Marsden for a registration form at:

**The Boogie Club**  
3 Cheltenham Close,  
NEW MALDEN  
Surrey KT3 3HG

## INVITATION FROM MOSCOW

Two big skydiving events will be taking place in Moscow this year. A ten day Boogie, 'Moscow Boogie 91', will take place at the beginning of July, which will be followed immediately by the Moscow Parachuting Cup '91 (accuracy and 4 way RW).

If you fancy a trip to the USSR now that the iron curtain has lifted, contact V. Gourbunov at the Moscow Parachute Club.

**Address: 12 Kasmirskaya Street**

**Moscow USSR 115230**

**Telephone: 095 111 4475**

**Fax: 095 200 2265**

**Telex: 412151 Input**

## FROM THAILAND

Teams are invited to participate in, wait for it, The XXth Thailand Armed Forces, Police Department and International Parachuting Championships.

This will take place in Pattaya from 20th to 30th April 1991. Events will be: Mens and womens accuracy, 4-way sequential RW and CRW - 4 way rotations. Entry forms must reach the organiser not later than 25th Feb 1991. Send a stamped SAE to the Editor or BPA office for a photocopy of the entry form.

## Freestyle Video Competition: 1991 British Open

UKs first open freestyle competition is to be held at Langar from 25th-27th May. Teams will comprise a video person and 'freestyler'. There will be two jumps per round, each team deciding which one to be judged. Judging will be done on the 1st 45 seconds of the dive and the routine must include a T, a Daffy and Multiple loop that finishes in the same position as it started.

Competitors will be scored on the compulsory moves, artistic merit and technical merit. For a full set of rules and entry details, contact Jeff Lewis at:

**1 Hillview, Chilcompton Road,**  
**Midsomer Norton,**  
**Avon BA3 2NH**

## Third Northern Collegiate Parachute Competition.

The above event will be taking place at the Merlin Parachute Club, Topcliffe on the 4-6 May 1991. The competition will take place over three rounds, and consist of 2 main events; Accuracy and R.W.

Accuracy 3 experience levels:- static line, student freefall and square. Round canopies will compete in 'HIT' and 'RUN'. Square accuracy is into the pit.

R.W. is a 3 way Speed star event. This event is also open to those who have graduated from college in the last 3 years, if they can provide proof of such (copies of degree certs, etc.).

There will be trophies for each category and the Challenge Trophy will go to the best overall college/university performance. To enter contact Nicola Richardson at the address below by the 24th April.

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## FROM EUROPE

THE X SUD-OST PARACUP 1991 (Classics) will be taking place at Trieben Airport, Austria from 17 - 25th Aug (the site for the 1992 WPC in classics). Trieben Airport is 100km north-west of Graz. The event is being organised by the Austrian Aeroclub. Registration Fee is DM 580 (480 accuracy only), entries need to be in by May 31st. Write to:

1 Osterreichischer,  
Fallschirmspringerclub Graz,  
P.O.Box 27,  
A-8011 Graz, Austria.  
Tel: 0316 293001 Fax: 0316 291569

In Verona, the XIII Trofeo 'Crittia di Verona', will be held from the 2nd to 5th May. It is an International Accuracy Competition for teams of five, over 10 rounds. Registration costs 1,000,000 lira for the team and applications must arrive by 31st March. Contact:

Alberto Bauchal,  
Scuola Regionale Di Paracadutismo  
'Pino Minelli',  
Aeroporto Boscomantico,  
37139 Verona.

### British Fatality at Z-Hills

A British skydiver, Denise Lyall, died at Z-Hills on the 23rd December 1990. Observers say that the cause was probably a loss of altitude awareness; preliminary reports suggest that no obvious reason was found for failure of either parachute to deploy. Denise was seen from the ground to make repeated attempts to deploy her pull out, before going for her reserve, sadly she was unable to deploy it in time.

## STOP PRESS STOP PRESS

### KENYA BOOGIE CHANGE

The Kenyan Boogie who's advert included the immortal phrase..... "Discover skydiving is possible without any stress or politics" has had to change location to Tanzania after some administrative stress and political problems (see Correspondence page). It looks as if it will go ahead now. For details contact:

Kenya Boogie  
N.Z. Voorburgwal 130  
1012 SH Amsterdam, Netherlands  
Tel & Fax: 31 20 262713

## STOP PRESS STOP PRESS

### BPA ANNUAL LOTTERY 1991 PRIZEWINNERS

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69918	J.G. Peck .....	£10

Special Draw for the seller of a complete book of tickets G.M. Webber ..... £500

## EDITORIAL

Happy new year, happy new editor. Well...sort of happy, I would have been happier if the post had become vacant in a less controversial manner. Some positive things have come of the saga though. Parachutists for some reason are quite averse to putting pen to paper, but on this occasion many jumpers were moved to write in and express their opinions; the magazine, and the 'Eversfield style' became the hot topic of conversation for quite a while. There was a lot of support for Steve's robust style of journalism, and I was able to get a good idea of the sort of mag the members wish to see.

Council have also given me a good idea of how they would like SP handled so I am in the lucky position of knowing what everybody wants - all I've got to do is provide it! That's the tricky part and I intend to delegate as much of it as I can. So I will start off my stint with the usual editor's exhortations to the members to lick their quills, buy a biro or procure a pen and dip their nibs. The more technically minded can reach for the typewriter, get their fingers out and get them stuck into, (or if your aim is like mine - in between) the keys. If you have a wordprocessor, well what did you get it for?? Get a diskette out, write SP on it, switch the machine on, rattle them keys and start processing words.

Having said all that, this will be the last time I use the pages of SP to bully members into writing. It doesn't work. Besides bullying is much more fun if done in person, so I will be turning up at DZs to back up my requests with some wrist twisting, bribery, and blackmail.

I hope that not too many jumpers share the view of one chap I met at the AGM, who thought he couldn't write to the mag because he wasn't yet a 'D' license jumper; or another, non-jumper, who had some interesting things to say about jumping but thought his article would be binned because he was not a BPA member. Anyone and everyone can write to, or for, the mag. The worst that can happen is your contribution gets turned down. Furthermore if you will make the effort, I hereby solemnly pledge to personally acknowledge receipt of all photos and articles, and if they are not used, explain why. There, now I've dropped myself in it.

I'd like now to say 'thank you' to the people who have offered me congrats and expressed their confidence that I will do a good job; I just wish you could have said it without the 'rather-you-than-me' expressions. I felt as if I was departing for the Gulf, and I still wonder just what it is you know that I don't...yet.

Talking about the Gulf, copies of this issue will be going out there, we hope to get copies to all parachutists in the region. I am sure that all members will join me in sending their support and wishes for a speedy and successful conclusion to the war. I sincerely hope that by the time I sit down to write my next editorial the war will have been long finished.

Even before the war started, this year was beginning to look a bit nasty. The recession is official, interest rates are painfully high, unemployment rising, and there is the financial burden of at least three more reserve repacks, a new pair of trainers and the new jumpsuit I shall have to buy if I'm going to look cool and trendy like an editor should. If you are like me you will just want to get away from it all and spend a good few days jumping - but you can't afford the jump tickets let alone the thermal lined gloves and warmwear. So you sit at home get a few cans in and turn on the box to watch more bad news.

I think the economic climate is also partly to blame for the BPA/APDO/Military disagreements which have resurfaced. It is a complex debate and I'm sure it will drag on before it is settled. I would urge all members to find out facts, ignore rumours and speculation and let your views be heard.

I have supplied a photo to give you an idea of what I look like, I think it shows my best features. You should now be able to recognise me when I show up at your DZ - if you do, mine's a Guinness thanks.

Read on!



## Association of Professional Dropzone Operators



I sense that rumour control is about to get out of hand, so I write to you in order that some of the stories surrounding the recent actions taken by APDO in an attempt to lobby for restrictions to be placed on the activities of military parachuting establishments operating in the civilian sector may be put into their proper context.

Since the heady days of the mid 1980's when around 45,000 first jump students were trained at BPA Drop Zones each year, we have seen a marked decline both in the purchase of training courses and in the number of active regular jumpers, which incidentally peaked at 5,177 in 1987. The trend basically equates to a substantial fall in the amount of money in real terms flowing into the 'business of parachuting'. The whole 'business' is of course comparatively very small, as I'm sure members will realise, and as it is not in any part supported by major corporate or institutional wealth, it is very susceptible to even the smallest changes in the climate (physical or economic), legislation, and to the jaundiced attacks of local and tabloid national press.

Recently we have seen new burdens on civilian DZ operators. The introduction of the Uniform Business Rate has brought additional financial pressure, and this, allied to uncertainty over aviation fuel prices, and a prolonged period of high interest rates has caused some centre owners to be close to, if not already, going out of business. In many cases operating a parachute centre does not look on paper to be at all a worth while activity, and I believe that some centres have only continued as a result of the enthusiasm of the operator for our 'sport', rather than through any perception that they might one day make a substantial profit.

When things were 'on the up' the fact that some military parachuting establishments were operating upon the same lines as civilian centres at weekends did not create too much of a problem. Military centres also enjoyed a period of growth, with some moving up to turbine operation, and others being able to exchange their singles for twin engine aircraft. They have provided many civilian BPA members with an excellent service at very low cost, and for that we must thank them.

However, times are now harder, and some civilian centres are finding it impossible to compete with military centres because they have the advantage in some cases of cheap or even free aviation fuel, no staff wages to pay, and no Uniform Business Rate. If things continue as they are, all but those civilian centres which are geographically distant from military facilities will be forced out of business as skydivers continue to polarise around Netheravon, Weston, and Dukeswell.

We should though have no doubts, it would take only a stroke of the pen during a round of defence cuts by this government, or perhaps a change of government at a forthcoming General Election to close those military centres to civilian parachutists overnight, leaving BPA members little choice in where to jump. They would find poor and under developed facilities at the civilian centres which remain, because in recent years those centre have been, on the whole, starved of the income needed to fund investment in development and expansion. Short of one or two centres such as Sibson, Headcorn and maybe Cranfield, all of which are already very busy and which would immediately become overcrowded, you would probably have the choice of spending your weekend in either France or Spain if your target was to make three jumps or more a day. And as sure as eggs are eggs, once a DZ closes down in this country it will never be allowed to open up again, leaving no chance at all of resurrecting centres which have been lost.

In the recent past, March of 1988 to be precise, APDO made a gentlemen agreement with the APA to restrict military involvement in civilian parachuting. For reasons unknown to me this agreement seems to have failed, and civilian centres now find themselves in full blown competition with expanding military centres who, recruit first jump students from colleges and other civilian sources, hire their aircraft out to civilian display teams and film companies, offer experienced jumping at rates below true cost, and generally operate without restriction, as a civilian business would given the same resources. It is as if the RAF ran summer charter flights to Spain, the Navy ferries to France, and REME a road side break down service on the Motorways, but all at cut price rates, and with little or no care as to the effects of their activities upon the established civilian businesses which previously provided those services.

APDO do not want to spoil anybodys fun, in fact quite the opposite. Our aim is to work to ensure that skydiving in this country has a solid foundation, by making sure that we retain sufficient drop zones to serve the BPA through the 90's and into the third millennium.

History has shown us on many occasions that the sacrifice of long term objectives for short term gain is a mistake which is always regretted and which cannot be rectified later. If I put my 'skydivers hat on', of course it's great to take advantage of the cheap and excellent facilities available today at military centres, and I guess that as jumpers we tend to think of 'jam today' and don't really care to worry about tomorrow.

After all, when was the last time you volunteered to go to the dentist, especially when nothing hurts and you can't see what immediate good it is going to do you, and even worse when you have to pay for the treatment. In reality though, we all know that if we avoid the dentist for long enough the pain and inconvenience caused by the subsequent loss of the tooth is going to be a lot worse than a filling would ever have been.

Here, I'm afraid that APDO have unfortunately been cast in the role of the dentist, and although we're wearing the white coats of the good guys, we probably aren't going to win a fair share of the popular vote.

I hope that all BPA members can see from this brief insight that the issue is both important and complex, and that it's going to be very difficult if not impossible for some parties to accept the outcome of this debate. But to civilian and military skydivers alike, I say please look long and hard at what is happening to our Drop Zones, and please support your local civilian parachute centre, one day it may be the only one you've got left!

We wish everyone a super years jumping throughout 1991.

David Turner  
Hon. Sec. APDO





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# CORRESPONDENCE



## THE CRACOW AEROCLUBS ASSOCIATION FOR PARACHUTING DEVELOPMENT

Dear Friends,

We are the Association which was established in March this year, within our Parachute Section of Cracow Aeroclub. Our main aim is to save the Section which is 38 years old from falling apart.

Last year we Poles gained independence and democracy. These changes, however, have resulted in the introduction of the fees that have to be paid for jumps. Until now the jumps were free of charge since they were financed from the State Budget. The price of one jump is as much as 10% of our monthly wages and the price of the equipment is much higher than our average annual income. These two factors make us think about giving up this wonderful, beloved by us sport.

Right now one can notice that the interest in practising it is getting smaller and smaller.

We, skydivers do not surrender without fight! We have undertaken a wide range of various attempts which may bring positive results next year. To make these plans carry out it is capital which is necessary and most of all - time.

There is a proverb known by the skydivers: "There are no strangers among us, there are only friends you have not met so far".

With this notion in mind, we, the Cracow skydivers ask you, unknown friends, for help which could let us go through this year.

We are willing to accept any kind of help: financial support, the possibility of training in your country, second-hand parachute equipment, advertising material, magazines, books, films and other things which would allow us to make jumps and carry out the training programmes. Every one even symbolic gift would be of great importance for us, because it would be a testimony that we are not left alone with our problems and would mean that we have friends we can rely on.

We would like you to make this appeal known to the members of your club and Federation.

Blue Skies

The Chairman of the Parachute Section of the Cracow Aeroclub  
Roman Sendor

The Chairman of the Association for Parachuting Development  
Krzysztof Janus

The Chairman of the Independent Trade Unions "SOLIDARNOSC" of the Aeroklub  
Stanislaw Piekarczyk

Sekcja Spadochronowa Aeroklubu  
Krakowskiego, 30-969 Krakow,  
Al. Planu 6-cio letniego 17  
POLAND

Bank Account:  
PBK III Oddzial Krakow, 373407-5164-132 "Na  
Sekcje Spadochronowa".

Dear Sir,

Having attended my first boogie, I would like to thank all the staff of the Xmas boogie in Ampuriabrava for making it a great time.

While I was attending the boogie, I was astonished at some of the canopy control, especially by some of the continental jumpers. Showing total lack of awareness of anyone else around them. This may be a reflection of the failure of authorities in each country to recognise canopy control as an integral part of skydiving, at every level of the sport. Canopy control is becoming even more important with the new high performance canopies such as Blue Tracks, Excaliburs etc. The canopies themselves are not dangerous at all, it is the person under them who is dangerous.

The BPA is not without blame, in this country there has been little emphasis placed on CRW with no structured progression system adopted by the BPA. The CP progression system was flashed around at one point but it was either adopted and not publicised, or dropped. The operations manual makes little or no mention of CRW. Whatever people think, CRW is a part of the sport which is here to stay and should be treated as such.

A structured program should be adopted and run in a similar way to the WARP system, and cat 9 and 10 be suffixed with CRW and RW respectively showing a level of proficiency in each discipline.

With more emphasis placed on CRW and canopy control it can only make us more aware of the dangers to ourselves and others while under canopy, and make the sport even safer.

I would also like to thank Alan Fielding and Debbie House for sparking an interest in CRW, and Pete, Chris and Tony for making Spain fun.

Blue Skies  
Adrian Bowles  
C9403



Dear Editor,

Having read Mr. Hesketh's letter December issue of Sport Parachutist, it makes me wonder if there is not an easier way for the BPA to find out the support or otherwise, that the BPA can expect from the membership for some of its policies. As has often been said, very few members will bother to write letters expressing their views, but I am sure that if a questionnaire was sent out (similar to those used by the holiday companies or hoteliers to survey with), and distributed with the annual demand for subscriptions, questions could be ticked off with a straight 'Yes' or 'No' answer, and returned in the same envelope as the subscription due for that period.

A notice in the next magazine inviting questions from members, would I am sure get a certain response from people who felt strongly on certain points, as with Mr. Hesketh - Raffle Tickets. All it needs is the heading and the vote 'yes' or 'no'. The second one from Mr. Hesketh - Receiving of the magazine being compulsory - 'Yes' or 'No'. I will throw two in: In your opinion does the BPA really need two

Safety Training Officers? Do you think reporting of council and safety meeting minutes, as full as possible, is desirable?

We are asking the 'Yes' or 'No' opinion of the membership, as I have said previously, when all these questions are gathered the opinions of the total paid up membership could be sought with the minimum of trouble to the usually silent majority.

One thing I am very sure of, if that if these statistics were gathered and published they would be of more interest to the readers of the magazine than a lot of the competition results which pack every issue of the magazine.

Derek Newbolt

(D1977)



Dear Sirs,

Having read last month's article regarding a Freefall Photographers Register, written by Adrian Thornton, I wholeheartedly agree that it is about time that air to air became the primary method of competition judging. I do, however, have a few reservations about such a qualification.

Although I do not think the creation of such a register will give rise to a photographers clique within the skydiving community, I do believe that a qualification will cause a clique within that register. I recognise the necessity of using only skilled video camera persons at competition level, if air to air is the primary judging method, but I fear that those groups or individuals wishing for video or stills outside of competition will shun "unqualified" photographers. This attitude will hopefully not be taken by skydivers as it helps neither them nor the novice freefall photographer. If novices can't gain experience, then there are going to be fewer of us about and prices are going to go up! In my mind, the cost of air to air should be as little as is viably possible because of its use as an invaluable training aid to both novice and experienced skydiver alike.

Straying from the subject in hand slightly, wouldn't it be great to see air to air become an integral part of an AFF package!

If such a freefall photographers qualification is inevitable and is not intended solely for air to air competition judging, I believe a distinction between photographer (stills) and video camera is necessary. Being able to perform as an air to air video camera person does not necessarily mean that the same person is capable of producing excellent stills. The same applies in reverse. It must also be taken into account that a lot of people start out on stills photography due to the relatively high costs involved in video work (myself included at present).

I only hope that these suggestions and comments are received as constructively intended and look forward to a series of seminars in the near future. I'm sorry that I couldn't attend the meeting in November as I now work and live in Germany.

Just one more thought, how about using air to air judging for CRW and style?

Blue skies  
Jamie Kelsall D7414

Dear Sir,

**Re: 1991 Kenya Boogie**

Over the past few months, the Kenya Skydivers Club has received many enquiries about the proposed 1991 Kenya Boogie. This boogie, organised by a group from the Netherlands, is scheduled to take place in Malindi, Kenya from April 5 to 16 1991.

To clear up any misunderstandings, the Kenya Skydivers Club is not in any way associated with the 1991 Kenya Boogie and wishes to inform your readers that:

(a) The organisers of the 1991 Kenya Boogie have no official authorisation from the Government of Kenya that the event may take place. In fact, the organisers have been advised in writing by the Kenyan Embassy in the Netherlands that it is not possible to hold the Boogie in Kenya in 1991.

(b) The hotel group which purportedly (according to the organisers advertisements) is providing the accommodation for the skydivers at Malindi, has disassociated itself from the event, and is threatening legal action against the organisers for misrepresentation of facts.

(c) To parachute in Kenya, one needs an official permit from the Civil Aviation authorities which is only issued upon endorsement by the Kenya Skydivers Club, the governing body of skydiving in Kenya. Such permit have not been issued, nor will they be.

(d) The aircraft promised for the boogie (two DC3 and two twin Otters) have been withdrawn by the charter company due to the lack of government permits for the event.

In view of the above it is our contention that the organisers will have considerable difficulty in delivering what they promised in their advertisements. It is therefore suggested that potential participants in the 1991 Kenya Boogie exercise extreme caution before making plans to come to the event and, particularly, before making any payments.

Harro Trempenau  
Chairman  
Kenya Skydivers Club  
Nairobi, Kenya.

**A letter from Africa Tours and Hotels Ltd. included the following comments:**

"used our company's logo without our consent"

"gross misrepresentation of facts, as we have absolutely nothing to do with the advertised event"

Ed. See News for latest on this event.

Dear Sport Parachutist

Since becoming a member of the BPA around two years ago I have been bitten by the skydiving bug like most of us, however, within the last year I have been fortunate enough to have travelled within Europe and naturally the first item packed was my parachute!

Having jumped in Spain (where I had my first reserve ride), and FRANCE (where I am now living and working for a year), I thought it would be most helpful if you could print in the mag some sort of European guide to the major jump centres, detailing exact locations and how to get there, if BPA insurance covers you there, kind of aircraft, rough guide to prices, etc.

I think that something like this would be very helpful and interesting to all members and who knows, it might even encourage people to venture further than their own centre.

Have a great years jumping in '91 to all.

Blue winds and nil skies.

Graeme Spence  
BPA 430595

**Good idea: Jumpers make some note on your travels and send them in. Perhaps we can compile something..Ed.**

Dear Editor,

A thank you letter to all the staff at Kingsfield, Cyprus for a fantastic visit I made as a civilian to the open Army meet last November. A really fun meet for all levels of experience! The weather was exceptional - in the seventies consistently, for two weeks solid.

I got in 33 jumps 15 in the competition and the rest were fun jumps the week after the meet. I really must recommend this centre to all levels of skydiver! To travel that distance and still jump under the auspices of the BPA is a great way for early cat jumpers to jump away from home in constant sunshine. They have boogies coming off next Easter and I'm saving hard. Anyone wanting to make the rip just has to ring the CCI "Scotty" Milne. The number is in the mag. Thanks again Kingsfield.

B. Joss D3785



## British Association of Paragliding Clubs

There have been several reported cases recently of parachutists turning up on hill sites and attempting to paraglide - using either their parachuting rig or a paragliding canopy with which they are unfamiliar. Usually it is the lone individual who, when approached, apologises, falls in with the local club and sets about getting some training. There has been, however, the odd occasion when the parachutist is accompanied by several friends whom he promptly starts to train. Any approach by the local Instructors is met with a refusal to see sense or to leave the site, which doesn't help relationships at all! I stress that, so far, only two or three instances have occurred so I don't wish to blow it up out of proportion.

Ours is a relatively easy and inexpensive sport, which is what attracts people anyway, and I can understand parachutists who consider that their experience is sufficient to enable them to cope. Modern advanced canopies, however, as we have found to our cost, can be lethal in the hands of the inexperienced. With aspect and L/D ratios approaching 5:1 and 7:1 respectively, and sophisticated weight shift steering they can be extremely unforgiving; the launch phase is particularly hazardous and requires a sound knowledge of air flow and turbulence in the vicinity of hills.

Sites are particularly sensitive - land-owners are becoming increasingly testy over inter sport squabbles and the BHGA and ourselves are working hard to resolve the situation, but when a third party aggravates the problem then our task of retaining the site becomes even harder.

In an attempt to ease matters I wonder whether you could make the point in your magazine - asking your members to contact BAPC clubs for training, and then following the Site Code of Conduct on subsequent visits.

Yours sincerely  
Tom Beardsley  
Safety and Development Officer

Dear Ed,

We are writing just to clarify a few things about the Regional CRW competition at Ipswich Parachute Centre which Mike failed to mention in last months SP.

First, the reason the competition was called on three rounds, was because the two teams who were a jump behind graciously said they would score incomplete. They were not absent on Sunday morning, but were there at 08.15 (perhaps in body only, after all the night was good in the bar). The fact that the clouds were at a Red Devils "2000ft" and the wind was blowing at a Brian Dyas "it's just on the limit" didn't get a mention.

Regardless, the competition was marvellous, it was worth the journey just to see the John Cleese impressions after the CCI had been told that one of the dragons had punched out some local golfers. It was wonderful to see the competition allowing the older participants to compete, I think they (the toads) really enjoyed being let out for the weekend, apparently touch and go for one of them because of infected bed sores.

We would like to thank Cell Mates on behalf of the judges for scoring the competition, the judges for teaching us competition sportsmanship and No Limits for not turning up. Justin would also like to thank the judges for losing his virginity.

Good to see the return of an all male competition environment (women just can't hack it).

Yours,  
the unclean sons of unmarried mothers.

P.S. Debbie, could you please return Marshall's razor.

Dear G. Hesketh C9081 (Merlin),

Having spent the best part of an hour translating your letter into Queens' English, correcting spelling mistakes and rectifying grammatical errors, I spent a further two minutes reading the end product.

I can say quite honestly that, never have I read a letter that contains so much vitriolic, venomous, ill informed ess aitch one tee, in my life. It is very obviously the product of a seriously distrubed, muddled mind, that can't see good where it is intended, due to the festering evil already implanted there.

Nobody tried to force raffle (not raffel) tickets upon you. If you didn't want to take part in the raffle, all you had to do was tear them up and throw them in the bin. You have the freedom of choice, so use it, don't abuse it.

You were never forced into becoming a parachutist, like you were never forced into driving a car, or playing rugby or soccer, or clay pigeon shooting, but once you have elected to participate in any of these activities, then you are subject to the Rules and Regulations of the governing body.

Due to a new invention, called the aircraft, air space is at a premium, and to ensure the safety of the people travelling in this new invention, the aircraft, air space and the use thereof, have to be very strictly controlled.

To have maverick parachutists leaping from aircraft, where-ever and when-ever they felt like doing so, without proper control would create such potential hazzards that the result could be disasters of horrific magnitude.

What distorted reasoning gives you the impression you have the GOD given right to place everybody else's life in jeopardy, just to satisfy your bloated ego?

Your comments about insurance are stupid beyond belief, with your statement that insurance should be at the discretion of the individual. Try telling that to the judge and jury when you have killed somebody with your car and have no insurance cover or when you have maimed somebody during one of your maverick, Gung Ho, I'm the greatest type para jumps.

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Perris attracts many international and local teams because of our excellent team training facilities and reliable weather. Arrangements can be made for quality air-to-air video and team coaches. We offer team rates; please give us a call in advance to discuss the details. Group rates are also available for skydiving vacations if you bring friends. We'll gladly help you with travel arrangements and other accommodations if you like.

OUR EVENTS SCHEDULE FOR 1991 IS MORE EXCITING THAN EVER, and includes BIG parties, CASH PRIZE competitions, and BIG LOAD organizers. And, just in case you want to take a break from skydiving, Perris is located convenient to all of Southern California's famous tourist attractions.

Whatever your heart desires, it's all here. We're here to keep you skydiving as fast as you can pack, and are very serious about making sure that you have a great time. Don't be left out in the cold... come check us out!



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1991

## EASTER BOOGIE

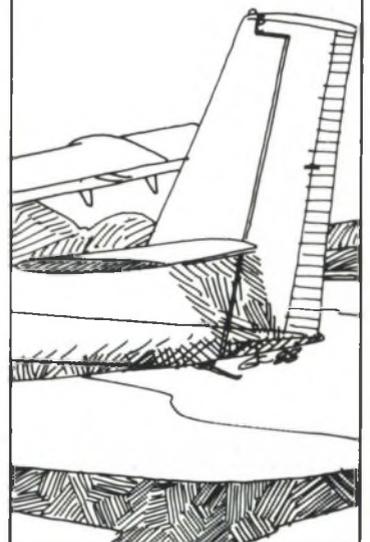
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How can you possibly refer to the law of reality when you live in a fairy land of your own creation. It surprises me that you can even spell it correctly, let alone understand what it means.

Before you commit to paper, statements concerning "making a tidy little sum between you", you should consider, if you are at all capable of rational consideration, the implications of statements that imply dishonesty.

I feel you should take note of Harry S. Truman, war time President of the U.S.A. I quote, "If you can't stand the heat, stay out of the kitchen!" Then you won't have to read the magazine.

This letter was sent in by someone closely involved in organising the raffle. Name and address withheld by request. The original of Mr. Hesketh's letter was passed on to the writer whose reference to the spelling therein was prompted by some unique additions to the English language, such as: RAFFEL TICKETS, TOTALY, COMPULSARY, ORIENTATED, ANUAL, DISCRESSION, ACTUALY, SUMING UP, COUNSIL, well, thats one person who won't be helping me proof read the mag. .Ed.

### Editors Note

To letter writers and others who submit material without providing I.D. - You will not get your piece published I'm afraid. If you do provide (genuine) name and BPA number I will be happy not to identify you if you so request.

Dear Editor,

I have been in England for 6 months now and I would like to take this opportunity to say a big thank you to all the staff, instructors and pilots at Sibson airfield and also to all skydivers that I have met during my stay.

A special thank you goes to J. Meacock, Max Guthrie and Ray Kalning for all their help and hospitality. By the way, I was interested to read the letter, in the October issue about skydiving in Yugoslavia, by Mark Massey. Not all skydiving in Yugoslavia is as he suggests, and quite a few of us have seen Boogie Goggles and magazines before.

Interested people should visit A.K. Zagreb. A local 4-way team has won the National RW finals for the 2nd year running and this is representative of the high standards at the club. Anyone interested in going should call or write for more information about Yugoslavia (A.K. Zagreb) skydiving or B.A.S.E. jumping to my friend in Yugoslavia:

Dario Petrovic  
Siget 14A  
41020 Zagreb  
Yugoslavia  
Tel: 041/524-207  
From England 010/38/41/524-207

Blue skies to all,  
Ivica Piktija

Dear Ola,  
Congratulations on your new job!  
How's about publishing the names of the four way on the BPA Mastercard?  
Show 'em what you're made of.  
Carol de Solla C8512  
Looking into it. Ed

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# ANNUAL GENERAL MEETING

## 12th JANUARY 1991

# CHAIRMAN'S REPORT

May I first of all welcome each and every one of you to this 24th Annual General Meeting of our Association.

As you know it is impossible for a report to be given today which accurately summarises all matters of interest and concern which have either taken place at the direction of your Council or has affected your Association as a result of the actions of Third Parties.

It is for this reason that the minutes of Council and other important meetings are recorded verbatim in Sport Parachutist.

Nonetheless, I will do my best to refer to the most important or interesting events over the past year.

You will remember that at the last AGM I reported to you that Council had decided to experiment by holding two Open Forums after Council meetings at local Drop Zones.

Those Open Forums were held at Headcorn Parachute Club and Doncaster Parachute Club. Sadly, they were not well attended by our members and no doubt your new Council will be giving consideration as to the value of continuing this experiment.

After much consideration by your Council and consultation with Sports Council it was decided that rather than appoint a new National Development Officer the needs of the Association would much better be served by reverting to an administrator to run and control the admin side of your headquarter's office.

As a result of a recruitment campaign, Mr. David Oddy was appointed to fill this role. It was subsequently decided by Council to title the job National Administrator.

David is settling into his role well and I am sure will be an asset to Headquarter's staff.

As usual I append to this report a schedule of membership figures comparing the current year with the preceding year. Copies of that Appendix will be published with this report.

I very much regret to report that during the course of the year we lost Christopher Ebden-Robinson in a parachuting accident in the United Kingdom. We also lost Denise Lyall in an accident in the United States immediately before Christmas.

Both Chris and Denise will be sorely missed and our deepest sympathy is extended to their families and friends.

I hope that my successor at the AGM in 1992 will be able to report a fatality free year for 1991. We achieved this in 1988. I know that we can achieve it again.

On another sad note I regret to report the loss through natural causes of Joe Reddick. Joe was already an ace parachutist and an instructor when I started parachuting in the mid 1960's. Even now I can recall him telling me that he had to amass the grand total of 30 descents before being graded an Instructor.

There can hardly be anybody who has been connected with sport parachuting for a longer period than the late Joe Reddick. Joe's ostensibly tough exterior and manner concealed a kind, generous and caring man who I am sure will be sadly missed by all those that knew him.

I congratulate all those members who have worked so hard to attain sky diving ratings during the course of the year. The new ratings awarded were:-

- 2 Examiners
- 3 Advanced Instructors
- 8 AFF Instructors
- 38 Approved Instructors
- and 12 Tandem Instructors

I have to express our gratitude to the Clubs, Examiners and Chief Instructors who put so much into training candidates for their ratings and also for hosting and assisting in the running of Instructor Courses.

Again the Association has supported Clubs and Centres with grants and loans. In fact, loans totalling £30,102.57 were owing by clubs at the year end.

There are further applications for substantial loans and grants to be processed. I apprehend that your new Council will need to consider any existing and new applications against the background of the financial effect that discussion with the Association of Professional Drop Zone Operators may have on the Association's financial situation. More about that later.

Once again I express our gratitude to John Meacock for hosting the relative work National Championships at Peterborough in August.

Thanks also to Dave Hickling and John Fletcher for hosting the classic and canopy relative work National Championships at Langar in June. We must also think the proprietors of those Clubs hosting our Regional Competitions.

Our gratitude also to the Judges and Officials who make the competitions work.

Our congratulations go to our National champions:

- Classics - Barry Henderson and Caroline Apps
- Relative Work:
- Four-way - "Airtime"
- Eight-way - "Air of responsibility"

Our congratulations go to our teams competing in the CRW World Championships in Chiangmai, Thailand in April and in the World Classic Championship in Bled, Yugoslavia in September.

You will know that in October the Association hosted the Fourth Technical Congress of Parachuting at Bisham Abbey.

This was the most successful ever Technical Congress attended by over 80 delegates from 30 countries. All the foreign delegates to whom I spoke agreed that the Congress was an outstanding success. This was unquestionably due to the sheer hard work and dedication of the organising committee led by the Chairman of the Safety and Training Committee, Tony Knight and ably supported by the National Coaches, John Hitchen and Tony Butler and the Assistants,

Trudy Kemp and our former Senior Secretary, Sally Bates.

The enormous success of the Congress brings credit to the Association and the United Kingdom.

Whilst talking about the Technical Congress I should mention Sally Barker, our Sports Council Liaison Officer. Sally has maintained a keen interest in our activities throughout the year and assisted greatly in securing Bisham Abbey as the venue for the Technical Congress. We welcome Sally's and the Sports Council's interest in our sport and hope that it will continue.

We also, of course, extend our gratitude to the Sports Council for its continued and most welcome financial support.

I thank, on your behalf, our staff at Leicester who have again demonstrated their loyalty and dedication on behalf of the Association.

This year has seen, for the first time, a new smaller Council of 12 elected members.

I am pleased to be able to tell you that the smaller Council has resulted in a much greater degree of continuity than existed previously. I hope that this will continue. In order to run the Association's affairs it needs 100% support from all 12 elected Council Members.

I was most disappointed to see that even with a reduced number of Council Members only 12 candidates stood for election in the coming year thereby avoiding the need for a vote.

In view of the fact that the 1991 Council was decided without a vote I thought it sensible and in your interests to invite the new Council members to the last two Council Meetings this year and I am pleased to say that my offer was accepted thereby giving the new Council Members an early introduction to the workings of Council and the responsibilities that are likely to be imposed upon them after this meeting today.

I must thank my Council colleagues for all the hard work they have carried out on your behalf and the support they have given me over the preceding year.

Each and every Council Member has made a large contribution to the running of the Association. I must however mention by name the Vice-Chairman, Dave Hickling, John Lines the Treasurer and Chairman of

Development Committee, Tony Knight the Chairman of the Safety and Training Committee and Bob Card Chairman of Competitions Committee.

I must also thank Lyn George for his untiring work in a virtual rewrite of our Articles of Association.

After much debate Council decided albeit reluctantly, to dispense with the services of Steve Eversfield as Editor of Sport Parachutist.

I am pleased to be able to tell you that Ola Soyinka has now been appointed Editor and we all wish him the very best of luck.

I extend our thanks to John Horne and Bryan Davies for jointly editing the magazine on an informal basis pending the appointment of the new Editor.

Our relationship with the Civil Aviation Authority, principally through Tom Oxley, is maintained at a high level as it our relationship with the CCPR and other sporting and aviation related bodies.

We continue to take a leading and important role in the running of the Royal Aero Club of the United Kingdom.

I am sorry to report that during the course of this year our two Vice-Presidents, John Meacock and Charles Shea-Simonds resigned. Their valuable expertise and advice will be a loss.

I mentioned earlier that Council may have to consider current and new applications for grants and loans against the background of changing financial circumstances.

I had in mind that there are proposals being made by APDO that could, if accepted, very substantially reduce the Association's income.

The main thrust of the APDO's proposal is that members sky diving at their clubs should no longer be covered by the Third Party Insurance taken out by the Association but should in substitution be covered by a policy of insurance taken out by the individual member clubs of APDO.

The APDO member clubs would then pay a small flat fee to the BPA for affiliation.

Representatives of APDO have indicated that the cost of the insurance that they have negotiated is less expensive than the cost of the

Association's current insurance with NEM.

Council is of course always anxious to reduce the expenditure for its members and with this in mind discussions have taken place between representatives of the APDO and the various insurance organisations in order to explore the possibility of an alternative less expensive insurance option.

Both APDO and Council recognise that it is not sufficient in the interests of the members to look purely at the question of the cost of insurance but that we must consider the cover provided by any particular insurance policy.

Once all the various pros and cons have been established a decision will have to be taken as to what is best for all our members. It may be that your new Council will consider it necessary to call a General Meeting so that the members themselves can decide.

Both APDO and Council recognise that there is a great deal of investigative work to be carried out before a balanced decision can be taken or recommendations be made to the members.

However, ignoring for the moment the financial aspect, it seems to me that the most important decision that will have to be taken is whether the members want to continue to be in a position whereby they pay a single fee to the Association and know that incorporated within that fee is an insurance premium which covers the member in respect of all parachuting activities.

Alternatively if the proposals by APDO are accepted then the responsibility for insuring the member will fall upon the proprietor of the club at which he sky dives. If, for any reason, the insurance cover was not in place at the time of any particular sky dive and as a result the member was subjected to a claim for damages then the member would have to face that claim personally and without the benefit of insurance.

This is just one of the many aspects of the APDO proposals relating to insurance that will need to be clarified and resolved.

Discussions with APDO are continuing in an amicable manner and I hope that these will ultimately lead to the right decision being taken on behalf of all members.

I am very sad, in this my last report, to tell you that once again a major dispute has arisen between APDO on the one hand and the military on the other.

The dispute centres upon complaints by APDO of unfair competition by the military in providing facilities at lower cost for civilians to sky dive at military establishments and for civilians to be trained by the military and in particular military teams such as the Parachute Regiment Free Fall Team.

This dispute first arose several years ago and was at that time resolved by negotiation and discussion.

The Association has been specifically requested by the APDO to stay out of the dispute as it is the APDO's view that "it is nothing to do with us".

With great respect, I do not share that view. Whatever the outcome of the dispute it will affect our members. It therefore must be a matter of concern for this Association to see the dispute once again resolved amicably and hopefully quickly.

The present dispute is being pursued by some elements within APDO in an acrimonious and personal manner. This gives rise to considerable concern as to the effect the dispute will have on skydiving in the United Kingdom as a whole.

Those of you that have been in our sport as long as I will remember the bitter divisions of 20 years ago between our military and civilian members. It was only when those divisions were healed and we all worked together instead of against each other that the sport was able to progress in leaps and bounds.

I do not profess to say that either one side or the other is right or wrong.

However, what I do say is that it is totally wrong and unjust to involve personalities in this argument. I also say and firmly believe that the dispute should be resolved by negotiation and conciliation.

I firmly believe that if the dispute continues to be pursued in its present form then you, the individual sky divers and members of this Association will be the very heavy losers.

Clearly that is highly undesirable and I urge each and every member to familiarise himself or herself with the

circumstances of this dispute so that they may bring their own pressure and views to bear in hopefully seeing it resolved, not only amicably but with fairness and justness on both sides.

On a more constructive note I am pleased to report that through the Parliamentary Committee of the Royal Aero Club we have met with the Under Secretary of State for the Environment. We put a very strong case for representation at Government level in environmental matters such as, planning, which will affect sporting aviation.

The result of our efforts is that in the past couple of days we have been told that the Royal Aero Club has now been accepted as a valuable contributor in such environmental matters.

The reality of this is that all sporting aviation governing bodies will now be given an early opportunity to make representations in all environmental matters effecting them. This would not have been achieved had the governing bodies shown any dissension and not worked together as a team.

Unfortunately with more and more legislation and an increasing number of pressure groups who are determined to stop sporting aviation, it is necessary for us to be represented at the highest levels of National European Community Government.

The Association is already one of the leading lights in the European Parachuting Union of which Dave Hickling is its Secretary.

I know that our colleagues from the British Gliding Association are spending a considerable amount of time in Brussels discussing the requirements of their sport with the appropriate European Government Departments. I am sure that your Council will be considering similar moves.

This contact with officialdom is absolutely vital. Sometimes new ground can be gained but more often such contact and representations prevents the ground we already hold being eroded.

It is now with a heavy heart, but unbelievably happy memories, that I step down as your Chairman.

I have served the Association for over 20 years as a Council Member. In that time many decisions have

been taken which have subsequently been proved right. Sometimes decisions taken have been wrong. You cannot be right all of the time.

However, my time on Council has taught me that it is not necessarily disastrous if the wrong decision is made. It is much more important to support the decisions made and not carp about unpleasant or tough decisions after the event. The time to disagree is before decisions are made. Please bear this in mind and give your 1991 Council the total and unswerving support it deserves.

Finally, should any of you ever require help or advice my door will always be open. I will be glad to help. In the meantime I wish you all the very best for the future.

**1989/1990  
MEMBERSHIP COMPARISON  
JAN-DEC**

	1989	1990
<b>RENEWAL .....</b>	<b>3863</b>	<b>3863</b>
<b>NEW FULL .....</b>	<b>410</b>	<b>239</b>
<b>CONVERSION .....</b>	<b>702</b>	<b>629</b>
<b>ASSOCIATE .....</b>	<b>33</b>	<b>59</b>
<b>P/STUDENT .....</b>	<b>37744</b>	<b>31290</b>
<b>P4 .....</b>	<b>449</b>	<b>240</b>
<b>OVERSEAS .....</b>	<b>202</b>	<b>386</b>
<b>MAG SUBS .....</b>	<b>58</b>	<b>19</b>

**WANTED**

**Out of date  
or unused  
Round Reserves  
or Mains**

**FOR CASH**

**Dave Tylecoat  
0392 75222**

**Eaglescott  
Parachute Centre**

# FAREWELL.....BUT NOT GOODBYE.....

On Friday the 18th January, Jim Crocker, the outgoing Chairman of the BPA, laid on drinks and a mouthwatering selection of food for the new council and BPA staff. By an amazing coincidence this was the same day I had intended to visit for an interview. So, arriving early, I had time to tuck into a glass or two of wine before settling down to listen to a few of Jim's thoughts on the sport of parachuting. O.S.

## *Why have you stepped down as chairman?*

Well, I've been in there a long time and a lot of new faces are coming up, people who perhaps felt that they had new ideas, who felt that perhaps the new ways needed to be radically different from the old ways. Also, if council wanted me to stay on doing the new job with the Royal Aero Club and, with 1992 around the corner, the dealing with European government departments, I felt I would need more time to devote to the parliamentary side of things, both at home and European. I wouldn't be able to do that and do the other job well. Regardless of people's views, I try to do what I'm doing well and I don't think one person can do both of those jobs. I hope I can stay in to help but from a completely different angle. Dealing with the officialdom, which in a lot of ways is, I don't suppose I ought to say this, detestable because they profess not to understand our needs; particularly when it suits them, but we have to deal with them. We have to 'kowtow' to them and we have to submit to their whims.

## *Do you think people appreciate how much work goes into this sort of activity, to keep Sport Parachuting from being sidelined?*

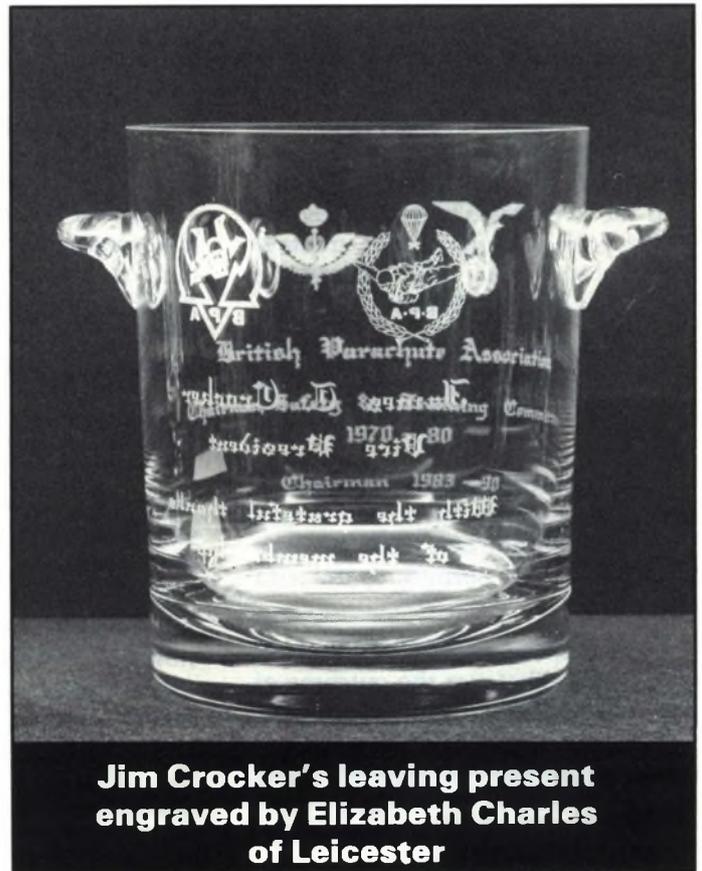
I don't think they do. To give you an example, I would say that the meeting with ministers last year was the culmination of probably five or six years effort by the Royal Aero Club on behalf of all of us - all the air sports. Wherever we went, we weren't getting the treatment, as a group of air sports, that we perhaps should have done. I do think at last it's beginning to come and that reinforces my earlier view of everybody sticking together and working together.

## *So you are not going to end up spending any less time than before on parachuting matters.*

I think I will. I'm very grateful that council have made me a VP, it's nice to have people say: "thank you, we may not have agreed with you all the time, but you did do a lot of work so thank you very much". I have said to the council that I will be a passive VP. I have seen in the past people sometimes give up office and then come back and sit at the council table as if they were an elected representative. I now accept that I am no longer an elected representative of the members and therefore I will do what the council want me to do. For instance I have said that if they want any help in Europe, I will happily fund myself to go to meet people. I believe we have got to go and sit in corridors in Brussels and wait for people, be around etc., and if it means that three BPA members to go Brussels and get a 10 minute interview with someone, then the next time it will be 20 minutes, and then 30 minutes, and when a decision comes to be made about Sport Parachuting the guy in Brussels will say, "Who were those blokes that were here last month, lets get them over here". Until they begin to know you, you have no chance over there.

## *Do you think that legislation will become very centralised and that changes that take place are going to make a lot of difference to parachuting, or is there perhaps too much panic; maybe individual aviation authorities will still be making the decisions.*

I don't think there is panic. My personal view is that there is a great risk that legislation from Europe can be both interpreted and enforced badly by the government agencies within the UK and I think that for the first time we have an opportunity to assist the legislators in Europe in what they put down on paper. This was confirmed by a recent visit made by the chairman of the Royal Aero Club, I think as a representative of the British Gliding Association, to Europe where the relevant authority over there said to him, "this is your opportunity, we have a blank piece of paper, tell us what you want us to write on it by way of governing your sport". Now that was an enormous revelation to the chairman, because he and many of us have been led to believe that we would have no problems with our own government agencies, that all of our problems were going to come from Europe. The initial meetings with Europe gives the clear impression that they do not want to act in a supervisory role for air sports, they view the governing bodies of these sports as the knowledgeable experts, and providing we can come to a meeting of the ways, they will be happy for the governing body to govern. That is something we have never quite had in the UK. It means we are communicating on a first hand basis with the European legislators so that they do not have a single view



**Jim Crocker's leaving present engraved by Elizabeth Charles of Leicester**

presented by the government agencies in the UK or pressure groups, to which they do not believe there is a valid response. If they have no other response, then they will go with what they've got.

## *So what are you going to do with the spare time left on your hands?*

Work, earn a living!!!

## *You don't seem to be doing too badly at the moment. What can we expect, a bigger house perhaps?*

No, this is a family home, this is where we'll be staying now.

## *What about more jumping?*

Yes, I would like to, but obviously it's something I have to discuss with my wife, when you get to my stage in life you have to discuss things with the wife (chuckles).

## *Your stage in life - how old are you?*

Forty-six.

## *How much jumping do you do at the moment.*

Very little, I broke a leg jumping into the back garden here three or four years ago. I put my foot down a rabbit hole on landing and I've now got screws up the front of my right tibia. I've made a number of, very careful, jumps. I check the windsock very well etc., but I would like to do more.

## *How did you start?*

I was a member of a youth club in the east end of London and the Territorial Army came round on a recruiting drive, it was 289th Parachute Light Regiment, Royal Horse Artillery, and I rather liked the blokes that came round so I went off on a weekend to Aldershot with them and enjoyed it so I joined the Territorial Army. I went to what was then the Number 1 Parachute Training School at Abingdon, saw pictures there on the wall, of guys jumping out of Argosys at 12,000 ft, and said to one of the PJI's "Oh, I'd like to do that", and was promptly ordered back to be with the squaddies and told not to have those sort of ideas. I then went outside to a civilian club, British Skydiving Club, which in those days was the only civilian club in England which operated at Thruxton from a now extinct aircraft called the Thruxton Jackaroo - a modified Tiger Moth type of airplane which took only two parachutists. Occasionally it operated at Halfpenney Green with a Cessna 172. So I started civilian jumping alongside the military jumping.

**Going back to the topic of the BPA council, you say you have stepped aside for younger, more radical influences. How radically different do you think John Lines is, or will be.**

Well, John Lines has always been his own man and he has got a very sound brain. He is not as radical as some people would like to see, but I have found in the past that when the real radicals have joined the council through election, they have then found that it is not quite as simple as coming in with your little book of words and being able to change everything. Even if we have completely changed the manner of dealing with our membership we still have to deal with the government who look to the association and particularly its leadership for some sort of sanity. In saying that, I don't mean that perhaps guys who jump in their flip flops, with their pony tails and their war paint are insane. Whether we like it or not though, the establishment has a preconceived idea of the type of people they like to deal with and spend money on and put trust in. Whether we like it or not we have to go some way to presenting an image to them that will maintain their commitment to us. Even though I have mentioned the possibility of us being overruled by the UK government agencies, one has to say that we must still be enormously grateful to the Sports Council for their support, though it has not always been what they have promised it to be. We also have to be grateful to the CAA. Despite the various pressures that they want to and do put on us, we still actually have more freedom of control that we have ever experienced in the past. The risk with these types of organisation is that the second we give the impression of not caring about our appearance, our presentation, then that could affect us.

In my last but one chairman's report I made the comment that drug testing was an important thing in sport parachuting. I don't know to what extent a drug might enhance or diminish a sport parachutists ability. I do know that the government said the year before last and have reiterated it in 1990 that they are going to ruthlessly stamp out any form of drug taking in sport, so we had to be seen to be taking that view. I don't mean any disrespect to any of our friends who want to jump in their shreddies or whatever, but if we give the appearance of being a certain type of people we will lose that support. A senator in the US yesterday criticised some peace protesters, not about their protest but the image they projected. Now those people may have been genuinely believing in the bottom of their hearts that we can't have another Vietnam, and been afraid of the conflict. Regretfully because of the establishment perceptions, the appearance they gave was of being an unbalanced minority; that is something we have to avoid in Sport Parachuting.

**Do you think that some of the problems between the BPA and the APDO stem from the fact that we have a single body looking after the interests of both jumpers and those who provide our facilities? Do you think it is right for the BPA to represent two camps.**

I think there is a misconception there. The APDO does represent its own camp, but it is important for the membership to understand, that the APDO do not represent 40% of our jumpers. They represent a small number of operators of commercial parachute centres. Let me make it clear that I do not criticize anybody who wants to make sport parachuting their business, let me tell you there are some people... take John Meacock for example, who many years ago sold his home in London (I knew him well, we were very good friends, I hope we still are), gave up a directorship with a London company, had a young baby too look after, yet he put it all into the Peterborough Parachute Centre. Now in business there are some people who invest in a project on the basis they they have other irons in the fire, but to give up everything and to know that if it goes wrong you have lost everything, when you have a young family, that support for sport parachuting is incredible - and he's done it all again. Incredible, nobody can thank him enough but that does not change the fact that John Meacock does not represent all the parachutists who jump at his drop zone. If you spoke to all the parachutists you would realise that they have varying views. John Meacock incidentally is not a member of the APDO.

My concern is that our members should know exactly what the issues are, and aren't being led by the nose, by either side to the point where something irreversible happens. It is also my concern that the APDO do look after their own commercial interests and it is wrong, in my view, that they should say that what they do is of no concern to the BPA because unlike the APDO, the BPA does represent every parachutist. Now the BPA may not be able to please all the parachutists all of the time but it can certainly try and please the majority of the parachutists most of the time. You have somewhere around 20 people in the APDO, if that, yet they are purporting to represent 40% of the jumping community in the UK; they do not. They represent the bank balances of their centres. No criticism of that, but that is what they represent and our members should understand that. We have a tragic situation where in 1991 the National RW Championships are being held at a civilian centre despite a more competitive bid from a military centre which means that the competitors, our members, will pay more to compete in the national championships than they need to. That has to be the business of the BPA in my opinion.

**In the days when you were a competitor, 'speed stars' were the thing. Now it has moved to RW, the Classics are decreasing in popularity and we have the emergence of freestyle and CRW. What do you think of the way things are moving?**

I think it would be sad if the classics died completely. Certainly in the eastern European countries it is still a potent force and I think also in America. I think we have to face up to the realities because the modern type of competition is much more popular, it attracts more competitors, people are much more interested in watching RW and CRW, than in style or accuracy. Freestyle will not have the same sort of appeal to people watching because it is the same as watching someone turning a set in Style. But, I think there has to be room for all disciplines and it would be a shame if the more popular competitions were allowed to swamp and eventually extinguish the Classics in the UK and elsewhere.

**What about Boogies?**

Fantastic, absolutely fantastic.

**Do you think we are going to be able to change the image of the sport in the eyes of the general public?**

My experience has been that the public don't actually know about us until, very regretfully, there is a fatality or some form of grotesque parachuting or aviation accident. Then all the public know about us is that we are a bunch of Kamikazes who are defying death in order to satisfy our egos. Some years ago the BPA employed a PR company. The council, of which I was a member, took the view that it was money that was wasted, and we dispensed with their services. I personally felt that it was a good use of money but it was hard to show tangible results. It's a bit like Persil or Cornflakes saying because we advertised on TV, we sell X packets of our product instead of Y. When we had the PR agency we were getting snippets about parachuting in the newspapers and magazines. A snippet here, a snippet there, and then when we had a problem, instead of being swamped with muck, those reporting could draw on other things they had seen in the popular press.

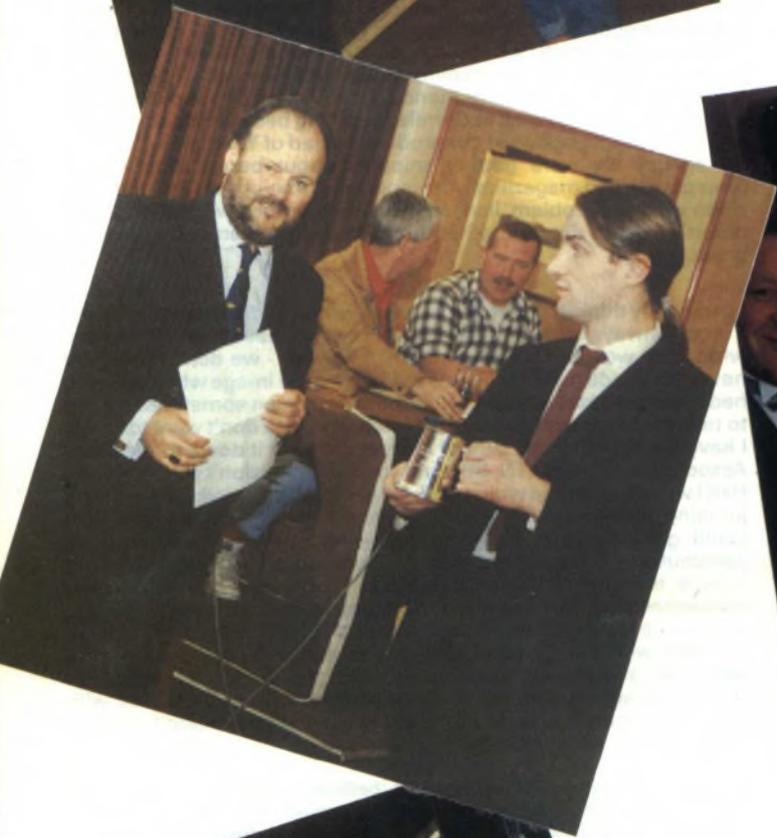
I personally think that perhaps we were wrong to dispense with them. You will always have people who will say, "we have spent this much, what have we had for it this month?" Answer - we don't know. We never do. We do need somehow to improve the image when we have had a bad accident. I have spent hours, days even sometimes, trying to talk to newspapers about an accident, and they don't want to know. I have drafted the most careful release and sent it down to the Press Association, Reuters, ITN, BBC and so on but they don't want to know. Had I written a release which said, "Eight fearless Kamikaze skydivers jumping at Shobdon last weekend, were doing their best to see who could get closest to the ground before opening their lifesaving parachutes. Unfortunately one of them, who had been drinking heavily the night before, misjudged it and paid with his life. His colleagues said, 'he was a hero because he beat us all'..." absolute garbage but they'd print that. The truth, that somebody had a problem with a belly band that was routed wrongly, and unfortunately our experts cant work out why that person did not deploy the reserve parachute, that the cutaway pad was able to be moved with finger and thumb and no pressure, etc etc, they wouldn't want to know. There's no story in that.

**Finally, there is a lot of contact between civilian and military parachutists, we all know people in the armed forces, do you have a message for those whom we know and those we don't, serving in the Gulf.**

I'll get emotional about that! I feel tremendously proud of our service men and women from top to bottom, who are both in the Gulf and back home supporting them. I feel that they are doing an extremely valuable job for the whole of mankind and I am pleased to see that they know that. When you see them on television they all know exactly what they're doing. So we do not have a Vietnam here, we do not have a situation where people paid to be in the forces are saying, "I'd just like to know why I'm here. Everybody that's been interviewed says things like, "I know exactly why I'm here, I'm scared to death, I know I might die, I know I might have to kill somebody, it's terrible but it needs to be done and if we don't do it there's going to be something much worse facing the rest of the world". I think they're absolutely right, I think they're doing an honest job, a just job, and I think everybody in the whole world should be proud of all these allied forces, particularly our own forces of course, who are prepared to take this task on for the rest of us. It is for the rest of us because if it wasn't resolved now it would be a much wider conflict with more horrendous weapons in several years to come.

**Thank you, Jim**

**Thanks, lets get back to the party!**



# AGM PRESENTATIONS AND SOME DINNER DANCE PICTURES

Pictures by Ola Soyinka



# THE DEDICATED DOZEN.....

## YOUR COUNCIL MEMBERS FOR 1991



**JOHN LINES**

Age 41

Occupation - Director.

Work in Essex, five in Cambridgeshire. Been skydiving since 1974, have over 2000 jumps. Advanced Instructor and Tandem rated. Currently CCI Midland Parachute Centre. BPA Council Member since 1984 and Treasurer since 1986. Tend to be orientated towards Boogies and fun meets rather than serious competition. Enjoy skydiving in Europe and the States. Stood for Council to try and put something back into the sport. Realised that aim was altruistic rubbish within 5 minutes! Now? I just do it because I enjoy the grateful thanks of so many members who fully realise the amount of time and dedication needed to attend and participate in Council Meetings. In short, I'm a gratitude junkie!



**TONY KNIGHT**

Age 45

Member of STC and Riggers Committee for 15 years. Member of council and Chairman of Safety and Training Committee for four years.

There are many agencies whose actions often threaten parachuting in this country. It is vital that there is continuity on council of the knowledge necessary to negotiate with these agencies.

Local DZ Ipswich. CCI for 15 years (Kirtbridge, Elvington, Tilstock and last ten years at Ipswich). Advanced rigger - twin rated pilot - 1500 hours.

Last year on council now, therefore almost invulnerable to attack. Getting married in May, want to sail round the world but can't afford big enough boat - any offers?



**Steve Hastings**

Age 36

First year on council but has maintained a close interest in the running of the sport, being a regular observer at council meetings over the past two years.

Steve feels that until now the council has often seemed distant from the membership and he would like to work towards more integration and 'visibility' of the council. Communication is also important and Steve thinks the members could often be better informed. He has no business interests in parachuting, so feels that at least will not be vulnerable to accusations of self-interest.

Steve's local DZ is Peterborough Parachute Centre, he started jumping in 1984 and has 1100 jumps so far. His first love is Style and Accuracy, but he does plenty of RW and instructs WARP at Sibson.

Job: Prop. of high tech satellite communications company!



**AMANDA KENNY**

Age 22.

This will be my third year on council. During the last 2 years I was a member of the competitions and development committees. Club rep. in 1989. Presently SE Region rep to Sports Council.

I intend to encourage domestic competitions as much as I can. I hope this will give British teams a better chance of winning medals at the big events. I keep my ear to the ground, and will make sure that 'Joe Jumper's' views are represented on council. I have no parachuting related business.

Nearly 1000 jumps - mainly RW. My career is interfering with my jumping but I take part in club competitions and love boogies. Member of British Paraski team 1987 Sarajevo. FAJ judge in all disciplines. Strongly back air-to-air video judging. European sales exec for international removals firm. I ski, windsurf and ride horses. Much hard work and co-operation from all concerned will be needed if we are going to improve things in the sport this year.



**BRYAN DAVIES**

Age 34

Council member during 1990 and served on the Development Committee. Sports Council rep. for Greater London.

My aim this year is to find out what the membership wants, to find out their wishes for the BPA and how they want me to help them.

My local DZ is Sibson, Peterborough Parachute Centre. Started at Sibson in 1975, moved through Ashford, Pampisford and Cranfield and back to Sibson. 1600 plus jumps and a WARP coach.

I am a civil servant in the Dept. of Employment running the information technology centre, desktop publishing and graphics service.



**MAJOR BOB CARD**

Age 49

I served on council for one year some time in the seventies but had to give up because of commitments with the Army. I am no less busy now, but as I am an official in the APA it makes sense to be involved with the BPA. I have been a member, and staunch supporter, of the BPA for over 30 years.

I presently hold the posts of Chairman of the STC and Vice Chairman of the Army Parachute Assoc. I joined council because I still strongly support the BPA and feel that I can contribute to avoiding a damaging split in the association which the military/civilian dispute could precipitate. I am interested in the competitions scene and safety aspects of the sport.



## LYN GEORGE

Age 31

2nd year serving on Council. 1st year served as council member and VC of development. This year as chairman of (level) committee and rep of Royal Aero Club. Also 7 years on STC.

I feel I now have the depth of experience, as skydiver, CCI and operator to serve on Council. I have worked full time in the sport for the last 10 years. I think that Council has, over the years lost its "human touch" and as a consequence lost respect. I am very keen to make Council more approachable and accountable.

Local DZ Sport Parachute Centre, Tilstock. First jump, 1975, Ashford. 3000 plus jumps. BPA instructor/examiner. Tandem and AFF. Involved in introduction to UK of AFF, Tandem and RAPS. Participation in many UK and European Freefall and CRW records. CCI for last 6 years. Previous CCI at Pampisford, Cranfield. Current CCI and operator of SPC, Tilstock. Other interests: riding, climbing, sub-aqua, ice making!



## GREG COX

Age 29

This is my first year on council. During 6 years of full time parachuting I have found myself questioning many of the decisions that have been made and complaining that things were not being done. I have decided to stop sitting back and try to do something myself.

I would like to increase the level of BPA support for instructors and to promote competitions at club level, for example through regional competitions.

My home DZ is Cranfield, where I have been the CCI for the last 3 years. I have been a member of the BPA for ten years and spent 3 years with the Red Devils freetail team. 2500 plus jumps. I like beer, love skydiving and hate leggots.



## David Hickling

Age: well over 21!!

Joined BPA in 1976, felt by about 1979 that I have gained some knowledge of the sport and perhaps could help with its management. Joined council about '83, worked with the development committee, with John Lines, wrote the current 5 year plan for the Sports council.

This will be my last year on council. I hope to see us into Europe, I am the secretary to a new EPU (European Parachute Union). I think I can make a contribution this year and perhaps next.

Local DZ: Mine (Langar), or 2-Hills USA. Made 5000 plus jumps. BPA instructor/examiner in AFF and Tandem. Like RW - big loads, my brain is too slow for more than 6 points of 4-way. Jump every day if weather is OK. My DZ is my main interest and one that Angie, my wife and chief pilot shares. I also have a very nice cat called Beano at home, and a cat at the airfield called Murphy!

I was employed by HM forces for a few years (got paid for jumping out of a plane once, not much fun though). Last job, was production manager at Pirelli tyres in Burton-on-Trent (I used to be clever and rich) but retired in 1981 to run Langar. I have two daughters who are married.



## LOFTY THOMAS

Lofty joined the BPA in 1966 and has been an active member of the Council Safety and Training Committees for the past 18 years.

He has represented this country 8 times as head of delegation at Parachuting World Championships and runs a full time Parachute Manufacturing business.

His view at some times are radical but he always has the BPA at heart.



## STEVE TREBLE

Age 34

Member of council since 1987 Member of competitions committee since 1987.

To look after and care about the jumpers interests (as I do not have any vested interests within the sport like most of the council). To help with the development of the sport and work involved with the sports council.

Local DZ Netheravon.

Started jumping 1975. First made British Team in 1981, been to 5 world meets 82, 84, 86, 88 and 90. National Champion 83 and 84 (only person to win twice and share twice). Done over 2,500 jumps so far. Now a college student at Cheltenham for four years.

Interests - Hockey and volleyball.



## KEVIN HUGHES

Age 30

Past involvement with council: voted for the last 5 years. I decided to stand for council because in the past I have often thought the council could do better. I decided it was time to have a go at it myself.

I would like to encourage a more positive public appreciation of the sport both for it's continued expansion and to increase TV coverage and commercial sponsorship.

Parachuting Career. My local DZ is Cranfield, I did my first jump at Dunkeswell in 1980 and most of my student progression at Headcorn and spent the last two years at A1. I have done 1400 jumps to date, mainly camera work and RW. I have been chucked off two DZs, written off one Islander prop, with my head, and was author of the white space in the correspondence column of SP Feb 1990.

Job: Air to Air cameraman. Part time with post office.

Interests: Loads!

# Pops Corner

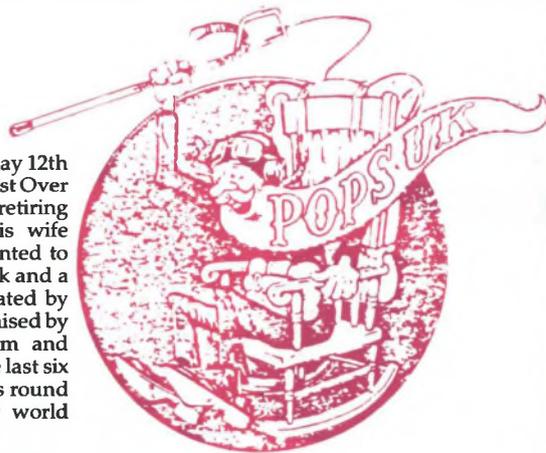
After the AGM at Leicester on Saturday 12th January 1991 a group of thirty Parachutist Over Phorty (POPS) met to honour their retiring Hon. Sec. **Graham St. Clair** and his wife Millie. Top Pop, Lofty Thomas, presented to Graham and his wife an engraved clock and a cheque for £250 which had been donated by the POPS members in a collection organised by Dick Gays, in recognition of Graham and Mille's hard and dilligent work over the last six years, especially in arranging last years round the world trip to the Australian 1st world POPS meet.

The meeting was then thrown open for a general discussion on matters of POPS interest. The first item was the next world POPS meet in 1992, which according to the latest information received will be held in Raeford, North Carolina, watch this space!

We are pleased to welcome the 500th POPS member, the holder of this illustrious number is **Brian Anger**, of Swindon, also **Chris Brogan** of London POPS 501. When asked if the list of names was up to date **Graham St. Clair** responded with the quote of the meeing "People who die do not let me know, so sometimes it is not up to date". So if any one still on the POPS list has died would they please let us know!

Finally, you will notice a new name at the foot of this column, so if you would like any info. etc. please get in touch. Inger and I look forward to seeing lots of POPS at the first meet of the year at Dunkeswell in May.

Soft landings,  
Michael Allum POPS 252



## SWARD SPORTS

## TRAINING VIDEOS

# WARP

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Club Corner

# LONDON SKYDIVING CENTRE

The London Skydiving Centre is, of course, nowhere near London. It is in Bedfordshire, halfway between Milton Keynes and Bedford. Quickest way there is up the M1, take junction 14 exit, and a map. The club is owned by John Eaton who divides his time between a farm and the DZ (likes animals obviously). Over the last three years the club suffered from restricted altitude problems and was deserted by a great number of it's regulars. Serious RW became a rare event which is unfortunate as the club owns one of the biggest planes in the UK - the Skyliner. Things are changing though. Decent relationships with the local ATC means that the fast climbing 'Fluf' (as the Skyliner is known) is able to take advantage of small 'windows' to altitude as they crop up.

The atmosphere has always been friendly with activity centering around the spacious portakabin clubhouse. "Portamansion" would be a better word: it is a solid structure housing the manifest (luxury, an indoor manifest!) manned by Sue Eaton though her toddler often seems to be in charge; kitchen (adventurous menu includes Curries, Lasagne, Spag Bol, plus the statutory pies, sausage rolls, chips and brown sauce) and spacious seating area with a TV in the corner giving it a 'living room' feel. There is still space left for a pool table. This arrangement encourages social intercourse and reduces cliquiness.

The loos are clean and close to hand and there is hot water, and a shower. Still in the 'Portaclubhouse' you can wander through to the bar which is cosily decorated with a canopy hung from the ceiling. It boasts a jukebox and satellite TV. Another form of satellite TV should be installed for this season when Kevin Hughes will be placing himself in geostationary orbit around RW formations and beaming their efforts down to the box using his high tech air-to-ground equipment.

The packing shed, yes even the packing shed is in the 'clubkabin', is reached by stepping over the members of staff packing in the bar and going through the door. Stroll through and out of the side door and there you find the luxuriously appointed training area complete with fan trainer, mockup, pea gravel and benches for the students waiting to enplane. Round the back, yes, more portakabins providing the lecture room, AFF room, bunkhouse and staff quarters.

Photo by Kevin Hughes

Round at the front there is a civilised paved patio with wooden tables and benches, a grass packing area and plenty of parking space. Oh yes, the airfield is out the front too. Really it is an Airport. Big with concrete runways and constant aerial activity from helicopters and Lear jets, to gliders and clay pigeons. Thankfully LSC has its end of the airfield to itself. Landing is refreshingly obstacle free, the pit is massive but not big enough for you to avoid a bit of a hike back to the packing area. All the airport buildings, hangars, flying clubs and the mini-university (Cranfield Institute of Technology) are down at the opposite end of the airfield. I had been visiting the DZ for many months before I realised that the airfield and associated dwellings were not in fact Cranfield village - not much of a loss as there is nothing worth talking about in Cranfield village.

As far as jumping goes, apart from the beginnings of a resurgence in RW led by load organisers Sandy McRobbie and Andrew 'Postman Pat' Phillipson, you can get a broad spectrum of jumping experience. There is a lot of CRW here, Ian Marshall (see his article elsewhere in SP), is a regular here. The club holds accuracy seminars and competitions and indulges regularly in night jumping. Recently they just missed breaking the European night formation record building a 19-way when going for 20.

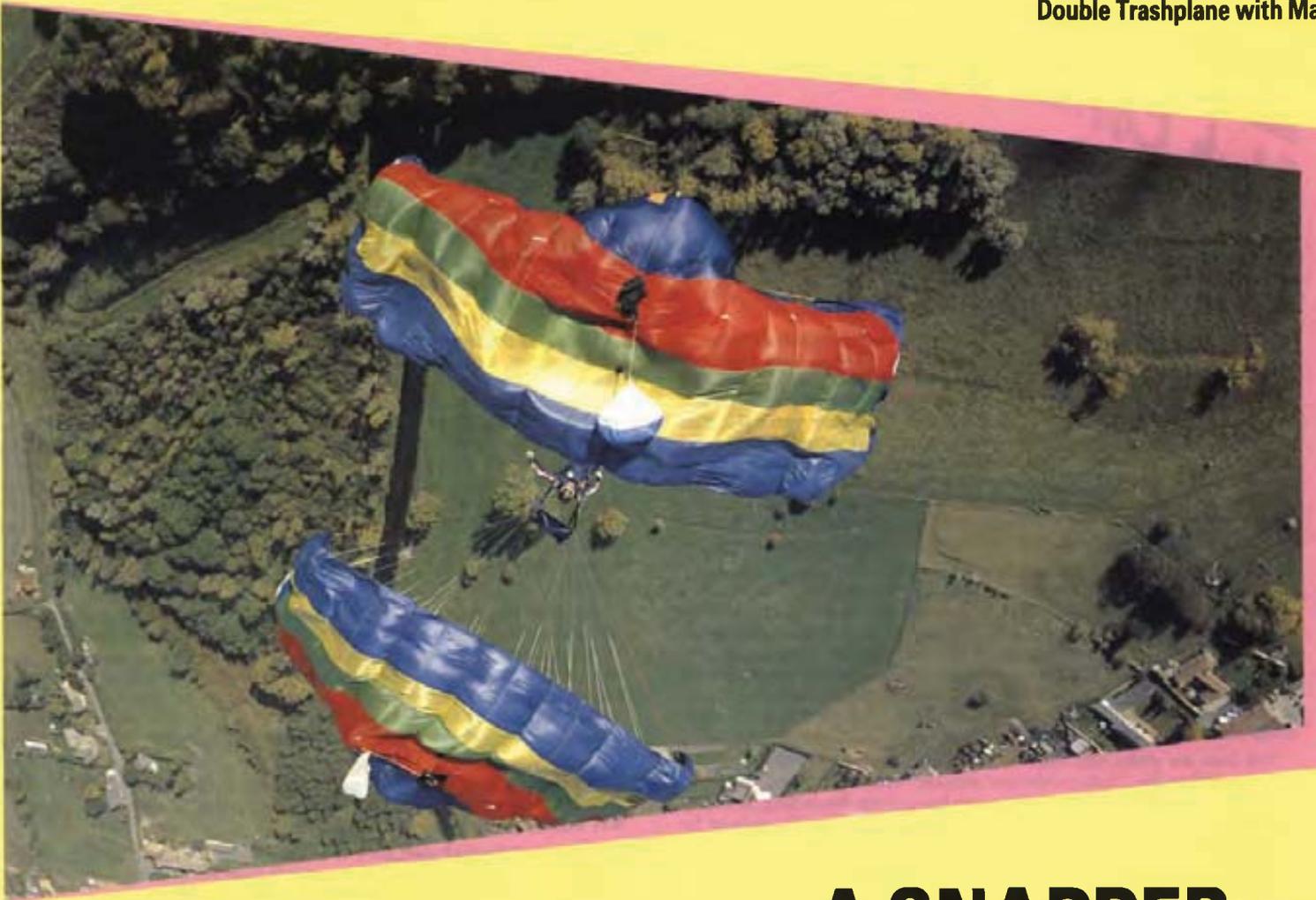
For the students there is static line round, RAPS, AFF (Greg Cox and John Turner) and Tandem. A WARP programme is run with only BPA RW instructors allowed to instruct.

The rest of the club staff are Pilots Neil Anderson and Nigel Pugh, Loz Coleman and Kenny Lloyd instruct full time with Clive Bennet, Alan Fielding and Mike Budden instructing at weekends.

Jump prices: Membership costs £30/yr. Up to 4000ft it costs £7 for visitors, member £6, above that add £2 on to the altitude for members price and £4 for visitors ie (6 grand is £8 or £10). NB 15 grand though is not a rarity!

In summary, Cranfield has an air of spaciousness and cleanliness about it, but stops short of godliness - except that you are not allowed to jump without a hat or take liberties with rules. The necessities of life, and jumping, are well catered for and if the ATC altitude attitude continues to improve I would not be surprised to see Cranfield well packed this summer. Oh yes, Fluf stands for 'Fat Little Ugly F\*\*ker'.





## A SNAPPER sna



Benfield and 'Rab' over Netheravon



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Laid Back .. Ian Cashman and 'Rab' over Netheravon

# JSPC HONG KONG AND A VISIT TO THE PEOPLE'S REPUBLIC OF CHINA

Any BPA member is assured a warm welcome at the JSPC Hong Kong. The club is located at Sek Kong in the new territories and is easily reached by public transport. It's existence has been under threat because, with Vietnamese refugees (temporarily) camped on one third of the runway, light single engine aircraft are not permitted to operate. Helicopters are an exception and military members are able to jump the Army Air Corps Scouts. Until November last year the RAF did allow military members to jump their Wessex helicopters. This facility was withdrawn after a visiting female (TA) stuck two fingers up at the RAF Commandant. The club Cessna at present operates from Hong Kong International airport at Kai Tak in Kowloon. While it is a little mind boggling to taxi between Boeing 747's and the flight out over the colony spectacular, it does get expensive and members can only do two jumps a day after taking the clubs minibus back from Sek Kong.

The club should survive, at least until 1997, for two reasons. Firstly, the new CCI 'Waggy' Wagstaff has impressed everyone with his professionalism, enthusiasm and also his concern for his student jumpers. Secondly the club has a vigorous core of members who give him a great deal of support. In particular, the deputy CCI Gary Lai and committee members Ron Fitzpatrick and Brian Dibb.

During October the club was invited to spend a weekend with members of the Chinese Parachute Federation at Huang Cun near Guangzhou (Canton) in the People's Republic of China. This was a once in a lifetime opportunity for members particularly myself having only arrived in Hong Kong for a short stay just in time for the visit to China.

Fourteen of us travelled to Guangzhou on the overnight ferry from Kowloon and whilst all of us had a berth somewhere aboard we resolved to spend most of the night in the bar being led from the front by CCI 'Waggy'! However mindful of the fact we intended to parachute the next day we all had our heads down by 1 a.m.

We were met in Guangzhou by one of our Chinese hosts with a truck for our kit and a minibus for us. As local road rules required frequent use of the horn at every opportunity, we immediately christened the attractive lady driver, our honney driver.

We all were impressed with the DZ and particularly with their two Russian Antonov II biplanes. Our Chinese hosts provided our accommodation in the nearby state sponsored sports complex which, although being rather basic, was better equipped than many DZ's I have visited. We also shared their food.

The most notable lift for our group was the first. We communicated via one of the Chinese speakers in the group and members of the first lift observed the Chinese exit after hearing a buzzer on each of the first two run-ins. Consequently when the buzzer sounded a third time three members of our group who shall remain nameless (Brian, Pete and Bryn) dived out. The problem was that the pilot was merely trying to attract the attention of our interpreter and they were 6 miles from the DZ. This was so far away no one on the ground saw their canopies and we thought they had stayed on board. They all landed safely in a rice field up to their waists in mud, and although they did not speak Cantonese or know where the DZ was (or even what it was called) were safely delivered back two hours later by a Peoples Liberation Army truck.

Our Chinese hosts were extremely apologetic and upset by all this and suspended jumping till they were returned. Thereafter, they provided a jumpmaster, but it does go to show you should look before you leap.

Subsequent jumps were uneventful and a lot of fun from the Antonov's which looked ancient but were very comfortable. One could stand upright prior to exit and fold away seats allowed a seated ride to altitude.

The Chinese parachutists were not permitted to do R.W. at this DZ and were all training for style and accuracy. They all had square parachutes but preferred front mount reserves. Needless-to-say they were not overly impressed with our accuracy although they were too polite to say so. They were, however, most interested in our RW and also our kit.



That evening the Chairman of their Aero Activities, Mr. L. Mao, welcomed us all and invited us to return in November to compete in a local accuracy competition. Sadly none of us was able to return then. Later most of us went to 'downtown' Guangzhou for a few ales.

The next day passed with all of us doing several jumps and finally posing for a combined photograph in front of one of the Antonovs. We also exchanged T shirts. Coca Cola T shirts for the Chinese and Chinese Parachute Federation T shirts for us.

I must thank CCI 'Waggy' Wagstaff, Ron Fitzpatrick and Brian Dibb for making the trip possible and we all were grateful to Team Captain Mr. Y. Tam and Chairman R. L. Mao for their invitation and hospitality. Most of the group returned to Hong Kong on the ferry but Brian, Jerry and myself took the train (look out British Rail) which boasts an open flame in the restaurant car kitchen.

The weekend was a resounding success and more are planned. Total cost incidentally was about £79. Thanks again JSPC.

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# NEW AGE RAM-AIRS

by Rob Colpus

Up until the introduction of the Blue Track range of zero porosity, very high performance main canopies, everything available on the Ram-Air Parachute market consisted of a basic rectangular airfoil, constructed from a low porosity, F111 type fabric, with a choice of either 7 or 9 cells. The only exception to this status quo was Performance Design's Excalibur, a 7 cell line pattern with additional diagonal cell walls, creating what they called a 21 cell design, but still a basic rectangular wing, constructed from F111 fabric.

When Parachutes De France released their Blue Track range in 1989 they put the first big crack in the mould of ram-air design which had remained essentially unchanged, for almost 10 years.

The Blue Track of course was only the first of what is likely to be the future face of Parachute design. Already we have seen 3 other companies releasing competitors for the Blue Track: PISA's 'PINTAIL', Performance Design's 'SABRE' and Parafite's 'EVOLUTION'.

Our sport however, is unable to claim credit for this leap forward in Parachute design. Both Parachutes De France and PISA inherited the zero porosity fabrics and sophisticated wing technology from the Para-Pente or Para-Gliding market, where the search for improved glide ratios and overall performance in a non-rigid wing has produced a myriad of radical designs over a period of very few years.

## Zero Porosity

Undoubtedly the most important feature of these new designs, and the only one they have in common, is the use of zero porosity fabrics. In fact when any existing design is constructed from this type of fabric, an improvement in performance is achieved. Indeed the SABRE and the EVOLUTION are actually fairly straightforward, rectangular airfoils, with equal sized cells throughout their span, where the depth and chord of each cell does not vary, producing a standard shaped rectangle.

The BLUE TRACK and the PINTAIL on the other hand have launched into a more high-tech approach to wing design, incorporating several unique features, including tapering towards the wing tips in order to reduce induced drag. This refinement of wing design, I believe, gives the BLUE TRACK and The PINTAIL the edge in performance over the SABRE and EVOLUTION.

All four of these canopies produce significantly more lift from the flare than a "conventional" ram-air of comparable wing area, and seem to ride over rough turbulent air with relative ease, (it is very rare to see one of these canopies with end cell closure). The BLUE TRACK and PINTAIL however are sharper in terms of toggle response, and pressure, and produce very fast and instant turns, although returning to a stable heading instantly. It seems as though the extra work put into the shape of these wings has paid off in terms of flight performance. It's logical really, when you consider how many performance aircraft you see with square ended rectangular wings.

Having said this, the SABRE and the EVOLUTION still produce impressive performance when compared to conventional 9 cell, F111 Ram-Airs.

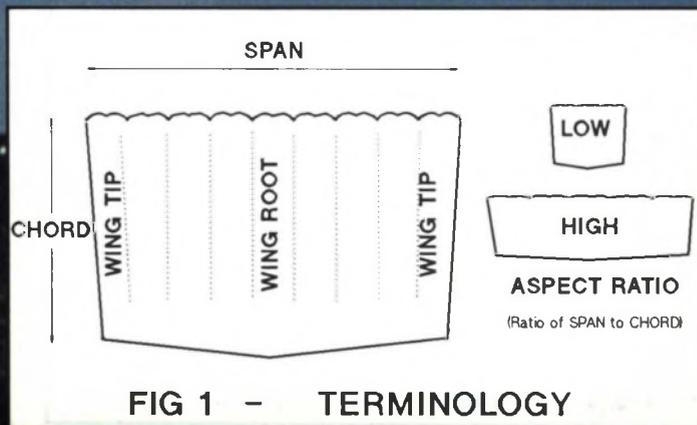
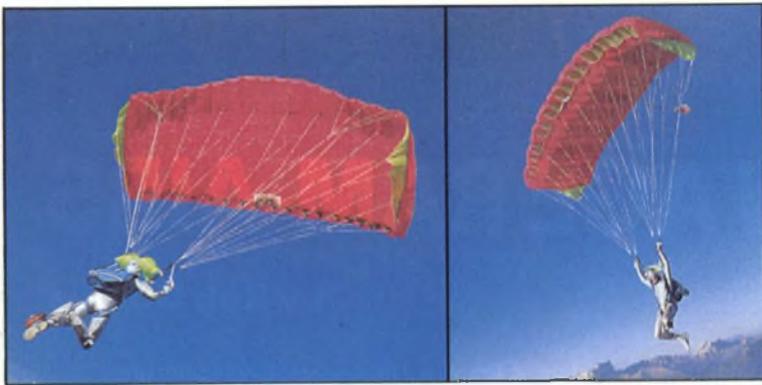


FIG 1 - TERMINOLOGY



### BLUE TRACK

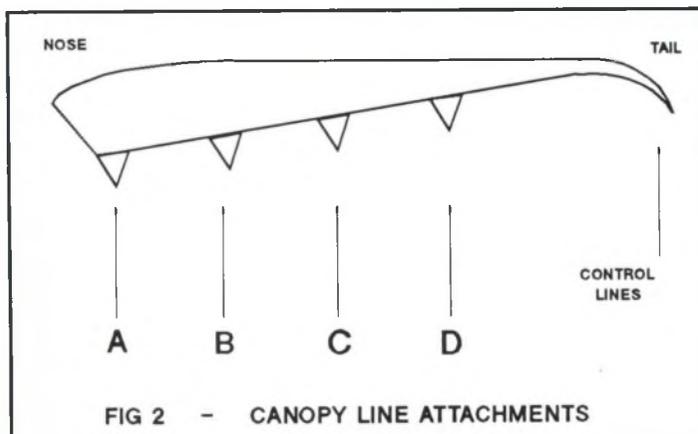
The BLUE TRACK's semi Elliptical shape enjoys structural rigidity without the use of cross-port vents, which are found on all conventional canopies.

This rigidity is achieved because of the non permeability of the fabric, and the use of double internal ribs in the 4 end cells, creating 3 channels in each of these cells rather than the conventional 2. The BLUE TRACK is at present the only one of these new wave canopies available in Tandem size. The BT80 is proving to be popular with Tandem masters because of its very light toggle pressure and easy flared landings. The glide angle is so flat on the BT80 that Tandem Masters have to make a much longer final approach than they would with a conventional Tandem Canopy.



### PINTAIL

The PINTAIL is unique in having 2 completely closed cells either side of the centre cell, in order to improve the Airfoil shape and to help to slow down openings. The centre tail of the canopy, as the name suggests, extends to a point. In fact, D lines are only to be found at the centre. The "wings" of the canopy have only A, B and C lines. Another interesting feature of the PINTAIL is that the two D lines are pulled down slightly and stowed with the brake lines at the Toggles, in order to change the angle of attack during opening. Due to its wing root to wing tip taper and deep wing root chord, the PINTAIL has a very limited tendency to stall. It requires a long toggle travel prior to exhibiting any stall characteristics. The openings I have experienced so far on the PINTAIL have been fairly firm, but quite controlled.



### SABRE

The SABRE has the same 2.5 aspect ratio and straight forward rectangular shape as PD's conventional range of 9 cells, but with a slightly different airfoil that produces flatter, yet slower, turns than a BLUE TRACK or PINTAIL, and easy, controllable landings. Performance Designs claim that their ZeroP fabric, in addition to being truly zero porosity, has also a better snag resistance, UV resistance, and a far higher tear strength than conventional parachute fabrics. They claim that this fabric stays clean longer and can be washed without any loss in performance. The SABRE's opening characteristics are fast but not hard and many jumpers seem to prefer SABRE openings to those of the other canopies in this group.



### EVOLUTION

The EVOLUTION is notable by its Spanwise construction (bolts of fabric and therefore colours, run from left to right instead of front to back) where the lines are cascaded in a spanwise direction with a line going to each rib, so that every single rib is loaded, producing a smoother aerodynamic shape. A 3 point riser system is used, where the front risers are of a Y shape, where both the A and B lines are carried, and can be operated, independently, allowing for the use of front risers, but limiting the amount they can be pulled down. The wing tip "droop" of the EVOLUTION eliminates the need for conventional stabilizers by using wider cells on each wing tip, and by pulling them down relative to the other cells. This is responsible for some reduced drag at the wing tips. It is cross-port vented only on 4 ribs on each wing tip, and uses a Pilot chute-to-slider reefing line, which produces soft openings but is slightly more hassle to pack, and has caused a few problems with the 'sucking of the Bag into the top grommet, sometimes producing a slider hang-up type malfunction. Parafite now claim to have solved this problem by moving the bag away from the grommet on the top skin.



## Longevity

The purchase price of this new range of "Ultra high performance" canopies tends to be higher than others on the market, although longevity in terms of porosity, experienced so far with the new fabrics, actually gives better value for money over a longer canopy life. Whereas jumpers have experienced a notable reduction in lift and performance after a few hundred jumps on a conventional fabric canopy, this has not been the case with the zero porosity fabric.

The only points I can find to make on the negative side, are, that a bit of a run-way is required to land these canopies in nil winds, as their forward speed is certainly higher than other ram-airs, therefore they are not canopies for tight demos, or inexperienced square pilots. Their tendency to "balloon" rather than to sink in deep brakes does not make them suitable as specialised accuracy or tight demo canopies.

The packing of the constantly inflating, slippery fabric requires some practice and patience, although most jumpers develop a satisfactory method after half a dozen pack jobs. The secret is to get all of the air out, and then to keep the canopy under your knees and under control, until it's in the bag, so to speak! You can't get up for a swig of your tea half way through, or you will come back to something resembling Cyril Smith.

These small hassle points are far outweighed by the outstanding performance of these new wave canopies. I'm sure that these four Canopies are only the start of a revolution in deployable Ram-Air Parachute design for the future.

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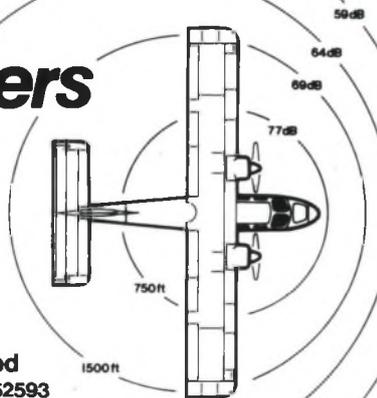
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Ever thought of becoming a jump pilot? Lots of skydivers have gone the route, and it seemed like a logical step for me. Most experienced jumpers seem to find little difficulty in mastering the basics, and the initial requirements are just the same as jumping - lots of patience and a suitcase full of folding money.

Accept at the start that flying is not going to be exciting in the same way as jumping. It's very much like competition accuracy - it doesn't take your breath away, but there is immense satisfaction when you get close to the unachievable goal of a perfect flight. Accept also that you are likely to contract a mild case of schizophrenia. When I'm jumping, I hate pilots who climb too slowly, or who can't put the aeroplane where I want it. When I'm flying, I hate jumpers who don't understand about temperature limitations, or who don't tell me where they want the aeroplane, and I've been heard to complain about the self-loading freight moving around, upsetting my trim!

Your first step is the Private Pilot Licence (PPL). There are several routes to a licence, full or part time training, UK or USA - probably the best way to start is by talking to your club jump pilot who has already been through the system. In fact, talk to as many pilots as you can, to get a good cross section of opinion.

40 - 50 hours flying and £3000 - odd later, you proudly receive your hard earned PPL. It can come as a surprise to learn that you can't actually do a lot with it. You can fly a simple aeroplane in daylight, in good weather, outside controlled airspace without pay - and that's it. To do anything more ambitious, you need additional ratings on your licence - more training, more money.

The next step is to get a few hours in your log book and improve on your standards of general handling, navigation and airmanship. At an early stage, you should consider an Instrument Meteorological Conditions (IMC) Rating. It may come as a shock to learn that, for an untrained pilot, clouds can be horrendously dangerous. Turbulence, airframe icing and most of all spatial disorientation, can and do cause aeroplanes to crash, usually flown by non-IMC rated pilots who really believed they understood and could cope. An IMC rating takes 15 hours, costs around £1200 - £1800, and should be regarded as essential 'weather proofing' for would-be jump pilots, even though parachuting is essentially a Visual Met Conditions (VMC) operation.

As a D Licence jumper, you need a minimum of 75 hours in command to apply for a jump pilots ticket. A 100 hour PPL IMC will have maybe 40 - 50 hours of command time, so you'll still need more experience. Also, almost every club will have minimum experience limitations on its aircraft insurance - 250 hours pilot in command time is a favourite figure. There are several ways to gain this experience - most of them cost money, but you have to have it if you don't want your chief pilot to laugh hysterically when you show him your log book.

Even a very simple jumpship such as a Cessna 182 will be a fair bit heavier, more complex and more demanding to fly than the small training aeroplanes you will by now be quite familiar with. Variable pitch propellers, EGT gauges, fuel injection systems etc. all take time to master, and it is essential that you

understand all the aircraft systems and flying characteristics before you take responsibility for the jumpers in the back - even if they will be only too pleased to leave you to it if you get into trouble. So, you need training on type - more money.

Next comes the business of actually dropping jumpers. Almost any pilot can do it, but not all pilots can do it well, and if you can't do it well then really you won't be much use at all. Training even an experienced pilot to fly jumpers can be a fair investment for a club. Let's say you average 2 minutes a lift slower than your regular pilot, and you fly 30 lifts over a weekend. 60 minutes extra flying, £250 in an Islander you've cost the club. Parachute flying routinely requires the aeroplane to be flown much closer to its limits than normal flying, and in inexperienced pilot can easily exceed those limits, producing staggering bills for unscheduled maintenance - several thousand pounds, without really trying. Don't be surprised if your Chief Pilot demands very high standards, and don't be surprised if you find it hard to achieve those standards on a bare minimum of flying experience.

The job involves 3 basic priorities:

1. Fly the aeroplane safely.
2. Fly as close as possible to the aircrafts performance limits, without ever exceeding them.
3. On jump run, fly to limits of height, speed and track accuracy far higher than normal navigation requirements.

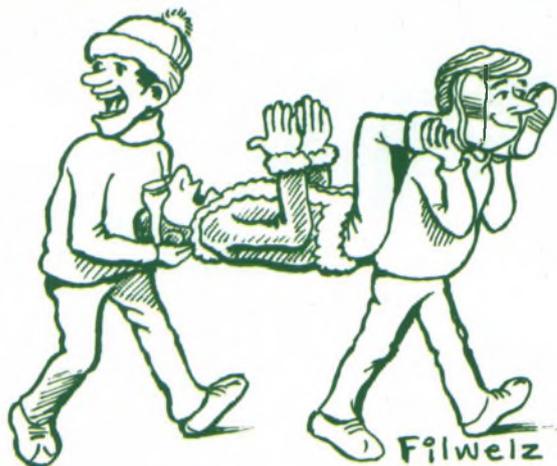
And then repeat the exercise 20 times a day or more without losing concentration. Oh, and expect stick from the jumpers if you need to stop for fuel, coffee or a pee.

Even if you don't fancy it yourself, spare a thought for the new guy up front, who is trying to do all this while getting stick from the jumpers in one ear, the DZ controller in the other, and Air Traffic in both!

Starting from scratch, it will take the best part of a year, and £5000 plus, to earn an Approved Jump Pilot Rating. Cheap and easy, it ain't, but it is achievable - if I got through, it can't be that hard! It's a constant challenge, it's immensely satisfying on the odd occasion when you get it almost right....., and you may even qualify for staff rates on the canteen coffee!

Making the transition from the back to the front of the aeroplane is a challenge I can thoroughly recommend, but take care - the next logical step is a Commercial Pilots Licence, and THAT is a whole new ball game.





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## VIEW FROM THE FRONT OFFICE

*Ball in the middle. Watch your height.  
Watch your T's and P's.  
Watch the RNav. Watch your speed.  
Watch those TGT's.  
Call running in. Heading. Power. Height. Speed.  
An extra head's what I really need.*

*Ball in the middle. Level the wings.  
Height. Cut. Speed, as the stall warn sings.  
Jumpers away. Close the door. Dive the plane.  
Why did I ever get into this game?  
Position. Speed. Height. Think. What comes next?  
Lookout. Location. Downwind checks.*

*Approach. Alignment. Height. Speed. Flap.  
That first run in was really crap.  
Speed. Alignment. T's and P's.  
Watch the sink as you cross the trees.  
Kick straight. Flare. Down safe. Relief.  
But the worst is yet to come. Debrief.*

*Well, we didn't crash, so it's not all bad,  
But as for the rest, just listen, lad.  
Abysmal? No, not really - worse.  
Tight-lipped. Frowning. Sarcastic. Terse.  
Chief pilots words ring in my ears.  
It's twice as bad as all my fears.*

*I slink away with my head down low.  
And reflect on how far I've still to go.  
Jump pilot's ticket? Maybe next year.  
If I sit up and fly right and stay off the beer.  
One small ray of comfort shines through my depression.  
The last thing he said was "Normal progression".*

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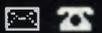
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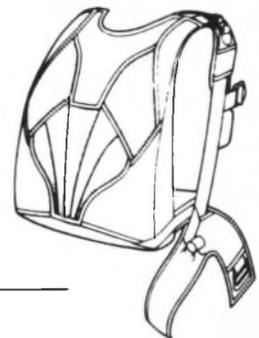
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# SKYDIVING.....Why do you do it?

by Mike Stone

Like most skydivers I have been asked many times, "Why do you do it?" and probably like most skydivers I have several standard answers, none of which is completely accurate. Perhaps to be able to answer this question accurately we should first look at the nature of skydiving and skydivers.

My perception of the sport from both inside and outside is that much of the general public believes skydiving to be extremely dangerous and terrifying for mere mortals and that all skydivers have a death wish and fear nothing. There are many within the sport who happily perpetuate this myth, presumably for the benefit of the ego; and who, in the skydiving fraternity, has not succumbed to the temptation on occasions?

The truth is almost the antithesis of this popular misconception. There are dangers inherent in skydiving but, for the safety conscious, it is a sport less prone to the whims of fortune; the insurance companies' "Acts of God", than many others. All skydivers feel fear, indeed it is this fear and its conquest which is one of the attractions of the sport and in my experience rather than being reckless most participants take extreme care both in preparation and when actually jumping when the fear heightens their awareness.

Why then do ordinary men and women repeatedly frighten themselves by jumping out of a perfectly serviceable aeroplane.., entrusting their lives to a piece of nylon attached to their bodies by lines and webbing. We all have our own reasons which are many and varied and I can only, with any veracity, quote my own; but I think most people's reasons are similar. They are not listed in any order of importance as their relative value changes according to mood and circumstances:-

1. A sense of personal achievement. Despite the competitions which are open to skydivers at all levels the main opponent is ones own fear and lack of ability. During my progression through the category system I, like most other students, knew when I had completed an exercise correctly, (sometimes, more importantly, I knew why things had gone wrong). Do not all experienced skydivers remember vividly completing their half series to qualify for Category VIII and, whilst still in free fall, knowing it was right?

2. The conquest of fear; closely linked with the first reason but more fundamental. No matter how often I do it, it will never be natural nor normal for me to jump from an aeroplane. Although the degree of courage necessary varies according to circumstances, (the first jump after a lay-off of several weeks turn my bowels to water), the fear is always there.

3. Adrenalin surge; induced by, and to conquer, the fear. Also by that first chaotic instant of exit and the thrill of free-fall.

4. The sheer pleasure of free-fall. The car sticker, "Only skydivers know why the birds sing" is trite but it does express a pleasure which cannot be explained, only experienced.

5. The comradeship. An old fashioned word which aptly describes the atmosphere at most centres; skydivers are generally a pretty friendly bunch.

6. The bullshit factor. A very experienced skydiver, who shall remain nameless, once said to me that to be a good skydiver you must have a large ego. I would go further and say that to succeed in the sport you must not only have a large but also perhaps a fragile ego. Each jump is another exercise in ego building. With the ego come the stories, "There I was..." Go into the Boot at Granby, the Bell at Smarden or any other pub frequented by skydivers and see the arms waving as the same improbable situations are graphically described, yet still we listen and are interested. The general public are interested for the first two minutes and then the eyes glaze over. This is no way to explain why you do it.

In the services the reason we usually gave was the extra money, with some justification as 7/6d (37.5p to the younger readers) per day was a significant increase on a basic wage of 12/6d (62.5p). The real reason was for most, I suspect, the bullshit factor, strutting around Aldershot wearing a red beret and wings and pitying the "crap hats"

This does not apply in sport parachuting and therefore I would like to suggest some standard answers to some fairly usual questions.

**Question:**

"Why did you take up parachuting?"

**Answer:**

"To overcome my fear of heights, essential in my job as a steel erector/roofer/lift attendant/waiter in the Telecom Tower restaurant/hairdresser to the Harlem Globe Trotters. (Delete as appropriate).

**Question:**

"Have you overcome this fear?"

**Answer:**

"I don't know my eyes are so bad I can't see the ground from 10,000 ft."

**Question:**

"What happens if your parachute doesn't open?"

**Answer:**

"I open my reserve" (sensible answer).

**Question:**

"What happens if your reserve fails." (silly question)

**Answer:**

This is both a silly and a difficult question as the only truthful answer "I will die" falls into the bull-shit trap and therefore I would suggest one of the following depending upon who asks the question.

For elderly female relatives - "I flap my arms and adopt the hard landing procedure." Then demonstrate a PLF from the top of her upright piano, she'll be so pleased that you only broke two vases that she'll enquire no more.

For your wife/husband/girlfriend/boyfriend - "I will think of you darling." Do not add, "Because your face looks as if it's hit the runway at terminal".

For your bank manager - "My executors have instructions to sue the rigger who packed it for exemplary damages."

For your colleagues at work - "I will think of the mess I made of the last job I did on Friday afternoon and of you having to sort it out."

For the pub bore who knows everything - "There is a new technique developed by an American whereby you unbuckle the harness, slide the pack round to the front, deploy both parachutes by hand and then sit in the container." This can be demonstrated if there is a hiker in the pub by borrowing a rucksack and scattering dirty washing around the bar.

**Question:**

"Do people often die?"

**Answer:**

"No, once is usually enough."

**Question:**

"How many jumps have you made?"

**Answer:**

"I can't remember." Never give any indication of the true number as invariably the next statement is, "That's a lot." whether the answer be 10 or 10,000 and the bull-shit trap looms wide. For the very experienced the bull-shit trap is obvious and for the inexperienced the danger is vicarious bull-shitting, i.e. bull-shitting on someone else's behalf and when this occurs eyes glaze rapidly.

I think to summarise, the main question, "Why do you do it?" can only be answered by saying, "Come along and try it." but 95% of the time this produces a querulous look and a rapid change of subject and most of those who say yes change their minds the next morning when the alcohol has worn off. Nevertheless some come along, some jump and some keep jumping but then 20% of the population of Britain will suffer some psychiatric disorder at some stage in their lives. Fortunate, isn't it?

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# OBITUARY ....Denise Lyall..23 December 1990

It is with deep regret that I have to tell you of the tragic death of Denise Lyall on 23rd December 1990, in Zephyrhills, Florida, whilst doing that which she loved most.

I had known Denise for over eight years and I'm sure that all who knew her would agree that she brought a bubbly radiance to any D.Z. that she visited.

I know the membership will join me in condolences to her family, Dorothy, Bill and Andrea.

Denise was loved by all and will be sadly missed.

God speed to blue sky eternal.

Andy House  
D4916 RAFSPA

On a personal note, please let us learn by this and let it be the last needless tragedy of this type in our sport. Don't let Denise's death be in vain. Learn your drills and stick to them.



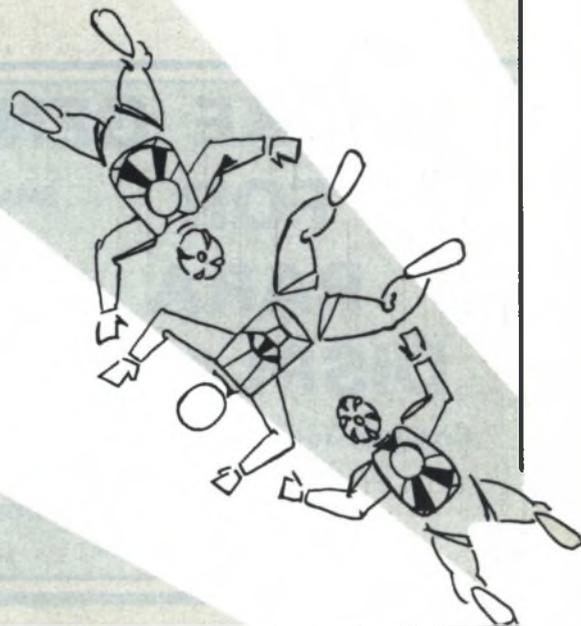
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# DON'T HESITATE!

## Know your emergency procedures

### A REMINDER

from Bill Dause of Lodi P.C. California.

Recently, a friend brought me a magazine, **APPROACH** (The Navy Aviation Safety Review) July 1990. It is a first person account of primarily Navy Pilots who had ejected.

In all cases, there seemed to be a central theme throughout all the articles that simply stated, Know Your Emergency Procedures:..... Don't Hesitate In Initiating Them. As the stories unfolded, the pilot's credited their survival to the fact that they were thoroughly familiar with their equipment and knew how to use it. Quotes include:

*It was only circumstances that I was the sole survivor. My survival equipment did most of the work, but the survival training I'd received during my four-year career helped me keep my wits about me during this tragic episode. I was amazed at how much I remembered.*

*This macho-tough guy mindset has killed too many of our ship mates, and we can't afford to lose anymore. There's a time honoured phrase that goes something like "When in doubt, punch out." I hope you'll never be in doubt because you've been trained to know exactly when it's time to stay and when it's time to go.*

Jumpers should be as familiar with their equipment and procedures. This includes active rehearsal of situations that may occur, and the response, plus landing emergency procedures.

Prior to enplaning, a jumper should get and give a complete equipment check. Make sure you are familiar with the other jumpers and their experience levels, with the knowledge that as numbers increase, more awareness in freefall is needed. As experience diminishes, higher break off altitude is called for.

On each jump after opening, clearing the canopy, and checking your surroundings, you should go through your cutaway procedures. Look and touch each handle in the right sequence. There should be thought given to proper body position (i.e. forcing your legs back, chest forward). Total malfunction procedures in freefall should also be given thought as well. I can assure you that handles never are where you think they should be in an emergency, unless you maintain a high degree of proficiency in your emergency procedures.

I would like to touch on a subject related to proper response at the right time - that of a few Centers and Clubs still using the Single Point Release (S.O.S. one handle for emergency procedures). I personally feel that this is a very unsafe situation. The well trained student after completing his instruction will undoubtedly purchase equipment with the standard two handle, (one for cutaway, another for reserve deployment). Statistically this is when the jumper is most likely to have a malfunction and could revert to their original emergency procedures in a high stress situation. (It has happened).

With today's equipment and the option of the Steven's Lanyard, the high degree of safety can be maintained with the standard handle being used on all student equipment.

Incidentally, to convert the single point system to the standard system is quite a simple process. The manufacturer of your equipment I am sure will give you all the assistance you may need or even do it for you.

**In conclusion, there is no substitution for preparedness and familiarity with your surroundings.**

#### Works Cited

AW2 Mann, Tracy. "Oh, My God! Eject! Eject! Approach July 1990 5.

Cdr Ruth, Mike. "Soggy Milk Run" Approach July 1990 7.

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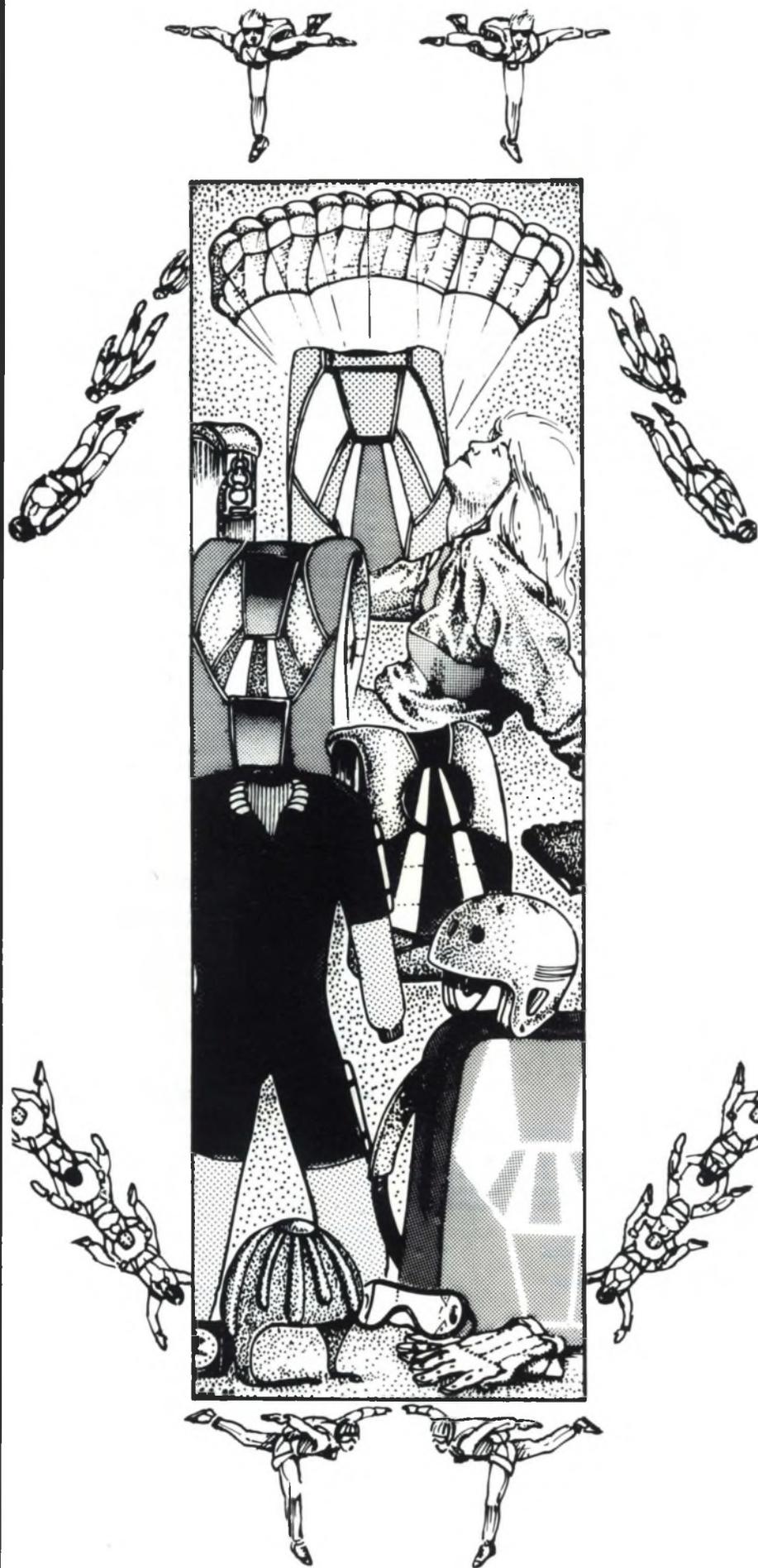
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# Book Review

## COWBOY'S CARAVAN

by Robert L. Williams

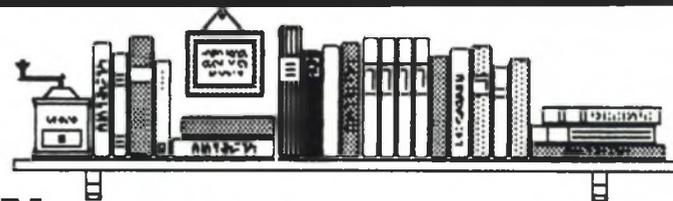
During the night of Wednesday 11th September 1985 an inhabitant of Knoxville, Tennessee, heard a loud and unusual noise outside his house. The next morning a relative discovered the source of that noise in the driveway, namely the face up body of one Andrew Thornton wearing a parachute rig. The reserve ripcord was in his right hand and a half deployed reserve canopy alongside him. This however was not a straight forward parachuting fatality, for as well as the parachute equipment Andrew Thornton was found to be wearing a bullet proof vest and "tooled up" with an extensive array of military paraphernalia. This included: a Browning 9mm Automatic, a .22 Derringer, various knives and spikes, night vision goggles, binoculars, a wrist watch containing tear gas, false documents and numerous other odds and ends. There was one other item found with the body, a duffel bag containing 75lbs of Cocaine.

On Sunday 29th September 1985, the first load took off from the Westwind drop zone near Atlanta, Georgia. On board the single engined Cessna Caravan was the pilot and 16 jumpers. It climbed slowly over the trees then disappeared from view. The boom of an impact was heard and everyones worst fears were soon realised. The aircraft was found nose down in a field with the occupants crushed together at the front of the aircraft in a tangled pile, all dead.

These are the two incidents that "Cowboys Caravan" by Robert L. Williams, the father of one of the victims concerns itself with. "Cowboy" was David Williams, by all accounts he was a philandering property dealer with a penchant for flash cars, good living, skydiving and generally hanging his hide over the edge. In May 1985 he bought the seventeenth Caravan off the production line, at weekends it was used as a jump aircraft, during the week it was used to carry freight.

David Williams knew Andrew Thornton well, he had often jumped and flown with him. Connections between the two incidents soon began to be drawn following the crash of the Caravan. Firstly a local newspaper announced that sugar had been found in the aircrafts fuel system, then another newspaper directly linked the two incidents by suggesting that the "Planes sabotage may have been revenge for drug theft".

Not surprisingly, the newspapers revelations were based on little but supposition and a vivid imagination. The actual crash report revealed that the Caravan suffered from an engine failure due to the presence of 36% water in the fuel. It would seem that during it's short life the Caravan suffered from an inordinate amount of fuel contamination; sludge, iron filings and of course, water, had all been found in the fuel system prior to the crash. On



the morning of it's last flight the Caravan had been refueled from a 55 gallon drum on the DZ. Fuel drums are about three feet high, could a foot of water possibly have got into that drum by accident? If not then the death of 16 skydivers and the pilot was caused by deliberate sabotage and therefore, murder. This, along with the question whether David "Cowboy" Williams was directly involved in the drug deal are the main points left unanswered.

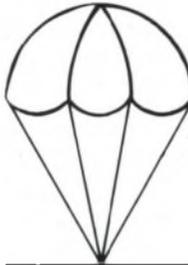
It has to be said that the author was not the right person to write this book. The first half is a eulogy to his son; sentimental, trite and quite frankly, boring. The second half, covering the investigation, perks up considerably but is at the same time both interesting and frustrating. It's a bit like reading a detective novel and finding that the last chapter, in which the killer is revealed, is missing. That said, the frustration of the reader can't begin to approach that of the author and his attempts to find out whether his son and sixteen others were murdered or merely victims of an unfortunate accident.

We may never know the full story of what happened in both of these incidents. The lack of objectivity is the main weakness of this book, only once does the author accept that his son "may" have been involved in the drug deal, but he quickly throws a smokescreen over it. However, what this book does do is to reveal the "skydiving link" in drug smuggling in the US, whether anything similar has happened in this country, we can only speculate.

The only thing I can add is that a dead cocaine carrying skydiver in the driveway, 700lbs of dope spread across a Georgia forest, Colombian drug barons trying to find out who'd ripped them off and a mysterious air crash, might make a very original plot for a film.

Steve Eversfield

"Cowboy Caravan" by Robert L. Williams. \$16.95  
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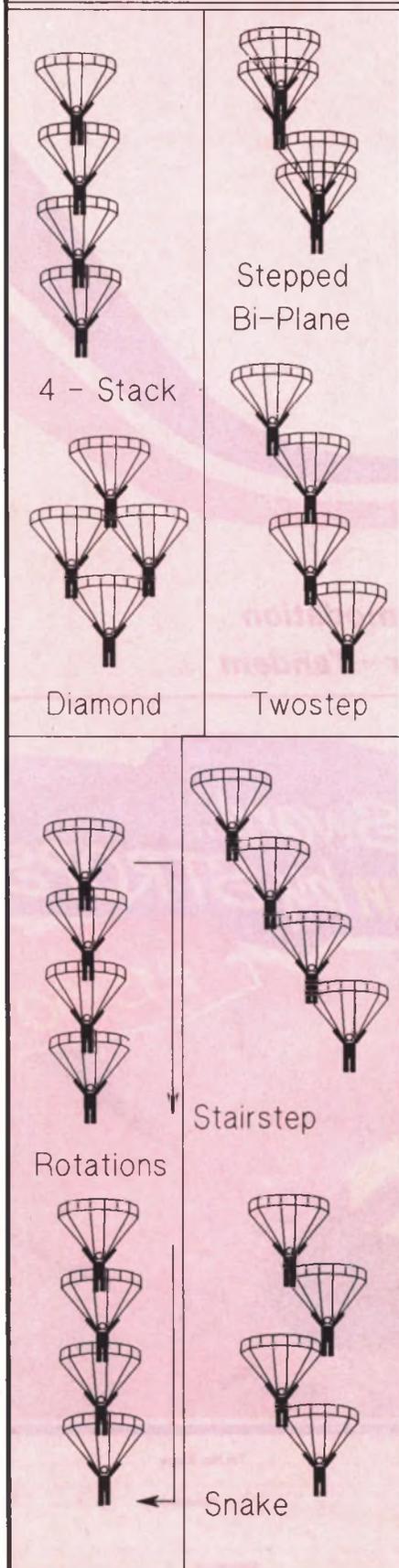
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# UK CRW

## CRW BLOCKS FOR REGIONALS



**"After having the honour of representing my country at the World Championships in Thailand last year, I had the unpleasant experience of seeing just how far behind the rest of the world we are, both in terms of competition experience and training."**

**So says IAN MARSHALL who believes action must be taken now, to get Britains CRW competitors of the future in amongst the medals.**

The experience confirmed a long held suspicion of mine, which I know is held by others from whom I have solicited ideas as to how to begin to improve this said, but not irreversible situation, and put ourselves towards the top of the competition placings. We already hold several world records in canopy stacks, so what is needed is some direction and guidance for the newcomer to the sport.

What counts in the eyes of others is placings and medals. But, what is going to get us back up to the top? What is missing?... I believe it is a training system for introducing CRW to jumpers, to give them the basic skills to achieve those goals. We also need a system for teaching those skills. More importantly, we need a positive attitude towards CRW; an attitude that it can be done and that we can do it well and safely. A good start in this direction would be for the BPA to encourage the CCI's of clubs to promote all aspects of parachuting, and not just the student and RW side. But where do we start? Well, we already have competitions committee approval of the set rules and formations for the regional CRW competitions, which have proved to be very successful. However, I think that this is starting in the middle of the problem, and that it only satisfies those jumpers that are already doing CRW.

So..let's start at the beginning ...  
**The BPA Operations Manual.**

The only reference to CRW is on page 26, Section 10 Safety:  
*"Parachutists will keep well separated from each other, unless doing pre-planned CRW."*

The only other reference to go on is the Instructor's manual; a safety brief - which is a bit dated now. I, in fact, wrote and gave that brief at the AGM in 1980. There are still some very good safety points in it, but it has not

been kept up with the changes in equipment and techniques that have been learned since, and it has no basic coaching requirements to teach to.

At the moment CCI's have to rely on their discretion as to who may teach CRW and with no set training system, and at what stage is the student allowed to do CRW unsupervised and when they may teach it themselves. Before we tackle those problems, we have to change people's attitudes to CRW - that it is dangerous and you have to be mad to do it. The latter may be true! But, please, if you don't do it, or don't like it, don't knock it! Give those jumpers out there who would like to do CRW, had they a training programme to work to, a chance to do it. Because there are some of us who are willing to teach it.

There is a paper around, written by Waggie Wagstaff, of a CRW progression system, but since the driving force behind it has left the country, it seems to have floundered. The paper was along the lines of the WARP system. CRW can be more flexible than RW, and so are the jumpers that do it, since some are experienced jumpers before being introduced to CRW. We therefore need a system of teaching basic CRW skills, not just "downplanes", "trashplanes" and "bihands" which are just break-off manoeuvres, but more on the lines of pinning, receiving, closing 3rd and 4th, piloting, landing and spotting for CRW; not necessarily in that order, but in a modular system and with no set number of jumps to qualify in.

These jumps can be adjusted to the individual, his/her learning curve, and signed off by the CRW coach on a progression card and log book. Once completed, the jumper is able to do CRW, uncoached with a similarly qualified jumper. This type

of system should give the jumper more incentive to do CRW. Once we have a training system, it should be easy to train the existing experienced CRW jumper to pass on that knowledge to the up and coming intro's. These coaches would have their own modular systems for qualifying like an RW coach, briefing, jumping and de-briefing.

I have spoken with Pete Reynolds about a training video to complement the system for CRW. The next step is to run seminars for coaching and qualifying CRW introductions. Hopefully, the newly qualified would then form teams, train for and enter competitions, gain experience and become more prepared for the higher level competitions.... ie. nationally and internationally. The system should give the jumper a sound grounding in basic CRW techniques, from which they can expand their knowledge and skills and pursue them to more advanced levels; hopefully culminating in entering competitions, at least at club level; or ultimately earning a medal at a future world meet or perhaps just showing their skills to the public at demonstrations. This is the most visual aspect of parachuting; it is from the general public that the BPA gets it's new members, and we must keep up the good work that demonstration teams are doing to help maintain that influx of new blood.

In the immediate future; there are at least two CRW seminars planned at Cranfield this year, with lots of coaches prepared to coach anything from basic intro's to competition level, along with a number of seminars around the country and a few regional competitions mainly aimed at the more junior CRW jumpers, who are already participating in CRW and are seeking to gain competition experience.

The regional competition format has been approved, and the 9 set block formations are already published, so the teams entering can practice them beforehand. The set formations are open-ended, so they can be expanded as the experience level rises with no change to the rules or scoring system, making the competition safer for the jumper and "easier" to judge, plus it is more fun. The next plan is to introduce the intermediate CRW competition at the Nationals, thereby giving the jumper yet further experience, and another step up the ladder to the top.

The Intermediate competition can be run on the same lines as the regionals, but with a few more elements added, yet still with safety in mind. Heading towards the senior competitions, over which we have no control, the formations and rules are laid down by the CIP and therefore have to be run and judged accordingly. The steps from juniors to seniors and to internationals are big ones, and I think it is time to give the jumper a hand up, instead of making it harder for him/her.

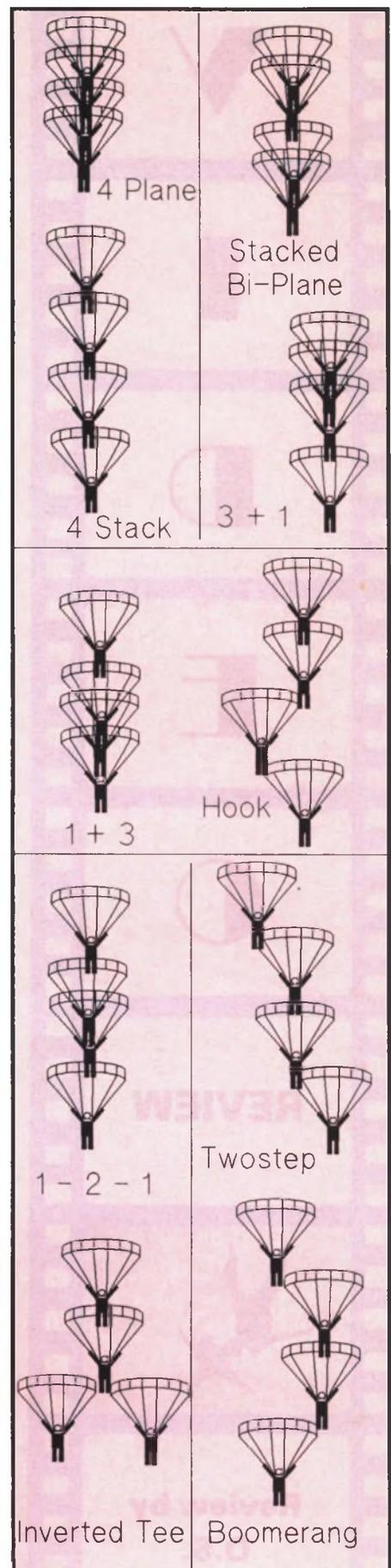
This country has a very high standard in safety and training in all aspects of parachuting and at all levels, and is the envy of the world. It is time that we brought CRW in line with the rest of the BPA's training standards. With the potential of more jumpers being introduced to CRW; albeit through rising fuel costs and the altitude restrictions being placed on more and more clubs, we should start now if we are to compete with the rest of the world. CRW is fun, value for money and very sociable. We also have a good safety record, with few injuries, compared with the anti-social "low-hook" brigade.



These plans are intended to make an already safe discipline even safer, and to enhance it's image and bring CRW training into line with the other very good training programmes that the BPA endorse.

Hopefully the BPA magazine will help us and not keep printing photos of the rare wraps; it may look spectacular, but it is negative. We don't see many photos of the common RW funnels - but that's the media!

**I would like to take this opportunity to thank the BPA and Sports Council for their support in the past. I hope that it will continue in the future. I know the CRW jumpers will try to keep their sport safe and fun.**



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REVIEW



Review by  
O.S.

The BPA system trained you to save your own life, and then like the host at a cocktail party introduced you to a small group (close third, close fourth) and then abandoned you. What do you do next?

1) You try your basic skills in the company of another of similar experience. The debrief: "You were going round and round", "No I wasn't, I was trying to catch you, you were spinning like a top". Or, "as soon as I let go you sank like a stone and that was the last I saw of you". "Like hell I did, you need a weight belt you went up like a Harrier jump jet". An expensive way to improve your skydiving.

2) You decide that you are ready for sequential stuff, brimming with confidence having closed fourth after a backloop. You gang up with more than one jumper of the same skill rating and feel quite experienced as you dirt dive a complicated six point four way. Debrief: "That was good fun wasn't it, we'd have got the three way if we hadn't lost it on exit. By the way who was it who went low?"

3) You manage to get to make up the numbers on an experienced load where no-one really knows you. If you hack it no one will be any the wiser. Great you're in... but you live in fear of the next dive when you cover could be blown. If you do cock up you are labelled, everybody thinks you have at least three hundred jumps and will never forgive you for completing the 4 way base just before break off.

4) You take up accuracy.

Well, the WARP system, devised by Pete Reynolds appeared as an answer to the oft asked question is there life after Category 10? In those days the acronym meant Weekend Astronaut Relative Work Programme. The students left wandering in post cat-8 limbo were offered a structured programme to follow during which they would get to practice their basic skills, get an idea of how good or bad they were, and get to cock up in the company of experienced jumpers without upsetting them.

Pete has gradually refined the system over the years since it first appeared and has now stepped in front of the cameras, abandoned his stripey jumpsuit and presents the Worldwide Approved Relative-work Progression. There are in fact two videos, one for the student and one for the coach. The footage is pretty much the same but the soundtrack differs. Incidentally the soundtrack was read by a professional reader. You know, the plummy sort who read the news on the Radio 4; very clear but not quite appropriate I felt.

For me the main advantage of the WARP system has been its systematic approach. If you learn to go through the correct procedures repeatedly early in your skydiving career the good habits will stay with you, make your jumping safer and your skills will have a sound platform to develop from. These videos plus booklet provide a complete introduction and guide to the WARP system for both the teacher and the student. Ideal stuff for the budding RW star to watch when grounded by the weather, perhaps it should be called Wet-weather Armchair Relative-work Programme.

#### The students video:

There is an introduction to the WARP system which teaches the student the coaching format which is repeated at every level of the system: Log book check (write no lies), Jumpsuit selection (easy I've only got one). Talk through objectives, watch demonstration or video, dirt dive.

# WARP VIDEOS

The introductory lesson is then covered, it consists of the basics of spotting, exits, common flying errors, in air signals and emergency procedures. I would have preferred to see some actual teaching on the first two. Too many people (I include myself here) are reluctant to spot unless they have to and I believe it is only because of a lack of teaching early on. Even though the video is to be used with the booklet it would have been useful to have some in flight views of what to look for and importantly how not to do it.

Exits too; the students were told about the body positions for the various positions but, during the course of the video little guidance was given about different aircraft, or about launching pieces; how you are affected by others on exit, relative wind, why funnels occur and how to avoid them. After all, they are the single most common cause of loss of air time, after air traffic controllers. There was



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little advice on the dangers of some of the skydiving manoeuvres, head down dives for instance. These are minor carps though. There is a limit to the amount of new information that can be absorbed when learning skydiving. The video is for the WARP student and as such covers all the basic necessities very well.

After the introductory lesson and a short promotional slot the video then proceeds through the WARP levels. Karina Andrewes is the glamorous student (own up Karina, when did you last wear so much make up on a DZ?) and on WARP 8 the duo are joined by Andrew Phillipson, and finally for the 4 way, Graham Goodwin.

**The Instructors Video**, using the same footage, introduces the coaching format and takes the WARP instructor through the program, outlining the important teaching points and importantly, helps anticipate some of the problems that might occur with students.

I am a firm believer in the virtues of proper techniques learnt early on in the course of acquiring expertise in any field. The WARP system is an excellent one and the video complements it very well. I feel the student may feel less inclined to buy the video than the instructors. He or she may feel that there will be no use for it after completing level 10. If the video had contained a little more content relevant to the medium experienced jumper this tendency could have been avoided. The video is cheap though and I thoroughly recommend it to students; and there are some 'experienced' jumpers out there who could do with watching it as well.

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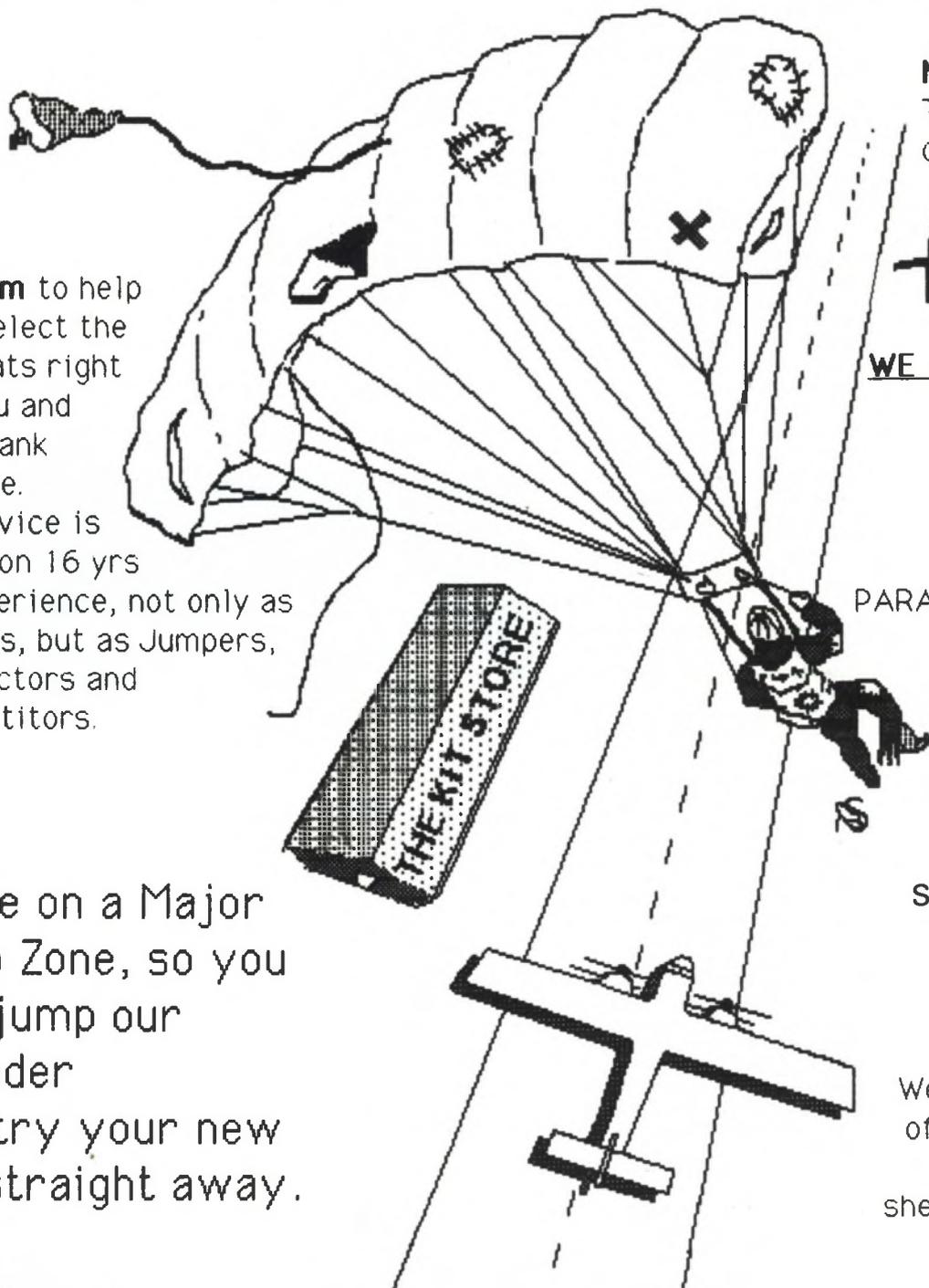
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## NEED NEW GEAR ? OR LOOKING FOR ADVICE ON YOUR FIRST SET OF KIT ?

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For Sale. Altimaster III, wrist mount, £80.00.

Tel: 0684 574888

Complete system. Javelin with PD190 main and Phantom reserve, acid test OK. System is as new with only 22 jumps. £1000.00.

Tel: 0691 658829

SST Racer (pull out) navy and light blue, PD190 genuine 85 jumps rainbow, choice of reserve (square or round). Check out this page then make me an offer.

John 081 874 1471

Complete kit plus kit bag. Firebird main (throwaway) red/white/black, less than 130 jumps. Container, Chaser red/black. Preserve 4 reserve, acid free. Excellent condition. £750.00 o.n.o. Owner giving up sport.

Evelyn 0224 631528

Magnum main, Preserve 4, unused/acid tested. Black/silver Chaser, 200 jumps. Whole system in immaculate condition. Ready to jump. Bargain at only £750.00. Spirit main, Sierra lite reserve, acid tested, SST Racer, ready to jump. £550.00.

Tel: 04353 3585

Complete system, Glide Path Raider, 220 9 cell/CRW mods. Phantom 26, unused/acid tested, Chaser, large harness navy blue. 300 jumps and all in good, well maintained condition £600.00.

Tim Moran 0376 515081(day)  
0245 450859( eve.)

Complete rig, SST Racer (pull out), beige, containing Pegasus main, white/gold, 140 jumps, Featherlite reserve, acid tested never used. Excellent condition £650.00. Also Altimaster for sale.

Vic 079726 327(evenings)

Complete rig in as new condition. Chaser pull out, black with two silver stripes. Fury main, five cells black, two silver. Phantom 26 reserve, silver/black. All reserve mods carried out. Acid and strength tested. Only 20 jumps. Matching bag. Alti 2 and mount. Note: This is a pull out deployment rig. Sensible offers please.

Nick 01 224 8586(day)  
01 898 1344( eve.)

## STOLEN

TSE Xerox, purple with turquoise flashes, silver trim. Firelite, purple/silver/tourquoise. Swift, white. Also purple/ pink warmsuit, purple/pink/red slic suit. All in a red/grey/black parabag. all brand new, less than 20 jumps.

Contact: Stefan Taylor, 49 Lothar Road, Leicester. Tel: 0533 837703

Two complete rigs for sale.

Chaser with pull out, Pegasus, rainbow stripes, Preserve III, acid free. £525.00 o.n.o. SST Racer with pull out, National Z220 (similar to a Pegasus) less than 200 jumps, Featherlite, acid free. £600.00 o.n.o. Both rigs in very good condition. Also a K20 reserve, needs acid treatment, any offers.

Contact: Colchester (0206) 241270(evenings) or Peter Harlow 0473 252101(work) or Liz Harlow 0206 578261 ex. 3382(work).

For Sale: Complete kit, dragmat, bag, Magnum, 70 jumps. 26 Lopo Lite, never used. 5 years old. £650.00 or may split. Chaser type pack and harness.

Stan Perry 031 333 3867(home)  
031 343 4395(work)

Fury, blue/red/green/yellow, 40 jumps. Chaser, blue with green trim. Raven II square reserve unused. Immaculate condition, smart looking kit. £1050.00 o.n.o. Advertised here only 50 still available.

Mark 0727 52813(evening)  
071 865 4700(day)

Complete rig, Chaser containing Pegasus main and Swift reserve, never used. Cheap at £580.00 o.n.o. This is ideal first kit. Also Altimaster, Frap hat and jumpsuit.

0484 433729(day)  
0924 470787(evening)  
View Yorkshire/London

Complete rig. Heavyweight Cloud in black Wonderhog with reinforced Protector reserve. Recently overhauled and tested. £450.00 or reasonable offer.

Chris Ryan 0272 519499(evening)

Complete kit in excellent condition for sale. Warp III rig (pull out), Pegasus main canopy (under 150 jumps), Phantom 24 reserve (unused), plus Altimaster II and crash pad. £500.00 o.n.o.

Chris Harman 0224 812331  
ex.358(work)

Complete kit. Fury main, Raven 1, Talon all matching colours. (Cherry red/royal blue/gold). Only had 3 jumps. Protec helmet, Altimeter, jump suits, kit bag. All in very good condition. £1750.00 o.n.o.

Phil Main 051 737 2123(work)  
051 242 2771(home)

Tracer Blue/Silver. Maverick Petrol Green. Phantom 26' reserve. Acid tester. 80 jumps. Excellent condition. £700.00.

Telephone Pete. Daytime 0234 217733  
Evenings 0234 782555

Brand new: ...2nd smallest Vector container, 40 jumps, Black Parapak-pink trim, leather centre panel, PD 150 Black/Slime Lime, 550 micro, mini risers/links, dive loops. PD143 square reserve, 850 micro. Throwaway deployment on bottom of container with black/pink leather 'Hacky Sack' handle. Bargain £1100.00.

Also black/pink Frapp Hat, drag mat. Also lime camera suit with wings, cotton lined, grips, brand new £60.00. Also Protec camera helmet, real Newton ring sight, new dytter, fibre-glass made custom to cover video camera (Sony TR75). Switches accessible, with double chin strap, plus foam packed carrying box £170.00, will split.

Pete Coady 0423 568322(day)

Complete kit. 1st time buy. American unit black and white 26' Lopo round reserve, acid tested. Series 2 container black. £300.00 o.n.o.

Tel: 0252 331033(evening)

SST Racer. blue Cordura pullout. Large size 5' 9" plus. Containing Dragonfly main (700 jumps), K-26 reserve (no jumps). All in Fab condition. Acid tested & serviced at Netheravon. £490.00 o.n.o.. Also blue Protec (medium) £10.00.

Gerry 071 482 0355

Jaguar harness, navy. Wildfire main, black rainbow. Preserve IV reserve. £550.00 o.n.o..

Helen 0734 352520(evening)

Complete rig, 15 jumps only. Red and blue Chaser (pull out) with mini risers. Maverick main all red, Phantom 24 reserve, unused, tested and treated. Excellent condition, shortage of time forces sale, a bargain at £1000.00.

Nigel 0302 787229

TSE Chaser, blue cordura/black harness. Main, Maverick in navy/royal/sky & white. Reserve, Invader 370R, tested & modded. All in very good condition £750.00 o.n.o..

Graham St Clair (POPS)  
0993 704095

Racer, navy/blue/black.

Merlin, white, 600 jumps.

Featherlite round reserve. £500.00.

Also Racer, burgandy with silver trim, brand new, never jumped. £200.00.

Celia Pape 081 502 2203

For sale. Tan brown and grey PD230 excellent condition, only 107 jumps, £350.00 o.n.o.. Genuine reason for sale. Can be seen at Ipswich Parachute Centre (see Riggers) or call: Colchester (0206) 579375

Blue Racer with Wildfire main (throwaway) 300 jumps.

Preserve IV reserve, never used and acid tested OK. Also Altimaster II with chest mount, Protec, gloves, jumpsuit and kit bag. £600.00 o.n.o. but may split.

Wendy 0928 701931

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# Phoenix/Z-Hills Parachute Center



◆ October 27-28

3rd Annual Halloween Boogie  
(Costume Party, Prizes & Band)

◆ November 4-10

Fall RW Training Camp  
(Day time Jumping & Nightly Seminars)

◆ November 15-26  
15-16  
17-18  
19-21  
22-24  
24th

22nd Annual Turkey Meet  
Practice  
8-Way  
16 & 20-Way  
10-Way  
Awards & Band  
(FUN JUMPING THE ENTIRE MEET)

Christmas Boogie  
Christmas Scrambles

◆ December 8-January 7  
December 29-30

Tandem Certification Course  
AFF Certification Course  
(USPA approval pending)

◆ February 3-8

◆ February 9-24

Spring RW Training Camp  
(Day time Jumping & Nightly Seminars)

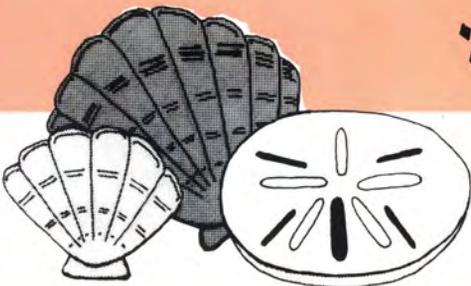
◆ March 3-10

26th Annual Easter Boogie  
2nd Annual 20-Way Sequential  
6th Annual Speed 40-Way  
(FUN JUMPING THE ENTIRE MEET)

◆ March 15-April 7  
March 25  
March 29

International 120-Way  
Practice  
120-Way Attempts

Large Formation Sequential Camp



◆ April 20-28  
April 20-25  
April 26-28

◆ May 4-12

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