

# Sport Parachutist

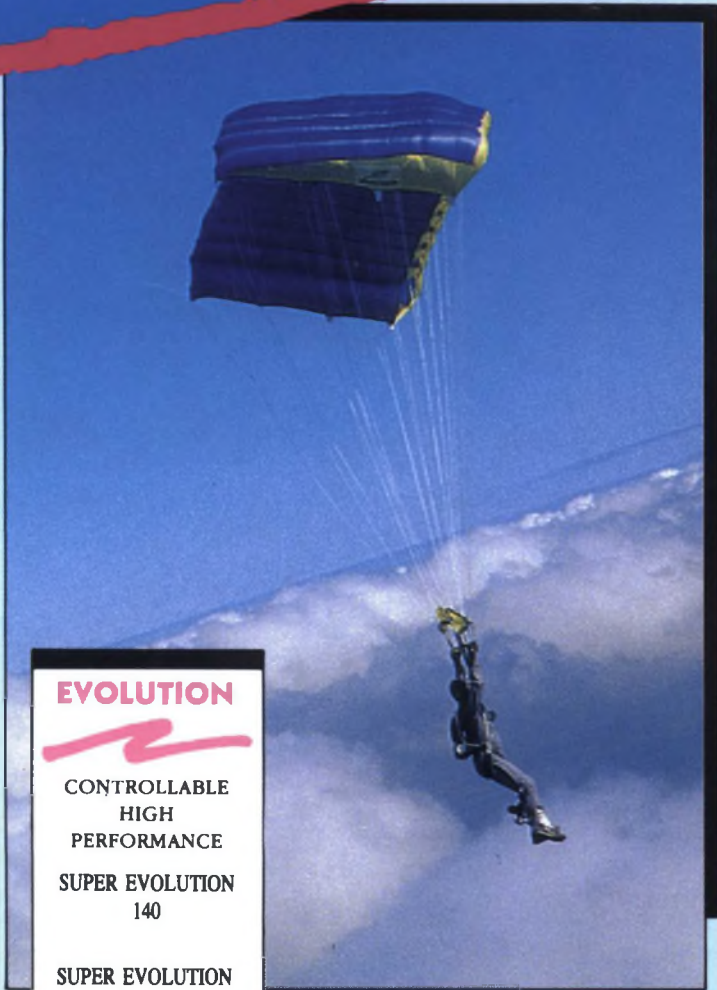
June 1991





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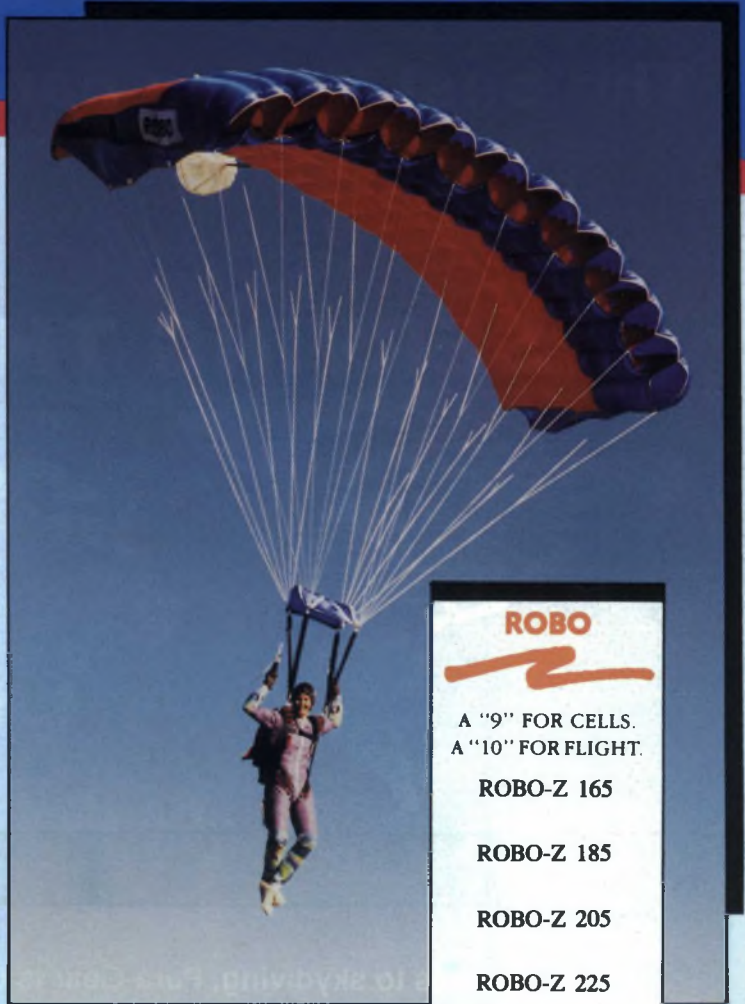
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# Sport Parachutist

JOURNAL OF THE  
BRITISH PARACHUTE ASSOCIATION  
WHARF WAY: GLEN PARVA: LEICESTER LE2 9TF  
Telephone 0533 785271 Fax: 0533 477662



June 1991

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# NEWS & EVENTS

## IT'S 'AIRTIME' AND 'TOYTIME' AT THE RELATIVE WORK NATIONALS

The Red Devils were beaten to the Gold medal by Airtime, for the second year running. The terrible weather made it a stop-start affair, for the first time in quite a few years the competition had to be called early. Airtime, this year with Andy McGowan in place of Kevin Hardwick, had amassed a total of 90 points by the eighth round when the competition was called. Their 11.25 average score was marginally down on last year (11.6) The Red Devils scored 85 (avge 10.6) which was an improvement on last year's 9.2. The Bronze medal was won by Southbound Again.

More success for Airtime team members came in the 8-way competition where they paired up with 4th placed 4-way team, The Not Responsible Toy Company, to form the winning team "Toy Time". The intermediate section was won by the Royal Engineers Blue team. For more details, see page 34.

## NEAR MISS AT PPC

Well, not much more need be said about the Tandem rescue incident after the nationwide media coverage (see page 5). But for the record, here are the details: A friend of one of the regular jumpers at Peterborough Parachute Centre, decided he would do a tandem jump. On exit the Tandem Master deployed the drogue chute which somehow wrapped around his neck. This rendered him unconscious within seconds and they continued in freefall, rotating under the drogue. Once or twice the Tandem Master attempted to get his knife but he was barely conscious. Ronnie O'Brien filming, had spotted that something was wrong quite early on, but, seeing him move he initially just signalled for him to pull his reserve. When there was no response he approached to dock on the spinning pair. The passenger meanwhile though, remained blissfully unaware thinking perhaps his mate had asked the instructor to give him a bit of a scare.

The docking was difficult and it took two attempts but Ronnie got the handle and deployed the reserve. The Tandem Master, the pressure off his neck regained consciousness and was able to steer in to land safely, though afterwards he had little recollection of doing so.

How did the malfunction occur? Initially it appeared from the video that the Tandem Master released the drogue before he was fully stable. It emerged later though that the drogue chute had been packed with the bridle outside the pilot chute instead of being wrapped up in it as per the manufacturers instructions. It is impossible to say with any certainty which, if any, of these factors were responsible. The STC has issued a safety notice about the packing method and is exploring the possibility of the use of AADs with Tandems.

## FATALITIES

A RAPS student died at The Sport Parachute Centre, Tilstock while making his eighth descent. The jumper Nicholas Irving, 21, jumping out of the C 182 forward looped and caught a leg in some of the lines as his main was being deployed by the static line. This resulted in a malfunction. He attempted to release his leg from the rigging lines but was unsuccessful. He then pulled his 'cutaway' pad, as trained, but this did not fully release the canopy as his leg was still tangled with some rigging lines.

The reserve was activated, possibly by the jumper, or AAD, but it did not 'develop', possibly because of the low descent rate at that time, or because it may have tangled with the main. A spin developed which

## AWARD FOR "MO"

For the second time, a skydiving team has received the Royal Aero Club's Prince of Wales Cup for the best Aviation team. Mo received the Cup from the Duke of York, the award was given for their achievement in being placed 4th at the 1989 World Championships in Spain; the best non-professional team.

The last skydiving team to win the cup was "Symbiosis", Rob Colpus and Geoff Sanders were also members of this team, which won the Silver Medal at the 1979 World Championships in France.



The photo shows the members of MO looking smarter than they've ever been seen! Missing from the line up is Tim Mace who is still in Russia completing his Astronaut Training:

Left to right: Kevin Hardwick, Pam Duncan, Stuart Meacock, (cameraman), Sarah Brearley, Andy Woodmansey, Rob Colpus and (kneeling) Pete Allum and Geoff Sanders.

put twists in the reserve lines and though he managed to release his leg eventually the reserve never fully deployed.

An experienced UK jumper, Paul Dixon, died in France after a canopy collision. He had been filming a 4-way team in training. At break off somehow a collision occurred with the French jumper ending up through the cameraman's lines. The jumper managed to cut away but Paul had lines snagged on both his camera and his footwear. He was unable to disentangle himself and deploy his reserve in time.

## WOMENS FORMATION RECORD ATTEMPT

Sandra Williams and the Misty Blues Skydiving Team have begun preparations for the next Women's "World Record Attempts". They are holding what they have termed the "5th Adventure Girl Get-together" (Enid Blyton would have been proud of that title!) at the Orange County airport in Montgomery, NY. Apparently the airport is not normally used for jumping but is opened every two years for the Adventure Girls.

Jump aircraft will be the Caribous. The event is tentatively scheduled to run from August 11-22, 1991. The aim of the get together is, "to set up an enjoyable atmosphere, make great skydives out of cool aircraft, have a blast... and get a world record. The press release hints that there might be Network TV coverage so if you are interested and you are female get in touch with: Sandra Williams, 549 Daley Street, Orange City, FL 32763 USA, (904)775-3755.

## SWEDISH ALTITUDE RECORD ATTEMPT

As Nish Bruce and Harry Taylor continue preparations, with Pete Reynolds as trainer, for their high altitude 120,000ft world record endeavour, word is filtering out that a couple of Swedish jumpers

intend to do the same. Having obtained sponsorship, Jens Grahn and Rickard Janz, coached by Johan Persson, plan to attack the record at about the same time - October this year.

## PARAFILITE TO SPONSOR WORLD MEET

Para-Flite, have announced their support of the 9th World Championships in RW, Czechoslovakia. As the official sponsor of the RW World Meet Para-Flite has been given "exclusivity" and is the sole parachute manufacturer sponsoring the event. Para-Flite will also be supplying the rigging services during the World Meet.

## ESPACE BOOGIE - VICHY

This year's Espace Boogie will take place from August 10th to 18th in Vichy. The jumpship will include the MI-26 helicopter which takes 120 jumpers.

Load organisation will be by the European Skydiving Convention. The Boogie will be a must for jumpers wishing to get invited on next years record attempt which will take place in Belgium next July. For further information contact: Espace Boogie, 33 74 84 91 32 (Joel Cruciani), or The European Skydiving Convention, 32 10 22 25 85 (Etienne Herin).

## Stop Press

**CRW Champ'ships: Sequential:** 1st: No Limits, 2nd: Cell Mates, 3rd= Flying Toads, Flying Dragons. **Rotations:** 1st Team Rabbit, 2nd Flying Dragons, 3rd Cell Mates. **8-speed:** 1st Eight Pack.

**Style and Accuracy: Acc:** 1st: Les Carroll, 2nd: Steve Hastings, 3rd Dave Ballard. **Style:** 1st: Les Carroll, 2nd Jeff Chandler, 3rd: Alan Dumbell. **Overall:** 1st Les Carroll, 2nd: Jeff Chandler, 3rd



## Photo: Adrian 'Bomber' Mills on an AFF dive.

This is no ordinary jump, notice the jumpsuit; Adrian, an experienced skydiver, became paralysed from the chest down after an accident. He travelled to the 'States earlier this year to try to get back in the air, and with the aid of a specially designed jumpsuit and some friends he made it. Full story of his unique achievement, and more pictures, in the August issue.



# SKYDIVER SUPERMAN

JUST 10 SECONDS FROM TRAGEDY: SEE

**WHAT THE PAPERS SAY**  
An occasional look at skydiving and the media

## Skydive hero swoops to rescue at 180mph

### FLYING HERO SAVES DEATH PLUNGE PAIR

Great save Ronnie! The mid-air rescue over Peterborough really gave the papers a chance to give their superlatives an airing and dust off their best skydiving cliches. Out came the old favourites: Superman, Birdman, flying hero, horror, hurtle and plunge. It also provided a good example of how many versions there can be of the same story. The Mail implied that Ronnie had been filming a completely different dive and happened to spot the pair falling past him, another implied that the instructor had been "knocked" unconscious,

completely failing to mention the drogue chute. Yet another implied that Ronnie had docked on the pair at 180mph! Worst of all, the Mail implied that Ronnie is a Police Chief Inspector!! Ronnie counterbalanced the hysteria with a nice touch in understatement. Eg "I was glad we got it open when we did, you go towards the ground quite quickly". In fact the handling of the affair was in general quite a good exercise in damage limitation; it would be a shame for the public to get the impression that Tandems were dangerous. Which is why it's a good thing they did not cotton on to a little known fact: Ronnie is an experienced Tandem Master, but stopped jumping a while ago after

FOR nearly a minute two parachutists, one a novice, plunged toward certain death under an unopened chute.

With just moments to spare, another diver swooped to the rescue and opened their emergency chute.

**Daily Mail Reporter**  
13,000ft near Peterborough. He and skydiver teacher Mike Smith were strapped together for a tandem jump. But a drogue chute used to steady jumpers caught around Mr Smith's neck, causing him to black out.

The pair spun out of control - but 25-year-old Mr Maynard believed it was deliberate and all part of his training course. As they plunged helplessly for 45 seconds and nearly two miles they were spotted by Ronnie

O'Brien, a police chief inspector, who had jumped before them. Parachute veteran Mr O'Brien was filming as he saw them fall past him at 180mph. He turned perfectly and overtook. The pair stood still and then pulled the emergency chute.

The pressure on Mr Smith's neck was eased and Mr O'Brien, 44, was able to get out of the way of the newly-opened chute.

At just 10,000ft, Mr Smith was unconscious and landed safely with his pupil.

Mr Maynard, 32, was quickly told later how near he had come to death. Mr Smith, 43, from Bretton, Peterborough, said yesterday: "It was a nightmare - probably the worst thing you can think of happening to you."

"I wouldn't have been much longer before we hit the deck."

The bravery of Mr O'Brien was praised by Peterborough parachute club owner John Maccock. "It took considerable skill and courage," he said.

Hero Mr O'Brien, from Ringwood, Peterborough, who has made 4,000 jumps, said: "Anybody would have done the same thing, but I'm glad we got it open when

### Sky divers saved in mid-air

**By Den Fanton**  
RICHARD Maynard's first parachute jump was almost his last, but he remained blissfully ignorant that he was plunging towards the ground at 130mph even after another sky diver came to his rescue.

Mr Maynard, 32, was strapped to Mr Mike Smith, an instructor, as part of a parachute training course at Peterborough Parachute Club, when lines from a drogue parachute used for stabilising wrapped round Mr Smith's neck.

Unknown to his student, the 45-year-old instructor lost consciousness as the pair, who had jumped from 12,000ft, fell towards the ground, but the emergency had been spotted by Mr Ronnie O'Brien, the club's chief instructor.

As Mr Maynard enjoyed the experience, thinking that the violent spinning action was part of his training, Mr O'Brien manoeuvred through the sky to get above and beside them.

Mr O'Brien, 44, and a veteran of more than 4,000 jumps, managed to steady the two men and pull the cord releasing the emergency parachute, which reduced pressure on the drogue parachute. Mr Smith regained consciousness at 2,000ft and landed safely while his student continued in the happy belief that all was well.

Mr Smith said yesterday: "It was a nightmare, probably the worst thing you can think of happening to you."

Mr John Maccock, the club's owner, said: "I was the first to get to them. Mike was in great shock and grunting and the student was standing upright and smiling. It was only later that he realised what had happened."



O'Brien: mid-air saviour

# THE BIRDMAN

REAL-LIFE Superman Ronnie O'Brien was hailed a hero yesterday after swooping like a bird to save two men hurtling to their deaths.

First-time parachutist Richard Maynard was plunging out of control after a freefall accident knocked his instructor unconscious.

Swooped together, the two were plummeting towards the ground from 12,000 feet at 125mph without a chute.

EXCLUSIVE By PETER BOND

He saves his pals just 10 seconds from horror death

**SEEN ANY INTERESTING SNIPPETS OR NEWS STORIES ABOUT THE SPORT RECENTLY?? SEND THEM IN**



The picture below is of Dave Mustaine, the Sport's very own rock star - lead singer with a band called Megadeth. Vox, the music & movies monthly, ran an article on him in the July issue entitled "Deth or Glory". I don't think London Skydiving Centre will be impressed with their description of the club though, I quote, "It's a bright clear spring morning halfway through Megadeth's UK tour and a black stretch limo has just pulled up outside a prefab shack in Bedfordshire". A shack! There's more... "A few feet away sits a battered Cessna from which people regularly jump at great heights". Great heights?? (Sorry John, couldn't resist that). The author of the article goes up with Dave, as a tandem passenger, and the

Cessna comes in for some more stick... "The Cessna shakes, rattles and does a lot of rolling as it taxis onto the runway...finally the plane tumbles along the runway and struggles into the air". How rude can you get, I think he was just sore he didn't get to jump the skyvan. The group are accompanied by a "fearless airborne cameraman" AKA Kevin Hughes (he is fearless, how many people do you know who would head butt an Islander prop - while it's spinning??). Dave gets to explain why he likes jumping out of planes. The writer informs us that, as an addiction, it has replaced the role of chemicals, quoting Dave, "There is something about the adrenalin surge you get when you're hanging there and united with...well I don't know whether you believe in God or not, but for me, it's like I'm in his hands." My favourite quote is one that describes a well known skydiving tradition. "I'm the sort of person who parties 'til the wheels fall off then crawls along on the hubcaps". See you at Kwik-Fit Dave.



## EDITORIAL

I knew it would end in tears. Sure enough, someone has taken offence to something personal that was written in a letter in the last magazine and has reached for the nearest solicitor. I'm afraid it's a smack on the writs, sorry I mean wrist, for G Holder Esq. who erroneously suggested that money was being squandered on helicopters and personalised Ferrari number Plates, by Dave Turner, the Hon Sec of APDO. As anyone would know, this is not the case and, more to the point, whether he bought the plates, stole them from Dave Lee Travis or got them as a birthday present from his mum is totally irrelevant to the APDO controversy. In fact it is about as relevant to the debate as Mr Turners accusations that a certain member of a military Parachute association has been squandering public money on a personalised registration number for his club jump ship. While on the subject of the last issue of Sport Parachutist, I must mention the cover. Simon Ward's photo has been widely admired, but it did contain an error, the model was not wearing a helmet - oops. It has been pointed out to me that this Major, Cardinal sin of Peter Schaeffer's, his blatant flouting of BPA rules in Boputhatswana airspace may be taken as an incitement to the British jumping public. So before you start setting fire to your Frapp Hats and binning your "bonce buckets" I must stress that BPA rules state that jumpers must wear suitable protective headgear (skydiving can seriously damage your hairstyle). Mr Schaeffer is a specially trained stuntman which is why he is able to jump unprotected, you should not jump at home without at least a furry hat or a camcorder to protect your head. The BPA do not as yet have a ruling on footwear, so presumably surfboards are allowed, but do remember - no surfing after RW.

The upshot of this is that to avoid giving a bad example to impressionable young jumpers it will be necessary to print some sort of health and safety warning when photos of people breaking BPA rules are published. I favour painting in frapp hats myself, but anyway, SP is offering a free woolly hat to the supplier of the best health warning to accompany any photos of hatless hellraisers.

### CHECK YOUR LINKS!

The photo opposite shows the effect of opening shock on a poorly fastened connector link. This particular link was spotted under canopy by the owner at 500ft! The Kit belongs to a jumper at Lyn Georges club. Lyn says, "It is not the first time and certainly won't be the last that this will happen. Let this be a reminder to all jumpers to check their links regularly and not get too complacent."

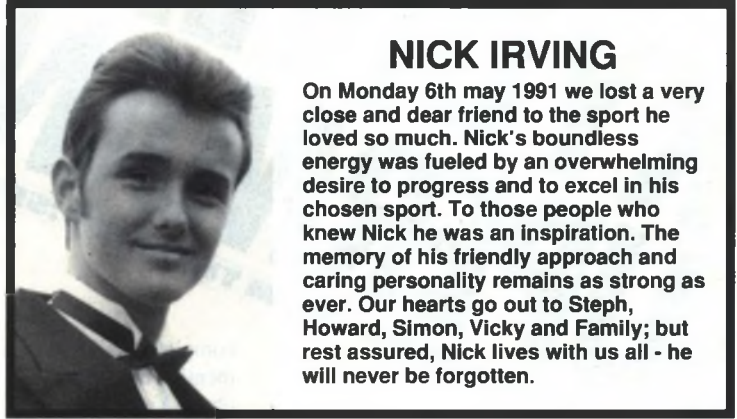


## PRIZE COMPETITIONS

SP will be running a series of competitions. Prizes will be announced as soon as we find the sponsor, but rest assured they will be worth winning. The categories will be as follows:

- 1) Photo Competition:** Theme - Funniest Freefall Face. Some people's features get very distorted in freefall. Do have an embarrassing photo of a mate?? Send it in it may win you a prize as well as lose you a friend.
- 2) Fiction:** We will be offering a prize for the best, and the worst, short story sent in. Comedy, Sci Fi, whatever. It must have some jumping in it though!
- 3) Cartoons:** Can anyone out there draw?? Well what are you waiting for? Inspiration?..... Inspiration will be announced in the next issue of SP. It will be in the form of cash or equipment. **If you wish to enter any of the above competitions you may do so as of now, it's free.**

**Sponsors please note,** if you would like to sponsor any of the above competitions please get in touch.



## NICK IRVING

On Monday 6th May 1991 we lost a very close and dear friend to the sport he loved so much. Nick's boundless energy was fueled by an overwhelming desire to progress and to excel in his chosen sport. To those people who knew Nick he was an inspiration. The memory of his friendly approach and caring personality remains as strong as ever. Our hearts go out to Steph, Howard, Simon, Vicky and Family; but rest assured, Nick lives with us all - he will never be forgotten.

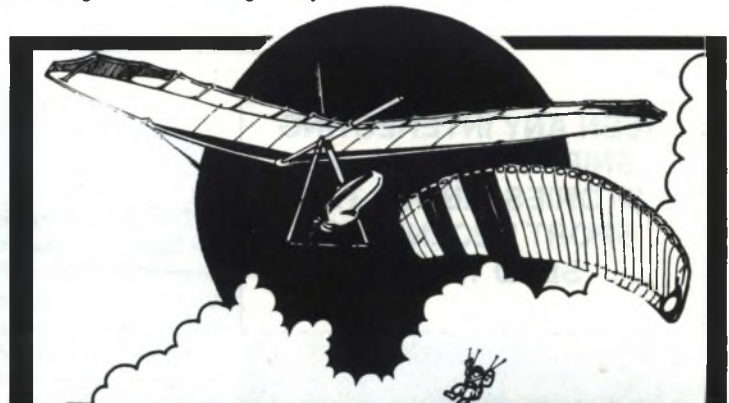
### NOTES TO CONTRIBUTORS

You may have noticed that the magazine has a different feel to it. Well, as stated in the last issue, production has changed hands. Welcome to the first issue produced by Airscape Ltd. Hopefully SP will continue to improve over the coming months, to help with this we need your co-operation, so here are a few tips for anyone thinking of contributing, be it pictures, letters or articles. Firstly, the mag reflects what we get sent in. Although we commission material, much of the character of Sport Parachutist will be determined by what people send in of their own accord. Everybody, from first jump student to "seen it all, done it all skygods", is encouraged to contribute. If, as I hope eventually will be the case, we are swamped with contributions, it can only lead to a better magazine. Anyone whose material is not used will hear from us, the least we can do is acknowledge your efforts.

**Pictures:** We can process anything but the order of preference is prints, transparencies, and as a last resort negatives. Pictures should be in good focus. Pictures with poor contrast do not reproduce well. Black and white as well as colour pics are welcome. Each picture should have your name and address on the back or on the frame of the slide. This is best done with a sticky label. Do not emboss pictures or write on the back in ball point as the pressure may affect the front of the picture. Avoid using paper clips as they can crease and scratch the print. All pictures will be returned so please supply a stamped SAE. Do let us know if we can keep the pictures though, as we would like to build up a photo library for Sport Parachutist.

**Articles:** We welcome contributions for any of the sections of SP be it Video Review or DZs Around the World. Many people use word processors these days and if you can submit a disc please do, it will be sent back by return of post. We have the facility to deal with either Apple or IBM compatible material (both 3.5 and 5.25 inch disks) and can cope with just about any WP format. Discs should be submitted with the file saved as normal (state the WP used) and as an ASCII (unformatted) version along with a hard copy of the article.

**Letters:** We are getting a lot of letters these days. Everyone, well nearly everyone, has a right to air their views so, to give others a chance please keep your letters short. Lengthy letters may be edited if they are to be used. Finally if you have any questions or are in doubt as to whether what you want to send in will be any use please write, phone or send it in anyway don't just do nothing! Let's be hearing from you.



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# CORRESPONDENCE

## SMALL PRINT - BIG INTEREST

Dear Editor,

Re that BPA Mastercard/Visacard, lots of letters, comments about the photo but..... How many members have read the small print? 28.8% APR! Interest charged from the date of purchase unless you always pay off all the bill each month!

How many members have had direct, or more likely indirect, dealings with the Bank of Scotland? (not to be confused with the Royal Bank of Scotland)

Ever bought a car on H.P. Dealers credit? Used a finance house called N.W.S.? Ever listened to Radio 4 consumer programmes? I have, I did. It can be a dangerous world out there, be careful, know your kit!

Pete Male C7957.

## KINESTHESIA or WARP?

Dear Editor,

As a relative work instructor at the Cornwall Parachute Centre I am always enthusiastic to see anything that can potentially improve the standard of relative work in this country. Unfortunately due to the very limited "market" surrounding training aids I am usually left disappointed and frustrated. Personally speaking, two of the greatest aids to enhance my own progression have been the introduction of the creeper and the superb Tom Piras's "Skydive 101", however in my opinion the lower end of the market, i.e. the student, has often been neglected.

Through only lots of jumps, money and sometimes luck, does the early RW jumper get to realise and perform the kind of dives that, for most, have been their main source of inspiration. However, thankfully times are changing. Student progression has taken a more positive approach. Training videos, air-to-air video and improved tuition are now becoming reality and the ever enthusiastic student can now progress faster than ever anticipated, which can only be beneficial for the sport on the whole.

I would now like to see all centres interested in maximising their students' potential following the training system outlined in the new Guy Manos production "Kinesthesia" as I am sure this kind of training used throughout the country will provide us with a nation of highly skilled skydivers.

I am a firm believer that a student trained under the Kinesthesia system would easily out-perform your average BPA WARP student.

All things aside, at the end of the day it's our American friends that are skydiving virtually every day, so now I think it is time we gave them the credit they deserve and incorporated their until now unpublished training methods into the BPA progression system. After all who brought us "Accelerated Free-Fall?"

Don't get me wrong I am not on commission to sell any of Guy Manos's products it's just that I can foresee a dramatic improvement occurring with the widespread use of his training videos.

Yours faithfully,

Chris Gauge D8730, Cornwall PC.

The WARP system has been around for many years now and is being continually improved. There is also a system for training WARP instructors. Kinesthesia is very good, but does that mean we should simply abandon all the hard work that has gone into WARP? Is there anyone out there with strong views on this one? ...Ed

## WORDS OF PRAISE

Dear Sport Parachutist,

I would like to use your pages to dish out some much justified praise. A short time ago I completed an AFF course at the London Skydiving Centre, under the instruction of the club C.C.I., Greg Cox. The individual was of the highest standard, and the friendly approachable manner of all Cranfield's instructors, both full and part-time, did much to allay my apprehension and increase my enjoyment of the course, as a result I am hooked on skydiving.

However, as I started the course in November, poor weather put paid to many days when I hoped to jump. During this time I found only one book to assist my recall (not good at the best of times) and add to my 'pool of knowledge' and that was "Skydiving in Eight Days" by Miles Clark. The book tells of the authors progression through the AFF programme at Headcorn, and is written in an affable diary form while retaining the accuracy and information of a text book. I found myself constantly referring to the text, and particularly the diagrams illustrating the dive sequence; extremely useful for revision after a lay-off, prior to the dirt dive. Many of Miles Clark's and Stephen Saberis' observations and experiences do a great deal to help and reassure the student. I would strongly urge AFF instructors to make this publication known to their students. I'm sure it saved me a re-jump or two!

Having recently started the WARP system I am now finding the "Teach Yourself Skydiving" video of enormous help and a first class training aid. Has anyone thought of a similar aid to AFF?

Finally I would like to echo an earlier letter in SP and say let's hear the good and bad points about foreign DZ's you've visited. I hear many tales in the clubhouse - how about a few in print?

Blue skies to all

Bob Owen BPA 494796 (London Skydiving Centre.)

P.S. I really don't have any business interests in any of these projects!!

## A KICK IN THE TEETH

Dear Editor,

There's no question about it - Merlin is a dangerous and despicable psychopath. Not content with splitting asunder the previously united and loyal

membership of the BPA with his blistering attack on the leadership (SP, Dec 1990, p. 8), Mr Hesketh put the boot in at 8,000 feet over the Lancashire countryside on 12th January.

Of course, skydiving is a potentially hazardous business (with the risk of malfunctions, encounters with space buggers on their way to Uranus, and even meteorites), but I didn't expect to suffer two chipped teeth from a brush with one of Hesketh's boots after my clumsy exit that day. Okay, I exited after Merlin, so you might say it was my fault. But according to Einstein, all motion is relative - so I'm claiming that Hesketh's boot flew at me.

Clearly, Merlin, a D licence holder now, if not then, should have realised that I'm a sky blob, not a sky god, and got out of my way. But then what can you expect from such an incorrigibly nasty piece of work - the sort of man who would stub out a cigar on the head of a pit bull terrier and then blame the dog for getting rough?

Merlin may be a first-rate skydiving cameraman, but technical brilliance doesn't compensate for moral degeneracy.

As I see it, there's no safe way to contain and drain off this fellow's destructive impulses other than let him have his wish - a regular column in this magazine, where he can air his vile and malevolent views. Otherwise, we'll all need to order dentures.

P A McCue C9208

Having given your suggestion, and Merlin's original request due consideration, I have decided to grant the aforementioned person a column. It will be printed each issue, starting with this one, on page 51 of the mag...Ed

## MARATHON MAN

Dear Editor,

It is with pride and pleasure that I inform you and my friends in the BPA that I ran in, and completed, The London Marathon; time - seven hours thirty minutes. In a few weeks I shall be seventy. Through your columns I wish to thank London Skydiving Centre for their confidence in me to finish it.

Blue Skies to you all

D Evison-Jowett

## KENYA BOOGIE CON

Dear Sir

Re: 1991 KENYA BOOGIE

Our reservations about the 1991 Kenya Boogie were recently confirmed when the organiser, who held the event not in Kenya but in Arusha, Tanzania, was arrested. As you can see from the enclosed clippings of a Nairobi daily of May 15th.

1991, Paul Janssen is currently in a Kenyan prison awaiting extradition to Tanzania. He has, allegedly, failed to pay for the hotels and aircraft used during the Boogie, and fled from Tanzania to Kenya.

It is a pity that the name of sport parachuting in this part of the world has had to suffer on account of the actions of a few unscrupulous boogie organisers who come to exotic places like East Africa only to make a fast buck.

Yours faithfully

Harro Trempenau

Chairman

Kenya Skydivers Club

## Suspect set to be extradited

A DUTCH national wanted in Tanzania to answer charges of obtaining credit by false pretences was yesterday remanded in custody by the Chief Magistrate, Mr Omosodi Tunya, until May 28 to await extradition papers from Tanzania.

Johannes Jansen, a director of Kenya Boogie 1991, in the extradition plea read to him by the court clerk Mohammed Noor, is alleged to have jointly with another, he took 45 divers in Mount Meru Hotel and 77 Hotel in Arusha from April 6 to 12 but failed to pay \$27,000 and \$13,000 for hotel accommodation and hiring aircraft respectively.

On April 26, he was questioned by Tanzania police and his passport taken. After that the accused ran to Kenya and booked himself into a hotel. He is alleged to have approached the Dutch embassy and was issued with a new passport while his partner ran away.

Jansen Jansen was arrested on May 9 after an official request was made by Interpol Dares-Salaam Prosecuting Superintendent Fatah Mwangi, requested that



## ANOTHER SLOWCOACH - THE SLOWEST YET!

Dear Editor,

Having read with interest the articles in the previous issues of SP - the length of time it has taken for one or two people to reach the Cat-8 level, it certainly makes me feel a little more at home in the continuous struggle for advancement through the Cat. system.

My first Si/L jump was made in 1960, with the then newly formed Swindon Parachute Club. This consisted of two 2 hour evening sessions of ground training and reserve drills (can anyone remember pull-punch-cover?) and then to Thruxton on the Saturday.

Never having been in an aircraft of any sort at that time, I found myself being instructed on how to climb out of the front cockpit of a Tiger Moth, grab the wing struts and stand on the wing without going through it. An hour later at 2000ft - a tap on the shoulder from a grinning pilot and the same drill took on a different meaning. I remember hanging on for grim death in case I fell off, but then a thumbs up from a still grinning pilot, step back and let go.

To this day I'll always remember closing my eyes and holding my nose, something I used to do as a kid jumping off the top board in the local swimming pool. Safety counts, good arch and stable position were still yet to come. When I opened my eyes the canopy was big round and white above me, and it was blissfully quiet and peaceful. I managed to land in one piece on the airfield (two of my friends having landed amongst the cows in the surrounding fields) so I was quite pleased with myself.

The packing of the only two parachutes we had, was a combined effort with everyone helping where we could - the awkward part was getting the pilot-chute to stay where it should whilst the three pins were put in position.

This time on the end of a cable and 'D' handle, we'd all done our static line jumps, it was now time for freefall. Once again at 2000 ft, the pilot still grinning, out of the cockpit, grab the struts, stand on the black painted strip, a thumbs up, step back and let go. This time I didn't close my eyes or hold my nose, there was too much to do. Step back let go of the struts, grab the 'D' handle and pull. All, it seemed, in one movement. The sensation of freefall was non-existent, hardly surprising as I suspect that the canopy opened a damn sight quicker than it did on the static line jump.

It was 1981 when I jumped again, this was after the full ground training, and I managed to proceed quite rapidly on to freefall proper. This was the time for me to leave the service but not before I had completed three good five second delays - my next jump would have been a ten second with a 180 degree turn, but earning a living as a civilian left me a gap of nine years before I was back in the air again in June of last year. The weather and family commitments slowed down my progress, along with my inability to remain stable for five seconds.

Here I would like to comment on the pros and cons of squares or rounds for students. The one big advantage of jumping squares is that you spend less time sitting around and waiting for the wind to drop. However, I wonder if a square would have been as forgiving as a round when asked to deploy in some of the unstable positions that I have pulled in recently, without the slightest hint of a malfunction. I have watched the pilot chute drag the main canopy through my legs on at least three occasions giving me a backflip which would have been a credit to any self-respecting trapeze artist.

With this confidence in the round, I have now hopefully sorted out my exits and stability problems, so its onward and upward and hopefully Cat.8 within 32 years of my first jump.

As I have been a civilian for the last nine years, I hope that the members of the APDO won't mind too much if I continue to jump at Netheravon, who

knows, I might reach the necessary standard for me to be able to pay their DZ's a visit.

For all students - clear skies - winds below 10 knots - and keep at it.

Ossie Gibson BPA - 476536

## TANDEM SEMINAR

Dear Ola,

I have had a good response to the request for a centre willing to host a seminar on Tandem Jumps for disabled passengers. The event will take place over the weekend of August the 23rd to 25th at London Skydiving Centre, Cranfield. On the Friday there will be a briefing for Tandem Masters and, in conjunction with the *Inspire* charity, we are arranging Tandem jumps for about 40 paraplegics on the Saturday and Sunday. Any Tandem Masters wishing to participate should contact Greg Cox, or myself (0705 825155), in advance to give us an idea of numbers. We would be glad to hear from anyone else willing to help out during the weekend.

Thanks, Adrian Mills

## TRAININ' IN SPAIN

Dear Ed,

We would, through the pages of the skydiving mag, just like to say a few words about our visit to Spain over Easter.

We went over to team train as a newly off the block team called MACC4. We were going to have a bash at the Scottish Nationals in May. So we went to Spain to get a few skydives in together.

Anyhow enough crap about our team this is about Ampuria Brava and how good it was.

We turned up late evening Friday but the manifest was full for the rest of the day. Maria and Sparky gave us a kit and docs check then we went and got merrily P\*!!?\*(as you do).

Our first days skydiving resulted in 5 skydives. And I can honestly say it makes a nice change to be hassled by the manifest to jump rather than the other way round. (Whilst having an 'Ertha' I was half expecting Maria to kick down the door and say "is MACC4 going up or wot!!"). After a couple of great days skydiving one of our team members Chris was to celebrate his 500th jump. Chris organised it and before we knew it we were in the air in the Red Freds Islander (who were there training). We had Sparky as load organiser, he'd invited Maria, Keith (another organiser) and Walter a German, MACC4, and Danny (our camera man). On camera we had the well known Bruno. We did a 2 point 9-way which was great fun (especially after watching Chris's exit on video.)

We would all just like to pass our greatest thanks to ALL at Ampuria and say what a great, friendly, tidy, modern busy and well run DZ it is. Special thanks to Denise and Anne our "whats on wer butties" girls, and Danny for the excellent videoing, also thanks to Maria for everything you're a good un. If anyone is thinking of a place for a great, and we mean great, atmosphere and great jumping, don't hesitate get your butts down to Ampuria Brava.

Blue Skies

Martin D8965

Albert D7848

Chris D7702

Colin D8344

4

MACC 4 in Spain

## PAGE 26!

Last issue at the end of the letters section we referred readers to page 26 for continuation of the letters. Unfortunately the end of one letter disappeared into thin air somewhere between page 13 and 26! Here is a special edition of page 26 complete with last section of the letter...Ed

contd. from page 13 (April SP!)

Having stood around Netheravon for 12 years or so I have watched the crowd thin out, especially students. Let's be fair, parachuting is not a cheap sport, even a student can spend £50 a day.

It must be obvious to APDO's that the country is in a serious recession and in times like this the first thing that goes is money for sport and entertainment.

The sport does not owe any DZ operator a living and if the money is not coming in then unfortunately DZs will close - this is happening to any type of business all over the country.

All I suggest to David Turner and his committee is to try to retain 1st jump students and keep them in the sport - or is his main objective to take the 1st jump money (the biggest profit) let them go, then train more 1st jump students?

Let's stop knocking the military DZ's and pull together to improve the sport we all love.

John Bull D4404.

Pg 26

## SOME SUMS

Dear Editor,

Whilst arithmetic has never been a strong point with skydivers - save counting points or grips, and an interest in altitudes versus jump bills, the recent rise in BPA subscriptions has prompted me to tap the old calculator keys.

I would hasten to add at this point that I have no axe to grind with either the drop zone operators or first jump students, but feel that 'the other financial perspective' should be noted.

The letter attached to the membership renewal form, from Chairman John Lines, states that the new insurance premium of £10 would have been £3.70 'under the old system' - an increase of £6.30. Based on the 1990 figures of 3863 full members, this amounts to £24137.00. Assuming approximately 32000 ab initio students, this amounts to a subsidy of about £0.75 per person, or to a busy student drop zone, training 3000 students, about £2250 per annum. As my calculators now belching smoke, no more figures!

As we all know, first jump courses form a considerable portion of drop zone operators income, hence subsidising experienced jumping. Similarly a large proportion of the BPA's income comes from





experienced jumper's subscriptions, I'm sure I'm not alone in being slightly disturbed that the BPA feels the need to help finance drop zone operators in this way with our money. The inference seems to be that it isn't fair to pass on the £0.75 increase to either the drop-zone, or via them to the student jumper (less than 1% rise), but it's O.K. to increase our subscriptions by over 20%.

At the risk of sounding boring, I feel that the membership is entitled to an explanation as to this shift in priorities by the BPA, ie from the needs of the individual jumper, to the needs of commercial operations.

The A.P.D.O. also appears to be concerned by the costing of student insurance. Is it time to consider separate schemes for experienced and first time jumpers which could benefit both?

Perhaps a clearly separate student membership, charged to the ab initio jumpers as a separate item to their course fee, and with a precise explanation as to the benefits conferred, is the answer. Principal features could be:

- 1) Full insurance cover until first freefall,
- 2) Membership card
- 3) The next edition of Sport Parachutist mailed to them (perhaps with an insert explaining methods of progression): all for a total cost of say £500 -£600.

The last item would also help to boost the circulation of Sport Parachutist and, hopefully, increase retention by rekindling an interest 3-4 weeks after the students jump.

In conclusion, hopefully somebody on council can provide a logical explanation, so that it doesn't develop into a Poll Tax type scenario, with multiple character assassinations etc. This is definitely not my intention in raising these points.

Blue Skies etc.

Sandy McRobbie D7303

**THANKS MERLIN (THE CLUB)**

Dear All,

I have recently completed my AFF course at the Merlin Parachute Centre. I would like to thank everybody at the club for their help and encouragement.

Special thanks to Ian Roseinvinger, Trevor Dobson, Nigel Allen, Fred Brown (for the videos) and all the other people concerned for making me feel so welcome so I will finish this letter with the words:

" ARE YOU READY TO SKYDIVE"

" YOU BET YOUR ARSE I AM"

Blue Skies

Kevin Morgan BPA 437048

**STUDENT SPECIAL**

Dear Ed,

Concerning the Northern Collegiate Meet at Topcliffe over the 'first' Bank Holiday Weekend. The original turnout of approximately 149 was somewhat depleted after the Saturday & Sunday of non-jumping, so come Monday afternoon when the weather picked-up, there were (only) about 125 students left to jump.

The quality and competitiveness was enjoyable and I think it was enjoyed by all and even though there wasn't any jumping in the first two and a half days the staff did their best to make sure our weekend was enjoyable. (Incidentally, I think that the pool table took more money over those three days than the manifest did!).

I therefore, on behalf of Manchester Polytechnic, and I'm sure for all the other students who attended, would like to thank all the staff and in particular the C.C.I. for all the effort and organisation put into the

weekend. I for one will be attending next year. Incidentally, how many people did we get into that small office?

Secondly, I once read an article in Sport Parachutist called 'life after Cat 8', but what about 'life before Cat 8'? Although I enjoy reading Sport Parachutist there seems to be little or no representation for us less experienced parachutists/skydivers.

This is not a complaint, just a general observation that there isn't a regular spot or article for people less than Cat 8, and I know you're all out there.....so how about it ed eh?

As secretary of Manchester Polytechnic Parachute Society, I would certainly be willing to submit, on a regular basis, any sort of article I feel would interest people who fall into this category.

Replies on this general subject would be interesting and most appreciated.

To finish off, again, thanks to everyone at Merlin, and to all students who attended the Northern Collegiates, see you at the Nationals, 'cause we'll be back!!!!

Blue skies (short as they may be).

Neil BPA 482621

(Manchester Poly, not University or Secondary Modern, Remember?)

There could be more in the pages of SP directed to the sub-cat 8 jumper, but I don't get many submissions. See the competitions section for a report, and photo, of the meet; this was written by Steve Thompson, the meet director (who is not sub-cat 8). Nothing came from any of the 125 competitors! If you are volunteering to keep SP informed I will take up your offer...Ed

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## IT'S THAT CLUB MERLIN AGAIN

Dear Ola,

I felt the need to put pen to paper about a Northern DZ I was introduced to last autumn. I speak of none other than Merlin P.C., Topcliffe. After a frustrating summer in the South trying to progress through the WARP system on my scarce weekends off, my enthusiasm had waned to nowt and I was on the verge of binning the sport. The weather was not so much the problem as the lack of WARP coaches....correction...WARP coaches willing to coach.

A friend, witnessing my despair, suggested that I try Topcliffe and even though I live in London, I was so desperate I eventually decided to venture to the uncharted territories. There I encountered a genuinely welcoming club and more importantly (for me) ENTHUSIASTIC CONSCIENTIOUS WARP coaches who rekindled my interest and faith in the sport.

Special thanks to Steve White and Nigel Allen, my main WARP coaches. Thanks also to all the club members for the warm welcome, for participating in my S.C.R. (organised by Steve), and for taking me on fun dives in between my progression dives.

Apart from a strong emphasis on encouraging student progression (be it SL/AFF/WARP), Topcliffe is also home to several "skygods" including Clueless Clan, the Intermediate RW 4-Way National Champions, 1990.

Myself and a few fellow southerners who have dared to stray have definitely found it worth the drive up.

Yours Progressively  
Theodora Pepera C9439

## MORE ON APDO

Dear Ed,

The ongoing saga ref. APDO and unnecessary back biting within the British skydiving scene is typical of 'Whing'ing Poms'. I am ex-military and jump at JSPC. Lippspringe whilst on business in Germany and at SPC Tilstock as an Instructor when in the UK. My jumping career has spanned numerous years, lots of different DZs and countries.

Some years ago I looked at various DZs around the UK with a view to working full time as an Instructor, with a Tandem Rig. What I saw at some of the centres was not particularly impressive. Some of those centres are on the APDOs list.

Although the APDO have some valid points, I feel that a few of them ought to open their eyes somewhat and not their expensive car doors. Nothing wrong in making a living out of a sport we all love so much but try looking within to find some very basic reasons for poor numbers of students.

The military get cheaper rates - one of the conditions for that is the fact that they can also go to exotic foreign lands and get their heads blown off. Without the military we could easily have a military of a different kind. Ask our Skydiving friends in Eastern Europe. When you go to a Military Centre, although the equipment is First Class, so is the safety and professionalism. You also get value for money.

A few of you APDO folk want to start looking at your students as "Customers" and not as "Loads of Wonga" (sorry Ola). Try treating them and their families/friends with a little respect, you might just find that they go away and tell their friends what a good time they had. Instead of "Nice Course but treated like S\_\_t". More people on courses, more

"Wonga", more people eating in your over inflated, over priced canteens! LOTTs to think about.

Jeff Page D1235 J.P.\_P. (Bring back the LOTT) Blue skies, No Hassle Skydiving

PS. DT Please tell us if the Red Devils AFF Instructors are still running courses for you at the Green?

PPS If you want a real fun time come to Tilstock. Apart from a 'little' bit of bad luck we've nearly ironed out 'all' the problems. (and we all know who that is). Sorry Lyn.

Notes. My proof reader is Marie Kinsey. Blame her. Any Solicitors letters/complaints please to my managers Terry Lawless or Frank Warren.

## RETRACTION

With reference to the letter written by myself, and printed in the April edition of Sport Parachutist concerning the APDO

It has become clear to me that my letter contains comments that can be considered both damaging and factually incorrect, in my assumption about the financial and business practices of the APDO and in particular, the Hon Sec of that organisation, Mr D Turner.

I herewith retract those comments contained within my previous letter, and unreservedly apologise to Mr Turner for any distress that may have been caused to him by the publication of it within the pages of Sport Parachutist.

Gareth Holder D7731.

Letters contd on page 43 (honest!)

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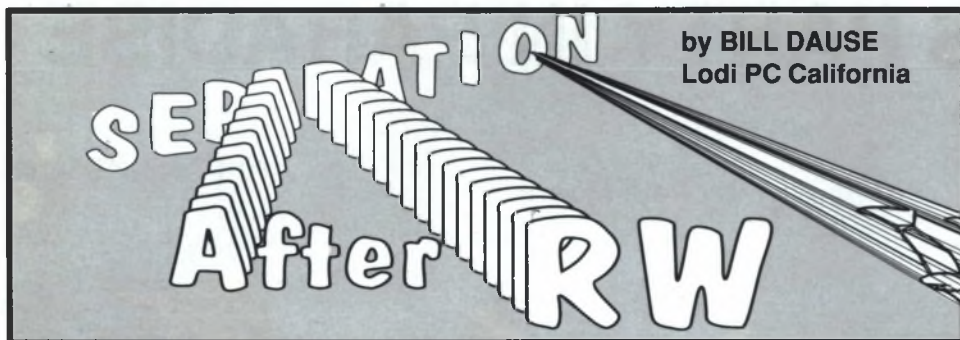
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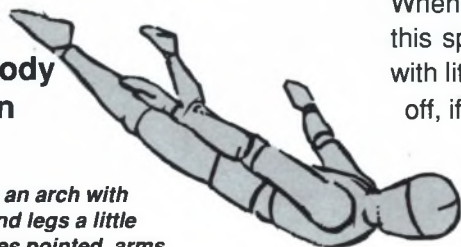
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**Separation at opening altitude seems to be becoming an increasing problem due to a misunderstanding of aerodynamic principles**

**Delta Body Position**



*Similar to an arch with the feet and legs a little closer, toes pointed, arms forming a "V" or a 45 degree angle along side your torso.*

With a few definitions and a little background information, a better understanding of what takes place may help prevent an accident.

In the past it was taught for jumpers to make a turn away from the formation and go into a Max Track position for the greatest separation and take it down to at least 2,000 feet. However, the separation simply wasn't materializing. So the next time the jumper would try harder to de-arch more, roll their shoulders more, bend their arms more etc. Still this gained little improvement or separation.

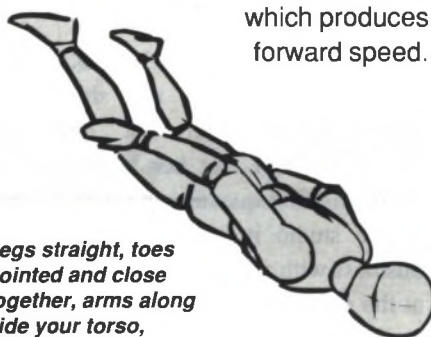
To help understand the problem, we must first look at a wing slope and design through its cross section. A wing designed for low speed, short take-off, slow landing, slow flight and low power, looks quite a bit different from one designed for supersonic flight, high power engines and fast flight.

The supersonic wing takes lots of speed to keep it in the air and will stall at a low speed. It will not generate any lift until it has reached a high rate of speed on the ground. The wing on the slower aircraft will start generating lift with the slightest forward speed.

When a jumper is falling at 120mph, this speed is generally straight down with little lateral movement. At break off, if the jumper turns away from the formation and goes into a Max Track position, the jumper will initially stall, go extremely vertical (head down), for two to three seconds until the lift begins to be generated due to

the increased speed of the vertical descent, and different angle of incident of the body, which produces forward speed.

**Track**

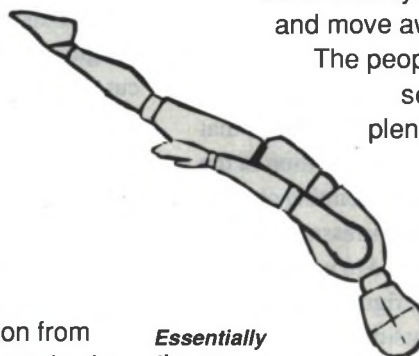


*Legs straight, toes pointed and close together, arms along side your torso, hands open, palms down.*

At this point, the forward speed is very fast as well as the rate of descent. The problem arises due to the two to three seconds it takes to produce forward speed in this vertical position. The jumper has used up close to 800 to 1000 feet without much separation from the starting point. In other words, the jumper has run out of altitude.

A more efficient way to produce separation in the short term would be a wide flat Delta position. While the forward speed may be less, in the two to three

**Max Track**



*Essentially the same as the tracking position with the body de-arched, shoulders rolled inward, arms bent about 30 degrees at*

seconds you will only fall 350 to 550 feet thus giving you more time to separate as well as more separation. As time and altitude allows, you may slowly move into a tracking position, after some forward speed has been established, for even greater separation.

Dependent upon a person's height, weight, experience, and jump-suit each persons best position for forward movement (not speed) is different. You may want to spend a couple of jumps working on the optimum position for you - and have available different reference positions for different applications.

Vertical separation also plays an important part of safe separation at opening altitude. Opening altitude should be determined by your experience as well as the type of canopy you have, and your weight. It is not very logical for everyone to open at the same altitude, descend into the same place or land at the same time. With just a little planning, the opening, descent and landing can be separated to allow for maximum safety.

The newer generation canopies tend to encourage their owners to spiral down through a crowd of jumpers. This is not very good manners and can cause serious problems. This practice should be discouraged.

There are a few other thoughts at opening time that should be considered. Most formations don't allow for a simple 180 degrees turn and track due to your position in the formation. Better terminology would be turn away from the formation and move away with the Delta. The people below you can't see you. Give them plenty of room keeping

in mind much maneuvering on your part may place you in someone's way. Give a good wave off at pull time.



# ENGINEERS PARTY IN PARADISE

with Mike Neais

by Paul Moore

and Terry Gillard



"The Parachutists" Busman's  
Holiday 91"

**W**ay back in April of last year, Mike Neais of the RoyalEngineers Parachute Team applied to enter on the Granada TV show 'Busmans Holiday': The team that applied were, Mike, Terry Gillard and myself being nominated as team captain.

After long and arduous selection which included answering 40 questions, getting drunk in a posh London hotel and being

**"Originally it was planned (by them), that we should be lowered into position in the studio on wires"**

chatted up by a rival team, The Female Impersonators, we eventually ended up in the Granada TV Studios in Manchester for recording last December.

Originally it was planned (by them), that we should be lowered into position in the studio on wires, but after pointing out that this was not on, the embarrassment factor being too high, we agreed to walk into the studio with unpacked rigs underarm as if just having landed outside.

The studio crew really looked after us and made us feel at ease by asking loads of whuffo type questions about our kit like "How far do you go back up?" etc.... and other such classics.

The other two teams were 'The Butlers' (no relation to Tony!) and The Ice Skaters, both of these teams being well on form during the practice game giving us a good thrashing and making us realise that this was going to be no picnic.

The hostess of the show, Sarah Kennedy, met us just before the show, and impressed us with not only her professionalism, but her knowledge of skydiving and squaddies in general. Once in the studio it was straight down to business with a slow start in Round 1 and at the end of Round 2. The Parachutists having the grand total of 2 points.

At this point I won't bore you with a blow by blow account of the show, suffice to say that I nearly got filled in by the other two at one point, considered handing in my instructors rating, and then they bought me lots of beers later! Anyway, to cut a long story short, Sunday 7 April 91 saw us on a KLM 747 heading for Hawaii via Amsterdam and Los Angeles.

**"I nearly got filled in by the other two at one point, and considered handing in my instructors rating"**

After 18 hours flying we landed in Honolulu and within the hour had dropped our kit in a 5 star slum on Waikiki Beach called the Hyatt Regency where even the

cockroaches wear tuxedos. Minutes later we were quaffing ale in the Rose and Crown to the tune of 'Roll out the barrel' and chatting to a girl from Canterbury. (It's true I tell you!)

The next day it was time to explore the island and more importantly suss out where the DZ was. We knew that the club was closed on Mondays so it would give us some time to be the duty tourist for the day. We hired a jeep and with shades on

**"a 5 star slum on Waikiki Beach called the Hyatt Regency where even the cockroaches wear tuxedos"**

and music loud set off for the DZ. Five hours later we found Dillingham Field on North Shore Oahu, a very picturesque setting with mountains to the south and the beach 100 metres away, a skydiving and surfing paradise!

Besides the flying and gliding clubs there are two skydive clubs sharing the same DZ in relative harmony, one is called Skydive Hawaii and the other.....yes you guessed it..... Hawaii Skydivers !

Both have just a wooden shack each and one portaloo to share, and during the week share the bright pink C182, though they do get in a C402 at weekends, and a C206 is also on call.



I must admit we were a bit disappointed with only a Cessna to jump, but on reflection, jumping a Cessna in Hawaii is better than doing a "big way" in the cold!

The 402 can take 10 jumpers comfortably though it will take about 25 minutes to get to 13000'. One thing we noticed straight away about the guys on the DZ is that everything is done at a slow pace with no rush to get going in the morning and there is no point manifesting until the pilot is out of bed. With 340 + days of jumpable weather per year who can blame them?

The CCI's kit check and DZ familiarisation consisted of "How many jumps you guys got?" "OK, your rigs look cool, we got an airplane, we got altitude so lets go boogie fellas"....and "hey, hang loose man!".

There were nil winds for the first few days, which is really unusual on Hawaii, so Mick landing his BT 40 quickly became the main tourist attraction, especially since his was the first BT seen on the island and that they are even banned at some clubs on mainland USA.

We did a few jumps, then a few with video and stills to use when the holiday goes out on air. It was really interesting climbing out over the Pacific Ocean watching the Humpback whales jumping like salmon, then climbing out of the aircraft about a mile out to sea and landing on a DZ smaller than some demo arenas after flying your canopy around the gliders and Army helicopters that can appear from nowhere.

Lifejackets are not compulsory unless you are on static line so your spotting must be on the ball, however you are told that if you must land in the sea then go for deep water.....you might drown but at least you

**"...sacrifice your body to a six foot well stacked skydiving goddess wearing a smile, covered in baby oil...."**

wont get cut to bits on the coral and attract the sharks! Last year someone landed a tandem in the water and both were rescued by surfers on boards!

One of the highlights of the week was a jump onto the beach for the cameras, Mick screeching in on the BT while Terry and myself landed a Biplane to be met by a trio of hula girls complete with flower garlands.

A nine way later that day built to the first point but was missed on video due to technical problems.

The Busmans Holiday team took us all over the islands sightseeing and filming, the helicopter trip through the mountains was fantastic with 3000' vertical cliffs

dropping away underneath us. Of course we all had to learn to do the Hula and make prats of ourselves but it was a lot of fun, and the tandem parascend behind a boat could have been boring if we hadn't have been used as shark bait!

I promised not to mention anything about how much fun the mud wrestling was, but when you can sacrifice your body to a six foot well stacked skydiving goddess wearing a smile covered in baby oil, less said the better!

The new series of Busmans Holiday starts in June with The Parachutists on the air on the 19th.

All in all it was an experience not to be missed, our apologies to all the people we didn't send postcards to and tough for all those who didn't get a 'Party in Paradise' T-shirt!

**Aloha and hang loose!**

S.Sgt. Moore D4367

Cpl. Terry Gillard D5051

L.Cpl. Mike Nealis D8801

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# THE RIGHT KIT

by Ray Ellis D2523

***Cat 8 coming up? Maybe you've done a few jumps on a square already? Perhaps you're thinking about your own kit, but you're bewildered by the choice available?***

***Advice is easy to come by, there are loads of people on every DZ who know exactly what you need and would be only too pleased to tell you. However, not all advice is good, and after all it is a) your hard earned cash you'll be spending, and b) your ass that will be hanging underneath what you buy, so you need to think carefully about where all this free advice is coming from. Certainly, most of it is well meant, but you know what they say about good intentions! Before considering specifics, you need to think a bit about yourself***

## EXPERIENCE AND ABILITY

With 50 or so jumps and average talent, you would certainly be putting yourself at risk on a radical canopy. As a general rule, the smaller the canopy, the smaller your margin for error, so ask yourself. How likely am I to make a mistake? More objectively, are ALL your landings near the target, exactly into wind and with a perfectly judged flare? Whatever the wind conditions? If you still get it a bit wrong occasionally, do you really want a canopy on which a mistake could break your leg?

## WHAT DO YOU WANT FROM YOUR KIT?

Everyone wants reliable openings and soft landings, but these days there is more to it than that. Specialist canopies are available in all disciplines, but you have to remember that you never get something for nothing - features making a canopy ideal for one discipline automatically make it less than ideal for another. Good deep brake stability and a controllable sink for accuracy are achieved by sacrificing high performance. Ultra light weight and low bulk, for RW, are achieved by sacrificing the structural specialize in anything just yet,

maybe you should be looking for an all round canopy, with a limited capability in all disciplines.

## WHO TO ASK FOR ADVICE?

**1** *The guy selling the kit? Is he interested in YOUR needs? Or does he just need a buyer for the kit he happens to have for sale? Having sold you the gear, will he be around to help you learn to handle it?*

**2** *The experienced jumper with no instructor qualification? Is he interested in YOUR needs? Or is he suggesting what HE would buy? Sure, he could handle the latest turbo-charged rocketship, but has he considered that you only have a tenth of his experience? If you make a mistake and break your leg, will he visit you in hospital, or just mutter "Turkey", and carry on dirt diving?*

**3** *Your mates? Probably about the same level as yourself - you've come through the system with them, and give or take a couple of dozen jumps, they have the same experience as you. Do they know any more about it than you do?*

**4** *The recently qualified instructor? He's probably quite knowledgeable about basic student training, and may well have given you a lot of your progression briefs and critiques. But, has he been around long enough to have the depth of experience in advanced parachuting to understand exactly what he is recommending?*

**5** *The experienced instructor? Probably been around for several years, 1,000 + jumps, done some demos and competitions, and most important, has been involved in coaching at all levels. His main aim should be to make you a better jumper, and as he can't do that if*

*you're in hospital, he won't recommend kit that you don't have the ability to handle.*

The bottom line is, talk to everyone, but consider the advice you are given in the light of the points raised here before you accept it.

***Having decided roughly what you want your kit to do for you, and talked to everyone and his brother about it, it's time to consider specifics.***

## RESERVES

Round or Square? OK, do you jump on a DZ of limited size? Are there any major hazards around it? Would you like to do demos one day? Do you ever jump in top limit winds?? If your answer to all of these questions is no, then a round reserve may be acceptable. If the answer to any of them is yes, then you should seriously consider a square reserve. Round canopies are in most applications, including in my opinion, experienced jumpers reserve canopies, obsolescent.

Having said that, the trend is for square to be, essentially, very similar to mains, offering similar performance. Personally, I disagree with this philosophy. I want different things from my reserve. The way I see it is this. Having put your reserve up, you have NO MORE OPTIONS. If you should have a problem with it, it MUST be able to give you a survivable landing. A high performance reserve will, in the worst case, have a high performance malfunction. A low3 performance reserve will, in the worst case, have a low performance malfunction, giving you a good chance of living through the experience. Think about it.

Another trend with reserves is to go for the smallest canopy that will cope with your weight, as almost all the time, it is just



excess bulk to be lugged around. My thinking is this; if you've successfully dealt with a mal, and you're in good shape on your reserve, then you've used enough luck for one jump. A few extra square feet above your head make a useful substitute for experience.

available - the ASPECT RATIO, or ratio between span (end cell to end cell) and chord (nose to tail). Broadly speaking, the higher the aspect ratio (ie the more rectangular the shape) the better the high speed performance and the worse the low speed performance. Conversely, a lower aspect ratio (more square in shape) will give

unexpectedly on opening? A rotating mal on a 150 foot 9 cell can be an enlightening experience.

To sum up, a 7 cell main, 200- 220 square feet of so, offers a reasonable compromise for an average weight, newly qualified cat 8 jumper with 40 - 60 jumps experience. Adequate performance, enough stability to explore the whole performance envelope without scaring yourself too much, and a reasonable margin for error if you screw up your landing. It will enable you to jump safely for a season or two, after which you will be in a much better position to decide where your parachuting career is going next, and much better able to deal with a radical canopy if that is what you want. Any less surface area, and/or a higher aspect ratio, while certainly increasing the fun factor, will also increase the frap factor and will reduce your ability to learn the more subtle aspects of canopy control.

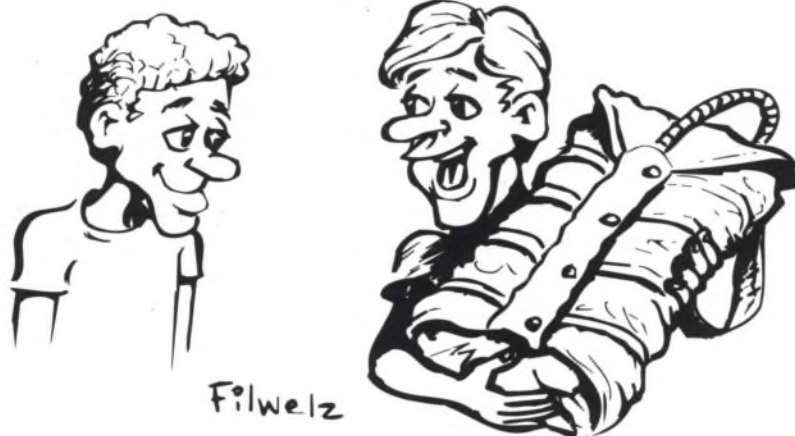
## NEW OR USED

A simple personal choice, probably based on cost. New, should be no problem. If you go for used kit, there are three main things to consider:

- 1 *Make sure you are buying what you want, not what happens to be available.*
- 2 *Make sure the harness is a correct and comfortable fit.*
- 3 *Have the complete rig inspected by a qualified and unbiased rigger before you complete the deal.*

Once you have completed the deal, do several familiarization jumps on the kit before you get involved in any serious skydives. Make sure you are happy with the openings - it's hard to concentrate on your WARP programme if you are worried about your gear. Take the time to get it trimmed out so it flies and stalls dead straight, and wring it out through the whole flight envelope. If you get involved in a traffic problem at 200 feet on final, you'll be glad you did.

***Just one final point to consider, whatever kit you buy. The best parachute in the world won't save your life if it's still packed on impact - don't forget to pull.***



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## HARNESS/CONTAINER SYSTEMS

There are two basic designs, single pin or pop-top. Opinions generally lean very strongly one way or the other, but practically, the relative merits tend to cancel each other out. Given correct maintenance and sizing of canopy to container, there is little to choose between most of the systems available from a technical point of view. Provided the harness fits you, the canopies fit the containers, and it's all correctly put together, you won't go far wrong if you go for the rig that most appeals to you aesthetically.

## MAIN CANOPY

Current thinking seems to be a matter of relating the weight of the jumper to the surface area of the canopy. You weigh 9 stone, you want a 170 square foot canopy. This is all very well, but takes no account of the design factor which has the greatest bearing on the type of performance

less spectacular high speed performance but better low speed stability and easier to handle stall characteristics. How many jumpers on your DZ fly their high performance canopies on full drive all the time because they are scared of stalling them low down? And, being frightened of reducing speed, land all over the DZ instead of in the target area?

Aspect ratio considerations can be simplified to a straightforward choice - 7 cells, or 9? At the risk of becoming repetitive, 9 cells will give more startling performance and, given equal surface area, 7 cells will give you a greater margin for error. You may be happy that, given a bit of space to fly around and land, you can cope with a high performance 9 cell. On an 8 way at 2 grand, though, you may find that open space is a bit scarce. Small 9 cell canopies may have a head on closing speed approaching 30 metres a second; maybe even more if one of them has just come out of a hook turn. Do you have the experience to cope with that? Or to cope with the stunning turn performance if it hits you





## POPS CORNER

**POPS** West Coast meet in sunny California after a British winter was too good an opportunity to pass up. So four jumpers and their wives. Dave Pusey, Brian Shepard, John Crowhurst and I set off for a week to the sun. Brian didn't compete because he decided on his first jump to test the density of the Perris soil with a downward landing under his 150 reserve. Needless to say he bounced, and spent the rest of the meet on the side lines, bruised but in one piece. Low clouds dictated that we should start with the famous or infamous, Hit'n'rock, which was won by Dave Leclercq, in only 6.67 with only 1.23 seconds covering the first five places.

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**"..Blind John ..his sight almost gone, continues jumping....leaving the aircraft he just stays stable and waits for the other jumpers to join him.."**

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Next came a five way RW accuracy team scrambles which despite the renowned Californian weather, was on and off but was completed after many delays. Our very own Dave Pusey was in the third placed team with a man who should have been given the "Man of the match" award; John "B.J." Fleming, (B.J. for Blind John and thats exactly what he is). B.J. started jumping when he was fully sighted but 1240 jumps later, his sight is almost gone. However he gallantly continues, leaving the aircraft he just stays stable and waits for the other jumpers to join him, on break off he dumps, and is then talked down by radio....INCREDIBLE!

The Saturday evening party was packed, understandable as our American cousins know how to attract the people, they had thousands of dollars worth of prizes which were generously donated by the parachuting community. Awards included anything from goggles to canopies, of which we claimed our fair share.

Top POP Bill Wood was in attendance as was meet director Len Zak and Pat Moorhead along with special guests, co-authors Pat and Jan Works (The art of Freefall Relative Work and United we fall), and former Top POP Tom Morrison. It was great to see lots of friends again. The meet finished in spectacular style with the setting of a new POPS STAR record, a 35 way which was completed by 6500ft and held for 10 seconds, a perfect end to a great meet.

And so on to our own first meet of the year, Dunkeswell in sunny Devon, or so it should have been. While the rest of the country had glorious weather we had low clouds. But on the more positive side we had one of the best turn outs for a long time. Top POP Lofty Thomas led a band of 29 jumping competitors. We started with Hit'n'rock and in between stand downs managed to complete it over a two day period, and that was all the competition we managed to complete. It was won by John Peck, in 16.5 seconds, who received "Petes Pot" (a handsome trophy presented by ex-jumper and Judge Pete Best.).

Saturday evening was a real ball, we all attended the local pub for a good meal and one or two bevvies. A highlight of the evening was when Nigel Gifford read out a letter from a POPS member, whose wife is a Physiotherapist to a young handicapped boy who was in need of a standing frame, the amount needed to acquire this piece of equipment was £160 Nigel donated a good bottle of whiskey which was soon raffled and a goodly sum of £200 was available to help young Toby Milden stand.

We were very pleased to welcome two American jumpers, Larry Langrand and his wife Jennifer, and Andrei Saleskie. Andy Guest, CCI of Dunkeswell Royal Marine drop zone could not have made us more welcome, he and his staff went out of their way to make our visit to the West Country memorable.

Since the last SP we have a host of new members, people must be reaching 40 earlier these days, so a big welcome to new POPS: Derek Thorne, Paul Schuller, John 'BJ' Fleming, Betty Allen, Frank Bremner, Stephen Wilson, John Cronin, Jan Bishop, Niels Hansen and Stuart Charlton; we hope to see you at Wild Geese in Northern Ireland in July.

And finally as they say "don't believe everything you read in this column", despite various forms of communication and confirmation there is NO world meet next year. Dare I mention it, its now scheduled for 1993 in Florida, more update as and when we get it.

**Soft Landings**

**Michael Allum, POPS 252.**

**A good turnout for the POPS at  
RNRMSPA, Dunkeswell.  
Photo by Adrian Thornton**







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# Life After WARP '91

by Jo-Ann Millington D8888

How many of you budding skydivers out there, having attained your coveted Cat 10, have felt in limbo? At a loss as to where to go next? No one wanting to jump with you 'cos you're still wet behind the ears? Not quite confident enough to organise your own dives?

Well, we all felt the same as you and we set out to do something about it. Our regular WARP coaches agreed to organise a post - WARP seminar for the week of May 20 - 27. The aims were:

- to improve our skydiving
- to retain that improvement
- to enjoy ourselves

We were a motley crew of 13, reasonably evenly split male/female. Three of us had begun our skydiving careers by doing AFF courses, whilst the rest had gone through the normal progression system up to Cat 8. After that, all of us had done WARP. There were 5 coaches available, as well as 5 camera people. This enabled the coaches to split us into small groups of 3 or 4 and to have a coach and a camera person with us on every dive.

The dives that had been worked out for us to do were not terribly complex but allowed everyone to work to the best of their ability. Although the groups had names, there was never any feeling of competing against each other, nor were we point scoring. We were all on a learning experience and were prepared to be constructive and sympathetic towards everyone else. The groupings were not rigid. Some changes were made during the week, but on the whole we stayed together as a "team" with our own coach and camera person. All the groups developed a very strong spirit and identity, helping each other in the sky and on the ground. This feeling extended to the camera person too, who became quite attached to the group.

The biggest gains of the week were as a direct result of having a camera person on every dive. The subsequent debriefs were thorough and the video could be watched over and over again. Every one of us realised, very early on, the benefits of having a video each time, and the improvement in everyone's performance over the week was quite dramatic. All the jumps were put on a master tape and we all now have a copy of it.

The actual jumps were not all brilliant, of course. The videos for the early part of the week show little ant-like bodies hurtling across the viewfinder, going high,

going low, docking hard, taking each other out (and the coach! and the camera person!), etc etc. By the end of the week there were recognisable faces on the video, people were flying more consistently and confidently, and we were staying together in the sky.

An integral part of the seminar was the provision of a set of lectures/discussion sessions on such diverse topics as:

- How to open the Skyvan door at altitudes
- Square canopy control
- Jumpsuits and materials and how to fly them
- Dirt-diving strategies and techniques
- Spotting and accuracy, with practical experience from the Cessna
- Jump flying; the pilots view
- Jumping camera; the camera person's view

The input for these sessions came from a variety of people such as Chris Donaldson, Ronnie O'Brien, Rob Colpus, Derek Thomas, Mike the pilot, and the camera people involved.

I don't think any of us aimed at being able to do 16 point 4-ways by the end of the week. When we did manage to do some points, it was an added bonus. We're still not perfect (!!?) but because everyone did about 13 jumps in 5 days, the individual and collective learning curves were very steep. We have become more confident, and perhaps a little more competent, and will be able to spend the season building on the positive vibes and successes that the seminar generated. At times the successes were minimal, but what were the benefits to us of the week?

As already mentioned, the biggest rewards were obtained as a direct result of using camera on every jump: ALL the participants felt this.

We all benefited from the obvious thought and organisation put into the seminar by the coaches, and the sheer professionalism of the camera people. We have an increased awareness in freefall. We learnt a lot from the extremely useful lectures, especially that by Rob Colpus.

Everyone had a great time, despite the weather and the cost (about one and a half times the normal cost of a jump, but all agreed that it was worth it). I may seem to have painted an unnaturally rosy picture of what happened and of course there were times when, individually or as a group, things did not go well resulting in frustration, resentment and hasslement, but there was a strong prevailing sentiment of good fellowship, each member working not only for him/herself but as part of a team, with our coaches guiding us towards a better understanding of our own flying capabilities and potential.

Thanks to all the coaches and camera people who devoted such vast amounts of time and effort to us, all the staff and helpers at PPC, without whose facilities and assistance we could never have proceeded and to Trish and Auntie Lou for getting our meals AND participating in the seminar at the same time.

We're not quite ready for the Nationals this year, but look out next time round. We've set a precedent now. If you're an up-and-coming student, plodding through the progression system, you'll be about ready for Life After WARP'92. Watch this space for details, or contact Bryan Davies at Sibson.

**These questions were handed out at the WARP seminar. They do not necessarily have a "right answer", but they do make you think. Try them and find out what you don't know...Ed.**

- 1) On checking the canopy, you discover that the pilot chute has come over the nose and has wrapped around a line. How will you deal with this and what will you do if it doesn't clear?
- 2) The slider will not come closer than 18" from the connector links. What will you do?
- 3) A line has broken on deployment. What will you do if it is:
  - a) A main suspension line? b) A cascade steering line? c) A main steering line?
- 4) On checking the canopy you see end cell closures on both ends. How will you clear this and what will you do if it doesn't work?
- 5) On opening, the canopy starts spinning to the left. What will you do?
- 6) As you take the brakes off, only one releases and the other becomes knotted to the riser. What next?
- 7) It is very gusty/windy. What brake setting will you use near the ground and why?

- 8) There is no wind. What brake setting will you use before flaring to land?
- 9) It is very windy. You are at 2000' over the pit, backing up. What now, and when might your next move be a bad idea?
- 10) At 150' you find yourself facing downwind. How will you turn the canopy?
- 11) Your canopy has collapsed in turbulence. What is the best way to reinflate it?
- 12) You have deployed the pilot chute at 2200'. Four seconds later there is nothing above your head. What will you do?
- 13) You have opened a long way upwind. What is the best way to get back?
- 14) You have been messing about under canopy. At 250' it wraps up. Now what?
- 15) On opening you are on a collision course for another canopy. What will you do?
- 16) You are under a high performance main canopy. Playing around, you develop multiple twists in the lines above the slider. What action will you take?





# PAU PARACHUTE CENTRE

## LASCLAVARES FRANCE

by Ian Hord.

*I have recently returned from a short weekend at a little known drop zone nestling in the foothills of the French Pyrenees, known as the "Centre Ecole Regional de Parachutism Sportif (C.E.R.P.S.) de Pau". Although regarded in France as one of the countrys foremost style and accuracy centres with almost every shelf and ledge overflowing with trophies to prove this fact, the centre caters for all skydiving disciplines. The grass strip airfield is located in the remote hamlet of Lasclavares 24 km North of Pau.*



Like many French drop zones, the facilities are excellent. For 15 Francs per night, you can enjoy the hot showers and mixed washroom facilities while using the bunkrooms or campsite. To savour the local hospitality two local hotels are not far away. The Chez Courbet offers a very French village welcome with reasonably priced rooms and a superb restaurant. The Hotel Madaune, used also as a landmark at the turnoff to the drop zone along the Pau-Bordeaux road, is a lower priced alternative at 110 Francs per night.

Lift capacity for this student orientated drop zone is respectable. The five place Dornier 27, with its unique colour scheme, makes an unusual looking jumpship. The Porter and Cessna 185 allow the drop zone to cope with all but the heaviest demands.

The Pyrenees give this rural French drop zone a superb back drop especially from

the air. The aircraft appear to have no trouble getting to altitude after leaving a runway which is already over 1000 feet above sea level. For the benefit of accuracy jumpers the ground wind speed and direction is always marked and an electronic pad placed in the thirty metre pit.

After a good morning of skydiving, the drop zone closes in true French style for two hours at noon while the afternoon's skydives are planned in "The Phoenix". This Noratlas 2501 WW II military transport aircraft which now dominates the drop zone, has been painstakingly restored and converted into a restaurant and bar. Francine and Daniel Meder, the owners, take great pride in their extraordinary restaurant and have kept a scrap book of newspaper cuttings and photographs cataloguing the project. It is a great place, either to enjoy a three course meal, and chat sitting in a sumptuous first

**A few essential words which will ensure the survival of skydiving brit abroad:**

*Un aile - a canopy  
Les friens - the brakes  
Le pliage - the packing  
Sauter - to jump  
La gamelle - the funnel  
La vache - the bum spot  
Se poser - to land  
Vol relatif - relative work  
Vol contact - CRW  
Votige - style  
Precision - accuracy  
Biere - beer  
Bon Voyage!*

class airline seat, or a cool drink outside in the shade of a wing while stamping up a dive or two.

During my stay I felt very welcome, having no problem finding decent RW jumpers, and will certainly visit again if I am passing. Jump prices were pretty much the same as the UK, however I was asked to complete an insurance document which cost £17.00, valid for the year at any French drop zone. In general the French skydiving scene has benefitted from support from the French Government. The facilities at Pau are typical to most French drop zones. A list of nearly fifty French drop zones is available from the French Parachute Association. Before setting off, Jumpers below C licence should check up on any restrictions through the French Parachute Association, where several members of staff speak English. Being able to speak a little French helps, especially in some of the more rural areas of France.

### TELEPHONE NUMBERS

**French Parachute Association  
Paris 48.78.45.00.**

CERPS at Pau 59.04.85.89.

Hotel Madaune 59.04.80.83

Chez Courbet 59.68.02.40



# THE JUMPER AND HER

A short story by Anon

Sam is a jumper, he has a good job and is reasonably intelligent. He is in his late twenties and has been jumping for ten years and has done twelve hundred jumps. He is proud to be thought of as hard core.

**"two sweaty bodies lie in silence. Sam gently strokes her face and tries to see the sky through the gap in the curtains"**

It's eight thirty Saturday evening Sam dashes up the stairs to his girlfriend's flat still wearing his track suit and old training shoes; he has a Chinese take-away in one hand and a worn out apology in the other. She's seen him arrive and opens the door as he reaches it.

"Sorry" he says, backing away, his hands raised as if to defend himself. "We can go and see it in the week, promise." He kisses her, she kisses him back ignoring the stubble. Sam doesn't notice she's not made up to go out. She knew he would be late. At one time she would have been ready, she would have given him a hard time, now she's stopped expecting. As she dishes up the take-away she asks him how he is, "great" he says, "done five."

That wasn't what she meant.

Sam knows she's not really interested, so he doesn't go on about it. They wash up and talk about nothing, no longer does she put soap suds on the end of his nose, or does he try to flick her with the towel. When did these things stop happening? Do either of them realise? At one time the washing up would have been left till tomorrow. Next they shower, and by 10.30 they're curled up on the settee together.

It's eighteen months since they met, she loves him and knows he loves her - he tells her often enough. She knows it's just silly female insecurity, after all they do have a good relationship. "At least, I don't have to drag him round the shops on a Saturday afternoon, and I can see him in the week whenever I want", she sighs to herself, "and he did call me from Florida, on Christmas day, and all the girls at work think he's great".

The front door opens, and in comes her flatmate with her boyfriend who start to tell of their afternoon in town, and the meal they've just been for. After they've left the room Sam makes a joke about them being ready for a Ford Sierra and 2.2 children. He is convinced, she feels the same as him about semi-detached life style.

Sam turns off the CD and follows her to the bedroom and says as they walk, "the Met's crap for tomorrow, so we can have a lie in".

She doesn't listen, she's heard it all before, at least for the next half hour she will be his centre of attention...



6.30 Sunday morning, two sweaty bodies lie in silence, legs still entwined, she lies with her head on his chest. Sam gently strokes her face and tries to see the sky through the gap in the curtains, its been less than five minutes. Now his mind is on the way to altitude. "I'll go make the tea," he says, and rolls out of bed. She knows within half an hour he'll be gone.

Any similarity with persons living or dead is total coincidence and sad.

*London  
Skydiving  
Centre Ltd.*



**October 25th - 26th**

**Night Jumps**

**November 1st - 2nd**

**Night Jumps & Bonfire Party**

**November 29th - 30th**

**Night Jumps**

**Dec 31st - Jan 1st**

**Night Jumps & New Year Party**

Cranfield Airport, Cranfield, Beds MK43 0AP. Tel. (0234) 751866

**All experience levels welcome**

**Excellent facilities · Canteen · Bar · Accommodation**

**Large Accuracy Pit · Two C-182's · Skyliner · Tandem**





GETTING  
IN...



The unusual  
aircraft is a  
Hurel Dubois,  
one of only 8  
ever built

## BRITTANY FERRIES DISPLAY TEAM

Brittany Ferries, (who provided some sponsorship for the 1989 British National Team's Trip to Spain), have their own display team. It is made up of civilian ex national champions in RW and the Classics, and is led by Robin Mills.



GETTING OUT... ▲

The Photographs were  
taken by Robin Mills  
during one of the team's  
demo jumps, in France.

GETTING IT  
TOGETHER!



*Photos supplied by Rob Colpus*



# UK Drop Zones

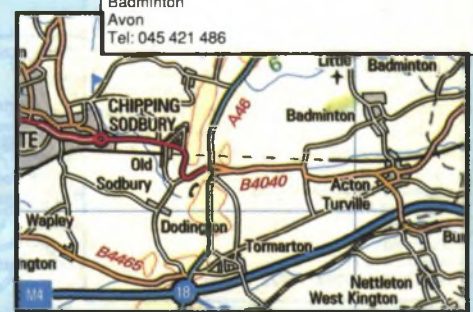


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- 19) North West Parachute Centre
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- 25) Sport Parachute Centre
- 26) Wild Geese Centre
- 27) Army Parachute Assoc
- 28) RAF Sport Parachute Assoc

### 1) Badminton Parachute Club

Contact J Davis  
Badminton  
Avon  
Tel: 045 421 486



### 3) Border Parachute Centre

On Northumbrian coast (area of outstanding natural beauty) ideal for combining a family holiday, Cessna 205 with in-flight door. Visitors most welcome. No membership fees, no hire charges (even for squares). Canteen on DZ, bar, restaurant and great accommodation at centre, 3 miles. Open weekends, occasional Wednesdays (BST) and all last week in May.

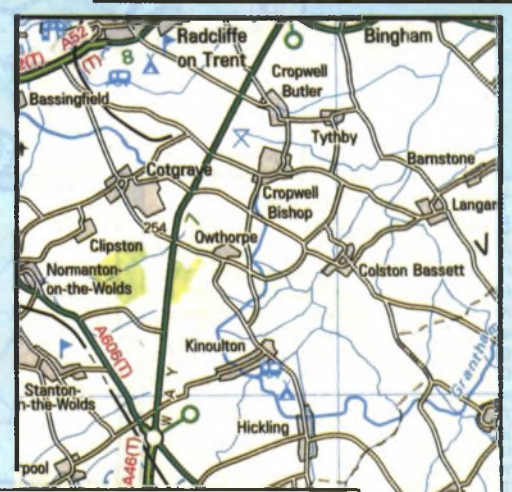
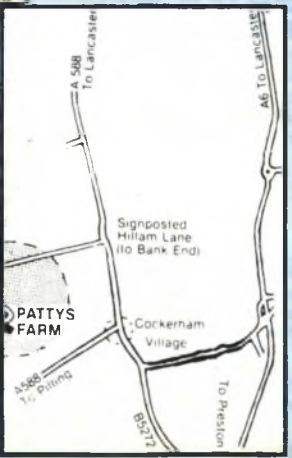
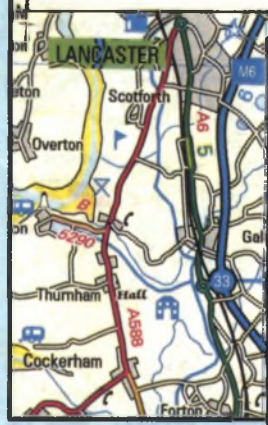
Border Parachute Centre  
Dunstanburgh House  
Embleton  
Northumberland NE66 3XF  
Tel: Embleton (0665 76)588



### 2) Black Knights Parachute Centre

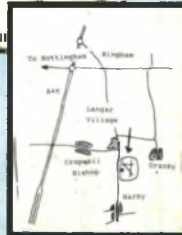
Weekend centre, first jump SL courses, radios and aeronicals. Tandem courses. SL and FF progression to category 10. RW and CRW instruction. Cessna 105 (in-flight door). SL and FF kit hire. Accuracy pit, canteen, washing and toilet facilities. Camping and caravans on DZ. B&B local.

Contact: Bob Parry  
Patty's Farm  
Hilliam Lane  
Cockerham Nr. Lancaster  
Tel: weekend 0524 791820  
(midweek) 051 924 5560



### 4) British Parachute School

Large airfield only used for parachuting, with unlimited altitude. Open every day. Visitors welcome. Static line Round and Square courses, AFF, Tandem and WARP. Progression encouraged. Cessna 206 and Islander British Parachute School  
The Control Tower  
Langar Airfield  
Langar  
Nottingham  
Tel/Fax: 0949 60878

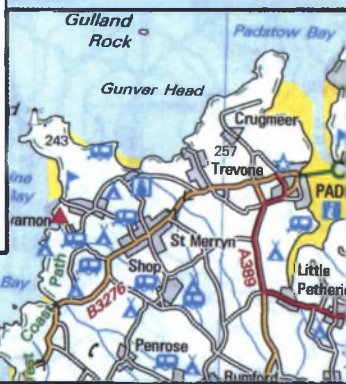


**Directions:** Train to Allenmouth then phone centre.



### 5) Cornwall Parachute Centre

Is about people enjoying themselves, safely. The finest equipment, good food and friendly staff. C182, Video, Tandem, Static Line Square, WARP. Unrestricted altitude. All types of accommodation available. Open Wednesday through Sundays. Please contact secretary, Linda Ruth Grant. Cornwall Parachute Centre  
Frans Ranch  
Old Naval Airfield  
St Merryn Cornwall  
Tel:0841 540691

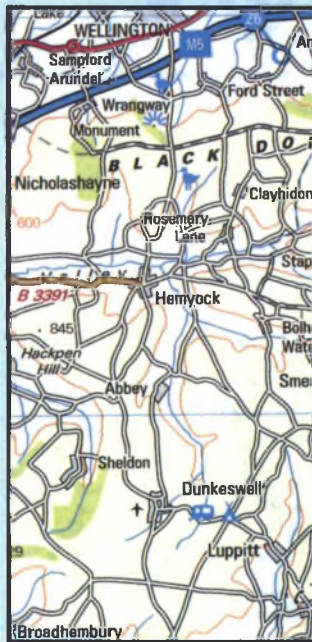


### 7) Doncaster Parachute Club

The new skydiving centre of the north. Open Fri, Sat, Sun & Bank Holidays - other weekdays by arrangement. 1st jump static line courses, tandem jumps, excellent student progression - WARP, RW, CRW and AFF instruction by competent instructors. Radio helmets, AADs, Accuracy Pit, student and experienced kit hire. Cafe, toilet and shower facilities, accommodation, caravans and camping. Bar on airfield. C206, Cherokee-6 and Piper Lance. Competitive jump prices everyone welcome.  
Doncaster Parachute Club  
Doncaster Airfield  
Doncaster  
South Yorks  
Tel: Weekends 0302 532922  
Tel: Midweek 0532 505600



**Directions:** Train to Doncaster then taxi to centre



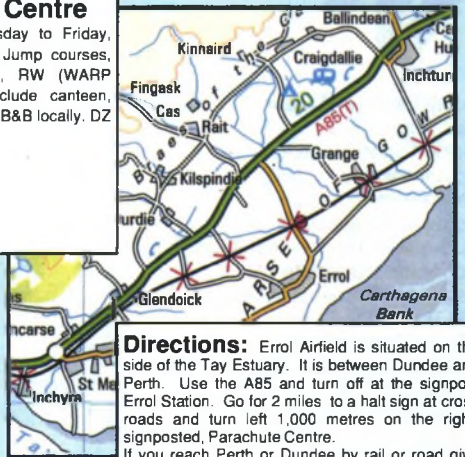
### 6) Dukeswell International Skydiving Centre

Friendly, full time, with basic courses and tandem jumping available all year round. Student progression, RW and CRW instruction, accuracy pit. Student and ram air kit available. Overnight accommodation, Cessna 206. Non members welcome.  
DISC  
Dukeswell Airfield  
Nr. Honiton  
Devon  
Tel:0404 891350

**Directions:** M5- J26 Wellington. Follow signs monument. Hemycok, Dukeswell.

### 9) Fife Parachute Centre

Full time 12-7 from Wednesday to Friday, 9.30-7 Sat and Sunday. 1st Jump courses, progression jumps, Tandem, RW (WARP system), CRW. Facilities include canteen, bunk beds, camping, Islander. B&B locally. DZ visitors welcome.  
Fife Parachute Centre  
Errol Airfield  
Grange  
Perthshire PH2 7TB  
Tel: 0821 2673



**Directions:** Errol Airfield is situated on the side of the Tay Estuary. It is between Dundee and Perth. Use the A85 and turn off at the signpost Errol Station. Go for 2 miles to a halt sign at cross roads and turn left 1,000 metres on the right, signposted, Parachute Centre.  
If you reach Perth or Dundee by rail or road give us a call on 08212 673 (We will collect you.) Local pub Glencarse Hotel, 6 miles from the centre.

### 8) Eaglescott Parachute Centre

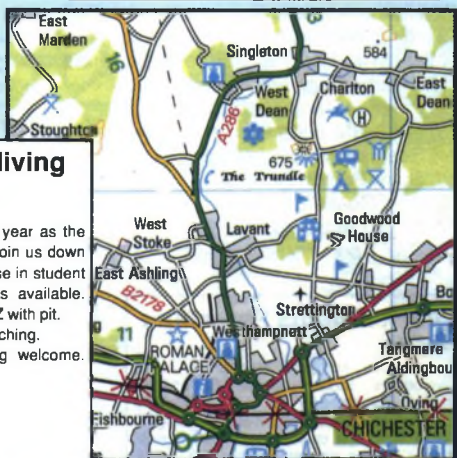
Open every weekend and also weekdays by arrangement. Friendly small club atmosphere with emphasis on safety. All students equipped with AADs, helmet radios and GQ Aeroconicals. RW, CRW, Style and Accuracy pit. Tents and caravans on the DZ. Local B&B. If it is windy, you can always go surfing!  
Dave Tylcoat  
Eaglescott Parachute Centre  
Eaglescott Airfield  
Ashreigney  
Chulmleigh  
Devon EX18 7PH  
Tel: 07693 552/0392 75222



**Directions:** From Dalton Beacon Garage-Take B3217 (signed High Bickington), for 2 miles - Just before Radar Station at 1st cross roads turn right (Ashreigney) 500 yards turn right (Riddlecombe) 200 yards turn right into car park of Devon Airsports  
The Parachute Centre is at the other end of the Devon Airsports Hanger.

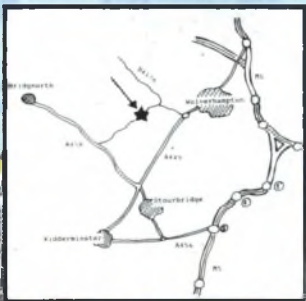
### 10) Flying Tigers Skydiving Centre

No round Parachute Courses!  
Our 5th year of RAPS training & 2nd year as the only **All RAPS** centre in the country. Join us down on the sunny south coast. We specialise in student square progression, midweek courses available. Private, large, hazard free off-airfield DZ with pit. Tandem, AFF, WARP, CRW & RW coaching. Experienced jumpers & team training welcome. Islander & 206 aircraft.  
Flying Tigers Skydiving Centre  
Goodwood Airfield  
Nr Chichester  
West Sussex PO18 0PH  
Tel: Kevin McIlwee 0243 533444



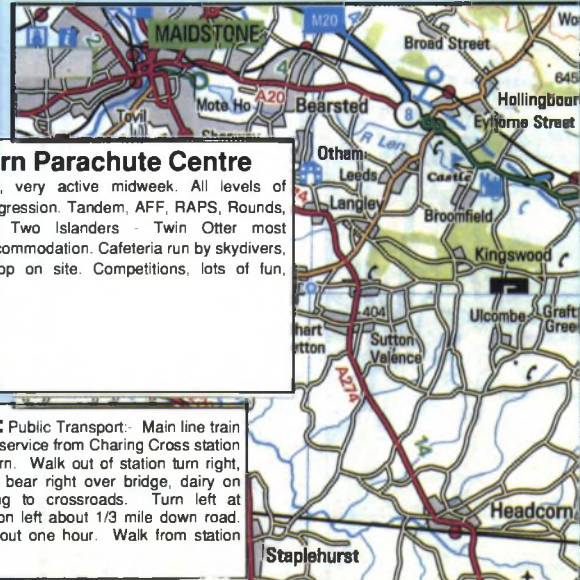
### 11) Halfpenny Green Skydiving Centre

A lively friendly centre geared towards progression. RW & CRW instruction. First jump training on both Round and Square Canopies also Tandem and AFF instruction. Islander aircraft with in-flight doors, and Helicopter. Unrestricted altitude, accuracy pit. Bunkhouse, showers, food and bar on airfield. Camping and caravan site next door. Open weekends and mid-week in summer.  
The Airfield  
Bobbington  
Nr Stourbridge  
West Midlands  
Tel:038 488 293



### 12) Headcorn Parachute Centre

Fulltime, 9 to dusk, very active midweek. All levels of instruction/ progression. Tandem, AFF, RAPS, Rounds, WARP, Accuracy. Two Islanders - Twin Otter most weekends. Free accommodation. Cafeteria run by skydivers, parachute club shop on site. Competitions, lots of fun, everyone welcome.  
Headcorn Airfield  
Headcorn  
Kent TN27 9HX  
Tel 0622 890 862



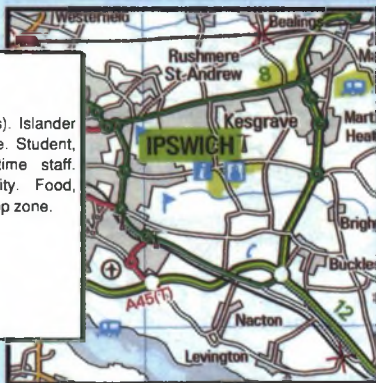
**Directions:** Public Transport:- Main line train station. Regular service from Charing Cross station direct to Headcorn. Walk out of station turn right, follow this road, bear right over bridge, dairy on right, keep going to crossroads. Turn left at crossroads, DZ on left about 1/3 mile down road. Train journey about one hour. Walk from station about 25 mins.





### 13) Ipswich Parachute Centre

Open 6 days a week (closed Tuesdays). Islander and Cherokee VI permanently available. Student, RW and CRW instruction by full time staff. Accuracy pit, excellent rigging facility. Food, accommodation, camping and bar on drop zone. Ipswich Parachute Centre  
Ipswich Airport  
Nacton Road  
Ipswich  
Suffolk IP3 9QF  
Tel: 0473 710044



### 14) London Parachute School

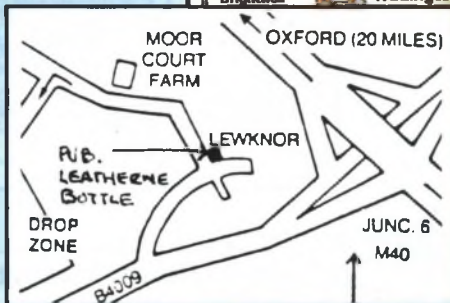
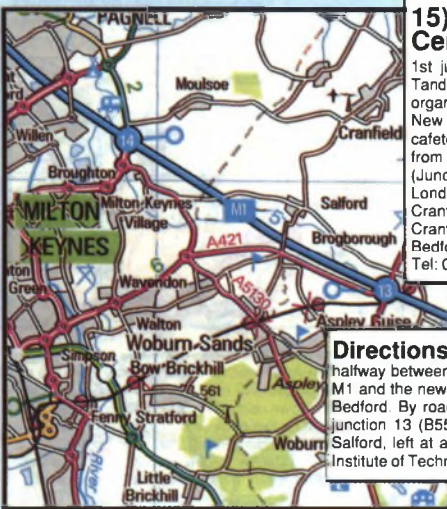
Weekend club: beginners courses and progression training. Farmland DZ. B&B available locally. Aeroconicals, radios, boots and helmets loaned free. All welcome at small but friendly club. Please telephone beforehand for weekend activity.  
London Parachute School  
P.O. Box 18  
Goring on Thames  
Reading RG8 9EW  
Tel: 0249 651909 DZ  
(Weekends) 0860 559112



### 15) London Skydiving Centre

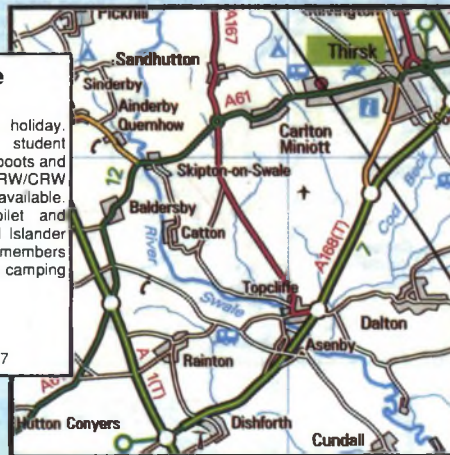
1st jump Courses. S/L round and square. AFF, Tandem. Experienced WARP Instructors. Load organising. Full time centre, Skyliner and Cessnas. New clubhouse with showers, accommodation, cafeteria & bar. Kit hire, camping. Easily accessible from London and the Midlands. 5 miles from M1 (Junction 13 or 14). Very friendly club.  
London Skydiving Centre  
Cranfield Airport,  
Cranfield  
Bedford MK3 0AP  
Tel: 0234 751866

**Directions:** London Skydiving Centre is located halfway between London and Birmingham five miles from the M1 and the new city of Milton Keynes and twelve miles from Bedford. By road, from London and the South: M1 north to junction 13 (B557-A5140), right then first left. First right at Salford, left at airfield, then right following sign posts to the Institute of Technology.



### 16) Merlin Parachute Club

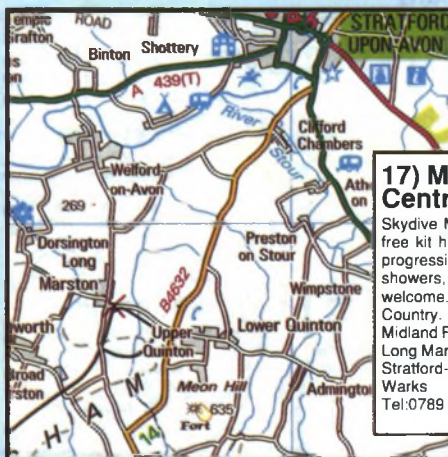
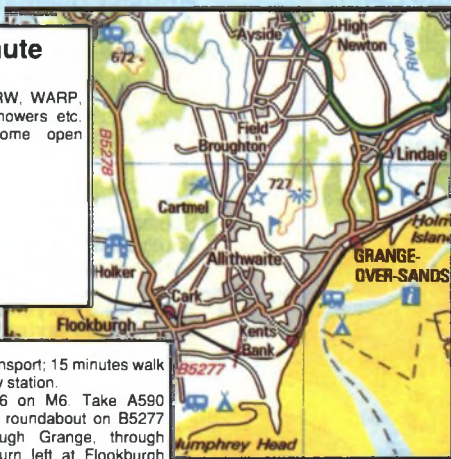
Open every weekend and bank holiday. Beginners courses, excellent student progression, student radios, AADs, boots and helmets, Tandem, WARP, RW/CRW instruction and air to air video available. Purpose built training areas, toilet and canteen facilities, accuracy pit and islander aircraft. Friendly atmosphere, non members made very welcome. B&B and free camping off site.  
Merlin Parachute Club  
Topcliffe, Near Thirsk  
North Yorkshire  
Tel: weekends 0748 832521 ext 5367



### 19) North West Parachute Centre

In fabulous lakeland scenery. RW, CRW, WARP, Kit Hire, BN Islander bunk house, showers etc. Camping on airfield, visitors welcome open weekends and bank holidays mostly.  
North West Parachute Centre  
Cark Airfield  
Flookburgh  
Nr Grange-Over-Sands  
Cumbria  
Tel: Airfield 05395 58672/58555  
Tel: Weekdays 0772 720848

**Directions:** Public Transport: 15 minutes walk from Cark-in-Cartmel railway station.  
Private: 16 miles from J36 on M6. Take A590 towards Barrow turn left at roundabout on B5277 for Grange, straight through Grange, through Allithwaite to Flookburgh turn left at Flookburgh Square, 3/4 mile airfield on left.

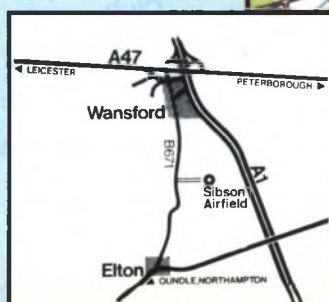


### 17) Midland Parachute Centre

Skydive MPC. Great weekend club. Islander, free kit hire, video and tandem plus S/L and progression R/W jumping. Bunkhouse and showers, bar and cafe on airfield. All welcome. Cheapest jump prices in the Country.  
Midland Parachute Centre  
Long Marston Airfield  
Stratford-Upon-Avon  
Warks  
Tel: 0789 297959

### 21) Peterborough Parachute Centre

Tuesday to Sunday from 0800hr. Skyvan and C206. AFF, WARP, Tandem. Bunkhouse accommodation, free camping, bar food.  
UNRESTRICTED ALTITUDE. Twenty years unrivalled experience.  
Peterborough Parachute Centre  
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Peterborough.  
Tel: Elton 0832 280490



### 20) Oxon & Northants Parachute Centre

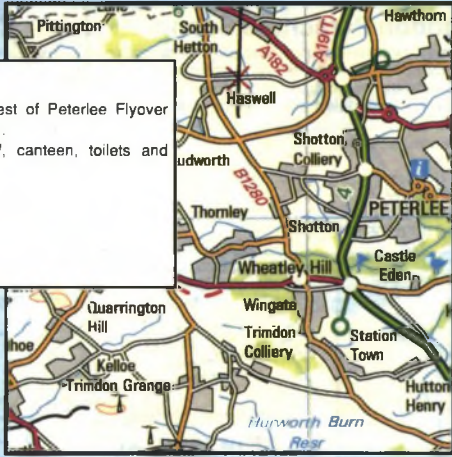
Situated off A422 between Banbury and Brackley. Open every weekend, midweek evenings during BST months. Beginners S/L courses, radios, freefall progression, kit hire. Cessna 180 (inflight door) always available. Friendly atmosphere, visitors very welcome, no membership fee.  
Oxon & Northants Parachute Centre  
Hinton-in-the-hedges Airfield  
Steane, Nr Brackley  
Northants  
Contact: Mike Bolton  
85 Oak Park Road  
Wordsley, Stourbridge  
W.Midlands DY8 5YJ  
Tel: 0384 393373





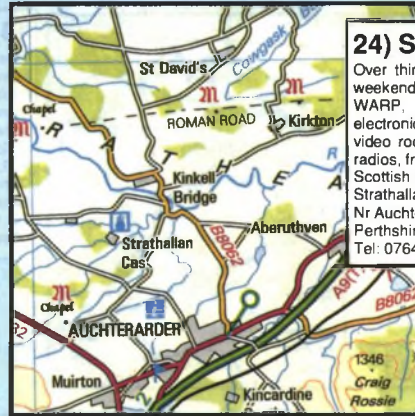
**22) Peterlee**

Shotton colliery airfield, 2 miles west of Peterlee Flyover intersection. Open daily up to 8.30pm.  
 Beginners, Tandem, WARP, CRW, canteen, toilets and indoor packing facilities.  
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 Peterlee  
 Co. Durham.  
 Tel: (091) 5171234  
 (091)3865315



**24) Scottish Parachute Club**

Over thirty years of skydiving in Scotland. Open weekends and Friday evenings. C206/207, WARP, RW, CRW, Style, Accuracy (pit and electronic pad), Air-Air video, Canteen, lounge, video room, shop. Excellent student progression, radios, free kit hire. Good camping/B&B nearby.  
 Scottish Parachute Club  
 Strathallan Airfield  
 Nr Auchterarder, Perthshire  
 Perthshire PH3 1LA  
 Tel: 0764 62572 (weekends)



**Directions:**  
**Transport from the mainland:**  
**By Sea:** Stranraer-Lame, Cairnryan-Larne  
 Holyhead-Dunlaoghaire,  
 Fishguard-Hollyhead **By Air:** Gatwick,  
 Heathrow, Luton, Glasgow, Leeds, or  
 Manchester to Belfast International.

**26) Wild Geese Centre-  
 New High Tech Training  
 Area**

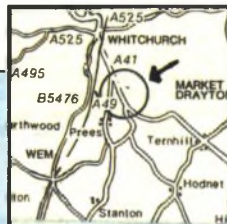
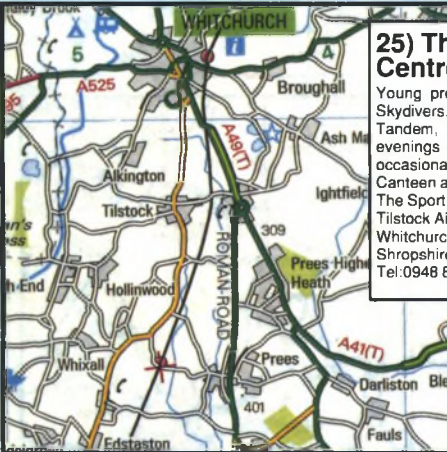
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 Movenis Airfield  
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 Garvagh, Coleraine  
 Co Londonderry, N Ireland  
 Tel DZ: 0265 58609/57050  
 Dave Penny: 0265 58002



The Wild Geese Jump Site is approximately 1.5 miles outside the town of GARVAGH which is about halfway along the main MAGHERA to COLERAINE road. On entering Garvagh at the crossroads in the town centre take the road signposted to KILREA. Proceed for two or three hundred yards, take the first road on the left (Station Road), also sign-posted 'Parachute Training Centre', on Brown NI Tourist Board sign. Follow this road for about 2 miles until you come across some portable buildings and a windsock on the left. This is the jump site.

**25) The Sport Parachute  
 Centre**

Young progressive centre, operated by Skydivers for Skydivers. Student and RW. Progression, AFF, Tandem, RAPS, courses. Weekend and midweek evenings at present. Aircraft - C182 with others on occasional call. New club building, unrestricted altitude. Canteen and accommodation available.  
 The Sport Parachute Centre  
 Tilstock Airfield  
 Whitchurch  
 Shropshire  
 Tel:0948 841111



**OTHER ORGANISATIONS ASSOCIATED TO THE BPA**

**The Free Fall Company**

Peter Allum and Kevin McCarthy are moving from Slipstream Adventures to Peterborough Centre, setting up a new Accelerated Free-Fall school, using Sibsons excellent aircraft, facilities and unlimited altitude. Also RW/AFF trips to Gap (S.France).  
 The Free Fall Company  
 Sibson Airfield,  
 Wansford  
 Peterborough,  
 Cambs. PE8 6NE  
 Tel:0832 280055

**Scottish Sport Parachute  
 Association**

Dedicated to the promotion and development of parachuting in Scotland. Services provided include equipment grants (Fan Trainers, Parachutes, Aircraft, Accuracy Pits, etc), sponsorship of the Scottish National Championships and other competitions, provision of the only student progression, WARP, and CRW training subsidy system in the world; Rigger and instructors training grants and much much more.  
 Mike Strachan (Secretary)  
 47 Great Southern Road,  
 Aberdeen, Scotland.

**East Coast Parachute Centre**

Currently sharing facilities with the London Parachute School at Lewknor Drop Zone.  
 8 Burns Crescent  
 Chelmsford  
 Essex CM2 0TS  
 Tel:0245 268772

**Slipstream Adventures**

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 Headcorn  
 Kent TN27 9HX

**POPS UK**

Hon Tres/Sec Michael Allum  
 64 Ardeigh Court  
 Hutton Road  
 Shenfield  
 Essex  
 Tel: 0277 219717

**British Collegiate Parachute  
 Association**

- Bath University
- Exeter University
- Lancashire Polytechnic
- Leicester University
- Manchester University
- Newcastle Polytechnic
- Nottingham Polytechnic
- Portsmouth Polytechnic
- Southampton University
- South Bank Polytechnic
- Surrey University

**Lancashire Polytechnic Skydiving Club  
 Lancashire Polytechnic Student Union  
 Fylde Road**

**Preston**  
 Lancashire PR1 2TQ  
 Graham Mcleod BCPA chairman 1990  
 Douglas Naismith BCPA secretary 1990

**OTHER AFFILIATED CLUBS/CENTRES**

**23) RN & RM SPA**

Dunkeswell Airfield  
 Dunkeswell  
 Honiton  
 Devon  
 Tel: 0404 891697/891716

**28) Army Parachute Assoc.**

The Commandant, JSPC  
 Airfield Camp,  
 Netheravon, Salisbury  
 Wilts. SP4 9SF  
 Tel: Bulford Camp 0980 33371  
 ext: (Commandant) 8245  
 (Chief Instructor) 8229  
 (Staff) 8277

**29) RAFSPA**

Weston-on-the-Green  
 Nr Bicester  
 Oxon  
 Tel:086 989 343

**The Red Devils**

Queen's Parade  
 Aldershot  
 Hants  
 Tel:0252 24431 ext 4600/4699  
 Contact: Red Devils  
 Browning Barracks  
 Aldershot  
 Hants.

**Northern Ireland Services Free Fall  
 Club**

N.I.S.F.F.C.  
 Shackleton Barracks  
 B.F.P.O. 802  
 Tel:Civil 0504 49972  
 Military: Limavady 36472

**Joint Services Parachute Centre  
 Hong Kong**

Borneo Lines, BFPO 1  
 Tel: 0-483 7221

**Silver Stars Parachute Team**

RCT Parachute Club  
 Azinghur Barracks  
 Colerne  
 Chippenham  
 Wilts. SN14 8QY  
 Tel: 0225 743585/743240 ext 5265

**Cyprus Combined Services  
 Parachute Club (CCSPC)**

CJSATC Pergamos Camp, B.F.P.O. 58  
 Tel: from UK  
 010 357 47 44337 (Office)  
 010 357 47 44245 (D.Z)  
 Contact: Club CCI

**RAPA JSPC(L)**

Bielefeldstr. Normandy, Kaserne  
 4791 Sennelager  
 Tel: 010 495 254 822378  
 JSPC(L), STC, Sennelager BFPO 16.



# Premature extraction

(....or how to avoid going low).

"That went OK, I'll just switch grips..."

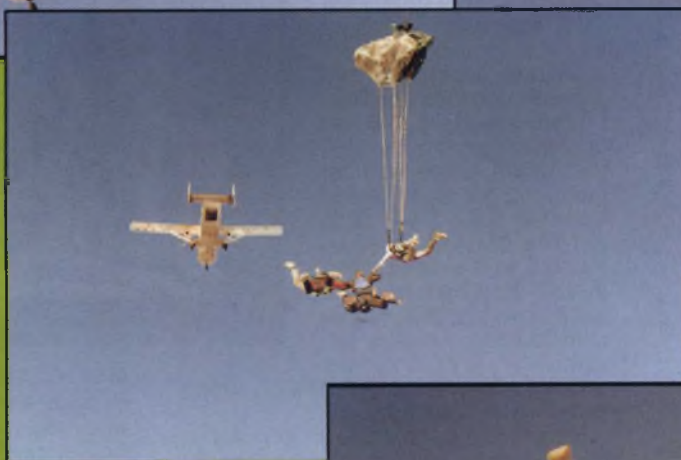
"Hmm, they're falling rather fast, I'd better hang on!"



!?!



"HEY, come back here you lot!"



Photographs taken at Cranfield by Kevin Hughes



## WESTON - 4 & 8 WAY RW

Not too many years ago, before anyone had thought of the Regional Meets, Weston used to run a 4 & 8 way competition that was considered the warmup to the Nationals. Over the past few years the competition has sat on the shelf. This year, after much hassle from the club members, the event was held again. The registration was restricted



and a limited number of invites went to teams from outside the club.

The competition was to be over six rounds of 4-way and four rounds of 8-way, the primary judging from air-to-air video. The 4-way dives were drawn from the intermediate pool, this meant that the dives would be fast and mistakes costly.

Eleven teams registered for the 4-way and 5 teams for the 8-way. The favourites in the 4-way were **Team Rabbit**, and **RAFSPA**. In the 8-way were, **Akiro**, just back from their training camp in the States.

Saturday began in the usual style of a May Bank Holiday, low cloud and wind! Late that afternoon there was a break in the weather and the competition started. First round saw a couple of rejumps due to camera malfunctions, round two completed without mishap.

The day ended with **Rabbit** just holding on to the lead against **RAFSPA**. They were closely followed by **O'Brien**, who had pulled away from **Touch'n Go** and **Thin Ice**, neither of whom repeated their first round scores.

The Toga party that night had people bopping till the early hours. Sharon Wright celebrated her 30th birthday by

drinking the bar dry of Southern Comfort (she hasn't drunk any alcohol since) and peeing under the togas of the men.

Sunday saw more cloud, this was fortunate for Sharon who spent the day in bed nursing the hangover! There was plenty of time for people to play tennis, golf or go out on mountain bikes. After a few false starts to the competition the weather didn't look like clearing, the judges and team captains decided to cancel the 8-way event and concentrate on the 4-way. Sorry Akiro. Shortly after this decision was made, the weather broke enough to allow a few lifts of non-competitors to fun jump.

Monday saw more cloud and frustration. The judges decided they would call the competition at 3:00 if the weather didn't change. At midday several people turned up from Sibson saying they hadn't jumped all weekend, this made people a little happier. **RAFSPA** must have been praying hard to get a second chance to win because at 2:45 the clouds parted and the competition continued.

Round three saw a stir in the positions as **RAFSPA** became joint leaders with **Rabbit** and **Touch'n Go** caught up a 3 point gap from **O'Brien** to become joint third.

As the teams went up to jump round 5, the round 4 scores had not been published, so **RAFSPA** didn't know they had taken the lead from **Rabbit**. The climb to altitude was the first time in a while that Pete Bath has been quiet for more than five minutes. The jump went well and consolidated their position.

Unfortunately **O'Brien** had a rejump on round 4 that didn't go to well for them and put them behind **Touch'n Go**. They didn't get the chance to jump round 5 as the cloud rolled in and they had to come back down to 5,000'. (again contradicting rumours set about by some organisations that the military don't comply with the rules).

Round 5 was so close to completing though it never quite managed it. Thanks to the break in the weather the competition completed, providing plenty

-men, without whom the event would not have been possible. Well done to all those who entered, it was fun. Lets hope we see you all next year.

On a personal note I would also like to say to Phil Parker that we've forgiven him for unplugging his video as he hit our launch, on round 1.

**Glyn Allcock**

Since the **RAFSPA** 4-way we have to report the sad and untimely death of Paul Dixon who was in France training with the **RAFSPA** 4-way team. Paul was a well liked and respected member of the club and was well known throughout the country for his dry sense of humour as well as his parachuting ability. He will be greatly missed by everyone who knew him.

## SIBSON SPEED-16 MEET -EASTER

The Sibson Speed 16 Meet was held over the Easter weekend at the Peterborough Parachute Centre. Five teams entered and owing to the recent indifferent weather it was for several people the first proper weekend of jumping this year, so a certain amount of

The Winners - 'Symbiosis Suits' (Photo by Carol de Solla).



dust and moths were in evidence as the kit-bags were opened. The competition was held over five rounds using Sibson's Skyvan as the jumpship, exit height was 12000' and working time 50 seconds. The formations consisted of four fairly straightforward blobs and one star for old times sake. These had to be held for 3 seconds and then it was free time and all judging was done by air to air video.

Easter Friday dawned cloudy but this burnt off by early afternoon and battle commenced. After Round 1 **Symbiosis Suits**, organised by Rob Colpus, were in the lead, all wearing predominantly white suits provided by (surprise, surprise) **Symbiosis Suits**. It brought back memories from more years ago than I care to remember to see so much white in a formation and I'm sure it will look good in the photos. The only other team to complete a 16 way in time in Round 1 was **Neil Reeves' Big Night Out** who adopted a softly-softly approach concentrating just on completing the first point and not

of excitement right up to the end. The final order placed **RAFSPA** as overall winners and **Vindaloo** as the intermediate winners.

Praise must go to all the people who contributed to a slick operation during those short breaks in the weather, namely the pilots, judges and camera

### The Top Three:

<b>RAFSPA</b>	Steve Scott, Steve Newton, Pete Bath, Dicko Dixon
<b>RABBIT</b>	Nigel Roggof, Nigel Alum, Paul Grundy, Chris Wakes
<b>TOUCH'N GO</b>	Nicola Eaton, 'Chopper' Cowell, Richard Hamblen, Sharon Wright

### Intermediate Winners:

<b>VINDALOO</b>	Liz Harlow, Pete Harlow, Sue Simmons, Bob Simmons
<b>Cameramen:</b>	Kenny Mapplebeck, Dave Emerson, Glynn Allcock
<b>Pilots:</b>	Hamish Raynham, Mike Westwood, Roger Brown

### SCORES:

<b>RAFSPA</b>	9	10	13	14	14	46
<b>Rabbit</b>	11	9	12	12	14	44
<b>Touch'n Go</b>	7	4	9	8	8	28
<b>O'Brien Was Spinning</b>	7	7	6	4		24
<b>Turners Testarossa</b>	6	5	7	6		24
<b>Thin Ice</b>	7	4	7	4	7	22
<b>Chick</b>	5	5	5	4		19
<b>Vindaloo</b>	5	5	3	3	3	16
<b>Banana Split</b>	3	4	4	3		14
<b>Hogwash</b>	3	2	2	4	5	11
<b>Good Egg</b>	2	3				5



# ROUND UP

Team	RD1 TIME	RD2 TIME	RD3 TIME	RD4 TIME	RD5 TIME	POS'N
SYMBIOSIS SUITS	27.88	19.70	15 IN	21.2	19.64	1ST
NEIL REEVES BIG NIGHT OUT	41.32	40.40	15IN	38.23	39.93	2ND
BATTLE OF ALL MOTHERS	14IN	29.33	49.96	40.95	29.83	3RD
CRANFIELD CLOUDBASE CO PLC	12IN	13IN	15IN	36.47	13IN	4TH
UNCURRENT	9IN	9IN	9IN	13IN	10IN	5TH

rushing it, an effective policy which very nearly paid off. George Pilkington's team **Battle of All Mothers** failed to complete in time in this round (scoring 14) which was an unfortunate start to their competition as they completed in every other round.

Round 2 was the star and left the leaderboard unchanged. However **Symbiosis Suits** had a bad one in round 3, a diamond, with one jumper in the cone of embarrassment looking up at a fifteen way. No names, of course, as he bought us all a beer afterwards, but this left the way open to **Neil Reeves' Big Night Out** to take the lead as all they needed to do now to win the competition was to keep building formations in time, and their Round 3 jump looked as if they had done the necessary, in spite of all the various funnel dances being performed on the ground. There followed much muttering in the Symbiosis Suits camp about it not being over until the fat lady sings, but we considered changing the name to Air Care just in case. Round 4 produced **Cranfield Cloud Base Company PLC's** best round of the competition and also Uncurrent, who perhaps were living up to their name, had their biggest formation.

The fat lady burst into song for round 5 which ended with **Neil Reeves' Big Night Out** being the apparent winners as they were the only team to complete the first point in time in every round. However she re-emerged for an unexpected encore as

it transpired that the team had been missing one grip at the end of working time in Round 3 which put them back into second place, a big disappointment for those concerned. This left **Symbiosis Suits** as the winners and Rhino immediately asked for all his beer back, a request treated with the scorn it deserved!

The competition finished on Saturday afternoon shortly before the cloud returned so weatherwise we were very lucky. The prize giving was on Saturday evening in the clubhouse and Ronnie O'Brien's wife Morag kindly presented the medals. Special mention was made (and several re-runs shown) of **Cranfield Cloud Base Co. PLC** who were voted as having the most entertaining funnel.

Finally, and in many ways most importantly, I would like to extend the thanks of all competitors to the whole Meacock family, in their various roles as owners, organisers, video-jumpers, pilots, refuellers etc. etc., to Ronnie the CCI, Cornelia for her usual excellent job of manifesting, Jed O'Reilly for judging, all the air to air cameramen, and everyone else who made it an enjoyable and extremely smooth running competition.

**Charlie Hoare**

*PS: Overheard between two members of different teams, the two biggest lies in competition skydiving:*

*'Have a good one.'*

*'You too.'*

## BPA REGIONAL FOUR WAY COMPETITION: HALFPENNY GREEN 11TH & 12TH MAY 1991

The 1991 BPA Regional 4-Way Competitions got off to a cracking start at Halfpenny Green with a fully completed meet. CCI Arthur Collingwood warmly welcomed teams from as far afield as Doncaster and Goodwood, and was especially pleased to see BPA JNC SO Tony Butler arrive on the drop zone



through the main airfield gate at 06-30hrs, with his highly competitive team of Long Marston intermediates. Eight teams in all registered, six in the senior competition and two intermediates. Despite the 'on and off' weather the whole meet was completed by Sunday night, the competition finishing at 20-30hrs with a tense jump off for senior silver between local rivals **HGAF**, one of the two home DZ teams competing, and Long Marston's **Launch Rattle and Roll** captained by BPA Chairman John Lines.

With the first lift taking off at 07-00hrs on Saturday, it was clear from the start that Meet Director Dave Turner was determined to make the best of the Blue Skies that passed through. However it soon became clear that the initial primary Ground to Air Judging would have to be

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## REGIONAL 4- WAY RESULTS

Team	Round	2	3	4	TOTAL	JUMP OFF	PLACE
3 Men & A Dog	1	2	3	4	15		1st(Int)
Green Machine	1	0	2	4	7		
Launch Rattle & Roll	1	0	5	5	11	5/16	2nd
Blakes 4	1	1	2	3	7		
Thanks Alot Dolly	1	1	Withdrawn				
Don't Follow Me	3	3	2	0	8		2nd(Int)
HGAF	2	1	4	4	11	0/11	3rd
Shit On By Lino	3	3	40	4	14		1st

replaced by a mix of both Ground and Air to Air if the meet was going to crack on. This was agreed by all the Team Captains.

The dives for both senior and intermediate were drawn(?) at the BPA Office prior to the event, and while intermediates had a straightforward time of it, the seniors struggled with difficult blocks in the first two rounds.

Jump prices were set at normal rates, and a registration of only £5 charged by the centre to try and keep things cheap and cheerful, but unfortunately there was no contingency built into the pricing for re-jumps so teams had to pay for them at the normal rate. This did not cause too many problems, except for **HGAF** who made eight jumps to complete the four round competition; team member Arthur Collingwood in the process managing to jump away copious amounts of DT's and Matthews' money. As usual he was having a good time!

Despite the frequent weather stand downs and several video failures (air & ground) two full rounds were completed by close of play on Saturday, and the disco whilst full of local jumpers was deft of competitors. One 'local yoke' was heard to comment that he 'thought that the style and acc'y meet was in August?'. The signs were that we were in for a serious day on Sunday?

Weather wise Sunday dawned with more of the same, and the Meet Director had the jumpers up to see it! A big

problem now beset the staff team **Thanks alot Dolly**. Where was Dolly? A telephone call found him jumping at the other Green, Weston -on- the -Green, which sadly caused the team to have to withdraw whilst in the Bronze medal position with the easy dives to come.

By the end of the day **Shit on by Lino** had managed to maintain their early lead and won by a clear three points. The jump off for silver would have been a close thing but an additional grip on the first point lost it for **HGAF**.

Thanks to everyone who came to Halfpenny Green and took part, we enjoyed having you just as much as we hope you enjoyed being there. We want to do the same thing again next year. In the interim please come and take part in our annual winner takes all 'Cash 8-Way Speed Star Meet' on 7/8th July. Thanks Julie, Jackie and Hitch for judging, Boz, Stuart, Phil & Noel for Video, Captains Bond & Pebbledash for Flying, the Competitions Committee for recognising that Halfpenny Green does exist and is a BPA Centre. Finally a special thanks to Barry Joss for keeping us all entertained throughout the weekend, we thought that you were a gas Barry, especially your impression of Captain Good Vibes! Do let us know in advance if you want to come back next year!

**Phil Leng.**

## SCOTTISH NATIONAL CHAMPIONSHIPS STRATHALLAN 24-27th MAY 1991

With 16 RW teams, 9 accuracy teams and over 80 competitors the Scottish Championships were under way. The competition started with accuracy and after three rounds **John Smythe** was in the lead with 3 discs. **Tim Andrews** and **Mike Strachan** were close behind on 10cms, and **Dave Ruffel** was on 11cms.

*The Mustgetbeers - 1st, Team Accuracy*



Round 4 saw **John Smythe** and **Mike Strachan** drop from contention. **Tim Andrews** scored a disc to take the lead on 10cms, **Kevin Veitch** was 2nd on 15cms, **Steve Hastings** and **Dave Ruffel** were 3rd equal on 16cms. Round 5 saw the demise of **Steve Hastings** with the other places unchanged. By round 6 the pressure was beginning to show. **Tim Andrews** dropped so far away he could only make 2nd place in the intermediate competition. **Kevin Veitch** dropped to 4th place, **Mike Strachan** took 3rd and **Cheryl Smythe** who finished with a disc took 2nd. **Dave Ruffel** took first place with 25cms total. In the intermediate accuracy **Lee Moore** was a clear winner and was 6th overall in accuracy out of over 40 entrants. Lee also won the intermediate style.

With the accuracy competition over it was time to start the RW. There were 10



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senior teams and 6 intermediate teams. Due to the weather all 4 rounds were from 7,000 feet with 20secs working time. After round 1 it was clear that it would be a close competition in both senior and intermediate. **Curtiss Axe** who were expected to do well had a disappointing first round. By the end of round 2, 4 teams were tying in first place, with the rest close behind. After round 3 the eventual 1st, 2nd and 3rd placed teams were all on 9 points. After round 4, 2 teams tied for 1st place in the senior, cent trente huit and **Curtiss Axe**. In the intermediate event 3 teams were tying for the lead. After the jump off for the RW event **Curtiss Axe** won the senior event with Vertigo taking the intermediate.

The Style competition saw **Tim Andrews** 1st, **Cheryl Smythe** 2nd and **Alan Dumbell** 3rd. Overall champion was **Cheryl Smythe** with **Kevin Veitch** 2nd and **Steve Hastings** 3rd.

With almost 1,000 descents over the 4 days and the competition completed it only remained to give out the gongs. Thanks to all the competitors, judges, pilots, organisers, recorders, canteen girls and helpers who made this one of the best competitions so far. Thanks also to the Scottish Parachute Club for the use of their superb facilities.

If you are interested in doing a weeks training using the BPA video, air to air video, electronic pad and you want coaching in style, accuracy or RW, then you will be pleased to hear that the Scottish Parachute Club in conjunction with the Scottish Sport Parachute Association are running such a week in August of this year.

\*If you require further information contact Tim Andrews at Scottish Parachute Club. Hope to see you in August if not, at next years Scottish Nationals.

\* Student progression using the video equipment will also be undertaken for all categories of students from J-10. Warp instruction will also be available.

**Billy Somerville D2369**

## ACCURACY RESULTS

Team	Total	Place
Tardis	90.17	7
Cent Trente Huit	12.55	2
Gizm	49.94	3
Mustgetbeers	3.45	1
Anything will do	91.02	8
Solphadinis	61.33	5
Hit & Miss	100.69	9
Mrs Heggies C C	85.05	6
Curtis Axe	51.53	4

## ACCURACY TEAMS

### TARDIS

Dave Louden, Colin Bridges, Julie Michie, Alistair Fortune, Martin Rennie.

### CENTE TRENTE HUIT

Mike Strachan, Felicity Martin, Rocky Stewart, Tim Andrews, Melissa Harvey.

### MUSTGETBEERS

J Smyth, Cheryl Smyth, Steve Hastings, Alan Dumbell, D Hayes.

### GIZMO

L Moore, K Veitca, A Williamson, John Hitchen, M Lerwin

### ANYTHING WILL DO

Jed O'Reilly, Dave Lehane, Brigitte Stear, Liz Harris, Andy Pay.

### SOLPHADINIS

Kenny Sinclair, James Gordon, Gepry McInally, Bill Strain, Graham Harris.

### HIT & MISS

P Cronnes, Steve Tawse, Mike Baillie, Andy Bremner.

### CURTISS AXE

Phil Curtis, John Carter, Dave Ruffell, Tony Butler

### MRS HEGGIES CAKE

Kevin McPhillips, Dave Connolly, Andrew Hilton, Bill Service.

Dave Crowhurst, Andy Gibson, Davy Burns, P Sizer.

**Inter:** Fiona Crowhurst, Scott McFarlane, Allan McLees.



Best Overall Team - Cent Trente Huit

## STYLE

Name	Total	Place
Tim Andrews	28.44	1
Kevin Veitch	31.47	4
Cheryl Smyth	29.77	2
Steve Hastings	32.96	5
Alan Dumbell	31.35	3
John Carter	43.23	7
Dave Ruffell	39.54	6
Kay Anelli	29.47	2
Lee Moore	18.45	1

## 4-Way Relative Work

Team	Total	Place
Thin Ice	12	3
Bryonys Pram	11	4=
Mrs Heggies CC		2 9

Team	Total	Place
Sudden Impact	9	6
Tardis	8	7
U.P.B.	11	4=
Curtiss Axe	13	1
Cent Trente Huit	13	2
Anything Will Do	6	-
MACC 4	7	8

## (Intermediate)

Vertigo	5	1
Sterling Paras	2	-
Totally Hedonistic	2	-
Dog & Young Guns		5 3
Hop & Chop	1	-
Fair City Flowers	5	2

## HEADCORN SPEED-8

On the Saturday morning I had a very heavy feeling of Deja Vu - the cloud was low and it looked like staying. It did for most of the day. It's a cheap way to participate in competitions. Sit around all day chinwagging and drinking coffee with the conversation inevitably drifting on to horror stories. I heard someone start off promisingly, "Yeah, you think that's dangerous, did you hear about the guy who...." The Tannoy butted in and we never got to hear the end of that particular tale. 20 minutes later we were kitted up and dirt diving the first round. Amazing isn't it? All day sitting around with all the time in the world, then a mad rush to get the dirt diving done. How prepared can you get? CCI Jane Buckle accepted full responsibility for the weather and apologised gracefully. The rules were pronounced: No show, no grips, and a handicapping system was in operation. Depending upon the team jump total, they could be allowed one or two floaters. Colin announced the handicaps, The

**Untouchables**, two floaters, **Big Boy's Toys** - one, **Engineers** - one, **CCI** - two, and **Symbiosis** - No show. Murmurs of dissent here, some thought this too lenient - they should have the door on as well!

When the competition finally started it transpired that the **Engineers** had decided to bunk off. Great I thought, we're in with a chance of a medal here. The first round was a Star, next was the Snowflake, then a double diamond and finally a Zipper. Only one and a bit rounds were completed by Saturday PM, we had a video showing in the packing shed - great entertainment. It was here that we realised why the **Untouchables** were called that. The team members had great difficulty in coming anywhere near each other let alone touch. One member was so surprised when someone docked on her that she did an involuntary barrel roll. Nothing to be ashamed of, even at the other end of the scale, **Symbiosis** had their worst jump. 17.67 secs, (everyone else was in the mid twenties).

On Saturday the competition cruised through the rounds. I discovered that the **Engineers** had turned up and joined in the

competition. Damn. With two Islanders the turnaround was rapid. By the fourth round two places were assured, **Symbiosis Suits** would win unless someone got stuck in the plane. The **Untouchables** would bring up the rear unless..., no, they would definitely come last. **CCI** had suffered a couple of incompletes, so it left the fight for the remaining medals to **Big Boys**, **The Choirboys** and the **Military Boys**. While the judges deliberated and did their

Overcoming the Handicap - speedy exit by Symbiosis Suits





## THE TEAMS

**Big Boys Toys:** Fran Gregory, Dawn Rivers, Toby Stafford, Jerry Laurence, Simon Burchnell, Angie Smith, Stuart Gedge, Bob Hopkins.  
**The Choirboys:** Adrian Read, Mark Boxall, Martin Soulsby, Ola Soyinka, Tim Atkinson, Andy Pinder, Mike Hammond, Conor Cassidy.  
**I'm the CCI and I'm not prepared to discuss it:** Jane Buckle, Dave Crowhurst, Clem Quinn, Janet Walton, Joe Foxwell, James Baird, Phill Tatton, Tim Bitleston.  
**Royal Engineer 8:** Ade Hawkins, Ginge Brown, Mark Whitehead, Ian Chapman, Alex Stuart, Nobby Hall, Ross Hutcheon, Nige Allen,  
**Symbiosis Suits:** Rob Colpus, Sarah Brearley, Geoff Saunders, Graham Goodwin, Neil Stokes, Charlie Hoare, Aiatte, Fred Ryland.  
**Tony's Fit** Andy Ring, Lottie Dale, Amanda Kenny, Ken Gregory, Nigel Turner, Val Tuck, Mick Legg, Paul Lufmann.  
**The Untouchables:** Steve Tomkins, Chris Shaw, Gary Arthurs, Malcolm Darling, Munn A, Chris Ayres, Steve Davison, Paul Heighton, Reserve: Ed Leary.

addings-up, the rumours started to circulate. A malicious rumour put out by **Big Boys** had us believing that they had scored a 16 in the 3rd round, meanwhile, could it be true?...there were mumblings that the **Engineers** had been naughty boys, something about linked exits, busts etc, hmm. We waited, the judges deliberated, the scores went up, and sure enough a bust for the **Engineers** put them back to 6th, **Big Boys** 16sec 3rd round turned out to be a modest 27 so they went 3rd, the utterly magnificent,

consistently skillful, handsomest team - the **Choirboys** took second place.

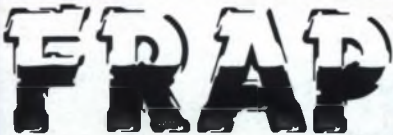

**Dave Parker** handed out the medals and prizes. There was a prize for the prettiest break off which was awarded to **Tony's Fit**. No one in the team noticed that they had not in fact performed the manoeuvre they were getting the prize for (no doubt it was the excitement of the occasion), so they collected the beer. Unfortunately they had to give it up shortly afterwards. **The Untouchables** were awarded a prize for the highest

force of gravity than the rest of his team, was awarded a brick.

Then it was off to the shed for more videos. A fine editing job had been done and we all enjoyed watching the contrasting performances on the dives - how to do it and how not to. The best 'how not to do it' was of course performed by the **Engineers**; caught holding hands in the slipstream by the cameraman, the grip was clearly seen to be held for a second or so then relinquished. The shot was repeated in slow motion, to rousing cheers from the audience. **The Untouchables** meanwhile made the sky look crowded, On their dives there was hectic activity all over the sky...they certainly had a lot of laughs though; and that after all is what it's all about.

**Ola Soyinka**

Team	Round1	Round2	Round3	Round4	Total	Place
CCI	30secs(6)	29(8)	30(6)	23.6(8)	112.6(28)	5th
Choirboys	29.58(8)	20.10(8)	21.38(8)	22.6(8)	93.66(32)	2nd
Tony's Fit	25.11(8)	28.46(8)	26.62(8)	23.34(8)	103.53(32)	4th
Untouchables	30(3)	30(0)	30(3)	30(2)	120(8)	7th
Big Boys	27.19(8)	24.48(8)	17.32(8)	27.10(8)	96.09(32)	3rd
Sym	17.67(8)	17.19(8)	14.69(8)	14.60(8)	64.15(32)	1st
Royal Engineers	30(0)	21.92(8)	21.70(8)	20.04(8)	93.66(24)	6th

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## NORTHERN COLLEGIATE PARACHUTING COMPETITION



Some happy trophy winners at Topcliffe

The Northern Collegiates meet is now well established as an annual 'serious fun' competition. The third ever, took place at Topcliffe on the May Bank Holiday weekend and turned out to be the biggest yet. Over 150 students registered on the Saturday morning representing 18 colleges and universities from as far afield as Bath and Dundee with the odd stray southerner from London and even Portsmouth (where's that?)

As can be expected when your clubhouse is bulging with eager jumpers, the wind kept blowing the needle just too far up the dial for the competition to start so the regulars took to the skies instead. Ian Slack and Ian Watts provided the entertainment with a brilliant 'in air' rigging display. Watts is now selling a pair of nearly new matching 4.5 cell canopies if anyone is interested!

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# ROUND UP

The Saturday night party spirit wasn't dampened by the lack of competition jumping and it didn't matter about the hang overs either because the weather on Sunday was even worse. By Sunday evening there were some very long faces and we were beginning to look at alternative dates on which to hold the competition.

On Monday morning, however, things started looking up. Someone up above looked down and saw that the entire Leeds Uni team bar one had gone home so they switched off the wind machine and rolled back the clouds to let the competition commence.

The Three-way speed star and square accuracy events got underway with eight teams competing in the RW. The accuracy was judged individually and to save time, they went for the pit straight after the RW. After two full rounds were completed the wind had dropped off enough for the round accuracy to start. We had five hours of jumping time left and 112 competitors to get airborne to finish the meet so it was all hands on deck. Everyone helped out and after 14 Islander lifts back to back, we unchained Rick from the pilots seat and let him rush off to the toilet. (I warned him about Johnny's Burgers!) We finished with enough time to contemplate a third round of RW and square accuracy but in the true spirit of the event, the square jumpers unanimously decided to call it a meet and let the round jumpers cram in some fun jumps before dark.

And so what looked like being a flop turned into an unqualified success by 8pm Monday with 138 smiling people squashed into the packing shed waiting for the booty.

In the round accuracy there were 28 teams of four chasing the team prize which was won by Glasgow University. Glasgow's David West won the Static Line accuracy and the Free fall round accuracy went to Dan Hersey from Dundee University.

In the square accuracy our own accuracy champion Andy Abbess took second place to Ollie Deasy from Manchester Uni. Andy wasn't too upset as

he won the RW by a clear margin with his colleagues Andy Tate and John Baggeley from Newcastle Poly. Nicola Henson from Lancaster Uni picked up the progression award by moving on to 10s after a very long wait on 5s.

The main prize was the

Challenge Shield for the best overall college performance. It was a close choice between the two Newcastle teams but the Poly had the edge over last years winners from the Uni and they took the prize.

I would like to thank Nicola Richardson and Andy Abbess for their part in organising the event as well as the staff and regulars from Topcliffe who made it all possible.

See you all next year.

**Steve Thompson D5929**

Meet Director.

### Northern Collegiate Results Participating Colleges

Dundee Uni	Crewe & Alsager Col
Glasgow Uni	Lancaster Uni
Leeds Uni	Lancashire Poly
Manchester Uni	Bath Uni
Hatfield Poly	Huddersfield Poly
Manchester Poly	Abram Moss College
Newcastle Poly	Portsmouth Poly
Safford Uni	London Uni
Durham Uni	Newcastle Uni

### Static Line

- 1st David West - Glasgow U.
- 2nd Stephen Barbary - Newcastle U.
- 3rd Daniel Gingold - Glasgow U.

### Free Fall Acc

- 1st Dan Hersey - Dundee U.
- 2nd Elizabeth Ogden - Man Poly.
- 3rd Joseph Zammit - Newc.U

### Round Acc Team Winners

David West, George Todd }Glasgow U.

Bob Dillon, Philip O'Connor

### Square Accuracy

- 1st Ollie Deasy - Man U.
- 2nd Andy Abbess - Newc Poly
- 3rd Simon Nath - Lancs Poly

### Progression Prize

Nicola Henson - Lanc U.

### Rw Speed3

- 1st: John Baggeley
- Andy Tate }Newc. Poly
- Andy Abbess
- 2nd: Bremner - Glas.U.
- Naismith
- Nath }Lancs Poly.
- 3rd: McFarlane
- Strachan }Dundee U.
- Bridges

### OVERALL WINNERS - Newcastle Poly

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# THE 1991 NATIONAL RW CHAMPIONSHIPS

Unfortunately it was only the memories of last years parched earth, blue skies and turbine drones that welcomed the competitors of this years RW Nationals. A few of us waded through the pre-meet camp where we had hoped to sort out

The Not Responsible Toy Co (Photos - Wendy Smith)



some potential exit glitches. Teams instead began to excel at the non skydiving activities that generally cause the only injuries in a skydiving meet, skateboarding came back from obscurity and the high score on 'Super Cobra' was continually challenged. Instead of multi coloured Texas and neon lycra, this years fashion accessory was a mountain bike.

Attendance was slightly down on last year, to be expected considering the financial and meteorological conditions. 12 senior and 5 intermediate 4-way teams, and six 8-way teams registered. There did seem however to be a greater percentage of teams that had trained, opting for a couple of sunny weeks abroad rather than struggling through the wet weekends at home.

Team changes was the order of the meet, with the top five 4-way teams all having made one change to their line-up since the last competition.

**Southbound Again** with Shirley in Mandy's old slot. Alison Cronnelly was the new face on last years bronze medallists **The Toy Co.** Stuart Meacock took the helm of local heroes Point 25, Jim Scarrett slid back into the Freds and Air Time wangled a transfer from Houston, Texas, Andy McGowan.

Training schedules for the top five were as follows:-

**Point 25** were fortunate to pick a 25-

jump week at Sibson. **The Toy Co.** had 50 jumps at Skydive City, plus a washed out two weeks at home. **Southbound Again** opted for the West Coast and 70 jumps.

Three of the **Red Devils ('Fred's')** had made close to 1000 jumps over the past year at various venues most recently using the expertise of Jack Jeffries USA Team and Jerome Bunker ex Tag. Three of **Air Time** had 160 jumps together since May '90 and 56 as a complete team. Training at Deland and Skydive City. Last year using Irv Callaghan for 'Block' info.

Air to air video was again used as the primary judging system. Teams were able to jump with their own camera person which came as a surprise to some who were expecting there to be a pool of impartial 'aerial judges'. The use of air to air is still not entirely without its teething troubles, rules actually being decided during the meet in some cases.

## 4-way Senior

Only 8 rounds were completed, despite the efficiency of the organization at Sibson. Start times were varied depending on the optimism derived from the previous nights met report. The 1st and 2nd place slots remained the same throughout the meet, the scores were however closer than last year, this definitely made the competition more exciting! 3rd place came under assault from the '**Southbounders**' and **The Toy Co.** (Southbound Again were made from three quarters of the '89 4-way winners 'Going South').

**Air Time** won the 4-way and are therefore off to Czechoslovakia to represent Britain in the World

Championships. The team has been given a 100 jump training camp in Hungary just prior to the meet, this is courtesy of the Sports Council budget that is given to the BPA for support of national teams, they are also taking along a coach, Dan Brotski Chenfelt, from Coolidge Fource.

## 4-way Intermediate

Despite only scoring 1 on the first round **The Royal Engineers** ended up winning this event with an 8 point lead!

## 8-way Sequential

Two teams had trained for this event, **Akiro**, who had travelled to Flagler and Deland and despite numerous obstacles all turned up for the Nationals. **The Freds** made about 40 8-way jumps in Gap just prior to the meet. The 8-way just completed the necessary 6 rounds to call it a meet leaving **Toy Time** 10 points ahead of the **Freds**, **Toy Time** was made up from **The Toy Co.** and **Air Time** and made their first jump together in round one. As this year is an on year for RW it was decided prior to the Nationals that if a team won both events, only one would be able to represent Britain at the World Meet. It was also decided that if a team did not achieve average (5.5 in 8-way and 8.5 in 4-way) that they would receive no funding for the World Meet. **The Red Devils** as second place 8-way team were offered the chance to go to Czechoslovakia as long as they were self funding, which they accepted.

The meet was eventually called at lunch time on Sunday.

Thanks go to all the staff at Sibson, the judges and the caterers.

**Pete Allum**

4-Way Champs. - Airtime Again



## AIR TIME - 4-WAY CHAMPS

Peter Allum, Chris Lynch, Tony Uragallo, Andy McGowan,

## TOY TIME - 8-WAY CHAMPS

Air Time Plus: Debbie Allum, Kevin McCarthy, Fred Ryland, Alison Cronnelly.

4-WAY SEQUENTIAL	Round								Total Position	
Senior Teams	1	2	3	4	5	6	7	8		
Air Time	12	13	11	9	13	10	10	12	85	1st
Red Devils (Black)	11	12	10	10	11	11	8	12	76	3r
Southbound Again	8	10	10	7	9	8	7		64	4th
Not Res Toy Co	9	10	7	9	8	6	7	8	56	5th
Point 2.5	7	6	7	6	10	6	6	8	39	6th=
Kia-Ora	6	6	3	5	5	5	6	3	39	6th=
Karma Miranda	5	6	3	5	6	4	6	4	36	8th
Red Devils (Red)	5	6	4	4	5	5	3	5	36	9th=
Qua Sumas	5	4	5	4	6	3	4	5	36	9th=
Roy.Engineers (Red)	6	5	4	6	1	3	5		27	11th
Valiant Vaselines	2	4	4	3	5	1	3	5	20	12th
DLB	4	3	4	3	4	2	-	-		
Intermediate Teams									Total Position	
Roy. Engineers (Blue)	1	5	5	4	5	5	4	6	35	1st
Undesirables	3	3	2	4	5	2	4	4	27	2nd
Why Us	2	1	3	3	4	4	3	2	22	3rd
Geek, Flail & Zoomies	1	2	1	1	3	4	3	0	15	4th
We're On Holiday	1	2	1	2	2	2	2	1	3	5th
8-way Sequential									Total Position	
Team	1	2	3	4	5	6				
Toy Time	8	7	5	9	3	7			39	1st
Red Devils	6	5	2	6	4	6			29	2nd
Akiro	7	3	2	4	2	3			21	3rd
Royal Engineers	5	2	2	4	2	3			18	4th=
Inebriate	6	2	5	1	1	3			18	4th=
Happy Shiny People	5	0	3	4	2	3			17	6th



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# SKYDIVE FLAGLER BEACH - PARACHUTES AND PELICANS

**... is an AFF programme in Florida a viable alternative to progression through the category system during a British winter?**

By Nic Slocum and Mike Evans.

**T**he nights were closing in, the cloud base descending, ambient temperatures were plummeting and the prospect of jumping with thermal underwear was looming. All part of the sport for the average British skydiver I hear you say. As humble RAPS students with 28 jumps logged, 10 second delays of variable quality and reduced continuity to look forward to, the future looked bleak. Especially bleak as we wanted to jump during this summer as cat.8 with a view to completing WARP training and cat.10 by September. Basically, it was not going to happen unless....

Following excellent advice and the siren's call "Come Skydive Flagler Beach" we settled on an AFF programme with Flagler Aviation Inc. in Florida. Flagler Aviation are based at Flagler County Airport about 15 miles northwest of Daytona Beach. In addition to flight training and aircraft maintenance facilities this small, but extremely friendly and efficient group provide AFF instruction. The AFF programme at Flagler is organised and run by Rocky Evans and Rich 'Fang' Fenimore, both doyens of the sport who were intimately involved in the development of AFF in the U.S. With over 10,000 jumps between them these guys provide the most up to date training on state-of-the-art equipment that is currently available. Rocky has been three times national champion and twice World champion. His partner Fang, a master parachute rigger and co-developer of the square reserve, was a member of the 1987 World champion 4-way team and the Seoul Olympic skydiving group. Another regular AFF instructor at Flagler is Robin Reid. Robin, an ex-patriate ex-para, with 1,800 jumps

under his belt, doubles up as official translator!

Mike and I drove up from Miami to Flagler County Airport on a sunny Saturday in the middle of January to be warmly welcomed by both Rocky and Fang. No time was wasted. After a log book check we started training. By 5 pm we had been through aircraft enplaning procedures, inflight emergency drills, talked through the sequence of the AFF level 1 dive, been introduced to the layout of the airfield, had a thorough kit familiarisation and had been given directions to the best local eating houses and watering holes. Sunday morning broke with a forecast that heralded clear blue skies for several days. Another round of aircraft safety drills with Fang and talking through the dive sequence with Robin followed by harness training with Rocky. Clearly, we were at an advantage as we had both been through RAPS training but great emphasis was placed on safety with numerous cut-away drills and identification of

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potential hazards. Following several dirt dives through the jump sequence in full kit and a briefing on the run in and spot, we were ready to go.

On the way to altitude Rocky talked through the layout of the airfield and the surrounding area "..... to the north is Jacksonville and that's Daytona beach down



**Above: L to R - Mike Evans, Nic Slocum, Rocky Evans, Jeff Hurley (behind).**

**Below: Rocky & Fang over Flagler Beach**



there, can you see the speedway? Just on the horizon to the south you can see the gantry's of Cape Canaveral and way over there to the west you can see clear to Tampa Bay. Will you take a look at that beach and all that golden sand! Great place for surfing and board sailing. It is sometimes difficult to tell which way up you are as the ocean is the same colour as the sky!....."

"8,000 ft. Time to talk through the dive sequence in detail"

"Any questions?"

"Relaaaax"!

"Is that gum you are chewing? Spit it out please, you can't skydive and chew at the same time"

10,000 ft. Final kit check by primary jumpmaster and any necessary strap tightening.

10,500 ft. Goggles nice and tight. No loose chin straps on the Protec. Gloves on.

11,000 ft. Level out and turn to run in.

"Godammit will you relaaaax"! "Don't worry Rocky I always look like this"!

The door opened with a blast of cool air and the noise level went up to eight decibels.

".....participate in WHAT Robin?" "Oh, sorry, it didn't sound like spotting ....."

Participate in the spotting relaying directions to Fang (who is flying) as directed.

"CuuuuuuT!"

"Put your feet out after me".

**Feet out and glance in at the secondary jumpmaster.**


"OK, get out".



# THE **KIT STORE** Ltd

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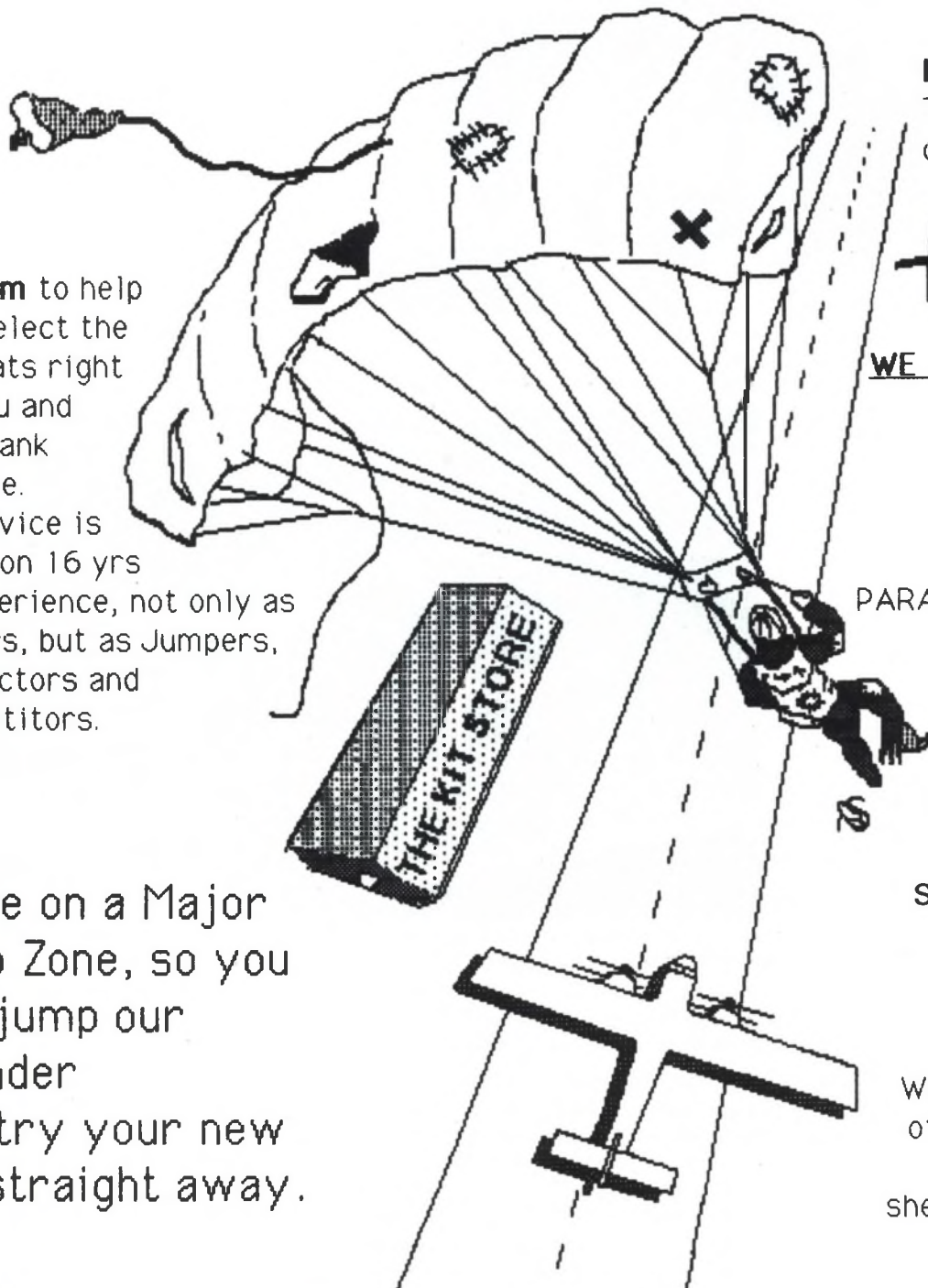
## NEED NEW GEAR ? OR LOOKING FOR ADVICE ON YOUR FIRST SET OF KIT ?

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We have a large stock of Canopies, Rigs and accessories on our shelves at the "STORE"



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## DIARY OF EVENTS

29th June-14th July  
 6th-7th July  
 6th-7th July  
 13th-14th July  
 20th-21st July  
 27th-28th July  
 3rd-4th August  
 3rd-4th August  
 3rd-4th August  
 17th-27th August  
 24th-26th August  
 24th-26th August  
 24th-26th August  
 31st August-1st September  
 7th-8th September  
 7th-8th September  
 14th-15th September  
 16th-22nd September  
 28th-29th September  
 25th-26th October  
 1st-2nd November  
 29th-30th November  
 31st December-1st January

Large Aircraft Boogie/ Boogie School  
 8-Way Speed Star Meet  
 POPS Meet  
 40-way Speed Meet  
 Regional Classics Competition  
 Regional 4-way RW Competition  
 China Challenge Cup, 8-way Speed  
 Regional CRW Competition  
 Regional Classics Competition  
 Army Championships  
 16-way Sequential Meet  
 Blues Bros. Boogie  
 CRW Seminar (for first timers)  
 LAC Meet  
 POPS Meet  
 WARP Seminar for (Students)  
 Regional 4-way RW Competition  
 Progression Week  
 Speed 8 Competition  
 Night Jumps  
 Night Jumps/Bonfire Party  
 Night Jumps  
 Night Jumps/New Years Eve Party

Langar  
 Halfpenny Green  
 Wild Geese, N.Ireland  
 Langar  
 Eaglescott  
 Langar  
 Cornwall  
 Cranfield  
 Halfpenny Green  
 Netheravon  
 Sibson  
 Tilstock  
 RN & RM SPA, Dunkeswell  
 Headcorn  
 Doncaster  
 RN & RM SPA, Dunkeswell  
 Doncaster  
 Cranfield  
 RN & RM SPA, Dunkeswell  
 Cranfield  
 Cranfield  
 Cranfield

## INTERNATIONAL EVENTS

1st-10th July  
 11th-14th July  
 20th-28th July  
 27th July-8th August  
 1st-12th August  
 10th - 18th August  
 17th-25th August  
 18th August-1st September  
 26th October  
 18th-23rd November  
 20th November - 2nd Dec  
 14th-21st September

Moscow Boogie 91  
 5-way Accuracy & 4-way RW Competition  
 Belgium Hercules Boogie  
 Cracow Boogie 91  
 World RW Championships  
 Espace Boogie  
 International Classics Meet  
 World Cup of Classics  
 4th Annual Halloween Boogie  
 Cyprus Championships  
 23rd Annual Turkey Meet  
 RAPA Championships

Moscow, USSR  
 Moscow, USSR  
 Moorsele, Belgium  
 Cracow, Poland  
 Czechoslovakia  
 Vichy France  
 Austria  
 Indonesia  
 Phoenix - Z-Hills, Florida, USA  
 CCSPC Cyprus.  
 Phoenix - Z-Hills, Florida, USA  
 Bad Lippspringe, Germany



# British Parachute Schools

## CHECK THIS OUT FOR 1991 ---BRITISH PARACHUTE SCHOOLS---LANGAR

- **FREESTYLE COMPETITION** .. Due to bad weather the competition will now run over the weekend of Saturday 7th and Sunday 8th September. Organised by Jeff Lewis there will be coaches and video flyers ready to help.
- **REGIONAL 4 WAY** .. Langar will be hosting the regional 4 way competition on the 27th and 28th July. If you are a scratch team or experienced this will be a fun weekend.
- **AFF**.. We offer the best deal yet. £1250 for the 8 jump course. **NO EXTRA CHARGE FOR REJUMPS** Any rejump needed will be charged for at normal slot price, ie level 4 £28.00
- **INFLIGHT DOOR COLD FINGERS!** .. We now boast an approved in-flight door to take full advantage of the unrestricted altitude over Langar.
- **COURSES** ..We offer all courses. Static line square and round, Tandem Skydives AFF, WARP
- **WARP** .. We have a full complement of WARP instructors waiting for you. Due to our active AFF programme WARP is very important and very active at Langar.

## CHECK OUT LANGAR THIS YEAR - A DZ RUN FOR THE JUMPERS BY THE JUMPERS

For more information on courses, competitions and boogies contact: Dave Hickling  
 0949 60878 or Dave Morris 0733 266076.





Is there life after WARP? Is it worth living?? Jeannette Ruiz does not appear to be too sure. Photo by Ronnie O'Brien taken during the Sibson WARP seminar.

## RED ▶ NOSES?

Sporting nothing but the latest in trendy codpieces, these guys provided some comic relief at Border PC. Raising money for charity were: (L-R) Dave Hutchinson, Dave Brown (Video) Graeme Baxter and Andy Willis.



Submitted by Charles Ross who says, "at a time when DZ owners are accused of grabbing money, it's good to know that at least up north, they're concerned with parachuting first."

## Foiled by the locals

Sir, If there's a 'Mafia' operating within the Lake District (Westmorland Gazette, March 1) I am proud to say I support them. No matter how crafty Airward Aviation seems to be in its efforts to have helicopter sightseeing flights over the Lake District, the locals foil the scheme.

I think a special mention of congratulations should go to Dave Prince, the chief instructor at North West Parachute Centre, who stood to gain the most in financial terms from landing fees at Cark airfield, but turned down permission on the basis that it would mean excessive noise pollution for the surrounding community as well as a possible safety risk for the parachuting operation run from there.

## Cool and groovy landings...The "Snowplough"

Conversion student Nick Davis' arrival captured by Paul Burns at Swansea



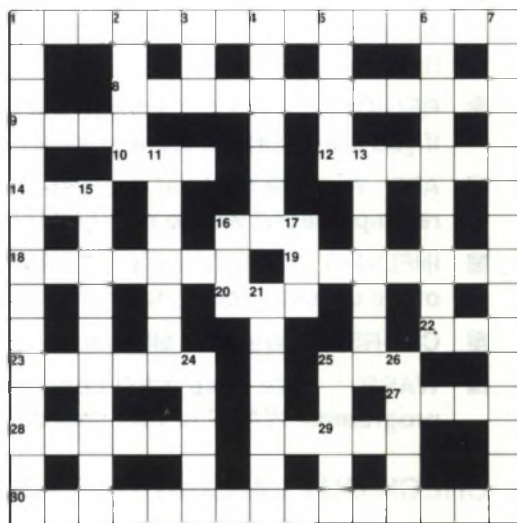
## Skydivers Crossword

### ACROSS

- 1 Honestly, that's where it happened to me! (2,4,5,1,3)
- 8 Sunset load and frap. (4,4,4)
- 9 Mega-weird sport for some animals (4)
- 10 High performance goat (3)
- 12 Let tar confuse the conductor (6)
- 14 Tower of strength initially (3)
- 16 It got on Cleopatras tits (3)
- 18 The gain about to be felt in winter (7)
- 19 Again deliver this life saver (7)
- 20 One party creates a fuss (3)
- 22 Septic tailless cat (3)
- 23 What you do with useless energy (6)
- 25 Mrs Mopps computer language (3)
- 27 Rice dish evil old Herman the German sounded like (4)
- 28 Employment for kinfolk in freefall (8,4)
- 30 This stupid boy jumps a field packed main (3,1,8,3)

### DOWN

- 1 So thats the first time you've done it...(3,3,3,4,2)
- 2 Right near Brighton and above ground (5)
- 3 Endless party to climb (3)
- 4 Blue and white ones signal protection (7)
- 5 Suspension for the waker (5)
- 6 Get if off your chest and use this (5,5)
- 7 Oddly served five steel sacks to SP Boss (5,10)
- 11 Against army officer producing anti-bodies in blood (7)
- 13 A taste of Pernod (7)
- 15 Queue at the airport and who creates it gets to the top at CRW (5,5)
- 16 Headless baby talk for owning horses (3)
- 17 The whore no longer does it for free (3)
- 21 A ride destined to crash (7)
- 24 ...and what you have to do to avoid it (5)
- 26 A lowdown joint worth protecting (5)
- 29 Rob the ball perhaps (3)





# EBOARD



Leo Dickinson has been very quiet of late, where has he been hiding? Apparently he has been working hard at improving his accuracy. Here we see him in action, executing a well practised, and very elegant high speed approach to the pad.

Photo by Adrian Thornton.

An ad, spotted by Kerry Noble, hidden away in the back of 'Skydiving' newspaper. (Lots of 'jumping' going on in Cornwall??)

Don't miss  
**The Whorehouse Boogie**  
Fran's Star Ranch



## POETS CORNER

### LIVING IN FREEFALL

Of all the things that I could do,  
choose to do, what makes me poo,  
Why? I ask myself once more,  
Must I get in that bloody door.

2) Just one more jump, oh what the hell,  
Now all around me starts to smell  
If I survive, it all ends here,  
No more torture, no more fear.

3) "Kit up now, you're next to go",  
You've never seen me move so slow,  
Faff and fumble with my zip,  
As my teeth sink in my lip.

4) Trembling fingers, shaking knees,  
Wind sock, wind speed, pick up please,  
Cloud where are you? Piss down quick,  
Now I'm feeling very sick.

5) Time to meet the plane, here goes,  
I'll act real cool, pretend to doze,  
Shit I think I'm gonna die,  
This thing I'm in, will never fly.

5) Engines start and so do bowels,  
Arses pumping eggy smells,  
Exit, stable, Heading find,  
Dirt dive, practice in my mind.

7) Must be soon, we're running in,  
How I love adrenalin,  
Engines cut, get in the door,  
Now I know what I'm here for.

8) Blue skies, freefall, here I come,  
No more problems with my bum,  
Let me out, I want to go,  
I want to fly and feel the flow,

9) Breaking free and feeling air,  
Feeling whole and being there,  
Give me more I love the ride,  
Got to dump to stay alive.

10) What a buzz, orgasmic bliss,  
Now I know why I do this,  
It's worth the mucky pants and all,  
The love of living in freefall !!!

Wendy Smith (B) 473399 (on 15's)

### JUST ONE MORE TIME

Well, that was just amazing! Can't believe that it was me!  
When he pointed to the door and said, "Feet out", I thought I'd pee  
Myself. But out I went, and really felt no pain.  
Still, I can't believe I did it. I'd better go again  
Just once more.....

First Free Fall. I was bricking it as I let go the strut.  
Forgot to arch, forgot to count. I got the handle, but  
It really was a dreadful jump. I'd better try again.  
I'll just go and change my trousers, then I'll get back in the plane.  
Just once more.....

Square parachute. No shit, I thought I was gonna die  
With just this tiny shred of nylon to keep me in the sky.  
Shame about the landing, it made my ears ring.  
But forward flight! In fifteen knots! I've got to jump this thing  
Just once more.....

No, I've not forgotten. I know I said I'd take you out.  
But they've organised this ten way - Now, there's no need to shout.  
Yes, I know I promised. Sorry. Well, she's gone and got the hump.  
But I've really got no option. I've got to go and jump  
Just once more.....

The jump I logged today was number two three eighty nine.  
Some were good, and some were bad. Some were really fine.  
But why d'you do it? Ask the whuffos. Where's the reason?  
Where's the rhyme?  
Maybe I'll give it up one day. But first I'll jump just one more time.

For Mickey T  
And Every other skydiver who wants to make just one more jump.

by Ray Ellis





**Manufacturers of Quality Sports Goods**

When you choose your next skydiving suit, why not consider what makes that suit just right for you. If it's price, style, performance, fit, quality, workmanship, guarantee and service then AIR CARE has the suit that's right for you.

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Tel: 0262 675098**

## EQUIPMENT NEWS

### **PINTAILS BACK IN THE AIR**

Earlier this year, groundings followed the discovery of a potentially serious problem with the "Pintail" parachute which the manufactureres claimed could be "associated with improper packing techniques being used by individual skydivers in the field" and which "may be the cause of a reported higher than normal malfunctions being experienced".

Proud (?) owners of new Pintails will be glad to hear that, subject to certain modifications being made (at the manufacturer's expense) they will be able to jump their new kit. The modifications needed are: 1) The removal of the 2 outboard D-lines 2) Altering the deployment brake setting. 3) Additional cross-porting.

Parachute Industries of South Africa claim that to date, some 300+ jumps have been performed with these modified ca-



I KNOW WHAT'S SLOWING MY PROGRESSION IN THIS CLUB. REMEMBER AFTER MY FIRST JUMP, I WAS HYPED UP AND TELLING THAT GUY TO TRY IT, IF HE HAD THE NERVE. THEN LATER FOUND OUT HE WAS THE C.C.I.!



YOU JUST LOOKED ON, WATCHING ME MAKE A COMPLETE PRAT OF MYSELF, AND NEVER ATTEMPTED TO HELP ME!



I THOUGHT YOU WERE MANAGING TO DO IT QUITE EXPERTLY ON YOUR OWN.

F. Welz

## **INSURANCE FOR PARACHUTISTS**



**WEST MERCIA INSURANCE BROKERS**

High St., Wombourne, Nr Wolverhampton WV5 9DN

nopies on a formalised testing programme with no malfunctions experienced.

The modifications to these canopies must be carried out by a FAA Master Rigger or equivalent, PISA recommend that all Pintail customers return their canopy to the Dealer through whom the canopy was purchased.

### **BT "LOOK LINE"**

Parachutes de France have announced an added design feature to their canopies: the Blue Track Look Line. According to the company "It makes the flight under a BT canopy even more colourful and enjoyable!".

The LOOK LINE concept incorporates a colour design built into the lower surface of the canopy. Using a laser cutting machine to cut pieces from 2 different colours of PF 3000 fabric. The pieces are then sewn together to form the lower surface cell panel.

### **SWARDIES GOODIES**

Sward Sports announce more parachuting paraphernalia for your kit bag and have added four more 'fun' stamps to the options for the 'Self Inking RW and CRW Stamps': There is a Mega Man Stamp. A 1.5in/cm RW stamp with room for numbering useful for dive organising, or for people with very large log books! A Tandem Stamp for Tandem masters to stamp passengers' certificates, A Zoo Stamp and a Funnel Stamp. Other goodies include an altimeter style wall clock and Sward Sports are also launching a range of colorful Sportswear made in F111, with a toweled lining. There are two jacket styles (Zip-up and Pullover), and sports trousers.

### **GOGGLE BOX**

Dave Morris Action Sports are selling a nifty accessory for those of you who suffer from cracked goggles. It's a small but tough container which can be used to store your goggles, protecting them from the rigours of travelling in your Kit bag.

### **Note**

**The date for the regional RW competition to be held at Langar, is: 27th - 28th July**

The date on the BPA posters should be disregarded



# SLIPSTREAM Adventures



The UK's oldest AFF School now under the guidance of:

## Kevin Hardwick

Nation Team member 10 times in Relative work, style & Accuracy and Paraski.

## A.F.F. TANDEM

### Escape South

AFF and Warp courses in the South of France by arrangement throughout the year.

### New age canopy course

Canopy design has advanced rapidly in the last two years.

At Slipstream we feel that in order to get the most, from these radical canopies safely, this area now deserves a course of specific instruction.

SLIPSTREAM ADVENTURES  
THE AIRFIELD  
HEADCORN  
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TELEPHONE 0622 890641

### CORRESPONDENCE. - Contd from page 10

#### THE STONES

Dear Editor,

re: *Mistaken Identity.*

I was most gratified to see that you were able to use my small piece in the February issue of *The Sport Parachutist*. However, I was somewhat distressed that you found it necessary to give me a nom de plume. Perhaps you were protecting me from the disgrace of bad syntax, weak structure and incorrect grammar, in which case I thank you for your kind intentions, but I was so hoping to see my name in print that when I saw the change the disappointment was almost unbearable.

I trust the foregoing was the reason for the change and that you will make it clear to your readers that, in fact, my name is Christopher, not Mike. This is particularly important to any association members who have jumped at the Tristan de Cunha Skydiving and Underwater Motorcycling Centre and there met the CCI who happens to be one Mike Stone. The laws of libel preclude me from describing this man, and his habits, particularly with female students and the DZ cat: however, suffice to say, if I thought I was being compared or confused with this man, I would have no alternative but to instruct my solicitors to issue proceedings.

Yours sincerely

Christopher J Stone.

Dear Sir,

re: *Mike Stone*

To the best of my knowledge, there is but one Mike Stone in Skydiving and I am he. I did not write that piece of puerile rubbish in your February issue and I demand an immediate retraction. The article carried the hallmark of one Christopher Stone, a balding, middle aged poseur who once came to this dropping zone, did some low level relative work with Laetitia Lustbody, Tristan de Cunha Style & Accuracy Ladies Champion, paid his jump bill in Confederate dollars and left a nasty deposit on my office carpet.

Should this person be the author of this article, I will have no alternative but to instruct my solicitors to issue proceedings.

I remain, Sir, your most humble and obedient servant,

Michael Stone.

Dear Stones,

Sorry, my eyesight is not what it used to be. Mystified as I am at the transmogrification of Chris (of the contents page) into Mike (of the masthead) I am gutted to have completely failed to include the Tristram de Gunha Skydiving and Underwater Muffdiving Club in the Clubs and Centres page. Where is it? To enable rectification of this oversight would you be so kind as to forward the address of the club. (Erm... I would also like to interview Laetitia Lustbody could you please supply her phone number as well)...Ed

#### LIONEL & GERVAIS

Sir,

To take exception to any correspondence submitted by the partnership of Lionel and Gervais would be as laughable as being savaged by a limp kipper (I have no doubt that the afore mentioned pair would just love to be savaged by a limp kipper).

Now let's get this thing into perspective here, and I feel that I should answer their slanderous attack point by point. It takes no Dick (Tracey) to see that this gay pair of campers embarked upon Freestyle as little more than a poor excuse to wear sequined, body-hugging lycra suits and frolic around the sky together in a style that makes synchronized swimming look red-blooded.

It is true, I did indeed bend over backwards for this pair (any forward such manoeuvre and I'm sure I would have taken some stick) and through my advanced methods of GRAFT (Greatly Revered Advanced Freestyle Training) the boys actually perfected several manoeuvres including, the 'Fudge Pack Linked Exit', 'Pole Pivot Troubadour' and the as yet to be repeated After-Burner with Double Loop'.

It wasn't until we came to film the aerial queens that problems started. Despite repeated warning Gervais would insist on keeping a crutchful of loose sequins in his codpiece for the final 'Inverted up-n-over split' routine.

When ace cameraman Glenn received a good handful of multi-coloured sequins directly in his automatic aperture, all hell was let loose.

Lionel tried to take a hold of Glenn's protruding 8mm extremity which immediately went into auto zoom, capturing a close up of the battle of the bulge as Lionel became increasingly excited. At this point it came to a head as the sponsor's surgical jelly on the end of Gervais' false eyelashes stuck firmly to the auto zoom now retracting back to full wide angle and taking in the rest of the ever increasing 'Battle of the Bulge' in Lionel's codpiece.

What happens after this is unclear as the surgical jelly was smeared across the lens by the offending, detached eyelash. However we do know that Glenn pulled just as the Hot Gossamers performed one final 'Full Lunging Shirt-Lifter' to escape what could only be described as a very sticky moment.

I fully applaud the fine editing job done by Mr Raymond and trust that this fine masterpiece will continue to draw perverts and their chickens into his chain of sex shops. It is poetic justice that these two should be fully exposed. Finally if anyone should come across either Lionel or Gervais, you may like to ask what happened to my hamster, Pedro.

I wish you well in your task as editor and trust the material you have to work with is a cut above The Hot Gossamers.

In deference,

Guy Manick

Letters contd on page 45



# Parachuting Promotions



TO ALL BPA MEMBERS,

DO YOU WISH THAT YOU HAD MORE CASH LEFT TO SPEND ON SKYDIVING AT THE WEEKEND?

ARE YOU INTERESTED IN A SECONDARY PASSIVE INCOME WHICH WILL HELP PAY FOR YOUR JUMPING?

CAN YOU AFFORD A COUPLE OF HOURS A WEEK IF WE CAN SHOW YOU HOW YOU CAN EARN THAT INCOME?

IF YOU ANSWERED YES TO ALL THREE QUESTIONS:

1. PHOTOCOPY THIS PAGE
2. COMPLETE THE SLIP BELOW
3. POST THE SLIP BY FIRST CLASS POST TO:  

PARACHUTING PROMOTIONS LIMITED  
 PO BOX 336 SOLIHULL B91 1NZ
4. WAIT FOR US TO CONTACT YOU

-----

NAME .....

ADDRESS .....

.....

POST CODE .....

TEL No HOME ..... WORK .....

-----



## CORRESPONDENCE - Cont'd from page 43

## NOT A PLANT

Dear Sir,

I write with regard to the letter from T.S. Bittleston (page 13, April SP). I too would start by pointing out that I am not a plant for any insurance company.

When I took up this sport in 1989, my mind was drawn to the insurance question and having investigated the situation, the following points may be of interest to your readers:

Few people, I suspect, seriously believe they will have a serious accident in this sport. Statistically it is unlikely but it could happen, it is not always someone else that it happens to.

When you take out a new life/endowment policy, in just about every case it is necessary to inform the prospective insurer whether you take part OR INTEND TO TAKE PART in any aerial activity other than as a fare paying passenger. Answering 'yes' does not automatically mean that you will not get cover. Normally cover will be provided at a slightly increased premium or with some other conditions attached. It is up to you to shop around for the policy which best suits your requirements. Generally for policies which only pay out on death, there is not too much difficulty since you are far less likely to die than suffer 'mere' injury.

If you already had life/endowment policy before you decided to take up skydiving you may be surprised to learn that in nearly all cases this policy will provide cover in the event of your untimely demise in the sport. If you honestly answered no to the question about aerial activities and subsequently did become involved in the sport, most companies have to stand by the policy.

Moving on to another type of insurance, namely personal accident cover which will provide a lump sum and/or a regular payment, usually for up to two years, as a result of a disabling injury. Few companies will provide this type of cover in relation to a skydiving accident. I am, however, aware of one insurer who will and who is a Lloyds Underwriter. Such a policy is likely to cost in the region of eighty pounds a year for a relatively modest return in the event of a permanently disabling injury.

More satisfactory would seem to be a Permanent Health Insurance Income Protection Policy. Such a policy is available from the Norwich Union and will provide a weekly income of one hundred and fifty pounds until retirement age, in the case of bodily injury or sickness resulting in permanent total disablement from carrying out the duties relating to normal occupation or any other occupation for profit or reward, for a premium of approximately sixteen pounds per month. For a lesser disablement, a proportion of the benefit is payable. In addition the policy allows the policyholder the opportunity to increase the rate of benefit on a regular basis to offset the impact of inflation. If you think that the cost is rather high, think of it like this:

For no more than the cost of one student jump every month, you can ensure an element of financial security for you and your family until the time at which you would have expected to retire had you not had an accident.

I would emphasise that I am not an insurance salesman and the above information is correct to the best of my information, knowledge or belief. It is however given without condition or warranty as to its accuracy and the writer accepts no liability whatsoever for any damage or loss arising out of reliance placed on this information by any person or persons howsoever caused.

I dealt with my insurance through a local broker. Rather than give a free advert to this broker, (which you probably would not allow) please contact me if you are interested since he did a good job for me. I will then tell you who to contact. (Home 0684 568984; Work 0905 613404).

Stuart Blake BPA 447313

## INSURANCE COVER

Dear Editor,

I was recently told by a club official that my BPA third party insurance is only valid for damage done within 300 metres of the centre of the DZ. Is this really the case? If so, I can hardly believe it. It's like having car insurance which is only valid when your car is parked in the garage! Surely we most need cover when we land off the DZ (due to bad spots, malfunctions, aircraft emergency etc) where all the hazards are. Could you please clarify the situation by sending me a copy of the policy, and if possible, tell me where I can get proper insurance cover.

Yours

Andy Spriggs D5514.

**300 metres? I heard it was only valid for damage done within 300cm of the disc, (which means that the only thing covered is a ton of gravel). Seriously though you have been misinformed. You are covered throughout the UK, but as you probably know some clubs have recently opted to arrange their own insurance for instance Swansea, Fife, Flying Tigers.**

**The BPA office should be able to give you an up to date and more complete list of their names. If you jump at these centres you will be covered by their policy. If you want to satisfy yourself that you are covered at one of these centres in the unlikely event that you should land in the car park and dent the CCI's car, you will have to speak to the relevant club for details. The BPA office should be able to help you out with a copy of the Association's policy although as it has recently been amended you may have to wait a while.....Ed**

## CRW PROGRESSION

Dear Editor,

To reply to Cornelia Waymouth, she has obviously misinterpreted my original letter so I will clarify the points made.

The first point is to place more emphasis on canopy control, which should include accuracy, awareness of other jumpers, landing etiquette etc. The comment that Cornelia made about "steering away" would still apply, it was never suggested otherwise, but with improved awareness the skies would be much safer. Jumpers need to be much more aware of others when there are 60 people in the air at a boogie instead of the usual 4-10 most people are used to. Lots of jumpers still just head for the pit, carving up others, and low hooking to impress, not aware of other jumpers around them. This attitude causes accidents and sets a bad example to more inexperienced jumpers who invariably try and emulate. Believe it or not these jumpers do exist, as I'm sure Cornelia must be aware.

The second point was that a system for CRW progression should be adopted by the BPA, just as the WARP system has been with a new RW instructor rating created. Such a system for CRW would allow a structured way of learning the basics with qualified jumpers. Currently, here at Cranfield we have a system whereby CRW introductions are carried out by experienced CRW jumpers authorised by Greg Cox (CCI), with an emphasis on safety and fun.

The introduction of such a system would give jumpers a CHOICE of pursuing RW or CRW in a safe and a structured way which can only lead to improved safety and higher standards. The Cat 9 and 10 with suffixes would reflect this choice and standard of the jumper. I did not suggest for a moment that jumpers be compelled to do CRW. Good canopy control, Yes!!!

Regarding multiple injuries and fatalities caused by CRW, the attitude Cornelia has shown often stems from people who discourage CRW based on little more than seeing a rare wrap. CRW is potentially dangerous, but with well briefed jumpers and well

planned jumps, CRW can be as safe as all other disciplines. May I suggest that Cornelia look more closely at the incident statistics before making such a statement specific to CRW. The rare incidents which do happen could often have been prevented through better training and more planning. A structured system would only serve to make these rare occurrences even rarer.

As you will have seen in the last few editions of SP, CRW is alive in Britain but it needs a bit more emphasis placed on it from the BPA. Ian Marshall has been active recently in trying to get the BPA to adopt such a system, as well as pushing for intermediate CRW to be in the nationals, obviously not with the full support of one of the JNCSSOs. A structured system will increase standards of CRW in this country and can only help the BPA's aim of having a team come back from a world meet with a medal. How can the BPA expect better results from a British CRW team when they are so slow in adopting a scheme for encouraging new jumpers to CRW and raising the overall standard in this country. Finally, to all those jumpers who discourage others from doing CRW, don't knock it until you've tried it.

Blue skies

Adrian Bowles BCRW #215, C9403

PS. Thanks Ian, Debbie and Dave for the Regional competition, Tony, Gary and Alan for the CRW intro jumps. Guinness and Aardvark and the "Pigs in Space" brothers for being Pigs in Space.

## DZ DECEPTION?

To the editor,

I am writing this letter on behalf of all foreign and British Skydivers. I have been a skydiver for 2 years and in that time I have visited most of the drop zones in the country. I found these DZ's by reading the very good Sport Parachutist. On at least four occasions on arriving at the DZ's I find that there are not the facilities i.e. Planes, Showers, Altitude, and even Kit, that is advertised in the BPA Magazine. Is it not time that the clubs brought their advertisements up to date, if not for the British, for the Skydivers from other countries?

Chris O'Sullivan C 8865

## TUBE RECORD?

Dear Ed,

Even when there is low altitude at weekends, fun can still be had by launching stupid exits.

Last summer having launched 2,3,4, and 6, way tubes out of our Islander (WH), last Sunday (24/3/91) after 3 weekends of dirt diving and low altitude, we finally managed to launch on 8 way tube which was recorded on video, from 6,000ft.

Those on the 8 way Tube were Colin Jones, Mick Mathews, Debby Knox, Tony Butler, Andy Fair, Paul Templeman, Chris Ballance and Tony Collins. Captured on video by Malcolm Knox.

Has anyone ever matched this out of an Islander and if not, I hereby claim a British and World Record and also lay down the Golden Gauntlet and challenge those who dare to go beyond the bounds of reality, and enter the unknown like ourselves.

Thankyou, Goodbye,

Andy Fair D8866

Colin Jones C9125 (Midland Parachute Centre). PTHUISTH! TA DA!

## Editor's Note:

**It has been brought to the attention of the association that a letter printed in the last magazine which referred to Mr David Turner contained factual inaccuracies which may have been damaging and caused unnecessary distress.**



# Classified adverts

## Racer /G.Q Rayder/Invader 370R

Racer (pull out) in excellent condition, only 135 jumps. Main Canopy- G.Q Rayder, Rainbow in design (Black/Blue Green /Yellow/Orange/Red/ Black. Reserve Canopy - Invader 370R, Acid free, Strength tested & Mods. carried out, Container - Rust/Brown/Yellow. Kit sold complete for

**£595.00 ono**

Contact: Chris Chadwick: Blackpool (0253) 691401 After 6 pm.

## Sodfarm Rig/Pegasus/Phantom 24.

Pegasus main (200 jumps), Phantom 24 (unused) Sodfarm, a unique rig in the UK. High quality hand made (no outrigger) Navy/Royal, throwaway, Altmaster II

**£800.00**

Tel: 0249 817157.

## SSt Racer/Dragonfly/K-26 .

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 ono**

Also blue Protec (medium) £10.00. Gerry 071 482 0335

## Invader/Mosquito/Phantom 24

Pack with Mosquito rig, Phantom 24 Reserve never used (Acid Tested) Approx 300 jumps

**£650.00**

Phone: Eric Halls 091 3883 798.

## Chaser/Pegasus/Phantom 24

Complete system: Navy/light blue Chaser brand new, Phantom 24' reserve acid free, and Pegasus main.

**£600.00**

Tel: 0734 760785.

## Wonderhog II/Crusair/National 26' LOPO

Complete Square Rig, Crusair main, Rainbow colours - cross ported. National 26' LOPO Reserve, Acid tested - Wonderhog II container. All refurbished and a bargain at

**£395.00**

Tel: 0253 725504

## TSE chaser/Pegasus/Preserve IV

Complete kit in good condition. Pegasus main, Preserve IV, acid tested, unused. TSE chaser, navy with blackcurrant pink riser covers 250 jumps. Leg-strap throwaway.

**£600.00**

Symbiosis jump suit, altimeter a protec helmet. £100. Steve Jones. Barmouth (0202) 392907 (evenings).

## Glide Path Raider

Glide Path Raider - 220 sq ft 9 cell. Fast turns and good flare. Nice colours - electric blue/silver grey/bronze. 230 jumps. Over £600 new - yours for

**£350.00**

John Kennett: 081 778 4670 (h) 081 290 4500 (w).

## Talisman Reserve with extras

For Sale. Good condition. 252. Red White Blue Talisman Reserve three ring release, back pack. Classy Flier. Plus Altimeter Two, Jumpsuit, Jack Knife. The Lot

**£500**

J M King: Tel Rochdale 0706 357642

## BT40 & S.S.T. Racer/Firefly/K.20

Blue Track 40, Almost new only 19 Jumps

**£650.00**

Also S.S.T. Racer, Purple/Green Firefly Main, K.20 Reserve unused and Acid Tested OK. This very small complete Rig for only

**£475.00 ono**

Tel: 0532 633029. Anytime

## T.S.E. Chaser Pegasus/Preserve 4

COMPLETE SYSTEM: Pegasus (custom blue colours); throwaway; P4 Reserve (acid tested) in T.S.E. Chaser. V.G.C.

**£550.00 ono**

Contact Pete (0964) 533793.

## Racer Elite/BT60Swift Plus

Jump Shack Racer Elite, large harness, throwaway pilot chute, new Oct 1989. Main canopy Blue track, BT60 pink, new May 1990. Reserve canopy Paraflite Swift Plus, new Oct 1989, unused. All in excellent condition, ready to jump, Price

**£1125.00**

Contact John Lines: 0480 860298 or 0787 237393 (w) or Midland Parachute Centre most weekends 0789 297959

## Chaser/GQ Raider Swift

FOR SALE. As new, Chaser, Black and Grey, GQ Raider Main (only 56 jumps), Swift Square Reserve (never used). System complete

**£950.00 ono**

Call Rick Mellor

Daytime (0780) 64501 Ext 3183  
Evenings After 6pm (0480) 456883

## Vulcan/Predator 190/Micron

DESPERATE SALE: Complete NEW rig. (ZERO JUMPS) Main - Predator 190 (9 cell) in purple (2), white (2), grey (3) and pink (2).

Container- Vulcan (royal blue) - based on Invader. Micron reserve (7 cell).

**£1200.00 ono**

Contact Nick: 0842 765229 (w). 0842 763141 (h)

## TSE Chaser/GQ Rayder Guardian 26' Lopo

Complete system. GO Rayder 220, Guardian 26'Lopo four line chop, Chaser container, kit carrying bag. Pull out, blue. One jump .Altmaster II £20. New GO Rayder 220 £350.

**£900.00**

Contact Steve: Day 071 353 0299 x2137, Evening 081 599 2368

## Chaser/232 Parafoil Swift

Brand New Chaser, Black. 232 Parafoil less than 50 jumps. Swift reserve. Excellent conditions. Selling reluctantly.

**£1,200.00 ono**

Ring Helen: 061 437 5965

## Racer/Pegasus/K 22

SST Racer (Throwaway) Pegasus main, K22 (Acid free) Reserve, Kit bag and Drag mat. All in matching - Tan/Brown/Gold

**£350.00 ono, also....**

## SST Racer/PD 190/Phantom 24

SST Racer (Pullout) PD 190 main, Phantom 24 (Acid free) Reserve - unused. Leather Frapp hat / Simbi 5'11" Spandex Suit. All in matching Blue/Burgundy

**£700.00**

+Altimeter III on wristmount / DYTTTER. £70.00 each ono. All the above in excellent condition, owner reluctantly giving up sport  
Tel: Leicester 0533 356214 Anytime.

## Tear drop/Fury/Swift

Tear drop black, Fury CRWMODS, Swift. S.A (unused). Kit as new less than 15 jumps.

**£1250.00**

Kit bag, Protec, Dytter Alt ER £120. (0243) 829870 after 4.30pm

## T.S.E. Wonderhog/ Rainbow/Invader 24ft

Cloud/T.S.E. Wonderhog Container, Rainbow Cloud, Brand New Invader 24ft Reserve Acid Tested, Ideal for First Time Kit/Accuracy Kit, All in good condition, Will split.

**£295.00**

Tel: (0734) 713087 evenings

## Racer Spirit/Sierra Lite

### & Chaser/Magnum/Preserve 4

S.S.T. Racer, Spirit, Sierra Lite, Acid OK Chaser, Magnum, Preserve 4, Acid OK. Both systems ready to jump but will consider split.

Interested? Have a look, then make us an offer.

04353 3585.

## Warp Mk3/Pegasus/Phantom 24

Pegasus main, (150 jumps only), Phantom 24 reserve, acid tested, never used. Warp Mk 3 container, & harness, 150 jumps only. Altimeter + chest mount. Protec helmet + Dytter. Symbiosis suit (Blue with grips, baggy suit - beige. Cutaway knife. Canopy kit bag, large kit bag, drag mat. All in as new condition. Must sell ASAP hence:

**any reasonable offer considered.**

Tel: 0272 692612

## Teardrop/PD 170/Swift

New kit for me means a bargain for somebody else! A Navy-blue and light Grey Teardrop with a PD 170 main - 250 jumps, and an unused Swift Square reserve.

**£1000**

Tel Martin: W/ 071 481 1699 H/071 223 4070

## INVADER/CRUISLITE/PISA

Complete rig: Invader containing 7-cell Cruiselite, (500 jumps) with PISA 370-R (acid tested). Blue and silver cordura. No car, no parachuting, - hence quick sale.

Phone Nick 0222 220904

## BT50/WILDFIRE SKYMASTER SABRE

### XEROX/CHASER

Blue Track 50, Yellow/Green - 140 jumps, £585, Wildfire, sky blue -90 jumps, £399. Skymaster (Manta copy), No jumps, £599. Goliath 370sq ft No jumps, £580. Racer pink/silver - 100 jumps, £295, Xerox navy/royal/sky/purple - 140 jumps, £375. Chaser, Burgundy - 300 jumps, £230. Plus new Sabre 135 and 150

Tel 0622 390 967.

## CHASER/MAVERICK/SWIFT

Complete rig. Navy/red Chaser. Maverick main - blues, 200 jumps. Swift square reserve, never used, All in good nick. £825 ono.

Tel: 0734 713 087 after 6pm

## WARP MK3/PEGASUS/PHANTOM 24

Pegasus main (150 jumps only), Phantom 24 reserve (acid tested, never used), WARP MK3 container & harness, (150 jumps only), Altimeter + chest mount, Protec helmet + dytter, Symbiosis suit (blue with grips), baggy suit (beige), cutaway knife, canopy kit bag, large kit bag and drag mat. All in as new condition, must sell ASAP, any reasonable offer considered.

Tel: 0272 692612

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## Paul Dixon

On Thursday 23rd May 1991 the UK Skydiving fraternity lost one of its best loved ambassadors at the age of 33. Paul Dixon, better known as 'Dicko' had done 1,700 jumps since starting in the early eighties and was well known at all the drop zones in the North West, the Midlands and especially Weston on the Green, where he was a member of the RAFSPA 4 way team. When not involved in serious team training he could be found at many of the Boogie's both at home and abroad and was one of the load organisers at the biggest UK Boogie in 1990, held at Tilstock, to which he lent his marvellous sense of humour. His skydiving ability spoke for itself and he was dedicated to self improvement and his team commitments. It was an all consuming passion for him and there was little else he was serious about.

He always made me laugh when I saw him and his name only had to be brought up in conversation to have people who knew him smiling. Be it one of his jokes, a stupid face, his infectious laugh or his antics, we were endeared to the guy. On a recent trip to Florida, he and a close friend went out on the town for a few drinks and some live music until 3am. Before returning to the Drop Zone, Dicko suggested they 'borrow' a boat for a bit of fun. They scrambled about the Marina pressing buttons, setting off fog horns and making a noise, but not one of the 'Miami Vice' style craft would start. Skullduggery thwarted, they walked back along the jetty only to find a glass bottomed canoe! With paddles in hand they headed off into the night for

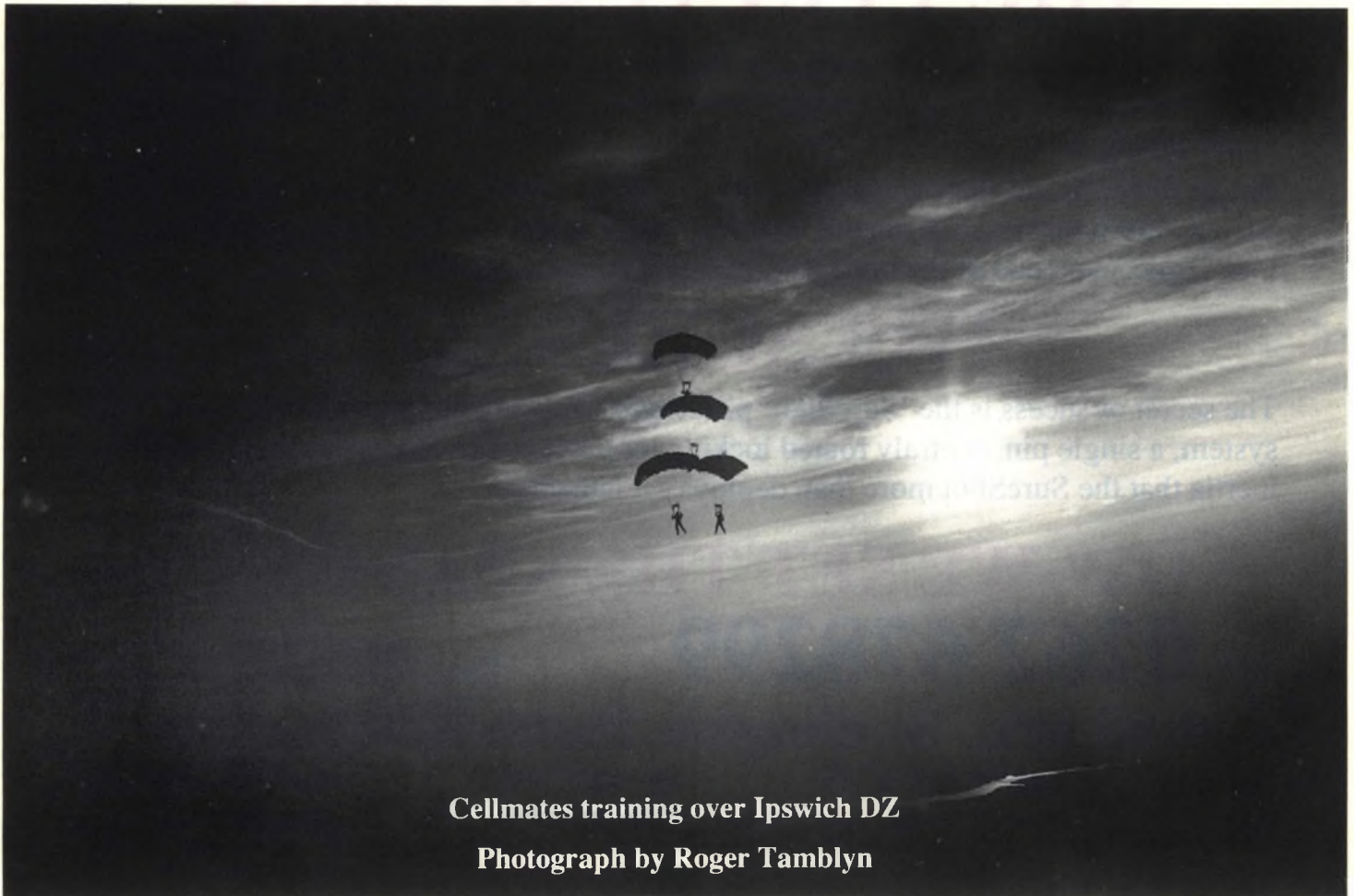


a nearby island as Dicko exclaimed 'Cockle-Shell Heroes!' - it was just him.

He probably missed his best destiny though, that of a Northern Club singer, for he loved his music and to take our attention and entertain. Some evenings he could be Phil Collins, Shirley Bassey and the Righteous Brothers all rolled into one. When he took to song he made us smile again and that is how we should remember him, and what I believe, he would have wanted.

He leaves his wife Jenny, family and friends devastated. The tragic loss of a unique character is hard to accept and he will be sorely missed. They were the best of times.

Peter Ostacchini.



Cellmates training over Ipswich DZ

Photograph by Roger Tamblyn





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