

Sport Parachutist



June 1992

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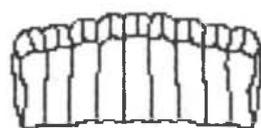
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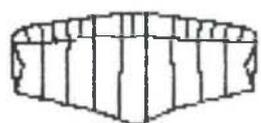
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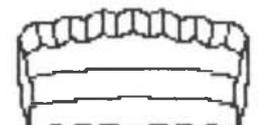


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Sport Parachutist

June 1992

JOURNAL OF THE
BRITISH PARACHUTE ASSOCIATION
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Cover Picture: Stuart Meacock catches Ros White heading down towards Sibson

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NEWS & EVENTS

FS NATIONALS

The 1992 British National Open Parachute Championships in Formation Skydiving will be held from the 1st to 9th of August at Peterborough Parachute Centre. A two week training camp will precede the competition. Booking-in Day is Friday 31st July.

The events will be 4-way sequential (senior - 10 rounds, and intermediate - 8 rounds), Senior 8-way sequential (10 rounds) and 8 Way speed star (4 rounds). Jump prices will be £13 for the 4-way sequential and £15 for the 8-way. The speed star jump prices will depend upon altitude.

Participants must be Category 10, and hold an FAI C or D licence. At the time of going to press the aircraft will be a Shorts Skyvan.

CANOPY COLLAPSE PROVES FATAL

A skydiver died after a partial collapse of his canopy resulted in a high speed landing. Dale Henderson of NWPC Cark died as a result of a badly broken rib penetrating his aorta.

The board of enquiry found no problem with either the canopy, or the way it was handled during the descent and concluded that the deflation was caused by turbulence and/or wind shear.

RESERVE DEPLOYED TOO LATE

Nigel Edwards, 29, an AFF graduate with a total of 58 jumps died after failing to deploy his main parachute, and activating his reserve too late. The incident took place at Langar airfield where Mr Edwards had been taking part in a three way sequential jump. After a routine break off, Mr Edwards was observed to track off, but he then failed to deploy his main. The board of enquiry failed to find any problem with the kit which would have caused a malfunction and concluded that the loss of altitude awareness was probably the cause of the late reserve deployment.

BASE JUMP GOES WRONG

BASE jumping, hit the front pages of the National Press after the horrific result of the jump from the Hilton hotel which ended in the death of Darren Newton when his off heading opening resulted in the canopy colliding with the front of the hotel and collapsing. Three people in all were reported to have jumped from a room in the Hotel.

OTTLEY APPOINTMENT

William Ottley, the retiring Executive Director of the United States Parachute Association has been appointed as the new full-time executive director of the National Aeronautic Association, a body which is the official Aero Club of the USA. It is the equivalent of the British

Royal Aero Club, acting as the umbrella organisation for all air sports. Bill Ottley who retires at the end of October this year is a highly experienced air sport enthusiast, he has been an active skydiver for 32 years, holds commercial ratings as a pilot both plane and balloon, he also flies gliders. He holds two world records, one in skydiving and a second in power flying.

Prior to his post with the USPA, Bill Ottley spent 11 years as the head of the Washington office of the National Pilots Association (NPA). The FAI awarded him the Paul Tissandier Diploma for his work at the NPA from 1967 to 1978.

NEW FS VIDEO FROM THE USA

Skydive 100 is the title of a new instruction video for the novice skydiver. Collaborating on the project are top professional Coaches, National and international Medal winners Rob Laidlaw, Tom Piras, Irv Callahan, Jack Jeffries and Craig Buxton. This team possesses a wealth of instructional experience.

The coaches believe that students learn fastest in one-on-one tuition and have based the syllabus on this format.

The programme is divided into six modules starting with; The Basic Flying Stance continuing through to The Swoop. Each module starts with aerodynamic theory, and continues



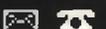
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with ground preparation, the exit, freefall drills, safety information and post jump de-brief. BP productions inc believe that this video provides a natural progression from the AFF and static line instruction programmes.

TRAVELLING 3

Patrick Passe, the French film maker, is part way through Travelling III. It will probably consist of five sections including even more radical Skysurfing with Patrick de Gayardon, Chute Assis (upside-down/sitting up flying), the Wind Tunnel and more. Patrick got married in May.

WORLD FREESTYLE CHAMPIONSHIPS

United States Freestylers have set up an organisation, the World Freestyle Skydiving Federation (WFSF) with the aim of promoting the sport to the general public and skydiving community, standardise rules, to provide a central focus for organisation, and to stage official WFSF meets.

The main event for this year will be the 1992 World Freestyle Championships to be held from November 6-8 in Arizona. TV coverage has been arranged; the event is being held in conjunction with the International Chili Society 26th annual championship cook off. Unlikely ingredients for a TV programme; maybe participants will be able to take advantage of a performance enhancing hot dish.

The competition will take place over three rounds. Each team will consist of a Freestylers, and a Camera Flyer. To enter, teams may record their first round jump performing a compulsory routine, anywhere they choose and mail the (unedited) video with \$50, to WFSF.

The final rounds will be held in Arizona. The teams will be judged over 50 seconds of working time on Control and Precision, Degree of difficulty, Creativity, and Communication. Entry is open to anyone holding a USPA C or D licence or equivalent.

1991 SKYDIVER OF THE YEAR...

Skydiving magazine (USA) has named Patrick de Gayardon the 1991 skydiver of the year, mainly as a result of his skysurfing exploits. Reebok the Sports footwear manufacturers used Patrick in a Global advertising campaign which, apart from helping Reebok sell shoes has brought the fun of skydiving to the attention of millions.

Patrick de Gayardon was one of the pioneers of this form of skydiving, developing the techniques and equipment which made it safer, easier and more controllable. His talents can be seen in the video Travelling II (reviewed in Sport Parachutist August 1991). Patrick is an accomplished formation skydiver and is a member of the French 8-Way team.

...1992 SPORTSWOMAN OF THE YEAR

Nominations are being invited for the 1992 Sunday Times Sportswoman of the Year Awards. This is the 5th year of the competition which is held in conjunction with the Central Council of Physical Recreation, Moet and Chandon, and British Airways Sport and Entertainment. There are six categories of award - Schoolgirl, Student, Sportswoman, International, Team and Administrator. The overall winner will receive £1000 worth of Travel donated by BA Sport and Entertainment. Nomination forms can be obtained from The Sunday Times Sportswoman of the Year Awards, PO Box 480, London, E1 9DN. The organisers say it is quite in order to nominate yourself and entrants need not be modest! Closing date for the competition is September 18th 1992.

STOP PRESS

Kojkside Belgium: New World Large Formation Record: Europe snatched back the world large formation record on July 4th. Success came on the 5th Jump, the first time it has taken so few attempts. The aircraft used were two Belgian C-130s.

Filming was by Bruno Brokken, Simon Ward, Max Dereta and Willy Boeykens. The British Jumpers involved included : W Smith, G Heywood, R Mills, D Thomas, J Keery, G Sanders, F Ryland, K Hardwick, G Pilkington, D Moran, K Redfern, S McRobbie, and F Martin. Full report and pictures in the next issue of *SP*.

Canopy Formation Nationals: The 1992 National Open Parachuting Championships in Canopy Formation will take place at JSPC

EDITORIAL

Never before, in the field of SP competitions have so few entries been made after so much effort by so many. What more can we do,? The British Team Fund is an idea which will without doubt prove to be of great benefit to our representatives at international competitions. That the total so far is well into three figures is thanks to hard work by council members in squeezing out donations from people, many of whom have nothing to do with skydiving. When the idea was put to council, it was confidently expected that once we had a competition in the mag, the bulk of income would come from entrants eager to win the prizes and help their teams at the same time. How wrong we were.

The first competition had one entry. So it was back to the drawing board and out with the crayons. A little bit of colour was added just in case anyone had flipped past the page because it was not eye catching enough. The first prize, generously donated by Steve Hastings remained on offer, and just in case the questions were too hard, we provided answers too. What happened ? Nothing. For want of five minutes, a fiver and a stamp hardly anybody could be bothered to risk winning themselves the wherewithal to watch the Barcelona Olympics and the Italian adult movie channel, all while supporting our British teams. Well, we don't give in easily, please turn straight to page 13 and enter the competition before reading any further.

CORRECTION

We wish to correct an item that appeared in the April 1992 issue of this magazine on page 4 entitled "London Skydiving Centre Closes". We acknowledge that no commercial pressure was put on the Club by the proprietor of Cranfield Airport which is in fact the Cranfield Institute of Technology.

We further acknowledge that the car manufacturer Nissan did not interfere in any way in the business relationship between the Club and the Cranfield Institute of Technology.

We accept that the statement that LSC had successfully fought a notice to quit in the Courts is wholly untrue and that no such Court action was ever raised and acknowledge as being wholly without foundation the implication in the item that LSC were unfairly or improperly treated by the Air Traffic Control at Cranfield with intent to bring LSC operations at Cranfield to an end.

We apologise whole heartedly and without reservation to the Cranfield Institute of Technology, the Air Traffic Control staff at Cranfield Airport and to Nissan European Technology Centre Limited for any loss, embarrassment or inconvenience suffered by them.

CORRESPONDENCE

VIVE LA 'D' LICENCE

Dear Ola,

Great article by Chris Jones on Vannes CPS in the April SP. I must clear up the misunderstanding over the D-license and France. There is no such thing here. The French have a Brevet C which is their highest qualification. Any intermediate - level skydiver producing a US or UK C-license is likely to get thrown on twenty-ways, unless they have the presence of mind to say they only have N - jumps and may not be able to handle the experience.

Prior to the Brevet C, French skydivers must obtain one or more of the following:-

Brevet B1 -Style and Accuracy

Brevet B2 -Relative Work (pardon me!... Formation Skydiving) equivalent to Cat.9

Brevet B3 -CRW.

I hope this helps CCIs to be nice to visiting French skydivers. They have been nice to me. Joel Cruciani says both a B1 and a C Brevet will be required for this year's MI-26 boogie in Brienne-le-Chateau (not-Vichy). I imagine this will translate to a UK or US 'D'-license.

If a Frenchman asks to see your license he wants evidence of Insurance, not your FAI booklet. Show him your BPA membership card.

Vive - la différence!

Michael Howat

A PLUG...

Dear Ola,

Having taken up skydiving thanks to a birthday present from my wife Jill which I am sure she is still regretting, and having just acquired Cat.8, I feel that I must write to put forward the other side of being a student. For all of those who feel they suffer at the hands of the instructors, spend hours sitting around waiting for briefings or to get a lift I can only suggest that you pack your gear even if its only a pair of goggles and make for Headcorn. If its possible to get in the air they certainly will. It has taken me just 10 months to qualify having suffered at 5 second delays. My thanks to all the instructors and staff at HPC especially Mick who is guaranteed to be abusive, sarcastic, a wind up merchant, guarantee you a bad back from practicing your arch but most importantly a very good mentor.

With reference to comments on the category system, I feel that you only get out what you put in: if you wish to learn to pack do not expect to be shown by instructors at weekends, go down on a wet day and as I've found they are pleased to help. Don't moan when the plane disappears in the middle of the afternoon for repairs, I personally would prefer an airworthy plane and miss an afternoons jumping.

As to those who feel that students do not get their fair share of lifts there are three options: speak up either at the DZ or via the columns of this mag, name the guilty DZ's (after all you do pay their wages), go else where or be quiet.

May I also thank Chris Thomas from T.S.E. for the excellent service and delivery of custom colours within 15 days. I didn't think it could be achieved but stand corrected.

Sorry for a long letter. I hope you think it worthy of publication.

Yours

Keith D Miller B9880

CUNNING STUNTS

Dear Ola

I have just sat and watched "Dead Men's Tales" for the umpteenth time (like countless other skydivers no doubt) and for the life of me I cannot understand how two of the sketches were re-created safely.

I myself have been actively involved in the sport of parachuting for ten years I also run a successful video business. Filming is an art and the creation of illusion (in this case danger) is a strong contribution to the artform.

The two stunts I am referring to are: Gary Lawry & Pete Guests attempt at CRW & the horrifying situation Noel Farrelly found himself in with the double malfunction of both main & reserve parachutes. Any stunt involves a calculated risk, in these cases calculated towards minimal risk to the parachutists. Gary Lawry quite rightly said that he was concerned about cutting away only to free-fall into Pete Guest's canopy which was malfunctioning at great speed in horizontal, rotational & vertical planes. But two parachutists graphically re-created this highly dangerous (illusion?) situation in a safe manner? (check out the speed of the horizon!)

Then there's Noel Garrelly's double malfunction. The stunt man like Noel had a Mother & Father of a malfunction not only behind but in front of him which he had to get rid of before he could consider deploying a good canopy. Where were his main and reserve parachutes hidden? One in each sock maybe? (I'm still confused).

Congratulations to Leo & Mandy Dickinson for an absolutely superb & brilliantly made film with all stunts re-created in the most professional & realistic manner & I thank you all who took part for many hours entertainment. From a film maker's point of view it was truly fascinating, from a skydiver's point of view a real eye opener. Well done, keep up the good work.

Soft landings

M G Kurylo C8734

PS The next time I see anyone of you on a DZ I'll pick your brains raw for the truth behind the illusion....

PARAS, PIMMS & Pls at PPC

Dear Ola

Just a few words on the Exam Course 2/92 Sibson PPC was duly invaded by a rabble of Pl's in search of their "Approved" status and on their behalf I'd like to say thank you to Ronnie and all the staff for their patience with us (and thanks for all that packing as well!!)

In spite of the headaches, caused by all the WORK I hasten to add, some of the week was FUN!

Not least the "Invasion of Arnem" (I never knew that Paras were so fond of Pimms - cheers Eddie!)

Apologies about the 19 way folks, perhaps the Headcorn contingent should stick to playing guitars!

I just hope Postman Pat appreciates the sacrifices some Pls make for their friends.....Trapper and I still can't understand why we volunteered for another static line jump...it must have been all that sun, or was that the excuse for the 19-way?

Well thats about all for the exclamation marks. Congratulations to Ray and Maggie, our Pre-Advanced candidates and to the succesful eleven....I'LL BE BACK!!!!

Pete Sizer D5745

JUMP NOW PAY LATER ?

Dear Ola

I much enjoy reading 'Sport Parachutist' and all the gen about DZs and view safety procedures, I would enjoy more actual 'doing' but for unemployment. I first jumped in 1970 as a student from Essex University, enthused by a keen jumper there, jumping at Martlesham with the Metropolitan Police P.C. A landing in a gorse bush after being spotted to land onto the A12 reduced enthusiasm to nil until I read Miles Clark's book last year where I immediately booked up on an AFF course. I was not a natural student with a few irritating tendencies to tumble rather than arch, but I resolved to continue. Then I was made redundant. With redundancy pay, I managed to progress to level 7 in a further AFF week but a year later apart from a generous Hardwickian jump in October I have languished in hope but not fulfilment. Admittedly I have a drawback in caring for an invalid mother which makes long stays at DZs or spontaneous drives to seek a lift in good weather less likely. Also I have nothing but grateful thanks for consideration given by both Headcorn & Peterborough DZs. But the fact remains that dole money does not run to successful advances in training and jumping. And I cannot be unique. Maybe the BPA can kick start the country's economy by some generous scheme of jump and pay later, whereby those of us who have the time but no loot may train now and give the benefit of our funds and enthusiasm back when we have jobs but no time very soon.

Sincerely

Mike Nicholson BPA 504500

...ANOTHER PLUG

Dear Ola

In SP last month (April) you appealed for more student input, so here we are!

Our purpose of writing is twofold:

Firstly, to thank Andy Guest, CCI of RN & RMSPA, Dunkeswell, as well as all the staff and regulars there, for the overwhelming hospitality which was shown to us when we visited over the last Bank Holiday.

Secondly, to urge other students who may be frustrated with their progression to spend a weekend or two up at Dunkeswell. The three of us (a recent cat.8, me on 15's and a dummy puller - all stages of the category system represented!) were made to feel at home the minute we set foot on the airfield. Andy Guest checked our docs, gave us an orientation tour, invited us to the evening's BBQ and then got us straight up in the air.

Nothing was too much trouble; each jump's debriefing was thorough and full of helpful advice. Indeed, when one of my delays developed into a fast right spin, staff and regulars scurried forth to suggest possible causes and solutions!

Everyone displays a genuine interest in your progression. Whatever the category, you'll always be included in the mad-crazy social scene and the jump prices are cheap, cheap, cheap!

Why not get on the M5 and see for yourself?

Blue skies!

- The one who decided to go for a jog on a live airfield (oops)

- The one who popped a reserve (sorry) & the dummy puller!

LOST LOG

Dear Ed

Three years ago I made a mistake which nearly put me out of skydiving permanently - I bought a house! It has taken this long for my finances to get sorted out enough to let me get back into the sport.

Shortly before I stopped jumping at the end of 1988, some kind soul helped themselves to the contents of my car boot - including my kit and worst of all - my logbooks! Now I'm getting back into the sport, I would like to try and reconstruct whatever I can of those logbooks. This is a plea to anyone who jumped with me between 1983 and 1987 at Netheravon, Pampisford, Sibson, or Cranfield, who has a spare moment to check their old logbooks. I'd greatly appreciate any details of jumps that you could send me. Please send them to:-

Neil Kennedy (D4538)
4 Sabrina Avenue
Northwick
Worcester WR3 7BB

GRATEFUL STUDENTS

Dear Ola

I suppose you mostly receive letters from people with gripes and groans. Well get ready for this, here is a letter with none.

I would like to thank John K Saunders on behalf of a few very grateful students, myself included.

In this great sport of parachuting it is very hard to progress but John Saunders has helped us on our way encouraging us at every pitfall, even to arranging a week away at Netheravon JSPC for us all.

A quick thanks to all at Netheravon JSPC for allowing us to stay and use your facilities.

What I am trying to say, to all the students out there new and old, is it is nice when instructors take an interest in you and if you keep plugging away, the results are beyond your imagination (free fall and sky diving). We still have a long way to go but now that we are on our way, nothing can stop us (except the weather).

From a few grateful students

COVER PIC....1

Dear Ola

Parachuting fatalities happen for all sorts of reasons. Probably the most common factor when experienced parachutists are involved is a failure to consider possible consequences of their actions. You could equally call it plain stupidity. I've spent some 14 years as a parachute instructor, trying to draw the line between what is progressive and fun, and what is dangerous and stupid. I'm writing about the front cover picture on the April magazine, which shows something dangerous and extremely stupid.

If this sort of thing happened on my DZ, the guy climbing all over the Tandem would be spending some considerable time on the ground, contemplating the possible consequences of what he's done - if he'd like a briefing on horseshoe malfunctions on the Vector Tandem, I'd be happy to oblige.

If the Tandem Instructor had any prior knowledge of the stunt, he'd have his rating pulled until he was able to show more concern for the safety of his students.

And finally, Ola, whoever took the decision to publish this shot should think carefully about encouraging this kind of irresponsible stupidity.

Don't you think?

Don't forget to pull,
Ray Ellis D2523

COVER PIC....2

Dear Ola

Following a number of letters from those well known solicitors Grabbit & Runne, I feel compelled to explain the front cover shot of the last issue of Sport Parachutist.

I have to believe Rob Harmer, that's H A R M E R (aged 36, 5'10", 11.5 stone with no previous record), when he tells me that this was indeed a predetermined method of mounting a tandem. I distinctly remember him asking both Geoff Wood and passenger to jump in minimal clothing. Whether the smug grin indicates a successful docking or not, I have no idea.

I cannot however, recall any conversation on whether it would be possible to dock on a tandem by using parts of the Tandem pack or drogue bridle line. After all, that would be quite unwise as no doubt our National Coaches and Safety Officers would be the first to point out.

Simon Ward

OF SPRATS AND RAPS

Dear SP

I have just finished reading the correspondence in SP mag for February regarding marketing. I would like to add my own voice to theirs and perhaps a suggestion or two with regard to keeping student parachutists interested in the sport.

I have been jumping now for 8 months, have achieved CAT V after 16 jumps but I still don't know a great deal about the sport outside of the briefings and the experience I have had in the air. I still don't have a clue as to how competitions are scored or run etc.

Perhaps it may be an idea to include in every students introductory course a sheet of paper with a glossary so that then they will know the difference between RAPS and AFF; what sort of parachutes they can expect to see on a drop-zone etc. In short; something that will give them information. It is this lack of information which makes a lot of students feel vulnerable and inferior. Aside from any other treatment they may receive from DZ operators and the like (thankfully, this has not been bad in any of my personal experiences), jargon can make people feel excluded.

Another suggestion I would like to put forward is the formation of a club within the BPA for novice jumpers. After all, if the crumbles can set up POPS, why can't we have SPRATS (Student PaRachuTists Society) or something! A page in Sport Parachutist devoted to them as well as a Newsletter, (proposed by Gilda Sebastian) would certainly make them feel part of the 'Scene'.

Finally, I would like to support Pat Hammond's point about the Military in Sports Parachuting - I feel civilian DZ operators could learn a thing or two from them which would benefit the sport as a whole.

I hope I've been constructive.

Yours sincerely
Bruce Harvey BPA 535345

We are working on increasing the number of articles in the mag that will appeal to less experienced jumpers. I think you will find a fair bit in this issue. Re: DZ Jargon we will oblige your request in the very near future....Ed

PARAGLIDING INJURIES

Dear Sir

I am writing on behalf of the Mid Wales Hang Gliding and Paragliding Club to express our deep concern about the irresponsible activities of two of your members. This has resulted in serious injury to one of them, and the jeopardising of the continued use of one of the best flying sites in the UK. We have only recently regained the use of this site after years of patient negotiation.

You are probably aware by now that the skydiver involved sustained multiple fractures in both legs and a broken arm, attempting a 360 degree turn in marginal conditions whilst using a free fall canopy for hill soaring. He was airlifted to Bronllais Hospital, Aberystwyth where he is now recovering. He was accompanied by another skydiver who was also an active participant on the day. I am told that this activity is quite common.

Could I ask that you recommend to your members

that should they wish to fly hills they should do it under auspices of the BCPA. There they will learn from years of experience, some bitter, which have been gained from sailplane flying hang gliding and now paragliding. This depth of experience is widely available and accessible. There is now no need for your members to repeat the mistakes which others have made and learned from. It would also mean that they had insurance cover which presumably they do not at the moment if hill launching.

I would appreciate it if your members were alerted, through your magazine, to the folly and danger of this activity not only to themselves but also because of the threat to free flying should individuals cause damage or injury to third parties whilst flying uninsured.

Yours faithfully

Patrick J Lavery

(Chairman Mid Wales Hang Gliding and Paragliding Club)

MANY THANKS

Dear Ola

As a relative new-comer to this sport I would like to say a special "Thank you" to everyone at the RN & RMSPA at Dunkeswell, especially to Andy Guest who has a zest for the sport and who helped me a lot on my AFF. His love for the sport rubs off on everyone so much so that his son Wesley (age two and a half years) has a good stable spread!

Next on my long list of "Thank you's" is Dave, Look at my signals or I'll punch you Payne. Dave is a great Primary instructor and had to put up with a lot as I wasn't an easy student. This takes me onto Bob Sturtivant my Secondary instructor on level 1 and 2. He is the ugliest man in freefall!!

Now I'd like to say a big thank you to the girls of the "WOOPS" RW 4-Way Team. Firstly Paula Diggle, the water fight and food fight instructor. Next Julie Payne who just got married and now we wait for all the little Paynes to arrive. Cath Goodie who has impeccable taste in train spotter's gear and all the dance moves to match. Lastly Rose Balson whose nick-name I can't mention on pain of death, Hubble Bubble Toil & Trouble.

The thank you is for all the good times and all the times I've watched you all on video. Those exits kept me in stitches even on the worst of the worst days at Dunkeswell. But hey, now you're cooking!

Next I'd like to thank the staff for all their help and hints. They are - Si Clark, Gary Kingston, (Sky-Gods ha!) Stan "It's 9 o'clock and out of your beds" Woods., to Buck and Leggy the "Fledgelings" who are always good for a party and to Rolly the rigger who has a great outlook on life, is completely wacky and a great laugh and also a great video man. Cheers all. I had some fun times and there's more to come.

Lastly I'd like to thank the people who jump at Dunkeswell 'cause they make the place the fun place it is. These people are too numerous to mention them all; this is just a few of them - Sarah and her pink towel, Radar, Maria, Pete Smith who sucks the walls in when he snores, Adrian Thornton, Dave Bruce, and Sean "Big Nose" Memory who were on the same course as myself when we did our first jump together, and to anyone else who knows me. Thanks for all the great times and even better memories. So if you're in Devon and you want to jump it's a great place to do it, you'll get warm and friendly welcome and the Royal Oak pub does some excellent food and the beer's just as good. I've moved on now. My job has taken me back to Scotland and I jump at Strathallan. Another good DZ but no inflight door (chilly!!). So if you are at Dunkeswell and are reading this letter - I miss the place and the people but I'll see you soon.

Keep smiling at those blue skies.

Mark "Scotty" Wheller B9920.

May I, on behalf of Mark also thank the pilots at Dunkeswell, the DZ cat, the airfield for being there and anyone else who hasn't jumped with him yet but will one day. Oh, and one last thanks to everyone in the B.P.A. and to his mum and dad for having him....Ed

LONELY HEARTS...1

Dear Editor

Re: Classic Style and Accuracy Self-Development Group

Relative work clearly attracts the majority of jumpers nowadays and they rightly enjoy a high level of air and ground observation and feedback for progression purposes.

However, there are a few loner-jumpers out there who might wish to develop their parachuting competency by means of classic style and accuracy development work.

With this in mind, a self development group could be formed to cater for jumpers who would like to acquire superior canopy accuracy skills and be able to put together a full series in a time of say 10 to 15 seconds. When a higher level of competence is required then individual jumpers may want to move to other sources of advice.

Meanwhile, a small group could get down to some hard work, make friends and pals and enjoy their parachuting along the way. For details, please ring my secretary, Kathy Hill or Anne Remzi, or write, as follows:-

ColourTrail Skydivers, 4 Dunoon Close, Rise Park, Nottingham NG5 5DH.

Tel: 0602 274 193 (Day)/0602, 277485 (Evening), Fax: 0602 794445

I look forward to hearing from anyone who is interested.

Kind Regards

Yours sincerely

Joe Forster - Team Director

LONELY HEARTS...2

Dear Ola

Please, please help me out by printing this letter in Sport Parachutist. My skydiving future may even depend on it! My problem is this: I have been jumping now for nearly one year, and although I have progressed well, I have only managed to do 20 jumps. The reason for this is that I work every weekend (peak jumping times) and when I'm off midweek and I ring up my local DZ, the reply is "sorry, there's not enough people to fill the plane".

This is obviously not the fault of the DZ operator, but it means that valuable blue skies are wasted. Now,

there simply has to be other parachutists in the same boat as me. Therefore, if there is anyone of any standard within driving distance of Dunkswell (first-timers students, sky-gods, all are welcome) then please contact me and maybe we can get a system organised to our mutual benefit with regard to filling planes midweek.

My work number is: 0395 512555

My home number is: 0404 812548

Many thanks in advance for printing my impassioned plea!

Blue Skies (Weekends and Midweek)
Bruce Harvey BPA 535345

COPY DATE FOR THE AUGUST ISSUE IS FRIDAY AUGUST 7TH

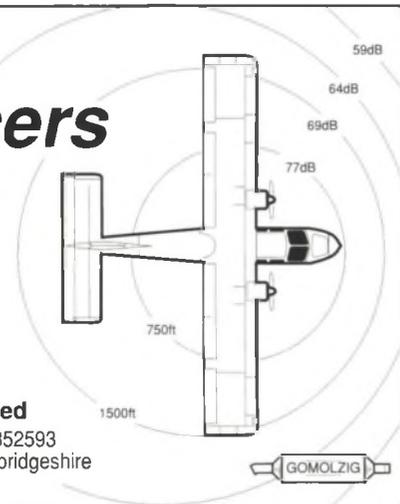
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SKY RATS

Book Review

Parachutes and Poems by Chris Mills

Who needs poetry,
Is it really worth the time
For the writer who composes it
or tries to make it rhyme?

...So asks Chris Mills (POPS 30) in one of the poems in his anthology'. Well, they are questions worth trying to answer at least for the readers of this magazine go because if the answers are "not parachutists" and "no" respectively then a book entitled parachutes and poems is a non-starter.

Taking the second question first, "is it really worth the time for the writer etc?" Well, a hell of a lot of parachutist must think so because we get a lot sent in. Writing poetry is a therapeutic pastime and I'm sure there are a good number of closet poets who derive great satisfaction from putting their thoughts down, so even if no-one else

ever gets to read it, a poem will never be a waste of time for the "writer who composes it, or tries to make it rhyme".

Who needs poetry? Well, apart from the writer, it is difficult to say. One thing is sure; verse is more poignant when it is born of a deeply felt or moving experience. When the readers have also been through similar, the poem tunes straight in evoking memories of events separated in time but united in emotion.

*"On the heels of sunset
The last lift of the day
My logbook tells the story
A good one all the way"*

Simple, short and, to a non-parachutist probably bland; but for me it evokes that satisfied feeling I have often had when packing my kit on a warm windless evening, with the sun sinking slowly; lost in thought, reliving a jump that proved to be the perfect end to a great weekend of Skydiving.

As someone who has often struggled to explain why I indulge in this sport, I appreciate discovering anything that can sum up the complexities of my obsession with a few well chosen words. I believe that anyone who has trouble answering the question 'why do I do it?' could do with reading some poetry - you won't find the perfect answer but you'll have fun looking.

On Sunday 3rd May 1992, Dale Henderson lost his life aged 31 in a tragic Skydiving accident. Dale had been skydiving for just over 18 months but in that time made many new friends.

He started on the static line system and was progressing through the system but decided that he wanted to do AFF. In March of this year Dale and ourselves went to Flagler Aviation in Florida, where he progressed to Cat 8 in the minimum number of jumps. Like most Skydivers he worked and lived for Skydiving and his life was taken away by a freak accident.

Dale will always be remembered on the ground more for his mischievous antics. All our thoughts go to Dales family and friends in their sad loss. He will be sadly missed by everyone.
Blue skies forever

Simeon Holt 9589
Mick Knowles 509274

Chris Also sent us this recent composition.

ODE TO LEO...
(the other one.)

We can thank Leonardo
Designer of 'chutes
Did he wear trainers•
Or did he wear boots
On his head, hat of
leather
A Protec perhaps
No second'ry backup
In case of collapse
He'd no fancy suit
With which to impress

'came straight from work
In fact looked a mess
Was it in summer
Or winter the weather
Was it a good one

With knees feet together
For when it came time
To make that first jump
With legs all a-quiver
And heart all a-thump
I bet he was frightened
I bet he felt fear
And said to himself
WHAT AM I DOING
HERE

So, onto the the book. It is a slim volume containing 34 poems of which most, but not all, are related to parachuting. Most of the rest have as their inspiration the author's evident love of unspoilt nature.

There is a mix of the humorous ...

*... "Pleasant Martin CCI,
Leapt from Cessna,
Five Grand high ,
Behind his back he didn't see
His cash and wallet
Falling free..."*

-the sombre...

*... Uprooted trees, branches and
bushes
Reluctant to end their days in ashes
Smoulder and smoke,
for days,
A lingering death...*

- the whimsical...

*... A grumpy old man
Unknown to me,
Upon the nose
Was stung by a bee...*

-and the nostalgic

*... The memories from long ago
Remain within us still
Lost riches of a bygone age
Our every day to fill.*

I enjoyed the book, especially on dipping into it repeatedly. Like wine, it yielded more with repeated tasting. If you like poetry, you will probably like the book, there is the bonus of £1 of the £2 purchase price going to charity.

Copies can be obtained from Manor Press, Manor House, 70a Park Ave, Oswestry or via Graham St Clair (address on Clubs page under POPS).

Dale Henderson



Kit News

RIGS AND RIGGING

ZP from the Chute Shop

The Chute Shop from South Africa have added the ZP to their range of canopies. It is a high performance 9-cell along the same lines as the Sabre and Nova. It comes in 130, 150, and 170 sq ft sizes at present, and with microline as standard.

Conquest from Pisa

PISA's successor the Pintail is the Conquest; built from Zero Porosity fabric, it features Spectra Microline and has baffled cells for slower openings. It competes with the Sabre but is lower in performance than the Pintail, Blue Track or Nova. The high performance Pintails are still available on special order.

Beefed Up Novas

New Novas from Glide Path are considerably more beefed up than the first batch which have showed some signs of early damage. The reinforcing material has not significantly increased the pack volume.

New Lines for BT

Optima Lines for Blue Tracks are being shipped in replacement sets, including new slider for more controlled openings. Optima is a French made pre-stretched polyethylene line similar to Spectra or Microline. They are recommended as replacement for the old Teflar lines on the BTs, having more abrasion resistance, coupled with low bulk and high strength. The Blue Track 80 Tandem canopy now comes with extra strong Optima lines (360 dan); the price of these rigs remains unchanged.

Orders of Merit

The new Merit semi-zero porosity canopy is selling well in Europe. Parachutes de France have sold out of their initial stock and delivery times have increased as a result. The Merit gives a very flat glide angle and extremely easy, soft landings. It is only available at the moment in 190 and 210 sq ft sizes.

Atom Mods

The Atom is now equipped with new toggles which do away with velcro, hav-

ing instead two small plastic snaps to attach toggle to the riser. The main pilot chute is now smaller due to the effectiveness of the PF 3000 zero porosity fabric used.

Boost for FS

Symbiosis suits are now offering Boosters on their competition LoPo suits. These are extensions which completely cover the foot and increase the efficiency of the leg in the airflow; thus improving for instance in-place turns.

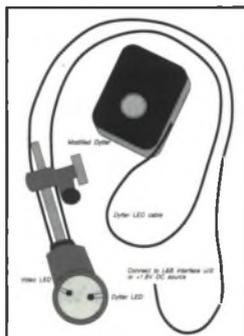
Symbi Suits in Gap

Visitors to Gap, in France will find the DZ shop being run by Symbi Suits who have taken over the franchise, while Kevin Hardwick is ensconced as the resident Rigger, AFF instructor and general jack of all trades.

CAMERA SYSTEMS.

New Newton Sight's Lights

The new Advanced Newton Sight has two built in LEDs. A red light placed directly in front of the eye in the centre of the sight is connected to a modified Dytter, and acts as a visual backup to the audible alarm.



The second (green) LED is used to indicate whether the camera is recording. Interfaces to most popular cameras and recorders can be obtained from Sward Sports.

Camcorder Box

Soon to be available from Sward Sports is a specially moulded box which is

designed to take the Sony TR range of camcorders, it will allow for the use of lens converters and will also feature a simple switching system with an LED interface which is being developed in conjunction with Larsen and Brusgaard.

SAFETY NOTICE

Information has been received from a number of manufacturers with regard to the use of Type 17 (Mini 1") risers with Reserve Static Lines (RSL) attached.

The use of Type 17 (Mini 1") risers with RSL attached is suspended until the matter is discussed at the next riggers and STC meeting 9th July 1992.

The enclosed box should eliminate most of the problems associated with airflow inside the tape mechanism while avoiding mounting and connection problems.

Background information to the Safety Notice

A pair of Type 17 (Mini 1") risers recently failed in the field. These risers have been in use for more than six years. Recently, however the shock loading that these risers are being subjected to has become much greater due to one or all of the following reasons.

- 1) Jumpers are falling faster due to tighter jumpsuits, and are jumping smaller canopies which, because of their smaller square footage and/or zero porosity fabric open faster. The faster fall rate and openings produce greater opening shock.
- 2) Microline, unlike dacron will not stretch, consequently much more or the opening shock is now transmitted directly to the risers instead of being absorbed by the suspension lines.

In Brief:

Robnik, the Austrian manufacturers of the Aeronaut altimeter have introduced its successor. The Sapphire, so called because all bearings are now made from Sapphire instead of brass also has stainless steel used for axles and pinions to prevent condensation resulting in rusting and a filtered air inlet. It is available for Hand, Wrist or Chest mounting.

Larsen and Brusgaard, makers of the popular



Dytter audible altimeter have added a small LED which gives a visual indication as the set altitude is reached. This assists accurate calibration in the aeroplane. Also available, for the jumper travelling to countries where helmets are not necessary, is the new Dytter-on-goggles mounting kit.

Sward Sports have also been appointed as Performance Designs dealers and will be stocking the Sabre.

3) Microline, due to its small bulk may not be held securely by standard rubber bands or tube stoes. This can be aggravated by too small a line bite. This can cause out-of-sequence deployments, hard openings and uneven riser loading.

4) The new generation of collapsible, zero porosity pilot chutes may cause accelerated bag snatch and line dump which also results in out-of-sequence deployments hard openings and uneven riser loading.

5) The practice of rolling all of the nose in the same direction will often cause one side of the canopy to inflate before the other, which again results in uneven riser loading.

Type 17 risers are designed to withstand loads up to 2,500 pounds. Heavier jumpers with new canopies and microlines may occasionally exceed this design limit. These risers appear to be stronger than the canopies; scores of canopies have blown up without damaging type 17 risers. While a main canopy breaking may be unsettling, breaking a Type 17 riser with a reserve static line attached could prove fatal. It might cause the main canopy to malfunction and simultaneously deploy the reserve into the main.

The following are the required actions recommended by kit manufacturers: Note these notices do not apply to the Type 17 risers without an RSL attachment.

Status: Mandatory.

Compliance date: Before the next jump.

The Relative Workshop: For owners of all rigs with Type 17 (Mini 1") main risers with reserve static lines attached which were manufactured by Relative Workshop of DeLand Florida:

Immediately disconnect the reserve static line from the type 17 (Mini 1") main riser. Have a rigger cut the reserve static line attachment ring off the riser then attach the snap shackle end of the RSL around either the long or short cutaway housing. You may continue to jump the system set up in this way until you install replacement type 8 (1 3/4") risers set up for RSL. Contact the Relative Workshop or your dealer with the serial number of the system and the risers will be supplied at no cost.

Rigging Innovations: Risers manufactured by RI are stamped with R & L Pending further test data availability, Rigging innovations is placing a weight limit on TY 17 main risers with the RSL option in use, of 175lb, (80Kg) body weight, or 200lb, 90 kg gross weight.

Individuals who exceed this weight should disconnect the RSL release shackle. It is recommended that a licensed rigger remove the lanyard entirely until further data is available. It is not necessary to have the reserve repacked to remove the lanyard. Removal of the lanyard may be accomplished, the reserve resealed and an appropriate note made on the packing data card by an appropriately rated and licensed rigger.

Thomas Sports Equipment: For owners of all rigs with Type 17 (Mini 1") main risers with reserve static lines attached which were manufactured by Thomas Sports Equipment. You may still use your equipment as long as the RSL is disconnected from the main riser.

Tear Drop and Chaser - Disconnect the RSL from the Type 17 main riser at the snap shackle end. Then put it under the 3 ring cover so that it does not interfere with the large 3 ring.

For the Zerox, attach the snap shackle of the disconnected RSL around the adjacent long cutaway housing.

You may continue to jump the system set up in this way until you receive your replacement type 8 risers set up for the RSL. contact Thomas Sports who will provide these at no cost.

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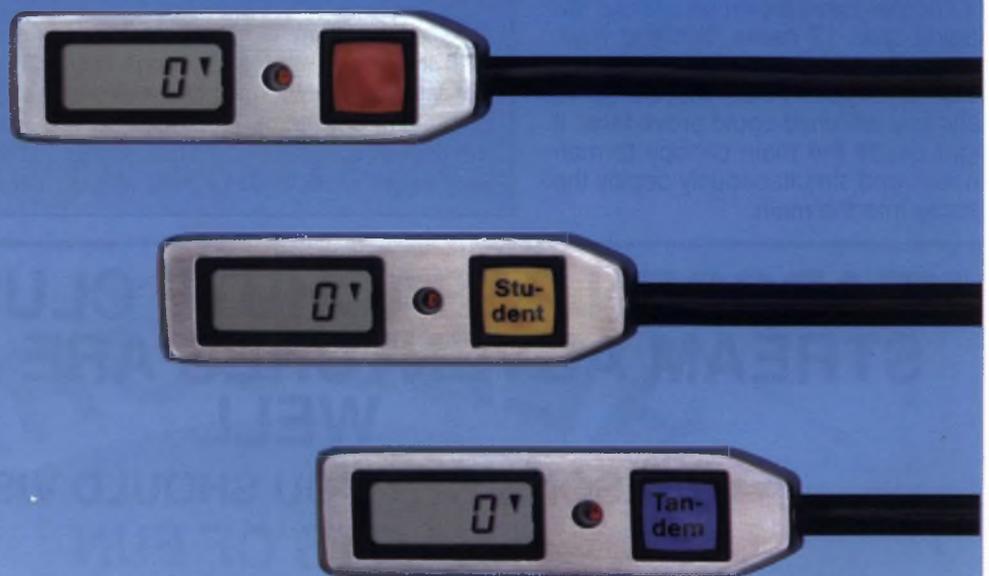
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British Team Fund

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Second Prize: £25

Third Prize: £15

Plus: 10 Ben-Bags for runners up.

For this month's competition all you have to do is put names to the faces in the pictures below. Difficult?? Well, to make sure someone wins the prize, we have provided the names and all you have to do is match them to the mugs.



The answers (in alphabetical order) are: Alexis Perry, Cheryl Smythe, Greg Cox, John Lines, Lofty Thomas, Simon Ward, and the handsome dudes are from the team called ???...

Tie-breaker: (In the unlikely event of more than one entry). Provide a caption ,in no more than 20 words, for any one of the above pics.

The most amusing or original entries, will be published in the next SP (assuming they are printable).

The entry fee is £5 Send a cheque, or postal order made out to the BPA British team fund to:
 BTF Competition, British Parachute Assoc. Wharf Way, Glen Parva, Leicester LE2 9TF

Closing date for the competition is:
 Monday, August 10th 1992.

Competition Rules:
 Late entries will not be accepted. The panel of judges' decision is final
 No employees of the British Parachute association, Airscape Ltd or Symbiosis Suits may take part.

CORRESPONDENCE

Continued from page 8 :

Topcliffe Mum

Dear Sport Parachutist,

Enclosed is a photo of me taken at 13,500' over the mountains at Gap at Easter. The photo was taken by Micky Howatt who helped me a lot while I was there. I have been jumping now for two years and this was my CAT 9 jump, (98). I have done all my jumps at Topcliffe and went to France with a group of Topcliffe regulars and the Royal Engineers 8 way team for a holiday.

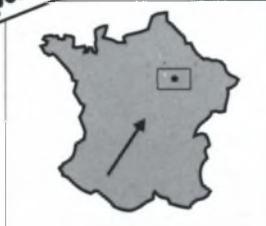
I am a single parent with three children who are tolerated by most club members and are very well D.Z. trained. I have had a lot of encouragement and support from Topcliffe and would recommend it to anyone as a friendly, well run club. I am very proud of my achievement and at reaching CAT 9.

Blue Skies,
Ellen Watts.

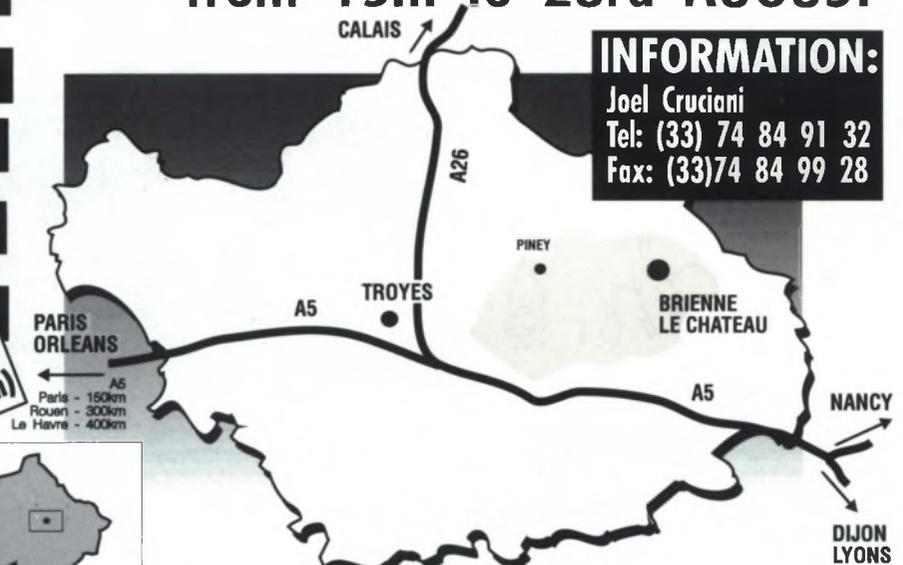


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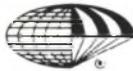
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'Airtime' in California

Having left Headcorn Airfield with wall to wall blue skies, myself and Ian Thomas were shocked when we arrived in sunny California and it was raining quite obscenely. We were greeted by Jakey Jakeman who assured us that 'the storm was a very abnormal occurrence in San Diego and it would clear by the morning'.

Jakey asked us to pass on a big fat HULLO to all his friends back here in the U.K. and to say that he will be visiting in August to promote his first book, which is being published under the title "GROUND RUSH", watch out for it in a book shop near you.

The weather turned out to be less than good as we drove up to Perris Valley to meet up with the rest of our team; Pete Allum, Ben Rayner & Andy Woodmansey who together with Anne Maxwell & Karen Nicholl had driven all the way from Florida in 43 hours in a most beaudacious cruisemobile.

The main reason for choosing Perris Valley for our first training camp of the year, was to use the coaching services of Dan Brodsky Chenfeld (U.S.A.) our coach from the 1991 World Championships in Czecho-Slovakia. He has recently moved from Coolidge, Arizona, where he was the team captain of *Coolidge Fource*, up to Perris where he runs the R.W. school and captains the local 4 way team *Airmoves* who are already averaging 15.5 points a round after only 300 jumps together.

Perris Valley is a most excellent skydiving centre with lots going on, all the guys from *Airmoves* coach and organise skydives at weekends and its never a problem to fill aircraft midweek. There are heaps of things to do if you max out on jumping, you can ski until 10 O' clock at night on the flood lit slopes of the 8000 ft mountains 75 minutes

from the D.Z., there's also loads of fun to be had on the Jet Skis at Perris Lake National Park, the beach is less than an hour away so you can 'check out the tube action dudes' and Venice Beach in L.A. is definitely worth a visit, we found the people in California to be very friendly and much more forward thinking than other parts of the States.



Airtime in Perris. Photo by Ian Thomas

Although the weather wasn't perfect we managed about 6 or 7 jumps a day; initially concentrating on building precise formations and moving at a crisp but comfortable pace, then getting to grips with the various types of pairs flying for the block moves and finally putting it all together. Individually and as a team we have come on in leaps and bounds under the guidance of Dan B.C. who has an incredibly deep knowledge of 4-way formation skydiving (as it is now called) and a very good coaching technique.

We were in training for the 1992 National Championships which will be

held at Peterborough Parachute Centre from the 1st to the 9th of August, the winning teams from the 4-way & 8-way events will go on to represent Great Britain at the 1993 World Skydiving Championships (venue to be decided) this being the first year for Off year selection. The Red Devils, also in training, are planning to make 850 jumps prior to the competition having received a huge amount of sponsorship from the Sun newspaper. There will also be other teams training, aiming to surprise the established ones. It should be an exciting meet and, like previous years, most of the well trained teams will be available to pass on as much advice as possible to the lesser trained and inexperienced teams, so it can be a great learning opportunity for all with a huge party after the meet.

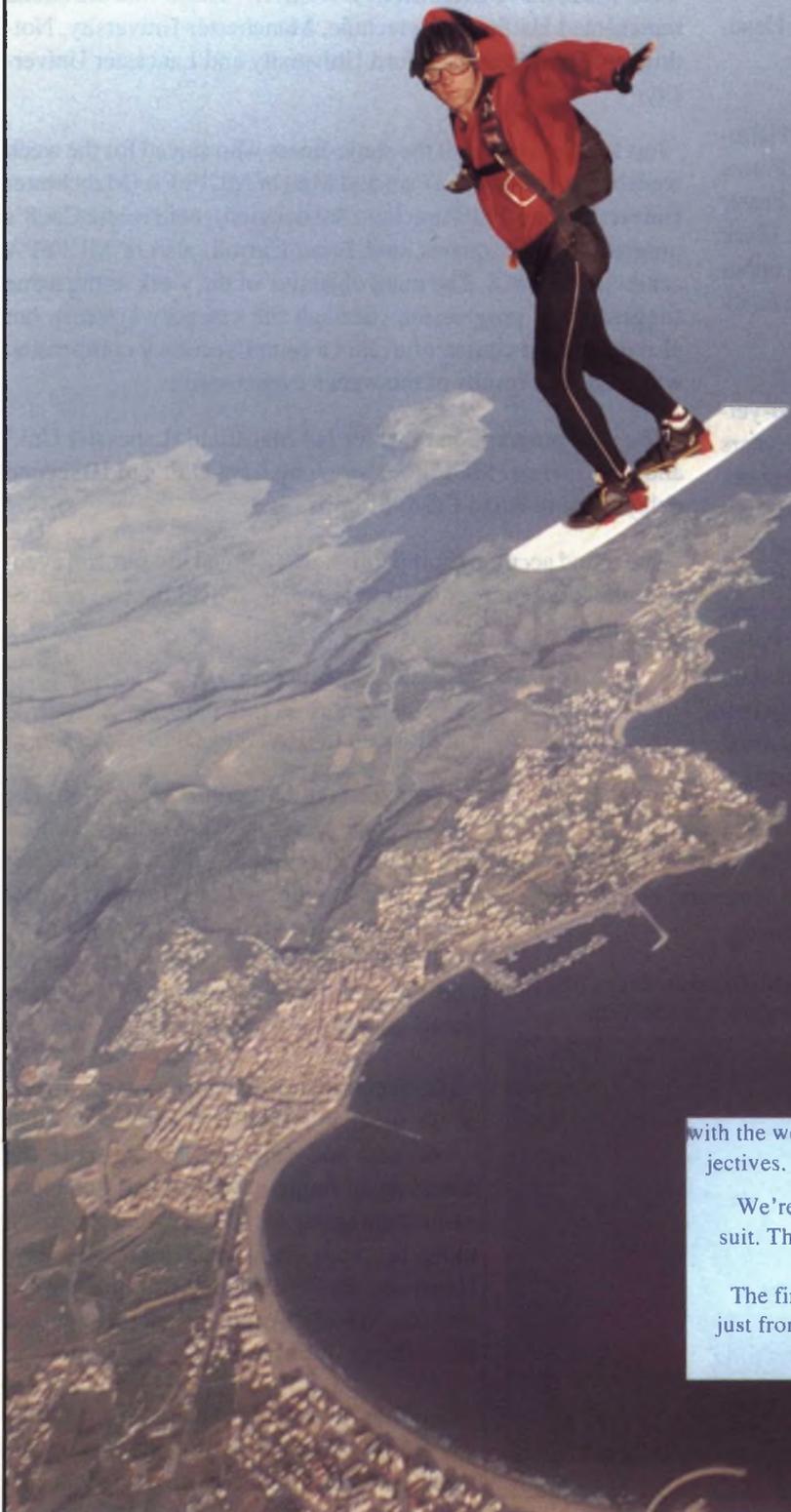
Finally we would like to thank everybody at Perris Valley for making us feel very welcome especially the Guys from *Airmoves*, Dan B.C. for the coaching, Troy and James for the tube-stow goggles, and Tom who together with his girlfriend Melanie run the D.Z. and Richard their videoman.

Also thanks to Vic Logan and everyone at Square One for their help, to Jakey and Janna for the transportation and hospitality.

More thanks to our own video man Ian (super-vid) Thomas for doing a great job, to Tony Uragallo for the Jumpsuits and Johnathons (superb parachutes) and for re-starting *Airtime* back in 1990, to Thomas Sports Equipment for One pin Teardrops (the best rig on the market) and a Special thank you to Musty Hussein for all his support, see you all at the Nationals.

Chris Lynch

Red Devils training trip - Ampuriabrava 1992



Once again the Freds descended on Ampuriabrava, Spain, for spring team training prior to the forthcoming display season. Go-red plus 4 team vans were used to transport the 30 personnel to Spain for the months training session.

The first weeks skydiving was used to get the new team members up to the required standard ready for demo training, concentrating on 4 way RW up to 8 way RW, and onto CRW intro's, smoke and large flags. All the new guys did very well, gaining their D Licence, and are now ready for their first demo's into largish arenas before frightening them by dropping them onto postage stamps in the middle of London!!

The wind disrupted training for up to three days at a time, necessitating moving the operation to Gerona and then back to Ampuriabrava when conditions had settled down again.

Using a three lift cycle to 12,000, 8 jumps a day were often achieved. Simon Ward came to visit for a few days of photo calls. "Lets try it again, shall we" was frequently heard from him. In the end it all worked out and he took some excellent 'piccies'. Cheers mate.

While I'm thanking people, I would like to thank our pilots, Roger Brown, Al Barnes and Nigel Jackson. All did a professional job, keeping us in the air and enabled us to clock up 2,100 descents in 18 days jumping. The 8 way team got its head together under Chris Allen and once the launch was conquered, was turning and burning in prep for the nationals.

Dave Alexander had the novel idea of improving the diamond track manoeuvre by employing a surfboard for demo's. The idea being to achieve twice as much lateral movement. It looked very effective with smoke. Even

with the weather problems, we still achieved 95% of our training objectives. Thanks again to Roland and all his staff at Ampuriabrava.

We're now back in the real world wearing our army issue green suit. The first student weekend course has already been trained (3 days after returning from Spain!)

The first demo is this weekend dropping into Wembley stadium, just from starters and looking forward to the Olympic demo's and lots more as well.

Sharky, CCI, Red Freds

Photo by L/CPL Ian Barraclough

BCPA NEWS

OF CRASHED CARS, JENGA AND VEGGIE BURGERS...

...(An account of the BCPA Easter progression week at Headcorn parachute club.)

It was during an alcohol-induced state of mind at the Hallo- we'en disco at Sibson's Birdland Bar last year, when Paul Fortes Mayer, BCPA chairman, first approached me about the Easter progression week. Paul was looking rather dashing in black French Knickers, black tights, a black bin-liner top and a rather fetching shade of lipstick - something to do with it being a fancy dress evening so I'm led to believe.

"Gilesh" he slurred in his best I'm-not-really-that-pissed-yet-honest-guv voice: "How d'you fancy organising next years collegiate progression week, in the Easter holidays?" I thought for a moment, before framing the words "Yeah, alright then", or some such sounds that passed for an acceptance, and that was that, or so it seemed. The dates were finalised with everyone to the BCPA AGM at Halfpenny Green earlier this year, and Headcorn was warned of our intentions. I carried on at Poly., until suddenly, two weeks before the end of term it dawned on me, golly gosh, oh crikey (or words to that effect), "it's only two weeks to the progression week!!!". Thinking of how organised Eleanor Hitchman had already been concerning the Northern

Collegiate meet, made me think that I ought to get my backside in gear and get organising. This was only ever going to be a small meet, and so I had the most uncanny feeling that the social aspects of the week would revolve around some brown fizzy stuff (what a surprise) which would be fairly easy to organise anyway.

I pitched up at Headcorn on the Friday evening before the week began, to get the necessary admin, out of the way, whilst everyone else arrived over the rest of the weekend. All in all 18 registered for the week, a slightly disappointing number which made my job slightly easier nevertheless. As for everyone else who said they might attend - YOU'RE ALL BORING AND YOU MISSED A BRILLIANT WEEK!!! Those who did attend represented Hatfield Polytechnic, Manchester University, Nottingham Polytechnic, Oxford University and Lancaster University.

Just for the record, all the static-liners who stayed for the week went home free-fallers; Paul and Matt of MUFFPA (Manchester University Free-Fall Parachute Association), both recent Cat.8's progressed onto squares, and Brian Carroll, also of MUFFPA achieved his Cat.8. The main objective of the week as the name suggests, was progression (through the category system), but also during the course of events a round-accuracy competition was held. The results of the weeks events were:

The joint progression prize for Ian Mansfield (Lancaster Uni.) and 'Tor France (MUFFPA) for going from D.P.'s to 10 second delays, and to Brian Carroll for his cat.8.

The round accuracy competition was a timed hit-and-run event with the following results (times averaged over the two competition jumps)

1st - 'Tor France (MUFFPA)	8.5s
2nd - Simon Vickers (MUFFPA)	10.0s
3rd - Richard Li (HATFIELD)	15.0s

Evening activities comprised The Bell, The George and Dragon, Ice Skating, Skittles (for those that found it!), the inevitable barbecue and brown fizzy stuff, car-smashes-are-us courtesy of Julian Bevan and a gatepost, the NHS Taxi service courtesy of me and the never ending torrent of 'hilarious anecdotes' about Cark from Ian!

The beginning of the week saw the arrival of the inevitable British Skydiving weather - total cats and dogs job leading us to the discovery of Jenga, a wooden building block game belonging to Clem, which is much more fun than any of his jokes any day! However, by Wednesday fortune smiled upon us, the weather got it's act together and the staff got us airborne.

Everyone who attended had a brilliant time, and for that I would like to take this opportunity to thank all those who made it such a

Lancashire Polytechnic Collegiate Team

Lancs Poly - one of the original collegiate teams - will be on tour again this summer. The Nationals at Sibson will be another occasion to show our intellect, alcohol consumption powers and mega-whopper water pistols: see the rest of the real student types there. In recent months team C.F.C.'s (Crap from Cark) have been taking it easy but achievements include gerrymandering 'SKYDIVE UNIVERSITY' into a serious challenge for the renaming of our establishment this autumn and the formation of team Del Monté. One of our more original exits is enclosed (l-r): Gavin McCloud, Simon Nath, Graham Spence, Dom Daret, Charles Ross, Fiona

Bumie & Rob Mortimer; Photo from our mentor Phil Parker.

Thanx to the Merlin crowd for a brilliant Northern Collegiate Competition.



great week - Jane the CCI; Alison and Terry who were super-efficient on manifest; Mick, Pete Parker, Pete Sizer, Clem, Commander William Ryker of the Starship Enterprise and everyone else who names I didn't know or can't recall who helped out.

By Giles Huby

(President of Hatfield Poly. Parachute Club - soon to be University of Hertfordshire Parachute Club!)

Sun, sea, sand and progression

For all you students who's progression seems to be going nowhere listen up 'cause Cyprus is the place to be....We heard of someone called Scotty, Scotty Milne. They said he was the man to see being the CCI and all. We got in touch, he arranged our hotel and said "come on over".Arriving in Cyprus on the Sunday and after a magical mystery tour in the taxi we got to the hotel and swiftly found the nearest food joint and pigged out, on octopus, or some other chewy sort of fish. On leaving we were offered a wee dram of the 'proprietors own' and were informed that the grapes had a bad year so it was only 45% proof. What a kick, man.

Monday brought introductions, registrations, and due to no jumping that day, a trip to the beach. What a bummer hey. Tuesday we went to the DZ with the all too common English weather view "will I get a jump today I wonder?" Oh wow, what a shock to the system. Our first jumps in Cyprus were on the same lift with there being six of us, and boy were they cobweb jumps or what. Me first out I got round to thinking, while sitting in the door, 'What the fu*!@ng hell am I doing here? The answer was gut a flinch of the bum-cheek away and the holiday was-a-kickin', upside down....

We clocked 2,3 & sometimes 4 jumps a day. By Saturday night we were all so knackered that Sunday was spent sunbathing in the snow on top of Troodos mountain. 'What can you do but rest', he said. Being student jumpers one of us always seemed to need help from staff, who were all willing, for progression etc. and it came thick and fast. Even I got off 5 second delays!!!

The 2nd week continued as hectic as the 1st, Yorkie flying like a man possessed. Truly the best I've had the pleasure to fly with. Entertainment came from the Signals' CRW attempts, (and long hikes back), a course of 1st timers from the army doin' their stuff with true grit, and finally Steve talking down an inexperienced man who was too close to the building, by manoeuvring him to a perfect canopy run in position and then shouting "good, great, now STAY THERE!?!..."

Apres divin' was courtesy of The Drop Inn back at Pergamos Camp a luvly little bar any student would proudly get persistently stewed in. Again the people there were a pleasure to meet.All in all the help, advice and experience given and gained from and by all was so much more than any of us expected. Even when things were to go a bit

Shelagh, Neil, Sam, Pete, Lindsay & Simon

This year I'll reach Cat.8

<p>This year I'll reach Cat.8, I know I will I'm sure I've done many things wrong Shouted many a weird song And dumped in positions known by all</p> <p>I've had loads of fun, stopped many a heart But now it's time, for my progression to start I hope it will, I'm sure it will This year I'll reach Cat.8</p> <p>I've been on the strap (ooer!), and 5 seconds too With debriefs that would make you cry, boo hoo I've tried my best, but look at the rest They're all getting their Cat.8</p> <p>That break during summer, those 3 months away Re-trains, P.L.F.'s and emergency drills today</p>	<p>Revision on this, and refresh on that Oh god how long will be, that elusive Cat.....8</p> <p>Still I can't complain, I've had some good times The people and jumps, the songs and the rhymes The beer and headaches, the stories of fate From others who long ago, reached their Cat.8</p> <p>Lets get kited up, come on Neil don't be slow We're all ready then someone says, have you done this before? Only 26 times and, cleared for free-fall twice mate Checking my static-line, I hope this year, I'll reach Cat.8</p> <p>Blue skies, as short as they may be</p>
---	---

Neil Pike

wrong the people there behaved in such a professional manner.

Shelagh, get well soon baby.

To say each of them were stars would be a complete understatement, I mean, look at this:-

	Before	After
Pete Youngs Cat 4	Cat 8	
Shelagh Davie	Cat 4	Cat 8
Neil Pike	5 sec	Cat 6
Sam Cook	5 sec	AFF
Simon Grundy	D/P	Cat 7
Lindsay Hill	D/P	Cat 6 ...Enough said.

The cost of going over there can be justified by the cheaper jump prices (half to a third of usual price) and classing it as a holiday, the good food, drink, sun, sea,sand and yes of course Skydivin'. The message in 'plane' English if you haven't sussed it yet is that Skydiving abroad isn't just for the skygods. It's a damn fast way of getting through the Cat. system and you couldn't pick a better place than Kingsfield Drop Zone in Cyprus to boogie on down at.

A big thanks to Scotty & Jean Milne for their help, hospitality and patience, To Alan, Geordie, Yorkie, Steve 'ace packer' and most of all, the Islander. Nice one you lot, we had a ball.Blue skies, soft landings, green grass, cheap beer, rapid progression good times....., you get the idea

Neil Pike

(Secretary, Manchester Polytechnic Parachute Society)





THE DAILY WHISKY

Wednesday
6th May 1992

GLASWEGIANS GRAB GONGS

Daring border raid nets Topcliffe Silverware for swigging Scot Skydivers

Report by D. Balloni

Alias Bob Dillon, President Glasgow Uni. Parachute Club, BPA 505625

Reports of students from Glasgow university stealing a vast haul of silverware from the "Merlin Parachute Club" at Topcliffe (Northern Saassenach land, for those that don't know) are starting to filter in. The daring students, 28 in all, have apparently pulled off a marvelous coup d'etat (a "Fast one", for those with no education) right under the noses of 90 other students from all over this great land.....and England and Wales.

This crack division of hardened beer guzzlers left the "promised land" on Friday the 1st of May in two heavily armored, state of the art, military assault vehicles...which were cunningly disguised as minibuses so as not to arouse the watchful eye of the law. They travelled 200 long and lonely miles through enemy territory before they reached their objective for the night, the "Red house" Hotel and licensed bar (the "boozer" for those that don't care).

We are very sketchy about what happened next, but we think there could have been a near miss with the Ministry Of Defence Intelligence Branch, who could have received a "tip-off" bout the daring raid. Apparently all the students were rounded up and asked to show their "Docs" (Doctor Martin boots which all students have, for those that are still reading) to some officials.

Possible leak from H Block

We rang up the Glasgow students' regular "Commander In Chief" (or something like that), a Mr Tim Andrewes, at his home, "Strathallan Parachute Centre - cell block H - geriatric ward", and asked him if there had possibly been a leak, but he said that the

tyres on his wheelchair were just fine!!!!

After that close shave the team needed a stiff drink....and then another....and another....and then a few they didn't at all need....to settle their nerves.

Up with the birds

On Saturday morning they were up with the first bird....at around 8000 feet surprisingly enough, jumping out of a plane for some strange reason. We think that this part of the plan was necessary to get into the vaults where silver bullion was stored. Fortunately the team had had the foresight to bring parachutes with them, and they had all been wearing them at the time. They all had to be as accurate as possible and land on the vaults to collect the "goodies", and apparently a Mr Andrew Bremner (who's a square) and a Mr Bob Dillon (who's a round but nearly a square....whatever the hell that means) were particularly accurate, and got their own extra silver. Once on the bullion store, or "DZ" as the authorities call it (obviously some ingenious code), the team lay about and chatted to other students from the rest of Britain. Miraculously, they had also gone there that very weekend to try and steal the silver as well, but by all accounts they were nowhere near as well prepared, or skilled enough to do the job.

They were however, I am told, a thoroughly nice bunch of people, but a bit naive as they seemed to be under the impression that they were far better thieves than the "Tartan army", and a certain group from some hovel called Manchester University thought they could even out-drink the "Sublime Scots". A

drinking competition was promptly organised, and we heard that two, four-man teams slugged 2 pints a piece down the tubes. Nasty rumours that 2 Glasgow lads were chucking something or other over tables (our information was unclear at this point, but I'd guess it was probably table cloths), and that Manchester had actually won have been spreading, but these were typical English lies.

Sunny Sunday

Sunday was a marvelous sunny day and the team quickly "cased-out" the area around the main building, where the silver was stored, particularly a large gravelly area with a record, or disc or something in it; well you know how much students like music. There were also some "3-Way Speedsters" going about, which I understood are very fast, military surveillance vehicles that carry 3 personnel. These vehicles had been stolen by the students, and teams from each university had a big race around the buildings. Glasgow's Speedsters were 3rd and 6th; apparently faulty brakes were to blame.

After the big race, of which there were 3 rounds, they all went back to the boozer, and Glasgow led the way in showing the other competitors for the silver bullion how to drink very large amounts quickly, and have an absolutely phenomenal party.

Shock News

Shock news then developed that an ex-patriate Scot called Graeme Baxter had been helping to drive one of the Speedsters that had beaten Glasgow squares (I presume they mean very boring people) took him up in a plane they found lying about, and attempted airborne "Ring-a-ring-a-roses". This must have really scared the 8 involved as

eye-witnessed claimed they heard screams as the 8 "went down a track". Norris McWhirter has since informed the "Daily Whisky" that this is a new "Scottish Collegiate record" (the most Jock, square, students in the air at one time, holding hands, for those that don't know).

The "raid" was eventually made in the afternoon, and although some of the other universities managed to get their hands on some of the smaller pieces of silver, Glasgow nabbed the largest and most valuable piece of silver the "Topcliffe Shield". It is so-called because historians believe that it was the very shield that "Saint Trevor Dobson" (a very old and very wise Commander In Chief) used when he slew a dragon on top of a local cliff.

Border Dash

(My research has shown that poor Saint Trevor had all his hair burnt off by the dragon during the fight, and it hasn't grown back to this day.)

The illustrious "raid on Topcliffe" (as it shall go down in the annals of history) completed, the criminals made a dash for the border, but not before storming a local liquor house for 4 bottles of bubbly to do a "Nigel Mansell" with (spray the champs, for those that don't understand).

*Well I hope everyone is clear on what went down at Topcliffe, as obviously B.D. Bolloni isn't. I can assure you though, that everyone had a great time, and if Tim and Saint Trev will let me jump again I think I'll have a go in one of those speedsters.
Blue skies and fast vehicles*



Glasgow's Team getting the overall Prize from Trevor Dobson



PARACHUTISTS OVER PHORTY SOCIETY

POPS CORNER

sometimes think that POPS should stand for "popping overseas parachutists society" as I seem to be constantly writing of trips to some far flung land, and I am pleased to report that lots of our members are carrying our badge to various corners of the world, and are sending back stories of their exploits; so keep those articles flowing, and lets show the PUPS of the jumping scene what we get up to. To start the ball rolling a report from Graham St.Clair ex Hon Sec who is now... but more of that later.



Hit & Rock winner Dave Pusey surrounded by some of the POPS at CCSPC

Graham writes:

In March, in a bid to avoid the tail end of our winter, Millie and I set off for some Florida sunshine and to attend the 21st Annual Winter POPS meet. A couple of days in Miami Beach set us up for the trip along the Gold Coast via Fort Lauderdale, Palm Beach, Fort Worth and on the Turn Pike to Clermont in central Florida, which was to be our base for the next nine days. Clermont is mid-way between the Atlantic and Gulf coasts, and about 45 minutes drive from the Orlando attractions.

Whilst in Clermont, we visited Zephyrhills, jumping at Skydive City and calling in at Phoenix and Titusvilles D.Z. which is near Cocoa Beach.

Towards the end of our second week, we moved on to Eustis for a three day stay. Umatilla, the venue for the POPS Meet, is some six miles north of Eustis and the home of Jim Godwin's Paragator D.Z. Jim has hosted the Winter Meet since 1972. Eighty three jumpers registered, and the three Cessnas made eighty four competition loads. In addition, Jim's Twin Otter, Paragator One made sixty fun loads.

If you have never jumped at Umatilla, I guarantee that on your first lift you will spend the time counting the lakes that surround the airfield, including the one at the end of the runway.

It is however a very safe D.Z. There were no accidents or injuries, and no water jumps intentional or otherwise. On the one malfunction of the meet, in spite of the trauma of having to cut away, the stalwart concerned got into the pit on his reserve. Well, after all, it was a POPS accuracy meet.

On my PD 150 I managed to get into the pit on all four jumps, but could not compete with the Americans on their home ground. The rule of the day was hit the disc,

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POPS MEETS

Date	Place
19th to 20th September	Peterborough
POPS WORLD MEET	
17th to 21st November 1993	Florida, USA

with your heel, your knee, your elbow or you know what.. and that is just what they did.

Seriously, the standard of jumping was high, as was the jumping and the weather was superb.

On the Saturday night we gathered at the Eustis Civic Hall for a dinner and prize giving, a feature of U.S. POPS Meets is that all jumpers are asked to introduce themselves to the assembly, Name, home town, state or country, number of jumps and number of Winter Meets attended. When my turn came I mentioned that this was my third Winter Meet, but since my last visit in 1983 we British POPS had been flying the flag in Belgium, Hong Kong, Australia, Hawaii, Canada and Ireland. I then said that a number of POPS from the U.K. were planning to attend the second World Pops Meet at Umatilla in November 1993 and were looking forward to meeting and jumping with the U.S.Pops. This last comment was well received. So if you fancy a holiday in Florida, sunshine, jumping and other attractions on offer, then make up your mind to attend the meet. Once you have done that, the rest is easy....see you there.

And so onto our next report, a mass exodus to the beautiful island of Cyprus...

Eighteen POPS along with wives, husbands etc gathered bleary eyed very early on Sunday the 10th May at Luton airport. The plane was packed, but we all found a seat and were on our way. During the flight **Charlotte** had to go up to the flight deck to help the pilot plot his course. Amongst our group were **Mike** and **Janine Van Beirs** and **Gerard Gunst** from Belgium, we were all sorry that **Sigrid Pradel** from Germany could not be with us. We missed Sigrid and wish her a speedy recovery.

Monday dawned bright and clear, so it was up to Kingsfield for docs and kit check and into the Islander for some fun jumping. **Pete Shew** did his qualifying cat eight jump, and then down to the beach / pool / bar or any combination for the afternoon, and that was the schedule for the next two weeks. The following evening after jumping swimming etc (it's a hard life) most of us went to a Cypriot evening organised by **Dave Pusey**, lots of eating, drinking and dancing, a great time!

Wednesday, competition time, we started with the essential and popular Hit and Rock, great fun on any normal drop zone but as anyone who has jumped at CCSCP, knows, them thistles ain't arf sharp! And so into the first round of the accuracy competition. Gliding took over in the afternoon so, (you guessed it,) it was down to the pool etc..

Next morning the early crowd got a quick RW load, then into the second and third rounds of accuracy. The winds and thermals are certainly different in Cyprus, and make for some interesting landings. The following day was loads of fun jumping, both for us visiting POPS and local jumpers, **Julie Shew**, who went out a nervous five second delay, had by now progressed to positive 20 second with turns. Wonderful, what continuous blue skies and a positive attitude from the CCI will do!

During the afternoon we had our usual meet meeting, at which **Lofty Thomas** (TOP POP) suggested a change in office holding, ie that the Hon / Sec should become the TOP POP after doing a three year stint, new blood would thereby be introduced to regular intervals, and the Hon / Sec would be rewarded for hard work. The proposal was well received and given a overwhelming yes vote. It was decided that because of Graham's hard work as previous Hon / Sec he should hold the title of TOP POP for the next Eighteen

months, and then into our new three year cycle, So we all changed hats and welcome our new TOP POP **Graham St.Clair**.

That evening was spent in the Manhattan, well known watering hole to all jumpers who have visited Cyprus. For drinks, meal and prizegiving. Ex TOP POP **Lofty Thomas** thanked **Scotty Milne** for the wonderful welcome received at CCSCP and proceeded to speak of the past achievements of Scotty and wished him all the best for the future. At this point Lofty presented Scotty with his POPS badge and membership, yes he has now joined all us ancients. The rest of the week assumed a pleasant pattern; jumping in the morning (I managed to do my 500th, a great eight way) followed by sitting by the pool or beach with a suitable beverage in hand. On the last Friday we all gathered for our final meal together at which Graham performed his first official function by presenting our "person of the meet" award, it went deservedly to **Julie Shew**, despite calling all experienced jumpers "people with out a proper percentage" for not telling her how scary the first dive exit was...and that was it! A superb place to visit if you fancy a laid back skydiving holiday, good accommodation, food and drink.

Results:

Hit and Rock...	1st	Davy Pusey
	2nd	G. St.Clair
	3rd	B. Jones
Individual accuracy	1st	B. Joss
	2nd	M. Allum
	3rd	N. Yonge
Team accuracy (winning team)		B.Joss
		M. Allum
		L. Burton

Langar Alternative Meet

At the alternative meet held at Langar on the Bank Holiday weekend **Dick Gays** and **John Peck** organised a handicap accuracy meet which was won by **Mavis Smitherman** with **Roger Flavell** second and **John Peck** third.

And now as usual a very warm welcome to our new members who are **Michael Coleman**, **Roger Millington**, **Jo-Ann Millington**, **Mickey Munn MBE**, **Scotty Milne**, **Christopher Jenkins** and **Mike Smith**.

I finish off with a couple of quotes from the Cyprus meet; **Dave Pusey** "Yorky, can we have a slightly off spot" the six that landed over a mile away said "thanks Dave" (I think that's what they said) And from **Dorcas** when everybody was queuing up to use the POPS stamp, and were told they needed something firm to rest on said "use my bust" Blue skies and soft landings

Michael Allum. Hon / Sec POPS UK

Peterborough Parachute Centre Ltd



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Freebird Skydiving

Freebird skydiving was born on the 4th of May 1992, although its conception had taken place some nine months earlier (as is usually the way). It was delivered to its parents, Ali Christie, Louise Christie, and Chris Donaldson after a fraught pregnancy and troublesome labour. It is now alive and kicking and living in rural Lincolnshire.

Freebird is located at Manby, a former RAF airborne warfare training establishment some five miles south east of Louth. The runways were removed some years ago, leaving us with over three hundred acres of flat open grass, mown regularly and rolled. Basically, it's a very big lawn! The centre offers a two day static line course and Tandem. Progression to freefall and onwards through the system is heavily encouraged, as we're very keen to nurture skydivers and promote ourselves as an all round parachuting centre and not just a one jump factory. A small but competent RW scene has already taken root.

Visitors are guaranteed an enthusiastic welcome. There are no membership charges for visitors and there is no charge for hire of equipment. Although the centre is run on a commercial basis, the atmosphere is very much that of a club, with everyone pulling together to get things done. There is a well stocked canteen on site, barbecues most evenings and regular parties. We don't have a bunkhouse as such, but bed and breakfast is available for £6 a night.... Yes, £6 a night! It's a club called the Charterhouse, formerly the sergeants mess, and is located about 400 yards from the centre. It also has a bar that doesn't appear to close, but we can't work out if that's a good idea or not. Tents and caravans are welcome on site free of charge.

The first two months of operation have been ever so slightly marred by



aircraft availability problems. This has been due to the late positioning of our regular jumpship. No-one's fault, just one of those things. The situation will certainly have been resolved by the time this goes to print. Freebird would like to take this opportunity to thank the D.Z. operators who have helped us out during this period. We would have been stuffed without you. Ta. Also, thanks to everyone, skydivers and sensible people alike, who helped us set up and have remained loyal throughout. You are too numerous to name, but you know who you are. It's hard to keep a sense of humour when you're nailing buildings together in a forty mph wind and driving rain.

A special mention now for Peter Jude, our first home grown student to go freefall.

Well done mate! Keep it up. There are plenty of people clutching D/P handles snapping at your heels.

Anyway, y'all come on down and see us. You never know, Ali might stand up and tell you a story, Louise might put extra mayonnaise on your tuna sandwich, Alan might lend you some of his camouflage make up, and I....well, I just might.

Chris Donaldson.

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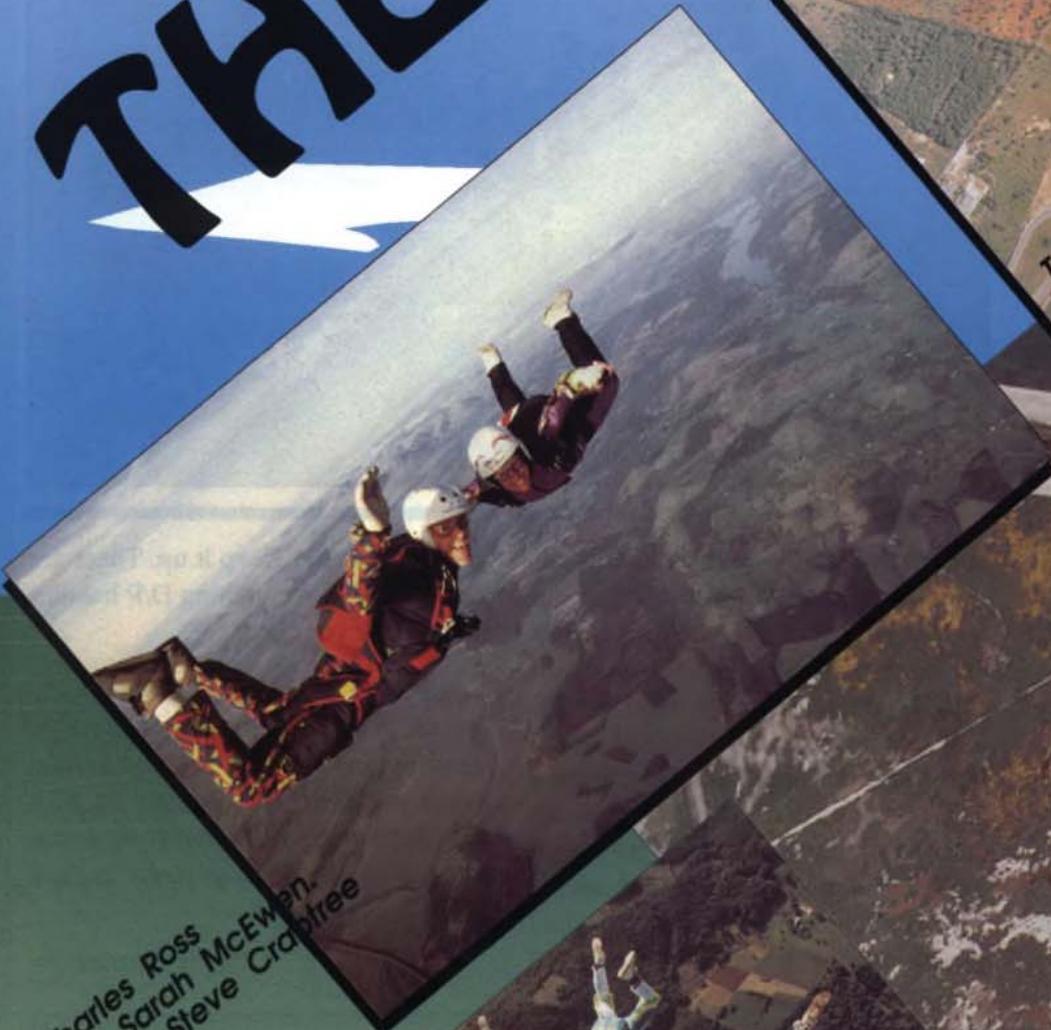
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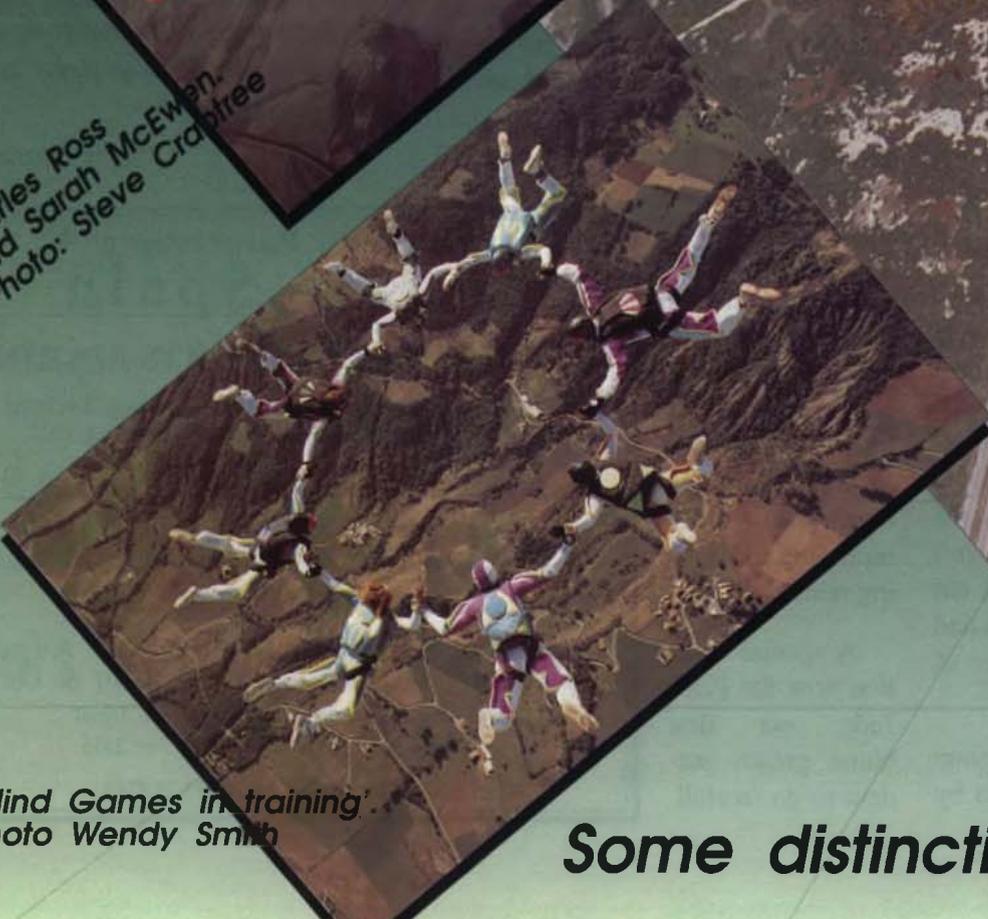
SPOT THE OZ



Team 'Chick'
Photo Phil Parker



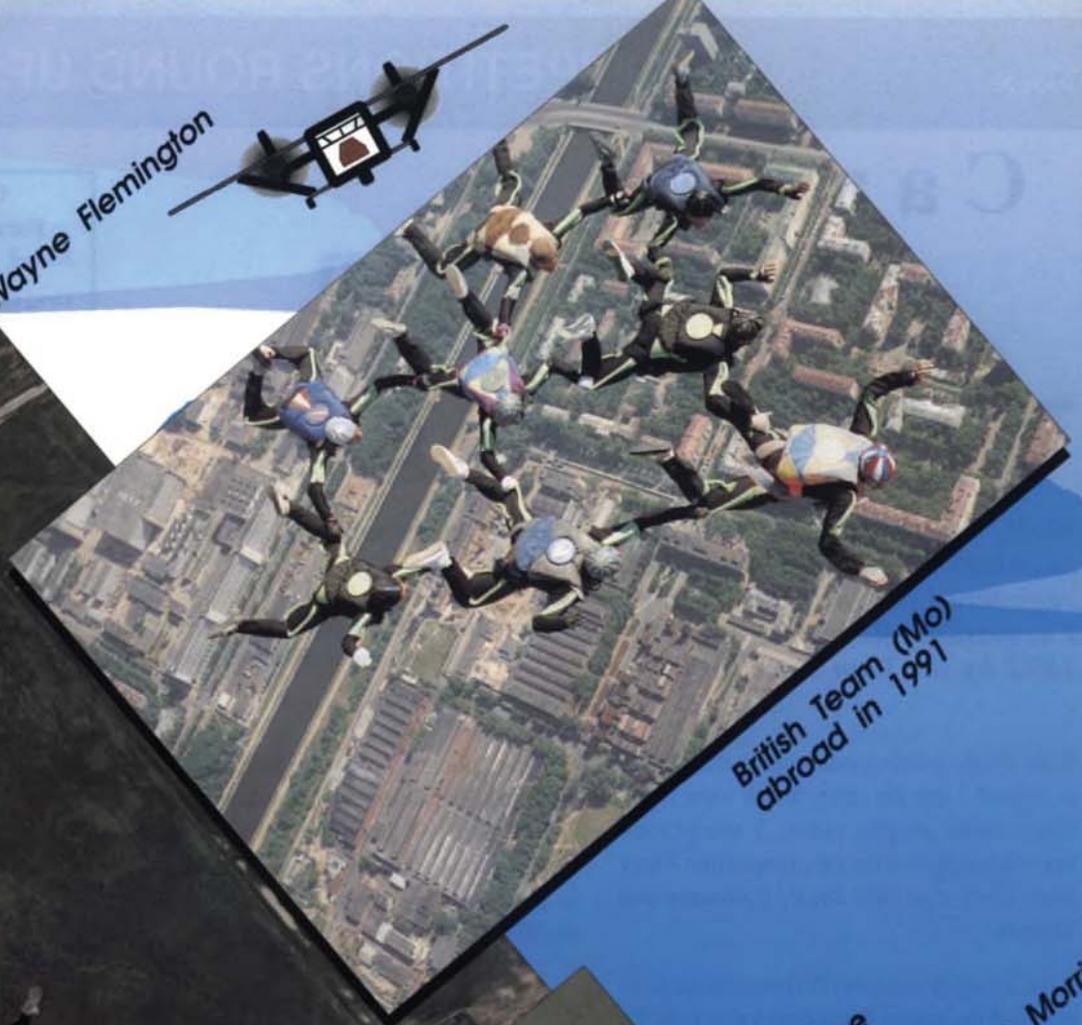
Charles Ross
and Sarah McEwen
Photo: Steve Crabtree



'Mind Games in training'
Photo Wendy Smith

Some distinctive backgrounds

Photo by Wayne Flemington

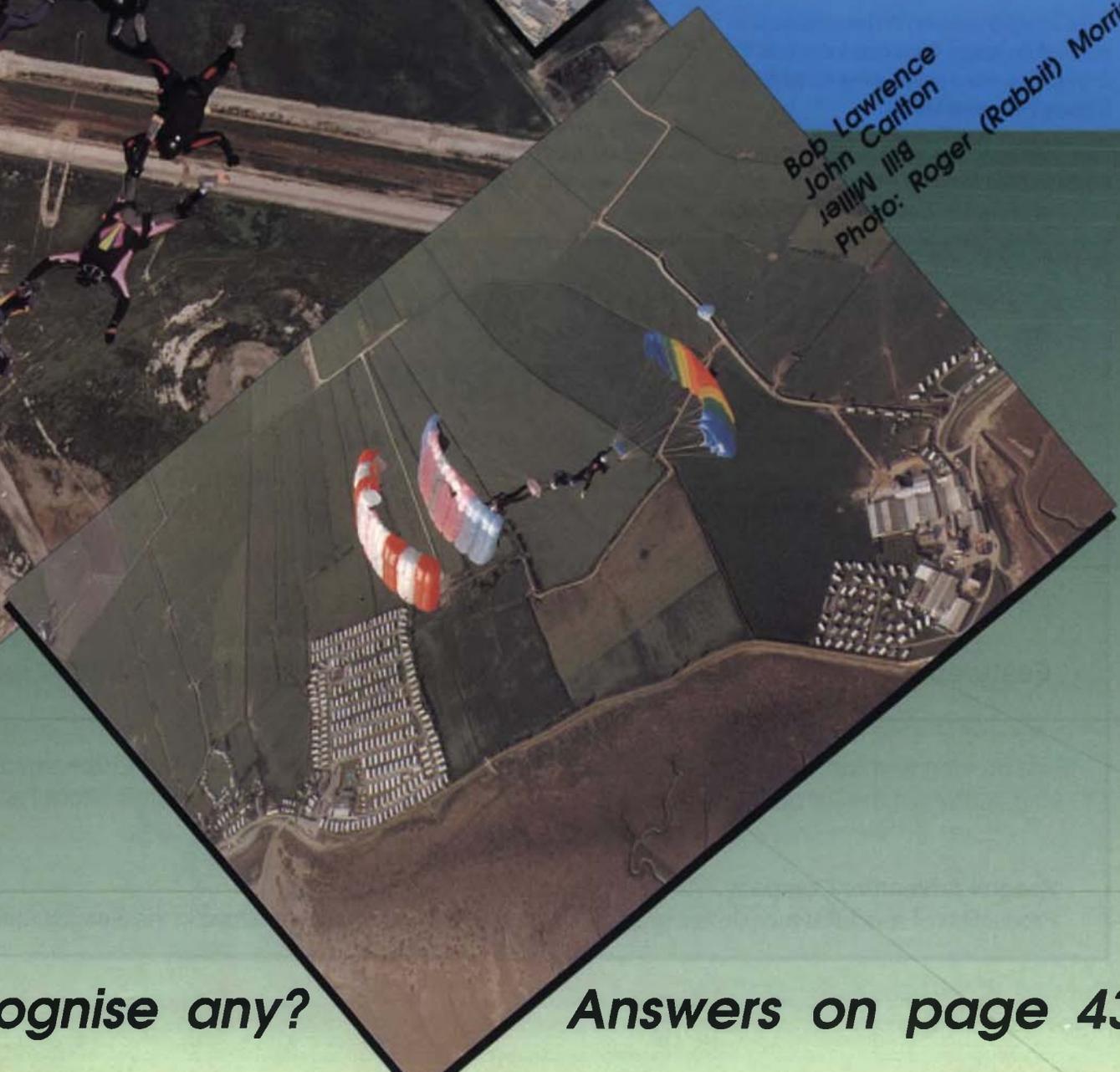


British Team (Mo)
abroad in 1991



Bob Lawrence
John Carlton
Bill Miller

Photo: Roger (Rabbit) Morris



ls, recognise any?

Answers on page 43.

Canopy formation meet Langar



Well, was this a taste of things to come? Not a single team had registered for the first Canopy Formation Regional meet of 1992 by the 9am deadline!!

With a little gentle persuasion by the judges, or should I say the entry forms were being thrust under peoples noses, 3 teams were brave enough to enter the competition - they were *Greg Cox still lives!*, *Cellmates* and *Skytribe*.

After a long discussion (!!!) between the jumpers and the judges it was decided to hold the competition over 4 rounds using the Regional Canopy Formation blocks.

The judging - was to take place through telemeters due to the fact that all of the BPA video equipment had been sent north of the

border to Strathallan for the Northern Regionals.

On the Saturday the sun shone for most of the day, but there was also an ever-present wind of up to 30 mph.

However, about 6pm this did drop off enough to compete before the end of the days jumping - *Greg Cox still lives* and *Skytribe* gained views of uncharted land around Langar due to a strong upper wind which took them slightly off course!!

After the usual Saturday night in the local hostelry, Sunday morning dawned with blueskies and a slightly lower wind. With a spot being given from the ground because of the slightly hazy conditions for telemeter judging, we were able to complete the 3 rounds.

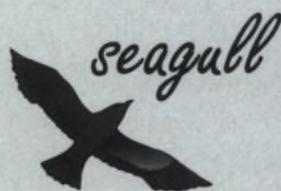
Central Regional Canopy Formation Meet 23-25 May 1992

Round	1	2	3	4	Total
Greg Cox still lives					
Dave Fisher	7	10	8	3	38
Pat Hammond					
Allan Hewitt					
Dave Lewis					
Cellmates					
Kevin Monk	20	2	18	20	80
Rob Ward					
Paul Speller					
Trevor Ranns					
Skytribe					
Adrian Bowles	13	17	8	17	55
Chris Ware					
Gary McGuinness					
Justin Shane					

The prizegiving - (with medals being awarded by an injured Dave Hickling - best not to ask!!) was held on the Sunday afternoon, and then goodbyes were said so that Langar could return to normal and the teams could prepare for their next competition.

I would like to thank Langar for hosting the competition and the competitors for making it an enjoyable competition for myself and Amanda to judge.

Jackie Glover
BPA Judge



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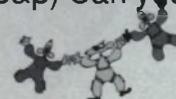
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Northern Regional R.W. Accuracy and style competition 1992 and the Scottish National Championships

With 130 Competitors, 26 4-way Relative work teams, 11 Accuracy teams and fifteen people doing style this was the largest Scottish Championships ever. Competitors came from as far afield as Netheravon and Headcorn. With one Cessna 206, a Cessna 207 and two Islanders we hoped that the competition would be completed. Unfortunately due to bad weather on Saturday only two rounds in all disciplines were achieved.

The Friday practice day allowed the pre-meet speculation of the eventual winners to commence. In the Accuracy *H-Troop* were the obvious favourites in the team event recording on one jump a team score of 0.02cms. The individual Accuracy was more difficult for the bookies but the hope was that a local favourite such as Tim Andrewes or Katherine Andrewes would

be in the running. Perhaps Harry Morgan could get his old form back. In the R.W. event the *Red Devils* were the clear favourites. The style event was more difficult to predict since most of them don't talk about the jump afterwards.

The competition started with the Accuracy event. After round one Billy Somerville and Linda Rodgerson-Heath tied for the lead on 1cm. Steve Hastings, Carl Williams, Dave Ballard and Richard Buchan were all on 2cms. A few of the hot favourites were out by this stage. Les Carroll dropped 2.00m and Harry Morgan dropped nearly 200m due to

Accuracy-Men (Senior)	First.....	Dave Ballard.....	Gold
	Second.....	Carl Williams.....	Silv
	Third.....	Steve Hastings.....	Brnz
Accuracy-women (Senior)	First.....	Jane Buckle.....	Gold
	Second.....	Cheryl Smythe.....	Silv
	Third.....	Debbie Card.....	Brnz
Accuracy-Men (Intermediate)	First.....	Andy Bremner.....	Gold
	Second.....	Jimmy Jackson.....	Silv
	Third.....		Brnz
Style (Senior)	First.....	Les carroll.....	Gold
	Second.....	Dave Ballard.....	Silv
	Third.....	Jeff Chandler.....	Brnz
Style (Intermediate)	First.....	Dave Trunks.....	Gold
	Second.....		Silv
Overall Indiv	First.....	Dave Ballard.....	Gold
	Second.....	Carl Williams.....	Silv
	Third.....	Jeff Chandler.....	Brnz
Best Scottish Competitor SSPA..		Kath Andrewes.....	Gold
Best Overall Lady Competitor...		Jane Buckle.....	Gold



H-Troop - 1st Accuracy. Photo W Somerville

Scottish Nationals 1992 - R.W.Team Scores Senior Event

Team No	Team Name	Round 1	Round 2	Total	Place
1	Swallow it	3	4	7	10th
2	U.S.M.	2	0	2	
3	Sumo Wrestlers	3	\	7	
4	Trio of Tarts	3	0	3	
5	Mind the Balcony	6	5	11	6th
6	Ditch	7	5	6	
7	Egg	3	3	12	4th
8	You Must be Joking	5	\	0	
9	Fandango	6	4	10	7th
10	Red Devils	12	14	26	1st
11	Quadriga	8	9	17	3rd
12	Nae Chuckies	4	3	7	10th
13	Chris Lyall For CCI	6	6	12	4th
14	Social Exiles	10	9	19	2nd
15	Lets Knock it on the Head	8	\	8	9th
16	Double Vision 2	5	5	10	7th

a spot courtesy of Tim Andrewes - nice one Tim. In round two of the Accuracy Billy Somerville dropped 0.08 and Linda dropped 1.85. Steve Hastings and Carl Williams scored 1cm and Dave Ballard scored the only disc of the competition. Dave Ballard won the accuracy with Carl Williams second after a jump off with Steve Hastings who was third.

In the Senior R.W. event the *'Red Devils'* scored 12 on round one. The nearest team to them was *'Social Exiles'* on 10 points. There were two teams on 8 points, *'Quadriga'* and *'Lets Knock it on the head'* with *'Egg'* another

local team on 7 points. In round two the *Red Devils* pulled further into the lead with 14 points. *Social Exiles* and *Quadriga* both scored 9 points. *Lets knock it on the head* were somewhat unfortunate in round two since, due to a mix up, they exited the plane so far away that they could not be judged and were offered a rejump. They appeared to have done nine points but declined a rejump and true to their name left to go to the pub.

Thanks to everyone who helped organize the competition, especially the Scottish Parachute Club for use of their excellent facilities and to all the judges who made it possible to complete so much of the competition despite the hazy conditions. Thanks also go to all the pilots especially Andy and Ewan from Fife Parachute Centre and Ronnie Groat for the provision of their Islanders and to Sandra at the Star Hotel for putting up with us for yet another year.

Finally thanks to all the helpers, manifestors and canteen staff during the competition. Hope to see everyone next year when we hope to have air-to-air judging for the R.W. and by the looks of it more aircraft.

Billy Somerville

(PTO for 'Part 2'...Ed)

Kentish invasion of Scotland '92

After yet another successful Scottish Campaign in '91 two members of 'Why Us?' (Vertigo) decided to persuade some fellow Headcornites to invade the provinces again.

In preparation for this campaign a brief foray across the channel was made but the duties of the Veteran campaigners meant that it was the 'youngsters' who actually managed some practice dives, alternating funnels from the Porter with funnels from the Otter!!

Suitably prepared, they persuaded another group of lunatics 'Fit to Drop' to do their first full team jump in round one of the competition... well if they will jump with the CCI what can they expect?

Having arrived in Scotland on Practice day 'Fit to Drop' were still without Jane Buckle so Veteran Dave stood in whilst Veteran Pete videoed the youngsters of 'Why Us?' But when he realised where they were he pulled high enough to practice accuracy whilst the rest of the team practiced walking! (Very nice countryside around Strathallan!)

A quick trip to Edinburgh followed to collect Jane and watch a pub fight (Hospitable these Scots!)

Then the competition dawned...or rather lots of dirt diving, accuracy practice off the fan trainer, loads of tea, watching the videos etc until it was time to go to the pub... it is probably better to draw a veil over the events of Saturday night...if I could remember them they are sure to be embarrassing...just let it be a lesson to you not to let the duck and the lager lout near a disco...

Sunday dawned and it was time for the Veterans of 'Why Us?' to show their skills in Accuracy... Pete was grateful for a rejump in round two after finding it difficult to reach the pad from the car park.

Still it was good enough to get the bronze in spite of Frank Davis's sterling effort to prove he had lost none of his old skills (Perhaps we should have lent him to H Troop or The Mustgetbeers??)

Three of the delegation then decided

Scottish Nationals 1992 - R.W.Team Scores . Intermediate Event

Team No	Team Name	Round 1	Round 2	Total	Place
1	M.I.R.V.S.	1	\	1	
2	Indiana	2	2	4	
3	Captain Free-fall & the Sky Lords	3	4	7	1st
4	Team L.F.B.	3	1	4	
5	Carolyn	4	0	4	
6	Partial Recall	4	3	7	1st
7	Run away Mind	3	3	6	2nd
8	Sonic Boom	0	\	0	
9	Why Us?	3	3	6	2nd
10	Fit to Drop	3	3	6	2nd

that Style could be good for a laugh... some more laughable than others... OK so the door's on the wrong side... anyone can go unstable...

Well two medals and a zap came from that little foray, so that just left what we came for...4 Way RW (Formation Skydiving or whatever its called these days - showing my age again).

What do you mean I am the alternate/coach/cameraman?! There's gratitude...so the two veterans went off in search of senior teams leaving the Intermediates to fight it out...

Well I don't know who actually won but I think that nice Mr. Butler had some-

thing to do with it... but it was all very close with 'Fit to Drop' and 'Why Us?' being one point behind the Joint Winners (along with some nice people with some thing worrying them about a train?).

So medals all round then....

In the absence of some real competition (Why Us? being Intermediate this year!) The Freds scraped a win in the Senior RW.

Another quiet night in The Star before a dawn retreat via Edinburgh, Glasgow, Cark, London (Own up, just who was map reading?) and finally to Headcorn.

Thanks SPC and SSPA we will be back....

Peter Sizer D5745

Scottish Nationals 1992 Results

Event	Place	Team name	Competitors	Result
RW.4-way (Senior)	1st	Red Devils	1.Chris Allen..... Gold 2.Dave Alexander... Gold 3.Jason Grime..... Gold 4.Luke Taylor..... Gold 5.Dave Mitchell..... Gold	R.W.4-way 2nd Why Us?
RW.4-way	2nd	Social Exiles	1.Andy Pook..... Silv 2.Trevor Cannell..... Silv 3.Dave Sharp..... Silv 4.John Stafford..... Silv 5.K. Gibson..... Silv	R.W.4-way 2nd Fit to Drop
RW.4-way	3rd	Quadriga..	1.Billy Somerville..... Brnz 2.Mike Strachan..... Brnz 3.Doug Malcolm..... Brnz 4.Felicity Martin..... Brnz 5.Richard Buchan..... Brnz	Team Accuracy 1st H -Troop
RW.4-way (Intermediate)	1st	Partial Recall	1.Alistair Fortune..... Gold 2.Julie Michie..... Gold 3.Pete Mitchell..... Gold 4.C. Manning..... Gold 5..... Gold	Team Accuracy 2nd Mustgetbeers
RW.4-way (Intermediate)	1st	Capt FF & The sky Lords	1.Tony Butler..... Gold 2.Colin Jones..... Gold 3.Elaine France..... Gold 4.Annette Wlmsn... Gold 5..... Gold	Team Accuracy 3rd Why Us?
RW.4-way	2nd	Run away Mind Train	1.John Baggalay..... Silv 2.Andy Abbess..... Silv 3.Lisa Crewe..... Silv 4.Gary Lawrie..... Silv 5..... Silv	Overall Team 1st Quadriga
				Overall Team 2nd Egg
				1.Jannette Walton... Silv 2.Joe Foxwell..... Silv 3.Dave Trunks..... Silv 4.James Baird..... Silv 5.Pet Sizer..... Silv
				1.Phil Crawford..... Silv 2.Phil Cosgrove..... Silv 3.Steve Fairbrows... Silv 4.Jane Buckle..... Silv 5..... Silv
				1.Debbie Card..... Gold 2.Dave Ballard..... Gold 3.Les Carroll..... Gold 4.Jeff Chandler..... Gold 5.Carol Williams..... Gold
				1.James Frith..... Silv 2.John Smythe..... Silv 3.Cheryl Smythe..... Silv 4.Steve Hastings..... Silv 5.Bob Charters..... Silv
				1.Pete Sizer..... Brnz 2.Jane Buckle..... Brnz 3.Dave Crowhurst.. Brnz 4.Frank Davis..... Brnz 5.Andy Gibson..... Brnz
				1.Billy Somerville..... Gold 2.Mike Strachan..... Gold 3.Doug Malcolm..... Gold 4.Felicity Martin..... Gold 5.Richard Buchan..... Gold
				1.Brian Robertson.... Silv 2.Dave Burns..... Silv 3.Collin Bridges..... Silv 4.Dave Connolly..... Silv 5.Kevin McPhillips.... Silv

Headcorn Speed-Eight '92

With the sun shining, cameramen ready, and eleven teams registered the competition was off to a flying start.

Experience ranged from 84 - 4500 jumps so a handicap system had been introduced with the four most experienced teams needing to build; In-Out, donut-cross, open facing diamond, and bipole-donut, and the less experienced teams building; star, double zipper, snowflake, and double diamond.

The original idea was to lock the door on Symbiosis Suits and put the key on the tail plane, but the Chief Judge, Julie Allen, thought this was being unreasonable harsh.... I think it will be considered again next year!

After the first round it looked like the handicap system was working well with *Please Stop The Bus And Let My Brother Jack Off* completing in a reasonable time and only *Symbi Suits* of the experienced completing, *Where's Your Dytter Ronnie?* were a little over enthusiastic in their pairs turning and just failed to pick up the last grip. *Ramming Speed* demanded a rejump after they bounced 'gently' off one of the team and they didn't complete, they did not complete the rejump either but that's the way it goes. *Team Fire* looked the part in their Demo gear but struggled a bit due to lack of experience, but no lack of enthusiasm.



2nd Place Team "Adolfs Child". Photo by P. Sizer

The second round continued in similar vein but this time *Stop The Bus* decided to have a fast falling base.... nice stand up Billy!! This let the experienced *Adolfs Child* and *Dytter* catch up with completions.

The Return Of The Untouchables (last years wooden spoon winners) were looking a different team this year, getting very close to completing in time.... well they had me worried!!

Allison's team organized a great party in the village hall...bar, food, disco,... and the video of the days jumps... quite a few people owed the Telethon box 50p for various offenses, I hope you paid up folks?

Sunday dawned warm but cloudy which gave the competitors a chance to recover and the students a chance to jump. Three people managed to fit in their first freefall in the middle of the rounds. Well done folks.

Once the competition was underway again Air Traffic held two lifts at 3500' but a quick phone call and the nice men let all the rest get to 8000' without any more trouble.

Stop The Bus came close but not close enough, *Adolfs Child* squeezed an open facing diamond just in time to lie second behind *Symbi Suits*.



Symbiosis Suits.....Third point? Photo by Ian Thomas.

Ariel Sluts (including three C License jumpers) finally got all eight people holding hands... pity it was not the right formation though.. back to the drawing board!

In the fourth round *Symbi Suits* kept it interesting by doing THE formation as a second point and

cutting it fine!! But they still went home with the gold (another handicap needed next time!)

Adolfs Child made sure of second place, but *Ariel Sluts* last minute challenge (last team in the air) was only good enough to secure fifth place (but they were still buzzing at completing in 21 seconds and finishing with a disc for good measure!)

Some of the exits were really tight, and for the most part the tracking and safety awareness were excellent.

Some of the dockings were breathtaking, some worked and some did not and those in each category know who I am talking about. And it was not always the least experienced that were at fault - sometimes fast is very slow!

The video never lies! (unless it stars me of course....). There were many more eight ways built than were shown on the scoreboard... next year just build them in under 25 seconds...

Stop The Bus lead the less experienced teams and took the bronze and in case you are wondering... *The Untouchables* did not live up to their name and came in sixth, well done guys!

I think it is safe to say that once again this was a successful and fun competition for club members and visitors alike, thanks for coming folks and see you all at the LAC Meet in September.

Pete Sizer

British National Championships - Style and Accuracy

This years nationals were hosted by the Scottish Parachute Club at Strathallan, the first time the event has been held in Scotland.

1992 is the on year for style and accuracy with the World Championships being held in August in Austria and the jumpers competing for a place on the British team all arrived in time to take advantage of the practice day before the competition started.

The weather was perfect and everyone was able to do as many jumps as they wanted before registration in the evening.

After the usual short briefing on Saturday morning the drifter load took off at 9 o'clock with Doug showing everyone how easy it is to hit the pad on a blue-track!! With only five teams the clubs two Cessnas soon had them churning out. There was a natural break between rounds while everybody packed and it kept the club jumpers happy as they got a quick lob in. Three rounds of Accuracy were completed by lunchtime and with beautiful blue skies the decision was made to start the Style competition.

The pilots did an excellent job flying down-wind run-ins for the ground to air video especially considering the 206 pilot had never done it before. The camera operators also did an excellent job and nobody was missed on video or needed to rejump because of drift.

In between jumps there was ample time to relax in the sunshine and top up sun-tans as it was hot enough for bikinis and shorts.

Three rounds of Style were finished by tea-time and the competitors retired for the day to quaff some well-earned beer while the club jumpers made the most of the rest of the sunny evening.

Sunday dawned quite misty but as the day warmed up it soon burned off and the Accuracy competition got under way again. With higher winds than the previous day, fortunes started to change. Strathallan is notorious for its erratic and difficult wind conditions and this day saw them going from flat calm to limits then back down again within a matter of seconds.

Les Carroll showed his class by stamping discs with seeming ease while the rest of the competitors were having all sorts of problems, with some even missing the pit.

Four rounds of Accuracy and the final of the style were jumped until the sea mist stopped jumping after covering the drop-zone at an alarming rate. However, with only three rounds of the competition still to be jumped most people were pretty content (remember the weather at Weston last year)!!

A short break in the cloud and drizzle on Monday allowed just enough time for the eighth round of Accuracy and the completion of the team event. As expected 'H' Troop won the team event with half the score of the following two teams.

The competition was completed on the Tuesday with the individual semi-final and final rounds again bringing mixed fortunes as Steve Hastings missed the pad and Tim Andrewes and Les Carroll both finished on two discs apiece. Les produced the best ever performance by a competitor at the Nationals with a total of eight discs (should have been nine but he was given a rejump on one after the wind went over the top and picked

Results

1992 National Champion - Les Carroll		3rd - Katherine Andrewes
Mens Accuracy	Total (10 rounds)	Womens Overall
1st - Les Carroll	0.04	1st - Esther Reynolds
2nd - Tim Andrewes	0.26	2nd - Francesca Shashkova
3rd - Dave Ballard	0.33	3rd - Debbie Card
Mens Style		Intermediate Accuracy
1st - Les Carroll		Total (8 rounds)
2nd - Carl Williams		1st - Rob Roy 13.78
3rd - Jeff Chandler		2nd - John Smith 33.63
Mens Overall		Intermediate Style
1st - Les Carroll		1st - Rob Roy
2nd - Dave Ballard		2nd - John Smith
3rd - Tim Andrewes		Intermediate Overall
Womens Accuracy	Total (10 rounds)	1st - Rob Roy
1st - Esther Reynolds	0.27	2nd - John Smith
2nd - Debbie Card	0.40	Novice Accuracy
3rd - Chery Smyth	0.51	Total
Womens Style		1st - Mark "Zippy" Robinson 59.09
1st - Francesca Shashkova		Team Accuracy
2nd - Esther Reynolds		Total (8 rounds)
		1st - Army 'H'Troop 0.77
		2nd - Must Get Beers 1.38
		3rd - Scottish Parachute Club 1.52

up a 0.02 on the rejump). It was enough to confirm his place as National Champion for the second year running.

The Star Hotel in Auchterarder was a very noisy and drunken place that evening and special thanks must go to Sandra and Doc Flynn for an excellent barbecue (and to Bob King for running up and down the stairs with all the sausages).

The prize-giving was held on Wednesday morning with most of the silverware going to Les and Ladies champion Esther Reynolds.

It was nice also this year to see intermediate and novice competitors who all put on very good performances and seemed to enjoy the experience as well. Hopefully we will see some more of them in the future.

Thanks must go to the Scottish Parachute Club and its staff for the hard work they put in both before and during the meet, to the judges and video operators, and to all the competitors who made this years Nationals a very successful, enjoyable and hassle-free event.

Lastly, thanks to Prof. Tony Makepeace, who although he was not present was responsible for making sure the pads, anemometer and computer were available and serviceable.

Hope to see you all next year wherever the nationals may be.

Katherine Andrewes D7134



Individual winners from left to right: Intermediate - Rob Roy, Men - Les Carroll, Women - Esther Reynolds, Novice - Mark Robinson.

How to improve your level of skydiving

We have all seen or heard of them. We may have even been lucky enough to have jumped with one of them or at least bought them a beer! They make skydiving look like child's play.

They jump two, three or possibly four times more than us and clock up hours in free-fall while we are adding up our minutes and seconds! Sky-gods: love them or hate them, either way you probably envy them. Piras, Jefferies, Degayardon, Manos and the rest of the "close to 1000 jumps a year" club definitely know how to skydive, they are skydiving's "elite". But just because you only jump in a year what these guys do before Easter doesn't mean that you can't excel in your particular form of jumping. You are in charge of your destiny! Sooner or later those guys are going to go into retirement and that's going to mean some empty slots!

Sky-gods: love them or hate them, either way you probably envy them

Basically there are 3 ways to improve your skydiving.

- 1) Skydive more often, combining the use of video and proper debriefs.
- 2) Invest in a wind tunnel, spend lots of time in one or alternatively apply for a job as a Tunnel Instructor!
- 3) Use your spare time intelligently!

The first option is a pretty sound one, more and more jumpers are discovering the benefits associated with air-to-air video and relative work coaches. There are however a couple of problems here; firstly, it is not a cheap option though in the long run it is, and secondly, it is not always easy finding like-minded individuals who are willing to make the same group jumping commitment.

The second option is fine if you want to do mainly freestyle skydiving. While it's true you can polish up your basic R.W. skills like boxification, turns in place and fall rate changes, the potential of actually performing relative work with other flyers is well, let's just say limited. Also this option is not particularly cheap, since you don't have to pack or take time consuming rides to altitude you generally fly more in the tunnel than realistically you would spend jumping.

The third option is extremely viable and is accessible to every skydiver regardless of their skill level. Instead of spending the week indoors or down at the local why not spend some time cross training your skydiving. It's cheap and can also be great fun! Cross training is nothing new. Intelligent sportsmen and women make it an essential part of their training regime.

So, if cross training is so beneficial why don't all skydivers do it? Well some do, the majority of the best skydivers in the world do some form of cross training to assist their performances even if it is just some light stretching in the morning prior to jumping. However for a great many skydivers stretching or doing an ounce of physical work to help their skydiving is an unnecessary chore. After all, "skydiving is meant to be fun isn't it?" Yes, unfortunately due to the nature of the sport skydiving attracts

some of the laziest individuals around. After all the most energetic part of a skydive is the packing afterwards and nowadays you can "even" pay a packer to do that for you! Physical conditioning or powerful muscles are not essential to become a skydiver.

Quick thinking, co-ordination and body awareness is what is required to become a proficient skydiver

Quick thinking, co-ordination and body awareness is what is required to become a proficient skydiver. Quite simply, the better an individual knows his or her body the more chance that person will have at performing well in their particular form of skydiving. Superior body control is one of the main ingredients for successful skydiving. This is where cross training is of great benefit. In between jumping weekends or out of season, a wise jumper should try participating in sporting activities that will have an indirect benefit on their skydiving. I have listed various activities that I personally have done, or currently do, to aid my own skydiving but there are many others which are probably of equal benefit.

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Martial Arts

The martial arts are particularly good for achieving discipline, body control, flexibility and muscle conditioning. The only problem I found here was the seriousness of the sport as you progress higher up the grades may interfere with your primary objective.

Aerobics

This is of great benefit to your overall fitness especially your cardio-vascular system. It also aids loss of unnecessary fat and improves co-ordination and rhythm. If you don't fancy going along to a properly run class then try one of the many videos available through the high street stores.



Chris Gauge performing freestyle over Majorca. Photo by Kevin Harmer

Arnold Schwarzenegger took some ballet to aid his posing routine whilst training for the Mr Olympia.

Dance

There are as many different types of dance classes as there are different forms of skydiving. Whilst you may feel a "prat" prancing around the dance floor, just remember how great you feel when you throw a back-in five feet away from it's proper place! Freestylers who wish to improve on their form and body control may want to consider adult ballet lessons. Incidentally Arnold Schwarzenegger took some ballet to aid his posing routine whilst training for the Mr. Olympia.

Water-skiing

This is of great benefit to the lower half of your body as poor control with your legs will inevitably end up with you "wiping out". All forms of skydiving require a high proportion of movement with your legs so therefore any type of sport that places a large emphasis on leg control is going to be helpful.

Trampoline

I am a firm believer that with the exception of the wind tunnel, the trampoline is a freestyle skydiver's ultimate training aid.

Together with a coach you will be able to execute moves which can then be transferred to an aerial environment. Orientation on looping and rotations will also be strengthened. Relative workers benefit too from the extra leg awareness they will achieve whilst trampolining.

Stretching

This should be performed as often as possible and at least on the morning prior to jumping. Through stretching you increase suppleness, range of movement and help prevent straining and tearing of muscle tissue. Your routine should cover all your muscle groups particularly the lower back, neck and hamstrings. Several 20-minute sessions during the week will deliver excel-

lent results over a period of time.

As I previously mentioned, these are just a few examples of relevant cross-training activities. There are many others. Remember though, as with your skydiving try and make it fun. So if you take your skydiving seriously and can't afford to skydive every day, then consider cross-training. Given time I'm sure you won't be disappointed with the results.

Chris Gauge

Chris Gauge D8470 is a relative work instructor at the Cornwall Parachute Centre and is currently involved in cross-training to help his free-style skydiving and sky-surfing.

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To Russia with LPS

It all started with a Tee Shirt. Fran Gannon, through her sister Justine's connections in Moscow where she works as an interpreter, was invited to train in Russia with the Russian Accuracy team at a place called Serpukhov which is about 80 miles south of Moscow.

Off she went last year with her excess baggage which included some Tee Shirts and badges from the London Parachute School. From that visit came an invitation for LPS to send up to 12 persons on a sporting exchange visit. The offer then came through, officially State backed with the added incentive that once the air-fares were paid, all transport, food, accommodation and "cultural exchanges" (parachuting) were found by

our hosts. The date for April '92 was set and various people volunteered themselves. Most like myself never expected it all to be free, the fact that you "don't get nuthin for nuthin" well etched into most of our minds.

There were a few name changes with the final 9 confirmed to travel being Penny Lynch, Tom Ayerst, Rob Roy, Bernard Agopian, Adam Perry, Ken Langstone, Pete Nicholls, Dave Forster, Dick Barton and myself. Our expertise ranged from Cat-3 on Aeroconical to D licence holders.

Fran and Justine were already in Russia, but no longer called Gannon. As they have both now married Russian Skydivers they are now called something elski - but my memory and spelling can't handle their names anyway.

The Iron Curtain may well be down but now the Paperwork Curtain is well established and living safely in the Russian Embassy, London. Despite this we managed to have all the documentation and air tickets in order by the Thursday prior to Easter Monday, our off day.



*Hosts and guests pose by the Antonov 2 (note the pilot's chic headgear)
Photo by Bernard Agopian*

The BA flight from Heathrow was only half full and one of the air hostesses turned out to be a past student of LPS and another one an old flame of one of our team so the flight, you might say, went well beyond the courtesy that the Ads offer!!

We were met at the airport by Fran, Justine and about six members of the Russian 'delegation' who hustled us into a 1950's designed bus and we started our 2.5 hour journey to Serpukhov. The sights of Moscow receded and we were soon into Russia proper which has a general air of disrepair and neglect with everything grey, and waiting to be finished off.

The camp which was about to become home from home turned out to be an old Military camp which housed about 20

parachutists and drivers. Other than a few buildings, 3 Antonov-2 aircraft, about 30 YAK 52 Stunt training 'planes and 3 Mi2 Helicopters the place was very run down and appeared to have had no maintenance since VE day.

There was a simple toilet arrangement in the woods which consisted mainly of a hole in the ground with a wooden structure around it - the ladies was much better - it had a door. The only shower unit was about 100m away from our accommodation and consisted of 1 room with 3 shower roses and duck boards on the floor. The water was hot because there was a man whose job it was to get it hot. No one had ever thought of employing anyone over the past 10 years to clean

the place - but with one light bulb and lots of steam, who could see anyway? That was the down side - but all the rest was definitely up.

The Russians really put themselves out and the welcome feast, (and feast it was when we found out the normal availability and standard of food), was tremendous. We had hand shakes and Vodka, speeches and Vodka, food and Vodka, more speeches, toasts and Vodka, a barbecue Kebab party and Vodka, much talking (with phrase-books) and Vodka and finally we had some Vodka to finish off the evening. It would be true to say that one or two people were not exactly well at the end of the night and if I could remember anything I would probably tell you who!!

Owing to the weather and a certain

amount of whether or not, there was no jumping the first morning. Breakfast had been a non event as the food canteen was about 4 miles away in the nearest town. Meals all consisted of weak, milkless tea, an undetermined fruit juice, a soup, a fritter (probably fried mince and bread) on a bed of pasta and a chunk or two of bread. It didn't really matter what time of day you went for a meal it was generally the same - but on the other hand the meal would only cost about 15 Roubles (roughly 6p). So, enough said about that, apart from the point that our hosts gave each one of us 800 Roubles to pay

The canopy responded well in the sky and there was a comment made about Penny's accuracy improving tremendously from her normal Square canopy - whoops!

In defence of that comment I shall report that Alex, a Russian jumper, jumped my Sabre - the first time in his life he had ever seen one, and landed a 3cm score on the pad whilst I am quite pleased just to get in the pit now and then.

We were the first non Soviet Block sports people they had ever seen in 50

long ride and gentle landings - Not really what I would describe as steerable though. The price to the individual for all this attention was about 50 Roubles (60p) per student, unless you were sponsored by the military and then it was free. Their progression rate was very slow as over 150 jumps had to be completed before being allowed off the dope rope. One of the instructors (of PI status) had been parachuting for 3 years, his log book showed almost daily multiple entries leaving him with a total of about 900 jumps at that time. None of them were from a greater height of 2000m (about 6200') - so the learning



Flight line Brief for Students - Winter and Spring

for our food during our stay. If you consider that an average Russian's monthly wage is about 1000 - 1200 Roubles (£6 - £7.50) it shows how well we were being looked after.

After lunch on the first day jumping began. The sky cleared enough for us to get 4000' - 6000' and dodging the snow storms we all got a couple or three in. All except Dave who being our 'Round Canopy free fall student' had to wait for lesser winds.

There was a lot of swapping equipment and trying each others rigs. Penny Lynch was the first 'Brit' to go onto a Russian YT-15C, student free fall rig. It was a front and back set up with the main canopy being very similar to a Paracommander. It had a fail-safe pin operated AAD, activated by static line on exit. The idea being that you pull the handle before the AAD does it for you.

years existence as a Sports Club. Friendships were well established that day and we steadily progressed through to Style, accuracy and RW, gaining max altitude whenever we asked for it. 12500' in an Antonov-2 takes a little time but at least there were seats and room to move. We also all got a chance to fly, or steer, the aircraft as our hosts were very keen to let us have a go at everything.

The camp was on the edge of the DZ so we just walked out to the pit at about 10am daily to start the days jumping. The DZ was totally flat and about half the size of Surrey. It is used daily for accuracy training and student instruction. A first jump course was run during our stay so we were all kept interested and sometimes amused by the similarities in our training. Their equipment was very big, bulky and quite old, but the canopy (round) gave the students a

process went both ways.

During the stay most of us achieved 25-28 jumps and Dave on his Aeroconical managed 14. We also got a 20-30 minutes flip trip each in one of the YAK 52 stunt planes. An experience not to be forgotten. Everyone thoroughly enjoyed this unusual treat. Vladimir, the boss of the Aero club was determined to impress me with his flying - and he succeeded. There is no way I will ever become a jet fighter pilot!!

We spent two days sightseeing, one day intentionally in Moscow where we did the sights - and MacDonalds, and one day wiped out by weather, around the local high spots. You know, like Churches, Monasteries, Museums, more Churches. You don't see many bars, discos and eating places out in the hinterland. Our night time activities consisted mainly of very complicated ex-

planations of "Shit, there I was" stories told by using English/Russian phrase books, a lot of eye contact between some of the Russian girl 'sportsmen' and a couple of our 'well into fraternization' male members (whoops, wrong word again). Anyway, owing to loyalty and bribery they will remain nameless. Also the inevitable contest between us, trying to convert the 'other side' to our National Tipple, beer, whilst they couldn't understand that Vodka makes the novices fall over.

There was one other activity that warrants comment on its own. The Russian Sauna. Fortunately there was no snow available to roll in at the time but the image burned (good choice of words) into my memory is of myself and Bernard wearing nothing but sweat, woolly bobble hats and a look of disbelief whilst being assaulted by a 6'4" naked Russian, also wearing a bobble hat, beating seven bells out of us with half a pine tree and telling us it was doing us good. If only we had a camera - but the film would have melted.

The last day of the programme was, if possible, a climax to it all. The weather by this time had turned sunny and hot. We were all very relaxed, with each other, doing lots of RW or what ever else you fancied. The aircraft would do a run in at whatever height you required (up to 13500' that day) and everyone was keen to get as many variations in their log books before we finished.

At the end of the day we had a "Friendship jump" with 7 Russians and 7 Brits (my apologies to Bernard 'Le Frog') all exiting on one pass down the DZ at 4500', all under canopy by 4000', 3 seconds between our exits 5 second delay on opening. 14 canopies in the sky together with the aircraft flying around the perimeter of us wagging his wings in greeting.

After we had packed up it was time for us to lay out our farewell feast for our hosts, food we had brought on our day trip to Moscow at the tourist hard currency Supermarket (pay in US Dollars only). We started to prepare the meal,

we mainly being Rob Roy (ex Chef), and Adam Perry, but very soon the Russian ladies threw us out of the Kitchen and got on with it. The spread was fantastic. There were foods the Russians had never seen before and some which we had seen before though never as artistically presented - so we all unashamedly destroyed it. Another night similar to our first night, with lots of speeches (one from me in Russian even - I think), promises, presentations and just a little alcohol. Fortunately by now we were a little more positive with our Beer v Vodka battle and more control of the liquid situation. That doesn't mean that the outcome was any different, it just meant that the function went on a whole lot longer.

After many farewells the next day we bussed back to Moscow airport and reality. We flew back the day after the England v Russia football match in Moscow so the aircraft was packed. At least it gave us a nice police welcome committee at Heathrow.

It would take too long to describe the full trip in detail but the outstanding feeling we all had I think was humility at the generosity of our hosts who had very little but gave us everything. Willingly. Most of us gave away parts of our gear, goggles, zak knives, jack knives, gloves, trainers, jumpsuits, helmets, even pilot chutes. We had managed to club



Dick Barton the author, complete with furry hat and padding.

together in Moscow to buy a combined TV-Video unit for their club house which we presented on the last evening - For them to buy one it would cost 2.5 years wages. That was a definite hit.

We all returned quite happy with our lot as Westerners and all determined to gather some gear together to give them on our next visit - or before then if we can arrange it.

It is unfortunate that the reciprocal return of the Russian sports club on their exchange visit to us looks most unlikely to materialise through lack of funds and State sponsorship.

Dick Barton

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1992 DIARY OF EVENTS

DATE	EVENT	LOCATION
*24th - 26th July	Southern Regional Freefall Style & Accuracy Landing Meet	Eaglescott
18th - 26th July	Boogie (Large Aircraft?)	Headcorn
1ST - 9TH AUG	FORMATION SKYDIVING NATIONAL CHAMPIONSHIPS	PETERBOROUGH
3rd - 7th August	P/I Advanced Instructor Course 3-92	Strathallan
10th - 14th August	Exam/pre-Adv Instructor Course 3-92	Strathallan
13TH - 24TH AUG	CLASSIC WORLD CHAMPIONSHIPS	TRIEBEN, AUSTRIA
15th - 23rd August	The Espace Boogie	The Aerodrome, Brienne Le Chateau, France
22nd - 31st August	Army Championships	Netheravon
22nd - 31st August	August Bank Holiday Boogie	Sibson
2nd - 13th Sept	U.S. National Skydiving Championships (RW, CRW and Classics)	Yolo Airport California U.S.A.
12th - 13th Sept	Central Regional Formation Skydiving Meet	Langar
12th - 13th Sept	LAC Meet	Headcorn
14th - 15th Sept	AFF Instructors Course	Netheravon
15TH - 25TH SEPT	CANOPY FORMATION WORLD CHAMPIONSHIPS	ANYANG CITY, CHINA
3rd - 4th Oct	Southern Regional Canopy Formation Meet	Weston on the Green
4th - 11th Oct	World Cup Parachuting 4 and 8 Way R.W.	GAP, France
2nd - 6th Nov	PI/Advanced Instructor Course 4-92	Headcorn
Nov 07 - Nov 14	Fall RW Training Camp	Zephyrhills, Florida, USA
9th - 13th Nov	Exam/Pre-Adv Instructor Course 4-92	Headcorn
16th - 18th Nov	Cyprus Championships	Cyprus
Nov 19 - Nov 30	24th Annual Turkey Meet	Zephyrhills, Florida, USA
Dec 06 - Dec 11	Sky-Eye Sequential Performance RW/College Camp	Zephyrhills, Florida, USA
Dec 12 - Jan 04	Christmas Boogie	Zephyrhills, Florida, USA

Change of Location

* Change of Date



A beginner's guide to Florida

Jumping all the year round from big aeroplanes under clear blue skies was how I imagined Florida to be when I was a student. It is still the skydiver's equivalent to Mecca, but the reality is rather different to the view which I used to hold, and that which might be imagined by today's students. There are certain facts of Florida life which is helpful to understand when deciding when and where to go.

The first factor is the weather. There is virtually nowhere in the world which has blue skies and ten knots of wind for 365 days in the year, and Florida is no exception. Summers are sub tropical with high temperatures, high humidity, and rain in the afternoon. Even for the locals, conditions can be unpleasant.

Winter, from November through to Easter, sees the best of the weather and it is no coincidence that Phoenix, Zephyrhills operates full time only during this period. However, good weather is not guaranteed, and the winter of 1991/92 had been particularly bad with, for example, 17 skydiving days in February lost at Deland. However, you could go for three weeks in December and get 21 days of blue skies, nil winds and temperatures in the high twenties.

There are some 15 DZs in Florida, but most operate small aeroplanes and/or only work at the weekends. British jumpers gravitate towards the three main DZs at 'Phoenix', (Zephyrhills), 'Skydive City', (Zephyrhills) and Skydive Deland. Zephyrhills is 45 minutes drive north east of Tampa and one and a half hours drive west of Orlando, while Deland is 45 minutes drive North East of Orlando.

Some teams have also been making use of the small DZ at Flagler Beach. There can be advantages for RW or demo team training to have your own dedicated Cessna which will get airborne any time you are ready to jump, but do not go to Flagler as an individual looking for big aeroplanes and large loads.

Which of the big DZs you choose should depend on your priorities. Inevitably, current politics affect DZs and the situation does tend to change with changes in the personalities involved, but the general principles should stay roughly the same.

Skydive Deland is a serious skydiver's DZ and is not for the casual inexperienced boogie jumper. It will suit two main types of

jumper: first is the newly qualified student who wishes to become better at RW and who will benefit from one on one instruction. Do not think that being Cat 10 puts you outside of this group. Chances are that unless you have been very well taught and the instructors have been quite ruthless about progressing you through WARP, then you would benefit from the continuity offered by blue skies, 13,500 of feet altitude and instructors who are at the forefront of current RW thinking. The cost is not excessive, \$15 for your own jump, \$15 for the instructors slot and \$10 for the teaching, making \$40 per jump, or £22.50 per jump at the current exchange rate.

Skydive Deland

The second group to benefit from Deland are serious RW competition teams, the Centre is geared to 4-way or 8-way groups in several ways. Firstly, it is a main, if not *the* centre for RW knowledge in the world, and this knowledge can be passed onto you, at a price. Video facilities are available, although taking your own cameraman would be cheaper and more flexible. Packers are available to pack your canopy should you wish to concentrate all your energies on the skydiving (\$4 per pack job), and the atmosphere is totally geared to getting you in the air.

Secondly, and most important, they have a range of aircraft from Cessna's through to a Pilatus Turbo Porter and a Twin Otter. This means that even if you are the only 4 way group on the Drop Zone or the only AFF student, you will get in the air. This flexibility allows the DZ to open 365 days a

year, and while summer is not an ideal time to jump in Florida, Deland provides that facility.



PHOENIX



Zephyrhills airfield hosts two DZ's, both of them larger than most Centres in the UK. 'Phoenix' is the long standing business which is billed as the best known in the world. It operates a Casa 212 tailgate aircraft and a DC3, albeit 'Southern Cross' has been sick since before Christmas 1991. The full time season runs from the start of November through to Easter, and thereafter it opens only at weekends.

Load organisers are available on each lift, and are ready for people to walk up and jump with whoever else appears. Usually one organiser will take the less experienced people in a smaller group while the others try the more sophisticated stuff. 'Less experienced' usually means less than 200 RW jumps, although number of jumps is often no guide to ability; people with several hundred jumps might not admit that these were all accuracy, or that they are uncurrent. Standards and success rates on 'walk up' skydives can therefore be fairly variable. An unwritten rule is that you should be self critical and not accept a slot which is beyond your capabilities.

Occasionally a Load Organiser will gather together some of the better people and jump with them for a day. A permanent feature of the Drop Zone is Martin Evans' non profit making 'Sky Eye Sequential', which does better dives and videos the result, so that the participants may relive the

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success and examine the fine detail. The presence of the video also means that the finger can be pointed, and blame apportioned. In principle it is an excellent idea and various 'Martinettes' enthuse about the 'hot dives and good vibes'. Others, often those not invited or axed, find the whole performance somewhat nauseating and can do without the abrasive style. You pay your money and take your choice.

Skydive City

A couple of years ago, Jerry Bird left Phoenix and set up 'Skydive City' in a field next door, and it is still going strong despite a running litigious feud with the competition and much bad blood. It operates one Twin Otter (with more Otters on call), and a DC3. The mode of operation is much the same as Phoenix in that they offer Load Organising, in addition to AFF and 'one on one'. Basic facilities are now comparable between the two DZ's, with a trailer park, canteen, ablutions and an equipment store (an adjunct of the Sunshine Factory).

Which should you choose? This is not an easy question to answer. Supporters of Skydive City are vehement and can not understand why anyone should want to go next door. Many of the big names have moved across to Jerry Bird. Those who jump at Phoenix generally have nothing much to complain about, and it remains the Centre with the long established name, it is easier to find and tends to attract Europeans as first port of call. In the end your decision will probably depend on how many people you know at each place, which place you get used to and who you like. Skydiving is, after all, about jumping with people you like (most of the time). I have my own opinion but for the purposes of this article will remain sitting resolutely on the fence.

For an AFF student, the weather in

Florida makes it a great place to do the course, and all DZs operate a programme. I cannot comment on quality apart from saying that I have not heard of any adverse comments. It is a good idea to book a course rather than simply appear on the DZ. As with all matters aviation, do not front any cash to anyone in advance.

Switching to more general advice, if you are taking your own kit, the reserve will need to be sealed by a rigger. Be aware that the repack cycle remains 120 days in the USA, not six months, and you will need a conventional packing card rather than the new MOT type form now introduced in the UK. A repack job will cost in the region of \$30.

BPA third party is not valid in the US. To obtain this, it is necessary to join the USPA, at a cost of \$49.50. It is also very important to have medical cover valid for parachuting because the cost of even minor treatment in America is horrific. Smashed up after a hook turn, you do not want to be arguing how the treatment will be paid for. West Mercia insurance advertises an adapted winter sports policy which seems to work well.

Getting to Florida is currently very cheap because of a surplus of seats across the Atlantic. Unless you have a favourite bucket shop, good sources are the Sunday papers, the London Evening Standard and ITV's Oracle holiday advertisements (Page 350 onwards).

A car is essential unless you wish to be trapped on the DZ and own a tent. Fly-Drive packages can be bought with the air ticket, or can be bought separately, and are usually cheaper when paid for in sterling in the UK. Most now include Collision Damage Waiver (CDW), and this may soon become compulsory. Without it, you are liable for the whole

cost of the car should you have an accident. For those with more money than sense, the most expensive way of hiring a car in the States is to walk up to a car hire desk in the Airport Terminal Building.

Most cars are automatics which are easy to drive, and because the steering wheel is on the left of the car, it is not difficult to remember to drive on the right. The police are very hot on speeding, particularly on the Disney stretch of Interstate 4, and you must stop when a school bus is discharging children whichever direction you are coming from.

Camping is possible on all the Drop Zones mentioned and some have trailers for hire. Problems in using a tent can include the heat and humidity, ants which bite viciously, and getting washed away when it rains, but a single motel room can cost upwards of two skydives a day, so it can be a question of priorities.

Inevitable, talk of prices can become out of date within a few days, but the jump price of \$15 from 13,500 ft has been fairly standard for some time. Petrol (gas) costs \$1.15 per US gallon, and food in restaurants seems to be about half the cost of UK.

It is well worth considering buying new kit and collecting it in America. Total savings, which can be very substantial, can depend on your relationship with HM Customs and Excise on return. Most of anything can be paid for with a Visa (Barclaycard) or Mastercard (Access) card, leaving cash only really necessary for food and booze.

These pointers are by no means exhaustive, but by now you will know a lot more than I did before I went to Florida for the first time.

Nigel Jackson



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The man who couldn't fall off

The DC3 or Dakota is justifiably the most popular jumpship in the world, even though nowadays their numbers are dwindling. The ones that still haul jumpers up in the air are nearly all limited to the USA.

For years Zephyrhills in Florida was the mecca of World skydiving and from 1977 until 1984 was owned and operated by Jim Hooper. Jim now lives in England and writes books on South Africa.

Buried deep in the folklore of skydiving history was one story that really caught my imagination. It happened to a Captain in the Canadian Paras named Michel Reed. Without success we tried to track him down in Canada, although after talking to Jim I came to the conclusion that this particular incident might best be narrated by someone who watched the whole saga unfold. So this is Jim Hooper's version of a story that should by all accounts have ended differently.

One of my staff came in and said, 'Hoop', there's something hanging under the airplane.

"I remember one mid-day we put a load of skydivers into our Dakota and sent them up to twelve and a half thousand feet. This would normally take about 25 minutes. The aircraft would line up on jump run flying into the wind and as they approached the exit point, the pilot would throttle back and the jumpers would exit in groups to perform a series of freefall manoeuvres that would last about one minute. They would separate at approximately three and a half thousand feet to track away from each other to gain adequate separation so they could open their

parachutes."

"I was on the ground watching the freefall. As soon as I saw the parachutes open and that every one had opened safely, I went back into the office. Some ten minutes later, when the airplane had descended to perhaps 2,000ft, one of my staff came in and said, 'Hoop', there's something hanging under the airplane."

"Well we had a cinematographer who had attached two cameras on the outside of the Dakota, and I was quite sure this was what they were seeing, I told them not to worry about it. A few minutes later another of my staff came in and repeated the same thing. There was something hanging underneath the airplane."

"Convinced that there wasn't, I nonetheless got up, walked outside, and saw a lump, a figure hanging underneath the door of this Dakota. I looked through a powerful set of binoculars that we had mounted on a tripod, and sure enough, there was a body suspended underneath the airplane, underneath the door of the airplane."

"We did not have communications with the airplane that day, our radio was broken. I yelled at someone to call the rescue squad, jumped into my pickup truck, and went racing out to the runway. I felt the only solution was to prevent the pilot from landing."

"So I drove out onto the runway, down the middle of the runway, and by this time he was on short final, a few hundred yards off the end of the runway. The pilot obviously saw me but ignored me, apparently thinking I was going to pick up an injured jumper."

"When I saw that he was committed to landing I swerved off the side of the runway, at that point the Dakota passed me, going in the opposite direction, just off the ground."

"And I still have this vivid picture in my

mind of this chap hanging by one leg from the door, with his hands behind his head, pulling himself as far forward as he possibly could. Well I turned the wheel of the truck, looked over my shoulder, watched the tail come down very slowly, and saw him hit the runway. At which point there was a puff of blue smoke, and I thought he was dead. He had to be dead."

"What had happened was that Michel's group was the last one to exit the airplane, and his position was a rear floaters position. He swung himself out of the door of the airplane, out of the door, with his left leg still inside."

There was a puff of blue smoke, and I thought he was dead. He had to be dead.

"As he left the airplane, his jumpsuit had slipped over a pin in the bottom of the door and the pin punched a hole just above the cuff of his jumpsuit. Being an acrylic jumpsuit it was not going to tear, even with the weight of him hanging outside of the airplane, and there was no way for him to cut himself loose."

"The airplane was descending at 180 miles an hour, he simply did not have the physical strength to pull himself back up into the door. The jumper was completely hidden from the pilot's viewpoint and in fact had the pilot even turned around and looked, he would have only seen an empty cabin."

"As soon as the last jumper exited the airplane the pilot would have put it into a hard spiralling bank, descending at about 2,000ft a minute, and would have been on the ground in about ten minutes. The pilot had no way of knowing there was a jumper trailing outside the airplane and had no way of knowing he was about to spread someone

all over the runway.”

“By this time, some of our parachutists had run out onto the runway to stop the airplane. We had the rescue squad there, the ambulance, police, blue lights, red lights flashing. The pilot was completely mystified. Stopped the airplane, shut down both engines, unstrapped himself from the seat, and began walking back down the aisle. When he saw a foot, jammed in the doorway he was horrified because his immediate thought was that there was a dead jumper out there.”

“He looked out and here was Michel Reed, with his shoulders flat on the runway, arms outstretched, grinning from ear to ear, and saying over and over, I’m alive, I’m alive.”

“Well we cut him loose, put him on a backboard, because we were sure that he would have to have sustained serious injury and took him back up to the parachute centre building. The medics and a skydiver parachutist, who was a doctor, all checked him over. He had not a scratch on him. They put a blood pressure cuff round his arm, his blood pressure was absolutely normal.”

“And I said, ‘Guys, do me a favour, check me out’....And my blood pressure was just about off the scale. They said, Mr Hooper, we think you’re just about ready to have a stroke.”

“But he must have done some damage ?” I asked.

He bought about 3 cases of beer, and the last I saw of him that night he was well into his cups and the story was getting better and better.

“What in fact saved him was his parachute, because as his back came down the parachute touched first. At that time parachutes were perhaps 6 inches thick, and the cushioning of the parachute nylon on the runway saved his life. By the time the airplane had stopped only about 2 inches of that nylon was left - all the rest had worn and melted away.”

“As the plane came down he must have been terrified ?”

“Michel said as he was descending he wasn’t worried until the airplane was close to landing and then he was extremely concerned that his jumpsuit, which had hung on the edge of the door, was going to rip and that he would be too low to use his parachute.”

“Afterwards we had a whip round to collect money so that he could buy a new rig. I started it off by giving him a new reserve parachute, which of the two parachutes that he had was the only one that had been damaged.”

“What happened after that ?” I asked.

“He went straight off down to the off-licence and bought about 3 cases of beer, and the last I saw of him that night he was well into his cups and the story was getting better and better.”

Of course the irony in Michel Reed’s story is that his life was saved by a parachute that never opened !

How it was filmed.

Because we were already doing one story in Arizona, it made economic sense to film both stories at the same location. When Mandy rang Larry Hill, the manager of Skydive Arizona asked if we could land his DC3 with a man dangling underneath she got a very positive reply,

“If you want to hire my plane and drag someone down the runway that’s fine by me.”

I instantly knew we were going to get on with Larry. Problems were there to be solved. He owned enough planes to start up his own airforce and was a very current jumper.

Tip had all the right equipment and immersed himself in Kevlar padding. A full body harness under his jumpsuit held a steel cable that was bolted inside the DC3.

Ronnie Dunnet would lower him out and pull him back in for retakes. This was more difficult than we had imagined and overwhelmingly confirmed the impossible situation that faced Michel Reed.

Tip wanted to go for a ‘drag’ down the runway and Larry fired up his DC3. Exact lengths were important for Tip. Too short and he would have looked silly without any obvious problem - too long and Tip would have become much leaner.

Finally we were ready for action. Rob Parker, my ground cameraman, had a 700mm

lens placed down the runway. This would give that immense compression of an extreme telephoto lens that lends so beautifully to the mirage effect down long, hot runways. This effect enhanced the dramatisation because acting detail became immersed in the haze of reality.

Two drags down the runway were enough for Tip, besides Mandy’s old rig was looking distinctly the worse for wear.

After ‘take one’ I saw another angle. The radio crackled as Mandy asked Larry to go round again. “The Brits say throw him out again, they want another shot.”

Poor Tip he was now a commodity - it would cost us beer later.

Two drags down the runway were enough for Tip, besides Mandy’s old rig was looking distinctly the worse for wear. So as not to wear Tip out too quickly, a piece of wood had been inserted into the reserve container along with padded blue nylon, all which was covered in blue powder. The later was used to match Hooper’s description of a ‘Puff of blue smoke’ at impact. It all worked perfectly.

We had no shortage of volunteers for the exit sequence - it was a free skydive. Tip duly

climbed out as rear floater with 5 others jammed up tight. My foot was resting on the wheel of a cessna flying alongside.

“Where do you want the wing tip ?” my pilot asked.

“Close as you can” I replied thinking of other formation attempts.

The wing of the cessna overlapped that of the DC3. Slipstream aside, I could have wing walked.

“Oh. Just kidding” I mouthed, “Perhaps five metres would be cool.” I suppose he thought I was talent spotting for Top Gun II.

As we approached the DZ our team climbed out. I could almost hear the count. Suddenly they had gone, that is apart from Tip who was swinging uncontrollably beneath the plane. He was wearing a real rig now, perhaps a lump of wood wasn’t such a good substitute for a parachute after all !

So two weeks later - two Dead Men’s tales stories and lots of new friends.

Larry and Lillian gave us a last night party during which we thought of new stories to re-enact. They’re all out there just waiting to be done.

“You don’t have a cessna that we could crash for another story, do you Larry ?” asked Mandy.

“Come to think of it I do” replied Larry. Nothing is a problem in Arizona.

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50 jumpers from across the country took part in the First Annual Airmotes Invitational hosted at Perris Valley California, March 31 - April 5.

There were only a handful of national medal holders but nearly everyone had team training and competition experience.

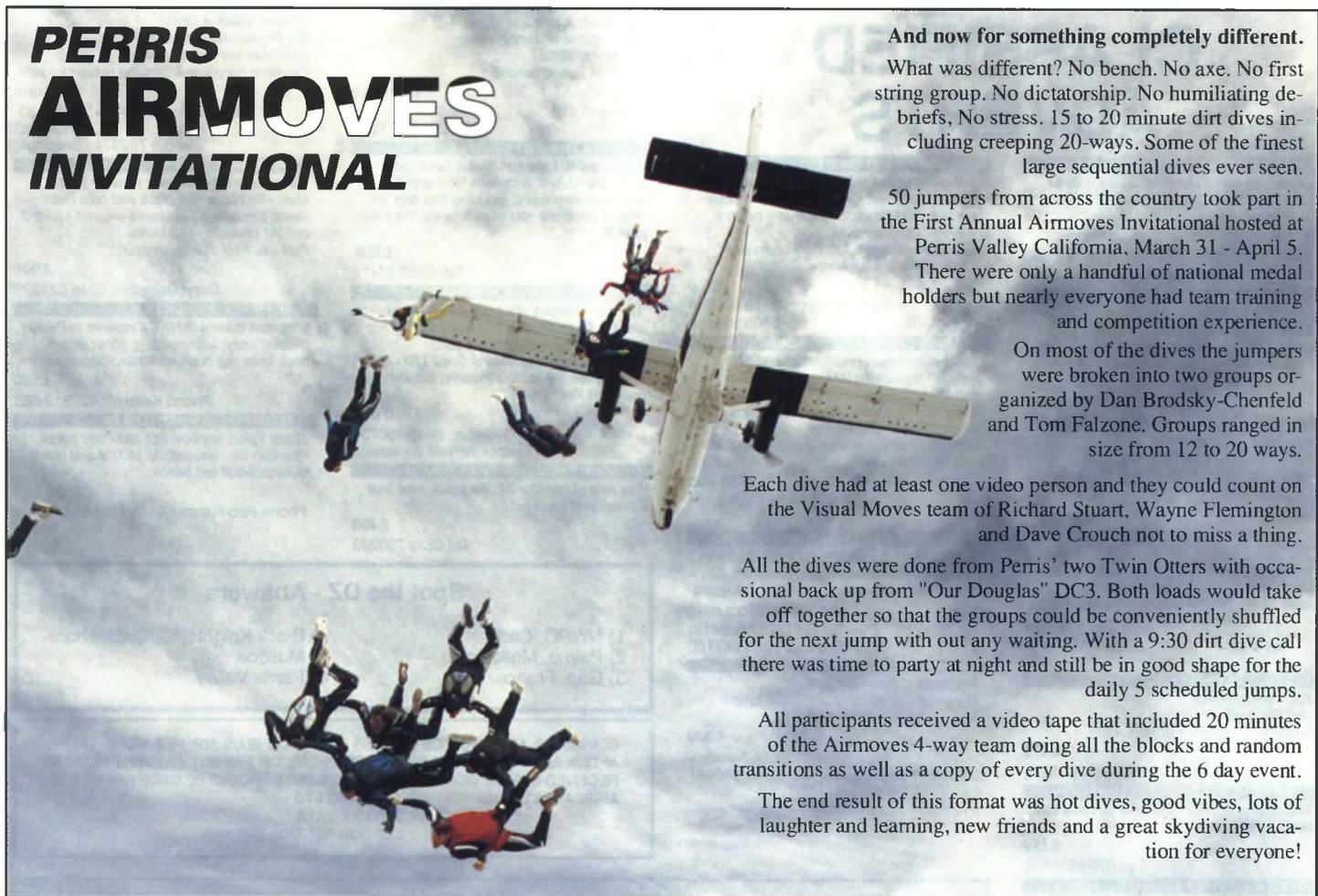
On most of the dives the jumpers were broken into two groups organized by Dan Brodsky-Chenfeld and Tom Falzone. Groups ranged in size from 12 to 20 ways.

Each dive had at least one video person and they could count on the Visual Moves team of Richard Stuart, Wayne Flemington and Dave Crouch not to miss a thing.

All the dives were done from Perris' two Twin Otters with occasional back up from "Our Douglas" DC3. Both loads would take off together so that the groups could be conveniently shuffled for the next jump with out any waiting. With a 9:30 dirt dive call there was time to party at night and still be in good shape for the daily 5 scheduled jumps.

All participants received a video tape that included 20 minutes of the Airmotes 4-way team doing all the blocks and random transitions as well as a copy of every dive during the 6 day event.

The end result of this format was hot dives, good vibes, lots of laughter and learning, new friends and a great skydiving vacation for everyone!





Photos by the 'Visual Moves' team: Richard Stuart, Wayne Flemington and Dave Crouch



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Tel: 0841 540691

Devon and Somerset Parachute School

Part time club based at Dunkeswell Airfield. Running 1st Jump Static Line Courses, Tandem, AFF Courses with very experienced instructors who have been running AFF at Dunkeswell for 5 years. Student Radio's, Reserves with AADs. Local Accommodation available, Meals available on Airfield as well as a Bar.

Contact C.C.I.
2 Wyvern Road
Sherford
Taunton
Somerset TA1 4RB
Tel: 0823 - 279780

Doncaster Parachute Club

See Target Skysports

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! New RAPS Equipment.

Dave Tylcoat
22 Higher Meadow
High Bickington
Umberleigh
Devon EX37 9AY
Tel: 0769 60726

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

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

Freebird Skydiving

Lincolnshire's new parachute centre situated at Manby Airfield. A friendly and fun club offering static line courses with progression to freefall using radios and AADs. Cessna 206 and tame seagull Jumpers of all experience levels welcome. Tandem jumps available. Canteen, toilets, good cheap accommodation and showers really close. Go karting and off-road 4WD on site. Open Fridays (Phone first), and weekends. Come and see! Tel: Airfield 0507 327877 Office: 0780 57587 or 0733 370883

Contact: Chris Donaldson - Chief Instructor
3 Reepham
Orton
Brimbley
Peterborough PE2 0TS
Tel: 0733 370863

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: 0384 88293

Headcorn Parachute Centre

Fulltime, 9 to dusk, very active midweek. All levels of instruction / progression. Tandem, AFF, RAPS, Rounds, WARP, Accuracy. Two Islanders - 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



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

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

Merlin Parachute Centre

Open every weekend and bank holiday. Beginners courses, excellent student progression, student radios, AADs, boots and helmets. Tandem, WARP, AFF, 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 Centre
Topcliffe, Near Thirsk
North Yorkshire
Tel: Weekends 0748 832521 ext 5367
Tel: Weekdays 0845 524713

Midland Parachute Centre

Skydivo MPC. Great weekend club. Islander, free kit hire, video and tandem plus SL and progression R/W jumping. Bunkhouse and showers, bar and cafe on airfield. All welcome. Cheapest jump prices in the Country.

Midland Parachute Centre
Dormers
3a Halstead Road
Gosfield
Essex CO9 1PQ
Tel: 0789 297959

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

Oxon & Northants Parachute Centre

Situated off A422 between Banbury and Brackley. Open every weekend, midweek evenings during BST months. Beginners SL 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
Stane, Nr Brackley
Northants
Contact: Mike Bolton
85 Oak Park Road
Wordsley, Stourbridge
W.Midlands DY8 5YJ
Tel: 0384 393373

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

Sibson Airfield
Wansford
Peterborough
Tel: Eiton 0832 280490

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.

Shotton Colliery Airfield

Peterlee
Co. Durham.
Tel: (091) 5171234 (091)3865315

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-to-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)

Sport Parachute Centre, The

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

Stirling Parachute Centre

Fulltime parachute training facility set in spectacular scenery. Convenient for both Glasgow and Edinburgh and easily reached off the M9. Beginners Courses run midweek and weekends. Progression from first jump to experienced free fall, RW, WARP, CRW, Tandem. Lecture rooms, Indoor training and Packing facilities. Camping Available. B&B nearby.

Stirling Parachute Centre

Thornhill
Nr. Stirling
FK8 3QT
Tel: 0786 87788/Fax: 0786 87748

Target Skysports Parachute Club

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. Radio helmets, AADs, student and experienced kit hire. Cafe, toilet and shower facilities, accommodation, caravans and camping. C206, Cherokee-6 and Piper Lance. Competitive jump prices everyone welcome. Unrestricted altitude.

Target Skysports

Hibaldstow Airfield
Hibaldstow, Brigg
South Humberside
Tel: 0532 505600

**Wild Geese Centre-
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Wild Geese Skydiving Centre

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

OTHER ORGANISATIONS ASSOCIATED TO THE BPA**The Free Fall Company**

Peter Allum and Kevin McCarthy have moved from Slipstream Adventures to Peterborough Centre. 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.

Slipstream Adventures

Run by Chris Lynch (current National Formation Skydiving Champion) as part of the Headcorn Parachute Club. We are the U.K.'s longest running A.F.F. school and have 14 rigs at our disposal. We offer expert instruction from expert skydivers at all levels.

Slipstream Adventures

The Airfield,
Headcorn
Kent TN27 9HX
Tel: 0622 890862
Fax: 0622 890641

POPS UK

Hon Treas/Sec Michael Allum
64 Ardeleigh Court
Hutton Road
Shenfield
Essex
Tel: 0277 219717

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

British Collegiate Parachute Association

Bath University	Manchester University
Exeter University	Manchester Polytechnic
Glasgow University	Oxford
Hatfield Polytechnic	P.C.London
Lancashire Polytechnic	Salford University
Lancaster University	University of East Anglia
Leicester University	

C/O P F Mayer
231 Heald Place
Rusholme

Manchester M13 9PG
Paul Mayer - BCPA chairman 1992
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41 Ellindon
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Peterborough
PE3 8RG

OTHER AFFILIATED CLUBS/CENTRES**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

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.

RN & RM SPA

Dunkeswell Airfield
Dunkeswell
Honiton
Devon
Tel: 0404 891697/891716

Northern Ireland Services Free-fall Club

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

Silver Stars Parachute Team

RCT Parachute Club
Azimghur 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

Joint Services Parachute Centre Hong Kong

Borneo Lines, BFPO 1
Tel: 0-483 7221

RAPA JSPC(L)

Bielefelderstr. Normandy, Kaserne
4791 Sennelager
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Cost for the AFF course (7jumps) is \$1045.00 US

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For further information contact:
 Flagler Aviation Inc.
 S.R. 100 Box 1636
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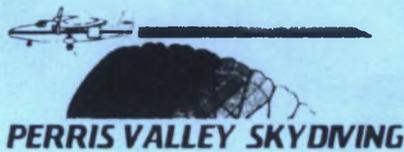


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