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Parachutist

December 1992



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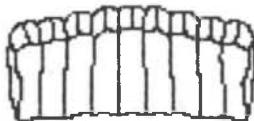
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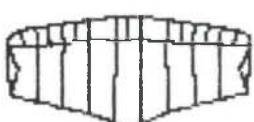
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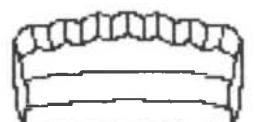
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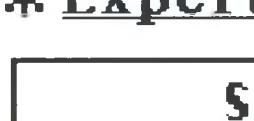
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*December /
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Sport Parachutist

JOURNAL OF THE
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Cover Photo by Kevin Hughes

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NEWS & EVENTS

New council decided

A vote for the 1993 council will not be necessary as there were 15 nominations for the 15 posts. Next year's line-up will be as follows: Chris Allen, Bob Card, Terry Carroll, Alison Cronnelly, Andy Fair, Phil Gibbs, Lizbeth Harris, John Horne, Kevin Hughes, Samantha Linklater, Chris Lyall, Mick Matthews, Kevin McCarthy, Bob Scoular and Lofty Thomas.

John Lines the present chairman decided not to stand for re-election as did Dave Hickling the vice-chairman, Steve Hastings, Amanda Kenny, and Richard Atherton. The number of council members has gone up to 15 from 12 and it is hoped that this will reduce the burden of work on individuals.

World Freestyle Skydiving Championships

This year's World Freestyle Skydiving Championships were held in the USA at Skydive Arizona. A total of 24 teams entered. The top placings were as follows:

(Freestyle/cameraman) **Male:** 1st Marco Manna (Italy)/Bruno Brokken (Belgium), 2nd Kazuhiko Kokubu (Japan)/Peter Raymond (USA), 3rd Olav Zipser (Germany)/Mike Vale (USA). **Female:** 1st Equal Dale Stuart (USA)/Ray Cottingham (USA), 1st Equal Tamara Koyn (USA)/Jamie Paul (USA), 3rd Rosalyn Tomkins (Australia)/Gary Cunningham (Australia). Britains David Drewette was 10th. Report and photos in next SP.

BPA DINNER DANCE

Book your slot early! This year the AGM will be held at Leicester on the 16th January. The dinner dance will be held in the evening. Tickets are £16, from the BPA office. The meal will be followed by a free disco for members.

Stop Press:

BCPA AGM, will be held at Langar.

Dates: 5th to 7th February
For Further details contact Jo or Rob – BE THERE

Editorial

Well, another year I thought I'd never survive is just about over. I don't like to indulge too much in reminiscing but I have not been able to resist a quick thumb through this year's issues of SP. Funny how it just never looks the same when you're on the inside; the pages bring back the memories of everything that went into getting it to press and onto the doormats- everything that went wrong as well as right. Of course it all starts at the author's pen, or the photographer's camera. The increasing number of contributions this year have made my job easier; unfortunately it also means that not everyone who contributes gets the pleasure of seeing their efforts in print. So, thanks, and sorry to those who tried and failed – don't give up. Thanks to the contributors who did succeed, especially the increasing number of contributors who are in the early stages of their skydiving careers; a reminder that the sport does not consist of Skygods alone. And of course a special thanks to our regular contributors; I won't name you; you know who you are and so do the readers. Looking forward to 1993 there are two things worth mentioning, besides my next birthday. Firstly we have a new council; the usual mixture of old hands and new. Unfortunately we have seen the departure of some hard working members who have given a lot during their tenure, I know that some have not stood again from

disillusionment.

One of the reasons for this is a general lack of appreciation from the members. It seems that people need to be constantly reminded that council members do a difficult job for no other reason than to put something back into the sport. BPA bashing has at times been almost as popular as jumping out of planes amongst the members; most of the people indulging in it put little thought into their criticism. I hope that during this year the new council will receive more satisfaction from their involvement and not find themselves wondering why they ever bothered.

The second event is the AGM and the dinner dance which will be taking place at Leicester on the 16th of January. This is a good time to get down to Leicester to mingle with the great and the good, the bad and the ugly of the sport and generally have a good time. Tickets for the dinner/dance are available from the BPA office. It's a relaxed affair although you do have to wear a dicky bow and dust off the old DJ or evening garb. After the meal is the disco which is free and lasts well into the night.

By the way, SP will have a stand in the lobby during the day so do pop by and say hello. See ya there.

Seasons commiserations

Ola



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CORRESPONDENCE

INCIDENTS...1

Dear Ola,

I completely agree with Gary McGuiness' letter and your editorial. You may be interested to know that I have made several approaches to council to be able to provide you with the information that you seek. All my requests have been refused. I have been refused access to all the Fatality Reports and all the Incident Reports. I find this refusal bewildering particularly as I am currently a Council member. The chairman has made several spirited attempts to explain why this refusal has been made but I remain unconvinced, as you are, by their validity.

I hope that with fifteen Council members next year and hopefully more regard to the views of the membership expressed through the magazine that this situation can be changed early next year.

Two of the main CAA responsibilities (and thus the BPA's) are:

1. Reporting and action of safety matters
2. Promoting safety through education

By failing to provide up to date and detailed (though possibly anonymous) reports to Sport Parachutist the NCSO I believe is failing in his statutory duties.

Consequently I am fully prepared, if I am confident of the necessary support from the membership, to pursue this matter directly with the CAA.

Yours sincerely,

Kevin Hughes

John Hitchen replies...

Dear Ola,

I was interested to read Kevin's letter regarding the reporting of incidents in the magazine. I understand that this subject has been aired on a number of occasions and I appreciate and respect the membership's desire for information.

Over a period of a year we are sent a considerable number of incident and injury reports, the vast majority are for minor 'student' landing injuries. These reports have been sent on a voluntary basis, with us relying on the good-will of the clubs and centres. These reports are very important, in the main for statistical reasons and for us (the STC) to get an overall picture. It is with this information that over the years we have been able to improve training etc, to the point where we believe the UK has the best safety record in the world.

If these reports were published, firstly the membership would find them incredibly boring and they would fill your magazine. Secondly, it is accepted in the aviation world that if specific parties are named, reports tend to dry up, which would give us a false picture of what is happening in the country.

Where an incident is unusual or serious and STC deems it necessary, not only will in-depth discussion take place, but an investigation may also be instigated. All this is freely minuted, copies of which all members receive in their magazine.

Where information is urgent it is sent out immediately in the form of either a Safety Notice or Safety Information Bulletin to clubs and relevant persons ie, Riggers, Instructors, Pilots and the magazine. No other country distributes information quicker, some do not distribute it at all.

When a fatality does occur it becomes a main STC agenda item, where the discussion is minuted. Any recommendations and conclusions from the Board of Inquiry Report are minuted verbatim.

I believe that there are people who wish to read only about the gory details. How would you feel if these details were published of your friends or family and they were not relevant to the actual conclusions or recommendations of a report.

As you will see from the above, all incident and injury

information is available and I feel that if you wish to highlight any incidents, you or a representative should attend STC meetings, then you would be able to report in any manner you wish.

Finally, Kevin's belief of what my statutory duties are is incorrect. My duties are not to report to Sport Parachutist magazine, but to report to Council via STC, and it is for Council to decide who has access to any BPA information.

Kind regards,

John Hitchen National Coach & Safety Officer

INCIDENTS...2

Dear Ola,

You ask in your Editorial why is it you never hardly ever received any incident reports in respect of Parachuting activities:-

I will give you many explanations as to why:- The aircraft is certified fit for parachuting duties as laid down by CAA. The equipment is fool proof. The jump pilot is extremely highly trained so that he can retain level flight even with jumpers running from one end of the aircraft to the other. The instructors are all fully qualified and experienced in all aspects of parachuting. The jump-master knows his job inside out. The DZ controllers are watching everything.

Only one person can throw a spanner in the works - and that is the jumper. Now, after all the training, after all the trouble taken to ensure safety and pleasure in jumping, no one wishes to cock it up and look a proper charlie.

They cannot hide it from the club they are jumping with, but, to have it splashed all over Sport Parachutist is another matter.

Blue Skies, soft Landings,
D Evison-Jowett 387566

EUROSCHPRECKEN

Dear Ola,

Many congratulations on your recent glossary in Sport Parachutist. I am also pleased to note the introduction of your new streamlined reporting system for parachuting incidents.

With regard to these two points, I wish to bring attention to the new European Committee investigating all EC parachuting incidents for the FAI. This Committee I have been instructed to set up on behalf of the EC Commission. All reports sent to you should in



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Contact Brad Reader (BB1) Bassingbourn Barracks, Royston, Hertfordshire SG8 5LX Tel: (0763) 249300

DISGUSTED OF PECKHAM

Dear Ola,

I feel compelled to write in response to the letter by Merlin in the August/September issue of SP.

I read his letter with a mixture of sadness and disgust. As an ex-member of Headcorn Parachute Club, I feel Merlin's treatment illustrates the general attitude of certain (although by no means all) members of HPC staff.

Over the last few years Headcorn has in my opinion, gone from being one of the best DZ's in the country to one of the worst. In the past people have been grounded for making too much noise (seriously!), bad spotting, and being "suspected base jumpers".

The prevalent attitude at HPC seems to be one of "we are doing you a favour by allowing you to jump at our Drop Zone..." I find this attitude totally unacceptable, and now jump at a DZ where my custom is appreciated.

Headcorn has the potential to be a great DZ once again, but not until the people concerned get off their high horse and stop treating their membership with contempt.

Blue Skies Andy Munn D9112

Jane Buckle replies...

Dear Ola,

My first reaction to Andy Munn's letter, was that it did not need a reply but after pondering a while I changed my mind.

Since taking over as Chief Instructor here three years ago the club has undergone a number of changes, some of my making and some completely out of my control. Many of the reasons behind the changes are too complicated to explain in these pages but we do try to keep our club members abreast of the situation.

Suffice to say I run a very busy drop zone (probably the busiest in the country midweek) on a very active airfield. We have to live with, and get on with, the other users of the airfield. With their co-operation I believe our operation to be completely safe. It is only fair that we do not upset either the other users or the airfield owner if we wish our club to continue operating here. Keeping the noise down helps in this respect.

Being a very busy airfield means that all users have to know where they can and cannot fly and where they can expect to see parachutists descending. Bad spots can be dangerous as parachutists can appear in places

where pilots do not expect to see them. Whilst I appreciate that mistakes can happen it is nevertheless a fairly serious offence and may need disciplinary action.

Anyone caught removing their normal size pilot chute from their rig and replacing it with a very large one is obviously going Base jumping. I do not wish this club to be associated with Base jumping and I do not want my members to think that it is an acceptable pastime.

We have a very large and happy membership who would like to still be jumping here in ten years time. I am sorry that Andy feels this way about my club and I am glad he has found a club more acceptable to him.

Jane Buckle CCI

SKYDIVING, SUN, TEQUILA, SHEEP AND MISSING T SHIRTS!!!

Dear Ola

The BCPA Easter meet 1990. But that was TWO YEARS ago! OK so this is probably the latest write up in the history of SP. Better late than never, and in any case it should put the tardy issuing of the mag itself into perspective!

With two and a half years having elapsed since the week in question, my memories are somewhat hazy. To be honest, they were pretty hazy at the time... However, here are a few of the things that I do remember:

Scorching sun; lots of people progressing really fast; a great attitude from the staff (keep jumping until we run out of rigs, and worry about packing later!); a massive barbecue; more sun; stoofing in at the bottom of a two-stack, and being unable to jump for most of the week; the ambulance ride that went with it; fields full of sheep molesting the hit-and-run accursists; another barbecue; more Tequila than you could shake a stick at; leaving my new backgammon set behind; students jumping until they ran out of money; then carrying on anyway; getting sunburnt; staggering back from The Bell in the evenings; the showers; generally having a good time!

I am sure that everyone there will have their own particular memories, but I can certainly say that everyone had a great time. A belated thanks to all the staff who helped to make it go so well.

All the people who went and are now reading this are probably sharing the same thought. Something along the lines of "Oh yeah, I paid five quid for a souvenir T-shirt that never appeared! What did happen to my money?" Well the answer is simple - I

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CYPRUS AFF

Dear Ola,

Myself and six other students have just completed an AFF course in Cyprus. It was ten days of good weather, hard drinking and a nice amount of sunbathing. Everybody on the course got CAT 8 qualified which was good going on the two AFF instructors' part. This letter is really from all the lads who were on the course to the two AFF instructors, so cheers Dave 'the RAF woollyback knock, knock, hello Mcfly' Wood D4729, and a course that flying dwarf Ed 'the head' Carole D4840, cheers chaps nice one,

Airborne BPA 535486

Book Review

PARACHUTING THE SKYDIVER'S HANDBOOK

The *Skydiver's handbook*, by Dan Poynter, has been around for many years now. I read it cover to cover when I first acquired a copy, and since then have used it regularly as a reference - for a compact book it is packed with a surprising amount of useful information.

It is very well illustrated, with pictures and diagrams liberally sprinkled throughout; one excellent example of this is the illustrated step-by-step guide to pro-packing a square, (so that's how you're supposed to do it!) A touch which makes the book even more readable is the addition every few pages of a little boxes with a quote - some are funny quips, others are snippets of skydiving wisdom. eg '*The best time to prepare for landing is before you get into the plane. Observe ground wind speed and direction, and whether it is steady or variable*'. (Eric Roberts). Heavyweights like Leonardo da Vinci, and Einstein ('*All motion is relative to the observer*') are in there, in good company with Anon (*When the people look like ants – pull, when the ants look like people – pray*).

The book starts off at the level of the novice with an introduction to the sport which includes a hilarious letter from a first time student about her introduction to the sport. Next is a chapter entitled 'Your first jump' which is a comprehensive outline of first jump training. A chronology of parachuting follows which makes a good read, (see box). This is followed by chapters on the parachuting emergencies, Freefall progression - AFF

and the (USPA) category system. (These early sections I have found useful on more than one occasion when tired of explaining the sport to a persistent enquirer).

Did you know?...

...that there is evidence that in the 1100s 'the Chinese amused themselves by jumping from high places with rigid umbrella like structures'?

...apparently, in 1938 a (mad?) man called John Wise 'twice permitted his balloon to explode at 13,000 ft over the US. Each time the underside of the envelope inverted assuming a parachute shape and lowered him safely'.

The latter half of the book has chapters on Canopy Progression (with an excellent section on spotting), Parachuting Equipment (very comprehensive), Specialised Jumping, – demos, BASE, water jumps, camera jumping – and finally Advancement in Parachuting which details the various badges and awards you can get (in the US) and covers competition jumping. The index doubles up as a glossary – which makes it the first index I have ever bothered to read through.

As I mentioned, the sixth edition carries the suggestion that it is a completely revised version of its predecessor, which was published in 1989. A lot has happened in the parachuting world since I got hold of the '89 edition so I was particularly interested to see the revisions; unfortunately they are few and insubstantial.

This is my main criticism of the volume. As it covers so much ground,

there is a lot of information that needs to be kept up to date and, probably for financial reasons, the 'completely revised' sixth edition is almost identical to the fifth. For instance there is almost half a page on the effects of repeated jumps on canopy fabric porosity (it even includes porosity values) yet there is still nothing that I could find on zero porosity fabrics and the newer canopy designs.

The Cypress AAD is mentioned in passing with no mention that it operates differently from the FXC – which is described in detail, with a diagram. The section on competitions could do with updating to include competitive freestyle jumping and a mention of the changes that are taking place in Formation Skydiving. Finally, a minor point, the photographs are now beginning to look a bit dated.

Overall the book is a mine of information and any skydiver, novice or experienced will learn from it and find it a useful source of information as they progress through their jumping career.

I hope in the not too distant future we will see a 'Genuinely completely and comprehensively revised seventh edition' of the *Skydiver's Handbook*.

Ola

Parachuting. The *Skydiver's Handbook*.
Dan Poynter.
Para Publishing, Santa Barbara,
California. ISBN 0-915516-86-1.
Sixth Edition, 1992.
Price \$19.95.



Eglinton PC

On Saturday the 1st of August 1992 against all odds the Eglinton Parachute Centre, Northern Ireland, opened.

Eglinton Parachute Centre is situated at Eglinton flying School, which can be easily found some six miles east of Londonderry.

The Centre which is owned and operated by Jim Rolston PI and George McGuinness CCI, offers static line courses, student progression, CRW, and Tandems, with no membership charge, visitors inclusive.

Based alongside Eglinton Airport, the Club has access to runways that can comfortably cater for a C130, never mind light jumpships, whilst at the same time being easily accessible from the mainland with regular flights to and from Eglinton, leaving only a five minute trip by car to the club itself.

As we are situated next to a full time flying school, the wish to try one's hand at piloting an Aircraft can always be granted, for a tempting... £50 per hour.

The centre will be operating (temporarily) on a fortnightly basis until the flow of courses prove consistent, though I'm sure that this situation will have changed by the time this article is published.

The opening weekend was made possible by the very much appreciated help from SPC Strathallan who flew in their Cessna 207 (Fox-Air) piloted by Ronnie Groat, which enabled the club's display team the *Blue Skies*, to drop into the Ballymen Showgrounds flying the Jolly Roger which was carried by George (Black Death) McGuinness.



Two hours later the team jumped into the Cooke Rugby Club, Belfast, which was the venue for an open air function for the Nigen Power Company, we pre-planned and unanimously agreed to call it a day after the demo, to allow the Jumpers and DZ party to treat themselves to the large quantity of free alcoholic delights and that were on offer, whilst at the same time drooling over the money we were paid for such an enjoyable days work. Nice one!

On September the 24th the club had the pleasure of receiving a four day visit from the regulars of Fife in Scotland, 'who just happened' to have packed an Islander in one of their kit bags, which on the first two days was dropping Jocks and natives into twelve grand of Northern Irish sunshine. Day three dawned jumpable also, but overcast conditions meant a fluctuation in altitude availability throughout the day.

Day four though was wiped out totally by a persistent cloud base of around ten

feet, but who cares? Three out of four ain't bad. Thanks for the visit, lad's and lassie's we'll return the fun jumping and intoxicating experience shortly.

I now wish to take this opportunity to express a thank you to everyone for helping to get the club rolling.

SPC Strathallan, Ronnie Groat, Whufos, Sky Gods, and Sky Gods in the making, to Fife in bonny Scotland, and to Donna our every cheerful manifestor who is always at the ready to spring into action armed with her can of fart repellent, and so as not to cause embarrassment, Joe McConville asked me to refrain from disclosing any names of those responsible.

So if you're feeling a little adventurous, why not drop in and see us? You can always be sure of a warm welcome. And who knows, you may be fortunate enough to get a jump with team *Helmet Cheese*.

Anthony Megahey D8853



Static line hang up

For those of us who started our parachuting career by the classic static line method, there was one incident the instructor taught you that was designed to give you nightmares, the 'STATIC LINE HANG-UP'. By all accounts the first time this happened was at Halfpenny Green in 1967. The instructor involved went by the name of Mick Reeves. Mick now lives in South Africa and prior to that Zimbabwe. I wrote several letters but they remained unanswered. Apparently Mick received one letter but didn't feel the incident was of sufficient merit to make a film about it. Then he saw our 'World Skydiving Championships' which he thought was very good, and thought that perhaps after all we might make a good film about his story. All this took time. By then I had interviewed the pilot of the Rapide - Bill Downes. So this is Bill's story.

Bill Downes was a jump pilot at Halfpenny Green Parachuting Centre, in Sept 67. Most weekends, weather permitting, quite a number of students would turn up, as it was quite an active club. Bill was involved in maybe ten to twenty flights per day, dropping jumpers from various heights. Students used to go out on static lines at 2500ft, and then they used to climb on up and drop the more experienced skydivers out at higher altitudes.

Bill obviously got to know quite a lot of the Instructors. One, Mick Reeves, was quite a flamboyant character and word had it that he was in the SAS. Bill knew him more by reputation than as a friend, but they had flown together many times. On one occasion when Bill was piloting a student flight, Mick

was jump master. The run-in at 2,500ft was uneventful. The first student got out on the wing of the Rapide, Mick made sure he was clear to jump, and away he went. The second person to exit, was student Mike Davies. Mick watched him out on the wing, took in the slack on his static line, and shouted, "Go!". Mike Davies left the wing and fell into the void. As he dropped away, Mick noticed the static line forming a figure of eight towards the left side of the pack. The line caught up on his pack and he jerked to a halt, dangling in the slipstream about twelve feet below the tail of the aeroplane. Mick peered out at him. Mike Davies was quite conscious, but was spinning with his left side to the ground, holding his reserve and looking up at the aircraft. Mick signalled to him not to pull his reserve.

"I did this", he said later, "for two reasons. One, if he pulled it prematurely, he would have taken the tail off the Rapide. Two, by this time we were well off the drop-zone, over rough country and buildings. Three of us inside the aircraft tried to pull him back in, but found it impossible, owing to the weight and drag created by the forward speed of the aircraft".

With a man dangling and all the other passengers at the rear of the aeroplane trying to help, Bill Downes had a very hard time flying. Bill said, "I soon realised there was something wrong because the aeroplane didn't really behave the way it normally should. For one thing I well remember the nose pointing upwards and the air speed falling rather quickly so I had to push the stick forward and apply power".

This, of course, made the task of pulling the student in more difficult.

Bill continues, "It remained flying and we continued along for a few seconds like this and Mick then informed me that there was a problem with a lad hung up under the tail."

They started to lighten the aeroplane by getting rid of most of the freefallers, and Bill struggled around trying to gain a bit more height, because by that time they were down to about 2,000ft. Crossing the drop-zone again, they climbed back up to 2,500ft, where Mick prepared to do the only thing possible. He had to try and slide down the line to cut the student free.

Bill was getting concerned that they had not been able to free Mike, and started to think through the next stage. He was considering the possibility of being able to land back on the grass with the aircraft moving as slowly as it could and hoping it would not do too much damage to the guy. In his mind, Bill knew this was a last resort, the student would certainly be very badly hurt if not killed outright.

Bill told me, "I was surprised the poor fellow didn't have a heart attack hanging and spinning under the tail of the aeroplane, especially when his training had been to expect an automatic opening of his chute on exit."

The student hanging on the static line must have been very, very disorientated. Had he given the signal that he was OK and in charge of all his faculties, Mick could simply have cut the static line from the plane, and the student could have opened his reserve parachute as he fell away.

However Mick was uncertain as to whether the student would be able to do this, he writes. "The reason I elected to go down and operate his reserve myself, was that he had been on the

end of the static line for about three to four minutes and with a ride like that, unexpected as it was, he must have felt awful, and I thought he must hardly have known which way he was facing half the time as this was only the third static line jump he had done."

Andy, looking suitably heroic, started to climb down the line and missed his grip...he fell past a startled Roly

What happened next was perhaps the only option left even though Hollywood would have been hard pressed to dream up such a scene. He handed his knife to one of the jumpers in the aeroplane with instructions to cut the static line once he had reached the student dangling below. With that he shinned down the line and grabbed hold of what was by now an extremely concerned student. Taking a good grip on the student's harness, Mick signalled up to the man with the knife. The static line was cut, and, as they fell steeply away from the plane, Mick pulled the reserve chute on the lad's front and let him go. Seeing the canopy billowed out, Mick tracked away to a safe distance before pulling his own. By this time he was under 1,000 feet, but as we've come to find out,

time and distance are of little consequence as they are compressed and expanded in real life drama.

Fortunately it worked. Both chutes opened properly, and they both landed safely at Halfpenny Green.

Mick Reeves, sergeant in the SAS, was later awarded the George Medal for bravery and as Bill Downes added "And to the they gave a gold watch".

Such is life and as we all know - you have got to get out of the aeroplane to be a hero!

HOW THE RECONSTRUCTION WAS DONE.

The reconstructions should have been straightforward - plane to plane shots and a bit of close-up in mid-air. The first problem was how to drop a student out of a plane without either hurting my actor or putting undue stress on the plane. My pilot Steve Groves was, like myself, a climber, so we looked at our rock climbing hardware. A figure of eight descender absorbed just the right amount of energy to fast fall for the cameras



Mick Reeves

while still maintaining a degree of gravitational control.

On one attempt, Roly Hopwood was the hapless victim, while Andy Guest of the Royal Marines played Mick Reeves. Andy, looking suitably heroic, started to climb down the line and missed his grip. He fell past a startled Roly, who was wondering where this fitted into the continuity. Dale Hinton in the cabin sprang to the rescue. Without thinking, he grabbed a bowie knife and cut the hanging Hopwood free. Unfortunately, Dale's macho reactions were just too quick, they hadn't yet reached the

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drop zone, and poor Roly joined Andy for an unexpected long walk home. No pit, no medal Dale - Sorry !

On the next attempt, Roly was exchanged for 'student' Simon Clarke. The cut-free episode went cleanly and we began the freefall sequence. This was supposed to be very simple, a ten second jump out of the plane at 7,000ft with Andy dumping Si's front-mount reserve. Because the student would not have had an altimeter neither would Si, although he did have it inside his jumpsuit for later, when he would have to cutaway his front-mount and come down on his normal main.

Si opened his reserve. It immediately candled, streaming above him in a classic malfunction

Unfortunately they went into an unscripted spin. Andy let go, and Si quickly dropped away from him, upside down and facing the opposite direction. Leo continued filming while Andy dived after him, shouting to Si to open his chute. Si, unable to see the earth or the other skydivers, had lost altitude awareness.

On the ground, Mandy stopped filming, sure that all three were about to 'go in' with unopened chutes. Si eventually saw Andy urgently making the AFF "PULL" signal. He finally realised what was about to happen, and dumped his chest-mounted reserve, on the basis that it was closest to the sky and so had more time to open. That broke the spell, and the others opened their canopies about four hundred feet above the ground, two seconds before they would have bounced. A most sobering moment only admitted to as a lesson to others. A long post mortem revealed that Si's last 50 jumps had all been from 12,000ft, and the 5,000ft difference, put together with falling back to earth almost caused a disaster. A rather sheepish Leo still found time to tell Mandy off for missing what might have been the last shot in the film.

So as not to lose our collective nerve we decided to go again for the one simple shot of opening a front-mount reserve. It had its own cutaway so that my student could land his own square chute. Everything seemed to be going well until Si opened his reserve. It

immediately candled, streaming above him in a classic malfunction. Leo, filming, tried to remember whether this was in the script. Si cut away and opened another of his three chutes - another reserve.

I couldn't believe it - I really couldn't work this one out. First a streaming roman candle followed by a white round reserve. The first should have been a normal 28ft orange and green military parachute with a normal opening and then chopped for Si's personal modern-day square.

When they landed, Si admitted to having put two elastic bands round the peripheral hem of the first reserve to try and retard its opening; he hadn't wanted to open upside down at terminal velocity with a chest-mounted reserve.

"Why do that?" asked Andy.

"To slow it down", replied Si. "I did it this morning, and it didn't seem to slow it down much at all".

Andy and Leo winced at the thought of what might have happened on the previous jump, if it had malfunctioned when he opened at three hundred feet.

"But why open the second reserve?"

"Well, when I reached round for my dildo to open the main all I could find was the end of

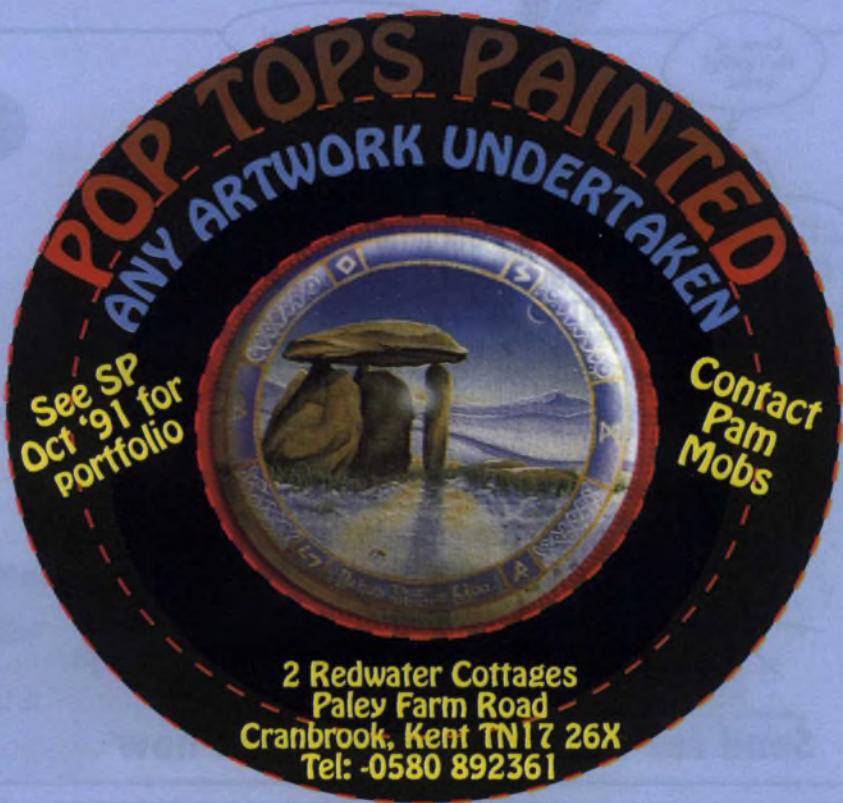
the severed static line. By that time I'd had enough, and just dumped the first working one I could find."

Up until this incident Andy didn't have any life insurance; the very next day he had a large policy.

It wasn't all horror though, and the rest of the jumps went smoothly. A plus point was the invention of 'air surfing' by Leo, as he hung with his cameras on the end of a jammed static line below the Cessna to get some point-of-view shots. He decided, 'excellent fun in its own right' it could become a new sport - 'Pure ecstasy'.

Did Mick like the reconstruction?

Mick Reeves loved all the other stories but was disappointed with his own. He'd expected us to use an authentic Rapide. We had planned to use the one at Netheravon until it burst into flames with Charlie Shea-Simmonds narrowly escaping with his life. It was a write off. The only other one Charlie could find would cost us £7,000 a day to hire and *no* they didn't want us to parachute out of it. So using a Cessna seemed the only alternative. Sorry Mick we tried. I don't think it in any way devalues the story nor detracts from what was obviously a very imaginative and brave deed.



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POPS CORNER

PARACHUTISTS OVER PHORTY SOCIETY

As we enter 1993, POPS, hopefully will update their image, there are proposals on the table to change the format of our competitions, (not a lot, just a little) and attract a more advanced skydiver. This is to keep abreast of the new wave of younger and very experienced jumpers who have been in the sport for a lot of years and have now reached the ripe old age when POPS membership is a necessity. We, subject to ratification at our meeting at the BPA Annual General Meeting, hope to change things. Not that we shall lose the basic but ever popular "hit and rock", (I still don't know how the Americans manage 4 to 6 seconds?) or an accuracy based competition, but that the accuracy should be preceded by relative work, like launch and accuracy or some form of speed star.. if you have any thoughts on the matter then please make an effort to attend the AGM or drop me a line.

We also hope to organise the odd weekend throughout the year totally devoted to RW, both for the experienced jumper and those who wish to progress. How about some POPS eight-ways, or even some POPS UK records? Again I need your input, after all POPS is your organisation, so tell me what you want...

We only have one new member to welcome in this issue, and that is **Victoria Zenkem** from Germany who is looking forward to visiting us at one or more of the meets next year, which takes me nicely into exactly that, next year's meets...

May 8th and 9th - Weston on the Green (RAFSPA)

July 17th and 18th - Halfpenny Green

and of course the big one...

The second World POPS meet at Umatilla, Florida, USA November 14th till 28th with the competition 17th to 21st.

We are still collecting names for those interested in an inclusive package for flight, accommodation, car hire, which can also include any special extensions or individual arrangement. (Although it seems a long way away there will be a lot of people converging on Umatilla and

Blue skies and soft landings

**Michael Allum POPS 252
Hon Treas/Sec POPS UK**

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Sky Surfing



Chris Gauge 'On board'. Photo by Kevin Harmer taken over Gap DZ, France

Skysurfing is totally outrageous! Not only is it unique in capturing the attention of the general public and skydivers alike, but it gives an amazing satisfaction to its performers as well.

Skysurfing is only a few years old, and appeared on the skydiving scene totally unexpectedly. Just when jumpers were trying to achieve faultless box positions, turning points or building mega formations, along comes the Frenchman Patrick Degardyon effortlessly and skilfully 'carving up' the skies on a board not dissimilar to a snowboard! Advertisers inevitably quickly caught on to this visual extravaganza with names like Reebok & Coca-Cola producing

breathtaking commercials, which proved to be highly successful. Also, following shortly afterwards, was the video 'Travelling 2' a large proportion of which featured Patrick demonstrating his phenomenal skills.

Not only does skysurfing look unique, the equipment is too. Obviously a board is required, the sizes varying from beginner boards (approx 2.5 - 3ft), to full size 6ft boards. These boards are all custom-built to suit the individual and all incorporate some sort of release system should the jumper go into an out of control spin, which is surprisingly easy! The jumpsuits are also special, featuring virtually no drag on the lower half of the body, and an incredible amount

of drag on the upper half. Other additions to a skysurfer's attire may include webbed gloves, a recovery system for the board, an unusual placement for the altimeter; some modifications to the parachute gear may be necessary.

Travelling through freefall whilst accompanied by a sky-surfing board, is an unusual experience to say the least! Once upright it is similar to a slow-falling stand up, but as soon as any movement is attempted a great imbalance is felt. The board has a tendency to want to fly inverted and given half the chance will try to adopt this position. Fall rates vary dramatically depending on the size of the board, from extremely fast on a

small board, to incredibly slow on a large one. If there is anything that keeps a jumper interested in sky-surfing it would have to be the challenge of mastering flight with a board and the satisfaction gained by completing planned manoeuvres.

Whilst skysurfing may look easy, it must be remembered that the likes of Patrick and the other top skysurfers have many hundreds of jumps on their boards alone, in addition to several thousand other jumps! Skysurfing is by no means easy, it fact it would be fair to say that it is possibly the most difficult and potentially the most dangerous skydiving discipline. It is incredibly easy to lose control of the board while in freefall, thus resulting in complete and absolute instability, often on several axes. The larger the board and less amount of drag on the upper body, the higher the likelihood of this happening. The reaction of the participant has to be instantaneous to prevent a scary scenario!

It therefore, goes without saying that skysurfing is a sport for only the more experienced skydiver. It is *not* something that a graduate, fresh from R.W. tuition should sink his teeth into. It is extremely important that any potential participant is 110% comfortable with his equipment, and also has completed numerous freestyle dives and has very good control of his/her body in a variety of different stances and orientations. Even then it is essential that correct equipment and guidance from an experienced skysurfer is given. Skysurfing at the best of times can be a very risky activity, and at worst a fatal one. Several accidents and deaths have already occurred as a direct result of skysurfing.

Because skysurfing is so visually spectacular and so much fun for its performers, it has to be protected

against possible restrictions or prohibitions. With this in mind, I would like to highly recommend that anyone serious about trying skysurfing goes abroad to a drop zone where it is a more frequent activity and obtain as much training and information as possible.

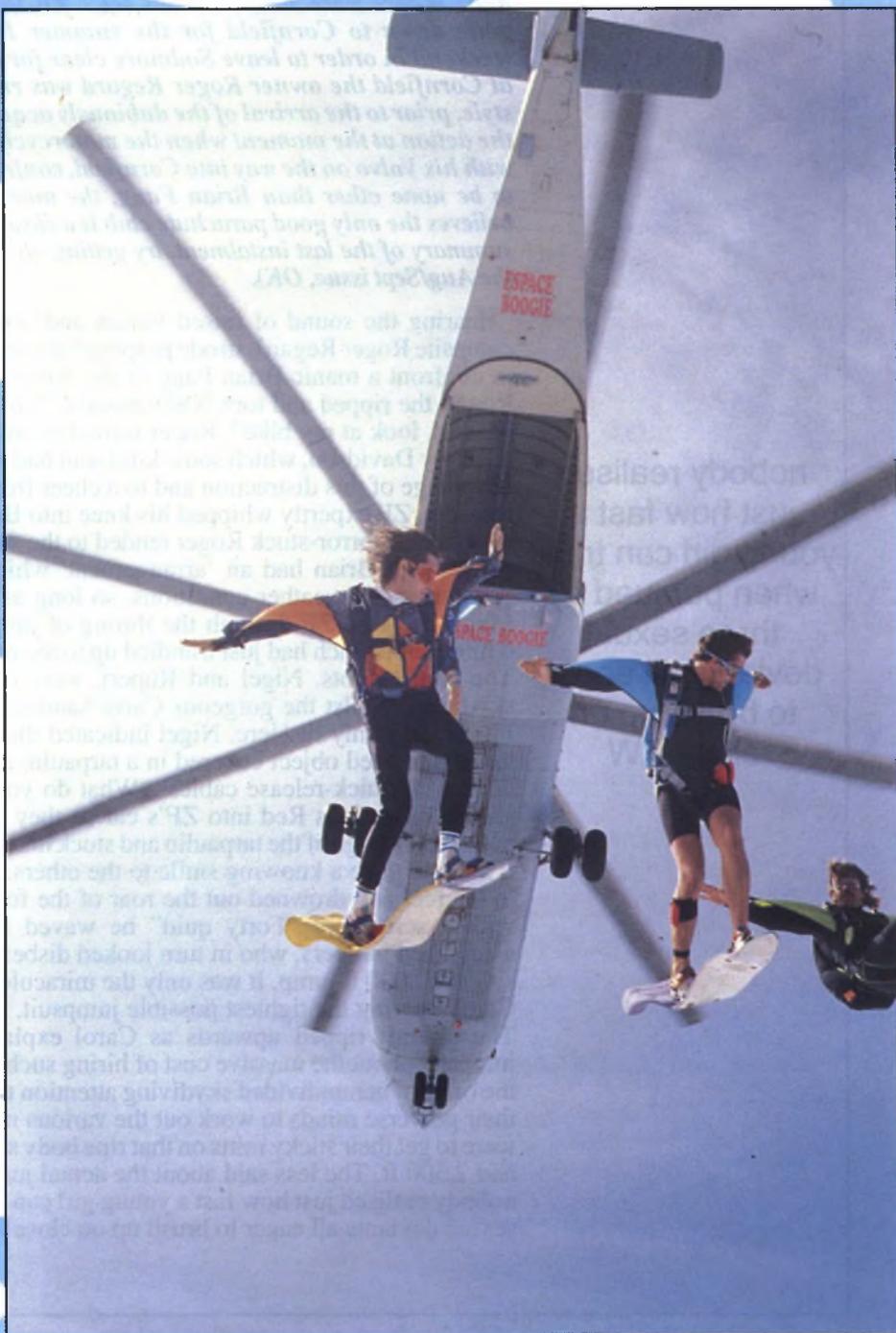
If this is not possible, then I will personally offer as much advice as I can. I can be contacted courtesy of the Cornwall Parachute Centre. If there was sufficient demand then I would

possibly consider running a basic seminar early next year.

Chris Gauge, D8470

Chris started skysurfing in Majorca in Feb 1992 under the guidance of Patrick Degardyon and 'That's Life' star Dave Gabbett. He attributes much of his initial success to these two people and has since gone onto complete over 100 'safe' board jumps.

Skysurfing at the Espace Boogie. Photo by Simon Ward





By Chris Devine

Ok, pay attention you lot, I know you are only reading this cause its pouring down outside, but listen carefully all the same, presuming that is you can tear yourselves away from admiring each other in those poofster pink fluorescent – skin tight jump suits you think make you an air-star, hah! Where were we... Now lets see... ZF, the Mad Major and Red had gone down to Cornfield for the summer Bank Holiday Herc-Boogie weekend in order to leave Sodmore clear for an illegal Rave. meanwhile at Cornfield the owner Roger Regard was ripping everybody off in fine style, prior to the arrival of the dubiously acquired Charlie 130. We rejoin the action at the moment when the motorcyclist, whom ZF had wiped out with his Volvo on the way into Cornfield, confronts him and reveals himself to be none other than Brian Fang, the much maligned BPA NSO, who believes the only good parachute club is a closed one!... (If you want a better summary of the last instalment, try getting off your fat butt and digging out the Aug/Sept issue, OK).

nobody realised
just how fast a
young girl can track
when pursued by
three sexual
deviants all eager
to brush up on
close RW

Hearing the sound of raised voices and scuffling from the area of the campsite Roger Regard, strode purposefully out of the Club House rear exit, to confront a manic Brian Fang in the throes of throttling ZF. Turning to Roger, the ripped and torn NSO shouted "I'm going to F*@"+*g kill this bastard, look at my bike". Roger turned to observe the twisted remains of a Harley Davidson, which some kind soul had pulled in off the road. Taking advantage of this distraction and to a cheer from the crowd of Fang-hating jumpers, ZF expertly whipped his knee into Brian's groin and pushed him away. As a horror-stuck Roger tended to the wriggling heap on the ground (Roger and Brian had an 'arrangement' which allowed him to dispatch students in all weather conditions, so long as Fang got his cut) Red and Major escorted ZF through the throng of jumpers and on to the waiting white Herc, which had just trundled up to the pan in front of the club house. The ship's pilots, Nigel and Rupert, were on the ramp welcoming the skydivers, whilst the gorgeous Carol handed out tickets and took names. Inside the dimly lit Herc, Nigel indicated the seats down either side of a large van-sized object covered in a tarpaulin and securely anchored to the deck with quick-release cables. "What do you reckon that is then, boss" shouted a curious Red into ZF's ear as they took their seats. The Major eased up an edge of the tarpaulin and stuck his head under; he quickly pulled it out and gave a knowing smile to the others. At this moment ZF jumped to his feet and drowned out the roar of the four Pratt & Whitney engines with a scream of "Forty quid" he waved the jump ticket at the two astonished jumpers, who in turn looked disbelievingly at the price of their single 12,000 ft jump. It was only the miraculous appearance of the divine Carol wearing the tightest possible jumpsuit, that quelled the enraged ZF. The aircraft ripped upwards as Carol explained to the three lust-sick jumpers, about the massive cost of hiring such a large airplane, it was only the offer of her undivided skydiving attention that mollified them, allowing their perverse minds to work out the various methods open to them if they were to get their sticky mitts on that ripe body somewhere between 12,000ft and 2,500 ft. The less said about the actual jump the better; suffice to say, nobody realised just how fast a young girl can track when pursued by three sexual deviants all eager to brush up on close RW!

Night fell and our three heroes looked sullenly at the slop on their paper plates masquerading as food. They were seated on wooden benches behind the club house kitchen, where high priced garbage was being dispensed, by a surly hag addicted to Capstan full strength cigarettes. "Jesus Red, I feel sick just looking at it" muttered ZF as he forked at the mess on the plate. The Mad Major dumped his entire meal into the handy waste bin and pointed up to the buildings' first floor, where Roger Regard and Brian Fang could be seen through a large plate glass window, tucking into a meal which was undoubtably not from the same pan as theirs. But to add insult to injury the curvaceous Carol Could be clearly seen serving wine to the two utter bastards. "That's not all", said Red, "Beer is £2.50 a can at the bar and crisps are a quid a bag, it's a wonder the loo doesn't have a pay-lock on it". "Sno use" replied ZF, "it backed up hours ago and half the camping area is flooded with shit". ZF edged closer to the other two and continued, "however, all is not lost and if what the Major saw under that Tarp is correct, I reckon we can repay Roger and Brian for this value packed weekend in style, but first I want you, Red, to pick a fight with the Herc dispatcher and ensure he won't be in any condition to fly tomorrow". At this last remark Red perked up, having spent his entire existence one step away from psychotic confrontation with anything that moved, this sounded his sort of task...

The next morning, unusually for an English summer, dawned bright and clear and everyone was up for the first lift, however, the flight arrangements had changed after the discovery of the dispatchers' unconscious body draped over the cesspit. But all was not lost as ZF volunteered to dispatch the first lift. As the plane began to move down the runway packed with the Sodmore Aces and a bevy of excited jumpers, Red bellowed at ZF, "I made the phone call and they are on their way, also the car is packed and parked on the main road." At this ZF slapped Red on the back and grinned at the Major who gave the thumbs up sign. At last things were looking up. Sitting next to them Carol smiled and continued to count the ticket stubs, unaware of the precise type of jump the boys had planned for her! The 60 other jumpers on board watched with detached interest as the Major left his seat and began to disengage the quick-release lines securing the cargo.

Meanwhile ZF moved to the rear of the Herc and as the plane climbed steeply past 10,000 ft he lowered the ramp, flooding the dim interior with bright light. Talking into the head-set to the pilots, ZF peered over the edge of the ramp and guided the still climbing aircraft back over the DZ. At a sign from ZF the Major released the last securing line from the cargo, allowing it to gently slide toward the ramp, where under the astonished gaze of the 60 non-participating jumpers, ZF, Red and the Major dragging a reluctant Carol followed it out into free fall. Avoiding the departing tarpaulin, ZF and company hung onto the Scimitar armoured tank as it rocketed away from the C130 in a very determined manner, going down fast. With huge grins Red and the Major released the panic stricken Carol who stopped violently in mid air thanks to Reds' pull on her reserve handle, with screams of delight the Sodmore Aces rode the steel monster down to 1,000 ft before dumping low. However, the Scimitar had no means of halting its downward rush, which explained why it impacted at an unbelievably high speed into the first floor, ground floor and basement of the Cornfield club house, well ex-club house now!

The Sodmore demolition team landed on the main road and packed their canopies into ZF's waiting Volvo, before quietly departing from the area. Meanwhile a catatonic Roger Regard was attempting to explain to several dozen RAF and Army Security Personnel (acting on a tip-off) exactly what he was doing with one of HMGs C-130s and a decidedly second hand Scimitar tank. Of Brian Fang there was no trace. As the Volvo negotiated its way out of Sussex, Red lounged in the back seat idly perusing a batch of EEC documentation that was addressed to ZF from Brussels. Bloody hell ZF" complained Red, "according to this paperwork Sodmore airfield is 200 acres of set-aside arable farming land, with an EEC grant of £80 an acre, you thieving bastard where's our cut".

three heroes
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and ensure he
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condition to fly
tomorrow

The End



Perris Valley DZ

A trip to Perris Valley

When I returned from California in mid August, there on my door mat was the latest edition of SP. Nigel Jacksons' excellent article: and 4 weeks skydiving served as the inspiration to write about skydiving on the other coast of America.

Perris Valley Skydiving Centre is approximately one and a half hours drive from Los Angeles and San Diego international airports and about 45 minutes from Ontario Airport. The route to Perris by car is very roughly any road east, then Highway 60 (Ramona Freeway) 'till it reaches the 215 interstate. Follow that South until sign posted for Perris. Alternatively, get on Highway 91 and follow that all the way out till it meets the '60' then go South on the 215 as before. If you are driving it ain't a good idea to leap into a car straight after a 10-12 hour flight. Stay in a hotel (there are plenty around the airport) and drive the next day. If you're not driving then there are a number of different ways of getting there:

When you get to the DZ you will be using the facilities of one of the world's top DZ's. *Everything* is of a very high standard. Before you're allowed to jump you have to get all your gear and documents checked. If you do not have USPA membership - if not you will have to join. You will also need a reserve packing card (not the BPA checklist) so that rig and reserve can be checked, and then your rig will be sealed. This is done next door at 'Square One' where all the riggers hang out. Then you have to go to *Blue skies Video* to complete the waiver form. You are videoed reading out a disclaimer which you then sign. If you don't complete the waiver on video *you will not jump at Perris*. At this stage you will be shown a video about the airfield - where to land and where not to. There is also a warning about the winds at Perris. These are strange - they have about six wind socks at Perris, which point in different directions - for that reason alone the advice is to pick one wind sock and land into the wind next to it, don't watch them all and go round in circles. The other thing to watch for are the 'Dust Devils' - these are mini tornados that appear



from nowhere, can be anything from 25 to 150 feet high and are very dangerous. If you see one - get away from it very quickly indeed - even if it means landing down wind - they are not safe to be around.

Aircraft: the DC-3 (mostly referred to as 'the 3') and *never* as a 'Dakota' - (Aint that what you British call it?). "Our Douglas" or ("hour Douglas" on account of how long it takes to get to 12,500 ft) is used only at weekends when there are enough folk to fill it. A full load is about 33 people. Being in the base or floating is wild, watching the divers come out is a real buzz - you have seen it on videos, now its for real. Oh yeah, and when the plane is loading, get there quick so you can sit on the sofas behind the pilot!

The Twin Otter is called 'Shark Air' on account of the painted teeth on its nose. It takes 19 people and will get you to altitude (12,500 ft) in about 20 minutes. The inflight door rolls up and inside the aircraft leaving you plenty of room and a big bar to hang onto. You can launch anything from that door!

There is also a turbine King Air which will take 14/15 people to altitude. This is very cramped and has a tiny door. Even 'Airmoves' looked squashed! Finally there is the Cessna 206.

To get on these aircraft you have to buy tickets (Perris will ask you to write your name and exit weight on the back of these) which you then hand to manifest. Skydives cost \$18 to 12,500 ft. Your name or group is then allocated to the next available aircraft.

If you buy 100 jump tickets as a block then the cost is \$17 per skydive. Special rates for teams are negotiable. The other concession to jump prices is the early bird load (1st lift of the day only) on Saturdays, Sundays and holidays which are \$9 to altitude, but you have got to be quick to get on those as the manifest fills very quickly indeed! (and is usually done well before the last lift of the previous day). The people who work at the manifest are outstanding; Chris Graham, Melanie Conaster, Toni Weinstein, Joanne Shreck-Morse and Gerri Brown plus Linda Sealfano and Steve Clark at weekends, run a very smooth operation and nothing is too big a problem to sort out. They are very good at accommodating sudden changes. They make sure you have a good time, jump with the folk you want to, out of the right plane at the right time. The load master is a guy called Claude, he is a real cool dude and a gent to boot. If you don't keep him waiting especially on the last lift ("you're taking up my beer time" he growls) you have a friend for life!

The facilities at Perris include Square One Parachute Sales, Bar and Grill (The Bombshelter Bar), showers and 'rest rooms' (the bog to you and me), swimming pool, camping area and video trailer.

Square One is an amazing place 'a toy shop for sky divers' is how one person described it - rows of brand new containers from floor to ceiling, racks of jump suits to buy or to try out before you buy, crate loads of Tevas and Frappe hats and acres of cool and groovy

T-Shirts and assorted skydiving paraphernalia.

Hiring kit is expensive, \$25 a day, plus \$1000 deposit if you intend to try kit to buy - the deposit is counted as down payment on your new gear as far as I understood. If you want to try demo canopies, no money is charged. Square One is owned by Tony Dominico - thanks for the Nova Tony! and Kim, Blue, Rachel, Kate, Edna, Pam and Annie are on the staff. They are regular skydivers and because of the weather and aircraft are extremely current. Given that they work in a 'Pro shop' there isn't much that they don't know about the latest developments in the sport. All the info they give you is for free!!

The 'Bombshelter Bar' and grill are where you eat and drink. They offer all the usual stuff and more, and twice the size. The Bar area is very well air conditioned - excellent for cooling down if you don't want to go in the pool. The 'rest rooms' are excellent by DZ standards, you just have to watch out for the Black Widows! The pool is for the use at your own risk and if you get tanked up and go for a swim, nobody's sympathetic if you start to drown. Otherwise it's excellent for cooling off in



Photo by Visual Moves

during the day or for 'hanging out by' when not skydiving.

If you want to camp out there is an allocated area by the Skydiving School, or alternatively, you can use the bunkhouse. Which is a giant trailer divided in two. The bunkhouse is \$5 a night but if you don't tell them you're staying there, all your kit is removed! If you

go in the summer forget the sleeping bag it's just too hot even with air conditioning, sheets are fine, if you don't have any of your own, bedding is available for \$5 per night. Alternatives for accommodation are Motels in Perris itself or in Sun City just up the road; in manifest they often have names of Motels that give discounts (20% was the highest I saw) for skydivers.

LANGKAWI BOOGIE 1993

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Another unique international Boogie is being organised by the same group that organised last year's Zanzibar Boogie:

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Rob Colpus: UK 0622 890967 - Fax: 0622 891236 or Alexis Perry: France (33) 93092171 - Fax: (33) 93704699

Finally the video trailer is available for debriefing, and like the bunkhouse is split in two, 'Airmoves' and teams in training were using the left hand room and everyone else the right. There are a lot of video people in Perris, some of whom are relatively new to this part of the sport who welcome the chance to practice filming groups – whatever the dive. Some ask you to pay their slot, others don't.

If you are thinking of going to Perris to do AFF or get some RW instruction - at whatever level - you can't go wrong. The School is owned and run by Jeff and Sheri Jones who must have one of the busiest AFF schools I have ever seen. The instructors are Ed White, Jennifer Powers, Sterling Peterson, Rick De Palma, Matt (with the gap in his teeth) and Dave Schultz and there are at least 400 more, I've never seen so many. Bill Beaver, Carl Algee, Dan Moreland and Joy Brown are all on Video as is Linda who runs Blue Sky Video. The AFF school has a very high success rate, the instruction seemed very thorough judging by the very small number of re jumps taking place - or are yanks natural skydivers?

The RW school is run by an Australian guy called Reggie who has a team of 2/3 people mid week who can help the recently graduated AFF student right the way through the experience spectrum. The Americans don't have a formal RW course like WARP, Reggie makes an evaluation dive with the student and then tailor the RW instruction to meet the students ability and experience.

He finds not having to follow a set, laid down pattern of RW dives much more student-friendly as it removes the 'oh no I've got to do WARP again - bang head *against* wall feeling'. Instruction is expensive, I think; you pay for your slot and the instructor's, plus \$10. If you go for team-training especially 4-way then the man to see is Dan Brodsky-Chenfield (known universally as Dan BC). He was coaching a German team whilst I was at Perris – watching the 'before and after' videos of this team was awesome. The British 4-way team have worked with Dan BC (see Chris Lynch's article in the last issue) to good effect - I don't know what he said to them on the phone, but they won the Nationals!.

Dan plus Troy and Mikey from 'Airmoves' organize skydives at the weekend – just go and ask and they organize plus do the debrief afterwards. At the time of writing 'Airmoves' are back in team training. Otherwise, the skydiving is what ever you want it to be. Even

if you go on your own, finding people to jump with is never a problem. When I first arrived I got manifest to put my name out over the PA system asking for people to jump with and three people walked up, shook hands and said "Hi, lets skydive", no one asks how many jumps you have got or wants to know 'how good you are'. If you go low, miss your slot, take the wrong grip or turn the wrong point, nobody, but nobody, chews your head off on the ground. The usual response is a big grin, the comment 'shit happens' and an invitation to make another skydive. The Americans don't bother giving people a hard time, just encouragement, they want the skydiving to be enjoyed.

Midweek the largest formations are 8-12 way (generally) and anything below that. However, at weekends, with the DC-3 flying, 20+ ways can be organised, depending on interest and numbers.

Oh yeah, I almost forgot, the one big downer about skydiving in California. The beer is absolute f*ing rubbish.**

If you don't want to skydive all the time at Perris, then go next door to the Microlite park, where you can get flying lessons or demo flights. On Sunday mornings you can go ballooning up Perris Valley, or do a balloon jump. We went to 3,000 ft and it cost \$60.

At weekends you can go jet skiing on Lake Perris or water skiing on Lake Elsinore (so I'm told). Some folk go skydiving at Elsinore at the weekend too. If you go in the winter season snow-skiing is within easy car driving distance. In the evening, most people graduate to the bar, this stays open until 11 pm midweek and much later at the weekends.

In Perris itself, popular eating places are 'The Taccito House' (Mexican food) or 'Greziano's' (Italian - very large pizzas!). Both are frequented by skydivers and have lots of skydiving photos on the walls. There is a Chinese (in an old railway carriage) about 10 minutes from the DZ and plenty of places in Sun City. If you can find someone to drive you, the bar called 'The Sports Stop' is an amusing place to go - Kim from 'Square One' works there some nights and when I went there they put on skydiving videos to make us feel at home.

HOW TO GET THERE

1. Greyhound bus (two journeys AM and two journeys PM \$15). The bus stations are always located 'downtown' and 'downtown LA' is not a nice place to hang around in. You'll need to get a taxi there and once you're there get inside and stay on the upper level - as somebody told me "an English white boy makes an easy target". With this advice I used

2. Shuttle service - at LAX (as Los Angeles international is known) there is an information booth called the 'Ground information office' (or similar outside by the taxi lane). You can get a list of companies that will take you directly to Perris. Use the free phones and they will tell you: how long it will be for them to get to you, where to wait and how much (3 companies do it between \$60-65). These are luxurious transit vans (not what I was expecting!) that offer a personal, direct service.

3. Taxis, if you're feeling very extravagant or you're in a hurry, or both, then any number of taxi firms will take you to Perris for about \$300. I didn't bother, incidentally, if you do go by Greyhound, phone Perris and they will have someone pick up at the bus station (won't they Melanie!).

Oh yeah, I almost forgot, the one big downer about skydiving in California – the beer is absolute f***ing rubbish. Most of it is served bottled, ice cold (an attempt to make it palatable, I wonder?). As far as I can remember, Californian law requires alcoholic drinks to be only a certain amount alcoholic so its not as strong as here; consequently it takes a long time to get wazzed. I found the draught stuff the most bearable, the only beers that even approach what you get in the UK are to be found in what are known as 'microbreweries' (bars / pubs that brew their own) and, man, they were fine! (I had to wait three weeks to find one!)

All of this, however, is trivial stuff in the land of blue skies and 1200 ft, good vibes and really superb skydiving.

On a personal note, the opportunity of going to Perris Valley Skydiving allowed me to make 108 skydives in just over 3 and half weeks. Back to back skydiving gave me plenty of practice; moreover it gave me confidence beyond any level I'd ever have hoped of achieving and my ability to skydive increased out of all recognition. I am certain that Perris would do the same for anyone. As they say - "God Bless America!"

Mathew House

SP Interview

Larsen & Brusgaard is a Danish company based near Copenhagen. Both Mads Larsen and Neils Brusgaard, the owners, have been members of the Danish 8-way team since 1976. They've both been to a total of 10 World Meets and World Cups.

Mads has about 5,000 jumps and 5 malfunctions, Neils has about 5,000 jumps and 7 malfunctions. Mads has an old Dytter but has just promised himself some sponsorship! Neils stole one from the company last year (Mads doesn't know!).

This is their first interview. SP went to France to meet them at The Poivre Et Sel restaurant in Bergerac during the World Record Base training.

Q. How did Larsen & Brusgaard start?

Mads: '81, no '78.

Neils: No it started because of the Dytter in 1977. We sold the first in '78. As an official company we started in '81.

Q. How was the Dytter invented?

We had a going low problem in our 8-way team in 1976 – Mads is an electronic engineer and I'm a mechanical engineer – so we designed a product, The Dytter, which translated from Danish means 'beeper'.

Q. What was the first one like?

A big matchbox size. It was a low budget development but it worked well and there are still one or two in operation. We even have a few spare parts left.

Q. Who were your first buying customers?

A Belgian 4-way team in 1978 – it was then that we realised we had a product we could sell.

Q. How many have you sold so far?

Between 7 and 10 thousand, that's almost the truth – certainly not much more than 10,000.

Q. Do sales continue to increase each year?

To our surprise – yes.

Mads Larsen and Neils Brusgaard

Q. Why are you surprised?

Our original thinking was that we produce a long lasting unit – so we are surprised that there are still so many new customers – we were also very naive as we were not businessmen we were skydivers and thought maybe just one Dytter per team.

Q. What about other versions?

Each year we make improvements and a new version. It's got more reliable, more efficient, louder, different speakers and now an LED that allows you to set the Dytter with far better accuracy and greater ease.

Q. What other products do you sell?

The Altilight which is a military, high altitude Altimeter also designed for night use. Then we have military version of the Dytter which has better tolerances.

For cameramen there's the Newton Sight of which we've sold several thousand. In fact we now have the Advanced Newton Sight that features an LED in the centre which is attached to a modified Dytter and a second LED on the sight that is connected to your camcorder – we make different connections for different makes of cameras.

Q. Have you forgotten anything?

Oh, you mean our ground-to-air video system. It's now been used at virtually every World Meet since 1985. We've just developed a super high resolution colour

Interview by Simon Ward.
Sward Sports will be happy to demonstrate the latest dytters and rigsights.
Tel: 0793 772 323. Fax: 0793 772 085

version that makes it almost possible to identify individuals at 10,000 feet.

Like the Dytter and Newton Sight we were surprised how popular the system became – we've made about 30 now.

Q. Is it a profitable business?

It depends what measurements you use – yes we eat, we skydive, we have three and a half people in the business. But we do put as much as possible into research and development and we guarantee satisfied skydivers.

Q. Do you guarantee your products?

Video systems carry a one year guarantee – but we believe in service and we will always do the best for any skydiver – it's an unwritten rule and our reputation – we guarantee satisfied skydivers.

Q. How about new products?

We have many in the oven. Several are non-parachute related as we try to get into other fields and markets.

Development costs are a big factor and the skydiving market is small. We'd like to go into other markets so we can continue to support skydiving – our first love in life. Low prices in skydiving – because of so many dealers in a small sport also keep prices down – this is great for skydivers but bad for research and development. For instance *Cypres* (an automated parachute release system) was developed by Helmut Cloth, (at Airtec) with personal money – if it was a purely commercial decision it might never have happened.

We both jump a *Cypres* and we understand exactly how good it is. In fact in '84 we also thought about such a device – not only did we not have the time but the money as well. If we had stopped skydiving and changed our lives then it may have been possible.

Q. What else for skydivers then?

We have something under development – it will probably be available by the end of next year – it should help freefallers.

USA 200^w_y

200-Way RW Formation built over South Carolina

After six days of trying, a group of mostly American jumpers completed a 200-way formation on October 24th high over Myrtle Beach, SC. If the feat is accepted by the International Aeronautic Federation, it will set a new world record for the largest RW formation.

The current record is a 150-way set last July in Belgium. That record topped a 141-way built in August 1988 in Illinois. The formation was completed on the 23rd attempt and, according to three judges, held for 6.47 seconds, more than twice the minimum required by FAI rules.

The jump was made from about 16,500ft from three Caribous, two Twin Otters and the DC3 'Mr Douglas'.

The formation resembled five concentric stars that were joined into one formation at

the 12, 3, 6 and 9 o'clock positions. The record represents the culmination of two years of planning by organiser Guy Manos. Although Manos had plenty of help from contributors both in and out of the sport, every aspect of the record attempt reflected Manos beliefs in

the value of efficiency and strong leadership. If a single word described the group's week-long effort, it is 'structured'. Manos put his planning game to good use trying to anticipate every possible contingency. Manos, with the help of a cadre of 'captains' and 'lieutenants', kept the group hustling for seven days while keeping the atmosphere upbeat.

Many of the jumpers in Myrtle Beach were veterans of previous large formation record attempts, and many remembered them as unpleasant ordeals. The site no doubt

had much to do with the group's sustained good mood. A fine Radisson Resort served as the skydivers' headquarters. Located on the beach in the heart of South Carolina's tourist area, the big resort had about

everything a visitor could ask for. Most of the jumpers stayed in the resort's condominiums and took advantage of the complete kitchens and other amenities. An empty lot the size of a football field served as the primary landing and packing area. The adjacent beach was wide

The formation was completed on the 23rd attempt and held for 6.47 seconds

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*The completed 200-way;
(The open grips in the fourth ring are intentional).
Photograph by Chris Conkright*





enough for landings even at high tide, and it ran up and down the coast as far as one could see. Still, the slate-gray ocean made everyone nervous.

Formation loads are difficult to spot, and the consequences of a bad spot were obvious. A large covered pavilion served as the jumpers' meeting area. It was lined with TVs for video reviews. Buses and vans shuttled the jumpers about five miles from the resort to the airport. The most significant variable that was beyond Manos' control – the weather – was almost perfect. Although the first weekend was bothered by clouds, the next five days were practically perfect.

The cooperative weather allowed the group to jump according to its own schedule, keeping morale up. Manos 'overbooked' the 200-way attempt, signing up 225 skydivers of which 219 showed up in Myrtle Beach. Most paid \$800 to participate, a fee that covered 25 skydives, nine nights at the Radisson, a Dive Rite jumpsuit and a bag of T-shirts and 'goodies'. The price was low because of the thousands of dollars pumped into the event by TAG Heuer, a French watch manufacturer. The family of skydiver Aziz Ojjeh owns the company, and it latched onto the event as a promotional tool. Although the proximity of the Atlantic Ocean concerned the jumpers, the fact that Manos had 'overbooked' the roster bothered them even more. Jumpers were rotated in and out on every skydive at the discretion of the captains and lieutenants, these leaders would replace one of their regular jumpers with one selected from a predesignated pool of 'rovers'. This systematic substitution meant even steady-performing jumpers sat out a dive or two. They ran the chance of watching from the bench as their cohorts built the formation. Most jumpers can handle getting benched if they make a mistake, but few like the idea of sitting out a dive because it's their turn.

The group made no smaller warm-up dives, after about an hour of dirt-diving it went up and tried a 200-way. Those early jumps went surprisingly well, most

built to 150 or larger, but all were hampered by problems typical of big dives: jumpers low or lost, or formations that funnel in a small area. The early jumps convinced everyone that it was possible to safely drop more than 200 skydivers onto a field right next to the ocean.

Texan jumper Joe Nepute did the spotting, peering out from a hatch in the floor of the lead Caribou. During the climb to altitude, Otter pilot Charlie Kenlin directed the small fleet of aircraft through practice jump runs, allowing Nepute and the pilots to check for drift caused by winds aloft. Upstairs winds one morning topped 60 kts, and the jumpers landed on shore that time only because Kenlin – backed by pilot Mark Borghorst of Mr Douglas – patiently insisted the jump run be changed.

some jumpers were landing on roads, golf courses, trailer parks, palm trees, volleyball nets, small yards, and a McDonald's parking lot

Thus, only a few people got wet – mostly by landing in the knee-deep surf. One did, however, manage to plunk down far enough off shore to find himself in water over his head. There were a number of more serious landing accidents, however, photographer Norman Kent went to hospital with leg and back injuries after building-induced turbulence collapsed his canopy at tree-top height. The injuries will ground Kent until the end of the year.

Another landing jumper struck a TV cameraman who was kneeling at the inside edge of the landing area, on the jumpers' side of the 'do not cross' tape. The jumper received a nasty bruise on her thigh. The photographer, who socialised with the jumpers that afternoon, later sued the organisers.

While some jumpers dealt with fickle winds in the designated landing area, others were exploring Myrtle Beach by landing on roads, golf courses, trailer

parks, palm trees, volleyball nets, small yards, and a McDonald's parking lot. Variable winds meant that jumpers often landed downwind, even after making a real effort not to. The first few jumps also proved that 200-plus skydivers could safely share the skies after break off. The relative work stopped at about 5500 ft, when Manos, in the base, deployed his main. Breaking off at this altitude meant about half the load tracked for 20 seconds before deploying. Separation was never a real problem, although at least two jumpers collided soon after their mains opened but separated cleanly.

Twenty seconds of tracking spread the group out over a huge area. Some jumpers would find it easy to land by the hotel while others were forced to land more than mile away. After landing, the rules called for the jumpers to be packed and in the pavilion in 15 minutes. One couple from California brought a packer to help them meet this schedule. Once in the pavilion, jumpers were encouraged to check any of the four or five different videos set up along the walls of the room. Then they waited a few minutes while the captains rehashed the jump and formed a plan for the next dive.

When that short meeting broke, the captains announced the 'BOB' time – butts on buses – and the jumpers were released for 15 minutes or so. There was no group 'debrief' or video review of dirt diving. Substitutions were usually announced during the bus ride to the airport and the aircraft were boarded without any walk-throughs.

Everyone quickly fell into the routine and few, if any, chafed under the bit. Although most of the participants seemed pleased with how the first few jumps went, optimism had faded by the third day. After having an inordinate number of problems – including a wild funnel – the base 12-way spent a day listening to the snide comments of those in the outer rings. The base cleaned up its act, but then the grousing started about the next ring (the purple). When purple started doing its job well, the load

became critical of the next two rings in turn (green and yellow). Finally, on the last full day, it was the outermost ring – the red one – that was getting the sideways glances. Most of the last 10 jumps or so were good ones – formations of 190-plus that flew well. The usual reason for their failure was a few people going low, either because they couldn't stay up with the formation or because they mixed it up with an adjacent buddy.

The fall rate was quite fast. Nonetheless, most jumpers used the swoop cords of their Dive Rite suits to give them extra stopping and salvage power. Some wore weights, all wore flotation gear. The rate of substituting decreased as the week wore on. Some of the rovers were assigned permanent slots, while some jumpers had performed poorly enough to earn indefinite bench status, and a couple were grounded by bad colds and injuries.

Surprisingly, the 60 seconds or so of 'working time' was plenty. Even the first floaters out of the Caribous and the last divers out of the DC-3 – the jumpers with the farthest distance to cover after exit – found they could reach the formation, set up, and work in 40 seconds or less. The design of the big formation allowed it to be built rapidly. Everything was going well – good weather, reliable aircraft, great spots and four consecutive five jump days. But it started looking like the group would fail. Not only did individual jumpers continue to go low, there were problems keeping the concentric rings together. Jumpers complained of tension that broke grips and of open grips that were impossible to close.

Some began questioning the design of the formation, saying its geometry was such that it couldn't be completed unless it was built and flown without any distortion at all. Manos and his captains tweaked the formation. They put some unattractive breaks in the yellow ring and moved four red 'diamond closers' into the red ring. Everyone was reminded of the importance of docking and driving towards the center; this would close up any gaps and take tension off the

grips. The idea was to try to put one's face a few inches from the knees of the jumper in front. A momentary 200-way Thursday night was encouraging but the group had been nearly this close before. The group had three of its 25 jumps left, but might not even get to make those because one aircraft had to leave at noon. One captain announced Friday morning that the week's previous jumps had been practices. "Now it is time for the meet to start," he said. The first jump that morning was good – another 190-plus – but everyone remained concerned. Most were veterans of other large formation attempts. They know that a group can make jump after jump with only one or two frustrating problems that prevent success. Would the 200-way effort end the same way?

For the first time in more than a week, the jumpers didn't know what they were supposed to do or where they were supposed to be

The next jump felt like the one on the previous afternoon. To the skydivers, everyone seemed to be in, the only people below were photographers with those funny jumpsuits. The group as-

sembled back in the pavilion, not sure if they'd succeeded or not. "It's up to the judges," Mike Johnston announced. The scuttlebutt was a grip in the red ring had not been held long enough.

The captains finished their meeting and the group was sent to the packing area 'with gear and jumpsuits, ready to go.' Here we go again, most thought. We're in hell. The jumpers built the formation on the ground in the packing area, one of the two or three times all week this time-honoured ritual was performed. Judge Sherry Schrimsher worked her way through the five rings until she was standing in the middle of the formation. And with a sombre voice announced she didn't have much to say... to a group of new world-record holders.

The assembled jumpers looked dumbfounded for an instant before hugging one another and telling each other what a fine job each had done. For the first time in more than a week, the jumpers didn't know what they were supposed to do or where they were supposed to be. Uncharacteristically, Manos had neglected to give them instructions for one aspect of the record attempt: how to celebrate success.

Mike Truffer

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COMPETITIONS

Weston on the green 4-Way scrambles 1992

One Sky God, one experienced RW jumper, one intermediate early RW jumper and one 'Baldrick' ie, a cat 8/9 jumper. This just might be the successful formula to find a British team to beat TAG!

The Weston 4-way Scrambles, now entering its' second year, is sure to become a highlight of the jumping season at RAFSPA. Inspired by Nigel Rogoff in order to enhance the skills of all the club jumpers, it is a perfect medium for our early RW jumpers to learn and gain invaluable experience from the elder statesmen of our sport, elder being the most appropriate description of most of the entry in the Sky God section!

Following the draw, 12 teams were formulated, and as each got to know who they were jumping with, the serious business of dirt diving began.

From the moment the Islander took off for round 1, it was obvious the standard, as in 1991, was going to be high.

The first team out of the door, *Cheadles Pips*, turned in a creditable 5 points in time. This was quickly followed by *The Long and Short of it* led by Tim Homer, who scored a very smooth 6 points. The gauntlet was well and truly thrown down in front of Pete Bath, determined to make amends for his teams fourth place in '91, and as always everyone on the DZ knew about it! However, this year all the 'mouthing off' looked like it may pay dividends as his team, *Fanny Rats*, also scored 6 points to put the pressure onto *Bambino*.

it is a perfect medium for our early RW jumpers to learn and gain invaluable experience

A convenient wind hold after Round 1 enabled everyone to take a breather and enjoy the videos in the clubhouse. A good chance to see candidates for the most entertaining dives on screen – John Parker's dynamic efforts to

shepherd Clare Jones, in her first 4 way, into the right piece of sky, Bob Simmons team in a very brief perfectly inverted Meeker, but best of all Geoff Cumming's team spending all 35 seconds rotating pairs while preventing his Baldrick from dropping grips for a bust.

Round 2 was to begin with a no-show, no-grips 4-way speed star. *The Long and the Short of it* maintained their lead with a 9.7 second star followed by three further points in time. Tim Homer's impressive or dubious exit, depending on whose team you were on, lying on Sonja de Witt's back, but with no grips, resulted in the fastest speed star. *Fanny Rats* were unconcerned however, adamant that they would win by scoring more points. No such luck, a sluggish 18.7 second star, and 4 points sent Bathy scurrying back to the I-slides, now under pressure from behind in the form of *Graham's Grippers* with a total of 9 points and a 12.9 second star and *Team Rabbit* also on 9 points but with an 18.3 second star. Fourth place for *Fanny Rats*? Wouldn't it be rough justice!

Sunday dawned dull and wet and stayed that way. So, the '92 scrambles would be a 2 round meet and that speed star time would prove to be crucial in deciding the outcome. After one more showing of all the videos, to the accompaniment of rapturous heckling and hilarity from winners and losers alike, it was time to present the fantastic array of trophies gathered together by Nigel Rogoff. The winners; Tim Homer, Andy Cliff, Lisa Johnson and Sonja de Witt, took away their cups, the scrambles shield, a meal for four donated by 'The Ben Johnson' pub, and champagne. Second, well it's better than 4th, Pete Bath, Chris Delahunt, John Smith and Glyn Lewis –



1st placed team -- *Long And Short Of It*. Photo by Pete Harlow

trophies and a bottle of Ben Johnson's best wine. And third, Graham Heywood, Jane Spence, Bernard Agopian and Paddy Adams – more trophies.

Tim Homer's impressive exit....lying on Sonja's back

A special prize was presented to the 12th and last placed team, *Chaos* – Tony Cummings, Hugo Hoyle, Nicky Homer and Lisa Winter.

A few notable awards were presented:

For attaining Category 10 in the competition: Sonja de Witt, Chris Agutter and Ashley Kemp.

For keeping Gingie awake all night: – Ashley's Saturday conquest – name unknown.

Oldest competitors – plenty of candidates here, but Bob Hiatt took the prize by a few months.

For, well work it out yourself – a box of wine gums to Pete Bath.

RESULTS					
Placed	Teams	Members	Points	Speed Star	
1st	The Long And Short Of It	Tim Homer Andy Cliff Lisa Johnson Sonja de Witt	10	9.7 sec	
2nd	Fanny Rats	Pete Bath Chris Delahunt John Smith Glyn Lewis	10	18.7 sec	
3rd	Graham's Grippers	Graham Heywood Jane Spence Bernard Agopian Paddy Adams	9	12.9 sec	
4th	Team Rabbitt	Rob Harmer Anthea Lee Andy Rees Ashley Kemp	9	18.3 sec	
5th	Cheadles Pips	Dave Cheadle Liz Harlow Niki Fegin Chris Agutter	6	17.1 sec	

And so to appreciations. Firstly, to Roggy, great idea, great organisation, great prizes and of course, great fun. To Mick Raftery, for not only this particular weekend but the whole season at RAFSPA. To Ali Wright and his team of camera men, Pete Harlow, Malcolm Knox and Andy Ford with a special

mention for Richard Hamblyn who kept them going with packed rigs.

Finally, to all the RAFSPA staff, pilots, refuellers, manifestors etc, and of course the competitors without whom it would not happen.

Pete Harlow

Julian Gregson



Many of you will already have heard the sad news of Julian's death, following an accident in Afghanistan in July. He had been in Afghanistan some six months and was working for the HALO Trust.

Most of us knew him from the time he worked as PI at the London Skydiving Centre at Cranfield in 1991. Several of us began our skydiving careers in the summer of that year and Julian was very much a part of those first heady months.

He was an irrepressible character. He could be irritating, exasperating, unintentionally thoughtless and at times a complete pain in the neck. He was also genuine, kind, affectionate, always cheerful and fun to be with. He was constantly in search of a girl, a bed for the night, a meal, a pint, a lift

and a job, but he would always give you his last Rolo (if he hadn't eaten it already!).

Julian was an avid reader and contributor to *Sport Parachutist*. As a lover of the sport, Julian would be thrilled to know that, although no longer with us, he is still managing to get a mention in the latest edition.

He is remembered with a great deal of affection and gratitude and is sadly missed.

So long, Ship's Cat

Kate Ross

THE NATIONALS (PART II: SPEED-8)

After their narrow defeat in the British National Formation Skydiving Championships last August, the *Freds* returned for the postponed Speed 8 held over the weekend of 17/18 October at Sibson and took first prize.

Saturday morning, brilliant clear blue skies but very, very cold. Sibson's day-room was wall to wall with people as eighteen teams jostled to register. Myself, called out of retirement for the weekend, equipped with thermals and multi-layers of warm woollies, coloured felt pens dusted off ready to manifest again. If you were puzzled by the title of my last report it was a misprint, it should have been 'over the board'. At Sibson the manifest is a large white board next to the telemeters over which the manifester has a view of all that happens from the packing area across the runways and enplaning point clear down to the DZ.

As the milling around subsided into the start of the competition with the dives drawn, judges standing by the telemeters,

stop watches in hand, props turning, a frantic Simon Smith, team captain of *You Don't Want To Do That* was still trying to make up eight. Lacking the promised Scots, he even offered me a place on the team, seven really desperate people! They eventually achieved a creditable 18th place (out of 18) the only team not to score.

Finally finding an eighth member just minutes before their lift took off. They did get three 6-ways, not bad for a team with an average of only 200 jumps each. "We could have got an eight if you had let us do round four!" Simon said.

On the Saturday we did seventeen lifts and were well into round two before the light went. Round two began with *Mind Games* on 11.09, .07 of a second ahead of the *Freds*. *Last Call For Alcohol* and *Adolf's Child* close behind with 12.44 and 12.59 respectively. We continued with air-to-air using only five camera people and a fast jeep to get them back until fortunately the white stuff moved to another parachute centre. Then God turned the lights out!

Sunday, wheels off at 9.00 am another nice day but with more threatening cloud we

decided to keep the option of using air-to-air and fly a four lift cycle. It was obvious there would not be enough daylight to complete four rounds with all eighteen teams.

On the Saturday 'good old/young reliable' John Wheeler of the *Freds* had done sterling work as aircraft judge all day, with his camera gear stashed in the aircraft ready to do a stint if needed. As the first lift on Sunday was about to roll, without camera persons as it was blue all the way to the top, the *Freds* drove onto the airfield; to my horror I realised I had forgotten to put a judge on board. Frantic hand waving by me to the pilot (see the advantage of having the manifest where we do?) and once again John Wheeler to the rescue.... thanks mate!

Again by midday the white stuff appeared but more broken this time, we continued to ground-judge but put camera people on as a backup. One lost his lens and one, no names (but it was Max Guthrie) did not turn his on. "It requires a special technique," he said. It gave *Mind Games* a re-jump but still only third place.

On completion of round three and little time before the lights went out, the six leading teams went into round four. The final results...

1st	42.50	2nd	44.26	Neil Stokes
RED DEVIS		LAST CALL FOR ALCO-HOL		Leslie Morris
Chris Allen		Rob Colpus		3rd 45.70
Mark Sheridan		Debbie Allum		MIND GAMES
Dave Alexander		Allison Cronnelly		Darryl Moran
Jason Grime		Kevin McCarthy		Benchy Goodwin
Charles Hartigan		Jim Keery		Derek Armstrong
Dave Mitchell		Chris Meacock		Craig Hill
Luke Taylor				John McIver
Debbie Ingle				Dave Smith

Fastest times

Freds	7.62
Home Grown	8.36
Last Call For Alcohol	9.86
Mind Games	10.07.



The 'Final Speed Star' that won the competition for the *Freds*. Photo by Ronnie O'Brien

Pete Male

Thoughts On 4-way FS Training

**Chris Allen of the Red Devils
talks to Nigel Jackson.**

Three years ago, the Red Devils, also known as the Free Fall Display Team of the Parachute Regiment, also known as the 'Freds', decided to end years of isolation and re-enter the world of Formation Skydiving competition.

Like any other 4-way group, they had to learn the basics of what has become a highly developed discipline, and this year they just failed to beat *Air Time* for the title of national 4-way champions, it is probably still worth looking at some of the lessons which they learned on the road from being four guys in a display team to becoming a serious FS team.

As a number of people have discovered this season, the *Freds'* competition team has been only too willing to pass on information to anyone on a DZ showing an interest, and it was with this tradition in mind that Chris Allen agreed to pass on some basics tips. (In addition, the team is also quite happy to run seminars at any DZ which wishes to hear what they have to say.)

To those wishing to form an FS team, the single most important factor is to select a group of people who get on well with each other. Those who do not see eye to eye on the ground will not cut the mustard in the air as a team. The *Freds* have had their share of personality clashes, but this year, harmony has reigned.

The *Freds* used to think that going for people with the most number of jumps was important but have since discovered that it can be better to use people with less experience. The reason is that they have picked up fewer bad habits and these can be more easily exorcised. A person with 300 jumps can be more receptive to new ideas than someone with 3000. A new recruit to this year's

team was Jason Grime who had only 300 jumps at the start of the training season, and that has worked well. Similarly, although with rather more jumps, JC Taylor joined the team after Charlie Hartigan fell off a skate board and broke his arm half way through the training cycle. Injury is an occupational hazard of forming a competition team. Frequently, the cause of the injury is unrelated to skydiving.

Some continuity was important and Chris Allen with Dave Alexander provided that. Dave Mitchell became the fifth member as team cameraman.

An initial mistake in the earlier years was to think that a mass of jumps would produce a corresponding improvement in skill. Quickly they discovered that the two essential items for training were a video man and a coach. The value of video was obvious but they discovered that a coach was just as vital, for many reasons.

The coach should be able to give advice on the basic FS skills and also on how

Oops! Sincere apologies to Nigel Jackson, Chris Allen and readers for the missing text from the article in the last issue. Here is the missing text: at least it means many of you will fish out the last mag and read the rest of the article again – it's worth it.

...Ed

various block sequences are best built. But more than that, he can stand back from dirt-dives and watch the whole picture, which is difficult to do for someone actually in the dirt dive. And he can be impartial, allocating praise where it is due and suggesting where improvements might be made, again a subject which can be difficult to tackle from inside the team.

Having chosen four compatible people, or five if you include the cameraman, (and in world class competition the video man is now an integral part of the team), the basics need to be sorted out. A compatible fall rate is a fundamental and this can be best resolved initially by doing some no contact FS. (*contd in October mag!*)



The Videoman – essential for team training

COMPETITIONS

3rd WORLD CRW CHAMPIONSHIPS - A competitor's view

On the 7th September 1992, the Royal Marines, Great Britain, 8-Way team arrived in the Peoples Republic of China prior to the 3rd World Championships for CRW. This was fresh from a five day acclimatization package in Hong Kong consisting of the odd 12-Way CRW formation and more than the odd massive 'run ashore'! Both were courtesy of Waggy at JSPC (HK) — a man obviously fully acclimatized!! Many thanks also to the Army Air Corps at Sek Kong for providing the three 'fully air conditioned' Scout helicopters.

An over night train from Beijing to Anyang, 250 miles to the South, saw us at the Aerosports School of China ready for our pre-championship training camp.

L-R Rear: Kev Jones, Spit Nolan, Lyn Pearce, Paul Deaman, George Bolton.
Front: Phil Rudd, Kev Goode, Birty Cross, Andy Usher, Photo by Phil Rudd

Early problems with the Yaks jumpship exit were soon ironed out, bringing our exit time down to less than 4.5 seconds for all eight of us! This drastically reduced our average formation time, down into the mid-30 seconds — faster than our personal best times and faster than any previous 8-Way teams. Incidentally, it was faster, more often than not, than either of the 4-Way teams were doing for their initial quad!

Alright, calm down lads, I'm only winding you up!

The arrival of the opposition Countries, in particular, the all conquering French, gave us a very useful yardstick by which to gauge our performance. Although the French and US teams were marginally faster, on average,

than ourselves, we knew they weren't producing anything that we couldn't match and we knew we had the potential to do very well, come the competition.

The draw was made and revealed a formation order of kite, box, plane and wedge, twice over to make the eight rounds.

Competition was duly entered and in round one we stormed into an almost two second lead! If only the story ended there; unfortunately it didn't and rounds two and three saw disaster with us scoring consecutive rounds in the fifties. This left us trailing the US and France by a deficit that was to prove irretrievable.

Although scoring very respectable times over the next five rounds, including a British record sub-39 seconds for our round eight wedge, we were never able to make up enough on the leading pair.

All in all we were pleased with our bronze medal and take our 'très gucci' cycling hats off to the winners — USA and the second placed France, it was an honour to be in competition with such fine adversaries. Particularly pleasurable to watch was the US team breaking the World Record, for an eight, with their 29-second plane in round seven — sheer brilliance!

We are not downhearted though; we know we could and should have done better and plans are already afoot to put things right. The Royal Marines are definitely back in the competition CRW business. 4-Way teams beware, our sights are lowering towards you next!

Sgt. Andy Usher



Coupe De Monde 1992

Gap Tallard, Southern France was the setting of this years' World Cup for Formation Skydiving. Thirty-one teams from 11 countries entered this year, Great Britain had a number of teams entered, namely Mind Games and Toytyme in the 8-Way and The Red Devils, Airtime, Not Responsible Toy Co and half of Mind Games in the 4-Way.

The opening ceremony was held in the Chateau Du Tallard. Whilst the rain lashed down outside, skydivers were entertained inside by the local ethnic band and other locals dressed in costumes from bygone times. One of the older locals even had a stuffed bird on his shoulder and as the speeches from dignitaries went on and on it came to a point where we were wondering whether the bird carrying person would require stuffing himself by the end of the occasion. Virtually all the speeches contained information on how good the weather was in this region, they obviously had not anticipated the worst weather that France had this century when writing their speeches.

The next day the practice jumps went ahead with a notable 23 in time by the Danish 4-way team, although this was not one of the drawn dives it still raised people eyebrows.

We then sat on the ground for three days. The weather in Gap was hideous; it stopped the competition going to ten rounds but I am told that *Gameboy* score averages went up rapidly. Another way to pass time was to go and watch a big screen that was set up in a cordoned off area of the hangar. This was used extensively during the competition to show a new aspect of freefall photography, live air to ground transmission. The screen was equipped with a clock to show working time left during a skydive it also had a little box in the corner to show which formation was coming next and how many points the team had scored, finally

the Country flag and team name were displayed at the bottom of the screen. The system had its teething problems and had to be backed up by live ground to air. It still has a long way to go, but when it worked it was impressive to say the least and should go a long way in getting 'Joe public' to be enthusiastic about skydiving competitions.

The 4-way stopped after 6 rounds and left the Danish team in third place, they had slipped into second place half way through the competition only to be pushed back down again by Jack Jefferies team *Vertical Speed*.

The *Red Devils* left *Airtime* (The National Team) at the starting post and never looked back throughout the com-



*The Red Devils (plus a team member of the Paragones waiting to go over a couple of points?)
Photo by Chris Allen*

After what seemed like a life time the competition began, with four Pilatus Porters on call and the excellent organisational abilities of the French. The competition ran alternating a round of 4-way with a round of 8-way. A round of 4 and 8-way was taking about four hours. Air-to-air judging was being used at World class competition for the first time as the primary judging aid and was proving to be successful.

Essone, the French 4-way team proved to be untouchable, finishing 19 points ahead of the American second place team, *Vertical speed*. Rickster, a cameraman from Deland, remarked after watching one of the French dives that he thought the video was running in fast forward and not normal play when he first looked at it.

petition. After 6 rounds they were 12 points ahead which just goes to prove that in this sport the tables can turn very quickly and for our country off year selection may not be the way to go. The chairman of this year's competitions committee has said, "it doesn't matter how many times the National team gets beaten, they will still go to the next World Meet". However, surely it would be a better idea for any National team already selected to compete and win our own on-year Nationals, to confirm their position so we as a country, can be happy that we are sending the best team possible to represent us at World level.

In the 8-way the French took the lead over the *Golden Knights* and looked sure to win up until the penultimate round, when due to a very good skydive

COMPETITIONS

the *Knights* and a bust on the French team they were left neck and neck for the finishing post. In the final round the Americans scored nineteen in time (which was exceptionally good as one of their members Paul Rafferty had gone down with severe food poisoning and had a saline drip in his arm right up until just before getting into the aircraft). The French were unfortunate to get caught out by the cloud which made their video unjudgeable. Tension built as they went up for their rejump, the screen equipped hangar was packed to capacity. The noise in the hangar as they climbed out was deafening, as they exited the TV camera crew switched their flood lit cameras on, this made it difficult to see the big screen. The camera crew, hoping to catch the excitement of the crowd, instead caught a load of verbal abuse and had to switch their camera off for fear of having it shoved somewhere unmentionable in this mag. Fifty seconds later it was over, the French had won and the *Golden Knights* had lost for the first time in years.

Also in the 8-way *Mind Games* were doing well considering they had lost one of their team members who was back in England watching his girlfriend have a baby. They came 7th one place ahead of *Toy Time*.

All in all the competition was extremely well organised and ran very smoothly and if it had not been for the bad weather I am sure that we would have completed all ten rounds in both events with time to spare. There was free water and fruit available all week. A news-letter was distributed each evening to keep everyone up on the gossip and what was happening in general. The *Red Devils* were accused of trying to sneak into the *Paragones* (an all French female team) room at night time, this rumour was quickly dispatched at the next edition by a counter-rumour stating that the *Paragones* had actually crept into the *Red Devils* room at night, asking advice on how to launch a Zircon from the Porter

and insisting on using a bed as a mock up.

Each evening there was a social gathering in the centre of Gap, we were treated to free drinks, shown a video of the best skydives of the day and then given meal tickets for one of the local restaurants. It was a great idea socially because each team got to dine with a different team each evening. The food on the whole was good, apart from the usual French custom of only searing a portion of meat with any description of flame. Dave Alexander remarked one evening "a good veterinary surgeon would be able to get most of the meat back on its feet".

One of the evenings, there was a meeting of the IPC Formation Skydiving sub committee, to which we were all invited. The main topic of conversation was air-to-air judging and whether to stick with the cameraman being part of the team, (so if he was to miss the exit or any part of the skydive, the team would be penalised), thus making five and nine-man teams, or to use a pool of cameramen, (where the team would get a rejump if anything was missed). Jack Jefferies stated that he thought that the five man team was turning things into a cameramans competition and would prefer a pool of cameramen. The French were happy with the way things were, but suggested that the rules were changed so that the clock would not start until ten seconds after the exit, this way there would not be any problems with the cameraman missing the exit and the need to train from a specific type of aircraft used for the competition that you were attending would also be eradicated. The main bone of contention over the pool of cameramen was the cost to the organiser. Bushman, PD's representative suggested that professional cameramen be brought in and Chris Allen from the *Red Devils* made the suggestion that, it be a pre-requisite of teams entering a world meet to bring their own team cameraman with them

and that the cameramen be seeded from the results of the last world meet, so as the first place cameraman filmed the second place team and visa versa down the list. The committee is open to suggestions, so if you the readers have any suggestions or feel strongly in either direction, put pen to paper and write to B J Worth at USPA headquarters.

Other suggestions were made such as the increase or decrease of the size of the block pool, but the majority of teams wanted them to remain as they are. The lowering of the competition exit altitude, in order to make our sport more appraisable to the Olympic committee, was also discussed; this was also thrown out by the majority.

The closing ceremony consisted of the prize-giving, more speeches, a band, and a firework display that was out of this world. The party afterwards was most excellent and included the only organisational hiccup of the meet. The seating plan for the buffet meal had obviously been overlooked and left a number of French dignitaries in the cross fire of a food fight that was only surpassed in size by the previous firework display.

The meet was over, all that was left was a long drive back nursing a hangover. It was interesting to note that even at a cost of 1,500 French francs each, some teams were still buying full face helmets as introduced by the French 8-way team. The French wear them for three reasons:-

1. For a quiet skydive, no noise or wind rushing over your face.
2. To enable you to still push forward when your senses are telling you that a clout on the head is imminent.
3. If there is a collision, you are not going to get knocked out.

Could this be the future of skydiving, or is it a bit too Darth Vader-ish for some?

May the force be with you!

Chris Allen



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"But what does it do? Will it get my whites whiter than white?"

The BCPA is run by students for students - but what does that mean? Basically it means that you get as much out of the BCPA as you put in, and this year we are looking to run more meets, bigger and better meets (more beer, bigger beer, better beer!!!). So we need your support, time and.....money!

If you have received communications from us then you already know that affiliation fees are due yesterday, if you haven't then you know now don't you?! As pointed out above, the fee is still the miraculously bargain smacking price of £25 - for the ENTIRE club!!! (only £4 for individuals who are clubless, but we love you anyway).

What you get: apart from the fun, fun, FUN. You will get access to the only Nationwide organisation devoted to competition for all levels of Student and Experienced Skydiving!

There is a program of regional meets, and a progression week, to get you built up to meet the challenge of REAL Sport Parachuting!



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All of these will climax (ooer!) at the pinnacle of Collegiate Skydiving, the Nationals - The English holiday the weather just can't spoil!

Of course we needn't mention. So we won't.

For those of you who tire of the relentless grind towards the perfection required for such high-level competition, why not relax?....With the entire chorus line of Bananarama? Or any of the other organised evening events, re. last years Nationals!

Suggestions for venues and events would be most appreciated, in advance of the AGM (Jan TBA!!) - we are hoping to hold as many regional events as possible, and we need to hear from those of you who could possibly help organise the progression week hopefully at Headcorn.

Another matter that we feel to be worthy of a mention, is that anybody who is having trouble with their Student Union can rely upon us sending them as official looking letter, or two, in order to back you up and point out that we are a sport with regular competitions etc, therefore worthy of the usual sporting subsidies.

Anyway, this is mainly for those of you who didn't get our newsletter, and if you could now send us (along with affiliation) your contact address - preferably University as opposed to a personal home address - we'll pop one in the post to you.

Nil skies, Blue winds,

Rob & Jo

(See Clubs and Centres page for BCPA Address)



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 - S M L

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- Stem/Universal Joint** Stem fits to any helmet joint connects stem to sight. £24.50
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- Advanced Newton Sight** £149.95
- Modified Dytter** for above £149.95

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- Jackknife, Spare Blades**. £9.95
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- Pouch for Jackknife** Fit to jumpsuit or rig. Colour: _____ £3.00
- Aluminium Hook Knife** Same as Zak. Replaceable blades
- Black Red Blue £10.50
- Aluminium Hook Knife In pouch** Colour: _____ £13.00
- Zak Knife** Small single blade emergency knife. Also good for fishing!! £3.50
- Zak Knife with Tape & Pop Stud** £3.75
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- Cypres** 1 pin model £775.00
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Soon it will be a new year
 Have a good one!
 From all of us at Airscape Ltd



Diary of events 1992/1993

DATE	EVENT	LOCATION
Dec 12 - Jan 04	Christmas Boogie	Zephyrhills, Florida, USA
Dec 19 - Jan 06	Xmas Boogie	Ampuriabrava, Spain
Jan 16	BPA 26th AGM	Park International Hotel Leicester
Dec 31 - Jan 01	New Year's Party - the continuation of the world's largest skydiving New Year's Eve party	Skydive DeLand
Feb 13 - Feb 14	Valentines Day Battle of the sexes invitational 36 way	Skydive University, Deland
May 08 - May 09	Pops Meet	Weston (RAFSPA)

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See you in '93

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FRAP

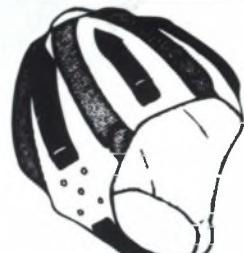
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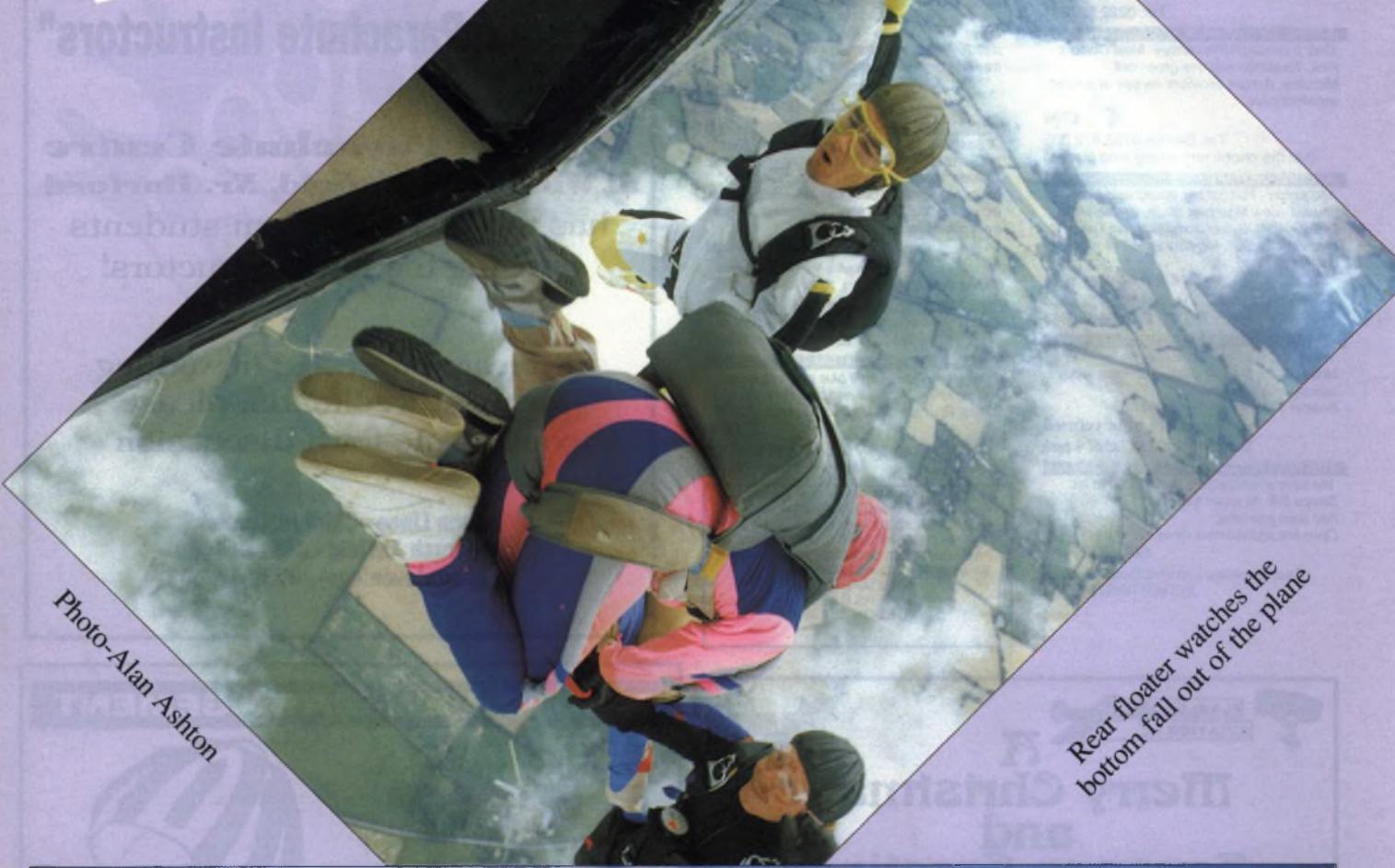


Photo-Alan Ashton

Rear floater watches the
bottom fall out of the plane



Rear view over Mmabatho. Photo by Simon Ward

Rear Exit....(Rear Entry?) The Fugly Bros Boogy on down



Photo- Alan Ashton

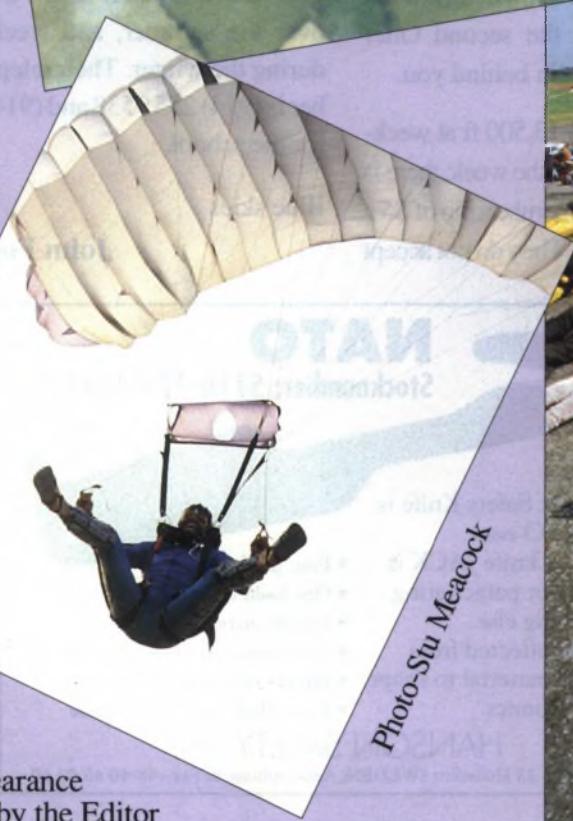


Photo-Stu Meacock

A rear appearance
in the mag by the Editor

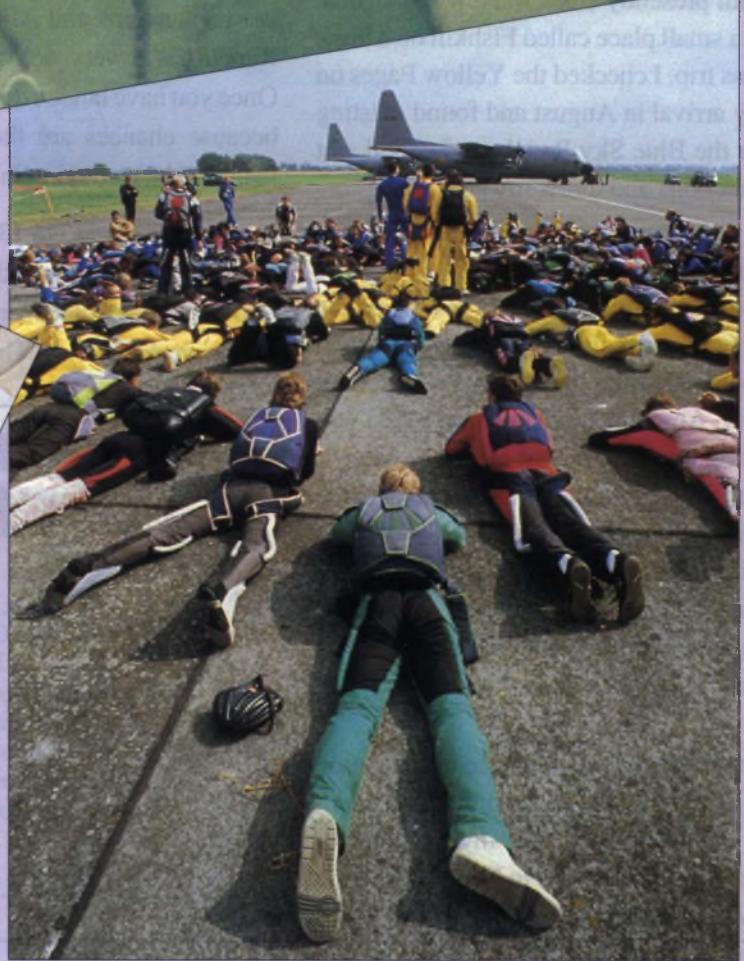
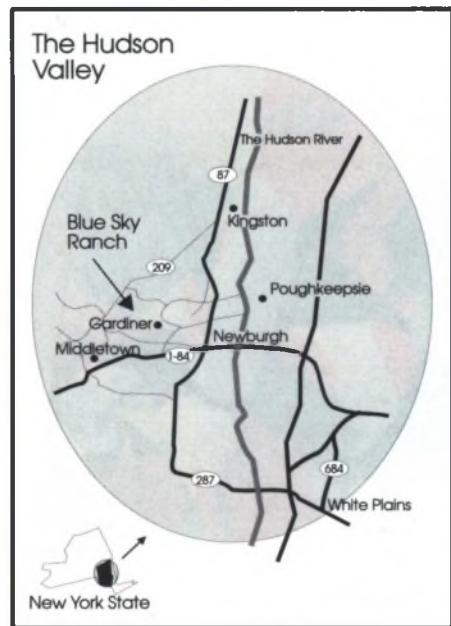


Photo- Allsport UK Ltd

Dirt Diving - it's a bum job but someone's got to do it!



Blue Sky Ranch



Firstly a little background on myself. I started jumping in 1988, got Cat 8 in Dec 1991, the biggest thing I have been in is a three way, so this article is written from that perspective.

I am presently stuck in New York State in a small place called Fishkill on a business trip. I checked the Yellow Pages on my arrival in August and found a listing for the Blue Sky Ranch, so I called, got directions and threw my gear in the car.

The DZ was only 40 minutes drive away but I nearly missed it. It is hidden on the edge of a small village called Gardiner, about 70 miles away from New York City. Any regular visitors to Florida will recognise the Freefall Express 'Otters'. The Ranch is their home DZ and over the summer they fly south for the winter. After the usual docs and gear check I found myself in the Fantasy Flyer climbing to 13,500 ft within 45 minutes of my arrival.

The DZ is not easy to locate from altitude at first, when you do spot it, don't blink or you will lose it (on my first jump I wore a student radio to help me find the DZ under canopy!).

The scenery at altitude is impressive, to the east is the Hudson River which goes all the way to New York City and to the West are Mohawk and Shawanga, part of the Catskill mountains.

The landing area is small, surrounded by large trees, with the runway down one side, so good awareness under canopy is essential. There are few alternative sites if you get a bum spot. Nil wind days become even more interesting as 20 canopies approach from 20 different directions to go for an area the size of two large football pitches (good demo practice!). Generally, canopy discipline is good but keep that head rotating 360° and watch out. If you have low experience (like me) try to get a slot near the back of the load and dump at 3000 ft. This means most of the hot shots will have already swooped and surfed by the time you are releasing brakes but watch out for tandems and AFF students. The Ranch has a very active jump school. Once you have landed don't hang around because chances are the second Otter load will be swooping in behind you.

Jump prices are \$15 to 13,500 ft at weekends and \$13.50 through the week, there is also a temporary club membership of \$5 a day on weekends only. They do not accept

credit cards but will take traveller's cheques and hard cash.

There is no formal RW training (sorry, formation skydiving!), however, ask at manifest and they can usually sort something out. One-on-one works out at \$40 (two slots plus \$10), about £25.

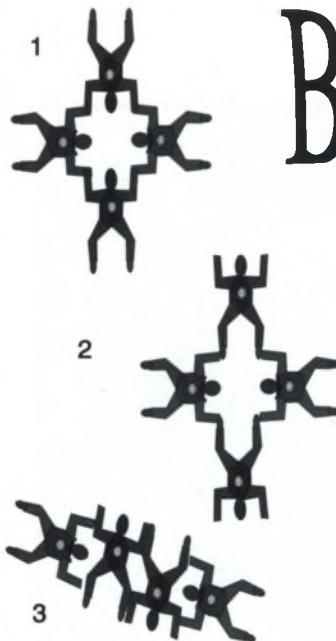
My experience of American DZ's is limited to Skydive Deland which is a very serious hardcore environment. The Ranch is very much at the other end of the scale where the effort is placed into having a fun time with good skydives and on Saturday nights there is free beer and pizza. What more could you want? There is a friendly atmosphere and I was made to feel very welcome during my stay.

There is no accommodation on the DZ but there is plenty of space for camping. The nearest major town, New Paltz, is eight miles away and has the usual run of motels, bars and restaurants to satisfy most tastes.

The Ranch is open seven days a week over the summer, and weekends only during the winter. Their telephone number is (914) 255 9538 and (914) 255 4033 for the school.

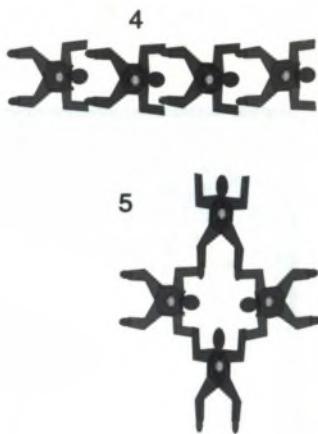
Blue skies

John Fogg C9830



British Team Fund COMPETITION

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The competition deadline has been extended for the final time. You have to name the five formations reproduced above. For the tie-breaker, invent alternative names for three of them.

As usual, the most amusing or original entries will be published in the next SP if 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 Association, Wharf Way, Glen Parva, Leicester LE2 9TF.

Closing date for the competition is now Thursday January 28th 1993.

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

*The prizes are as follows:
First Prize: Return ticket to
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Runners up will have to
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Leonardo Da Vinci



A Why die wondering?
B Blue skies. Happy landings.
C The future belongs to those who dare.

A He who hesitates will inherit the earth. TS2A
B Gravity is a myth. The earth sucks. TS2B



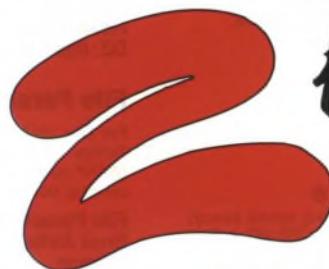
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November 19-30	24th Annual Turkey Meet
19-20	Practice
21-22	8 Way
23-25	16 & 20 Way
26-28	10 Way
28	Awards Night
December 6-11	Sky-Eye Sequential Performance RW/College Camp
December 12-January 4	Christmas Boogie
December 26-27	Christmas Scrambles
December 26 or 27	Prizes
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April 9-10	8th Annual Speed-40 Way
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Tel/Fax: 0949 60878

Cornwall Parachute Centre

A different kind of skydiving centre! Cleanest & friendliest centre around. Emphasis on having fun and learning. C182 with inflight door, unrestricted altitude, static line squares, R.W. instruction under the Kinesthesia program, creepers, video facilities, all types of jumping including R.W. & freestyle, good jump prices. Everyone welcome, local accommodation available.

Cornwall parachute Centre
Frans Ranch
Old Naval Airfield
St Merryn Cornwall
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.

Devon & Somerset Parachute School
19 Azalea Close
Highfield
Dunkeswell
Nr Honiton
Devon
Tel: 0404 891690

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 GO 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 Tycoats

Eaglescott Parachute Centre
Eaglescott Airfield
Ashreigney
Chumleigh
Devon EX18 7PH
Tel: 0769 60726/07693 552

Eglinton Parachute Centre

Ireland's new and friendly parachute centre, S/L Round to Cat 10, Student radios. Tandem, Display team, B/B locally, Air-to-ground video, stills. Eglinton Airport, Londonderry.

72 Moneydig Road

Garvagh
Co Londonderry
Northern Ireland BT51 5JW
Head Office: 02665 40757
DZ: 0504 811863

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 642673

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 370863

Contact: **Chris Donaldson - Chief Instructor**

3 Reepham
Orton
Brimley
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

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

Midland Parachute Centre

The Control Tower
Windrush Camp
Burford
Oxfordshire, OX18 4TW
Tel: (Weekends) 0451 844422 or 844449
(Day/Evenings) 0543 271676

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

Carlton
Flockburgh
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 S/L courses, radios, freefall progression, kit hire. Cessna 180 (inflight door) always available. Friendly atmosphere, visitors very welcome, no membership fee.

Oxon & Northants Parachute Centre

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

Peterborough Parachute Centre

Tuesday to Sunday from 0800hr. Skyvan and an Islander. AFF, WARP, Tandem. Bunkhouse accommodation, free camping, bar, food.

UNRESTRICTED ALTITUDE.

Peterborough Parachute Centre

Sibson Airfield

Wansford

Peterborough

Tel: Elton 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 870788/Fax: 0786 870748

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

DZ: 0652 648837

Wild Geese Ireland

Open 7 days a week. NITB approved, with accommodation for 42, hot showers, full catering. Camping welcome. Daily student courses -full indoor training - training to Cat 10, RW, & CRW instruction and night jumping. S/L Square courses, AFF, Tandem jumping, and Display Team. Kit Hire, AADs, radios, Air to Air video and a large accuracy pit with competition pad. Cessna 206 and Pilatus Porter PC6 B2H4

Wild Geese Skydiving Centre

Movenis Airfield

116 Carrowreagh Road

Garvagh, Coleraine

Co. Londonderry, N.Ireland

Tel DZ: 02665 58609

Fax DZ: 02665 57050

Dave Penny: 0265 58002

Fax Dave Penny: 0265 58653

OTHER ORGANISATIONS ASSOCIATED TO THE BPA

British Collegiate Parachute Assoc

Affiliations now due for 1992/93

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 R. Mortimer (co-chair)

50 Miller Road, Ribbleton,
Preston, PR1 5QT

Jo Rutherford & Robert Mortimer - Co-Chair 1992

Mat Usher - Treasurer

Audrey Kelly - Secretary

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 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

East Coast Parachute Centre

Currently sharing facilities with the London Parachute School at Lewknor Drop Zone.

8 Burns Crescent
Chelmsford

Essex CM2 OTS

Tel: 0245 268772

David Morris Action Sports

Private AFF instruction with the use of Langar's facilities and aircraft. We can arrange AFF courses in Southern France. Kaleidoscope - experts in skydiving promotions, exhibitions, stunts and displays.

41 Ellindon

Bretton North

Peterborough

PE3 8RG

Tel: 0733 266076

POPS UK

Hon Treas/Sec Michael Allum

64 Ardleigh Court

Hutton Road

Shenfield, Essex

Tel: 0277 219717

Flying Tigers Airsports

RAPS, AFF & TANDEM.

Flying Tigers Airsports

PO Box 77

Chichester

West Sussex PO18 0QT

Tel & Fax: 0243 536373

Weekends (Cellnet) 0850 861160

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

N.I.S.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
Tel: 010 495 254 822378
JSPC(L), STC, Sennelager BFPO 16.

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tired of jumping outdated parachute equipment?**

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Skydive Flagler Beach dba Flagler Aviation Inc is the home of Rocky Evans and Rich Fenimore. "Accelerated freefall programme" (AFF). We specialize in AFF instruction using "state of the art" parachute equipment. Our student gear is equipped with modern Ram-Air canopies, main and reserve. Our student progression programmed is second to none.

Cost for the AFF course (7jumps) is \$1045.00 US.

Flagler Aviation also offers WARP instruction level 1 through 10, Tandem Parachute Jumps and Tandem Master certification by appointment

Cost \$200.00 US (You cover slots in aircraft).

Should you be interested in learning to fly an airplane Flagler Aviation Inc has a flight school. Our training aircraft is a Cessna 152 (1FR). Our flight instructor will give you personalized instruction to prepare you for your written, oral and practical flight tests. We have a 100% success rate with our student pilots; PPL commercial and instrument.

We guarantee your Private Pilots flight training for \$2,000 US.

Flagler Aviation offers complete Parachute Sales and Service. Team rates are also available in any of our aircraft.

Aircraft for 1992-93 include: Cessna 182, Twin Otter and DC-3 (on call).

When you're not jumping you can relax and enjoy the beach, just five minutes from the airport.
Accommodation on the beach available.

For further information contact:
Flagler Aviation Inc.
SR 100 Box 1636
Bunnell, FL 32110-1636 USA
Phone: 904-437-4547
Fax: 904-437-1004

or Terry Warby
222 High St,
West Sunderland,
SR1 3DH
Phone: 091 567 8080

Would you walk the tightrope without a safety net?

The CYPRES is a safety net for skydivers

Cybernetic Parachute Release System

In simple terms - if you're travelling through 750ft or below, the CYPRES will activate your reserve by cutting through your closing loop or loops.

The CYPRES has been designed to the following specifications:

- Eradicate unintentional activation
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- Complete accuracy
- Minimal attention (servicing every two years)
- Installation and operational simplicity
- Invisibility from the outside
- Maximum safety

Can you afford NOT to jump with a CYPRES?

1 pin model £775.00 inc VAT

2 pin model £825.00 inc VAT

(Installation and reserve repack £30)

Also available: Student and Tandem models, call Sward Sports for further details.

Installation will be arranged by Sward Sports. Normally this will be a one day turnaround at an approved CYPRES installation facility.

Write to or call Sward Sports for further information and orders

Mill Farm, The Fox, Purton, Swindon, Wiltshire SN5 9EF (UK) Tel: 0793 772323 Fax 0793 772085

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It took several years of designing and testing before Performance Designs was satisfied that its line of 7-cell reserves would provide unexcelled performance and reliability.

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