

Sport Parachutist

April 1993



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Cypres

Tamara Koyn



Dale Stuart

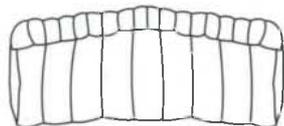
and their AAD



On 8th November 1992, in Skydive Arizona, Tamara Koyn and Dale Stuart shared equal first place to win the World Freestyle Championships. Photos by Jamie Paul and Ray Cottingham.

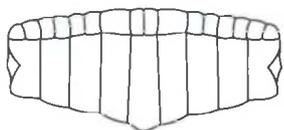
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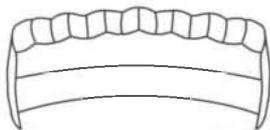
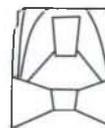
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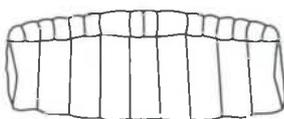
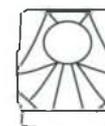
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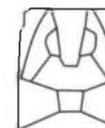
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Sport Parachutist

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Rodger Tamblyn

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NEWS & EVENTS

CANOPY COLLISION

Andy Woodmansey, of the UK FS Champions *Airtime*, died after a low level canopy collision with his team mate Kevin McCarthy. Kevin survived the incident but is in hospital with serious head injuries.

The accident, at Skydive DeLand, happened after a low level 4-way jump. All team members were heading towards the landing area. It is thought that Kevin and Andy were at some point facing away from each other; when they turned they collided at a height of about 70ft. They fell to the ground under collapsed canopies and Andy died immediately. Kevin's life was probably saved by the fact that he landed in a ditch where the moist ground was softer. His facial injuries were severe enough to warrant an emergency tracheotomy; he was transferred to hospital and underwent emergency surgery. In addition to his facial fractures, Kevin has a crushed vertebra, broken collar bone and internal injuries. The team were in Florida for a training camp.

BIG PRIZE 10-WAY SPEED

10,000 French francs are on offer for the winners of the first European International 10-way speed star competition. The meet is being organised by Alexis Perry, of Boogie Performance, to take place at Colmar, France, from the 21st to 23rd of May; there will be six rounds. Jump prices will be 130fr and there will be a minimal team registration fee. Teams will be able to carry out practice jumps on the 20th of May. There will also be prizes for the second and third placed teams.

Alexis is hoping to make this a yearly event with the aim of building the nucleus of a World beating team to take on the Americans who are at present unrivalled in this event.

Teams should contact Alexis at Boogie Performance for registration information. There will be a limit of about 15 teams so British teams interested should book early.

1993 US NATIONALS: OPEN COMPETITION

This year's US Nationals will take place at Skydive DeLand from September 18th to 26th. The events will include 4, 8, and 20-way relative work, 10 way speed stars, 4-way sequential Canopy Formation, 4-way canopy rotation and 8-way speed formation.

The jumps will be made from the centre's two Twin Otters. Foreign teams are invited to compete, they will be eligible for separate category of awards. In addition to the competition, Skydive University will be running a Boogie before and during the Nationals. Skydive DeLand has already had entries from around the world, they expect to have about 600 skydivers at the event.

PILATUS PORTER AT IPSWICH

Ipswich Parachute Centre will be operating a turbine Pilatus Porter this year. This will be the only permanently based Porter available for parachuting on the British mainland. It will be at Ipswich most of the time with the exception of its occasional use elsewhere for competitions. The Centre are urging jumpers to turn up and support the plane hoping it will attract enough experienced jumpers and justify its continued operation. The club has no height restrictions, a good cafeteria, excellent rigging facilities, a bar, bunk house (rough but free) and free camping on the airfield.

UK NATIONALS

The 1993 National Championships in Classics (Freefall Style and Accuracy Landings), and Canopy Formation will take place at British Skysports, East Leys Farm, Grindale Bridlington.

The Classics categories will be: Senior - Team and Individual Accuracy Landing, Freefall Style. Intermediate - Accuracy Landing, Freefall Style. Novice - Accuracy Landing. Canopy Formation: Senior - 4-way rotations, 4-way sequential, 8-way speed formation. Intermediate - 4-way rotations, 4-way sequential. Entry forms, eligibility criteria, rules and formation blocks and randoms can be obtained by contacting the BPA Office.

The FS Nationals will be held at RAFSPA, Weston-on-the-Green from Sept 25th to 3rd October

SKY-EYE SEQUENTIAL

Martin Evans' organization is going to be stationed at Stockholm Parachute Club during June/July 1993. Their RW coaching, load organizing and Video services will be available for boogies and other events in Europe after this. Martin's organisation can also provide cheap advertising through Sky-Eye's Video Billboard. Enquiries to Martin Evans by Fax: (813) 783 2618.

APOLOGIES: For missing out Chris Allen from the Council members line-up in the last SP.

STOP PRESS:

British Women's Record Attempt: If you are interested in taking an active part, please send details: Name, address, Experience, Jump Number, Regular Skydiving Centre and passport photo to Adrian Thornton, Raven, 8 Shipley Rd, Honiton, EX14 8UX. Tel: 0404 44801



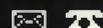
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CORRESPONDENCE

PROPOSED CHANGE TO FS RULES

Dear Ed,

Andy Fair's proposal for another category in the 4-Way event is not a new idea. This proposal was defeated about 5 or 6 years ago when I chaired the Comp Committee. We were totally against it then and I'm against it now for the following reasons.

If you think it's a good idea to invent more categories for people that presently come away without medals, then it would be logical to have about 6 or 7 categories; if you only have 3 then a lot of teams are still going to be "also rans". As it's obviously absurd to have 6 or 7 levels, this argument breaks down. Therefore to settle for only one more is totally arbitrary, as is the criteria that is chosen for qualification in this category. It's a case of inventing medals to suit ability, rather than improving ability to win medals.

The premise that more people will be attracted to the Nationals is also spurious, we have had an excellent turn-out in the Nationals 4-Way event over the last several years, much larger than at Regionals, where the chance of a medal was much higher.

People enter to take part, there are always mini competitions going on between groups of teams irrespective of where they are on the score board, and there still will be if this proposal is accepted.

After passing the present intermediate stage a competitor needs dedication and talent to win a medal in the Seniors, of course, that's how it should be, we're talking about the NATIONALS after all. Look back at the winners of the bronze over the last 5 years and you'll find a lot of new faces with relatively low experience, who have worked for their award. Look at the bottom of the score board from 5 years ago and you'll find people who are now in the medals. To put in this arbitrary level will only water down their achievement.

Look at an example: If a team that presently scores around 5th place decided to enter the top level because of the challenge, when they could have entered the middle level, they will not receive any medals whilst those under them with equal or greater experience take a gold. Is that middle gold team going to feel good? If they do then as far as I'm concerned they can save their money and I'll send them one of my old medals for their mantlepiece.

The criteria that Andy has chosen will leave only about 5 teams in the top level, and to call the middle level "senior" is just another "warm feeling" in the pants.

Please don't do this, it will stifle dedication and water down our premier competition.

Rob Colpus IPC FS Committee

PS A junior level to encourage 8-Way might be more worth looking at.

T-PIECE

Dear Ola,

I'm currently a student half way through my square conversions and hopefully about to get my Cat 8 (mainly thanks to the excellent attitude to student progression of Headcorn Parachute Centre). During an orientation jump I sneakily tried a 'T' and ended up moving into just about every position except that elusive 'T'. The advice I got to rectify this was pretty vague and contradictory, it really hit home that practically all the post-Cat 8 instruction is geared to Formation Skydiving and no one really has a clue

about freestyle. This is not what I expected after spending every bad weather weekend during the two years (37 jumps) of my progression, gawping at likes of the "Travelling" movies, thinking, one day that'll be me. So I tried to get in contact with the World Free-Style Skydiving Federation (reported in the June issue), no one could help, even an expensive phone call to the USPA came up with a blank, they'd never heard of them. I then referred to some of the skydiving books available, eg Dan Poynter's, 'Parachuting - the Skydivers Handbook' and there's lots of useful tips on how to do good turns, back loops, deltas and tracks, but is there anything on how to do stand-ups, T's, daffy's etc? Of course not.

So how about running something of Free-Style techniques, perhaps on a similar line to Chris Lynch's article on 'Back Ins' in the August/September issue. Maybe someone might be willing to divulge the secret location on the World Free-Style Skydiving Federation. If today's students can't get any instruction in this form of the sport it'll never take off (I'm sure that's the wrong phrase, but what the hell). Most new skydivers want to learn Formation Skydiving, myself very much included, but surely, this isn't the only way to fly; freestyle should be given its chance.

Oh by the way, whilst I'm writing I might as well ask, whatever happened to that SAS man who was going to attempt to break the world altitude record, skydiving from 120,000 ft? I'm sure it's been over a year and yet we've heard nothing on whether the attempt was successful or not, or whether it even took place or not, so come on, what happened?

Yours

Phil Halper

SP ran an article by Jeff Lewis (April 1991) and Tamara Koyn (Feb 1989). For the book your after - look no further than page ...8 (Book Review). As for the altitude record - I've tried to follow this up with no joy.

UNSURE INSURED

Dear Ola,

I am writing in response to the recent letters relating to the BPA insurance as discussed in the letters and also as mentioned in the committee minutes (Yes I do read them) and Base jumping. Having only been in the sport since July 91, I still consider myself very much a beginner with 62 jumps and CAT IX. I am therefore concerned at my lack of knowledge of the BPA rules, regulations and facilities.

Just prior to my 1st 5 second delay I was informed that I had to be a fully paid up member of the BPA and if I signed this piece of paper all would be well. I filled it in along with club membership which was also required and paid the vast sum of money required. I did not care as long as I was on the next possible lift and went freefall.

Since then I have not received anything in the way of Rules, Regulations or benefits appertaining to either BPA or club membership.

My point therefore is this; I was not sent info about the insurance coverage offered by the BPA, therefore I do not agree with the statement made in the council meeting minutes by Steve Hastings that it was within council's remit to decide. At this point in time I am not aware of where and what the insurance provided by the BPA covers, nor are many that I have discussed this with at my local DZ. Personally I would like the insurance to cover all DZ's located in the UK, BPA affiliated or not.

As BASE jumping is not seen as being associated with the BPA how am I to know as I have not received a copy of the Rules and Regulations which I assume state this.

Perhaps it is possible to publish a full set of rules, regulations and benefits in the mag, this would save money in distribution costs. Perhaps you could publish a list of DZ's not affiliated to the BPA then at least we would know where we stand.

Also on the subject of attendance at the AGM and committee meetings, how about varying the location around the country occasionally as if there were to be one down south then perhaps I may come along.

Finally, having sent my £5 and attempt at entering the competition, I was hoping to see the results published in the February mag. When do we find out the results.

All of the above is meant to be constructive and not destructive, congrats on a good mag.

Blue Skies & Safe Dives

Keith D Miller C9880

The Clubs and Centres page lists all clubs affiliated to the BPA - if a club is not in, it's not affiliated.

BASIC LOGIC

Dear Ola,

It's been interesting to note the attitudes towards jumping at various levels in the hierarchy of our sport, and I've been wondering just where our esteemed Council (and assorted CCIs) have been to collect the stone tablets that they're obviously quoting from; 'Thou shalt not jump except from an airplane, lest thou shalt surely be binned'.

Now I know that the governing body knows best, and only has our interests at heart, and somebody has to protect us from ourselves (after all, base jumping's dangerous, not at all like skydiving, right?), but what gives the council and Ms Buckle the right to make reprisals against a member who involves himself in this 'pirate' activity, on 'our' behalf? I don't for a moment believe that it's 'for the good of the sport'.

Okay, someone screwed up on the Hilton jump and someone died, which is never a good thing, but what makes you think that binning someone for life or throwing them off the DZ is going to achieve anything, other than fostering resentment at your high-handed attitude? Is it just that you want to be seen to be 'doing something', no matter what?

Now, I've never done a Base jump. I only qualified last year (thanks Lyn), and I have neither the experience yet nor the bottle to fling myself off anything less than two grand high. That doesn't mean that I'll never do it, or wish that nobody else should be allowed to take the chance. After all, if you retrospectively binned every member who had Based, you would find that the PI programme was suddenly coming under a lot of pressure to replace all the instructors who had suddenly been sacked!

If I ever decided to Base something, it would be the prospect of bouncing that I would take far more seriously than the Council's attitude. Official disapproval never stopped anyone doing anything, you just do it quietly!

First we get a glowingly favourable review of the book 'Ground Rush', which is hardly likely to put people off Basing, then we get reprisals against those involved. Hardly consistent, is it? (and yes, I do know that it was not the Council that reviewed the book).

Why don't they bin the author? - I know, it's 'cos he's still alive!

So come on guys, get off your high horse and stop playing politics with people who can't fight back. That's to the detriment of the sport, not its benefit. Base jumpers are human too!

Blue skies

David Schofield C9730

OK You win... how can anyone argue against a guy who brandishes such logic as: Okay someone screwed up on the Hilton jump and someone died, which is never a good thing (para 3).

BCPA

Dear Skydiver

This letter is to introduce you to the newly formed British Freefall Camera Association (BFCA). The Association has got the support of many of the top cameramen in the country but we would like to stress that the Association is for EVERYONE either jumping camera at the moment, or intending to jump camera. Camera jumping is one of the top risk areas of our sport and one of the primary aims of the Association is to make sure that its members are jumping as safely as possible by learning as directly as possible from the experiences (and sometimes mistakes) of others.

Further aims of the Association will be to build a photo/video library; to form a reliable pool of videographers willing to attend the BPA Regional Competitions, Club Competitions and Boogies; and to help in the production of training/promotional videos to cover all aspects of our sport and the media.

A member's meeting will take place as soon as possible to decide a subscription to cover operating costs; to begin work on the immediate practical aims of the Association; and to discuss how to go about achieving longer term goals. Constructive ideas and any offers of help are welcome.

If you are interested in joining the BFCA please contact us at the address below with the following details: Name; Address; Number of jumps; Number of camera jumps; Camera equipment; The Club you usually jump at.

Best Wishes

Kevin Hughes D4778, British Freefall Camera Association, 80 Burgass Road, Thorneywood, Nottingham, NG3 6JL, Tel 0602 586 052

PEEVED SCOT

Dear Ola,

It's getting to the time of the year when everyone will be moaning about the price of BPA membership. For less than the price of a pint of beer a week, (and most of us drink a lot more than that) you get a pretty good magazine every 2 months (ish!), third party insurance should you decide to hook into the DZ owners new turbo 4WD sports car, and the backing of an organisation which although not perfect, has kept us flying and jumping safely for the last god knows how many years.

Spare a thought for we poor sods in Scotland who on top of this have to pay £50 per year membership for the honour of jumping from the clubs C206's.

No membership - No jump! No wonder some of the experienced regulars are pissed off at being forced to pay this sum, only to see it being used to subsidise the huge number of free 'team training' jumps the instructors do with each other.

At least the BPA try to further, and put in to the sport, not just take from it.

Signed: Ex member SPC

G Rolland D9449

PS Good kit for sale in classified's

SOLO AFF

Dear Ola,

I am a bit mystified by a recent STC change to the rules regarding AFF graduates. I have been a RAPS student at the Cornwall Parachute Centre for the last year. In that time I made 20 jumps progressing to 15 sec delays. This January I took advantage of a trip the US to complete an AFF course at Skydive Deland (Thanks guys Yahoo). Upon my return at Cat 8, so I thought, my CCI tells me he can't let me jump unless, a) I go back to 15 sec delays or b) travel a few hundred miles to the nearest BPA recognized AFF centre to do 10 solo jumps. I can understand doing the solo jumps but why only at an AFF centre?

At the CPC I would be jumping AFF kit, the same kit I used for my first 20 jumps. I would be briefed by the same advanced instructor who briefed me for my first jump, my first freefall, etc. I am familiar with the DZ and its hazards and I don't have to spend hours on the road and money I don't have, being recently made redundant, just getting to the drop zone.

Tony Butler's only explanation for the rule was that I would be jumping under the auspices of an AFF instructor. This seems to indicate that either the instructor at skydive Deland is not up to BPA standards and I've wasted \$800, or that the instructors at Cornwall are incapable of evaluating my freefall skills now even though they could before my AFF course.

There seems to be a third but less plausible explanation. The BPA wants to discourage jumpers from attending AFF courses abroad even though the weather and facilities may be better. If anyone can give me a reasonable explanation of this situation I would be glad to listen.

Eric Schneider BPA 536 936

INCIDENT REPORTS AGAIN

Apologies to Ray Sayers for truncating his letter last SP. It should have read as follows...

Dear Ola

It's a wet and windy Sunday so I thought I'd add my contribution to the incident reporting debate and in particular examine the letter from D Evison-Jowett.

The first point he raises in that aircraft are certified fit for parachuting. The Bandeirante used at the Tilstock boogie wasn't and that resulted in a fatal accident.

Next, the equipment is fool proof. What about the student at Cranfield who died as a result of a twisted belly-band throw-away? Neither he nor his instructor spotted it on the flight line check.

Thirdly, the jump pilot is highly trained. Probably so, but no amount of skill could have saved the Twin Otter from crashing at Perris Valley last year. Then there was an incident at Cranfield a few years ago when too many jumpers went to the rear of the Skyliner resulting in a dangerous stall situation. There the pilot's skill came through but the consequences could equally well have been more serious than bruises bearing in mind that this was another aircraft not cleared or modified for parachuting.

Next point, the jumpmaster knows his job. Not so I'm afraid. I myself have been instructed to exit an aircraft when we weren't on run-in. Being over the DZ at exit altitude does not constitute run-in and being in free-fall in controlled airspace over a commercial airfield without clearance isn't very smart.

D Evison-Jowett is correct in saying that the jumper can throw a spanner in the works. However, as I have demonstrated above the actions of negligence of an individual can result in the death or injury of others.

I would also like to add my support to you Ola, and

to Kevin Hughes and Gary McGuinness in developing a more open style at incident reporting. When I see a USPA mag I read the accident reports with great interest. They accurately report circumstances and experience of the jumper etc, but are anonymous for legal reasons and to remove embarrassment. I do not find them gory but a great source of information which enables me to make my sport safer.

Yours sincerely

Ray Sayers D7991

Meanwhile, Mr Evison-Jowett replies:

Dear Ola,

May I, through your columns thank the chap in charge of that undiscovered DZ in the Sky for ensuring that in all of my 47 years in safety equipment and parachuting I never had to work, or jump with such a pessimistic, unconfident, incident orientated, accident report dominated jumper as BPA 545327, Ray Sayers, Letters February 1993.

Blue skies, soft landings and all confidence in 1993.

D Evison-Jowett 387566

THE LANGAR SECTION...

Dear SP

A short time ago I completed an AFF course at Langar British Parachute School. I would like to thank everyone at Langar for their help and encouragement whilst I was doing my course. I would also like to thank my instructors: Dave Morris for the ground school, Dave Morris and Nick Everetti for the Level 1 stage. Thanks Nick for helping me on the ground with my problems and through to Level 4. Last but not least a special thanks to Dave Hickling CCI. The individual was of the highest standard, taking me from my Level 2 to my Cat 8.

Blue skies (short as they may be),

Gary Cunningham BPA 457230

...CONT'D

Dear Ola,

I just have to share my good news with everyone, especially beginners who are dreaming of getting their Cat VIII. Well, let me tell you nothing is impossible if you want it badly enough! Thanks to everyone at Langar for their help and sheer determination on my part (not to mention the secret tears shed). I completed my RAPS course on 1.2.93 at the age of 45.

That day will go down in my personal history book as the happiest day of my life, or was that my wedding day? So long ago I can't remember. So the message is don't give up. Jump at Langer!

Blue Skies

Gieda Sabastian 10272

PAY AS YOU JUMP

Dear Ola,

At the Council meeting of the 8th December it was decided to reduce the insurance cover provided to BPA members to exclude non BPA drop zones in the UK. The main argument seemed to be that, in the event of a large claim on a non BPA DZ, insurance premiums might go up. There was no mention of discussions with the insurer as to whether this would be the case (and presumably if it were, reducing the cover at the subsequent renewal would redress the balance). Nor was there mention of the reduced premium (and hence reduced membership fee) that should result from such a reduction in cover. It is difficult to see how the jumping members of the BPA benefit from this decision.

Since DZs are businesses and presumably already have to carry liability insurance, Kevin Hughes'

alternative, where that cover is extended to provide third party cover for all jumpers and the additional cost recovered through the cost of a jump, as for example at Bill & Ted's, has got to be a fairer approach - the more you jump, the more you pay.

Pete Shew BPA 448919 C10029

PLFS

Dear Ola,

It has recently become apparent to me that a certain amount of confused thinking exists regarding the teaching of parachute landing falls to student parachutists. The conventional teaching of PLFs was apparently brought into question by one of our Northern colleagues at an Instructors Convention a year or so ago. As I understand it, the whole emphasis was to be put on the student landing in a correct parachuting position and parachute landing rolls as such were not to be taught. To my mind, this latest attempt to re-invent the wheel has resulted in teaching methods and concepts which are at best inefficient and at worst positively dangerous to the student.

We are all of course agreed that in order to avoid injury the student must land in a correct parachuting position. We also know (or should know) that a major fault is resisting the ground with the consequent danger of spinal damage. With a student on a round canopy, no specific landing direction can be guaranteed; never mind unmodified reserves which are inherently oscillation prone. A parachute landing involves both vertical and horizontal speeds and it is in order to absorb both of these that the PLF should be correctly taught.

I firmly believe that the mechanics of this landing technique should be understood by all our new instructors and that the conventional teaching of PLFs should be re-instated throughout the BPA. It is with the intention of reopening the debate in the interest of student safety that this letter is copied to the Chairman of the STC.

Yours sincerely

Doug Peacock

Rob Noble-Nessbitt replies...

Landing training for beginners. After reading Doug's letter, I decided to write this article in order to dispel some of the misconceptions he raises.

Firstly, the training method I developed is not a recent 'invention' as he suggests, I started to make changes in landing training some seven years ago, they were made very gradually over a period of about four years. They involved decreasing the amount of time spent practising rolls and increasing the amount of time spent practising the landing position. They did not involve less landing practice and in fact, I found four or five practice sessions to be more effective than the commonly accepted three sessions. In 1991 I was invited to present my ideas to the Instructor's Convention largely because it was known that I was achieving good results with this training system. What follows is an explanation of the events which led to me making these changes.

About eight years ago I noticed an increase in student (first jump) landing injuries which, with hindsight, probably coincided with a change in the type of people being attracted to the sport. I also witnessed a specific incident which made me question the value of what I had been teaching for the previous fourteen years. A young man in his early twenties was making his first jump. He had been able to demonstrate an immaculate landing and rolling technique during training. He injured his pelvis and back when he attempted to roll before his feet had touched the ground. After talking to him, I was left in no doubt that he had been injured because his mind had focused on the roll as a priority at the expense of the landing position. During the following twelve

months, I monitored first jump landings very closely and I noted that no student suffered an injury if they simply maintained a correct landing position, the fact that they failed to roll after touching down seemed to have no detrimental effect. I also took into account the type of injuries I had observed; the vast majority were injuries to the lower leg and particularly the ankle area. I have little doubt that this is caused by incorrect leg or foot placement at the point of contact with the ground, not a failure to roll.

I spent the next four years making very gradual changes of emphasis in landing training. By the end of that period, I had dramatically reduced the amount of time spent on rolling practice and finally took the step of eliminating rolling practice altogether. During the following three years or so I trained more than 1,000 students in this manner. These are the results:-

There is no indication of an increase in injury rates. There is a decrease in mistakes in the body position at the point of touchdown with a probable reduction in potential injuries as a consequence.

Students are taught not to resist the ground and despite what Doug believes, I cannot recall a single injury to the head, neck or spine of a student I have trained by this method. There certainly have been none in the last two years. Students make fewer mistakes because they have one very simple task to perform. This is an important factor in minimising confusion and fear.

Injuries do still sometimes occur and as in the past, they are virtually always ankle injuries which are caused by an incorrect leg or foot position. Not one single student has suffered an injury which could be attributed to a failure to roll.

I would like to make it clear that I have never claimed that the standard PLF with roll is not a good way to land, of course it is! Neither have I suggested that no students should be taught to roll. However, it is worth remembering that this system of landing was developed for the military purposes and as such, was intended to be executed by fit young men who have been intensively trained over an extended period of time. It is also worth remembering that despite this degree of training, injuries to military parachutists are not unknown and there is plenty of evidence that teaching sport parachutists to roll is no guarantee of injury free landings.

There may be some CCIs out there who are lucky enough to train only fit, well co-ordinated, fast-thinking students, but unfortunately, that is not the parachuting world I inhabit. I train people between sixteen and fifty years of age with extremely variable levels of ability. A sizeable proportion of these students are at the lower end of the parachuting ability range, and trying to teach them to perform an effective roll in a choice of one of six directions at a moment of stress is roughly the equivalent of trying to teach them an advanced gymnastic skill. Simply put, it is completely beyond their capabilities.

I train people of varying ability and jump them onto a Drop Zone which is virtually entirely grass covered. If your circumstances are different, another system may very well be more appropriate. It certainly makes no sense to blindly follow a training system which does not suit the requirements of your students or Drop Zone.

Despite all this, I do agree with Doug on one point. While round canopies remain in the sport, instructors should understand the mechanics of the roll. I still teach students to roll, but I do it in a simplified way and at a time when I believe that they will be capable of using the technique effectively.

Finally, I would caution any Instructor against a sudden change in training methods, remember that I took several years to make the changes I did and I carefully monitored the results for several months before making further changes. It is also important to remember that what you are able to teach your

students in the "classroom" is by no means a definitive reflection of what they will actually do under the pressure of a "real jump". In other words, try to look through the eyes of your students when assessing the content of your training programme.

Go cautiously

Rob Noble-Nessbitt D881

SEX MACHINE

Thanks for the Swansea article. We appreciated it a lot. Dave Howerski liked the picture but asks me to point out that it is not, in fact, a bald patch, but a solar panel for a sex machine. Happy Friday

Chris Jones D8783

MORE TUNNELS

Dear Ola,

I was given a nudge to write by a letter from Steve Cashell reference the use of wind tunnel's in student training. Recently I spent a few week's in Deland training four AFF students. Two did very well but two were a little weaker. so after much effort by instructors and students, the two decided to return home feeling frustrated at not completing the course! Anyway later on in our trip we visited a wind tunnel in Orlando. There was a guy there who had done AFF level 1, after 3 minutes in the tunnel, he was on the ball. Upon seeing this I felt frustrated at not using this brilliant training on our other students, in fact all student's just to teach the basic pos!?! Basically it really impressed me!

Andy Kelly D8045

VIDEO NASTIES!

Ever been to a boogie and wished you'd bought a video? Well, there are several people who went to the 1992 Polish Helicopterboogie who wished they hadn't. If you're out there Wendy Smith, it's about time you sent out the videos you've 'supposedly' made for which we've all paid cash in advance. I'm sure it doesn't take over nine months to get the video ready. So come on Wendy, pull your finger out and come up with the goods for which you've been paid.

Signed Mr Angry (Paul Heighton)

PROMOTE THE SPORT

Dear Ola

Isn't it about time more people knew us we existed.

I'm referring mainly to the use of car stickers to advertise ourselves. Having recently (18 months ago) came back into the sport after an absence of a dozen years, I'm still amazed that, although a nationally recognised sport, it seems that we are still the 'Secret Society' as far as Joe Public is aware. Okay, we don't want our DZs so overcrowded that we can't get a lift, but it would be nice to know that folk generally recognise us. About a year ago I purchased ("...who's the prat with the sticker?") a BPA logo sticker for the rear windscreen because I enjoy the sport, and proud to advertise it. I've had a couple of notes left under the wipers, and also passing enquiries. On a bank holiday meet last year at Netheravon (local centre) I was the 89th vehicle to look in at the guardroom for JSPC. It was only 0930 hrs. I estimated at the end of the day over 140 plus vehicles came in, a very busy manifest! During a lull between lifts, I did some 'logo spotting' Flying Tigers, Feds, Falcons etc, lots of other club stickers, but I was the only one with good old 'Bravo Papa Alpha'! Now that our yearly fee is £43, wouldn't it be nice of the BPA to pop a sticker in the next issue of SP for all to display? It's only pennies after all.

Stable openings

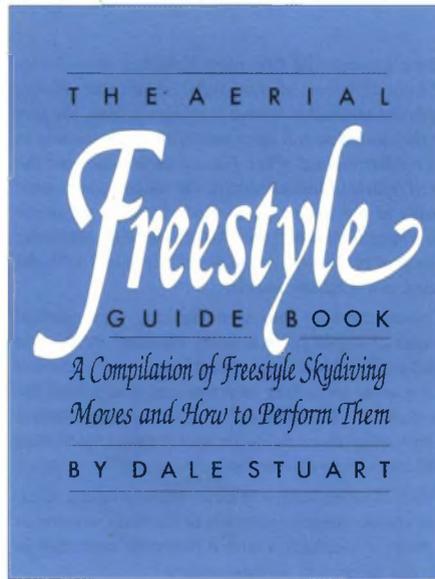
Vic Hamshaw BPA 531307

BOOK REVIEW

An Arabian Stag Frontover Inverse Deanna is difficult but not as dirty as it sounds. It's a routine I put together after reading the aerial freestyle guide book and I have to be honest I have only tried it in the swimming pool so far – and did I get some funny looks!

Freestyle as a discipline is growing fast: There is now a world federation, two world level competitions have been held, and no video is complete these days without a few freestyle routines. The reason is obvious, this is a photogenic discipline, you can do it on your own or with others, you can train in elements of it without a plane, and furthermore there is the possibility of it appealing to the non-skydiver as a spectator sport. Because it has taken off so rapidly, the provision of tuition facilities is lagging behind demand. I think this book will be deservedly popular.

The authors have been thorough indeed, and have overcome some of the complexity inherent in trying to explain in a book some-



thing so reliant on motion and the third dimension. The book explains the basic building blocks of freestyle (PACE - Position, Action, Control, Extras) before moving onto the Poses, and then the Moves (Tee moves, Daffy Moves, Rolls Turns and Pirouettes, frontloops etc). Within each section the moves are broken down into their elements based on the PACE format. This shows how the move is built up and makes clear the relations between different moves, although it is weak in giving hints on how to get your body to actually perform the maneuvers. The illustrations are excellent. The simple clear line drawings (as above) do the job well given the limitations of two dimensional representation. After each description there are comments filling in some of the background to the move; such as the first known per-



former. There is a listing which includes the difficulty rating (between 1 and 10) and acknowledgement of the first person to perform the move in a WFC competition.

But, you say, no matter how good, I can't learn freestyle from a book. Well, the book has one more trick up its sleeve to help: in the back is the listing of the moves making up the routines performed in commonly available videos such as 'Travelling II' and 'From Wings Came Flight'. So, armed with the book and a video you could make a pretty good start at self tuition. Meanwhile we await the official BPA Freestyle category system, approved freestyle instructors and perhaps even a UK wind tunnel.

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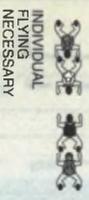
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1



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DONUT

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CRAZY



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MONOPOD



MONOPOD

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BLACK HOLE



BIPOLE

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ACCORDIAN



STAIRSTEP DIAMOND

7



CATERPILLAR



CATERPILLAR

8



CANADIAN TEE



CANADIAN TEE

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CAT + ACCORDIAN



CAT + ACCORDIAN

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DIAMOND



BUNYIP

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PHOTON



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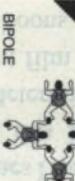


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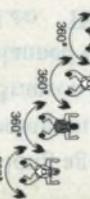


DONUT

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CATERPILLAR



CATERPILLAR

16

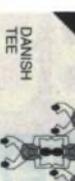


SIDE FLAKE



SIDE FLAKE OPAL

17



DANISH TEE



BIPOLE

18



ZIRCOON



ZIRCOON

19



RITZ



ICEPICK

20



OPEN STAIRSTEP



COMPRESSED STAIRSTEP

21



ZIG ZAG



MARQUIS

22



SATELLITE



SATELLITE

23



SNOWFLAKE



BOX

24



COMPRESSED ACCORDIAN



BOX

RANDOMS



OFFSET



MERKER



HELIX



MACLARA



ARROWHEAD



SPINNER



ZOO



CHINESE TEE



CROSSBOW



CAT ACCORD



ADDER



SIDEBODY



YUAN



OPAL



LONG STAIRSTEP



PYLAWK

Development - the way ahead



Introduction

At the development meeting held on 15th February a view was formed that regular correspondence through the magazine to the membership about our activities would be an advantage. The purpose of such reports is not to be a restatement of the minutes of the Committee meetings but to highlight important issues and keep you informed about what action we are taking on them.

Disaffiliation

As chairman, I would like to state that I have no axe to grind with anyone – We live in a free market economy and competition is a good thing – it improves the breed! Therefore, DZ operators are entirely at their liberty to affiliate their businesses to the BPA or not. I would prefer that all clubs and centres were affiliated to the BPA. My reasoning behind this is that the dangers we all face as sport parachutists in this country, come from without. A view must be taken which extends not just for the days and months ahead, but for years into the future. You must be clear about this – There are organisations that exist with the prime aim of **stopping** our parachuting activities entirely, the Airfield Environmental Group being just one of them.

To organise our defence as effectively as possible, one solid and powerful organisation will be more effective than a collection of smaller splinter groups. Divide and rule? It rings a bell somewhere!

After much discussion the Committee decided that if a Club or Centre wishes to disaffiliate itself from the BPA, then we should undertake to visit the operator and discuss the cause of discontent. Unless we take the trouble to find out we shall never be any the wiser and indeed, we should never be able to address the problems effectively. We should view ourselves as the BPA providing a service. If we are failing to provide the service that people expect, then we must, without delay, investigate the cause and attempt to find a remedy.

New membership retention

The Committee discussed at length the subject of Student retention. The letter written by Dave Prince in 1992, 'Preaching to the Converted' was once again brought to the attention of the Committee. The idea is to target those

individuals who are converting from 'Student' to full BPA membership, having performed their first free fall descent.

Currently, such individuals receive a membership card and a copy of 'Sport Parachutist'. The proposal is that they should receive a more informative package to include a personalised letter which welcomes and congratulates them on becoming a full BPA member. This, together with information about the BPA – its aims and services etc. should assist us in making new full members feel welcome and valued.

This package is currently being drawn up by the Development Committee as a matter of urgency.

BPA third party insurance cover

This is a most difficult and contentious issue. Whatever decision is made will inevitably result in upsetting someone somewhere. It is vitally important to look at this problem from every angle and much more information is required.

Council has asked the Development Chairman to further investigate with the BPA insurers alternative insurance possibilities, following the decision by council to exclude non-affiliated clubs from the scope of the insurance cover. A meeting with the insurers on the 18th March has been arranged.

Public relations

The Committee felt that his was an area in which the BPA are particularly lacking. We really must promote our activities fully to the media.

Kevin Hughes indicated that some of the aspects of the newly formed 'British Freefall Camera Association' (BFCA) was to make available to the media, video film of skydiving events. He has kindly offered to assist the BPA, through the BFCA, to obtain better publicity of skydiving events, in particular coverage of our National Championships. In this way we hope to increase

the profile of the BPA and skydiving to the public at large.

AGM – review

Great disappointment at the poor attendance at the meeting in January was expressed. There has been a steady decline in recent years and various reasons for the causes were put forward.

It is clear that something positive must be done to stimulate interest in this annual event in the future. There was general agreement that new members should be attracted.

Throughout 1993 effort will be made to generate interest in this meeting with a focus once again on those individuals who have converted to full membership.

Conclusion

All in all a good start to 1993 for the Development Committee. Above all, we aim to be effective. A short report will appear as a regular contribution to 'Sport Parachutist' to show you, the membership, that we are trying to do our best to make the BPA what **you** want. Your comments on these and any other issues are most welcome and will be appreciated – write to me at the BPA offices!

Chris Lyall

(Development Committee Chairman)



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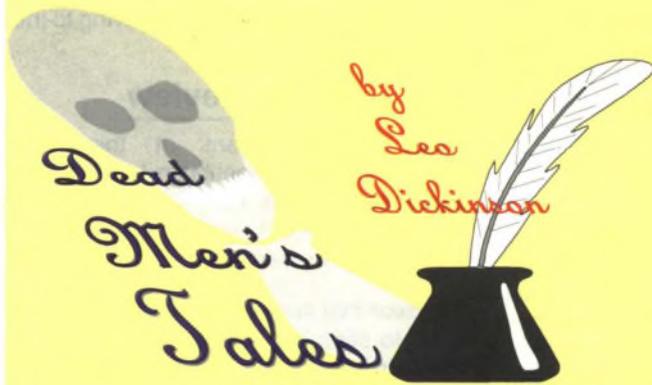
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Noel Farrelly was a skydiver from Northern Ireland. In the early part of 1977 he was on a four man team that decided to come across to the Hereford Parachute Club at Shobdon for some practice prior to a competition in Ireland.

He was the least experienced of the four and after a few practice jumps it was obvious that he was having difficulty linking up with the other three. John Boxall, who was chief instructor at Shobdon at that time, suggested that Noel try a new jumpsuit that he, John, had recently brought back from the United States. It was much larger and had quite a lot of wing area under the arms and might be an assistance to closing with the other three.

Noel's first flight with this jumpsuit showed a marked improvement in his flying although he still didn't link up with his mates. (The thinking at the time had us believe that it was the suits that flew the man. Even the World Champions *Mirror Image* had enough material to give a good impersonation of a modern day camera suit).

They went out at 7,500ft and separated at 3,500ft to track away from each other, Noel waved to his friends, did a 180 degree turn, and tracked away. At approximately 2,500ft he brought his right hand in and pulled the ripcord.

There was an interval said Noel, "Then I heard a flapping sound at my back. I didn't quite know what had happened because it wasn't the normal type of sound that I had been used to."

"I remember", he said later, "turning my head back and catching sight of one of the two small spring-loaded pilot chutes, just behind my right shoulder. I could not understand why it was in that position and concluded that it must have caught on one of the small hooks on the side of the pack. What I didn't know was that this pilot chute, and the other one, had come over my shoulders and crossed around my neck, and then done it again, creating a very tight knot and trapping the parachute in its deployment sleeve."

At this stage he wasn't quite sure what the problem was... but he knew he had a problem! However it didn't worry him too much, because his training had conditioned him to accept the possibility of a malfunction. He knew he had a sound reserve parachute clipped on the front, the only thing that was bothering him was what exactly was behind him?

"The flapping sound continued, as did my freefall, and I knew for certain then that the canopy hadn't deployed properly, and I was going to have to get my reserve parachute out!"

All his training had conditioned him to 'cut away' first, but for some reason he didn't. Why not? Noel takes up his own story.

THE MAN WHO



FELL TO EARTH

"Had I done so I wouldn't be alive today. The main parachute would have gone up, tightening the pilot chutes around my neck, and would have hung me."

"I have thought a lot over the years as to why I didn't do it... possibly a lot of reasons... one can say providence perhaps? Or perhaps my eyes caught sight of those pilotchutes around my neck and my subconscious was aware that it would be very dangerous to cut away. At that time I was confused... not about the situation but about my own action – why wasn't I doing something that I was conditioned to do? Glancing at my altimeter I saw that I was under a thousand feet and I knew I had to get my reserve parachute out no matter what the situation was."

"I knew that there was a very strong possibility that my reserve would tangle in whatever was behind me, so I made an attempt to catch the spring-loaded pilot chute from the reserve as it came out, and throw it away to get a certain degree of lateral separation from the tangled mess over my back !

"Unfortunately the reserve parachute did what it was supposed to do; it shot out past my face. But when the last portion started flapping in my face and I knew instantly that something had gone dreadfully wrong."

Strange as it may seem, up till then Noel wasn't too put out. He had felt confident that he could handle an emergency as most reasonably experienced parachutists would. Noel continues:

"I knew that all my training, all my knowledge was of no avail, that everything that could be done by me had been done and it hadn't produced the right effect."

"At this stage I had two unopened parachutes and I was hurtling towards the earth at 100 miles an hour. I realised that impact with the earth at that speed meant the end of the human body. I then experienced what I would describe as terrifying fear; terrifying fear is appalling loneliness, the feeling of being utterly abandoned where one's knowledge is of no further use, there is nobody that can help. It was probably the worst few seconds of my life and I hope I never ever find myself in that situation again."

It's worth a moment's thought here, there is no training on earth, no mountaineering epic, no cave diving 'out of air' nightmare, no Special Forces survival course that could prepare you for, or simulate Noel's

predicament. The absolute certainty of death!

"I was at the point where I had the choice of despair or something else and the something else was a very simple thing. I started to pray. Not that I would say that I am a terribly religious person but I have a sort of practical approach to these things. I suppose there has always been a certain spiritual dimension in my life and it seemed a very appropriate thing to do at the time. I realised that I was going to be meeting my maker in a very short period and I thought it might be a good idea to make a few introductions."

**terrifying fear is appalling
loneliness, the feeling of being
utterly abandoned where one's
knowledge is of no further use**

In our interview there is a very Irish smile on Noel's face. "I was now quite relaxed but it was a different kind of relaxation to what most people would experience. I didn't have any worry because I had off loaded any worry in effect and my mind was working very very fast. There were many thoughts going through it. Time just seemed to expand."

"People say to me did your life flash before you? And I say, yes it did and it was so good I called for a rerun! I have had a good life, I have never had any serious unhappiness. I felt that being involved in skydiving was a great adventure and if this is the way it was going to end then it was as good a note as any to go out on. I didn't feel cheated and I didn't feel bitter or angry about anything. I reflected on my family and my friends. To the best of my knowledge I hadn't done

anybody any serious damage and I didn't think there was anybody that was really going to cheer at my demise."

"I was then 35 years old, I'd had a good crack at life. Had I been 19, I might have felt very very different. As many thoughts and memories raced through my mind, I found myself haunted by the words of a song. This was a song made famous in the 1960's by an Australian group called the Seekers. It was called 'The Carnival is over' and I think it was because in my own mind I had always looked upon skydiving as a great carnival in the sky that I was now relating the words of this song which said 'The Carnival is over we will never meet again'. It was one of these strange little tricks of the mind."

"I then recall glancing at my altimeter and I was somewhere around 300ft or so. I can't remember exactly but it was very, very low and I can remember the ground not coming at me as such but spreading out in front and to the sides, rather like a huge green carpet full of patches being pulled from underneath me. I can also recall the horizon being slightly above my line of vision, a most unusual situation that no skydiver ever experiences in freefall."

"I can remember at this point having my last conscious thought, – 'This is going to be a very, very hard landing but I know I am going to survive.' Just after that my vision became slightly blurred, I seemed to be loosing my peripheral vision and then suddenly it was as if a black screen came down in front of me."

On the ground, John Boxall, the instructor, had been watching through powerful binoculars. What he saw horrified him.

Continued on page 15...

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...Continued from page 13

"The parachute was starting to deploy out of the backpack and resulted in a U-shaped malfunction. In other words the parachute was coming off his back, streaming up, and then back down, attached around his neck."

"I watched the guy looking or trying to look over his shoulder and figure out what was wrong. At this point he realised that he had got major problems and decided to deploy his reserve parachute. Had he cut away, he would have hung himself."

"So he chose instead to pull the reserve parachute. It was a bit of a gamble, if the reserve became entangled in the main then he would have big problems. Sadly, this is exactly what did happen – the main went straight up into the U-shaped tangle of the main parachute. I continued to watch this falling body struggling to release this mess from around him, but it wasn't until I started to pick up trees in the background that I realised exactly how low he was". John kept him in the binoculars all the way down and lost him as he disappeared through the trees, still in freefall. Just momentarily before impact he noticed a partial inflation of the reserve canopy. He ran to his car and dashed to the point of impact.

Noel had come to earth a few hundred metres from the runway, by a hedge that fringed one of the pasture meadows around the airfield. John screeched to a halt at the edge of the field, and started running.

"I will never forget jumping out of my car and running over to where he had landed, and then suddenly realising that maybe I was not going to experience a pretty sight. I stopped myself and psyched myself up for what I was going to see and, in fact, wondered to myself what the hell I was running for".

"I then looked over at where the impact happened and, much to my amazement, I found this guy in a very crumpled mess, lying there but moaning, obviously in quite some pain. As I got closer I realised that the pilot chute had gone through his mouth and jammed up under the helmet, and so had forced his jaw right down into his chest. The guy was actually choking to death at that very moment!"

"It was very ironical, I had loaned him this new extra large jumpsuit to assist his freefall, and it was probably the turbulence from the jumpsuit that caused the accident... or a combination of jumpsuit and the type of pilot chutes that were attached to his parachute. They were what is known as a

spider-type parachute and pilot chute, and have since been banned. The ironical part about it is that although the jumpsuit caused the incident; sewn into the leg was my survival knife. Therefore I was able to use it to cut the bridle cord from around his throat, thus saving his life. He was still choking to death but, once I was able to release the bridle cord and put my finger into his mouth, I could pull his tongue out from the back of his throat and allow him to breathe."

The reason that Noel had survived this far was a combination of three chance circumstances that had decelerated him prior to impact. "The first was that the reserve chute had partially inflated as he hit. The second was that he landed in a small tree, striking the end of a bough which bent and finally broke from the main trunk. Finally, as the bough broke, he hit the top of an eight or nine foot ditch and rolled down it, decelerating him further."

Though he was badly hurt and near death, this million-to-one combination had, so far, undoubtedly saved his life.

John realised that he was looking at, "A badly broken man. Noel was lying there like a rag doll. His left leg was wrapped up around the back of his neck."

Continued on page 26...

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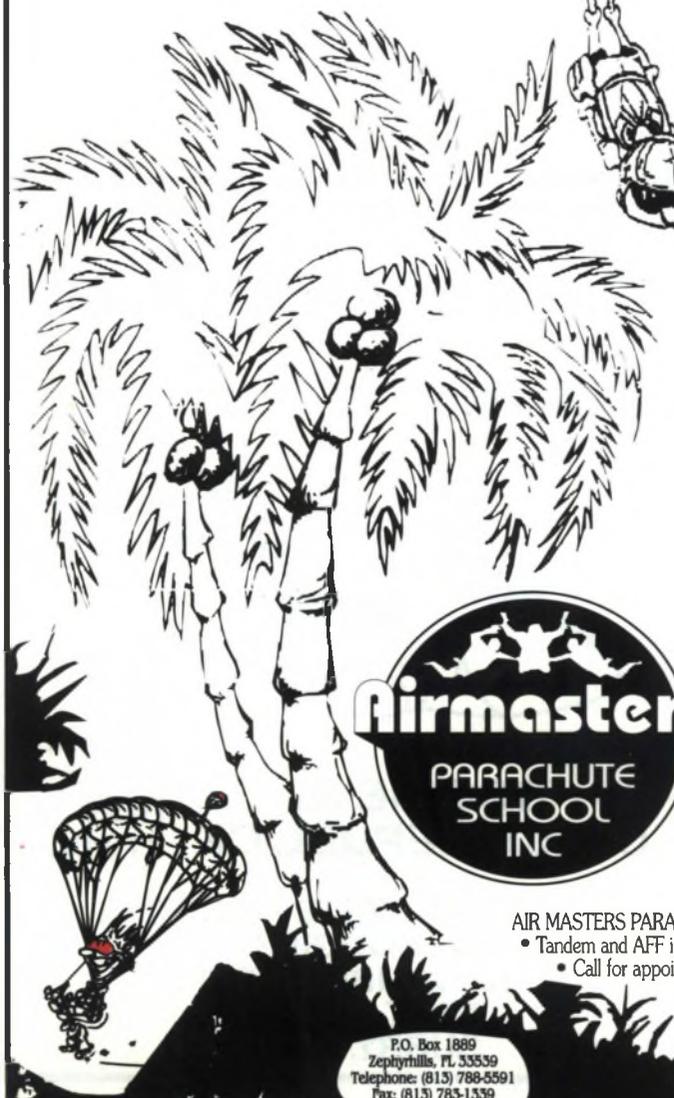
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COMING EVENTS 1993-1994

October 29 - 31	6th Annual Halloween Boogie
November 07 - 13	Fall RW Training Camp
November 18 - 29	Sky-Eye Sequential Invitational and Turkey Meet Team Selection
November 18	25th Annual Turkey Meet
18 - 19	Practice
20 - 21	8-Way
22 - 24	16 & 20-Way
25 - 27	10-Way
27th	Awards Night



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December 05 - 10	Sky-Eye Sequential Intermediate and Advanced Sequential Camp
December 11 - January 3	Christmas Boogie
December 25 - 26	Christmas Scrambles
December 26	Prizes
January 9 - 14	Sky-Eye Sequential Intermediate and Advanced Sequential Camp
January (Pending)	Strong Tandem Certification Course
January 17 - 21	Sky-Eye Sequential Invitational
February (Pending)	Strong Tandem Certification Course
February	Sky-Eye Sequential Loose n' Lively
February 26 - 27	2nd Annual Muff Brother 4-Way Meet
March 13 - 19	Spring RW Training Camp
March 13 - 18	Sky-Eye Sequential Intermediate and Advanced Sequential Camp
March 21 - 25	Sky-Eye Sequential Invitational
March 26 - 29	Sky-Eye Sequential Easter Competition Team Selection
March 26 - April 04 -	29th Annual Easter Boogie
March 30 - 31	6th Annual 20-Way Sequential
April 01	9th Annual Speed 40-Way
April 02	Awards Night
April 04 - 07	Sky-Eye Sequential Invitational
April ?	Sky-Eye Sequential Loose n' Lively

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Wild Geese

Wild Geese 10th Anniversary May 1993.

The Wild Geese Parachute Club has now been in existence in Northern Ireland for 10 years and to mark the anniversary, massive celebrations are planned for May 1st, 2nd and 3rd 1993.

The club is situated in the North-West of the Province, an hour's drive from Belfast Airport or Larne Harbour, the nearest town being Coleraine.

Facilities are unsurpassed – a purpose-built hangar contains fan trainers; suspended harnesses; free-fall simulators; packing area, in addition to housing the club's Cessna 206, Turbo Pilatus Porter and five Micro-light aircraft – all available over this period.

Free accommodation, camping, showering facilities and canteen are available on site or local bed and breakfast can be recommended. The DZ Operator also owns an exclusive Country Club and Leisure Complex – available to those of you with an interest in fitness, should the weather prove unsuitable for jumping.

Festivities will include:-

Boogie – all levels of ability catered for
– unrestricted altitude
– kit hire

Bungee Jumping (Bungee Ireland)

Micro-light Trial Flights (Eurosport Micro-light Centre)

B.B.Q.'s and Parties

The French and German delegations with whom the Wild Geese has strong links (Coleraine is twined with La Roche and Gummersbach) have already accepted the club's invitation, so I cordially invite you to visit us at Wild Geese and join in the celebrations. You need not confine your trip to the week-end – the club is open 7 days a week – and I can assure you of typical Irish hospitality.

Maggie Penny (CCI) D5292



The Pink Porter. Inset: A rare sight – three Advanced Instructors on Wild Geese soil at the same time.

As DZ Operator I would sincerely like to thank all those people who helped the club to survive over this ten year period. In the early days we lacked instructors (more pertinently Advanced instructors) and pilots and only by the assistance of such qualified personnel were we able to continue to exist. To these people, whose time in N. Ireland ranged from flying week-end visits to lengthier periods (they are too numerous to mention, but they know who they are) I

will always be indebted and am grateful for their willingness to help.

Of that initial student course trained on May 3rd 1983, and those who came after, many are still with us – as experienced jumpers and instructors and I thank them for their tenacity in the face of many set-backs and interruptions to their skydiving careers.

Dave Penny DZ Operator

The Holistic approach

If any of you accept this invitation, and I hope you will realise after a visit to Wild Geese that it is not merely your skydiving which will be catered for. Since the take-over by our new CCI, Maggie Penny, my entire life-style has changed – my pleasantly portly figure was deemed by this lady to be over-weight so I have been put on a diet; supplied with a calorie-counting book and forced to suffer the indignity of a public weekly weigh-in. This naturally has been coupled with a drastic reduction in my alcoholic intake. To hasten the weight-loss process I now swim, play volleyball, assist with Drop Zone control on our student landing area, and am encouraged to participate in other hitherto distasteful activities.

You would think that this new regime would result in some monetary saving on my part –

not so – it now promptly goes into the Swear Box (our revered CCI is very averse to the use of foul language) of which she is the chief adjudicator, deciding what constitutes "foul" language and the penalty to be paid. I have, since its inception, been a major contributor but have not as yet received an answer as to what worthy cause the proceeds will benefit.

She is now embarking on her most challenging task yet – that of teaching me the French language in preparation for the club's forth coming trip to France in July.

All visitors to our club will be heartily welcomed (hopefully I'll be granted a reprieve for the week-end) in May, but don't say you haven't been warned.

Gary Thompson BPA 548496



Scottish PC

A review of 1992

After a somewhat remarkable record in 1991 of jumping every weekend it seemed too much to hope that the same could be done in 1992. But, once again, the impossible has happened and the Scottish Parachute club has now jumped every weekend for over two years.

This is due to three things. Firstly, the weather has played the game for us, secondly, there is no bar on the airfield so the temptation to pack up early and go on the pop is removed, and thirdly, the jumpers will stay to the bitter end. So, despite a year that has actually had poorer weather than the previous year, we still managed to increase our number of descents.

Like most other centres we have heard about we also had an increased number of students this year, but unlike most centres we had the weather to jump them and so we start the new year without a backlog.

Those students who chose to continue jumping have had a pretty successful year both at Strathallan and visiting other clubs. (We would like to apologise to the hosts of all the collegiate meets for the antics of the Glasgow University mob. Watch out, they are coming again this year!! Congratulations to them all for winning so many gongs and to Andy Bremner for being the senior collegiate accuracy champion, finishing on a run of discs.

Again, progression within the club was excellent, which was also helped by the fact that we increased our number of instructors. Brain Robertson came top in the exam course in August and we also gained Ali Taylor and Joe Bratton from Sibson and Netheravon respectively.

To help the instructors we have managed to gain another classroom, two new aircraft mock-ups and another fan-trainer, extra equipment that makes the job far more efficient and professional.

Other new equipment also includes an artificial, portable bouncy pit, (soft landings for the accuracy nuts), and most importantly, a new Cessna 206. Due to the increased jumping activity at the club the second aircraft became a necessity and has certainly proved it's worth (Rumours that the registration was going to be changed to G-TIMA are totally groundless)!

The club hosted several events in 1992. As usual the Scottish Nationals were held in May

and with 26 formation teams, 12 accuracy teams and 13 style jumpers it was one of the busiest meets of the year. The Northern Regional meets were held in conjunction with the Scottish Nationals which was partly responsible for it being so busy. Two rounds were completed in each discipline, despite a day's bad weather and the numbers involved. The Red Devils won the 4-way easily and the style and accuracy was won by Dave Ballard. This year it may be necessary to limit the number of teams entering so make sure to book early if your team wants a slot.

The British Nationals in Style and Accuracy were held in June and superb weather meant an early completion was possible. Les Carroll and Esther Reynolds both retained their individual titles from the previous year and the army team once again won the Team Accuracy. The team from the Scottish Parachute Club won the bronze medal and are staying together to train for 1993 with the intention of improving the medal colour. At the end of the meet several people decided to stay for a few days to make the most of the weather with water-skiing on Lock Tay and whisky tasting at the Glenturret Distillery.

Chris parked too close to the river and woke up the next morning to find his car gently floating away

The club was represented at two World Championships in 1992. Tim and Katherine Andrewes went to Austria with the British team for the Style and Accuracy World Championships, and Dave Drewette attended the Freestyle World Championships at Eloy in Arizona. Dave is a self-taught freestyle jumper with about 400 jumps and he managed to turn in an excellent performance to take 10th place in the competition. For his achievement and dedication Dave was awarded the trophy for Best Scottish Skydiver of the Year.

The PI/Exam course was run at Strathallan in August without any hitches which the same couldn't be said for the water jumps into Lochearn in September. These had to be cancelled because the weather was too wet!

Once again the night jump programme went very well with near daylight conditions thanks to a beautiful starry sky and a full moon.

Other notable performances of the year included Felicity Martin jumping on the world record 150-way followed shortly by Graham Harris taking part in the record 200-way at

Myrtle Beach. Graham also appeared on television jumping as Santa Claus in Aberdeen and when the real Santa didn't turn up found himself in the beach ballroom in Aberdeen with little kids sitting on his knee. We still haven't found out which jump he liked best!!

The club gained a new rigger in Andrew Hillton who gained many brownie points by sending Tim two bags of liquorice allsorts (his favourites) all the way from Canada to Austria via the Canadian accuracy team.

Stuart Bremner was awarded the SSPA best student of the year, an award like the BPA one, for the best progressed student.

Dave West won the human helicopter award but the blow was softened by the fact that he was also given the Scottish Parachute Club Student of the Year trophy. Not only did he manage to stop spinning, (after about forty 10 second delays), but he also put in a tremendous amount of work into the club packing, helping other students and generally helping around the DZ. Well done Dave! Frank Hynds managed to crash his car, someone else's motorbike (which also dented another car and took all the skin off his leg and bum), sprain his ankle playing squash and still progress onto squares within six months. (Just imagine Eddie the Eagle parachuting and you have pictured Frank). Never a dull moment!

The final mention must go to Chris Clark who parked his company car too close to the river during the annual club barbecue and woke up the following morning to find it gently floating away. He managed to get it towed out complete with fish swimming around behind the passenger seat. Chris, amazingly enough, is still in the same job!

All in all we had a good year in 1992 and are looking for a better one in 1993. So if curiosity gets the better of you come and visit us. You'll be guaranteed a warm welcome and maybe a lob or two as well (if the weather holds)!

Katherine Andrewes D7134

SCOTTISH NATIONALS

The 1993 Scottish National Parachute Championships will be held on the 29th to 31st May. There is a change of rules, because of the increasing popularity of the competition, teams must pre register as places are not guaranteed. There may be a late registration charge. Registration forms can be obtained from Kevin McPhillips, Secretary SSPA, 1b Rosebery Crescent, Edinburgh EH12 5JP

British Team Fund COMPETITION



Well it was a toughie, 99% of entrants got the right answers to the competition so it was down to the tie-breakers. After much fisticuffs among the judges it was agreed that first place should go to 'sensible' alternatives which were as good as, or improved on, the existing names (in the opinion of the judges of course). Congratulations! (Please ring Hoover Plc regarding travel arrangements. If no luck, get in touch with us at Airscape).

First place went to Ben Phillips of London with his concise and appropriate alternatives which would not look out of place on any dive sheet. Star=*Ouija*, Murphy=*Checkout*, Cat=*Domino*.

The strain of being sensible proved too much for the panel of judges and they retired to the nearest freehouse to get a better perspective on the shortlist of finalists. While still able to appreciate the subtleties of the language we agreed that Ali Lawley displayed wit and erudition with *Isolation* for the Murphy and *Bisolation* for the Bipole; neat.

Despite trying hard, over many rounds of Wadworth's finest, we could not suss out her alternative for the Star – *Genesis*. However, being fairly mellow by now we all agreed that it was an equally witty and erudite answer but that we were too thick to appreciate it. All the judges, however, admitted to having bought at least one of their albums in the distant past so the unanimous decision was for second prize to go to Ali Lawley and for Arthur to buy



the next round. Cheque is in the post Ali.

Power, and Wadworth's, now went to the judges' heads. Realising that their decisions were final and they could do what they wanted, they resisted awarding themselves third prize and instead took the unprecedented step of awarding the back issues of SP to Annette (C9501), for outstanding honesty: ("Here is my cheque, I haven't got a clue what the formations are but here are some alternatives") and a nice bit of lateral thinking: Star = "*Don't worry we'll get you out*".

Many thanks to all the others who sent in answers. The most popular alternative for the Star was *Propeller*, and for the Cat was *Conga*. George Pilkington was disqualified for being rude, (Cat=*View to a thrill*), and for in-jokes, Star=*Eberneezers Point* – (what a party that was, let's build a star and hold it).

For our next competition we have a caption comp. Above is a pic from the AGM kindly sent in by Anon. It shows the SP team (from left Lynette, me (Ed), and Patti enjoying a meal out. It also nearly shows Conor but demonstrates nevertheless the magnetic effects of his personality. (Sorry Conor, we didn't want to disturb you just for a photograph). Send your quips in please, remember there is a serious purpose behind this – to raise money for present and future British Teams of all disciplines. Send in at least a fiver entry fee; make out your cheques or POs to: The BPA British Team Fund Competition and send them to: BPA, Wharf Way, Glen Parva, Leicester, LE2 9TF.

Rules: Late entries might be accepted. The judges' decisions are arbitrary and final. No employees of the British Parachute Association or Airscape Ltd may take part.

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THE EVOLUTION OF PARACHUTE TO PARAGLIDER



The evolution of the paraglider owes much to the development of the ram air parachute, indeed it will be likely that a parachutist on reading about paragliders will recognise much of the equipment and ideas as common to parachuting.

Indeed there are many lessons which are being learnt again, particularly in construction and materials, which have already been encountered in the jump world.

Ascending parachutes first started with towed jump canopies, parascending originally coming under the BPA. As there was no need to pack towing canopies the first authentic parascending canopies soon used larger weights and amounts of materials, something still common in modern paragliders. The revolution in canopy designs came about in the mid 80s when launching from hills started and the increased possibility of soaring cross country flight produced a demand for much better performance. The present world distance record is 271 Kms, the longest flight by a Britain 217 Kms and the longest flight in Britain 98 Kms.

The first foot launched canopies were jump canopies or their parascending equivalents, with low aspect ratios

around 2:1 and large cells which immediately attracted the attention of designers eager to reduce drag. Netting,

slots and valves were all tried to

various degrees of

success with the

simple modifica-

tion to the oblong

canopy of adding

a central exten-

sion to the middle

cells then clipping

the wing-tips. So, for example,

Swiss company Ailes de K

having started with the most

successful duck tail canopy in Bri-

zair, by slotting the outside cells pro-

duced the Genair and finally by slot-

ting the whole leading edge produced

the Trilair. Each of these changes, along

with some profile modifications, delivered

an extra point of glide angle. Another leading

paraglider of this generation, the Japanese

Falhawk Athlete, had a short batten between each A



Falhawk Athlete, had a short batten between each A

and B flare, while the French ITV Saphir was a swept wing, with netted, valved ports. Now most cell openings are located below the leading edge trying to conserve as much of the wing profile as possible. Other features like cross porting, extended in models like the Apex MR into the full section being netted, and large under porting as in the Carrado, are still being tried. Many paragliders use stiffening materials like mylar in cell walls and flares. Line material has moved from Kevlar and Dacron to Dynema.

As soon as airtime became longer the split saddle parachute harness proved too uncomfortable, pilots were landing with numb legs, so an initial, simple improvisation of sticking a short wooden seat between the log straps was tried. This evolved into the modern seat harness, now supplemented by a Carbon/Kevlar back plate for crash protection and built in rear mounted reserve. Such reserves are mostly hand deployed without pilot chute of spring evolving from the Hang Glider reserves, but with a shorter bridle. There are some conicals but most are non-steerable pulled apex types. Cut away systems are extremely rare.

Speed and steering controls are still mostly on the brake lines but quite common features are weight shift steering and speed bars. In a seat harness the risers are attached just above the hips. The pilot can transfer weight by leaning over putting one riser higher than the other. With some brake input a smoother turn results. A dedicated

weight shift seat has the risers operating from the level of the seat allowing the pilot to have pitch and roll control by body movement alone. Speed bars are operated by the feet pushing the bar attached by chord to the risers, usually the A and B risers, depressing them and bringing the nose down. Trim tabs are also used, usually to slow the canopy and save arm wear.

Paragliders are designed and tested as aircraft. Their certification is based on a series of graded manoeuvres, from ordinary launch, flight and turn performance to full dynamic stalls, search for deep stall, flat spins and full or asymmetrically induced collapses. In the strong thermic lift environment a paraglider can be totally wiped out so the priority is on time of recovery and resistance to spin. Snatch load tests are also carried out.

There is some speculation that paragliding design is reaching a peak, each new generation offers less progress than it's predecessors. Some revolutionary shapes straight off computer design systems like the Flight Design Arrow or the A de K Majestair, aspect ratio 12:1, are superior in performance but not totally marketable to the ordinary pilot. Currently a high performance paraglider would have a glide angle around 7 to 1, a minimum sink rate of 1.1 metres/second and a speed range between 20 to 40 Kilometres an hour. The flexible, self inflating wing has come a long way.

Bill Morris Midflight (UK)

Good sense of humour
(will need it regularly)

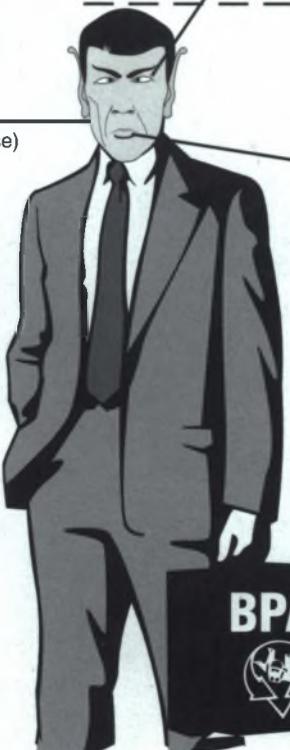
Good grasp of English (and Vulcan)

Skin: Will need to be thick as will be blamed for everything that goes wrong by the Ed (who gets the blame from everyone else)

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**If this person could possibly be you, send a CV and covering letter to prove it to:
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Kit News

AUTOMATIC OPENER STEPS IN AFTER SKYDIVER'S MISTAKE

(This is a first-hand account of an incident involving a jumper who reacted incorrectly to a problem with his equipment.)

The weather was perfect and we had just broken off from a 4-way RW jump from 4000 ft. I noticed one of the other jumpers pointing frantically at my equipment. I did not immediately realise what he meant, but as I turned 180 degrees and went into my track I started to check my gear.

I then realised what the hand signals meant: my reserve handle was missing. I could not see the handle at all and feeling around for it produced nothing. I then tried to follow the ripcord housing and the ripcord itself, but my gloves were thick and I could not locate the handle.

A jumble of thoughts went through my mind. What is the state of my reserve? Is it going to open at any second? What about the pin, is it still in its proper position? The fear that both my main and reserve would open at the same time and become entangled prevented my from deploying the main parachute.

I realised how low I was and how close the ground looked. I had a big problem; this was a high-stress situation and I had to do something.

Acting subconsciously – not fully realising what I was doing until I had done it – I went through my cutaway and reserve drills. Of course I could only do part of this. The main parachute was now cut away and I still could not find or pull the reserve handle.

My actions had not improved the situation. Indeed, they had made it worse. I was now in a very unpleasant situation – in freefall, hurtling towards the ground with no way of stopping it. I couldn't deploy either my main or reserve parachute. The outlook was not very encouraging.

The overall view of the ground had disappeared and now all I could see was a cornfield, a small road and a very green meadow. I didn't want to give up. I thought again of my equipment and visually checked everything again. Nothing had changed.

The cornfield had become a thin strip in my peripheral vision and I had identified the point of impact in the meadow. Only then did I remember that two months before I had

PREPARING FOR SUMMER

The winter break is now behind us, trips to sunnier climates are now just a memory. Parachute Centres and parachutists alike are now making preparations for what we all hope will be a long and sunny season.

Now is a good time to make sure all your equipment is in good order. There is nothing more frustrating than turning up at the DZ on the first perfect jumping weekend of the year to be told that maintenance or repairs are required to your gear before you get on the plane. Then comes the search for a rigger who has probably accumulated a weeks work within two hours of arriving at the DZ.

It happens every year, but can be avoided with a little bit of planning. Instead of sitting at home looking miserably out of the window, make arrangements with your rigger, get down to the DZ and sort your equipment out. There are a lot of things you can do for yourself, so don't just rely on your local rigger to sort out all of your problem areas.

First of all get your equipment out of its bag and have a good look at it all. Not just your rig. Look to see if your jumpsuit needs some repairs or maybe a session in the washing machine.

What sort of condition is your Protec or Frap Hat in? Are there some adjustments or repairs that can be made to your camera helmet? Check out your gloves and warm wear, it can be very cold at altitude at this time of year. Are they up to the job or do they need replacing? Is your altimeter functioning properly? Does your AAD need servicing? Is your knife still sharp? Has it gone rusty?

Some of these jobs can take some time so don't wait until the weather warms up and the sun starts to shine.

Last, but certainly not least have a good look at your rig. Check with your DZ or local rigger for Safety Notices which may have been issued since you last jumped or had your reserve inspected. Consider having your reserve inspected and repacked

while things are quiet. Six months between inspections is, after all, the maximum period allowed.

Things you can check for yourself are:-

The general condition of the pack and harness. Check all the stitching and webbing for obvious signs of wear and tear. Check the velcro, especially on throw away pilot chute deployed containers. The velcro which attaches the bridle line to the container is especially important. (Also check the condition of the velcro on the steering toggles. – A brake line firing on deployment can give you an exciting ride.) If in doubt, get a rigger to look at it, it probably needs some attention.

Disconnect the Three Ring release and service it. Have a good look around and, again, if you're not sure about anything, consult a rigger. If you are not sure how to service your release system – ASK. Clean the cut-away cable and re-assemble the 3 Ring release. Check the reserve cable that is visible as well as the cable housing and make sure that it is secure at both ends.

Make sure that the Leg-Strap elastics are in good condition, the last thing you want to be doing is passing through 2,000' tugging on a wayward Leg-Strap.

Finally, what condition is the pilotchute in? If you are starting to get some strange openings it could well be that your pilotchute is worn out. If it has done more than 250 jumps it will almost certainly need replacing.

Look after your equipment and it will look after you, abuse it and you may come to regret it.

Remember – riggers are not there to ground you. Their job is to help you keep your kit in good order and keep you jumping. They can only do that if you bring your doubts to their attention and ask for their advice.

Be safe and have a good season.

Steve Clarke

bought and installed a new piece of equipment – a Cypres. The word flashed through my brain – a chance to live.

Although I had remained in a stable position throughout, I forced myself into an arch to give the reserve the best possible chance. At that moment, I felt the reserve opening – a beautiful opening, initiated by the automatic opener.

"My lucky day," I thought. I was under a perfect reserve canopy at about 330 ft. Seconds later, having overflowed the road, I made a soft landing in the very green meadow.

A brief explanation of what happened

I am 31 years old and a software engineer. I jump a Relative Workshop Vector, a Performance Designs PD 210 and a Cypres. I started skydiving three years ago as an AFF student in Tessin, Switzerland. Since then I have logged 530 jumps, mainly RW, with 100 of them in the last three months. I consider myself to be an average skydiver, I never thought this could happen to me.

Continued on page 42...



AND
THE
SEA

Stuart Meacock
by Leo Dickinson



Dave Payne & Andy Guest with AFF Student - Photo by Adrian Thornton



John Fisher with Martin Wright over Cornwall. Photo by Kevin Harmer



It may not be elegant - but its fun. Photo by Rodger Tamlyn

...Continued from page 15

John resisted the temptation to move Noel's body to make him more comfortable, not knowing exactly what injuries he had sustained. He waited for the ambulance crew to arrive, to let the experts attend to that.

When it arrived, the medics took over. But John was now in shock himself, and pragmatism took control; "I will never forget the last thing that I screamed to the ambulance driver as they put Noel in the ambulance was, 'For God's sake, don't cut my brand new jumpsuit off him.' It's a bit mercenary, I know, but there you go."

Noel opened his eyes and saw a clock on the wall. He couldn't see the hands on the clock but he heard some voices around him. He recognised one as being that of his sister, who was saying,

"Do you know who I am,"

"Yes", said Noel.

"Do you know where you are?"

"No."

"Do you know what happened to you?"

"I think I had a parachuting accident", he murmured, and drifted back into sleep.

"By then, I had been in intensive care for the best part of five days and this was the middle of the afternoon of 'Good Friday' and I had more or less come back to life!"

It was some time before the extent of his injuries were made known to him, but, "I did notice a trolley-load of X-rays being pushed around" Noel's smile returned, his sense of humour never deserted him.

"My injuries were quite extensive but in another sense, considering what I'd been through, were probably not too bad. The minor ones were things like broken ribs, collar bone, bruising, arms face, a small bit of damage to the base of the spine, a bit of

damage to the chin, and so on. The major injuries started with a collapsed left lung, serious internal bruising, my left hip was broken, my left femur was fractured, my right tibia and fibula were totally smashed... I was very lucky not to lose my leg."

Noel was a mess but was still hanging in there, though he stayed on the critical list for the best part of three more weeks.

John visited him more or less every day and thoughtfully gave him a good supply of parachuting magazines! Flower arranging for beginners might have been more tactful in the circumstances.

He was lying there like a rag-doll. His left leg was wrapped up around the back of his neck.

The injuries kept him hospitalised for the best part of nine months. He was two months on a board on his back – unable to move, with all kind of odd pins and traction gadgets in and on his legs. The next four months were spent in a wheel chair and the three months after that in rehabilitation, learning to walk again... "A very interesting experience when you are a fully grown adult."

As Noel puts it, "To this day I am fascinated at young children learning to walk. Not only do they have a great advantage – they don't have any sense of fear and they are very flexible, they can fall and get up with no problems. When you are an adult it is very different, and learning the walking motions again is very complicated. The whole procedure is broken down into individual sections. It is, however, one of these things you have to do, otherwise you spend the rest of your life in a wheelchair."

And Noel was definitely not going to do that.

"Even at a very early stage I was thinking of how to get back up in the air again and start jumping. Perhaps it was just to boost my morale in the very early stages, because there was some doubt amongst the medical people whether I would ever walk properly again". He recalled talking to a physiotherapist one day and asking him, "Did he think I would ever be able to parachute again and he smiled at me and said, "Do you want to parachute again?"

"Yes I do," Noel replied, "I really want to go back."

The physiotherapist said, "Well, you've answered your own question. If you want to you will."

"It was one of those abstract answers that really struck home." It made a big impact on Noel and he knew that his future was in his own hands. Though he was benefiting greatly from the assistance of doctors and physiotherapists, he knew that at the end of the day he had to make the running himself. "Walking properly again would be the consolation prize, but jumping from an aeroplane would be the ultimate goal."

"Three years previously," he explained, "I came to a cross-roads in the sky and took a wrong turning through no fault of my own. It was important to get back to that cross roads and carry on straight as I had planned. Jumping again did this for me. I never saw why I shouldn't jump again just because I had had a little bit of bad luck." There's that Irish smile again!

"And two years ten months from the date of the accident I repeated the jump with my same three friends. This time everything went fine."

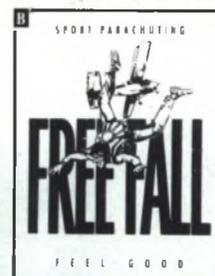
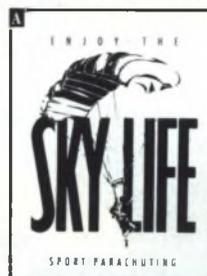
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"People have asked me, has the accident changed my life in any way, and the answer must be no. But what it has done is given me a greater understanding of myself and other human beings and a greater sympathy of those in pain and discomfort. I now know that most people can achieve an awful lot more than they realise, it just takes a crisis to bring this fact out. If someone had told me a week before that this would happen to me, I think I would have died of shock."

"Parachuting for me was the greatest discovery of my life. This was something really exciting, a little bit unusual. It brought out a lot of individualism, but you also have responsibilities toward other people. I have never been a great skydiver, and I suppose I never will be, but I think it satisfies a sense of adventure that is in all human beings."

"Modern society has created a huge mass of spectators and very few participants in life – it has taken away so much risk, skydiving to me is putting that risk back into life. I also find that skydiving is something of a metaphor for life itself. Most of us, as we mature a bit, try and improve as human

beings, but it is very, very difficult... a question of maybe two steps forward and one step back, or one step forward, two steps back. Well, skydiving is like that too. You never get on top of it... it's a forever challenge."

POSTSCRIPT

I had a call from Noel last summer. He had just returned from Russia where he had been parachuting.

"You'll never guess what happened Leo!"

"I borrowed a rig and went up with some local jumpers. We exited the plane in the normal way – freefall for 30 seconds or so and I came in for the pull. I then heard a noise I had heard before and hoped I'd never hear again – 'A flapping sound above my head.' As a good Catholic I had a very unchristian thought," (Which I promised Noel I would not repeat) "This just can't be happening again."

Noel pulled the cutaway pad and then the reserve which opened perfectly. He landed uneventfully but did not jump again that day.

The following day however, he did return to the skies – Noel rationalised that it really couldn't happen again, could it?

Noel was fascinated by the reconstruction which he couldn't fault. "How did you get rid of all that rubbish above his head?"

"Ah, Kevin had three cutaway handles and two more chutes!"

"A luxury I didn't have," mused Noel. "The impact was very realistic, how did you manage that?"

"Well 'Fred' our dummy took over and made his last jump but the actual point of view was achieved by drilling a hole in the bottom of a balloon basket and poking my 'fish eye' lens through it. We tied the balloon to a stake in the ground, overheated the envelope, ran the camera at six frames per second instead of twenty-five, and then cut the tether. Back in the editing room we reversed the shot and speeded it up twelve times."

"It was," pondered Noel, "much simpler my way".

HOW THE STORY WAS FILMED

Leo regards this as one of the most complicated and nerve-racking episodes he has recreated. It needed a special person to do it, who could not only cope with two malfunctioning parachutes, but could make it happen and survive. That person was ex-dentist Kevin Hardwick, who was not only an excellent skydiver, having represented Britain at no less than three World Championships, but who was also a superb rigger.

Kevin designed a special harness with two 'secret' pockets, one on the front and one behind, that would take his real, working parachutes. The main compartments were dummies, containing material specially cut and designed to look like the type of malfunctioning chutes that Noel Farrelly had

experienced.

Lots of thought went into this – Kevin installed no less than three cutaway systems into his rig. Practice showed it worked, but it was still a strain to leave the plane, knowing that your real chutes were covered by this entangled mess of material.

In the sky, as well as Leo and Mandy filming, Kevin had a safety man, Andy Woodmansey, also in the British 8-Way team. Once Leo had finished filming, Andy would fly over and help Kevin get free of the dummy chutes. Once those were released, Kevin could pull the concealed canopy and glide safely to earth. If things had gone really wrong, Andy had a spare parachute on the end of 20 feet of nylon tape, which could be clipped to Kevin and which would be guaranteed to open well



"Kevin designed a special harness..."
(Andy Woodmansey looks on)

above the flapping garbage. This would give Kevin more time to solve his entanglement, or would allow him an uncomfortable but survivable ride down. We tested this concept and it worked really well. Though clipping other parachutes on in mid-flight had been done before by Hollywood stuntmen for dramatic effect, it had not, as far as we knew, been used as a standard safety back-up before.

Each jump was from 15,000 feet; height was our safety net and we finished filming at 6,000 feet. It took about 20 jumps to reconstruct, every possible angle, everything to my satisfaction – from the initial opening with the pilot chutes entangled round 'Noel's' neck, the faulty deployment, the reserve entanglement, and the final, brutal, fall to earth. Kevin ducked out of the latter, and instead an old faithful companion, 'Fred',

came to his final burst of stardom. Fred was a foam dummy used on a previous reconstruction, taking part in a fatal tumble down the Eiger's North face for a mountaineering film.

Fred did the fall four times, dropped by Andy as he hung beneath an open canopy so as to ensure he landed behind the right trees. As Fred bounced for the final time, a couple picnicking nearby raced to the scene in horror to find Leo unconcernedly strolling round.

"Have you found him", they stammered, shocked. "Yes", replied Leo, peering casually round in the long grass, "but his leg seems to have come off. I don't suppose you've seen it...?"

THE END

This dramatic story is the last in Leo Dickinson's series. I trust you've found them as entertaining, and spine chilling, as I have.

So, what happened to the characters whose stories of good fortune we have read? Well I'll let Leo wrap up... (Ed)...

"In all these six cases the participants continued to parachute. Could it happen again? Obviously not. Were they put off the sport? Again no; and yet most people who have never enjoyed the thrill of freefalling through the air 'free as a bird' have difficulty in imagining themselves doing it even first time round, let alone after it has gone terribly wrong. But in each case, and I know literally dozens more, it seems to be the common thread. Why?"

Tip Tipping 1958 – 1993

When I asked this fellow why he was nick-named 'Kojak', he took his beret off and all was revealed, followed by a back somersault, a couple of flick flacks and a half roll, to land squarely on his feet – no mean feat. A true showman I thought, "Why did you join the Marines anyway?" – "To be a stuntman" was the reply. Wild guy I thought, I was right – he was an absolute live wire every minute of the day.

Sometime later whilst on an operation I found myself in a very worrying situation – without giving away too much for obvious reasons, I found myself alone in a very hostile environment in need of some rapid extraction before I became just another statistic. Before I had finished speaking on the radio, rapid help came through a hedge in the form of a Landrover driven by a would be stuntman. He jumped out and ran towards my position which I had quickly evacuated. I was now running towards the Landrover while looking very similar to a large bush. I shouted "Get me out of here!" Needless to say the very startled Tip Tipping did just that.

It is hard to quantify a friendship that gets cemented in a situation like that, but one thing is for sure – it lasts. I probably have known the life of Tip Tipping longer than most of the people who will read this article – which is why I put pen to paper. He served his time in the Royal Marines, became a clown, juggler, acrobat and eventually a stuntman. After some years of following different careers we met again on a film shoot and carried on the friendship as if we had never been apart.

Having worked on numerous film shoots and stunts, Tip always struck me as being a very safety conscious person always making sure that others were equally well cared for in all aspects of a stunt. Such was the character of the man, for in



everyday life he was one of the most sought after stuntmen in the industry, moving up to stunt Co-ordinator, he organised the stuntman's Ball where proceeds went to charity. He was still a live wire – living his life to the full every minute of the day, striving to make each job he did as perfect as he could. His goodwill and generosity touched many people. He was a fun loving person who had only to enter a room to have the immediate attention of all in minutes, and would have the same laughing without a worry in the world.

Sadly on 5th February 1993, the world lost this vital soul whilst doing his most loved job – a parachute stunt. Re-enacting an incident that happened sometime ago. His role was that of a stricken jumper who's collar bone and arm were broken on leaving an aircraft. He employed Leo Dickinson and Roly Hopgood as Freefall Photographer and Rigger respectively. It was his job, he was in charge and as usual safety was paramount in his thoughts. Intricate detail of that parachute progression are not really relevant for this piece. However, having read reports, watched a video of his last jump, listened to rumours and speculation, I can say this: Tip Tipping was doing the job he loved, he was doing it

to the best of his abilities as were Leo, Roly and all the other people involved. In my opinion knowing the lead players in that job, knowing Tip the way I did, I blame no-one. Disappearing out of the camera shot with what looked like both hands on a reserve handle, I can only conclude that for what ever reason my friend's reserve handle wasn't pulled, and as they say; 'shit happens'.

He leaves behind a loving family, his much loved girlfriend – Mandy, and hundreds of friends in all walks of life who were touched by this warm and generous funny man.

I regret that having once helped me out of a desperate situation I was unable to help him. The world will be a quieter, less energetic and less funny place without him. But his spirit will live on because the girl he was planning soon to marry is carrying his child.

So to those of us who do these wild and adventurous things, he would say carry on – keep striving for perfection – live every minute of the day. From all those who knew him and from myself, we will miss our dear friend – Tip Tipping.

Steve Groves D6044

BPA Pilot #571. Pilot Examiner #92.

Tom Piras was one of the most important figures in modern Sport Parachuting. After his death Sport Parachutist spoke to Bob Hallett who put Tom Piras out on his first ever jump and was a close friend throughout his life.

Tom Piras did his first jump in 1975. By the time he died forty years later, he had amassed over 13,000 skydives. He was immersed in the sport. Although he was a keen sportsman who enjoyed snow skiing, white water rafting and mountain climbing, skydiving was the sport he loved and excelled at.

He was a natural competitor and was a member of many successful teams such as *Desert heat* (US National Champions 1981), *Air Bears* (World Champions 1985). He was instrumental in the organisation of the 72-way world record in 1983 and was involved in all the subsequent record-breaking skydives which took the number to 100, 144 and then 200. He was a member of the Olympic Rings skydiving demonstration at the Seoul Olympic Games.

Tom Piras dedicated much of his time to perfecting skydiving theory as well as practice and, more importantly, communicating his discoveries to as wide an audience as possible thus accelerating

the development of the sport. He was one of the founders of Skydive Deland and his videos skydive 100 and 101 are examples of his enthusiasm for teaching. It was this same enthusiasm that led to him setting up the Skydive University.

Tom was not married but he is survived by a daughter, Amanda aged three.

A trust fund has been set up for Amanda; donations can be sent to:

The Amanda Piras Trust, Barnett Bank, Volusia County, PO Box 2077, Deland FL 32721-9989

Great organiser, supreme skydiver, inspirator and totally successful Tom Piras has left an unforgettable mark on our sport and I'll remember many times with him; watching him chase rhinos in Africa, conning him out of his tie-dyed T-Shirt, rig and jumpsuit for a cabaret or watching him inspire a hundred way attempt in the blazing sun under a broken DC3.

Love him or hate him, he was always respected and he'll be missed and remembered as a man who put as much into the sport as he took out.

Simon Ward

Leo Dickinson

"All we're asking is perfection – one time". So boomed the voice in Wally 3. It was Piras, Tom, Tommy, depending upon who you were or how your mood took you. The epiphany above was almost an epigram for Tom's life. He wasn't interested in being second best. I first met him in Pope in 1979 where he was in the B team to *Mirror Image*. He soon changed this when he moved to Florida and formed the *Air Bears* who became 4-way world champions. You either loved or loathed him depending upon whether you were in or out but it's always the good times you remember.

Like many Americans Tom didn't quite understand the British sense of humour and became fair game for Simon and myself when inventing Wally. Simon, being the salesman he is, persuaded the *Air Bears* that they would accomplish more if they were to purchase 'Wally's computerised jumpsuits' with metallic strips for points contact and an inflight recorder. To Simon's surprise, Tom and Guy ordered two sets. It was the start of longer term fun with Tom. Whether it was nude tandems or barrel-rolling with my cameras on 100-way attempts, he always had one goal – perfection. We'll miss him – he made life interesting.

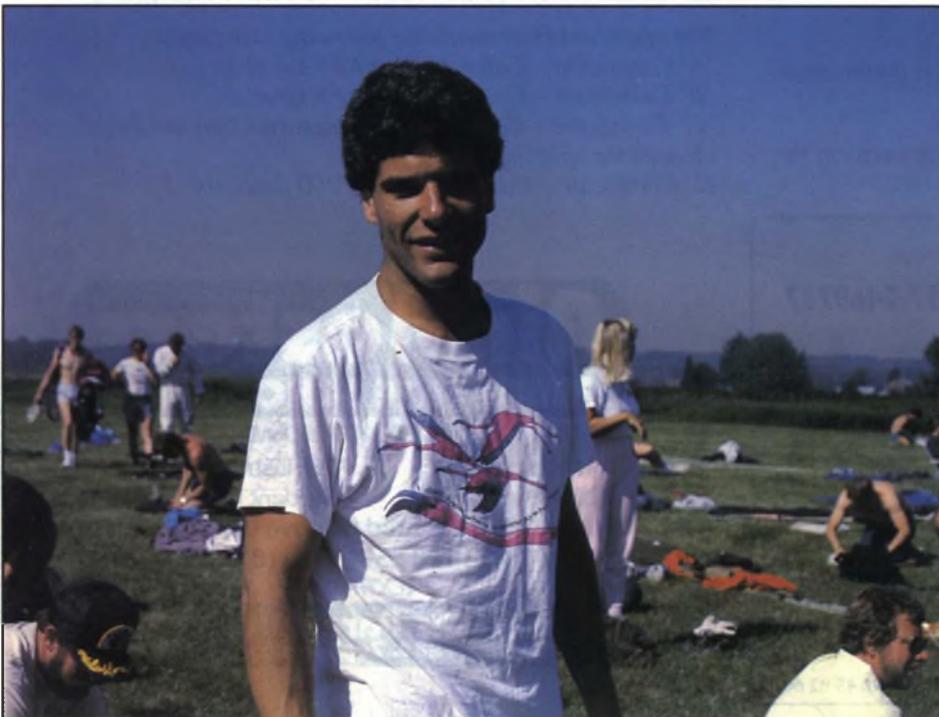
He was without doubt one of the greatest innovators in RW. The progress that our sport has made over the last few years has been helped significantly by Tom.

Toms death hopefully will help to change peoples attitudes to AAD's. Let us hear and read less of "With a correctly set and calibrated AAD..."

It's ironic, but if Toms death makes more people fit AAD's, and in turn lives are saved, then Tom will continue to benefit Skydiving world wide.

Dave Hickling

Tom Piras
1952 – 1992



BPA SPECIAL MEETING ON THE CATEGORY SYSTEM AND RAPS

On the 25th of February the BPA held a meeting to discuss the category system and RAPS. They also discussed student equipment, conversions and suggested opening heights. There were many changes to the existing systems. The new category system, and other changes agreed upon are reproduced below. Once the new rules have been approved by the STC meeting of 8th April, they will be included in the proposed new operations manual.

■ THE CATEGORY SYSTEM:

Category 1 Has received a minimum of six hours training and has been cleared to make a first static line descent.

Category 2 Has demonstrated the ability to fall in a stable position, counting throughout.

Category 3 Has demonstrated the ability to perform successful Dummy Ripcord Pulls (DRP), counting throughout, on three consecutive descents.

NB: Progression to freefall will only take place after a minimum of five static line descents and will only be authorised by an Approved or Advanced Instructor. The first freefall descent must take place no later than the day following the last of the three successful DRP descents.

Category 4 Has demonstrated the ability to perform two consecutive stable delayed openings, counting throughout, of up to five seconds.

Category 5 Has demonstrated the ability to perform two consecutive stable delayed openings, maintaining a heading and counting throughout, of ten seconds.

Category 6 Has demonstrated the ability to perform two consecutive stable delayed openings, maintaining a heading of fifteen seconds and has demonstrated the ability to use an altimeter in freefall.

Category 7 Has demonstrated the ability to perform controlled 360° turns in both directions.

NB: Category 7 descents must take place from a minimum altitude of 5,000ft AGL.

Category 8 Has demonstrated the ability to perform the following:-

- An unstable exit
- A dive exit
- Back loops
- Tracks, including a track turn as an avoidance manoeuvre
- A half-series with a short track and wave off, from a minimum altitude of 5,000ft AGL. No tracking exercises may be commenced below an exit altitude of 7,000ft AGL.

Category 9 Has been introduced to Formation Skydiving (FS) by CCI nominated Instructors or Category 10 jumpers of proven FS instructional ability, and has achieved either WARP (World-wide Approved Relativework Progression) Level 7, or has demonstrated the ability to:

- Control fall rate
- Control horizontal movement (forwards, backwards and sideways)
- Achieve 'docking' techniques
- Turn in place
- Dive and approach a target

NB: No more than one Category 8 jumper per group.

Category 10 Has achieved WARP Level 10, or has demonstrated the ability to complete four points of 4-Way Formation Skydiving.

NB: No Category 8 jumpers and no more than two Category 9 jumpers per group.

■ CLASSIFICATION OF PARACHUTISTS

Parachutists are classified as follows:-

- Student Parachutist – Below Category 8
- Parachutist – Category 8 or 9 and below FAI 'C' Certificate
- Experienced Parachutist – Category 10 and above and FAI 'C' certificate

■ FAI CERTIFICATION (British Standard)

The applicant must reach the following standards:-

- 'A' Certificate – Category 3 or AFF Level 3
- 'B' Certificate – Category 5 or AFF Level 5
- 'C' Certificate – Category 10, 50 descents and has been cleared for spotting
- D' Certificate – Category 10 and 200 descents



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■ NCSO & TO'S SUGGESTIONS CONCERNING STUDENT EQUIPMENT AND CONVERSIONS

The NCSO & TO had made a number of suggestions concerning student equipment and conversions. These were discussed in detail and were all Agreed with a few small changes.

The following were accepted for inclusion in the Operations Manual.

- a) Students jumping traditional (front and back) equipment may convert to piggy-back equipment once they have obtained Category 6.
- b) Student Parachutists (up to Category 8) may only jump traditional equipment of AFF/RAPS equipment (Ripcord main, AAD, RSL etc).
- c) Category 8 parachutists and above may use 'throwaway' pilot chutes.
- d) 'D' Certificate Experienced Parachutists and above may use 'pullout' pilot chutes.
- e) Main parachutes jumped by Student Parachutists must be docile.
- f) When converting or changing equipment the first descent must not include progression freefall exercises.
- g) As part of progression training from one category/level to another, or when converting of changing equipment, revision/instruction of emergency drills and procedures must take place.
- h) All Student Parachutists must be dispatched by an instructor.

■ SUGGESTED OPENING HEIGHTS

The minimum opening height rules will be:

Static Line Parachutists

Traditional (front and back) – open by 2,000ft AGL

RAPS (piggy-back) – open by 3,000ft AGL

Student Freefall Parachutist

Traditional – open by 2,000ft AGL

RAPS, up to Category 6 – open by 3,000ft AGL

RAPS, Cat 6 to Cat 8 – open by 2,500ft AGL

(This also applies to Students converting from traditional equipment to RAPS equipment between Category 6 and 8, except for the first conversion jump on which they must be open by 3,000ft AGL).

AFF Levels 1-8 – open by 3,000ft AGL

Tandem Parachutist – open by 5,000ft AGL

Parachutists – All open by 2,000ft AGL

'D' Certificate parachutists may open by 1,500ft AGL on displays.

■ RAPS

Nine proposals from Scotty Milne and one from K Skelley (*), were discussed; the accepted were as follows:(Old rule in brackets and italics)

1) No more than two RAPS students to be dispatched per pass.

(No more than one static line RAPS student can be dispatched on a pass).

2) No more than eight RAPS students will be trained on any one course.

(No more than 6 RAPS students will be trained on any one course)

3) Suspended Harness: All RAPS students conduct suspended harness drills

(Centres teaching RAPS must have a minimum of one suspended harness per two ab-initio students, compatible to the equipment in use).

4) The DZ controller must be a responsible Experienced Parachutist who has been fully briefed on his/her duties by the CCI.

(The DZ controller must be at least a Potential Instructor, trained in the use of radios and drop zone control).

* 5) 'Altimeters must be carried by all parachutists carrying out a planned delayed opening of 15 seconds or more'.

(Altimeters must be carried on all descents by RAPS students).



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ANGKAWI BOOGIE

1993



In the far north of Malaysia, where the Indian Ocean merges with the Malacca Strait, lie 99 islands, scattered like a heap of green jade on a cloth of blue velvet...this is...legendary LANGKAWI, an ancient archipelago steeped in myth – where jungle-covered cliffs dotted with waterfalls plunge hundreds of metres into the sea. The sun-kissed shores are fringed with whispering coco palms and casuarinas; all playing host to this year's "Tropical Boogie".

Organised by Alexis Perry and his team of Rob Colpus, Eric de Coster (DZ doc), Mitch Decoteau (Safety & training Officer), Mike Bouman, Herman Landsman, Fred Post, and Derro Thomas

(Social Sec!!), who led us through a 15 day memorable vacation as promised!

A Hundred and thirteen Skydivers from 14 countries arrived in KL, and after the usual introductions, gear checks, briefings, cocktails and T-shirts, jumping began early (5.30am start!) the following morning. The C-130 kindly provided by the Malaysian Airforce was large enough to take all the participants in a single lift. It would shut down for the repack and start again as soon as everyone was ready!

The following day, selected jumpers took part in a display jump into Titiwangsi Park (really!) for City Celebrations Day at which the PM was present and a good time was had by all.

Three days on, overdosed on shopping and satay everyone was transferred to Langkawi Island for the duration of the Boogie, accommodated at the first class beach front De Lima Resort Hotel. The DZ, a five minute drive away, was located at the airport alongside the main runway. To the north flanked by verdant green mountains, to the south disappearing into the azure tropical waters – the visuals in freefall and under canopy were impressive. All fears of landing on a completely different island or worse still the Malacca Strait itself were chased away by the excellent standard of spotting throughout the boogie (thanks Herman!); outlandings were never a problem.

The sheer number of load organisers and their skill, ensured that everyone whatever their level was well catered for, with the emphasis on learning and improving skills whilst having fun.



With Skyvans for the first week and a C-130 for the second, everyone made as many jumps as they wished – average 31 per jumper. The standard was good with the better groups consistently making 3 point 20-ways. With the arrival of the C-130 30-ways were the norm and there were a couple of 50-way attempts which sadly did not complete but almost did!

A number of dignitaries were initiated by Andy Robinson from SA and Richard Hornig from Ampuria Brava using Tandem rigs sponsored by Captain's Cabin. Video debriefing was standard, the camera team of eight being led by Bruno Brokken and Gabby Meis; a boogie video will be available in April (another review for you Ola!)

The Brits were represented by Rob, Derro, Pete, Trev, Julie and Elaine Price, who came back as Elaine Cox (!), (*See page 35 for more details... Ed*) John Carter and Debbie Clouting.

The organisation and administration throughout was handled admirably in a country which made 'Manyana' smack of efficiency and there were no real problems which is more than can be said for a weekend's skydiving in the UK!!

Before the Boogie began the company supplying the aircraft lost a Skyvan in the jungle, (still hasn't been found!), and were unable to fulfil their obligation – Question – Where do you find a Skyvan in Malaysia by tomorrow? – Answer – Ask Alexis, he found two, great work!!

There were many noteworthy skydives, in particular night jumps from the C-130 – awesome visuals, a sunset beach jump (two point 20-way) with BBQ and party and a really nice 27-way room dive organised by Derro as part of our wedding celebrations.

The weather throughout was excellent the final total was 3,561 skydives in eleven jumping days; there were no injuries and only 3 reserve rides. The whole event was extremely well managed, the organisers worked hard to ensure everyone had a good time, everyone was made to feel welcome, there were no cliques or niggles only fun!

Next year's event is planned for Borneo and I would recommend it to anyone who fancies a tropical, hassle free, fun skydiving holiday. For further information contact Alexis Perry, 65 Chemin de la Platriere, Le Peyloubet, 06130 Grasse, France. Tel: 93 092171 Fax: 93 704699.

By Greg Cox, Photos by Gaby Meis



Langkawi Boogie – No Problem!

The success of the Zanzibar Boogie in February '92 prompted Alexis Perry and his Boogie crew to go ahead and look for another attractive Tropical venue for a repeat gig in '93. After throwing darts at a globe he decided on the Northern coast of Borneo as a potential location for madness, and off he went, armed only with his shades and a bottle of factor 25 to do a reconnaissance. After an agonizing week or two travelling around five star Hotels in South-East Asia, and with the factor 25 on its last legs, he finally decided, with the advice of the Malaysian tourist board, to plum for the tropical paradise island of Langkawi. It is located in the Indian Ocean, 50 km off the West Coast of the Malaysian peninsular level with the Thai border.

Now with only three months left all he had to do was lay on deals with Malaysian

Airlines from five European cities, block book a suitable hotel on a Beach with swimming pool, arrange three meals a day, find the odd Skyvan and Hercules C-130 and recruit one hundred plus skydivers with 2500 US\$ to spend. No problem thought our intrepid leader... and he was right.

So between the 30th January and 1st of February, flights carrying a hundred and thirty or so, Skydivers and friends arrived at Kuala Lumpur International Airport, from London, Frankfurt, Paris, Madrid and Amsterdam. Plus a few ex-pat Americans and Brits from Hong Kong, Singapore and Bangkok. Before they could even spend their first Ringit they were instantly whipped away to the four-star Down Town KL Hotel Malaysia, where gear and docs were checked and the first Boogie briefing given. Not one to hang around and waste time, Alexis had laid on a one hour Hercules flight to the relatively deserted east coast of the Peninsula to kick off with a few dives, to blow away the cobwebs and practice for a Herc demo for the very next day into a football field in the centre of Kuala Lumpur in front of none other than the Malaysian Prime-Minister. The three practice jumps went well on the first day with a couple of completed 36-ways which was pretty promising considering the rust in the air and that 50% of

the people were meeting each other for the first time. Unusually for him, Alexis had forgotten to brief the weather gods on the day of the demo and the PM had to be content with three passes at six grand, but as all 75 skydivers landed perfectly in the arena after some rapid 10 and 20-ways he seemed suitably impressed.

After a day visiting Chinatown and other delights of KL disguised as tourists, we all set off north to Langkawi.

one of the Skyvans had disappeared in the mountain jungles with 16 passengers on board. This of course was a major disaster for them and a minor disaster for us

The De Lima Resort Hotel on beautiful Langkawi Island was a pleasant surprise after the dubious Third World charms of the Zanzibar Hotel a year earlier. The De Lima came fully equipped with wall-to-wall palm trees, air conditioners, swimming pools and a beautiful ocean view. Alexis had laid on two Skyvans for the first week and the Herc again for the second, also eight load organisers, and at least one video on every load. "This is too good to be true" everyone said... and they were right!

Because whilst we were busily having a good time in KL, unbeknown to us one of the Skyvans had disappeared in the mountain jungles of Sumatra with sixteen passengers on board never to be seen again. This of course was a major disaster for them and a relatively minor disaster for us, as we still had one 'Van left... or so we all thought. Because of the tragedy of the lost aircraft the authorities decided to ground the company's only other Skyvan until an enquiry could be held. Now our minor class of disaster had turned into a major one. Alexis spent the next night and day helping Malaysian Telecom compete with BT for profits. After ringing everyone who's anyone, and telling them that he was a personal friend of the PM, he managed to get the second 'Van released, and it arrived next morning. That day's jumping went well, albeit slowly, until towards the end of the day when landing after dropping a load, the crew somehow managed to crash-land the Skyvan on the end of the runway, putting the nose wheel through the floor and leaving the nose looking like it had done fifteen rounds with Mike Tyson. By now Alexis was thinking of signing on at the local mosque, but instead he went back to buying shares in Malaysian telecom, and managed with the help of \$13,000 ferry fee to get another 'Van with an experienced Danish jump pilot all the way from northern Borneo.

So for the next two days skydiving continued at a pace with some of the fastest turn-round times I've seen a 'Van do, until the Malaysian co-pilot's head exploded with sinus problems; because Malaysian law requires two pilots on a Van we were grounded again. This time Alexis just put the phone on Autopilot, as it was by now well trained, and managed to track down a pilot in KL. This guy was due to arrive at 8 o'clock next morning on a 737 flight, so we all got out there with a welcoming committee only to find him not on it. Poor old Alexis was now getting paranoid that the jumper's sense of humour would be running thin, but of course everyone knew that this was an incredible run of bad luck and none of it the fault of the boogie staff.

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Anyway, the new co-pilot arrived next morning and jumping continued from the 'Van in perfect weather for four more days until the Herc arrived and took over. The Herc crews were very helpful and enthusiastic and gave us perfect run-ins at 14000ft with anywhere from fifty to a hundred skydivers on board. Among the special attractions was an excellent jump onto a picture-postcard beach at the far end of the island followed by coconut milk laced with vodka or rum drunk from the husk and an excellent satay Bar-B-Q to round off the sunset. Another memorable event was a superb night jump from the Herc. Travelling to altitude in the cavernous cabin of the Herc lit only by small red lights and then diving from the ramp at 14000ft into a pitch black void, to be greeted by the spectacle of the island at night was something not to be missed.

The remainder of the boogie went well with some nice dives being made by the A and B groups, strangely enough never quite as good as the first day when everyone was rusty. As part of the deal the Herc came equipped with 35 Malaysian skydiving squaddies to whom we were supposed to impart the mysteries of the West, ie, Formation Skydiving. They tried hard but with an average of fifteen per coach, it was a case of the longer the skydive went on, the further they got apart in three dimensions, I was glad I had my Cypres. But anyway towards the end of the week a few of them were getting a 3-way together, and they all learned a lot from watching the excellent

video debriefs in our two video theatres we had set up in our bamboo and palm-leaf hut.

Two of the British jumpers Greg Cox and Elaine Price took the opportunity of an exotic climate to get exotic themselves by getting married Malaysian style, dressed beautifully as some sort of king and queen (yes, even Greg looked beautiful) they sat on thrones on a stage while Malaysian dancers performed around them and a number of jumpers were invited up to perform a sort of celebration ceremony by sprinkling them with water and coming away with a fertility boiled egg painted gold... hmmm?

Yes, even Greg looked beautiful, they sat on thrones on a stage while Malaysian dancers performed around them

Anyway by the end of the second week everybody had made between 30 and 40 dives, some had done some excellent scuba diving, most had rented mopeds at ridiculously cheap prices and explored the charms of the islands. I had been chased by wild monkeys by a jungle waterfall,

and got burnt to a frazzle on a moped. But it's fair to say that everyone had a great skydiving experience in an amazing corner of the globe, and next year promises to be even better because it's "visit Malaysia year '94" and the PM could not do without his personal demo team, now could he?

After we had all left on our respective flights to the frozen north, Alexis crept away to a deserted and secret venue with his French girlfriend, and was last seen scrambling up the nearest telegraph pole with a pair of wire cutters in his teeth.

Rob Colpus

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Diary of Events 1993

Memorable
Dives

DATE EVENT LOCATION

April

17 - 18 Scottish Parachute Open Collegiate Competition (SPOCK) Strathallan
 19 - 23 Progression / WARP Week Headcorn
 24 - 25 4-Way Scrambles Meet Headcorn

May

01 - 03 4 & 8-Way Competition Weston-on-the-Green
 01 - 03 Southern Regional Formation Skydiving Meet Weston-on-the-Green
 01 - 03 8-Way Formation Skydiving Competition Sibson
 01 - 03 Canopy Formation Seminar Netheravon
 08 - 09 POPS Meet Weston-on-the-Green
 10 - 14 PII/Adv. Instructor Course Langar
 17 - 21 Exam/Pre-Adv. Instructor Course Langar

29 - 31 **Scottish National Championships** Strathallan
 29 - 31 Northern Regional Freefall Style & Accuracy Meet Strathallan
 29 - 31 Scrambles Meet Weston-on-the-Green
 29 - 31 16-Way FS Competition Sibson
 29 - 31 Freefall Style & Accuracy Seminar Netheravon
 29 - 31 SSPA Scottish Nationals Strathallan

June

04 - 06 4-Way Accuracy Competition Chamonix, France
 05 - 06 8-Way Speed Competition Headcorn
 05 - 06 Northern Regional Canopy Formation Meet Langar
 19 - 27 **Classic & Canopy Formation National Championships** Bridlington
 26 - 27 10-Way Speed Meet Langar
 26 - 04 July Large Aircraft Boogie Langar

Events

DATE EVENT LOCATION

July

01 - 10 Krakow Boogie 93 Krakow, Poland
 03 - 04 20-Way Sequential Meet Langar
 03 - 11 3rd Moscow Boogie Moscow, Russia
 09 - 11 16 -Way Competition Bad Lippspringe, Germany
 09 - 17 RAPA Championships Bad Lippspringe, Germany
 12 - 17 Summer Boogie School 93 Gap, France
 17 - 18 POPS Meet Halfpenny Green
 24 - 25 Southern Regional Canopy Formation Meet Netheravon

August

01 - 07 Summer Boogie School 93 Gap, France
 02 - 06 PII/Adv. Instructor Course Hlbaldstow
 07 - 08 Southern Regional Freefall Style & Accuracy Meet Eaglescott
 09 - 13 Exam/Pre-Adv. Instructor Course Hlbaldstow
 14 - 15 Central Formation Skydiving Meet Langar
 19 - 31 **Army Championships** Netheravon
 21 - 31 Sibson Boogie Sibson
 28 - 30 16-Way FS Meet Weston-on-the-Green

September

04 - 05 Northern Regional Formation Skydiving Meet Hlbaldstow
 11 - 12 LAC Meet Headcorn
 18 - 19 Central Regional Canopy Formation Meet Weston-on-the-Green
 18 - 26 US National Skydiving Championships Deland, Florida, USA
 25 - 03 Oct **Formation Skydiving National Championships** Weston-on-the-Green

October

22 - 31 **Formation Skydiving World Championships** Eloy, Arizona, USA
 31 - 06 Nov **Cyprus Championships** Cyprus

November

01 - 05 PII/Adv. Instructor Course Ipswich
 08 - 12 Exam/Pre-Adv. Instructor Course Ipswich
 17 - 21 2nd World POPS Meet Umatilla, Florida, USA

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Eloy, Arizona



Photo by Steve Scott

When deciding where to go for our training camp the RAF-SPA 8-Way team looked for the obvious facilities. Good weather, a capable aircraft, all facilities for jumping and non jumping days and first class coaching all at a reasonable price.

After some deliberation we decided on trying somewhere new. Eloy, in Arizona, seemed to have everything we would need. Arizona July may not seem to be a good idea at first but being true Mad Dogs and Englishmen we thought we could cope OK. So off we went.

The DZ is about 40 miles south of Phoenix and just up the road from their old DZ at Coolidge. It's the one you see in the pictures of all scrub desert with perfectly symmetrical green fields, thanks to irrigation. It is open all year round but operates on a two seasons basis. The 'on' season runs from October thru May, when they are open seven days a week. The 'off' season is June to September and officially the club is closed Tuesdays and Wednesdays but if you have a team wishing to jump they will stay open for you. The operation is owned and run by Larry and Lilliane Hill, two of the nicest and most helpful people you will ever meet, in or out of the sport. The DZ

has a hard runway on the far side, well away from the domestic area. They have enough airplanes to start their own air force and currently operate a Twin Otter, a DC3, Twin Beech, King Air, a C205 and a C185. The Westwind is off the road at the moment.

The weather is as good as you're going to get anywhere with blue skies most days. We were there for eleven days and lost two half-days due to storms. The rest of the time was wall to wall blue skies with a daytime high temperature of 110 degrees. The low humidity makes it quite bearable though, and is preferable to say Florida in May. Having said that you can't sit out in it without serious sunburn risk, and the air conditioned packing area and the swimming pool are a must. Other facilities include a full time rigging service, courtesy of Weird Wayne, and the Bent Prop cafe run by the most lovely and gracious Sissy. If you forget anything about Eloy, it ain't gonna be Sissy.

Accommodation is available both on and off the DZ, with air conditioned team rooms at reasonable rates. The rooms sleep four of eight and all have a fridge to keep your beer cold. We negotiated a rate of 150

dollars a week for an 8-Way room, but you have to pay a bit more in the peak season.

We specifically wanted to jump the Twin Otter and Larry was happy to put it in the air with just our 8-way plus video on a one lift cycle! Take off to run-in was about nine minutes and we never got less than 12,500 feet for a team rate of \$14.50. If you're there in the peak season you'll get even better rates and teams will always jump a twin engine plane. First lift was at 0630, to beat the heat of the day, T-shirts and shorts are all you need under your jump suit, right from the first lift. The airplanes have in flight doors but you certainly don't need them to keep the weather out. Our schedule was to do four or five jumps in the morning, with a long break for lunch when the sun was at it's hottest, then another three or four in the afternoon. This meant finishing by about 6 O'clock, when we would retire to the pool with a cold beer and watch the sunsets. There is world class coaching and video available too. We hired the services of George Jicko, ex Coolidge Fource for coaching and Kelly Wolf for video. The rates for both these were reasonable, when you consider they had to put up with Pete Bath for two weeks.

George insisted that we took a day off after the first week so we decided to visit the Grand Canyon. It was going to be a four hour drive but when Larry heard we were going he offered to fly us there. This was very typical of the way we were treated by Larry and all his staff during our stay. So the following day the seats were put in the Twin Otter and off we went. After a 70 minute flight we landed at Grand Canyon airport and promptly got a rollicking from the authorities, who wanted to know why three pairs of legs were hanging out of the door on landing. We had a full day at the Canyon and on the way back Larry asked if we would like to eat Italian that night. That sounded good to us so Larry got on the radio to an airfield called Falcon Field, an airfield used to train British pilots during the second World War. After about ten minutes we landed, but instead of taxiing to the domestic area we taxied across half

a mile of grass on the far side of the runway and parked up right outside the restaurant! The posing value was great as we got out, climbed the fence, and went inside. After our meal we got back on board and took off into the night. Only in America could this happen, we all agreed.

If you want to go there it's best to phone or fax first, especially if you need coaching, video or on-site accommodation. Take your docs and a packing card for your reserve, but you won't be subjected to any lengthy 'red tape.' They take most major credit cards, but expect to pay a small surcharge if you pay your bill with them. There are loads of good eating places nearby, the best being the 'Truckers' for breakfast (if Sissy will let you go), or the Sizzler in Casa Grande. You'll need a car to get to these.

At the end of the training camp we tried to think of any disadvantages with Eloy but we couldn't think of any. Providing you don't mind seeing the odd rattlesnake or scorpion you'll have a great time (the locals swear nobody's been bitten in years!). Because of the sprinkler system watering the



Photo by Steve Scott

grass every night they get hundreds of huge toads out at night too. They do get everywhere, so check your kit bag out each morning! Watch out for the Dust Devils in the heat of the day, and land anywhere but near one.

Our 8-way team agreed it is probably the best DZ we've been to and we're going back in March for our 4-way training camp. You can call Eloy on 602-466-3753 or fax on 602-466-4720

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COMPUTERISED WIND DRIFT INDICATOR

A Japanese company announces a new spotting aid which, it believes, will prevent errors due to misjudgement of altitude winds, throw-forward, exit time and so on.

The system is based on comparison with low-altitude OP (Opening Point) estimation by the well-tried method of throwing a WDI (Wind Drift Indicator). The WDI has the advantage of monitoring the actual conditions, rather than estimated ones. Determination of the freefall RP (Release Point) however, continues to rely merely on guesswork, luck, prayer or (in the last resort) the Airmet forecast.

The Divine Wind monitor consists of a powerful smoke generator with fins, attached to a lead weight. It also contains a solid-state electronic radio altimeter and a WDI ejector. With its high-efficiency lithium battery, the device is about the same size as a shoebox.

The device is slung out over the target at altitude just like a WDI. Accelerating rapidly to 120mph, it simulates a freefaller going "down the tube"; a quick and easy change of program deploys the motorised fins to alter fallrate and sideways wind resistance

to simulate trackers, large FS groups, probably-unstable students etc. Optional plug-in modules extend this still further, covering such manoeuvres as horny gorillas, stand-ups, freestyle after break-off, or even total malfunctions (with full printed incident report*).



Hurting through 2,000' (or higher for CRW groups) the radio altimeter detects the height and automatically deploys a large WDI. The device then continues until it hits the ground, when it detonates producing a heavy column of orange smoke which is

clearly visible even at 15,000', and which also allows the DZ controller to locate and recover it for the next flight, using the shovel provided.

The WDI, meanwhile, works as normal, demonstrating the canopy drift and finally coming to Earth, when the cardboard core explodes with a brilliant magnesium flare to assist detection from altitude. The remaining estimation is almost exactly as for a WDI – simply draw the imaginary line from flash to target, extend it the same distance the other side, and lay off the bearing to the smoke column. Since all factors have now been accurately measured, this is guaranteed to put you on the target.

It is such a simple idea that it is difficult to imagine why it took so long to invent. Re-programming is simple enough even for the average CCI, and the computer has several other useful options, such as timed WDI release delay to allow for the canopy which always snivels for a few hundred feet, or for French skydivers.

A few minority pressure groups (AEF, FoE, DoE, NATO etc) have apparently expressed concern about the effects of a 40 lb bomb impacting randomly around built-up DZs or crowded display arenas, but Divine Wind Corporation (the name, we understand, coming from a Japanese word Kamikaze) point out that spectators would naturally be looking upwards and can therefore dodge in plenty of time. They have suggested, as a goodwill compromise to avoid hassle, fitting the device with a loud siren; a German company, Stuka GmbH, is believed to have some ex-war surplus ones. This frankly seems perfectly adequate wuffo protection, but sadly there is always someone who complains about any new idea.

At £299.99 + VAT the device is a little expensive compared with a traditional WDI (estimated price 0.00001p) but refills are cheap and the device has distinct environmental advantages, since the magnesium flare inevitably sets fire to the WDI which prevents them littering the countryside. Circling time at altitude can be ignored since there is no need to circle at 2,000' watching the standard WDI, so it cancels out.

As an introductory offer to British clubs, we are pleased to announce the Divine Wind at a special promotional price of just £249.99 inclusive of a free pack of 12 refills, and a free VHS video cassette showing the device in action during the performance tests, held near Baghdad in February 1991. We hope you will publicise this as widely as possible to your readers: we understand that many of them need it!

E. Hirohita D8783

(Divine Wind Corporation)

* Not available on UK versions.

Continued from page 23

We checked the equipment on the ground and found the reserve ripcord still in its housing but the handle dislodged from the pocket. It was impossible to determine exactly how it became dislodged but it must have been either on exit (I was front floater with another jumper holding my chest strap) or in freefall. At breakoff, the other skydivers could see the floating handle but I, of course, could not.

I cannot say why I pulled the cutaway pad when there was no way of activating the reserve. This was obviously an instinctive action. Until that moment, I am sure I was perfectly aware of what I was doing and in full control of my actions.

I can only assume that once I had classified this as an emergency situation I reacted automatically, without rational thought. I know that during my first malfunction a year ago I experienced a line over and decided to cut away. My actions were automatic and it was only when I was safely under the reserve, with the cutaway handle in my right hand the reserve ripcord in my left, that I fully realised I had actually done it. Only at this stage – which, incidentally, ended in my dropping the cutaway pad – did I again have full control over my actions.

The knowledge that I had a Cypres may have been present in my subconscious all

the time. My thoughts weren't of me dying, but what someone else who was going to die might feel.

I experienced no feelings of panic but seemed to be very busy doing things. Only just before the Cypres fired did I consciously remember I had one.

With the benefit of experience, I'd like to think that I would react differently in the same situation. But I cannot be certain. Things are completely different in an emergency situation and different rules apply.

I certainly did not act logically during this emergency. Thought processes in this type of situation are inevitably interrupted by the awareness of the rapidly approaching impact. My thought switched back and forth between the imminent danger and the solution to the problem.

Whether my decisions were right or wrong, I cannot say what would have happened had I reacted differently. One thing that was definitely correct was the decision I made two months before when I bought a Cypres. A Cypres is as vitally important on a rig as brakes on a motor car.

(Reprinted by permission from Switzerland's "FGS-Infor 5/92." The incident occurred last September at Sitterdorf, Switzerland. The translated article was submitted by Airtec, manufacturer of the Cypres.)

by **Walter Neff**

SERVICE BULLETIN

ISSUE DATE: 14 December 1992

BULLETIN NUMBER: 92006

SUBJECT: Change of closing loop of the reserve container

STATUS: Mandatory

IDENTIFICATION: The following harness-container systems are concerned: JAGUAR, CAMPUS, CAMPUS 2, GALAXY tandem and ATOM, **manufactured before 23 November 1992.**

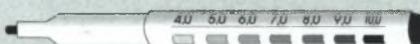
BACKGROUND: Packing the reserve with a loop longer than necessary may prevent the correct opening of the reserve container. Parachutes de France SA has developed a new closing loop, made of a thinner, softer and stronger polyethylene line. It eliminates the risk mentioned above. The new loop has a tensile strength of 315 lbs (as compared to 234 lbs for conventional loops).

SERVICE BULLETIN: At the next repack, replace the closing loop of the reserve container with the new type. Adjust its length to obtain proper flap positioning (a drawing is provided with the new loops) and correct ripcord pull forces. This operation can be performed by any appropriately rated rigger.

New loops are available from Parachutes de France SA.

COMPLIANCE DATE: Next repack due.

AUTHORITY: Parachutes de France SA, Olivier Rhein (quality control manager), PO Box 247, 95523 Cergy-Pontoise Cedex, France, tel: +33-1-30321633, fax: +33-1-30324311.

ACID MESH-PEN

Author-rigger Dan Poynter has produced a new acid-testing device; a felt tip acid mesh testing pen. This is used to mark the fabric; the presence of acid will be indicated by a change of colour. The colour accurately determines the pH level from 4 to 10. A reading of 6 or higher indicates the fabric or netting is not acidic. An orange or pink colour indicates contaminated material.

If the pen stripes reveal acid to be present, riggers should follow the canopy manufacturer's instructions for corrective action.

Send \$24.95 for each pen, plus \$2 for shipping to:
Para Publishing, Dan Poynter, PO Box 4232-966, Santa Barbara, CA 93140-4232 USA. Tel: (805) 9687277, Fax: (805) 968-1379.

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Explanation: Reduces shock subjected to the altitude control mechanism and potential inadvertent firing during main canopy deployment if too close to the preset release altitude.
4. Replace rubber altitude control hose with stainless steel.
Explanation: Increases durability and prolongs useful life. Prevents stretching which may cause inadvertent firing.
5. Install longer teflon plugs.
Explanation: Protects and maintains internal power cable and operational alignment.
6. Install trigger housing bushing.
Explanation: Minimises wearing of the latch pivot point during cocking.

For 1993, the BPA will experiment in the 4-Way 'Regional' Formation skydiving (FS) competitions with the division of entrants into Master, Senior & Intermediate Classes as follows:

Master

Same as old 'Senior' rules. Four jumpers with no limits on the numbers of jumps each member has.

The team completes a round of FS using any of the blocks and randoms drawn randomly from the FS 'pool' completing a sequence of 5 or 6 points.

Senior

Two team members may have any number of jumps and the remaining two members must not have more than 1500 jumps between them.

The team completes a round of FS using any of the blocks and randoms drawn randomly from the FS 'pool' completing a sequence of 4 or 6 points.

Intermediate

One team member may have any number of jumps and the remaining three members

must not have more than 1000 jumps between them.

The team completes a round of FS using any of 12 specific blocks and 12 specific randoms (see below) drawn randomly from the FS 'pool' completing a sequence of 3 or 4 points.

The 'Intermediate' blocks are:- 1, 2, 3, 4, 6, 9, 12, 13, 17, 20, 21, 22 and the 'randoms' are:- A, B, E, F, G, H, J, M, N, O, P, Q. These are taken from the 'Nationals Pool' and will stand for 1993.

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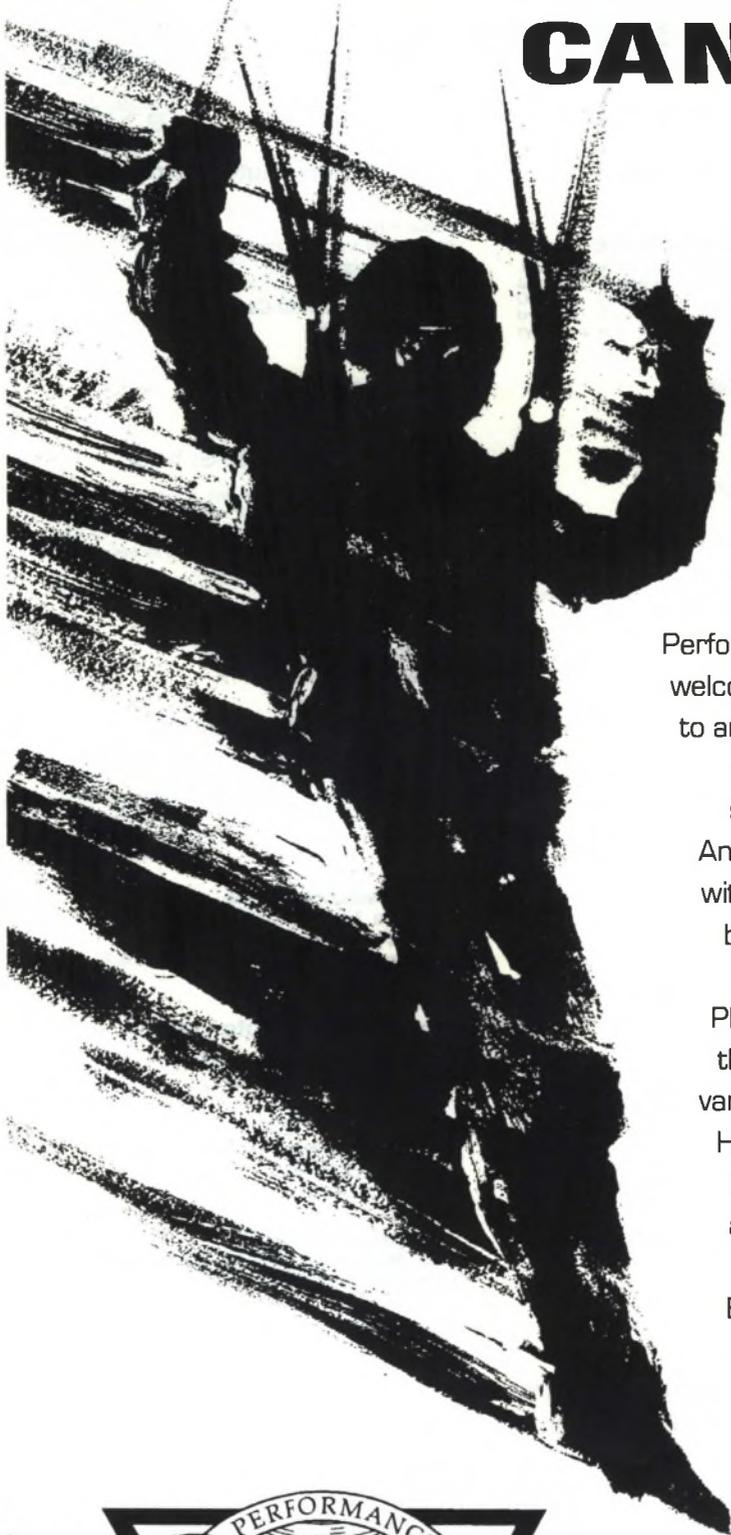
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Tel: Embleton (0665 76)588

British Parachute School

Large airfield only used for parachuting, with unlimited altitude. Open every day. Visitors welcome. Static line Round and Square courses, AFF, Tandem and WARP. Progression encouraged. Cessna 206 and Islander

British Parachute School
The Control Tower
Langar Airfield
Langar
Nottingham
Tel/Fax: 0949 60878

British Skysports, Bridlington

Open Friday, Saturday, Sunday and Bank Holidays. (Weekdays by arrangement)
S/L Square, Tandem & AFF. WARP, CRW & Accuracy coaching. Student conversion from S/L round to square courses.

Cessna 206, video, canteen, shower and toilets. Inexpensive local accommodation. Visitors very welcome, friendly atmosphere.

Aircare full rigging facility - with advanced rigger.

Contact: Dave or Nick Johnston
East Leys Farm
Grindale
Bridlington
East Yorkshire YO16 4YB
Tel: 0836 276188 / 0262 606725

Cornwall Parachute Centre

A different kind of skydiving centre! Cleanest & friendliest centre around. Emphasis on having fun and learning. C182 with in-flight 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 GQ Aeroconicals. RW, CRW, Style and Accuracy pit. Tents and caravans on the DZ. Local B&B. If it is windy, you can always go surfing! New RAPS Equipment.

Dave Tylcoat
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
Brimbley
Peterborough PE2 0TS
Tel: 0733 370863

Halfpenny Green Skydiving Centre

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

The Airfield
Bobbington
Nr Stourbridge
West Midlands
Tel: 0384 88293

Headcorn Parachute Centre

Fulltime, 9 to dusk, very active midweek. All levels of instruction / progression. Tandem, AFF, RAPS, Rounds, WARP, Accuracy. Two Islanders - Free accommodation. Cafeteria run by skydivers, parachute club shop on site. Competitions, lots of fun, everyone welcome.

Headcorn Airfield
Headcorn
Kent TN27 9HX
Tel: 0622 890 862

Ipswich Parachute Centre

Open 6 days a week (closed Tuesdays). Islander and Turbine Pilatus Porter.

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
Burdorf
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
Cark Airfield
Flookburgh
Nr Grange-Over-Sands
Cumbria
Tel: Airfield 05395 58672/58555
Tel: Weekdays 0772 720848

Oxon & Northants Parachute Centre

Situated off A422 between Banbury and Brackley. Open every weekend, midweek evenings during BST months. Beginners 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
Steaene, 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

Anglia Polytechnic	Manchester Metropolitan University
Bournemouth University	Nottingham University
Central Lancashire University	Oxford
East Anglia University	Queens University Belfast
Glasgow University	Southampton University
Hallam University Sheffield	South Bank University
Hull University	St Andrews University
Leeds University Union SPC	

C/O Rob & Jo

50 Miller Road, Ribbleson,
Preston, PR1 5QT

Jo Rutherford & Robert Mortimer - Co-Chair 1993
(No Secretary/Treasurer as of yet)

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,
Cams. PE8 6NE
Tel: 0832 280055

Scottish Sport Parachute Association

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

Kevin McPhillips (Secretary, SSPA)

1B Rosebery Crescent
Edinburgh EH12 5JP

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 Cresent
Chelmsford
Essex CM2 0TS
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

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

Silver Stars Parachute Team

Duke of Gloucester Barracks
South Cerney
Cirencester
Gloucester GL5 5RD
Tel: 0285 861344/0285 860551 x8259

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)

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

RAFSPA

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

Are you... tired of waiting for good weather having problems getting off student status... tired of jumping outdated parachute equipment?



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SKYDIVE FLAGLER BEACH dba Flagler Aviation Inc is the home of Rocky Evans, co developer of the "Accelerated freefall programme" (AFF). We specialize in AFF instruction and have a 99% pass rate. Our student gear is equipped with modern Ram-Air canopies, main and reserve.

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Special discount for the AFF course (June thru Sept) 1993 = \$875.00

WARP instruction available (BPA Coach), Tandem Parachute Jumps and preparation for your AFF instructors rating with our AFF Pre - Certification course. *Cost \$200.00 US (You cover slots in aircraft)*

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Our flight school has Cessna 152 and 172 aircraft available. 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.

For the more experienced pilots we also offer instrument and commercial ratings and multi engine training in our Seneca 1. *Private Pilots training for as little as \$2,000*

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

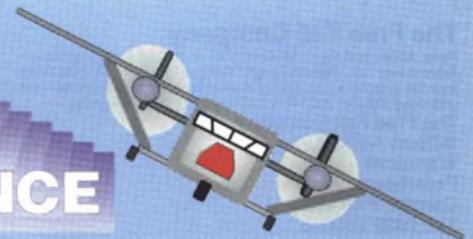
For Travel information in the UK contact:
Palmer Travel Ltd
Phone (0384) 397267
Fax (0384) 440071

For further information contact:
Flagler Aviation Inc.
PO 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

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BOOGIE PERFORMANCE



The Boogie School has graduated to... **Boogie Performance**

Boogie Performance's aims are to:

- * Communicate to the skydiver necessary sequential techniques for participation in large FS formations
- * to instruct the participant in the necessary skills to take part in Boogies with confidence and safety

Fast progression within a professional environment

Alexis Perry, assisted by Jeff Ronzevalle of the French 8-way team has a packed 1993 schedule

Schedule 1993

Dates	DZ	Country	Activities
03 Apr - 18 Apr	Cassale	Italy	Boogie Performance, Selection for Italian record
24 Apr - 02 May	Le Puy	France	Boogie Performance
04 May - 09 May	Roche/Yon	France	Boogie Performance, 6-way speed star competition
15 May - 23 May	Colmar	France	Boogie Performance, 20-way seq, 10-way speed star competition
29 May - 06 Jun	Bouloc	France	Boogie Performance
12 Jun - 20 Jun	Casale	Italy	Boogie Performance
25 Jun - 04 Jul	Langar	UK	Boogie Performance
10 Jul - 18 Jul	La Ferte	France	Boogie Performance, 20-way speed and sequential competition
16 Aug - 22 Aug	La Ferte	France	Boogie Performance
04 Sep - 12 Sep	Bergerac	France	Boogie Performance
17 Sep - 19 Sep	Casale	Italy	Boogie performance, Sit-down RW with Ph Vallaud and JB Oliver
24 Sep - 03 Oct	Colmar	France	Boogie Performance
09 Oct - 17 Oct	Tarbes	France	Italian large formation record, 16 and 20-way sequential Boogie Performance, 20-way seq: 40-way seq, on Oct 2nd and

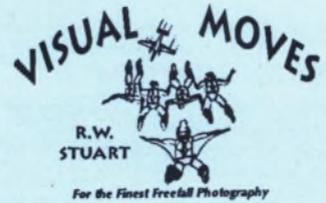
Boogie Performance will be at the 1993 Langar Boogie

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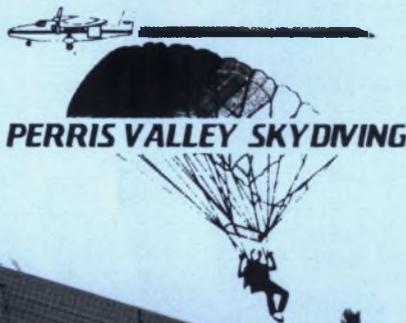


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