

# SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION

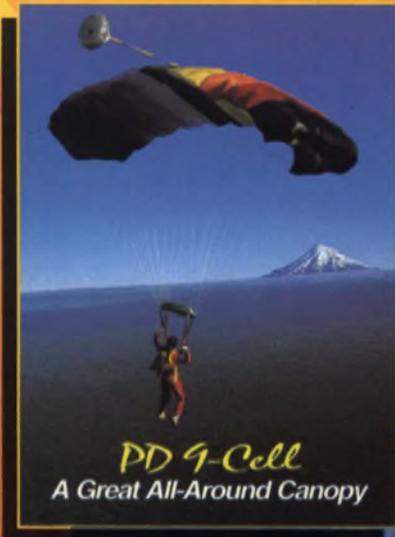


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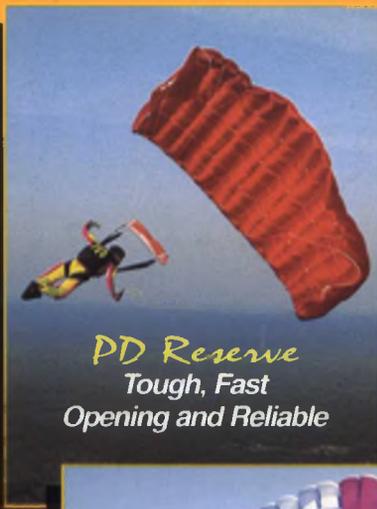
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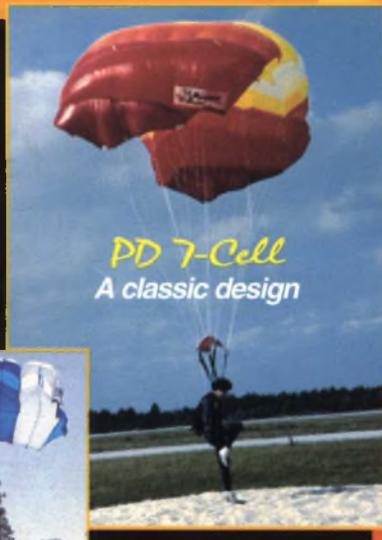
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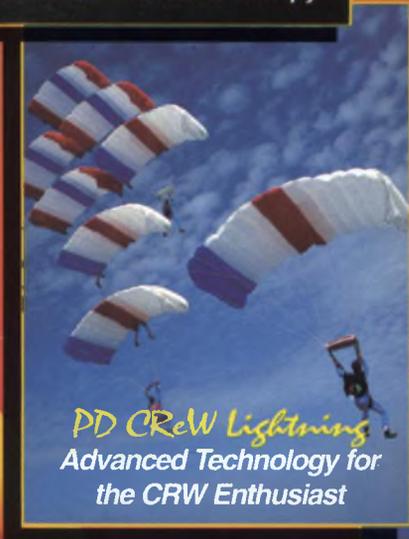
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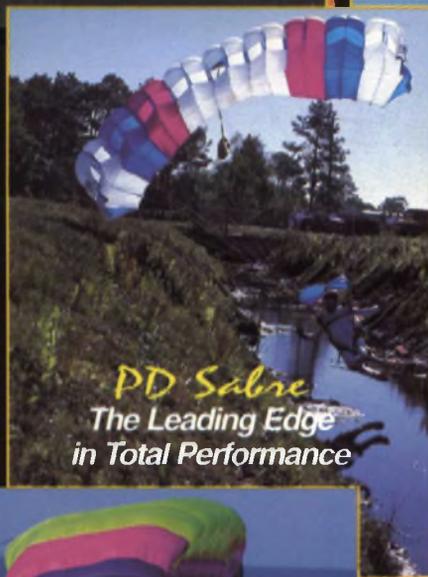
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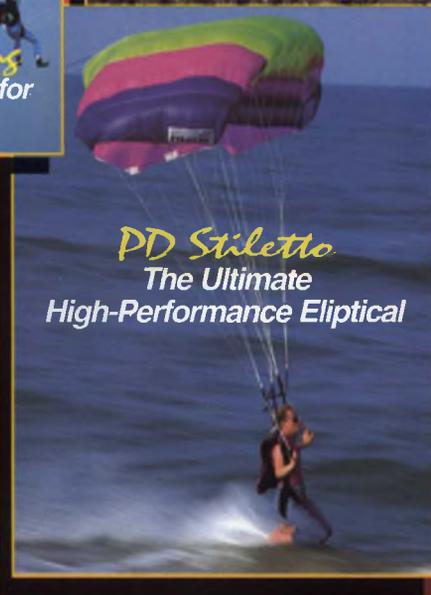
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Cover Photo: Tandem Master Tye Boughen and passenger captured over Ipswich by Rodger Tamblin.



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# NEWS & EVENTS

## Free Coaching at Regionals

Anyone attending the FS regional events will be able to draw on the combined experiences of the British 4-way team at RAFSPA. The team will all be at the first meet in Weston on the Bank Holiday weekend 27th-29th May, with at least two members present at the Dunkeswell event on 24th-25th June.

At both events the team will give an informal seminar. The guys are the best in the UK, so don't let the opportunity pass.

With the advent of air-to-air judging the importance of good video has become more far reaching. Nicky Homer, the team's videographer, will also be attending to assist with any problems budding camera-jockeys might have.

## Calling DZ operators

In the next issue of SP we intend to publish an updated UK Drop Zone Guide. This will include details of every BPA club's facilities (as currently listed) plus a large and small scale map and directions. We would like to hear from all DZs even if it is just to say your entry does not need to be changed.

## ...Phone numbers

Anyone who has a telephone number regularly published in SP should please check that phone-day amendments are correct and let us know if not.

## Skydive University

Skydive University coaches in the UK are experiencing a tremendous surge of interest in the DeLand relative work skills and progression programme. Chris Allen, who co-ordinates Skydive University operations in the UK, told 'SP' that about 20 per cent of the DeLand SDU operation's revenue comes from visiting UK jumpers. "The demand and market is already established. What we urgently need in the UK are more qualified coaches and course evaluators."

The co-ordinator of Skydive University, Rob Laidlaw, is to run a second coach's evaluation course at Sibson from 26th to 30th June.

Skydive University coaches regularly operate at Langar, Netheravon, Headcorn, Sibson

and Strathallan. For further information, please contact:

Langar: Tim Moran, tel: 01992 715859 (evenings) or 0378 176711 (mobile)

Netheravon: Andy Allman, tel:

0181 658 2822 (evenings); Ross Hutcheon, tel: 0181 769 5819 (evenings) or 0973

182697 (mobile); Toby Joll, tel: 0860 576003 (mobile)

Headcorn: Rob Doyle, tel: 0181 856 2632 (evenings); Andy Ring, tel: 01622 890113 (evenings)

Sibson: Allison Cronnelly, tel: 0181 440 7791 (evenings)

Strathallan: Graham Harris, tel: 01224 316863 (evenings).

For further information about obtaining a Skydive U coach rating, contact: Chris Allen. Tel: 01252 349600 (days) or 01252 349600 (evenings).

## Deland to host US Nats

Skydive Deland has beaten five US centres to host the 1995 National Formation Skydiving Championships, from 6th - 15th October 1995. Deland's fleet of four Twin Otters, three Pilatus Porters and Mr Douglas will be on hand.

## Freestyle events

Both Peterborough and Hibaldstow will be holding freestyle seminars followed by competitions this year.

The Peterborough seminar runs from 6th - 9th June, with the competition 10th - 11th. David Drewette will organise the seminar and provide trampoline coaching at a local sports centre in the evenings. All aspects of freestyle will be covered, from safety to camera flying and basic moves to team manoeuvres. (Late news in: The seminar will now be joined by Tamara Koyn from the USA)

For more information contact: Ola at SP Tel: 0171 403 6753, David Drewette. Tel: 01786 812989. Stuart Meacock, at Sibson. Tel: 01832 280490.

Target Skysports at Hibaldstow will run their competition from 3rd to 9th July along with their seminar, from Monday to Friday. A big name in freestyle will be attending the event.

For more information contact: Steve Swallow, Target Skysports Parachute Club, Hibaldstow Airfield, Hibaldstow, Brigg, South Humberside, tel: (01532)

## 3rd World Pops Meet

The CPCB, Spain, will host the 3rd World "POPS" Meet from 26-29th September 1995. Two Twin Otters and a Pilatus Porter will be on hand to lift this ever - enthusiastic group of skydivers.

For further information contact Peter Jones. Tel: int + 34 72 450 111, or fax: int + 34 72 450 749.

## Ipswich Speed 4 Canopy Formations

Enter an event not seen in the UK for a few years and go to Ipswich on the weekend of 29th to 30th April. With several of the best teams in Canopy Formation attending, at least something in Ipswich will still be in the premier league. Tel: (01473) 710044.

## Benelux Accuracy Championships

The 2nd Open Benelux Championships are at Paraclub Oud-Turnhout between 25th and 28th May. Teams of five will jump 10 rounds. Prices - 400 Bfr/jump, registration fee 1000 Bfr. The final date for registering is 1st May 1995. For more information contact: Paraclub Oud-Turnhout, Bergstraat 14, 2360 Oud-Turnhout. Tel: 014 45 08 50.

## Speed 8 Moorsele, Belgium

There will be a speed 8 comp - 13th and 14th May 1995. Skyvan, free beer, hot showers, camping, amazing parties. 700 Bfr per jump (£14) 12,500 ft. 20,000 Bfr 1st Prize (£400), 4,000 Bfr 2nd Prize (£80) and other prizes.

Contact Luc Naert at Moorsele drop zone tel: 010 32 56 50 39 40.

648837 or 505600.

Both events will be supported by the BPA sending judges to learn about the discipline and to help judge competitions. If the events prove to be popular then you can expect both regional and national championships to be forthcoming in the next few years.

## IPC FS rule changes

Amendments to the IPC World Championship rules for FS, CF, Style and Accuracy are as follows:

### Formation Skydiving (FS)

1) There are a few dive changes since last year: block 7 in the 4-way and blocks 9, 14, and 24 in the 8-way.

2) Competitions Committee has decided that for scoring purposes judges may view the jumps up to three times (twice in IPC rules), at normal speed.

### Canopy Formation

No other change than the five-second rule in Speed Formation. IPC have requested that other countries try air to air video.

### Classics

There are no other changes to current BPA exit heights and there will be no semi-final and final as in previous years, but competitors/ teams will complete ten rounds of Accuracy and four rounds of Style, weather permitting.

## Raise money for our FS team

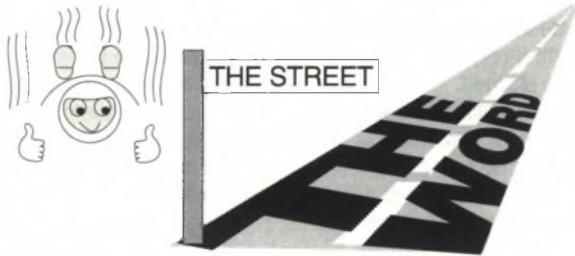
Funding British squads had become a contentious subject in the last few years and with the grants given by the Sports Council up for review, new ways might have to be found to fund future groups.

"Sweat for the team" is an aerobics session held at Weston at weekends, with a donation for the team paid by all who attend. It would be great if other centres around the country would assist in the funding, maybe a "Jar On The Bar" in club pubs would bring in a few quid?

Without serious funds our teams are fighting an uphill battle. So attend the regionals, get some free advice, have a good time - but also put a few bob in the jar.

## 1995 Women's World Record: Skydive Chicago

The Women's World Record attempts will be from Sat 1st July to Wed 5th July. Training camps will be held at Skydive Chicago every w/e from 27 May to 25 June at Skydive Chicago. Ottawa, Illinois. The closest airports are O'Hare and Midway. For more info contact: DD Bartley, 1009 Ave D, Rock Fall, IL 61071. Tel: (815) 626-3735. Skydive Chicago Tel: (815) 433-0000, Fax: (813) 433-6806. E Mail: DDSkydives@aol.com.



## THE BIG BREKKY EXPERIENCE

The demo team of Robin "Drink-Up" Mills, were once again summoned to skydive live into Channel 4's Big Breakfast, this time it was for Ricoh Cameras. Robin's team were called in because they do not say no. The BB is FT! We are not talking small here, as the dude on the TV said, "It's a postage stamp, ain't it Debbie!"

This is one for the "Hard Core": house, canal locks, 45ft trees and un-landable stuff surrounds the 50 sq ft "pad". This is in the "Difficult & Dangerous" category. Definitely only for the brave/stupid. Robin, Rob, Fred and H are those dudes: cool, calm (!?) and collected. Twice they took off but to no avail; probably just as well. We all got cold at the Big Brekky, Ricoh and Games Co got some good coverage, Debbie and Kevin had speaking parts, Fridges were seen on TV, and it was a bit of a blast!

## 1995 WORLD RECORD

Yes, it's that time again: World Record time (It seems to me there were years of no attempts, now it's every 6 months!). These attempts are being organised by Bruno Gandziarowski, Peter Gantzer, Roger De Ponce and Alexis Perry. Aircraft are five AN-26 (fifty-place & tailgate). DZ is Pobiednik Wielki, Krakow, Poland. Cost is DM 1030, and includes 20 jumps from 6000m, oxygen, nine nights' accom / breakfast and bus transfers. There are no qualification jumps, but you can be excluded from further attempts after more than one bad jump (\$17 refund / jump if you are axed!). They are looking for people who have lots of BIG experience (40 - way plus).

So, have you been on a World Record? It's special! It's not hard either, just go slow, hold height, dock with no momentum and fly your slot (good tracking helps,

too!). Why not have a go? Alexis can only say no, and he might invite you on the load. Go on, give him a call on: 01033 93092171.

## SURF'S UP, DUDE

Fancy a bit of lake surfing? Then get ready for THE spectator event, the Cool & Groovy Micro-Surf Boogie. Planned for mid-August, the venue will be in the grounds of Stanford Hall (a stately home just off J18 of the M1), and the "liquid" runway is long and smooth. Between 6 and 10 micro-light pilots have been recruited from the local club. The land owners think it's a great idea, and Dave 'Advanced everything except rigging' Morris is dealing with the paperwork. Photographers will be on hand with still and video to record your landing. Prizes will be awarded to the longest surf, wettest and funniest etc, and there will be a bit of a gig in the evening.

Slots for this boogie are limited to about 30 surfers. If you are interested in "making a splash" at this event, then call Cool & Groovy, tel: 01788 860882 for more details and an application form.

## NEPALESE SKYDIVING TOURS

Fancy a skydiving trip to Nepal? Rob Colpus is organising a wicked - sounding trip. Dates are 8 - 16 Oct '95. The package includes a stay at a top hotel in Kathmandu, food, transport to and from the DZ, one skydive on to the big grass DZ and your return airfare. Cost is a reasonable £1500, and you need to call Rob, coz slots are going fast. Do it now! Tel: 01622 890967 (fax 891236).

## 14 DAYS IN BOOGIE WORLD

Dave Morris and George Pilkington are organising a trip for two weeks' skydiving this summer. The trip begins with a week at Skydive Spain. Here, Dave and George will organise

the group (in their usual manner) from the resident Twin Otter. This week will be relaxed and fun, with the emphasis on getting jumpers ready for the Espace Boogie, which takes place during the second week of the trip.

Vichy is a relatively short drive from Spain and just think how HOT you will be arriving at the gig with 25 jumps from the previous week? The dates are 28th July - 3 August in Spain, and 4th - 13th August at Vichy. Call George and Dave for more info, tel: 01788 860882.

## RICOH GAMES CO.

As hinted last issue exclusively in WoTS, our very own National Champions in 8 - way have a commercial sponsor. The team is renamed Ricoh Cameras in a deal worth "not very much money!" but offering lots of potential.

The camera manufacturer is dipping its toe into the water with the sport - if it is a success it will be easier for other teams to gain funding in the future.

'Dazzle' and the team are keen to set the record straight, "In the past teams have tended to just take from the gift horse, but we want to give the sponsor what they want from us." Good attitude from Ricoh, and nice to see the team giving a bit!

## BAMBINO BOUNCES BACK

Tim Homer, of RAFSPA, the 4 - way champions, has fallen off his FireBlade bike. Unfortunately he has broken his collar bone, left and right arms, big toe and has bulk bruises. Tim will be out for a couple of months, but will be back training in preparation for the Gap World Meet. Best wishes from WoTS, Tim; thanks for the info, Pete!

## GO GO NO GO

The Hibaldstow 8 - way meet, which took place on 17-18th March, was won by NO GO! Yep, the boys from "up north" have done it, nice one. I believe there was some contention over the rules, and some discussion with the chief judge, but that it was nothing a few beers and some laughs couldn't fix. Go to Hibble and Skydive. Tel: 01532 571071.

## SYMBI MAKE CHUTE ASSIST A

Symbiosis Suits have released a new suit for "Shute ya Knees". It has no wings, but balloon arms

which inflate to give upper-body support. It is a full suit (coz shorts are too cold for the UK) with spandex on the bottom half. Rob showed WoTS the suit and said "It's like water wings, so easy and no problems with the wings at dump time!" (Rob took the concerns of other suit jumpers about "wings at pull time" seriously, and stopped the problem.) Nice one, Symbiosis! Call them to order yours at an intro price of £109, and spend some "time on yer back" this year! Tel: 01622 890967 (fax 891236).

## MOVIE MADNESS

Lots of skydivers who have seen the film "Drop Zone", with Wesley Snipes, will have seen Wendy Smith's footage of Patrick de Gayardon, sky surfing over the Alps. This footage will be shown for 30 seconds before every countryside showing of the movies "Drop Zone" and "Terminal Velocity". Hope you enjoy the films.

## SIBSON SIT SUITS

Stewart Meacock has acquired some Tony Sit Suits for use at Sibson. You can try this new fun skydiving under the expert instruction of Stewart and friends. They will be available during the "Life After Warp" week (see last mag's flier) and there will be a sit competition from 9 - 11 June. Dave Drewitte will be on hand to advise and instruct. Get your bum in the air at Sibson this season. Call for more details 01832 280490

## CHRIS 'POINT BREAK' PLACE

Chris Place, who sometimes hangs out at Langar and Manchester, had a triple heart by-pass operation just after the Vichy Boogie 94. Chris was on the 50 million ways from 15k less than three weeks before the op. One weekend before he was riding the Nemesis at Alton Towers (Yea, the new ride, the one with the sign "Don't ride if you have heart problems, are pregnant..."), Sunday it was skydiving, then off to the hospital for the op. Three days after the op Chris was up on the bed, showing the ward how to "surf dude, surf!" He told WoTS "I thought I had better get out there and tear the arse out of it, in case I didn't get to do it any more!" Chris you are a nutter, but you've got great taste!

# LETTERS

## SKYDIVE U - A PERSONAL VIEW

Dear Ola,  
I started WARP as soon as I qualified Cat 8. After two levels I was fortunate enough to get some Skydive U coaching whilst on a trip to DeLand. I had never heard of this program before I went to the States but it was the best decision I have ever made. I can't praise this program highly enough, it's great that we can now get coaching at all levels in the UK.

Lots of people who were at the AGM still don't know what it's all about. But I urge people to ask their CCI for some info, or get in touch with a Skydive U coach. DZ operators and CCIs can't

read our minds so it's up to us to tell them what we want.

**Penny D9627**

## INSURANCE QUESTIONS

Dear Ola,  
Here are some personal views of a BPA member on the subject of insurance, and these are not to be taken as an official statement from Headcorn Parachute Club. If you need detailed info on the court case, I suggest you talk to David Parker at HPC. As you may have heard Headcorn went to the High Court in January to hear the judgement of the claim against the insurance company in relation to the tragic accident in

1989. Headcorn won their case, albeit with a reduction in the damages claimed.

From my unqualified understanding, this meant that in law all parachutists have a duty of care to land on the designated drop zone, and not to cause damage. In the event of such damage occurring, the third party insurance will meet that cost. However, I understand the BPA's insurers have now appealed against the decision and we can expect the case to earn the lawyers 10's of thousands over the next couple of years. And all these costs will come out of my pocket, and indirectly, as a Headcorn jumper on the one

hand, and out of my future BPA subscriptions on the other!

I now have very great concern about the insurance cover I can expect in the event of any damage occurring. Will I get sued personally if:

1. I act as "jumpmaster" and get the spot wrong and a "parachutist" lands in Farmer Giles' greenhouse and the BPA's insurers claim that they do not have the same duty of care as an "experienced parachutist"?
2. I act as a BPA FS Coach and my "student" lands in said greenhouse?
3. I act as an "on duty" BPA approved instructor and a parachutist lands in said greenhouse? And what "contributory negligence" will be laid at my door?
4. On a display a smoke cannister comes off, and lands in said greenhouse?

If I have no adequate insurance cover, I may be forced to withdraw from taking responsibility in any of the above roles.

**Peter A Sizer BPA 149404**

**I hope to have some answers to your questions in the next issue...Ed**

## BACK TO SQUARE ONE

Dear Ola,  
A follow-up to my note to collegiate parachutists', published in SP, Dec/Jan 1994-5. In a letter addressed to the President of the Athletic Union here at Northumbria, dated January 26 1995, Chief Executive of BUSA (the British Universities Sports Association) G Gregory Jones writes: "According to Mr Douglas the benefits of affiliation are several including:

- a. Our existing nationals/regionals... could be subsidised by BUSA... to the tune of transport costs, half board accommodation and entry fees.
- b. ... the establishment of... competitions under BUSA subsidisation.

I am informed by the Sports Officer of Northumbria University that Mr Douglas was advised of the support his club might receive from the Athletic Union, if parachuting was adopted as a BUSA championship and he has obviously misunderstood that advice."

# WoTS CONT...

## SKYDIVE U COURSES

Rob Laidlaw (the co-inventor), is holding an instructor certification course at Sibson from 26th June to 2nd July. Places on the course cost £200 plus skydives. Skydive University turns over more than \$1,000,000 per year, with up to 20 per cent of that from UK - based jumpers. If you like to teach, are a competent skydiver and want to help people progress in the sport and earn some dosh, then call Chris Allen, the Skydive U UK coordinator for details. Get your rating now, coz Skydive U is poised to BOOM in the next 12-18 months! Call Chris on 0850 007178. Closing date for applications is 19th May 95.

## BRIT IN ELOY WRAP

Sandy McRobbie, who is load organising at Eloy, was involved in a wrap on 21st March. Sandy and the other dude wrapped shortly after deployment. Both cut away, but Sandy still had the other main all around him. He rode down a spinning reserve (what else is there to do?) but it apparently stopped spinning just prior to landing. Sandy broke his Femur, Hip, and perhaps a vertebrae. This is Sandy's second fracas at Eloy. It's a dangerous job! Get well soon and we will see you in Vichy, Sandy.

## BARRY PAUL INJURED

Barry Paul, from Sibson was out in Florida for the PIA Symposium

when he was involved in an "illegal" helicopter demo jump, and unfortunately had a bit of an accident. Jumping a borrowed Stiletto 135, he overshot the relatively small landing area, made a low turn into a carpark and hit the parking lot very hard. He has broken his right leg in two places, as well as his hip, ankle, arm and elbow. Barry underwent 10 hours of surgery and is now in a stable condition. Best wishes to Barry for a speedy recovery... And the moral is don't do demos on unfamiliar equipment.

## WICKED NEW MOVIES

Radical new video footage is about to hit the streets in the form of Tony Uragallo's first foray into video, "Free-D-Flying". Tony is right into "sit"- type flying, if you are check it out! Rumour also has it that Patrick Passe's "New Movie", (sure to blow your mind,) will be available from September. Call Andy at Sward Sports to order your copy on 01793 772323.

## FUN & FROLICS IN THE SNOW

Colin Fitzmaurice (something to do with Tilstock?) is organising a ski trip to Alp D'Huez for 3-10 Feb 96. He would like a mixed - ability group, no previous experience is necessary and the emphasis is on "fun and frolics!" So if you fancy a week-long party, with a bit of skiing too, call Colin now on 01948 840638.

## COLLEGIATES PARTY AT SPOCK

It's the middle of winter, there is snow and gales everywhere else, but loads of academic students made it to Strathallan for the second big party of the year. S.P.O.C.K. Fiona the organiser, made sure that EVERYONE jumped and took all the hassle! (nice one!) There was even time for a "Big Blob" attempt from both the centre's 206's. Thanks for the info Charles. Remember the Northern Collegiates is happening at Topcliffe on the first May Bank Holiday.

## MOLEY THE BABE

Moley, who as we know is getting married in the USA, has landed a part, in - yes, you've guessed it, "BayWatch" The Mole is taking the babe with the assets and the long dark hair for a "bit of a jump," he told WoTS. So watch "Babe Watch" around the summer to see what happens.

## JOKE FOR THE MONTH

What's red and invisible?  
No tomatoes!

**Call or fax your words to George on 0788 860882. DON'T miss the LOAD, DUDE! Tell WoTS and the world will know!**

Wrong. Does Mr Jones believe that I made this up? First, my 'advice' came direct from an officer at BUSA (only then did I seek to inform others, including the BCPA). Second, the 'advice' was faithfully recorded by me at the time of the original telephone conversation. What was reproduced in the letter, almost to the word, followed that original conversation. Any 'misunderstanding' finds its origin at BUSA.

In my profession great care is taken with what goes into print. I suggest that officers of BUSA take equal care with what they say in casual conversation. So it seems BUSA comes to nothing, and as such the episode highlights two points: first, the continual problem collegiate parachuting faces in the struggle for recognition and subsidisation; and second – the general rule of our times – if you talk to an 'official', take their name.

**Ian R Douglas**

Lecturer in International Political Science, University of Northumbria at Newcastle.  
E-mail: I.R.Douglas@ncl.ac.uk

Dear Ola,  
On a cold day in November 1994 the Guys and Doris's of Blue Skies PC N Ireland did their bit for children in need. With the help of the school teachers of St Joesph's Primary School, Carryduff, we jumped 250 very nervous but excited teddy bears. The highlight of the day was a 16-way turning 4 points, organised by Jim (ripcord) Rolsten, Geordie (the ramp psycho) Cross, Gab (super grass) Carlin, and John (grumpy bastard) McCourt and too many teddy bears to mention. Not bad from a Cessna 183, sorry no photos. Every teddy got his/her own certificate. So I'd like to thank all involved. We raised £250 – but this year we will raise ten times that. By the way, for our effort we got a mention on national TV, by big Teddy Wogan, not bad eh! Blue skies, surf landings,  
**Joe McConville D8523**  
PS: you all do a great job on the mag, grovel grovel.

**COPY DATE**  
The latest date for submission of material for the June issue of SP is Wednesday May 17th.

**Below is a selection of extracts from some of the comments returned with the surveys. Although all were signed, they will have to be anonymous as I do not have express permission to publish them. I have chosen them because they are representative sample of the comments made.**

Dear Ola,  
While I applaud your efforts to improve the magazine I believe you are trying to run before you can walk properly. The foundations of a good magazine are there and you produce a good balance of topics. I would love a monthly magazine and would be willing to pay for it but come on, how often do we receive our bi-monthly mag on time?  
That's my little gripe but I realise you produce the mag in the interest of the membership. I think the content is great and I only hope that once council realises that over 90 percent (assumption) of the membership want to see factual accident reports that explain how and why for the purposes of education, that they will respond accordingly. Debate is good but I've read all the arguments against reporting and quite frankly they don't stand up. You really do learn from most of the reports in the US mag. I hope you achieve your aims for the mag and that we are all listened to.

Dear Ola,  
At present, in my short time in the sport, I have the following observations to make: I receive Sport Parachutist, USPA Parachutist and the newspaper "Skydiving". Of the three magazines, I look forward to "Skydiving" the most, then SP and the USPA mag.  
I have been fortunate enough to have done most of my training in DeLand and have observed at first hand the way skydiving is taught by some of the world's best coaches. I enjoy reading about these teaching methods etc. Teaching and progressive training in the UK still seems dated compared to the USA. This shows in "Skydiving" articles: chute assis, camera techniques for freestyle jumps, inverted flying, etc. These types of jumping are becoming more popular all the time and "Skydiving" seems to lend space to them more than other magazines.  
Personally I like in a magazine:  
- technical details on kit and maintenance and new products (Interesting article on canopies this month), skydiving techniques, plenty colour photos, forthcoming events, incident reports. I would be prepared to put my hand in my pocket for things to be improved and I would like to see a monthly mag. Maybe when I have more experience in the sport I can offer more constructive comments.  
Keep at it folks, good luck, and I am already looking forward to the next issue.

Dear Ola,  
Layout of mag is very staid. I agree that info/technical pages should be clear, but boogies and competitions should be more "in your face". I think US "newspaper" (Skydiving) is an

excellent mag, it has: brill pictures, informed opinion, meaningful incident reports, good gossip/boogie round-ups, good technical write ups. Maybe we're all to blame about "Sport Parachutist"? I'll try my hand at some cartoons/articles.

Dear Ola,  
I was one of the people who didn't vote this year, for the simple reason I didn't know anybody who was put forward. I am afraid a short statement like "I propose Joe Bloggs so he can continue his good work on whatever" didn't win any votes from me (literally). With that in mind I would like to see articles about Council members, say in the form of a profile like "People in the Sport", or preferably like a diary showing plans and results for the year ahead etc. This should also include Tony Butler and John Hitchen as they are not voted in or out. It would be good to see what their job entails.  
With this information more readily available maybe more people would have voted. I would.

Dear Ola,  
If nothing else changes, you must introduce incident reports. Similar to the type in the USPA mag. A regular column aimed at beginners and rookies might be a good idea. It's purpose would be to explain and inform on subjects we all take for granted, but which are baffling to the newcomer, for example:  
Competitions: How are they organised? How are they scored? What exactly is a busted grid?  
Kit: (a very important topic for someone who might spend a lot on a piece of kit that isn't suitable for them). What's the difference between throw-out and pull-out? Slick suit vs baggy suit? Do I need a dytter, and why does it make that funny noise?  
Travelling abroad: what documents and extra insurance will you need when you take your rig on holiday with you?  
A generally entertaining mag with a healthy disrespectful tone.

Dear Ola,  
An end to slanging letters and personal vendettas. Ruthless editing of thank you letters, better competition reports. If magazine was delivered 'on time' safety notices could be used better. Incident reports should be improved and published in the mag USPA style. That said I appreciate editor is unpaid and job is on the whole well done. It might help retention if there was a feature aimed at students occasionally. Good luck with the survey!

Dear Ola,  
I don't think there is much in the mag for students, especially those on 5 to 10 second delays. The other people who don't get as much from the mag as the hard core jumpers is the hobby jumper, the person like myself, for whom the fun is just to jump and not to try and get more points out of each dive. I would not expect a lot of the mag to be about people like us, just an acceptance that we do exist.

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**Topics:** Freestyle basics, equipment, cross training, ground training, choreography, camera flying, trampoline & pool exercises and much more. (Skysurfing may be included depending upon demand). Registration fee £35.

**Sit flying:** Start with your bottom! Get into sit flying with coaching by Stuart Meacock

**Freestyle:** Contact Ola on 0171 403 6753 for booking form.  
Places are being limited to ensure full benefit for participants - book now.

**Sit flying:** Contact Stuart on 01832 28049

**Don't forget. . . there's a Turbolet!**

## Scotty Milne

### Age, marital status, family etc?

Age 42, married with two children: Alastair is 10 and Lorna 8.

### Job description?

Chief Instructor, Scottish Parachute Club.

### Time in the sport, qualifications?

Twenty-five years in the sport. I first jumped on the same day man landed on the moon, 21 July 1969. I was trained by a very young Sgt Bob Card at Netheravon and I had a complete malfunction of the main parachute on the first jump! I hold the following qualifications:

- Advanced Instructor
- Tandem Instructor
- Instructor
- Instructor Examiner.

### Jumps, malfunctions, personal kit (past and present)?

I have 5,400 jumps and for that number I have had relatively few malfunctions: about six, most of which were during various trials in developing the square canopies and their deployment devices.

My first 1,200 jumps were made on round canopies, mainly the Para Commander and Papillon before moving to the first square canopy which could produce consistently acceptable openings (the Strato Star). That was followed quite quickly by 1,500 jumps on the Strato Cloud and about 1,500 jumps on the 252 Foil. My first 3,500 jumps were made with conventional front and back kit as a style and accuracy jumper. I now jump a Sabre 170 with a GQ X210R reserve in a TSE 1-pin Tear Drop container fitted with Cypres. I will always buy British equipment when possible.



Individual bronze medallist, 1980 World Championships in Bulgaria.

### Competition experience, medals and teams?

After joining the Red Devils in 1972 I competed nationally and internationally for 10 years in style and accuracy and 4-way RW. During that time I won 18 Army Championship titles, including overall Army Champion five times. The first two titles were won on round canopies with down-wind landings. At the National Championships I won 16 National titles, including Overall Individual National Champion five times.

World Championships participation includes: 1974 Zolnok in Hungary and Team Captain at the following four World Championships of style and accuracy; the 1976 World Meet in Rome; 1978 World Meet at Zagreb in the former Yugoslavia; the 1980 World Meet at Kazanlak, Bulgaria, where I became the only British man to ever win an individual medal at the World Parachute Championships. Over this period I won over 200 medals and trophies at all levels world wide.

### Most memorable skydive?

Of the many memorable skydives I would include: jumping off at the World Championships to win the Individual Bronze Medal in accuracy; having a bag-lock malfunction over the Thames when jumping for the Red Devils into the Greenwich Staff College in London for the Queen and landing in front of Her Majesty on a round reserve after thinking that I was going into the river; taking Alan Cruickshanks on a tandem jump over Cyprus before I left as CCI. Alan joined the army with me and is paralysed from

the waist down after breaking his back in a skydiving accident in 1978. I don't know who got the bigger thrill! It is 3,000 jumps since I have had a malfunction

### Favourite DZ (British and world-wide)?

Strathallan is my favourite DZ in the UK. I first visited there in 1974 to assist coaching the Golden Lions Parachute Team. I always thought that if the opportunity to work there came up I would grab it, and shortly after I left the Army the job was offered to me. The DZ has the Grampian mountains as a backdrop and the scenery is spectacular. There is also a very high standard of jumping at Strathallan in all disciplines; the equipment is first class, combined with a warm welcome and a terrific social life.

At my stage of life I am possibly looking for different features of a DZ to the younger jumper. For that reason Cyprus would be my favourite DZ (and place) world-wide.

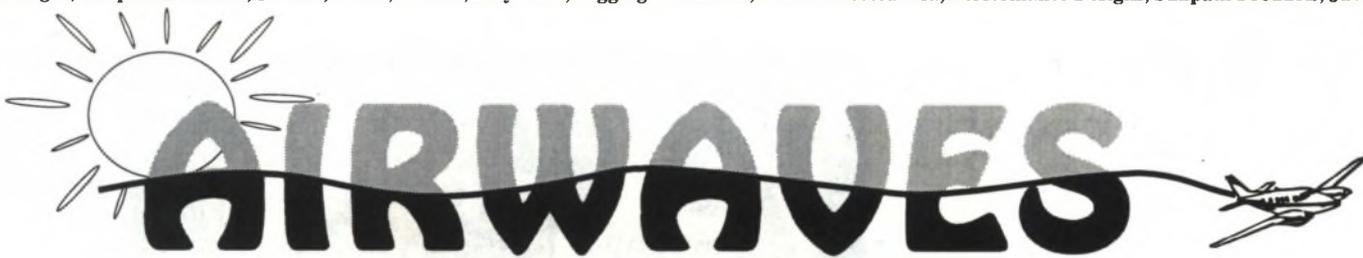
The weather is nearly always good, the people are warm and friendly and on balance it offers a complete holiday.

### Do you have an ambition?

My ambition is to see all students trained on square canopies.

### When not skydiving what do you do?

I have a large house in a small village in the mountains in rural Perthshire, this allows me the chance to spend a lot of time hill-walking, mountain-biking or tending my extensive gardens. After 24 years of constantly moving it is great to at last feel settled.



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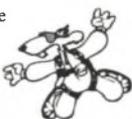
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- 22/29 Apr - ALEXIS PERRY BOOGIE SCHOOL
- 06/13 May - MARCO MANNA FREestyle School
- 08/12 Jun - SPANISH NATIONALS 4 & 8-WAY
- 17/25 Jun - AFF Certification Course
- 02/09 Jul - MARCO MANNA Freestyle/Freeflight School
- 23/30 Jul - RW Intermediate Seminar / Warp SKYDIVE UNIVERSITY COACHING
- 28 Jul/4 Aug - Pre Vichy "LARGE FORMATION" Practice
- 01/31 Aug - SKYDIVE SPAIN Summer school: Freestyle & Skysurf Seminars - Load Organising RW Coaching - Formation Loads - Competitions Barbecues - Beer - Prizes - Fun
- 26/29 Sep - 3rd WORLD "POPS" MEET
- 29 Sep/1 Oct - SPANISH Record Attempt
- 7/14 Oct - FALL BOOGIE + RW Seminar
- 16 Dec/6 Jan - X-MAS BOOGIE International Load Organisers - "Captain's Cabin" 10-WAY Speed Formation - (3 Rounds Competition) Parties Galore! - Prizes - Beer - Fun



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Captain Red Devils 1973 competition team training at Sibson (Scotty pictured far right).

**If there is one person in the sport who has influenced you, who would it be?**

There are many who had an influence on me but I must mention two. John Meacock was National Champion for a long spell before me but he unselfishly pushed, trained and coached me to beat him. That attitude is one which I have tried to maintain and emulate as I became a coach.

Jean Paul Thacker at Reaford, North Carolina, inspired and coached me to the

peak of my competitive career and wrote in the back of my log book a verse I only found years later: "Your laurels are known to many but the toil, dedication and heartache are known only to those who have given."

**Persons or team you admire (past and present)?**

Having trained on many occasions with them I would select the US Army Parachute Team The Golden Knights for their total professionalism. Of the many individuals of my era who assisted me, I

would mention Charlie Hall and Chuck Collingwood.

**Where do you see the sport going, what would you like to see?**

I would see the sport moving away from round canopy-trained students completely, although I appreciate that this will happen only slowly. I would like to see those on committees who are not fully up-to-date stop using their vote to block progress in areas they do not fully understand.

**What advice do you have for up-and coming skydivers?**

Up-and-coming skydivers should jump with, and get coached by, the highest class of person available. It's easy to be a big fish in a small pond, so you may need to move from your local DZ. At Scottish Parachute Club we try to video as much as possible for coaching purposes, working on the theory that a picture paints a thousand words. We video every AFF jump and include that in the cost of the course.

**What is your favourite joke?**

My favourite joke is one by that famous Scottish comedian Billy Conolly, neither the story nor punch-line could be printed here!

**What, if anything, winds you up?**

I am constantly wound up by those who criticise without an understanding of the whole picture. We are all bad at it, whether at club or national level.

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# EDITORIAL

As promised, we've given the Amag a facelift – I hope you like it. We've been working on it for quite a while and you should see the ideas that went in the bin. As you can see we've used a new masthead, (see page 16 for more details on that), as far as the logo goes we've had so many excellent entries we're going to take a bit more time to choose.

We also had a good response to the survey, well it could have been better, but we have a representative sample – see page 44 for more details of the results.

The question I most wanted to have an answer to was on the issue of incident reports; I have written about this before but make no apologies for doing so again. The arguments against having them are valid enough but can be catered for. For instance, adverse publicity when the magazine goes to non-skydivers, clubs and individuals not wanting to be identified, the risk of sensationalising incidents on the one hand and of a boring non-helpful listing of twisted ankles on the other. The argument for having them is a simple one; it's better to learn from oth-

er's mistakes than our own.

To avoid adverse publicity, we could have the reports included along with the minutes as an insert. Regarding sensationalising incidents – well I would simply refer readers to the style used by the USPA mag or some of the aero mags around which employ a simple factual reporting style. As for it being a deterrent to clubs and individuals from submitting reports, if they are anonymous there should not be a problem.

There is one argument against incident reports that I have heard often that does worry me however – that certain incidents are boring and not worth reporting – eg twisted ankles. If you'd ever had a decently sprained ankle you would never say that. Ankle injuries can be serious and leave people affected for life whether or not bones were broken. It is because they are thought of as boring that prevention is neglected. The same goes for many other injuries regarded as trivial. One of the purposes of incident reporting is to highlight those which are common and to prompt us to do something about them. For instance, in the case of ankle

injuries, I challenge any CCI to take a look in his or her kit room and count how much of the footwear on offer, provides any more support to the ankle than a sock.

Obviously supportive footwear is not a substitute for good training and proper PLFs, but I point this out to illustrate that even the simple, obvious safety measures will not be enforced as thoroughly as they could be until we rub our own noses in the incident statistics that our sport generates. I don't need to remind anyone how much an ankle injury could fetch in court these days.

My suggestion is this. Make reporting of any injury mandatory for clubs and the individuals concerned – student or experienced (forms should be made available in each club). The statistics should be compiled much as they are done at the moment, but BPA members should be supplied an analysis of the causes of the incidents, the lessons to be learned from them, and the steps that should be taken to avoid them in the future. Finally if certain accidents happen regularly, lets hear about them regularly – boring or not.

It has been suggested that this is a job for the editor. I should stress here that it is not a job suitable for the editor of SP; he or she does not have to possess any formal skydiving qualifications, yet the most important part of incident reports is the analysis and advice to jumpers. A knowledge of BPA rules, operations manual, CAA regulations, technical issues concerning rigging, aircraft, training, and also some knowledge of insurance and legal issues is necessary. The magazine happens to be a sensible vehicle for the distribution of the information, this does not make it the editor's job any more than writing the Council meeting minutes is.

It is obvious from the survey I have conducted that the feeling about incident reports is near unanimous – it is the duty of the BPA to respond.



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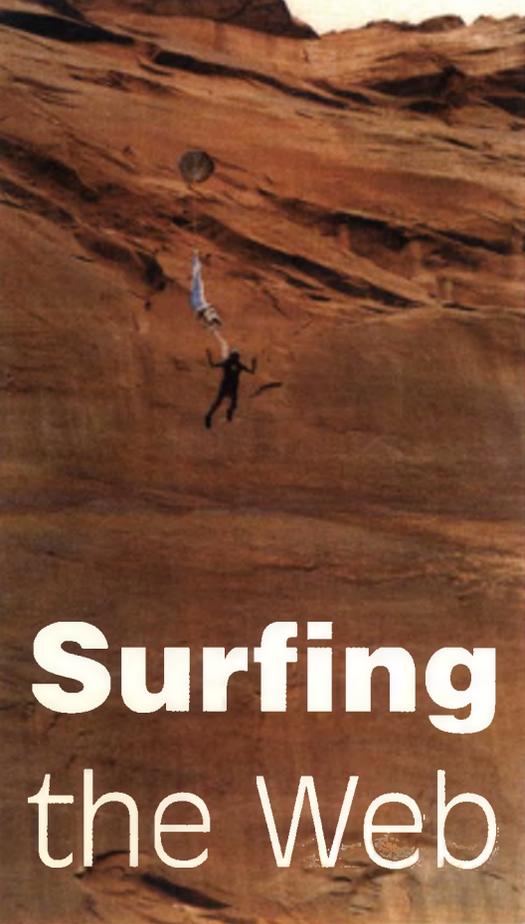
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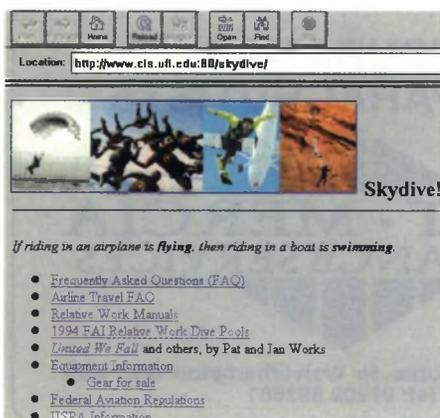
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## Surfing the Web

In the second part of our introduction to the internet Ed goes in search of skydiving on the World-Wide Web

The Skydiving Web Home Page. Web browsers display screens such as this on your computer. Clicking on a picture enables you to see an enlarged version. Clicking on the underlined coloured words will display another screen of information which could be based on a computer anywhere in the world! The enlarged version of the picture on the right was downloaded to the SP computer and is shown above.



So, you fancied a bit of on-line skydiving, went out and bought a modem, and got stuck into a bit of telnetting, fingering, pinging and some anonymous ftp... No? Well don't give up yet there's hope. Although using internet for the basics (email and news) is not too hard once you have got your set up sorted, getting anything more out of the internet has, until recently, needed some patience and hard work. However, the power of the PC became usable by even the most determined technophobes thanks to the user-friendly interface known as Windows, now there is a user-friendly face to the internet. Point-and-clickability is available courtesy of programs called Web Browsers; these programs automate finding and logging on to sites all over the world.

They have also introduced a new level of on-line interactivity, by allowing visually attractive page layouts (see pic below) and the possibility of links to just about anywhere at the click of the mouse button. This layer of connectivity is known as the World-Wide Web. Now people can publish their stuff on the internet and if it's interesting enough the net surfers will seek it out. What has this got to do with skydiving? Amongst all the other material available there is a skydiving site that can be accessed and I went for a browse.

### The skydiving pages

Once I'd got hold of the address of the skydiving Web Site (or pages as they are called) based on a computer in Florida, I entered it into the address book of my browser. I then started up the communications session via modem, loaded up my browser and then it was a simple matter of clicking on the addressbook entry and letting the program do the rest. Approximately 3 seconds later I was greeted by the skydiving home page (see pic) and the aphorism; "If riding in an airplane is flying, then riding in a boat is swimming. If you want to experience the element, get out of the vehicle". The home page is basically a list of what is available via this site, with each list item being a piece of hypertext; that is text that has been hyperlinked.

Hyperlinks enable you to click on highlighted words or pictures and be taken to other information perhaps in the same document, a separate one, or to a file on a computer the other side of the world. The hypertext (shown on screen as blue underlined words), and the hyperlinked pictures

are the key to the incredible flexibility of the Web. Clicking on them directs the browser to any electronic address in the world – literally.

I clicked on the entry for events and found myself at another page with a more detailed list. I clicked on the Herc Boogie entry and in a few seconds I had been linked to the Web pages which happen to be situated in Gothenberg, Sweden. Now I was in an entirely different place and was able to look around the club's pages and enjoy an aerial picture of the Hercules before nipping back to the pages I had started with (on the Florida machine) to continue browsing.



I had a look at the addresses to check up that the BPA was there, indeed it was. I sent a short note to let them know that the numbers were changing and went back to the contents page. After a quick look at what was I was missing at the PIA International Symposium 95, I found a few pics, including one of what appeared to be an unnatural act of formation skydiving, and a religious safety notice (see 'Thou shalt not hook turn'). I suddenly realised I'd been on-line for over half an hour, there was plenty left to look at but I decided to log off, there'll be another rainy day for browsing soon!

### Who else is on the Web?

Once you've checked out the skydiving you'll be tempted to browse a few other sites. Since Web pages usually have a few links to other related sites, which in turn link you to text or pics at other sites it is easy to spend a long time exploring. Often a site may connect you to another site for more information on a subject rather than include all the info and pictures locally; from there something else may catch your fancy - and away you go. It does mean that you end up cruising around for ages; your curiosity gets the better of you and you succumb to the 'just one more click' syndrome.

The amount of information available at the sites available varies widely, but sites are continuously updated. Many of the hundreds who access them subsequently

contribute material, as do the enthusiasts who started up the site and maintain it. Repeated visits are usually rewarded by something new. Text and pictures can usually be downloaded for reading or browsing later and you can mark interesting sites as you go along so that the address is automatically added to your list of favourites for regular visits.

Activity on the Web has been going on for quite a few years and now you can find the CIA, WHO, museums, virtual hospitals, fractal generators, nude models, shopping centres, the Smiths, The Guardian newspaper, and of course the FIA dive pool on the Web. The list is enormous and growing apace.

Seamless interconnection is what makes this internet facility such a hit. For a small outlay and a bit of perseverance, it gives access to a mind-numbing amount of information held in sites all over the globe. The WWW is an entertainment source that is now usable by anyone.

Many manufacturers are selling computers internet ready with all the software you need already installed. It's as easy as plugging the modem cable into your phone socket and clicking on your mouse. If you already have a computer but no modem or software - most vendors will provide enough technical support to get you on-line. Once it's up and running you'll be addicted. Get a modem, get netted and go surfing; but don't blame me when your phone bill arrives.

#### ADDRESSES

Sport Parachutist magazine can be reached at:

- sp@postlin.demon.co.uk

Internet (usenet) skydiving newsgroup:

- rec.skydiving

There is also an anonymous FTP site for rec.skydiving at:

- skydive.eng.ufl.edu

where you can get up to date FAQ (Frequently Asked Questions), an archive of rec.skydiving going back to 1988, skydiving pictures (GIF and JPEG) and a few DZ reviews (not comprehensive yet).

The WWW (World Wide Web) site (currently under construction) is at:

- <http://www.cis.ufl.edu/skydive>.

It is subject to change. It provides links to the Finnish Skydive Archive, FTP and Gopher sites. The Skydiving Web Pages are maintained by Bradley C. Spatz and Eric S. Johnson who say, "We maintain the site in our spare time because we are computer geeks who love to skydive".

The Parachute Industry Association BBS is now on-line with the Internet. The address is pia.com. They are working on anonymous ftp access. They carry the rec.skydiving newsgroup for the benefit of jumpers without USENET capabilities and also have the following manufacturers on-line:

- jump.shack@pia.com,
- relative.workshop@pia.com
- precision@pia.com
- pd@pia.com
- cypres@pia.com
- stewart.systems@pia.com
- USPA uspa@pia.com

PIA says, "The PLA BBS was founded to foster communication between jumpers and manufacturers. Give us a call".

#### EQUIPMENT DETAILS

##### Hardware requirements

PC - 386 with Windows and at least 4 MB, preferably more, of RAM  
Modem (the faster the better).

##### Software requirements

Web Browser eg Netscape or Mosaic - also available for the Mac. (Public Domain software, available for downloading at many sites on the 'net).

Communications software - eg Chameleon by Netmanage which has the necessary Windows TCP/IP manager - Trumpet Winsock. (Other TCP/IP managers are available on the net).

A complete package, plus tech support is available from Integralis Ltd (who happen to have a couple of skydivers on their staff).  
Tel:0734 306060.

#### SAFETY NOTICE (FROM THE WWW)

##### Thou Shalt not Hook Turn

"First shalt thou open thy parachute,  
When thou seekest to land thyself  
then shalt thou do three hook turns,  
no more, no less.

"Three shall be the number of hook turns  
thou shalt do,  
and the number of the hook turns shall be three.

Four hook turns shalt thou not do, neither  
hook turn thou twice,  
excepting that thou then proceed to three  
hook turns.

Five hook turns is right out.

"Once the hook turns are three, being the  
third hook turn,  
then prepare thou thy most precious face  
and sacred body to meet Earth,  
and thus since thou art being naughty in  
my sight,  
"I shall snuff you deep into the ground for  
all to see,  
and behold my wonderous power."

## BOOK REVIEW

# Sky Diving in 8 Days

by Miles Clark

If you're interested in learning to skydive, then you'll be happy to hear that Sky Diving in 8 Days is back in print.

Written by British journalist Miles Clark, Sky Diving in 8 Days tells what it's like to go from a ground-bound spectator to an accomplished sport parachutist in a little more than a week.

Clark's first-hand account is unique because he describes his training from the student's point of view. Not only does he provide the reader with solid technical information on modern skydiving techniques and equipment, but he also shares his emotions and uncertainty. By revealing his own feelings, Clark gives the reader real insight into what it's like to skydive.

Sky Diving in 8 Days provides authoritative coverage of the accelerated-freefall (AFF) training method, making it a popular textbook of parachute schools around the world.

Clark writes carefully and clearly about his learning experience. Here's an informative work that's half textbook and half adventure story.

The text is supplemented by more than 60 professional photographs and illustrations. Sharp full-colour photographs convey the action of modern sport parachuting.

Sky Diving in 8 Days is now available directly from AeroGraphics at 1725 N Lexington Ave, DeLand, FL USA 32724; tel (904) 736-9779; fax (904) 736-9786, and from dealers worldwide. Suggested list price is \$14.95; discounts are available to dealers and parachuting schools.

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**LOGO COMPETITION**

**W**e've had fun going through the entries to the logo competition, and by the looks of it a lot of you have had some fun too. Well, we don't think that your efforts should go unrewarded. Everyone will get a mention (some reward huh?). Thanks to the efforts of Charles Ross, we've got some giveaways from the film Dropzone (T-shirts, posters) so we'll give stuff away until we run out.

We have chosen the winning design for the masthead (in case you hadn't noticed) but we're hanging on till next issue to decide on the logo. So congratulations to Regan Tetlow of Dukinfield, Cheshire (who sent his design in on the back of the Eastern Aroma Balti restaurant menu) for his winning entry; immortality and a free T-shirt will be on their way to you shortly.

It was not an easy choice, for instance we very much liked the design, by J Felstead, that we've reproduced at the top left of the page, but the panel decided that the word Parachutist needed to be more prominent in the design. Some entries were just too good to use! We have to consider more than artistic merit – ease of reproduction (in mono or colour), simplicity, and resizeability are all important. The design should lend itself to use over varying background pictures and in different locations on the page. Also, as Mr Tetlow explained in his entry, "...using the alti as a central part of the design ties together all the disciplines of the sport".

On this page are a number of the entries and we'll have some more in the next SP. Many of the designs will certainly see the light of day in future issues of SP to liven up our pages, so if you didn't win, never fear, you may yet see your efforts acknowledged.

Thanks to V Brown for her cheeky "wot no SP?" entry. Regan was not the only one to take me at my word and send in an entry on the nearest item that had some white space on it; Tina Ray managed to get seven designs on the back and front of a small envelope (you didn't say if the Queen's head was supposed to be part of the design!).

Thanks to all those who wrote in offering help in other ways, I haven't had time to reply to you individually but I will soon.

Ola



Aeroplan design by Jane Howell.



Tina Ray's efforts on an envelope included a man-stamp design; we had quite a few variations on that theme.



The skysurfer on the right, the design below, and the triangular logo were part of a number of ideas submitted by James Shepard.



The skysurfer was also a popular theme; the coloured design, right, was drawn by Paul Davies.



The logo and masthead below come courtesy of Martin Downs.



Above, one of a number of professionally executed sketches from J Conduct. Left, a cartoon from V C Brown who will be professionally executed when I get hold of her.



Right, excellent hoop dive (through the O of Sport) especially considering the helmet is back to front – I hope it's got a dytter in it.



More to come next issue

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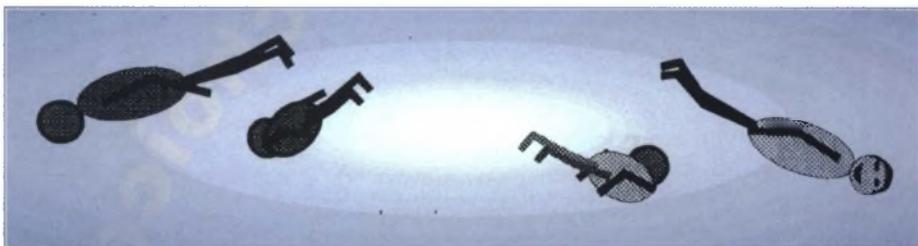


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# High Performance Canopies



### Tracking, opening and brake release

If you are jumping a high performance canopy then good tracking becomes more important. You need all the space you can get. You cannot afford a low break-off and slack track which may cause you to open close to another jumper.

Always be prepared to take evasive action on opening. Get control of your rear risers as this is the fastest way to achieve directional control. Have a quick look around before you check your canopy.

If your canopy has malfunctioned badly you'll know it, if it has a minor problem then waiting a few seconds will not hurt. Remember, even with your brakes still locked on you may be flying faster than other canopies on full drive.

Do not allow yourself to develop tunnel vision down your own glide path. A canopy on a collision course with you will probably be at the same height as you, or may even be above you.

Release your brakes, feel the speed.

Head up and look around. Always be looking around at where you are going and where you want to go. (Good tip: look at your shadow occasionally: the sharpness of your shadow varies with your height. A canopy near you at the same height will cast a shadow close to yours that looks the same.)

### Straight and level flight

Fast, isn't it? Note the glide path (this is the direction the relative wind on your face is coming from). How far could you fly?

Smoothly apply the brakes, note the tog-

gle pressure. Until you get into deep brakes the glide ratio will remain pretty much the same, just your airspeed down the glide slope is reduced. Your ground speed is something else again, of course.

This reduced airspeed helps in the case of a long spot. Hold on some brake, and the extra time you spend in the wind will help you to float back closer to the target.

Find the stall point, look where your hands are. How "touchy" does the stall feel? Practise a controlled recovery and get the canopy flying smoothly again. Do this a few times: you need to re-program your senses about this – if this is a high aspect ratio canopy then the range of toggle movement is probably less than you are used to.

Learn this - you do not want to bury a toggle by instinct if you need to take evasive action near to the ground.

### Toggle turns

Try some turns from full drive: do they feel controlled? Does the canopy stop when you let the toggle up or do you need to input opposite toggle to stop the turn cleanly?

How fast are the turns? A high aspect ratio canopy can probably turn faster than your body can, causing line twists. This means you cannot get the toggle back up again, so before you ever try this make sure you have enough height to cut away!

Do some turns in combination, 90° left and right. How does it handle the change of direction?

Try a slow 180° and then a 360° turn. How much height did you lose?

Now do a more aggressive 360° turn. How much altitude did you lose, how much speed did you gain?

Flare. What was the toggle pressure like and how much toggle input did you need? How fast did the canopy pull up? What was the "g" force like?

Practise performing an aggressive turn and immediately going into deep brakes (ie, do not let your hand up, bring the other one down to match it) but do not stall the canopy. If you ever input a radical toggle movement and immediately realise you have made a bad mistake, this may be your only option and it needs to be instinctive.

### Flight and manoeuvring in brakes

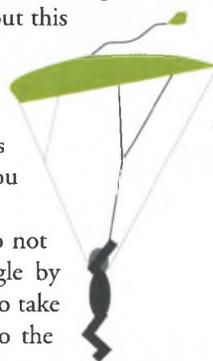
Bring the canopy into full brakes. How does it fly? Does it hold the heading or drift? Is the toggle pressure higher or lower close to the stall point? Slowly let one toggle up an inch or two. How does it react? It should seem to circle slowly around the braked side of the canopy. From deep brakes let one toggle up enough to smoothly turn 90°. How much altitude was lost? How does this compare to the height lost doing toggle turns from full drive? Could you do this on final to avoid another canopy?

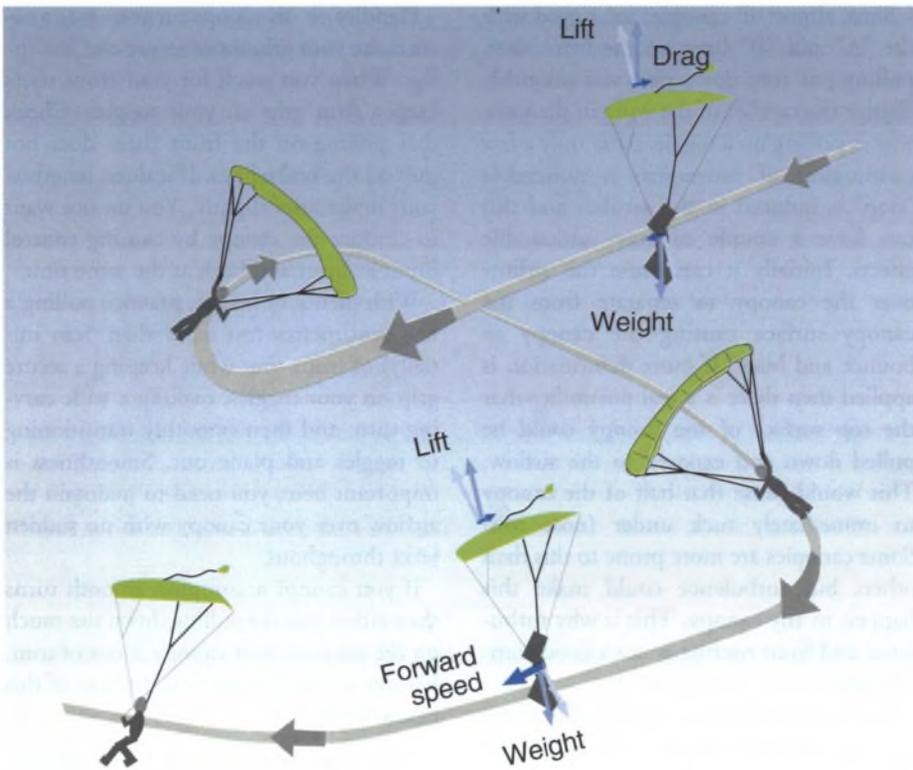
### "G" forces and how they affect your flight

Your weight directly affects your forward speed. If you are heavier, the canopy flies faster, this increases the lift which counters the increased weight. You will fly the same glide angle, just faster.

This is why correct wing loading is so important.

When you turn the canopy your apparent weight increases due to the "g" force of





the turn. Your canopy feels this as a direct increase in your weight and reacts accordingly, by flying faster.

A 2g turn will produce twice the forward airspeed.

Add to this the fact that not a lot of the lift force is actually holding you up, but is directed inwards to counter the turn. From this it is easy to see where the extreme downward speed and increased forward speed comes from while you are turning. Note too that the forward speed is directed at a steeper angle towards the ground while the canopy is diving prior to your flare.

### Stall characteristics

The much smaller range of toggle movement on high aspect ratio canopies between full drive and stall means that the canopy is far more sensitive to control input and



may be particularly touchy around the stall point. You may also find that the stall speed is much higher than you are used to. A highly loaded high performance canopy which can fly at speeds of over 30 knots may stall at 10 - 12 knots. Canopies capable of flying at high wing loadings are not designed to be flown slowly.

You need to establish very quickly just how much input is needed to "plane out"

(level off) your landing approach. A high performance canopy will react much faster to control input so the toggle movement needs to be applied progressively to achieve level flight at the right time and at the right altitude. Too much input at this point can put you several feet back up in the air and all out of airspeed - with nowhere to go but straight down, usually on to your back (or your wrists if they are behind you).

At some time you need to practise using rear risers in order to decide if you can land your canopy this way (with brakes locked on and released). Some smaller canopies may be too sensitive to land without toggles. You need to know this before you snap a brake line or lose a toggle on opening.

### Straight-in approach and landing

An aggressive approach should not be required to land any canopy. All canopies, when flown with a reasonable wing loading, are designed to land nicely by making a straight, full glide approach and carefully executed flare.

Higher aspect ratio or elliptical canopies are less forgiving of poor technique and are particularly unforgiving of poor heading maintenance during touchdown. So, when you reach for the ground with your front foot, be careful to maintain your directional control.

A common fault is to see landing jumpers suddenly veer to one side, not due to a wind gust as they usually claim, but

because they allowed one hand to move relative to the other, or the leg strap on one side to be pulled down as they reach for the ground.

A word here on pumping your toggles: don't! This does nothing to improve the aerodynamics of the situation and at worst can induce an early stall by disrupting the airflow over and under the wing.

On a new (to you) canopy, only toggle manoeuvres should be used until you are fully familiar with the flight characteristics. Perform nice easy turns and level conservative straight-in approaches for landing. High performance manoeuvres to gain extra airspeed should not be necessary to get good landings and should not be used as a substitute for having a suitably sized canopy or the appropriate skills.

Only after you have mastered a canopy using conventional techniques and have developed an intuitive feel for its standard flight characteristics should you progress to learning more aggressive techniques.

### Initial jumps

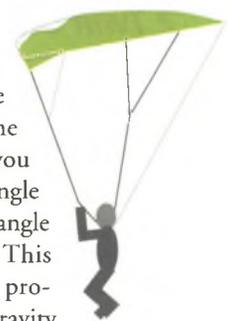
Your first flights on any different canopy should be high opening canopy familiarisation jumps only. Do not complicate matters with RW, possible low openings or other canopies in close proximity.

Use these jumps to reprogramme your instincts and reactions as much as possible, performing the manoeuvres described above.

It may be that your DZ has a formal progression table you are required to work through in order to be endorsed on this canopy type. Check with the DZSO.

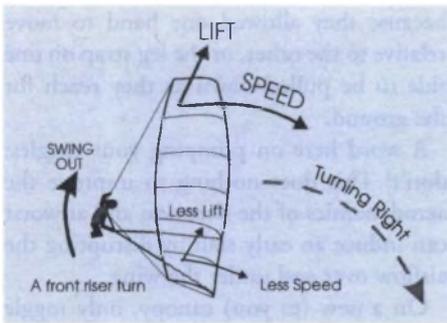
### Front risers

Pulling down on both front risers will increase the airspeed of the canopy because you are reducing the angle of attack (also the angle of incidence). This reduces the lift produced and lets gravity have its way. You are trading height for speed.



So why does a canopy turn when you pull down one riser?

When you do this, you reduce the lift of that part of the aerofoil, just as you did when you pulled on both front risers. However, now you have a canopy with more lift at one end than the other. This will start the canopy turning and you will swing out from underneath and turn with it.



Because the wing is turning the air is travelling at different speeds across it at each end so the lift at the faster (outside of the turn) end is increased even more compared to the inner, slower end.

This produces more lift at that end of the canopy and make the turn even steeper and centrifugal force keeps you swinging around the canopy.

However it should be noted that this lift is mostly holding you into the turn, and not holding you up (as described in the section on "g" forces).

If the riser turn is held, the canopy will accelerate into a diving turn which can become a corkscrew spiral, losing as much as 500ft per revolution. Again you are trading height for speed.

Since almost all canopies are rigged with the "A" and "B" lines on the front riser, pulling one riser down does not smoothly change the camber of the wing in the same way as pulling on a toggle. After only a few centimetres of movement a noticeable "step" is induced in the aerofoil and this can have a couple of very undesirable effects. Initially it can cause the airflow over the canopy to separate from the canopy surface causing the canopy to bounce and buck. If more deformation is applied then there is a real possibility that the top surface of the canopy could be pulled down and exposed to the airflow. This would cause that half of the canopy to immediately tuck under (nose roll) Some canopies are more prone to this than others but turbulence could make this happen to any canopy, This is why turbulence and front risering is not a good combination.

Get used to trying to predict where you may encounter turbulence. On an older 7 cell canopy the loss of an end cell was no big deal but on a high performance canopy the loss of a significant proportion of your wing with a sudden increase of drag on one side can have spectacular results.

Handles or dive loops on your front risers make your grip more secure and less tiring. When you reach for your front risers keep a firm grip on your toggles. Check that pulling on the front risers does not pull on the brake lines. If it does, lengthen your brake lines slightly. You do not want to confuse the canopy by causing control input at front and back at the same time.

With plenty of height, practice pulling a few centimetres (no more than 5cm initially) of front riser while keeping a secure grip on your toggles, making a wide carving turn, and then smoothly transitioning to toggles and plane out. Smoothness is important here, you need to maintain the airflow over your canopy with no sudden jerks throughout.

If you cannot accomplish smooth turns then either you are pulling down too much on the risers or your canopy is out of trim. Fix one or both before you try any of this below 1500 ft.

*This is the second article in a series adapted from a manual by John Chapman of the Australian Parachute Federation. The final installment, in the next issue, will cover Landings, (swoop landings and hook turns), turbulence, and getting back from long spots.*

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JUN	10-11	4 & 8 way scramble
	24-25	
JUL	1-4	Independence Day Boogie
	15-16	
	29-30	10 way speed
AUG	19-20	
SEP	2-4	Labor Day Boogie
	16-17	
OCT	7-8	Columbus Boogie
	14-15	
	28-29	Halloween Boogie

Non TSO'd gear OK  
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#### THE SWOOP SUIT

The SWOOP SUIT is our all around model. The body comes fairly snug, and has a piece of spandex down the middle of the back to allow a snug torso length while allowing you to still touch your toes. There is enough room for extra clothes in the winter. The forearms can be made of spandex, cotton felt or polycotton. The legs are made of cotton felt or polycotton. Like the Tony Suit the arms and legs will be adjusted to fit the jumper's height, weight, and fall rate requirements. The front can be made in nylon, cotton felt, or polycotton. A nylon front gives the fastest fall rate, then the cotton felt, and the polycotton gives the slowest fall rate of the three.



TONY  
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#### THE PIT SPECIAL

The PIT SPECIAL also comes in either a nylon, cotton felt, or polycotton front. Spandex covers the back and hips. This gives a tighter, no flap fit but still allows a full range of movement. Over the last year we have removed the spandex from the grip area on the male pit. This gives a better feel during a block move when cranking is involved and also makes the suit last longer. The entire legs are made of cotton felt or polycotton. We offer spandex, cotton felt, or polycotton forearms. Although this is the suit the world's top teams are using, it can still be used for fun jumping if the jumper is average, or lighter than average weight. We suggest spandex forearms for the light weight fun jumpers and for teams (We also make cotton felt or polycotton slip-ons to wear on the forearms for larger loads). For the medium weight jumper who prefers a skin tight fit over the looser SWOOP SUIT, regular cotton felt or polycotton forearms are recommended.

#### THE CAMERA SUIT

We offer the CAMERA SUIT with two different wing types. It is very important that the correct wing type is chosen. TYPE A is a FASTENED WING for pull-out, ripcord, or bottom of container throw-away. TYPE B is a WINGLET for legstrap or bellyband throw-away. You can choose between a STANDARD FIT or TIGHT FIT (all spandex back). The front can be either nylon, cotton felt, or polycotton. The sides can be cotton felt or polycotton. Choose spandex, cotton felt or polycotton for the forearms and the legs come in cotton felt or polycotton. The front of the wings are made of nylon for lift and the back can be either cotton felt or polycotton. One layer of O.P. fabric has become popular lately.

#### THE SIT SPECIAL

This suit has dual wings on each arm. It makes sit dives easy. The French call it Chute Assis. It is possible to be in a sitting position while keeping the same fall rate as you would have in a regular position. It is very easy to fly with dual wings unlike the single wing which is very hard to fly and do tight sequential in. This is a whole new outlook and people are having lots of fun with this new event. You can also use this suit for board jumping and freestyle though a smaller wing is necessary for these

With all of these options to choose from, you can design a suit to fit your own taste and unique style!!

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Dave Rugg (left) and Mick Cooper leaving the balloon on New Year's Eve.

# Ipswich Parachute Centre goes to Eloy

Winter weary Suffolk jumpers pack their kit – T-shirts, Bermuda shorts and sun block – and head for the Arizona high life. Mick Cooper reveals all

After a thoroughly enjoyable visit to Skydive Arizona last Christmas and New Year, for their Holiday Boogie, the word soon spread to the Ipswich jumping fraternity and plans were set in motion to get something going for the Holiday Boogie of 94/95.

The stalwarts of last year's trip, Mike Cable, Mo Wright, Clive Manning, John Howells and myself all signed up for a return trip and set about persuading the rest of the regulars to pay the place a visit. If you are lucky enough to have been to Skydive Arizona, you will know just how good it is. If you haven't been then I suggest you go and find out, because it's awesome!

Apart from Dave Rugg and me drinking all the beer, the flight went well. The only problem was that we had only 40 minutes to transit through Houston and being 30 minutes late bugged us completely, as anyone who has tried to get through US customs knows. Luckily we boarded the next flight to Phoenix in the nick of time. (I managed to get a first-class seat much to everyone's disgust!)

After a blazing row with a car rental company at Phoenix, which quoted one price on the phone and then screwed us for an extra \$100 per car when we got there (Hertz, by the way; get a written quote from the duplicitous bastards), we drove to within a few miles of the DZ and booked into the cheap and cheerful Sunland Inn

(£20 a night for up to four people sharing two large doubles).

Next morning we woke up at stupid o'clock with eyes like mad dogs' bollocks to register for the boogie and get jumping.

Skydiving in Arizona is unparalleled in Europe. Three Super Otters give it "what for" all day and with a DC3 and Twin Beech (which everyone felt obliged to fart in) on tap the lift capacity is phenomenal. At the height of the boogie they did 97 Otter lifts (2,000 plus descents) three DC3 loads, four C123 loads, countless Beech loads for the collegiate style and accuracy competition, plus they had a Sikorsky chopper and 206 on the go all day. For jumpers who have been in the sport for only a few years it was a truly awe-inspiring time.

One of the visit's highlights for Simon Gooch, Bruce Fenwick, Paul Smith, Doug Preston and Dave Rugg was jumping from the hot-air balloon on New Year's Eve at 5pm local time (midnight in the UK). Debbie Knox, who was out with her husband, Mal, also jumped from the balloon and was heard yelling "Happy New Year" on the video shot by Dave as they accelerated to terminal.

A couple of days later "Burner" the bal-

loon man got out his extra-large one for two world records: the first was 14 people to exit at the same time and link up; second, 25 people to skydive from one balloon on the same lift. It turned out to be 26 as somebody snuck on as it was lifting off.

On the same day Clive joined the 14-way with Andy Scott and Dave Sturgeon. This was no mean achievement for Dave as he had never jumped a balloon before, nor had he been in anything as big as a 14-way! The formation made it so well done, Dave.

Dave Rugg, Anne and I went out next, with Steve Munday doing the video and stills of the exit. Steve also got some sickly shots of Anne and Dave doing mouth-to-mouth resuscitation in freefall; still, they did the only honourable thing afterwards by getting married at Las Vegas, so now they can do all of that doctors and nurses stuff legally.

Mike, Mo, Dave and Anne all left early to go touring and getting married respectively, leaving the rest of us to see out the boogie. Jamie Batchell did his first camera jump and made a reasonable job of it, much to his delight.

Clive, Bruce and Simon went to Marana to jump the DZ's Skyvan and King Air.

The only problem was that both a/c's had gone, but they did get a consolation job out of a 182 that looked as though it had been rejected by the makers of "Fandango".

So there you have it, IPC on tour 94/95, a blast for all concerned and a thoroughly good time was had by all. With free beer every night, courteous and pleasant staff treating us all like customers, excellent food in the cafe and a selection of rockets to take you to 13,500ft whenever you felt like it, Eloy is a skydiver's dream DZ.

All drop zone operators should be made to go there and shown how to get it right before they can run a drop zone anywhere in the world.

I'm sure I speak for all of the Brits who went out when saying an enormous thank you to Larry, Lillian and Skydive Arizona staff for a really good holiday. I'm sure they will have an even bigger Brit invasion next year. Perhaps they will sort out the weather next time we visit though, if we want clouds we just have to stay at home!

Have fun people, and may all your orgasms be multiple!

Mick Cooper D8776

# Skydive Arizona



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*Skydive Arizona's staff and school is 100% Cypres Equipped*

Photo by Mike McGowan



**Main pic:** Tandem deployment by Rodger Tamblin, of Tye Boughen and passenger over Ipswich  
**Right:** From our archives; it opened OK in the end!  
**Top inset:** AFF student waiting for line stretch  
**Lower inset:** Testing a tandem reserve deployment with drogue 'chute in tow at Strong Enterprises.  
**Above:** (from our archives again). A premature deployment over Headcom



# Letting it out of the Bag

Deployment time: all that hard work you've done putting your parachute away is undone in seconds. Hopefully, it comes out when it should and how it should.





# DEVIL'S ADVOCATE

A new series in which Dave Morris examines controversies past and present. Feed-back is invited



The photo demonstrates well the throwaway method of deployment. The pin is not out at the closing loop so the pack remains closed until the pilot chute grabs air and pulls the pin. In this case Mark Crosby is about to have his first pilot-chute in tow malfunction. Thanks to Dave Lewis for the pic.

# Throwaway or Pullout?

In the mid-seventies and following there has been a lot of discussion and argument for and against the two methods of hand deployment. It was possible for the new Cat 8 student to progress on to his or her personal equipment and choose which method of hand deployment suited them best. Now the same student has no choice! Following an AFF course, RAPS or round static line progression, our students must use a throwaway mounted on the leg strap or base of container (BOC).

Throwaway pilot chutes are externally mounted in a spandex pocket. The position of the pocket was initially on a webbing strap tightened around the skydiver's tummy – a few twisted belly bands later the pocket was positioned on the leg strap, then we were given the BOC. The curved pin is pulled out and deployment commences by releasing the pilot chute.

Pullout pilot chutes are packed inside the container, the straight pin and the pullout pad are both attached to the pilot chute by a short piece of webbing. The pad is positioned BOC. The pin and the pilot chute are pulled by the skydiver when the pad is pulled. The pilot chute is

pulled out of the container and released to start the deployment.

Which is better and why is there no longer a choice?

The basic arguments for and against are these:

**Pullout:** it must be better for a manual, direct pull on the pin but too many people lost the pad and had to pull their reserves.

**Throwaway:** it is much easier to find and it works well but I prefer to pull the pin myself.

Fair enough, but when the pullout was invented and sold initially it was a crude design which lent itself to disappearing at the slightest knock or, even worse, being packed in a way which meant a gorilla could not pull the pin. Now, long after the choice has been removed and due to continued "underground" demand, the design has been perfected, mostly thanks to the efforts of Thomas Sports Equipment (TSE) and their pullout "pad" which is attached directly to the top of the pilot chute.

I am not against the throwaway, it is jumped by thousands of people all over the world and even I have been known to jump one now and then; in fact there are

some skydives where it is an absolute advantage to jump a throwaway – Mr Bill for example. My problem is that someone looked at statistics and decided to stifle the production of pullouts and promote throwaways, thereby removing your choice. Some kit manufacturers refused to supply their rigs with a pullout fitted and there was good business in converting these for skydivers who knew what they wanted.

I think someone made a mistake. An externally mounted main pilot chute is a potential danger and I have close friends who are lucky to be alive after a premature deployment under a formation and I know there have been other incidents.

The pullout was more difficult to use but is now very much improved and with the correct briefing for the newcomer should prove as easy to use as the throwaway, especially after the introduction of the BOC, which is a vast improvement on the leg strap-mounted version but after all is still externally mounted!

For me it is black and white. Any views?

**"Mave Doris" D3376**

# Back to School at Langar



A Skydive U student dirt diving a centre float exit with Tim Moran.

“Tim I’ve got 500 jumps. I’ve not jumped for months. I’m all yours – sort me out.” Ola dusts off the cobwebs at Skydive U

I could have done the total number of jumps I did last year in one weekend – a rainy and windy one at that. It was beginning to get to me; the longer the time since my last skydive the more I dream about jumping, or to be precise, I have nightmares (the only low man on a World Record attempt; or treetops looming and I’m trying to find any handle to pull; I’ve got plenty of handles but my arms have gone numb, etc, etc). Eventually I have to get back in the air.

Last time I had a bit of a break I turned up at a DZ, joined the BPA, had my reserve repacked and went back up, much like riding a bike. I was back in the groove in a few jumps....or was I? I may have not forgotten how to track and pull, but boy was my skydiving rusty. All my bad habits were amplified and I felt as if I’d lost the edge. I knew that it would remain permanently so if I didn’t do something about it. I wasn’t sure what to do though and eventually I did nothing.

This time I decided to go back to basics (that phrase will never be the same since John Major ruined it), kit myself out anew, and also get some training.

In the next few issues I will try to pass on the important lessons and insights that

came out of the process, from choosing kit to getting mind and body into shape. I hope there will be something of use to skydivers at all levels.

## Choosing the kit

Where to start? I could not make up my mind. Deciding on kit would be hard enough but what about the extras? I had to get a Cypres, jumpsuit, rigbag (the old one became a rucksack and went off to Australia with my brother), Frap hat (a Fridge?), Jackknife...

Wait a minute, making up my mind is the least of my problems, how the hell was I going to afford it? I slumped, dejected, and shot a glance at my trusty old rig. I tried to feel some affection, my faithful lifesaver, the things we’ve been through – clouds, hailstones, hedges (backwards), washing lines, traffic in Spain, bull paddocks in Belgium; all I felt was panic (how can I turn up at a DZ with that – it was ancient when I *last* jumped).

Then it hit me. If I did a Skydive U course, I could hang on a bit before buying anything.

## Getting trained

I wanted to evaluate it and it had plenty to offer the experienced and novice alike. A quick phone call to Tim Moran who runs a Skydive U course at Langar and a short prayer to ensure blue skies and I had Sunday the 12th sorted for skydiving. On the day I rolled up bright and early, found Tim and laid down the challenge – “Right Tim. I’ve got 500 jumps. I’ve not jumped for months. I’m all yours - sort me out”.

Tim introduced Skydive University to me. It is a concept developed by the late Tom Piras and Rob Laidlaw from Deland in the USA. Laidlaw is a qualified sports coach from the prestigious Canadian Sports Institute; Tom Piras was one of the sport’s top skydivers until his untimely death.

The course applies the latest thinking in

sports psychology, training techniques etc to skydiving. It is a course that covers progression at all levels, from the novice to the competitor. Input from the top teams is constantly being used to update the course. Changes are transmitted rapidly through the system to coaches in all countries. Coaches also have to take regular refresher courses to continue teaching.

This efficient line of communication from the top to the bottom means that wherever you are, you can get up-to-date information from the very best — not to turn you into a top-class serious competitor but to help you maximise the enjoyment of your all too short amount of air-time during the skydive. Skydive U also ensures a high degree of uniformity, so that a student can transfer between centres and carry on progression from where they left off.

I needed to start from the beginning but to progress rapidly. I wondered whether the course would be flexible enough to allow this? We sat and examined the first few modules. Each one is divided into preparation, skydive and debrief. Preparation is highly important. Sports that rely on a short burst of peak performance require a high degree of mental preparation. If it's expensive, like skydiving, it makes commercial sense too.

Tim explained the importance of muscle memory, the repetition of manoeuvres so that they become instinctive, and the importance of mental rehearsal and visualisation.

One of the disciplines I liked was the explicit setting of goals. My long-term goal is to become a more skillful formation skydiver than I was when I stopped. What about short-term goals? This needs some thought; it's not just a case of achieving a number of points but emphasising the underlying skills that are involved.

The aim of my first skydive was to provide and evaluation video and we condensed a number of the modules into one so that I tackled some basics, yet packed enough in to make the dive challenging. (Believe me if you've spent over 400 skydives reinforcing the 'inebriated frog' position, even the box position was a challenge.) My goals were to achieve a good flyaway, maintain a good box position and achieve good separation with the track. Tim made a point that had never occurred to me. Good tracking is now more important than ever before. High performance canopies mean higher closing speeds under canopy. Therefore good separation is critical.

We watched the video. It covered the points Tim had made, re-inforcing the les-



Post Cat 8 instruction — Skydive U or WARP? There is no reason why the two cannot co-exist, but WARP will need updating sooner rather than later. Pic shows Pete Reynolds instructing a WARP student.

sons and teaching me 'Americanese'. 'Cognitive to associative to autonomous,' etc.

Next was to go out and do some ground work. Creepers came out and I practice the box. The course is thorough. There is not enough space to go through the various methods used to imprint the correct moves on my brain but one in particular impressed me. Fault finding. You go through the planned dive lying on a table, moving arms and legs. The coach starts opposite you and moves when you do, simulating the result of your movement and not necessarily the skydive. If you forget to flare at the end of your approach he will crash into you etc.

At all stages prior to the skydive there were different exercises or repetitions to do; no time to allow the mind to switch off. We kitted up; Tim has got some smart kit from Parachutes de France: Atoms with Merits mains and Minimax reserves. I wore a matching Symbi suit complete with booties, and I must say it felt good.

On the way up in the plane we discussed the goals again. Great for ridding the mind of clutter and focusing on priorities. Get a good exit, quality not quantity. Dave Hickling was in the plane with us, and Angie was up front flying it. It had been years since I skydived at Langar and I asked Dave to point out the DZ as we climbed. We skydived. Then we had fun.

On opening I did as the video had said; grab back risers and check around — nothing in sight. DZ was nearby so I played with the canopy, a BT Merit. Hmm, things have moved on. I was expecting docility but enjoyed the crisp response and rapid turns, nothing unpredictable or scary.

The debrief was thorough covering the exit position, mistakes on the flyaway, all limb positions at various stages of the skydive were examined and deviations from the plan duly noted. One of the hardest things I found was to work less with the arms and more with the legs. We compared what we had achieved with the goals that had been set. Again a useful exercise and it demonstrated the usefulness of well thought-out goals. We may not have completed every point that had been dirt dived but the goals that had been set were achieved. Goals should focus your mind on developing the skills upon which your skydiving will rely — quality, and not the details of counting points — quantity.

A skydive U course fills the time. After our debrief you have to pack, watch the next module on video, talk about it with the instructor and then go through the preparation for the next jump. Soon you are in the air again.

My next jump took in turns: 180s and 360s and introduced the concept of inplane turns; and targeting — the use of intermediate landmarks during a manoeuvre which help to check whether you are remaining in place. The dive went well but old habits die hard and I found myself using my arms too much and drifting from the box position. At break off, I fine tuned my track. Tim had suggested a bit more break at the waist and shoulders rolled in to give me more lift and improve horizontal travel. I started off in the position that I adopt by habit and then in one move bent at the waist and, keeping my palms flat and at my side rolled my shoulders in. It was like dropping down a gear and kicking the accelerator!

The debrief showed up another error on

exit. I had been floating, and faced in too square allowing too much wind over my back. This meant I had to compensate to force myself round on the flyaway rather than use the slipstream. A split second lost but I could have usefully spent it working up towards the diver. So learning points at the top and bottom of the dive as well.

As for the middle of the dive, well the most important learning point for me was perhaps that I have legs. I'm sure like many others I have got into the habit of flying around the sky like a car; steering from the front and letting the back follow. Back-ins were performed like a reversing manoeuvre rather than a 180 in-place turn, etc. Watching the experts on the video made it look easy but also made it obvious. Crack the in-place turn and you never need hurry to get into position — you never left; you're there and (to paraphrase J L Seagull) perfect FS is being there! Of course, the in-place turn is easier with a good box position — so I felt reassured that going back to basics had been worth every penny.

Our final skydive cranked up the progression even more. Short sloop, dock, Palm (this is a technique to make sure the

habit of no tension grips is developed. After any docking, you open the hand and maintain contact with palm only by extending legs if necessary to push in — excellent exercise, get the habit!) then go into a series of turns. My short term goal was to use targeting to perform controlled in-place turns. The dirt dive called for a series of 180s and 360s, all starting from an outward facing direction. Again, because my goal was not to do the entire set of points but to perform those I did in a controlled manner (using targeting to make sure at any stage I had not drifted), I had eased the pressure. I would do a few and do them well — it worked! At the end of the dive my grin was so wide my ears met up under my frap hat.

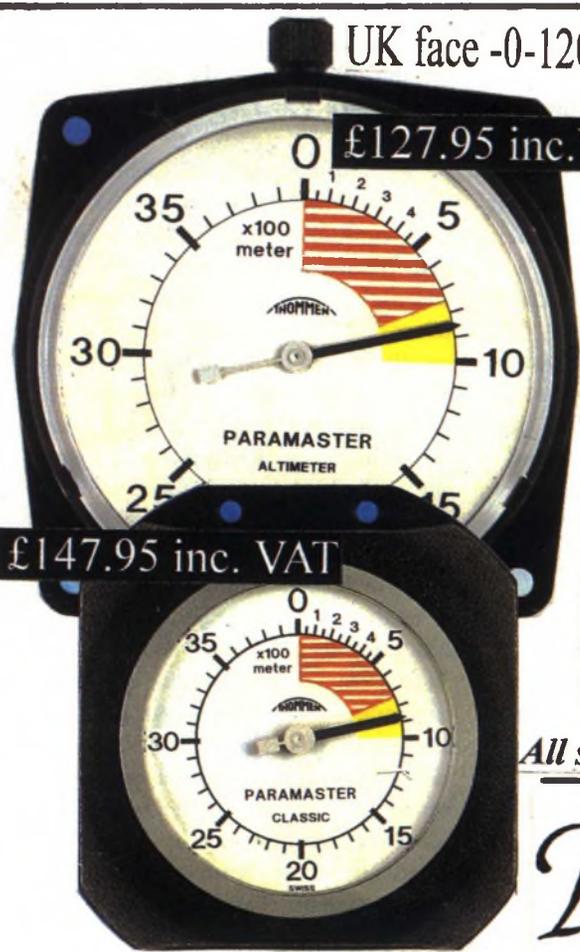
### Skydive U or WARP?

The first question that came to mind when I heard about Skydive U was, 'Do we really need another coaching system?' After all it isn't cheap. Why import an American system when we have a home-grown comprehensive post Cat 8 program? Well, my opinion is this; a successful training program needs a structured approach, discipline to incorporate proven educational

techniques, and to have a reliable means of evaluating progress. Both WARP and Skydive U bring these important characteristics to training, in theory.

Unfortunately, possibly because Tim Reynolds left the UK, WARP stopped developing. So it is missing two things: firstly, incorporation of new techniques whether developed outside or inside skydiving. FS has made rapid advances in the last two years alone — you only have to look at the scores in world meets now. Secondly, the means to ensure that the instruction is uniform around the country is not in place. You become a WARP instructor and that's it. Further development, or maintaining skills is up to the individual. Skydive U instructors have to attend refresher courses and regularly receive updates from the HQ.

Nevertheless, one does not necessarily supplant the other. WARP offers a series of exercises which take the student through the early stages of FS and it is more widely available than Skydive U. It is also cheaper. I don't see why the two should not co-exist, but for WARP to survive another few years, someone will have to update it soon.



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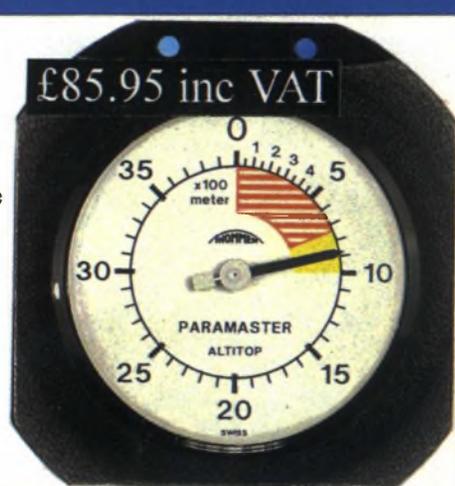
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"Mave Doris" legs it to an unbelievably dry – as in parched – pinprick of a Saudi DZ to perform a scratch stunt for a sheik and Richard Branson

# Virgin on the Ridiculous

I spent Christmas and New Year 93/94 skiing in Bulgaria and if you have been there skiing before you will already know that the skiing is limited but the partying is very unlimited indeed.

I arrived at Manchester Airport feeling as if I had been away for a frontal lobotomy, anaesthetised by a couple of litres of "best" Bulgarian vodka. It took two days to travel from Manchester to Peterborough and when I finally arrived there was a pile of the usual junk mail, bills and messages on the answer machine.

"Dave, this is 'Blockhead', you trained me five years ago. Call me, have I got a job for you."

"Blockhead" is an excellent artist and now is fairly high ranking with the Virgin Airship and Balloon Company (VABC), owned by the Virgin Group. VABC came about as a result of the ballooning stunts that Richard Branson got involved with and now is a leading company in that field working for some major sponsors.

"You must be ready to go to Dubai in five days and we would like you to swoop your parachute through a banner suspended twenty feet above the ground. You will be working for Pace Electronics and your jump will officially open an electronics exhibition at the World Trade Centre." Said Blockhead.

The fees were good, it was freezing cold and pissing down here in England and I have never been swimming in the Persian Gulf so I didn't take too long to think about it.

The contract was signed and some small adjustments made to the planned stunt, to make it as safe as possible, and it was set. I was to make three jumps while I was there, one for the press, one to set an Arab State altitude record from a balloon and one to open the electronics exhibition – Dubai here I come.

I met some of the crew at Heathrow and we flew UAE Airlines direct to Dubai. By that afternoon we had transport and an hotel organised with nothing else to do until the following day. It was generally agreed that the best course of action was a trip to the beach and a quick dip to wash away the grime of the journey.

My first jump was simple. The Pace balloon and the its pilot were untried as far as skydiving went so a quick trip out to the desert, a few blasts from the gas burner and three of us were airborne: the pilot, a qualified examiner, who was there to check out the pilot, and myself. At 5000ft I waited for the pilot to put the balloon into a descent and then it was over the side and off.

I spent the next three days helping out in the role of balloon crew which is hard work, unpacking and helping to inflate, then chasing with the pick-up to collapse and pack the envelope back into its container. I also took time to study the wind conditions at the landing area by the World Trade Centre one hour either side of the proposed dropping time. Luckily the timing was such that the wind was usually in limbo between the rush of wind from the sea and back as the temperatures changed radically.

As the day of my main stunt drew nearer we discovered that the helicopter that I was going to jump from was withdrawn. This gave us the option of making the jump from the balloon or finding another aircraft. The balloon would have proved too difficult to arrange and we would have to rely on the correct wind conditions on the day or it would be called off, so we opted to try and find another aircraft. This was not as easy as it might seem.

Two days before my stunt and only after running around madly for a day we found





10,000 helium balloons released by the Sheikh of Dubai. Still panting, I was immediately rushed upon by cameramen and press with all the usual questions. I had done it!

The last jump for me goes down in history as one of the most pleasant ever. After a really interesting take-off in winds that were near the limit, we started to drift out towards the sea. Trusting the weather reports we climbed to 1500ft, with deafening bursts from the burner followed by basket creaky silences, and started to drift back towards the desert. There was a mottled, thin layer of semi-broken cloud at 5000ft; it was still early and not quite full daylight beneath the layer of cloud. A few more bursts from the burner and we climbed through the cloud in absolute silence, the basket rising and presenting a view I will never forget as we looked out over a pink and grey cloudscape.

We stopped at 10,000ft and although that is not very high as far as skydiving goes this was enough to clinch the altitude record from a balloon; over the side again and a backwards drop waving at the camera as the speed built up. I flipped over and saw the cloud race towards me and in a blink I was through and looking down at desert, desert and yet more desert.

Finding a place to land would be easy but landing by a track would make sense for the pick up. I had a radio but unless you have jumped in the desert before it is hard to explain – just miles of sand! I could see a plume of smoke below and as I got nearer I could see a small group of workmen sitting around a fire. I opted to land next to them, especially as I had also seen a pick-up truck parked there.

One of them fell on to his backside and the others stood up with very alarmed looks on their faces, but very quickly interest took over and I was sitting around the fire with them trying to communicate and drinking the most disgusting tea brewed on the open fire.

My radio decided to quit so I managed to persuade the driver to take me across the desert to the nearest road, where I waited until eventually the ground crew found me.

I have been working with VABC for various clients throughout 1994 and will be jumping for Mazda and DHL in 1995. Dubai was a great experience and a lot of fun, so my thanks goes to VABC staff. If you are interested I will let you know what I have been up to.

Blue skies.

**“Mave Doris” D3376**

an extremely friendly, local pilot who was willing to drop me. He owned a Cessna 185 with which he ran a banner-towing business. He said he had some experience dropping parachutists, although I am sure his experience was extremely limited.

The night before the stunt we discovered that the Cessna was parked at Dubai International and I would not be allowed to enter unless I had a pass issued by the Director General of the airport. So at seven thirty on the morning of the opening of the exhibition I was waiting outside the Director General's office with passport photos in hand and a slightly uneasy feeling. The Director General was most helpful and luckily a Pink Floyd fan, and with the promise of some tickets for one of their gigs from the captain of the airship accompanying the Floyd tour, I was equipped with my airport pass.

I met the pilot by his aircraft and was a little surprised to see him banging away at the passenger door hinges with a hammer and chisel. If he managed to remove the

door the hinges would have been damaged beyond repair, so much to his amazement I opted to go with the door on but seat removed, which was a lot easier and quicker. A quick chat to ATC and we were off.

Overhead my nerves were singing to me and although I had spent a long time at the landing area, from 3000ft it looked so small I began to wonder if I could do it. Opening the door enough to exit was easy and standing on the wheel I shut the door, waved good-bye to the pilot and fell away, chuckling to myself at his expression.

A smooth opening, the flag out and I was relaxed and enjoying myself. The nearer I got to the ground the happier I was and the line around the World Trade Centre and the 40ft floodlight towers worked exactly as planned. The final swoop took me over the exhibition hall and down towards the banner. I hit the banner with a great deal of speed and it broke in the middle with an ear-splitting crack. I landed and turned just in time to see the

Photo by Wendy Smith



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# KIT NEWS

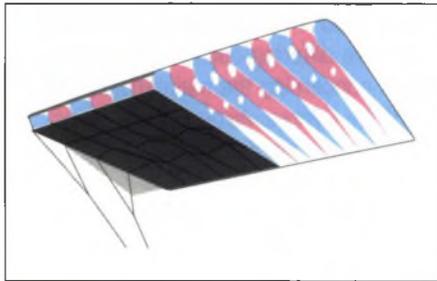
## WHAT'S NEW

### Innovations from Parachutes de France: Techno Reserve Canopies; more lift, less surface area...

Parachutes de France have introduced a new range of 7-cell square reserves to replace their Transair, Mayday 7, Minimax 7 and Magnum R canopies. Titled the Techno, these reserves have some innovative design features which result in the lowest pack volumes and weight in the market, with increased lift and performance over previous designs.

Typically, the pack volume of the Techno 115 is 17 per cent smaller (PIA figures) and the weight limit is 18 per cent higher (manufacturer's figures) than the comparable Micro Raven 120 made by Precision Aerodynamics. The Techno 115 may be loaded up to 154lbs (11 stone) without compromising the opening characteristics, structural integrity or quality of landings. All Techno reserves carry FAA TSOs.

P de F have modified the design of the non-load bearing ribs which taper and stop before reaching the trailing edge. The bottom surface of the canopy is directly sewn to the top surface in the trailing area where the non-load bearing ribs does not extend. All ribs are cross-ported as normal.



Secondly, further weight and volume savings have been made by redesigned direct line attachment techniques. The suspension lines are connected to continuous "optima" re-enforcement lines which extend from the nose to the tail and are looped between the upper and lower surfaces along each load bearing rib. This design dispenses with the need for tapes and flares, avoids needless seams and offers increased structural integrity over traditional line attachment techniques.

The resultant "Bi-convex" wing, results in a series of curved areas in the lower surface of the tail area which creates additional lift and performance and consequently, permits higher suspended weights.

The Technos are priced at about the same as the canopies they have replaced and so remain competitive against American imports.

### ... and the Atom 000 a smaller Container to match

To complement the small pack volumes of the Techno 115 and BT Pro 100 and

120, Parachutes de France have introduced a smaller version of their Atom container. The Atom 000 really is a very tiny rig which an experienced or light-weight canopy pilot who is used to 120 sq ft canopies or less will appreciate.

A number of design changes have been incorporated throughout the Atom series (000, 00, 0 & 1). New integrated riser covers, wraparound side flaps, a totally covered reserve lanyard system (optional) and a top reserve flap which tucks into the bottom flap for increased reserve pin protection. The BOC pilot chute bridle now doesn't use any Velcro. As before, the Atoms are designed to accept Cypres units without the need for additional rigging.

Further information on the Techno reserves and Atom containers can be obtained from Parachutes de France's dealers: The Kit Store, Sward SkyGear and Thomas Sports Equipment, or from Tim Moran at Langar.

### Kit on Test...

#### The Factory Diver

Full face helmets have become very popular with competition teams over the past couple of years, the Factory Diver for instance, is currently being used by some top teams, including The Golden Knights and the French 4 and 8-way teams. With the more widespread use of vertical blo moves and a gene increase in average points scored, the chance of a sizeable contact to the head has increased. It also provides protection from ice, rain, and freezing cold air.

The Factory Diver is manufactured by Sky Systems in the USA, who also produce Tube Stoes and Sky Eyes goggles. This helmet is a little different from others on the market, apart from its more rectangular lens and more pointed look of the mouth shield. The shell is made of Kevlar, giving an excellent strength to weight ratio, and is available in a range of colours and designs. The foam lining has an integral Dytter pocket.

The design offers excellent all-round



## Dual Square Testing

Now that square reserves and AADs are becoming ubiquitous, manufacturers are looking at the behaviour of Ram-air canopies when deployed and flown together.

The testing program, which began in January, involves several scenarios using different canopy combinations donated by Performance Designs. Included are a typical student main and reserve, high performance main with compatible reserve, and some typically mismatched combinations. The various set ups will be studied in biplane, side - by - side, and down-planes, with the main deployed first, as well as second. Each scenario will be evaluated for stability and controllability. Because of the frequency of AADs firing during low pulls, simultaneous and near simultaneous deployments will also be tested.

Each jump will be documented on video and submitted to the PIA Technical Committee, along with a written summary and recommendations.

Though dual square testing has been previously carried out the Technical Committee decided that additional testing is necessary to address some safety issues that are still unresolved. Other manufacturers Precision Aerodynamics, Jump Shack and Rigging Innovations have expressed interest in donating equipment to the program.

vision, easily as good as rimless goggles but without any distortion. The lens is a flexible type coated with an anti-fogging compound. It is possible for water droplets to form at the bottom of the lens after more energetic skydives, but controlled breathing through the mouth (similar to jogging) will stop this. One definite no-no is to touch the lens with your fingers as this causes smudges and scratches. When the lens needs cleaning, use a wet cloth and let it air dry for a couple of minutes before replacing the lens.

The Factory Diver uses an innovative idea to securely fasten it on the wearer's head. All you need to do is pull a Velcro tab at the side of the helmet to make the collar tighten around your chin and the back of the neck. This might sound a bit wacky, but it works really well, and gives a very secure fit in seconds.

In conclusion I was very impressed with the design, fit and hassle-free use of the Factory Diver. After 80 jumps it was still like new, and I didn't exactly treat it with kid gloves.

The Factory Diver is available in a range of sizes and colours from Sward Sports.

Tel: 01793-772323 Fax: 01793-772085.  
Toby Stafford

**CYPRES:**

**Four Year Maintenance Schedule**

There are differing opinions among skydivers concerning the maintenance interval of the Cypres. Airtec GmbH states:

The Cypres needs a check at the factory only after four years.

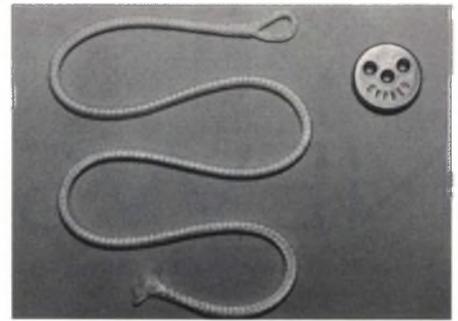
However, the battery must be replaced after two years (or 500 jumps, whichever comes first).

The battery replacement can be performed by any rigger or packer, even by the user himself provided the instructions in the Cypres User's Guide chapter 6.2 are followed.

Important: It is NOT necessary to return the unit to Airtec only to replace the battery.

**New reserve closing loop from Airtec**

Airtec have developed a new reserve closing loop system consisting of a 3-hole washer and special loop, which, they claim, is superior to previous systems



Airtec's reserve closing system, another innovation from the creators of the Cypres AAD.

because of the extra safety features they have incorporated. These include extra-thin loop material which significantly reduces the possibility of the loop jamming in the grommet and causing pilot chute hesitations, slow reserve deployments, or even totals; a reduction in the required pull force on the reserve handle by up to 50 percent because of the thin loop material and its impregnation with silicone lubricant; a high tensile strength of the system (in excess of 180kp) - much greater than that of previous loop/washer systems. There are over 35,000 of these systems in use worldwide in all types of reserve containers.

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**Contributors:**  
Toby Stafford - Kit on test  
Tim Moran - Parachutes de France equipment

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# BCPA

British Collegiate Parachute Association  
Annual General Meeting  
11 - 12th February 1995

This year's AGM was held at North West Parachute Centre at Cark. Fifty collegiates gathered together on the Sunday to hear Pete Findlay, instructor, WARP coach and NO-GO member talk about Formation Skydiving, from the basics to competition. His talk included many tips about preparation and how to improve one's skydiving skills, both as an individual and as a team. Most importantly, we were reminded not to forget the basics and practise on the ground and in the air.

The seminar given by Chris

Whitlock, WARP coach and NO-GO member, dealt with practical skills such as exits, basic skills (including 2-way) and the transition to 4-way. Groups of similar levels, including static-line students, worked together on trolleys and in mock-ups to improve their knowledge and skill.

After lunch an accuracy seminar was presented by Stuart Morris, accuracy champion, WARP coach and NO-GO member, who spoke about the essentials of spotting, a skill many people seem to struggle with, and how weather conditions, such as thermals and

turbulence, can affect canopy control. Stuart's talk finished with four different target approaches, including the standard accuracy approach and his own personal preference.

The weekend was concluded by Alan Webster, CRW specialist and NO-GO member, who gave an enlightening talk on the much-ignored topic of Canopy Relative Work. Special reference was made towards wind and clouds, appropriate

canopy types and specific modifications, and emphasised the need to match canopies.

Thanks to everyone at Cark who put so much effort into the weekend's organisation, especially those mentioned here and Joyce Morris.

Cath Symonds



## TAMARA KOYN to join Sibson FREESTYLE SEMINAR

Due to popular demand the Sibson Freestyle seminar, 6th - 11th June, currently being organised by David Drewette, is being expanded.

USA world class freestylist and coach **Tamara Koyn** will be joining the coaching team at the Peterborough event.

Coaching will include trampoline training and in-air one-to-one coaching. Freestylers, cameramen and skysurfers will be catered for. To ensure all participants receive maximum benefit places are being limited.

Registration fee: £35

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JUMP WITH YOU ??

By Andy Marsh



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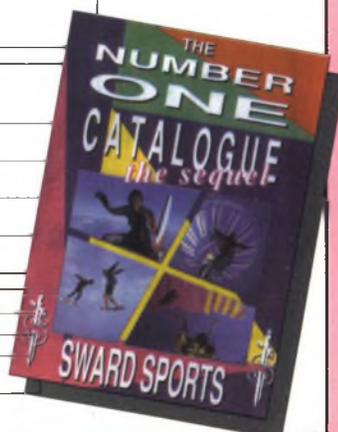
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# DIARY OF EVENTS

DATE	EVENT	LOCATION	DATE	EVENT	LOCATION
<b>April</b>			1st - 2nd	10 Way F.S. Competition	Langar
24th - 28th	AFF / Tandem Instructor Course	Hibaldstow	1st - 2nd	Southern Region Style & Acc Meet	Netheravon
29th - 30th	Speed 4 Canopy Formations	Ipswich	1st - 7th	Rhine Army Championships	Bad Lippspringe
<b>May</b>			8th - 9th	20 Way F.S. Competition	Langar
4th	STC & Riggers Committee Meeting	County Arms & BPA	8th - 16th	BCPA Nationals	Ipswich PC
6th - 8th	VE Day Celebrations & 8-way Comp	Sibson	15th - 23rd	Canopy Formation National Champs	Dunkeswell
6th - 8th	RAFSPA Scrambles	Weston on the Green	22nd - 30th	National FS Championships	Sibson
6th - 8th	May Day Meet 8-way Meet	Langar	<b>August</b>		
6th - 8th	Northern Collegiates	Merlin, Topcliffe	3rd	STC & Riggers Committee Meeting	County Arms & BPA
8th - 12th	BI / Advanced Instructor Course	Bridlington	4th - 13th	World Freefall Convention	Quincy
13th - 14th	Speed 8	Moorsele, Belgium	5th - 13th	Classics National Championships	Bridlington
13th - 14th	Northern Region CF Meet	Bridlington	5th - 14th	Espace Boogie	Vichy, France
15th - 19th	Exam/Pre-Adv. Instructor Course 2/95	Bridlington	14th - 18th	PI / Adv. Instructor Course 3/95	Ipswich
20th - 21st	Northern Region Style & Acc Meet	Bridlington	19th - 28th	Army Championships	Netheravon
26th - 29th	Spring Back Comp 10-way Meet	Langar	21st - 25th	Exam/Pre-Adv. Instructor Course 3/95	Ipswich
27th - 29th	Central Region FS Meet	Weston on the Green	26th - 28th	August Bank Holiday 16-way FS Comp	Sibson
27th - 29th	Spring Bank Hol 16-way FS Comp	Sibson	26th - 28th	Paul Dixon 16-way FS Competition	Weston on the Green
27th - 29th	RAFSPA 4 & 8 Way FS Competition	Weston on the Green	<b>September</b>		
27th - 29th	Scottish Nationals	Strathallan	2nd - 3rd	Northern Region FS Meet	Hibaldstow
<b>June</b>			2nd - 3rd	LAC Meet	Headcorn
3rd - 4th	Speed Eight Competition	Headcorn	9th - 17th	FS World Championships	Gap, France
6th-11th	Freestyle seminar/Sit flying seminar	Sibson	23rd - 24th	Central Region CF Meet	Ipswich
17th - 18th	Southern Region CF Meet	Dunkeswell	28th	STC & Riggers Committee Meeting	County Arms & BPA
19th - 22nd	Pete Allum's Coaching Week	Sibson	<b>October</b>		
21st - 25th	Q-International boogie 1995	Aalborg, Denmark	30th Sep-1st Oct	Central Region Style & Acc Meet	Hibaldstow
22nd	STC & Riggers Committee Meeting	County Arms & BPA	<b>November</b>		
24th - 25th	Southern Region FS Meet	Dunkeswell	13th - 17th	BI/Adv. Instructor Course 4/95	Hibaldstow
<b>July</b>			20th - 24th	Exam/Pre-Adv. Instructor Course 4/95	Hibaldstow
1st - 31st	French Nationals	La Roche Sur Yon			



Yeah, I know, I know! We're still running that "haven't got time to do a new Ad", Ad.

But the point is, it's true. We're still so busy with the high demand for SYMBI JUMPSUITS and WARMWEAR, and because our priority is still to give our customers top service, and fast delivery, that we just don't have time to spend on Advertising.

(Unlike our competition, oh, oh.)

**Rob Colpus**

# CLASSIFIED ADVERTS

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1-Pin TearDrop: black with gold lettering, fitted for Cypres includes RSL, BOC, 15 jumps only. Twelve months old and one owner. Excellent condition. Reserve Tempo 210: brand new - no jumps. PD 170 thrown in.

**£900 ono**

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Canterbury Mil: 4226

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Vector container: royal blue, throwaway, PD210 Main: neon green, yellow, pink; mini links and Risers, front riser loops, 300 jumps.

Raven reserve: grey, new, never flown. First class condition, ideal for newly graduated AFF student.

**£900**

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01382 360664

## VECTOR PDI90/PDI176 RES

One careful owner from new! Less than 100 jumps on this well-maintained Vector (grey) with PD190 main (dark blue) and unused PD176 reserve. Offers for quick sale?

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Falcon 150, 60 jumps. Transair reserve, unused. Fit 5'2" - 5'6", excellent condition, turquoise/pink.

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Vest/weights - £30

Tel: Pauline 01422 201087

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Taylor container, Fury main (130 jumps), Swift reserve (never used), Alti II, Protec helmet, packing mat & bag. All equipment in excellent condition. Genuine reason for sale.

**£900**

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## POP-TOP ARTWORK

If anyone has artwork done by Pamela Mobbs would they contact her at the following address: 2 Redwater Cottages, Paley Farm, Cranbrook, Kent TN17 2LX.

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Protec camera helmet, complete with factory mount, sight and cutaway. All very sleek - looking. Mounted Hi8 Sanyo video camera, complete with fish-eye lens, spare batteries, leads, charger, decharger, manuals and camera case. Only 9 months old, excellent condition and ready to use.

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Racer, Mosquito (170 sq ft), Preserve IV, Throwaway.

**£495 ono**

Foil 252, Phantom 24 in Racer.

**£475 ono**

Tel: Harry 01354 694306

## MOSQUITO MAIN

"Mosquito" main by Richard Peakin. 170 sq ft, 7 - cells, 5 1/4 lb, silver and black, 400 jumps, good condition, rare!

**£100**

Wanted: a copy of "United We Fall," by Pat Works.

Tel: Bob 01159 825772 (evenings)

## CHASER/FIRELITE/PHANTOM

24Container: throwout leg strap, 176 sq ft, main 7 - cells, blue/silver. 24 ft round reserve. No acid mesh problem. 400 jumps, excellent condition - great first rig.

**£400**

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Vector container, L/S throwaway (grey, yellow, pink). PDI170 (flourescent pink, yellow, maroon), 250 jumps, very good condition.

**£650**

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01608 811494 (night)

## EMPLOYMENT SOUGHT

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Tel: Mark 0171 289 5979

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Navy blue Vector, sky blue, black on flaps. Sabre 170 approx 350 jumps. Reserve as new. Kit in very good condition.

**£1200**

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Lady Astra rig (sky blue), Firefly main (rainbow colours), Phantom 22 Reserve (white), kit bag (sky blue), altimeter, plus other misc items.

**£300 ono**

Tel: Nicky 01908 371364  
or 01908 212854 (daytime)

## EQUIPMENT FOR SALE

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16 Front mounted reserve trays.

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**£800 for the lot!**

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## WILDFIRE/P4/CHASER

Wildfire red, white and blue, 168 sq ft, 200 jumps. Preserve Four reserve (unused). Chaser, red, white and blue (leg-strap throwaway). All in good condition.

**£700**

Tel: Lise 0171 - 272 6277 (home)  
0171 - 836 6633 ext: 2244 (work)

## CLIPPER/HOBBIT/CHASER

Clipper main, Hobbit reserve, in a Chaser, with hook knife.

**£400**

Altimaster II and dytter - **£50 each.**

Small frap hat - **£20**

Tel: Anne 0161 653 8629

## TRACER/TURBO/MINIMAX

Black Tracer, red riser covers, grey flap. PDF Turbo, red underside, white on top, 220 jumps. PDF Minimax, never used. Kit in excellent condition.

**£700**

Tel/Fax: Terry 01737 373716

## RACER ELITE/BT60/SWIFT

Two rigs for sale: newer one has Cypres fitted. Both mains relined about 100 jumps ago. Reserves used once each.

**I @ £750 ono**

**I @ £1850 ono**

Tel: John Lines 01787 460560

## TEARDROP/PHANTOM

One-pin Teardrop, phantom reserve, Jonathon 150.

**£600**

Also a Chaser with a Fury and K22.

**£350**

Tel: David 0181 813 6841

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# AFF AZ<sub>00</sub>

New Readers start here. Stymied by slang? Nonplussed by newspeak? Baffled by bullshit? Help is at hand. This list is not exhaustive, but includes all the terms you are most likely to find in the pages of Sport Para.

## New and improved dictionary of parachuting terms: AFF – ZOO. The cool 'n' groovy guide to DZ dudespeak

### A

**ACCURACY:** discipline in which jumpers try to land as close to the centre of a 5cm disc as possible (see Classics).

**AC:** (1) **Aeroconical.** Type of round canopy widely used for teaching.

(2) Also **A/C**, abbreviation for 'aircraft'

**AFF: Accelerated Freefall.** A fast and expensive way to learn to skydive.

**ALTI:** altimeter. Device which tells you how low you are.

**AOD:** also **AAD**, **ADD.** Automatic Opening (or activation, or deployment) Device. Opens the reserve automatically in emergency. Common types include Cypres, FXC, and Sentinel.

**APA: Army Parachute Association,** based at Netheravon.

**API: Approved Parachute Instructor.** The world's ultimate sex symbol (so they would have you believe).

**ATC: Air Traffic Control.**

### B

**BASE:** (1) **Buildings, Antennae, Spans, Earth-bound objects:** ie jumping from any of these. Macho, injurious to life and normally illegal.

(2) Remember the fat spotty kid who was always put in goal at school? Well in skydiving he is the base.

**BOOGIE:** national or international skydiving meet, usually characterised by presence of large aircraft, unrestricted altitude, organised large-group RW and loadsaparties.

**BOOTIES:** jumpsuit modification which hooks over the front of the foot providing a flat surface area bridging between the lower leg and toes. The legs thus contribute more to the execution of manoeuvres.

**BOUNCE:** colloquialism (v),

term for landing, after freefall, without the aid of a parachute. Also: hammer in, frappe, go in.

**BPA: British Parachute Association.** The governing body for sport parachuting in the UK.

**BRAKES:** these bring the skygod's canopy to a sudden halt. The ground performs the same function for round canopies.

### C

**CAA: Civil Aviation Authority.** Government body responsible for air standards, safety and operations in UK airspace.

**CCI:** (1) **Club Chief Instructor,** BPA Advanced Instructor, or higher, nominated as the person in charge of a parachute club. God substitute.

(2) Club Chief Instructor, on the advice of the BPA's solicitor and leading display jumper I can say very little about this strange but influential group. Every few weeks they feel a desperate desire to go to Leicester where they compete in shouting and screaming at each other and then voting on who was the loudest and most opinionated. One of them always abstains although this is not repeated in the pub later.

**CLASSICS:** Style and Accuracy. Solo disciplines in which skydivers compete against the clock or the tape measure.

**CIP:** see *IPC*.

**CREEPER:** see *I-Slide*

**CRW:** (pronounced crew)

**Canopy Relative Work.** Formation work with two or more square canopies.

### D

**DC: Dead Centre.** Top score in accuracy competitions.

**DIRT-DIVE:** practising planned freefall manoeuvres

on the ground. May be done by trotting around slightly bent at the waist and pirouetting daintily with your partners; or on your belly on I-slides, puffing and pushing yourself around slightly bent at the neck with your partners parking daintily on your fingers.

**D-LICENCE:** a senior parachutist who has survived at least 200 jumps and now hibernates at least 7 months of the year unless the DZ aircraft is a turbine.

**DOWNPLANE:** CRW formation which involves two (occasionally 3) jumpers linking legs and flying their canopies straight at the ground. Spectacular to watch as it is a manoeuvre that can be performed safely at a relatively low height. (BUT there's always someone who'll overdo it)

**DOWNWIND:** this is the direction in which only first-timers and demo teams are allowed to land.

**DUMP:** deploy canopy (usually at the end of the skydive). Also to defecate (usually at the beginning of the day).

**DRCP: Dummy** (ripcord)

**Pull** also **DP:** Stage of traditional progression training between static line and freefall.

**DUMMY PULL:** instructor lacking charisma ends up with blow-up doll again.

**DYTTTER:** audible altitude warning device, worn in headgear next to the ear. An alarm sounds at preset altitude (altitudes). Usually the user sets it to sound at break off time and at deployment time.

**DZ: Drop Zone.** A parachute landing area inspected by the BPA to ensure it has plenty of power lines, water hazards and atomic dumps etc. There will be no student jumping if WDI goes more than 4 miles unless the day has a Y in it. This windswept, sodden hell-

hole makes a Soviet labour camp look like Club-Med, yet somehow you keep going back.

## E

**EXIT:** the start of a skydive. That is, the moment that support ceases, be it a grip on the rail outside the plane, or a foot on the tailgate of a plane or the rails of a bridge (see **BASE** and **Launch**). In Formation skydiving an exit may be linked or freeflow (see *launch*).

## F

**FAA: Federal Aviation Administration.** US equivalent of the CAA who set standards quoted on many parachutes (see **TSO**).

**FAI: Federation Aeronautique Internationale.**

International governing body for all airsports, based in Paris (see also **RAeC**).

**FF:** also **F/F**, freefall.

**FLARE:** (1) (n) giant firework strapped to a display team leader's leg. These enable the commentator to direct the crowd and emergency services to the scene of the accident with accuracy and confidence.

(2) (v) the skillfully timed application of brakes on a square parachute allowing a tiptoe landing, often the desperate pull just prior to a high-speed crash landing.

**FREESTYLE:** a freefall discipline that has shot up in the popularity stakes. Best described as gymnastics in freefall; the skydiver performs a variety of manoeuvres maintaining control and stability in virtually any orientation.

Competitive freestyle requires a highly skilled cameraman as part of the team (See also *sky-surf*).

**FLOATER:** pertains to position taken up prior to exit.

Front or rear floaters have to climb into a position, usually outside the aircraft where they are out of the way of the Base, and can exit at the optimum time to leave them in the cor-

rect position relative to the base.

**FRIDGE:** slang term for Protec helmet, as worn by most students. Currently also brand name for a full face helmet worn by FS jumpers.

## G

**GATW:** acronym often used in student logbooks (though rarely in mine) by instructors for 'Good all the way'. Similar ones include 'VGATW' (work it out yourself) and VGT 'Very Good Try'. Not so similar, and not so complimentary: TUK (Take Up Knitting).

**GQ:** Parachute makers. I have singled them out because they make round canopies, often known by the initials, which are widely used by beginners.

## H

**HOOK TURN:** radical turn of a square canopy resulting in a rapid rate of descent. Often performed just prior to landing when, if timed right, gives extra lift in the flare; timed wrong, the only lift you get is in an ambulance.



## I

**I-Slide:** aka *creeper*. A board with wheels which allows the rehearsal of a skydive from a more realistic perspective; the skydivers lay on the boards and build the formations, the wheels allowing them to move to the next formation while remaining prone.

Usually these have castors which have come from supermarket trolleys, and a board which has edges in all the wrong places.

**IPC: International Parachuting Committee** (of the FAI). Seems to be replacing the more strictly accurate designation of CIP (Comite Internationale de Parachutisme).

## J

**JM: jumpmaster.** Experienced skydiver responsible to the CCI and pilot for the parachutists on each lift.

**JSPC: Joint Service Parachute Centre.** Usually refers to Netheravon on Salisbury Plain, though there are others overseas.

## L

**LAC: Launch And Accuracy:** competition in which points are gained for successful launch of a particular formation, and accuracy of landing. Good one for when altitude is limited.



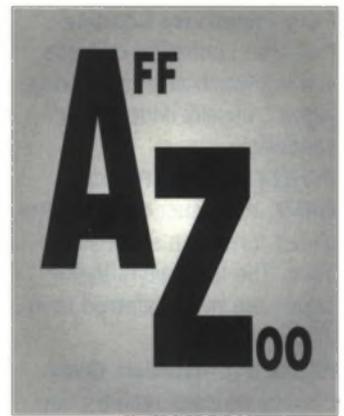
**LAUNCH:** the method of exit of a formation. Each member of the formation has the responsibility of timing his/her exit and maintaining position so that not only do the members of the formation leave simultaneously but each individual works correctly with the slipstream. With a linked exit this allows the formation to remain stable from the moment of exit. Or, if the exit is free flown, keeping the subsequent separation to a minimum so that the first formation is rapidly built. The launch is the key to the success of an FS skydive.

## M

**MAIN:** the primary parachute.

**MAL:** or **MALFUNCTION.** Of course your instructor will have explained that round student canopies never, ever malfunction. The next 3 hours are then spent telling you exactly what to do when it does!

**MANIFESTOR:** person responsible for immediate organisation of parachuting



operations, and in particular for allocating jumpers to planes and keeping the legally required list (manifest) of those on board. To get a feel for the job try juggling water with three forks.

## N

**NSCO:** BPA National Coach & Safety Officer.

## O

**OP: Opening Point.** the point directly above which a canopy must open to allow for wind drift during its descent to the target.

**OPENING SHOCK:** (n) the force experienced by the jumper owing to the sudden deceleration from terminal velocity due upon deployment of a parachute.

## P

**PC: Para Commander.** High performance round canopy, very popular with the more experienced jumper prior to the invention of the Ram-Air parachute. Basically a round parachute with lots of holes allowing air to escape backwards, providing forward drive. Similar to the Papillon.

**PI: Potential Instructor.** The first step towards instructorship. Also used casually for 'Parachute Instructor' ie, an API.

**PILOT:** lift attendant in a lunatic asylum.

**PIN:** (1) Basic RW manoeuvre in which one jumper docks with another in freefall.

(2) The poor sod who is first to hold hands with the fat spotty kid.

**PLF: Parachute Landing Fall.** The controlled collapse and roll which absorbs landing impact, usually under round canopies.

**POINT:** in **RW (FS)** or **CRW**, each successfully completed formation scores one point. The formations themselves are often referred to in this way.

**POPS: Parachutists Over Phorty Society** (you try saying forty without your dentures!). For the more mature skydiver.

**PRO:** as in 'pro-packing'.

**Proper Ram-Air Orientation;** one way of packing a 'square' or Ram-Air canopy.

## R

**RAeC:** or **RAC, Royal Aero Club** of Great Britain, the UK representatives of the FAI.

**RAFSPA: Royal Air Force Sport Parachuting Association,** based at Weston-on-the-Green.

**RAPS: Ram-Air Progression System.** A program for beginners using square canopies right from the start.

**RIG:** (1) two parachutes in a container. (2) A useless tangle of second-rate webbing and war-surplus balloon fabric held together with baling wire, chewing gum and spit... unless you're selling it, in

which case it becomes a state of the art amalgam of craftsmanship, computer aided design & manufacture and could I have it in cash please.

**RIGGER:** person qualified to construct, maintain and repair parachutes and related equipment.

**ROUND:** a class of parachutes designed to simply decelerate a body in a fluid medium. The classic parachute. Basically a PC with the holes sewn up, so it opens okay, but it won't go anywhere. They cost 5/- per dozen in 1971 so that's why all students jump them now.

**RN/RMSPA: Royal Navy/ Royal Marines Sport Parachute Association,** based at Dunkeswell.

**RW: Relative Work** (now known as Formation Skydiving). The building of formations by a number of people in freefall, for fun or for competition. The most widespread discipline in modern sport parachuting.

## S

**SKYDIVE:** the only thing in the world that is better than sex. Also claimed by some to give them insight into why it is that birds sing.

**SKYDIVE U: Skydive University.** A structured training system for skydivers. Covers all stages from the newly qualified to the experienced jumper. Originated in the USA, it incorporates many modern techniques including sports psychology. It aims to provide consistent content and standard of training wherever in the world it is taught.

**SKYGOD (dess):** use with caution. At some DZs, a harmless and whimsical name for an experienced skydiver. At others, it implies arrogance and is an insult.

**SKYSURF:** skydiving with a surfboard. Also involves gymnastic aerial manoeuvres (see *freestyle*).

**SL:** or **S/L, Static Line.** Deployment system for beginners (except *AFF*).

**SNIVEL:** abnormally slow canopy deployment. Usually affects Ram-Airs. At line-stretch, the canopy having come out of the bag inflates slowly, usually with the slider remaining up. A snivel that does not resolve is a malfunction!

**SPEED:** (eg *Speed Star*). Perennially popular discipline in which the aim is to build a formation (eg, *star*) as quickly as possible.

**SPOT:** technically, release point. The point at which you should leave the aircraft to allow for wind drift and other factors, and arrive safely at the target. The science (art?) of determining this point is called spotting (see *WDI*), hence 'Bum Spot'. This refers,

not to a pimple on the jumpmaster's bottom, but the fact that he despatched you at a point from which you had no hope of getting back to the DZ.

**STAR:** or **ROUND:** basic RW formation with three or more skydivers linked in a circle by their arms.

**STC:** Safety & Training Committee (of the BPA). A powerful subcommittee of Council made up of CCIs and other experts.

**STYLE:** one of the disciplines which form the Classics. Jumpers build up freefall speed usually with a head-down dive and then perform a Set. This is a preset series of manoeuvres: usually forwards and backwards somersault and a right and left 360 deg turn. They are scored for time and are also judged on the precision of the manoeuvres, losing points for over or under shooting.

## T

**TANDEM:** (1) a way of skydiving without tears, strapped to an experienced jumper with a specially-built square canopy. (2) Also known as a piggyback parachute system in which both main and reserve canopies share one backpack.

**TRACK:** method of achieving high-speed horizontal motion relative to the ground. Achieved by straightening legs and sweeping arms back. Used to catch up with formation by these last out of the plane, to gain separation after formation skydiving, prior to dumping.

**TRANSITION:** the manoeuvre performed, in FS, to get from one formation (or point) to the next. In competition skydiving often the transition must be performed correctly for the point to be scored.

**TO:** Technical Officer. Member of BPA staff responsible for technical matters.

**TSO:** Technical Safety Order. These are American FAA safety standards but form the

guidelines for much of parachute design.

**TURF SURF:** (also, to "surf it") a high-speed style of landing. The jumper builds up speed (see *Hook Turn*) and then flares mere moments before touchdown, resulting in a spectacular landing in which the jumper skims mere inches above the ground at 30-40mph, for up to 100 yards. Or, if the jumper flares too late, resulting in a spectacular landing in which the jumper impacts the ground, leading to medical bills, orthopedic surgery, and/or death. Attempt this manoeuvre at your own risk!

## W

**WARP: Worldwide Advanced Relative Work Progression.** A programme of tuition for BPA Categories 9 and 10.

**WDI:** (pronounced widdy) Wind Drift Indicator. A paper streamer used to predict canopy drift, and so determine the **OP**.

**WUFFO:** or **WHUFFO.** A non-skydiver. As in "Hey mistah, whu'fo' you jumpin' outa 'nairyplane?"

## Z

**ZE-PO (ZP): zero porosity.** Non-permeable fabric used in modern very high performance ('New-Era' or 'New-Age') square canopies.

**ZOO:** the intricate manoeuvres performed by talented and skilled skydivers. Usage: "Jesus, what a Zoo!"

Compiled by Ola.

Editor's note: I have updated and added entries to the last published jargon guide. My sources include: contributions to past issues of SP by Chris Jones D8783, and Rob Lloyd; and the internet, (thanks to Barry Brumitt who maintains the skydiving FAQ [Frequently Asked Questions] on the Skydiving news group).

We hope to continue to build up a comprehensive listing and welcome additional suggestions, whether tongue in cheek or serious, and corrections. The guide will be repeated at regular intervals.

# POPS CORNER

Parachutists Over Phorty Society

**H**i ya, POPS and all the younger jumpers who read the corner, its me again (Mike Allum, current TOP POP UK and late Hon Sec etc) with a tale of woe... John and Pauline Crowhurst. Inger and I went out to Empuriabrava in Spain a few weeks ago, to cross the t's and dot the i's for this year's 3rd POPS World Meet.

The weather was good but deteriorating, so John and I decided to have a jump. It was S..s Law, John ended up in the wrong place, at the wrong time, and in the wrong direction. The result? Both of his femurs were broken. After a three-week stay in a Spanish hospital, he's facing six weeks on his back here, and a long recovery. John, we wish you a speedy recovery, and look forward to seeing you around the drop zones in the not too distant future.

Whilst we are on the subject of the next World Meet, Empuriabrava has lots of places to stay and camping, so if you want



further info contact Pete Jones at the Centro de Paracaidismo, Costa Brava, Apartado 194, 17487 Castello d' Empuries Spain, Tel 010 34 72 450749. The Meet will consist of the normal Hit and Rock,

five rounds of accuracy and 10-way speed star (scrambles) plus the possibility of a POPS world record attempt. Be there to be part of it...

The first meet of the year will be May 27/28/29 at Black Knights Parachute Centre, Cockerham and then on to British Parachute School at Langar on the 15/16 July. We look forward to seeing lots of you at the above meets, and a very large contingent at the world meet.

Michel Van Biers, one of our favourite Belgians, has organised a POPS Meet at Moorsele for the weekend May 13/14. If you want further info phone me on 01277 219717.

A thought to all members who jump abroad, don't forget your E111 (it's free from the post office) and your specialised parachuting insurance.

Blue skies and safe jumping.

**Michael Allum TOP POP, UK**

## POPS PROFILE

I did my first parachute jump in July 84 at BKPC, not a very good effort. Much to the dismay of many instructors I was determined to carry on. I became firm friends with the static line at many DZs such as BKPC, Cark, Langar, Shobdon and Halfpenny Green for a long time. My thanks to all those who helped and encouraged me during those days.

After forty static - line jumps I was finally let loose with my own F/F kit, a very nice TU, and progressed on to squares twelve months after my first jump.

Although I failed my first PI course I qualified in Feb 92 and really enjoy it. One of my best moments was last year when I trained and dispatched my 16-year-old nephew; the look on his face was a picture and he did a perfect exit.

I work for a very big helicopter company that ferries workers to and from the gas and oil fields, but unfortunately work shifts so getting time off at weekends is difficult. However, I always try to attend POPS weekends as we have a really good time, whether we jump or not.

I am looking forward to the World Meet in Spain and hope to meet many of the people whom I met at Umatilla in November 93. Why don't all you "closet" POPS join us for some fun? There is a life parachuting after forty, and we do like the odd drink or two, or three or four...

I'm single, have my own house in St Annes, work at Liverpool Airport, own an old car and a middle - aged, very small dog called Topsy.

**Sue Hill**



# SURVEY RESULTS

One hundred and sixty-seven replies received and they are still coming in (aargh). We present here the key results to emerge from the survey

Thank you all those who returned forms. To those who didn't; let's hope your thoughts were echoed by the sample we have. The response was not too bad. I'm secretly relieved we did not have to enter the data from 500 answers.

Many took the time to write quite long and thoughtful pieces and some comments have been reproduced (anonymously) on the letters page.

Well, let's get the navel gazing over with shall we. In the following section I shall deal with some of the commoner questions or points raised which I think need a reply. In the second part I shall present the results, my interpretation of them and explain what we shall do in response.

## Comments

*Not much in the mag for students.*

Dead right and we shall respond by making sure there is a regular slot for those struggling through the categories. Meanwhile, lesson one: start with the jargon dictionary.

*The mag is censored because it does not contain anything controversial.*

No. 80% of all material comes direct to me and is not seen by anyone at the BPA. It is up to my judgement whether I print anything. I have yet to bin an article simply because it criticised the BPA. I have only ever had to answer to council for failing to allow a right of

reply in the same issue to an article which attacked a council member.

*Why can't the mag be more like...?*

The comparisons made here are either the US skydiving mags or other off the shelf sporting mags.

Well. I don't want to use the pages of this mag for excuses, it gets boring. My challenge is to produce the best mag I can given the resources available to me. Those resources are spare time (ie, when I'm not skydiving or working), my esteemed assistant editors who also do their bits of an evening or weekend, willing contributors (mostly enthusiastic amateurs), and a contribution from members and advertisers with which to pay for layout, printing and postage.

It would be nice for the mag to be compared favourably to magazines who have full time, paid staff (do look at the list of people who are employed to work on any of these publications we would love our mag to be like). I would be immensely proud and would also have worked a miracle if I was able to achieve that under the current circumstances. It is not the fault of the BPA; we are a minority sport and the number in it just do not make it possible to spend the £20-£25k, per issue that some of these mags cost.

There is always room for improvement; and we'll do our best to keep improving; just don't forget, we ain't full-time and we ain't professionals, and we ain't paid.

## Thank you letters

One complaint about ruthless editing, 10 complaints about lack of ruthless editing of same. The ayes have it and we shall ruthlessly edit all letters which are written simply to say thank you. Write them by all

means, but post them to those deserving of the thanks.

(Actually I'm sure half the clubs bribe jumpers to write to the mag saying what a brilliant place filled with brilliant people their club is).

## Cool and groovy speak

Quite a few thought it worth complaining about the trendy dudespeak in WOTS; however as you can see from the rankings, its up there with the most popular. All I can say is, if you don't like it don't read it.

## The mag is always late

The thing in life I want more than owning my own jumpship is to get the mag out on time. We are busting a gut to do it. The only excuse I have is written above.

## The results

The rankings for the articles produced a useful reminder that the more educational type of articles are currently under-represented in the mag. We will try to commission more of these or borrow them from other sources if we have to.

Photos have often been lacking in the mag. We are building up a small collection. It would help, if when you send in a pic, you tell us if we can keep it. Very often we pull out pics we've had for months to use with an article or in a photo feature. The bigger our collection the more regularly we can

put in a good selection of pics. One word of warning: pics and colour are expensive, so we won't be getting a mag with great big colour pics throughout, but I'll try to keep the balance right.

## Disciplines

Predictably, formation skydiving was tops, the newer freestyle and skysurfing disciplines feature strongly but I was surprised about the scores for CF, though. The classics well I expected a low score there. I think going by this scale the ratio of articles on these subjects has been okay, therefore we'll try to keep it that way.

## Others

Editorial balance: most ticked generally okay, for design and layout most ticked okay or good; we scored a few poors. Well, our opinion was that there was room for improvement so you got it.

## About money

To all of you who want a bigger, monthly mag with loads of colour pics and a professional editorial and design team, all for less money, either get real, or win the lottery and donate a few hundred grand to the BPA.

Seriously though, most of you confirmed the findings of the preliminary survey that

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members might be prepared to pay more to have a monthly mag. Well, it obviously needs considering and I promise to look into this later. There are a number of possibilities to fill the need for more frequent info (such as a newsletter in between mags or publishing nine times a year). I will look into permutations and costings but implementation will be something for the future and maybe for another editor.

#### Incident reports

A while ago I wrote an editorial on this topic (and for good measure I've just written another one) asking for your views: I received only three letters in reply. Imagine my surprise 96%YES. Well, I don't see how that kind of result can be ignored. Hang in there, guys. I'll cart the forms up to the Bee Pee Aye and see what gives. Watch this space.

#### In summary...

The survey results will be a great help in directing our priorities, there is more analysing to be done for us but the main points have been presented here. Thanks to all those who took the time.

OK that's enough space devoted to the magazine's innards. We'll crack on with trying to please everybody all the time and you let us know how we're getting on.

Ola

## Results

Three questions covered the regular features, other occasional features/topics Respondents gave a score from one to four (1= not interested at all, 4= very interested).

#### Scores:

594	Safety
578	News
572	Pictures
570	Kit news
538	Training
535	Word on the street
519	Technical
515	Events
503	Records
498	DZaround the world
482	DZ Map
468	People in the sport
448	Letters
432	Interviews

420	History
416	Boogies
414	Competitions
389	Classified ads
313	BCPA
297	POPS
286	Fiction

The scores for the different skydiving disciplines were:

594	Formation skydiving
520	Freestyle
410	Canopy Formation
313	Accuracy
300	Style

#### What do you think of the current editorial balance?

a) Need more pictures/fewer words	43
b) Need more words fewer pictures	12

c) Need more adverts	1
d) Generally OK	111

#### What do you think of the layout and design of the magazine?

a) Good	65
b) OK	88
c) Poor	14

#### There has been a long-standing debate as to whether the magazine should carry anonymous incident reports. Would you like to see these?

a) Yes, in the mag	77
b) Yes, as an insert	83
c) No	7

#### Do you agree that we should have a less expensive magazine?

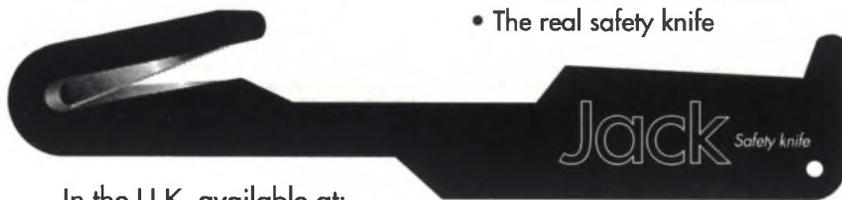
Yes	15
No	152

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# BRITISH PARACHUTE ASSOCIATION

## AFFILIATED AND ASSOCIATED CLUBS AND CENTRES



### Black Knights Parachute Centre

Open Weekends and Bank Holidays 08:00 to 20:00 hours. Cessna 185 (in-flight door), 1st Jump S/L courses. Radios and Aeroconicals. S/L and F/F progression to Cat 10, WARP, RW and CRW instruction. Tandems, Air-to-air video. Accuracy pit, new lecture room. Canteen, showers, washing & toilet facilities, camping on DZ.

**Contact: Bob Parry**  
Patty's Farm  
Hilliam Lane  
Cockerham, Nr Lancaster  
Tel: Weekend 01524 791820  
Tel: Midweek 0151 924 5560

### Blue Skies Parachute Centre

**Contact: George McGuinness**  
Bishops Court Airfield  
Bishops Court  
Co Down  
N Ireland  
Tel: 01238 510744  
DZ: 01396 842202

### Border Parachute Centre

Open Friday afternoons and weekends throughout the year and weekdays by arrangement. Round, RAPS, Tandem, AFF courses, WARP, CRW, Style and Accuracy coaching. Artificial pit, electronic pad, video, team rates, canteen, Cessna 207, Cherokee 6 and Reims Rocket. Bunkhouse, B&B, camping, bar and restaurant locally. Jump onto the beach for barbecues for summer.

**Contact: Tim Andrewes**  
Border Parachute Centre  
Brunton Airfield  
Chathill  
Northumberland NE67 5ER  
Tel: 01665 589000

### British Parachute School

Open everyday 9am to 8pm. S/L round and square, Tandem and AFF. Two aircraft – Islander & Cessna 206. We have everything! Unrestricted altitude. Canteen, camping, bunkhouse.

**British Parachute School**  
The Control Tower  
Langar Airfield  
Langar  
Nottingham  
Tel/Fax: 01949 60878

### British Skysports, Bridlington

Open seven days a week. S/L Square, Tandem & AFF. Rounds available for visiting jumpers. WARP, CRW & accuracy coaching, accuracy pit and electronic read out. 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**  
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**Devon & Somerset Parachute School**  
30 Tower Way  
Highfield  
Dunkeswell  
Nr Honiton  
Devon  
Tel: 01404 891690

### Eaglescott Parachute Centre

Open every weekend: weekdays by arrangement. Friendly small club atmosphere with emphasis on safety. Square S/L student training. AADs, helmet radios WARP, RW, CRW, Style and Accuracy. Cessna 180 with in-flight door. Canteen on site, good range of local beer, food, B&B. Tents and caravans on DZ.

**Eaglescott Parachute Centre**  
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Chumleigh  
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Tel: 01769 60726/01769 3552

### Headcorn Parachute Centre

Open daily 9am to dusk. Two Islanders, accuracy pit and pad, progression weeks, competitions, organised jollies, Tandem and AFF, Raps, Rounds and WARP instruction. Free accommodation, cafeteria, parachute shop for all your parachuting needs.

**Headcorn Aerodrome**  
Headcorn  
Kent TN27 9HX  
Tel: 01622 890862  
Fax: 01622 890641

### Ipswich Parachute Centre

Open 8.30am until dark 6 days (closed Tuesdays). Islander and Cherokee 6 available. Student RW and CRW instruction by full time staff. Accuracy pit, excellent rigging facility. Food, accommodation, camping and bar on drop zone.

**Ipswich Parachute Centre**  
Ipswich Airport  
Nacton Road  
Ipswich  
Suffolk IP3 9QF  
Tel: 01473 710044  
Fax: 01473 271055

### 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**  
PO Box 18  
Goring on Thames  
Reading RG8 9EW  
Tel: Drop Zone 01249 651909  
Tel: Weekends 01860 559112

### Merlin Parachute Centre

Open weekends and Bank holidays 9am till dark. Static Line Round parachuting courses every Saturday, Tandem & AFF by arrangement, CRW & Formation skydiving (coaching available, accuracy pit, BN Islander with in-flight door, friendly atmosphere, bring two passport photos for camp pass. Canteen facilities, indoor packing, camping and B&B close to airfield at local pub.

**Merlin Parachute Centre**  
Alanbrook Bks  
Topcliffe, Near Thirsk  
North Yorkshire  
Tel: Weekdays 01274 631044  
Tel: Weekends 01748 875367

### Midland Parachute Centre

Open every weekend 9am to 9pm. Static Line, Tandem and WARP. Canteen open during jumping hours serving snacks, drinks and lunches. Free bunk-house accommodation. Many local B&B's, tents but no caravans.

**Midland Parachute Centre**  
The Control Tower  
Windrush Camp  
Nr Burford  
Oxfordshire, OX18 4TW  
Tel: Weekends 01451 844422 or 844449  
Tel/Fax: Weekdays 01787 461621

### North West Parachute Centre

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**North West Parachute Centre**  
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Flookburgh  
Nr Grange-Over-Sands  
Cumbria  
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Tel: Weekdays 01772 720848

### Oxon & Northants Parachute Centre

Open every weekend and midweek by arrangement during B.S.T. friendly atmosphere, visitors welcome, good local pub. Hinton-in-the-Hedges Airfield situated 1 mile off A422 between Banbury and Brackley. 'First Jump' Static-line courses, Tandem, Free-fall Progression, kit hire, student radios, Cessnas 182 and 206 aircraft.

**Contact: Mike Bolton, Chief Instructor**  
Oxon & Northants Parachute Centre  
Hinton-in-the-Hedges Airfield  
Steane, Nr Brackley  
Northants NN13 5NS  
Tel: Office 01384 393373  
Tel: Mobile 0850 762349

### Paraclan Parachute Centre

Open all year round, weekends 0900-2100, mid week by arrangement during BST. S/L Rounds, Tandem, WARP, CRW, Formation, Style, Accuracy, Para Demos. Toilets, canteen, parking, B/B and Pubs nearby. Aircraft Cessna 207, BN Islander.

**Contact: Ron Groat**  
Kinnell Airfield  
Frickheim  
Angus  
Scotland DD11 4XX  
Tel: 01241 828999

### Peterborough Parachute Centre

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**Peterborough Parachute Centre**  
Sibson Airfield  
Wansford  
Peterborough PE8 6NE  
Tel: 01832 280490  
Fax: 01832 280409

### Peterlee

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**The Airfield**  
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Fax: 0191 3865315

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**Contact Scotty Milne**  
Skydive Strathallan  
Strathallan Airfield  
Nr Auchterarder, Perthshire  
Perthshire PH3 1LA  
Tel: 01374 686161  
Tel: Weekends 01764 662572

### Skydive Scotland

Open Wednesday to Sunday (inclusive). Friendly, fun centre with emphasis on safety. First jump training on square and round canopies with radios and AADs. Tandem, AFF, RAPS, WARP, CRW, Accuracy. Kit hire available also large accuracy pit and Display Team. 2 Aircraft – Islander (in-flight door) and Cessna 207 always available to unrestricted altitude. Canteen, dormitories, hot showers, toilets and camping facilities all on airfield.

**Skydive Scotland**  
The Parachute Centre,  
Errol Airfield,  
Grange  
Errol  
PH2 7TB  
Tel/Fax: 01821-642881 (Office)  
or 01821-642673 (Airfield)

## Parachute Centre, The

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**The Sport Parachute Centre**  
Tilstock Airfield  
Whitchurch  
Shropshire  
Tel: 01948 841111

## Stirling Parachute Centre

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**Stirling Parachute Centre**  
Thornhill  
Nr Stirling  
Scotland FK8 3QT  
Tel: 01786 870788  
Fax: 01786 870748

## Target Skysports Parachute Club

Open Wednesday, Friday, Saturday, Sunday and any other weekdays by arrangement. Static line Round, RAPS, WARP, RW and CRW, Tandem and AFF. Radio Helmets, AAD's student and experienced, kit hire. Aircraft – Twin Dornier (15 places), Cessna 206 in-flight door, Cherokee 6 and Piper Lance. Competitive jump prices – everyone welcome, unrestricted altitude. On airfield – bar, cafe, toilets and showers. Accommodation – caravans and camping.

**Target Skysports**  
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Hibaldstow  
Brigg  
South Humberside  
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Tel: Drop Zone 01652 648837  
Fax: 0113 2571071

## Wild Geese Ireland

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**Contact: Maggie Penny**  
**Wild Geese Skydiving Centre**  
Movenis Airfield  
116 Carrowreagh Road  
Garvagh, Coleraine  
Co Londonderry  
N Ireland BT51 5LQ  
Tel: Drop Zone 02665 58609  
Fax: Drop Zone 02665 57050

## West Wilts Parachute Club

Ex Badminton Parachute Club  
Correspondence Address:  
**Contact: John Davis**  
24 Turners Lane  
Crudwell  
Malmesbury  
Wilts SN16 9EN  
Tel: 01666 577756

## OTHER ORGANISATIONS ASSOCIATED TO THE BPA

### British Collegiate Parachute Association

Affiliations 1994/95

Bath University	Central Lancashire University
Durham University	Glasgow University
Kent University	Kingston University
Lancaster University	Loughborough University
Manchester Metropolitan University	Newcastle University
Salford University	Southampton University
Staffordshire University	Sussex University
Surrey University	Thames Valley University

### BCPA C/O Catherine Symonds – Chairman

c/o 23 Prince Lee Meadows  
Darwen, Lancashire BB3 2BQ  
Tel: 01254 776705

### Ellen Ruston – Secretary

35 Delacy Street  
Ashton, Preston, PR2 2DD  
Tel: 01772 881360

### The Free Fall Company

Peter Allum and Kevin McCarthy run the AFF School, they also offer FS coaching – one to one, 4-way, 8-way. Trips to Gap (S France) can be organised. See Peterborough Parachute Centre.

### The Free Fall Company

Sibson Airfield,  
Wansford  
Peterborough PE8 6NE  
Tel: 01832 280055  
Fax: 01832 280409

### East Coast Parachute Centre

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

8 Burns Crescent  
Chelmsford  
Essex CM2 0TS  
Tel: 01245 268772

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### Kevin McIlwee

### Flying Tigers Airsports

6 St Hildas Court  
Palmyra Road  
St Helier  
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Tel/Fax: 01534 880140  
Tel: Cellnet 0850 272141

### Scottish Sport Parachute Association

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### Sheila Lang (Secretary, SSPA)

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Auchterarder  
Perthshire PH3 1BE

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### Slipstream Adventures

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PE3 8RG  
Tel: 01733 266076  
Fax: 01733 266076  
Mobile: 0374 986600

### POPS UK

Hon Treas/Sec John Crowhurst  
32 Colston Road  
East Sheen  
London SW14 7PG  
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Answer phone: 081 878 0147 (eves)  
Fax: 0181 392 9322

### Parachute Training Services

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Tel: 01235 529570

## OTHER AFFILIATED CLUBS/CENTRES

### Army Parachute Assoc

The Commandant, JSPC  
Airfield Camp, Netheravon, Salisbury  
Wilts. SP4 9SF  
Tel: Bulford Camp 01980 633371  
Tel: ext Commandant 8245  
Chief Instructor 8229  
Staff 8277

### The Red Devils

Queen's Parade  
Aldershot  
Hants  
Tel: 01252 24431 ext 4600/4699  
Contact: Red Devils  
Browning Barracks  
Aldershot, Hants

### RN & RM SPA

Dunkeswell Airfield  
Dunkeswell  
Honiton, Devon  
Tel: 01404 891697/891716

### Northern Ireland Services

### Free-fall Club

N.I.S.F.F.C.  
Shackleton Barracks  
BFPO 802  
Tel: Civil 01504 49972  
Tel: Military – Limavady 36472  
Mobile: 0831 569 605

### Silver Stars Parachute Team

Duke of Gloucester Barracks  
South Cerney  
Cirencester  
Gloucester GL5 5RD  
Tel: 01285 861344/01285 860551 x8259

### Cyprus Combined Services

### Parachute Club (CCSPC)

Contact: Club CCI  
CJSATC Pergamos Camp, BFPO 58  
Tel From the UK:  
Office 00 357 47 44337  
Drop Zone 00 357 47 44245

### Joint Services Parachute Centre

Hong Kong  
Borneo Lines  
Shek Kong  
NT Hong Kong  
BFPO 1  
Tel: + 852 483 7221  
Fax: + 852 488 9341  
Mobile: + 852 9035 6467

### RAPA JSPC(L)

(Rhine Army Parachute Association)  
Flugplatz  
33175 Bad Lippspringe  
Germany  
British Forces Post Office 16  
Tel: 00 49 05254 98 2378 or 98 2740  
Fax: 00 49 05254 87456

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Civil Aviation Authority A8-2 approved, our large loft offers on site facilities for design manufacture, maintenance, servicing installation, conversions and repairs, all carried out by qualified personnel. Our staff can offer you the security of a consultancy service along with any technical advice you may need. Our loft also carries a large supply of spare parts for your equipment.

## The Shop

Apart from our large range of containers and canopies we also stock everything the skydiver will ever need, such as the Cypres, altimeters, helmets, goggles, gloves, knives and pouches, log books and stamps, manuals, tevas, tube stowes, T-shirts, etc. Gear bags, packing mats, fun bags, wallets, etc, all made custom colours at no extra charge.

## Information and Ordering

Call, Write or Fax for our complete Catalogue and price list. We accept Access, Master Card and Visa for mail order items large or small.

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