

# SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



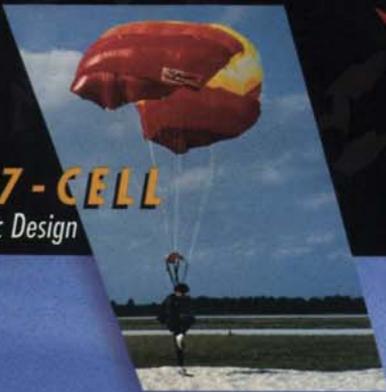
**Skydive on to the  
Top of the World**  
**The British  
National Teams**  
**Boogie in Bali**

July/August 1995

# Performance Designs Inc.

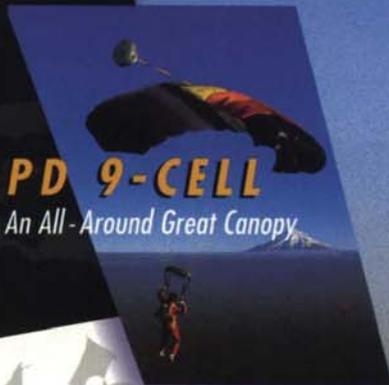
## PD 7-CELL

A Classic Design



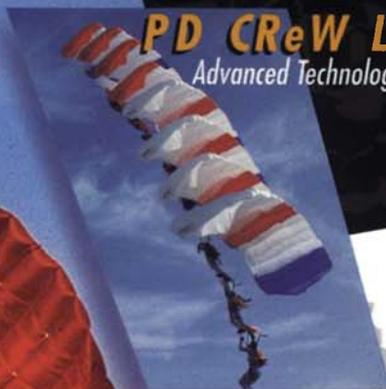
## PD 9-CELL

An All-Around Great Canopy



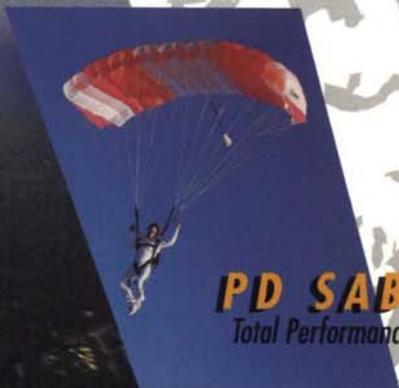
## PD CRW LIGHTNING

Advanced Technology for the CRW Enthusiast



## PD SABRE

Total Performance



## PD STILETTO

The Ultimate High-Performance Elliptical



## PD RESERVE

Tough and Reliable

**P**erformance Designs' commitment to excellence is built into every canopy we make. Our highly skilled R&D staff, state-of-the-art engineering and manufacturing facilities, and unique computer controlled laser cutting machinery are just some of the reasons why Performance Designs is the undisputed performance leader, now and into the next century. To find out more about our select line of canopies, contact your equipment dealer or Performance Designs.

Photos: Marty Cooper, Norman Kent  
Tom Sanders, Gus Wing

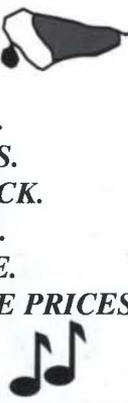


1300 E. Int'l Speedway Blvd. Deland Florida USA 32724 • Phone: (904) 738-2224 • Fax: (904) 734-8297

# “YOU NEED NEW PARACHUTE EQUIPMENT? WE GOT NEW PARACHUTE EQUIPMENT!”



WE GOT ALL MAJOR DEALERSHIPS.  
WE GOT A LARGE INVENTORY.  
WE GOT DEMO RIGS.  
WE GOT NEW GEAR.  
WE GOT USED GEAR.  
WE GOT JUMPSUITS.  
WE GOT ALTIMETRES.  
WE GOT ACCESSORIES.  
WE GOT A LOTTA STOCK.  
WE GOT EXPERIENCE.  
WE GOT FREE ADVICE.  
WE GOT COMPETITIVE PRICES.  
WE GOT RHYTHM.....  
WE GOT MUSIC!



Drop into the **KIT STORE**

for:-

- \*STILETTO \*BLUE TRACK
- \*JAVELIN \*ATOM \*TEARDROP
- \*PD \*MERIT \*SABRE
- \*TECHNO \*RAVEN \*TEMPO
- \*SYMBIOSIS SUITS \*RACER
- \*BOUNCEPROOF \*FRIDGES
- \*CYPRES and more .....

We're located on a full time Drop Zone, so you can try out our demo Rigs or jump your new Kit straight away



Call, write or Fax for a Brochure and Stock List

Rob Colpus at The KIT STORE Ltd The Airfield, Headcorn,  
Kent TN27 9HX, Tel 01622 890967 Fax 01622 891236



# TAKE A CLOSE LOOK...

There are activities where you can do without the best, skydiving is NOT one of them.

Para-Gear has been the best for over 35 years.

Para-Gear Equipment Company, Inc.

3839 W. OAKTON STREET • SKOKIE, IL 60076 USA

(708) 679-5905 • FAX (708) 679-8644

Take a closer look...  
send for our BIG 170  
page catalog of all the  
latest equipment and  
accessories. 

**para-gear**  **equipment co. inc.**  
3839 W. OAKTON STREET • SKOKIE, IL 60076 USA • (708) 679-5905 • FAX (708) 679-8644

I live in U.S.A. Please send new 170 page CATALOG. Enclosed is my check for \$2.00 to cover the cost of the CATALOG and 3rd Class Postage.

I live in the Continental U.S.A., Alaska, Hawaii, APO, FPO and want my CATALOG First Class. Enclosed is my \$5.00 to cover the cost of the CATALOG and First Class Postage.

I live in Europe, South America, Canada and want my CATALOG Air Mailed. Enclosed is my \$7.00 to cover the cost of the CATALOG and Air Mail Postage.

I live in Africa, Australia and want my CATALOG Air Mailed. Enclosed is my \$8.00 to cover the cost of the CATALOG and Air Mail Postage.

Allow at least 3 weeks for mailing.

Name \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
Country \_\_\_\_\_

With your PAID FOR catalog request, you receive a catalog and a certificate worth \$10.00 useable on orders over \$100.00.



Journal of the British Parachute Association  
Wharf Way, Glen Parva, Leicester LE2 9TF.  
Tel: 0116 278 5271 Fax: 0116 247 7662.

### British Parachute Association Council Members & Officers

Chairman  
**Bob Card**

Vice-Chairman  
**Lofty Thomas**

Chairman STC  
**Tye Boughen**

Chairman Competitions Committee  
**Chris Allen**

Chairman Development Committee  
**Phil Gibbs**

Treasurer  
**Debbie Carter**

Vice-Presidents  
**Jim Crocker and John Lines**

Council Members  
**Chris Allen, Tye Boughen, Adrian Bowles, George Campbell, Bob Card, Peter Carroll, Phil Gibbs, Steve Hoy, Graham Liggins, Michael Matthews, Ian Midgley, Kevin Monk, Charles Ross, John Smyth, Lofty Thomas.**

### British Parachute Association Staff and Representatives

National Coach and Safety Officer  
**John Hitchen**

Technical Officer  
**Tony Butler**

Office Manager  
**David Oddy**

Financial Administrator  
**Steve Harratt**

Administrative Staff  
**Trudy Kemp, Sharon Gurney, Jo Connal**

Royal Aero Club Delegate: **John Lines**  
Alternate Delegate: **Steve Hoy** BPA  
Liaison Officer To CAA: **Tony Knight**  
BPA Representative on European matters: **John Lines** Staff Liaison Officer: **Lofty Thomas** GASCO Representative: **Angela Hickling** CIP Delegate: **John Hitchen** Chairman Riggers Committee: **Allan Hewitt**

### Sport Parachutist Magazine

Editor  
**Ola Soyinka,**  
10 Brecon Road, London W6 8PU.

Assistant Editors  
**Iain Mackenzie & Bess Ryder**

Design & Layout  
**Evette Darroux & Patti Gallagher**

Editorial Assistants  
**Bridget Greenwood,**  
**Lynette Horne & Zoe Willows**

# SPORT PARACHUTIST CONTENTS

JULY/AUGUST 1995

## FEATURES

High Performance Canopies: .....	17
Freestyle Seminar at Sibson: .....	23
Skydive on to the Top of the World .....	26
FS: On/Off Year Selection: .....	29
Headcorn Hits Warp Speed:.....	32
F S Skills Camps SSPA:.....	45

## PHOTO FEATURES

The British National Teams: .....	24
-----------------------------------	----

## BOOGIE REVIEW

Bali & Lombok Beach Boogie: .....	21
-----------------------------------	----

## REGULARS

News: .....	4
The Word on the Street: .....	5
Letters: .....	7
Editorial: .....	8
Cardsharps: .....	8
People in the Sport: .....	9
Devil's Advocate: .....	13
Drop Zone Film Review: .....	14
Dz's Around the World: .....	22
Kit News: .....	33
Diary of Events: .....	38
Classified Advertisements: .....	39
POPS Corner: .....	42
Clubs & Centres: .....	46

**Cover Photo:** Fourth skydiving expedition to the North Pole. Photo by Simon Ward.



SUPPORTED BY



Published by **Airscape**, Media Suite, 3 Tyers Gate, London SE1 3HX.  
Tel: 0171 403 6753. Fax: 0171 378 1208 (Airscape is a trading name of Cognix Ltd).

#### ©SPORT PARACHUTIST

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted in any form or by any means, electronic, mechanical, photocopying, recording or otherwise, without the permission of the Editor.

The views expressed in Sport Parachutist are those of the contributors and not necessarily those of the BPA. The Editor retains the right to refuse or withdraw any advertisement at his discretion and does not accept liability for delay in publication or for clerical or printer's errors, although every care is taken to avoid mistakes.

Printed by Stephens & George Ltd., in association with Caric Print Ltd, Clerwood, Corunna Main, Andover, Hampshire. Tel: 01264 354887.

## Civil Aviation Authority charges

Since 1984, the Civil Aviation Authority has been under legal requirement to regulate parachuting in this country. The CAA has been greatly dependent on the BPA to perform most of the actual regulatory work, for example enforcing rules, regulating parachute training schools and issuing ratings to instructors and examiners. The BPA's status as a governing body, although subordinate to the CAA, is acknowledged by other official bodies, such as the Royal Aero Club, The International Aviation Federation (FAI) and the Sports Council.

At the moment, the CAA is undergoing a deregulation process; which ultimately means that regulatory tasks will be officially devolved to the BPA. The CAA will, however, retain ultimate regulatory authority and as it is coming under increasing pressure to recover its costs by the way of charges, it has decided to charge the BPA around £100,000 p.a. This amount adds up to more than the entire Sports Council grant to the BPA. In addition to this, The Sports Council can no longer guarantee funding for the BPA beyond next year, as its own allocations are uncertain.

If the BPA has to pay the CAA, and loses the financial support of the Sports Council - it could soon cease to exist.

Under section 11 (1) of the 1982 Civil Aviation Act, the CAA is legally entitled to levy charges provided it has the approval of the Secretary of State. Under the same Act, the CAA is entitled to waive these charges. Therefore, the BPA is currently seeking Parliamentary support in requesting the Secretary of State to waive the charges in this case. The BPA firmly believes that the safety and sporting benefits resulting from its expertise should not be lost. You can help safeguard the future of the BPA by lobbying your local MP. For further details please refer to the box.

## 1995 Freestyle & Skysurfing World Championships

Colibri Ampfing Skydiving Centre, Bavaria, is this year's

host for the freestyle & Skysurfing World Championships. The drop zone is the biggest in southern Germany and is only 50 miles east of Munich. Chief judge is Roger Flinn and World champions Dale Stuart and Marco Manna will be judging. For more information and registration forms contact: Fallschirmsport Colibri, Flugplatz, 84539 Ampfing, Germany. Tel: +49 (0) 8636-440, fax: +49 (0) 8636-897.

## UK Herc Boogie, 26 - 31 August 1995

The Boogie will be held over Long Marsden, but the aircraft will be boarded from Coventry Airport with coach transfers between the two. An Hercules carrying 100 skydivers per lift to 15,000ft will be used. Minimum qualifications to jump the "Herc" are C licence and 100 jumps. Load organisers and video will be available at the Boogie. Camping, food, drinks and a bar, will all be available on site. There will also be attempts to set a new British RW record, hopefully leading up to the magic 100-way.

Groups will be built up slowly under the guidance of George Pilkington, Rob Colpus, Daryl Moran and Tim Moran. Even if you do not make the record there is every chance of making larger skydives than you have done before. Selection for the record attempts will start on 26th August.

The registration fee for the Boogie is £155.00 and includes five skydives. The jump fee will be refunded if the weather or aircraft unserviceability prevents jumping. Registration on the day will be £200.00 and only those pre-registered will be eligible for the record attempt. If we do not have enough support up front the event will not be held!

For more information contact Pete Marsden, The Boogie Club, 69 Cambridge Rd, East Molesey, Surrey KT8 2AX. Tel & fax: 0181 941 9212.

## Vertical manoeuvres

IPC has made amendments to the FS rules to take account of vertical manoeuvres for the next World Meet. The use of vertical transitions has highlighted an area that, until now was not cov-

## How to lobby your MP

1. Find out who your MP is. Telephone your local council, or the Public Information Office at the House of Commons on 0171-219-4272.
2. Write to him/her by name at:  
House of Commons  
London  
SW1A 0AA

Write to your MP asking that he requests the Secretary of State for Transport to implement paragraph 5 of Section 11 of the Civil Aviation Act 1982. This provides for the waiving of CAA charges whenever this is deemed necessary. Give, in your own words, the reasons why you believe this to be necessary. Such as:

- The charges will threaten the existence of the BPA, especially on top of the likely cuts to its Sport Council Grant.
- It will threaten the existence of many of the clubs and centres affiliated to the BPA, as they will ultimately have to meet the charges.
- If there is no governing body then the safety standards will drop.
- National and International competition will suffer.
- You are an active participant in this sport and you do not wish to jeopardise your level of participation.
- You are employed in the sport and you do not wish to jeopardise your employment.
- Without the co-ordinated purchasing power of the BPA public liability insurance will become virtually impossible to obtain.
- The cost to the CAA is minimal in terms of the overall budget.
- If Sports Council funding continues it is ridiculous that the BPA should receive money from one Government body only to give it to another.

## DO Write Now!

Make sure that you sign the letter and that your address is on it. Keep a copy of the letter and send it to the BPA office. Get at least five reliable contacts to follow these instructions.

## DON'T Use your letter to air any political grievances.

Try to denigrate the CAA. It won't work as they are well respected. Leave it too late, as it may not have any effect. Make it too long - limit it to one page.

ered adequately by the existing rules. The amendments define the circumference and centre-point of the subgroups. The judges will use these to decide in cases where a minimum number of degrees must be turned, whether a team has complied or not.

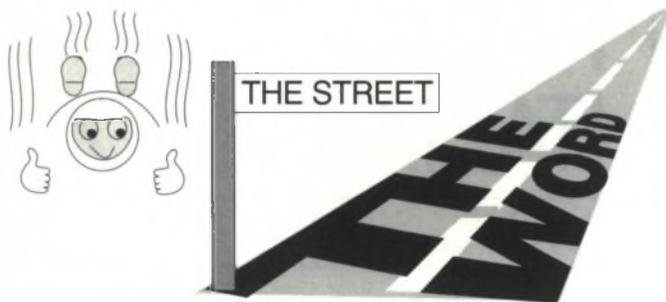
The centrepiece of the piece is defined as the area between and including the subgroups' connecting grips as seen from above. If the team's centrepieces cross over during the required turns the subgroups would not have performed the required degrees of turn. The rules require the teams to clearly show that the centrepieces have performed the required amount of turn relative to each other.

For clarification, and to help smooth the introduction IPC recommends that teams who incorporate vertical manoeuvres in their routines should send example videotapes to the IPC sub-committee for comment.

## PIA Meeting in Germany

The next PIA meeting in September is going to take place in Wunnenberg, Germany, home of Airtec, the Cypres manufacturer. It is the first time ever the meeting is being held outside the US! Malicious tongues are saying it's just because German beer is better...

Helmut Cloth of Airtec has been busy putting together plans to make this a memorable event. The activities also include a visit to Paderborn, Bad Lippspringe, the site of a British military DZ club, and a visit to Airtec. The meeting's dates, 18-20 September (Monday-Wednesday) are between the World Formation Meet in Gap, France (9-17 September), and the World Freestyle Meet in Ampfing, Germany (20-24 September). Everyone who is interested in participating should contact: Airtec GmbH (tel: +49 2953. 8010, fax: +49 2953 1293).



## FAT ALBERT BOOGIE IS ON

Marsden's Herc Boogie is on. Running from 26-31 August, the jumps will be made over Long Marston, with the bird flying from Coventry Airport. There will be all the usual bar, food, camping etc on the DZ.

The aim of this boogie is to let all have a go at building large formations: 30-way and up, the type of dives you only do when you go to a boogie in Europe or the United States.

There will be plenty of experienced load organisers to help you learn the skills required to build the 'Big Stuff'.

If you can already do the stuff, then you will be very pleased to hear that Pete has procured the services of Rob Colpus, Dazzle Moran, Tim Moran and George Pilkington to organise a new British record, the magic 100.

The formation will be similar in design to the 216-way built and flown for 15 seconds in Bratislava in '94. It will have 4-way 'Weed Eater' arms on the outer ring. Cool!

Last year at Langar we had 120 people arrive for 62 slots (some had already gone on to become World Team '94 members), 50% were to be disappointed!

This year is different because 100 slots are available! Six days of large fun loads, loads you won't be able to do tomorrow. Five evenings of looking at video for the organisers, five days to make the necessary changes, and one massive party when we have built the first **100-Way ever flown over the UK!** This is probably the **only** chance we will have for a long time to build a 100-way in the UK, and it is a very real opportunity! After all, it is a 1-point skydive - and when was the last time you did not dock on a 1-point dive? The organisers Dazzle and George (62-way), Rob, Tim (Skydive U), the

DZ and the Herc makes it all possible. Do you want to be on this dive? I do!

Contact Pete or see your local DZ board for a registration form. It is vital that people pre-register so that we have the numbers to make this boogie happen. You have to send off your dosh, or how will Pete know if there'll be enough to break even, let alone make money, and there 'ain't no taste in nothing'! If no one pays, and just turns up, then there won't be a Herc, a 100-way, and you won't have a wicked time! So get 'yer' cheque-book out and call Pete on 0181 941 9212, coz we need you!

## HIBBLE SAVES COLLEGIATE DAY

Steve Swallow (Swaltery), the owner of Target Skysports, Hibaldstow, stepped in and saved the biggest collegiate event of the year.

Merlin Parachute Centre, Topcliffe, pulled out of hosting the event, giving the organisers 60 hours' notice. The organisers were heard to say, on hearing this devastating news,

"I can't believe it's not butter! Swaltery'll sort us out." And he did.

Steve hired the Irish Porter and flew it over for the weekend! The competition was finished and everyone went home happy. Nice job, Steve.

Go to Hibble and Skydive! Tel: (01532) 571071.

## ROCKIN' DAVE & THE SKYJIVERS

UK skydiving's own 'Elvis', Dave Rockin' Taylor, who frequents Headcorn among other UK DZs, has put himself and his band on the road for this summer's boogie season.

If you're holding a 'bit of a boogie' and fancy an evening of rock and roll, then call Rockin' Dave & the Skyjivers on: (01227) 368772, fax: 741652.

## RAFSPA 4-WAY

The word on the street is that RAFSPA, the reigning national 4-way champions

is not going to do the National Championships at Sibson this summer.

This comes to WoTS as a bit of a disappointment, as it would be nice to see what they can do before they represent us. With the way a couple of teams are shaping up, the competition will be hot!

RAFSPA did not do the World Cup, and are now not doing the Nats either (this was a requirement of the off-year selection rules, but was changed at RAFSPA's request), which means that the last time they were in competition was at the Nationals in 1994!

The top teams in the world hunt out the meets to get that all-important competition experience, because there is *no* substitute, you can *never* have enough!

## VE DAY RIPCORD

Brittany Ferries Demo Team consisting of Drink-Up Mills, H, Fred, Rob, Ester, Cool Chick, Rhino and George travelled to St Valery En Caux for the VE Day celebrations. The team were there to do six square displays and two round jumps.

The square displays were to their usual impressive standard. The rounds, however, were a different ball game, because no one had jumped front and back gear or pulled a main ripcord for at least 1,000 jumps! H had not spotted for rounds for a very long time, Elephant City!

We squeezed into the Brussard. Everything worked, including the spot, and the display on red, white and blue aeroconicals was perfect and we were buzzing! The pack jobs took a long time as only Fred and H seemed to have any idea.

The next day we did it again (groan). H, first to leave, said "Let's check the pack jobs!" as he left the plane. Cool Chick and George were the last to leave and did some RW. Neither of them had seen anyone in free fall with this equipment and the visuals were great but no pin. Had another check of the handle to ensure the cable was there, coz nothing appeared to be going on...Thanks, Robin. Well up to the usual standard!

## FRENCH 8 IN SPAIN

The Centro de Paracaidismo, Costa Brava, hosted the winners of the '94 World Cup for their third training camp

earlier this year. Blessed with perfect weather and vibes provided by Pete Jones, Ivan and their staff, they did 80 jumps in 10 days. Come the meet, you can be sure that Patrick's team will be ready for their best chance yet of World victory. Go for it, guys!

Pete tells WoTS that all the staff are now Skydive U coaches after a recent course run by Rob Laidlaw. So get 'yer' butts over there! Tel: 0034 72 450111.

## SQUARE MAL VIDEO

Dougie Young has put together a video of all common mals for instructional applications. Covering line over, bag lock, streamer, pilot-chute in tow and total, all shot from the jumper's view, this is invaluable for training lectures. To order one, call Dougie. Tel: 01980 638229.

## COOL DUDE OR WHAT?

Reports have reached WoTS of Eric Briscoe going to see the movie 'Drop Zone' wearing his jumpsuit and trainers. He was spotted by two Cool & Groovies, 'Cuz' Curry and 'Tommo' Thompson (#116 and 112). When questioned Eric said, "I never had time to change, and I'm definitely not posing!" I don't think the guys believed him.

## LEGLESS OVER WESTON

Geoff Woods took a dude with an artificial leg for a tandem skydive which was eventful until, on deployment, it fell off and landed in a field next to a farmer! The tandem pair landed and collapsed in a heap, laughing hysterically!

## ON THE NET?

George Wood invites all jumpers for a chat on the net at his address: <http://www.cityscape.co.uk/users/cg90/>

If George gets lots talking here, then perhaps the BPA Council may consider getting 'on line'!

## MASSAGES AT TEAM! RATES

Tanner, who has a diploma in Health, Science and Massage Therapy, and is a registered nurse, is available any time until August '95 to sort out your team. She is very good at 'deep tissue massage [oh, yes!] incorporating

rehabilitative and conditioning exercises'. Based at Sibson and the FreeFall Co, she was working with Ricoh during their camp, to very good reports.

If you or your team suffer from hard openings, lower back stress or whiplash!, give Debs a call on: (01832) 280055.

#### BIG WEEK AT SIBSON

During 3-8 May, PPC did 1,160 jumps, a huge number for the UK during a week when there was neither a boogie nor any other event. Last year the centre did between 7-9,000 skydives.

Good work PPC, let's hope it continues. Tel: (01832) 280490 and go there.

#### SKY-EYE GOES WEST

Martin Evans (Flock Boogie, Z-hills) and Tracey Eckersley of Sky-Eye Skydiving Services are moving their 'thang' out west to Skydance. Skydiving in Davis, California. They will be doing the usual sequential / video programme, with emphasis on quality and good vibes. Should you want to go and skydive with

Martin, call his voice mail and let him know on: 001 1800 219 5952.

#### HOOK TURN HORROR

Andy Stubb's toggle hooked his 150 too low over Headcorn Parachute Centre and put him in hospital and out of jumping for some time.

Andy does not have too many jumps, but won't be using the toggles to hook again.

If you want to 'surf,' ask someone who knows how it's done to teach you and learn the safe way, risers! Andy says thanks to all who helped him after the stoof.

#### FORT BRAGG WIND TUNNEL

The Knights (USA 8-way World Champs) are training in a huge vertical wind tunnel at Fort Bragg. This military base is used to train their dudes, with all their kit on!

This tunnel is allegedly (Rhino!) able to fly 12+ people. Will this time spent in the tunnel give the Knights the edge they need to fend off the French full on-charge? We have only to wait to see... .

**George Pilkington**

# PARASPORT ITALIA®



Designers and manufacturers  
of fine skydiving accessories

To receive the new Parasport Italia color catalog mail or fax this coupon with your name and address. You will receive the catalog free of charge and you will have the chance to buy easily, while staying at home, a wide range of accessories directly from the manufacturer.

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
ZIP CODE \_\_\_\_\_  
CITY \_\_\_\_\_  
COUNTRY \_\_\_\_\_

Mail or fax to: PARASPORT ITALIA  
Via Vigone - 10061 CAVOUR (TO) - ITALY  
FAX +39-121-6207 Tel. +39-121-69692 (WE SPEAK ENGLISH!)

After the  
1992 Zanzibar Boogie  
1993 Malaysia Langkawi Boogie  
1994 Malaysia Skydive Safari  
1995 Indonesia Beach Boogie

## Exotic Sky Adventures

Presents the

# Cuba Boogies

The first Boogies ever held in the Caribbean!

We open yet another door in the skydiving scene and give you a chance to discover a new world.

**October 1995 (last 12 days / limited participants!)  
February 1996 The big one!**

- |                  |  |
|------------------|--|
| <b>1995 Deal</b> | * 18th Oct to 1st Nov (depending on dep point) |
|                  | * Round trip from Europe (and Canada)          |
|                  | * 15 jumps, super load organising and video    |
|                  | * First class hotel (breakfast/dinner incl)    |
|                  | * Local transportation, parties, etc           |
|                  | * Aircraft: MI-8/17 (helic) and AN-26          |
| <b>Price:</b>    | * US \$1995 (less for Canadian depart.)        |

**For more details contact:**

**Alexis perry (France)**

**Herman Landsman (Holland)**

**Michael Bouman Office**

**Rob Colpus (GB)**

**Jeff Ronzevalle (FR)**

tel: int 33 93 092171

tel: int 33 2220 11658

tel: int 31 1820 85870

Derek Thomas (USA)

Claudio Bionda (Italy)

fax: int 33 93 704699

fax: int 31 2220 11492

fax: int 31 1820 85870

Bob Hallett (USA)

Eric de Coster (Belgium)



# LETTERS

## BRITISH FS TEAM SELECTION

Dear Ola,  
Your recent letter regarding FS British Team selection has prompted us, Team Short Straw, to express our opinions.

1. 'On' or 'Off' year selection? 'Off' year selection seems to be the better option.

However, there should be no minimum criteria to obtain BPA funding. Surely it is better to send the best team we have to a World Meet than to send no team at all? Criticism will only come if we are not represented at world level competition. The team selected should have the option to decline going to a World Meet. If this should happen, then selection should be carried over to the 'on' year. It is better to send National Champions than to send last year's silver medalists.

Should someone in the selected 4-way team be allowed to be in the selected 8-way team? Yes. We are sending our best teams to the World Meet. Individuals should not be penalised for being in both teams. We should be looking at the teams, not at the individual. This would allow the funding to be used for more training as there would be fewer individual expenses.

2. British Team Project.  
This would require major funding from the Sports Council. The BPA already receives limited funding from the Sports Council and the likelihood of funding on this scale seems unlikely. It would still be worthwhile to see how other nations fund and manage their projects, and how much is required.

3. Encouraging competitive skydiving.  
So how do we encourage competitive skydiving amongst weekend recreational jumpers? Regionals and large FS competitions may not be the answer.

Let's make some general assumptions:

- The average skydiver has limited weekend time available for the sport.
- The average skydiver jumps where their friends jump and where they are most comfortable.
- As skydiving becomes more expensive and spending-money becomes less available, less jumpers are willing to spend time on a DZ if the weather is looking adverse. Skydivers often spend more money on food and drink than on skydiving over a weekend.

So how about 'Fax Meets', a method which seems to be successful in the USA? These meets could be run in a

similar way to the Sibson FS Challenge.

Monthly meets could be in 4-way, 8-way FS, and 8-way speed. Any BPA drop zone which can provide a side-door (left or right) aircraft with the appropriate lift capacity could be involved in any or all of the competitions.

The BPA could issue the dive sheets, of five or six rounds, by fax, prior to the first weekend of each month. The DZs would then submit their results to the BPA immediately after the last weekend of each month. Results would be posted at each competing DZ and in the mag once they have been released by the BPA. Judging would be 'in-house' at each DZ.

For Team Short Straw: Mark James, Ian Matthews, Kevin Sargent and Pete Scott.

**Pete Scott D8656**

## SKYDIVE CITY

Dear Ola,  
After a divorce, £600 overdraft, one written warning from work and six months of waiting and saving, I flew out to the Easter Boogie at Skydive City in Florida, USA. At Tampa International Airport were two mates, Tommy Armour and Willy Jones, who had already been there for two days. After a few jumps to get used to the altitude I did some one-on-one coaching with a guy called Pip. Doing WARP with him cost two slots plus \$10 US (his fee per jump). My skydiving improved beyond belief! After two days' coaching I was Cat 9 (I went to Tampa as Cat 8) and a day later, Cat 10, for which I did a five-point 4-way. My dives after that included a 3-point 7-way, 5-point 5-way, 13-point 2-way, 2-point 8-way, 2-point 10-way and numerous 4-way dives. None of them would have been possible without Pip's first-class coaching. I owe you a big thank you, mate.

The atmosphere on the DZ was really good, and people there were very friendly. Something was always happening and there was loads to do: parties every night, videos being shown of the day's skydives, and huge volumes of booze were drunk. The highlight of the holiday was the skydive at Sebastian out of the Super King Air from 22,000ft, two minutes in the tube! I would like to say thanks to Andy Grinwade (D5141) for allowing us on that lift.

Mention must go to Roger Ponce de Learns' 'Colour concepts' 40-way, which affectionately became known as the 'Coloured Condoms'. They are really hot skydivers and watching them turning points from the ground

was really cool.

We did a 3-way after them from 14,500ft and just watched them from above. Very nice. All in all, I managed 50 jumps, which is not bad, really.

Oh yes, I was Tandem passenger for Doug on his evaluation dive: ace fun. If you get a chance to do one, go for it. I would recommend Skydive City to anyone. I know I'll go back.

Thanks Pip, Gareth, Doug, Henri (for the loan of a Sabre 150 for my Hop & Pop from 9,000ft), Mike, Steve, 'Packin Cath', and Julie (for teaching me to Pro Pack).

**Geordie Cross C582845**

## DEVIL'S ADVOCATE

Dear Ola,  
Whilst I agree with Dave Morris' views on main deployment devices, an additional point associated with pull-out design is the location of the handle. If the pad is attached to the top of the pilot chute, there is a period, albeit short, where the pack is open but no deployment has commenced. When this system was first designed, the intent was to have the pad attached to the base of the pilot chute. The two advantages being a quicker deployment and reduced possibility of the bagged main leaving the pack tray prematurely.  
May I suggest a future topic for this column? Round versus square main for first jumps.

**Nigel Peart D3883 (South Africa)**

## PENNY ROBERTS

Dear Ola,  
Thanks to everyone who helped my girlfriend, Penny Roberts, and myself, after her accident in DeLand on 31 March.

Right, here goes: thanks to my team mates in the Army 8-way team for their understanding, support and the flowers; the staff at Skydive DeLand who helped with whatever they could; 'No-Go' who visited and sent flowers; George Pilkington for his fax and also Target Skysports for theirs; Pete Allum and Sally for the 'accommodation'; Gary, of the South African Team, who was coaching Penny, for his numerous visits; and finally to all the people who rang with their best wishes and those ringing me even now, not realising that I was out of the country until June.

To let everyone know what's happening at the time of writing, Penny is due to be flown back to England, To Pinderfield Hospital, in Wakefield, then on to Stoke Manderville as soon as a bed is available.

If people want to send her cards, I will happily make sure she receives

them. Once her address becomes more permanent, I'll let everyone know it via SP, as she'll be undergoing rehab for sometime. I know she'd appreciate a note from anyone whom she knows, or doesn't know but wants to wish her well.

I've no doubt Penny will be reading her mag, so I'd just like to say, "I'll be back soon and can't wait to see you."

Penny Roberts, c/o Adrian Green, 1Tp, 21 Fd Sqn (EOD) RE, Carver Bks, Wimbish, Saffron Walden, Essex CB10 2YA.

**Adrian Green D10317**

## SKYDIVE U VIEWS

Dear Ola,  
I am writing to encourage debate on some of the points raised in your article on training in the April/May issue of SP. In particular the WARP and Skydive U matters, also touched on in the News and Events column.

My first point: I believe that the skill and knowledge base which is fundamental to Skydive University is particularly valuable. However, there is a problem if Skydive U is to have a major presence in the UK. Are there even twenty Skydive U coaches here? Naturally, WARP will have a place with so few Skydive U coaches (so far). The standards which such coaches need to reach are particularly high, and should remain so. In the meantime, we need to learn from the knowledge base that Skydive U progression offers and apply that to WARP.

The following are just a few issues that also need to be addressed:

- Are WARP coaches consistently taught the mechanics of FS moves properly?
- Should we treat (or recommend) Skydive U as a form of 'Life after WARP' for those keen to learn more, but stick with WARP as the main route to Cat 10?
- How do the French (for example) pursue early FS progression?

I mention these points with regard to the role WARP has played in FS progression in the past. It is an important part of progression but needs to be revisited in light of improvements to skills, knowledge and international standards of recent years. Skydiving skills and knowledge can be found elsewhere, but Skydive University (which is a commercial body) has structured it and continues to develop it.

I would be interested to hear the views and suggestions of others through the mag about how FS progression can be formalised and updated in the UK.

**Kevin McPhillips BPA 367120**

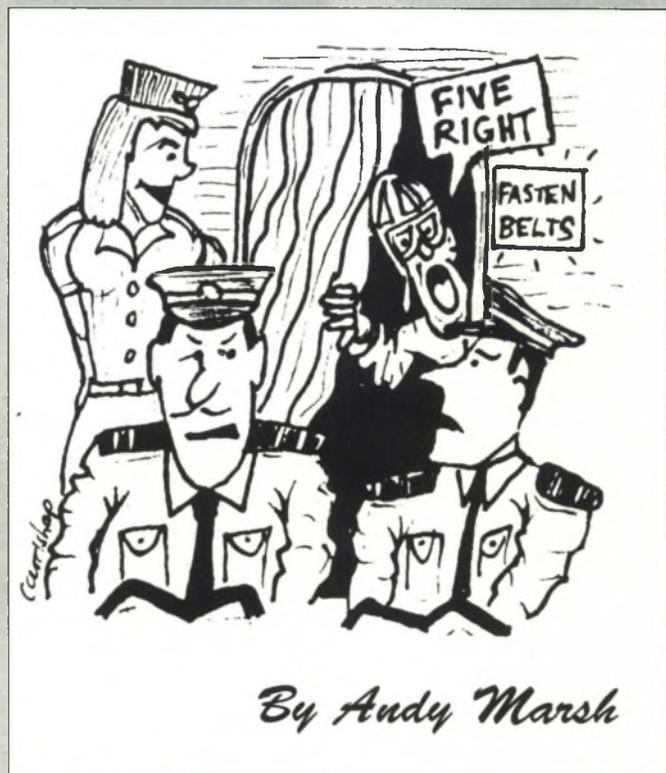
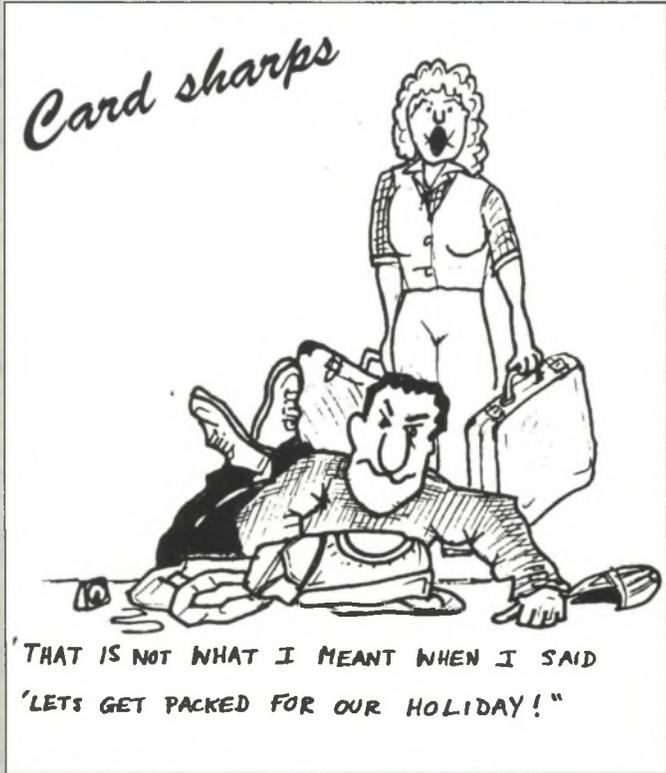
**MILLENIUM FUND**

Dear Ola,  
 Our Chairman, Bob Card, has made reference to the potential of obtaining financial benefit for skydiving from the proceeds of the National lottery. May I also point out that there is another 'pot of gold' which no-one appears to know what to do with, the Millenium Fund?  
 The notion of a National School of excellence involving all aerial sports appeals to my imagination. I can even suggest a venue - Long Marston, the old home of Midland Parachute Centre. It's big enough to accommodate all types of air sports, it's in the centre of the UK - and only ten minutes from my house!  
 Irrespective of location, what a boost for skydiving, microlighting, ballooning and gliding etc, it would be for this country, on the turn of the millenium, if we opened an Airport Centre. It would be unique and the envy of Europe - even the world.  
 Surely for this, the BPA and the CAA could take on the world!  
**Paul Ledden D5935**

**H**ello, and good-bye. As of May, I resigned as editor. Why then, you ask, am I still here writing this piece? Ah, well, one can't just vanish. I should hand over in an orderly manner and the only place to advertise for a successor is in the mag. So I suppose I'm stuck with it until someone steps forward. If you are interested in doing the job please turn to page 15.  
 The main reason for my departure is the same as usual - it is becoming too difficult to sustain the effort needed to keep the mag looking good, make improvements etc with what spare time I have. In fact, I think that it won't be long before we have to pay someone to do the job because there is a fair chunk to do. I'm not complaining, I've enjoyed my spell in the hot seat, the only bit I've not enjoyed is not having enough time to give the mag the full attention it deserves.  
 I had intended to resign later in

the year but it would not have been right to buck the tradition of leaving without having a spat with the dear old BPA council, and it duly happened! It's an interesting story, but not one for the pages of the mag (or even the council minutes it would seem), although a rough idea might be gleaned from the proceedings of a few meetings. Nuff said, and time to move on to more important matters.  
 On the news page you will see that the CAA intends to start charging the BPA and/or parachute clubs a massive fee for its services which hitherto have been provided free (hands up all those in favour of privatisation now). The Sports Council funding cannot be relied on to continue, and if that goes we are really facing a massive hole in our funds. Cries of "They're out to get us" no longer look like parachutists' paranoia. The Sport really is under threat. No doubt skydiving will never cease in the UK but we may find our

sport severely weakened and marginalised. The end result will be costlier jumps, and fewer clubs. Please take some time to read the facts and then write a letter to your MP. It really will make a difference. If you don't know how to go about it there are some hints on page 4.  
 Well, time to go - but you ain't heard the last of me yet. Now that I'll have all that free time on my hands I'll be a) Jumping more and b) Writing about jumping more.  
 I also look forward to having the time to resurrect many of the ideas that have been sitting on the back burner and submitting them to my successor - I hope not too many will end up in the bin.  
 Bye (see you in the next mag).



## Tony Butler

### **Age, marital status, family etc?**

Forty-six going on sixteen (I never really grew up). Not married – good at dodging! Mother, two sisters, one brother, five nephews, two nieces, all the usual!

### **Job description?**

For the last three years I have been the BPA's Technical Officer, the previous nine years as BPA National Coach and Safety Officer.

My current job description covers more than 20 areas, too long and boring to include here, but my primary responsibilities are, "To be responsible to the members of the Association by supporting the BPA Council for the satisfactory management of the Association's affairs in all respects." Which means overseeing the running of the BPA administration. An impossible task without the help of all the other BPA staff members, who are an incredibly hard-working team.

I also deal with all sorts of other organisations, including the Civil Aviation Authority, the Health and Safety Executive, foreign parachuting organisations and legal matters which take up more and more of my time and, of course, the members themselves. I hope that any member who has contacted the Association with a problem or query has been satisfied with the help or advice given.

### **Time in sport, qualifications?**

I made my first jump in November 1973, broke my leg on my sixth jump, then again on my fifteenth, then dislocated my shoulder on my thirtieth. I couldn't land the old C9 canopy to save my life! The thought of jumping a ram air canopy was one of my biggest incentives to stay in the sport.

I obtained my instructor rating in 1978, advanced rating in 1980 and became an examiner in 1982. I have been an AFF tandem instructor since its inception in the UK around ten years' ago.



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

Just over 4,600 jumps. I've had seven reserve rides: one malfunction on my first Para Commander (PC) jump in 1976. I then managed over 4,200 ram air descents without a malfunction, but have now had two in the last 18 months! The other four reserve rides were canopy entanglements in the early days of canopy formation. I used to jump with a team at Perris in the late 'seventies called 'Perris Crew' and we used to experiment with canopy formations before they had been tried by others, and more often than not we got it wrong!

My present equipment is a Javelin container with BT50 main and Mayday 7 reserve, fitted with an RSL and Cypres. I have jumped all sorts of equipment in the past, from old military surplus equipment to PCs, Strato Stars and others that no one now has ever heard of!

### **Competition experience, medals, teams?**

I have always competed, some teams were more successful than others, though I have never been in a team that has represented the UK – maybe next year! Someone once said that "If I ever had an old team reunion, I would need a 72-seater bus to take ex-team members to the get-together". That's not far off the truth. Four and 8-way is my favourite type of jumping and I am in an 8-way team at the moment.

As far as medals are concerned, I have been on teams that have got gold at the Nationals in 8-way Speed, also the Scottish and Cyprus Championships and Regional

Champions twice, together with various other competitions. I was on the 126-way World Record, the current British Record (64), the Asian Record (80) and over the years, have been on various canopy formation records.

### **Most memorable skydive (good or bad)?**

Like others, I have had lots of memorable skydives, but one that gave me the biggest kick was in 1978 when I and three other fairly inexperienced jumpers got the first British/European Canopy 4-stack. We just could not believe we had done it! Prior to that jump, people used to dock canopies together from above and not from below as it has been ever since!

Probably my worst jump was my thousandth. After completing a 9-way RW jump I had a canopy collision with a girl, who dropped through my lines. Her canopy was only partially inflated and there were lines everywhere. She ended up a couple of feet below me. She cutaway, leaving me with two canopies, mine half open and hers in the same state! I could not cutaway as her lines were around my reserve container. After a little while both canopies almost fully inflated and I ended up landing the two canopies in what was in effect a down-plane. This was before down-planes had been invented! Amazingly, I didn't brake any bones, but I was so stiff I could not move for a week!

### **Favourite DZ?**

Of course, I have to say that all BPA DZs are my favourite, but anywhere in the UK

where I am made welcome is good as far as I am concerned. I would just like to see better weather.

World-wide, my favourite DZs are Eloy and Elsinore in the USA because of their weather, friendliness and, in Eloy's case, the facilities.

#### **Do you have an ambition?**

I would still like to represent Great Britain at a World Championships. I would also like to see fatal accidents eliminated.

#### **When not skydiving what do you do?**

Nearly all of my time, both work and pleasure, is taken up with skydiving activities. I used to do some scuba-diving, but now even that has stopped. I do have a soft-spot for cars and have been known to waste money in that direction.

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

Dean Fisher. As a beginner in the sport I nearly gave up a few times, because I believed I was more scared than everyone else and it was Dean's enthusiasm and encouragement (as one of my instructors) that kept me at it. Even now 20 years' later, I still see Dean doing the same thing at weekends and his enthusiasm has never left him. He is one of this sport's unsung heroes.

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

Persons: Jim Crocker, Jackie Young, Al Kruger, John Hitchen, Helmut Clothe, Pete Bath, Danny (The Bear) Gainer, John Lines and Tony Knight.

Teams: RAFSPA (4-Way 1994), The Red Devils, Visions, Symbiosis, The Golden Knights and Team Zenith.

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

I see the sport getting more expensive. I also believe there will eventually be only a handful of big, full-time operations (three or four) and the rest reverting to very small weekend clubs. I also see a trend where more experienced parachutists are jumping less and less in the UK during the winter and using the money saved to have an extra skydiving holiday in the sun.

Also, it seems, owing to the price of jumps, experienced parachutists are making less jumps with intermediate jumpers and are picking their own jumps more carefully. The problem with this is that more jumpers will get as far as Category 10 and then have few people to jump with, then they will be more likely to drop out of the sport because they are unable to progress. Unfortunately, it means that in a few years those experienced parachutists will have less skydivers

to jump with!

The best way to secure the future of the sport is to encourage up-and-coming jumpers, and then the sport will grow and prosper.

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

Only about one in a hundred of us stay in the sport and we all have problems to overcome at some stage. Therefore if you stick at it, you become a special person in a very special sport.

#### **What is your favourite joke?**

An Englishman and Irishman were applying for a job at BT but there was only one vacancy, so the manager said, "Whoever puts up most telephone poles in a day gets the job."

At the end of the day the Englishman said he had put up 10 poles and the Irishman said he had put up eight.

The manager said to the Irishman, "Sorry I've got to give the job to the Englishman."

Paddy then said, "That's not fair, you should see how much of the poles he's left sticking up out of the ground!"

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

Arrogance.

**Dave Mitchell**



This is a nice photo taken a few years ago in Thailand with a couple of skydiving friends, who are no longer with us: Heather Leach and Paul 'Dicko' Dixon.

# Skydive University™ Coaching Camps

Learn the techniques the world's best skydivers are using!

Learn it right the first time!

Be more confident and competent today!

For more information contact Tim Moran:

Team PRO F.L.O.

Skydive University™ Coaches, AFF Instructors & Load Organisers,

“Sponsored by Parachutes de France, Symbiosis Suits & the Cool & Groovy Fridge Co”

British Parachute Schools, The Control Tower, Langar Airfield, Langar, Notts, NG13 9HY.

Tel: 0385 352306 (mobile),

0385 490490 (vodafone respond),

01949 860878 (Langar)

Fax: 01949 860878 (Langar)

e-mail: 100344.1155@compuserve.com

Reserve Jumpshack Racer Elite Flight Concepts International Performance Designs Stiletto

Performance Designs Stiletto Sabre PD 9Cells PD 7Cells PD Reserves Relative Workshop Vector II VectorIII Precision Aerodynamics

PD 9Cells PD 7Cells PD Reserves Relative Workshop Vector II VectorIII Precision Aerodynamics Raven Reserve Jumpshack Racer Elite

## DISCOUNT GEAR SALES

UK Distributor for Florida Dealer  
Direct from USA at discounted prices.

Stiletto £999

Sabres from £939

PD and Raven Reserves from £629

Vectors & Javelins 15% off list price

Many items available from stock  
We can arrange sales for pickup in the USA

At least 15% discount on all items

Call Doug now for details!

Tel/Fax 01764 663350 (24hr ans)

Mobile 0378 289 122

## Centro de Paracaigudisme Costa Brava Calender of Events '95/'96

17/25 Jun	USPA AFF Certification Course
02/09 Jul	Marco Manna "Freestyle/Freeflight School"
23/30 Jul	RW Intermediate Seminar SKYDIVE UNIVERSITY COACHING
28 Jul/4 Aug	Pre Vichy "LARGE FORMATION PRACTICE" with Dave Morris
01/31 Aug	SKYDIVE SPAIN Summer School Freestyle and Skysurf Seminars, Load Organising, Formation Loads/Competitions, Barbecues/Beer/Fun, Prizes.
26/29 Sep	3rd World POPS Meet
07/14 Oct	FALL BOOGIE & Skydive University Coaching
25 Nov/16 Dec	RW Coaching with Herman Landsman from Para Centrum Texel
16 Dec/6 Jan	CHRISTMAS BOOGIE International Load Organisers, "Captain's Cabin" 10-way Speed Formation (3 Rounds), Parties Galore! - Prizes - Beer - Fun

AFF COURSES ALL SEASON ONLY 210,000 Pts  
LEVELS 1-7 ALL WITH VIDEO!!!

### Jump Prices:

3,000 Pts from 12,500ft  
Special Team Rates 2,300 Pts from 12,500ft

Twin Otter / Pilatus Porter / Team Rates / Block Discount / Coaching /  
Gear Sales / Shop / Shaded Creeper Area / Packing Area / Skydive U /  
Warp / Video Facilities / Bunkhouse / Hot showers / Apartments &  
Camping within walking distance of DZ

Visa, Master card and Eurocheque accepted

For further details contact Pete Jones on:  
Centre de Paracaigudisme Costa Brava  
Apartat 194 17487 Empuriabrava Spain  
Tel (34) 72 45 01 11 Fax (34) 72 45 08 77 49



# PARAMASTER

Parachuting altimeters



PARAMASTER mechanical altimeters developed in cooperation with leading agencies. Particular attention has been given to good, errorfree legibility, response sensitivity and extremely high display accuracy, breakage-resistance and operation without needing batteries give the user that essential safety.  
+ P&P £4.00



All supplied with a velcro strap  
+ 2 years parts guarantee

*Dodington's*  
Sports Instruments

28 High Street  
Whitchurch  
Shropshire  
SY13 1AU  
Tel: 01948 662179

## FLAGLER AVIATION INC

FOR THE PERFECT SKYDIVING HOLIDAY COME  
TO FLAGLER BEACH, FLORIDA  
LEARN AFF WITH ROCKY EVANS

(CO DEVELOPER OF AFF)

WE SPECIALISE IN AFF  
EXPERT INSTRUCTION,  
MODERN EQUIPMENT

IMPECCABLE SAFETY RECORD  
STATIC LINE AVAILABLE

**AFF COURSE (7 LEVELS) \$995**

BY APPOINTMENT ONLY

**USPA GROUP MEMBER**

FOR FURTHER INFO CONTACT: Or: TERRY WARBY  
FLAGLER AVIATION INC 222 HIGH STREET  
PO BOX 1636 WEST SUNDERLAND  
BUNNELL FL SR1 3DH  
32110-1636 USA PHONE: 091 567 8080  
PHONE: (904) 437 4547  
FAX: (904) 437 1004



# SKYDIVE ARIZONA

THE PLACE TO BE!



### Event Calendar

- Sept 15 - 17 Bounce Back \$10.00 skydives
- Sept 28 - Oct 2 Boogie in Mexico
- San Carlos Mexico - call for details
- Oct 26 - 30 Halloween Boogie
- Nov 23 - 26 Thanksgiving Boogie
- Dec 1 - 3 POPS record
- Dec 23 - Jan 1 Christmas/NewYear Meet
- Feb 16 - 18 Valentines Money Meet
- 4 and 8 way: open, inter, novice
- April 3 - 8 Easter Boogie
- May 25 - 27 Turbine Madness \$10.00 skydives

- Aircraft 3 Super Otters, DC-3, Beech 18, Hot Air Balloon, Helicopter
- Coaches and Load Organisers
- Facilities:
- Grass landing area
  - Indoor, climate controlled packing area
  - Laundry and shower facilities
  - Caravan and camping area
  - Team rooms and bunks
  - Bunkhouse
  - Kitchen area
  - Free Creepers
  - NEW WEIGHT ROOM
  - NEW CREEPING AREA
  - NEW VIDEO REVIEW AREA
- Instruction:
- Tandem
  - AFF
  - S/L
  - USPA rated Professional Staff
  - First Jump to A-Licence Package: 1,4555 USD
  - Skydive University



**SKYDIVE ARIZONA**  
4900 N Taylor Rd  
Eloy AZ 85231  
Tel (520) 466-3753  
Fax (520) 466-4720  
E-mail SkyAZ@aol.com



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

# Automatic OPENERS OR NOT?



If you have been in sport parachuting for more than a day, you will know what an AAD or AOD (Automatic Activation/Opening Device) is and what it does.

The AAD has usually been associated with student jumpers and from the time the use of an AAD was made compulsory at certain stages in a student's progression, the annual save rate has increased around the world.

For a long time the main AAD in use in the UK was the FXC 12,000, a little bulky and sometimes not as reliable as the experienced skydiver might demand. For student skydiving the FXC 12,000 does a fine job but the bulkiness, the sensitivity and the 'I am a student' image stopped many an experienced jumper from even considering fitting one. This is an attitude of which we should not be proud, but one that I am more guilty of than others of demonstrating.

There have been many designs over the years and a variety of different methods of achieving the same result. From clockwork to pyrotechnic each gained some degree of effectiveness and reliability, although the reliability seems to have improved over the years.

The problems facing an AAD manufacturer trying to sell to the experienced market are these:

1. Reliability
2. Bulk
3. Image (probably the most important!).

Over the last few years more and more

people have bought the latest in AADs, the Cypres, and there are more versions about to hit the market. Are these a good idea?

Recently, I spoke to a very experienced skydiver who told me that he used to have a Cypres but it went off when it wasn't supposed to, so he sold it.

I was quite interested in the story as I own a Cypres, so I questioned the ex-owner further. He did open lower than he was supposed to but higher than the Cypres was supposed to fire.

My immediate thought thereafter was how much lower and how much higher? Are the worries about an unplanned deployment justified?

There has to be a fine balance on the sensitivity of the apparatus. The FXC 12,000 did not become very popular because of its image, and it was also quite sensitive. And if an experienced skydiver started to spiral his Wildfire, there was a strong chance that it would fire. It was possible to adjust the setting, but that still left the FXC too big and too student-like in looks to be attractive to the experienced market.

It is the same with the Student Cypres, which has a much more sensitive setting than the experienced version and will fire if the student spirals their Manta through 750-1,000ft, whereas the experienced version has been adjusted for higher rates of descent and will fire only in free fall or with a streamer.

The modern AAD is much smaller and

more reliable; it now appeals to the 'gear lust' of the modern skydiver.

The idea of an AAD is without question a good one (you must be a fool to disagree with this), but have the problems of the earlier models been solved?

I do not relish the idea of my reserve deploying with my main, but I have over 600 jumps with a Cypres (my mum was a lot happier when I bought it) and have had no problems at all, not even opening at 1,600ft at the world record in Bratislava.

An AAD is compulsory on tandem equipment now. Should they be made compulsory for all skydivers?

My points and questions could cost you a lot of money, an AAD costs £900, but conversely could save a friend's life or your own. Is there anyone out there with a comment?

Thanks for the vast number of letters I received on the topic of last issue's Devil's Advocate: throwaways vs pull-outs. If there are that many of you who agree that an externally mounted pilot chute poses a potential risk - do something about it!

PS: if your closing loop breaks when you are packing, you deserve to be grounded for a month.

Contact 'Mave Doris', tel: 01733 266076, mobile: 0374 986600, or write to SP.

**"Mave Doris" D3376**

# Drop Zone

“**D**rop Zone’ is a wild ride into the excitement and total rush of a subculture where people are addicted to risk and get stoked on defiance, the US Government and the law of gravity itself.” That’s the Hollywood blurb which describes the film world’s attitude to our sport.

“Gee whizz dudes, ain’t that a pity, huh?”

Although ‘Drop Zone’ has excellent skydiving footage, it reinforces Joe and Jane Whuffo’s misconception that if you jump out of a/c’s for fun, then you’re clearly a

candidate for the Funny Farm. That said, let’s disregard the plot, what there is of it and that ain’t much, and divert our attention to the juicy bits.

The choreographed skydiving sequences were filmed by Norman Kent and Tom Sanders among others. Their impressive footage include spectacular mid-air ‘saves’. The first of which is leading man Wesley Snipes’ abrupt exit at altitude minus female tandem master and heroine, newcomer Yancy Butler, through a fuselage trap-door. Not surprisingly a little put out by his sudden departure, our intrepid first-timer is mightily

relieved to be rescued by said tandem master swooping after him in hot pursuit.

Later in the film Yancy struts her stuff by hanging finger-tips and kitless to the bad-dies’ DC3 door sill for fifteen minutes or so while waiting to be rescued (‘Thelma and Louise’ this isn’t). Snipes, meanwhile, exits skygod fashion from the chase plane moments after the heroine lets go. Hero saves heroine, the audience breathes a sigh of relief, and it’s off to the packing shed for a joint, no doubt.

Other scenes include the obligatory bounce, or ‘burn in’, canopy flying at night among the office buildings of downtown Miami, and a wonderful night-time FS jump where everyone is lit up like a Christmas tree.

The precision landing into a tipper truck travelling at warp speed concludes my review, with the memorable but entirely unintentional orthodontic rearrangement of one unlucky jumper as he surf-turfs on full drive straight into it. Whatever he got paid wasn’t enough!

IAIN

## Performance Designs Tour Europe '95

Join Nik on these dates and locations as he demos Cypres equipped Performance Designs and Relative Workshop gear.

### JULY - SEPT SCHEDULE

- 30/06 - 02/07 Kirchberg/Austria  
Waldviertel Boogie
- 06/07 - 09/07 Ampfing/Germany  
16 Way Colibri Cup
- 13/07 - 16/07 Hoxter/Germany  
Mini Meet
- 22/07 - 30/07 Sibson/England  
FS Nationals
- 04/08 - 13/08 Vichy/France  
Espace Boogie
- 18/08 - 20/08 Febrbellin/Germany  
16 Way Competition
- 24/08 - 27/08 Texel/Holland  
Nationals
- 01/09 - 03/09 Freiburg/Germany  
Schwartzwald Cup  
10 & 20 Way
- 08/09 - 10/09 Saulgua/Germany
- 13/09 - 17/09 Gap/France  
World Meet
- 20/09 - 24/09 Ampuria Brava/Spain  
Pops World Meet

**Relative  
Workshop**



Join Bushman on these dates and locations as he demos Cypres equipped Performance Designs parachutes.

### JULY - SEPT SCHEDULE

- 07/07 - 09/07 Utti/Finland  
2nd Annual Tailgate Boogie
- 13/07 - 16/07 Ostre Aera/Norway  
Canopy Flight Weekend
- 21/07 - 27/07 Locarno/Switzerland  
Mike Michigan RW To  
Music Course
- 29/07 - 30/07 Trergen/Switzerland
- 04/08 - 13/08 Vichy/France  
Espace Boogie
- 15/08 - 20/08 Agen/France  
Coupe de France
- 24/08 - 28/08 Sanvincenzo/Italy  
Summer Boogie on the Beach
- 01/09 - 03/09 To Be Announced
- 05/09 - 17/09 Gap/France  
World Meet

**Performance  
Designs Inc.**



# Do you want to edit Sport Parachutist?

**Y**ou will have read elsewhere that Ola is stepping down as editor of SP after four years in the job. On behalf of the council of the BPA I would like to thank Ola for his good work on the magazine over the years. With the redesign, Ola has left the magazine better than when he started, and well placed to develop into the future. What this means though is that a replacement has to be found - would you like the job?

## **The job**

Although the exact duties will be agreed between the editor and the publisher, certain functions are bound to be a part of your work. You will receive raw copy from contributors; letters, features, press releases etc, which must be read and edited. This edited copy will then be sent to the publishers for input into their computers, and you will proof their typing.

You will select photographs to accompany articles where appropriate, decide on photo-features and produce copy for these. You will write an editorial for each issue, decide on the order of the articles in the magazine, and will work with the publisher to agree the layout of the articles. You will then proof the magazine to make sure it hangs together, and looks and feels how you want it. As editor of the magazine you will be responsible for the entire content of each issue (excepting advertisements).

This is a job for someone who knows and understands skydiving. Accuracy and balance should be maintained so that the magazine furthers the best interests of the sport. You will need to avoid exposure of yourself or the BPA to libel claims. You will maintain a good, productive working relationship with the publisher.

Although the position is a BPA appointment, and you will be required to account to the BPA should

problems occur, you will be able to negotiate terms of reference with the council. You will have a clear vision, of how the magazine can develop to further the interests of the sport, and understand your role in its production and development. It would be an advantage to be able to handle a camera - an SLR comes with the job!

You will need to attend or organise the reporting of important administrative events, as well as the major events in the sporting calendar.

The time you will need to spend editing the magazine will depend on your involvement in its production. Experience suggests a minimum of eight to ten working days per issue would be needed to do a good job, so you need to have a reasonable amount of guaranteed spare time; and flexibility, as you will often be working to the publisher's deadlines.

The position is voluntary, although the association will pay all reasonable expenses.

## **How to apply**

If you want to edit SP, write to me and tell me who you are, what experience you will bring to the magazine, the reasons why you are the best person for the job, and your vision of the future of the magazine.

Send your letter to Steven Hoy, c/o Development Committee, British Parachute Association, 5 Wharf Way, Glen Parva, Leicester, LE2 9TF. If you want to talk about the position and its responsibilities, please call me at home on 0181 203 0556.

## **Publishing contract**

The BPA will also be accepting bids from potential publishers of the magazine. If you would like to publish Sport Parachutist please write to me at the address above for further details. This is an opportunity for your company to participate in the production and development of this exciting magazine.



# High Performance Canopies

## Swoop landings

By now you should have perfected straight-in toggle landings so that you have a basis for learning a more aggressive approach. *Yes, it is taking a while but so do healing bones and physiotherapy and they tell you not to jump during that process.*

Starting again with a straight-in approach, set up for the target above 200ft, facing into wind.

**CHECK: TRAFFIC, LANDING AREA** are clear and where are your OUTS? (An 'out' is an alternative landing area. More about this subject later.)

Apply the amount of front riser you have been practising which produces smooth flight. **Keep a secure hold on your toggles.** You should have enough feel by now not to have to look at your canopy. Watch where you are going and your height. A little before your usual flare height release the front risers and then apply toggle input to plane out, smoothly. If you are too high, depress the toggles slowly, run it out. Do not be disappointed if it was not spectacular and you did not get a turf-surf: *you are developing a skill here - it takes time.*

Practise until you have the right height to move smoothly from risers to toggles and get a nice plane. Do not try to increase your speed by simply pulling on more riser beyond what your canopy can handle.

If you want to increase your landing approach speed, this straight-in front riser approach is by far the safest way to land your canopy. Using this landing approach you may release the risers at any point and the canopy will immediately respond to the increased angle of attack and plane out of the steep glide path. Once you begin to input more than small directional control movements you begin to increase the difficulty and danger involved in the landing manoeuvre. Now start your set up slightly off the wind line, say 15° to the left.

**CHECK TRAFFIC, LANDING AREA AND YOUR OUTS.**

**✂ If you want to learn to land using a turn to increase your landing speed then the need to make haste slowly is so important. Do not give in to the temptation of doing just one really spectacular landing on the day's last load because everyone is watching. It could be a lot more spectacular than you intended - and that can be so embarrassing.**

The idea is to carve a front riser turn which ends on the wind line at the right height for you to release the risers and use the toggles. Once you can judge this to a nicety, start your set up a little closer to the pit and carve the turn a little harder.

**Do not try to adjust for a mistake in your judgement by pulling on more front riser to turn faster.**

(Now would be a good time to read the section on 'outs' so that you are ready for the first time you blow it!)

And so you progress, and if you think that this is taking a lot of jumps, then you are correct... but if you have the right attitude to learning how to fly a canopy, then you will always be learning something new with every jump.

Gradually increase your angle of turn in, learning and practising, taking note of the conditions each time and do your **CHECKS** (traffic, landing area, outs).

Bear in mind that each landing in different conditions of wind, turbulence, traffic, temperature, humidity and air density is a different landing with a unique set of conditions. All of these factors affect your set-up height, speed, rate of turn and descent.

Take note of different daily conditions and be especially cautious on a new drop zone, where even the air movement patterns are not what you are used to or have trained for.

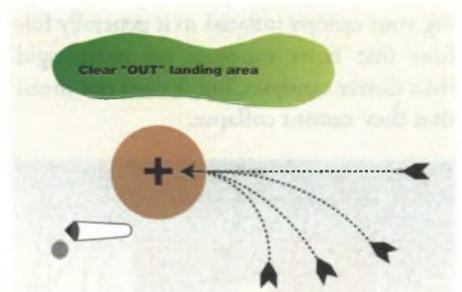
## Remember...

1) Offset and smaller arc approaches are

progressively more difficult and dangerous.

2) Do not rush this steady learning progression.

3) It is similar to when you were learning to pull your ripcord... you have the rest of your life to get it right.



Be very careful if you start setting up for a final turn of more than 90°. For a start these may not be allowed on the drop zone, but even if they are, you are now approaching the landing area in an opposing direction to anyone setting up for a straight-in landing. Sure, the low canopy has right of way but swooping in front of and below another jumper does not put you in the right.

## Turbulence

During your first-jump course, you were taught about looking out for turbulence, eddies or rotors. *Be careful downwind of obstacles on windy days, over the runway on hot days and avoid the wake turbulence behind other canopies.*

You were also taught what to do if you encountered turbulent air - *apply some brake, about 1/4 to 1/2 brakes is usually recommended.* Not too slow or a sudden gust might stall your canopy. Not full drive as the forces acting on your canopy are pro-





portional to the **square** of its speed. (This means that increasing your speed from 20mph to 30mph more than **doubles** the dynamic pressure acting on your canopy.)

Now, this dynamic pressure is also keeping your canopy inflated so it generally follows that faster canopies are more rigid than slower canopies, but it **does not mean that they cannot collapse.**



✎ **Do not use front risers in turbulent conditions**

Do not be deceived into thinking that your new pocket-rocket is bullet-proof; it can fold in turbulence and the results are usually radical. On an older 7-cell you probably did not even notice a flapping end-cell on final approach - and anyway, it always popped open on the flare. But an end cell folding under during a swoop landing, when you could be flying at 35mph, is a different matter entirely. The increased drag from a collapsed end-cell can pull the next cell under, which increases the drag, which pulls the next cell under, and so on. The result is a flick roll with you as the weight at the end of a sling-shot.

Conversely, under-loading a canopy makes it more susceptible to problems associated with turbulence. In this case, however, the results of a partial collapse are usual-



ly less severe since the airspeed is considerably slower and the jumper has more time to deal with any difficulties.

### **All that speed and nowhere to go (or 'outs' as opposed to 'ouch!')**

The first thing to remember is that it is **not the fall that kills you, it is the sudden stop at the end!** So provided that there is not a fence or building in the way, then horizontal speed is not the greatest problem here. It is vertical speed that we have to avoid most as we land.

Remember, you **don't have to land into wind.** We have all seen jumpers scream in downwind, roll in the dust and walk away. Again, no sudden stop!

So if you are part-way through a carving front-riser turn and realise that you can not get all the way into wind in the height available, **the worst possible thing to do** is increase the turn with more front riser in effort to get into wind. Instead, just release the front risers and land straight ahead.

But to do this, your landing pattern needs 'outs' (a way out between obstacles). An essential part of your set-up should be to identify your 'outs' and plan your landing pattern accordingly. Perhaps turning right instead of left leaves you with a lot more space in front?

Even if you believe that you can not possibly blow your approach through your own misjudgement, there is always the chance that someone else will do it for you - another canopy entering your pattern or someone (or something) you did not see on the ground. Or you might suddenly encounter turbulence and decide that this is not a good time to be on front risers.

So the lesson from all of this is that when you blow it (and you will if you keep trying long enough), your new instincts should warn you in time, and your preparation should allow you to do something about it.

Then this will be just another learning step in your canopy handling training, and not the end of a promising career.

Visualise your 'outs' as runways stretching off into the distance. You know which one your flight plan has designated but you also know where your alternates are.

As you are turning through base on to finals, mentally check them off. As you pass each heading, confirm that you have enough height to reach the next. Who's to know if you use an alternate anyway? You didn't file your flight plan, did you?

### **Hook turns**

On the subject of high-speed landings using toggles, there are various opinions. Controlling turns and landings using your toggles is the way your canopy was designed to be used, but the practice of increasing airspeed near the ground using large-input toggle turns has some **very dangerous implications.**

The mechanics of a hook turn are that the toggle input initially slows the canopy but also starts a high-rate turn. This forces the jumper to swing forwards; it is this action, combined with the toggle input, which turns the canopy towards the ground. At this point the jumper has **no control options** until their weight has swung back under the canopy. Until then they are at the mercy of their own judgement and any prevailing wind conditions.

It is this **commitment** to the hook turn which is so dangerous because it allows for no misjudgement. If you blow it here, it is usually big-time!

A very large input using a front riser can have the same result of swinging the jumper towards the ground. This is also a hook turn and is just as dangerous.

### **Landing distance required**

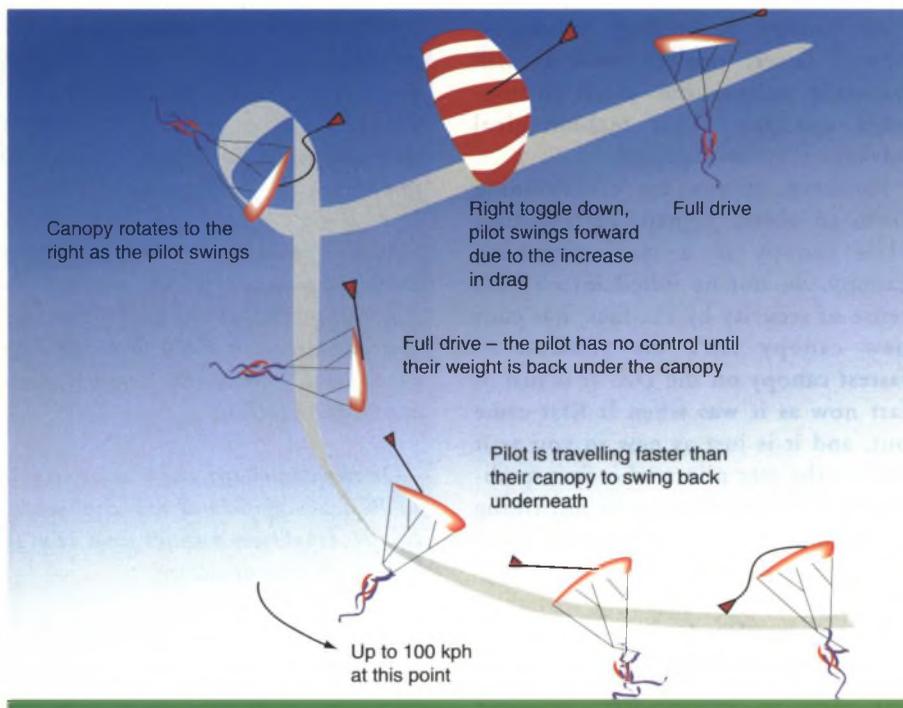
It will pay you to develop a technique for short landings. Not all display jumps are into football ovals, and not all drop zones have wide open spaces in the direction you may want to land in.

### **Long spots**

Several jumpers have been trapped trying

✎ **At altitude 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 manoeuvre and immediately realise you have made a bad mistake, this may be your only option to get your canopy back over your head as quickly as possible.**



### Mind set

By far the most important skill you must master when operating a high performance canopy is 'mind set'. Your mind is the source of all your decisions and actions. And your attitude influences these decisions.

Your perspective on responsibility is critical. If your primary concern is to have fun without regard to the constantly changing conditions all around you, then you should be jumping by yourself. High performance canopies give a canopy pilot a great deal more manoeuvrability than more docile systems, and this bears with it a responsibility to the other people in the air with you. It is not your sky alone.

This responsibility is just common courtesy. Right of way is not related to the speed or wing loading of the canopy. As the pilot of a high-performance canopy, you are (should be) more knowledgeable and skilful at canopy control, and therefore should be the most capable of ensuring safety in the air. You should never cut off other jumpers, or otherwise cause traffic problems, simply because you want to land close-in or make a swoop approach. When there are other jumpers in the air, you owe them every bit as much safety and consideration as you would expect them to provide you. There are ways to be considerate and still have fun under canopy.

High performance canopies are very fast – in every sense of the word. You descend faster, you fly faster, you turn faster. And you get into trouble faster. As the pilot of the quickest, most manoeuvrable canopy in the air, you must be able to make decisions quicker, and with a much higher degree of certainty, than the pilots of slower, larger, and typically more forgiving canopies. Poor judgement, whether from inexperience or bravado, can be very dangerous. On a relatively docile canopy, a minor mistake might only embarrass the pilot. On a high performance canopy, even a minor misjudgement could kill you, someone on the ground, or someone else in the air. On opening, and with your brakes still in the locking loops, your canopy will be flying as fast or faster than mid-range canopies flying at full drive. A single 360° spiral dive can easily consume 500ft!

Fly defensively. Always be watching for other canopies. High performance canopies can overtake other canopies with blinding speed, even other high performance canopies. Remember, the drills you get under a really manoeuvrable canopy are the same for the pilots of other zippy canopies. Everyone wants to have fun, so

to get back from a long spot. It seems that when it comes to a choice between a bit of a walk and a low hook turn, some people have trouble making up their minds. By which time they have saved themselves the walk.

After a bad spot, there are several things you can do that will help:

- 1) Hold on some brake to get further downwind (or front riser to get upwind).
- 2) Reduce drag (elbows in and lift your legs).
- 3) A flat, braked turn will get you part of the way around safely.
- 4) If you have left it too late, do not try to force your canopy into wind. Land ahead.
- 5) Make sure you have plenty of room in front of you, whichever way you are going.
- 6) Revise your PLFs.

### Landing patterns

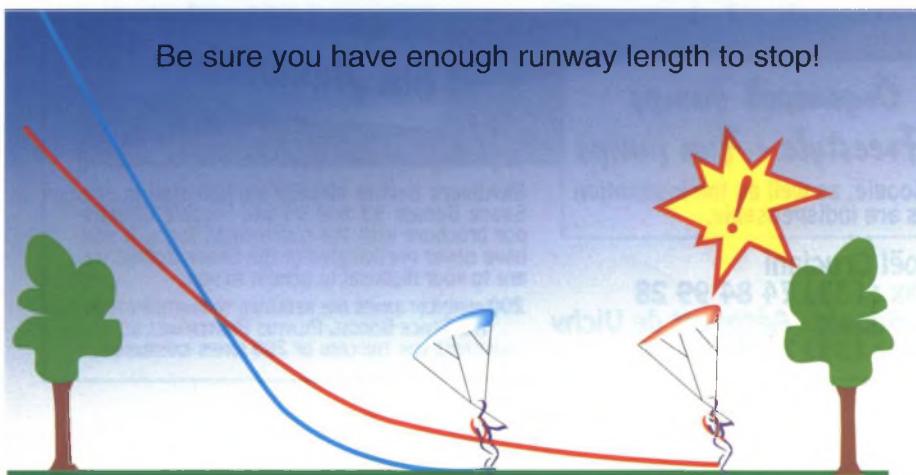
Consider promoting a consistent landing pattern on your drop-zone:

- 1) All turns below 1,000ft to be in the same direction.
- 2) Everyone bases their approach on the lower (or lowest) canopy.
- 3) No-one crosses the wind line at the centre line of the pit below a certain height or anything else that works for your DZ.

Major airfields have published landing patterns. In this way all other pilots know what other pilots are going to do as they touch down.

If your landing area seems to be a bit busy lately, why don't you mention it to other jumpers and see how they feel about it? And consider the situation on nil-wind days, with everyone setting up and landing in different directions. That can be really interesting!

The aim here is to have you spend less time looking at everyone else and wondering what they are going to do, so that you can spend more time concentrating on your own set up and landing.



you are not the only one up there zooming. If they don't see you, it's up to you to stay clear. It takes two to cause a canopy collision. It only takes one head-up pilot to avoid a collision.

Assume the other pilot is going to do something unexpected. Be prepared to avoid or evade the situation. This frequently requires changes in your flight plan, set-up, and/or landing approach, particularly the latter, as this is where canopies tend to converge. Even when you know the other pilots, and you know they are on top of the game, they may not know you are anywhere around. Anticipate and deal with situations before they turn dangerous. Spiral dives, swoop landings and the like, are luxuries you can indulge in only after the safety aspects have been properly dealt with. It just can't be over emphasised how quickly things happen under a small, highly loaded and very fast canopy.

As canopy technology advances, newer, faster, smaller canopies will naturally eclipse the older cutting-edge canopies. This technological advance is to be expected.

However, if you are transitioning from an older, perhaps intermediate class canopy to a more advanced canopy, do not be lulled into a false sense of security by the fact that your new canopy isn't the smallest or fastest canopy on the DZ. It is just as fast now as it was when it first came out, and it is just as new to you as it was to the test pilots who first qualified it. Just because you are not riding the leading edge of technology doesn't mean you aren't riding the leading-edge of your skills.

So, you need to be in a responsible frame of mind, you must be alert, and you must be considerate. These are prerequisites for any canopy pilot, but they become critical for those pilots who are flying along the Edge.

*This section was taken from "The Aerodynamics and Piloting of High Performance Ram-Air Parachutes," written by Jerry Sobieski, an USPA AFF Instructor and Rigger with 2,500 jumps.*

*Anyone wanting a copy of Jerry Sobieski's manual, please contact the Australian Parachute Federation. Or you can access it from Jerry directly via E-mail, Internet jerrys@umiacs.UMD.EDU.*

*Or the document itself is available in Post-Script format via anonymous ftp at Hyperion.umiacs.umd.edu in the Skydiving directory.*

*This is the third and final article by John Chapman of the Australian Parachute Federation.*

*Many thanks to Scott Dougal for the illustrations in this article.*

# ESPACE BOOGIE VICHY 95

European Skydiving Gathering  
From the 5th to the 15th of August  
Super Hercules L 100-30



Photo Willy Boeykens

**Altitude 4800M - Organised Jumps**  
**Skysurf/Sit Flying - Freestyle - Fun jumps**

The preregistration to the Space Boogie, as well as the inscription to organized RW jumps are indispensable.

Informations : Joël Cruciani

Tél : (33) 74 84 91 32 - Fax : (33) 74 84 99 28

From the 1st of August : Espace Boogie - Aéroport de Vichy

Tél : (33) 70 41 98 17 - Fax : (33) 70 41 98 16

**6th Anniversary !**

Skydivers having already participated in the Space Boogie 93 and 94 will receive directly our brochure with the registration form. If you have never participated in the Space Boogie we are to your disposal to send it to you.

200 MINIMUM JUMPS ARE REQUIRED TO PARTICIPATE IN THE SPACE BOOGIE. PILATUS PORTER WILL BE AVAILABLE FOR THE LESS OF 200 JUMPS EXPERIENCE.

# Bali and Lombok Beach Boogie

**T**he 1995 Bali and Lombok Beach Boogie was the 4th consecutive event organised by Exotic Sky Adventures, headed by Alexis Perry and staffed by experienced load organisers Herman Lansmann and Michael Bouman from Holland, Eric de Coster from Belgium, Derek Thomas and Mitch DeCoteau from the USA, Claudio Bionda from Italy, Jeff Rondzavalle (who has now taken over Alexis Perry's boogie school) from France and myself from the UK.

This year's event featured one week living on Bali and flying daily in the Hercules jumpship to Lombok, the next island east in the Indonesian archipelago, where the drop zone was set up at Mataram airport.

The second week saw the entire shebang move to Senggigi beach resort on Lombok, a 20-minute bus ride from the drop zone. The relative quiet of Lombok was a pleasure after the 'in your face, give you cheap price' commercialisation of Kuta Beach on Bali. The other difference of the second week was a change in aircraft: a civilian Transall C160 from Jakarta. Both Boogie aircraft were capable of lifting the whole contingent, 100-120 jumpers, in one load and depositing them from a large tailgate along the length of the airfield on two passes.

Jumpers were organised into groups based on experience and skill level and as last year the groups were named after various exotic fruits: Mangoes, Water Melons, etc. Jumpers were moved up or down the group structure depending on how well/badly they performed. The standard of skydiving was a



10-way over Senggigi beach resort. Thousands of local people gathered on the beach to watch the spectacle.



Carolynne Tilga on her back as she takes a break from the hard labour of sun, sea and sandy beaches.

Photo: Elaine Cox

touch lower than the previous two years.

Not all participants chose to take part in the group system. The usual bunch of chute assis, freestylers, tandem and solo jumpers filled the remainder of every load. The eight load organisers, sporting marching Symbiosis suits, Javelin rigs and Stiletto mains, rotated through the groups on a daily basis, and provided a variety of coaching and organising styles.

Video and stills were by Bruno Brokken, Gaby Meis, Max Dereta and Elaine Cox. Greg Cox, who now lives in Australia with Elaine, was on almost every load with his tandem rig and a willing victim. In fact, one Brit ex-pat from Jakarta made three tandems in a row, the last one on to the beautiful beach at Senggigi.

During the first week the last jump of the day was back on to one of Bali's beaches, with the Herc landing afterwards to off-load non-jumpers and bags etc. The second week saw the last load of the day exit over Senggigi beach with Mount Agung volcano in the distance, or on one or two other beaches at other parts of Lombok Island. Thousands of local Sasak people walked 15 miles to watch us descend from the sky under our multi-coloured kites. Wherever we jumped we were welcomed with enthusiasm and excitement.

As is normal for these exotic boogies not everybody spent each day skydiving. Some jumpers rented bicycles, motor-bikes or cars and explored, while others went scuba diving.

In addition to Andy Ring, Harry Morgan, James King, Benchy, Keith Hughes, Donna Crum, Jeremy Powell, Amanda, and Gareth Robinson and Vicky, who travelled over from the UK, other Brit faces included Chris Lynch, Jenny Rogers and Matt Warren, who was travelling on her world tour.

Jackie Church and Karen Nicholl were also at the boogie, both of whom had been travelling throughout Asia and Australia for several months. They provided an excellent service by canopy packing, which took the strain off doing three to five jumps a day in the tropical heat.

The final day saw about 40 Indonesian and 80 Europeans, plus all their skydiving gear/luggage and multiple purchases cram on board the Transall (11 in the cockpit alone!) and fly the 20 minutes to Denpasar Airport on Bali prior to the flight home.

By the end of the 16-day boogie most people had made 30-40 jumps, changed colour considerably and got used to Gamalan 'bing bong' music and Bali belly.

Many thanks to Indonesian skydiver, Yudho Baskoro, for his part in making the boogie possible and underwriting a very expensive aircraft for the second week.

Exotic Sky Adventures will invade some unsuspecting exotic venue in February '96 - Cuba is a distinct possibility.

**Rob Colpus**



The spectacular scenery of New Zealand and first class facilities of Parakai Hokitika and Rotorua make for an impressive skydiving holiday. Derek Jones and Mo Wilson were there.



Robbie Oakley (left) leads jumpers from Nelson, Christchurch, and the UK.

# Parachute Holiday in New Zealand

This was to be our first holiday in 10 years so we intended to see as much as possible of New Zealand and jump at as many DZs as we could. Before we left the UK we wrote to most of the clubs and received a large batch of replies, so at least we were able to plan our itinerary. Generally kit is not easy to hire so we brought our own. As we are both pilots we opted to hire a Cessna 172.

The first DZ we visited was near Auckland at Parakai, about an hour north-west of Auckland. This was our first introduction to the main skydiving differences between UK and New Zealand.

Firstly, the club accommodation was close to immaculate: fresh paint, clean and shiny packing floors, mown grass and a general impression of effort to keep it that way.

Secondly the whole operation revolved around tandem jumping for tourists, rather than the weekend hordes of one-jump student courses back home.

Thirdly was the jump prices, generally about £8.50 to 10,000ft. A tandem costs about £78.00, while the basic jump course costs £600.00. This consisted of twenty-five jumps using square rigs and starting off with static line progression.

Next day we set off southwards to Nelson on South Island. Unfortunately all of the club's jumpers had gone south to participate in the Hokitika boogie. After pleading to get on the list, we arrived at the boogie at the crack of dawn the next morning. After a kit check and brief from Robbie Oakley, who already had us on the manifest as Pom 1 and Pom 2 we joined the last load in the Beaver for their dive into the Wanganui river valley, where the plan was to take a white-water raft out. We followed everyone else out and got on to the sandbar without getting wet. Afterwards our kit was packed into a cargo net and taken out by helicopter as we manned the inflatables for the trip down river. Eventually we arrived at the far end only to find that our dry kit had been taken back to Hokitika!

The following day we went to Hood Aerodrome at Masterton on North Island. Here we ran into the problem of itinerant skydiving in New Zealand. Most clubs are weekends' only operations catering for tandems. If there are no tandems, then there's no jumping.

Our next leg was past the volcanic region around Mount Rurapahu to Lake Taupo. The parachute centre was very clean, very tidy and obviously designed to

impress the many tandem punters who regularly visit the place.

Rotorua was next. Everybody said, "You can't miss it, you will smell it from miles away". It's true that the volcanic activity: hot springs, boiling mud and geysers produce the odd whiff of sulphur but it was still a great place to visit. The parachute centre has a new purpose-built hangar with accommodation and predominantly caters for the tandem jumpers.

Finally, we flew back to Parakai for one more day's jumping and stayed at a motel with natural hot spring water in every unit. Just right at the end of a long day.

## Overall impressions

Skydiving is cheaper in New Zealand, about two-thirds the cost of the UK. Club accommodation varied from pretty good to unbelievably excellent. Likewise the aeroplanes always had in-flight doors and permanent handrails and floater steps.

The reason for this general air of cleanliness is, of course, the predominance of tourist tandem jumping. One club clocked up about 3,500 tandems this year, another about 4,500. This activity is heavily promoted in all the hotels and information centres. Of course, this generates cash-flow without the heavy training commitment to



The purpose-built hangar and accommodation on the drop zone at Rotarua mostly caters for tourist tandem jumpers.



Spectacular scenery of Wanganui, where we jumped on to the river's sandbar.

one-jump students in this country. For the visiting skydiver, you do have to fit in with this commercial atmosphere. During the week it is sometimes impossible to jump as much as you would like.

There were many DZs that we didn't get

to visit, mainly because they are widely scattered and we ran out of time.

With a population of 3 million people in New Zealand the 24 associate parachute organisations seemed impressive to us. We enjoyed ourselves, made a lot of friends

and had pretty good weather in early March towards the end of the summer season. We definitely plan to return.

**Derek Jones C9538 and  
Mo Wilson D9186**

## Sibson Freestyle Seminar

The Sibson freestyle and sit flying seminar took place between 7 - 11 June. There was a good level of interest despite the late publicity and a fair attendance. Sadly a last-minute work assignment meant that I could not attend and one potential participant went down with pneumonia!

The dates had been carefully chosen to avoid the heatwave and take advantage of the low cloud and drizzle and the participants were able to take full advantage of the seminars, video presentations, and trampoline sessions. The small numbers meant that there was plenty of coaching talent available, and despite the weather a few jumps were made.

We were lucky to have Tamara Koyn, ex-World Champ, to attend. We were able to afford it thanks to her being partly sponsored by Larssen and Brusgaard, Bounceproof, and Tony Suits.

The course was structured so that whatever your level you would be able to receive coaching appropriate to your standard. The emphasis on cross training, skydiving hints and tips and progressive exercises meant that time on the ground was well spent.



Tamara Koyn in action.



Some of the seminar's participants who attended at the weekend (from left to right): Steve Ruffell, Phil Halper, Dave Drewette, Charles Ross, Russell Pullen, John Goodmear and Ann Beckitt, with Tamara Koyn.

air  
time  
designs™



**Larsen &  
Brusgaard**  
Advanced Electronic and Mechanical Engineering

Stuart Meacock ran a sit-flying course concurrently; it was good to see grown men giggling like kids as they became beginners once again. Spectators watching the videos in the bar were also reduced to fits of laughter watching seasoned RW-ers kicking the proverbial out of each other in an aerial version of Kung-Fu as they attempted feet-first dockings.

We have permission to reproduce some of the course notes in SP so you can look forward to some excellent freestyle hints and tips in the coming issues.

Meanwhile, we are hoping to run a bigger seminar in the future with more coaches and more people. To help gauge the level of interest please drop us a line and let us know if you would like to attend one of these.

# RICOH 8-WAY TEAM

Quick as a flash Ricoh steps in to help Games Company get in the frame for the World Meet. All pictures by Adrian Thornton.



**D**espite having never jumped together as an 8-way team, we were delighted when Games Company won the 8-way British Nationals at Peterborough last July. With 1994 being the national team selection year we were very disappointed when the BPA ruled that, since our average was .5 below the selection criteria, we would not receive funding to represent Great Britain at the World Meet in Gap this September. However, as the British National Team, we were entitled to go if we funded ourselves.

We wondered how on earth we were to pay for the entry fees (£1,000 each), travel and training camps until Charles Ross, a Cark jumper, introduced us to a media company which obtained £10,000 worth of sponsorship for the team. Ricoh Cameras' sponsorship package has covered the team's entry fees to the World Meet, team containers, jumpsuits, and helmets, all liberally displaying the name of our sponsors. We were delighted and very grateful to Charles for all his efforts.

The Ricoh Camera Team line-up is: Debbie and Pete Allum, Allison Cronnelly, Steve Johns (video), Kevin McCarthy, John McIver, Darrell Moran (Captain), Dave Smith and Toby Stafford.

With the arrival of our red and white one-pin Tear Drops, Symbiosis Suits and Cool and Groovy helmets, we went to Peterborough Parachute Centre at Sibson. The centre has a Turbolet for the summer and



offered its services for our exclusive use during the week. This offer was too good to refuse so we prayed for good weather and were not disappointed – the weather was perfect!

Armed with dive sheets we arrived at 7.00 am on 2 May and started the day off with a big, fat breakfast at Birdland Bar. (Fiona and Wingy very kindly offered to sponsor the team by feeding us throughout the week.) We had breakfast there at 7.00am every morning, which allowed time for a warm-up, dirt dive, stretch, and a chat until the mist burnt off and gave us the visibility required to start jumping.

For the first three days we repeated most of the dives and it was great to watch the  
(Continued on page 34.)



# The British National Teams



## RAFSPA 4-WAY TEAM

To give you an idea of what a British team does on the lead up to the World Championships Tim Homer has compiled a diary of how the year is progressing.

To give you an idea of what a British team does on the lead up to the World Championships Tim Homer has compiled a diary of how the year is progressing for himself and fellow team-

members: Nicky Homer (video), Steve Newton, Mark Rodwell and Steve Scott.

### January

The team gave a presentation at the BPA AGM on 4-way team training (thanks to all those who attended). We discussed subjects such as fall rates, training dives, the mental side of skydiving, competitions and video.

The weekend following the AGM was not so rewarding. You may have read in the last issue of Sport Parachutist that I had an argument with the road after falling off my motorcycle and came away with a broken left arm, broken right wrist, and a dislocated clavicle just 11 weeks before travelling to Arizona for our first training camp of the year.

(Continued on page 34.)

# NORTH POLE

Sward realised this was no ordinary package tour, as he kicked the bald tyres of the clapped-out Topolov for luck. As quickly as a greased weasel on a Teflon spade he was on his way to...



The British contingent survey all points south from the Pole.

## Skydive on to the Top of the World

(There May Be Trouble Ahead...)



Nearly 20 Brits and we were still outnumbered 2:1 by the Yanks (or 6:1 in loudness). You just can't get the peace and tranquillity on the North Pole anymore.

We were part of the fourth annual skydiving expedition to the Pole, which was made up of three separate parties: Bill Booth was back from the States, Natalie Chudiak had a well-organised European party and the Russians were there, too.

Our party comprised Rob Harmer, Brian Mason, Kevin Parkes, John Parker and myself, and it all started when John

announced that he wanted to celebrate his 50th Birthday in style.

We duly arrived in Moscow on Friday just before Easter. The city is a mixture of rich and poor, decadence and depravity. The systems are so alien to Westerners and will doubtless continue to change apace. Four hours after arriving at the airport we booked into the world's largest hotel, Hotel Rossia, with its 6,000 beds.

The expedition began on Easter Day. We left the hotel and went to an outlying military airfield, where our chartered Topolov 154 jet awaited. Close inspection

of the wheels showed half of the 12 tyres were worn down to the canvass and wire.

This was to be no normal package tour. We loaded our own bags, kicked the tyres for good luck and eventually boarded the jet. Everything took an eternity and I hardly ever remember being informed of what was going on.

Many hours and a refuelling stop later (yes, the tyres managed both landings), we arrived at Khatanga in Central Siberia at 2.00am. It's a beautiful spot, frozen over for most of the year, rendering its small port fairly inactive because the boats were frozen in. Large chimneys belched smoke as they provided heating for the town. At this time of year there are 20 hours of daylight and we were travelling at all hours of the day so our body clock just disappeared. Life was like a military exercise: sleep when you can, eat when you can and be prepared. You never know what the next rumour may bring.

The hotel (did I say, hotel?) was a large building with few rooms and a remarkable number of beds. Five people shared our 5x2m box and cooking facilities. Brian snored like an elephant.

The next stage of the adventure was for the 50 of us to board a huge Russian cargo jet, an IL76 which would reach our destination after a three-hour flight.

At around midnight we arrived at the Pole. The plane slowed down to 150 knots, nearly 170 mph, twice the speed of a normal exit! The first pass was at 400m, allowing us to set our altimeters and other automatic barometric devices. The second pass at the same height allowed the Russian crew to drop vital supplies. It was such a shame when one parachute failed to open and half the supplies plummeted into oblivion.

The third pass saw the Russians jump, with their specially rigged static-lines triggering the opening device for their parachutes once clear of the plane. Quite amazing, these guys, they had twice as much gear to carry, far less protective clothing and what we would consider to be antiquated parachutes.

The IL76 swiftly climbed to 3,000m (10,000ft) for our jump. As we were travelling a mile every 20 seconds we had to exit as quickly as possible to ensure that we weren't strewn across the Pole. We droned across the ice-cap and waited for the short burst of the klaxon to warn us of the impending drop point, and the deafening roar as it instructed us to leave.

Every last check you could conceive of was done. The adrenaline started to

pump, and we were ready for the 150 knot blast of air, probably around -60 degrees centigrade including wind-chill factor. The klaxon howled and we edged to the open tailgates. Everyone was hustling, pushing, shouting; eyes were darting everywhere.

Five of us got to the ramp. I backed up as I wanted to look up at the plane as we left. John and Brian were doing the same to fly the DHL flag, and Rob and Kevin were diving out with us. I'm sure Brian yelled, "Ready, Set, Go!" but we couldn't hear him in the melee. We saw his hand signals however, and everyone left in one explosive burst from the plane.

I was thrown over the top of Brian, glanced at Rob on my left, and saw more glimpses of the fabulous scenery below. I felt the freezing wind on my partly exposed face as the noise changed from chaos to the familiar roar of freefall.

John and Brian grabbed the spare flag's handle before ripping open a dramatic aerial banner proclaiming 'DHL, World-wide Express'. We were on the way.

Rob was also shooting video. He'd been flung to the left and started to make up the distance, while Kevin closed in towards the flying flag. I struggled to slow my fall rate to get above the flag and shoot the vast, cracked expanse below, but all to no avail. We were fast running out of altitude so I dumped, and my freefall was halted abruptly. I looked up to see the comforting words of 'Olympus Cameras' on the underside of my Sabre 150.

What I hadn't seen was John's reserve deploy, fired by his AAD after its inaccu-

rate setting, owing to the confusion of the first pass. In fact, many jumpers did not set their Cypres's at all.

The rest of my descent was spent trying to find Rob's all-white canopy which had 'DHL' in big, red letters emblazoned on it. I spent nearly 2,000ft looking in every direction before I saw him far below. I eventually caught his landing; a tiny speck on the vast polar ice-pack.

Jumpers were strewn over the best part of two miles, and the helicopters started to pick up the furthest first. An American dislocated his shoulder in the exit blast, but fellow Brit, 'Doc' Williams, soon put that back for him and he was among the first taken off the pack.

It was just a few minutes after landing, yet I felt almost cheated, even though we were hyped up from the jump. I wanted to be at the North Pole on my own. I had this feeling of 'so what!' This could be anywhere.

It was a beautiful, warm day on the Pole. It wasn't even cold! Actually, it was 12.35am on Tuesday 18 April and it was -25 degrees centigrade. My hair had turned a frosty white. Brian's beard formed a new shape and growth of its own.

We had landed about 200m from a 2m-wide crack in the ice, which moved slowly and would then be completely still and silent for a minute or so before doing it again. The sound of the crack carried for miles into the distance. The helicopters from an ice airport 80km away were heard long before they became a speck on the horizon. (The ice airport is a stretch of flat ice, specially selected and prepared by a

The Red Devils conquer the world!



Russian crew, who spend several weeks over the winter period looking after all kinds of Arctic expeditions.)

Brian got out his latest GPS, a tiny Garmin machine that indeed confirmed we were at the North Pole, give or take a few metres. Not bad, considering that the ice-pack can move a few kilometres every day as it floats around the Arctic.

The Americans produced the statutory barber's pole with 'fingers' pointing in all directions to major cities world-wide, so we knew where we were!

We stayed on the Pole for about six hours, and completed several laps of the world. I used just as many rolls of film until all my batteries gave up. Luckily, my camera had full manual setting so picture-taking continued. Red Devils' Dave Mitchell and Fin Molloy swapped cameras with me for all the obligatory shots, including of Fin when he stripped to his first layer!

Adrian Nicholas of Capital Radio was also there with Spotty Bowles and Guinness, who swooped a free slot at the last minute when someone couldn't make it. With their group was distinguished photographer, Alastair Thain, who lugged some mightily impressive camera kit.

Tony Crilly, from Netheravon, had secured Subaru sponsorship and wore a suit that made him look like the 'Michelin Man'. Doctors' Ruth Green and ex-pat David 'Doc' Williams treated fellow Brit Rob Doyle for the effects of dehydration. Other Brits were in evidence, too, from Scotland, Wales and even Ireland in the form of Bren Jones.

Everyone was extracted from the Pole in two MI-8 helicopters that normally carry about 20 people. Nearly 30 of us crammed in for the 60-minute trip to the ice airport. Our team was among the last to leave and felt privileged to have spent time in this bleak environment.

When we arrived the first party of about 40 had left the Pole in an Antonov AN24; its twin jet engines mounted high on top of the wings to cope with these harsh conditions. The last Antonov (an AN28) four of us had flown in had lost both engines at 400ft over Weston-on-the-Green, and crashed in spectacular style.

Since the return to Khatanga was three hours each way, the next flight took at least eight hours, with refuelling at both ends. We landed at Khatanga at 8.00am and it was still daylight. We needed sleep, food and water.

To make matters worse there was precious little shelter to sleep in, the temper-

ature was dropping and we were cold, tired and hungry; this was not the Ritz.

An hour later, one of the locals suggested we join him. Quick as a greased weasel on a Teflon spade, we followed him into the second tent where we were welcomed with a hot drink and somewhere to sleep.

These tents are amazing: four beds, a cooking area, central stove, a few empty bottles of vodka, an accordion, a rifle to ward off hungry Polar bears and a few other odd bits. The workers live in them for several weeks and survive all the elements thrown at them.

Eventually we heard the roar of jet engines making neither one nor two, but three attempts to land on the ice runway. The conditions were by now fairly severe. The Russian pilots were quite superb and nearly always flew in extreme conditions.

Refuelling and loading the AN24 took another hour while we crammed 60 people into a plane designed to take only 40, and that's without a huge extra fuel tank inside the fuselage! Approximately 24 hours after we left Khatanga our overloaded jet roared down an ice runway sporting 23 cracks and in foul weather. As we cleared the tents our relief was audible.

No Pole jump would be complete without either vodka or a party and besides, no one had a clue what time of day it was. We had all survived and were heading eastwards towards a Dolgan village.

The Dolgans are fairly nomadic and wander Siberia herding reindeer. We flew in two more MI-8s across the dramatic but harsh expanse; looking out over frozen rivers, forestry and bleak plains.

Rob delivered several kilos of Cadbury's

Dairy Milk to appreciative Dolgans by tying the confection to the bottom of a huge flag suspended from his waist. It proudly announced the arrival of DHL in Central Siberia; though I doubt the viability of an office serving 30 Dolgans and 300 reindeer!

Brian and John landed so far away that they were picked up by tribesmen on Skidoos. We were invited into their 3x2m huts and offered drink (I'd love to know what was in that firewater) and fed reindeer. The trip into this tiny community was just as interesting as the Pole.

After one more jump over Khatanga's frozen river in front of dozens of kids and then a farewell dinner, it was time to load the Topolov with the dodgy tyres. We added an expedition of 13, and loads of extra gear crammed the aisle. The pilot said we were too heavy to take off so we disembarked, only to get back on and take off - a strange logic but it worked.

During the expedition our team was known for our own rendition of 'There May Be Trouble Ahead'. This was just one of many things that kept our spirits high, alongside our first-class canteen that we operated from our room. It left such a bitter taste when Brian and John's Moscow hotel room was burgled as they slept and cleaned up for over \$1,000, including passports, camera, John's North Pole pictures and, most valuable, a complete rig which was only four jumps old. Well, that's modern Russia and we half-expected this kind of trouble.

Would we have missed the trip? Not in a million years. Roll on the next adventure.

**Simon Ward**

Rob's personal delivery of Cadburys' chocolate was an instant success with these Dolgan children.



# Formation Skydiving: On or off-year selection?

**A**s a competitor, when the idea of off-year selection was first proposed, I was dead set against it. Having spent the last couple of years as Chairman of the Competitions Committee, I have had a chance to view the subject from both sides of the fence and found myself uncertain of which direction to go.

I believe the Competitions Committee should go with what competitors in the field want. To this end, during this year's FS Nationals, there will be a meeting of all interested competitors to decide whether to stay with the current practice of off-year selection, or to revert back to on-year selection for FS.

If you can not make this meeting and wish to express your points of view, please do not hesitate to write to me via the BPA office. I will do my best to include your points of view in the meeting.

Before you make any decisions either way, I would ask you give the following points some consideration:

Reasons for changing to off-year selection included:

**1) To give the National team more time to secure a sponsorship.**

This is a sound idea and would appear to be working to an extent.

**2) To enable competitors to utilise their time off work effectively.**

Again, this seems like a reasonable assumption. After talking with several members of

our National teams, it would appear their employers are unwilling to extend holiday allocation. If they were to have gone to their employers directly after a nationals, asking for extra time off to represent their country, the employer would be more inclined to allow this.

I wouldn't, for the first instant, believe that every employer acted in the same way, but it would seem to be the current trend.

**3) To enable National teams more time to train on BPA funding.**

This works to a certain extent. The level of funding is limited. If the World Meet happens to be in a far-off country, the training budget diminishes almost to a state of non-existence.

The sports council is reorganising itself and will not make any guarantees past 1996. The level of funding for our competition teams will almost certainly go down if, indeed, we have any funding at all in the future.

**4) To enable the BPA more time to organise travel arrangements and general administration.**

Looking at correspondence and reports from past on-year selection World Meets, it would appear travel and administration arrangements were rushed.

Occasionally, this led to important documentation being missed out, sometimes at extra cost to the Association.

If we are going to have on-year selection, we will have to organise our Nationals around World Meet dates.

To organise the delegation professionally takes in the region of 12 weeks. This could mean having to hold our National selection as early as May.

## **The way ahead?**

One of the biggest problems with off-year selection would appear to be keeping the team together. A lot of circumstances can change in almost two years.

By choosing a team so long before a World Meet, are we actually choosing the strongest team?

Would it be fair to say, the team that wins the Nationals during the on-year is the best team this country can produce for the coming World Meet?

The other road we could take is to scrap on and off-year selection and replace it with a National squad.

## **The Norwegian Project**

Having observed the Norwegian 'Project' from the start, it would appear to work very well. The 'Project' is basically an organised squad of jumpers, ranging from inexperienced to very experienced, who are interested in competing to represent their country. They are split into three experience-level groups, who all train and compete to get into or stay in the 'A team'.

The American 4-way team have been second place to the French for a long time. They

have now combined East and West-coast jumpers to produce a team that beat France at the last World Cup at the Valentines Meet in Arizona and look favourites to win the next World Championships.

## **A British alternative**

We have a large number of very experienced competition jumpers in this country who, to a certain extent, are split within many different teams.

We also have a large number of talented up-and-coming jumpers who, with the right coaching and correct employment of a 'British Project', could find themselves on a British team in a shorter time than normal.

In order for a British team project to work, it would have to be organised and managed by someone who was not jumping with the team, had experience at world-level competition and good managerial and marketing skills.

A team arrangement such as this would produce better-standard National teams and be more appealing to potential sponsors. As competitors, the ball is in your court.

Please do think about the points I have made. If you have any comments or suggestions of your own, then either write to me or attend the meeting during the Nationals.

I Hope to see you there.

**CHRIS ALLEN**

CHAIRMAN,  
BPA COMPETITIONS COMMITTEE

# Sward Sky Gear LTD



AND

# Sky Science



## Parachute Equipment

Call now for the largest product range in the UK

Stiletto - Sabre - Lightning - PD mains - PD Reserves - BT Pro - Merit - Contact Techno - Raven Swift - Tempo - Atom - Talon - Javelin - Teardrop - Zerox - Vector Cypres - Tandem equipment and many more

Colour your Container, Canopy and Jumpsuit on computer and see the results before you buy.

### Discounts

**We pay your VAT**

New skydiving gear is expensive, therefore we aim to give you the best possible price by paying your VAT on all parachutes and containers (excluding Tandem equipment).

This offer is for a trial period only

**Save with confidence**

### Professional Advice

We have a network of professional advisers around the UK, they consist of AFF Instructors, Advanced Instructors, Advanced Riggers and Skydive U coaches who are there to offer you advice on gear to suit your needs. Contact us direct or any of our professional advisers. Call for details of those near to you.

### Used Gear Wanted

Call us now if you have used gear for sale. We send our stock list to all enquiries so your rig will reach a large group of potential buyers very quickly.

S  
a  
t  
i  
s  
f  
a  
c  
t  
i  
o  
n  
  
G  
u  
a  
r  
a  
n  
t  
e  
e  
d

### Guarantee & Insurance

With our unique back up service we guarantee all equipment sold. We even repair all accidental damage to your equipment within the first 12 months of purchasing your new gear.

### Used Gear For Sale

We have a stock of used gear for sale and each one has undergone a thorough inspection and comes complete with a written inspection report.

Buying used gear and not knowing the pitfalls has proven to be expensive for many skydivers. Now you can buy used gear with confidence and have peace of mind.

### Accessories

See the Sward Sports advert for all accessories and contact us direct on 01793 772323 for your mail order requirements.

We also hold a small stock at our workshop in Aldershot for those visiting.

**The No.1 Specialists for all your skydiving needs**

# **Tony Suit**

## **The world's No.1 Jumpsuit**

Now manufactured under licence in the UK  
Call now for information on the following Satisfaction Guaranteed

The Pit Special – The Camera Suit  
The Tony Suit – The Swoop Suit  
The Sit Special

## **Rigging**      **Custom Equipment**

We operate a full time rigging workshop to take care of all your service and repair work. we have the knowledge, the experience, the tools and are current in all aspects of rigging work. We have the backing of most major canopy and container manufacturers and are currently only one of 4 approved service centres world wide for Rigging Innovations products (Talon, Flexon, Telesis)

Call for any quotes or advice on your rigging requirements

## **Reserve Repacks**

Parachute equipment has become more sophisticated in both the technical and cosmetic sense. Reserve packing has become more specialised, the inspection of your reserve and container requires a considerable level of background knowledge and experience. It is essential that reserve packers stay current and up to date. We are very current with over 200 reserves packed in the last year. All were checked against over 800 safety notices that we hold on file. Call now to book your next reserve repack.

We can supply custom equipment with canopy artwork applied. Giant Display flags. Free-Fall flags and much more for sponsorship deals. Contact us for more information and colour handouts to impress your potential sponsors. We can help design, build and test all types of equipment whether its for a particular job or to assist with instructional techniques.

## **Demo Rigs**

We have a great selection of demo rigs so you can try before you buy. Please call and let us know what you would like to jump.

## **Spare Parts & Materials**

We keep a stock of spare parts and materials at competitive prices. call now for a price list.

## **Cypres**

We continually have new stock arriving, call us now to book yours and have it professionally installed in our workshops.

**Allan Hewitt**  
**BPA Advanced Rigger/Examiner**  
**Instructor – Tandem Master – AFF Instructor – WARP**  
**Coach**



Tel & Fax – 01252 27412      Mobile – 0836 298287  
103 Grosvenor Road Aldershot Hants GU11 3EE

Headcorn's wannabe Warpies get to grips with "straight-legged and spaced-out students with attitude."

# Headcorn Hits WARP Speed!

**"WHY DO YOU  
WANT TO  
BECOME WARP  
COACHES?"**

This was the question Jane Buckle asked a group of regular Headcorn jumpers at the BPA-approved Formation Skydiving Coaches' (or WARP instructors) course at Headcorn early last April.

Prompted by the growing demand of recent Cat 8 skydivers for coached progression, Pete Sizer devised a detailed three-day course comprising ground school, radio use, briefings, spotting, video, more briefings and evaluation jumps. The successful candidates will help out at Headcorn, whilst gaining a BPA-recognised coaching award: a true win-win situation.

None of us was in any doubt that cold Monday morning on the first day of the course that this would be easy, but neither had we expected such a structured and thorough programme either!

But even Pete couldn't arrange the weather. His improvisation included an instructive, highly entertaining and practical demonstration of ground-to-air radio instruction to students under canopy.

Pete and Dave Tunks acted the roles of students under canopy as they walked around the field beside the manifest. Each of us asked them to "Pull down right toggle, pull down left toggle" etc, as they shouted their 'altitude' at us to add some reality of height. A couple of collisions, one lost student, some involuntary CRW and lots of laughs later we discovered how difficult this could be and what to watch out for.

By day three the weather finally gave in to the massed willpower of wannabe WARP

coaches and was good enough for our first evaluation jumps. We were all very nervous and had dry mouths and the shakes before, during and after our jumps.

Jane and Pete acted as our 'students' and both deserve Oscars: Pete for being the most straight-legged, spaced out and unobservant student you could imagine, and Jane for being the best (or worst) 'Student With Attitude' any skydiver would want to meet. (Were they really role-playing?)

All but one of us managed to do our first evaluation jump that day. Ironically, this made the tension worse as three of us had to work the next day. Nevertheless we persevered and most of us managed to do our second evaluation jump by the weekend.

The result is that there are now four more WARP coaches at Headcorn (three of us were put to work on the Friday we qualified, getting immediate success with 'real' students). Three others had graduated by June.

All of us who attended the course are grateful to the staff at Headcorn: Jane Buckle, videomen Ray Sayer and Thomas Shapland and, of course, Pete Sizer for all his preparation, consideration and positive attitude when debriefing us.

The new 'Warpies' are now fully equipped to help the regular crew and are looking forward to progressing WARP students at Headcorn.

**Chris Shaw D7365**



### Amendment to BPA operations manual.

The following amendment has been made to the British Parachute Association Operations Manual.

Reserve ripcords on piggyback equipment may be test pulled by the user after the reserve has been packed. The user should then sign the inspection checklist to indicate that he/she has made the pull test.

In all cases the packer must test pull the reserve ripcord with a scale, and sign for the recorded poundage on the inspection checklist. The maximum acceptable pull force is 22lbs.

### Background

Prior to the above amendment the user had to sign to confirm that he/she did the pull test, or the packer had to sign for the recorded poundage.

The BPA Riggers Committee agreed to the maximum of 22lbs in all cases due to reserve pull forces reaching up to 50lbs in some cases.

It was felt by those present that all reserve systems can be packed to achieve a pull force of less than 22lbs, especially with the introduction of the Cypres loop and silicone gel.

**Allan Hewitt Chairman,  
Riggers' Committee**

### Cypres battery change - 2 years or 500 jumps

On Sunday 9 April, in Holland, a female jumper with approx 60 jumps died while doing dummy pulls from 12,000ft using a borrowed 2-pin Teardrop. Apparently, she made no attempt to deploy neither the main nor reserve.

Upon inspection both canopies and the Cypres-equipped container were found to be in perfect condition. The Cypres had tried to fire its cutters but failed to do so because the battery was three years and nine months' old and had not been replaced.

Two days after the fatality the Dutch Aviation Police confiscated the rig and Cypres. Tests with Airtec simulated the skydive in a pressure chamber. At the appropriate time of the descent the Cypres tried to fire but the bolts in the cutters did not move. The battery was then replaced with a 12-month-old one and the procedure was repeated. This time both cutters worked perfectly.

Once again, Airtec urges all users to replace batteries after two years or 500 jumps, or when the unit indicates in self-test mode that the battery is empty. Only weeks before the fatality Airtec had published a press release in which this important information was stressed. If your batteries need replacing, do so immediately.

**Airtec GmbH**

### Parachutes de France safety bulletin

In Germany during a routine inspection of an Atom harness-container system manufactured in June 1994 it was discovered that the 'W' stitch pattern securing the 3-ring harness ring was missing.

### Analysis

An investigation was held and the following facts were established:

- The stitch pattern was never made.
- Inspection procedures according to the quality assurance manual of Parachutes de France SA had been carried out correctly.
- The stamp witnessing the inspection was applied to the harness.

The analysis of the incident shows that the omission was the result of human error. Statistically, the chance of this type of incident occurring again is extremely slim.

The precautions taken during the design of the Atom harness have shown their validity since, even in the absence of the stitch pattern, the jumper's life was not endangered.

In accordance with German regulations the Atom harness container was inspected by a rigger who passed the rig as safe to use without the stitch pattern.

### Conclusions

- A separate and clearly visible inspection stamp will be applied to each critical stitch pattern of the harness.
- The applicable inspection procedure will be modified accordingly.

- We request all users of Atom harness containers to visually inspect the presence of the two-stitch patterns securing the harness rings before they next jump (this inspection can be effected on a packed parachute without opening the containers).

### PD 113 reserve

The PD 113 reserve has received FAA approval under the new TSO C23(d). This is the first PD reserve specifically designed and tested to meet the new TSO requirements, which comprise a



more stringent testing program and address new standards not previously required by the old TSO-C23(c). For optimum flight and landing characteristics, the recommended maximum suspended weight for this reserve is 135lbs.

Like their other reserves, PD has continued to use spanwise and chordwise reinforcement tapes, which is rare on a reserve that will fit into the tiniest rigs available.

For more information, contact your PD dealer.

### Photo contest

FSW Heller of Germany has announced a photo contest. Entries must show a Heller Helmet II or III (jet helmet design and rotating photo platform) during action in freefall. Creativity and originality will be judged as well as quality.

**Rules:** entries must be either original slides or prints 18x24cm or 8x10in or larger, postmarked no later than 30 September 1995 and mailed to: FSW Heller GmbH, PO Box 1204, D-82019 Taufkirchen, Germany. Both photographer and subject must agree to publication of their contribution for advertising purposes.

Prizes: first prize, 1,000DM cash (or Pounds Sterling equivalent); second prize, a Heller helmet sight type RIO (concentric Newton rings); third prize, some Norman Kent photos, a Heller helmet T shirt with a crazy Dobrowolski cartoon.

## RICOH CAMERA TEAM 8-WAY (continued from page 25)

video, decide how each of us could improve the dive, and have the opportunity to go up and concentrate on those specific items. The results speak for themselves.

After four days of training we took part in Sibson's 8-way competition, judged by Jackie Glover (FAI judge). Over the five rounds we scored 49: 10, 9, 12, 7 and 11, giving us an average of 9.8, the highest of any British 8-way team. We were delighted.

Teams thinking of training here would be hard-pushed to find a drop zone to cater for them as well as Sibson did for us. The plane was ours whenever we were ready. Birdland Bar served mouth-watering meals and snacks for us every day. Leslie Gail and Andy Dixon provided a packing service, and with the excellent weather we did 32 jumps in five days!

We were overwhelmed by people's generosity: Adrian Thornton for giving up so much of his time to produce first-class photographs for our sponsor; Simon Smith who paid for two jumps for the entire team from his own pocket; Fiona and Wingy for feeding and looking after us so well during our training week; Eastley for agreeing to jump with us at the last minute for a good part of the 8-way competition; PPC for doing single starts on the Turbolet; Stuart Meacock for his video work; all the 8-way teams who took part in the Sibson 8-way RW meet that weekend, who so kindly allowed us to continue training; Peter Scott for donating T-shirts to sell for our team fund; and the sponsorship of Ricoh Cameras.

Thank you all so very much! We would not have achieved so much without you.

**Allison Cronnelly**

## RAFSPA TEAM 4-WAY (continued from page 25)

### February and March

Not much happened during these two months as you can imagine but I am now an expert on everything from Neighbours to Coronation Street.

### April

After training for a weekend at Weston to make sure none of my limbs were going to drop off in freefall we travelled to skydive Arizona for our first training camp of the year. Our coach was Jack Jeffries of the American 4-way team 'Airspeed'.

We began the camp with a couple of days doing five point random dives as we were all rusty after our enforced layoff over the winter. We then began to concentrate

on blocks with one block and two or three random points per dive to ensure we completed the block moves several times during the dive. We were then critiqued by Jack to correct any problems we may have had. We repeated the same skydive to put Jack's advice to work and solve the problems.

The advantages of this method are that with only having one block on a given skydive it enables you to concentrate solely on the technique for that block and helps you to gain muscle memory, while keeping two or three random formations within a skydive helps teams keep up the pace or rhythm of a jump.

On behalf of the team I would like to thank Jack Jeffries for his assistance. We all agreed that he was head and shoulders above the rest. We completed 94 training jumps in just over two weeks and saw a marked improvement in our performance.

### May

We continued with our regular weekend team training at Weston after returning from Arizona. We believe this is an essential part of our training. All the gains that teams achieve during training camps can so easily be lost once returning to the UK. It is important to keep 'topping up' the muscle memory.

Our first competition of the year was the Weston 4 and 8-way Regional Meet. Unfortunately, the weather beat the 33 teams and only one round was completed. Weston are trying to reorganise the Meet.

### June

Once again the weather thwarted our efforts to train at weekends. To the end of June we had 35 weekend training jumps at Weston to add to the 94 in Arizona, so the year has not been too bad.

All the team could not be available to attend the next regional competition, so Mark Rodwell, Nicky Homer and I went to Dunkeswell to assist as many teams as possible, Nicky being available to help any budding videographers. We would like to thank Dunkeswell for their hospitality, especially the local pub which is within walking distance of the flying club and means you can drink copious amounts of beer and not have to drive back to the airfield (oh, my head!).

### July

Our weekend team training at Weston will of course continue on every occasion possible. The team will not be competing at the Nationals this year as we feel that another week's training abroad would be more con-

structive for us. The World Championships are from a Porter and we need as many Porter exits as possible, especially as the aircraft has a right-hand door.

The team will be available at the first weekend of the Nationals to coach anyone who needs advice. We are not competing ourselves, so please feel free to approach us.

### August

We have decided to go to Deland for our second training camp. They have a Porter available and we should be able to squeeze another 50-70 jumps in during the 10 days.

In Deland most of our training jumps will be competition style. This is a good way to 'train the brain' into competition mode. During a competition you want to get that feeling of 'just another skydive' (gulp!). The less things you have to think about on a skydive the more you can concentrate on doing your job well.

### September

The World Championships this year will be held in Gap, France. We intend to have our final training camp just prior to the meet and only complete about 30-50 jumps. Teams sometimes make the mistake of burning themselves out before a competition by trying to cram in as many jumps as possible. We think the most important part of a competition is to be mentally prepared for it. Going into a competition fresh and alert instead of tired is the best advice for any team.

### October to December

Sleep, have a beer or three and rest in preparation for 1996 - not necessarily in that order.

Please feel free to approach any of us if you need advice on team training; we are an approachable bunch.

Alternatively, buy a team T shirt from our advertisement below. All proceeds will go towards our training and the World Championships at Gap.

**Tim Homer**

### BRITISH TEAM T-SHIRTS

- Adult long sleeve £3.00
- Adult short sleeve £8.50
- Childrens' t-shirts £5.00
- sweatshirts £15.00

(Grey or white: M/L/XL)

Design on front, back and sleeve. All proceeds to the British 4-way training fund.

Send cheque (plus £1.50 P&P to:  
RAFSPA, C/O Nicky Homer,  
Sycamore Lodge, Radford Hall,

**SEE PAGE 41**



## Altimeters

- O Sapphire** 13,000 ft, white face. Wrist or chest mount. Inc wrist mount.  
Great value £79.95 O Metres O Feet  
O Black O Red O Blue O Pink
- O Altimaster II** 12,000 ft, white face. The 'Standard' altimeter £129.95
- O Altimaster III** 12,000 ft. Includes wrist mount. £149.95
- O Altimaster V** Wrist (inc) or chest mount 12,000 ft.  
O Blue O Black £89.95
- O Spare Glass for Altimaster II** £9.95
- O Chest Pad** foam pad fits all altimeters.  
Colour £5.95
- O Chest Pad/Zak Knife** as above with built in Zak knife. Colour £8.95
- O 'U' brackets** (pairs) attach Altimaster II to chest pad. £3.50
- O Wrist Mount** O Alti II O Alti III £5.95

## Audible altimeters

- O Dytter** pulsating tone at preset height. Very loud.  
O Red O Purple O Black  
O Blue O Turquoise £125.00
- O Microhawk ADD** Black £99.95
- O Time Out**, twin altitude warnings £125.00
- O Dytter Mount** For no helmet dives £11.95
- O Dytter batteries** Set of 4 £9.95

## Camera Gear

- O Newton Sight** Lens in mount with 6mm rod £69.95
- O Stem/Universal Joint** Stem fits to any helmet, joint connects stem to sight £24.50
- O Skylight ADD** Video, LED indicator £41.80
- O Hunter Camera Helmets** from £225.00
- O Leo Dickinson helmet** without drogue £230.00 with drogue £250.00

## Knives

- O Jackknife** Inc spare blades. £9.95
- O Pouch for Jackknife** Fit to jumpsuit or rig  
Colour: £3.00
- O Aluminum Hook Knife** Same as Zak.  
Replaceable blades  
O Black O Red O Blue £10.50
- O Aluminium Hook Knife in pouch**  
Colour: £13.00
- O Zak Knife** £3.50
- O Zak Knife in Pouch** Fits to chest strap  
Colour: £6.00
- O Pouch for Zak knife** £2.50

## Goggles

- O Sward Sports Goggles** Superb comfort, soft edging.  
Lens: O Clear O Smoke  
Trim: O Pink O Green O Orange  
O Black O Blue O Red O Grey  
O Turquoise O White O Yellow £6.99
- O Sky Eyes** Clear Lens. Soft rubber trim.  
Edge colour O Black O Blue O Pink  
O Green O Yellow £11.45
- O Kroop's Over Eyeglasses** Clear lens goggle for spectacle wearers.  
Trim colours: O Hot Pink O Black  
O Blue O Red £9.95
- O EZ** Clear, rimless, non fogging £4.99
- O Lyle Eyes** Rimless flexi goggles £5.99
- O Danish Flexi Goggles**, soft rims £9.95

## Gloves

- O Aircrew** Sizes: O XS/7 O S/7.5  
O M/8 O L/9 O XL/9.5  
Close fitting unlined leather Sensitive feel.  
Excellent for all purpose use £19.95  
O Black O Red O Navy O White
- O Thermal** Thermal lined leather gloves with cuffs.  
Close fitting. Ideal for winter £22.45  
O Black O Red O Navy O White
- O Thermal Inners** Liners for gloves for extra warmth under your normal gloves £7.25
- O Webbed Gloves** Suede leather palm/spandex back O S O M O L £22.95

## Bits & Pieces

- O Tube Stoes, Clear** £5.45  
O Standard O Microline
- O Tube Stoes, Coloured** £6.45  
O Standard O Microline
- O Wallet** Hip Pocket Nylon Wallets.  
Many colours including fluorescent  
O Canopy design O 'RW' design  
Colour £4.50
- O Ben Bag** Flat waist pouch, two pockets, snap fastening  
elasticated waistband  
O Bright O Quiet £9.95
- O Weight Vest** Made from parapak with fastex  
clips & 4 tubes O S O M O L £34.95
- O Sunglasses** Cool, groovy bright colours  
Rubber frame, UV protected. £2.99
- O Goggles** Soft, adjustable retainer bands for  
sunglasses. O Bright O Subtle £6.95
- O Skydiving Poster**, 5 Man star with Smoke  
£3.99

## Logging

- O Log Book Holder, Basic** Parapak. 2 large  
2 small & pen pockets. Holders for RW & CRW  
stamps. Padded.  
Colour: £13.50
- O Log Book Holder, De Luxe** As above with  
extra pockets and velcro fastening. Fully padded.  
Colour £16.50
- O Log Book, 2 Jumps/Page** 'Traditional' RW  
logbook. Lots of information pages. £5.75
- O Log Book, 10 Jumps/Page** As above £5.75
- O Self Inking Stamp**  
O RW O CRW  
Never needs an ink pad £5.50

## Jewellery & Watches

- O Funky Freefallers** Very colourful  
O Brooch O Fridge Magnet £6.50
- O Superior Pin Badges** Gold edged  
O Skysurfer O Freestyle O Tandem O Blue Track  
O Exit from diving Pilatus Porter £4.99
- O Enamel Pin Badges**  
O DC3 O Freefaller O Tandem  
O Square side-on O Square front on  
O Round (A/Con) £3.75
- O Silver Earrings**  
O Square canopies side-on  
O Front-on O Freefaller £8.45
- O Silver Pendants**  
O Square canopies side on  
O Front-on O Freefaller £5.25
- O Watches** Traditional altimeter design face.  
Swiss quartz movement. Black strap  
O With Date £19.95 O Black O Yellow O Red  
O Without Date £18.95 O Black O Blue
- O Altimeter Wall Clock**, Alti design kitchen clock  
£14.95

## Gear Care

- O Packing Mat With Pocket** Large size.  
Padded kneeling area. Riser holders.  
Colour £14.50
- O Rig Bag with Pockets** Padded shoulder  
straps. Carry handle. Large main pocket plus  
smaller front pocket with 3 dividers. Packing tabs.  
Colour £59.95
- O Rig Bag for Tandem Rigs** Colour £64.95
- O Mini Rig Daysack**  
O Pop Top, O Vector O Javelin O Atom £39.95

## Hats & Headgear

- O Frapp Hat** Handmade in quality Italian leather.  
2x dytter pockets.  
Phone for stock. £85.00
- O Frapp Hat** From Hat Shoppe USA  
O S O M O L O XL  
Call for stock or custom order £79.95
- O Protec** Tough plastic £44.95  
O S O M O L O XL  
O White O Red O Black O Blue
- O Protec Liners** £14.95  
O S O M O L O XL
- O Factory Diver** £149.95  
O S O M O L O XL O XXL Call for colours
- O Factory Diver Spare lenses**  
O Clear £16.95 O Tinted £19.95

## Books

- HB - HARDBACK PB - PAPERBACK**
- O 'Ballooning over Everest'**  
By Leo Dickinson HB £14.99
- O 'Anything is Possible'** by Leo Dickinson £14.99
- O 'Filling the Impossible'** by Leo Dickinson £14.99
- O 'Guide to Sport Parachuting'**  
By Charles Shea-Simmonds. Ideal for students.  
144 pages HB £12.50
- O 'Picture Library, Skydiving'** Full colour picture  
book including basic text 32 pages HB £6.95
- O 'The Sky People'** History of Parachuting  
By Peter Hearn. 200 pages HB £18.95
- O 'Freefalling Together 1'** Dive organiser book.  
1) 2-20 ways PB. £12.00 2) 21- 64 ways PB £12.00
- O 'Blocking Together'** Dive organiser book PB  
£12.00
- O 'Groundrush'** By Simon 'Jakey' Jakeman.  
127 pages about base jumping. HB £9.99
- O 'Skydiving in 8 Days'** by Miles Clark £12.50

## Videos

- O Dead Men's Tales** £24.95
- O 'Relative Work - "The Basics"'** £29.95
- O 'World CRW Championships'** TV programme  
and training £19.95
- O 'Travelling' O 1 O 2 O 3**  
Amazing French videos by Patrick Passe £34.94
- O 'Anything is Possible'** 3 x 1/2 hr TV shows  
by Leo Dickinson £4.99
- O 'Flight of the Dream Team'**  
By Norman Kent. Narrated and ideal for showing  
non-skydivers £29.95
- O 'From Wings Came Flight'**  
By Norman Kent. Superb Skydiving footage in  
exotic locations £39.95
- O 'Kinesthesia'**  
The art of body flight by Norman Kent £39.95
- O Norman Kent Compilation** £19.95
- O 'Wally Gubbins - The Compilation'**  
55 minutes of the best bits from the Wally Series  
£14.99
- O 'Over The Edge'** By Tom Saunders 60 mins £34.95
- O 'Jump'** 30 mins fantastic variety video £19.99
- O 'Skydive 100'** Basic Body Flight incl book £89.95
- O 'Skydive 101'** Basic FS/RW Coaching £59.95
- O 'Skydive 400'** 4 Way Coaching, incl book £99.95

## Sward Sportswear

- O Skydive Sweatshirts** £9.99  
White with large 'Skydive' logo across chest in  
Fluorescent Pink & Bright Blue  
O S O M O L O XL
- O Skydive T-Shirt**  
as sweatshirt £6.99 O S O M O L O XL
- O Baggies**, Trousers in great styles & patterns £24.95  
O S O M O L O XL
- O Designer T-shirts** £12.95 O M O L O XL
- O Skysurf O Skydive at Dawn O Tandem** (great  
for clients) **O Drop Zone** (humorous) **O Performance  
Designs**
- O Bounceproof** designer gear  
O Y-Back O DZT Tee Shirt O DZT2-Safe-T Tee  
Shirt £12.95 O Liddy-Biddy Y-Back, shorter than the  
Y-back £12.50 O Trackin' Trousers, long trousers  
with attitude! £24.95
- O Shorties**, for the girls £14.95
- O Hicky Hider**, Long sleeve top with style £15.95
- O Reaper Keeper**, Hooded jacket £48.00
- O Bun Blasters**, Shorts with style £19.50
- O Rascal Romper**, All in one for the girls £27.50
- O Hangar** Baseball cap to beat all baseball caps £12.00

## Footwear

- Size (3 - 12/37 - 46)
- O Strops (Adult)** £17.50  
Rubber Sandals with ankle straps  
O Single Bright O Multi Bright O Black O Blue  
O Pink/Purple O Purple/Grey O Pink/Purple/Grey
- O Strops (Childrens)** Sizes 9 - 1  
Pink/Purple/Black only - £9.99
- O Strops/X Back** Adult sizes only. £19.50  
Across the toe design, colourful weaves.
- O 'Sierra' Fibus**  
Across the toe design, hard wearing, fully  
adjustable ankle strap Adult sizes only £29.95  
O Black O Blue O Colourful weaves.
- O Fibus** £27.50  
Hard wearing sandals with fully adjustable ankle  
straps O Blue O Blue/Silver O Green/Grey  
O Black O Magenta/Grey O Red



Post and Packing	UK	Europe	Outside Europe
Orders up to £10.00	£2.50	£3.50	£6.00
Orders £10.01 to £20.00	£4.00	£4.50	£8.00
Orders £20.01 to £50.00	£5.00	£5.50	£11.00
Orders over £50.00	£6.00	£6.50	£16.00

**Tel: 01793 772323**  
**Fax: 01793 772085**



# SWARD SPORTS LTD

Your **No.1** choice for skydiving accessories  
*Just look what we have to offer (and it's so easy to order)*

## Number one for...

Sward Sports is No. 1 for great products, value and service and we are constantly adding to our range. Now available are several new products:

No. 1 for BOUNCEPROOF SPORTSEAR. A collection of some of the finest quality designer gear ever made for skydivers from T Shirts, Y Backs, Shorts and Shorties, Baseball caps, a brilliant Hooded Jacket and an all in one. Girls and Boys look no further, you are catered for by BOUNCEPROOF.

No. 1 for FACTORY DIVERS. Undoubtedly the best headgear available used by all the best world teams, no misting, no falling off in freefall, no falling apart – settle for nothing less.

No. 1 for TRAINING VIDEOS. Sward Sports now distribute the SKYDIVE U SERIES, Skydive 100 (Basic Body Flight), Skydive 101 (Basic FS Coaching) and Skydive 400 (4 Way Coaching).

## Number one for...

No. 1 for GLOVES. In summer, our AIRCREW GLOVES are superb. In the colder conditions (or all year round) our THERMAL GLOVES are certainly the best; over half the 20 Brits skydiving on the NORTH POLE used them and were warm as toast!

No. 1 for GOGGLES. We have all the best including the new LYLE EYES. They pack up flat, are quite flexible, virtually unbreakable and rimless. They're great value and great quality.

No. 1 for CAMERA GEAR. We have the HUNTER HELMET in stock and ready to go as well as the LEO HELMET. We also stock those little LED INDICATORS that tell you when the camera is switched on, as well as SIGHTS, MOUNTS and ACCESSORIES.

No. 1 for AUDIBLE ALTIMETERS. Joining the ever popular, super-reliable DYTTER is the TIME OUT featuring twin altitude warnings and at the same price.

No. 1 for BOOKS and back in stock is the definitive AFF book, SKYDIVING IN 8 DAYS, all AFF instructors should pre-issue one to each student. A great introduction to the sport!

AFF • WARP • FUN JUMPING • FREESTYLE • FORMATION SKYDIVING • CHUTE ASSIS • DISPLAYS & DEMOS • TEAMS  
PROGRESSION SKYDIVES • TANDEM • RAPS • STATIC LINE • CANOPY FORMATIONS • STYLE & ACCURACY

HOW TO  
USE THE...

## 24 HOUR ORDER HOTLINE

Call us 24 hours a day on our special order hotline. Although it's attended most of the time you may get the answering service so read the following checklist and be prepared to leave your order.

- ✓ Have your name and address ready
- ✓ Spell place names clearly
- ✓ Don't forget your postcode
- ✓ Leave details of the goods required
- ✓ Tell us the quantity, colour, size and other options
- ✓ Leave your card number and expiry date
- ✓ Fax us if you prefer
- ✗ Don't speak too fast – (we're just learning shorthand!)

**Tel: 01793 772323 / Fax: 01793 772085**

Name \_\_\_\_\_  
Address \_\_\_\_\_  
\_\_\_\_\_  
Postcode \_\_\_\_\_

I enclose a cheque  
or please debit my Switch/Access/Visa/Mastercard A/C No:

\_\_\_\_\_ Expiry Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Home Tel No: \_\_\_\_\_

Have you ordered from  
Sward Sports before?  
YES  NO

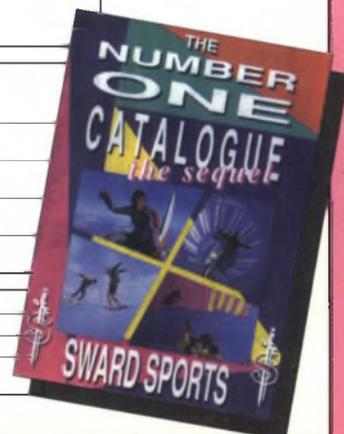
Item description	Size	Colour	Custom options (size, colour, name etc)	Custom charge	Item Price	Qty	Total Price



\*Insurance is automatically added to your order unless specified in box provided. If you do not accept insurance we take no responsibility for non-delivery. Insurance not required (tick box)

	UK	BFPO & Europe	Outside Europe
Post & Packing	£2.00	£3.00	£5.00
Orders up to £10.00	£2.00	£3.00	£5.00
Orders £10.01 - £20.00	£3.50	£4.00	£7.00
Orders £20.01 - £50.00	£4.50	£5.00	£10.00
Orders over £50.00	£5.50	£6.00	£15.00

Goods	
Post & Packing	
Insurance*	.95
<b>TOTAL</b>	



**Sward Sports Ltd, Mill Farm, The Fox, Purton, Swindon, Wilts SN5 9EF (UK)**



# CLASSIFIED ADVERTS

## COMPLETE SYSTEM

Complete system in red: 7-cell main in four colours, leg-strap throwaway, with bag and spares. 3 jumpsuits, plus Protec and Frapp hat, Dytter, Altimaster II, 2 mounts. 2 Jack-knives and pouches, goggles, gloves, packing mats, French boots style 8, and much more.

Sell the lot or sell individually.

**£800**

Tel: Ken Mapplebeck  
anytime 01932 570689  
(answerphone)

## CHASER/FURY/SAC

Chaser throwaway container (beige), Fury main (multi-coloured), Sac reserve. Cleared and unused. Also packing mat and Protec helmet. All in very good condition.

**£400 ono**

Tel: Neil 0181 970 8019 (day)

## RACER ELITE/PD150/MICRO RAVEN

Racer Elite (yellow, pink and blue) - small harness. PD150 (yellow, pink and blue) - 300 jumps. Micro Raven 150 - never used. Leg-strap throwaway. Ideal first kit - available immediately.

**£850 ono**

Tel: Gerry 0181 954 8272

## THREE COMPLETE SYSTEMS

Jaguar/Magnum/Magic square reserve.  
Racer/252/X210 square reserve.  
Racer/Pegasus/Featherlite round reserve.  
Offers, please.

Tel: Jane or Clem 01622 890862

## PD170/RACER/PHANTOM 22

PD170 main in red/silver/black, 600 jumps. Racer container, silver with red trim. Phantom 22 reserve, used once. All in good condition.

**£600 ono**

Also Altimaster V, brand new. **£80**  
Tel: Sam 0115 9580041

## PD210

PD210 for sale. Write to: Soren Blasebjerg, 18 Bullen Close, Bury St Edmonds.

## RAVEN II/FOILS/TALON

Raven II reserve, £550. Foils 252s £352. Talon Classic, £250.

Tel: Jeff Chandler 01980 678276

## GENISIS/FURY/SWIFT

Genesis container (throwaway) - suit girl/small man: blue/white Fury - 200 jumps, Swift reserve - unused. Will split.

**£500 offers to split**

Tel: Diana 0171 352 0052 (home)  
0171 351 2383 (work)

## JAGUAR/SABRE/90/MAGIC RES

Pack blue, Sabre green and blues. Leg-strap throwaway. 500 jumps. Good condition.

**£500**

Tel: Hugo 01235 531182

## KIT FOR SALE

4 x RAPS kit, 4 x TSE ZEROX, 4 x Mantas, 4 HP round reserves, 4 x FXC 12000 fully 'J' moded. Kit convertible to free fall and AFF.

Tel: 01202 672408

## CHASER/GQ RAYDER/INVADER

Blue/grey chaser, leg-strap throwaway. GQ Rayder main, silver, blue, navy. Invader reserve fully moded. Very good condition

**£450 ono**

Tel: Trevor James 0121 744 7525  
(after 6pm)

## HAWK TANDEM

Hawk tandem - 80 jumps. 425 main, pink and blue. Reserve packed and ready. Cypres serviced. Sale includes, bag, secondary handles, extra main handles, spare drogue, reserve free bag and manual.

**£4,400**

Tel: Ali Wright 0850 236778  
RAFSPA 01869 343343

## TWINS FORCE SALE!

Falcon 195, black and brown - 250 jumps. Round reserve. Pop-top-type container. Protec helmet with Dytter. Altimeter, rig bag and jump suit.

**£650**

Tel: Dave Goode 01865 717966

## COMPLETE CRW KIT

Zerex container - black/yellow piping. Main Pursuit 215 throwaway - 120 jumps, new pilot chute. Reserve: X-210 7-cell, 2 jumps.

**£550 ono**

Tel: John 01803 555800

## ALTIMASTER II/WRISTMOUNT

Altimaster II, wristmount, never jumped, in original packing.

Make me an offer I can't refuse!

Tel: Oscar 01256 893575 evenings

## VIDEO CAMERA

Ferguson F801 palmcorder. Excellent condition will all leads, charger and manual.

Very compact and ideal for freefall photography. Bargain.

**£350**

Tel: Steve 01222 886123

Classified adverts cost **£5** for 40 words plus 10p per word thereafter. Adverts can be placed by fax or sent by post but payment must be received before going to press. Cheques should be made payable to: **AIRSCAPE** and forwarded to: **AIRSCAPE, MEDIA SUITE, 3 TYERS GATE, LONDON, SE1 3HX**

## COMPLETE RIG FOR SALE

In eye-catching black and red design. Excellent for first rig or budding accuracy freak. Container is a Vector copy (Aircare) main - Fury (black), 63 jumps from new. Reserve - Tempo 170 (never used) RSL attached, extra padding and very comfortable, leg strap throwaway, Cypres ready. Interested?

**£1,350.00 ono**

Tel: Nick Johnston at British Skysports  
01262 677367

## ALTIMASTER II/WRISTMOUNT

Altimaster II, wristmount, never jumped, in original packing.

Make me an offer I can't refuse!

Tel: Oscar 01256 893575 evenings



## \* ANTONOV AN-2 GIANT BIPLANE

\* Enjoy the great experience in 1995 with UK's most experienced AN-2 operators.  
Lifts 12 - free fall or static line

## \* COMPETITIVE L410 TURBOLET CHARTER

## \* LARGER AIRCRAFT ALSO AVAILABLE

Avia Special Ltd  
contact: James Black or Sue Jefferis  
tel 01707 262 774, fax 01707 251 405

# ADVERTISERS INDEX

Airtec	35 & 41	Hanson Safety	48	Skydive City	40
Avia Special Ltd	39	Julian Snow Travel	48	Sky Science	30
BPA Editor	15	The Kit Store Ltd	1	Square One	16
British Parachute Schools	11	Larsen & Brusgaard	16	Sward Sky Gear	31
British Team Sports	34	Parasport Italia	6	Sward Sports	36
Centro de Paracaidismo	11	Performance Designs	14 & 48	Sward Sports Ltd	37
Discount Gear Sales	11	Performance Designs	14 & 48	Sward Sports Price List	36
Dodingtons	12	Parachutes de France	16	Symbiosis Suits	38
Dodingtons footer	39	PD Source	16	Thomas Sports Equipment	BC
Espace Boogie	20	Paragear	2	West Mercia Insurance	48
Exotic Sky Adventures	6	Perris Valley Skydiving	44		
Freeflight Skydiving School	48	RAPA	48		
Flagler Aviation	12	Skydive Arizona	12		

Altimaster

Service Centre - Dodington's

28HIGH STREET, WHITCHURCH  
SHROPSHIRE, SY13 1AU  
Telephone: Whitchurch (01948) 662179

# 1995-96 CALENDAR OF EVENTS

## **October 28-29**

Halloween Boogie Come and party with your fellow spooks. Night jumps and costume party on Saturday. FOOD, FUN and PRIZES!

## **NOVEMBER 18-25**

Thanksgiving Boogie & Annual Turkey Meet Events include 8-way competition, 10-way speed from a DC-3, (just like the good ole days) and a 20-way competition. Fun jumps all week! Don't miss the "CITYS" annual Thanksgiving party and Turkey Dinner on Thursday Nov. 23rd.

## **December 15-January 14**

Christmas and New Year's Boogie  
Dec. 16-24 "20-Way World Meet"-training camp  
Dec. 24 & 25 Original 10-way Scrambles  
This event is fast becoming a "CITY" tradition and everybody wins!  
Dec. 26-31 "20-Way World Meet"-Test Event  
Dec. 31 Christmas Star dives and Skydive City's annual New Year's Eve Party (Live band)

## **January 7-13**

CRW large formation world record attempt  
This event will be hosted by former world champion Mike Lewis and Performance Designs  
Fun jumps throughout the entire boogie  
Come jump the C-130!

## **February 14-18**

4-way and 8-way money meets  
Feb. 17 2-way "Sweetheart" competitions

## **March 16-17**

St. Patrick's Day celebration with 10-way speed and sequential competition  
St. Patty's Day party, complete with a barbecue and "Green" beer

## **March 23-April 14**

Annual Easter Boogie  
Large formation dives and PARTIES, PARTIES and PARTIES!

## **April 20-21**

Mayor's Cup 8-way competition  
Challenge the mayor but remember he hasn't lost yet!

## **The Magic is back at "THE CITY"**

### **Aircraft**

Full Time: Twin Otters and C-182 Visiting: C-130, DC 3, Turbo Porter, Casa, Balloon and Helicopter

### **City Facilities**

Trailer and RV Park, Covered bunker for creeping, Camping, Shower House, Laundry and Covered packing

### **Additional Services**

Sunshine Factory Sales and Rigging The "City" Skydiving School and Hard Dock Cafe Beer

### **Upcoming Seminars**

Malfunctions, Canopy Relative Work, Hook Turns and Canopy Designs

### **Important Notes**

Only \$15 to 13,500ft  
Year around Turbine Aircraft



Zephyrhills Municipal Airport  
40440 Chancey Road  
Zephyrhills, Florida 33539

(813) 783-9399 Fax (813) 782-0599  
**1 (800) 404-9399**

**A blank page in a magazine  
is like a skydiver without**



# POPS CORNER

Parachutists Over Phorty Society

It's the task of the STC to reflect upon accidents and injuries, and not just anyone (or culprits) to conduct post-mortems on their own.

But I remain overwhelmed after ten weeks by the kindness and response of fellow POPS, as well as the skydiving community at large, to my heavy encounter with Mother Earth on 3rd March in Spain. I can't thank you all enough and as much as I'd like to single out many for their particular concern and thoughtfulness, it would be wrong to do so.

Recovery from these things is always a long haul as some of us have discovered, and for me it looks like an 18-month grounding before getting airborne again. This means neither dumping my responsibilities nor failing to attend our meets. I'll be there, as Hon Sec and very involved onlooker. When my femurs are fully fused I'll be first out of the aircraft.

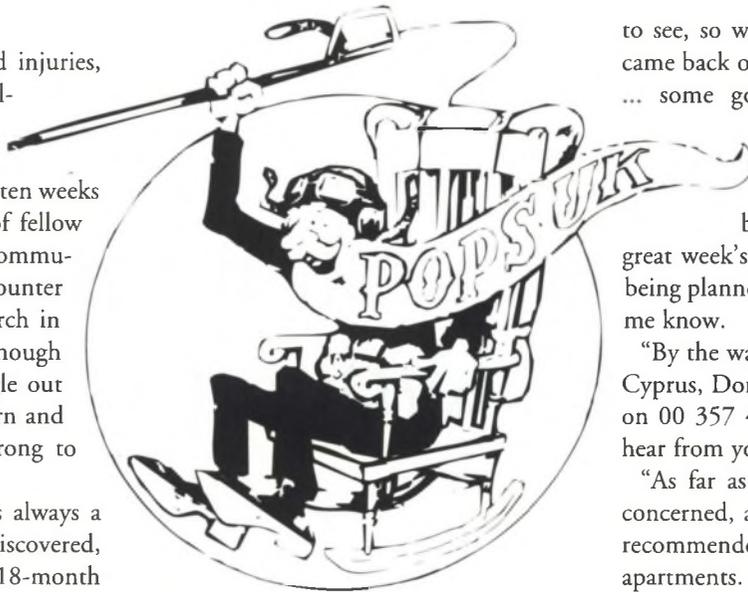
POPS CRW team 'Over the Top' finished a very laudable third place out of eight teams over five rounds at Ipswich during the May Bank Holiday. Many congratulations to:

Pat Hammond (POPS 402), Brian Pushman (POPS 594), Mick Rich (POPS 597) and Gerry Buggle (POPS 596).

No piccies from Pat who reported in, but well done, guys. Some of you will remember that Pat and friends are prepared to coach any interested POPS members in the art of CRW. Please contact him at Ipswich Parachute Centre.

TOP POP Michael Allum (POPS 252) reports on a recent visit to Cyprus, an event which is fast becoming annual and very popular. Michael writes:

"POPS members from Germany,



Pop's visit to Cyprus is turning into an annual event.

Belgium France and the UK met in Cyprus on the last week of April for a fun week of jumping, sunbathing and socialising. Michel Van Beirs with his wife Jeannine, two Didiers, one from France and the other from Belgium with their wives, Sigrid Pradel from Germany, John Knight and Betty, Lofty and Grace Thomas, Michael and Inger Allum from the UK along with local POPS members Don and Dorcas Naismith.

"For the first few days we had a problem: no working plane. But as this was Cyprus, it was warm and there was plenty

to see, so we became tourists. The plane came back on line and the jumping began ... some good 4 and 5-ways and an attempted 9-way that built to eight. Three days of fun jumping, lots of sunshine, beer and good food made for a great week's holiday. Next year is already being planned, so, if you are interested, let me know.

"By the way, if you are planning to visit Cyprus, Don and Dorcas say phone them on 00 357 4629846, they would love to hear from you.

"As far as jumpers going to Cyprus is concerned, anyone wanting a good, well-recommended base, try the Lysithia Hotel apartments. Just a couple of miles from

Kingsfield, it's directly opposite the beach and has a lovely swimming pool and bar (tell them Mike Allum sent you). Bookings are through Olympic Holidays.

"A big thank you to CCI Dixie Dixon and his staff who made us all very welcome."

By the time you pick up this issue of SP our first national meet this year, held at Black Knights Parachute Centre, Cockerham, will have taken place. Because some idiot broke his pins,

he'll not make it, which is a right pain in the backside in more ways than one. I know, however, that Sue Hill and all her 'Angels' will provide a warm welcome to those who attend, and TOP POP Michael will also be in attendance for presentations.

And what's all this codswallop I hear of members not hearing about the 3rd POPS World Meet? Ola has printed details at least three times for me and I've asked for saes through our beloved mag so that I can inform you fully. Michael is circulating a flyer to all centres right now

which will list the programme and prices etc. Take the trouble to send me an sae, and you'll receive from me a personal copy and also the availability of hotels within a reasonable distance of the drop zone. If you don't, I think you'll regret it. This is positively my last word on the subject.

Had it not been for this idiot Honourary Secretary making every mistake he possibly could, he would have been in front of the STC on 6 May with

our much-desired hearing of the annual medical requirement for the over fifties. I would like you to know that the STC have consented to such a hearing and will do so when I'm able to get there.

Ola's survey says that POPS Corner is the least popular SP item. This is not what I've heard from POPS members. Maybe it's because the active, honest over forty members are less vociferous and opinionated than some PUPS (Parachutists Under Phorthy).

Did you know that you're a short time young and real living comes later? More to the point, the POPS material of this world are in ever-increasing numbers, of this I'm equally certain, and it hurts not one bit to admit it.

Ampuriabrava in September will include a record attempt which could reach 100, but you have to join UK POPS to participate. Think on that.

**John Crowhurst, Hon Sec.**

## POPS PROFILE

From within our longstanding members' ranks and a character to whom we are much endeared, Nigel Yonge writes:

"My first jump, aged 41, was out of a Rapide at Thrupton in 1967, followed by a handful of jumps over the next few years. Thrupton folded and the next DZ was at the short-lived Sandown, Isle of Wight, from an Auster. Then Compton Abbas opened and I progressed through the category system under Bill Boot and Neville Hounsome.

"Ocean racing in the summer and beagling in the winter, combined with a growing family and shortage of funds, made crewing in other people's yachts cheaper than jumping and over the years three Fastnet Races, a Gibraltar Race and dozens of other cross-Channel races and extensive cruising (including much later, an Atlantic crossing) took up most of the holidays and weekends available. Skydiving, however, did not make me seasick and continued off and on.

"Four children grew up and each one did one or more static-line jumps. My wife, Sarah, aged 60, did a tandem in 1993, so I reposted with a bungee jump off a crane!

I have been lucky enough to jump nine different types of Cessnas, five helicopters and sundry Cherokees, Tripacers, EP9s, Skyvans, Skyliners, Dakotas, Islanders, Porters, Beavers, Partanavias, Beechcrafts and Turbolets (though don't ask me how to exit them all now). Also three biplane types, Antonov 2, Stumpe and, of course, Tiger Moths.

"As a team member of the Diamond 9 Parachute Display Team, I've had enormous fun travelling to numerous air shows and clocked up three-to-four dozen Tiger jumps. You climb out of the cockpit on to the wing, close the door, say good-bye nicely to the pilot and step off backwards – magic! Unfortunately, displays frequently clash with POPS meets so a lot have been missed.

"POPS has been marvellous for me as its meets have taken me to strange DZs across the country and, indeed, the world. Never having been a hot competition man, though competition has enormously developed parachuting, I have always remained a fun jumper and POPS suits me fine, having taken me to Hong Kong, Oz, Canada, USA (Skydive Hawaii was a buzz) and Germany. Been there, done that, got the tee shirt!

I have done one night jump (quite enough for me) and have failed two water jumps at Pope Valley (I missed the lake twice through bad spotting – not mine, actually). I have yet to do a hot air balloon.

"I once took part in a mass drop out of three Dakotas at Biggin Hill. There I was with 96 canopies milling around. Talk about traffic jams! One dozey Oz jumper woke up late to a malfunction, cutaway and landed almost in a Jumpy Castle full of kids after a very short reserve ride.

"My least favourite experience was when my reserve popped when centre floating from an Islander. Two bangs later, one on the fuselage and one on the empannage, left me under a round reserve seeing stars. Thank God, the reserve went under the tail.

"I am still having fun, thanks to the skydiving fraternity and POPS. At the time of writing my next jump will be my one thousandth."

### **Nigel Yonge POPS 75**

Thank you, Nigel, who's next? Volunteers please.

Finally, please welcome new members: **John Lewis** POPS 543, from Egham, Surrey; **John Felstead** POPS 644, from Higher Openshaw, Manchester; **Peter Harlow** POPS 645, from Sawston, Cambs; **Paul Young** POPS 646, from Melksham, Wilts; **John Parncutt** POPS 647, from Swinton, Manchester; **Jeff Illidge** POPS 648, from Fulwood, Preston; and **David Ashton** POPS 649, from Huyton, Merseyside.

I hope to be off my back and my backside, well-oiled and in full elevation, albeit metal supported, by the next issue.



Nigel Yonge, POPS 75

# PERRIS VALLEY SKYDIVING



*Open 365 Days A Year In Sunny Southern California!*



**EXCELLENT TEAM RATES**

**WORLD CLASS COACHING BY AIRMOVES**

Team Training Facilities • Video Review Rooms • PAL & NTSC Systems • Bunkhouse •  
"IHOP" Foreign Visitor House • New "Jump Run" Cantina • Creepers • Load Organizers • Packers •  
Close to Los Angeles & San Diego • Beaches • Mountains • And Lots of Blue Skies!

**2 Twin Otters, DC-3, King Air, C-206**

**PERRIS VALLEY SKYDIVING**

2091 Goetz Road • Perris, CA 92570

**(909) 657-3904 • Fax (909) 657-6178**



One of the Scottish 4-ways over Deland. Photo by Jo Stanley

# FS skills camp

## Scottish Sport Parachute Association

### First instalment

This was the first-ever Scottish FS skills training camp to select teams to represent Scotland in competition. The initiative was taken last autumn to hold a skills camp at Skydive DeLand this April, a further camp at Skydive Strathallan in August and another trip to DeLand next spring, leading to the 1996 British FS Championships.

The first of these camps has taken place, and this summarises our experiences at DeLand.

### The coach and the squad

Our coach Ricardo Pettena, one of the top Skydive U coaches at DeLand, was supplied with skydiving CVs of those attending well in advance of our trip to DeLand (jump numbers ranged from 100 to 3,000 plus), and he started us off with one-on-one exercises which were all videotaped. Skydive U exercises and briefing disciplines were used throughout.

### The scheme

We planned to do a minimum 50 jumps each under Ricardo's guidance and to apply maximum effort into all aspects of our jumps as a group. It is fair to compare our efforts to those of a runner trying to beat his previous 'personal best' for a given distance.

After a few days of one-on-one dives, improvements in position and technique became obvious. Ricardo consolidated by creating two 4-way groups of approximately equal experience, while leaving the others in groups of two and three. The 4-way dives were generally exercises in disciplines such as cross referencing, timing and combinations of moves, eventually moving to randoms. After the initial frustration of many squad members things began to improve, then the money ran out.

All of us contributed towards a central fund to pay for our jumps and have them videotaped up to the 50-jump commitment, but as so many of our early jumps were 2-ways with video our money ran out. Since we unanimously agreed that it was best to continue our training with video debriefs, we elected to jump less so as to afford it.

Personally, I wanted more than the 50 training jumps, with shorter gaps between lifts, to create a greater challenge towards the end of the camp, but people have different stamina levels (and overdraft limits) and Ricardo did not skimp on his time coaching anyone.

### The benefits

We never expected to form teams to represent Scotland at national level after the

first, short camp but we have achieved a provisional senior and intermediate team. Doubtless, there will be changes over the coming months, and I hope more teams will be formed this year.

There were major improvements in our skydiving skills, discipline and knowledge and this will lead to stronger team jumping next year, create more WARP coaches and enhance the knowledge of those with WARP ratings.

The camp was a foundation to further develop skills in Scotland, and the start of a long-term process which will make SPA members a formidable force in modern formation skydiving.

### A few words of thanks...

Many helped to make our first training camp a success, and a few people deserve special mention. Ricardo, for his patience. Bob Hallett and the staff at Skydive DeLand for their efficiency and kindness. Danny, Jo and Arturo for their videowork and humour. The Scottish Sports Council, whose selective grant helped finance our coaching. And Doug Malcolm, who did so much of the organisation. Finally, Dale Kirby and Norm Kent for the loan of the golf buggy, without which we would have walked.

**Kevin McPhillips**



# 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), 1 st 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  
Hiilium 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**  
East Leys Farm  
Grindale  
Bridlington  
East Yorkshire YO16 4YB  
Tel: 01262 677367 / 01836 276188

### Cornwall Parachute Centre

A different kind of Skydiving Centre! Cleanest and friendliest centre around. Emphasis on having fun and learning. C182 with Inflight Door, Unrestricted Altitude, Static Line Squares, RW Instruction under the Kinesthesia Program, Creepers, Video facilities, all types of jumping including FS and Freestyle. Good Jump Prices, Everyone Welcome, Local Accommodation available.

**Cornwall Parachute Centre**  
Frans Ranch  
Old Naval Airfield  
St Merryn  
Cornwall  
Tel: 01841 540691

### Devon & Somerset Parachute School

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

**Devon & Somerset Parachute School**  
30 Tower Way  
Highfield  
Dunkswell  
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**  
Eaglescott Airfield  
Ashreigney  
Chumleigh  
Devon EX18 7PH  
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

In fabulous lakeland scenery. RW, CRW, WARP, Kit Hire, BN Islander, bunk house, showers etc. Camping on airfield, visitors welcome open weekends and bank holidays mostly.

**North West Parachute Centre**  
Cark Airfield  
Flookburgh  
Nr Grange-Over-Sands  
Cumbria  
Tel: Airfield 015395 58672/58555  
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

Islander, AFF, WARP, Tandem. Bunkhouse accommodation, free camping, showers, bar, food. Unrestricted altitude. Twenty years experience.

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

### Peterlee

Open 8.30am to 8.30 pm. Basic S/L courses, progression, Raps, WARP, rigging, displays. On site conveniences.

**The Airfield**  
Shotton Colliery  
Peterlee  
Co Durham DH6 2ND  
Tel: 0191 5171234  
Fax: 0191 3865315

### Skydive Strathallan

Open 9am to 9pm weekends and public holidays. Over thirty years of skydiving in Scotland. AFF with square on square, video on every jump, Cypres fitted to all AFF equipment. S/L Square or Round and Tandem courses, WARP, CRW, FS, Style and Accuracy coaching with video. Two Cessna 206's, artificial pit and electronic pad, cheap jump prices, shop, excellent student progression. Canteen, TV room, B&B and camping in local town.

**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

Young progressive centre, operated by Skydivers for Skydivers. Student and RW. Progression, AFF, Tandem, RAPS, courses. Weekend and midweek evenings at present. Aircraft – C182 with others on occasional call. New club building, unrestricted altitude. Canteen and accommodation available.

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

## Stirling Parachute Centre

Open weekends and some midweek, S/L Round Tandem, RW and CRW instruction, WARP instruction, lecture rooms, packing facilities, indoor training and B&B nearby.

**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**  
Hibaldstow Airfield  
Hibaldstow  
Brigg  
South Humberside  
Tel: Anyday 0113 2505600  
Tel: Drop Zone 01652 648837  
Fax: 0113 2571071

## Wild Geese Ireland

Open 7 days a week – 8am till dark. S/L round, S/L square courses daily, tandems, training to Cat 10, CRW, display team, kit hire, AAD's radios, large accuracy pit with competition pad, Cessna 206, Pilatus Porter. Accommodation for 36, camping welcome, hot showers, full catering, games room.

**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  
Cradwell  
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 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

### Flying Tigers Airsports

RAPS, AFF & TANDEM.

**Kevin McIlwee**  
**Flying Tigers Airsports**  
6 St Hildas Court  
Palmyra Road  
St Helier  
Jersey JE2 3YT  
Tel/Fax: 01534 880140  
Tel: Cellnet 0850 272141

### Scottish Sport Parachute Association

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

**Sheila Lang (Secretary, SSPA)**  
Strathallan Airfield  
Auchterarder  
Perthshire PH3 1BE

### Slipstream Adventures

Run by Headcorn Parachute Club. We are the UK's longest running AFF school. We offer personalised instruction and only train one student at a time, so no queuing for instructors or equipment.

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

### Southern Skydivers

Complete range of skydiving training: AFF Tandem, RAPS, Progression training.

Operating out of Poole Dorset, and jumping with the APA facilities of one of the largest, safest and obstacle free drop zones in the UK.

**Contact: Bob Scouler**  
Tel: 01202 672408

### David Morris Action Sports

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

**41 Ellindon**  
Bretton North  
Peterborough  
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  
Tel: 0181 392 9291  
Answer phone: 081 878 0147 (eves)  
Fax: 0181 392 9322

### Parachute Training Services

The complete RAPS package. PTS offers one jump introductory course with the option of progression training through to Cat 10. Operating at Netheravon in conjunction with the APA.

**Contact: Doug Peacock**  
11 Godwyn Close  
Larkhill Abingdon, Oxon OX14 1BU  
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

### RAFSPA

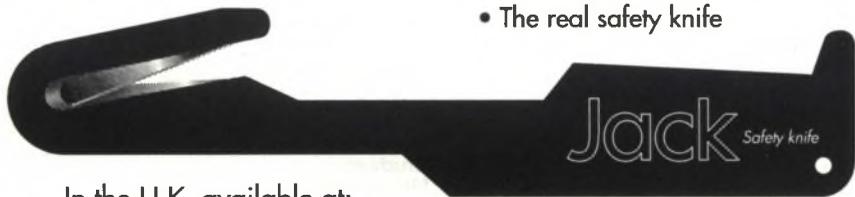
Weston-on-the-Green  
Nr Bicester  
Oxon  
Tel: 01869 343343

# A Great Bite with a Perfect Grip

The JACK Safety Knife is there to help you in case of entanglement or other unplanned situations.

- Used by NATO since 1983
- Dayglo yellow or black colour

- Fast, good grip
- No search for fingerholes
- One hand operation
- Length increases your reach
- Twin opposing blades cut better
- Extra blade set inside knife
- The real safety knife



In the U.K. available at:  
Sward Sports Ltd 0793-772323

Made in Sweden. Hanson Safety HB Box 108, 236 23, Hällviken, Sweden

## FREEFLIGHT SKYDIVING SCHOOL HAS MIGRATED TO BIRDLAND!

Skydive at our privately owned airport 50 miles north of Tampa with:

**Jerry Bird** ..... **9,000+ Jumps**  
*World Champion*

**Frank Arenas** ..... **6,000+ Jumps**  
*World Record Holder/AFF Instructor*

**Mark Hewitt** ..... **5,000+ Jumps**  
*US National Champion/AFF Instructor*

and the rest of our staff that averages 4,000 jumps.

**WORLD-CLASS INSTRUCTION**  
"WHEN ONLY THE BEST WILL DO"  
Twin Otter, Cessna 182

EXPERT AFF INSTRUCTION	ONE-ON-ONE COACHING	HIGH-PERFORMANCE CANOPY TRAINING
TEAM FOR A DAY	WARP COACHING	4- & 8-WAY TEAM COACHING

"The official school of the World Freefall Convention"

PO BOX 1179, Bushnell, FL 33513-1179  
(904) 568-2992 Fax: (813) 782-5112

### HARRISON-BEAUMONT (INSURANCE BROKERS) LIMITED TRADING AS

**WEST MERCIA**  
INSURANCE SERVICES

#### INSURANCE FOR PARACHUTISTS INCLUDING EQUIPMENT

For further details contact:

**HARRISON-BEAUMONT (INS BROKERS) LTD**  
trading as WEST MERCIA INSURANCE SERVICES  
High Street, Wombourne, Nr Wolverhampton. WV5 9DN  
Tel: 01902 892661 Fax: 01902 849212



## SKYDIVE THE WORLD

TRAINING CAMPS, FLIGHTS, CAR HIRE, BOOGIES  
CUSTOM SKYDIVING PACKAGES FOR AFF AND RAPS IN FRANCE/USA

CALL ALISON MAYO

### JULIAN SNOW TRAVEL

7-9 UNION STREET  
STRATFORD UPON AVON  
WARKS CV37 6QT



TEL: 01789 261112 FAX: 01789 261113

WEEKENDS TRY CALLING MIDLAND PARACHUTE CENTRE 0451 944449

## TAKE YOUR BEST SHOT!

PERFORMANCE DESIGNS'  
1996 CALENDAR PHOTO CONTEST  
\*\*\* GRAND PRIZE \*\*\*  
A PERFORMANCE DESIGNS PARACHUTE!  
Send us your best shot(s) of a PD Canopy in action from anywhere in the world. The 12 winning photos will be used in the PD 1996 Calendar. Entries must be received by 8/31/95. Drawing held 11/15/95. Slides preferred. For more info call:



1300 E. Int'l Speedway Blvd.  
DeLand, FL 32724 USA  
Ph# (904) 734-2224  
Fax (904) 734-8297



Photo Nikolaj Sode

# BT Pro Series

The smartest affordable dream

- ✓ Reliable openings.
- ✓ High airspeed.
- ✓ Safe flares.
- ✓ Tiptoe landings.
- ✓ Meeting my requirements. OK

**1989** : at that time, when most people thought that the evolution of the ram air concept had come to an end, Parachutes de France was still listening to its customers and decided not to accept this situation. Launching the **Blue Track** canopies was an event unprecedented in the history of parachuting. A tremendous amount of research and technical work was carried out to develop a true zero porosity canopy fabric: PF 3000. Many experts expressed their doubts about the future of the formula. Not the customers of Parachutes de France: their Blue Track canopies proved to be worth waiting for, and they applauded the arrival of this truly innovative canopy.

Already one year later a large number of manufacturers had changed their mind and the concept of a trapezoid canopy made of «zero P» was imitated or literally cloned. However the genuine Blue Track has unrivalled qualities to which connoisseurs will always remain loyal.

**1994**: by that time the Blue Track concept has become a world standard. Yet, PdF itself set another revolutionary standard by introducing the **Blue Track PRO Series**. A series of technical innovations embodied in one single product brought together features that seem to conflict: **performance, comfort, safety** and **durability**. For Parachutes de France, creating the PRO Series was a challenge as well as a pleasure. But we created it for **your** pleasure in the first place, having listened carefully to **your** comments and to **your** needs.

**1995**: your wishes and our expectations have come true: reliable openings, high airspeed, safe flares, tiptoe landings. That's what **you** wanted. **You** were right.

*We made it. Thanks to you.*



2, Rue Denis Papin - B.P. 1, Jouy le Moutier  
95008 Cergy-Pontoise Cedex  
Tél. (1) 34 32 77 77 - Fax: (1) 34 32 73 17



# THOMAS

Sports  
Equipment  
Limited

## The 1 Pin Tear Drop

The 1 Pin Tear Drop, the fastest deploying reserve in the world, the easiest pop top reserve to pack in the world, now has the highest standard in the world **FAA TSO C23d** and is completely usable and accepted **WORLDWIDE**.

Cypres ready at no extra charge  
Custom colours at no extra charge  
TSO C23d at no extra charge !!!!

## Your Equipment

As the UK's leading Designer, Manufacturer, Importer and Supplier of parachute equipment we can offer our customers the biggest and best range of equipment at very competitive prices with the guarantee that we can solve your problems if you are not completely satisfied. Our factory offers a manufacturing facility for a wide range of products all manufactured to CAA and ISO approval. With genuine affiliations to the top manufacturers of parachute equipment in the World, such as Performance Designs, Airtec, Parachutes De France, Precision Aerodynamics, Flight Concepts, Parachute Industries of South Africa, you are sure to find the equipment you are looking for. We can also have your equipment waiting for you in the country of your destination at no extra cost and with the same guarantee.

## Demo Equipment Available

In conjunction with Performance Designs we are able to provide complete sets of equipment for demonstration purposes. 1 Pin Tear Drops complete with P.D. Main and Reserves, watch out for us at your local D.Z. and try one.



## The Loft

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 stoves, 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.

**PINFOLD LANE - BRIDLINGTON - EAST YORKSHIRE - YO16 5XS**  
**TEL: 01262 678299 FAX: 01262 602063**