

SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION

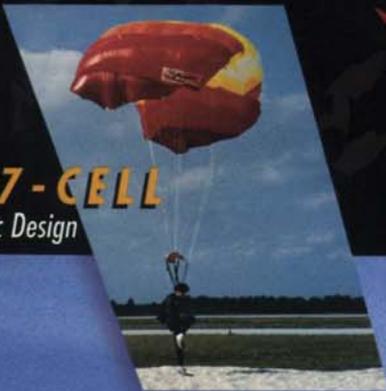


Extreme photos
Control your deployment
Mental preparation and visualisation

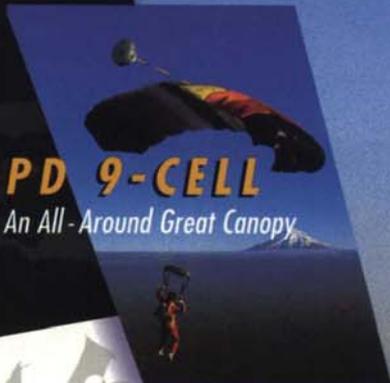
June 1996

Performance Designs Inc.

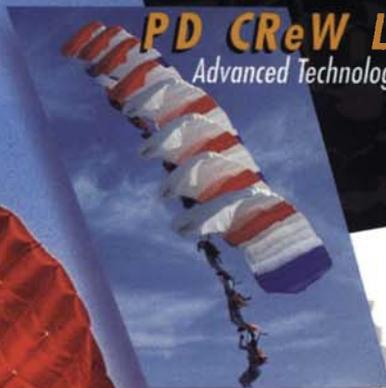
PD 7-CELL
A Classic Design



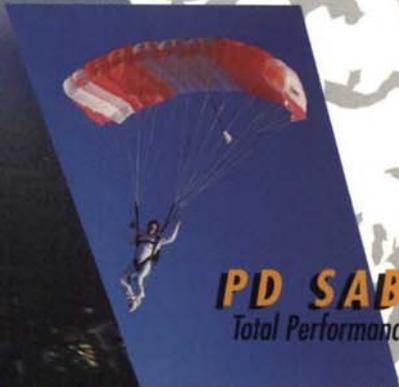
PD 9-CELL
An All-Around Great Canopy



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

Performance 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



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

Chairman Magazine Committee
Steven Hoy

Treasurer
Debbie Carter

Vice Presidents
Jim Crocker and John Lines

Council Members
**Chris Allen, Tye Boughen, Adrian Bowles,
Bob Card, Peter Carroll,
Phil Gibbs, Steven Hoy, Graham Liggins,
Wayne Loxton, Ian Marshall, Michael
Matthews, Ian Midgley, Charles Ross,
John Smyth, Lofty Thomas**

British Parachute Association Staff and Representatives

National Coach and Safety Officer
John Hitchen

Technical Officer
Tony Butler

Financial Administrator
Kenny Griffin

Administrative Staff
**Trudy Kemp, Sharon Gurney,
Christine Kerry**

Royal Aero Club Delegate
John Lines

Alternate Delegate
Phil Gibbs

BPA Liaison Officer to CAA
Tony Knight

BPA Representative on European matters
John Lines

Staff Liaison Officer
Lofty Thomas

GASCo Representative
Angela Hickling

IPC Delegate
John Hitchen

Chairman Riggers Committee
Allan Hewitt

Chairman Pilots Committee
Mike Newall

Sport Parachutist Magazine

Editor

Lesley Gale

Sport Parachutist, 3 Burton Street,
Peterborough PE1 5HA
Tel/Fax: (01733) 557591

Design & Layout
Trish Jones / Julie Gray
CCP Ltd

SPORT PARACHUTIST CONTENTS

JUNE 1996

FEATURES

16-way Dive Pool	. . . . . 8
Control Your Deployment	. . . . . 16
Mental Preparation & Visualisation	. . . . . 28
It's Good to Talk	. . . . . 31
GASCo	. . . . . 35
Book Review - Skydiving Basics	. . . . . 39
IPC Report	. . . . . 40

PHOTO FEATURE

Anti-Gravity 24
--------------	--------------

REGULARS

Diary of Events	. . . . . 2
Editorial	. . . . . 2
News	. . . . . 4
The Word on the Street	. . . . . 7
Kit News	. . . . . 12
People in the Sport - Nancy La Riviere	. . . . . 20
POPS Corner	. . . . . 37
Clubs and Centres	. . . . . 44
Letters	. . . . . 46

Cover Photo: Rickster Powell, King of the Swoop, captured by Wendy Smith. Shot taken from *Anti-Gravity*, the new Patrick Passe movie, discussed on pages 24 - 27.

Note: This photo and those in the centre spread were taken abroad; in the UK it is mandatory to wear an appropriate helmet whilst skydiving, for obvious safety reasons.



SUPPORTED BY



Published and printed by **Pagefast Ltd**, 4-5 Lansil Way,
Lancaster, LA1 3QY Tel: 01524 841010 Fax: 01524 841578

©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 her discretion and does not accept liability for delay in publication or for printer's errors, although every care is taken to avoid mistakes.

Design kindly donated by Ola Soyinka, Airscape, Media Suite, 3 Tyers Gate,
London, SE1 3HX Tel: 0171 403 6753 Fax: 0171 378 1208

DIARY OF EVENTS

Date	Event	Location	Contact
June			
1 - 2	8-way speed	Headcorn	01622 890 862
7 - 9	FS & accuracy meet	Marseilles	0033 9140 4660
7 - 9	Tulip Accuracy Trophy (team event)	Teuge, Holland	00 31 555 788 884
8 - 9	16-way FS meet	Skydive Sibson	01832 280 490
8 - 9	4 & 8-way meet	Hibaldstow	01652 648 837
8 - 9	POPS meet	Germany	POPS - 0181 392 9291
10 - 14	Skydive U course	Hibaldstow	Chris Allen - 01252 331326
14 - 26	World Championships in CF	Indonesia	
14 - 21	Friendship boogie	Slovakia	Tim Moran - 0385 352 306
20 - 29	Sommerlagen boogie	Karlsborg, Sweden	0046 505 40006
22 - 30	Large aircraft boogie	Langar	01949 860 878
28 - 3 July	Russian Nationals - FS (open)	Volosovo, Moscow	095 111 3315
29 - Jul 7	RAPA championships	Bad Lippspringe	0049 05254 98 2378
July			
1 - 7	Collegiate Nationals	Hibaldstow	01652 648 837
6 - 7	8-way FS meet	Skydive Sibson	01832 280 490
6 - 14	Moscow boogie	Moscow	Pete Marsden - 0181 941 9212
13 - 14	POPS meet	Peterborough	POPS - 0181 392 9291
13 - 14	Central Regionals - CF, FS, Classics	Langar	01949 860 878
15 - 19	Student progression week	Headcorn	01622 890 862
20 - Aug 4	Ben Rayner Skydive U	Ampuriabrava, Spain	0034 7245 0111
20 - 21	CF Seminar	Ipswich	Adrian Bowles - 01908 611 832
26 - 28	POPS meet	Frankenmarkt, Austria	POPS - 0181 392 9291
27 - Aug 4	National Championships - FS	Hibaldstow	01652 648 837
27 - Aug 4	Pre-Vichy boogie	Ampuriabrava, Spain	0034 7245 0111
August			
3 - 11	Espace boogie	Vichy	Joel Cruciani - 0033 7484 9132
3 - 11	Czech boogie	Karlovy Vary	Pete Marsden - 0181 941 9212
5 - 9	BI/Advanced Instructor course	Strathallan	BPA - 01162 785 271
5 - 9	Skills Camp - Ricardo Pettana	Strathallan	01764 662 572
10	Headcorn dinner dance	Leeds Castle	01622 890 862
10 - 26	World Cup boogie	Leopoldsborg, Belgium	fax - 00 32 11 348 237
11 - 26	Elbrus expedition	Soviet Union	Nathalie - 0031 70 383 667
12 - 16	Exam/pre-Advanced Instructor course	Strathallan	BPA - 01162 785 271
16 - 25	World Cup - FS	Leopoldsborg, Belgium	0032 11 312 128
17 - 18	National Championships - CF	Netheravon	01980 633 371
17 - 25	National Championships - Classics	Netheravon	01980 633 371
17 - 26	Army championships	Netheravon	01980 633 371
19 - 23	Skills camp - Darryl Moran & friends	Skydive Sibson	01832 280 490
24 - 26	POPS meet	Cark	POPS - 0181 392 9291
24 - 25	POPS meet	Endelave, Denmark	POPS - 0181 392 9291
24 - 26	12-way meet	Hibaldstow	01652 648 837
28 - 5 Sept	Turkish FS/Classics Nationals (open)	Efes, Izmir, Turkey	00 90 312 3104456
28 - 5 Sept	World Cup in Freestyle and Skysurfing Test event for 1st World Air Games	Efes, Izmir, Turkey	00 90 312 3104456
September			
7 - 8	POPS meet	Hoogeveen, Holland	POPS - 0181 392 9291
7 - 8	LAC meet	Headcorn	01622 890 862
14 - 15	14-way FS meet	Hibaldstow	01652 648 837
14 - 15	Woodmouse 4-way meet	Skydive Sibson	01832 280 490
14 - 22	World Championships - Classics	Hungary	
15 - 28	World Record Attempt	Russia	
23	Ceilidh @ Creiff Hydro	Strathallan	01764 622 572
October			
5 - 6	Southern Regionals - CF, FS, Classics	Ipswich	01473 710 044
18 - Nov 1	Nepal boogie	Kathmandu, Nepal	Tim Moran 0385 352 306
26 - 27	10-way speed meet	Hibaldstow	01652 648 837
November			
1 - 3	4-way mini-meet	Ampuriabrava, Spain	0034 7245 0111
1 - 3	Day and night accuracy meet	Locarno, Switzerland	C Kaufmann 1/984 12 46
11 - 15	BI/Advanced Instructor course	Ipswich	BPA - 01162 785 271
18 - 22	Exam/pre-Advanced Instructor course	Ipswich	BPA - 01162 785 271
December			
2 - 1	RW coaching - Herman Landsman	Ampuriabrava, Spain	0034 7245 0111
14 - Jan 5	Christmas boogie	Ampuriabrava, Spain	0034 7245 0111
January 1997			
18	AGM @ Forte Posthouse Hotel	Coventry	01203 613 261

Sorry you

Sorry for the delay in getting SP to you. This is not the start of the slippery slope, but a delay caused by changing to a new publisher. The hand over period has not been without complications, hassle and trauma. I won't go into all the drama or make excuses, but believe me, it's somewhat of a miracle you're holding this Mag in your hands right now. Everyone involved with this edition has pulled all the stops out to deal with unforeseen problems.

Although this Mag is late (I hope I never have to say that again!), it has only been because of a difficult transition period and we now have an excellent team on board. And it feels like my best magazine to date.

The new publisher is Pagefast Ltd, based in Lancaster. Why Pagefast? Because the company has a wealth of experience in publishing exactly our sort of magazine, for the membership of an airsports association. Pagefast also publishes Microlight Flying, the journal of British Microlight Aircraft Association and Skywings, for the British Hang Gliding and Paragliding Association. We (the BPA Magazine Committee) believe the change is in the best interests of the Mag and will take it from strength to strength.

We could not leave Ola Soyinka without a thank you to him; for improving the Mag beyond recognition; for investing in redesigning it; for giving this design to the BPA; for keeping politics out of Sport Parachutist, sometimes in difficult circumstances; for producing the last three magazines and altogether leaving SP in a much better condition than when he took it over. Apparently, the Mag he inherited was contained in an A4 folder!! We at least have back issues (available for BPA members), film from most of the previous magazines, reference material and templates for the page layout. Thanks Ola! We wish you the best.

Encouraging comments keep flooding in about the Mag, many of them about how much more informative it now is. I have been in the sport for well over ten years and have learnt far more from other skydivers than I ever have from SP.

r mag's late!!

I hope some of this information is now being shared through the magazine, thanks to contributors like Pete (Allum) and Rob (Colpus) passing on that skydiving knowledge they have taken years to accumulate.

This issue, you will find a centre spread from the new Patrick Passe movie (if you haven't seen it yet, it's time you did), information about a new safety system, an article on improving your openings (could be good news for your sex life!), a new diary of events and a report of the international decisions made on our sport by IPC. Also, an article from Toby Stafford on how not to make the skydive into some sort of Monster, a brand new dive pool for 16-way plus all the usual goodies like Wots and Kit News.

Enjoy!

Lesley

- PS Next mags due out:
- ➔ 1 August
 - ➔ 1 October
 - ➔ 1 December

SKYDIVE THE WORLD

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

**CALL ALISON MAYO ON
01869 277548 24 HRS**

JAMES TRAVEL
8 TERRETT COURT
BELL COURT
STRATFORD-UPON-AVON
WARWICKSHIRE

TEL: 01789 292393



HARRISON-BEAUMONT (Insurance Schemes) Ltd
trading as

**WEST · MERCIA
INSURANCE · SERVICES**

INSURANCE FOR PARACHUTISTS

including
Equipment, Travel, Novice Personal Accident and Annual
Personal Accident

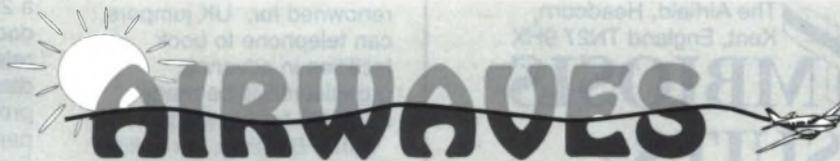
for further details, contact:
2 Des Roches Square, WITNEY, Oxon OX8 6BE
Tel: 01993 700200 Fax: 01993 700502
Please quote ref: SKY/96

Performance Designs, Sunpath Products, Javelin, Sabre, Stiletto, Tony Suits, Rigging Inovations, Talon & Access/Visa, Performance Designs, Sunpath Products, Javelin, Sabre

Performance Designs, Sunpath Products, Javelin, Sabre, Stiletto, Tony Suits, Rigging Inovations, Talon & Access/Visa

Performance Designs, Sunpath Products, Javelin, Sabre, Stiletto, Tony Suits, Rigging Inovations, Talon & Access/Visa

UK BOOKING
AGENTS FOR
'SKYDIVE
SEBASTIAN'



'Bounce Proof'
Clothing -
Retail and Dealer
Enquiries Welcome

SKYDIVING HOLIDAYS & PARA GEAR SALES

**proudly
presents**

THE COMPLETE SKYDIVING PACKAGE HOLIDAYS TO SUIT YOU

Professional skydiving courses in France (La Roche sur Yon) and Sebastian (Florida)
by BPA Approved instructors.

AFF PLUS COURSE £1150 (8 JUMPS - 7 LEVELS WITH VIDEO)

AFF £950 (BASIC COURSE - NO VIDEO)

FLORIDA AFF £758 INCLUDES U.S.P.A AND ONE CAMERA JUMP

CONVERSION COURSES FROM ROUND TO SQUARE AND ROUND/SQUARE TO AFF

KIT CORNER

**Javelins, Stile Ho's, Sabres, Jedei's and
Reserves in stock now**

Custom Javelins in 8-10 weeks!

Good secondhand equipment bought, sold
and traded

We have everything the present and future skydiver needs

SURF FLITE

Sky Surf Boards UK's only dealer.
All sizes available to Buy and Demo.
Sky Surf one-to-one instruction and
seminars available - Call for information

**For advice, price and details call or fax the
'Airwaves' Hotline on 01322 557375 NOW!**

Performance Designs, Sunpath Products, Javelin, Sabre, Stiletto, Tony Suits, Rigging Inovations, Talon & Access/Visa, Performance Designs, Sunpath Products, Javelin, Sabre

WOMEN'S WR POSTPONED

The Women's World Record attempts to be run this year by Alexis Perry have been postponed until next year. This is due to unexpected sponsor cancellations (mainly because of the 1996 Summer Olympics) and logistical problems at the selected location.

Instead, Alexis will run the event in the last eight days of July 1997, most probably at Vichy, the site of the Espace Boogie, so that one event runs onto the next. The sponsors who pulled out of this year's attempt have pledged their support for 1997, as the whole problem was the conflict of sports events in 1996. In fact, this year's setback has paved the way for '97, with multinational TV coverage already arranged, which will help the success of the project. It also means there will be more time to arrange the event, which will be co-organised by

Bob Hallett.

Over 18 countries will be represented, Lesley Gale is the contact point in the UK. Invitations and information will be sent to those who have already expressed an interest and to those who were on the current 100-way Women's World Record which was set in Le Luc in 1992. This information should be sent out towards the end of this year, allowing plenty of time to prepare the team. Should anyone else wish to be considered, telephone Lesley or turn up at the Langar Boogie (22 - 30 June) and talk to Lesley or Alexis.

SKYDIVING SIMULATOR

Freeflight skydiving school has just opened a skydiving simulator (ie wind tunnel) in Florida. Big enough for one person, the simulator has been designed primarily for novices and AFF instruction. Call 001 352 748 8005 for details.

WOMEN'S BRITISH RECORD ATTEMPT

The Ladies British Record Attempt, at Dunkeswell, has been cancelled. Adrian Thornton passes on his apologies to all concerned.

NEW LOOK FOR GAP

The well known French drop zone Gap, site of the 1995 World Championships, has built a brand new sports aviation centre with glass shop fronts around an indoor area, like an indoor shopping mall. This 'Maison de l'Air' features a restaurant and bar complete with terrace, an AFF school, pleasure flights, a glider school, a microlight school, flying lessons and a new jumpsuit workshop and equipment boutique for Symbiosis South. The old restaurant and bar are due to be levelled.

The new buildings are part of a planned programme of expansion by the management of Gap under the capable hands of Coco. The management hopes to attract more fun jumpers, in addition to team training, which is what the DZ is renowned for. UK jumpers can telephone to book facilities in advance, organisers will be made available for fun loads.

Sarah Brearley, ex British Champion and Sybi South manager, is delighted with their new premises and the move up market. The company is currently making jumpsuits for the French 8-way team. In addition to the usual jumpsuits, warmwear and skydiving accessories, Sybi South will now be promoting Performance Designs canopies. There is a considerable demand from French jumpers for PD main canopies like Stiletto and Sabres (although by French rules they can only jump French reserve canopies).

NEW OPS MANUAL

The BPA has recently released a new Operations Manual which has been extensively revised. Tony Butler, John Hitchen and Tye Boughen have been working together on this project for the last 18 months.

One of the changes is to the reserve packing certification

procedure. It is no longer mandatory for instructors to have a reserve packing certificate. Potential reserve packers must now go on a four day course to learn a wider range of skills than has previously been necessary. They will learn theory on reserve packing, inspection skills, compatibility of equipment and about the various different pieces of kit on the market. The first course was run at Netheravon in April, with considerable success. As a result of the course, the Riggers Committee is writing manuals on reserve packing, which will be sent out to all riggers on completion. Anyone wanting a copy or wishing to book on future courses should contact the BPA or Allan Hewitt on 01252 27412.

CAA

Lengthy discussions between Tony Knight and the CAA have resulted in the aviation authority officially handing over responsibility for sport parachuting in Britain to the BPA. This is the result of a 20-page exposition document detailing terms of reference for the BPA and describing the proposed procedure for regulating parachuting in Great Britain. Every word of this has been agonised over at length. It has succeeded in reducing CAA charges to about one fifth of the annual amount originally proposed.

COMPUTER EQUIPMENT

The BPA has updated its computer system and is taking sealed bids for the superseded equipment. If anyone is interested in the equipment, they should send a bid to the BPA, stating what use they would put the computers to and how much they are prepared to pay. The 'winners' will not be decided purely on financial grounds - good causes will also be taken into account. The equipment available is as follows:

1 x 386 (Tulip), 1mb of RAM
2 x 286 (Tulip), 1mb of RAM
1 x 286 (Amstrad), twin floppy
2 x single pin dot matrix A3 printers
1 x daisy wheel A3 printer.

The Airfield, Headcorn,
Kent, England TN27 9HX

SYMBIOSIS SUITS

Tel. 01622 890967 · Fax 01622 891236



Need we say more?

Artwork courtesy of 'DAM-IT'

IPC ACTION

There is an abundance of news arising from the recent IPC meeting, this can be found in detail on page 40. In brief, the new discipline of Skysurfing and Freeflying will be recognised in the first IPC-run World Championships, there are some rule changes and alterations to the dive pool and Britain has put in a tentative bid to host the 1998 CF World Championships.

E-MAIL LISTING

We shall be running a one-off e-mail listing in Sport Parachutist. Anyone who is a BPA member with an e-mail address can be listed, free of charge, by telephoning or writing to SP (details on contents page) or by e-mailing to blue.sky@dial.pipex.com - quoting 'SP listing' in the subject line.

ARIZONA ANTICS

Skydive Arizona hosted its 14th annual Valentine's Day money meet this year, using the new dive pools from IPC, published days before the meet. A total of 40 teams entered the 4-way, with 8 teams in the 8-way. *Arizona Airspeed* showed the form which made them World Champions, coming in first with an average of 20.1 to the second placed team, *Vortex*, whose average was 15.3. In the 8-way, the *Golden Knights*, World Champions, won the meet with 66 points in 4 rounds. *Arizona Eight*, a team formed from *Airspeed* and *Vortex*, came in a close second with 63 points. The winning 8-way average was 16.5, which is clearly of high standard, but nowhere near the *Knights'* World Championship performance of 19.6.

Skydive Arizona reports being another drop zone to log over 100,000 skydives in a calendar year (see news, *January/February issue of SP*). In 1994, Skydive Arizona did 108,345 jumps and in 1995, they logged 121,821.

EXTREME GAMES

Skydive Sebastian held the first round of the Extreme Games in Skysurfing and Freeflying during May 3-5. This was broadcast to 112 nations and 181 million households on a range of sports TV channels.

PENNY RIDES AGAIN

Penny Roberts has jumped again. A year to the day of her tragic accident, she returned to Florida to do a tandem jump with Bob Hallett at DeLand. They were joined on the jump by friends like Carl O'Mara, Gary Smith, Dr Paul Marton and Brian Rogers. The jump was reported in full in the Daily Mail on April 15. Penny said "It's great to be back. What a brilliant feeling. I have waited so long for this moment". Congratulations Penny, it's great to have you back.

SELECTION CRITERIA

Competitions Committee has recently set the selection criteria for funding to the FS World Championships in 1997, subject to ratification by Council. The required averages are 12.5 for 4-way and 8.2 for 8-way. Teams which win this year's Nationals and have an average of at least the above amounts can apply to be considered for assistance with funding.

FREESTYLE NATIONALS

A Freestyle Nationals will be held this year at Hibaldstow, dates to be confirmed.

28 DAY RULE

Responding to widespread support for Dick Barton, London Parachute School, the DZ Defence Fund has written to him explaining that DZDF made an unintentional error in excluding his operation. At their most recent meeting, DZDF decided to exempt London Parachute School from the qualification regarding sites operating under the '28 day rule'. Dick Barton's centre will therefore be eligible to be considered for Defence Funds in the same way as other BPA drop zones.

The DZ Defence Fund is not a part of the BPA, rather it is a separate organisation with a fund which can only be used for legal defence of skydiving sites. The BPA has no access to DZDF's monies but has an involvement through two Council members who sit on the DZDF Committee.

British Parachute Schools

THE CONTROL TOWER, LANGAR AIRFIELD,
LANGAR, NOTTS NG13 9HY

TEL/FAX: 01949 860878

Aircraft

Pilatus Porter
here until mid June
Cessna 206 and BN Islander

Facilities

ALTITUDE NO PROBLEM - TURBINE
LIFTS TO 13,000 FT
BUNKHOUSE, SHOWERS, CAMPING,
CANTEEN, BAR AND BARBECUES

Langar Large Aircraft Boogie 22 to 30 June

LET 410 AND SKYVAN
10 WAY SPEED
June 22/23

20 WAY SPEED AND
SEQUENTIAL
June 29/30

**Alexis Perry and Boogie
Performance**

ORGANISED LOADS, FUN JUMPS AND
TANDEM JUMPS ALL 9 DAYS

**Rhythm and Blues Band
on both Saturdays**

PHONE US FOR A REGISTRATION FORM
FOR THE BOOGIE

Please note we have Team Training rates and a discount is available on purchase of 10 jump tickets

Stop press

A new column which will be set last in the Mag, bringing you the latest news and titbits....

WOMENS RECORD UPDATE

The Womens' British Record Attempt at Dunkeswell organised by Adrian Thornton, has had to be cancelled because of problems and costs of available aircraft. It is rumoured that there is a possibility of rescheduling this event at Weston-on-the-Green, during August of this year. Discussions are being held at the moment. Call Adrian for the latest, on 01404 44889.

BASIC PLUS

Pete Allum is organising a skills/training camp at Skydive Sebastian in Florida, for three weeks in November. The aims are to improve everyone's flying ability and to select an 8-way team from those present. And of course to enjoy! More details are on page 47, contact Pete on e-

mail 73572,3135@compuserve.com or phone Lesley on 01733 557 591.

THE BIG ONE

Further details are now available on the planned 100-way British Record attempt at Weston-on-the-Green next August (ie 1997). Organisers from a range of drop zones have been recruited, they are each to select a team of safe, experienced, reliable skydivers to take part in the attempt. The aim is no faffing, just get up in the air and build it. Organisers are as follows:

- Eddie Carroll (Blue team)
- Chris Allen (Black)
- Darryl Moran (Pink)
- Dave Morris (Yellow)
- Dane Kenny (Maroon)
- George Pilkington (Purple)
- Dick Kalinski (White)
- Keith Skelley (Green)

The blue team will form a fast 20-way base which they are currently practising at Weston-on-the-Green. It is hoped that the record will be in colour coordinated jumpsuits as above, all the organisers were delighted with their colours!

NEW CLUB RECORD

During the first bank holiday in May sixteen ladies built a formation above Weston-on-the-Green. This is a new club record (the previous women only record was 10). The experience level on the load ranged from 130 jumps to 1100. One of the participants' largest formation beforehand was a 5-way. Excitement on the way to altitude was high and the formation was built by 8,500 feet. The screams and yahoos of the triumphant ladies on completion were easily heard on the ground, as they landed to an applauding crowd was immense. Apparently the girls had so much fun they are now entering the annual Dicko 16-way meet at Weston as a team. Nice one ladies said all concerned.

INCIDENT REPORTS

These are currently being written up by Allan Hewitt and Rick Boardman of Sky Science and by Chris Jones, who proposed the incident report motion at the AGM this year. This has taken some time to set up, but is now in place. Incident reports will be combined with the Confidential Reporting system described on page 31.

NEW LIGHT THROUGH OLD WINDOW

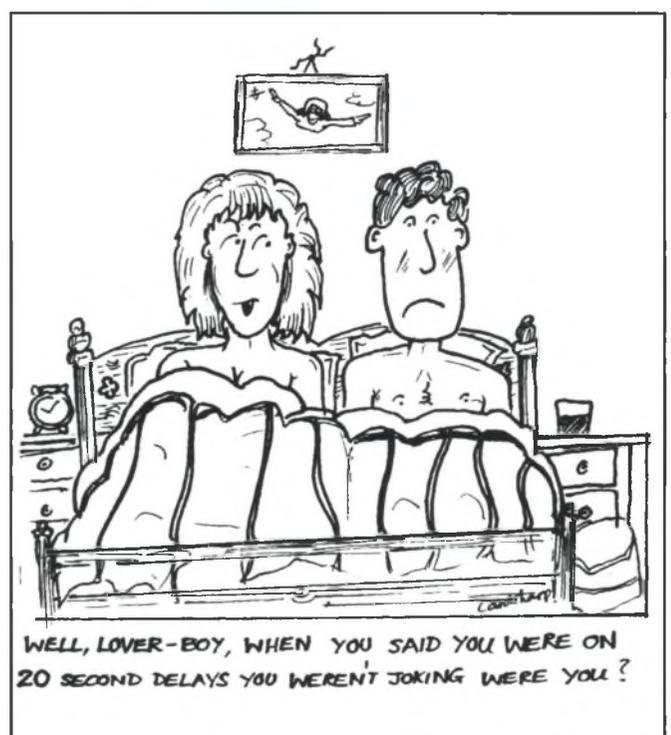
A service of remembrance for Chris Meacock was held at Thornough church on Friday 17 May. The service was to dedicate the East window of the church which has been beautifully and lovingly restored in memory of Chris. A large number of family and friends attended the dedication and subsequent gathering at John and Sue Meacock's house where their hospitality was more than generous. Almost everyone had a lump in their throat during the service, especially when the sun came from behind a cloud to shine through and enlighten the window, just as it was being dedicated to Chris.

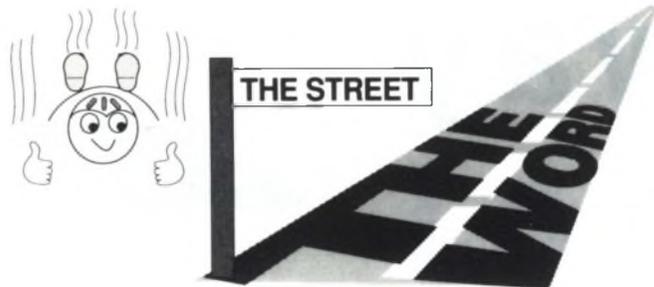
DIARY DATES

New dates are just in for the following competitions:

July 25 - 28 European Cup in Freestyle and Skysurfing, at La Ferte Gaucher 0033 6404 0173, also 16-way European Cup, at La Ferte during 15 - 18 August. 16-way meets at Sibson (01832 280 490) on June 8/9 and at Weston-on-the-Green (01869 343 343), August 31/September 1.

Card Sharps by Andy Marsh





Well, Cool n' Groovy is off to tour DZ's around Europe (it's a tough life...), so this edition's Wots has been written by a ghost writer. Good luck with your Roadshow George and sorry to hear that you called C & G office from a pay-phone because your 'stinking phone no stinking work!'

SKYTRIBE OUTRAGE

The sensational picture of *SkyTribe's* close deployment out of the door, printed in the last SP and also in *Parachutist*, has caused outrage from a *Parachutist* reader. This chap (who has a B licence) was 'unbelievably shocked and dismayed' at the SkyTribal antics and their apparent 'no clue for care as to their proximity to each other'. He carried on to say 'Each person in the photo is reckless, irresponsible and damned dangerous... If I ever jump at a DZ where I find *SkyTribe*, I will ground myself.' Your loss dude!

ALL TOOLED UP

Langar now has 34 sets of student square kit for RAPS and AFF, in a range of sizes, equipped with ripcord, leg strap throwaway or BOC. DH wasn't quite sure whether to fork out the required wedge, but apparently his bank manager encouraged him. Langar is building another extension, this time a goodly-sized bar area, so they are well kitted out for the summer. Langar jumpers are into all the new funky stuff; boards, chute yer knees and the latest in PC's (computers that is, not antiquated parachute equipment). Call Langar on 01949 60878.

SPECIAL AGENT

Dick Barton is looking for a new DZ Operator to take over the running of London Parachute Schools and free up his time for Other Things. Interested parties should call 01249 651909 / fax 661 281.

COOL CHANGES

The new case is out for the *Time-Out!!* Any colour you like as long as it's black or purple, it is more robust, more practical and generally cooler looking. An AFF *Time-Out!!* is now on trial at Langar, the Free-Fall Company, RAFSPA and

selected US DZ's. The new IPC Freestyle rules recommend the use of an audible altimeter with multiple warnings...guess they must mean US. Call Cool 'n' Groovy for details, if George is still AWOL, you can talk to Colin Bridges, who has taken the job of Office Manager. Coleen is well known for his flash camera work and sexy Scottish accent - "Time Ooot!!" C & G - 01788 860 882.

NAME CHANGE

The rumoured sponsorship from Skydive Sebastian has come through, with *Team 97* getting FREE training jumps. Further support is promised if they win the Nationals. Hence, *Team 97* became *Team Sebastian*. The guys are available for team training and seminars, now based full time at Sebastian, give them a call on 001 407 388 5672.

McIVER A HARD LANDING

John McIver from *Team Sebastian* was training with the boys when he had a malfunction. His reserve opened successfully (well, it's what you pay the money for, innit?), but he took a hard landing on some tarmac. The result; two compressed vertebrae, some time in hospital and *Team Sebastian* now training as a 3-way. Get well soon Dude!

FLUFFY GIRAFFE

The 8-way team *Arizona Eight* formed from *Arizona Airspeed*, the World Champion 4-way team, and *Arizona Vortex*, second in the US Nationals, are doing some blistering points in their current training camp in Skydive Arizona. They are all jumping *Time-Out!!* The guys only jump and support equipment they believe is the best. And they ought to know.

DYTTER FOR SALE

Pete Allum has a dytter for sale, apparently he's replaced it. Call Pete on 001 407 388 5672 or e-mail 73572, 3135 compuserve, for an excellently priced, useful bit of kit.

KILTIED RIGHT UP

Skydive Strathallan is holding the first ever skydiving Ceilidh (traditional Scottish knees-up) on

Saturday 23 September, it will be a BLAST. Ten quid for the night, includes 'Food, Buffet, Ceilidh and Entertainment'. Sharpen your skean-dhu, pack up yer sporran, hitch up yer kilt and head for the hills, och aye the noo.

SURF'S UP

Airwaves are now offering one-to-one freely and sit flying instruction with Patrick Saget, ex Essone - for cool prices! To be held in La Roche, the sunny DZ whose jumpers have just made the new French 8-way team, not bad for a small DZ. Airwaves is also dealing sky surf boards and is the UK booking agent for Skydive Sebastian. For info on any of the above, call Rod Bartholomew on 01322 557 375.

SPARE MONEY???

Anyone with spare money could send it to Toby Stafford where it will be gratefully received.

BAD NEWS

Wots was gutted to hear of a fatality in the UK. The skydiver was Justin Reeves, 34, who had 32 jumps and impacted at Langar Airfield on 28 April. Apparently he made no attempt to pull either main or reserve. Rumour has it that his Cypres was SWITCHED OFF. No comment from Wots as the Board of Enquiry is investigating.

R U COVERED?

A friend of Wots booked her skydiving holiday with her Visa card and thought, well I've got travel insurance cos I booked it on my card, that's what the adverts say. After a nasty landing, this unfortunate lady is nursing not only two broken femurs, but also a hospital bill of \$26,000!! OUCH!! So make sure you're covered if you're going away guys, it might be unlikely to happen to you but if it does it'll be expensive. Wishing J the best, xxx.

LADIES NO-NO

The Women's British Record has been CANCELLED and the Womens World Record has been POSTPONED UNTIL 1997. Better come and skydive with us this year then babes!

STOP PRESS!

Eddie Carroll and friends will be organising an attempt on the British Record in August 1997 at Weston-on-the-Green. Aircraft capacity will be sufficient for a 100-way. The event will combine Civvies and Military jumpers, with organisers from major DZ's choosing participants. With Airforce support, the price will be kept unbelievably low and the vibes will be high. Here comes the big one!

TARGET SKYSPORTS

'96 Events up to the FS Nationals

June 8-9
4-way and 8-way FS meet - plus speed 8
Limited entry register in advance

June 10-14
Skydive U Instructor course. Limited places.
Book through Chris Allen

July
DZ open 7 days per week all July for Team Training & Fun Jumping

July 1-7
British Collegiate Nationals & Progression Week

July 17-August 4
Formation Skydiving National Championships

All competitions with Air to Air Video.
All competitions with parties!!

Phone for information on any of the above events, including team rates.

HIBALDSTOW AIRFIELD, HIBALDSTOW,
BRIGG, SOUTH HUMBERSIDE.

Tel/Fax: Office: 0113 250 5600 · DZ: 01652 648837

New 16-way dive pool



A few years ago Rob Colpus commented '...it would be nice to take a 16-way team away training; to be able to measure the performance of the team and its improvement during that training and then be able to compete on a 16-way circuit against other trained teams. However, to achieve this properly, we would need a standard dive pool as we see for 20-way in the USA...'

This would mean adopting both a scoring system and a dive pool for 16-way FS, similar to the 4 and 8-way FS events and the US 20-way FS event. At present, there are variations in the types of formations used in a 16-way competition (all randoms or randoms and blocks), various levels of difficulty and different scoring methods.

At the end of last season, a group of British 16-way team captains and load organizers discussed the possibility of creating this pool. In particular, Rob Colpus, Darryl Moran and George Pilkington all gave valuable input. Over the winter we put together a series of dives and rules with the aim of making

life easier for jumpers and DZ's.

There were several criteria for the pool, we decided there should be:

- sufficient formations for a 6 round meet;
- variety;
- blocks which are achievable for intermediate teams;
- interesting and occasionally challenging randoms;
- modifications to the pool at the end of every one or two years.

If this pool is adopted, the benefit would be that teams could practice. They would be able to go to a competition knowing how to do the moves. Intermediate teams would be more likely to compete without fear because they know the formations in advance. The key being that practice raises skills as well as improving scores. Better skills mean better skydives for everybody. A final benefit is that the success of this pool could encourage IPC towards 16-way as the internationally accepted event, rather than 20-way.

DZ's would also have some benefit.

There are likely to be more groups wanting to do 16-way, thus helping to fill aircraft. At competition time, there will be less work to do in designing the dives because a pool exists.

This dive pool has already been distributed to UK drop zones, many of which have pledged support. The pool is published here for the use of BPA members and it is also being sent to various foreign DZ's. You will find some 16-way meets in the Diary of Events on page 2 if you would like to compete having practiced your skills. You will need to confirm with the DZ if they are using the pool.

Call me if you would like copies of the rules. I would be interested in any feedback anyone may have. Regardless of the future of the 16-way dive pool, enjoy the skydives!

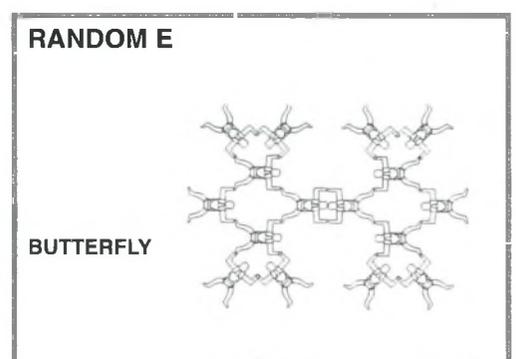
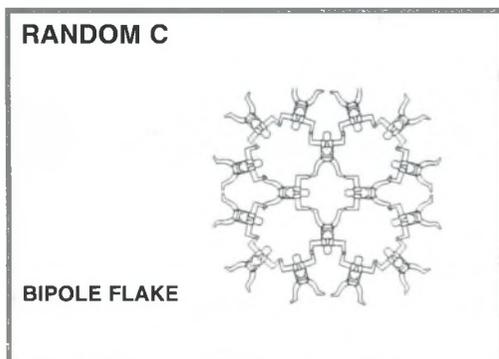
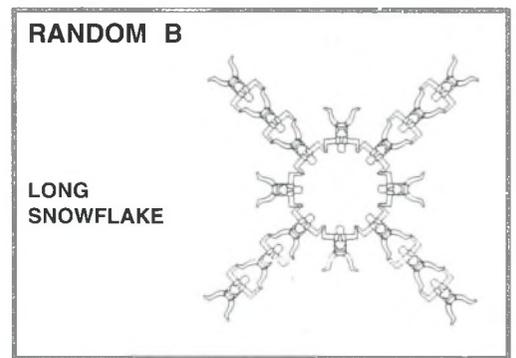
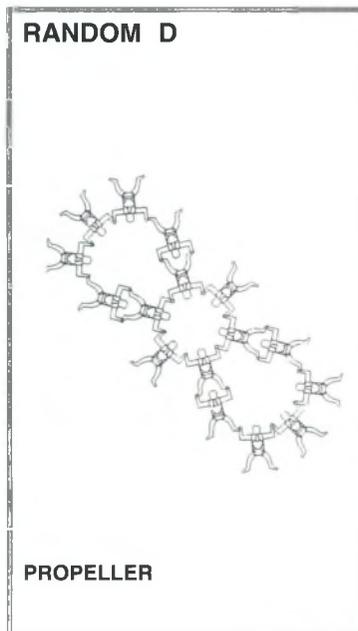
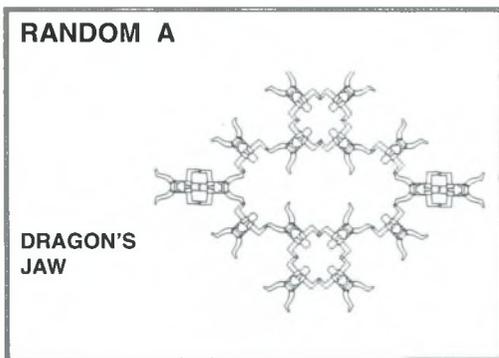
Richard Hamblen

Tel: 0181 898 4860

R Hamblen@bangate.eur.compaq.com

STOP PRESS!

The first UK 16-way event using this dive pool will be run at Sibson on the weekend of June 8/9. See you there!



SUNPATH.

JAVELIN



LET THE SKY BE THE LIMIT,
NOT YOUR CONTAINER.

5037 Gall Blvd.
Zephyrhills, FL 33541

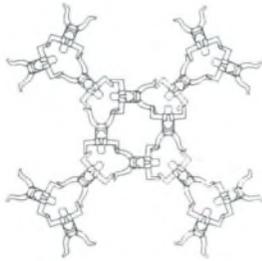


PHONE: (813) 782-9242
FAX: (813) 788-3057

16 WAY FORMATIONS

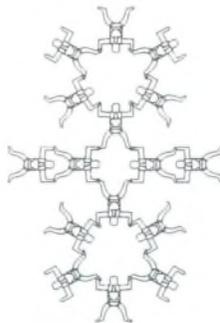
RANDOM F

CATHERINE WHEEL



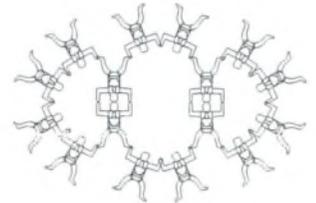
RANDOM G

HOUR GLASS



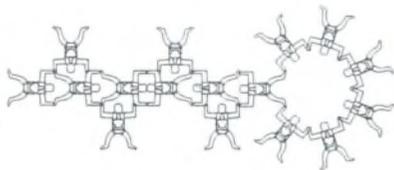
RANDOM H

FRIDGE



RANDOM J

KEY



RANDOM K

BIG MAC



Another Planet

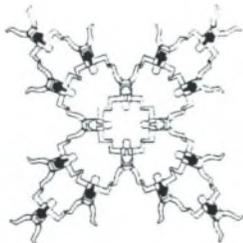


Skydiving Team

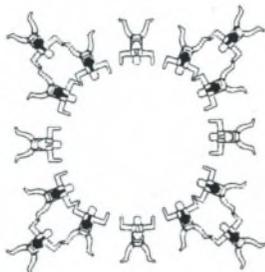


BLOCK 1

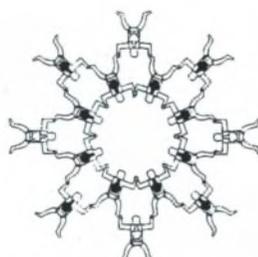
1
TRIPLE CLUSTER



INTER

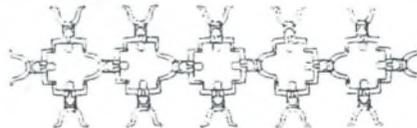


2
DOUBLE CLUSTER

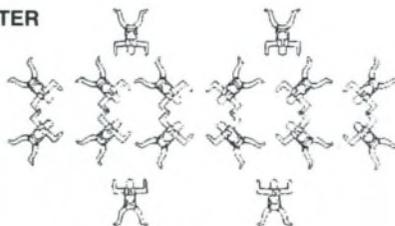


BLOCK 2

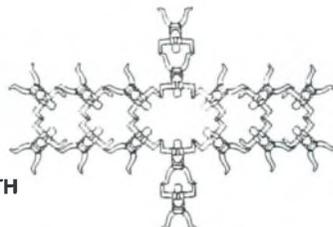
1
MURPHY STARS



INTER



2
MOTH



BLOCK 3

1
WEED EATER



INTER

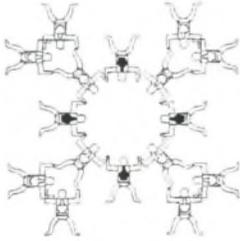


2
WEED EATER

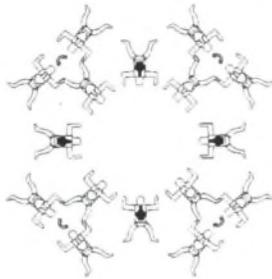


BLOCK 4

1
PODS

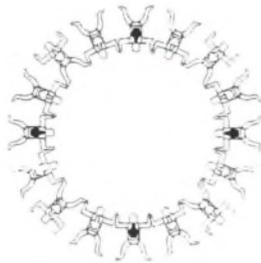


INTER



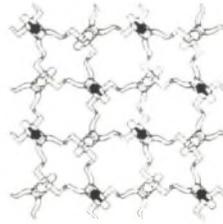
2

PLANET

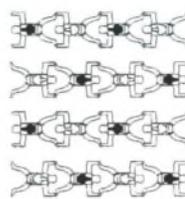


BLOCK 5

1
BIPOLE JEWEL

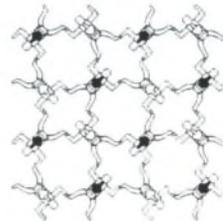


INTER
NB. Sub-pieces are 4 x 4 people who grip switch into and out of cats. Must show 4 x cats. No individual flying. Individual must have at least one grip on their line at any time.



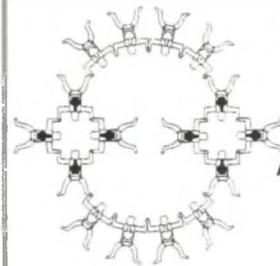
2

DONUT JEWEL

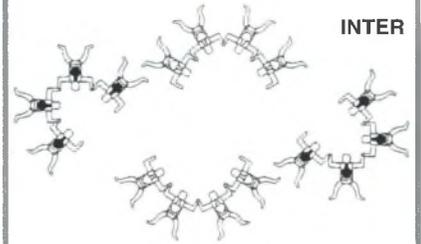


BLOCK 6

1
LINES AND LOOPS

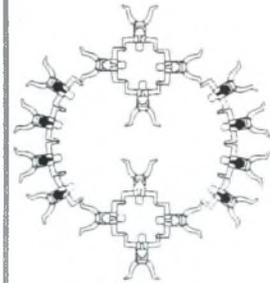


INTER



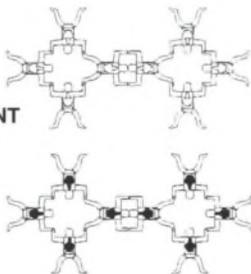
2

LOOPS AND LINES

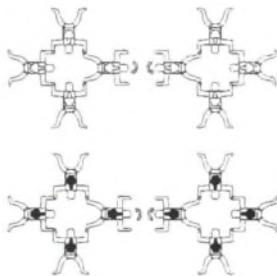


BLOCK 7

1
SYMBIANT

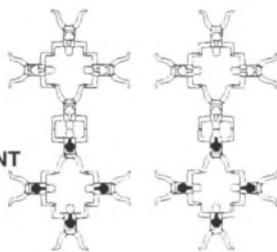


INTER



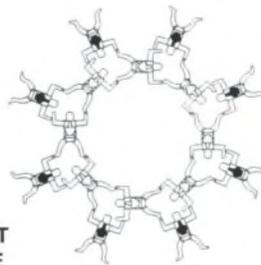
2

SYMBIANT



BLOCK 8

1
DONUT FLAKE

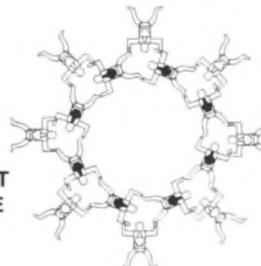


INTER



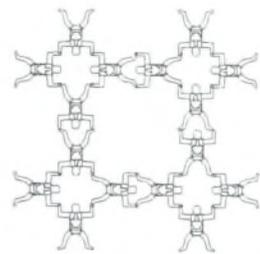
2

DONUT FLAKE

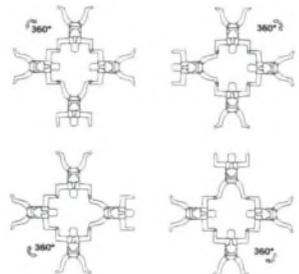


BLOCK 9

1
MOLE-CULE

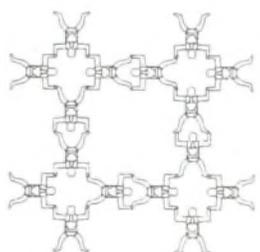


INTER



2

MOLE-CULE



KIT NEWS

by Rob Colpus



Slovenian Ace

An experienced Slovenian hang gliding and paragliding pilot has released onto the skydiving market a 9 cell cell, zero porosity canopy based on paragliding technology. Stane Krajnc of Atair states that his canopy, called the *Ace*, is basically a paragliding aerofoil, designed on computer and modified for use as a skydiving canopy. The canopy's platform is typical of paragliders with its smooth and elliptical leading as well as trailing edges. The *Ace* comes in 4 sizes from 127 to 170 sq ft.

Krajnc claims that his main goal was to produce a canopy with soft openings, stable & smooth flight in turbulent air, quick response to control input, a low stall speed and tip-top flared landing. Max Dereta, the well known cameraflyer, has put 200 jumps on his *Ace* 170 and is very happy with its performance and soft openings. He claims the *Ace* fits somewhere between a regular F111 9 cell and canopies like the *Stiletto*.

Atair - 00386 64 623 270

FXC reminder

A number of FXC AAD users are reportedly failing to set their units at the recommended safety margin. The manufacturer's label which appears on all FXCs states that the unit should be set 1500 ft below the intended canopy opening height. Therefore, if the planned opening height is 3000 ft, then the unit should be set at 1500 ft, and so on. Owners may set their units at whatever height they wish as long as the 1500 ft margin is preserved.

Square that thinks it's a Round!

Precision Aerodynamics, manufacturer of the *Raven* and *Batwing* series of canopies and Rigging Innovations, manufacturer of the *Talon* harness container, have joined forces to produce the next generation of aircrew emergency rigs. The new system,

known as the *P-124 Aviator*, features a new concept in emergency parachutes - a ram-air canopy which is designed for use by airmen who have no previous jump experience or who may be incapacitated to some degree. The F111 seven cell canopy is built with chordwise upper surfaces and spanwise lower surfaces which maximises canopy strength while minimising bulk. Spectra (microline) is standard. The canopy reportedly opens with the relative reliability of a ram-air but flies with a lift/drag coefficient which is more closely related to its round shaped cousins, without the problems of oscillation associated with round parachutes. The *P-124* will reportedly deliver its maximum load at the impressively slow 12.1 feet/second, allowing stand-up landings and requiring no jumper control input at the

landing phase. The system features a fully articulated harness (which is adjustable to fit the smallest female to the largest male) and is fitted with a shaped free-bag and high drag, spring-loaded pilot chute.

ASTRA at last

The long awaited and long advertised US competitor to the *Cypres* in the high tech AAD market is now with us. The manufacturer, FXC corporation, has employed similar technology to *Airtec*, the *Cypres* people. In fact the *Astra* is designed to fit into any container which has been set up to accept a *Cypres*. Other similarities include the use of a pyrotechnic loop cutter. The *Astra* is programmed to take air pressure readings 16 times each second and fire if the jumper goes through 1000 feet at a velocity of 100 ft per second or more.

One difference between the *Astra* and the market standard *Cypres*, is that the *Astra's* control unit is slightly larger because it incorporates the sensor unit and is located on the front of the main harness in a protective pocket. FXC claims that this allows easier checking of function mode when the jumper is wearing the rig and allows the jumper to easily turn the unit off if a rapid aircraft descent is expected. FXC recommends that the *Astra* is switched on **just prior to boarding the aircraft for each jump**, so as to recalibrate the unit in case of barometric pressure change. It is advised to turn the *Astra* off after each jump to conserve battery life. The ON/OFF switching of the *Astra* is a one touch operation mounted on the external/front mounted control and sensing unit. The robust metal case of the *Astra* and the heavy duty cables have been designed to pass rigorous wear and tear tests to meet US military specification. Retail price for the *Astra* is expected to be slightly less than that of the *Cypres*. Only a one pin "Expert" version is available at present. A two pin and a Tandem version will be available towards the end of '96. FXC - 001 714 556 7400

Canopy U?

The Skydive University organisation from DeLand in Florida has produced a much needed instructional video on the art and science of modern ram-air canopy control. Written by Rob Laidlaw and Bill Buchman, with technical assistance from industry leaders in canopy design and manufacturing, the video takes you from beginner to competent canopy pilot in five modules. The self-paced course provides in-air exercises to improve canopy handling skills. We've all seen a lot of jumpers who need to do just that! Skydive U - 001 904 943 9392

PIA dual square tests

An area of current worldwide concern is what action jumpers should take when they have two square parachutes out together. The Parachute Industry Association is in the middle of a comprehensive test programme to evaluate the behavioural traits of flying with two ram-air canopies deployed. Similar but smaller programmes have been run in the past but not as comprehensive as the tests now being carried out. Up until January '96, 41 test jumps had been performed using six different combinations of general canopy types. These combinations were evaluated for opening & flight characteristics and were recorded on video. Many combinations of bi-planes were landed without incident, several side-by-sides were cut away when the canopies would not fly well as a bi-plane.

Certain canopy combinations and opening sequences resulted in down-planes that could not be changed into a landable configuration and had to be

Photo by: Dougie Young - from the RAPS malfunctions package



PIA is investigating what action a jumper should take in the event they have two square canopies open (pointing at some one else may not be the correct response)

cut away. The jumps on the majority of configurations reportedly proved to be rather docile and landable. Another phase involved cutaways from bi-planes with various configurations. All of these (11 jumps) showed at least a probability of canopy entanglement, or a brief entanglement that cleared. The

third phase, which had not yet been conducted when this went to print, will test simultaneous deployments of both canopies. A full report will be published when PIA has concluded its programme.



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:

FLAGLER AVIATION INC

PO BOX 1636

BUNNELL FL

32110-1636 USA

PHONE: (904) 437 4547

FAX: (904) 437 1004

Or: TERRY WARBY

222 HIGH STREET

WEST SUNDERLAND

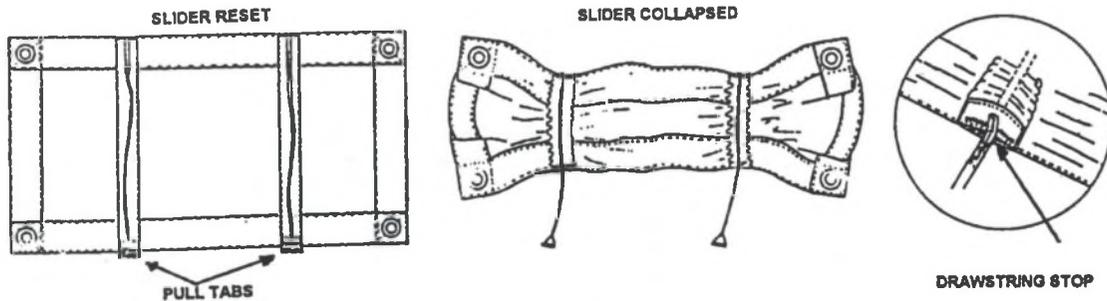
SR1 3DH

PHONE: 091 567 8080

STOP PRESS

TIME OUT
IN NEW
BOX!!

See local dealer for details or
call direct on 01788 860 882



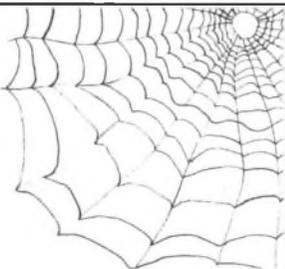
PD collapsible slider

At long last Performance Designs has come up with a replacement for the "little bit of velcro" wrap on the sliders of their main canopies. PDs, Sabres, Stiletos etc., now come equipped with a double drawstring collapsible slider system which cuts

out that annoying flap and drag. After opening, the jumper reaches up, grabs two small tabs at the rear of the slider and pulls them down & back quickly to the drawstring's full length. At full extension, two small stops pop out of channels and lock

the drawstrings in place to prevent the slider from re-inflating. In the instructions, PD stresses the need to check the canopy and surrounding air space BEFORE messing with slider collapsing devices.

Skydive the web



The Parachute Industry Association (PIA), the US based organisation with an international membership of parachute manufacturers and DZ operators, now has a site on the World Wide Web. Updates to PIA's documents and other related information, plus highlights from past *Para Newsbriefs* (PIA's technical newsletter) are available on : PIA -<http://www.pia.com>.

The Cool & Groovy Fridge Company now also has a Web page, to be found on : C&G-<http://www.skydive.net/cool&groovy>.

Foiled!

Top US accuracy jumper Jimmy Hayhurst has finally seen his dream come true with the release of a new accuracy canopy which will compete with the ubiquitous *Para-Foil*. Hayhurst worked with John Eiff of Eiff Aerodynamics Incorporated, over 3 years, a dozen prototypes and 2000 jumps to produce the 7 cell, *Eiff Classic*. They claim that the new canopy, which is available in 6 sizes from 218 to 304 sq ft, will suit a wider

single range of jumper than its main competitor and is "deadly accurate in every single accuracy weather condition". A number of the '96 US Style and Accuracy team are already jumping the new canopy. Eiff Aerodynamics - 001 904 734 3958

Skycorder

GR Devices, a small US company, is producing an electronic device which, when carried by a skydiver, will log up to 7 dives at a time. It records and stores exit and opening altitudes, freefall time, and rate of fall. The unit is about half the size of a cigarette packet and can be carried in a pocket all day. Several jumpers

in the States were recorded recently using the Skycorder and some interesting data was logged.

43 participants recorded speeds ranging from an intentionally slow 94 mph, to an amazing maximum of 321 mph, recorded by a jumper wearing a tight lycra suit in a streamlined no lift dive. Eleven jumpers made it over 200 mph including one lady skydiver who also recorded the slowest speed of 94 mph. The Skycorder is only available on a limited basis and retails at \$275.

Rob Colpus

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:
Sky Science Ltd, Phone 01252-27412

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

PARAMASTER
Parachuting altimeters

Service Centre - *Dodington's*

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

“YOU NEED NEW PARACHUTE EQUIPMENT? 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 ALTIMETERS.
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!



‘THE DOLPHIN’

A harness-container system from the USA
for under £600 including VAT

Fast delivery from **The Kit Store**
the UK's sole Dolphin Distributor

IN STOCK AT LAST!

‘Anti-Gravity’

The long awaited ‘state of the art’
Skydiving video from Patrick Passe

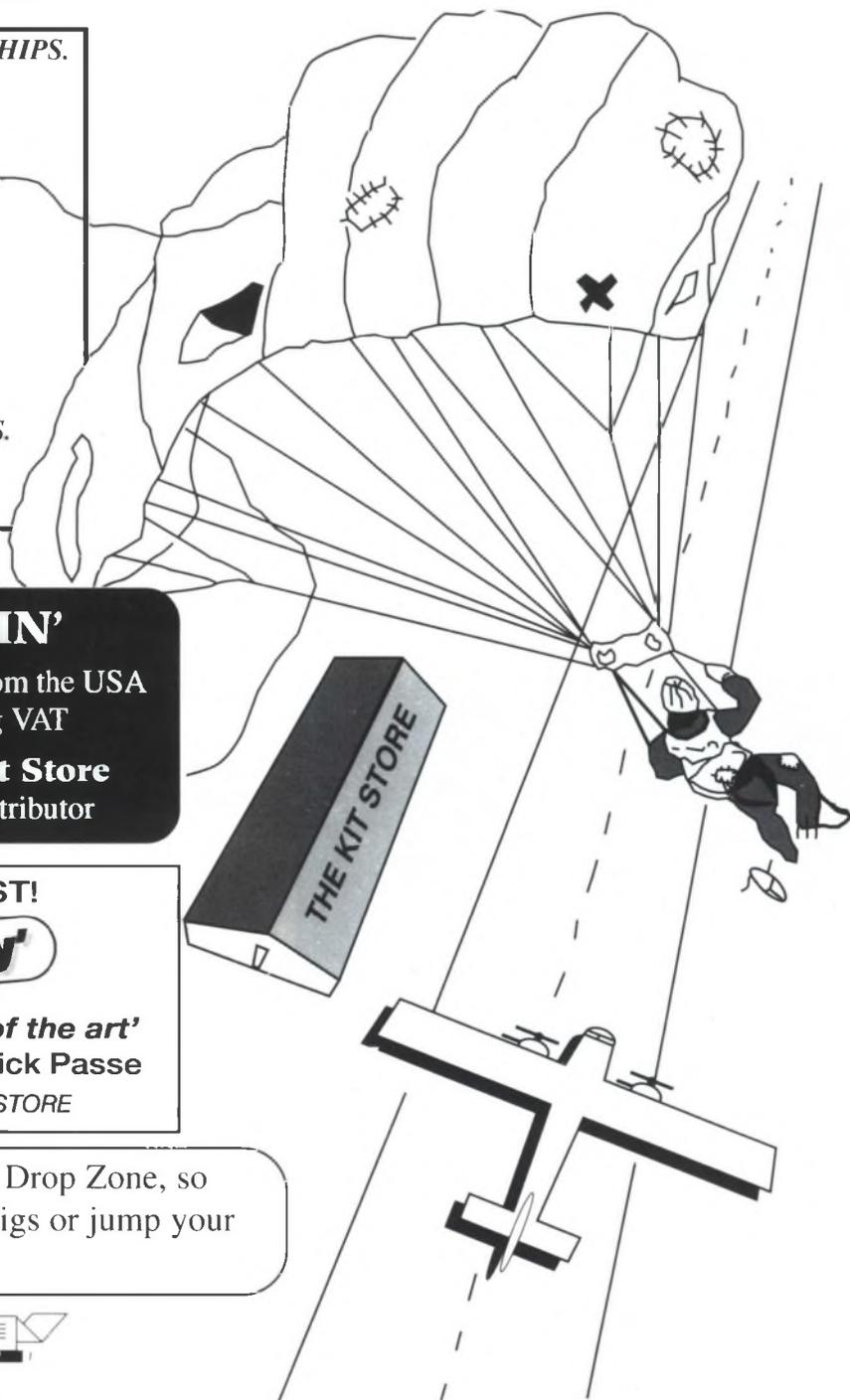
AVAILABLE FROM THE KIT STORE

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



Control



Pete Allum describes and demonstrates the complete sequence from break-off to a controlled, safe deployment. Follow it every jump and you should notice your openings becoming more consistent, whatever parachute you jump and however you pack

1. Track

First of all, get an efficient, de-arched track to ensure decent separation. Most experienced jumpers get very lazy about this important part of the skydive.



2. Flare Out

Flare out efficiently to wash off speed.



3. De-arch

Emphasise the de-arch against the relative wind and sit up slightly, by no more than 45°. It doesn't matter if you still have some residual forward motion, by sitting up you prepare your body for the opening force as you won't get whipped from the horizontal to the vertical plane quite so quickly.



There are three main factors causing hard openings; packing, parachute design and body position on opening. Packing or the parachute are most frequently blamed, but in fact, the culprit can be your own body position.

Whilst you are jumping large, docile canopies, they open pretty consistently without much operator input but as you progress onto smaller, faster canopies you will need to be more responsible for your opening. Packing is the first and most sensible area in which to make immediate improvements, but you also have direct control of your opening through your body position during the pull sequence.

Every so often, especially if you jump a zero porosity canopy, you can get a ballistic opening, one that leaves you gasping and wondering if you have broken anything. Even if your pack job was rushed and you didn't take the care you should have, there is still hope for a decent opening if you pay attention to your track, flare, pull and recovery.

Follow steps 1 through to 7 to improve your deployment.

All photos by **Brian Rogers**, who worked tirelessly with Pete to get these close-up action shots specifically for this article. Many thanks to both.

Note: We recommend wearing appropriate head protection when skydiving, it is against BPA regulations to jump without a helmet in the UK. These photos were taken above Skydive DeLand in Florida.

your deployment

4. Pull

Keep your shoulders level with the horizon to ensure even loading on the risers and pull, maintaining the de-arched position. Notice how in this picture, the shoulders are uneven and the riser slightly off the shoulder due to the arm position - during pull, this is not a problem if you do a good recovery...



• AFF, Tandem, Static Line, Skydive U. and W.A.R.P.
• Consolidation jumps half price. (Rig hire only)
• BPA and USPA instructors
• AFF course 1 - 8 \$1000.00
• Level 8 graduation jump Free!

• Tony Uragello on hand for Sit Suit instruction
• Hot Tub parties, volleyball & basketball
• Team room and new 4000sq.ft. hangar
• Beach jumps every weekend
• Bed & breakfast

The Magic Is Back In Florida!
at
SKYDIVE SEBASTIAN

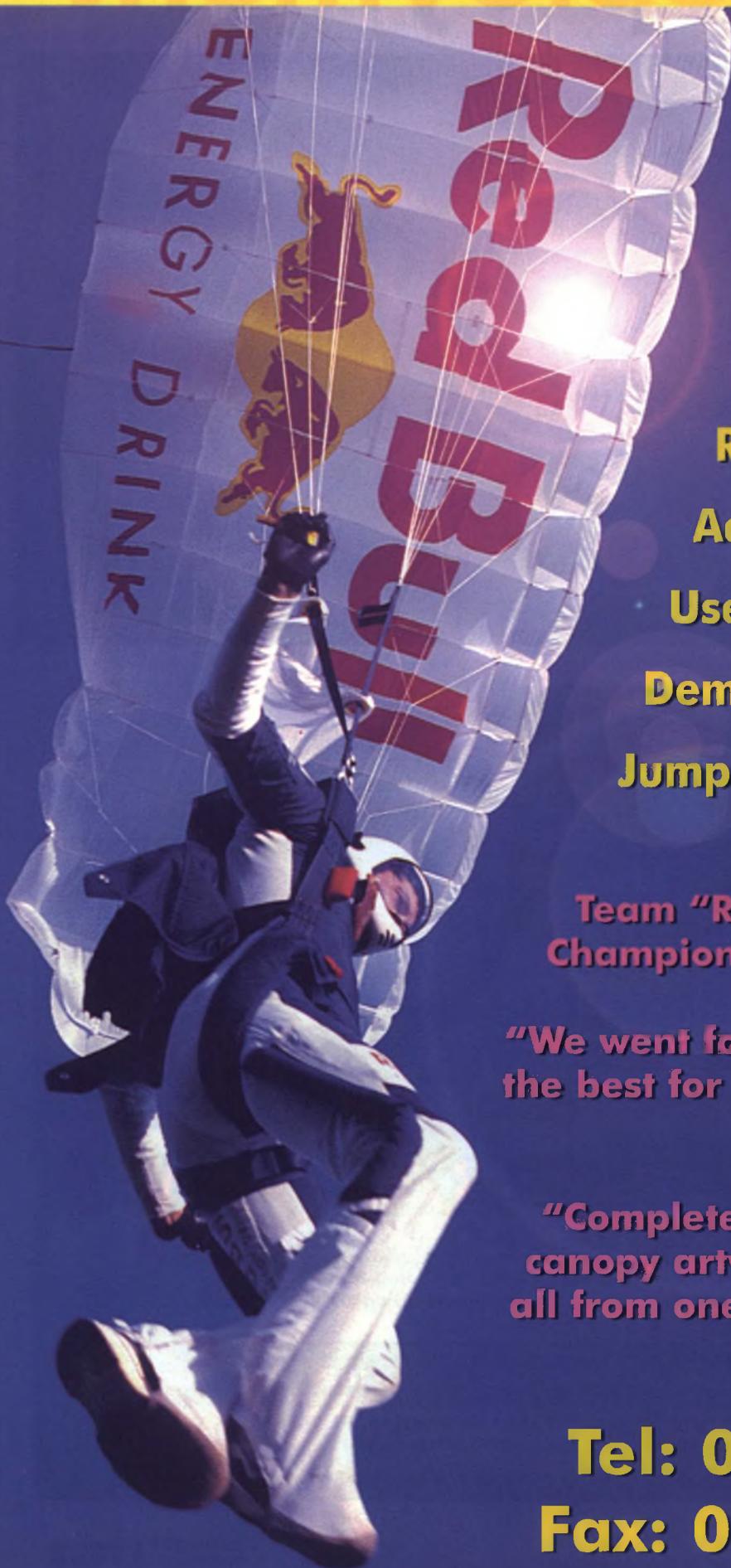
The Only U.S. Drop Zone Owned and Run by Brits!

Come and jump at Florida's most scenic drop zone.
Only one mile from the beach, surfing, deep sea fishing, scuba diving and flight school.
Skydive Sebastian is a Tropical Paradise!

Flight Line Includes: King Air, Otters, CASA & C-182 DC-3 on call!

SKYDIVE SEBASTIAN • 400 W. Airport Dr. • Sebastian, FL 32958
Phone: 407-388-5672 • FAX: 407-388-2105
Photo by: Keith Larrett

SKY SCIENCE



Custom Equipment

Parachute Equipment

Reserve Repacks

Rigging

Accessories

Used Gear for Sale

Demo Rigs

Jumpsuits

**Team "RAFSPA" 4 Way National
Champions 1994, world meet 1995.**

**"We went for what we believed to be
the best for our needs..."**

Steve Scott

**"Complete Kit, including jumpsuits,
canopy artwork and headgear, and
all from one UK source!"**

Wain Loxton

Tel: 01252 27412

Fax: 01252 350377



5. Recovery

Return to a symmetrical and level position during the pilot chute throw. Look straight in front as opposed to looking over your shoulders and watching the pilot chute go. (If you do look, you will distort your shoulders and load the risers unevenly, causing twists or an out of sequence, hard deployment. Your body is also more vulnerable to damage if you are asymmetric.) Keep the de-arch through the entire sequence.



6. Sit up during deployment

As the lines pay out and the bag is opening you can sit up even more, this readies you for the opening transition from horizontal to vertical. If you are sitting relative to the ground, your body seems to act as a slider and retard the deployment even more, this is more noticeable on canopies which have slower opening characteristics, like the Stiletto.



7. Control your opening as canopy finally deploys

Ideally, keep your hips absolutely square with the horizon (like a sit flying position), as the harness is being loaded at the leg straps during the later stages of deployment. With smaller, faster canopies you can control the heading on deployment and reduce line twists by how you load your harness. As awareness picks up and you become more experienced you may feel the canopy twist as it is deploying. If you feel it twisting to the left, then gently lean to the right to maintain heading (and vice-versa). Be ready to leap onto your rear risers and control your heading as your canopy deploys, by steering opposite to the turn. This is vital because you can do a great track but find yourself charging back towards your friends with an off-heading opening on a fast canopy.



All photos by Brian Rogers

In summary:

Keep yourself square to the horizon, de-arch and be looking around you as you open, instead of watching your canopy deploy

Pete Allum

contactable at Skydive Sebastian
or e-mail 73572,3135@compuserve.com

PEOPLE IN THE SPORT

Nancy La Riviere

Nancy La Riviere has been on the US National Style and Accuracy Team numerous times. We wanted to find out more about style as a discipline so we recently interviewed her. Not that style is all Nancy does - far from it. She enjoys the full diversity of skydiving such as AFF, Tandem, CF and Formation Skydiving including nine World Records. For work, she runs the Jump Shack with her husband John Sherman, they have one son, Johnny, who is eight. Nancy is an instantly likeable, genuine and approachable person, who is clearly very switched on. For all those who thought 'styliers' were sad, lonely people who don't have any friends to jump with, read on...



When did you start jumping Nancy?

Twenty years ago in Orange, Massachusetts, this was the first commercial drop zone in the USA by the way, which is about to reopen. I did nothing but RW (as it was then called) for the first twelve years and achieved a high level in regional competitions. I could have developed these skills further but became interested in style. I am about to hit jump number 4,000, with only about 1,000 doing style and accuracy.

What have you achieved in this area?

I first made the US Team in 1988 - ten weeks after giving birth to my son, Johnny (who has 100 jumps and an hour of freefall time *in utero!*). I went to the World Championships in China on the 1994 team and will go to Hungary this

year. My times are just starting to dip into the high 6's from low 7's and the challenge before me is to become a mid 6's clean stylist.

Why style?

Because it is the most athletically demanding discipline and the most personally challenging. There are fewer team personality clashes to worry about - although I wouldn't say there are none! I can schedule an individual training camp at any time I wish, although we do often train as a team. You can train at your own pace, with only yourself to depend upon and only yourself to let yourself down.

Isn't that a bit lonely?

There is actually a huge social aspect to the discipline. Styliers are fascinating human beings, most of them phenomenal athletes with a healthy lifestyle and a consuming passion for their chosen discipline. They are fun, mischievous people, but intense about their sport. It is most enjoyable to train alongside other styliers, giving a community feeling and exchange of ideas. On bad weather days, we will lift weights and run together, sharing a common interest in fitness, because you need to be both fit and flexible to succeed at style. Those at the top of the sport will freely share their technology and training methods; I believe that style is more open in this respect than FS. For example, the US style & accuracy training camps are open to anyone who wants to come and learn alongside the US National Team.

Tell me about the history of style

Style & Accuracy were the first disciplines to evolve. Early freefallers (more than 40 years ago) were happy if they could maintain a heading. When parachutists became proficient at that, the challenge of 360° turns was added. At one time the jumper whilst in freefall had to 'read' an arrow on the ground instructing him which way to turn! Eventually, a disorienting manoeuvre, a backloop, was added to further test competence. We have always been competitive beings, so a stopwatch was added to the series of manoeuvres to grade participants; the result was Style. It is the '100 yard dash of skydiving', the simple aim is to perform the series as quickly and cleanly as possible. By clean, I mean without coming up short on your heading (called shorts), without rolling onto your side going into the loops (called deviations) or beginning turns before completing the 360° loop (called arrowing). These days, in order to succeed at world level you must render precise speed, balance and use a finely honed internal gyro to stop and loop on heading. You 'crunch' into a tiny box position for faster turns and must keep



"I want to play with all the toys that are available"
Chute assis train shows Wendy Smith (top) and Nancy La Riviere (bottom)

Photo by Patrick Passeur

your upper body rigid, yet flexible and somewhat relaxed so that you can react quickly.

What does the modern event consist of?

There are four distinct sets or 'blocks' as you could call them, by way of comparison with FS:

- *Left Set:* 360° Left turn, 360° Right turn, back loop; and repeat;
- *Right Set:* R, L, loop; R, L, loop;
- *Cross:* L, R, loop; R, L, loop;
- *Reverse Cross:* R, L, loop; L, R, loop.

The competition itself will consist of five rounds; one of each set and a fifth, chosen set. If you train properly, you should not have a favourite set as you should aim to sharpen each set to the same level. The event is judged by ground-to-air video, which is now of incredibly high magnitude and of a quality where you can see details such as rig, helmet and jumpsuit colours. The 1996 US Nationals will include air-to-air video, but this is really for the entertainment and education of the crowd, not for judging purposes, as the turns must be judged in relation to a ground heading.

The USPA style community now calls our event Speed Style, in order to:

- distinguish from other events such as freestyle;
- give a clearer indication of what the discipline is all about;
- give the area the respect and recognition it deserves.



"You can train at your own pace, with only yourself to depend upon and only yourself to let you down."

Photo by Norman Kent, taken above China at the Chengdu World Meet, 1994



"I would not be devastated if I were not the absolute champion of the world - I just want to be one of the best."

What is the main area of improvement to speed up times?

Transitions between the turns and backloops. The turns and loops themselves take a great deal of practice to reduce to around 0.5 second, but a transition between the manoeuvres can take about the same amount of time. When you are turning at an incredible rate of speed, putting the brakes on quickly and reversing direction is probably the most demanding component, which has the greatest potential to pare down your times.

Men's and women's events are separate, is this a good or a bad thing?

Accuracy is a mental game so success should be equally attainable by either sex. Strength is a major factor in style, so here men have the advantage, but it also helps to be flexible. Currently I believe the men are achieving faster times than the women, but it should be noted that the top women have on many occasions been faster than the men's scores. Denise Barr, Terry Vares and Cheryl Stearns have all beaten the men at their own game at some point. I say "at their own game" because style is dominated by military teams, who were historically all male, eg the *Golden Knights*. There are far more men turning style so they are likely to win a greater percentage of the medals.

The disciplines have remained segregated because of tradition - if they were integrated now it might discourage new female competitors. It's interesting

to note that the newer disciplines of Freestyle and Skysurfing have opted for separate male and female categories. On the whole, I feel that it is good to have separate men's and women's events to encourage greater participation by both sexes. Perhaps, if Formation Skydiving was segregated in the same way, maybe more women would train and achieve their personal highest level. It is a logical division as there is a strength advantage for men at a world class level of FS.

Who are your idols?

I have mentors. There are several but to mention just three; US Speed Style Champions Bill Jackson, Jimmy Hayhurst, Cheryl Stearns. Cheryl has been competing at international level for over 18 years and has won so many times, she carries a special bag with her to competitions, to take the trophies home without scratching them. It is rare for her to compete without needing this trophy bag and it is great to see her better the men's scores as she does from time to time.

Is the Classics discipline still improving or have people now become as good as they can get?

Accuracy is progressing at a phenomenal rate. In 1977 the raised 10cm disc was replaced with the flush 10cm disc. That 10cm disc was 'dead centred out' at the 1980 World Meet and so IPC cleared the way for the 5cm disc at the '82 World Meet. Now we have gone down to a 3cm disc for the 1996 World Meet. Gone is the pea gravel and instead, the electronic

score pad is placed on a 'tuffet', an air inflated or foam filled cushion. Precision canopy flying has become so exact, it is a foot placement game to win at accuracy. In terms of results at style, the lowest times are similar in magnitude (high 5's) to fifteen years ago, but more people are turning the low scores than ever before.

Is there a limit to how fast the human body can turn and, if so, have we reached it?

Never say never! Never put a limit on anything. Human beings are always pushing the accepted limit in any area. Set a limit and someone, somewhere will find a way to overcome it. To me, it is a wonderful part of human existence. Some incredible individual will always come along and perform what was thought to be impossible.

What is your ambition in style ?

I aim to turn clean mid 6's in style and then I will probably be happy to have achieved that level. That would be good enough for second or third at world level - on a day when everyone else was turning about the same. I would not be devastated if I were never the absolute champion of the world - I just want to be one of the best!

The individuals who are the absolute champions of the world often have little



Nancy about to complete a diamond formation "I don't want to be typecast."

else in their lives, other than competition, training and work. Whilst I admire such people tremendously, I have chosen to have other things in my life; I have a wonderful husband, a beautiful, charming, intelligent little boy, a career that was tailor-made for me and a lovely home. I snow-ski, water-ski, scuba dive, fly aeroplanes and enjoy working out. I would not have time for these other important endeavours (especially family) if I devoted my entire life's energy to style and accuracy. I'm greedy, I want to have it all!

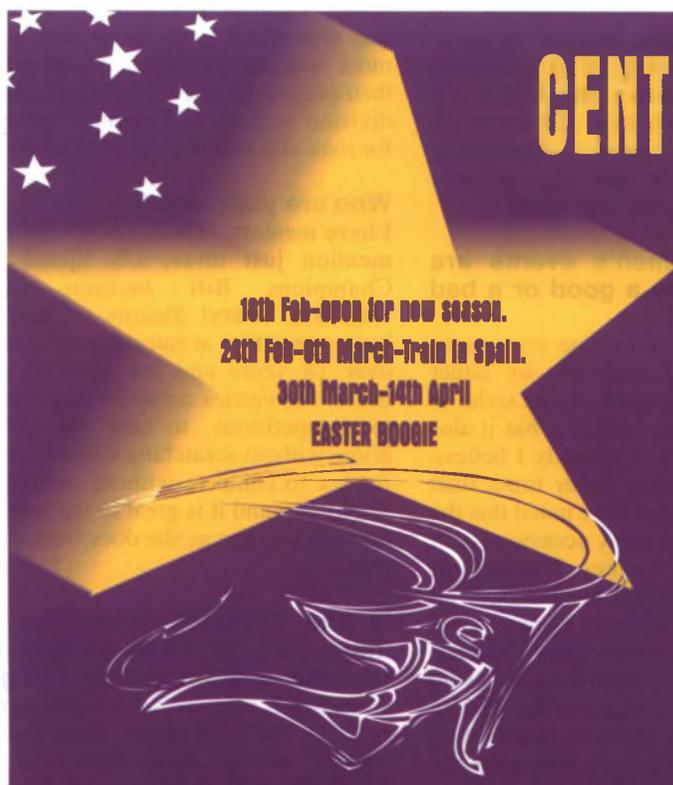
There are a lot of things you can work for in your life and it's all about establishing priorities for yourself. What do you want out of life? You are the only person who can decide - and that is the first step to achieving it.

Does style help other areas of the sport?

Oh absolutely! I highly recommend cross-training in skydiving. Competitive style makes you think faster, increasing your mental agility and speed of reactions. This can only improve your performance at other disciplines such as FS. Many of the top Russian and French FS team members began their skydiving careers as stylists; Jerome Bunker was a very successful stylist before he became a World Champion in Formation Skydiving. When I first started turning style in '87, Jerome was in DeLand doing 4-way and he showed me some of the techniques the French were using then.

What sort of person would be good at style?

Someone who is highly disciplined, quick, maybe a little hyperactive. They must be independent and self-motivated, with a strong desire to succeed. The ideal body shape is small and wiry with a great deal of upper body strength and strong thighs and abdominal muscles.



10th Feb—open for new season.
24th Feb—0th March—Train in Spain.
30th March—14th April
EASTER BOOGIE

CENTRO DE PARACAIDISMO COSTA BRAVA, SPAIN

THE FIVE STAR D.Z.

- ★ ALL JUMPS FROM 12.500 FT 3.000PTS PLUS GROUP & INDIVIDUAL DISCOUNT.
- ★ FREE VIDEO ROOM FACILITIES, CREEPERS GEAR-ACCESORIES SALES + RIGGING SERVICE.
- ★ AFF COURSES ALL SEASON, LEVELS I-VII ALL WITH VIDEO ONLY 210.000 PTS. TANDEMS ALL YEAR.
- ★ FREE LOAD ORGANISING. SKYDIVE UNIVERSITY COACHING & WARP PROGRESSION.
- ★ FLIGHT SCHOOL- PLEASURE FLIGHTS & PPL COURSES AVAILABLE.

- ★ TWO PILATUS PORTERS ALL YEAR + GUEST AIRCRAFT
- ★ TEAM COACHING FROM SPANISH 4 WAY TEAM.
- ★ RESIDENT SKYSURF & FREE STYLE COACHES: VIVIAN WEGRATH & MARCO MANNA
- ★ TEAM RATES FOR FORMATION SKYDIVING-FREESTYLE & SKYSURF TEAMS 2.300 PTS.
- ★ BAR-RESTAURANT, BUNKHOUSE, HOT SHOWERS.

CENTRO DE PARACAIDISMO COSTA BRAVA 17.487 EMPURIA BRAVA. GIRONA - SPAIN - APDO 194 . TEL.: 34 - 72 45 01 11 - FAX: 34 - 72 45 07 49 for more information, free video & calendar please contact us NOW

WHAT ELSE? BEACHES, WATER & JET SKIING, SCUBA DIVING, GOLF, TENNIS, WINDSURFING, GO-KARTING, HORSE RIDING, AQUAPARK AND MUCH MORE



Nancy is a USPA Tandem Examiner and had great input into the design of the new Tandem Racer shown above. Nancy is a passenger with Dan Tomlinson

What advice would you give someone who wanted to take it up?

First of all, 'Do it!!' Find yourself a mentor and go somewhere where others are practising it. Don't be discouraged at the effort it takes, you will need hundreds of training jumps to build up the muscle memory and split second timing.

Be realistic about the level of commitment required at the start and be aware of the danger of disappointment. Set personal goals and work hard for their realisation; the difficulty is all part of the challenge.

How did you become involved with Jump Shack and what do you do there?

I met John Sherman, founder of the company in 1986 at an AFF certification course where he was a guest speaker. I married him in 1987. I became involved in various aspects of the company and now deal primarily with sales, advertising, tandem and special projects such as the production of video for our new, multimedia CD-ROM catalogue. The company has gone very high tech using CAD for all canopy and container design work, computerised ordering and even video animation to enhance training techniques for competitors and judges!

I also have input into other facets of Jump Shack which keeps my work so interesting. For example, I enjoyed making important contributions to the design and management of our Elite Tandem Programme and to our new CD ROM catalogue.

What other areas of skydiving do you enjoy?

I pretty much do it all. I am a Tandem Instructor/Examiner and have been for more than ten years, I jump camera, do CF, demos, AFF, World Records, chute assis, you name it and I've probably tried it. I want to play with all the toys that are available, I don't want to be typecast! One of the nicest compliments I have ever had was from one of my team-mates /mentors whom I try to emulate, Jimmy Hayhurst. Jimmy is a multiple US Speed Style Champion and potential World Champion. He said 'You're really a better skydiver than I am, because you're a more rounded and multi-dimensional skydiver'. I thought that was a wonderful thing for him to say, although I usually describe myself as a 'Jack of all trades, master of none!'

Nancy La Riviere



"The Racer is the only rig I've worn which doesn't feel like I am wearing it" - in fact Nancy liked it so much she bought the company!

Skysurf Tandem

Artists: Patrick de Gayardon and Wendy Smith
Location: Moorea, 15 miles from Tahiti

The skysurf tandem was an idea of Patrick de Gayardon's. He asked Wendy to be his passenger because she is light, short and an excellent skydiver. The board was 7 foot long, with Wendy in front of Patrick, both in a tandem rig. The side straps of the harness were left loose, so that both jumpers felt comfortable on the board and during the moves. They did not use a drogue chute, but the fall rate was still slow. They made 10 jumps above the blue lagoons of Moorea, from a helicopter. After three training jumps to analyse the safety and stability, Wendy and Patrick performed back loops, front loops, side loops and tracks. The moves were generally very good, but three times they had to cut away the board, because they could not regain stability.



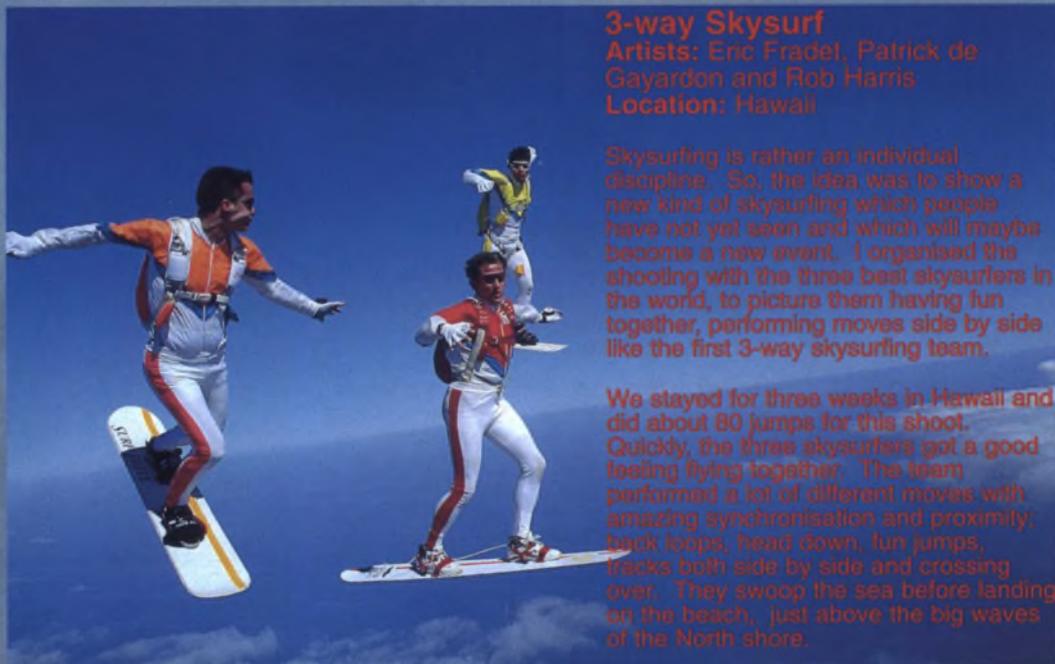
Anti-Gravity

Anti-Gravity is a 16mm, 40 minute film about extreme skydiving, directed by Patrick Passa, producer of the Travelling movies, who describes the shooting of the various sections of the film

To do a good movie, I have chosen:

- to organise the shooting in beautiful locations
- to use some of the best skydivers in the world, each excelling at their own speciality
- to find unusual angles and ways of filming
- to film skydiving artists performing skydiving actions never seen before

The video is available from UK distributors The Kit Store, telephone 01622 890 957



3-way Skysurf

Artists: Eric Fradet, Patrick de Gayardon and Rob Harris

Location: Hawaii

Skysurfing is rather an individual discipline. So, the idea was to show a new kind of skysurfing which people have not yet seen and which will maybe become a new event. I organised the shooting with the three best skysurfers in the world, to picture them having fun together, performing moves side by side like the first 3-way skysurfing team.

We stayed for three weeks in Hawaii and did about 80 jumps for this shoot. Quickly, the three skysurfers got a good feeling flying together. The team performed a lot of different moves with amazing synchronisation and proximity: back loops, head down, fun jumps, tracks both side by side and crossing over. They swoop the sea before landing on the beach, just above the big waves of the North shore.

Extreme Landings

Artist: Rickster Powell

Location: Alpes, France

It was a challenge to do a 7 minute sequence made up entirely from 4 to 5 second shots of swooping. To film what I had in my mind, I invited Rickster to come to France for the shooting, because, for me, he is the best swooper I know. At first, Rickster swoops a small lake next to beautiful mountain scenery. The landing area was a tiny island in the middle of the lake. He did about 20 jumps swooping the lake, jumping from a microlight at 2,500 feet. After he jumped, he had just time to pack while the microlight landed next to the lake. It was a very fast way to work and Rickster did 7 - 8 jumps in the morning before the wind got too strong. We had three ground videographers using five cameras to film Rickster's landings (see front cover photo).

The next shot for this extreme landings sequence was a stream bordered with tall grass, reeds and bramble bushes. This spot looked like a natural corridor, which was not easy for Rickster to get back out of. The stream was about six feet wide. For each jump, the aim was for Rickster to swoop the stream for as long as possible, with his feet touching the water. He did incredible swoops, some with a back wind. One of them was especially long, about 250 feet; he followed the curve of the stream, leaning his body and canopy to the side.

Even more outrageous are the shots of Rickster landing in a hangar. He did 13 jumps, passing the door with just three feet above and on each side of his canopy, a very small margin for error! Every single time, he put his feet down on the floor between 6 and 8 feet inside the doorway. Inside the hangar, he had less than 100 feet to stop himself before the wall did.



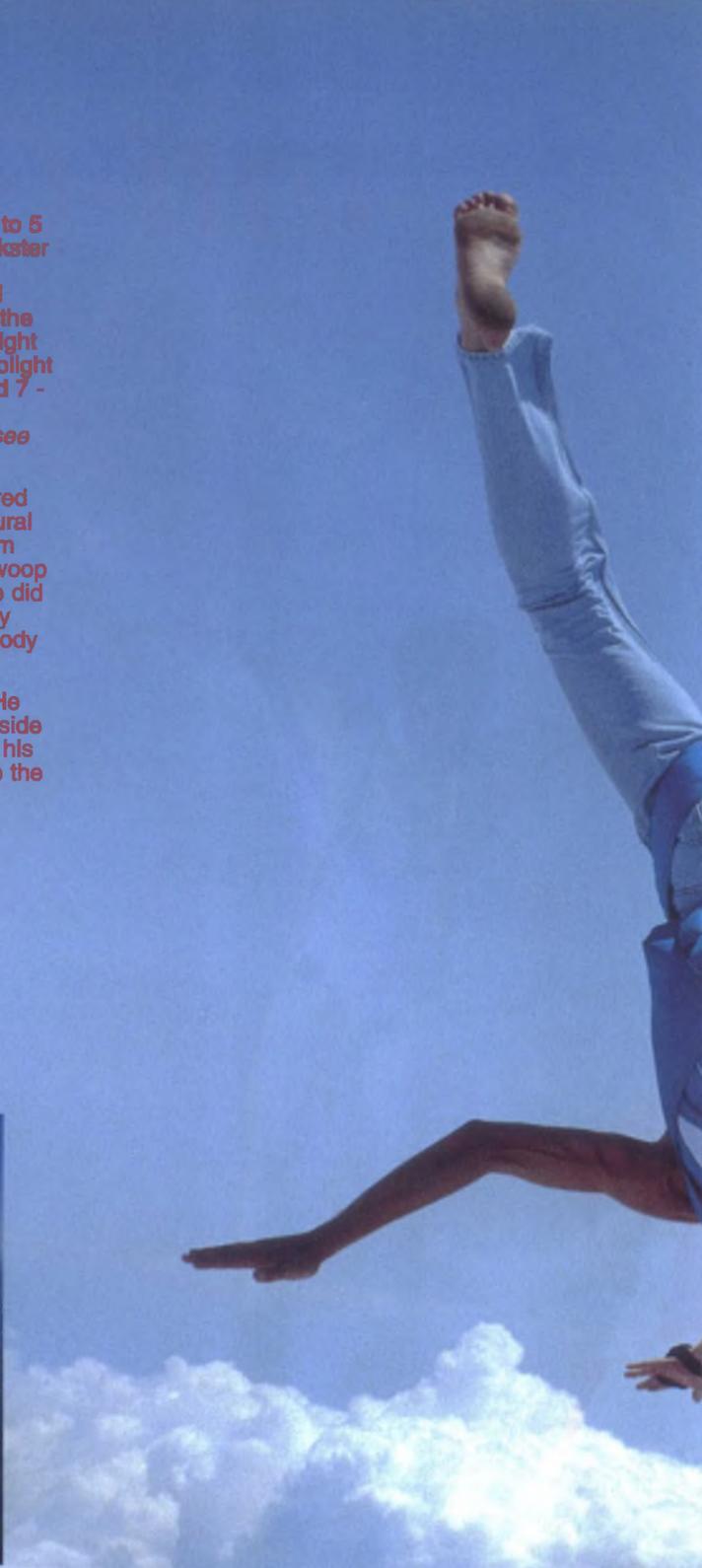
Freestyle

Artist: Marco Manna

Location: Hawaii and the Italian Coast

Marco Manna didn't participate at the last freestyle World Championships but for me he is still the best. I have never seen anyone doing what Marco did in front of my cameras. I think he is the fastest and the most stylish freestylist in the world. He has innovated a new gymnastic or trampoline style of movement, which has never been seen before and is shown to full effect in Anti-Gravity.

A distinctive feature of this part of the movie is the Pilatus diving and following Marco all the way down from 12,000 to 5,000 feet. The Pilatus turns around Marco, in very good proximity. It looks like FS between the skydiver and the aircraft, Marco Manna dances with the Pilatus. The French pilot, Francois Prin seems to be playing a game with the freestyler. Often, Marco and I, we heard the whistle of the turbine and we had the impression it would be possible to touch the aircraft. Although, we did not try it!



8-way Sequential FS

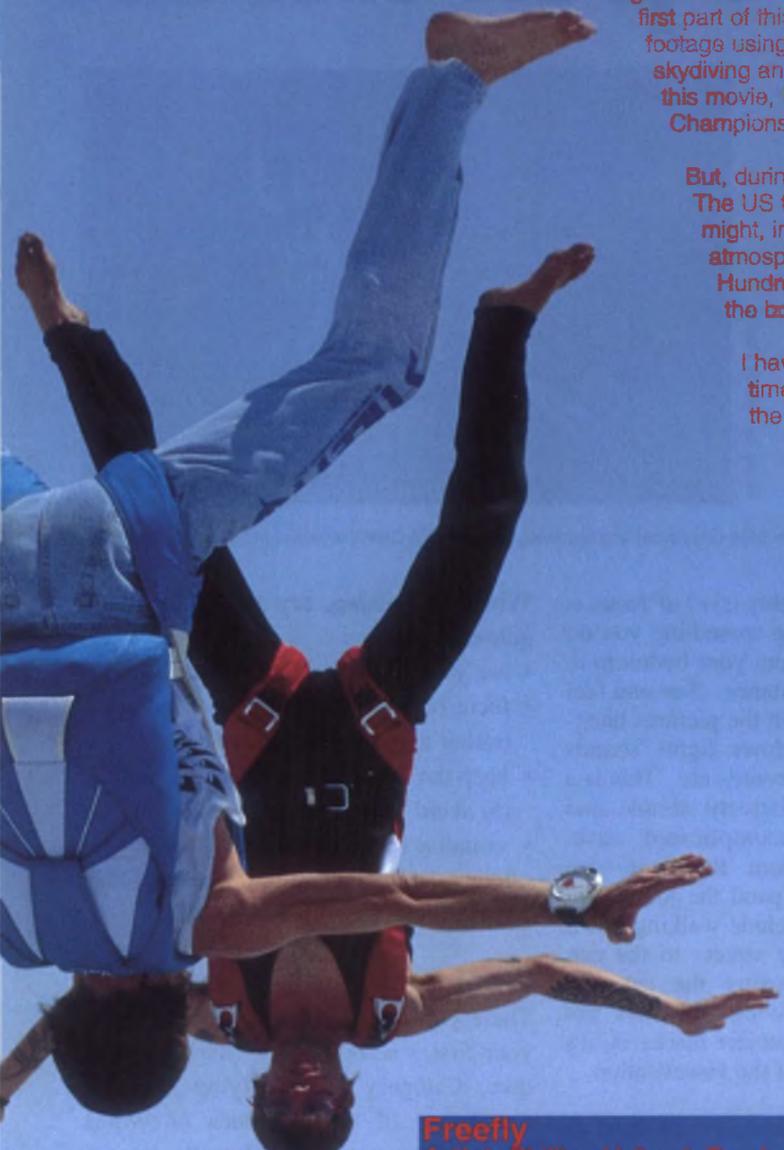
Skydivers: the French 8-way team, the American 8-way team (*Golden Knights*)

Location: Gap

This sequence shows the 8-way French team in action and their close competition against the US team, in the 1995 World Championships. I started the shooting in July '95 during the training of the French team and, I must say, I was sure they would win the World Meet. They were doing really good and I wished to do a movie about the French World Champions. So, during the first part of this shooting, I filmed some excellent 8-way skydives. I took very good footage using unusual angles and close-up shots and slow motion, showing 8-way skydiving and the technical points of this discipline. And, for the 'happy ending' of this movie, I planned to film ground shots of the French winning the World Championships.

But, during the competition, I realised that maybe the story would be different. The US team was neck and neck with the French. I had to anticipate that they might, in fact, win. So, I decided to film the incredible and amazing atmosphere emanating from this competition between France and USA. Hundreds of French and American supporters were cheering their teams at the boarding area. It was a lot of emotion.

I have filmed this feeling to finish this part of Anti-Gravity with the intense times at the World Meet; the joy and relief of the winners in parallel with the disappointment of second place.



Freefly

Artist: Philippe Vallaud, Frank Leopole, Lucila Verroen and other crazy French freeflyers
Location: DeLand, Florida

This sequence of Anti-Gravity was a race against time, because freeflying is a new discipline going forward very fast. I didn't want to do a freefly sequence which would be out of date by the time the movie came out. Philippe Vallaud is the main actor for this part, he can fly in any position, any dimension, with amazing control.

This sequence of freeflying will interest both beginners and experts - Philippe Vallaud stretches the limits of what you would think was possible.



All photos and words by Patrick Passe

SPORT
PARACHUTIST

Mental preparation

Photographer unknown



Photo by Patrick Passeur



Photos show the French 8-way team *Les Hautes Alpes* dirt-diving at the World Cup in 1994 (they won) and skydiving at the World Championships in 1995 (they came 2nd by 1 point)

Mental preparation is what we do to psyche ourselves into, or out of, a skydive

All skydivers at every level mentally prepare and visualise before a skydive. Even if just doing a pass at low altitude on their own, they think through the exit, maybe something to do in those few precious seconds of freefall and hopefully the deployment sequence with safety procedures. Experienced skydivers will do this kind of preparation so automatically they probably don't even realise it's happening.

But mentally preparing before a more intricate or demanding skydive requires greater prior planning and structure if it is to be beneficial.

What is visualisation?

We can practice a lot on the ground by dirt-diving the sequence of a skydive. But by using *visualisation* after the dirt-dive, it is possible to see in your mind's eye the pictures and sensations of that skydive. Most if not all skydivers use this technique to great effect when mentally reviewing a skydive on the ride to altitude. But to really use it to its fullest potential, even to the point where you feel it is a skydive you have actually done before, requires practice. This "déjà vu" of a skydive gives added anticipation, precision and confidence to your moves.

One way to achieve this level of focus is to start by visualising something you do everyday, walking from your bedroom to the front door for instance. See and feel every footstep, take in the pictures hanging on the wall, shadows, lights, sounds of the creaking floorboards etc. This is a

"Argue for your limitations and sure enough, they're yours."

Richard Bach

relatively simple and uncomplicated task. From this you can expand the journey to include walking down the street to the car, starting the car and driving off. It's not important what the subject matter is, it's the degree of focus of the visualisation.

You may find that initially it's hard to keep that train of thought going uninterrupted for any period of time. But with regular practice over a few weeks quite detailed and lengthy daydreams can be made. This training of the mind to picture events happening is a prerequisite for both mental preparation and visualisation.

Sometimes when visualising it's possible to encounter a momentary lapse of concentration or brain lock. If not recognised this can start you panicking, especially if you're just about to climb out and start the skydive. This usually occurs if you've been overdoing the amount of mental preparation or repetitions or if you try to "see" too much. The best thing to do is relax and focus on what caused you to stall. That way you can see it's not that you have the memory span of a goldfish and you're going to blow the skydive, rather you can fix it.

When visualising, try to follow these golden rules:

- see yourself only doing perfect moves
- focus on the right things you need to do (rather than not what to do!)
- keep the visualisation relatively simple (to avoid information overload)
- visualise for short periods at regular intervals (don't overdo it, you can only concentrate for so long).

What is mental preparation?

There you are running in at altitude for your first 3 second delay, first AFF skydive, Category 10 qualifying skydive, round one of the Nationals or World Meet. You're stressed, "I really hope I don't screw up, I'm not looking forward to that move, I'm going to look stupid here." Sound familiar?

Mental preparation is what we do to psyche ourselves into, or out of, a skydive. We can visualise the whole skydive perfectly and then blow it by focusing on negativity and feeling tense or tight. So how do you prepare yourself to perform at your best?

Finding your arousal level

Take a minute to think back to your worst ever skydive. How did you feel just before that skydive?

Using the table, make a note of what you felt your energy level to be.

& visualisation

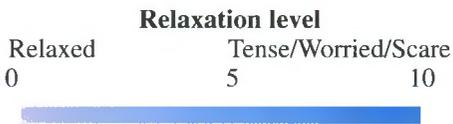
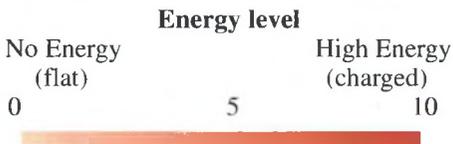
Photo by Keith Larrett



Photo by Keith Larrett



"Mentally preparing before a more demanding skydive requires greater structure if it is to be beneficial."
Photos show *Team Sebastian* in training above Skydive Sebastian



listen to. These tapes pretty much cover the range of arousal level from 1-10 for me and just a few minutes listening is usually enough. Luckily our team's taste in music is identical but beware you don't alienate other people by playing "Rage Against the Machine" on your boogie box at full blast, get a walkman.

Use of keywords
LOOK - REACH - PULL

Keywords can both mentally and physically prompt us to react in a controlled way. By choosing between one and four keywords (more and the impact is lost) you can generate the focus and energy you need.

Repeat these three words to yourself for ten seconds....
SMOOTH - PRECISE - CALM

Now try this....
FAST - EXPLODE - PUSH

Now think back to your most excellent skydive and do the same test. Did you notice much of a difference? Would you prefer to skydive at that latter level?

"Those who believe they can and those who believe they can't are both right."
Anon

The power of auto suggestion from *keywords* has been used in skydiving for many years.

Did you notice any change in your breathing or heart rate? Keywords are only really useful if they are simple, positive and personally meaningful. The best time to use this technique is usually on the ride to altitude or just prior to climbing out. 

So with the knowledge of what energy or arousal level you feel most comfortable at, you can lift or calm yourself accordingly. If you are too tense (arousal level too high) you need to find a way to relax and reduce the level to your optimum. If you are so laid back that you are almost asleep, you need to increase your arousal level in order to be able to focus.

How to do it

There are several different ways to get yourself psyched for your skydive, the important thing is to find what works for you.

Listening to music

I've found that by listening to different types of music before getting into the aircraft I can direct my arousal level for the skydive. On training camps or competitions, I have four specific tapes which I



Photo by Keith Larrett

Team Sebastian finishing off a day's training with a sunset jump onto the beach

Controlled breathing

Our arousal level is also related to our breathing and heart rate. So, by controlling our breathing we can directly influence our degree of alertness or relaxation.

Usually when we become tense, our breathing rate will increase and become shallow. This is the body's natural defence mechanism, "Fight or Flight," coming into play. By focusing on slow breathing it is possible to slow the heart rate and calm the mind. This can also be used to great effect in the skydive as well.

Physical relaxation

Lie on your back with your arms and legs by your sides. Take 5-10 minutes to systematically work through the body's muscle groups, tensing the muscles before completely relaxing them. Once your body is relaxed, you should find a calming affect on your brain has also taken place.

Imagery

Imagining yourself in a situation which makes you feel comfortable, this is where your powers of visualisation really come to the fore. Such imagery could be anything from lying on a beach in the sun, to dancing your heart out at a party. By placing yourself in that past situation, the ambience can be captured and the stress or tension displaced. Not only does such imagery help you relax, it can help put the skydive in perspective.

Putting it all in perspective

This basically falls into two categories:

- the skydive
- you

It can be so easy to make the skydive into some monster with tasks that appear impossible or threatening. But everything can be broken down into its component parts and from there, similarities to exits, skydives or moves you've done before. What's the difference between docking 4th to docking 150th? - surprisingly little, it's still about a good approach pattern, docking on a level with no momentum and maintaining fall rate. Yet it's surprising how given a chance we can give ourselves the idea we've never done anything like it before!

**"Do what others say
you cannot do and you
will never pay attention
to their limits again"**
James R Cook

How many category 10 skydives have you seen or been on where only one point is accomplished yet on the 3-way before that you turned 5 or 6 points. It's not the complexity of the

moves, it's the thought that all eyes are on us, "This is a really important skydive, I don't want to let anybody down, I mustn't screw up" scenario. At times like this it's good to look objectively at ourselves. Is it the end of the world if I don't perform perfectly? Will I be a failure as a human being? Will my friends honestly think less of me? Will I think less of myself?

After all, we skydive for fun. We should place ourselves in an environment where it is okay to make mistakes, it's all part of the learning curve. It's not about being *perfect* but about being *positive*.

Toby Stafford
National 4 and 8-way Champion
Team Sebastian

Toby and Pete are contactable at 73572, 3135 @ compuserve.com or Sebastian
Tel: 001 407 388 5672

Team Sebastian

Team 97 (Pete Allum, Chris Lynch, John McIver and Toby Stafford) are now *Team Sebastian* and are based at Skydive Sebastian in Florida. They are partly sponsored by Andy Grimwade & Skydive Sebastian until the Nationals.

If they win, they will become the full time Sebastian Team with complete sponsorship. Team members are available for coaching, seminars, Skydive U and team training at Skydive Sebastian.

Most of the photos used in this article were taken above Skydive Sebastian by **Keith Larrett**.

Working out a personal plan

Armed with all this information you can now start working on your own plan! To give you an idea, here's a plan I use based on the methods and techniques already discussed. However, we're all individuals, so experiment and find out what works best for you.

- 1) First I work out the skydive using the PAKSS system (*see Pete's article in March 1996 issue of SP*).
- 2) Once the 'puzzle' is logged in my head, I start visualising the moves of the skydive and keep repeating the names of the formations e.g. Meeker, Offset, Bipole 540 Bipole, Adder. I start to then build a complete sequence from getting into the door at altitude to tracking off laughing and smiling (it was my best ever skydive!!!) This sequence can take anything from 2-20 minutes to construct depending on energy, concentration levels and the complexity of the skydive.
- 3) Then I relax, completely switch off from the skydive and assess how I'm feeling regarding energy, concentration and mood. Using music, key words, imagery etc, I get myself back on the right track.
- 4) If there is a wait before boarding the aircraft then I will alternate my focus between visualising the skydive and keeping my energy levels up. At this stage I won't do more than one run through every ten minutes or so.
- 5) On the climb to altitude I will go through the skydive about three times focusing for about 60 seconds each time; once after takeoff, once at about halfway, then a final run through a minute or so before exit. From about halfway I also focus on my arousal level and deal with any negativity or tenseness. This is where I use keywords, imagery and controlled breathing.
- 6) On run in, I totally clear my mind of everything, I aim to be totally calm, focusing on the "right now" rather than what could happen or other outside distractions.

Taking this "right now" focus into the skydive also switches you off from problems or glitches which may occur as the skydive progresses. After all, you can't change what has just happened and worrying about it or feeling you have to catch up won't improve the rest of the skydive; in fact, quite the opposite! Hopefully, if you've used the suggestions for mental preparation, you will have the optimum arousal level and your "right now" will be spot on.

It's
good

to
talk



Photo by Dougie Young

Sharing information on malfunctions and problems could improve safety for everyone within the sport. Rick Boardman argues that this must be done in confidence and describes a new reporting system

At the end of the Riggers Committee meeting last September, the Chairman asked the committee to look at the possibility of setting up a Confidential Incident Reporting system. This would enable any recurring equipment problems to be identified. The membership could then be informed, hopefully preventing the same problems from happening again.

The reason that this request came about was quite simple. Many of the latest items brought up at Riggers and STC meetings have involved repeats of old incidents, accidents and causes. A classic example of this could be a recent injury involving a skydiver who appears to have spiralled into the ground with a steering line possibly trapped in a worn slider bumper (BPA SI. 2/95, 24th August 95).

Confidential Incident Reporting? What's that all about then?

Sometimes in life, and especially in aviation, things happen which we don't always want people to know about. This reluctance to tell a story could be for many reasons. Perhaps you might feel that you're in the wrong or that speaking out could affect your position among

your peers ("I'll be laughed off the DZ if I they find out"). Perhaps you don't feel that it's important enough to warrant a discussion ("It's not a problem"). Perhaps you think you might get someone in trouble if you say anything ("I don't want to land anyone in it"). There are lots of quite valid reasons why you should keep quiet. A confidential reporting system can solve all this. It would allow you to report your experiences without any fear of embarrassment or recrimination. Much more importantly, you just might have identified a problem which was about to kill somebody and which, had you kept quiet, would have.

What causes fatal accidents?

The oldest saying I've ever heard about accidents is true. It's never one big thing that goes wrong. It's always a whole list of little things at once.

The combination of these little things creates a 'Causal Chain', and you have an accident, or in our language, a fatality. The removal of any one link in that chain could prevent the accident from happening. On the equipment side of things there are plenty of examples of small links in a causal chain. Most rigging shops have a 'horror box' of nightmares that they've collected over the

years (Netheravon's is a cracker) and the BPA Index of Safety Notices contains a wealth of detail on such nightmares.

How do other aviation bodies deal with this area?

I have spoken to many experienced people, in particular at Farnborough, where they have been running such systems for years. It's been tried. It works. The system used by the Pilots and Air Traffic Controllers in this country is called the Confidential Human-factors Incident Reporting System (CHIRPS).

Never heard of it!

Of course you haven't, it's confidential! CHIRPS has a target population of approximately 19,000 Pilots and Air Traffic Controllers and publishes a monthly magazine within the aviation industry. It is now funded by the CAA, but was originally set up at an RAF level to act as an uninfluenced broker of information. They operate a secure office, answerphone and fax, and also use a freepost maildrop facility.

Forms are provided in their monthly magazine, *Talkback*, on which the sender can fill in as much or as little information as he/she wishes. At this stage there is

Photo by Dougie Young



"I'm not quite sure but it'll probably be alright!"

name and address box on the form. This serves a dual purpose, to confirm the identity of the originator and to provide a means of clarifying any relevant points directly with them. Once the information has been sorted and analysed, the report is "dis-identified". This process removes all traces of the originator's identity which is vital to maintaining the confidentiality of the system. As a final security measure, the report is filed and the name and address boxes removed from the form and returned to the owner.

The reports filed under the CHIRPS system have covered a wide range of subjects over the years. It has highlighted many problems, among them crew fatigue on long haul flights, bad positioning of controls in aircraft, and even areas of poor radar coverage over the UK. It is unlikely, for example, that anyone would have been able to identify how big the pilot fatigue problems on long haul flights were, if this system had not been available as a "confessional" for pilots. No aircrew was likely to walk into his manager's office and tell the boss that he sometimes falls asleep at the joystick!

What's wrong with the existing system?

Within sport parachuting in this country, it goes without saying that there is already a reliable set of rules and practices for ensuring the safe maintenance and operation of equipment. The trouble is that it can only really be amended as a result of lessons learnt the hard way. There are a great many things learnt every day out there by operators and maintainers of parachutes - but, where they are learnt as a direct result of misjudgment or mistake on the part of an individual, is that person likely

to come forward with a report? Of course not, for all the reasons stated earlier. And that's where the Confidential Reporting System comes in.

How do we know it's confidential?

There is a big difference between an anonymous reporting system and a confidential one. Anonymity can be used to abuse the system. Confidentiality can breed confidence in the system. It provides the ability to confirm and clarify relevant details. However, it is vital that once that information is confirmed, the manager of the system must assume a similar relationship to the reporter as the role of a doctor or priest. Any abuse of that privileged position by the manager will severely damage the trust of the parachuting population in the system and hence destroy its effectiveness.



Pack last time in a hurry?



Borrowed kit?

Photos by Dougie Young

Who are you aiming this little lot at?

An experienced jumper's personal kit is ultimately his or her own responsibility. Our target population will be defined by cost limitations, but as far as I can see, this should be anyone who owns, uses or maintains parachute equipment.

What should be on the report form?

The worst type of form is the tick box type. The form should attract a straight forward telling of a tale, in plain English, with a big space available for the facts to be spelt out. Relevant details, such as experience levels, position held, equipment type and age, should be asked for in individual boxes. But the report should cater for the convenience of the reporter, not the convenience of the manager's filing system.

How would these reports help our existing safety system?

This is where the real fun begins! The manager must be capable of and allowed to input the necessary information at the right level within the skydiving community to have the right effect. Two obvious examples would be an input at each Riggers meeting and liaison with the National Safety Coach on more urgent matters. The manager of the system will need considerable skill and tact in putting any information into the right system at the correct point in its structure. The manager must be seen to maintain complete anonymity and ensure the system is not abused by a disgruntled party. They will also need to understand detailed descriptions of equipment,

- SUMMARY -

- * A Confidential Reporting System can identify human factors and equipment problems which could cause an accident
- * The data collected can be used to help design a safer sporting environment for us all in the future
- * A Confidential Reporting System costs less to run than the accident it can prevent
- * In order for the system to work the target population (YOU) must have faith in its confidentiality

RAPS Malfunctions

Four of the photos used in this article are from Dougie Young's RAPS Malfunctions Package containing 14 large photos and a video (see previous issue of SP). Available from Dougie at Netheravon.

so they are going to have to have quite a good CV to meet all these criteria.

Wouldn't the natural location for the system be the BPA?

The site has to be somewhere where it can be accepted as an honest broker of information. It is unlikely that an office in a regulatory authority building in the sport would be acceptable to the target population.

Are you saying that you don't trust the BPA?

No, far from it. If I didn't trust the BPA, I wouldn't be still with them and what they stand for. I have no doubt that the BPA offices would be a potential site for this system but put yourself in the shoes of the people making reports for a minute. Think about all those reasons at the start of this discussion why the reporter hasn't said anything up to now. To use another rough analogy, why do some people think the police complaints system is so wrong? Because they don't see it as being independent enough to be an honest broker of information. At the first hint of the system's confidentiality being compromised, whether justified or not, then skydivers would begin to wonder if it is a truly confidential system and that would be the end of it.

So who gets the job and where's it going to be based?

In order to make direct contact with all interested parties in aviation, a regular feature should be introduced in our magazine, to keep skydivers aware of the system and bring problems & solutions to the notice of all experienced skydivers in the UK.

Given that there was a big show of hands at the AGM for the proposal that incidents be reported in the magazine, it is clear there is interest in the area.

Almost everyone I've spoken to about the proposed system (so far) seems all for it. The Riggers Meeting of 1st February discussed and approved the principles of the system for a trial period of six months. Allan Hewitt, Chairman of the Riggers Committee, has agreed to receive any reports, either verbal or in writing, that



Photo by Marcel Fritsch

This Let 410 dropping parachutists at the Hungarian Boogie '95, Esxtergom, stalled in mid jump-run, ejecting its load of 20 skydivers. Fortunately no-one was hurt and the pilot was able to recover the aircraft.

A reminder to everyone to observe the C of G limitations

you may wish to submit. In the near future, a format will be made available for ease of reporting, but please submit items now, whilst they're fresh in your head. Don't sit back and wait for a form! Remember, what you say today could save a life!

Before I sign off, I must thank one individual who may well have pointed the way to a solution that would be cheap, easy to run and holds a massive potential for saving lives around the world in the future. She said five magic words "Put it on the net....."

Perhaps I was right in the first place, "It's good to talk....."

**Rick Boardman
D4495, Rigger #171**

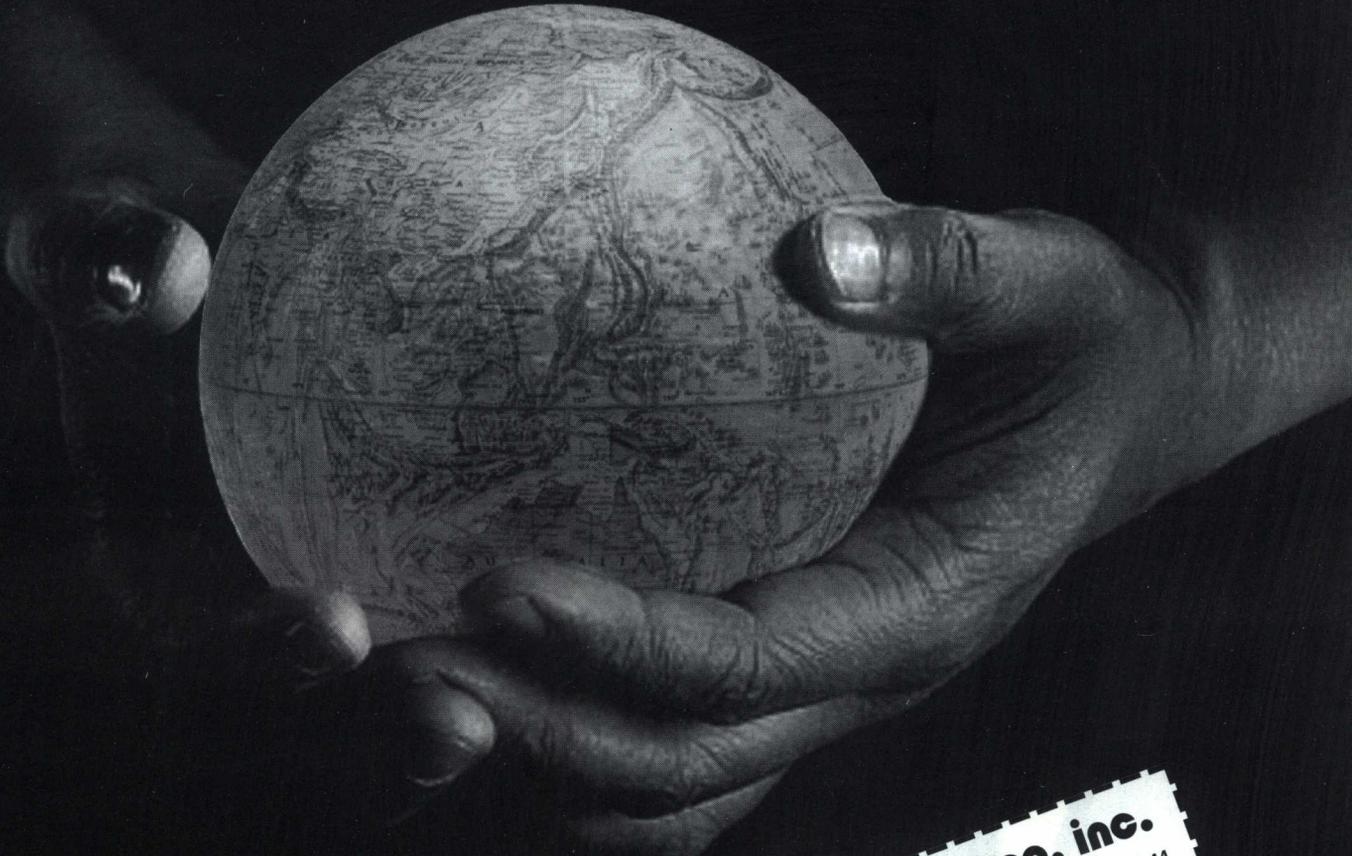
Address your opinions of the system to Rick Boardman, 281 Abington, Figeidean, Salisbury, Wiltshire, SP4 8JX.

For Confidential Reporting, address any mail or faxes to: Confidential Report, Allan Hewitt, 103 Grosvenor Road, Aldershot, Hants, GU11 3EE
Phone/Answerphone: 01252 27412
Phone/Fax: 01252 350377
Compuserve 100770, 402

CATCH THIS!

For over 35 years, Para-Gear has served the world with selection, service and experience unmatched by any other.

We are dedicated to giving our customers the best value in the industry and we ship worldwide every day.



Let us serve you too...
send for our BIG 192
page catalog of all the
latest equipment and
accessories.



Para-gear equipment co. inc.
3839 W. OAKTON STREET • SKOKIE, IL 60076 USA • (847) 679-5905 • FAX (847) 679-8644

I live in U.S.A. Please send new 192 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 _____
Address _____ State _____ Zip _____
City _____
Country _____

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

Para-Gear Equipment Company, Inc.

3839 W. OAKTON STREET • SKOKIE, IL 60076 USA

(847) 679-5905 • FAX (847) 679-8644

Interested in Flight Safety? - Seen the photo on the previous page?



GASCo

The General Aviation Safety Committee (GASCo) was formed in 1964. It is a non-profit making organisation, (a registered Charity) whose aim is to promote safety in General Aviation (GA). It does this by collecting, collating and disseminating flight safety information among users of UK registered general aviation aircraft. Also by studying all matters affecting flight safety in the UK and making recommendations to interested parties. As part of this, GASCo publishes a quarterly magazine called 'Flight Safety Bulletin' which is issued solely in the interest of improved flight safety. The print order is 14,500 per issue and it contains many interesting articles plus details on flying incidents - which are published in the hope that they will help pilots and operators to avoid the misfortunes of others.

John Ward was the Chairman/Chief Executive and Editor of the magazine for nearly 30 years and retired from some of these posts in 1994. The same year, after adopting a revised Constitution, the Committee was renamed as the General Aviation Safety Council. The management consists of a new Chairman of Council - Tim Scorer, a new editor of the magazine - John Stewart-Smith and a new Chief Executive - John Campbell.

When GASCo began it had representatives from 6 GA Organisations, now though it has many more representatives from all private and business aviation (not airlines), flying and gliding groups, air taxis, agricultural work, flying training and all sorts of airports groups, eg:

Aircraft Owners & Pilots Assn
 British Helicopter Advisory Board
 Flying Farmers Assn
 Lloyds Aviation Ltd
 Airport Operators Assn
 British Microlight Assn
 G A Manufacturers and Traders Assn
 Popular Flying Assn

Aviation Training Assn.
 British Model Flying Assn
 Guild of Air Pilots & Air Navigators
 Ministry of Defence (Air)
 British Balloon & Airship Club
 British Parachute Assn
 Lawyers Flying Assn
 Royal Aeronautical Society

British Gliding Assn
 Civil Aviation Authority
 Helicopter Club of Great Britain
 Royal Aero Club
 British Hang Gliding Assn
 Flight Safety Committee
 The Meteorological Office

Representatives from organisations like the Air Accident Investigation Branch, National Air Traffic Services, etc, also attend. GASCo's new objectives for the future include the production of flight safety days and seminars, the initiation and supervision of safety-related research and the monitoring of development in the EEC affecting GA Organisations.

Recently GASCo meetings have begun with a presentation from different representatives giving information about their organisation. For example, I recently gave a presentation on the BPA, which has since been printed in *Flight Safety Bulletin*.

The latest CAA & NATS Informative and Consultative letters are discussed at meetings to see if they will affect any GA in general or affect any GASCo members in particular. Members are brought up to date on the on-going problems, eg the Meldrum BBC TV mast near Aberdeen has always been lit, but the BBC is now trying to save money and does not wish to pay the £7000 pa to keep it lit. GASCo considers this a potential flight safety hazard and is in discussion with all the interested parties.

Meetings also review incidents which help others avoid similar misfortunes. For example, the British Gliding Association has included an article in its magazine on 'Why gliders should avoid Parachute Drop Zones'. The *Military Low Flying Handbook* now has the busiest parachute centres in the UK as avoidance areas - with circles around the DZ's.

The BPA donates a sum of money each year to the running of GASCo, but it is also possible for individuals to make donations or make a covenanted donation - on which tax can be recovered. A £25 per year donation helps towards the work of GASCo and entitles you to the *Flight Safety Bulletin*.

For further information, write to **GASCo, Holly Tree Cottage, Park Corner, Nettlebed, Oxon RG9 6DP**

**Angela Hickling
 GASCo Representative**

UK face -0- 12000 ft
 £127.95 inc VAT

£147.95 inc VAT

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. Please add £4.60 P&P UK. £5 BFPO Europe.

All supplied with a velcro strap + 2 years parts guarantee

£85.95 inc VAT

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

Dodington's
Sports Instruments

the **MONSTER**
 pink kite
 company

Pink Parafoil Kites, clothing and accessories

The best BUZZ down here for the days you can't be up there!!

Can you handle the **MONSTER** pink one ?

Blacksprings Farm, Castle Bytham, Lincs, NG33 4RR
 Tel 01780 410737



D'YA THINK
HE'S EVER HEARD
ABOUT CYPRES ???

I'M SAFE...

AIRTEC

Mittelstrasse 69
D-33181 Wünnenberg

Tel +49 2953 8010
Fax +49 2953 1293



POPS CORNER

Parachutists Over Phorty Society



Pete Jones and friends at Ampuriabrava have extended in recent days a definite invitation to put together a European POPS record at their Christmas '96 boogie. We're looking for a 75-way which could increase in size, up to a 100-way if all goes well. Register early!

MACMILLAN NURSES APPEAL:

The Arnhem Veterans Parachute Team is planning a group demo on August Bank Holiday this year into Netheravon in aid of the above appeal. There will be 24 veterans, ranging in age from 72 to 81, of which fifteen will be tandem jumpers. A MacMillan nurse will also be jumping. Please support this very worthy cause by contacting: *Norman and Carole Poole, Grove Cottage, Boulge Road, Hasketon, Woodbridge, Suffolk IP13 6LA.* Tel: 01394 383951.

POPS MEETS:

Please try hard to attend the POPS coming of age meet at Cark, August Bank Holiday. On the international front, the following European meets have been arranged:

8 - 9 June	Werdohl, Germany
26 - 28 July	Frankenmarkt, Austria
24 - 25 August	Endelave, Denmark
7 - 8 September	Hoogeveen, Holland

SO LONG LARRY:

Many UK POPS will be sad to learn of the passing of Larry Langrand, an active and experienced skydiver with over 4,000 jumps. Larry died on 27th January at Perris Valley when flags he was flying on a demo became entangled. Larry was extra special. He was the most likeable and easy going man to whom you warmed immediately. At 53, with a degree in European history, he was into fast cars,



Larry Langrand (L) with Russ Manhold

motorcycles, skydiving and the US POPS movement in a big way. Blue heavens Larry, how we shall miss you. Our hearts go out to Jennifer.

John Crowhurst
Hon Sec and Treasurer

Skydive Arizona

the place to be

CALDENDAR OF EVENTS

Sep 14-15	Bounce Back Boogie (\$10.00 Skydives)
Oct 16-19	Freestyle Nationals
Oct 20-26	CRW Nationals
Oct 27-Nov 3	Halloween Boogie
Nov-28-Dec 1	Thanksgiving Boogie
Dec 21-Jan 5	Holiday Boogie (you won't want to miss this one!)
Feb 14-16	Valentines Money Meet (4 and 8 way competition)
Mar 26-Apr 6	Easter in Eloy
May 24-26	Memorial Day Boogie - Turbine Maddness

*Here are just a few reasons
to come to the sun!*

- * COACHING BY ARIZONA AIRSPEED & ARIZONA VORTEX AVAILABLE * NEW WEIGHT ROOM
- * LARGE CLIMATE-CONTROLLED HANGER
- * NEW CREEPING AREA * CLIMBING WALL
- * NEW PRIVATE VIDEO ROOMS
- * BUNKHOUSE CAMPING & RV AREA
- * ORGANISERS FOR ALL LEVELS
- * BENT PROP BAR AND GRILL

*And lots more! Come to the Sun
and see for yourself*

SKYDIVE ARIZONA STAFF AND SCHOOL
100% CYPRES EQUIPPED

SKYDIVE ARIZONA
4900 N. Taylor Road, Eloy, AZ 85231
520/466.3753 · 520/466.4720 Fax
E-mail SkyAZ@aol.com

PD TOUR EUROPE '96



JOIN US AS WE DEMO PD CANOPIES

01.-05. May
Vamdrup/Denmark
Valley Boogie

25.-30. July
Chalon sur
Saone/France
Women's World
Record Attempt

10.-12. May
Maubeuge/France
PD Weekend

02.-11. Aug
Vichy/France
Espace Boogie

16.-20. May
Pujaut/France
Spring Boogie

15.-25. Aug
Leopoldsborg/
Belgium
World Cup RW

24.-27. May
Champagne/France
PD Weekend

30. Aug-01. Sept
Angouleme/France
Boogie Performance

31. May-02. June
Teuge/Netherlands
PD Weekend

06.-08. Sept
Annemasse/France
PD Weekend

06.-09. June
Karlsborg/Sweden
PD Weekend

12.-15. Sept
Casale/Italy
Boogie Performance

12.-16. June
Vasteras/Sweden
Nordic Championship

19.-22. Sept
Paracentro
Roma/Italy
PD Weekend

18.-21. July
Locarno/Switzerland
PD Weekend

26.-29. Sept
Gap/France
PD Weekend

02.-05. May
Klatovy/CZ
10 Years Skydive Pink

09.-12. May
Lachen-Speyersdorf/
Germany
Weinstrassen Boogie

16.-19. May
Kassel-Calden/Germany
4-Way & 8-Way
Competition

24.-26. May
Skyfun Spa/Belgium
10-Way Competition

31. May-02. June
Headcorn/Great Britain
8-Way Speed Boogie

06.-09. June
Irish Parachute
Center/Ireland
PD Weekend

14.-16. June
Vamdrup/Denmark
Skyvan Boogie

21.-30. June
Borlange
Dalarna/Sweden
Mid-Summer Boogie

05.-07. July
Langar/Great Britain
PD Weekend

12.-14. July
Höxter/Germany
4-Way Mini Meet and
Summer Fest

18.-21. July
Paracentrum Midden
Zeeland/Netherlands
Boogie

25.-28. July
Ampfing/Germany
16-Way Cup

01.-04. Aug
Bad Lippspringe/
Germany
RAPA Championship

06.-11. Aug
Vichy/France
Espace Boogie

17.-18. Aug
Saulgau/Germany
PD Weekend

30. Aug-01. Sept
Granseer/Germany
Berlin Champs
4-Way Open

06.-08. Sept
Fehrbellin/Germany
9-Way Speed Formation

12.-15. Sept
Sillian/Austria
Pink Boogie

20.-22. Sept
Fuerstenfeld/Austria
Skyvan Boogie

27.-29. Sept
Schweighofen/
Germany
6-Way Competition

**B
U
S
H
M
A
N
Z**

**Z
I
K
L
C
S
E**

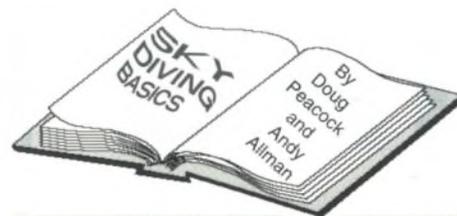
**Performance
Designs Inc.**

1300 East International Speedway Blvd.
DeLand, Florida USA 32724
PH: (904) 738-2224 • FAX: (904) 734-8297

Skydiving Basics

by Doug Peacock and Andy Allman

129 pages: £5.95



Skydiving Basics is the latest publication covering the sport of skydiving. It takes the reader from the moment she or he sets foot on a drop zone right through their progression until they become a competent parachutist/skydiver (as laid down by the guidance and rules of the BPA). Essentially covering the Ram Air Progression System (RAPS) the book's authors hope that "the serious student will certainly wish to use a modern advanced canopy at the earliest possible opportunity."

When I was asked to review the book, the first time I read it, I really liked it. On the second read I decided to always carry it along for my own reference whilst teaching. The book has great interpretation of all the student lesson plans required up to Cat 10. It also has in-depth sections detailing basic accuracy and spotting which fellow display jumpers could do well to take on board. With the above in mind, I would have liked to have seen some more pages left blank for amendments and notes. There

is only one photograph in the whole book (and that is on the cover), but the diagrams and pictures more than make up for this. Reading the book brought home to me just how much jargon is used in the sport, but thankfully a comprehensive glossary is included.

Our sport is changing on a daily basis and just like the latest computer, it is easy to be out of date before your book or equipment has even reached the market. *Skydiving Basics* is as current as it can be in early 1996. Netheravon is pioneering the latest student techniques such as BOC and pivot exits and the book's authors continually keep at the cutting edge of their instructional abilities. It is hard not to be sycophantic when I have such respect for the instructors who have written it.

The book is designed to be a handbook for a student, but I would heartily commend its purchase to anyone involved in the sport.

About the authors: Doug Peacock served well over twenty years in the Royal Air Force distinguishing himself in both military and sport parachuting. Since leaving the RAF Doug has been a National Coach to the BPA, same again for the Sultanate of Oman, competitor, coach, judge, team manager at numerous World Championships, I could go on. As a BPA Advanced Instructor and Examiner he knows his stuff. Andy Allman is the current captain of the British Army 8-Way Team. He is an AFF Instructor, Skydive U coach, a competitor and organises much for the Army Parachute Display Teams.

Skydiving Basics makes great reading for any student parachutist and at £5.95, it represents great value.

Jonathan Dyer
AGC Parachute Display Team
BPA Approved Instructor and Rigger

Skydiving Basics

Doug Peacock and Andy Allman

The complete RAPS manual.
130 pages and 45 diagrams, a
must for every student jumper.

Available now from: *Parachute
Training Services, 11 Godwyn Close,
Larkhill, Abingdon, Oxon, OX14 1BU*

Cash with order £5.95 plus £1.25 p&p. Total £7.20

If you wish to avoid spoiling this magazine, please copy the order form.



Order form

Please send me a copy of *Skydiving Basics*. I enclose a cheque for £7.20 made payable to Parachute Training Services

Name Address

.....

..... Postcode Telephone

Discounts available for Clubs and Centres. Call/Fax Doug on 01235 529570

IPC Report

The International Parachuting Commission (IPC) had their 47th annual meeting in Paris during February this year. The United Kingdom was well represented by the following:

Rob Colpus - an independent member of the FS subcommittee; Roger Flinn - member of Judges subcommittee, adviser to the Style and Accuracy subcommittee; Bob Card - alternate BPA delegate and member of the CF subcommittee; myself - British IPC delegate, member of the Style and Accuracy subcommittee and adviser to the Technical and Safety subcommittee.

Future World Events

Two important items carried out at every meeting are to review competition rules and decide venues for future World Events. Nations submit bids and delegates vote on them. International events were agreed and are listed in a calendar below.

One notable decision this year was the acceptance by IPC of "Freestyle and Skysurfing" as a regular World Championship event. No skydiving discipline has moved more rapidly into the front rank than this one, with great spectator appeal and worldwide cover on television.

IPC has lobbied for many years to have

Did you know...
that the first World Championships in Formation Skydiving in 1975 was a 10-way speed star and 4-way / backloop / 4-way event....?

parachuting included in the Olympic Games; Roland Hilfiker, IPC Secretary, continues this work. In the meantime parachuting has been accepted as a participating sport in the World Games, Finland, during the summer of 1997. The World Games is a sort of alternative Olympics, a world event of sports not included in the Olympics.

The World Air Games is another international event, this one a spectacular showcase of airsports. It is scheduled to take place during September 1997, in Turkey, with a large televised air show. Events will take place over a radius of 500km at seven different sites. Parachuting activities will include the World Championships in FS, Freestyle and Skysurfing and a World Cup in Style and Accuracy. Turkey is running a test event this year, as a tryout for the real thing the following year.

We were surprised to find that there were no bids to hold the World Championships in CF during 1998. Bob Card and I therefore quickly wrote out a tentative bid from the UK and submitted it. An official bid must be submitted at the next IPC meeting in January 1997. We have a good chance of Britain's bid being accepted, as there are currently no others on the table.

The host nations for the forthcoming World Championships in Style and Accuracy (Hungary) and CF (Indonesia), both proposed an increase to their original entry fees. The United Kingdom was at the forefront of resisting these proposed increases and I am pleased to report that the fees remain unchanged.

Q. What is the difference between a World Championship and a World Cup?

A. A World Championship event is the official international competition to decide World Champions in the various parachuting disciplines. World Championships are held every year but in different events; each discipline is featured every two years during an "on year".

A World Cup is an international event held every "off" year in a particular discipline i.e. during the year there is not a World Championship in that discipline. World Cups are often used to try out a new parachuting event. Any team of a reasonable standard can enter, unlike a World Championship when only National Champions may enter. World Cups provide an opportunity for teams to gain international competition experience.

Rule Changes

Formation Skydiving - Dive pool changes are listed in the boxes to the right and over the page.

The exit formed the basis for much discussion. (See March/April 1996 issue of SP for background on the French proposal to neutralise the exit.)

Did you know...
that USA has won the 8-way Formation Skydiving event in every World Championships since the event's inception in 1977....?

CALENDAR OF INTERNATIONAL EVENTS

Event	Discipline	Location	Date	Year
Teuge Tulip Trophy	Team Accuracy	Netherlands	June 7 - 9	1996
World Championships	Canopy Formation	Indonesia	June 13 - 24	1996
"Top Air Sports" Meet	10 Way Speed Star	France	June 13 - 16	1996
World Cup & European Championships	FS	Leopoldsburg, Belgium	Aug 15 - 26	1996
World Cup	Freestyle & Skysurfing	Efes, Izmir, Turkey	Aug 28 - Sept 5	1996
Open Turkish Parachute Championships	Style & Accuracy	Efes, Izmir, Turkey	Aug 28 - Sept 5	1996
World Championships	Style & Accuracy	Bekescsaba, Hungary	Sept 5 - 15	1996
World Record attempt for largest formation	FS	Russia	Sept 15 - 28	1996
Day & Night Competition	Accuracy	Locarno, Switzerland	Nov 11 - 13	1996
World Games	Accuracy, FS, Freestyle	Lahti, Finland	Summer	1997
World Air Games	FS, Style & Accuracy	Efes, Turkey	Sept 12 - 21	1997
World Championships	Freestyle & Skysurfing			
	Style & Accuracy	Croatia		1998
World Cup	Style & Accuracy	Austria		1999

New formations in IPC dive pool - 8 way

The following blocks and randoms are OUT of the dive pool, their replacements are stamped out in full in this box.

Blocks OUT:

- 5. zipper - crank
- 8. frisbee - triple donut
- 10. donut - 360 - donut
- 11. stairstep - cat - diamond - bipole - flake
- 24. double opals -double opals

Randoms OUT:

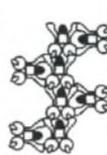
- H. optic
- K. long diamond

H



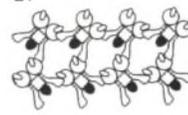
IRIQUOIS

K

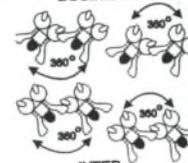


CRANK

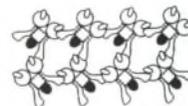
24



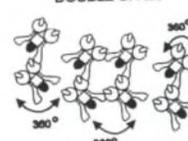
DOUBLE OPALS



INTER



DOUBLE OPALS



INTER



DOUBLE OPALS

5

LONG DIAMOND

INTER

OPTIC

8

FRISBEE

INTER

FRISBEE

10

DONUT

INTER

DONUT

11

NORWEGIAN BOX

INTER

NORWEGIAN DONUT

New drop-zone opening on 1 June '96

on the
Central Mediterranean Island of Gozo, Malta, operating an M1-8 helicopter for jumps from 12000 ft

AFF INSTRUCTORS, TANDEM MASTERS & CAMERAMEN REQUIRED

Please contact:
Maltese Falcon Skydiving, 8 Buckingham Court,
Fisherman Street, Bugibba, Malta.
Tel. (356) 582153 • Fax. (356) 585766

DYTTER®

A must for safe Skydiving!

Battery Lifetime: 5 Years

One-Knob Operation

Moisture Proof

Shock Proof

Alarm Output Volume: 120 dB

SMALL • RELIABLE • PROVEN

SKY SCIENCE LTD

103 Grosvenor Road
Aldershot
Hants
GU11 3EE

Telephone 01252 27412
Fax 01252 350377
Mobile 0385 784748
CompuServe 100770,402

Phoenix/World Skydiving Center Lake Wales, Florida



1996 SCHEDULE OF EVENTS

**Brand new summer schedule – stay cool!
Keep your knees in the breeze**

Flag Day – wear red, white and blue, bring an American flag and you skydive for \$12 a jump	June 14
Fathers' Day – Fathers jump for \$10 a jump	June 16
Independence Day – come celebrate with us – good fun, beer and Bar BQ	July 4-7
No Holiday Month – a \$10 per jump weekend	Aug 16-18
Labor Day – Relax from work and come skydive!	Aug 31-Sept 2



Relax, Skydive and enjoy Florida's best facilities and world famous good vibes!

Phoenix located at

World Skydiving Center, 440 Airport Road, Lake Wales, FL 33853

Tel (813) 678-1003/Fax (813) 678-1409

Skydiving Simulator Now Open Join the 21st Century of Skydiving Training!



MARCIO ARAUJO PHOTOS

FreeFlight's new skydiving simulator is dedicated to skydivers only and specifically for AFF and Student training. Imagine never having to repeat an AFF Level.

Imagine being able to earn your Falcon (4 point) Four-Way Award in two weeks after your first jump!

As shown in the movie "Drop Zone," freefall simulators are the future of our sport. Skydivers of all experience levels can learn and enjoy wind tunnel flying. Train with our AFF staff and John Suiter, Chief Wizard with 10,000 hours flight time!

Simulator hours:

Monday–Thursday: 1:00 pm – 6:00 pm

Friday, Saturday & Sunday:

3:00 pm - 6:00 pm (by appointment)

Flights: \$20 per 2 minutes

Call Toll Free: 1-888-SKYDIVE



FREEFLIGHT SKYDIVING SCHOOL

World-Class Instruction Twin Otter, King Air, Cessna 182, Wind Tunnel

Featuring RWS Vectors, Air Time Suits & Flex-Z Goggles

The Official School of the World Freefall Convention. Now accepting pre-registration for AFF courses at the 1996 Convention.

e-mail: freeflight@skydivewww.com Web page: <http://www.skydivewww.com/freeflight>

P.O. Box 600 ☆ Coleman, FL 33521

Phone: 352-583-2202 or 352-748-8005 ☆ Fax: 352-583-2206

New formations in IPC dive pool - 4 way

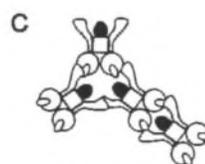
The following blocks and randoms are OUT of the dive pool, their replacements are stamped out in full in this box.

Blocks OUT:

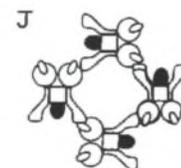
- 2. donut - 540 - donut
- 14. bipole - donut
- 17. danish tee - bipole
- 22. satellite - satellite

Randoms OUT:

- C. crossbow
- J. murphy
- M. long stairstep
- N. molar
- O. chinese tee



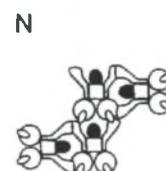
MURPHY FLAKE



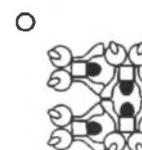
DONUT



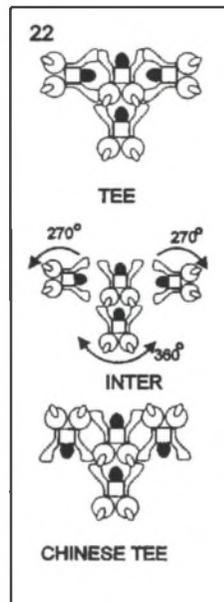
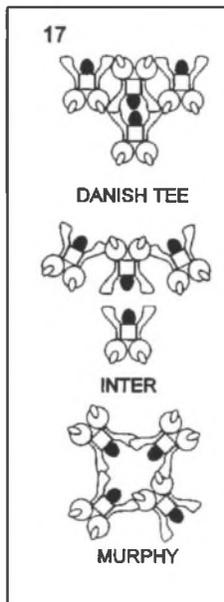
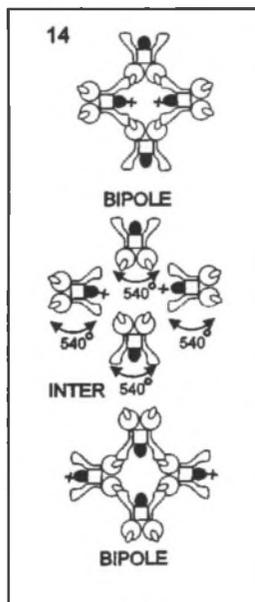
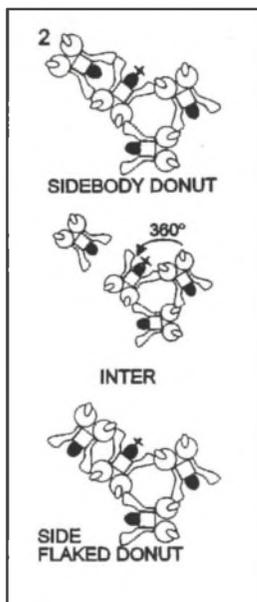
BUNDY



CRANK



SATELLITE



The general feeling was against exit neutralisation but in favour of some change which would reduce the number of rejumps needed because of flat camera angle out of the door. It was decided that, if one or more formations are not judgeable on the video due to camera angle, teams will not score that point, but will not receive a bust penalty as they would for an incorrect formation.

It was decided to abolish conditional rejumps completely. Where formations are not judgeable due to weather or problems with the cameraflyer's equipment, then a Video Review Panel will assess the relevant circumstances. A rejump will be given *unless* the Video Review Panel feels that there has been an intentional abuse of the rules by the team, (or by the freefall videographer on behalf of the team,) in which case the team's score for that jump will be zero.

Accuracy - An important rule change for the Accuracy event is the introduction of the 3cm disc. In the Team Accuracy event, teams will consist of five members with the best four scores to count.

Canopy Formation - Teams will not be awarded points for incorrect formations, but will not be penalised. Missing out a formation will stop the scoring at that formation. Scoring will not be resumed until the second correctly completed formation after the omission. Scoring

may also continue if the team goes back to complete the omitted or incorrect formation (or formation before an incorrect inter). An *attempt* to complete a formation, demonstrated by at least three canopies connected with grips in the formation required by the draw, will be judged as an incorrect formation, not as an omission.

Judges

In the past, all judges have sat an evaluation test at the start of a World Event. A new system passed by this IPC meeting means that all judges must arrive at a World Meet with the appropriate FAI rating and an up to date currency stamp. This is the responsibility of the Chief Judge and should hopefully ensure that judges are already current and up to the high standard required.

General

Communication within IPC is to take advantage of the Internet. It is proposed that there are quarterly news bulletins to IPC member nations. Use of the Internet is not to replace written communication, it is merely a way to share information faster and with a wider range of people.

On the subject of safety, one of the main concerns worldwide is what action to take when a parachutist has two square canopies out together. A few years ago some tests were conducted by the USA Army parachute team, the *Golden*

Knights. Though these tests were valuable, they were not conclusive and left many questions unanswered - in particular, what action should a first time or novice jumper take in this situation? Some time later, Performance Designs did more testing under the guidance of John Le Blanc. The aim being to use many different combinations of canopies and sequences of deployments, eg reserve out first / main out first, reserve at the front / reserve behind, etc. These tests are still ongoing and tend to be on fast canopies used by the experienced skydiver.

John agreed to undertake further tests on canopies used by first time jumpers. This must be one of the most important test programmes to be undertaken in recent years. It is hoped that this will lead to a standardised drill. The Parachute Industry Association, the *Golden Knights* and Performance Designs - in particular John Le Blanc - should be commended on their excellent work to date.

John Hitchen
IPC Delegate

Note: In order to provide up to date information, this article was written before publication of the official minutes. We believe that it is factually correct but apologise if there are any inaccuracies or omissions caused by lack of official documentation.



BRITISH PARACHUTE ASSOCIATION

AFFILIATED AND ASSOCIATED CLUBS AND CENTRES

BLACK KNIGHTS PARACHUTE CENTRE

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

Contact: Bob Parry, Patty's Farm, Hilliam Lane, Cockerham, Nr Lancaster
Tel: Wkend 01524 791820 / Midwk 0151 924 5560

BLUE SKIES PARACHUTE CLUB

Open every weekend, weekdays by arrangement.
CCI: George McGuinness, Contact: Jim Rolston
15 Moyra Crescent, Saintfield, Co Down,
N Ireland BT24 7AG
Tel: 01238 510744 DZ: 01396 842349

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 in summer.

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

BRITISH PARACHUTE SCHOOLS

Open everyday 9am to 8pm. S/L round and square, Tandem and AFF, WARP, Aircraft - Turbolet, Porter, Islander & Cessna 206. We have everything! Unrestricted altitude. Canteen, camping, bunk-house.

British Parachute Schools
The Control Tower, Langar, Airfield Langar,
Nottingham
Tel/Fax: 01949 860878/860882

BRITISH SKYSPOOTS, BRIDLINGTON

Open 7 days a week. S/L Square, Tandem & AFF, WARP, CRW & accuracy coaching, accuracy pit and electronic read-out. Student conversion from S/L round to square courses. Cessna 206 and 182, video, canteen, camping, shower and toilets. Inexpensive local accommodation. Visitors very welcome, friendly atmosphere. Full rigging facility with advanced rigger.

Contact: Dave or Nick Johnston
East Leys Farm, Grindale Bridlington,
East Yorkshire YO16 4YB
Tel: 01262 677367 / 0836 276188

CORNWALL PARACHUTE CLUB

A different kind of Skydiving Centre! Cleanest and friendliest centre around. Emphasis on having fun and learning. C182 with In-flight 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 Club
Frans Ranch, Old Naval Airfield,
St Merryn, Cornwall
Tel: 01841 540691

DEVON & SOMERSET PARACHUTE SCHOOL

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

Devon & Somerset Parachute School
30 Tower Way, Highfield, Dunkeswell,
Nr Honiton, Devon
Tel: 01404 891690

EAGLESCOTT PARACHUTE CENTRE

Open every weekend: weekdays by arrangement. Friendly small club atmosphere with emphasis on safety. Square S/L student training. AADs, helmets, 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 560726 / 01769 520552

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 Parachute Centre
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, Woodcote, Reading RG8 0UX
Tel: DZ 01249 651909 Fax: 01249 661281
Tel: Weekends 0860 559112

MERLIN PARACHUTE CENTRE

Open weekends and Bank holidays 9am till dark. Static Line RAPS 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
Alanbrooke Barracks, Topcliffe,
Near Thirsk, North Yorkshire
Tel: Weekdays 01274 631044
Weekday/weekend answerphone 01748 875367

MIDLAND PARACHUTE CENTRE

Open every weekend 9am to 9pm. Static Line RAPS, Tandem, AFF and WARP. Canteen open during jumping hours serving good food. Turbine aircraft, free bunk-house accommodation or local B&B. Bring a tent but NO caravans.

Midland Parachute Centre
The Control Tower, Windrush Camp,
Nr Burford, Oxfordshire OX18 4TW
Tel: Weekends 01451 844422 or 844449
Tel: Weekdays 01473 710044 Fax: 01473 271055

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
Weekdays 01772 720848

OXON & NORTHANTS PARACHUTE CENTRE

Open every weekend and midweek by arrangement during BST, 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, Cessna 182 and 206.
Contact: Mike Bolton,
Chief Instructor Oxon & Northants Parachute Centre Hinton-in-the-Hedges Airfield Steane, Nr Brackley, Northants NN13 5NS
Tel: Office 01384 393373
Mobile 0850 762349

PETERBOROUGH PARACHUTE CENTRE

Islander, Cessna 206 and Turbolet during summer season (in-flight doors). S/L (midweek and weekend), Tandem, WARP and AFF school (see The Free-Fall Company). Load organisers and coaches (FS and Freestyle), video rooms, trolley areas, large training hangar.

Birdland Bar, quality restaurant, day room, showers, heated bunkhouses and free camping. Unlimited altitude, good atmosphere, 25 years experience. Skydive Sibson!

Peterborough Parachute Centre
Sibson Airfield, Wansford,
Peterborough PE8 6NE
Tel: 01832 280490
Fax: 01832 280409
Birdland Bar: 01832 280 404

PETERLEE PARACHUTE CENTRE

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

Peterlee Parachute Centre
The Airfield, Shotton Colliery,
Peterlee, Co Durham DH6 2NF
Tel: 0191 5171234
Office Tel and Fax: 0191 3865315

SKYDIVE SCOTLAND

Open Friday 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)
01382 360664 (Airfield)

SKYDIVE STRATHALLAN

Open 9am to 9pm weekends and public holidays. Over 35 years of skydiving in Scotland.

Islander with in-flight door and 2 Cessna 206s. S/L Round or Square, AFF & RAPS with square on square and Cypres. Tandem, WARP, CRW, FS coaching with video available for all.

Shop, Rigging, Canteen, TV room. B&B, camping in local town.

Contact Scotty Milne
Skydive Strathallan, Strathallan Airfield
Nr Auchterarder, Perthshire PH13 1LA
Tel: Mobile 0374 686161
Weekends 01764 662572

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, AAdS student/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: 0113 250 5600 Anyday
01652 648837 DZ
Fax: 0113 250 5600

THE PARACHUTE CENTRE

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 Parachute Centre
Tilstock Airfield, Whitchurch, Shropshire
Tel: 01948 841111

WEST WILTS PARACHUTE CLUB

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

WILD GEESE – NORTHERN 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 Skydive Centre
Movenis Airfield,
116 Carrowreagh Road
Garvagh, Coleraine,
Co Londonderry,
N Ireland BT51 5LQ
Tel: DZ 012665 58609
Fax: DZ 012665 57050

OTHER ASSOCIATED ORGANISATIONS

AIRWAVES

Skydiving adventure package holidays to suit you with professional tuition. AFF, RAPS, Tandem, WARP, Skydive U, Team Training, Sit Flying, FS coaching. All in sunny venues arranged to suit.
Tel/Fax: 01322 557375

BRITISH COLLEGIATE PARACHUTE ASSOCIATION

Affiliations 1995/96
Birmingham University, University of Central Lancashire, University of Derby, Dundee University, Glasgow University, Imperial College London, Leeds University, Loughborough University, Manchester University, Newcastle University, University of Plymouth, University of Portsmouth, University of Salford, Sheffield Hallam University, Southampton University, University of St Andrews, University of Surrey, Sussex University, University of York.
BCPA C/O Jason Brister - Chairman
77 Trafford Road, Eccles, Salford,
Greater Manchester M30 0JT
Tel: 0161 707 0583/0973 378024

DAVID MORRIS ACTION SPORTS

Private AFF instruction with the use of Langar's facilities and aircraft. We can arrange AFF courses in Spain. Kaleidoscope Team – experts in skydiving promotions, exhibition, stunts and displays.
41 Ellindon, Bretton North,
Peterborough PE3 8RG
Tel/Fax: 01733 266076
Mobile: 0374 986600

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 AND CHANNEL ISLANDS AIRSPORTS

RAPS, AFF & TANDEM.
The Flat Homeland,
Les Chemin des Pietons,
St Brelade, Jersey JE3 8AG
Tel/Fax: 01534 490286
Daytime tel: 01534 500160

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

POPS UK

A society of skydivers over forty. Regular national and international meets at host parachute centres. Not a training establishment but about skydivers' interests and bringing them together.
Hon Treas/Sec John Crowhurst
32 Colston Road, East Sheen,
London SW14 7PG
Tel: 0181 392 9291 (day/answer phone)
0181 878 0147 (evenings)
Fax: 0181 392 9322

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; riggers and instructors training grants and much much more.

Marian Shearer (Secretary, SSPA)
Strathallan Airfield,
Auchterarder, Perthshire PH3 1BE

SKYDIVE INTERNATIONAL

Chris Allen, Ex Red Devil CCI, BPA AFF/Tandem Examiner, USPA Safety and Training advisor and Skydive University UK coordinator. Offers AFF courses in America, Spain, Germany and the UK. Also available; team coaching, Skydive University one on one program and Tandem Skydives.
Skydive International
45 Legge Crescent, Aldershot,
Hants GU11 3NT
Tel/Fax: 01252 331 326
E-mail, Compuserve 100722,2744

SLIPSTREAM ADVENTURES

Run as part of the 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 queueing for instructors or equipment.
Slipstream Adventures
Headcorn Aerodrome,
Headcorn, Kent TN27 9HX
Tel: 01622 890862
Fax: 01622 890641

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

OTHER AFFILIATED CLUBS / CENTRES

ARMY PARACHUTE ASSOCIATION

The Commandant, JSPC
Airfield Camp, Netheravon, Salisbury
Wilts. SP4 9SF
Tel: Bullford 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

SERVICES PARACHUTE CENTRE

Shackleton Barracks,
BFPO 802,
Tel: Civ 01504 49972 / Mil – Limavady 36472
Mobile: 0585 709965
Fax: Civ 01504 49842 / Mil 36342

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: 00 852 483 7221
Fax: 00 852 488 9341
Mobile: 00 852 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

and RAFSPA Hawks Parachute Team
JSPC (W) RAF Weston-on-the-Green,
Nr Bicester, Oxon OX6 8TQ
Tel: 01869 343343/343201
Fax: 01869 343676

AIRPORT SCARE

Dear Editor

Here is a brief summary of the events that took place when I arrived at Luton recently to catch the 10.30 am Monarch flight to Orlando on my way to Deland.

At approximately 07.30, I approached the security/X-ray staff. The only item of hand luggage I had was my Cypres equipped 1-pin Teardrop. As it went through the machine the operator spotted the Cypres. Upon questioning I produced the plastic card provided by Airtec for this eventuality. A female representative then appeared and identified herself as being Head of Security.

I showed her the card and explained exactly what the device was. I also invited her to look through the Cypres owners' manual which I also had on me or at least phone the number on the card provided by Airtec. She glanced through the manual then made the decision that she was going to confiscate the whole rig, it would be tagged and I was to pick it up on my return from the States. I was to say the least slightly distressed about the matter.

I did try reasoning with her but she would not back down, stating that as there was a small charge in the firing mechanism she could not allow the parachute to be carried on board, either as hand luggage or in the hold. I then phoned PPC and spoke to John Meacock, giving all the relevant details, who phoned Airtec, who in turn phoned Monarch.

Approximately 30 minutes before boarding time, I was contacted by the security staff and handed back my rig. I was informed that a member of staff

would take the rig off me as I boarded and put it in the hold as I would not be allowed to carry it on as hand luggage. I was not at all worried about this as the pure relief of being able to take it with me was so immense. But as it turned out, when I eventually boarded with the rig, no one even commented about me entering the plane and travelling with the parachute as hand luggage, which I did. I then spent the first couple of hours on the flight with a few stiff drinks feeling extremely relieved, immensely grateful to John Meacock and pondering over what all the fuss had been about in the first place.

On a similar trip to Ampuriabrava with 12 other parachutists, approximately 6 months before this incident, one guy's rig went missing in transit. He did eventually receive it 2 days later via a carrier to the drop zone. It was pointed out to me at the time that as one item of luggage, the maximum remuneration from the carrier for complete loss was and still is £200. As I am travelling to the States this year, I am somewhat between the devil and the deep blue sea as to what to do with my rig. Any comments / suggestions would be appreciated.

Yours sincerely
J Clark BPA 620902

Editor's comment:

"All the fuss" is about the fact that a Cypres looks not unlike a bomb when put through an X-ray machine. We would remind all Cypres users to carry the card provided by Airtec for this purpose and to turn up in good time for your flight. We hope you don't get a 'jobsworth' like this particular Head of Security. Regarding your query on a carrier's loss of a rig, the only answer is to insure your kit to cover this and other eventualities.

WOT, NO CF SEMINAR?

Dear Editor

I would like to write to apologise and explain the circumstances surrounding the scheduled CF seminar at Ipswich on 23/24 March.

I was partly involved in the organising of the event and would like to explain why the event did not have the coaches or equipment available as advertised.

The seminar was advertised in *Sport Parachutist* magazine and was quite clear - call myself or Ian to reserve a place. The total number of responses received by myself was 0 and as far as I'm aware, an equally high number was received by Ian.

I made the assumption that plans established long beforehand with a local jumper to coach at the seminar would be sufficient when I had received such an overwhelming response. I was therefore, left in a position as to whether or not to take time out from my limited training time before the World Championships to turn up for an event which nobody had contacted me about.

I can only apologise for the lack of organisation on my part but emphasise that if you wish to take part in one of these events, it is essential to contact the organiser so that coaches and equipment can be made available. These events do not simply happen by themselves.

If anyone who attended would like to discuss this matter further or wishes to attend the next seminar which has been rescheduled to July 20/21, then feel free to contact myself or Ian. I must stress that it is essential to call to reserve a place. These seminars are being run on a voluntary basis and the sooner people contact us, the more arrangements we can make.

Blue Skies
Adrian Bowles
SkyTribe National CF Team
Tel: 01908 611832

Sounds plain slack to me - Ed.

DEVINE MADNESS

Dear Editor

I would like to congratulate Chris Devine on his letter "What a bunch of wasters" in the January issue of SP. What a forward thinking chap, Chris Devine for the Development Committee. Everyone who is anyone knows that booties are just fashion accessories, good

skydivers can turn using just their arms, legs are only used to keep stable.

ZP canopies, another con, the only reason they are faster than normal canopies is because they are so small. I've got a Fury with over 3000 jumps on it and it goes as fast as any Stiletto. Why do people insist on wearing skin-tight jumpsuits, it's common sense the bigger and baggier the suit the more control surface exposed to the slipstream, therefore, the more control.

I also think the BPA is far too safety conscious, years ago people had round ex-military 'chutes and they cut holes in them with scissors and this led to the development of the PC. Ignore the stuffed shirts on the Riggers Committee and get the scissors out I say, start slicing holes in squares and let's look forward to the next generation of canopies.

Another thing, why spend all that money on an alti and dytter? Most people have a digital watch with a timer built in, set the stopwatch and when the alarm goes off, pull your ripcord. And why was baton passing not included in the WARP system, another valuable skill fades into the background.

I hope some of the points I have mentioned will help members both save money and push the sport forward.

Mick Nealis D8801

SKYSURFING SEMINAR

Dear Reader

Interested in learning to skysurf? Or experienced skysurfer? Or cameraflyer interested in videoing skysurfers?

I would like to organise a meeting, a friendly competition where the experienced skysurfers can learn from each other and teach the inexperienced. There is lots of knowledge out there and it's about time we brought this growing sport out from the corners of parachute centres.

If I receive a good response to this article in writing, I will confirm a leading parachute centre's offer to hold such a meeting. Please state dates preferred in June or July. I will be sorting out surf boards to be available for hire or sale, through Airwaves.

Tim Porter
48 Stonupland Street, Stowmarket
Suffolk IP14 1EL
Tel: 0378 428926
Fax: 01449 775166



- * 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

CLASSIFIED ADVERTS

KIT FOR SALE

ALTIMETER FOR SALE with chest mounting and strap. Used only once. In mint condition. Genuine reason for sale. Bargain £60. Tel Phil (01743) 241484 anytime (P5/012)

2 COMPLETE SYSTEMS Racer, Firelite (172sq ft main) 250 jumps B.O.C. Throwout, both pink and blue, PH 24 round reserve £350. Invader, Cruislite (220sq ft main) multicoloured canopy, 400 jumps, grey/blue container. GQ 175 square. £675 offers to Andy 0181 5818543 (P5/011)

COMPLETE SYSTEM Teardrop (2 pin) container, black, yellow trim. COE-D 190 Canopy (9 cell). Fluorescent colours, pink, orange, yellow, green and purple. Swift Reserve, white, unused. Excellent condition, less than 200 jumps. Complete with matching kit bag. £1050 ono. Tel Dave Fisher 0181 5685409 anytime (S5/009)

COMPLETE SYSTEM Vector container (black/blue) Fury canopy (7 cell - blue/white). Swift Reserve, used once, white. Excellent condition. Less than 500 jumps. £750 ono. Tel Dave Fisher 0181 5685409 anytime (S5/010)

JONATHAN 92 high performance canopy. 300 jumps. Good condition £550. Call Nicky Mumford 01727 888077 (working hours) or 01869 343343 (weekends) (P5/008)

FOR SALE Vector Container. Swift Reserve (American). Pegasus Main. All in good condition £700. Tel 01604 714872 (evenings) (P5/007)

COMPLETE SYSTEM Vector Container, blue/grey, BOC throwaway, Cypres fitted. PD 190 green/pink/purple. Phantom 180 square reserve. 200 jumps excellent condition £1650. Tel Bruce 01376 515721 days and 01255 851206 evenings. (S5/006)

COMPLETE RIG Ex Royal Signals Chaser. P170 main, PD176R. Reserve 0 jumps, main less than 200. Situation forces sale. Comes with Parabag. £600 ono. Tel Gary 01625 261613 (Macclesfield) (P5/005)

JAGUAR, TURBO, SWIFT, CYPRES. Jaguar, mainly blue, throwaway under container. turbo main, white. Swift reserve, multi-coloured. £500 ono. Cypres fitted and ready (04'98). Whole Kit £1250 ono. Tel Fridge 01626 862972. (S5/004)

FOIL 282 Black rainbow, black leather one pin tear drop and Swift reserve. Brand new and unused for two years due to accident on another rig. £1,500 ono. Tel 0181 8780147. (P5/001)

SILVER GREY CHASER P. de France Turbo main, white, yellow underside. Preserve III round (unused). Matching Symbi suit. Kit bag. VGC £450. Altimaster II £85. Dytter audio £85. Tel Steve 01582 615145. (P5/003)

PDISO, MICRO RAVEN, RACER ELITE, Set up for Cypres BOC £1495 ono. Accuracy? 232 foil, Micro Raven, Racer, BOC £795 ono. also two RW jumpsuits and Frapp hat. Tel Ali Jenkins, JSPC(L) 0049 5254 9827404 and 0049 802 405765. (S5/013)

TEARDROP, REFLEX 145, TEMPO 150. Black 1 pin teardrop, sky blue piping. Reflex 145. Navy, Magenta, Yellow. Tempo 150 (never used). Complete kit 20 jumps from new. Also free spare rig, alti, rigbag etc. £1200 ono. Tel 01908 566501 (S5/002)

XEROX, FOIL 252, PHANTOM 24. Xerox container (excellent condition). Foil 252 main. Phantom 24 round reserve. Ideal first accuracy kit £550. Tel 01262 677367 (British Skysports) 0161 483 3146 Mick Dawn (P5/025)

COMPLETE KIT Racer, containing 2-tone blue fury, 115 jumps only. Phantom 24 reserve, unused. Jumpsuit (S/M), altimeter, protec, weight vest, unused. £740 ono the lot (P5/014)

COMPLETE RIG two pin teardrop BOC purple/white. Coe-d 170 main. Tempo 150 reserve, 0 jumps. Cypres fitted Nov 95. 150 jumps on rig & main. Excellent condition. £2,400ono. Green Dytter £80 as new. 01737 774399 day, 01737 772725 eve. E-mail Sky High21@aol.com (P5/022)

COMPLETE RIG PDF turbo main, approx 350 jumps. Minimax square reserve, unused. Powder blue 2 pin Chaser container, legstrap throwaway. Good condition, recent overhaul. £600 ono. Tel Jim Campbell 0181 4063969 eve, 01473 710885 days. (P5/024)

COMPLETE RIG Maverick Main, 400 jumps, CRW ready. Maverick reserve. Warp III container. Cypres ready. Will split. £550 ono. Sabre 150 300 jumps, microlines £600 ono. Tel Paul 01394 670309 (eves) (P5/015)

FURY/ SWIFT +/-1 PIN TEAR DROP Fitted with Cypres (recently serviced) and RSL. BOC with Fury 220sqft main with just under 100 jumps. Reserve: Swift plus square, tested once. Excellent condition, ideal first kit. £1900. Tel Alan Veal 01329 828733 room 157 (evenings) (P5/023)

EVENTS

ARNHEM VETERANS JUMPING INTO ARNHEM AGAIN. We are looking for 20 tandem masters for the jump. They will be rehearsing at Netheravon at the end of August. The jump will take place 21 September. Call Dougie Young 01980 678229/8277 for details. (P5/023)

MISCELLANEOUS

ONE BEDROOM HOUSE, AMPURIABRAVA, SPAIN. Furnished, equipped. Enclosed garden, terrace, barbeque, balcony on 1st floor. Faces south-west in estate with swimming pool. 2km from sea, near airport. Parking in front of house. £31,500. Tel France 00 33 50418774 (S5/018)

FULL TIME BAR STAFF REQUIRED at Birdland Bar at Skydive Sibson. Wed-Suns, for summer season. Must be reliable and conscientious. Apply to Fee & Wingy, Birdland Bar, Sibson Airfield, Wansford, Peterborough PE8 6NE (S5/021)

LIGHT BOX WANTED

Your editor needs a light box, if anyone can help, please contact Lesley on 01733 557591

TRAINING

8 WAY FS

PETE ALLUM AND FRIENDS WILL BE HOLDING A TRAINING CAMP AT SKYDIVE SEBASTIAN, FLORIDA WITH THE FOLLOWING AIMS:

- to increase everyone's skydiving ability
- to select an 8-way FS team from the participants
- to have as much fun as possible

To achieve these goals, we will use: top level coaches, great facilities, good weather and you!

WHEN? 3 weeks in November

As well as selecting an 8-way team, we will be holding a basic skills camp for people who are keen to improve their abilities and want a start in competition/teamwork.

HOW TO JOIN US: contact Pete by e-mail (73572.3135@compuserve.com) or phone Lesley Gale on 01733 557591

SPORT PARACHUTIST

classified coupon

Simply tick the appropriate boxes and fill in your words

- | | |
|--|--|
| <input type="checkbox"/> Kit for Sale | <input type="checkbox"/> AFF Schools |
| <input type="checkbox"/> Training | <input type="checkbox"/> Events |
| <input type="checkbox"/> Accommodation | <input type="checkbox"/> Miscellaneous |

style of advert

- Linage (£5 per issue)
- *Classified Display (from £20 per issue)
- no. of cm no. of columns
- *£5 per single column centimeters (min. size 4x1 i.e. £20)
- Number of insertions
- Deduct 5% from total cost for series of 3 issues or more

WRITE WORDING BELOW - DON'T FORGET A PHONE NUMBER!

Name:

Address:

Telephone:

Signed:

Date:



OPEN ALL YEAR ROUND!

- Tandem Jumps
- AFF Instruction
- WARP Instruction
- AFP Instruction
- Primary and Advanced Relative Work Instruction

Phone (941) 678-1003 ■ Fax (941) 678-1409

Phoenix at World Skydiving Center

440 Airport Rd., Lake Wales, Florida 33853

Send this coupon with a cheque or PO for the correct amount payable to: Pagefast Ltd, 4-5 Lansil Way, Caton Road, Lancaster LA1 3QY.

Unless you have a trade account, all adverts must be prepaid. We cannot accept credit card payment.

For more info about advertising in **SPORTS PARACHUTIST** call Pagefast on 01524 841010

ADVERTISERS INDEX

Airtec	36	James Travel	3	Phoenix Parachute Centre	42
Airwaves	3	The Kit Store	15	Skydive Arizona	37
Avia	46	Larsen & Brusgaard	41	Skydive Sebastian	17
British Parachute Schools	5	Maltese Faclon Skydiving	41	Sky Science	18
Centro de Paracaidismo	22	Monster Pink Kite Co	35	Sunpath Products Inc	9
Cool & Groovy Fridge Co	13	Parachute Training Services	39	Symbiosis Suits	4
Discount Gear Sales	48	Paragear	34	Target Skysports	7
Dodingtons	35	Performance Designs	IFC	Tempo Reserves (TSE)	IBC
Flagler Aviation	13	PD Tour	38	Thomas Sports Equipment	OBC
FreeFlight	42	PD Source	48	West Mercier Insurance	3
Hanson Safety	14				

Would you like a subscription to Sport Parachutist?

One Year (6 magazines):UK: £25.00 Europe & overseas - surface mail: £30.00
 Europe & overseas - air mail: £35.00

Fill out and return this coupon (a copy is fine if you don't want to damage this magazine)

Please send me a copy of *Sport Parachutist* magazine on each of the next six bimonthly publication dates.

I enclose a cheque/PO to the value of £25/£30/£35 (delete as applicable) made payable to 'BPA Limited' (UK subscriptions only) or

Please debit my ACCESS/MASTERCARD/VISA card as follows:

Card No: _____ Expiry date: _____

Date: _____

Name: _____ Signature: _____

Address: _____

Post Code _____



Return to: BPA, Wharf Way, Glen Parva, Leicester LE2 9TF. Tel 01162 785271 Fax: 01162 477662

For office use only: Date issued: _____ Valid until: _____

Reserve Jumpshack Racer Elite Flight Concepts International Performance Designs Stiletto

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

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

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

PD Source Inc.

Performance Designs
 and Vector Specialists

Largest PD Inventory in the World!

Uncompromising Service

Great Prices

Phone (904) 734-8888

Fax (904) 734-8530

P.O. Box 484, Deland, Florida 32721 USA
 Shipping: 1665 N. Lexington #101, Deland, Florida 32724 USA



THE NUMBER TWO ...



Tempo

THAT'S NUMBER ONE

Your Tempo Reserve is the only parachute manufactured to both the FAA / TSO and the European Union ISO 9001 Certification. But ask your favourite rig manufacturer about the other facts which separate the Tempo Reserve from the rest of the pack - for example, it is now acknowledged that the Tempo Reserve unquestionably has the smallest pack volume in the parachute industry. And, although it has been designed and manufactured as a reserve, your Tempo flies and lands just like a main parachute. Bearing these facts in mind, is it surprising that we are also streaks ahead in cost-effectiveness? Talk to a parachute dealer about tailoring a Tempo Reserve to suit your flying weight and wallet today, and fit your rig with the smallest packing Number Two available.

First in Quality

First in Pack Volume

First in Performance

First in Value for Money

SIZE	PACK VOL.	MAX.SUS.WT
120	....229 cu.in.....	60kg
150	....293 cu.in.....	75kg
170	....338 cu.in.....	91kg
210	....366 cu.in.....	102kg
250	....421 cu.in.....	114kg



The lightweight 7-cell Tempo Reserve is manufactured with 0-3 CFM fabric, features 825 Spectra/Microline suspension lines, and meets or exceeds International Quality Specification Standards. Available at all leading dealers of skydiving equipment. Write to: Thomas Sports Equipment Ltd, Pinfold Lane, Bridlington, East Yorkshire YO16 5x5. Telephone: (01262) 67 8299. Fax: (01262) 60 2063.

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.

PINEFOLD LANE, BRIDLINGTON, EAST YORKSHIRE YO16 5XS
Tel. 01262 678299 · Fax 01262 602063 · Mobile 0410 900 407