

Sport Parachutist

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APRIL 1990

+ IN THIS ISSUE + DELAND 100-WAY.. HERC BOOGIE.. 1990 4-WAY
BLOCKS.. FREEFALL PHOTOGRAPHER QUALIFICATION.. CIP REPORT..



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Leather Chaser with Firelite Reserve and Maverick Main

THE FIGURES

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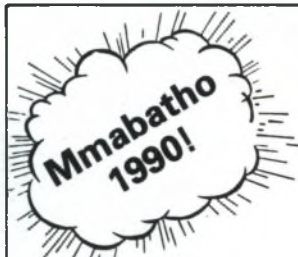
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Editor's Note

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Sport Parachutist

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Top: Belgian Herc Boogie 89:
Kevin Hughes.
Bottom: Keith Winterburn Getting
Ready To Run For It:
Nigel Watson-Clark



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- *FIRST SOVIET "TURTLE" BOOGIE
- *SECOND POLISH HELICOPTER BOOGIE,
- *PLACES STILL AVAILABLE.

EAST EUROPE THROWS OPEN ITS BORDERS TO WESTERN SKYDIVERS

● Tim Mace is not the only BPA member being given the opportunity to have a ride in Soviet hardware this year. The border crossing points are open to all skydivers, bearing convertible currencies, who wish to attend the competitions which are being held in the Moscow area this year.

From May 7th-19th at Tschechow, some 45 miles south of Moscow, the 1st Russian Turtle Meet is being staged. Aircraft support includes 2xMI-8 helicopters and 5xAN-2 biplanes with a quoted price of 30DM (£11.00) for 4000 metres.

Amongst the goodies promised in the itinerary are: possibility of doing up to a 50 way, last load of the day can land at the hotel, night jumps, even an accuracy and RW 4-Way competition into the centre of Moscow! Just think, if leg locks are drawn in the 4-Way you will be able to do a back in the USSR (OK no more attempted jokes).

A package deal is available for 1875 DM from a German organisation. This includes a flight from Germany, transfer to Tschechow, hotel accommodation, full board, sightseeing trips to Moscow and for just 25 DM more the culture vultures can go and to the Bolshoi.

This is late notice, however, if you have a seven hundred pounds burning a hole in your pocket and you want to be part of the first Russian Boogie, waste no time in contacting:

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The second opportunity for jumping in the



SORRY ABOUT THE HASTY GRAB ON THAT DIVE.
DOES THAT STILL COUNT AS A LINK-UP?

USSR is an invite from the FAS (Soviet governing body) to the Royal Aero Club. This has been passed on to the BPA and reads as follows:

"This is to inform you that FAS of the USSR kindly invites your national Style/Accuracy and Relative Work teams to join international parachuting competitions dedicated to 60 years of Sport Parachuting in the Soviet Union to be held in Moscow from June 23 to July 1 1990. Date of arrival in June 22. You can have 28 persons in your delegation: 1 team manager, 2 coaches, 1 interpreter, 5 male and 5 female competitors in the Style/Accuracy event, 8-Way and 4-Way teams. The entry fee is 400 Dollars US per person. It shall be transmitted to our account number 67080107 in Vnesheconombank of the USSR in Moscow. Your letting us know about your interest in this manifestation before March 1 1990 would be appreciated. Thank you. Kind regards. FAS of the USSR."

The dates for the British classic nationals coincide exactly with the dates for this event.

● News of the 1990 Polish Helicopter Boogie arrived too late to be included in February issue and too early to be of much use for the April edition. Entries and fees had to be with the organisers by 30th March, slap bang in between SP publishing dates. The dates for the actual Boogie are from the 1st-14th June at the same airfield as last year, Pobiednik Wielki near the green fields of Krakow.

However all is not lost, Pete Marsden and the "Boogie Club" have arranged a block booking with the organisers. For £175 you can get a flight to Poland leaving Heathrow on 31st May and returning on 10th June, this is inclusive of coach transfers to and from the DZ.

As you would expect, availability is limited applications are on a first come first served basis. The contact address is as follows:

Pete Marsden (The Boogie Club)
3 Cheltenham Close
New Malden
Surrey KT3 3HG
Tel: 01 336 2093 (After 8.00 PM)

One final word on the Polish Boogie. Dave Kennedy has written to the magazine with the following message:

"I found last year that our hosts had antiquated equipment and even goggles are regarded like gold dust. May I ask that if any readers are going to Poland, or know someone that is, can they donate any spare, reasonable quality kit. These guys gave us a great time last year and I for one would like to see them helped out."

I've been asked particularly if I can bring out any old 'Sport Parachutist's or other skydiving mags. So if you can spare anything related to skydiving can you please try and get it out to Poland for this year's Boogie".

Dave also enclosed a P.S. "Gerry Buggle has gone to Z-Hills but he doesn't want anyone to know about it" Does this mean anything to anyone?

○ THE MIL MIG HELICOPTER, as used in Polish Boogie.



● The World Cup of Champions is an annual event at which the overall Style and Accuracy champions of each affiliated CIP nation battle it out for supremacy. The 5th World Cup was held in Chengdu, China, last October. The UK has never sent a competitor to this competition and their only representative in 1989 was Dr Roger Flinn who performed the task of Chief Judge.

Whilst you may never have heard of this competition in this country, it was apparently very big news in China. According to the official report, which was distributed at this year's CIP meeting, some 100,000 posters were put up in most of the big cities in China promoting it. Chengdu TV Station was appointed official organiser and broadcast TV pictures of the competition several times a day.

At the official opening ceremony, attended by the Governor of Sichuan province, Mayor of Chengdu city and the President of the All-China Sports Federation, nearly 200,000 spectators watched traditional Chinese folk performances such as Lion dancing and Panda Wrestling(!). During the course of the competition it was watched by an estimated 10,000 spectators a day.

The medals were predictably shared between the Soviets and the Chinese. Sergei Lanskov won the Mens Overall, with Yi Yang of China second and Vladimir Federov, another Russian, in third. The Womens event was won by Xiaoli Lai of China followed by Olga Philin-

kova and Olga Lepezina of the Soviet Union. In the Style event Sergei Lanskov had a base time on one jump of 5.91 seconds! With a minor penalty of 0.2 this rounded his score 6.19, incredibly fast in anyones book.

● Parachutes de France have released a new container system called the Atom. The main feature of the Atom is its narrow width which stems initially from Style jumpers desire to tuck away their elbows and thus reduce drag. Relative Workers picked up on the idea and this product is a response to that most driving of market forces, customer demand.

The Atom will be available in two versions, Atom and Atom Style, and in five container sizes.

● A new agency has been formed to combat the growing threat to civil aerodromes in the UK. Known as the Aerodromes Protection Agency (APA) it is the result of discussions between three other aviation organisations that are directly concerned: the Aerodrome Owners Association (AOA), the Aircraft Owners and Pilots Association (AOPA) and the General Aviation Manufacturers and Trades Association (GAMTA). Other associations have approached to participate in the new agencies activities.

There are at present fewer aerodromes in Britain than there have been for the past 50 years. The APA will attempt to influence and promote the need for more aerodromes in the UK and will seek to educate local and national politicians on the important roles that aerodromes fulfil.

● Pete Reynolds, author of the WARP system is filming in Spain over Easter and plans to release a video on the WARP training system. This will be aimed at teaching WARP coaches "how to teach" the system and will be accompanied by a FAXLOG compatible aide memoire. The video will also be aimed at the Cat 8 graduate and will demonstrate how to execute each basic skill in order become competent at RW.

● Wave goodbye to 8-Way stacks. At this year's CIP (IPC) conference the delegates decided to suspend 8-Way Speed from the official CRW events due to the general poor response to this event. CRW competition is now restricted to 4-Way rotations and 4-Way sequential. Other headlines are that despite gaining "exhibition" sport status, Golf and Softball will not now be featured at the 1992 Olympics, this is due to the lack of an effective amateur organising body in either of these

THE TIMES

THURSDAY MARCH 1 1990

Olympic Games will be streamlined

Rome (AP) — The structure of the Olympic Games is to undergo radical alteration with the introduction of quotas for competitors and changes to the schedule of events. Juan Antonio Samaranch, the president of the International Olympic Committee, said here yesterday.

After a two-day meeting with officials from the Association of Summer Olympic International Federations (ASOIF) and from the Association of National Olympic Committees (ANOC), Samaranch said: "We are happy to say we have reached agreements on all the issues on our agenda."

He said: "Profound revisions are required for the Olympics. We are aware that some sports on the programme no longer deserve full participation while others have grown and qualify for a greater presence."

Samaranch said it would be "difficult to revise and eliminate certain events" but added that this was necessary for the Games to promote interest and to trim participation to no more than 10,000 competitors. "We can expect more than 15,000 athletes, officials and coaches in Barcelona in 1992," Samaranch, who comes from the Spanish city, said. "The Olympic village has room for no more than

15,500 people so we will have to introduce quotas."

A commission with nine members, including the heads of the three international organizations — Samaranch for the IOC, Primo Nebiolo for the ASOIF and Mario Vazquez Rana for the ANOC — will meet in Barcelona on March 31 to set the criteria for participation.

Samaranch stressed an agreement had been reached in Rome to consider the universality of competition, with a minimum of six competitors and two officials per country, and then the quality of the events, to include all elite athletes.

He said a decision on the

quotas was important for Barcelona, but essential for future games: "It is impossible for anyone to do a good job in organizing a sports event with more than 10,000 athletes and 5,000 officials," he said.

Samaranch said the IOC was satisfied with the innovations introduced by the International Boxing Federation — new gloves, safer protective helmets and five rounds of two minutes — and did not foresee the sport being dropped.

He stressed that South Africa was strictly "an African problem, and the solution has to come from Africa" after the total dissolution of apartheid.

Skydivings chance of Olympic participation look less likely.

sports. Finally Cheryl Stearns, who was interviewed in last month's Sport Parachutist, has been awarded the Leonardo Da Vinci award for her services to the sport; congratulations Cheryl.

A full report of this year's meeting can be found further on in this magazine.

● Over the next few months the BPA council will be provisionally updating and revising sections of the Memoranda and Articles (formal business rules and reg's) of the Association, to take account of recent amendments made through various AGMs.

Any changes or alterations will have to be ratified by the membership at future General Meetings later in the year. If BPA members have any input or proposals could they please write to either Lyn George or Bryan Davies at the BPA office.

The current Memorandum and Articles are available at the BPA office, copies may be purchased on request. If anyone does have any input could you please insure that it arrives no later than 1st June 1990.

● Electioneering in the recent East German election reached loftier heights than the normal baby kissing and pressing the flesh. One of the candidates did a tandem jump which had the desired effect of providing him with huge amounts of publicity throughout Europe.

● Time is not so pressing to get an entry into the Nordic Relative Work Invitational Competition which is being held at Ostre Aera, Norway from July 21st-29th. The invitation is for one 8-Way and two 4-Way teams from each non Nordic nation.

As you would expect, entry and jump fees are considerably more than those being offered by the Eastern Bloc countries who are basically strapped for cash. The entry fee per nation, regardless of whether it is just one 4-Way team or two 4-Ways and an 8-Way is \$1000. Jump fees per team (including video-man) are \$1145 and \$2285 respectively, with food and lodging at an additional \$215 per person for the 7 days of the meet. The competition will be judged entirely on air to air video.

● List of winners in the BPA Grand Annual Lottery Draw for 1990, which was drawn at this years AGM.

Name	Ticket No.	Prize
Mr F.C. Rance Jnr	Special Draw	£500.00
Maria Radcliffe	20883	£500.00
Mr P. Lorentzen	55166	£250.00
Miss A. Lee	90520	£100.00
Mr T. Williams	66064	£50.00
I. St. Clair	97823	£40.00
Mr A. Port	8531	£30.00
Mr Dick Barton	32072	£20.00
Mrs S. V. Ford	104339	£10.00

OBITUARY

February saw the sad demise, due to old age, of a familiar face on the UK Skydiving scene for 14 years.

Katie, the black and white mongrel has spent more time on more Drop zones than most BPA members can boast. In fact she became so enthralled with our Sport that she made some tandem jumps with her friend Wally Gubbins, and her best friend Amanda Kenny. Her jumping career made Katie a celebrity, when the pictures were printed in magazines World-wide, and were part of a Wally Gubbins movie.

Katie will be greatly missed.



THIS SKYDIVING IS A SERIOUS BUSINESS



by Pete Male

I often stare blankly at the screws in the panels on the Sky-van as we climb to altitude. This time however I was being photographed by a 'professional' photographer from the Times whilst doing it. Why?... I was beginning to wonder that, how do I get myself into these situations?

The Times Educational Supplement has been running a series of articles on what teachers do out of school. Last summer I had a rather good picture taken by my friend Chris Holland and had send this off to the paper. Not... you understand because I am a poseur nor a news-hog, my interest was purely to promote the sport. We all know what a shy retiring lot skydivers are, raise a camera and they melt away or turn their backs(ides) to you.

An interview with a journalist had been set up and it was arranged that the picture editor would contact me about the photograph. I received an "Oh Darling", phone call at school. Leaving the third years to riot and loot the stock cupboard I listened to her explain that the colour print I had sent could not be used for their black and white paper.

"We'll use our own photographer, darling", the voice on the phone said.

"No... he could not follow me down in another plane!"

"No... he couldn't learn to skydive in a morning."

"Yes... we might be able to have him, in the aircraft, and take some exit shots."

On reflection it seemed to me that an exit photo' from something like a 206 with plane, jumper and ground all in one shot might make a more interesting image for the average man or woman in the street.

I telephoned John Meacock at Peterborough to check.

"No problem, we'll sort something out".

I had seen a video of the Blue Peter tandem jump and knew he had a harness that could keep a terrified T.V. presenter firmly inside an Islander. I woke on a wet and windy Saturday morning to the sound of tapping on the caravan. Not the rain but a very big, six feet two inch tall, rather damp but very keen professional photographer. I gave him the usual tour of the airfield... black coffee followed by kit store, training aids etc. Sitting in the 206 we thought through our little problem.

"No... I did not think he could stick his arm out with his expensive looking camera at run in speed."

"No... I did not think I would sit with one buttock on the sill, looking like I might jump, at cloud base, knowing that the wind was still honking at over thirty miles an hour!"

I introduced him to the Mole and leaving them to discuss 'f' stops crept back to the caravan for more black coffee. 'Tap, Tap', on the door... more problems, "had I thought to clear with the C.A.A. a passenger in a jump plane?"

"No..." it was Saturday and not now possible.

"Why not..." someone suggests, a tandem for our intrepid photographer? He jumped at the chance, after all if Mr. Murdoch is prepared to pay millions to get Sky T.V. off the ground, £120 for one cameraman will hardly break the bank.

To everyone's amazement in mid-afternoon the wind dropped, the rain stopped, skydivers came out of the woodwork and before we knew it we had a lift.

'My Man', as the photographer was now being called, was duly briefed, and all six foot two of him was strapped in place. (Why do they always give the biggest passengers to the smallest tandem master?) We found ourselves bouncing and squelching down the runway. Airborne, 'My Man' is snapping away like a manic tourist, sitting opposite he indicates I should look out of the window. Hence me staring at a blank wall, if I looked out a real window it would not make a 'good' shot. Every now and then my man would lean forward or to one side after that 'good' shot', that special angle, each time dragging the tandem master after him like a rag doll. With one stern look that would have done justice to any school teacher he quelled the rest of the loads tendency to geek his camera. His expression said to me and all the others "look serious". The good shot he was after clearly called for skydiving to be an intense if not terrifying business.

The plan was that at somewhere around eight thousand feet I would centre float the Skyvan tailgate whilst he and the small lump on his back set up a few pre-exit shots followed by the real thing. This would give him plenty of time to divest himself of his photo' equipment and make ready for his own 'dare devil' descent on the next pass.

Mole, who was being kept well out of sight, would then race to follow me out for some air to air with my mans spare film in his helmet camera. Fran doing her first camera jump decided to use me as a target practice. Ron was on the lift to video the R.W. lot. Cameras to the left of him cameras to the right of him...

Continued on page 13



"FAXLOG" - THE NEW INFORMATION SYSTEM FOR SKYDIVERS"

Throughout 1990, **SWORD SPORTS** will be using a new advertising format which is compatible with the six ring personal planner (such as the Filofax). For the first time you can integrate your skydiving information with the rest of your personal data.

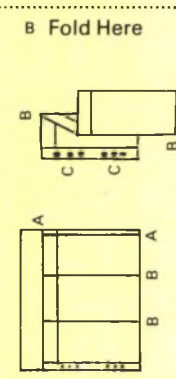
Feel free to cut Faxlog advertisements out of the magazine, and don't forget we always replace order forms when we despatch goods so you'll always have one to hand.

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- ☐ Wrist Mount ☐ Alt II ☐ Alt III. £5.95

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FAX FACTS

Welcome to the second of the FAXLOG format advertisements and thank you for the positive feedback to the system so far. We managed to give away a considerable number of FREE Faxlog Binders in the first few weeks and will continue the offer in the foreseeable future: **SPEND £50 AND WE'LL INCLUDE A FREE FAX-LOG BINDER.**

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Sport Parachutist

1990 4-WAY BLOCKS

4-WAY EVENT : BLOCK SEQUENCES - 1990			
1	2	3	4
SNOWFLAKE	DONUT	CRAZY	MONOPOD
INDIVIDUAL FLYING NECESSARY	360°	360°	360°
INTER	INTER	INTER	INTER
SNOWFLAKE	DONUT	DIAMOND	MONOPOD

5	6	7	8
BLACK HOLE	ACCORDIAN	CATERPILLAR	CANADIAN TEE
180°	240°	360°	360°
INTER	INTER	INTER	INTER
BIPOLE	STAIRSTEP DIAMOND	CATERPILLAR	CANADIAN TEE

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4-WAY EVENT : BLOCK SEQUENCES - 1990			
9	10	11	12
CAT + ACCORDIAN	DIAMOND	PHOTON	UNIPOD
INTER	INTER	INTER	INTER
CAT + ACCORDIAN	BUNYIP	PHOTON	ZIPPER

13	14	15	16
STAR	BIPOLE	CATERPILLAR	SIDE FLAME DONUT
360°	360°	360°	360°
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CORRESPONDENCE



THE FULL STORY

In 1981 Martin Evans was involved in a serious accident at a now defunct parachute centre. Very few people within the sport know the full story of what the circumstances of the accident were, therefore Martin is still commonly referred to as "the chap that sued the BPA". In order to put things straight, Martin has written this letter.

Dear Editor,

As you know I have been out of the country for the past year since my court case when I was awarded hefty damages for the very severe injuries I received in the 1981 accident at Ashford.

Through the pages of your publication I would like to take this opportunity to set a few things straight within the Skydiving fraternity.

Firstly, the reason why the case was ever brought in the first place was because the prognosis for any recovery at all, never mind the recovery there has been, was doubtful. At that time I had a family to consider and, bolstered by the fact that there was most definitely negligence on the part of the dropzone operators and farmer involved, taking action was the obvious and sensible course to take. After all what is the point of having insurance if you are not going to claim when the need and circumstances arise. Remember, the reason that clubs, centres and businesses the world over carry insurance is in order to meet any claims made against them; that is what insurance is for, to protect us whatever side of the fence we happen to be on. If you keep paying your premiums, but never claim when you are able to, you are wasting your money and your insurance company is laughing at your expense.

Secondly, as Ashford Parachute Centre, and certain individuals, quickly formed an alliance and attempted to persuade me into dropping the action, my determination was only strengthened. Who knows, perhaps if they had not pushed so hard I might eventually have dropped it as my recovery rate increased. There were certainly a great many occasions when I felt like giving up, especially when I was having trouble finding any skydivers with the balls to stand up against the wrath of the skydiving heirarchy and speak out for me in public. A great many bar room barrackers supported me privately but would not stand up and be counted; if you do not want to be screwed all your life guys you have to stand up and be counted, being gutless counts for nothing in this world.

Now what's past is past and after a seven year legal wrangle I feel extremely pleased at the outcome and certainly do not care a damn about what is being said about me back in the UK. I have won hands down and that would not have happened if there had not been negligence on the part of the dropzone and the farmer involved.

What does concern me though is the way that the membership of the BPA may be forming a totally wrong picture of what the situation was. Those of you who were in the sport at the time the accident happened still have a completely false idea of what actually occurred, never mind those of you who have only been in the sport a short while. To give you a clearer picture of what actually happened is the purpose of this letter, believing it or not is your prerogative, but remember, my story was borne out by the court's conclusion.

Now whenever I hear people talking about the incident I am always described as "the guy that landed on the tractor". WRONG! I did not "land" on anything. I was struck from the rear right hand side by a moving tractor which had a dung fork attachment raised some twelve feet or so in the air with the very long, dirty, dung covered spikes aiming straight up at us skydivers. Don't you think that it is a dumb way to travel across a dropzone at any time, never mind when you are aware that parachuting is in progress? By finding the farmer negligent, Judge Martin Q.C. certainly seemed to think so.

As I have already stated the tractor was travelling across the dropzone, not parked or working in his fields as I have heard it said so many times.

Now where was he going? He was travelling off the track which ran around the perimeter of the airfield by about 50 yards from the point he left it. If he had continued in a straight line from there, past the point of the accident, it would have taken him into an enclosed corner of the airfield. Had he stayed on the track it would have led him off the airfield and onto the main road, and much more importantly there would not have been an accident. Now if you have been reading and absorbing you will have noticed that I keep calling the area of the accident an airfield, that is because that is what it was, purely and simply an airfield involved in parachuting activities 365 days of the year, weather permitting, and had been doing so for a great many years prior to the accident. It was not a farmer's field or an open public area, it was in fact the largest civilian operated parachute dropzone in the United Kingdom at that time. The tractor driver was, as he explained in court, returning back to the farmyard via the airfield, because it saved him the hassle of getting in and out of his tractor to open and close gates, which he would have had to have done if he had gone back across farmland.

To go across the airfield may have saved him some hassle, but believe me, his little expedition caused me plenty, along with lots of pain, tears and personal and financial heartbreak over the years since and will no doubt cause me more in years to come.

As for Ashford's part in this tale, they broke many of the BPA's basic safety rules which contributed considerably to the accident happening. However, the one that stands out more than any of the many other breaches of the operating regulations was that there was no one controlling the dropzone at the time of the accident.

So now let us get to the heart of the situation

after the accident happened. Do please read and study this part very closely.

To jump at Ashford Parachute Centre in those days you did not need to be a BPA member, although I was, but you did have to become a member of Ashford Parachute Centre and have their insurance, which I did. I also held my own Parachute Accident related insurance. The reason for these requirements was that Ashford Parachute Centre was affiliated to the BPA and did not hold BPA issued insurance. If they had not been affiliated to the BPA and had instructors with BPA issued ratings they would not have been allowed by the CIVIL AVIATION AUTHORITY to operate this business - (please remember it was a business and not just a club) - without fulfilling these basic requirements.

As previously mentioned, I was a member of Ashford Parachute Centre and also the BPA to which Ashford was affiliated but not insured by.

I sued Ashford Parachute Centre and farmer Owen.

The BPA had no reason to be involved in this action at all, in fact their official stance was that they were not involved. My previous solicitors did issue a second Writ on which the BPA were named as one of the six additional defendants. Why they were named I have never understood. But in any event that Writ was never served on the BPA and the BPA have never therefore had to take part in these proceedings.

So how does my action affect your insurance premiums, as the underground murmurings are indicating, and how come the BPA are implied to have been heavily involved in this case. If they were involved at all, which they were not, surely they should have been assisting me as I was the BPA insured and injured member?

Perhaps you believe that they were involved because the Ashford Parachute Club from Kent, engaged as their legal representatives a law company from the West Midlands area called Howell and Company who have as their Managing Clerk a certain Mr James Crocker. I say could this by chance be the same "good old Jim" who acts as the Chairman of our Parachute Association? Surely not. Well bugger me if it isn't!

However the BPA, believe me(!), were not involved in this matter at all.

Charles Shea-Simmonds, Major Gerald O'Hara and David Parker, parachuting experts, all stated that they gave their evidence in court for Ashford and farmer Owen as private individuals and not under the auspices of the British Parachute Association. They were in the best interests of British Skydiving.

Well fortunately for me and fortunately for you guys too, Judge Martin Q.C. did not put a lot of stock in what they had to say and awarded me the case. This was most important as this not only justified my actions, but I also got to shoot down all those so called skydiving heirarchy hot shots; and of course the money will come in very handy too.

The amount awarded I believe bears out the fact that I won this case hands down, as this was a very large payout in the UK for someone who has adapted and continues life in the style that I have. An award of this size would usually only go to someone who has severe and continuing disabilities and a very restricted lifestyle.

You may wonder why I say it is fortunate for you that I won this case. Well from now on, the slack centres and clubs who blatantly break the basic safety rules know that they cannot get away with it any longer.

What you need to ask yourself is this last question. What is going to happen to me in the future if I am unfortunate enough to be injured by a centre's neglect, is it me or the centre that is going to get BPA support and backing. Think about it.

For the record I would like to mention and thank those who helped me greatly with support and backing throughout the seven years, especially those who appeared in court for me with no regard to the perils they may have been putting themselves and their financial and personal futures into. Many thanks to: Mathew Mortlock, John Meacock, Marzena Evans, Sue Graylin, Colin Fitzmaurice and Dave Turner.

Finally, many many thanks to my solicitor and friend Edward Perrot of Taylor Vintners (Solicitors) Cambridge, who never doubted we would win and gave me the strength and support to do so, against all odds - believe me!

Martin Evans

Martin was awarded £178,000 damages, plus costs. He was adjudged to be 20% responsible for the incident himself and had that amount deducted from his award.

Howell and Co were replaced by another Midlands law practice called Bartlett and Co in the summer of 1987.

At the trial in December 1988, Ashford Parachute Centre was represented both by Leading and Junior Counsel. This was to separate representation from the other Defendant, the Farmer Mr Owen, who had his own Leading and Junior Counsel.

The Judge ordered that damages were to be paid as to two thirds by Ashford and one third by the farmer.

Despite the fact that they had expensive representation at the trial, Ashford refused to pay any part of the damages and Martin Evans had to proceed for that part of the damages against the farmer's insurers. Consequently farmer Owen's insurers had to pick up the full tab although their insured was only found one third to blame as between himself and the Parachute club.

Ed.



ELECTIONS, AGGRO AND AIRFIELDS

Dear Editor,
Although reports of my death are greatly exaggerated, I am occasionally driven by a sentimental attachment to the sport to respond to what is said in the magazine. February's edition raises the following:

Election 1990

Mike Wardle is in error in stating that local or general election ballot papers do not have numbers. They do in fact carry numbers for two reasons, firstly to ensure that the votes

correspond with the number of ballot papers issued to the polling station, and secondly so that the High Court can identify a paper in the event of an allegation of impersonation.

A1 Aggro

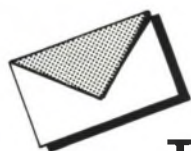
Instead of leaving spaces in the magazine because of threats of legal action, would it not be a good idea in any doubtful case to speak to one of the number of members of the legal profession (including our Chairman) for a quick opinion on whether a letter was libel, or not? I am sure that most such members would willingly assist, and at little cost.

Airfield Environmental Federation Trust

This is not a new organisation as is suggested. It has existed at least 10 years and was functioning (effectively) when I was Chairman of what I think was then called the Forward Planning Committee of the BPA. The purpose of the Trust is insidious, namely to close down or stop any airfield development; it regularly makes appearances at public enquiries. I understand it successfully opposed the Tiger Club's planning application to relocate from Redhill. At one time I was a subscriber, in order to know what the enemy was doing. I would urge all members of the Airfield Operators Committee to join in, take an active interest in diverting its political thrust and thereby protect our precious airfields. It is situated at 5-11 Lavington Street London S1. The subscription will be well repaid.

On the matter of airfields, I am sorry to hear of the closure of Grindale, but nowhere do you say why?

Yours Sincerely
Patrick Howell



THAT LETTER

Dear Steve,

I am writing to you about your withdrawal of the A1 Aggro article. I would add at this point I know nothing of its contents and don't want to know.

You have stated that due to the threat of legal action by Mr Hitchen and Mr Butler you have withheld the article.

Surely for Mr Hitchen and Mr Butler to make such a threat they must already have seen the article concerned.

Now would you please explain why you are unable to print the article. As stated here and there in SP "the views and comments are not necessarily those of the BPA and no liability is accepted for same". This surely covers you in any legal quarrel, and the only person who is under any legal threat is the person who originally wrote the article. Surely the writer be it he or she cannot be in any deeper water by your publication of the article.

By withdrawing the article you are stopping someone putting their views over to other enthusiasts in our sport and forgive me if I'm wrong but isn't this what the SP is for. In my view, in withholding this article you are not giving the writer his or her freedom of speech to which we have a right.

I wonder why Mr Hitchen and Mr Butler have threatened legal action, surely the article hasn't got any hint of truth behind it?

Yours Sincerely,
M.J. Thomas
C8965

I seem to be in hot water with you Mr Thomas for not printing the letter and with the major-

ity of the BPA Council for attempting to do the opposite. The sequence of events leading up to the withdrawal of the letter in question were as follows.

Shortly before the cut-off date for the February issue of the magazine I received a phone call from Tony Butler, one of the NCSO's, informing me that there was a letter on its way to me that was critical of some aspects of their conduct. I was asked politely by Tony that if I was going to publish the letter, could he and John Hitchen be given the opportunity to reply. It should be noted here that in December I was asked by the Development Committee Chairman, John Lines, that if a "contentious" letter was sent to the magazine an opportunity for a reply and a "BPA viewpoint" be given in the same issue. This is a perfectly reasonable request because it stops the potential for mis-information or an incorrect accusation festering for two months before the next opportunity to reply.

In this instance I don't know the exact circumstances of how a letter that began "Dear Steve" was seen by the NCSO's before I got to see it, but it's sufficient to say that a large amount of Sport Parachutist mail is addressed c/o BPA Office.

I told the NCSO's that I intended to print it and gave them the opportunity to respond; a reply was duly faxed to me ready for inclusion alongside the critical letter. At this time there was not the slightest indication of legal action. The first mention of this came in a letter to me from the BPA Chairman, Jim Crocker, who had gained access to the letter in question. It said: "I do not in any way wish to exercise any form of censorship over you but, I think it only right that I point out, in the Association's best interest, that (name here) letter appears to me to be highly defamatory and actionable. I would therefore urge you consider whether (name here) and John and Tony's reply should be published".

Ten days later I received another letter from the Chairman asking me whether I had considered or not printing the letter and reply. A day later I received a third informing me that the NCSO's were seeking independent legal advice and the statement that "the last thing I wish to see is you and the Association as defendants in a libel suit as well as the author of the offending letter". Things were starting to get serious.

I replied to the Chairman saying that the letter and reply were going to be printed. That remained the case until I received a second letter from the author of the supposedly defamatory letter withdrawing all his criticisms of the NCSO's. I phoned him to try and find out the reason for his sudden about turn and was informed that he had received a letter from the NCSO's solicitors. One of the paragraphs stated: "We have advised our clients that they are entitled to commence proceedings against you for libel. We have also advised our clients that if your letter is published such proceedings should also be directed to the Editor and owners of the magazine (the owners of the magazine are the BPA)".

On hearing this I immediately telephoned the magazine's Commercial Manager, Tony Lewis, asking him to see if the page with the letter on it had been printed yet. It hadn't, but it was being done that morning. A new plate had to be made without the letter but including an explanation of the large and rather obvious gap in the letters page. The removal of the letter was done literally at the last moment.

I think I have adequately answered your question as to why I was unable to print that letter. As for giving the writer his freedom of speech, I think you will have to ask the

Chairman and the BPA Council about that and I'm sure they will have a good answer. Not all letters that are sent in to the magazine are published, some are unnecessarily offensive, others I just plain don't understand. The letter in question represented the views of a not insignificant group of members, I felt that they were worth airing so it could not be claimed there had been an "establishment" plot to suppress them. Had you been able to see the letter and reply, I'm sure that you would have been able to work out for yourself the merits and otherwise of the subject discussed.

I don't believe myself that the NCSO's have anything to hide, they have since told me they would have preferred to have seen the letters published. So who advised them to seek legal advice and why? I can only guess. Unfortunately there is a pathological fear amongst the more established members of the BPA council of "anything" that faintly hints of criticism about any facet of the Association, its officers or the DZ operators. Consequently all attempts to allow a little more open debate in the magazine has resulted in hands being thrown up in horror and a chorus of "not in the Association's interest!" being heard.

I believe that you are right to say that SP should be the forum for members to put their views by acting as the skydiving community newspaper. If you expanded that analogy with the rest of a typical community you could say that the NCSO's equate to the Police, the DZ operators to shopkeepers, the BPA council would of course be the local council and last, but not least, would be the BPA member, paying his £30 Poll Tax like the fine upstanding citizen he is.

The prime objective of the Police is to serve the community, this can take many forms, from telling kids how to cross the roads properly, up to the prevention of crime and the apprehending of criminals. The shopkeeper's role is to provide what the customer wants and of course to make a living for himself. The council's task, on being elected by the local residents, is to debate and decide on policy and funding for the area they represent.

Now if the local Police started arresting twice as many black people as white or the shopkeepers kept goods on their shelves beyond the sell by date or the local council spent all the taxes on a new town hall, people would complain. They would complain to whoever they thought responsible, they would write to their MP and of course they would write to their local paper. The local paper, as well as telling people what's on at the pictures and who got married last week, has a letters page; on this page people air their views, be it the first cuckoo of spring, a new by-pass or noisy aeroplanes flying over their paddock. The local council does not tell the paper "Er, don't print any letters on those wicked rumours about the Police, it will only upset people and they're not interested anyway".

Unfortunately this is the position that Sport Parachutist is in at the moment. It cannot do the job in the way that I, and you Mr Thomas, perceive that it should be done, it is not permitted.

The magazine is the Official Journal of the British Parachute Association, the only way that things will change are if it became the unofficial journal, and that it is unlikely in the current circumstances. Maybe that could be a proposal for the next AGM, "I propose that Sport Parachutist magazine no longer be the official journal of the BPA and that the BPA's role be only as a handling agent for subscriptions". Any seconders? If there are, you'd better post it, fax's aren't too reliable round these parts.

Ed.



INTERGALACTIC DIPLOMACY

The Chairman has asked me that these letters be printed in the magazine.

Ed.

Dear Jim,

Thank you for your letter, I had hoped to keep my selection a bit of a secret from the BPA because of those ludicrous boiler suits we had to wear. I should have asked Rob and Sarah to make them. Please pass on my thanks to John and Tony for the Certificate of Merit; my Commander, General Alexei Leonor a skydiver and the first man to walk in space was most impressed.

This course also includes skydiving. It will be a sort of AFF course: 12000' freefall first jump.

The difference is that you get out on your own, which will be a bit of a shock for Helen who has never jumped at all. I will write a short bit for the mag when we do that section; probably in March.

In the meantime please change the address for my magazine (so that I get it only a month after posting) to that on this letterhead.

If I don't see you before, I hope to be at the Nationals as we have a few days off then so I'll see you there.

Yours
Tim Mace

Dear Tim,

Many thanks for your letter of 27th December.

You may be interested to know that everybody I spoke to at the AGM were rooting for you and wish you all the very best on your course.

I now come to the main purpose of my writing which is to be the first to congratulate you on being awarded the Royal Aero Club silver medal.

The actual award ceremony will take place on Tuesday 27th March at the Landsdown Club in London.

The awards will be presented by HRH Prince Michael of Kent.

It would be very nice if you could attend to receive the award personally. If you were able to attend I am sure we would be able to arrange publicity for your course, its sponsors and anything else that your Commander considers advantageous.

If you are unable to attend please let me know and perhaps you could nominate somebody to receive the award on your behalf.

With Best Wishes
J.T. Crocker
Chairman BPA



THANKS FROM SKIPPY

Giddyday Steve,

Well this is the first time writing to the magazine (although I'm an avid reader) and it is a pleasant duty to perform. Until recently, I've been living in England, 2 years were spent skydiving. Hence, I'm writing to thank

Dave Parker and everyone at Headcorn Parachute Club, over there in sunny Kent!

After not even knowing parachuting/skydiving existed as a sport, I quickly became very dependent on my 'weekend' dose of altitude (and there was enough of it, despite the knockers). Headcorn was certainly the place to get hooked too (I swear I was only going to do two jumps). The emphasis they placed on safety was important, but more, the level of available instruction was excellent and all skydivers know the calibre of people who have had or now have their base at H.P.C. - brilliant, remembering that if you didn't get to jump with the 'Sky-gods', time on the ground would be well used listening to them talk about the sport they love.

Like a social weekend away from busy London, there were also my friends the punters, who pubbed, partied and skydived their butts off. Thanks for all the plummets, oh, and hangovers. Remember if you're ever in Oz skydiving or other, no worries, just drop in.

Cheers Headcorn for 2 years of the right stuff, and so potential paramaniacs can enjoy the sport as much as I did there and still do now, good luck always.

Blu Skies from Oz,
Nicole Lemke
C8633, now finally D...?



CLOUD BUSTING

Dear Ed.,

I recently witnessed one of the fine examples of hippocracy, which causes so much resentment within the sport.

It was on a cloudy day at the Black Knights P.C. That Mr. Tony Butler, our National Coach and Safety Officer, decided to grace our centre with his presence. A lift was just walking out to the aircraft. It consisted of a tandem master, passenger, and two experienced jumpers.

The plane reached cloudbase at 5000 feet, the tandem master turned to the pilot and told him not to fly through the cloud, because Tony Butler was on the ground. The two experienced guys got out, and the tandem master landed with the aircraft.

The next lift got in and climbed to cloudbase, 5000 feet again. The pilot then told the jumpers it would be best to get out, as Tony Butler, was on the D.Z. He was informed, that he was speaking to Tony Butler, and that they were going to 10000. He and his cronies jumped from 10000 feet, through cloud, and landed in the village churchyard. Good for local relationships, I'm sure.

Is it one rule for them and one for us or what?

John Carlton,
D6854.



AND FINALLY

Sir,

Following the publication of the February edition of Sport Parachutist I have been instructed by my client to demand an immediate and unreserved apology. The printing of the photograph on page 42 has done nothing to enhance his future political career and has significantly damaged his reputation and integrity.

My client suffered horrific and permanent

mental and behavioural disorders as a result of the incident - proven only too recently by his desire to stand as a candidate. The individual responsible has still not been apprehended and is still believed to be serving with the RAF. My client would also like to make the following statements:

1. The team did not disband voluntarily but was compelled to do so after a ruling from the Court of Human Rights at Strasbourg.
2. She was a consenting adult.
3. They were pineapple chunks and not peach slices as at first alleged.
4. There is no similarity to Mr D. Boersma.
5. The aircraft registration is totally coincidental.
6. John Meacock was CCI at the time of the incident.
7. My client is now allergic to coleslaw.
8. Only the ground floor was turfed.

Unless a full and unreserved apology is received by my client he will have no further option but to take court action to clear his besmirched name. In addition I have enclosed the original candidate photograph.



We remain your most faithful servants.

Sue, Grabbit & Runne
Solicitors

I've passed your letter onto Sport Parachutist's own solicitors, Snide, Comment and Backstabber. Under instructions from us they've agreed to make no comments about the Philipino triplets and the offshore bank accounts, OK?

Ed.

Continued from page 6

about seven thousand feet the door was opened, me, my man and the fed up looking lump on his back made our way to the tail. I heard a stifled "Oh my god, it's a long way down", before the 'professional' in him took over again. We had dirt dived my exit a few times but I was not sure he had understood quite what was going to happen, I was convinced he did know what to expect.

I hung on by my finger tips for one minute and thirty four seconds (we timed the video). Every time I gave a big confident grin he would remove his eye from the viewfinder and mouth "look serious". Over his shoulder I could see fifteen people gesticulating and mouthing 'smile!'. From the corner of my serious looking eye I could see Cornelia's spotting head still in the bubble window. With all feeling gone from my fingers, trying to visualise where the hell I might land when I fell out, it was all too easy to 'look serious'. Corny finally pulled her head in gave me a grin which said 'fool'. I gave my man two nods and was gone.

The look on the photographers 'professional' face was a picture. I only hope he got his.....



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BOOGIE SCHOOL

by Alexis Perry
and Jerome Bunker



Boogie School organisers, Alexis Perry and Jerome Bunker.

For a number of years now skydivers have developed the habit of travelling out of their own geographical areas to attend boogies, particularly skydivers who have poor weather conditions at their home drop zone, they are the ones who seek skydives and fun in the sun. You can find boogies now in almost every corner of the world and today's skydiver brings his wife, family and dog to enjoy a vacation that centers naturally enough around skydiving.

Certainly the seasoned boogie participant knows where and when he can "play", either by personal introduction, or due to his notoriety. Unfortunately the "playground" is not open to everyone. Many boogie participants come loaded with enthusiasm and depending on their self assigned capabilities, try to approach the organiser who is building a "20 or 30 way", but invariably the organiser chooses and selects, sometimes not objectively, the people they know that can reasonably accomplish a large formation. And here we find our unknown boogie attendant, whose enthusiasm diminishes, as he feels somewhat abandoned as a result of not being able to join the "selected few". Many of these individuals find it hard to become part of this inner circle, unfortunately they are not led or taught in order to improve and stimulate their skydiving skills.

What has happened that makes these skydivers feel left out and find it hard to be integrated? Nothing, they have just never had the chance to have skygods around to chaperone and guide them, and when their time came, sponsored them into larger groups where they got the chance to prove themselves. Isn't the role of an organiser at a boogie to get people together so they are able to take part in larger jumps? Yes, of course it is, and all boogie addicts know how this works in practice:

1. You have the organisers who take care of all skygods
2. There are the organisers who handle the skydivers that are pretty good, (but not quite good enough), and
3. Left are the organised individuals who are still in the "grey room" and usually make smaller type formations.

The members of that first group will want to keep their circle closed and only integrate new people with personal recommendation from one of

their peers, that recommendation is usually only valid if it comes from a long standing and respected member of that circle. This system of acceptance has been jealously guarded and is an international method of assuring good quality jumps.

It seems like a tall ladder to climb for the individual who would like to partake in the best skydives, but after years of witnessing a trend of "the tough and the best progress", a different approach is needed to be developed and this is where the Boogie School comes into play. The Boogie School will act as a bridge that needs to be built in order to give access to the mass of skydivers who would like to become part of "the inner circle." The organising of seminars in order to teach and mould skydivers in preparation for larger formations, as well as fine tuning the already knowledgeable skydiver for bigger sequences, is therefore necessary. Attending the Boogie School is naturally not going to shoot someone up from a 10 way into a 100 way (one never knows!), and it will surely not dismantle the existing skygod hierarchy, but it will certainly help anyone who is interested in making good skydives with other good skydivers.

The goals of the Boogie School are:

- Prepare relative workers to the larger formations; that is, exits, approaches, placement, docking, flying the formation, separation and opening.
- Enhancement of RW skills for those who are ready for large RW sequences; that is, mass exits, flying in a sector, piece flying, fine tuning of speed and precision and getting acquainted with dream type sequences.
- Everyone involved should get to know each other, so when they meet again at a boogie, they know where they stand.
- Become known by the organisers who will then, when the occasion arises, place them in the enviable skydives.
- Discuss theory and techniques of varied formations and the construction of skydives from exit to separation.

The advantages gained by attending the Boogie School will lead a skydiver towards a whole new dimension of skydiving and give him/her, for a small investment, the joys of the best in RW.

All this for only 20FF (approximately 2 £ Sterling) per jump, in addition to the jump ticket, which covers the organisers expenses, freefall video and ground courses!!

The organisers are: Jerome Bunker, Alexis Perry and other well known skydiving personalities.

All jumps are made from a Skyvan (tail ramp exit). The Boogie School starts in April at GAP (230 kilometres North-West of Nice, France), moves on to varied drop zones in France during the summer and ends at SPA in Belgium middle September.

Article by Alexis Perry and Jerome Bunker. 14.3.90.

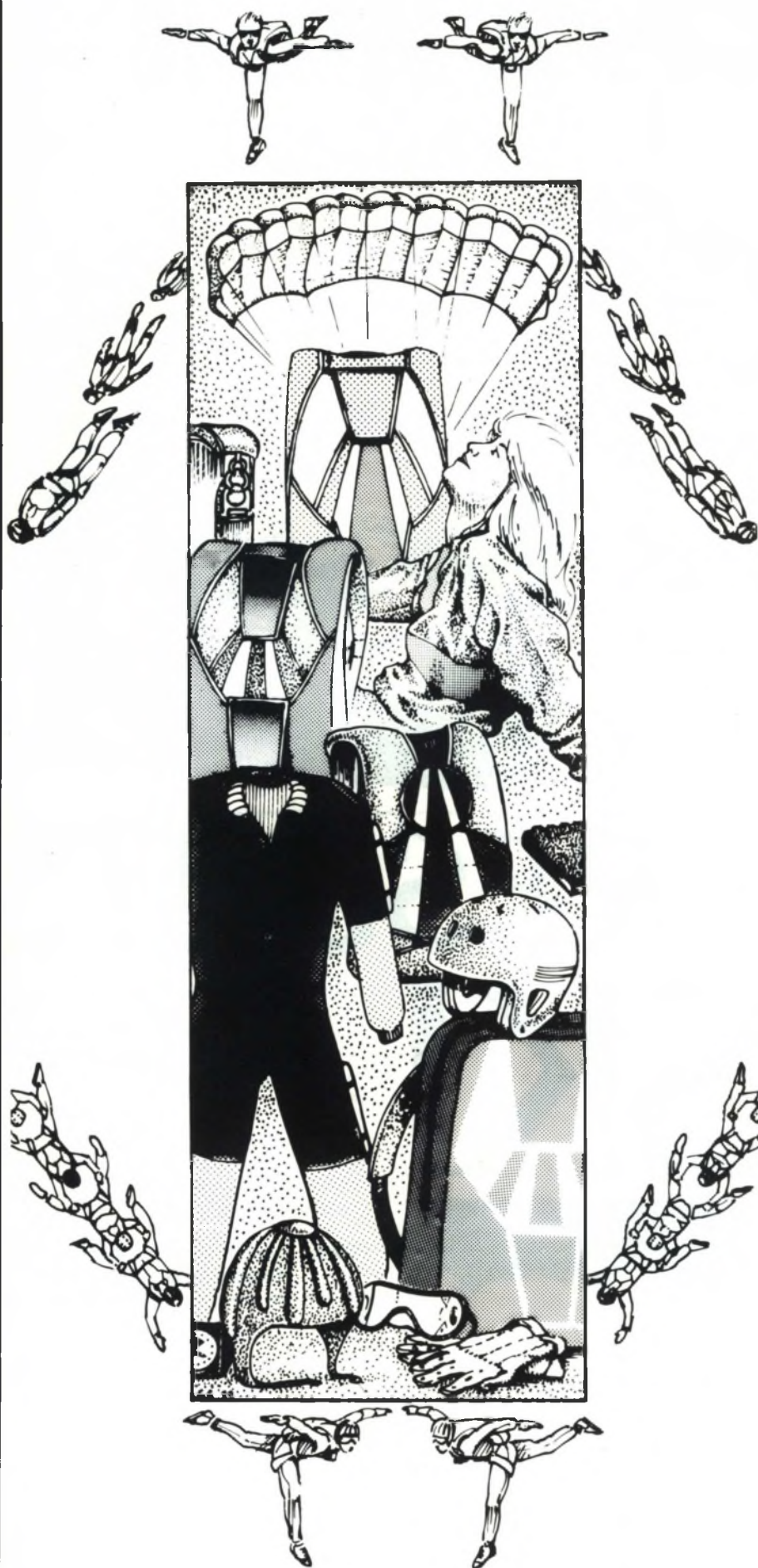
BOOGIE SCHOOL SCHEDULE 1990

28 April - 11 May	ROYAN (France)	: Boogie School
12 May - 27 May	GAP (France)	: Boogie School : Boogie
1 June - 10 June	ROUEN (France)	: Boogie School : RW Seminars
16 June - 24 June	Ferte-Gaucher	: Boogie School : Boogie
30 June - 8 July	T.B.A.	: Women RW World Record
10 July - 29 July	ROYAN (France)	: Boogie School : RW Team Seminars
5 Aug - 15 Aug	Le Luc (France)	: Boogie School : Boogie
16 Aug - 26 Aug	ROUEN (France)	: RW Seminars : Boogie
27 Aug - 2 Sept	Ferte-Gaucher	: 16 way RW Competition : Boogie
3 Sept - 9 Sept	Texel (Holland)	: 16 way RW Competition : Boogie
11 Sept - 16 Sept	SPA (Belgium)	: Boogie School

THE ORGANISERS,

CONTACT:

PROMOTION VOL RELATIF
Alexis Perry/Jerome Bunker
65 Chemin de la Patriere
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06130 GRASSE, FRANCE
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RW TRAINING CAMP for BEGINNERS (0-100 RW JUMPS) - June 17 - June 30

RW TRAINING CAMP for INTERMEDIATES (100-250 RW JUMPS) - July 1 - July 14

VAMOS A LA PLAYA - SKYDIVING/BEACH EXTRAVAGANZA - July 15 - August 18 (2 Pilatus Porters, formation loads, RW organizers, joint ventures with the GAP SKYDIVING CLUB)

RW TRAINING CAMP for the ADVANCED (250+ RW jumps) - August 19 - September 1

COMPETITION RW TRAINING CAMP for TEAMS - September 9 - September 21

CPCB BOOGIE - OCTOBER BOOGIE - October 6 - October 14

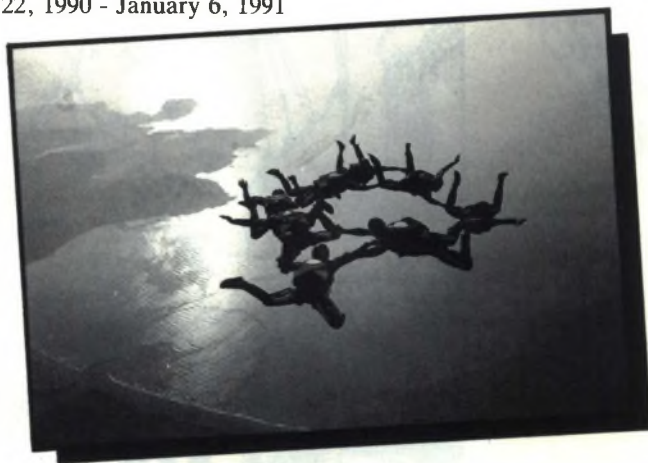
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Video Review



The World Skydiving Championships

Whenever I get a new video to review a haunting little tune hops into my mind, and there I am, Bazza Norman, tripping through this week's releases from tinsel town. Like its motion picture cousin on this side of the pond, the British skydiving film industry is more of a tinsel village really, with Leo Dickinson as its pocket sized Spielberg.

Leo's latest video is about the 1989 RW World Meet. Whilst not being a blow by blow account of how the medals were won and lost, it does give the viewer an interesting overview of the standard of jumping and the type of individual that inhabits the cloistered world of World Championship Skydiving. Rapping Yanks and a simulated demonstration of how to commit hara-kiri by a member of the Japanese 4-Way team fill the gaps between the skydiving, however, Leo's insistence on demonstrating the fast forward and reverse capabilities of his video editing equipment does get a bit tiresome. Someone really ought to pull the knobs off his mixing deck.

In the skydiving footage, most of the attending nations are featured but the undoubted stars are the French 4-Way World Champions, Tag. Their smooth and fast technique makes them fascinating to watch, I particularly enjoyed seeing the vigorous pat on the back one team member gave another on breakoff as a gesture of "good job".

So, is it worth the money, is it something you'd want to watch more than once, is it better than Wally 4? Yes on all counts in my opinion. I enjoyed it more the second time I saw it than I did on the first. Apart from one rather repetitive track, Nigel Sawyers soundtrack is acceptable, the picture quality is excellent due to the fact that the original footage was done on 16mm film, not video, and the turf surfing with forward somersault is great. At £20 it's the best value "legitimate" tape that there has been on the market for ages.

Steve Eversfield

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CIP SITUATION (VACANT)

WANTED: CIP Alternative delegate, must be willing to travel and have extensive knowledge of competitive parachuting, CV not required. Apply BPA. Tel: 0533 785271

In the February magazine Mal Harrison wrote a letter asking that the printing of BPA council minutes in the magazine be re-instated so that members could be made aware of "what our elected council are up to on our behalf". In my reply I pointed out that minutes were not necessarily informative, phrases like a "lengthy discussion was held", followed by a paragraph of generalities were unlikely to leave the reader much the wiser.

In an attempt to flesh out the bones of what is referred to in the Jan 13 and Feb 8 BPA council minutes as "CIP Delegate" I have compiled the following account. The letters and documents that were used to compile this are available for viewing by all BPA members at the BPA headquarters. Ed.

Rob Colpus attended his last CIP conference as UK delegate at Rome on February 13th 1990. At the inaugural BPA council meeting on January 13th the position of CIP delegate was discussed, despite not being notified on the agenda, and the current alternate delegate, John Hitchen, was appointed in his place. The view put forward by the proposers of the change was that whilst "Rob had done a good job, it was felt that it could be run much more professionally and accurately from the BPA offices". The voting for this alteration was unanimous save for the BPA council member Amanda Kenny who abstained in objection to the fact that the matter was being discussed without prior notification.

Rob Colpus was to be offered the position of alternative delegate and chairman Jim Crocker agreed to contact Rob as soon as possible to inform him about the swap of roles.

The first that Rob himself knew of the positional change was when he saw the details of the 1990 BPA council and committee members, with its reference to him as the "alternate" CIP delegate.

Understandably disappointed at discovering the news from such an unorthodox source, Rob wrote to the Chairman, copying the BPA council, pointing out that in 1989 the BPA council had decided that all prospective candidates for the post of CIP delegate should submit a CV. The decision of who was to serve as UK delegate was to be based on the information of experience that the submitted CV's revealed. The outcome of the 1989 deliberations were that Rob Colpus was to continue serving as the UK delegate, as he had done for the previous four years, and that John Hitchen be the alternate. The term of office on the CIP runs from October to October; therefore only three months after being re-appointed as delegate, Rob was being replaced. In the summary of his letter to the Chairman, Rob stated that he found the offer of the alternates role to be insulting and patronising, and that it was naive of anyone to believe that he would be willing to accept such terms.

Charles Shea-Simonds, BPA Vice President and CIP Delegate prior to Rob Colpus, wrote to the BPA council on the 30th January asking them to reconsider their decision. He stated that apart from finding the decision "extraordinary" he found that the manner in which the change had come about to be "shabby in the extreme". In regard to Rob Colpus's abilities to perform the task of CIP delegate he made the following observations:

"His qualifications for the job are impeccable and his achievements during his 5 years as our CIP delegate have been impressive. His recently having been appointed a full voting member of the CIP RW Sub-Committee is a significant, well deserved feather in his cap and if the BPA now remove him from the delegates position, our high standing within CIP will take an understandable nose dive.

I implore Council to reconsider their decision solely in the interest of what is best for the Association internationally."

This eloquent appeal left at least 6 BPA council members unmoved. At the next BPA council meeting, on February 8th, Amanda Kenny's proposal to reverse the decision taken at the inaugural meeting was defeated by 6 to 5.

CIP's historical role has been as the governing body of skydiving, all changes and updates to competition rules and events have stemmed from its annual meetings and ongoing contacts. The initiation of a safety committee a few years ago was an attempt to broaden the scope of CIP and achieve results in areas outside competition. The UK delegation of Rob Colpus and John Hitchen were considered in the past by the BPA council to be a balanced ticket: Rob primarily interested in the competition aspects, John primarily in the safety. In promoting John Hitchen to CIP delegate, the BPA council were taking the view that the safety aspects were of more importance, this view is not shared by the CIP delegates themselves.

In his speech at this year's meeting, Bert Wijnands, the Dutch delegate and Chairman of the CIP RW committee, asked National Associations and Federations to choose their delegates for the future on the basis of their technical knowledge, dedication and currency in the sporting disciplines, so that the working committees within CIP would be able to direct the sport with a finger on the competitive pulse. Bill Ottley, Chairman of the Safety Committee, also made some observations on the subject in his speech at the plenary session.

"There are a few final comments I would like to make as the Chairman of this Safety Committee.

Some of you may recall that we created this idea in Turkey, as an effort to broaden the focus of CIP and to use our enormous worldwide influence to achieve real results in areas outside competition.

Now I have spoken informally with every member of this committee and since perhaps I was the father of this idea, I feel it necessary to declare that we now believe that we may be creating a problem. Are we beginning to change the direction of CIP as a world governing body of skydiving? Are we starting to be a safety forum or a technical group?

First and always we want to remain strong in competition and strong in administration. The leaders in this sport have always been drawn from competitors and our committee believes that we must continue to do so.

Perhaps we should stop and think about the future of CIP. We have, in the opinion of several senior delegates with whom I have spoken, to be mindful of an unintentional change in emphasis. It seems that we have 3 long range, possible ways to go:

Firstly, we could slowly turn CIP into a body focussed on non-competitive activities. That would be a grievous error in my heart and mind.

Secondly we could watch our baby, our committee, spread its wings and fly off to become a separate international body, with its own rules, traditions, programmes and influence.

Or thirdly, we could proceed as we are now, with the safety committee as secondary, although important function, within a bigger, total family.

Personally I believe the third path to be the right one. The permanent members of this committee also agree that path three is preferable. But you the delegates who make CIP what it is, must make the final decision.

I hope, our committee hopes, that CIP will never allow competition to slip into second place behind any other activity."

The position now is that Rob Colpus is the UK CIP delegate up until October of this year, when he will be replaced by John Hitchen. It would appear that whilst it was important to elect the delegate at the inaugural meeting, in good time for October, it was not so important to find an alternate, that situation is still vacant. Rob was never invited to attend any of the meetings at which the post of CIP delegate was discussed nor has he received any formal notification of the BPA council decision.

In acknowledgement of the value of his contribution to the CIP RW committee, Rob Colpus has since been named by the new Chairman, B.J. Worth, as a full voting member despite the fact that he is no longer an official delegate.

FREEFALL PHOTOGRAPHER QUALIFICATION

by Adrian Thornton



Adrian Thornton over Dunkeswell. Photo: Tim Bishop

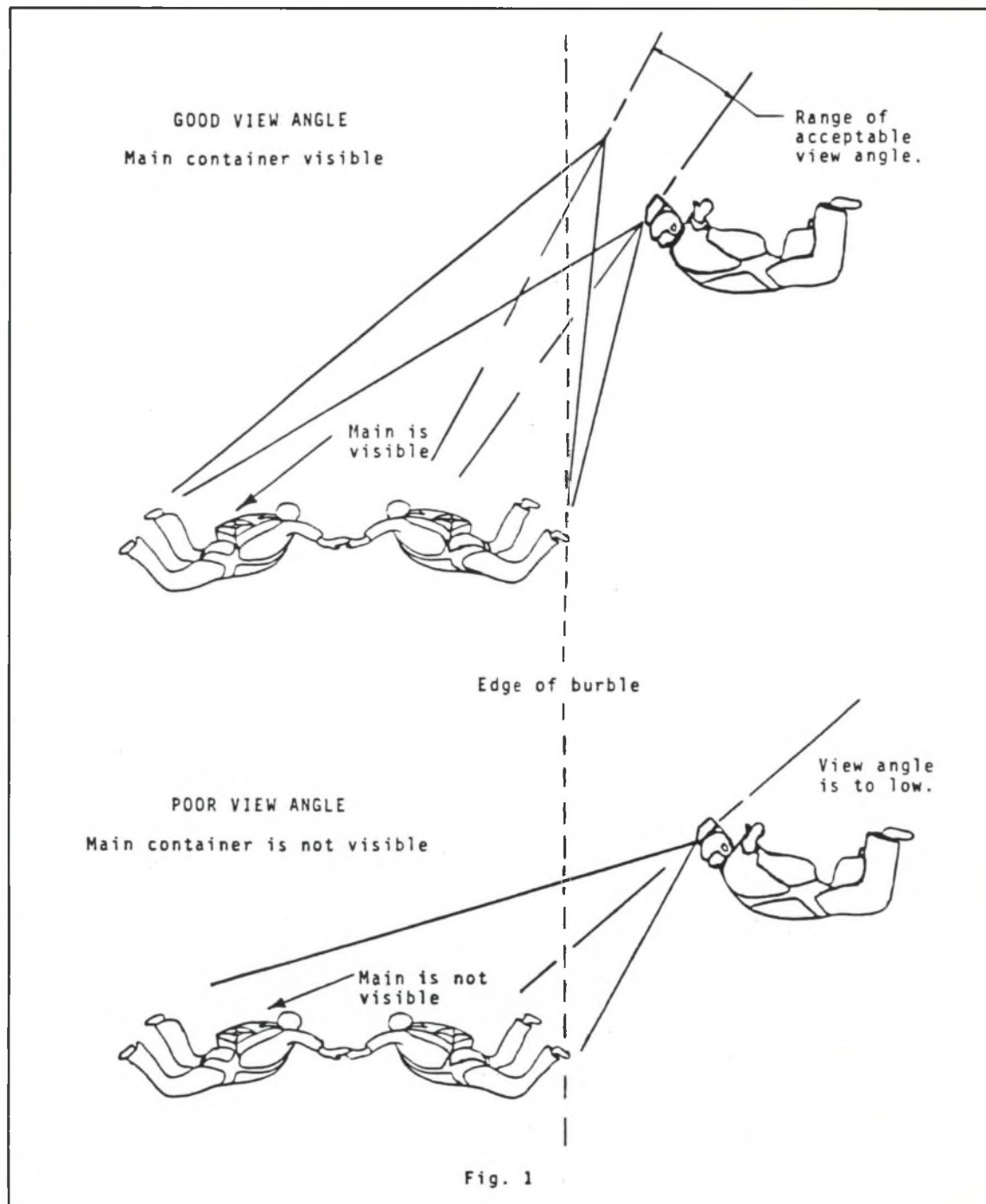
Air to air video is the judging method of the present and the future, it will soon be recognised as the only way to judge competitions at all levels. The USPA have been using "air to air" at their National Championships since 1988 as the primary judging tool for RW. The British Championships now have a rule that allows a team to "prove a point" on up to three occasions, using their own video-man's film, if they feel they have been scored incorrectly. These same rules were used at the 89 World Meet where air to air (and air to ground, take a bow Kevin Hughes) was used alongside the established ground to air video system. The general opinion of competitors and judges alike is that the use of air to air judging will result in more accurate scoring and will enable meets to run more efficiently.

The average freefall photographer nowadays puts a lot of valuable time, effort and a great deal of money into equipment only to find themselves exploited, misused and generally unappreciated. These days are numbered. Whilst most parachute centres acknowledge the fantastic advantages of video for constructive training, few appear willing to recognise the value in real terms. The most commonly used excuse is "you do it for the love of the sport". We do sometimes, but when you require something filmed, just think for a moment about the value of your local DZ freefall photographer and the benefit you derive from his "love of the sport". I'm not saying pay them hundreds of pounds (it would be nice though...) but make it worth their while. Let's face it, instructors of all levels are usually appreciated, why not us photographers as well?

Therefore the time is right for a "Freefall Photographer Qualification" which would hopefully receive full membership and BPA support. This would allow the freefall photographer to be recognised as a safe, disciplined, consistent and professional member of the skydiving community. In such an environment the standard of filming would undoubtedly rise thus ensuring fairness in competitions with photographers using their high standard of skill and equipment. Armed with such a qualification photographers could present themselves at DZs, or respond to requests from competition organisers, and the DZ operator/meet organiser would know immediately that they were of a required standard.

The freefall photographers qualification should be graded by BPA/FAI judges using a "skill rating system". Points would be awarded in each of the 11 required qualification areas, with the outcome being a straight pass or fail. Although many experienced freefall photographers have the required skills, there are many newer ones who, if they started training now, could go for the qualification assessment when it actually materialises.

Traditionally freefall photographers have filmed as they have seen fit, requiring only to keep the subject on the screen and arrive back on the ground with a tape holding a "viewable image". However, as has already been mentioned, for competition judging purposes, consistency is of paramount importance. Therefore it is essential that all participating photographers use a standard video filming style and technique on each and every skydive.

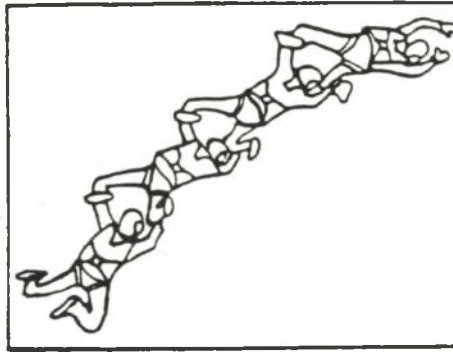


SKILL RATING SYSTEM

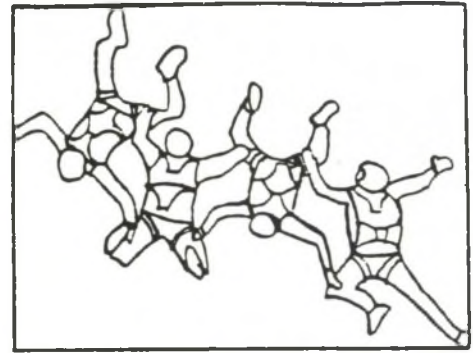
The performance areas in which you would be assessed for the qualification are as follows:

1. **Closeness on exit**
This is the ability to exit smoothly with the flow of the team, keeping the separation to a minimum and the jumpers on the screen at ALL times.
2. **Time from exit to full frame video position.**
This is the time when the team starts to leave the aircraft until the photographer has established the standard steep angle, full frame coverage of the team (funnelled exits start from the time of reform).
3. **Amount of time that the team is not on screen.**
Any time more than 10% of the team is off the screen, points will be deducted according to how much is off and for how long.
4. **Steepness of angle.**
This is extremely important for judging purposes. The view angle must be steep enough to clearly view the main container of the jumper on the far side of the formation facing the photographer. If the angle is any less, the view will be considered flat. (See Fig 1).

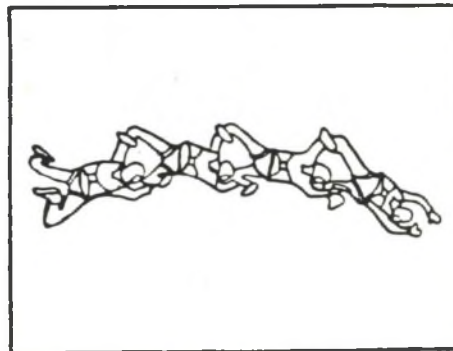
EXAMPLES OF SCREEN AREA USE AND PERCENT FILLED



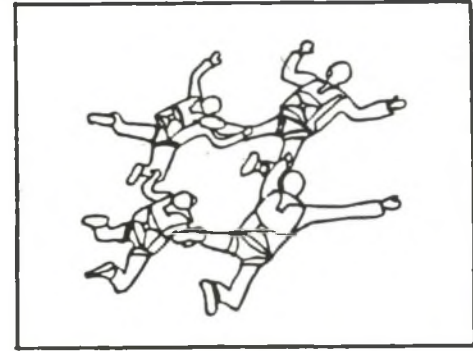
EXCELLENT USE OF SCREEN 100% FILLED



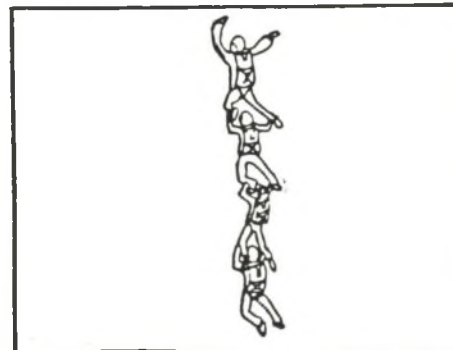
EXCELLENT USE OF SCREEN 105% FILLED



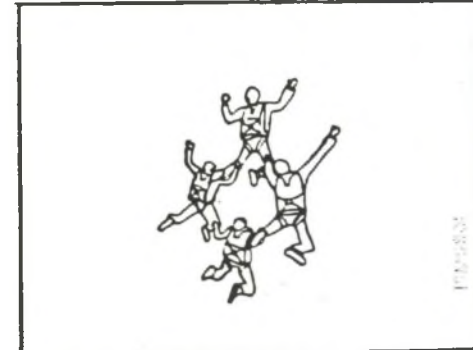
GOOD USE OF SCREEN 85% FILLED



GOOD USE OF SCREEN 70% FILLED



POOR USE OF SCREEN 50% FILLED



VERY POOR USE OF SCREEN 35% FILLED

Fig 2.

5. Percentage of video screen filled

This is another important factor. When the team fills 70% to 90% of the screen area, the video will be considered "full frame". Points will be deducted if there is more than 10% cut-off or less than 70% of the screen area is filled. (See Fig 2).

6. Use of video screen area.

The most efficient use of the screen will also be rated. For example, videoing a caterpillar diagonally in frame would be more efficient than viewing it horizontally and much more efficient than placing it vertically in the frame. (See Fig 2).

8. Sun angle control.

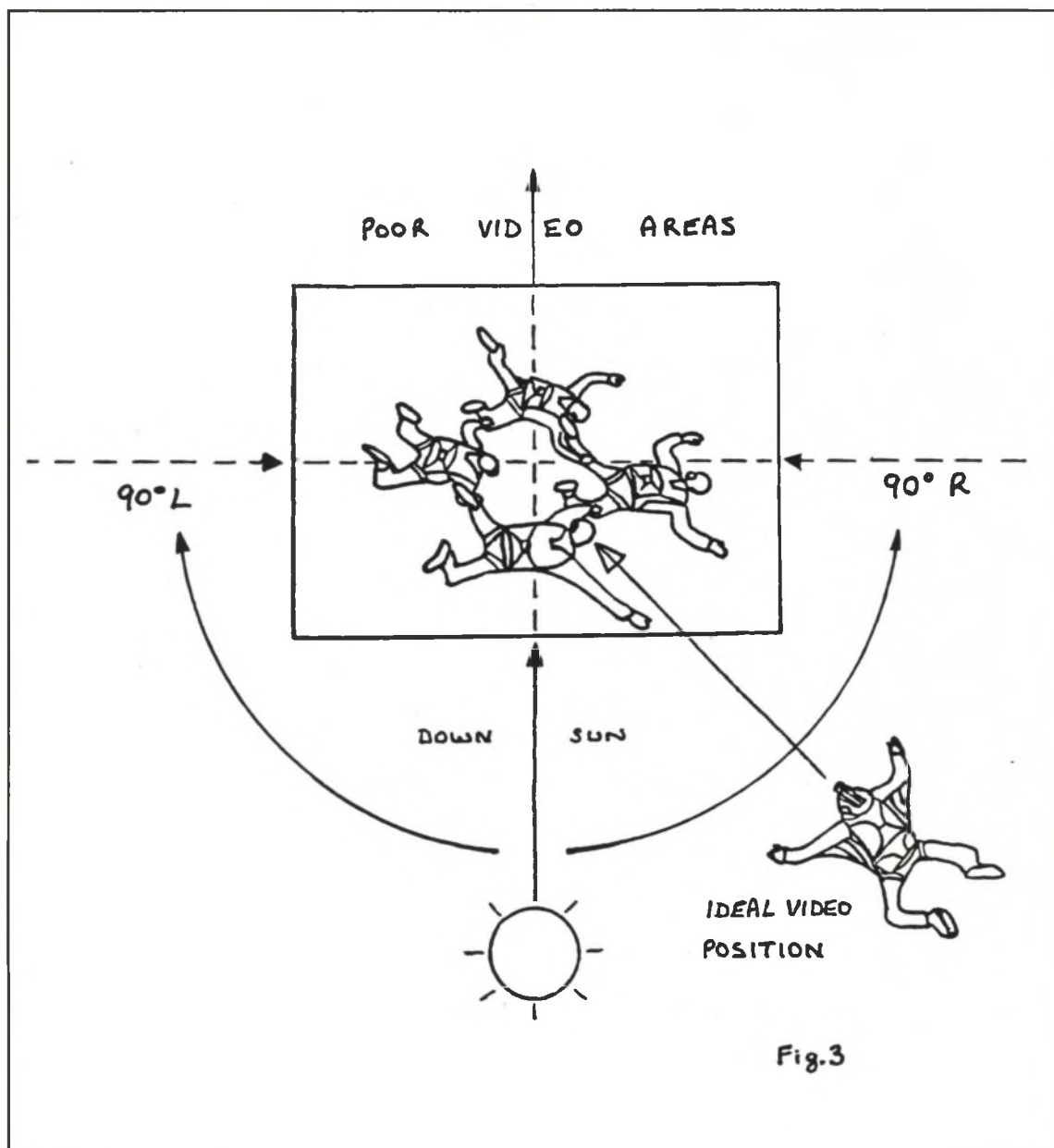
Because the best quality picture is obtained when videoing down sun (the sun at the photographer's back) the ability to maintain the sun angle within 90° right or left being directly downsun (without seeing the photographer's shadow on the formation) will be considered good technique. (See Fig 3).

8. Apparent shake.

The ability to maintain a jitter free image at all times will be a factor in the rating. Screen image should be steady enough not to call attention to camera movements.

9. Safety

Break off altitude for all events is by 3000ft (height dictated by group size). Competitors turn 180° and track to 2500ft and pull. The photographer moves down and forward to the centre of the formation breakpoint and then deploys (never pull from the video position).



10. Video system reliability

11. Background composition.

Some last words.

Photographers are responsible for the reliability of their equipment. Each photographer will be allowed only one video malfunction for the whole event.

Keeping jumpers away from cluttered backgrounds which make it harder to judge will also be taken into consideration.

A freefall photographer with a demonstrated ability in each of the 11 areas of the "skills rating system" has an excellent chance of achieving the qualification standard. If anyone is interested in more information about this qualification or would like to be in a central pool to be called upon to attend meets, could they please get in touch with either myself or BPA Judges Amanda Kenny and Sue Dixon. Also, of even more importance, are there any centres who would be willing to accommodate a week or a series of weekends for the judges to assess video photographers, either during their own meets or by setting up a special 4 or 8-Way competition?

I intend to produce a progress report and further information in the near future. I look forward to hearing from interested parties with appreciation. Adrian Thornton (Phone 0404-44801).

Acknowledgements

To Bob Buehrer, veteran freefall photographer for supplying information for this article. Bob has been the primary orchestrator of "air to air" judging and was the Chief Competition Photographer of Relative Work at the 1988 and 1989 US Nationals.



Article by Amanda Kenny, Photographs by Norman Kent.

This years Boogie at Mmabatho was even slicker than the year before with an excellent standard of Relative Work. The Boogie is now established at the Monlopo Sun Hotel which offers luxurious accommodation on site, excellent food, swimming pool and tennis courts. Jumps are made onto an area at the rear of the hotel and the lawns are used for packing, manifesting and dirt-diving.

The Hercules was in operation for the whole Boogie and the weather was fantastic. A CASA was also available for a few days at the beginning. The manager of the hotel, Adrian Penny, himself now a skydiver, is committed along with Bibi Derx, the organiser, to making this Boogie one of the main events of the Annual Worldwide skydiving calendar. Skydivers are welcomed warmly at the hotel by all the staff.

230 skydivers to one Hercules (and a stretched one at that!) makes for slow going on occasions. It was basically a case of the whole DZ jumping at once and then the aircraft shutting down whilst everybody de-briefed, cooled off in the pool, re-packed, dirt-dived and started over again. Although that sounds the height of luxury in such a hot and exotic location, different people skydive at different rates so it needs more than a couple of hundred jumpers to keep such an aircraft in the air all day. Aver-

age no. of jumps was four per day, five sometimes.

This will not occur at the next Boogie as the organisers have already arranged 3 x CASA's (2 x 30 place and 1 x 55 place) so those that want to make ten jumps per day, no problem. Equally if you want to do four or five before 2 pm in the afternoon then lie by the pool and watch the sun go down, or visit a Game Park or whatever, then that option will be there without the rest of the jumpers being reliant upon such a large aircraft to be filled to be able to continue. The Hercules will be available for busy days and a Pilatus Porter will be offered for Team Training.

When I wrote about this Boogie last year I commented that it offered everything one could want but the standard of skydiving was different to that in the USA for example. That opinion is now reversed as this years Boogie was an excellent learning forum for all levels and the standard of the RW was some of the best I have seen. Guy Manos and Roger Ponce de Leon attended as Load Organisers and both worked very hard to ensure good dives. Five point 20 ways were not uncommon to see on the video afterwards and as days went by the dives became better and better. Seminars were held by both of them on a nightly basis and the rooms were filled to capacity every evening. Guy Manos reviewed the videos after every load and he critiqued every group and offered constructive advice.



Room dive.



Even more room dive.



Whilst waiting for the aircraft to refuel there's nothing like a good read, and as we all know, *Sport Parachutist* is nothing like a good read. Our roving international cameraman did however catch these six skydivers queueing up to have a look at the pictures.

Jumpers of all levels learnt something, be it dirt-diving techniques, exit procedures or body positions. There were four more highly-qualified load organisers from South Africa and every group was catered for from 100 jumps to 1000. Norman Kent and Ray Cottingham provided video services and Diana Kent offered freestyle instruction.

The next Boogie will be run along the same lines when I understand that the same load organisers are to return. Christmas in Bophuthatswana is the height of Summer and the weather is hot but not humid. Next time the organisers are going to offer trips to be taken before or after the Boogie, at special rates, to coastal resorts such as Cape Town, or visits to the Kruger Park, Sun City etc. Further skydiving is also available at Dz's in South Africa, so there is plenty to do to complete a holiday.

Facts from this year:
230 skydivers with partners

Skydivers only:

South Africans	143
Zimbabwe	13
Austria	10
Britain	28
Germany	12
Switzerland	2
USA	10
Canada	2
Brazil	1
Argentina	1
Namibia	4
Mexico	1
Hong Kong	1
Australia	1

No. of Herc Loads	28
No. of CASA Loads	11
No. of Herc Jumps	3329
No. of CASA Jumps	263

Total Jumps: 3592

8% BRITS GIVE 100% PLUS by Martin Evans

"We are here to build a 100 Way, not the largest formation we can". So went the opening speech at the Skydive Deland/BLOTS R US, 100 Way Play Boogie. "Will we do it?" "YEEEESSSSS!" went the 5000 decibel reply, "100 Way, 100 Way, Uhh Uhh Uhh. 100 Way, 100 Way, Uhh Uhh Uhh." Now all we had to do was to prove our words. "T'aint no big thang" we were told, "let's do it".

116 people registered to take part in the 100 Way attempts organised by Van Wideman with technical assistance from Irv Callahan and others. All in all I guess there were a couple of hundred skydivers at Deland that weekend, with people travelling from Canada, California and all points in between, all with the common goal of wanting there to be a 100 Way formation in the skies over Deland. If we could achieve it, it would be a record formation for both SKYDIVE DELAND and Florida State, and also the fourth largest completed formation ever built around the world, only the 3rd 100 Way ever, no mean feat at all.

All those registered had an equal chance of being in the 100 Way attempts as we were all going to make preliminary jumps of 2 x 30 and 3 x 60 Way formations prior to the 100 Way group being selected.

We started in our respective groups with a couple of basic cluster formations, just to sound out who was who and who could do what. All the groups performed pretty much O.K., but nothing spectacular was really achieved, "let's hope it's just pre-100 Way jitters," most of us thought!

As we progressed through the 5 pre-100 Way jumps we slowly moulded into a team and I'm sure we all knew we would have a 100 Way under our belts by the end of the weekend. During the preliminary jumps nobody was cut; if a mistake was made it was explained to them why and how, and how not to repeat it, they stayed with their group and had the chance to redeem themselves.

Friday 16th February 1990 1pm Approx.

With the 60 ways now completed the organisers were tasked with selecting the 100 skydivers for the attempt, not an easy job as they had proved all along that they were not nitpicking and really did want to get each and everyone of us into a 100 way formation. With this attitude, coupled with the fact that almost everyone had been performing pretty damn good, choosing the best 100 jumpers for the job was probably quite a nightmare.

Finally at around 4 o'clock we were told there would be no 100 way attempts that day, as Fred Jernigan the owner/pilot of Lucaya Air, the lead DC3 was stuck in Kentucky and wouldn't be able to get to us until Saturday morning and we were now free to make other jumps if we wished.

Saturday February 17th 1990

The list was posted, the 100 way had been selected, "get your suits and let's get briefed". We were briefed, dirt-dived and hot to trot, only trouble was no Fred Jernigan and more importantly no Lucaya Air. So we waited and waited, finally the tannoy announcement came, "100 way, let's kit up and get across the bridge, Lucaya Air will be here in 30 minutes - let's go".

About 2 hours later (after 2 o'clock) he finally arrived, there was another short delay while the Oxygen system was fitted and then the final brief, dirt dive and load up. "Let's do it".

Diving down to the formation was a blast, exiting late out of the lead DC3 I was in the air just in time to catch the brilliant visuals of the final jumpers exiting from the other 3 jumpships and then, swooping down past the Porter as it veered away and down followed closely by the Twin Otter, excellent, beautiful, brilliant, and then the formation building clean and sweet and then, on my final approach I saw them, 2 skydivers, down and dirty, shoot! oh well next time; it was still a damn good skydive!

The final count was 5 out, as 3 couldn't dock because of the 2 low guys, the brief was to build a 100 way, "if the person in front of you doesn't make it you don't move up or dock - there is no plan B.

We packed up real quick and assembled again for the second attempt, we had a couple of personnel changes of course but it was all arranged long before we got together again to brief, diplomacy and kindness was obviously the order of the day, nobody needs their butt chewed off at a time like this.

We were told that we had all pretty much done a real good job and the organisation was convinced we would without a doubt build that sucker "so let's go to it".

At 12,000 ft Tommy Piras stood up in the lead aircraft and told us the attempt was off as a storm was fast approaching, we had time to get out, "and let's go for a big O!" Well all I can say is it's a good job we weren't going for a record star that weekend, it was horrendous! "That's it guys, be here at 8.30 tomorrow".

Continued on page 28





*100 Way just prior to completion over Deland,
Florida on February 18, 1990.
Photo by Lee "Cro" Stevens.*

Sunday February 18th 1990 8.30 a.m.

We had to wait a while for the sun to burn through the early morning haze. We were ready to go but then we heard there was no pilot for, "guess it," Lucaya Air. Even though some people had come 3000 miles or more, to spend money jumping from his aircraft, to build this 100 way, he couldn't even bother to get here from Palatka, 20 minutes flying time away, thanks for nothing Fred.

So that we could do it, somebody made the ultimate sacrifice, Brent McLarty gave up his slot on the 100 way to fly the aircraft, words cannot express our appreciation, so we gave him beer instead, what a guy!

The second attempt yielded a score of 98, with two low again. "Still pretty good but that's not why we're, let's go try it again".

This time we made 97, two of the jumpers had a bump and went low, the other one couldn't dock because his slot was gone.

The fourth attempt had to be the one, it was getting late and we were down to our final ticket as we had used one up on the aborted attempt. There was definitely a feeling of imminent success as we boarded the aircraft and rode to our ceiling of 15,500 ft. Looking around the aircraft there was not a glimmer of doom or gloom to be seen, everyone was looking and acting calmly confident, we had a job to do and we sure as hell were gonna do it "floaters out!" "Hot!" "Ready, Set, Go!" through the door and catch the visuals, see the Porter and Otter spill their loads and bank away, groundbound, follow my lead and pick out my base point man, damn that's looking pretty building with a cloud as a backdrop, feel the speed as we go past the clouds, wow! we're really humming, brake, see the key, move in and dock, pick up the cross grip with Lukas and Bobby Hallet stings our legs. I can see only one out now, hell we've hit a cloud, it seems like an eternity that we speed through the cloud, we break through and look around - it's complete, 100 WAY. YAHOO!

It's been estimated through many video tape replays, that the formation was held for 5-8 seconds. Only about 6 personnel changes were made throughout the 3 attempts before completion, making it the least attempted 100+ formation ever built.

Eight Brits were among the final hundred selected and performed admirably throughout the whole event (except one - work it out). They were Sandy McRobbie 3rd Wave, Tracey Eckersley and Judy Redvers 4th Wave, Pip Redvers, Martin Evans, Lukas Knutson, Graham Goodwin and Ben Rayner 5th and final wave and stingers.

Tracey Eckersley had the least number of jumps on the load with only 387 total and Judy Redvers was a close second with only 445.

Also of interest to many Brits maybe and something to note, was that Ben Rayner fell foul of the Ballistic Brothers, Billy and Larry Webber, for doing freestyle in his slot and was unceremoniously dunked in the ditch after the 100 way completed. Then during the party that evening Scotty Carbone and others threw Sandy McRobbie in, just for being Sandy. All in all a pretty satisfying weekend. The whole event was well organised and run with good vibes. People's egos were kept suppressed but

intact by the laid back though business-like attitude of Van Wideman and Irv Callahan. Many thanks to all of you who made it possible, organisers, pilots, ground crew, photographers and all other Skydivers.

HINTS FOR WOULD-BE SKYDIVERS

1. Don't. Don't be silly. I mean, think about it! Ridiculous, huh? If, however, you are determined...
2. Non-chainsmokers often have working lungs which gives them an unfair advantage; this is not considered to be quite the done thing.
3. The traditional privilege granted to static-line students, of being allowed to buy coffee, sandwiches and alcoholic beverages for qualified jumpers, is a hard-won and valuable one. It is, therefore, to say the least, rather ungrateful for those so honoured to complain of the cost.
4. Virgins are acceptable for first jump training, but will thereafter be expected to follow the normal progression system.
5. Know your place in the social scale, which runs (roughly) as follows: CCIs, AFF instructors, major dieties, PIs, royalty, 'D' licensees, dogs, qualified jumpers, traffic wardens, freefall students, whores, pimps, nightsoilmen, static line students, dead chickens, first jump students, sex offenders, child molesters, non jumpers. If you value your reputation, under no circumstances speak to the last group. Sex offenders and child molesters are OK if they are at least Cat 8 - this is rarely a problem since many are parachute instructors.
6. Pilots. Skydivers know that theirs is the one and only true, real and pure way of flying. Pilots, on the other hand, believe a human being has room for a parachute, or a brain, but not both. Since the sad fact is that a good drop pilot is worth his weight in fifty pound notes, this is an argument which is hard to win, and it is probably best to buy the drinks and smile a lot, or let his tyres down when he's not looking.
7. Leaping out of a perfectly good aeroplane and hurtling downwards at 120mph with nothing to rely on except some string and a bit of nylon is very dangerous. It should be risky enough for anyone. Be satisfied with that. Never, never, never eat the food.
8. When pulling at altitudes below 300', smile peacefully and happily. You might get a slow opening, and the resulting photos will offset the damage done to the sport by the publicity.
9. Males christened Nigel and women christened Doris should change their names by deed poll. "Clint" would be good, or "Butch" (although the women might prefer something more feminine). Men christened Doris (often by their instructor who is trying to tell them something) should stick to stamp collecting or making plasticine models of saints.
10. If a skygod lands next to you, the correct response is 'Oooh' followed by optional applause, cheering or sex. Reactions such as 'I thought everyone was landing over there by that pit thing' are unlikely to further your career. If the skygod, due to sudden meteorological changes or other quite unforeseen phenomena which are far too complicated for you to understand, should happen to land on your car/wife/lunch/face/tent, be understanding and calm. Apologies for leaving them there in the first place will be gratefully accepted, but don't do it again (unless your wife enjoyed it).
11. Other hobbies. This section of the first jump form is designed as an aptitude test. Suitable responses include shark wrestling, rope-free abseiling, sexual athlete, wild horse tamer, media megastar or poll-tax dissenter. If you are heavily into origami, milk drinking or collecting used batteries it is probably better to lie about this one.
12. Should you decide to continue in the sport, the ability to sleep rough while subsisting on cat food and dustbin scrapings will help only if you are reasonably well paid. If you are not, the best thing you can do is probably to apply to Oxfam early before malnutrition makes writing impossible. Taking out a contract on your bank manager costs only the equivalent of a few jumps, and may even be worth it. Selling your body in the docks is viable only if you have a body worth selling. Eating people is wrong, unless they are non-jumpers (see rule 5).
- 12a. Parachutists cannot afford to be superstitious...

JARGON DICTIONARY

NEW READERS START HERE...

Jumbled by jargon? Baffled by bullshit? Amazed by acronyms? Help is at hand. This list is not exhaustive but it includes the most common terms you are likely to find in the pages of Sport Para.

AC: (1) Aeroconical. Type of round canopy widely used for teaching.
(2) also A/C, abbreviation for aircraft.

AFF: Accelerated freefall. A fast and expensive way to learn skydiving. See Note 1.

AOD: Also AAD, ADD. Automatic opening (or activation, or deployment) device. Opens your reserve in case of emergency.

APA: Army Parachute Association.

ATC: Air Traffic Control.

BASE: Buildings, Antennae, Spans, Earthbound objects: i.e. jumping from any of these. Macho but injurious to health; normally illegal.

BPA: British Parachute Association. Governs all parachuting in the UK.

CAA: Civil Aviation Authority. Governs air standards, safety and operations in UK airspace.

CCI: Club Chief Instructor. BPA Advance Instructor, or better, nominated as the person in charge of a parachute club.

CIP: international Parachuting Committee of the FAI.

CP: Proposed training system for CRW. See WARP.

CRW: Canopy Relative Work. (Often pronounced "crew"). Formation work with two or more square canopies.

DC: Dead centre. Top score in accuracy competitions.

DP: Also DRCP. Dummy (ripcord) pull. Stage

of traditional progression training between static line and freefall.

FAA: Federal Aviation Administration. US equivalent of the CAA, who set standards quoted on American-made parachutes.

FAI: Federation Aeronautique Internationale. International governing body for all air sports. See also RAC and note 2.

FF: Free fall.

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

JNSCO: Joint National Coach and Safety Officer (of the BPA).

NDO: National Development Officer (of the BPA).

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

QJ: Qualifying Jump (for Category 8). See Note 2.

PI: Parachute Instructor rating. The world's ultimate sex aid! (so they would have you believe).

PLF: Parachute Landing Fall. The controlled collapse and roll used to absorb impact when landing, especially on round canopies.

POPS: Parachutists Over Phorty Society (don't blame me!). For the more mature skydiver.

PRO: As in 'pro-packing'. Proper Ram-air Orientation. One way of packing a 'square' or Ram-air canopy.

RAC: Royal Aero Club. UK body, representing the FAI.

RAFSPA: Royal Air Force Sport Parachuting Association.

RAPS: Ram-air Progression System. A programme for beginners, using square canopies right from the start. See Note 1.

RN/RMSPA: Royal Navy/Royal Marines Sport Parachute Association.

RW: Relative Work. The building of formations by a number of people in freefall, either for fun or for competition.

SL: Static Line. Deployment system for beginners.

Spot: Technically, 'release point'. The point at which a parachutist should leave the plane to allow for wind drift etc. in freefall and under canopy. The science (art?) of determining this point is called spotting.

STC: Safety and Training Committee (of the BPA)

Tandem: (1) A way of skydiving without tears, strapped to an experienced jumper with a specially-built square canopy. See Note 1.
(2) Also 'piggyback'. Parachute system in which both main and reserve are mounted in one pack, on your back.

WARP: Weekend Advance Relative work Progression system. A programme of tuition for BPA Categories 9 and 10.

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

NOTES

- 1) *Tuition systems. The traditional round-canopy progression is the cheapest and still most popular; RAPS is similar but uses Ram-air (square) canopies from day one. Both usually require 40-70 jumps to qualify. AFF, completely different, offers intensive, individual tuition and can take you to Category 8 in just 8 jumps. Correspondingly expensive, but of increasing popularity. Tandem jumping is not a tuition system but can be used to see if you like it before laying out the big money. Most people do a tandem jump for the hell of it, with no intention of carrying on; it is also suitable for many who cannot jump solo because of age, ill-health or disability.*
- 2) *Classification of UK skydivers is by two parallel systems: The BPA 'category' system runs from 1-10. A full description need not be given here: basically, categories 1-8 teach you the essential tools of the trade, while categories 9 and 10 teach you RW. Up to Cat 8, you are a student, and strictly limited in what you can do. At Cat 8, you have greater freedom, while by Cat 10 you are recognised as an experienced freefall parachutist and can do what you like within reason and the rules. The internationally recognised FAI certificates run from A-D. In the UK, a C-licence represents Category 8 and at least 50 jumps, and a D-licence (the mark of a fully qualified and experienced skydiver) is Category 10 and at least 200 jumps.*
- 3) *Aircraft names are commonly abbreviated: this should usually be obvious from context; common ones include C206, C207, BN2, BN2T, C-130, DC-3 and many others.*
- 4) *Pullout/throwaway. Two different ways of activating a freefall parachute; the subject of tedious and heated debate. By the time you can understand the fairly small difference, you'll be arguing too, so I see no reason to expound here.*

By Chris Jones C8783

Thank you Tony Pratt for also supplying a jargon dictionary. Ed

Ed.

DZ and BOOGIE ROUND UP USA 1989 by Martin Evans



**Turkey meet, Christmas boogie, Easter boogie
(and the time in between).**

Phoenix Parachute Centre, Zephyrhills, Florida.

The worlds most service orientated dropzone. Something for everyone, from those who can barely fall stable to the worlds best lurkers.

If you want to skydive then this is the place to be the season runs from September to April when the lift capacity varies between 140 and 380 jumpers per hour. The feature aircraft here are DC3's (1-4) and the tail-gate exit Casa. Each aircraft includes a crew of pilot, co-pilot and 2 - 3 load organisers per lift. In addition most lifts also include video and stills cameramen.

For the relatively inexperienced RW jumper, one to one instruction is available. Professional packers, rigging services and equipment sales are available on the dropzone, and the worlds friendliest and most efficient manifestors take care of your (almost) every whim. Once these girls hear your name they'll never forget you from season to season. At Phoenix you'll always be a welcome friend and valued customer.

Trailer Hook ups and campsites, food and hygiene facilities are available on the dropzone and in my and many others opinion, it's the only place to spend the winter months.

★★★★★+

**Spring Fling
Skydive Deland, Florida.**

Ample facilities on hand but unfortunately no Recreation Vehicles hookups are available. Plenty of aircraft lift capacity though, including Mr Douglas DC3, a Pilatus Porter, a Twin Otter and Cessnas. Excellent coaching and instruction, some of the worlds finest skydiving takes place at this event and at Deland in general throughout the year. However the attendance was down on the same event last year, this may be due to the fact that the quantity and availability of coaching/organising staff was barely enough to cope with those that attended or stayed throughout the week. Those who did stay the course made many fine skdivers and I'm sure learnt a great deal in the process. Those I feel who did not get the greatest benefit from attending were the intermediate level skydivers. I attended this event in 1988 and 1989 and so I'm writing from first hand knowledge. I thought the 1988 Spring Fling was indeed the best learning process I have been through so far in my whole skydiving career. Although I personally found my own attendance in 1989 worthwhile, I know that many intermediate level skydivers were disgruntled at the lack of enough organisers to be able to break the groups down into practical and workable numbers so ensuring them the learning level they were expecting.

On the whole skydive Deland is one of the finest and most progressive centres I've attended, with friendly staff and regulars. However be warned, do not expect to turn up here with 100 jumps and be invited on to a hot skydive, it just doesn't work like that here. If you really are super hot at least bring a video of yourself in action, it may just be enough to get you an invite, but don't quote me!

★★★★★CDR

**Memorial Day Boogie
Spaceland P.C. League City, Houston, Texas.**

Fairly good facilities available on D.Z. including an excellent low price buffet lunch and full hook ups for R.V.'s.

"The BIG KAHUNA" Twin Otter is the feature aircraft at Spaceland and DC3's are on call if needed for meets and events.

The dropzone staff and regulars were friendly and welcoming and the standard of skydiving was pretty good. I managed to get to spend my weekend here skydiving with the dropzones principal group "THE

ZOO". These guys are fun to hang out with and skydive far better than their name implies, the group name is just their way of flicking the finger to those pompous pratts amongst us who think that they are the be all and end all of skydiving.

After the Boogie finished Mike Smith the CCI and his buddy Scott, took my girlfriend Tracey and I Catamaran sailing in the Gulf of Mexico, another first for me and great fun.

If you can imagine Mad Max on water you get a fairly accurate idea of how Scott is; wild, crazy and fun, whose basic concept of Cat sailing is to see how far over on one float he could get his boat before we all ended up floating around in the Gulf spitting out salt water.

★★★★★

**The USPA Nationals Boogie.
Muskogee Oklahoma.**

A very professionally run affair, plenty of aircraft and sufficient facilities, although trailer hook ups are very expensive and the cafeteria menu never changes. A choice of only the same two evening meals night after night tends to become boring even to the most hungry amongst us.

As far as the jumping goes, plenty of aircraft of all shapes and sizes and load organisers are available. However the system used is very open to abuse and basically runs on the lines that you can wear an orange cap, gather your friends together, organise them and jump free.

Plenty of people attend this Boogie and its fun if you happen to know plenty of American skydivers. I would advise anyone to make this event their first skydiving trip to the USA as you may find it hard to get included in dives.

★★★★★

**Tri - Cities Twin DC3 Boogie.
Kennewick, Washington State.**

On arriving at Kennewick Municipal Airfield the day prior to the Boogie, we figured we had made a terrible mistake and had driven 1800 miles in 4 days in vain. We found that Southwinds Parachute School, which hosts this Boogie, consisted of: a very, very small open grassed area in the corner of the airfield, a picnic table and chairs, a harness frame and a 45 gallon rubbish drum painted red, white and blue emblazoned with the schools name and that's it! No building, toilet or washing facilities and a very uneasy relationship in existence between school and the other residents on the airfield.

Well the next day arrived and so did 2 DC3's, Bill Dauser's from Lodi, California and Ken Spiva's very neat 'RAMBLIN ROSE', a popular northwest Boogie aircraft. In addition a Twin Beech was also in attendance along with about 150 jumpers from all over the northwest states and southwest Canada. The manifest was run out of a Motorhome and a couple of Portaloos were brought in. As far as the skydiving went it was all pretty Gung Ho and grab on as you go past. The only successful largish formation of the weekend was a 1 point 24 way cluster which we managed on the last load of the Boogie.

The club hosted a buffet party on the Saturday evening at a local hotel and although the skydiving wasn't so hot, northwestern jumpers are generally more receptive to strangers and tend to party more in the European Style than other Americans. All in all it was a fun time and with Crazy Dave Ruckert in attendance, there was never a dull moment.

★★★★★CDR



Spring flinging at Deland. Photo: Mike McGowan

Lost Prairie Boogie. Kalispell, Montana.

This Boogie was great and I've already said it all in Sport Parachutist Oct 89. See "A WILD TIME IN THE WILDERNESS".

★★★★★+CDR

San Juan Islands Boogie. Lopez Island, Washington State.

Another heart failure on arriving the day prior to the Boogie. The airport was completely self service and run on a Trust System, if you used any of the very limited services you were expected to drop the appropriate fee into the Box provided.

As hard as we looked we couldn't find anywhere safe to land in the immediate vicinity of the airport which was surrounded by high pine trees and water, (remember this is an Island Boogie). On walking the very short tarmac runway, with no overshoot areas, we found it to be only 2900 feet long. I for one had no intention of being on the first DC3 load out of there, and when the time came a lot of other jumpers apparently felt the same way.

Facilities for the Boogie were basically non-existent. No washing or toilet receptacles, I had my Motorhome so I was reasonably comfortable, but I have no idea of how others managed. The manifest was run from a tent along with accessory sales and a snack bar. It was a 5 mile drive to the local hotel and bar which was to provide us with a reception and good times through the weekend.

However they basically deliver on their promises and to top it all they employed the most obnoxious barman I've met in all my travels around the USA. There was a very long line behind me all wanting to punch the arsehole out, fortunately he had the sense to stay on the safe side of the counter until we left the Island.

The aircraft in attendance at Lopez Island was again Ken Spivis 'RAMBLIN ROSE' operated by Otis Elevator and Randy. The skydiving

was reasonably fair and the landing area turned out to be a very large field a short bus ride back to the airport. The folk were friendly and above all the visuals were outstanding whether you were in the air or touring the coastline and other Islands by car or bicycle.

When we left the San Juan Islands we drove down to Seattle to meet up with a good friend and a big name (often controversial) from the American skydiving scene of the late 70's and early 80's, Dave Singer. Whilst staying with him on his gigantic houseboat we hired a Cessna 172 and with him piloting us we flew down to, into, and around Mount St Helens, a still active volcano. Unless you make a similar trip you could never begin to understand the sheer enormity of this ex-mountain and the devastation around it. Along with our visit to the Grand Canyon this was without exception the most wonderful part of our whole trip. DAVE.

★★★★

The Parachute Centre. Lodi California.

Run by Bill Dause with his own private airforce, 2 DC3's a Twin Beech, Pilatus Porter, a couple of Cessna's and a Twin Otter on stand by if needed.

Reasonable toilet and shower facilities but overall the place is pretty tatty looking. If all you want to do is jump in quantity with no regard for quality then this is the place for you. The owner is more interested in your cheque book than your log book, and insurance and the USPA are dirty words at this centre. If you jump when he shouts you'll get on fine, but if you just want to do what suits you, you'll find him obstructive and hard to get along with. He expects you to sleep from 8 pm to 8 am and jump to his tune between these times. If you like a beer you're a drunk and if you won't lay base for six or seven of his low experience students you're an arrogant git.

I didn't find this place at all friendly or fun. It must be the owner's influence as I'd previously jumped with many of his regulars at Kennewick and had a real good time, but at Lodi they were different people.

DEPRESSING. ★

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Group rates are available for skydiving vacations if you and a bunch of your friends would like to enjoy the weather and attractions here in Southern California. And, we'll gladly help with travel arrangements and accommodations if you'd like. Square One Parachute Sales and Service is conveniently located on the DZ with full time riggers and a friendly, helpful staff. They have a wide selection of both new and used gear as well as skydiving accessories.

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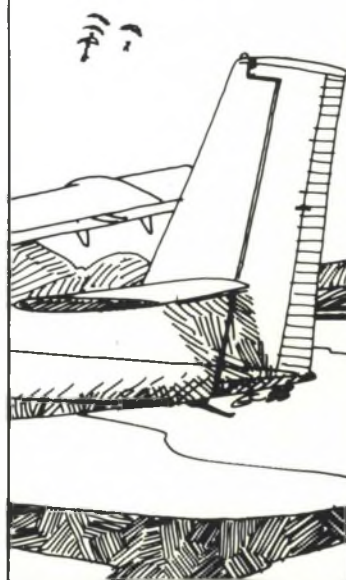


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Editors note: *I also received for this months magazine a DZ directory/ review from Ian Hord. I chose to print Martin Evans version because it was more extensive, Ian's just covered California however, Ian's opinion of Lodi is very different to Martins, here it is:*

I jumped at several drop zones during my stay, but my favourite, and later home drop zone, was the "Parachute Centre", Lodi airport.

The Parachute Centre is located to the west of Highway 99, about 5 minutes drive north of a small town called Lodi, and about 30 minutes south of the state capital Sacramento. The nearest international airport is San Francisco, around 2 hours away.

The centre is open 7 days a week, and has 5 aircraft available. There are very few bad weather days, usually between December and February, when the centre cannot operate. The aircraft are solely fitted out for the purpose of skydiving, and equipped with high performance engines where ever possible. The main workforce is an ex-WW2 cargo DC3. The Twin Beech, and Porter come in a close second and third. The Porter has recently had an engine refit and boasts full sliding doors on each side of the aircraft. Two Cessnas are also available, for occasions when demand does not permit the use of larger aircraft.

Drop zone facilities are more than adequate. There are plenty of good camping areas, an ideal way to enjoy the California sunshine. The toilets are clean, and showers hot, all at no charge. Although the free bunk space is limited, and quickly snapped up by the locals, there are many good value motels in close proximity. A room with two double beds and bathroom will typically cost around \$20 per night.

Experienced jump prices are low compared to other American drop zones. A ticket to 12,000 ft will set you back \$14. Discounted rates are available for bulk purchases, and team training.

The Parachute Centre is owned and operated by Bill and Cathy Dause. Bill, with over 12000 skydives, is a man of few words and a lot of parachuting experience. Cathy, his wife, is friendly, a great manifes- tor. Between them they operate a drop zone capable of satisfying the needs of almost every skydiver. Any newcomer, regardless of experience, is made welcome, and skydiving in no time at all.

Skydance Skydiving Yolo County Airport, Davis, California.

If you intend to skydive in Northern California this is the place to be. Excellent facilities and a pleasant layout although they could really do well to have a snack bar or cafeteria on site; but this is a new, thriving and expanding management here and one may well be in existence by the time this article goes to print.

Individuals and teams alike can benefit by jumping here as it is run by, and regularly attended by, former members of Mirror Image the world's hottest jumpers during the 70's and 80's. Skydance was also the Training Centre and homebase of the 1988 Olympic Skydiving Team and famous faces and big names abound. We found almost everybody here to be very friendly and accommodating, especially the big name people. However as always, there was one little clique who seemed to think they were the bee's knees and were pretty anti social, well I never in my 3 weeks there saw anything from that particular group that gave them the right to be aloof, get real guys, you're a smear on an otherwise real nice place.

The feature aircraft at Skydance is a Beechcraft Kingair with inflight door and floater handles, capable of carrying 16 jumpers to 14,000 ft (you pay for 12,500 ft but almost always get 14,000 ft) in 10 minutes. A Twin Otter is on call as back up. Load organisers are in attendance and it is not hard to get invited on the hot loads if you're reasonably competent. Our first dive at Yolo was an 8 point feeder dive organised by Bungee Wallace and Dan O'Brien and many more memorable jumps followed during the time we were there.

I particularly found it very refreshing that when I organised my own dives there that those big name people, with so much more experience than myself, didn't find it necessary to put in their two penneth, they kept quiet, listened and followed the skydive as it was organised, a lesson for others to learn. It proves that if you really know your stuff you don't need to keep promoting yourself at the expense of others. Check it out.

★★★★★★+

Perris Valley Skydiving Centre California

Pretty good facilities although no hook ups are available for RV's, and a few more showers would be beneficial for a centre of this size. Friendliness and snootiness was about 50/50 with the most friendly and receptive jumpers being others who were just passing through.

Ample lift capability with 2 DC3's, a Twin Otter and Cessna's available. Unless you already know a lot of Perris jumpers it will take you a long while to be included into the better groups regardless of your ability. Fortunately for me the weekend I arrived coincided with the arrival of Crazy Dave Ruckert and Pete Reynolds AKA Wally Gubbins, both (or all three) well known at Perris and through my association with them I didn't find life too hard here. Lots of resident Brits here including Ex-Kaleidoscope Team Member Vic Logan and Eric (yes he is still alive even though he didn't renew his BPA membership this year) and Pam Finney.

The thing I found strangest at Perris was the management's apparent determination to ground or ban as many jumpers as they possibly could for the most seemingly trivial reasons.

★★★★CDR

Halloween Boogie Skydive Arizona, Coolidge

Excellent all new facilities, a swimming pool and lush green grass in a desert; full hook-ups for RV's, bunkhouse, shower and kitchen facilities.

Included in the aircraft line up are 2 DC3's, 2 twin Beech's, Cessna's and through the winter months a 3rd DC3 'Ramblin Rose'. A full compliment of experienced load organisers are on staff including members of 'Coolidge Force', a hot 4 way team (lookout for their name at the top of next year's USPA Nationals Scoreboard). The staff here are almost all experienced skydivers and they and their regulars are all friendly and helpful. (If you've never seen a rattlesnake, scorpion, centipede or tarantula let Kenny know and he'll pop off into the desert and bring some back for you - but be careful how you open the community fridge - you may get a bigger bite than you bargained for!)

Whilst we were there we were invited onto many fine skydives and took part in a new concept for building large stars, devised and organised by Bob Walker and Sven Henrich. The dives were extremely satisfying and resulted in a number of nice flat and level flying 40+ Ways with no funnels or go lows. A fine, friendly and fun place to be.

★★★★★★+

And so back home to Phoenix-Zephyrhills for the 1989/90 winter season.

My 5 star rating system is based on 1 star each for:

- 1: Facilities.**
- 2: Aircraft**
- 3: Load organising/instruction/good skydiving.**
- 4: Friendliness.**
- 5: Fun.**
- + : That something extra.**

CDR: Crazy Dave Ruckert
(always an indescribable experience).

41st Conference of the International Parachuting Committee, IPC *

Once a year, the International Parachuting Committee (IPC), of the Federation Aeronautique Internationale (FAI), The Worldwide Governing body of all Air Sports, meets for a 4 day working Conference. Parachuting is now the largest member of the FAI, with over 50 member Nations. This year the Conference was held for the first time in Rome, Italy. The BPA was represented by Myself as Delegate, John Hitchen as Alternate Delegate, Roger Flinn on the Judges Committee, and Annette Williamson as observer.

Olympic Activity

IPC organised in 1988, the superb opening ceremonies display at the Seoul Olympics (see SP October 1988), IPC have since been working towards Barcelona in 1992. Unfortunately the two slots available for Demonstration Sport status, (Mandatory before Olympic status proper) were awarded by the Spanish Olympic Committee, to the Sports of Golf and Softball. Big money played a considerable part in the selection of these particular Sports, because the big US TV companies have signed contracts to film the Games, and these two Sports are very popular with American viewers. However, both of these have now been disallowed by the International Olympic Committee on the grounds that they have no adequate International Amateur organising bodies. Therefore, there will now be no Demonstration Sports at all in 92.

IPC will not be giving up on the Olympic ideal, but will now be targeting the 1996 venue, which has not yet been selected. Athens is tipped as a favourite, which may not be to our advantage, as Greece, does not have an active Skydiving Scene.

IPC Development Funding

IPC President, Dr Uwe Beckmann explained the difficulties in financing the IPC's activities. He also reported that the FAI were unable to support the IPC's request for \$50,000 in annual operating funds, and since IPC cannot receive any financial support from the annual fees paid by National Member Aero Clubs, other means of funding needed to be found.

Activities which require funding on a priority basis are as follows:

1. Development of Sport Parachuting in the Olympics.
2. Public Relations and Development of a positive Public image.
3. Collection and dissemination of Safety information.
4. Development of Parachuting for Youth.
5. Development of Advanced judging equipment.

Following the failure of the FAI's Sponsorship Agents to come up with anything, members of IPC have worked on the problem for the past year and have developed a program to begin generating these funds.

It is proposed to collect a fee from the Organisers of Official IPC Events, such as World

Meets and World Cups. A small levy will be added to all Entry fees for Competitors, delegation officials and accompanying personnel. Currently this is the only means proposed to generate funds, however in the future, additional sources could come from Licensing rights for Merchandise, TV rights, etc at IPC Events.

Olympic Rings over Berlin

It is proposed to fly the Olympic rings RW formation over the Brandenburg Gate in Berlin, as an International Peace symbol, and as a publicity event for the city of Berlin to host the Olympic Games in the year 2000 or 2004.

The idea is for each of the occupying Nations, Great Britain, USA, USSR and France to form a ring and the fifth ring to be formed by East and West Germans.

IPC Safety and Training Committee

Three International Technical Congresses had now been held in France, Denmark and Ireland in order to share information and statistics concerning safety and training. The IPC have decided that its role should not, and could not be to dictate to National Parachuting Associations, but merely be in accordance with the FAI statutes to provide for assembling analysing and distributing information and statistics.

With this in mind the IPC have carried out a number of Surveys over the last few years, and three technical Congresses have been held to date. The BPA will be hosting the Fourth Technical Congress at the National Sports centre at Bisham Abbey in Berkshire, 9-11 Oct, this year. Those responsible for safety and training within each International Federation will be invited, along with all Parachute Manufacturers.

The Chairman of the Safety Committee, Mr Bill Otley from the USA, expressed concern that IPC should not allow the Safety and Training forum, to overshadow the importance of the Competitive Disciplines within our Sport, which have always been, and should remain, the IPC's main priority.

1990 FAI Rule Changes in the Style and Accuracy (S&A) Events

Drift

The only change to the Style event this year, was the increasing of the allowable Drift angle from 10 to 15 degrees.

1.3 metre Pad

In the Accuracy event a 1.3 metre pad or Automatic measuring device (AMD) was introduced as a recommendation for 1989. This new AMD consists of a 1.3 metre, Grey pad which reads 16cm wherever it is struck. On top of this is placed a standard sized pad which overrides the larger one. The first point of contact is recorded. Therefore anyone striking with a rear foot or any other part of their anatomy off of the small pad will score 16 cms. This system was used very successfully

during 1989 and has solved an age old problem that Accuracy Judges have had with assessing strikes close to the pad. This type of pad is now the accepted FAI standard.

Artificial Pits

The only drawback to the 1.3 metre pad system is the difficulty in leveling the pea gravel under such a large pad. This has been solved by the use of artificial foam rubber pits which have been used very successfully in several Competitions around the World in 1989.

This type of Pit, which is 5 metres in diameter, 0.40m high, and grey in colour, is now the accepted FAI standard.

Accuracy Wind Limits

There was considerable discussion over a decision arrived at by the S&A sub-committee to decrease the stand-down time when the winds go over 7 m/sec. In the old rules the wind had to remain under 7 m/sec for 5 minutes before competition jumping recommenced. The time-out period has now been reduced to only 30 seconds.

1990 FAI Rule changes in the Canopy Relative Work Events

There were no changes to the CRW rules this year. However the CRW sub-committee have decided that the 8 way event will be withdrawn from the International forum after the 1990 World Championships. This decision was taken for two reasons, 1) because there is a lack of participation in this event around the World and 2) to reduce the cost to National bodies, which is hoped will increase participation in the 4 way events.

1990 FAI Rule changes in the RW Events

Leg locks

Leg locks were introduced for the first time in 1989, but included only in the Semi-final and Final Rds of the 4 way event. Due to considerable feedback from Competitors following the 1989 season, one leg lock block, and one Random are now included in the main 4 way draw.

3 Point Blocks

During the 1989 season, many 8 way Competitors expressed the opinion that a disproportionate amount of time was being spent on the ground, by 8 way teams, in order for them to work out the mechanics of a dive. Now that teams regularly perform the drawn sequence two or three times during a dive, it is very important for them to get individuals back to original slots to repeat point number one. Because some 8 way blocks mixed jumpers up into opposite quadrants, it became very difficult to achieve this, without hours being spent on the ground before each jump. In an effort to alleviate this problem, but not lose some interesting block moves, the RW sub-committee introduced the concept of the 3 point block, where the 2nd inter and 3rd formation return the jumpers back to their original quadrants. Three of the old blocks were converted to 3 pointers.

RW Dive Changes

Some minor changes were made to the 4 & 8 way dive pool, and some new blocks and Randoes were introduced.

Overlap rule

There has always been a rule in the Sporting Code, and under the rule for the draw, whereby overlapping of blocks would be allowed. However it seems that both jumpers and Judges, around the World, have failed to understand this rule.

Therefore to underline this principle, it has now been included in the Event rules, in the following text: *"If two blocks are drawn consecutively, where the last formation of the first block is the same as the first formation of the next block, then the common fmt will not be performed twice, but the sequence will be treated as a three point block"*.

The old rule that if two fmts are drawn, where only one jumper moves, the 2nd fmt could be redrawn, has now been thrown out.

Future FAI Meets

One of the important roles of CIP is that of selecting venues for all World Championships and World Cups. The following is a list of meets for the future:

- 1990 - 20th WPC in S&A
Bled, Yugoslavia (the 1st WPC in S&A was also held in Bled)
Aircraft AN2's
 - 1990 - 4th WPC CRW
Thailand
 - 1991 - 3rd WPC Paraski
Wengen, Switzerland
 - 1991 - 6th WC of Champions in Accuracy
Indonesia
Aircraft-Puma helicopters
 - 1991 - 8th WPC in RW
- Because the proposed World Air Games have now been cancelled for 1991, there is at this time no venue for the 8th WPC in RW. IPC have left the table open for bids, with June this year being the deadline.
- 1992 - 21st WPC in S&A
Triebe, Austria.

CIP Logo and New Names Contest

Two contests were run in 1989 to find a potential logo for the IPC, and alternative names that better describe our various disciplines to the public and media.

The winner of the logo contest was a simple, modern, abstract design, which will now be refined and introduced after 1990.

The winners of the new names contest were:

- RW - Team Formation Skydiving
- CRW - Canopy Formation
- Style - Freefall Gymnastics
- Accuracy - Accuracy Landing

These new names will be included in the updated version of the Sporting Code, which will be finalised by the end of this year.

Judges

Pete Halfacre was proposed as the British Judge for the CRW World Championships in Thailand this year, while Anne Killeen and Bob King were proposed for the WPC in Style and Accuracy in Yugoslavia.

Awards

The Leonardo da Vinci diploma was awarded to Cheryl Stearns of the USA, and an FAI Gold Medal was awarded to Anguel Atanassov Doiniski of Bulgaria.

IPC Executive posts for 1990

The following were chosen by secret ballot.

President	Uwe Beckmann, W. Germany (for an 8th term in office)
1st Vice Pres	Claude Gillard, Australia
2nd Vice Pres	Grigori serebrennikov, USSR
2nd Vice Pres	Buzz Bennet, Canada
Secretary	BJ Worth, USA
Chairman RW	BJ Worth USA
Chairman S&A	Hein Cannegieter, Netherlands
Chairman Para-ski	Peter Mennel, Switzerland
Chairman Safety	Bill Ottley, USA

UK Members of Sub-Committees

Style/Acc, CRW and Safety	John Hitchen
RW	Rob Colpus
Judges	Doc Flinn

Long serving IPC member and Chairman of the IPC RW Committee, Burt Wijnands, resigned this year after 22 years with the IPC. In his farewell speech Burt stressed the importance of IPC remaining at the forefront of developments in the Sport's Competitive disciplines. He implored the member Nations to ensure that their delegations for the future, include current experts with a finger on the Competitive pulse, otherwise IPC will cease to be the innovator that it has been in the past.

Next IPC Conference

The 1991 IPC Conference will be hosted by Switzerland from the 8-9 April.

Rob Colpus

NB: The Written Rules and Dives Sheets for all disciplines can be obtained from the BPA office.



**ICP and CIP are one the same.
IPC anglicises the Committee's
initials, International
Parachuting Committee instead
of Comité Internationale
de Parachutisme, which was
the French title. Ed.**

IN THE NEXT ISSUE

Style, an introduction by
former British Champion,
Scotty Milne.

Mal



NOW LET'S RECAP.
1st JUMP WENT UNSTABLE
PUT ON 15 SECONDS -
2nd JUMP SPUN ON PULL
PUT ON 5 SECONDS -
3rd JUMP LANDED OUT
GOT A STERN TALKING TO



4th JUMP
SCREAMED ON EXIT
PUT ON STATIC LINE,
5th JUMP
DOWNWIND LANDING
THROUGH THE SIDE OF
C.C.I.'S CARAVAN.



H'M NOT BAD,
THAT'S FIVE
JUMPS TODAY!

Filwelz

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Complete System ready to jump.
Harness - Vector (Burgundy and grey)
Main - Clipper (95 jumps, microlines and mini Risers)
Reserve - Hobitt (square)
Complete with kit bag and packing mat.
All in excellent condition £1195.
Contact Andie Rees 0865 891629 (home)
01-574-6969 (work)

Complete system. Tracer (Pop top), Royal Blue/White.
Cruisit Main, 180 jumps, Res Phantom 24, Acid neg/Kevlar
banded. Ideal first time or club kit and Protec Wrist
mounted alti. £400 ONO.

Plymouth 701459

Complete system in excellent condition.
White/Green/Purple 135' 9 cell Hummingbird main 60
jumps. Phantom 22 reserve unused. Mauve TSE Chaser
(throwaway) £999. Also Altistar £40.
Contact Andy Stubbings (work) 01 920 4873
(home) 01 446 4177

Complete Kit - Ready to jump
Container: GQ - Black.
Main: GQ - Red, White and Blue.
Reserve: 26' Lopo - Acid tested and cleared.
Ideal first square, Bargain at only £300.00.
Contact: Elaine Tel (0869) 248255 Daytime
(0869) 345597 Evenings

CLASSIFIED ADVERTISEMENTS

Complete Kit For Sale:

Main: Mosquito, 7 cell with Kevlar lines and only 100 jumps.
Navy and Sky Blue Span wise lower skin. Silver Top Skin
and yellow cell walls. This is a nippy canopy;
Reserve: Raven 1, 7 cell with Kevlar lines - not used. This is
a bright yellow canopy;
Harness: Warp II, small in Tan and Dark Brown with throw
away deployment system, mini 3 ring circus and hook knife.
This is a small compact, light kit.
Price: Any reasonable offers around £700.00. Looking for a
quick sale. May split.
Contact: Alyson Williams on home: 0908-674163 after 6 pm
Cranfield is my local D.Z. of 4 miles away.

Cloudlite 230 ft square, rainbow colours and Guardian 26 ft
reserve in Black/Red Wonderbag - £395.
Altmaster II and pad £55. Red/White/Blue Danish Leather
frapp hat and Dytter £95. Dytter with remote speaker £50.
Symbisuit red/white/blue £20. January bag £10. Paraboots
size 44 £15. OR ALL the above for £575.
Alan 01-654 4647 evenings

P.D. 190 (genuine) - Blue/Silver/Orange/Yellow (only 90
jumps) in a brown T.S.E. Chaser (pull-out) pack and harness
with a K22 reserve (washed and fully tested) - £795 O.N.O.
Please contact Mark Cox on: 01-434-2171 ext.2406 (work)
or 01-866-4999 (home)

Two Complete Rigs:
Chaser, black, pull-out, 2 years old, immaculate contact,
230 ft cell, 500 jumps, Minimax square reserve - £650 ono.
Chaser, throwaway, old but tidy cruiser, reliable and for-
giving GQ Sac, acid cleared, unused - £350 ono.
Offers invited for any of above
Tel: 021 454 5347

Cruislite, gold and brown, with strong 26 ft. conical reverse
(acid free) in Black Jetstream. Good condition for only £375.
Raven 3 rainbow colours with GQ aeroconical in Tracer,
excellent condition, only £ 575.
Telephone: Joe Forster, ColourTrail.
0602 277485 (24 hours) for details.

FOR SALE: Complete System, Cruse Lite, Invader Pack Pisa
reserve tested and modified £850 ONO, 50 Jumps only.
Phone MARK 061 627 4834

Red, white and blue short-lined Para Commander, less than
100 jumps. Tri-conical steerable reserve. Custom-built red
and black container and harness. Complete system ready to
jump £400.00 or would split.
Contact Caroline O'Hagan: 0442 875682 (24 hours)

Firelite (white with red/grey trim), preserve IV (unused),
Chaser (silver grey, red trim, throwaway). 12 jumps only on
the rig - as new. £800 ONO.
Rod Davis 0323 442128

CHASER with Turbo Main and Preserve 4 Reserve. (Acid
Test OK) P.O.P.
ALSO Symbiosis Suit, Protec Helmet Hook Knife and Bag/
Packing Mat. 40 Jumps only £850.
Tel. Clive Innocent on 0903-50612 or Work 35761

New Cruiselite, purple/pink/grey, unused Swift reserve in
burgundy Tracer, approx 200 jumps, throwaway, will split.
Also kitbag and Altmaster II. No reasonable offer refused.
Jane: 0705 527092 or 0329 224000 ext 4523

Mirage Blue/Pink, P.IV, Firelite, throwaway £695
Mirage Blue/Beige, 370R, throwaway, £300 or with
Firelite £695
Chaser Green/Burgundy, K20, Firefly, throwaway, £495
Chaser Blue/Pink, Phantom 26, fury, throwaway, £850
All acid tested, no servicing required, complete kits ready
to jump.
0602 892903 (evenings)

Complete System. GQ Container. Pegasus - Red/Black/
Gold. Preserve III (Acid Test neg.) £750 ONO.
Tel Pam: (0428) 54811 ext 201 (work)
(0403) 784482 (home)

P.D. 190 Dark Blue, Royal Blue, Sky Blue and Silver thread
cell. Excellent condition, only 45 jumps. Only £350 O.N.O.
Contact Alan on 0698 740875 after 6.30 pm or weekends.

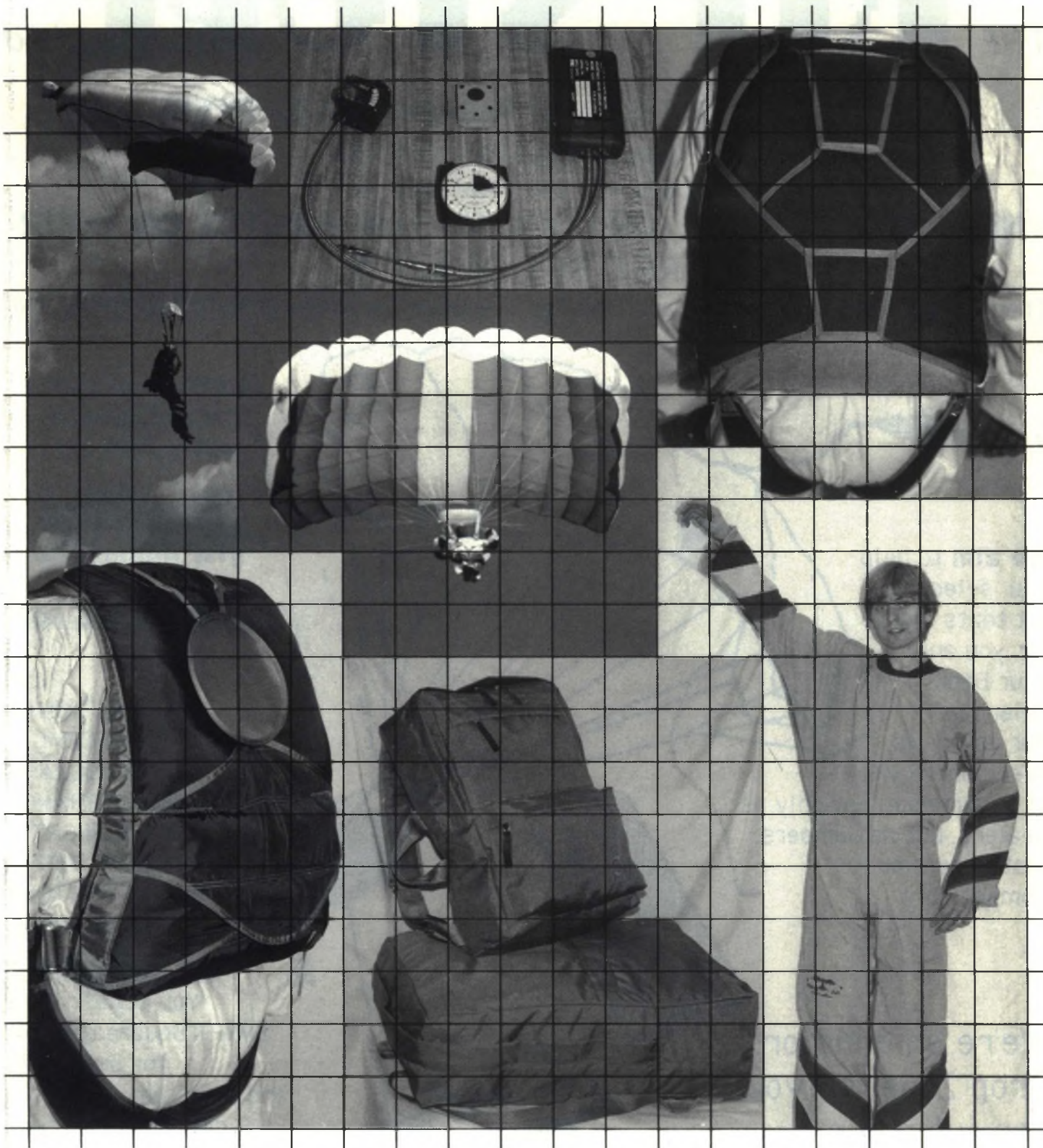
FOR SALE: PD 170 with microlines, 90 jumps, Black, Purple
and Silver £450
Telephone: 0962 62844 (evenings) or contact:
Jane Trickett (work) 0703 620000 ext. 256
Paul Smith (work) 0256 843468 ext. 243

Complete Rigs for sale
Chaser, Nimbus Beta, Sac (30 jumps) £750.00.
Pursuit, GQ175R Square reserve, Chaser (60 jumps)
£1200.00
Telephone John Gleeve Ipswich (0473) 710044 W
or Ipswich (0473) 728563 H

The BPA does not guarantee equipment
bought and sold through the Sport
Parachutist Journal. Purchasers are advised
to use the services of approved riggers.

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Member Parachute Equipment Industry Assn.



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PURVEYORS OF THE FINEST PARACHUTING EQUIPMENT

The Airfield, Headcorn, Kent TN27 9HX

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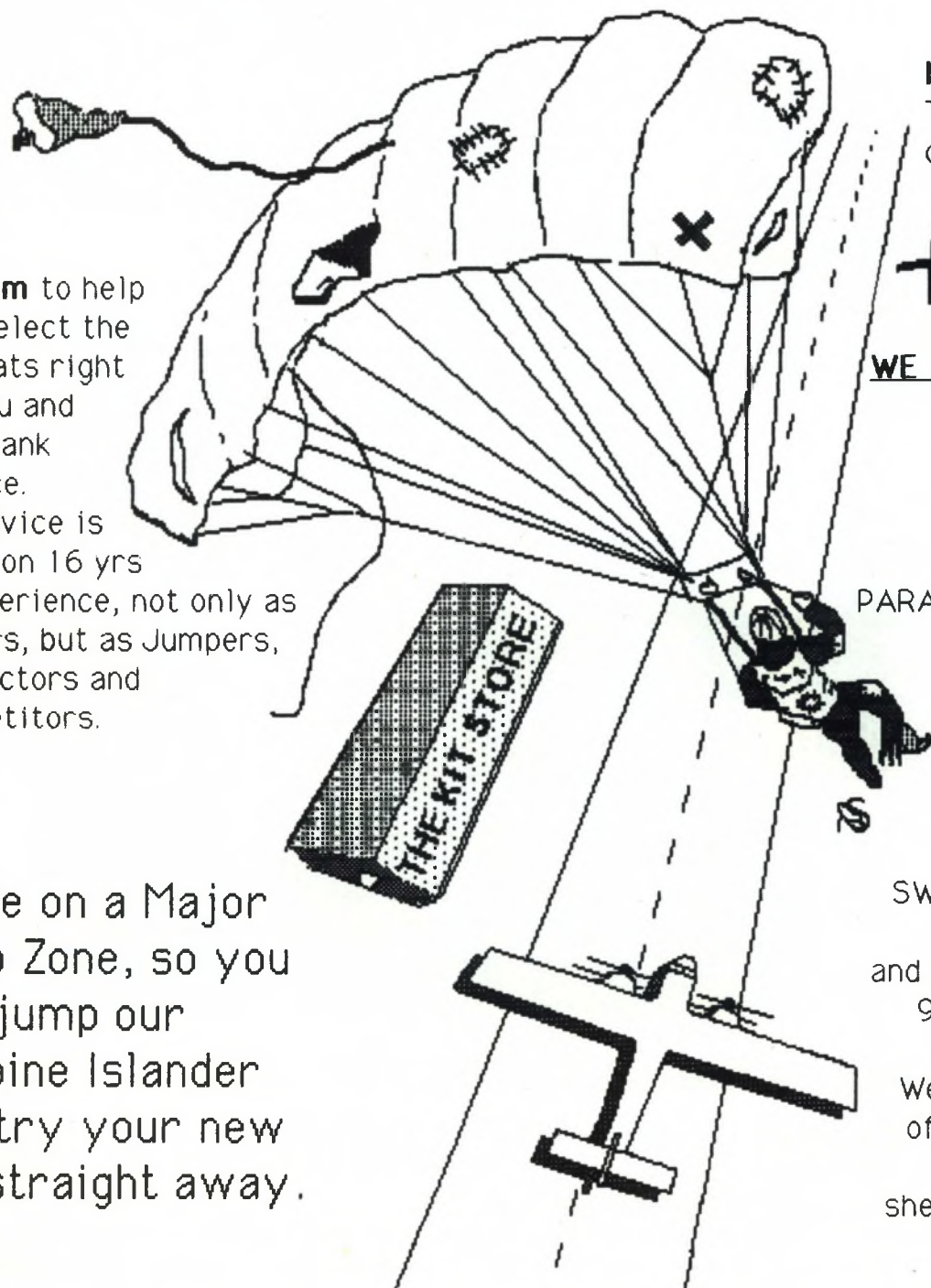
NEED NEW GEAR ? OR LOOKING FOR ADVICE ON YOUR FIRST SET OF KIT ?

Then swoop down to Headcorn and find Rob Colpus or Sarah Brearley at the KIT STORE

We aim to help you select the kit thats right for you and your Bank balance.

Our advice is based on 16 yrs of experience, not only as Dealers, but as Jumpers, Instructors and Competitors.

We're on a Major Drop Zone, so you can jump our Turbine Islander and try your new Kit straight away.



NEW and in STOCK
The **HOT** new concept in Ram-Airs

Blue track
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HIGH PARACHUTE MARKET

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GLIDEPATH
PARACHUTES DE FRANCE
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SYMBIOSIS SUITS
SUNSHINE FACTORY
And others

DID YOU KNOW ?

You could have a
SWIFT Square Reserve
for only **£375**
and a custom 170 sq ft
9 cell for just **£520**.

We have a large stock of Canopies, Rigs and accessories on our shelves at the "STORE"



Call or write for our Brochure and Stock List



EVERLASTING W.D.I. (GCI) GROUND CONTROLLED INDICATOR

Bob Charters, in association with Larnaca Electronics, is currently carrying out trials at Kingsfield Airstrip in Cyprus on a new generation of wind drift indicator. The trials began in January, but due to low winds, the development has had to be put back.

The G.C.I., unlike the conventional W.D.I., is made of F1 11 ripstop nylon and the weight at the bottom has been replaced by a receiver and a microchip, although the actual weight and length are exactly the same as the W.D.I.

Here is how it works

Lets imagine that you have got a fifteen knot wind, and the conventional W.D.I. has just been thrown over the target area. Nine times out of ten you have to send somebody to go and collect it, because if you don't you end up losing it or upsetting the local farmer, not any more.

The jumpmaster throws the G.C.I. two thousand feet over the target area and as soon as the G.C.I. has deployed the D.Z. controller takes control of it by means of a transmitter. The transmitter box itself is about the same size as a transistor radio. He can then guide the G.C.I. down to the D.Z. control area, and current trials have managed to get the G.C.I. to within 5 metres of the D.Z. controller. The G.C.I. is then rolled up ready to be used again, so the days of endless W.D.I. making could soon be a thing of the past.

Trials are still being carried out on the G.C.I. and they should be completed by early September.

The estimated cost of the G.C.I. and transmitter has been calculated at around £70.

Any club or centre wishing further details on the G.C.I. should contact Bob at the Cyprus Parachute Centre. Quite a few demo teams have already placed orders for the G.C.I., demand is likely to be high, so this will be done on a first come first serve basis.

John Frew
D2402.

WOMEN
YOU NOW HAVE THE CHOICE
BLADE RUNNER DESIGNS
OFFERS YOU A WOMEN'S
JUMPSUIT
For more information call:
FAREHAM 0329 232227

Advertisement

SKYDIVE AVIGNON, SOUTHERN FRANCE!!!

The parachute centre at Pujat is situated in beautiful countryside surroundings just outside the old fortress town of Avignon in Southern France. It is approximately 8 hours drive from Calais and can be reached directly via the main southern motorway routes. This friendly drop zone provides first-class facilities which must rate amongst the finest in Europe. Good, plentiful accommodation, showers and toilets are available on the airfield along with an excellent restaurant which serves inexpensive meals throughout the day and evening. Camping is available should you prefer. The centre also has a swimming pool and weight training room.

Parachuting facilities include air to air video, ground to air video, accuracy pit, on-site rigger and shop, separate 'round' and 'square' packing halls and tandem. Jump aircraft are a Twin Otter, Pilatus Porter and Cessna 206 and all are permanently based at the centre. Jump prices are 110Ff for 3,500m (approx. 12,000'). A French Parachute Federation membership card is also necessary (300Ff) however, it is possible to pay a supplement per jump, if you prefer, in order that you can choose the most economical approach depending on the number of jumps you intend to make.

The centre is open all week throughout most of the year and offers the finest facilities for team training, progression or simply a parachuting holiday with friends or a club. RW and CRW standards are high and Pujat is used by many British and European teams for training and preparation for National and International events. For those who would like a short break from parachuting during your stay, Avignon is only some 10 minutes away by car and has plenty of shops, bars, restaurants, historical sites and leisure amenities.

If you would like more information about parachuting in the sun and blue skies above Pujat just telephone the number below or write direct. We look forward to welcoming you.

Centre de Parachutisme,
30131 Pujat,
FRANCE
Telephone: Centre 90 26 41 83
Telephone: Clubhouse 90 26 46 96
Dial (010 33) first when calling from the UK.

Advertisement

MOORSELE PARACHUTE CENTER

1990 EVENTS

- April 28th - May 1st
SKYVAN BOOGIE
- May 24th - 27th
10 WAY SPEEDSTAR
+ SKYVAN BOOGIE
- June 2nd - 4th
ACCURACY MEET
- July 10th - 17th
MOORSELE BOOGIE

BN Islander
CESSNA Turbo 206
Short "Skyvan"
50 x ZEROX / MANTA students rigs

**Ram Air Accelerated
Progression Course (15 jumps) £ 250**

**Accelerated Freefall Course
(up to level VIII) £ 650**

Courses:

- (I) April 14th - 22nd
- (II) July 1st - 8th
- (III) August 12th - 19th

Full Time Instructors;
Ground Air Video System
Electronic DC
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For all info: **MOORSELE PARACHUTE CENTER**

Moorsele Airfield - PO BOX 38 — B-8640 MOORSELE - BELGIUM

Phone (32)56-500092 — Fax (32)56-503967

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DESIGNS

**Different Suits for
different purposes**

- RW
- CReW
- Style/Accuracy
- Freestyle
- Camera

Tel: 0329 232227

BELGIAN HERC BOOGIE 4

Moorsele Parachute Centre

12-17 July, Hercules

(10-12 July, Skyvan-Caribou)

Registration Fee: £15

Altitude: £11.75

Min. Experience: 100 RW Jumps

For this years Registration form please send a S.A.E. to:
Adrian Thornton,
"Raven", 8 Shipley Road,
Honiton, Devonshire. EX14 8UX

'THE GREAT BRITISH WEATHER'



Oswald S.G.

1990 4-WAY BLOCKS

4-WAY EVENT : BLOCK SEQUENCES - 1990			
1 SNOWFLAKE	2 DONUT	3 CRAZY	4 MONDPOD
INDIVIDUAL FLYING NECESSARY	 INTER	 INTER	 INTER
 SNOWFLAKE	 DONUT	 DIAMOND	 MONDPOD
5 BLACK HOLE	6 ACCORDIAN	7 CATERPILLAR	8 CANADIAN TEE
 INTER	 INTER	 INTER	 INTER
 BIPOLE	 STAIRSTEP DIAMOND	 CATERPILLAR	 CANADIAN TEE

4-WAY EVENT : BLOCK SEQUENCES - 1990			
9 CAT + ACCORDIAN	10 DIAMOND	11 PHOTON	12 UNIPOD
 INTER	 INTER	 INTER	 INTER
 CAT + ACCORDIAN	 BURYIP	 PHOTON	 ZIPPER
13 STAR	14 BIPOLE	15 CATERPILLAR	16 SIDE FLAKE DONUT
 INTER	 INTER	 INTER	 INTER
 STAR	 DONUT	 CATERPILLAR	 SIDE FLAKE OPAL

4-WAY EVENT : BLOCK SEQUENCES - 1990			
17 DANISH TEE	18 TICK	19 RITZ	20 OPEN STAIRSTEP
 INTER	 INTER	 INTER	 INTER
 BIPOLE	 TAO	 ICEPICK	 COMPRESSED STAIRSTEP
21 ZIG ZAG	22 SATELLITE	23 SNOWFLAKE	24 COMPRESSED ACCORDIAN
 INTER	 INTER	 INTER	 INTER
 MARQUIS	 SATELLITE	 BOX	 BOX

* CONTINUOUS CONTACT WITH ALL LEGS REQUIRED.

4-WAY EVENT : RANDOM FORMATIONS - 1990			
A OFFSET	B ARROWHEAD	C DOUBLE LOCK	D YUAN
E PECKER	F SPINNER	G CATACCORD	H OPAL
J HELIX	K ZOO	L ADDER	M LONG STAIRSTEP
N MOLAR	O CHINESE TEE	P SIDEBODY	Q PHALARK

* CONTINUOUS CONTACT WITH ALL LEGS REQUIRED.

Artwork by SYMBIOSIS SUITS and MAD HATTA

8-WAY BLOCKS WILL BE IN THE NEXT ISSUE



Dave Howerski seen here winning a hairpiece at the Z-Hills Christmas Boogie. Dave was the original organiser of the winning 10-Way scrambles team and was made an honorary Z-Hills load organiser, red visor and all.

"BPA COUNCIL GOES OUT TO MEET THE MEMBERS"

The 1989 BPA Council resolved that in 1990, two Council Meetings would be held at venues other than Leicester in order to give members in more remote parts of the country a chance to meet Council Members, see a Council Meeting taking place, and take part in some discussion. This discussion will take the form of an "open forum" where members can table questions for consideration and comment.

The venues and dates are as follows:

SOUTH Headcorn Parachute Centre-Tues 1 May 1990
Council Meeting to commence at 1530 hours
with open forum to follow.

NORTH Doncaster Parachute Centre-Tues 18 Sept 1990
Council Meeting to commence at 1530 hours
with open forum to follow.

It is hoped that members will take this opportunity to meet members of the Council and exercise their democratic right to question their elected representatives on matters of national policy, or possibly items of more local interest, within our sport.

It would be helpful if questions could be submitted to me, c/o the BPA Office, in sufficient time for any required research to be undertaken, or consideration given to the subject matter. However, this will not preclude members raising questions from the floor, on the night, providing time permits.

I look forward to hearing from many of you. These meetings have been convened as a direct result of complaints that Council is a "remote" body that operates without due regard to members' wishes. Their success will entirely depend on your input and involvement.

John Lines
Treasurer

Dear Sir,
I would like to express my sincere thanks to RAFSPA, Dave Emmerson and Barry Henderson for helping me reach Cat 8 in only 8 jumps. Surely this must be a record!!

This was achieved after 10 static line and two tandem jumps at RAFSPA Weston on the Green.

Once again thanks to Dave, Hendo and all the team at Weston on the Green for their help, encouragement and advice.

Yours Sincerely
Mr. K.J. Ockwell

NOTICE

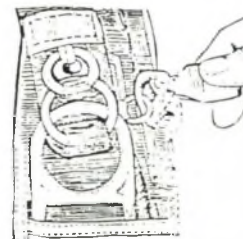


*James Binnie (left) and Joachim Arndt receiving their Hong Kong Pops certificates from HK Top Pop Ron Fitzpatrick (in hat) Pete Hough on right officials.
Photo: Dave Ritchie.*

SAFETY INFORMATION

ORDERING NEW GEAR?

Consider ordering it with
a Reserve Static Line
(Stevens Lanyard) attached



IT MAKES GOOD SENSE!

VECTOR RESERVE PILOTCHUTES

Because of a problem where the reserve pilotchute failed to clear the container of a Vector Harness/Container system during a routine repack all packers of reserves are to be aware of the problems there can be caused by failing to follow the manufacturers instructions.

Jumpers of Vector Harness/Containers systems are advised by the manufacturers to upgrade the reserve pilotchute on their systems to the new design which is available through local dealers or direct from the Relative Workshop.

The new design has no mesh in its construction, is "Balloon" like when inflated, also a stronger spring should help alleviate these problems.

BOARD

NEWCASTLE POLYTECHNIC PARACHUTE CLUB & NORTHERN PARACHUTE CENTRE

N.P.P.C. Secretary: Andrew Abbess, 588 Welbeck Road,
Walker, Newcastle upon Tyne. NE6 3AB. (091) 2656188

N.P.C. Secretary: Bill Rule, Phone York (0904) 645488 (Mon-Fri),
Richmond (0748) 832521 ex 5367 (Sat-Sun)

SECOND NORTHERN COLLEGIATE PARACHUTE COMPETITION

The above event will be taking place at the NPC, Topcliffe on the 5-7
May 1990. The competition will take place over 3 rounds, but in the
event of poor weather 1 round will constitute a meet. In the event of
the first round not being completed then we will reconvene during
the 2nd bank holiday, the 26-28 May.

The competition will consist of 2 main events, accuracy and RW
ACCURACY

3 experience levels: static line, student freefall and square. Round
canopies will compete in 'HIT & RUN'. Square accuracy is into the
pit, measure up to 25 Metres from the disk.

RW (Speed Star)

This event is also open to those who have graduated from college in
the last 5 years, if they can provide proof of such (copies of degree
certs, etc.). 3 way teams from 8000 ft, free flown exit and build a
star as fast as possible.

There will be trophies for best individual performance in each accu-
racy category, best accuracy team overall, best progression during
the competition and best R.W. team. The Northern Collegiate Chal-
lenge Trophy will go to the best overall college/university perfor-
mance.

If you want to enter the 2nd Northern Collegiate parachute competi-
tion please contact Andy Abbess above by 24 April. More
advance notice of preliminary interest and likely numbers would be
appreciated as soon as possible.

Blue Skies, soft landings and good luck.

Andy Abbess
Secretary N.P.P.C.



*Dick Kalinski seen here completing his 350th tandem jump
and 16th of the weekend with Zimbabwean "Kaffir" Max-
well. Is this a record??*

Photo: Arthur Gibson.

Oundle School Skydiving Club



Master i/c: W.F. Holmstrom
Secretary: D. Williams

Oundle School Skydiving Club
Oundle School, Oundle
Peterborough, PE8 4AD

Having formed the club this year, I and other members are
interested to find out whether any other school clubs exist in
the country. If you are the secretary of a school parachute
club, please contact me at the above address: perhaps we
could meet and have a small "hit-and-run" competition?

Dan Williams (Secretary)

GROUND TO AIR VIDEO OPERATORS

If you are interested in learning to operate the BPA Ground to Air
Video system for Regional and/or National Competitions, please
contact Trudy at the BPA offices (0533 785271) with details of:
Name, Address and Telephone Number(s).

To learn how to operate the video should only take a day or so,
which we are hoping to organise in the near future.

John Hitchen
Joint National Coach & Safety Officer

Complete system. PD190 less than 90 jumps. Phantom 24,
tested and modified no jumps. Racar as new medium to
large harness pullout, dark and light blue in colour. £950.
Dytter new £80. Altimaster III new £80.

Telephone Bob: 0432 275501

GQ Rayder - colour ice spectrum - approx 120 jumps
with Invader 370R reserve - virgin 24ft round all-in
medium sized chaser pack with ice spectrum colours on
flap. Price £800.00 ono.

Contact: Jeremy Burbage 0235 510777 (work hrs)

Racar Mosquito 180 7 cell (240 jumps), preserve 4 (unused)
£750. 252 Lite accuracy mode (100 jumps) Phantom 24 (un-
used) Chaser £750. Various suits, Frapp hats and AHI IIs.
Phone 0223 836333

Complete system. Chaser, Maverick 80 jumps, preserve 4
unused. £725. Complete system Racar, Fury 200 jumps
Super 22 used once. £525.
Two Frapp hats (black) £35 each
Two Altimaster II £45 each
Two Paralerts £35 each
Two RW suits £25 each

Contact Mrs Byrne 0344 884208

FOR SALE
RACER Elite 20 jumps max (leg strap) with a Minimax Square Reserve never
used and a Wildlife main (150 jumps), 2950 Cricket Main brand new £450.
Dragonfly Main £100. Clipper Main £200. Centaurus rig Mod/Small T.S.O.'d
£120. Contact Mandy Dickenson: 0454-316708-Fax 327686. Kalos, Cotswold
Lane, Old Sodbury, Bristol BS17 6NE After May 10th.

WORDSEARCH

Here are the answers to last issue's puzzle.

S	C	O	T	T	I	S	H	B	C										
E		R	E	T	S	A	C	N	O	D									
H	A	C	M		D	N	A	L	E	R	I								
A	G	N	I	V	I	D	Y	K	S	D	N								
L	L	D	V		W	I	L	D	G	E	E	S	E	R	W				
F	E	L	A	R	M	Y		R		O	A								
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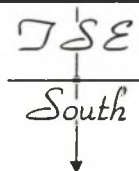
**YOU'VE JUMPED THE REST
NOW FLY THE BEST**

When you choose your next SKYDIVING SUIT why not consider what makes that suit just right for you. If it's Price, Style, Performance, Fit, Quality, Workmanship, Guarantee and Service. Then **AIR CARE** has the suit that's right for you.

For further information on our suits and other quality products contact **SANDY SPENCE** by writing to;

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BRUNSWICK BUSINESS PARK
LIVERPOOL
L3 4BD**

Or you may call: **051 709 4807**
(24 hr. answering service)
Fax. 051 709 2684



PRICE LIST

American TEVA sandals	£17.00
(black, red, navy & royal blue)	
All leather gloves - with cuff	£15.40
(royal blue, black and grey)	
Clear kroop goggles	£4.15
(red, pink, blue, white, black, brown yellow and green rims)	
Pro-tec helmets	£22.00
(pink, powder & royal blue, black white, yellow, lilac and red)	
TSE South 'T' shirt	£6.49
Rubber stamps with wooden handles :-	
RW Men - chaser style rig	£2.50
RW Men - Zerox style rig	£2.50
Aeroplanes - Skyvan	£3.50
Aeroplanes - Cessna 206	£3.50
Hop'n'pop	£3.50
Ink pad	£1.00

Special Offer

Padded wallet including 1 RW stampman, 1 aeroplane stamp and ink pad only	£8.50
Delux padded logbook holder	£10.50
Hard backed RW log book	£5.68
Padded packing mat	£8.50

Cheque book organiser	£8.43
Cheque book holder	£3.25
Organiser	£7.72
Wallet	£5.50

The above are all padded with credit card holders

All available mail order by sending cheques or postal
orders made payable TSE South to 21 Arran Court
Gilligan Close, Horsham, W. Sussex. Tel: 0403 51120

Please include the following for postage:
Orders up to £25 allow £1.50 postage
Orders £25 to £50 allow £2.00 postage
Orders over £50 allow £2.50

1989 Perris Valley Skydiving Events Schedule

1990

April 14th - 22nd
May 18th - 23rd
May 24th - 28th

EASTER BOOGIE
Spring Relative Work Training Camp
MEMORIAL DAY JUMPFEST
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So you want to be an AFF Instructor? by Harry Green

My partner started to fly back, but I had seen the real problem, the number two line stow was jammed. But, having already discarded the use of the cut-away pad, to my shame my mind didn't now make it to the correct course of action. I can reach that jam I thought, but as my right hand came forward my second moment of shame. I had in my hand of course the rip-cord, but instead of throwing it away, I released

My student was under canopy at 3000', but clearly luck was on my side. I could have found myself at 2000' desperately trying to re-catch my student to get hold of his cut-away pad or reserve rip-cord. It was pure luck that my over confident and un-rehearsed action paid off, it could so easily have gone the other way.

Cut Here 

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USE YOUR TOGGLES!

I have been prompted to write a few notes on general square canopy handling, having been surprised to see even 'experienced' jumpers "landing all over the place". This is not meant to be an article on accuracy - I wrote one which appeared in the April 1982 edition of Sport Parachutist. If you are interested in digging that out I believe it is still relevant. Accuracy jumpers are not an unusual species of parachutist - they are merely those who can land accurately and safely because they have learnt to understand their canopies and can handle them accordingly. Anyone with a few square jumps can soon learn, by correct coaching, to at least land in the pit. "Why should I - it's too far to walk back" Lazy! "Our parachute centre hasn't got a pit". Ask your CCI to install one instead of getting his PORSCHE serviced! By landing in the pit **a)** you will save your ankles/knees/back **b)** you will hopefully be pleased with yourself **c)** you might get invited onto displays - which can very often be 'tricky' and therefore rewarding when you land on the 'T'. (At midnight into Lincoln Castle!)

Apart from the above - once your canopy is open (and you've avoided everyone else - see Chris Donaldson's article on survival in a previous mag!) your skydive isn't finished! You are **paying** for altitude, although your DZ operator will tell you you are not paying enough, so make the most of it - and screw him!

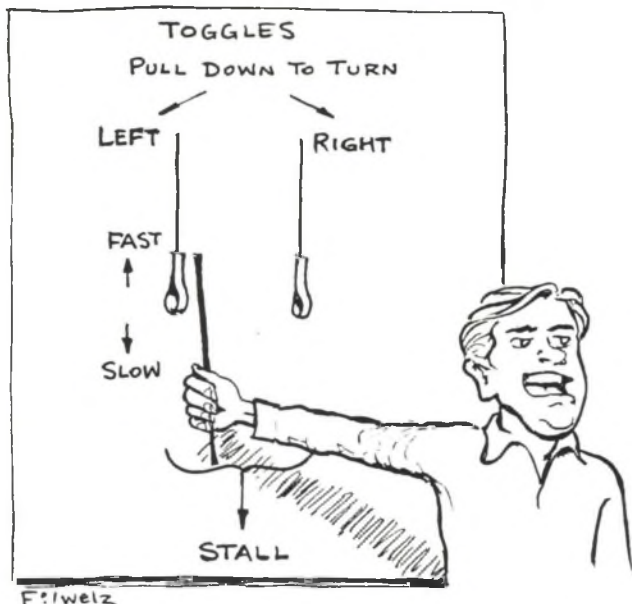
Your canopy will move in all different directions at varying speeds according to how you **use your toggles**. A lot of people appear to be quite content with zooming around the sky at full speed only to pull on a toggle to change direction - eventually pulling on both when they are about to land - fine - but the canopy is flying them, they are not flying the canopy. A major factor in this unusual behaviour appears to be a fear of stalling the canopy - you will rarely see these people pulling both toggles down to half brakes unless it is at the same time as flaring to land.

So how do you get to know your canopy? Firstly of course, you need to jump regularly with the same canopy. Then, on **each** jump, test the stall point and be confident that you can do a proper stall recovery without the canopy stalling or surging, as you get more proficient do this at lower and lower altitudes until you are quite happy to do it at 20 feet above the ground/pit. No parachute will bite you unless you mishandle it. All modern squares are stable in all flight modes - i.e. full flight, 75, 50, 25% brakes and full brakes. Only if you hold the canopy in full brakes for too long it might enter the 'sink' i.e. come straight down with no forward speed at all until it stalls. You will normally be forewarned of this condition, e.g. no noise from the canopy or slider, but in case, if you regularly practice use of brakes then you need not be surprised. Next, get used to flying the canopy in half brakes and trying different types of turns, e.g. depression, elevation and combination - you will see that they are all different. When you are happy with all modes of your canopy's flight characteristics, then take time to have a look at the wind conditions before you get in the plane, and then again under canopy - look at the windsock! Face into wind at 1000 feet upwind of the target/pit on every jump. If you are making no penetration or going backwards on full flight, then don't go down wind of where you want to land!

Once on the final approach if you feel the wind is dropping as it usually does the nearer you get to the ground, then don't overshoot your landing area claiming you are a relative worker anyway so it does not matter - use your toggles! Either make 'S' turns across the windline to effectively lengthen your final approach (each time turn the canopy into wind - not downwind) or put some brakes on - that's what they're there for.

I have purposely not used any turning points/relative heights/distances in these notes. It is up to you to know your own canopy - there are so many types around and people of so many weights jumping them that to make comparisons would be waste of time. Once you are confident with your canopy you will be confident that you can land it where you want. Practice on each jump. If you want to learn more, or don't understand what or why your canopy does what it does, then ask someone at your drop zone who is doing consistently good accuracy - they must know something you don't!

Dave Tylcoat (Eaglescott)



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DIARY OF EVENTS FOR

1990

"The Harlyn Shuffle"

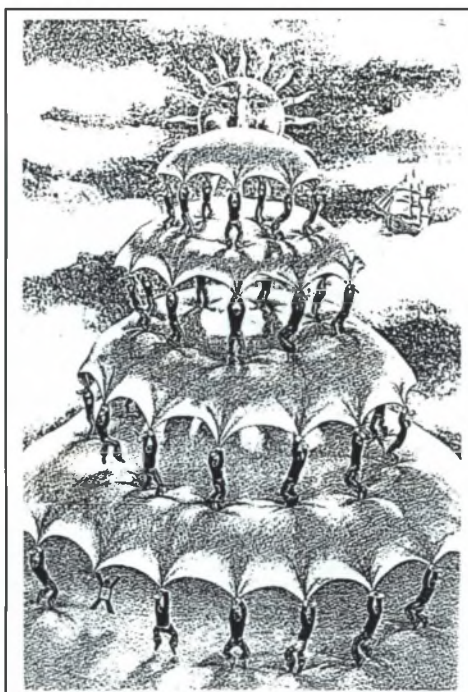
3 way R.W. mix & match
14-15-16th April
Air to Air Video
Cash Prizes
Trophies & Medals
Disco

Jump Shack

Elite™

"The May Day Hop"

4 way launch & accuracy
Mix & Match
5-6-7th May
Barbecue
Cash Prizes
Trophies & Medals



"The China Challenge Cup"

8 way Speed Star Competition
Mix & Match
5-6th August
2 Cessna 's'
Air to Air Video
Cash Prizes
Trophies & Medals

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DIARY OF EVENTS

DATE	EVENT	LOCATION
1st-11 April	3rd World Cup of CRW	Chiangmai, Thailand
6-7 April	Night Jumps	Cranfield
7-8 April	Helicopter Accuracy Meet	Halfpenny Green
7-8 April	Accuracy Seminar	Cranfield
13-16 April	Easter Accuracy Meet	Langar
13-16 April	Speed 16 Meet	Sibson
21-23 April	10-Way Speed Star Meet	Halfpenny Green
23-30 April	1st World POPS Meet	Albury, NSW, Australia
28-29 April	Helicopter Accuracy Meet	Cranfield
5-7 May	Speed 8 Meet	Sibson
12-13 May	CRW Seminar	Cranfield
14-18 May	PI/Adv Instr. Course 2-90	Sibson
19-20 May	Regional CRW Competition	Cranfield
21-25 May	Exam/Pre Adv. Course 2-90	Sibson
26-28 May	Sequential 8 Meet	Sibson
2-3 June	9-Way Speed Meet	Headcorn
9-17 June	Progression Week	Cranfield
14-19 June	Big Aircraft Boogie	Langar
23 June-1 July	CLASSICS & CRW NATIONALS	Langar
14-15 July	Met Police Accuracy Meet	Headcorn
21-28 July	RAPA Championships	Bad Lippe Springs, Germany
4-12 August	RW NATIONALS	Sibson
6-10 August	AFF/Tandem Instructor Course	Langar
11-19 August	Progression Week	Cranfield
13-17 August	PI/Adv Instr. Course 3-90	Langar
20-24 August	Exam/Pre Adv Instr. Course 3-90	Langar
20-30 August	Army Championships	Netheravon
25-27 August	16-Way Sequential Meet	Sibson
1-2 September	LAC Meet	Headcorn
21-23 September	2 Skyvan Boogie & 40 Way Meet	Sibson
5-6 October	Night Jumps	Cranfield
6-7 October	16-Way Sequential Meet	Sibson
9-11 October	I.P.C. 4th Technical Congress of Parachute	Bisham Abbey
2-3 November	Night Jumps	Cranfield
12-16 November	PI/Adv Instr. Course 4-90	(RN/RM SPA) Dunkeswell
19-23 November	Exam/Pre-Adv Instr. Course 4-90	(RN/RM SPA) Dunkeswell



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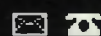
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ALOHA AND G'DAY TO POPS

By the time you receive this issue of the Magazine, a party of thirty two Pops jumpers, wives and friends will be on their World Trip. Singapore, Australia, Hawaii and Canada. The Australians have put in a great deal of effort to make the World Pops Meet a success. Albury in New South Wales is the venue for the Meet, with Accuracy, Hit and Rock and Four Way Speed Stars being the main events.

Various jumpships will be used, including helicopters.

We also hope to jump in Hawaii and Canada. Watch this space in the December issue for a report of the trip and other Pops activities throughout the year.

Whilst some of us are away, Dave and Angela Hickling have agreed to a return visit by Pops to their DZ at Langar, the Meet will take place on May 5-6-7. Dick Gays will be organising the event, so please give him your support.

Steve Swallow and Dave Ruffle expect to see us for our annual visit to Doncaster on June 30-July 1. This meet has become the one not to miss. Two aircraft, a great Aeroclub for the evenings, and for your further education, the Para Club have been known to hold the odd, if that's the word, Tramps and Tarts party.

John Hitchen has held the Doncaster Trophy for three years, now it's your turn to go for it.

In August, the Bank Holiday Weekend, we visit for the first time Kerry Noble's DZ at Brunton in Northumberland. You are assured of a warm welcome with local and Scots members of Pops ready to show their mettle.

The Hit and Rock Trophy presented by Peter Best will be jumped for at this Meet.

Make a note of the dates of the Meets in your diary and do try to join in the fun.

May 5-6-7 Langar

June 30-July 1 Doncaster

August 25-26-27 Brunton

Lofty Thomas and I hope to see you all at Doncaster and Brunton.

Safe Jumping
Graham St.Clair



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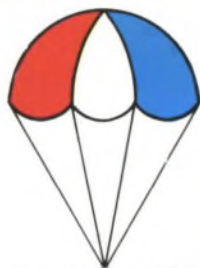
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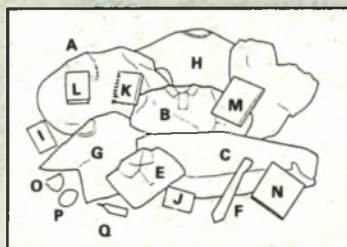
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