

*Merry Christmas
and a
Happy New Year*

December 1990

Sport Parachutist



WORLD FREESTYLE CHAMPS RW NATIONALS 90 20th WORLD CHAMPS
BOOK REVIEW VIDEO REVIEW POPS 90 FREEFALL PHOTOGRAPHERS REGISTER

THOMAS

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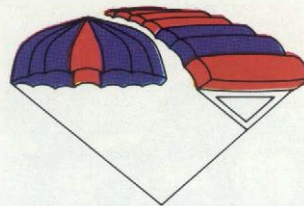
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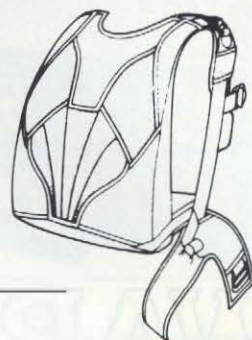
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Sport Parachutist

JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION WHARF WAY GLEN PARVA LEICESTER LE29TF Tel. (0533) 785271

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Plus many colour pictures by various photographers.

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the United Kingdom.



Editor's Note

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THE BRITISH PARACHUTE ASSOCIATION LAUNCHES EXCLUSIVE MASTERCARD PROGRAMME®.....

The British Parachute Association announces a Bank of Scotland Mastercard® programme especially for members.

This Mastercard, which has been specially designed for the BPA, will show the BPA logo. It identifies the holders of the card as members of the Association every time the card is used. It also provides excellent financial benefits. In addition to an APR of only 28% (28.9% for cash advances), which is 3.3% lower than Midland Access, the BPA Mastercard is accepted worldwide in any of the seven million places displaying a Mastercard or Eurocard sign. It's the convenient way to pay for purchases or settle travel arrangements.

This card supports the British Parachute Association, at no cost to members and there is no need to change existing bank accounts to apply for the BPA Mastercard.

The application package containing all the precise details have recently been sent to all members. It is hoped you will take this unique opportunity and support the Association.

Full details and a written quotation are available from: Bank of Scotland, Pitreavie Business Park, Dunfermline, Fife, KY99 4BS.



CHANGE OF ADDRESS

The Commercial Manager of Sport Parachutist has moved.... In future all material for the attention of Tony Lewis should be sent to the following address:

Tony Lewis
Sport Parachutist
Kenilworth
Wallop Road
Grateley
Andover
Hampshire SP11 7EB
Tel/Fax: 0264 88687

DIARY OF EVENTS

There is no Diary of Events published in this issue of SP due to the non-availability of some of the dates for events in the early part of next

year. A full Diary of Events will be included in the February edition of SP.

If your club or centre has an event it wishes to publicise send details to the BPA Office, care of Tony Butler, for consideration for inclusion in the Diary of Events.

Instructor courses scheduled to take place in January and February 1991 will be notified to clubs and centres directly by the BPA Office.

CALLING ALL O.O. SKYDIVERS

Following on from the Oundle School Skydiving Club an Old Oundelion Skydiving Club has been formed for all the parachuting alumni of Oundle and Laxton schools.

If you are a product of either, then please join up and participate in fun-jumps, displays, competitions and the singing of "Jerusalem"!

Contact:

Don Williams, Oriel College, Oxford, OX1 4EW.
Telephone: 0865 276555

COUNCIL NOMINATIONS 1991

Only twelve nominations have been received for the 1991 Council (listed below). Therefore no election will be necessary and nominees will be the BPA Council for 1991.

Bob Card
Greg Cox
Bryan Davies
Lyn George
Steve Hastings
David Hickling
Kevin Hughes
Amanda Kenny
Tony Knight
John Lines
Lofty Thomas
Steve Treble

SAFETY INFORMATION

Following Safety Notice 2/90 grounding GQ Protector Reserve.

This grounding has now been lifted by The Riggers Committee at their meeting of the 25th October 1990.

Tony Butler
National Coach & Safety Officer

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VIDEO REVIEW VIDEO REVIEW VIDEO REVIEW VIDEO REVIEW

Amanda Kenny reviews
the two latest videos from SWARD SPORTS.

ANYTHING IS POSSIBLE by Leo & Mandy Dickinson (£19.99)

This is an extremely entertaining video which I could not stop watching. It's basically a look at some of the behind the scenes activities involved in the production of the various adventure films that Leo has made over the years. In no way is it just a skydiving video and it bears no relation to anything from the Wally series. The video comprises of three programmes which have been made for television and covers sports such as cave diving, ice climbing, skydiving, windsurfing, canoeing and mountaineering.

Leo explains with the help of some stunning footage how certain effects were achieved or how photographs were taken in weird and wonderful situations.

The programmes take you through the beautiful underwater caverns in the Blue Holes of the Bahamas, canoeing in Snake River Canyon, Idaho, flying in a balloon in the Himalayas or filming an alligator underwater in Florida and then on even further to other scenes.

The video is informative, interesting and fun and of definite appeal to anyone with a sense of adventure.

Highly recommended.

WORLD CRW CHAMPIONSHIPS

by Hans-Joachim Gally/Simon Ward (£29.95)

This video is also in two parts. The first programme is a film made for German television on the 1990 World CRW Championships in Chiang-Mai, Thailand. It is 55 minutes long and captures the essence of the Meet as well as some super footage of Chiang-Mai itself. There are interviews with competitors and there is filming from both ground and air.

The second part of the video comprises of 45 minutes

of World Class CRW filmed by Simon Ward during jumps with teams during training and competition.

This video is excellent value although obviously rather specialised from a discipline point of view. It would be a good video to have in the Drop Zone video collection and of course for anyone who is interested in Canopy Relative work then I'm sure a personal copy wouldn't go amiss - it has a lot to offer.

VIDEO REVIEW VIDEO REVIEW VIDEO REVIEW VIDEO REVIEW

Don't forget your tickets.

The British Parachute Association

1991 ANNUAL DINNER DANCE

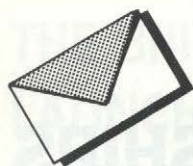
Saturday 12th January 1991

Tickets available from the BPA Office



The Disco will be open to all members free of charge. Members will not be admitted to the disco until after diners have finished their meal, approximately 11.00 p.m.

CORRESPONDENCE



BSE BOOGIE REPLIES

Dear Kirk,

I'm sorry you didn't enjoy yourself but did you come to the same boogie as me? During the weekend I did several load organised dives. When manifest called for people to be organised (about every hour) I turned up and one of the six load organisers sorted us out. I was the least experienced on some of these dives (230 jumps) when we did some nice 5 and 6 ways. They could easily have been 6 or 7 ways so WHERE WERE YOU?

Of the 25 pink shirted "Gods", six were boogie control and the rest of us mortals were detailed to clean loos, collect litter, marshall planes, prepare food etc.... Most of us had less than 300 jumps and we paid each load the same as everyone.

I had a lot of fun skydiving with friends old and new and when evening turned too dark to dive we launched into a real party time. The band was excellent and enjoyed the boogie as much as the rest of us. They've said they wouldn't miss next years BSE BOOGIE and neither will I.

Blue Skies
Sally Fowler
D8482
BSE Boogie Staff

Dear Editor,

I am writing in reply to Kirk Royles letter about the TILSTOCK BSE Boogie that was printed in the last Sport Parachutist and your subsequent request for comments upon it. As one of the dive organisers at the boogie I was surprised and a little flattered to be called a skygod by Kirk, although I do not possess either a pair of strops or a bum-bag as he suggests, being old enough to have played at being a hippy the first time around in the early 70's. Kirk is quite right, you did have to do something special to get organised, you had to give me your jummo ticket. Having done so, you were on, regardless of experience and a dive was organised according to the experience of that group. Sue Grayling and Marie Kinsey did a fine job at manifest of calling up people for organising as much as two hours before lift time in some cases, and in most cases there were two organisers per load, which is not bad considering that there were six of us and 465 registrations.

It was inevitable that as the manifest started to back up, that the organisers would spend more time in the air than on the ground, 'er strutting their stuff I believe it is called. However, as soon as I got down after each load, Sue or Marie would call me to organise another load. At no point did I or any other organiser at that boogie choose who would or would not jump on a load organised dive, those people would already be waiting having been told what load they were organised on. I am sorry if Kirk didn't grasp the system, but that's not my fault I'm afraid. At that boogie, I organised

and jumped with people with 2 RW dives to over 1000 on the same load in some cases which as far as I am concerned does not point towards 'clique forming'.

I have a confession to make at this point also. I did jump with my friends at the boogie. I also paid for my slot on the three occasions I did so, the same as everyone else. Perhaps I should have made an announcement to this effect, or taken off my pink T-shirt.

Lyn did a remarkable job of organising the BSE Boogie, and I hope that it returns next year. Sue and Marie stopped anyone double manifesting regardless of who they thought they were, and everyone I spoke to had fun, as did Dicko, Steve, Ian, Alan Eddie and myself organising. We hope to be back next year. Have another go Kirk, and try a little bit harder.... I'm sure you will get the hang of it eventually.

Yours faithfully,
Gareth Holder
D7731

Dear Editor,

The BSE Boogie; I was there and no, I don't remember when boogies were fun because this was my very first boogie, having graduated from AFF in June of this year.

This boogie got off to a bad start for me, I had pestered manifest for hours (well, minutes actually but it must have felt like hours to them!) for news on an organised low experience skydive and Marie Kinsey pointed me in the direction of an organiser, who shall remain nameless, who was supposedly organising such a thing. The only problem being that in this guy's book 'low experience' is 100 plus jumps! Fortunately for me Marie noticed that I wasn't manifested (she probably didn't want me pestering her all afternoon as well) and took time out to find out what had happened to me. Obviously Marie can remember what it's like trying to get on skydives when you're beginning, because in no time at all I was manifested on a dive organised by Steve Freedman and looking forward to two others, one a six-way, under the watchful eyes of two other load organisers. I finished the day feeling very ashamed of my thoughts about load organisers in general earlier on in the day.

Surprisingly, things actually got better! I got talking to Gareth Holder on the Saturday evening and he actually put out a call for me on Sunday morning because he was free and thought we could do a two-way.

Generally, I found the load organisers very helpful and willing to put something together for even the really low experience people like me, but they were really busy; our six-way was de-briefed hours later while the organiser was packing ready for his next lift!

So I did have fun. My only worry now is will other boogies come up to expectations?

Thanks everyone,
Liz Ault-Walker
BPA 478119

P.S. It would be really nice to see some other regular contributors to the magazine, a regular column on Safety would be interesting.

And finally.....

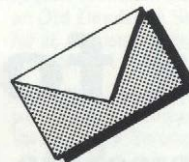
Dear All,

May I, through of this illustrious but war-weary publication, express my deepest gratitude to all the Skydivers who attended the BSE Boogie at Tilstock in August, for reassuring me that, above everything else Skydivers like to have fun.

I would also like to extend an invitation to Mr K. Royle BPA 105684 to act as a Dive-Organiser at next years boogie. I feel he may find the experience enlightening.

And finally, to every single person who worked their buns off to make it all happen, we owe an enormous debt of gratitude. Many thanks, you know who you are, and don't believe everything you read.

Love,
Lyn



Dear Editor,

We would like to say a big thank-you to all our friends at the Midland Parachute Centre and Headcorn for a great 1990. Special thanks also to our WARP instructors whose time, effort and patience has been invaluable, and greatly appreciated.

Have a wonderful Christmas all of you, and here's to lots of blue skies in 1991.

Yours,
Janet Walton C9148
Joe Foxwell C9052



Dear Editor,

I would like to extend my undying gratitude to all the staff and members of the Joint Services Parachute Centre/Hong Kong Parachute Club. Thanks to the "family" in HQ, I was able to fulfil a lifelong ambition and start parachuting. On the 24th June 1990 I finally reached the great goal "A SQUARE CANOPY". Now this may not seem such a big thing to most of you, but, in HK at this present time, it is only due to the total dedication of the staff and members that parachuting is still happening.

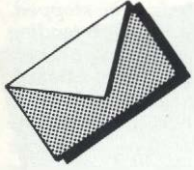
Just to give you an insight into their many problems, jumpers have to emplane at Kai Tak International Airport, take a not so short flight over to Sek Kong and if the conditions are still favourable, then jump out, otherwise it's back to Kae Tak. So it's hardly surprising that student progression has been a little slow this last twelve months.

However, much to the surprise of some people I have spoken to, it is all still happening over there and people are still progressing through the system.

I would like to say a special thank-you to Gary Lai and Sqn Ldr Ron Fitzpatrick, without these two most unselfish people things just wouldn't happen. I must also take this opportunity to congratulate Terry King on reaching freefall, Well done Terry.

So to all my "Family" thank-you and "BE HAPPY".

Loraine V Patrick
BPA 412220



Dear Sir,

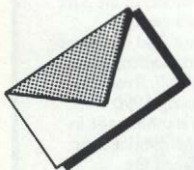
The impending BPA Council election has stimulated much discussion amongst the more experienced of my parachuting colleagues in the Lancashire Polytechnic S.U. Skydiving Club about the way in which the BPA operates.

Specifically, I have been prompted to write to the magazine due to the great irritation which I and other club members have begun to feel about the regular BPA council meetings. I cannot understand why the BPA council finds it necessary to convene mid-week, when it seems to me self-evident that this is the least convenient time for any BPA member (save those living in Leicester or it's environs) to attend. It is utterly impossible for someone based, like myself, in Preston for instance to finish work and reach Leicester for a council meeting beginning at 7.0 p.m.

thus, whilst BPA members have been accorded the right to attend the meetings of their governing body, the majority of that membership is simultaneously prevented from doing so.

I feel that some explanation of this seemingly convenient arrangement is due. In the meantime, I would like to suggest that BPA council meetings be moved to Saturdays or Sundays.

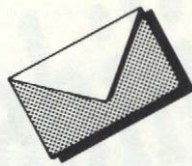
Yours faithfully,
S.P. Saberi
C8077



Dear Sir or Madam,

I have just returned from a RAP's course at the Cornwall Parachute Centre under the guidance of John Fisher. Despite very variable weather conditions every aspect of the course was enjoyable and at each stage every effort was made to build confidence in the pupil. I would like you to know that any centre run in such an efficient way by such amenable staff can only be good for your sport. I look forward to progressing in this sport and to many future jumps.

Yours sincerely,
Ian Arnold



Dear Editor,

Hi from JSPL(L) in Bad Lippspringe, Germany.

We would like to ask a favour of you actually. Some of our resident skydivers are stationed in the Gulf (making sandcastles and riding camels) and we thought it would be really nice for them to get letters from other skydivers to cheer them up and help them through the time away from their loved ones (and their DZ). So if you could please print their addresses in the magazine, we would be eternally grateful and so get your boogie pens out skydivers. We are sure they would be pleased to hear from anyone who could take the time and trouble to drop them a line and a "bluey" costs nothing when marked "Op Granby".

They are:

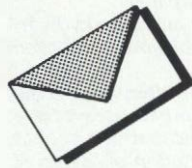
Cpl Karl Lester, 2 Plt/A Coy, 1 Staffords Regt, Op Granby, BFPO 644.

Dvr Andy Kelly, 17 Sqn, 10 Regt RCT Group, Op Granby, BFPO 644.

WO2 Dave Cassidy, MRG 7B, 7 Armd Wksp, Op Granby, BFPO 644.

Maj Dave Limb, Parachute Regt, Op Granby, BFPO 644.

Blue Skies,
Ted and Marie Payne
D7212 and D7418



Dear Editor,

I was irritated by the suppression of debate in the October issue of SP. For the sake of appearances, the voices of any dissatisfied members have been swept under the carpet, and only fawning letters printed; but these lets-stop-arguing letters do nothing to satisfy members with serious, legitimate doubts about the way things are done.

Although you condemn the letters you didn't print as "re-hashing old arguments", this is only your opinion; you do not allow the readers to judge the quality of argument for themselves. Such censorship is quite unacceptable for the following reasons:

1. You have stifled discussion of all contentious issues in what may well be the last issue of the magazine we receive before the AGM. In any democratic organisation, freedom to criticise authority is not a luxury, it is essential. It is your opinion that criticism gives a poor impression to outsiders. What sort of impression do you think suppression of the democratic process gives?

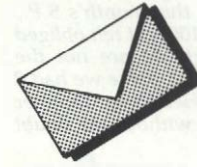
2. You have refused to print members' legitimate concerns which should be aired in the house magazine of the association. If the SP were an independent publication, the editor could print, or leave out, anything he or she saw fit. As it is not, and as we have no option but to subscribe to it, refusal to print our contributions on important issues is unforgivable.

I am particularly sad to see that you were reduced to printing a piece which was actually subtitled, "Absolutely nothing to do with skydiving", and a full page colour photo, also absolutely nothing to do with skydiving, of a hang glider over a corn field. The soon-to-be privatised company whose press release you printed verbatim must be pleased about their

full-page ad. Were you really so desperate for material?

Some people may lap up this sort of thing, but I don't see why we should all be forced to pay for such rubbish. At the risk of being accused of re-hashing an argument, in my view subscriptions to SP should be optional. I believe this is the only way jumpers will get the publication they deserve.

Yours sincerely,
Martin Lyster D4246



Dear Editor,

With reference to Neil Johnston's letter in the October edition of S.P., I would be grateful if you would allow to make the following observations, in an attempt to put the events (at this years Belgium Herc Boogie), in perspective.

When I arrived at manifest, on a final call for the buses to a C130 load, I found Mr Johnston in heated conversation with manifest staff, having made a very brief visual assessment that he was not seriously hurt, I asked manifest to call the Chief Organiser (Alexis Perry) to deal with the matter, I attempted to leave.

Mr Johnston continued to ask me what was being done about the problem. I did not comment that perhaps his groups' self-organised exit piece was too wide for the ramp. I also speculated that the offending piece of metal was probably the tail-gate locating hook, a common problem on Skyvans with opening mechanisms. Mr Cooper expressed incredulity that this situation on jump aircraft was tolerated, and I did point out that abroad you did not have the protection of the CAA's safety regulations. On investigation, the protective tape had in fact been removed; very probably by the door being forced open. My suggestion that his abrasive manner of complaint 'would not encourage people to take notice of you' was meant as a helpful bit of advice.

As Mr Johnston has chosen to single me out, perhaps I should also point out that I was not the organiser or J/M on his load. As is usual at a busy multi-aircraft boogie the load organisers' work long hours for no financial gain. At the time my immediate responsibilities were to the 162 jumpers waiting to board a plane on which I was J/M. If my manner appeared to be slightly indifferent, then I extend my apologies to Mr Johnston. Hopefully, now fully recovered, he will realise that the problems of having perfect PR at a large boogie are as hard to achieve as the perfect load.

Cheers,
Sandy McRobbie D7303

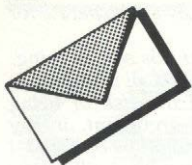
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Dear Editor,

Come & Boogie - Swansea Style!!

May I officially invite Kirk Royle (BPA 105684) and others like him, to the 1991 Swansea Parachute Club Boogie - dates t.b.a. After reading his letter in this month's S.P., and I might add agreeing 100%, I felt obliged to point out that although we are not the largest club in the country nor have we had 2 slots in club corner (unlike Headcorn - October 1990 and May 1989) we are without any doubt one of the friendliest.

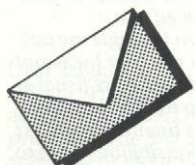
Our Boogie this year was a tremendous success despite being sandwiched between the Nationals and B.H.B.4. There was skydiving for everyone - fun jumps, WARP, tandem and, if you wanted it, training jumps. The first class bad organiser Sheila did just that. Everyone had someone to jump with and it wasn't just like with like - people of all abilities were jumping together (where safe of course). It didn't matter whether you had 6000 jumps or only WARP 1 everyone joined in the fun.

There were many milestones reached during the Boogie - the 1000th jump, the first freefall, the D license, the hour in freefall, the Cat. 8 and many others. After all, how many other Boogies can claim that on the day that it happened a Cat.10 jump was broadcast on the BBC 6 o'clock news!!

It was designed as a fun boogie and the pilots of the 2 AN-Z biplanes ensured that the new meaning of the word glasnost was adhered to in addition to providing enjoyable as well as educational exit (i.e. when you're Cat. 10 you don't try and do a student exit from 10k if Dave Howerski is standing right behind you!! Will I ever live it down?)

So if you are free during the end of July next year why not pay Uncle Dave a visit - we'd all love to see you.

May your reserve never see day light.
Haydn Allen C8939

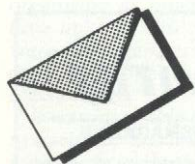


Dear Chairman, Comp Committee,

A jolly good idea to bid for permission to hold the World Championships here in the U.K. We have some of the World's best jumpers here, unfortunately travel and cost prevents them from competing overseas.

I further suggest that the membership fee for next year has a surcharge of £1 added to it - the £1 to go to helping the financial outlay.

Blue skies
J. Evison-Jowett
(London Skydiving Centre)

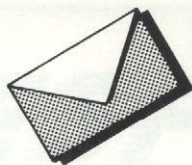


Dear Editor,

Could you please publish this amendment to Anthea Lees excellent article about Headcorn in last month's SP.

"Slipstream Adventures graduated 40 AFF students last year and at present has graduated 34 so far this year".

Cheers,
Pete Allum



Dear Editor,

Thank you for your book of raffle tickets. I am glad that you consider every member to be totally dedicated to the BPA. I am returning your book complete and ask you not to try forcing this kind of rubbish on me again. I feel that as a parachutist I am forced to be a compulsory member of the BPA or forget about jumping out of aircraft. This seems to be a monopoly. Why is there no alternative group? All the BPA offer in legality is an operations manual approved by the CAA. That should not be hard to duplicate and alter to remove stupid needless money orientated rules (greed again), what's this about 500 jumps to use a little camera? If that isn't some trumped up little spiv trying to make money I don't know what is. I only read your magazine because I am forced to pay for it, I assure you that given the choice I would give it a miss. It might make my annual fee of £20 cheaper. As far as 3rd party insurance is concerned it is not a legal requirement to insure a private aircraft against crashing on someone's house so why should it be so for a parachute? This should be at the discretion of the individual. I also recall a case in the not so distant past where the BPA wouldn't pay up on a claim, so what am I actually paying for? A nice little card...? A nice little licence...? I am sure that this will make me a better skydiver, if I have all the bits of paper.

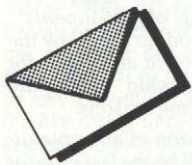
The law of reality states, aircraft, skydiver, parachute, you can do it, or you can't, then you pay the jump bill.

In summing up I welcome an alternative to the BPA. Most of us are members because we have no choice, kindly remember that you should be more interested in promotion of the sport than making a tidy little sum between you, and as for being a charity reg. no. 1345 Leicester City Council, I can tell you where my money would rather go and where to stuff your raffle tickets.

G. Hesketh C9081

Down with red tape and profiteers. (Merlin)

"Thank you Mr. Hesketh.... for a most informative and enlightening letter!!" Ed



Dear Sir,

John Lines' view that there is nothing to stop independent magazines being set up ignores the fact that the market in this country is already monopolised by Sport Parachutist. No new publication could achieve a viable market share unless readers were free to switch from SP. By denying us this option, the BPA ensures that no independent publication can survive.

John simply asserts that his view "obviously makes sense", but does not reply to the argument that abolition of the compulsory subscription to SP, exposing it to competition, would get round most of the present difficulties. SP has been protected long enough and should now be made to stand or fall on its own merits. This is the only way that jumpers will get the publications they want. However, the impression given by John is that he wants to use the mag to impress Sports Council and CAA, with a display of respect for the BPA Council and a general toying of lines (no jumping dogs, South African boogies, dissatisfied members

etc.). I am concerned that Council are preoccupied with appearances more than substance.

The US Hang Gliding Association decided last spring to censor articles in its own magazine, following an article describing a 'light made, unknowingly, through restricted airspace. For the sake of appearances, such events are to be glossed over in future; but it is through honesty that others can learn. As the editor of "Skywings", the British hang glider mag, put it, what if someone else infringes airspace and collides with an airliner, try sweeping that under the carpet. We need that sort of openness. Even on the level of the jumping dog, if it really needs to be stopped, first it must be brought to light; pretending that we are squeaky clean won't fool anyone.

One benefit of separating SP from Council, would be that Council could get on with leading their sport into the next decade. I hope the Council's apparent obsession with the contents of SP isn't distracting them from the other, much more important problems that John mentions; ones like the CAA issue discussed by Tony Butler in Coach's Column. I do read the Council minutes, and I would like to see more in them to show that our leaders discuss, and have an effective strategy for dealing with these important issues. Sadly, much of what we see in Council minutes is bickering and aggro. It is said that the membership holds Council in low esteem; this might be one reason. Steve Eversfield did not create the low esteem; his sin was reflecting it.

With regards,
Martin Lyster D4246

US EDITOR MUZZLED?

Gil Dodgen, editor of "Hang Gliding" and probably the longest serving hang gliding editor in captivity, looks as if his freedom to publish has been removed.

In the June issue of Hang Gliding magazine USHGA President Russ Locke writes an open letter to Kevin Christopherson regarding his alleged infringement of Airspace:

"Over the last few years there has been considerable debate about whether the magazine editor should print articles about what pilots are really doing or whether he should edit out illegal references. In the past we have opted to print what's really happening. However, we now find ourselves in a somewhat awkward and indefensible position because of this policy.", Russ states.

In a report from the Spring 1990 USHGA Board meeting on another page in the same magazine under the Publications Committee heading is published the following: "The major topic was concern over publication of illegal flying activities. The editor will submit material for review by the Executive Director before publication".

That sinks. And I always thought America was the land of the free!

If you ignore problems they get bigger. If Gil hadn't published Kevin's article verbatim then no one would have known that he had perhaps infringed airspace regulations. Dozens of pilots without a working knowledge of the regulations would have been flying in continued ignorance with the USHGA papering over the cracks. Now they know of the potential problem.

If an ignorant pilot was swallowed by a Rolls Royce Turbo-fan in restricted airspace over up-state New York would the USHGA Executive Director be able to censor Gil after the story had made front page of the New York Times?

Never mind Gil, just send the stuff to me, I'll publish. Continuing to be damned no doubt. TW

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BOOK REVIEW BOOK REVIEW BOOK REVIEW BOOK REVIEW

The Sky People .. A History of Parachuting by Peter Hearn

Earlier this year, during the brief period of time that I sat on the other side of the editorial table, a letter arrived at the BPA office. The letter, from a female non-member, asked if the BPA could recommend a book on the history of parachuting. Poor deluded fool, fancy asking the BPA office such a question; obviously the BPA staff thought the same. The offending item was swiftly manoeuvred out of sight and into someone else's pigeon-hole in the sincere hope that it would disappear.

As the then tenant of that pigeon-hole, and the person to whom the letter disappeared to, I replied by saying that there was not a comprehensive work on the subject, although there were a number of books that did cover certain aspects of parachuting history. Some two days after I posted the "BPA's" reply I received notification of the forthcoming publication of "The Sky People - A History of Parachuting" by Peter Hearn.

So now that I've read it, would I have recommended it?

The chapter on The Pioneers recounts parachutings distinctly dodgy beginnings; this includes the familiar diagram of Leonardo's 15th Century design, Gamerm's first descent in 1797 and an account of Robert Cocking's unsuccessful attempt to be the first British parachutist. Having charged spectators two shillings and sixpence each, he proceeded to give them their full moneys worth by jumping a canopy of his own dubious design, which very promptly collapsed causing him to hurtle to his death. His body was subsequently taken to a local inn where the enterprising landlord charged sixpence each for people to gawp at the stiff. So as well as being the site of the first parachute jump in England, Vauxhall was simultaneously the first recorded occasion of DZ enterprise and ripping off the punters.

The Show Jumpers to a large extent overlaps the antics of the pioneers. The primary aim of parachuting was not to push the edge of the envelope, further mans knowledge and all that noble stuff; it was part of the entertainment industry. When the crowds got bored with balloons the entrepreneurs spiced up the spectacle with a parachute jump. With the advent of aircraft so the show changed; even early day BASE jumpers got in on the act. Jumping the Whispering Gallery at St. Paul's Cathedral may be a first in 1990 but forget about the Statue of Liberty and Tower Bridge, they've been done, in 1912 and 1917 to be exact.

The chapter on the Caterpillars brings parachuting back to it's more serious aim, the saving of lives, although some of the more bizarre inventions do get a mention. The following is a quotation from the book about the "Parachute Cloak" and its inventor, an over confident Austrian by the name of Franz Reichelt.

"He made an immense "cloak" with metal stiffeners, with the idea that it could be worn by aviators who, after leaping from their doomed 'craft, would throw out their arms to extend the para-suit to its full eight square metres, and thus descend safely to earth. After testing it to his satisfaction by leaping 15 feet into a pile of straw, he took his device to the Eiffel tower on a cold Sunday morning in February 1912. He donned the weird garb, explained its function and his intentions to a small crowd, climbed to the first floor some 200

feet above the upturned faces, dropped a newspaper to assess the wind-drift, climbed onto a table, spread out his arms, and jumped. He fell like an overdressed brick."

Most other equipment fared better than Herr Reichelt's dirty raincoat. From Calthrop's complicated but reliable "Guardian Angel" through to the high-tech rocket assisted ejector seats of modern day jet fighters, the development of aircraft escape systems is interestingly told.

With the Paratroopers we are onto well trodden material. Many books and films have recounted the successes (few) and failures (many) of airborne operations since their inception. One incident which was completely new to me occurred during the invasion of Sicily in July 1942 when 75 gliders (which were part of the airborne forces) carrying the 1st British Airlanding Brigade were released far out at sea which resulted in the drowning of 600 men! A demoralising cock-up that must rank alongside the disastrous rehearsal for the D-Day landings at Slapton Sands, Devon in 1944, both in scale and in government reticence to reveal what actually happened.

The final chapter "The Skydivers" charts the tentative post war development of parachuting, and ultimately skydiving, as a competitive sport. This is the weakest part of the book. The contemporary history of parachuting, like my review, is very much a matter of opinion, especially to those who are around who remember it. History books seem to work best when there's no one alive to disagree with what the author has chosen to write.

FOREWARD

When I started free fall parachuting in the early '60's, Peter Hearn was one of my heroes, for it was he who, with other like-minded, individualistic, instructors at No.1 Parachute Training School, Royal Air Force, had pioneered, on a self-help basis, early military free fall training and had then founded the RAF's first free fall parachute display team, the forerunners of the modern day 'Falcons'. Their achievements were regarded with awe by those of us who aspired to fly in free fall ourselves, for sport parachuting (or skydiving) was in those days somewhat in its infancy, with all the equipment being military surplus and modified (sometimes to hair-raisingly individual designs) for free fall use. As a young subaltern serving in the Parachute Regiment my weekend skydiving activities were regarded with raised eyebrows by many of my colleagues - particularly when military parachute pay was an extra £16d a day and we were spending two or three times that amount per jump at the local civilian parachute club. A quarter of a century later the sport of parachuting has gained respectability, with the British Parachute Association receiving vital grant aid from the Sports Council, both to promote this challenging sporting aviation activity and to assist in sending British Teams to compete in World Parachuting Championships.

Peter Hearn was constructively very much involved in these early development years and thus his qualifications to assemble this comprehensive history and entertaining collection of parachuting memorabilia are impeccable. He was a member of the British Parachute Team at the 5th World Parachuting Championships in Bulgaria in 1969 and the following year, Peter and fellow RAF instructor, John Thistle, became the first pair of parachutists in the United Kingdom to manoeuvre close enough together in free fall to pass a baton from one to the other. He later commanded No. 1 PTS, the RAF organisation responsible for the training of military parachutists and where both the Prince

of Wales and the Duke of York completed parachute courses; the former gained his military parachute wings and is now Colonel in Chief of the Parachute Regiment. Apart from that, Peter Hearn has previously written two other excellent works on parachuting - Parachutist, a delightful personal reminiscence, and Sky High Irvin, a well researched biography of the parachuting pioneer and founder of the Irvin Air Chute Company.

I must admit to having thought that I had read just about everything that had been written on the history of parachuting, until I opened the pages of this exhaustively researched and entertainingly written book. His idea of presenting this history in five different categories of parachutist is both simple and logical, and his selection of illustrative stories, whilst inevitably being somewhat personal, provides appropriate examples which do much to paint fascinating portraits of the successive generations and types of 'Sky People'. I was delighted to see included Jackie (Smith) Young's delightfully recalled and typically modest account of her winning the World Championship Gold Medal in 1978, when she became the first person, male or female, to score ten consecutive 'dead centres' in the accuracy event at the World Championships, particularly as 'Smiff' is unquestionably this nation's most accomplished competitive parachutist.

Sport parachutists are still asked at monotonously regular intervals: 'Why jump out of a perfectly serviceable aeroplane?' Apart from their replying that if the aeroplane wasn't serviceable they wouldn't be able to jump out of it, this splendid book will undoubtedly provide the definitive answer and I have no hesitation in commending it unreservedly.

Charles Shea-Simonds
Vice President
Royal Aero Club of the United Kingdom

With only 4000 or so full members of the BPA, and 30,000 passing through annually on the one jump courses, this book is not specifically aimed at the parachuting community. Publishers are in the business of making money, so understandably some allowances have been made in order to make the book appealing to as wide an audience as possible. That said, it's "pass the sick bag" time with Charles Shea-Simonds obsequious Foreward which intimates that the three most significant British Parachutists of recent years are Jackie Smith, and the Windsor brothers, Chuck and Andy. Only one of those assertions is correct and to the best of my knowledge she has never lived at Buckingham Palace.

As an established author with six previous books to his name, Peter Hearn has done a very good job of filling a gap in the bookshelves. It is well illustrated throughout with many historically interesting photos and diagrams, but the reproduction is indifferent in quality. Some of the photos are pin sharp whereas others, disappointingly, look like stills from a third generation pirate video.

Whilst not being the "definitive" history of parachuting, this book comes highly recommended as a starting point for someone who wants to know about parachutings heritage. So if anyone at the BPA office does get asked to recommend a book on the history of parachuting again point them in the direction of this one.

The Sky People
Airlife Publishing Ltd
ISBN 1853101141
£18.95

Steve Eversfield

PARASCENT

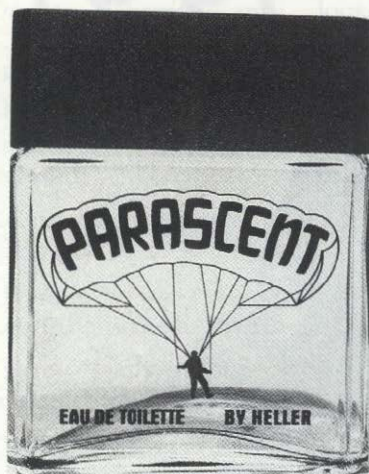
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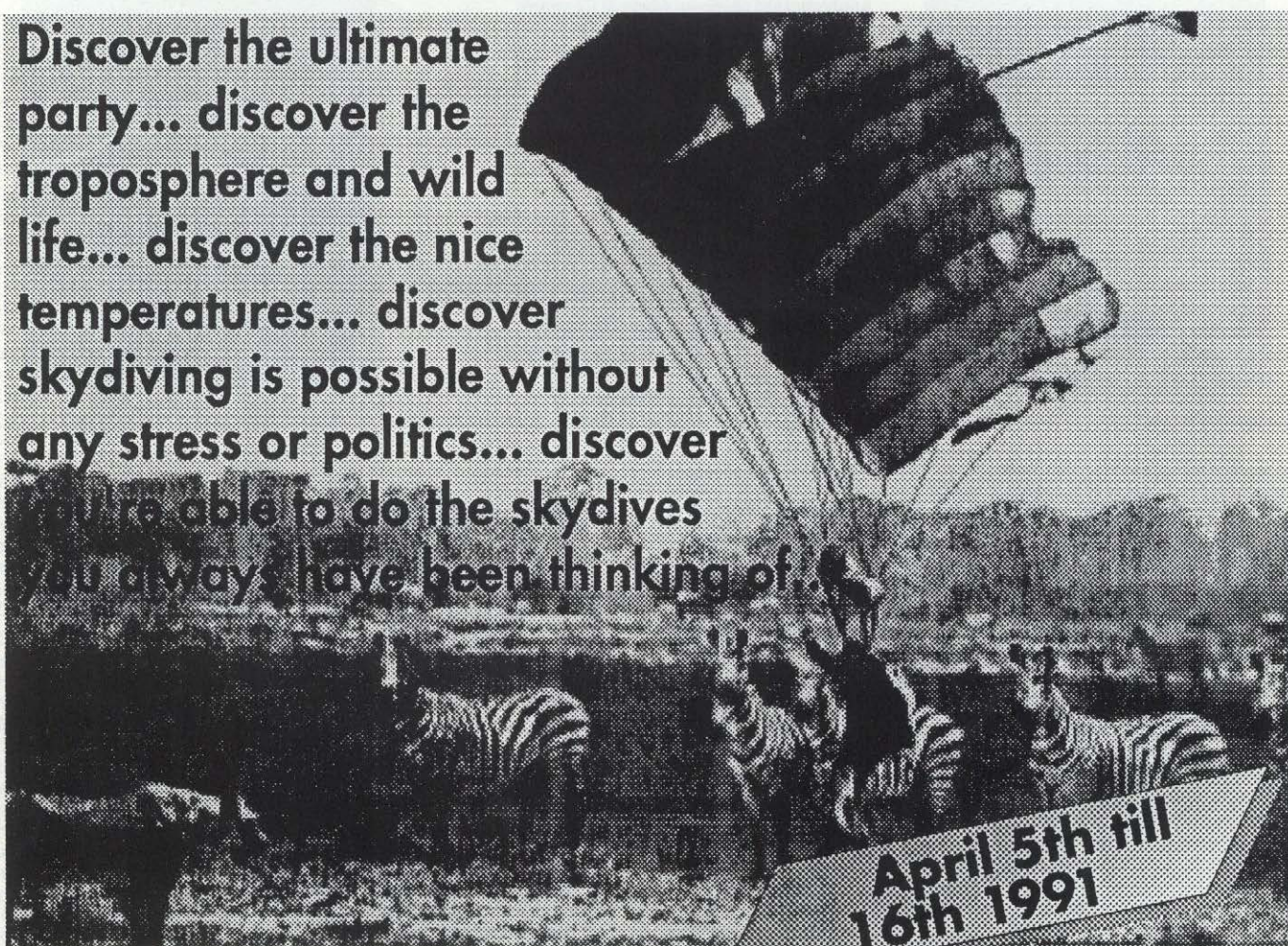
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A Short Christmas Tale

By Filwels

The lingering flames of the pine-log fire scattered their amber light across the snow and into the chill night that closed in all around.....

Dasher stretched out, gazed moodily into the embers and gave a discontented sigh.

Dancer stirred and looked up..... "A penny for your thoughts Dasher" he offered, quizzically.

Santa Claus was snug in his bed, conserving energy for the annual task, but not all his reindeer were so relaxed.

"A penny for your thoughts?" countered Dasher, "I don't think that trepidation is a marketable commodity".

"Well, what are you trepidated about?" asked Dancer, who's level of eloquence was roughly as state-of-the-art as his aerodynamic contours.

"Surely you've thought about what's going to happen over the next few days leading up to Christmas" groaned Dasher.

"We'll be struggling all the way up to twelve grand so that the Guv'nor can do his high-altitude parachute lobs, then he'll jump out shouting 'Get down quick, we've got all those presents to deliver and we're behind schedule already!'".

Dasher rubbed the side of his head, "Last year's rapid descents at nearly free-fall speeds, gave me earache 'till Easter".

"It could have been worse", said Dancer comfortingly, "Remember when he got started on the craze? He'd found a copy of Charlie Shea's 'Sport Parachuting' amongst the presents and was soon doing static-line jumps! Do you remember that?". "Remember?" spluttered Dasher, "How could I ever forget? He'd jump out, and the jerk would send us careering all over the sky!". "That's no name to call the Guv'nor!" said Dancer in hushed tones, ".....But then again, perhaps it is".

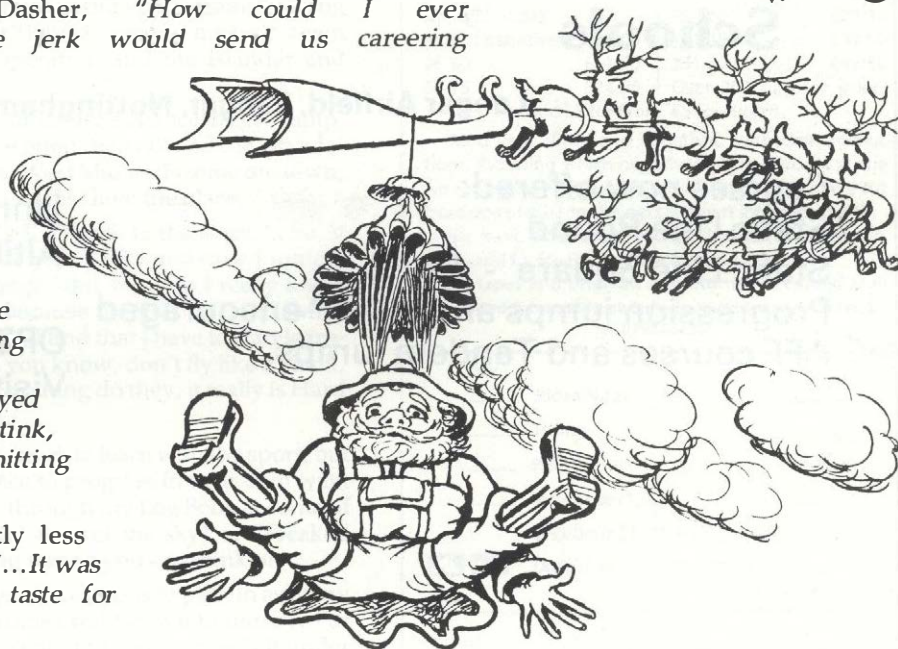
"Anyway, how could it have been worse?" queried Dasher.

"You must recall his first static-line exit" prodded Dancer, "...when he made the break-tie to strong and sent us all plummeting earthwards!. We were down to 800 feet before he deployed his reserve, then we all had to gallop like stink, towing him behind us, to save him from hitting the trees!".

Dancer paused and adopted a slightly less relaxed posture to deliver the punch line. "...It was then that he could have developed a taste for Paracending!".

It will never be known whether the colour actually drained from Dasher's face, but his expression changed from indignation, through terror, to wonderment, and on to sheer relief.

They both settled down, gazing into the glowing logs, and feeling slightly less treppidded.



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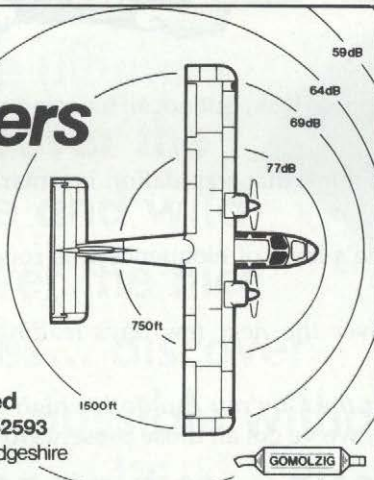
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Oh no ! Not another story about someone who has just got cat 8 you may say. But just a minute everybody, this time it's different, because it's all about ME and anyway, someone out there may be interested, So, if you are all sitting comfortably, I'll begin.

Well, it all started way back in 1980 and like many other people I suppose, it took me a long time to actually get around to doing my first jump. I'd been thinking about it for some time and when I read an article which said "Don't just think about it, do it now", it prompted me to fill in the paperwork and once having enclosed the money, well, I was finally committed.

Ten years does seem rather a long time to get to cat 8 doesn't it, although I'm sure it's not a record and I can tell you that there were times when I thought I would never make it. But perhaps because of my circumstances too, I can understand how difficult it may be for others to stay in the sport. However, for the benefit of anyone out there who feels like giving up, don't, because if I can make it, then so can you and the feeling of achievement is well worth waiting for.

Now, looking back, can YOU remember what your first jump was like...(parachute jump I mean you dirty minded lot). Well, I bet you were telling everyone about it for weeks afterwards and boring the pants of them.

So was I and needless to say, I was bitten by the bug and wanted more, but unfortunately, due to a foot injury, was unable to jump again for twelve months. There were other lay-offs along the way too which didn't exactly help my progression, but with a large family and mortgage etc., what can you expect; you do what you can. I understand how these things can effect student retention and I haven't even mentioned the weather yet!

My early training was done at Shobden and I have some very happy memories of those times. You know, the parties, the atmosphere and the people, those kind of things. They were great days and I was sorry to learn the club had closed recently. There were sad times too and in particular I will never forget Saturday 12th September 1982 when 42 skydivers lost their lives in a helicopter tragedy at Mannheim, West Germany. Among the victims were founders of Swansea Skydivers, Frank Fonf'e and Paul (Kipper) Kibblewhite plus seven members of the club. Most had previously jumped at Shobden. You can imagine how we felt when we heard the news.

By October 1983 I had done 63 jumps and was on 20 second delays, but then came a five year lay-off before I was able to return to the sport again (moving house and changing jobs). Then after a retrain at Tilstock, I found my way down to Halfpenny Green one Saturday, liked the operation and the Islander and decided to stay!

I know what it's like to sit around as a student waiting for a chance to get a jump, but at Halfpenny Green you **will** be jumping more often than not and the Islander does make a difference. So, if you are ever near the West Midlands come on down, you'll meet some great people, a few characters and just love the place.

Now we have the plug (do I get a free jump D.T. ?) back to the story.... So, it took me 108 jumps to get my cat 8 in May of this year (1990) and now I jump a square and am **allowed** to make stand-up landings! But what do I really know about parachuting, well not much yet it seems, because the SKY IS THE LIMIT. Having spent the last ten years getting to this stage, I find that I have to start learning all over again and shake off those bad habits, you know, don't fly like a plank, learn to relax. They don't call it Relative Work for nothing do they, it really is Hard Work.

I've done 140 jumps now and realise there is so much to learn with the sport, but at least it's not a race and everyone has the chance to progress in their own way. If you want to have a good laugh just have a look through my Log Book at some of the comments, like "Very entertaining", "Rolled around the sky" or "Freaked out" if you see what I mean. I've done everything wrong you can think of.

For what it's worth, I believe that the best way to progress is to pack in as many as possible into a short space of time and that comes right down to money. For anyone who can afford it, I would recommend going up to early Free-Fall under the traditional cat system and then switching over to Accelerated Free-Fall. In this way the student will learn the basic's without getting into bad habits and would then gain the confidence that comes from working with others and learning to fly in a more relaxed body position. The use of a square parachute will allow the student to jump more often too.

Well I think I've rambled on for long enough now and for all those would be Skydivers out there I would just like to say, don't give up, nothing really worthwhile comes that easy! Before I close I would like to thank everyone out there who has given me help and encouragement along the way and of course most recently everyone at Halfpenny Green (plug again!). With a special mention to lovely Jill Arundell of Womans World Record fame (well done Jill) and of course our very own Tuba player ROSS, my thanks to you. Finally I'd like to thank my Mum for having me, Rosemary for not having divorced me for being away all week and then going away again at the weekend, and lastly, I'd like to thank my underpants for all the support THEY have given me (not the same pair of course).

All the best for 1991.

Graham Amies 084363

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HIGH PERFORMANCE SQUARE CANOPIES

For some time we have witnessed some serious landing accidents related to a predominant desire to impress the onlooking crowds. Those accidents are caused by voluntary and deliberate action.

::==::==::==::==::

As a designer and skydiver I am most concerned about the misuse of canopy performance. as most parachutists have understood, the extra performance is integrated to enhance safety, but certain jumpers seem determined to use it in a manner that is a little spectacular but always very dangerous.

Such persons, seemingly calm and prudent in their conduct, may find themselves sweeping under their canopy as if they have suddenly lost their brains, resulting in a 180° turn at 30 metres above ground level....

::==::==::==::==::

Having observed this attitude on the drop zones I undertook a short study.

The precise goal, stronger than anything else, is to impress friends by imitating skygods. In other words; when you don't gain altitude during the flare your ability may be perceived as mediocre or at least your technique has no style. To put it bluntly; if you don't take risks you are a zero in the eyes of your friends.

To this I would answer that many modern cars travel at 200 km/h or more. Owning such a car however doesn't mean one is a competent driver. Lots of people closely watch Formula 1 races, but they don't consider themselves to be PROST knowing that such imagination could easily kill them.

This applies equally to the French 8-way team members who give beautiful displays of flight competence. But they are true competition professionals who make more than 700 jumps per year which enables them to perform those manoeuvres without hazard. On the other side it puts less competent and less experienced jumpers at great risk if they try to copy the action.

When we take our analysis a bit further we recognise in the majority of cases a basic lack of understanding of how a wing acts. They certainly don't know the results of a sudden action on the steering toggles. If they understood, they would not do it.

What happens to a conventional square parachute when it turns due to violent action on the steering toggles ?

1. Such action will push the air out of the cells the moment the canopy banks and starts to turn.

2. Thus we see an under-pressurised canopy in horizontal position while the altitude loss occurs. Don't forget that the suspended weight is the penalising element at all times.

3. Pressure regain depends on the position and behaviour of the air inlets relative to the air current and the general banking angle of canopy and jumper at that very moment. In addition it depends on aggravating circumstances like the collapse of end cells which will delay the regain of pressure and thus lift. Sometimes, at this precise instant, the canopy may not be more than a piece of fabric. The time needed to regain pressure may be several seconds and, long as it may take, the canopy will never fly without having regained pressure.

4. Upon regain of pressure the canopy produces lift again and becomes steerable.

5. The canopy returns to its normal glidepath.

Naturally, during this manoeuvre the canopy is unsteerable; after the violent toggle input it just drops out of the sky.

Based on my personal experience I recommend every parachutist to try these different phases of flight above 500 metres, but never low to the ground.

::==::==::==::==::

The HOOKTURN manoeuvre

This action is called "sending it" in the French language. In fact it has never served anything else than sending the jumper to the hospital. The hookturn landing is extremely dangerous, no matter what type of canopy, especially because the jumper loses sight of his surroundings and he loses track of his altitude.

The technique dates from the days when conventional fabrics gained so much porosity that only this acceleration would bring about an acceptable landing.

We recognised the need and developed the PF 3000 fabric to eliminate the uncertainty forced upon us by the textile industry. After that we designed the line of Blue Track canopies to integrate performance superior to everything else on the sport parachute market.

The behaviour, described below, is shown by all conventional square parachutes. True, BT canopies demonstrate a better ability to maintain pressure in the cells, allowing it to continue true flight even in sharp turns without losing steerability. Those benefits translate to increased speed on the glide path.

More precisely those qualities allow the jumper to land without a turn, minimising any risk and with a safety margin unequalled by all other canopies on the market. No need to be suicidal !

To initiate a turn under 50 metres is like opening your canopy at 100 metres on purpose. Do you like the idea ? I think most of us have left those times behind.

With every BT canopy we ship, we supply an owner's manual that contains valuable recommendations for canopy handling. We suggest BT jumpers read it attentively and those who are tempted to make hookturns should recall our cautions.

Live and enjoy the qualities of Blue Track up in the air to its maximum. Then land in the pit with plenty of safety while your fellow jumpers pay a visit to nearby farmers. Leave it to owners of less performing canopies to take risks in an attempt to equal your excellent landings and you will enjoy your BT many, many jumps.

Play with its performance for your pleasure and comfort, use its performance for your safety. This is what we had in mind when we designed and manufactured your BT.

By the way, are you interested to taste more from the BT cellars. So, take care of yourself !

Michel Auvray
Research and Development Manager
Parachutes de France SA

Michel Auvray is an expert parachutist. He became an instructor back in 1964. He has more than 8000 jumps and continues to skydive and fly aircraft every week. He was a member of the once famous RW team "ICARUS", captained by Charlie Baum.

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DEALER ENQUIRIES WELCOME

The world final in freestyle was held at 'Aggies over Texas' on September 29th. This little heard of drop zone is tucked away right in the middle of Texas, halfway between Houston and Dallas, in a university town. Incidentally, there wasn't a single oil derrick, herd of cows or John Wayne movie to be seen. For this weekend the manifest was moved from the small hanger, that normally contains the entire operation, to the airport offices. In order to make sure they had a big task on their hands they held the freestyle in conjunction with the Texas 20-way meet that had attracted 9 teams. "Colonel Joe", the DC3 from Coolidge and a Twin Otter had been bought in to support the local Cessna 182s and Twin Beech.

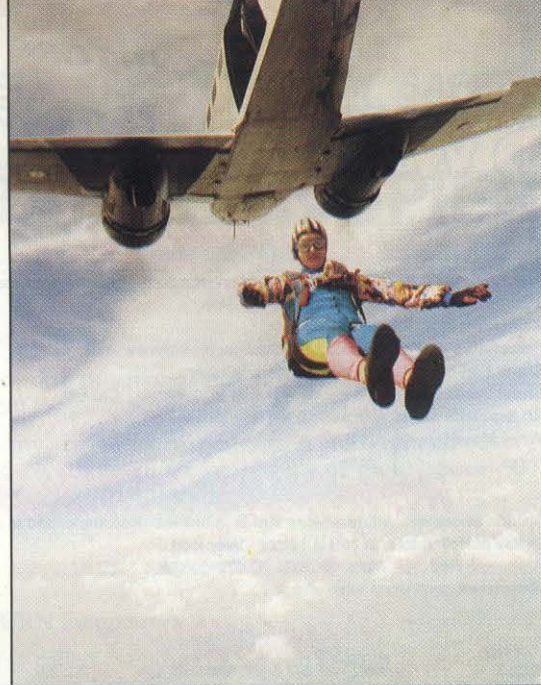
No more third hand apocryphal tales starting "There's a bloke at xxxxx who is the best, he can triple loop a one legged daffy so fast he achieves negative speed, he goes back up". Anyone who was capable of putting decent freestyle on video, and was willing to have it judged was here, and we were going to see on tape who really was the best. Unlike RW, still pictures just cannot communicate the skill or beauty of freestyle.

Friday was practice day, Saturday competition day, and Saturday evening; beer, videos and awards at the local legion hall. At the evening event, after a long hot competition day, some two hundred 20-way RW skygods had drunk all the beer, booed, jeered and derided the videos of each others skydives. The 20-way prizes seemed to be awarded, but who won what or why was drowned out by the constant jeers. Mayhem ruled, as Mike Michigan stepped fearfully forwards through the baying hordes to announce the freestyle videos. The jeers died away to be replaced by a solid hush,.... what was the reaction to be, derision or approval? The freestylers got ready to hide under the tables. As the tape played the silence was first broken by a few awed gasps, then by a rising crescendo of applause, and soon each new move was greeted by wild cheers of approval. Freestyle had come of age.

This was the first competition in freestyle and as such experimental in every way. The originators of freestyle video had agreed to be judges so as to encourage others to enter and help get the event off the ground. Advice had been taken from ice-skating and gymnastics judging and the following scoring system decided upon:-

Cameraman and Freestyler to be judged as a team.

The routine could last up to 50 seconds from exit and must include a Daffy, a T. and a Double Loop; any move not easily viewable on the video would not be scored.



"Ride the Slide" or "Laidback in Texas". Photo by Andi Duff.

Points to be awarded for:

Daffy 1-10, T 1-10, Double Loop 1-10,
Creativity 1-10
Camera Communication 1-10,
Team Control 1-10

The judges work was simplified by making the competitors totally responsible for their own equipment, manifesting, spotting and even the weather. Grounds for protest or rejumps quite simply did not exist.

After the competition this system was much discussed. General opinion of the competitors seemed to favour the scoring being more like 1-20 for Technical Merit, 1-20 Artistic Merit and 1-20 Compulsory Moves. Camera work was more controversial, some freestyle requiring the cameraman to stand on his head and chase it, more static freestyle allows for artistic angles. How then to score camera work? It needed to be a part of the scoring, but should it have its own separate section or should it be built in with the freestyle. This question may in the end be resolved by the attitudes of the cameramen, whether they wish to be treated as equals and competitors, or as professionals being the means by which it can be judged. There was also quite a lot of interest in having two or more rounds to the competition, with a different routine to be done in each. This would introduce more scope for the wilder moves and also build up more tension before the final round. The 'no protests' rule, combined with several jumps to find the best one, worked really well.

To add to the complications of running the event an independent TV company was taking films and interviewing us. This led to some interesting landing styles, after all why stop freestyle just because the canopy has opened? There's nothing like a TV camera to bring out the extrovert in jumpers, as if they needed any excuse. I'm sure several exits were

rearranged to ensure onboard camera got the best profile. The in-air filming of the teams in action was mainly done by Norman Kent and Van Wideman, their expertise meant that no complaints were necessary about interference with the freestyle. The footage they obtained really showed up the skill and anticipation required by the cameramen. This also led to a rather unique lift of three sets of a cameraman filming a cameraman and freestyler; six cameramen, three jumpers! The programme had not been pre-commissioned by any TV channel so there was no bunce upfront unfortunately. After the success of this one, perhaps next years event will be all expenses paid in Bermuda?

Friday, apart from practise, was spent greeting old acquaintances, many from Deland, and also wondering how good each other really was. The variety of experience was vast, in tunnel time from 0 to 100 plus hours, in total jumps from 12 to 1200 plus, and in videod freestyle jumps from 2 to 200 plus. The experience was all mixed up however so no one person was an obvious choice. Some were rather reluctant, or shy, to have others see them in action, but curiosity won out. In the evening, after practise was over, we got to see each others qualifying entries and hear where we ranked. The womans entries were of a very high standard and it was also apparent that placings were going to be tightly fought. The mens entries clearly reflected their lack of jumps as cameraman and freestyler, although large differences in scores were posted it seemed likely this section was wide open to the team with the best improvement. Camera work was more difficult to assess as some obviously had enough on their plate just keeping the wilder moves in frame. The plainer camera work sometimes gave a better viewpoint, artistic angles can be overdone and distracting. Friday evening was mainly spent discussing finer points and getting nervous.

Extra excitement was added by Joels reserve ride. Not a special event in itself, except for the action replay of the deployment that Sam has on his video, a close-up without benifit of a zoom lens. Strange how white Sam went every time we replayed it.

Saturday arrived and despite initial manifest problems, shared cameramen, and frayed nerves, everyone got their three jumps done and their final entry handed in by 5 o'clock. This was greatly assisted by the willingness of the organisers to send up planes half full, ever been in a DC3 with only 25 on board? The competitors relaxed and the judges began the hardest work of all. The female section did indeed prove to be a tight contest, one point separated first and second. Cruel, but necessary. This was a clean sweep for the USA, only Norway providing any competition. The men showed some startling improvements,

though still not up to the standard of the female medal winners. Jeff Lewis filmed now by Andi Duff had discovered poise to jump from near last to Bronze. Joel Wade, with 100 hours in a wind tunnel and 12 jumps, had with the filming and tuition of Sam Williams doubled his number of jumps and discovered control, leaping from last to a well deserved Silver. Lukas Knuttson (ex Air-Time) took full advantage of the in-air video rules to take a clearly seen grip on the competition, that no-one least of all the judges denied him. He picked up a Gold with the help of Andi Duff's excellent camera work. Andi Duff thus became a well chuffed cameraman, having two medals hung on him in one event! This also gave the UK a share of the medals previously unheard of in international skydiving competition. Though only one of us still 'lives' in the UK.



Originators, innovators, very nice people and judges:-

Mike Michegan
Deanna Kent
Norman Kent

THE TOP FIVE

Female	Freestyle	CameraWork	
1st	Dale Stuart	Steve Scott	USA/USA
2nd	Christine Rivard	Marty Cooper	USA/USA
3rd	Mary Hankins	Tony Loper	USA/USA
4th	Kathryn Omelchuck	Van Wideman	USA/USA
5th	Kirsten Fosnes	David Sundstrom	Nor/Nor

Male	Freestyle	CameraWork	
1st	Lukas Knuttson	Andi Duff	UK/Swiss
2nd	Joel Wade	Sam Williams	USA/UK
3rd	Jeff Lewis	Andi Duff	UK/Swiss
4th	Ben Kam	JJ Johnson	USA/USA
5th	Jim Pratt	Sam Williams	USA/UK

Plain hard work:-

Steve Haskett
Mary Hankins
Aggies Staff

If what you have seen on film so far, has in any way, mildly impressed you, then get to see the tape of this competition. I guarantee it will leave you breathless.

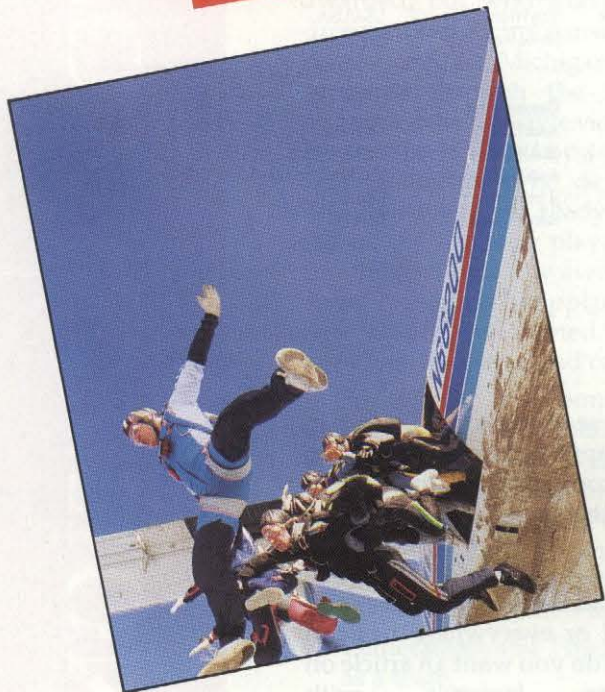
P.S.

To you to have read this far then either you must be interested or everywhere has run out of wet paint, so do you want an article on how to learn freestyle, with helpful hints and suggestions. ? Or would you prefer me to stick my head up a dead bears bum ?

Let me know.....

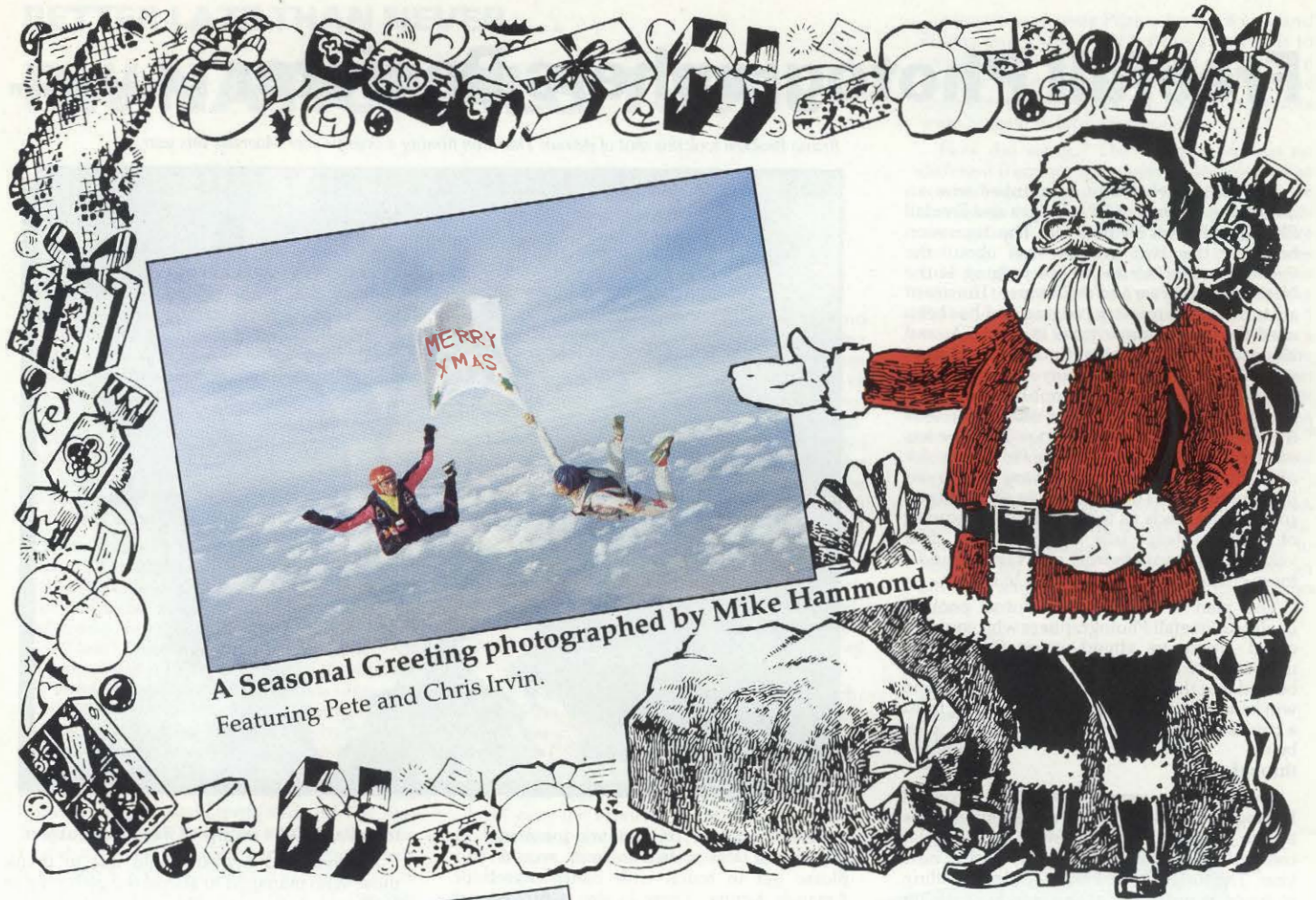
Jeff Lewis D7869

Bob Lewis about to enter the hoop held by Sandy McRobbie and A.N Other.



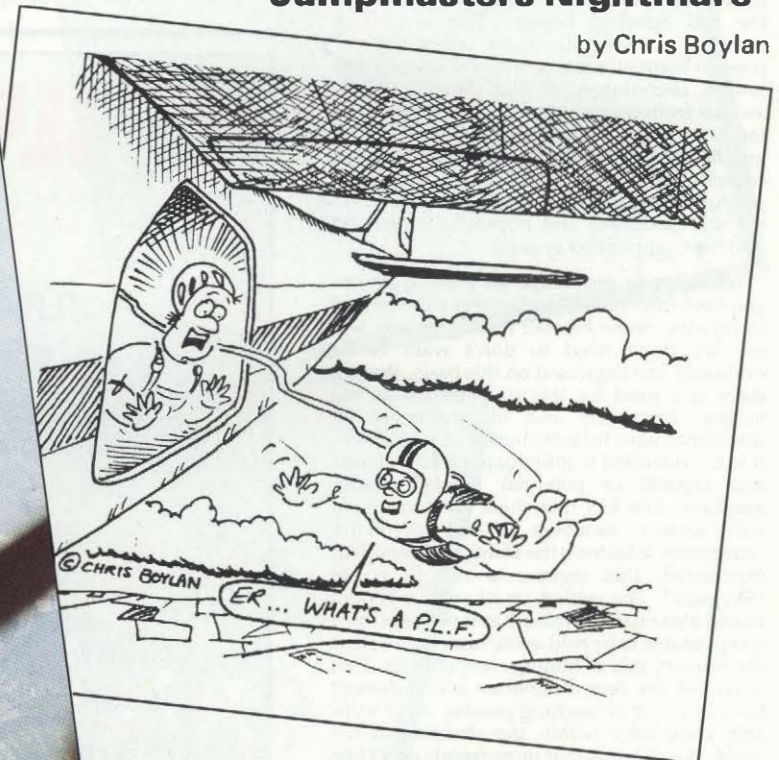
Photos by Seagull Picture Co.

Greg Fox and Jane



"Jumpmasters Nightmare"

by Chris Boylan



Polish Chopper Boogie 1990.

Steve Scott, John Parker and Paul Dixon exit from the MI6.

Freefall Photographers Register by Adrian Thornton

Bruno Brokken took this shot of Adrian Thornton filming a skydive over Moorsele this year.

The last weekend of November saw an informal gathering of BPA Judges and Freefall Photographers at Netheravon. The discussion between the two groups was about the Primary use of Air to Air for judging at the Nationals next year and the future. The use of air to air as the primary judging tool has been used for the last three years in the USA, and alongside ground to air at the last World meet with great success. Many competitions, boogies etc. throughout Europe have also been using air to air. The opinion was unanimous from our little gathering that now the time has come to finally make definite plans for officially setting up of primary air to air judging in 1991. The use of air to air to judge a competition leads us to more accurate scoring of points (especially during the first valuable few seconds from exit) fairness and a more efficient system for a meet to run on.

The plan is to create a central pool of qualified Freefall Photographers who could be called upon to attend competitions and ultimately be invited to the Nationals. It has to be said that this pool of Freefall Photographers will be of a very high standard, resulting from a consistent filming style and technique, plus being safe and disciplined throughout.

The idea is to compile a register of Freefall Photographers then hold "evaluation" courses by the Judges at various venues and regional competitions starting in the early part of next year. The Judges stated they would be willing to travel to centres to evaluate individuals on request if they have situations which make it difficult to reach the evaluation venues. Once the Freefall Photographer has been evaluated, they would receive a specific qualification in the form of a Certificate or a Licence similar to the FAI Sporting licence. This would be renewed on a regular basis rather like the present Instructor rating renewal system. The Judges also suggested that there could be awards from them at the end of the Nationals for the "most improved" Freefall Photographer and a Freefall Photographer "greatest contribution to the meet". These plans will be proposed to the Competition Committee on the 4th December and hopefully integrated into the Competition system.

We want to encourage all Freefall Photographers from novices to the very experienced to register. Some Freefall Photographers will say we don't need to don't want to be evaluated and organised on this basis. We feel there is a need for this qualification as the Judges, Examiners and Instructors of all disciplines have to be evaluated in some form. It is not intended to intimidate present skilled and capable or potential Freefall Photographers. The fact that there are some very well known members of the skydiving community who have the ability and wealth of experience, this register is not to create "Skygods". The setting up of such a system would also enable seminars and perhaps even competitions to be held in the future, as well as the primary role of filming competitions. This is one of the few disciplines which doesn't have any sort of teaching/passing on of valuable knowledge within the structure of the sport. We all know that most people don't like to be bound by rules and reg's, but to have competitions etc. primarily judged efficiently and professionally with the use of air to air, we need to form a structure to build this on.



So to conclude, if you are interested in supporting this valuable step, would you please get in touch with either myself or Amanda Kenny. There is also a provisional "Standard Operating Procedure" for air to air judging manual, if you would like a copy then please send me an A4 size SAE. I would be very interested in any comments, suggestions from any Freefall Photographers, skydivers,

teams and OZ's on any of the above subject.

Amanda and myself would like to thank those who managed to attend the gathering at Nethers.

Remember we are not out to form a regimented "clic" of eliteSkygods, but a group of professional skydivers who work as part of an important team.

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BETTER LATE THAN NEVER.....

RW NATIONALS 1990

plus GAP DZ .. "AN RW EUROPEAN CUP"

After reading last months SP and again re-checking every corner for at least a list of results, I realised that there was no info about the 1990 RW Nationals. Well it did happen albeit a few months ago so here is an effort of an article minus a few things that happened as it was so long ago.

Thanks go initially to Peterborough Parachute Centre for their excellent aircraft and facilities, also to the judges who tirelessly sat for hours in front of busily transitioning 4 and 8 way teams.

There were 24 four way and 5 eight way teams all rounds of which were finished thanks to facilities and weather. The 4 way was expected to be a close fight as the Red Devils had made about 400 training jumps whereas "Air Time" (another bunch of hopefuls) had only managed a mere 115 prior to the nationals. However after only a few rounds there was a definite split with "Air Time" taking the lead. During the meet "Air Time" broke the British 4 way record with a 13 in time and subsequently went on to break it again with a 14! The battle for bronze developed into a close fight between Matrix, Red Devils Red and The Not Responsible Toy Company, however the final round saw The Toy Company keeping their lead. The 8 way result was also a surprise as the Freds had made a number of practice jumps whereas "Air of Responsibility" (Air Time and Toy Co) had only one jump together. Akiro came a loud third.

Prize giving courtesy of Tom Oxley and Chris Donaldson was held underneath the same glorious blue skied that had graced the entire meet. The Freds Red and Black plus Toy Co. and Air Time got together for a real nice 16 way to finish the competition.

Thanks also to the Engineers and HHHHHFFUUURRR for advice on the best way to sport a bin liner and 4oz of baby oil.

Nationals scores:

4 way

Air Time: 116
Red Devils black: 92
The Toy Co.: 73
Red Devils Red: 68
Matrix: 67
RCI: 57
Air Affair: 48
Point25: 48
Instant Karma: 47
Akiro: 47
Qua Sumus: 41
Babalas: 37
Reformation: 36
Slug Bros.: 36
Surface Tension: 34
Simplicity: 32
HHHHFFURR: 30
Big Ears & Friends: 20

8 way

Air of Responsibility: 70
Red Devils: 51
Akiro: 35
Slug Bros: 30
"Can't Remember Name": 25

Following on:-

Being an "off" year for RW there was no official World Meet, however, Gap a drop zone in the French Alps were to host a "European Cup". Therefore Air Time and The Toy Co. as 4 and 8 way champions decided that even without BPA funding they would attend. Although a European Cup the Golden Knights showed up which meant that along with the Russians and French it was providing to be quite an exciting meet. The Golden Knights had easily won last years W Meet, however it was expected that the French 8 way would give them a decent fight this year. The Knights however easily won the 8 way with the French doing some very uncharacteristically low scores, the Russians never seemed to be happy with the Pilatus exit and ended up quite a way behind the French.

In the 4 way hot favourites were the French, their team is only 50% of the original TAG team, they have however been training all year. The USA team consisted of 3 Knights and Jack Jefferies (Deland Gang) these were an untrained team but due to their experience level gave the French a close fight ending up only a few points behind. The French seemed to have an inordinate amount of trouble with the leglocks.

Aircraft used were Pilatus for the 8 way and Pilatus and Twin Otter for the 4 way. Air to ground video was used to great effect with a massive screen being made available to the competitors and spectators. Most competitors were housed in local farmhouses.

How did we do? The 8 way score was no different from our nationals, to be expected as we had no training jumps. In the 4 way we managed 1 point less than our Nationals average again we had no time for any more training. The scoring on both events was slightly different to normal with the judges starting the watch after 5 seconds or when the first point was broken, this meant that in the 4 way we would launch a star hang onto it for a couple of seconds and then transition to the first point, we figured that this gave us 1 point less per round. In the 8 way 5 seconds does not make any difference as even the best teams were building their first points in approx 6-7 seconds. In the 4 way we were happy to end up only 1 point behind the Russians.

On a Paragliding expedition in between rounds 9 and 10, one foolish member of Air Time (me) managed to put themselves in hospital for 9 days, fortunately we had an alternate and Stuart Meacock did a great job on round 10.

Air Time:

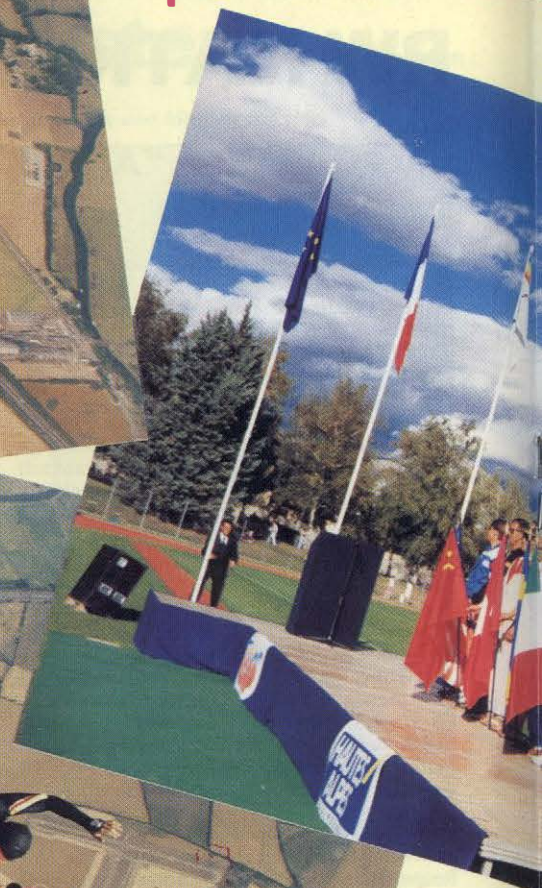
Tony Uragallo
Chris Lynch
Kevin Hardwick
Pete Allum
Alt: Stuart Meacock

Toy Co.:

Derek Thomas
Fred Ryland
Kevin Macarthy
Debbie Allum



Photo's by Stuart Meacock
Article by: Pete Allum.



8-WAY EVENT

Pos	Country	Total
1.	U.S.A. (Golden Knights)*	143
2.	France (Hautes-Alpes)	142
3.	U.S.S.R.	100
4.	Switzerland	86
5.	United Kingdom	71
6.	France (Armée de l'Air)*	63

* These teams entered unofficially.

4-WAY EVENT

Pos	Country	Total
1.	France (PUC-TAG)	144
2.	U.S.A. (Atrophie)*	141
3.	Italy (Aeroclub Italia)	125
4.	France (Royan)*	121
5.	U.S.S.R.	116
6.	United Kingdom (Airtime)	115
7.	R.F.A.	109
8.	Italy (AEC Savona)*	93
9.	Denmark	91
9.	Switzerland 1 (West)	91
11.	Sweden (Manana Division)*	88
12.	Sweden (National Team)	81
13.	France (Lorraine CPC)*	76
13.	Switzerland 2 (East)*	76
15.	United Kingdom (Toy Cie)*	71
16.	Poland	42
17.	Israel	22



WORLD CUPS 1990

FRANCE EUROPEAN CUP



Photo by Jamie Kelsall



MY LEFT FOOT Brian Walker, Ray Armstrong, Alison Burt and Mark Footit at Langer.

TRI-HAND OVER LANGER Mark Footit, Ray Armstrong and Brian Walker.

Jamie Kelsall



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Father Christmas over Weston taken by Dave Emerson during the RAFSPA Christmas Call photo call and featuring Steve Taylor.



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CHRISTMAS PRESENT
FOR USE ON THE
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OH GREAT,
A NECK BRACE!



20th World Parachuting Championships 1990

Bled · Yugoslavia

The team arrived in Bled on Thursday, 6th September 1990, the day before the official start of the 20th World Parachuting Championships in style and accuracy. Everyone was buzzing after an extremely successful training camp in Czechoslovakia and hoping for good results. It all started off well when it became apparent that the organisation, accommodation and facilities were excellent. This was confirmed by the three judges who had arrived some days previous. The delegation comprised of John Hitchen, Head of Delegation, Team Members Les Carroll, Tim Andrews, Geoff Chamdler, Steve Treble, Barry Henderson, Cheryl Smyth, Caroline Apps, Debbie Card, Fran Gannon and Kath Andrews. Alan Dumbell and Esther Reynolds were travelling reserves. Doc Flynn and Bob King were judges with Jo Scott as trainee judge.

Bled, situated as it is in the Northern Mountains of Yugoslavia, provided the most spectacular setting and scenery anyone could wish for, but the mountains with their unpredictable wind conditions also proved to be the shattering of many a dream at this world meet.

The Competition proper started on Saturday 8th September, with the girls doing their first 3 rounds of Accuracy and the men their first 2 rounds of Style. Saturday also saw the end of Esther and Alan's World Championship Competition, bar from a few W.D.I. loads. Even if one of the Team had suffered an injury they would not have been allowed to step in as alternate, as the rules cover that the fifth member of each team, with the throwaway score system, is in fact the alternate.

Everyone felt for them both at this state but especially Esther who as a seasoned International Competitor is well known on the circuit. I think she lost count of the number of times she was asked "Why aren't you jumping Esther?". However, both contributed to the smooth running of the week, assisting Hitch, and Esther's coaching to the girls was constructive and appreciated.

Now to the jumping. The end of day one and Round 3 saw Caroline on 0.02 and looking good and confident, highly placed in the Senior and Junior event. Team Leader Cheryl was also looking confident, only her foot placement letting her down to give a total of 0.09. Fran had an uncharacteristic slip in Round 2 to leave her on 0.19 with one disc while the two new girls to major competition appeared to let the big competition nerves get to them, leaving the team score disappointing and the girls drawn in the early stages for Round 4.

The men completed their first 2 Rounds of Style on the first day. The huge video screens, in marquees open to the public, making the unofficial timing and judging easier but leading to mounting speculation before the publication of the official scores. We knew that Les was in the high 6's and zooming but what would they geek him?? We also knew that the competition would be fierce with quite a few jumpers in the high 5's and low 6's and to the untrained eye looking clean. Geof, Barry and Steve all looked about the same with Tom not far behind.



The British Team.

The next day and the official times confirmed this but they had given Les a massive 2.20 geek on Round 2, taking him from 6.68 to 8.88 for that round and 16.50 for the two rounds. It was asking a lot to come back from that in this level of competition. Round 3 of Style left the positions unchanged so that none of the men made the final. They might all say they were disappointed but they shouldn't be. They acquitted themselves well in an intensely competitive field against full time parachutists who have done thousands of jumps and hundreds in training back to back. Indeed, Gary Mahler, U.S.A. did over 1,000 training jumps prior to the U.S.A. Nationals and he only managed 34th. It's tough at the top!!

The Ladies Style saw the emergence of three potential new stars in Caroline Apps, Kath Andrews and Deborah Card. Caroline's Style followed on from her excellent start in Accuracy, and Kath shook off her disappointing Accuracy to turn in some excellent times for a first competition. Deborah pushed the old campaigner, Cheryl (Mother Goose) hard and was within 0.31 of a second of her, with Fran not far behind. I will let the times speak for themselves without going into great detail so as not to bore the uninitiated too much. However, again none of the girls made the final.

The Men's Style was dominated by the French and Russians and the Ladies by the Eastern bloc countries. We can only speculate what will happen with the collapse of the Eastern bloc countries and a Unified Germany and whether the emerging countries will continue with State sponsors sport.

Now, back to the Accuracy. The men got off to a bad start in Round One. Their team total of 9 cents, very respectable in any other company, put them 3rd from bottom out of 28

teams; with Austria. The next seven rounds saw them struggling to redress this situation, eventually ending up 24th after 8 rounds and the conclusion of the Team event. There were some individual success stories along with way, however, a team total of 55 cents, after the 8 Rounds, does not compare to a total of 5 cents for the eventual Team Champions France, or 6 cents for the two runners up, West Germany and Czechoslovakia, separated by a team jump off.

This standard of Team jumping invites no other comment, suffice to say it was awe inspiring. Our Best Individual, Les Carroll, achieved a 5 cents Individual Total after 8 Rounds, yes the same as France's Team Total, however this was an excellent result for Les as it included six D.C.'s Back to Back and a 3 cents on Round 8, which was the disaster round for the whole team; more on that shortly. 5 cents was sufficient to put Les into the semi-final an excellent achievement in this standard of competition. However his 0.02 in Round 9 was not enough to get him into the final. If it was any consolation, even if he had got a D.C. in Round 9, this still would not have got him in Round 10, as the top 24, which was the cut off for the final, were all on 0.04 or below. Well done Les, an excellent achievement and congratulations to you.

Also congratulations to that old campaigner, Tim Andrews, whose 13 cents, including 3 D.C.'s over 8 Rounds, put him second among the British men, not bad for a man who's forty something, struggling to give up smoking!!

I will make no other comment on the individual scores which speak for themselves, other than the disastrous Round 8 which requires some explanation. Horrendous wind and thermal conditions saw three of the team all arrive at the pad virtually at the same time. There was little if anything anyone could do

about it, Steve Trebble, conscious that Les was on for a semi-final place, only took a half-hearted shot at the pad, then veering off to take 0.16. Les, no doubt aware of two other canopies close to him, did well to get 0.03. Shortly after this the competition was halted for the day, the rest of the field jumping in much better conditions the next day. Still, as Les commented later, "That's Competition".

The eventual winner and World Champion was a Yugoslavian, Branko Mirt, jumping in front of his home crowd, and I mean crowd, as the specially built spectator stands were filled to absolute capacity. A wonderful achievement for him, made even sweeter by the fact that he did it by getting 10 Dead Centres back to back, the first time this has been achieved on the electronic 5 Cent. pad. Needless to say the crowd went berserk and he was carried shoulder high around the drop-z-one by his jubilant fans.

When things eventually died down there was a jump off for second and third between four competitors, all on 0.01! after 10 Rounds. The jump off was on to the 3 Cent. pad and saw Razomazov Russia, take Silver, and Martin, West Germany, bronze. Sympathy has got to go to Eric Lauer of France who was on nine D.C.'s up to Round 9, then dropped 5 Cents. in the final, which put him down in 22nd position!!

The Girls Accuracy ended in Round 8, with none of the girls making the semi-finals. The team position was 14th out of 18 on a total of 134 Cents. compared to the winners Czechoslovakia's total of 15 Cents. Russia took Silver, and East Germany the bronze. The Eastern European countries thus dominating the female competition both in Style and Accuracy.

A disappointing result for the ladies when compared to two years ago in Sweden when they came 'best of the rest' in the team event achieving fourth position. However, it must be stated that this team had three newcomers to world competition in Caroline, Debbie and Kath, and indeed Caroline and Debbie were also juniors. It is in this that congratulations go to Caroline Apps for coming 29th out of 98 competitors and 5th out of 21 juniors, with a total of 20 Cents. I will let the results speak for themselves but suffice to make comment that the winner of the Juniors, Olga Lepezina from Russia also won the Senior Style and has over 4,500 jumps?!

Before signing off congratulations must also go to Sreco Medven and his team for organising one of the best Style & Accuracy World Meets that most of the delegation can remember and for the forward vision to turn it into a truly spectator sport for the general public, which must be the way forward for Style and Accuracy into the nineties. I only wish we in Britain were not so far behind the rest of Europe.

Also congratulations to the travelling supporters from Czechoslovakia whose endless football type songs, chants and flag waving amused everyone, to Bob King for getting the loudest cheer at the presentation for the judges at the final Banquet (everyone loves our Bob), to Doc Flynn for being asked to present the medals at the final award ceremony (recognition at last), to Jo Scott for achieving her International rating (well done Jo). To John Hitchin for his work as Team Manager and getting on all the W.D.I. loads, thus doing more jumps than anyone else at the meet (Jump Hog), and finally to Barry Henderson for his dress sense at the final Banquet (see photo).

Cheers
A Travelling Mustgetbeer.



Cheryl Smith on finals.



Hendo 'Camping' it up.

ACCURACY - FEMALE

Pos	Name	Nat	Total
1.	Elena Vinogradova	URS	2
2.	Denise Bar	DDR	3
3.	Lai Xiaola	CHI	3
4.	Katrin Sperschneider	DDR	5
4.	Claudia Gratzner	SWI	5
4.	Isabelle Carjuzaa	FRA	5
29.	Caroline Apps	GBR	20
53.	Cheryl Smith	GBR	30
66.	Francesca Gannon	GBR	39
87.	Deborah Card	GBR	63
96.	Katherine Andrewes	GBR	103

ACCURACY - MALE

Pos	Name	Nat	Total
1.	Branko Miri	YUG	0
2.	Sergie Razomzov	URS	1
3.	Werner Martin	FRG	1
4.	Roman Pogazar	YUG	1
4.	Andre Heinze	DDR	1
6.	Thomas Angerer	ITA	2
41.	Les Carroll	GBR	7
79.	Tim Andrews	GBR	13
115.	Stephen Treble	GBR	30
125.	Barry Henderson	GBR	39
125.	Adrian Chandler		39

STYLE - FEMALE

Pos	Name	Nat	Total
1.	Olga Lepezina	URS	27.90
2.	Denise Bar	DDR	28.42
3.	Jana Kocarkova	CSR	29.00
4.	Tatjana Vojnova	URS	29.03
5.	Tamara Kachan	URS	29.27
26.	Caroline Apps	GBR	
46.	Katherine Andrewes	GBR	
54.	Cheryl Smith	GBR	
56.	Deborah Card	GBR	
59.	Francesca Gannon	GBR	

STYLE - MALE

Pos	Name	Nat	Total
1.	Franck Bernachot	FRA	26.04
2.	Sergei Lanskov	URS	26.27
3.	Christian Lubbe	FRA	26.85
4.	Sergie Razomazov	URS	27.02
5.	Eric Lauer	FRA	27.05
48.	Les Carroll	GBR	
76.	Adrian Chandler	GBR	
77.	Barry Henderson	GBR	
79.	Stephen Treble	GBR	
90.	Timothy Andrews	GBR	

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on page 48

Judging the 20th World Parachute Championships

John Hitchen asked me to write a short report for the magazine about my experiences as a judge at the 20th World Parachute Championships held recently in Bled in Yugoslavia.

The article is written for those readers who have not yet been involved in parachuting competitions but may enjoy a description of what these championships are about, who may attend and how they are judged.

Bled is historically important in the sport of parachuting at the host of the first ever World Parachuting Championships held in 1951 at the beautiful Alpine Flying Centre at Lesce airfield near Bled in Yugoslavia.

From 1951 until now, competitor's abilities have been tested in two disciplines; the first involves control of a parachute in a precision landing event called accuracy; the second involves control of one's body in an individual free fall event called style. The results of these two performances are combined using a formula to produce the most coveted title in our sport, that of World Parachute Champion.

World Championships in the two individual disciplines have been run bi-annually from 1954, with different nations hosting them.

Bled held the 10th W.P.C. in 1970 and currently the 20th W.P.C. between the 3rd and the 17th September 1990.

Any nation which has an Aero club as member of the Federation Aeronautique Internationale (FAI) may send a team to compete in a World Championship.

A team consists of up to 10 competitors, five men and five women, who compete separately in the two events. The abilities tested in 1951 are still tested today; though the events, the rules and the methods of measuring a competitor's performance have evolved considerably.

The modern (classical) accuracy event consists of eight accuracy jumps each made as a five-person team jump from an altitude of 1100 metres. Each score made (the distance between the landing point and the target) is accredited to the individual making it, and the best four scores are totalled in each round to become the team score.

A 9th and 10th accuracy jump (semi-final and final) is made by the top 25% and 12.5% of competitors respectively, who then jump from 800 metres as individuals.

In 1951 accuracy jumps were made into an open field and distances from a central point (target) were measured to 100 metres. Any competitor landing further than 100 metres from the target received a maximum measurement of 100 metres.

In 1970 parachutist attempted to land on a 10 centimetre diameter disc placed in the centre of 5 metres of soft sand which in turn was the centre of a 50 metre pea gravel pit. Competitors were then only measured to 25 metres.

The men's accuracy event in 1970 was won by Donald Rice of the U.S.A. with a total distance of 12 centimetres for four jumps and the women's event by Zdena Zarybnicka from Czechoslovakia with a total distance of 30 centimetres.

Had Donald repeated this performance twice in 1990 to accumulate 24 centimetres over 8 jumps, he would have placed 105th in

the modern men's accuracy event and Zdena would have finished 77th in the women's.

Such has been the improvement in parachuting technology and techniques over the last 20 years.

The gymnastic event called "Style", is run from an altitude of 2000 metres (6600 feet or about 1.25 miles above ground). A competitor is permitted to fall to an altitude of between 700 and 800 metres before opening a parachute during which time he must perform a prescribed set of manoeuvres as swiftly and precisely as he can. Safety regulations concerning the opening altitude for parachutes vary between Nations but the WPC regulations for this competition state that a person's parachute must be fully opened by an altitude of 500 metres above ground.

The set of manoeuvres for 1990 were identical to those of 20 years ago and consisted of a total of six manoeuvres, two 360 degree turns made with the body torso horizontal facing the ground followed by a backward somersault followed by another two turns and a second somersault. The competitor's score is the time taken from the start of the first manoeuvre to the completion of the last with time penalties added for imprecision. In 1970 three jumps were made whilst in 1990 a fourth final jump was added for the top 20% of competitors.

Whilst style has not quite equalled the staggering advance of the accuracy event, better understanding of body aerodynamics and techniques have improved performances considerably.

The men's gold and silver medal performances of Aleksey Jacmenev (Soviet Union) and Josef Pospical (Czechoslovakia) in 1970 would just have made the top 20% of competitors who jumped in the 1990 style final.

The winning average time for making six manoeuvres in 1970 was 7.42 seconds whereas in 1990 an average time of 6.51 seconds gave Franck Bernachot (France) the gold medal.

The fastest lady in 1990 was Olga Lepezina (Soviet Union) with an average time of 6.975, faster than the quickest man of twenty years ago, and a full two seconds faster than the winning lady Valja Zekoreckaja (Soviet Union) of 1970 who averaged 9.04 seconds.

Caroline Apps from Great Britain finished this year in 26th place with an average time of 8.32 seconds, nearly three quarters of a second faster than the World Style Champion of 20 years ago.

29 Nations attended the 20th World Parachute Championships and 24 of them elected to send a judge.

I was lucky enough to be the one Britain chosen and hence embarked on a trip that was to be particularly nostalgic to me as I had already visited Bled in 1970 as a competitor with the British Team. With me was Johanne Scott who was also attending as a trainee.

All judges were required to arrive three days before the competitors in order to be briefed and hopefully become a well practiced working unit before the start of the competition. For the duration of the competition each judge gives up his or her national identity to become part of an international team pledged to administer the competition rules without bias or favour to anyone. The judges "hotel" together, but separate from the competitors.

The organizers, in conjunction with the FAI had already made a number of judging appointments in advance of the competition. The first appointment was that of Helmut Schlecht from West Germany who was to be Chief Judge. He was given two assistants by the organizers, Victor Kupljenik and Milica Ikicki both from Yugoslavia whose tasks were to ensure that all of the technical equipment necessary to run the events was in position and in good working order.

Roger Flinn of Great Britain was selected to run a training seminar, alongside the judging team, to enable trainee judges to obtain an FAI qualification.

Fritz Wegerer was appointed safety officer.

The first task of the Chief Judge was to nominate event judges who would organize and oversee the manning of the various tasks necessary in the two events. His choice was Dieter Dustig from East Germany for the Style event and Bruce Wicks from the USA for the accuracy, both of whom turned out to be first class selections. The second task was to brief all judges and bring them up to date with the latest rules and regulations. Rules change every year and whilst these changes are circulated to all nations it is surprising how interpretation or implementation of a single rule may vary between nations. It is therefore necessary to have a comprehensive discussion to try to ensure that all are thinking along the same lines.

In 1988 judges with the highest marks from the test were assigned explicitly to the style event with the rest of the judges being assigned to the accuracy. Since the accuracy event was run on the main airfield and the style carried out 2.5 km away, the practical result of passing the style selection was to be banished from the airfield and locked in a blacked out video room for 10 days of social solitude. On the other hand those who failed the test, enjoyed 10 days of fresh air and good company, meeting and socialising with competitors from all parts of the world.

All but three judges in 1990 achieved the required standard set by the FAI and the three judges that missed, did so only by a few points. The best result was achieved by Beijo Aittomaki from Finland.

The jury agreed that all judges obtaining the FAI standard could take part in the style event which meant that all but three judges could be rotated on a shift principle between the two events.

This ruling made judging the 1990 WPC a much more stimulating and satisfying experience for all of us.

After the briefing there was a bus trip to the airfield to inspect the accuracy landing area and equipment, and then later the style landing area and equipment.

The 50 metre pit of 1970 was still the target area for 1990. 20 years ago judges knelt in the sand and estimating a competitor's landing point by eye, placed a metal stake (fichette) at the point of touch down. They then measured the distance from the centre with a tape. For this meet the centre 5 metres of sand was covered with a circular cushion 5 metres in diameter and 40 centimetres thick, rather like a high jumpers landing cushion. In the centre of the cushion was a circular electronic pressure-sensitive mat which automatically registered a

jumpers landing point and displayed it on an electronic score board placed at the edge of the pit. The central disc of this mat was 5 centimetres in diameter (about two inches) and when touched registered zero (dead centre). Beyond this, the mat or pad was graded in 1 centimetre concentric rings such that contact with the pad 1 centimetre away from the central disc registered "1" and 15 centimetres away the disc registered "15".

Distances beyond 16 centimetres were not measured but recorded as 16, such is the standard of the modern accuracy event.

Since the accuracy jumper is competing with the elements and no human being is able to guarantee the same wind or the same smooth or turbulent approach for any two consecutive competitors an element of chance or unfairness is intrinsic in the event. For this reason rules in the accuracy event are more important than other events where a competitor's skill is the only influence which decides who will be the champion. The accuracy rules define the limits of what are considered acceptable meteorological conditions and what are not. It is the judge's job to monitor these conditions closely and to award competitors rejumps when the conditions fall outside of those specified by the rules.

The measuring electronics were integrated with the output of the anemometer such that wind speed and direction, time of day together with the competitors score were automatically recorded and printed out. Only the competitor's leg number had to be added to the record manually.

At the initial briefing I understood incorrectly that the wind speed and direction were frozen when the distance measuring pad was activated. This was not the case and the instruments continued to report wind variations until the jumper's leg number had been entered. Thus the time and wind speed shown on the print-out were those occurring at precise moment of landing. This led to protest when a woman competitor who landed a moment before instruments recorded a gust over the competition limits and thus was not eligible for a rejump, discovered that her printed record contained the gust.

The woman concerned was a victim of bad luck, when in the last moments of her approach to the target her canopy was stopped dead by a strong gust of wind. Her feet were on the ground before the gust had descended to a point where the instruments could record it. I had witnessed an almost identical stroke of misfortune at our own nationals some months earlier.

It is almost certain that future FAI rules for accuracy jumping will contain a rule permitting rejumps to be given to competitors landing up to 10 seconds before a gust is recorded. What is still in contention is whether or not the rejump will be optional or compulsory.

A more technical article intended for judges and competitors is proposed for the next magazine issue which will cover in detail the latest rules and potential changes to them.

The rules for 1990 state that when winds exceed the specified limit, and for a period of thirty seconds after the gust subsides, a competitor will not be scored and must rejump.

Scoring at the WPC was automatically suspended in such cases by the electronics.

So with all this clever electronics what do all the judges have to do?

Three judges are assigned to the landing mat. Their task is to decide whether a jumper's first point of contact is with the recording surface or outside. For instance a competitor

landing short may layout his body such that his rear or back contacts the cushion before his foot touches the scoring surface. In such cases the jumper will score 16 centimetres whatever the electronics display. These judges signal the jump good or bad with a thumb up or a thumb down. One of these centre judges is responsible for communicating the jumper's leg number to the score recorders.

A fourth judge is assigned to the wind instruments and a fifth to check the recording of the scores.

A sixth judge is assigned to the computer to double check that all results have been entered correctly.

The seventh judge is the observing judge whose testimonial often becomes the most important in times of crisis. When things start to go wrong in team jumping he generally finds himself with more to do than he can properly handle.

Judges at the 1990 WPC accuracy event were rotated through these duties on a two-hour shift.

In the style event rules require a complete round of jumping to be evaluated by the same set of judges. Consequently shifts last as long as it takes to judge a round.

Style is no longer judged live as it used to be in 1970.

Instead a video record of each jump is made and judging is carried out by playing back the tapes as soon as is practical.

Five judges independently examine each competitor's performance by viewing the jump twice, once at normal speed and once at half speed (slow motion). Their assessments which are marked on specially designed score sheets are then collated by a sixth judge and the competitor receives as his score the average assessment of the five monitor judges. There is considerably pressure to issue results to competitors as quickly as possible, so the five monitor judges receive little rest during their stint and a very high level of concentration is required for considerable periods. This work is probably the most fatiguing of any of the judging tasks.

Modern camera optics are so good that the aircraft (Antenov AN2) at an altitude of 2000 metres (1.25 miles up) is just too large to fit on the video screen, and the image of the competitor during his style set appears between one quarter to one third of the actual screen size.

The cameras used for recording the jump are placed at the centre of a number of white or orange and white canopies spread out on the ground which act as a marker for competitors in free fall.

Aircraft are aligned with the upper wind direction and guided directly towards the style marker by ground based radio command. In Bled the flying was so precise that during the training round competitors were leaving the aircraft once every 50 seconds. A number of jumpers complained they were being made sick by the tight turns necessary to achieve the fast turn rounds, style go-arounds had to be lengthened to 75 seconds. Unlike the accuracy event where competitors select their own exit point, all style exit commands are issued from the ground by a controller.

To ensure that a competitor is neither too far nor too close to the camera position during a jumper's performance a strict check is kept on the angle the camera lense makes with the ground (camera angle). If a competitor is not aligned correctly with the upper wind or the aircraft is not pointing at the camera when exit is given, the competitor may be disadvantaged by a sideways movement during free fall, called drift.

For this reason any horizontal rotation of the camera is carefully logged.

Style rules precisely define camera angles and set maximum permissible limits of sideways drift for style jumping.

During style jumping two judges are assigned to the camera position to check the exit commands and the jumper's response to them, the camera elevation and drift angles during the jump, the opening altitude of each competitor's parachute and the ground wind speed.

Style jumpers use the airflow over their bodies to create the rapid rotations necessary in their manoeuvres.

To some extent the faster they fall, the faster they rotate, and in order to obtain high vertical airspeed many dive head first for a considerable period before commencing their set.

In order to protect some competitors from dangerous over enthusiasm during their dive, canopy opening altitudes are carefully monitored and minimum deployment heights strictly enforced.

Other judges double check the proper collation of the score sheets and make sure they are correctly entered in the computer.

This then details most of the judges tasks.

Since the meet is being described in detail by John Smyth, I shall not encroach upon his territory. But just as a strictly personal view, I thought the site was beautiful, the organisation outstanding and the company terrific!

This is the way I shall always remember Bled 1990.

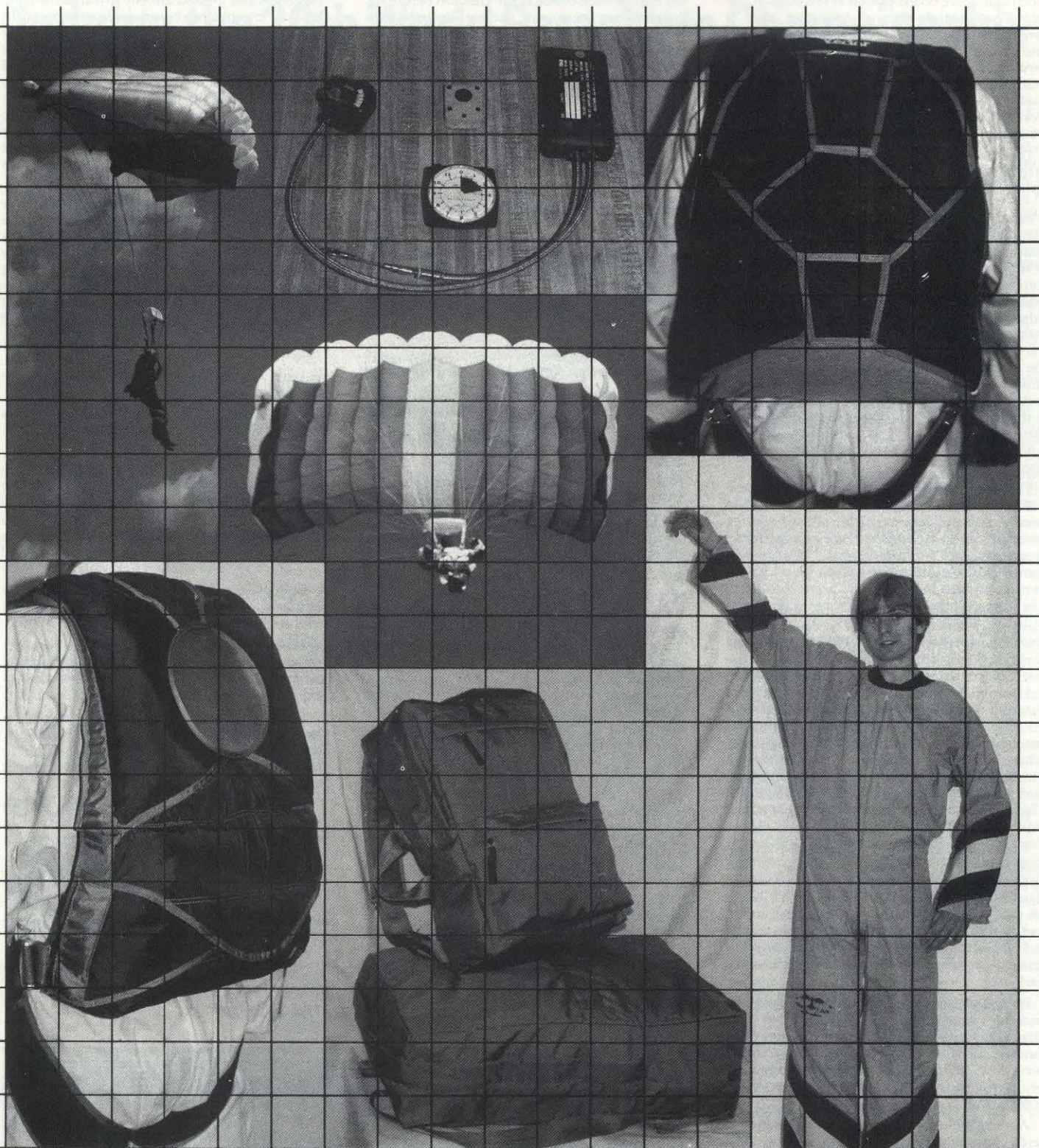
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CENTRAL REGION C.R.W. CHAMPIONSHIPS

Saturday morning the 29th of September 1990 saw the start of the Central Region C.R.W. Championships, hosted by Ipswich Parachute Centre. What's so remarkable about that?, I hear you say. The answer is; quite a lot. Competitive C.R.W. is alive and well. No, it's more than that, it's thriving.

No less than 10 teams had arrived to enter these regionals. That's 6 more teams than entered the Nationals. So why the over 50% increase in entries? It all boils down to a lot of work from Ian Marshall and a lot of help and encouragement from Amanda Kenny and John Hitchen. Yes, National Coaches do work and put in a lot of effort.

Well after the kit and docs had been checked a briefing was held by John Gleve, the local CCI. One of the main points being that if you landed off the DZ you lost your score for that round. The system of scoring was to be, one point for each person in the formation, with one bonus point for each completed formation. Working time was to be three minutes from 7000 or two minutes from 5000. Six rounds were scheduled and the competition was divided into Senior and Intermediate levels. There being seven teams in the former and three in the latter. The draw was made and it was kit on and into the air.

The weather was playing its usual tricks, but the first round was able to be jumped from 7000.

First to jump were Cellmates; Kevin Monk, Paul Speller, Colin Dickson and new man Andrew Davey (known as Duffy). They got off their marks quite nicely with 20 points. They were followed by another local team, RAPS, comprised of Alan Pengelly, Rob Ward, Trevor Ranns and Brian Pushman. They scored 17 points.

the next Islander load was a nice surprise to the CRW fraternity. Welcome The Freds. There were two teams from the Paras and they gave us all a surprise, both teams doing well. Red Devils Red, the senior team were Yanto Evans, Joe Willoughby, Taff Davies and Billy (I'm only twelve stone) Cummings. They weighed in with 17 points. Following the senior team came their intermediate team, Red Devils Black, made up of Allan Hewitt, Mac MacLennan JC and Stubbo. They kicked off with 10 points.

WRAP Factor Four, Pat Hammond, Bill Parker, Dave Fisher and Debbie House, another intermediate team, scored a steady 8 points. They were followed by Going Bald, Ian Markham, Andy Pike, John Gilpen and Ian Gough, whoscored 17 points.

Next team up were the Flying Toads, Dave Corbel, Justin Shave, Ian Marshall and Mike Daly. The Toads scored 20 points. On board the same Islander were the Flying Dragons, a team to be watched, carefully comprised of Brad Reader, Geordie Best, Vince Brierley and Spud Murphy, who scored 18 points.

They were followed by another up and coming team from Cranfield, aptly named Greg Lets Us Do It. The team consisted of Alan Fielding, Garry Smith, Tony Bell and Ez Liggitt. They turned in a nice 20 points. Last but not least an intermediate team called Benny and the Jets. Led by that well known Cellmate John Gleve and ably supported by Pete Watson, Paul Shipperley and John Howells they scored 8 points.

So it was into round two, but with only four teams jumped, the cloud base lowered. As there was just 5000 it was decided to start round three. In this round the Dragons scored 12 points with Cellmates, Red Devils Red and The Toads all scoring 10 points. WRAP being given a re-jump.

The weather cleared enough to re-start round two. Cellmates scored 20 points but Red Devils Red came in with an impressive 23 points. The Toads landed with everyone saying they had scored 25 but they were busted and given 21 points. Then The Dragons went out and scored 22 but they landed off the airfield due to working downwind and were bust. Greg Lets Do It turned in a nice jump, part of which was missed in cloud, so they were given a re-jump. Then the weather clamped and an end to the days jumping was called.

So as the gloom descended it was into the bar for drinks, dinner and the usual talk about should Britain join the ERM or should Margaret Thatcher be cannonised and was the B52 still on the moon, until Gary Smith suggested a boat race. Amanda Kenny, who was on The Freds team, was quite surprised when she found out that a boat race was not blowing across a tray of water. This was bought home to her when a pint of white wine and soda was plonked in front of her. Fair play, Amanda did finish it but her team lost the race.

Festivities over, it was off to bed for an early start. Sunday dawned, and it was jumpable for the two teams waiting to do a re-jump. Sadly, when called they were not ready to jump. By the time they were it was too late, the weather had closed in. as the weather did not improve, a meet was called at 1300 hours and the Prizegiving was held.

The results were as follows:

SENIORS

1st	The Flying Toads	51 points
2nd	Red Devils red	50 points
3rd	Cellmates	50 points
4th	Going Bald	32 points
5th	The Flying Dragons	30 points
		(22 points lost for off landing)
6th	Greg Lets Do It	28 points
7th	RAP	27 points

INTERMEDIATES

1st	Red Devils Black	25 points
2nd	WRAP Factor Four	20 points
3rd	Benny and the Jets	20 points

Where points were equal the team with the highest score in any round was adjudged the winner. If they were still tied then the fastest first formation was used.

All that remains is to thank Tony Knight and John Gleve for hosting the event, the pilots for a good job, our Association for the medals and video equipment, the judges John Hitchen and Amanda Kenny and the judges assistant Annette. Finally and most importantly a big thank you to the competitors. Well done one and all. We hope to organise another meet before the nationals so start training now.

Yours in sport,
Mike Daly, Toad No. 2

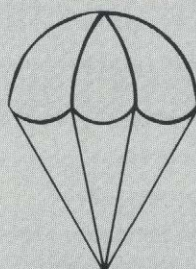


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PSYCHOLOGICAL ASPECTS OF PARACHUTING

by Peter A. McCue

A sexual analogy

A man rises at 7.15 a.m., has a quick shower and a bite to eat, gets into his car, drives to a brothel about fifty miles away, sits around for most of the day, and has three or four fleeting contacts with members of the oldest profession. Each experience costs around £11 and the orgasmic part lasts for only a matter of seconds. He repeats this pattern weekend after weekend, sometimes finding that he has made a wasted journey (because the brothel is closed or there are too many punters). He logs his encounters, noting details such as his starting position and the number of other involved (the "instructress" permits "relative work"). Despite all the travelling time, the hanging around and the cost, the man describes his hobby as "brilliant". His friends can't understand his enthusiasm - they think he's a bit mad. The analogy with sky-diving is obvious. The ratio of travelling time plus hanging around time plus parachute packing time to free-fall plus canopy ride time is large. The sport is expensive and can damage one's health. It is also reputed to put a strain on marriages, and some parachutists bore the pants off their friends and relatives by talking endlessly and in great detail about their jumps.

Who jumps?

What is it, then, that makes sky-divers tick? Why do they become slaves to this peculiar obsession? And is a certain type of person drawn towards the sport? The latter question is perhaps the easiest to answer. It seems that sky-divers come from most walks of life. In *Parachuting: The Skydiver's Handbook*, Dan Poynter cites United States Parachute Association figures. According to these, 19.5% are "professionals", 17.9% are in "top or middle management", 16.5% are "skilled labour", 13.3% are in the military, 7.5% have supervisory positions, 6.6% are students, and 18.7% fall into a miscellaneous category. Poynter gives an interesting figure regarding marriage: 60% of the eligible population in the USA is married, but only 39% of all sky-divers are. Poynter refers to a study carried out by a psychologist at San Jose State University. Two hundred and ninety-three "high-risk competitors", including ski-divers, racing car drivers, fencers and aerobatic pilots, were subjected to psychological batteries and personal interviews. They were found to be "success oriented", strongly extraverted and superior in intelligence; and the large majority were deemed to be emotionally stable. Not having read the original report, I don't know what percentage of the subjects were sky-divers. If it happened to be the case that aerobatic pilots, for example, were more intelligent than other classes of "risk takers", the inclusion of aerobatic pilots would obviously raise the overall average intelligence of the subject pool. However, I think we could reasonably predict a small positive correlation between intelligence level and participation in sky-diving. The sport is expensive (e.g. a new rig for a Cat. 8+ jumper costs in the region of £1,500). There is presumably some association, albeit only a partial one, between earning power and intelligence. Therefore, a group of people who can afford regular sky-diving might be expected to be of at least average intelligence. It certainly seems to be the case that many sky-divers are extraverts. Indeed,

sensation-seeking or excitement-seeking, which is clearly one of the things that draws people to the sport, is considered by psychologists to be an important facet of extraversion, along with sociability. And many sky-divers relish self-publicity, which is another predilection of the extravert. However, extraversion is as much a description as an explanation, and there are many extraverts who never jump out of planes.

Reversal theory

A recent theory of motivation and personality, known as reversal theory, attempts to explain a wide range of psychological phenomena, including the fact that some people take up dangerous sports such as mountaineering, hang gliding and parachuting. (The status of parachuting as a "dangerous" sport is debatable, a point I shall return to later.) Adherents of reversal theory are critical of earlier formulations that link feelings of pleasantness to specific levels of felt arousal. For example, according to an influential theory ("optimal arousal theory"), people tend to feel and perform best at an intermediate ("optimal") level of arousal - if their arousal is too low, they feel bored; if their arousal is too high, they feel anxious. According to reversal theory, however, this rather simple formulation does not square with the facts. For instance, high arousal might be experienced as pleasant excitement or as anxiety. Reversal theory proposes that we alternate between an arousal-avoidance mode (in which high arousal is experienced as anxiety and low arousal is experienced as relaxation) and an arousal-seeking mode (in which high arousal is experienced as pleasant excitement and low arousal is experienced as boredom). Applied to parachuting, the theory suggests something along the following lines. The parachutist experiences high arousal prior to the jump, e.g. during the plane ride, because of the perceived danger of the activity. This high arousal is experienced in the arousal-avoidance mode, as anxiety. When the main danger is seen to have passed, e.g. after the parachute has opened satisfactorily, there is a switch to the arousal-seeking mode and the high arousal is now experienced as pleasant excitement, which may persist for some time. For those who continue to parachute, the benefit of the excitement makes it worthwhile to endure the initial anxiety and the financial outlay. It may be that, over time, experienced sky-divers lose a lot of their fear of jumping out of planes. But if they set themselves challenging objectives for their sky-dives (e.g. helping to build complex free-fall formation), they may well feel some anxiety, based on "fear of failure", during most of the dive. When the difficulties are mastered, they switch to the arousal-seeking mode and experience their high arousal as pleasant. A similar process may occur in other sports and activities. For example, while concentrating on a difficult shot, a golfer might be in the arousal-avoidance mode and experience his high arousal as anxiety. As the game turns his way, or after he has won, he shifts into the arousal-seeking mode and feels pleasantly excited.

The "ego" factor

Perhaps one of the most important motivational factors in sky-diving is the self-image that participation in the sport gives to jumpers. Thoughts such as, "I jump out of planes...I am a sky-diver...I do something that most people couldn't have the bottle to do" no doubt have

a powerful effect on self-esteem. I can remember, for instance, a newcomer to the sport telling me that she had been able to be more assertive with a man, knowing that she had recently jumped out of a plane! Not content with private self-congratulation, many sky-divers go out of their way to let the rest of the world know of their affiliation with the sport. Thus, there are car stickers telling other motorists that "I'd rather be sky-diving", there are "T" shirts emblazoned with expressions such as "Free-fall" and even watches that resemble sky-divers' altimeters. The showing-off may be harmless, but to some extent it probably capitalizes on a misapprehension in the minds of the general public may be inclined to view parachutists as braver than they actually are. Fortunately, there are comparatively few fatalities in modern-day sport parachuting. Dan Poynter (ibid) states that in 1987, a typical year, there were 29 fatal parachuting accidents in the USA, while in a recent year 1,154 succumbed to bee stings, 7,000 drowned, and over 200 people died while scuba diving. With regard to non-fatal injuries, Poynter states that active sky-divers can expect to sustain a serious injury about once every five years, but he does not specify how he is using the term "serious". I don't have comparative figures available, but I wonder whether the statistics are worse for jockeys, window cleaners, construction workers, and others involved in activities that the public might deem less dangerous than sky-diving.

Thrills for the lazy?

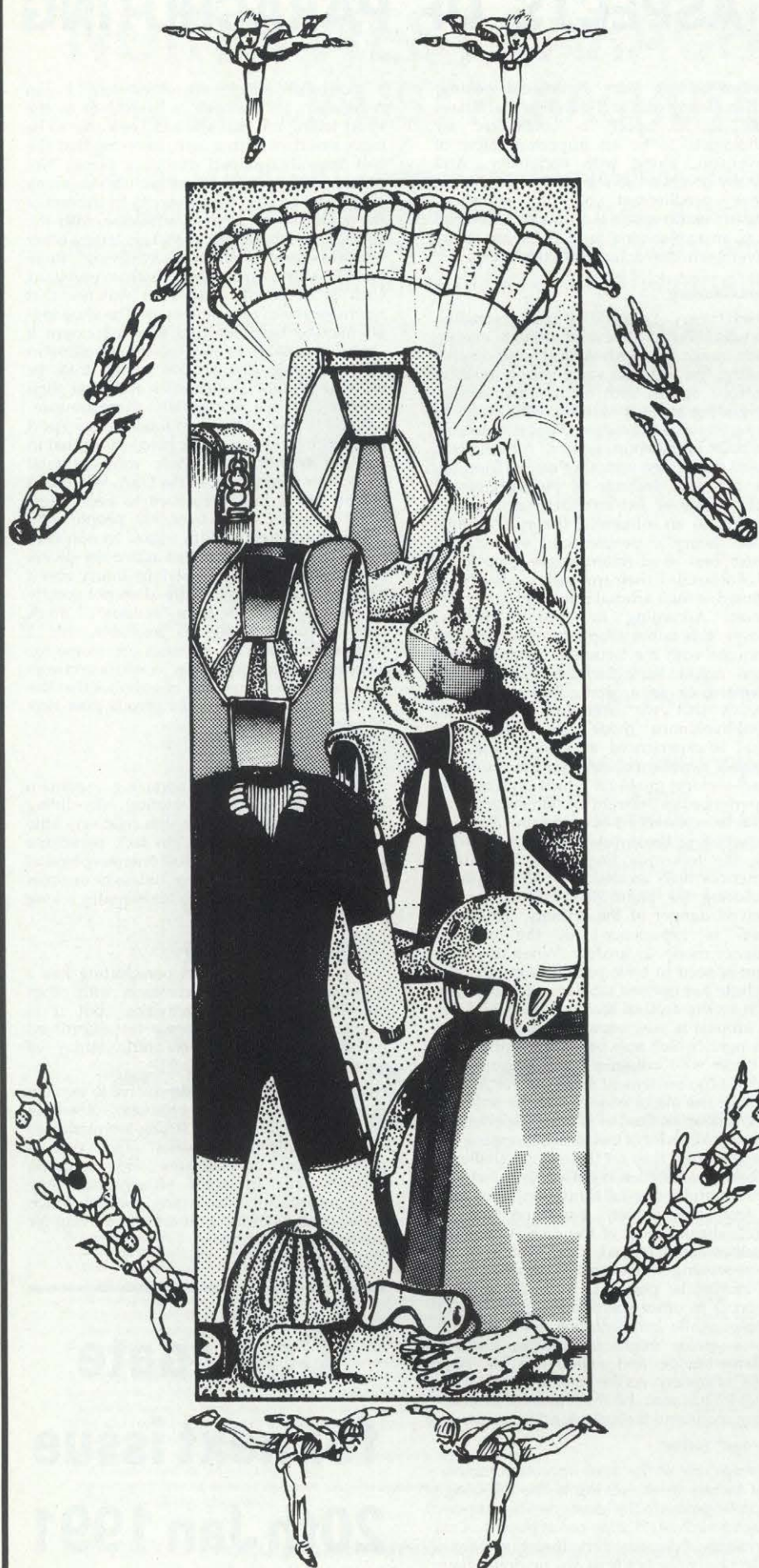
Compared with other sports (e.g. mountain climbing, squash and athletics), sky-diving provides high excitement with relatively little outlay of physical effort. In fact, parachute packing seems to be the most onerous physical task for the average jumper, unless he or she is given a "bad spot" which necessitates a long walk back to the DZ.

Concluding comments

It is evident that sport parachuting has a number of features in common with other sporting and leisure activities. But it is unusual in providing intense but shortlived excitement with relatively little outlay of physical effort.

The sport is obviously conducive to swollen egos, shrunken bank balances, obsessive weather-watching and a strong temptation to neglect one's loved ones. The various psychological mechanisms are common enough, but in sport parachuting they combine into an intoxicating cocktail which makes addicts of the punters and a living for the drop zone operators.

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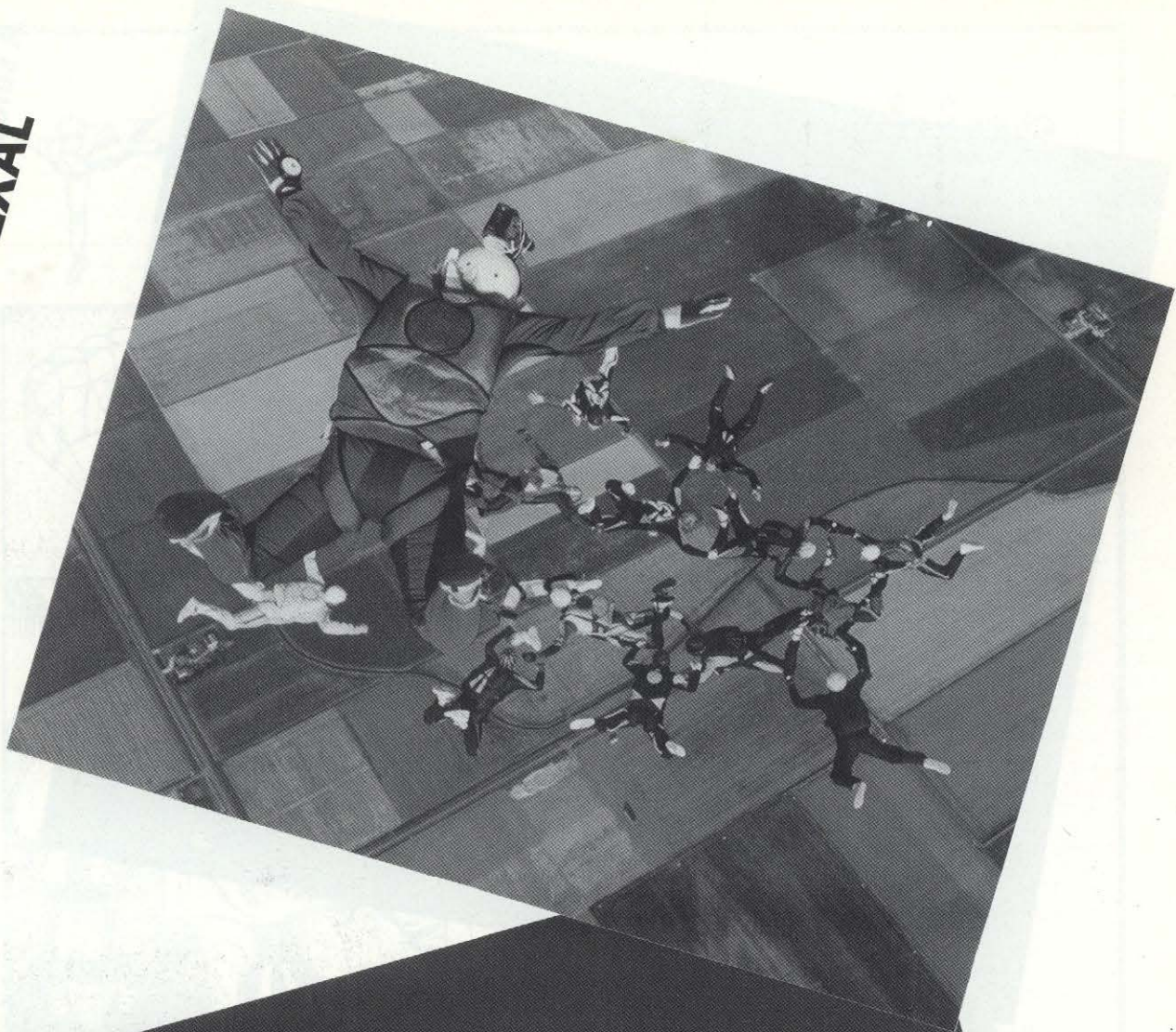
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POPS WORLD 1990



Our 1990 season really started way back in the Autumn of 1988, when we received an invitation to attend the World Pops Meet at Albury in New South Wales, Australia. We had returned from Hong Kong and were preparing for our Meets in 1989. These went ahead as planned, hand in hand with the arrangements for the Australian venture. It was decided at an early stage that, if we were to go half way around the World to the Meet, that we should carry on and complete the round trip.

April 21st 1990 was the day we gathered at Heathrow for the first stage of our journey. Many of the thirty two members and wives in the group were old friends; for John and Pauline Crowhurst, Danny and Janet Cronin and Tony and Sylvia Milner, this was to be their first Pops Meet. Cyril Landau from Glasgow and John and June Smith from Cumbria also joined us for the first time.

Already at the airport and waiting to greet us were our members from Germany, Sigrid Pradel, Peter Lessey, Manfred Neuman and Katja Wagenfuhrer. Top Pop Lofty Thomas and Grace led the way on to the latest 747-400 Jumbo for the non-stop flight to Singapore. Also at Heathrow, but flying out on a different plane, were Dave and Liz Pusey with son Marc. We were to meet up with them in Singapore and later in Albury.

Singapore was magic. We were met at the airport by a courtesy coach and our courier Francis. He was a mine of information, indeed to the extent of arranging outings for both of our days in Singapore. We opted for one, leaving a day free to explore for ourselves.

For Millie and myself, and for many others, this was our first visit to Singapore. For Peter and Sylvia Barlow and Brian and Betty Watkins it was a return to old Service haunts - with a difference. They did eventually find the tall building that had been their home some years before, buried amongst the buildings that have risen in more recent times.

Our hotel, the Garden Hotel, was excellent. Many of the rooms circled and looked down on the central lounge where we could relax with coffee or drinks from the bar. The ground floor restaurant and adjoining patio swimming pool proved popular, as did the roof top pool, the sauna and the gym for those into pumping iron.

Our late afternoon arrival meant that, after freshening up, small parties set off to explore the area. It must be the homing instinct that Pops have, for nearly all made their way to Newton Circus, where at a large open air Chinese restaurant we occupied several tables for an enjoyable meal. The balmy evening stroll back to our hotel, and late night drinks, finished off an enjoyable start to our holiday.

The next morning, our first full day, Francis was waiting to escort us on an Island tour. As we drove from the hotel towards Orchard Road and Centre Point, Francis was justifiably proud of the progress made in Singapore over the past thirty years. We visited the modern shopping malls, reclaimed sea front areas, China Town, an Indian Temple and the Botanical Gardens. With time to wander at each stop, it became an interesting and enjoyable trip out. One highlight, at Mount Faber, was the sight of Sigrid and Danny being photographed with Python and Mangrove snakes draped about them.

Our second evening followed the pattern of the previous one, with small groups of people wandering off to enjoy the scenes of Singapore, eventually making their way back to the hotel where a late night swimming session was in full swing. By now we were all relaxed with new friendships formed.

On the second day of our visit, some in our party chose to have breakfast at the local zoo, where they really did talk to the animals. Others spent the day on Santosa Island, a cable car trip out and a ferry boat trip back. Another party took the bus to the north of the island and crossed the causeway into Malaysia to visit Johore. All too soon it was time to return to the hotel for an evening departure to the airport and the overnight flight to Australia.

Our early morning arrival at Sydney saw Lofty gathering the group together, whilst John Crowhurst enlisted the services of a helpful Australian lady in obtaining a special bus to take up to the Central Railway Station. It was at this time that Mike and Inger Allum left us, having picked up the camper vehicle they were to use during their stay down under. Kevin and Sue Parkes, together with Tony and Sylvia Milner, rented cars and they too set off for Albury.

The main party, with several hours to spare after arriving at the station, made their way to down-town Sydney. It was Anzac Day, a public holiday, and we were privileged to watch the ex-service men parade through central Sydney.

Shortly after midday we embarked on the eight hour journey to our destination, Albury. As we drew into Aubury station, waiting to meet us was Australian Anglophile and Weston jumper, Warren Oxenford. With his assistance we soon arranged transport to the Matador Motor Inn that was to be our home for the next six days. Joining us in Albury for the Meet were Clive and Maureen Plummer and John Cumble, in Australia to visit friends and relations.

We had little time to settle in. The Meet had been brought forward to the following morning and so we went for an early start. Conditions were far from suitable, with intermittent blustery winds and a tight D.Z. as some jumpers, including myself, found out.

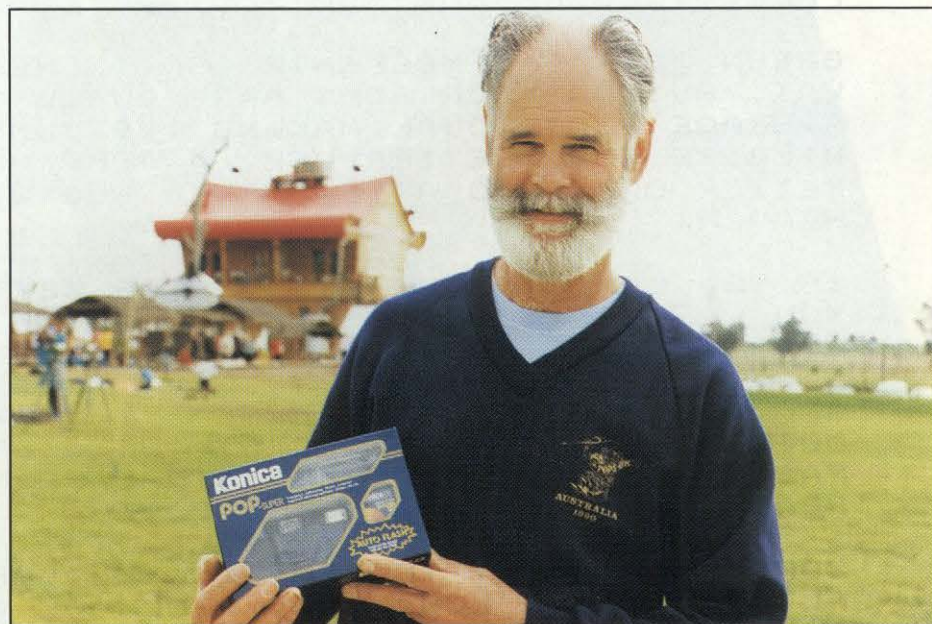
In my case, a combination of a late turn and a sheer wind from a nearby building resulted in a trip to the local hospital - one of four that day before jumping was stopped until the weather improved. I was lucky, being discharged after a few hours, but no more jumping for me at the Meet.

The Meet itself was a success, with Dave Pusey taking his team into second place in the scratch four way R.W. competition. Sigrid Pradel took her team into third place. The highest placed Brit in the competition was John Peck. He took the prize of our sponsors Konica U.K., a Konica Pop Super Camera, which was presented to him on behalf of Konica by Mike Allum and Aussie Top Pop Bernard Shaw.

The Meet was held close to the Ettamogah Pub, a famous Aussie watering hole, full of character and characters. Well over one hundred jumpers from nine countries took part in the Meet. Aircraft used included a Turbo Beaver, a Twin Beech and a Twin Bonanza. Two helicopters, a three place Hughes 500 and a Squirrel that took six jumpers, were used for the accuracy.

Whilst at the Meet we were pleased to renew old ties with Geoff and Angie Gnapp and their son Gary, from England, now living in Australia. Also with Bill and Wanda Wood. Bill

John Peck with the Konica prize at the Ettamogah Pub meet.



is the Top Pop U.S. He visited England in 1983 for the Cockerham Meet. From Canada we met Warren Searle, still jumping as a great grandfather. Warren came to England in 1979 to attend this first Pops Meet at Weston on the Green.

In addition to the Meet, people found time to visit the attractions of Albury, a local animal sanctuary, the old lock up, and the winery at the Pub, where the final evening dinner and prize giving took place.

On the Tuesday morning, having said our goodbyes to our Australian hosts and to those in our party who were staying on in the area, we made the return trip to Sydney. With five days of our stay in Australia reminding, we now split up into small groups. Sigrid, Warren and Nigel Yonge stayed in Sydney to explore the byeways and waterways. Peter Best, who was one of the Judges at the Meet, and Hattie, set off for Fiji. Others went up to Cairns and the Barrier Reef, whilst Lofty and Grace, along with Ron and Joan Millard and Millie and myself, drove out to Penrith where we were joined by Peter Barlow and company.

From our base at Penrith we visited Katoomba in the Blue Mountains, a spectacular tourist area with cable cars, inclined railways, spas and Mount Tomha Botanical Gardens. Sydney with its famous bridge, the Opera House, the Sydney Explorer Bus, Darling Harbour and the Harbour Cruises provided an excellent day out.

On Sunday May 6th we gathered at the airport for the flight to Hawaii. Crossing the Date Line gained us a few hours, arriving the Saturday evening and, after clearing Customs, a fleet of taxis took us to the new Otani Hotel where we had rooms for two nights. On the south side of the island, between the sea and Diamond Head Crater, the hotel was a sun trap for those who simply wanted to swim and relax.

thousand feet, with bad weather on the horizon, the pilot decided to land. Later in the day some of the party did get Hawaiian jumps entered in their Log Books. The highlight of the visit was that of Katja doing a Tandem jump and earning her Pops Badge.

We left Hawaii after a brief two day visit and I am sure that many would like to return to Chau and the other Islands.

Vancouver was our next port of call. Soon after arriving people were setting off on the Sky Ride to Grouse Mountain, whilst others visited Stanley Park with its famous Totem Poles and other attractions. Interest was also shown in the extensive underground shopping malls.

Mike Allum arranged transport for the following morning, when a party set off on the sixty mile trip to the Rainbow Country Skydiving Centre at Chilliwack. At sea level the D.Z. was lovely, with a seven thousand foot high mountain as a backdrop. This, and other mountains, formed the foothills to the Rockies, some three hundred miles to the East. We all managed three or four jumps from the Club Cessna 182, and enjoyed the company of Bill Wolczuk and Joe Martin who run the centre, and local jumpers Norman Forbes and Chris Stevens.

The final day of our holiday was taken up with last minute sightseeing and shopping before leaving for the airport, where we said goodbye to the German members in our party who were to fly home direct to Frankfurt. Nigel Yonge set off to explore the wilderness. Lofty and Grace had stayed in Australia, and Peter Barlow and friends in Hawaii. So it was a depleted group of eighteen who said their farewells to each other after landing at Gatwick airport.

and received a scale model B.M.W., John Smitherson a torch, and John Crabtree a tow rope. Perhaps the fact that John had a breakdown on his way to the Meet prompted this. John Knight, Don Taylor, Baz Carey, Larry Burton and Roger Flavel also competed. Our thanks to Dave and Angela at B.P.S. Langar.



Ron Millard takes the Hit & Rock Trophy at Border Para DZ.

June 30th to July 1st saw the Pops back at Doncaster. This time the weather let us down. An excellent turn out included Ted Hartley who won the Doncaster Trophy at his first attempt, Bob Burn, Tony Portch and Julie and Peter Shew. Warren Oxenford won the Hit and Rock award. In all twenty two jumpers attended and, with the ladies, a party of thirty four joined in the get-together in the Aero Club on the Saturday evening. After waiting for the weather to clear, we called it a day at about midday on the Sunday. Lofty presented the prizes and the Meet ended. Our thanks to Steve Swallow and all at Doncaster. We hope to return next year.



POP's at the Chilliwack DZ, BC Canada.



Prize winners at Border DZ. Sigrid Pradel, Warren Oxenford, Ron Millard and Dick Gays.

The Skydive Hawaii Club at Dillingham Field was on the north side of the island, so a trip taking in many of the island sights found us at the D.Z. in the late afternoon. In contrast to the hotel area, the weather was poor but, with a promise of an improvement, we arranged to return the following morning.

The following day two hired mini buses set off for the D.Z. where we met Steve Mackovich and some of his club members. After a good D.Z. brief, we took up the first lift. At one

It had been a great holiday, summed up I think by Danny Cronin who asked me on leaving - "How do you beat that?" We can but try.

Whilst we were away, Dick Gays ran a Meet at Langar. Numbers were small. The weather was great. Dick introduced a new handicap system of scoring the competition, which was well received. Prizes were presented by Dave and Angela Hickling, who also provided some of their own. John Hitchen took the First Place

The Border Parachute Club at Brunton was the venue for the August Bank Holiday Meet. This was our first visit to Brunton. We had hoped that some of our Scots Members would join us, but it was not to be. The D.Z. set in the lovely Northumbrian countryside attracted a good turn out. Many of those who came stayed on after the Meet to holiday in the area. A local camping site provided a base for a number of people. Sigrid and Warren were early arrivals. They were joined by Dick and Margaret Gays and John and Hilary Peck. Other jumpers who arrived on the site included Hal and Vera Kerr, Ron and Joan Millard and Peter and Sylvia Barlow. Staying at the Centre were Don Taylor and John Crabtree, with Dave Pusey and family near by, as were Bob and Julie Burn. Georgie Tait, Len Mobbs and Sheila Farrell, all founder members of Pops U.K., also came to the Meet.

Dick Gays was the individual winner; he also led the winning team of Ron Millard, Sigrid and Warren. Without doubt it was Ron Millard's Meet. Not only was he in the winning team, but he also won the Peter Best Hit and Rock Trophy, and a prize as the oldest Pop at the Meet, this being presented by the second oldest, Dave Pusey.

C.C.I. Kerry Noble held a LAC Competition whilst we were there and I am happy to report that three Pops were in the winning four man team.

In thanking Kerry and his Club, we presented him with a POP Plaque; the three judges, Kay, Sarah and Caroline, together with Jackie, received Pops Tee Shirts. The man who did all the work, Vince the pilot, received a Pops cap.

New members at the Meet were Dave Stenning and Peter Hewitt. Lofty and Grace gave a demonstration of the powered canopy, before dashing off to Netheravon. It was a good Meet, and we thank all at Brunton.

The programme for next year is as follows:

May 11th - 12th · Dunkesell, Honiton, Devon.
C.C.I. Andy Guest invites Pops to jump at this splendid D.Z.

July 6th - 7th · Wild Geese Skydiving Centre, Northern Ireland.

C.C.I. Chris Francis extends an invitation to all Pops to visit his club and jump from the Pilaus Porter. Please make your own arrangements for the visit to the Wild Geese Centre.

Sept. 8th - 9th · Doncaster.

Our annual visit to this Club is a must for all Pops.

This is to be my last report as Secretary of Pops U.K. After six years it is time to hand over the typewriter to more nimble fingers, and join my wife Mille in retirement.

I hope to attend one or more of the meets next year, and to see people around the DZ's.

My thanks to the Editors who have printed my articles over the years, to the CCI's and clubs who have hosted Pops Meets, but most of all the the loyal members who have supported Lofty and myself during my term as Secretary.

Lofty and Grace, with Mille and myself, wish you all a Merry Christmas and a Bright New Year.

Graham St. Clair. Pops U.K. 16

P.S. Take care Dave Pusey, you never know.

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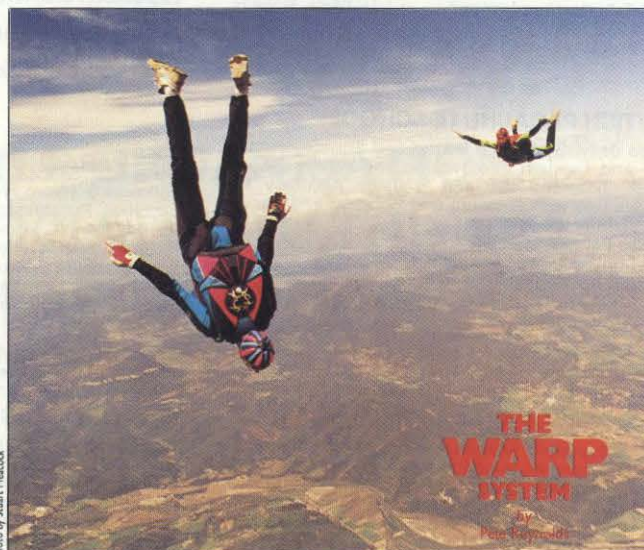
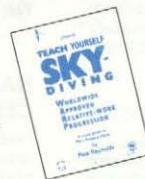


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Tel: 0384 393373

PETERBOROUGH PARACHUTE CENTRE

Full time centre. Shorts Skyvan, RW instruction. Ground to Air and Air Video, unrestricted altitude, accommodation, free camping, bar, food, tandem. Eighteen years unrivalled experience.

Peterborough Parachute Centre
Sibson Airfield, Wansford
Peterborough
Tel: Elton 0832 280490

RN & RM SPA

A.F.F. Instruction by staff with over 2000 jumps each. S/L progression, free fall progression, accuracy pit. C.R.W. training by Europe's most experienced and successful jumpers, air to air video, kit hire (round and square), Cessna 185 (in-flight door), Islander (in-flight door), accommodation, bar, canteen, free showers and camping.

R.N.R.M.S.P.A.
Dunkerswell Airfield, Dunkerswell,
Honiton, Devon.
Tel: 0404 891697/0404 891716

SCOTTISH PARACHUTE CLUB

Open weekends and most public holidays. C206, all types of training, best of facilities including: Fan Trainer, Gravel Pit, 2 Training/Lecture rooms. Air to Air video, electronic pad, canteen, lounge area, packing table.

Scottish Parachute Club
Strathallan Airfield
Auchterada, Perthshire. PH3 1LA
Tel: 0764 62572 weekends

SWANSEA PARACHUTE CLUB

Everyone welcome. Open Wednesdays through till Sundays 08.30 - last light. Exception Thursdays 4.00 p.m. - last light. S/L square course, AADs, radios, AFF, WARP, Airto Air video, tandem, licensed cafeteria, toilets, camping and caravans. C207 unrestricted altitude. Holiday area.

Swansea Parachute Club
Swansea Airport,
Fairwood Common, Swansea
West Glamorgan.
Tel: 0792 296464

THE SPORT PARACHUTE CENTRE

Young progressive centre, operated by skydivers for skydivers. Student and RW. Progression/AFF/Tandem/RAPS/courses. Weekend and midweek evenings at present. Full-time soon. Cherokee 6 A/C, new club building, unrestricted altitude. Canteen and accommodation available.

The Sport Parachute Centre
Tilstock Airfield
Whitchurch, Shropshire
Tel: 0948 841111

WILD GEESE CENTRE- NEW HIGH TECH TRAINING AREA

Open 7 days a week. NITB Approved with accommodation for 42, hot showers, full catering. Camping welcome. Daily student courses - full indoor training - training to Cat 10, RW and CRW instruction and Night Jumping. S/L Square courses, AFF, Tandem Jumping and Display Team. Kit Hire, AADs, Radios, Air to Air Video and a large accuracy pit with competition pad. Cessna 206 and Pilatus Porter PC6 B2H4.

Wild Geese Skydiving Centre
Movenis Airfield
116 Carrowreagh Road
Garvagh, Coleraine
Co. Londonderry N. Ireland
Tel DZ: (02665) 58609/57050
Dave Penny: 0265 58002

ARMY PARACHUTE ASSOC

The Commandant, JSPC
Airfield Camp, Netheravon
Salisbury, Wilts. SP4 9SF
Tel: Bulford Camp 0980 33371 ext:
Commandant 8245
Chief Instructor 8229
Staff 8277

RAFSPA

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

THE RED DEVILS

Queen's Parade, Aldershot, Hants.
Tel: 0252 24431 ext. 4600/4699
Contact: Red Devils,
Browning Barracks,
Aldershot, Hants.

SILVER STARS PARACHUTE TEAM

RCT PARACHUTE CLUB
Azimghur Barracks, Colerne
Chippenham, Wilts. SN14 8QY
Tel: 0225 743585/743240 Ext 5265

OVERSEAS CLUBS & CENTRES

CYPRUS COMBINED SERVICES

PARACHUTE CLUB (CCSPC)

CJSATC Pergamos Camp, BFPO 58
Tel: from UK

010 357 47 44337 (Office)
010 357 47 44245 (D.Z.)
Contact: club CCI

JOINT SERVICES PARACHUTE CENTRE HONG KONG

Borneo Lines, BFPO 1
Tel: 0-483 7221

RAPA JSPC(L)

Bielefelderstr. Normandy, Kaserne
4791 Sennelager
Tel: 010495 254 822378
JSPC(L), STC, Sennelager, BFPO 16

OTHER ORGANISATIONS ASSOCIATED TO THE BPA

SCOTTISH SPORT PARACHUTE ASSOCIATION

Organisers of the Scottish Nationals. All visitors assured of a warm Scottish welcome.

Richard Bunchan
Lynmore, Madderty
Crieff, Perthshire. PH7 3NY
Tel: 0764 83 255

BRITISH COLLEGIATE PARACHUTE ASSOCIATION

Lancashire Polytechnic Skydiving Club
Lancashire Polytechnic Students Union
Fylde Road Preston Lancashire PR1 2TQ

Bath University
Exeter University
Lancashire Polytechnic
Leicester University
Manchester University
Newcastle Polytechnic
Nottingham Polytechnic
Portsmouth Polytechnic
Southampton University
South Bank Polytechnic
Surrey University

Gavin Mcleod bcpa chairman 1990
Douglas Naismith bcpa secretary 1990

SLIPSTREAM ADVENTURES

With 4 fulltime AFF instructors and 6 AFF rigs at our disposal. Slipstream offers you outstanding instruction. We operate full time with the use of all Headcorn's facilities. We also offer RW/AFF Courses at Avignon in the South of France.

Slipstream Adventures
The Airfield, Headcorn
Kent. TN27 9HX
Tel: 0622 890641/890862

POPS UK

Hon Tres/Sec Graham St Clair
37 Fetti Place, Witney
Oxfordshire
Tel: 0993 704095

EAST COAST PARACHUTE CENTRE

8 Burns Crescent, Chelmsford
Essex, CM2 0TS
Currently sharing facilities with the London Parachute School at Lewknor Drop Zone.

If your club or centre is not featured on these pages, or if any of the information is incorrect, please contact the Editor immediately.

SPORT PARACHUTIST ADVERTISING RATES

As effective from 1st October 1989

● Black & White	1 Issue	3-5 Issues	6 Issues
Full Page	£182.00	£173.00	£155.00
Half Page	£100.00	£95.00	£85.00
Quarter Page	£55.00	£52.00	£47.00
Eighth Page	£32.00	£31.00	£27.00

Prices shown are exclusive of VAT. VAT will be added to invoices at 15%.

● COLOUR

Add £200.00 to Black and White rates. An origination charge will be added if colour separated artwork is not supplied. Spot colour add 20% to black and white rate for each spot colour required.

● COPY

Advert rates quoted are for Camera-ready Artwork supplied by the advertiser. Where adverts have to be set an additional artwork charge will be included on the invoice.

● SPECIAL POSITION

Advance booking is required. First come, first served.

Insideback cover	+5%
Page 1	+10%
Backcover(colour only)	+30%

● INSERTS

£40.00 per 1000 A4 size.

● DEADLINES

Space	5th of month preceeding cover date.
Cancellations	5th of month preceeding cover date.
Camera-ready Artwork	12th of month preceeding cover date.
Copy requiring Artwork	7th of month preceeding cover date.

● DISCOUNTS

15% early payment discount if invoices are settled within 15 days of invoice date.

Repeat advert discount will only apply subject to full payment within 30 days of booking advertising space.

● SPORT PARACHUTIST RESERVES THE RIGHT TO REQUEST FULL PAYMENT PRIOR TO ANY ADVERT APPEARING.

● CLASSIFIED ADVERTS

£5.00 for a minimum of 40 words. Additional words at 10p per word. Please note that classified adverts cannot be taken by telephone and must be pre-paid.

Cheques made payable to "Sport Parachutist (BPA Ltd.)" must accompany the advert.

Sport Parachutist accept no responsibility for any supposed defects in the goods, services or practices represented or advertised in the magazine.

Sport Parachutist reserves the right to refuse any advertisement which they consider misleading or unsuitable for publication in the magazine, due either to content or to quality of camera-ready artwork supplied.

Complete kit. Harness-chaser black, silver (throwaway), main-fury, black/rainbow, 25 jumps. Reserve phantom 26, black silver never used. Large protec & dytter, altimeter, 2 jumpsuits, mat, rlg bag, gloves etc. Excellent condition £900.

Tel: 0932 783775 Dave

Complete rig: 21 jumps only. Main fury, talon container, with Phantom 26 reserve. Excellent condition £1100.

Tel: 0981 250274 (day), 0981 7697 (evening)

Complete rig. Ideal first kit. Laser main in invader container (throwaway) under 100 jumps firefly (square) reserve never used. Plus carrybag, large packing mat, Alti II with pad never used. Jumpsuit red medium, red protec; Sward winter gloves £1000 the lot or will sell separately.

Tel: 0773 821856 (evenings)

More Class Ads on page 31

CLASSIFIED ADVERTISEMENTS

Complete System: Parachutes De France Turbo main (220 ft/2), Minimax Square reserve(unused) In Jaguar pack and harness. Only 35 jumps, very good condition. £1300.

Tel: 0606 40549

Complete System: Cruiselite Main (Silver, Purple, Burgundy) under 200 jumps. Swift Square Reserve (light blue). Invader container (P.I.S.A.) with throwaway pilot chute but with fittings for pin pull £830 o.n.o. Also jumpsuit available

Tel: 0705 291397 Andrew (Portsmouth)

STT Racer (pull out or throwaway) containing Maverick Main & Phantom 26 Reserve (mods & acid free) 150 jumps £850 o.n.o.

TSE Jetstream container (throwaway) containing strato-star main and l24 reserve. Ideal first kit for a lightweight person £100 o.n.o.

Wonderhog container (throwaway) containing heavyweight cloud main & lopo 26 reserve. Ideal first kit £200 o.n.o.

Tel: 051 924 2324

Complete Rigs, TSE Chaser, Pegasus Main pre 4 reserve good first kit £450 o.n.o. or Wonderhog with rainbow coloured cloud and round reserve ideal first kit £300 o.n.o.

Tel: 051 709 6593 Dave (day time)

SST Racer (Pull Out) burgundy, silver, sky blue Phantom 24 Acid tested & moded. Excalibur 170 main (pin, blue, silver) approx 200 jumps £800 o.n.o.

Tel: 061 962 4253 John

Video System £1900

Sony Industrial 101 camera with 8mm lens. Panasonic NV180 lightweight recorder with 2 batteries and recharger. Dickinson helmet with Newton ringsight, quick release for recorder cable, internally mounted parachute with static line deployment, and swivel mount for still camera.

3 complete rigs, ready to jump, each with square reserve and custom leather hacky handles on throw out deployment system £950 Vector, navy blue with red and white PD190 and Firelight reserve.

£950 Mirage, navy blue with black, blue and pink PD190 (sounds awful, looks good in the air), and Swift reserve.

£950 Talan, black with red and white closure flashes, red white and blue clipper, and super raven reserve.

Altimaster 3 with wrist mount, Altimaster 2 with chest mount, Protec helmet.

Tel: 081 883 3297 Chris (evenings)

1st Square kit/bargain 2nd kit Main: GQ unit (red, white & blue), Reserve: 26' lopo (acid free), Container: GQ system (black) Complete for £265.

Tel: 081 460 3451 Matthew (after 6 pm)

Complete rig: Talon container, throwaway, custom black, red, smoke Clipper main, black, red, smoke, 10 jumps only; Phantom 24' reserve (acid free) American Import, cost £1700 will accept £1200 o.n.o. State of the art kit at a bargain price.

0474 352138 Simon (evenings)

Complete rig, 200 jumps. Chaser, fury main (throwaway), Preserve IV (acid tested, never used). Excellent condition £690 o.n.o.

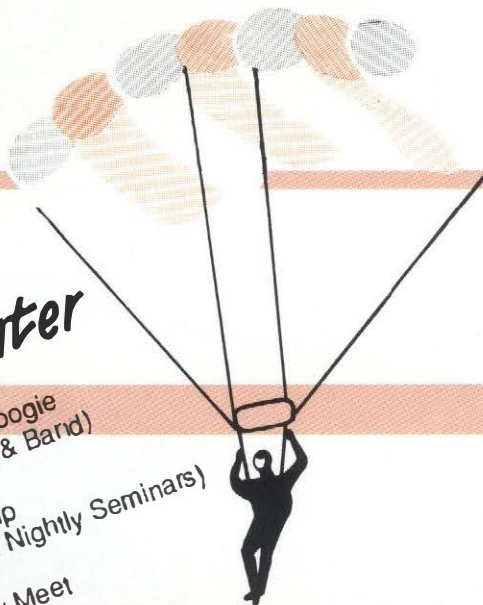
Tel: 0980 70499

Complete system: Parafall 252 Main, Defender reserve, wonderhog container. Approx 150 jumps (reserve unused). All in excellent condition. £500 o.n.o.

Tel: 0661 24290



Phoenix/Z-Hills Parachute Center



◆ October 27-28

3rd Annual Halloween Boogie
(Costume Party, Prizes & Band)

◆ November 4-10

Fall RW Training Camp
(Day time Jumping & Nightly Seminars)

◆ November 15-26
15-16
17-18
19-21
22-24
24th

22nd Annual Turkey Meet
Practice
8-Way
16 & 20-Way
10-Way
Awards & Band
(FUN JUMPING THE ENTIRE MEET)

◆ December 8-January 7
December 29-30

Christmas Boogie
Christmas Scrambles

◆ February 3-8

Tandem Certification Course
AFF Certification Course
(USPA approval pending)

◆ February 9-24

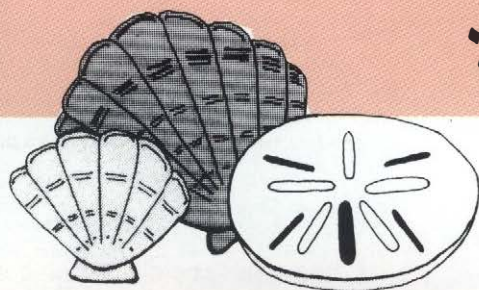
Spring RW Training Camp
(Day time Jumping & Nightly Seminars)

◆ March 3-10

26th Annual Easter Boogie
2nd Annual 20-Way Sequential
6th Annual Speed 40-Way
(FUN JUMPING THE ENTIRE MEET)

◆ March 15-April 7
March 25
March 29

International 120-Way
Practice
120-Way Attempts



◆ April 20-28
April 20-25
April 26-28

Large Formation Sequential Camp

◆ May 4-12

FFI: Phoenix Parachute Center
P.O. Box 1889 • Zephyrhills, FL 33539
(813) 788-5591 • FAX (813) 783-1339
STORE (813) 783-2932



THE BRITISH PARACHUTE ASSOCIATION



**Skydive Pants .. Navy
Collared Sweat Shirts**



**Jogging Pants .. Red
Crew Neck Sweat Shirts**



**Lambs Wool Sweater .. Ties
Baggy 'T' Shirts**

**Black Polo Shirts .. 'T' Shirts
Hooded Sweat Shirts .. White
Banded Sweat Shirts with Collar**



5 Wharf Way

Glen Parva

Leicester

LE2 9TF

Tel: 0533 785271



Please use the B.P.A. Shop price list enclosure when ordering, quoting colour and size required.