

Sport Parachutist



APRIL 1991

THOMAS

Sports Equipment



Produced by Roger Groves



Zerox in Cordura with GQ SAC and Fury main.

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Nineteen years in our sport has provided TSE with a wealth of experience in the development and manufacture of parachute equipment...an enthusiasm and commitment producing THE complete service. A service second to none. This in turn means that you can be confident in the knowledge that with TSE you are using the best available, from that initial PLF through to SCR and beyond...

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Mr. Walter Gubbins I.F.C. in this seasons 'Thomas Tropical Kit' gets his knees together and boogies through South American skies. The large, furry rodent sleeping under his hat was a gift from a grateful Brazilian 2 Way Sequential Team.

Suit by Symbiosis · Make-up by Mandy · Photo by Leo

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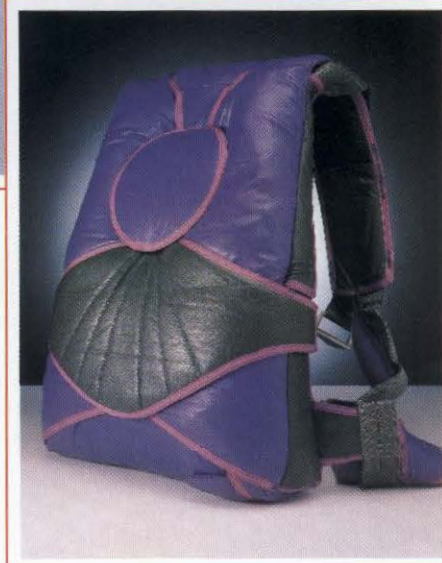
It should come as no surprise to find out that we have supplied student freefall rigs (including AFF kit developed by TSE for use in this country), to the majority of British clubs. Of the largest military and civilian centres, APA at Netheravon, RAFSPA at Weston, Slipstream Adventures, Headcom P.C. and Peterborough P.C., all use equipment from TSE for advanced students. If you've just come through the Cat system, the chances are that TSE were helping you progress.

And it doesn't stop there...

At the top of the range, the TSE CHASER still maintains its position as the best-selling state of the art rig in the U.K., with over 1500 now in the possession of some of the country's finest skydivers.

FOLLOW THE LEADERS

The British 8 way team doesn't make decisions lightly concerning new equipment. Nor do the Royal Marines. Their decision is made based upon sound knowledge and experience. TSE were pleased to supply them with all their requirements.



Leather Chaser with Firelite Reserve and Maverick Main

THE FIGURES

Whilst our quality will never be sacrificed for bargain-basement prices, take a look at our list in this issue and you'll see just how competitive it is. GENUINE affiliation with major U.S. manufacturers together with comprehensive currency handling facilities, enable smooth, cost effective transactions to be made on either side of the Atlantic.

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TRANSFAIR

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ATOM is the answer to the latest views on modern skydiving taught by the world experts of relative work and (free) style. It is the choice of many top level individuals and teams like the French 8-way team or the Italian 4-way squadra "Outcast".



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Sport Parachutist

JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION
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Cover picture by Simon Ward

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NEWS & EVENTS

NATIONAL CHAMPIONSHIPS

British National Open Parachute Championships (Relative Work) 1991 will take place at Peterborough Parachute Centre, Sibson from the 15th to 23rd June. The events will be: Relative Work - 8 Way Sequential, 4 Way Sequential (+Intermediate) and 8 Way Speed.

Completed entry forms must reach The Peterborough Parachute Centre by first post Friday 24th May 1991, together with the general entry fee. The competition aircraft is expected to be a 'Shorts' Skyvan.

The National Open Parachute Championships in Classics and Canopy Relative Work are to be held at Royal Air Force Sport Parachute Association, Weston on the Green from Saturday 22nd June to Sunday 30th June 1991. Events will be Team/Individual Accuracy, Individual Style, and CRW. CRW events will be: 4-Way Rotations, 4-Way Sequential and 8-Way Speed stack. For the first time there will be an intermediate category in the CRW event. Intermediate participants must hold an FAI 'C' Licence minimum and have competed in at least one regional competition. A team may include a maximum of two seniors. The competition aircraft are expected to be Islanders. Completed entry forms and general entry fee must reach RAFSPA by Friday 31st May 1991.

Random testing for drugs may take place in all disciplines. A refusal to provide a urine sample will result in disqualification. A complete list of substances that will be tested for is available from the BPA Office.

BPA APPOINTS TREASURER

John Lines' replacement as BPA Treasurer is Miss Deborah Clouting. Deborah should have no problem with her sums - she has been a qualified chartered accountant since 1984. She started parachuting 1976 but is a 'fair weather' jumper and prefers to do her skydiving abroad in places like Thailand and California. As Miss Clouting is not an elected council member she has been co-opted onto council for the duration of her tenure.

NEW DROP ZONE FOR SCOTLAND?

Tony Knight, operator of Ipswich PC is facing stiff opposition to his plans to open a Drop Zone

in Scotland. The proposed site, near Stirling is 40 miles from Fife PC and 18 miles from SPC, Strathallan. Ironically, the BPA regulations for the control of new sport parachuting operations which underpin the objections were compiled with the help of Mr Knight, amongst others, in 1987. The regulations lay down minimum standards for safety, facilities and staff that new DZs must meet. They also state that the views of neighboring parachuting operations will be taken into account though "100% objections by neighbours will not preclude an application from being granted if other considerations make the proposal a valid one". Ipswich Parachute Centre will be closed down in four years time. Earlier this year the BPA approved a loan of £25,000 towards Mr Knight's purchase of the freehold property for the new dropzone.

VISUALLY HANDICAPPED JUMP

Mr Keith Bundell who is partially sighted and is aided by a guide dog, performed a static line jump at Staverton airport in Gloucestershire. The club is not affiliated to the BPA, operator Mac Macarthy having obtained CAA approval to operate. Mr Bundell was talked down by radio completing an uneventful jump. This sort of jump would not be allowed at a BPA affiliated DZ, the BPA believes the safety disadvantages, (such as possible failure to recognise a malfunction) are too great.

MORE FROM MOSCOW

Moscow parachute club are keen to see an international crowd at their first ever Boogie. Cost of registration will be \$470 which includes 20 jumps from 12,000ft, three meals a day and bunkhouse accommodation. They are able to help arrange visas and transport from the airport. For details they now have a British contact: Fran Gannon, 67 Bedford Court Mansions, Bedford avenue, London WC1B 3AD.

...AND FROM POLAND

The Polish Boogie (26th July-8th Aug) is now able to reduce jump prices to \$15 for 13,000ft having obtained an MI-26 helicopter from Russia (which takes 126 jumpers!) in addition to their other aircraft. For Details:- Contact Pete Marsden, Boogie Club, 3 Cheltenham Close, New Malden Surrey KT3 3HG.

ALTITUDE RECORD

There is likely to be an attempt to raise the skydiving altitude record to 120,000ft later this year subject to a nearly completed sponsorship deal. Ex Royal Marine Nish Bruce and rock climber Harry Taylor will be training in Spain this summer with Pete Reynolds who is experienced in high altitude skydiving. The attempt will take place in Texas using a balloon to be built by Per Linstrand. Leo Dickinson will be filming the latter part of the descent.

SKYDIVER DIES IN 160-WAY ATTEMPT

Feb 20-24th, DeLand Florida: The attempt to build a world record 160-way at deland ended with the biggest formation at 156, and tragedy, when a jumper collided with the formation and remained unconscious until impact with the ground. It is thought he may have been unconscious, or disorientated for some reason, before colliding with the formation as he appeared to be out of control on his approach.

FIVE US JUMPERS DIE IN MID AIR PLANE COLLISION

Feb 3rd, Wisconsin USA: A Cessna 182 jumpship with 5 skydivers aboard collided shortly after take off with a Cherokee 140 piloted by a student under instruction. All passengers in both aircraft were killed.

EQUIPMENT

The Pintail canopy is now being produced with 'Baffle Deflecteurs' which the manufacturers claim have solved the problem of hard openings experienced by some jumpers.

SSE, manufacturers of the Altimaster range of altimeters have released the 'Airlink' communications system for freefall communication. Air to air communication is achieved by the use of a helmet with earphones, antenna and radio operating on VHF or UHF frequencies. Ground to air communication is also possible. SSE foresee this being especially useful in A-F-F training.

DZ NEEDED TO HOST SEMINAR

Adrian Mills, who was paralysed from the chest down after a canopy collision in the US, is hoping to organise a seminar for Tandem Masters on the subject of carrying disabled passengers. He would like to hear from Tandem Masters interested in attending or giving a presentation and also any DZ operator who could host the seminar, and a weekend of Tandem Jumping for the disabled. They will be doing the jumps to raise money for charity. Phone Adrian on: 0705 825155

EDITORIAL

Not much room for the editor in this issue. Slowly but surely I am being squeezed out of the mag but then maybe that's not such a bad thing (thought I'd get that in before you start writing in to tell me). As I have to keep it short I'll get to the point. Firstly, after this issue, Sport Parachutist will no longer be produced by Tony Lewis of Angel Graphics, who has been in charge of layout and design for the last three years but has had problems with his health recently. Many thanks to Tony for his contributions to the mag during an unsettling time of rapid editor turnover. (which I hope has come to an end!). The production and commercial management will now be my responsibility, which means that you now have just one person to blame for everything!

Secondly, this issue is quite heavy. No it is still 48 pages of the usual paper stock, I refer to the content of the correspondence columns. I recently received a copy of editorial guidelines from the BPA and one of the paragraphs reads: "The editor shall not allow the pages of SP to be used by readers to pursue personal and prolonged vendettas". I am therefore authorised to officially request readers, before putting pen to paper, to settle down, lighten up, chill out, take it easy, cool off, and mellow out. I'd like to see plenty of debate, but let's aim the heavy guns at important subjects and reduce the personal attacks.

Yours, peacefully...

Ola

TO RUSSIA WITH LOVE

The Irish Parachute club recently presented the Rybinsk club, USSR with British Zeros equipment from Thomas Sports. The clubs team went on to win the USSR cup in the 1990 Combined Parachute event, a success they ascribe to their equipment: they were competing against jumpers still using front-and-back kit. The photos:

show the proud members of the club: 4-way-Sergei Sukhachev Andrei Savin (standing) Denis Dobryakov and Yuri Izmalkin, and Olga Kozlova



Big is beautiful

When God came up with skydiving, He probably had the Hercules lurking in the back of His mind.

13.000 feet in seven minutes, eighty jumpers, eight side by side at the tailgate. What more could you ask for?

The original Hercules Boogie, the fifth one in ten years, takes place in Lidsköping, Sweden. It is the original, and probably the best organized boogie in the world involving this ultimate flying machine. It's run with great skill by the Gothenburg Parachute Club in co-operation with the Swedish Air Force and Army.

All you need will be there, camping site, food and drink, hangar bar, rigging facilities and rock bands.

Internationally acclaimed load organizers, instructors and video photographers will also be on hand. Jerry Bird, Derek Thomas, Jack Gregory and Alexis Perry will take your skills to a higher level, and all jumps with these instructors will be videodebriefed.

The rules are simple: Check in is

on Saturday, 25 May, 1991. The jumping starts on Sunday and continues for seven or eight days, depending on the mood and the weather. The jumps cost SEK 100 each.

If you want to join the party, which of course you will, the first step is to be sure that you have had at least 100 jumps when the boogie begins, and be able to prove it when you check in. If so, the registration fee is SEK 350. Pay by postal giro to 40 07 55-5, Hercules Boogie 91, Box 31127, S-400 32 Gothenburg, Sweden, or pay by postal money order. (No bank checks accepted.)

In good time before the boogie we will send you a 16-page manual with all the information you might need.

This year, we have limited the number of jumpers from the Nordic countries, so the boogie will stay the multi national-gathering that it's meant to be.

See you!

(If you have any questions, or want us to send you a poster, please call Anneli, (Int+46) 31 40 46 96.)



Club Corner

Scottish Parachute Club Alive and Kicking.....

Contrary to what some members may be thinking there is a healthy and active skydiving scene in Scotland. Founded in 1960, SPC is the oldest club in the country yet has never felt so lively and enthusiastic.

Parachuting is under the eye of Tim Andrewes, the new CCI and the club is now capable of offering coaching in WARP, RW, CRW, Style and Accuracy. There is no shortage of experienced jumpers to help with the coaching and there is a large number of people progressing through the system.

SPC is probably best known as the home of the Scottish Nationals but there is now a number of smaller competitions running throughout the year for all experience levels.

Those who were at the Scottish Nationals last year will notice a number of changes for this year. There is a larger student training area in progress, the club has a new video room for instant replaying of any video dives. The canteen has been fully revamped and is now run by Kenny Dinkair and Rocky Stewart who, when not jumping, can be seen behind the counter wearing over so tasteful aprons!

For jumping the club runs its own C206 and also has a C207 for use every weekend ensuring a quick turnaround so you can get a decent number of jumps in a weekend.

Talking of jumps SPC also offers the cheapest jump prices in the country, so not only can you come and jump your bum off you should also have plenty of money left to spend in the Star Hotel at night.

Scott Macfarlane, SPC Club rep



A YEAR OF BEING A SQUARE PEG IN A ROUND HOLE!

The Flying Tigers

Well they said we were crazy to do it, but then we've never been considered conventional, more the black sheep of parachuting.

Following the example of the United States, (where incidentally round parachutes are now banned for sport parachuting), we took the plunge in 1990 and scrapped all our round systems, training all our students on square canopies.

This is not revolutionary, as we have been training RAPS students since 1987. Although we also trained students on the round system, our students preferred to convert to RAPS at an early stage. Students seeing the two systems soon decided that square was the way to go.

In 1990 we trained 1075 RAPS students. We are still learning and our courses have changed a lot since the early days. It is very exciting for both staff and students to be in at such an early stage of the next development in sport parachuting.

We use Telesis rigs with a Manta Main and a 26ft lopo reserve. We are still using round reserves although we are looking at changing our to squares as soon as our budget allows. We feel the initial problems with square reserves have been ironed out now.

Sandy Reid from Rigging Innovations has been absolutely brilliant. His after sales service is second to none. He really cares about the equipment he is producing and has come over twice from the United States to see how it is performing in the field. UK manufacturers please take note! Our students enjoyed talking to Sandy about the Telesis and the Talon, (both of which we are agents for incidentally), asking him a mind boggling number of questions. Together we discussed the kits performance and how it could be improved, minor alterations were then made.

The reason for this article is to let everyone out there know something of what we are doing. People in the forefront of the sport and even other DZ operators hadn't realised that we no longer ran round courses. The JNCSSO's also seem to be unaware that we are the first, and so far only, all-square Centre in the country.

RAPS training has been going on worldwide for several years now and developed in much the same way as the original round equipment and courses were developed. Yet there is little formal recognition of RAPS in this country. We have our own home grown RAPS Instructor, Rop Kennedy, the first in the country. On his PI course Rob had to learn about round canopies, something he was totally unfamiliar with. Once a fully qualified Instructor he had to go to another Centre and train students on equipment fundamentally alien to him. Once he reached the required number of jumps to teach RAPS he came back to us and familiar territory. He is not alone. We now have several Club members who would love to be instruc-

tors, but who do not want to take what they see as a backward step in the sport. Surely it is time to recognise the RAPS system rather than just pay it lip service, especially as more Clubs are phasing out their round training. A more structured common training system is required, rather than each Club re-inventing the wheel. We offered to set out a draft manual based on our experience but didn't even receive an acknowledgement from the BPA.

There is a feeling amongst the more entrenched element of photographic circles, that photography is not really photography unless you struggle around with tons of manual equipment and use only black and white film, which you develop at home yourself. Automatic state of the art equipment is shunned and regarded as gimmicky and not worthy of serious consideration. Let's not let that happen in parachuting with the "round is sound" philosophy. After all we know that the world really isn't flat.

The monetary commitment of developing RAPS is enormous with little financial return. DZ operators are often accused of being fat cats, ripping off the poor jumper. As someone once said, the only way to make a little money out of parachuting is to start off with an awful lot! Almost without exception DZ owners are putting their "profits" back into the development of the sport, with little or no support from outside agencies. Having exhausted our personal funds, we recently applied to the BPA for a grant or loan to help us continue our work. Our application was turned down.

As to the future? The main problems facing us and other DZ operators are firstly the economic climate and secondly the great British weather! Neither of which we can do much about. However we are committed (some say we should be) to the development of the sport and our Centre. Cat 8-plus students and experienced jumpers have, we admit, been rather neglected by us, while we have been developing RAPS, but we hope to redress the balance this year.

**If you are in the area do drop in and say Hi!
You may even get a job in!**



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CORRESPONDENCE

HOW SLOW CAN YOU GET?

Dear Editor,

Graham Amies wrote in the previous issue about taking 10 years to make Cat 8 - how did he do it so quickly I ask?

Having made many military static line jumps, I progressed to freefall at Weston on the Green and made my first 5 second delay in 1972.

They were civilized times; staying in the Mess at No.1 PTS (Parachute Training School) RAF Abingdon and flying to Weston on the Green and made my first 5 second delay in 1972. They were civilized times; staying in the Mess at No.1 PTS (Parachute Training School) RAF Abingdon and flying to Weston on the Green and made my first 5 second delay in 1972. I have vague recollections of the pilot being a great Polish character who had WW2 experience and who navigated from Abingdon to Weston on misty mornings by following the road and apparently reading the road signs. (Well the recollections are probably suffering from the ravages of senile decay and hangovers).

Civilian work plus other hobbies and the injuries associated with them (incidentally, although all aviation activities are said to be dangerous and I have had a spectacular hang glider crash I've never had a parachuting injury - or deployed my reserve), all conspired to make progression through the category system very slow. But whilst it was frustrating, it was also thorough and I benefitted from the advice of many excellent instructors and experienced several DZs.

Some of the jumpmaster names in my log book are well known, although maybe not to many of you youngsters! People like Doug Peacock helped me leap backwards off the wing of the Rapide at Weston. Alex Black piloted the Eagle Club's jump ship at Ashford - expertly I thought, despite the probable part own goal of his eventual and very sad, demise. At Headcorn, I remember Jane Buckle in her early days of parachuting; then, in 1982, when after further gaps in my parachuting I was back on 10 second delays, she was my jump master (mistress?).

In 1983 with the BPA still debating whether to "legalize" AFF, I took a chance and went to Deland, where Tom Piras and Bob Hallett took me to level 8. Back at Headcorn Dave Parker allowed me to go for a Cat 8 qualifying dive and there I was, 11 years after my first freefall, at BPA CAT 8!

But my "record" doesn't stop there - it is now 1991 and I am still Cat 8. From time to time I think about devoting some priority to progression, but work or other excuses get in the way. In 1990 they included getting an Islander in my private pilot log book and wearing a neck brace through most of the summer - no they were not connected.

Flying the Islander check out circuits at Headcorn (although based at Biggin) made me think about building up some more experience in it and trying to get in on the jump pilot act. But no, that sort of distraction might slow up my rapid progress towards Cat 10 by the year 2000!

Blue skies and rapid progress to you all.

Laurie Hinds BPA 064873

BULGARIAN PARACHUTING

Friends

The only flying club in our capital is the oldest aeronautical school in Bulgaria. At the Bojovishite airport our first pilots and parachutists had their aerial baptism. And now, young enthusiasts are being trained here at aerial sports. Parachutism is particularly well

developed. Paragliding is making its first steps, but the conditions for its development are really good in our country.

But probably you have an information from the press, that the economic situation in our country is becoming worse every day. There is a real danger for us to lose our decades of experience.

In order not to interrupt the continuity and the tradition in our aerial sports, we would like to ask you for help. We will appreciate very much your help and will be very grateful to your parachutists and flying clubs, if you will be able to send us parachutes and paragliders even with residual resources.

Your help now will be a good basis for future contacts. There are things, indeed, in the old town and in our flying club, that could be attractive to you.

We are looking forward to your answer.

Our address is:

Bulgaria, Sofia 1517, Pastima No 8

Flying Club

Vladimir Kolev - Head of Parachute Section

IT'S HAPPENIN' IN HONG KONG

Dear Editor,

Reading the December issue of the Sport Parachutist I was a little perturbed by a letter from Loraine Patrick concerning jumping in Hong Kong. I have to agree with Loraine that parachuting "is still happening" in Hong Kong and I agree that it is due to the "total dedication of the staff and members" of the club. However I can see no reason for Loraine or anyone else to be so surprised at this.

When I arrived in Hong Kong last September I was aware that the parachute club here has a split DZ. Split DZs have always had incumbent problems none of which are insurmountable. As the club's experience in operating a split DZ has grown, so the solutions to the problems have improved and accordingly the number of jumps has increased dramatically. In fact it has increased nearly tenfold since the same time last year. The number of club members, both student and experienced has also increased.

The staff have tackled the split DZ problem in three ways.

Firstly, good logistics planning ensures that the necessary equipment is available at the take-off point. Good communication between the club and the aviation authorities, means we are able to get as many as 12 lifts per day from Kai Tak. The limiting factor now is the number of people available to jump (or the weather, of course) not the split DZ. Secondly, the club organizes a monthly helicopter weekend when an Aerospatiale Lama is hired for sport parachuting. The Lama is able to operate from the drop zone so for at least one weekend per month the Cessna 182 can be dedicated to student jumping while experienced jumpers do not have to suffer the inconvenience of a split DZ. Last but not least, the staff have been organizing excursions to DZs where jumping is only limited by daylight hours. We have so far made four weekend trips to the People's Republic of China jumping An-2s, and last month saw the first trip to Macau. These trips add a whole new dimension to parachuting with JSPC (Hong Kong) and to the unity of the club.

Since last September I have done 65 jumps. That doesn't break any records but it more than

keeps me current. So, yes Loraine, we are "happy" but nobody I know in the club is in the least bit "surprised".

Peter Christie. BPA 108421. D4973

HANDBAG SWINGING

Dear Editor

With reference to the anonymous verbal assassination of Mr Hesketh published in the February issue of SP, it disturbs me that the magazine continues to be used by individuals to swing their handbags at one another. What's going on? Any serious points that were being made by the unknown writer are totally discredited by the unnecessary and sarcastic tone of his letter.

Incidentally, if we are really concerned about The Queen's English, surely the apostrophe in "Queen's English" should be between the n and the s, not after the s where it appeared in the letter. Sadly for the author I also have to point out that "hazzards" should, in fact, contain one

Alas, nobody's perfect.

Yours uncontentiously, Jerry Laurence D7181

You aint seen nothin' yet - PTO for more handbags being swung.....Ed

SUBSCRIPTION COST - IS IT VFM?

Dear Editor

Why do I feel I'm getting poor value for my BPA membership subscription? Let me make some comparisons.

My USPA membership cost me £26.83 to renew this year (\$49.5). For this I get 3rd party insurance, 12 copies of a magazine (including excellent incident reports), and the administrative services of the USPA.

By comparison, BPA membership now costs £39.80. For this I get third party insurance, 6 copies of a thinner (but improving) magazine and the administrative services of the BPA.

The breakdown of costs given by the BPA chairman in his letter to members isn't very detailed. The £9.80 increase is blamed on insurance costs, yet only £10.00 (a quarter) of the total goes on insurance. Where does the rest go?

The 'BPA subscription' is quoted as costing £27.11, including the magazine. Taking the mysterious cover price of £1.50, which appears and disappears from issue to issue, six magazines would cost £9.00. This leaves £18.11 unaccounted for, a substantial amount.

I believe that a more detailed cost breakdown should be provided for members to consider.

A further thought: do the BPA council have a mandate from their members to spend their money on subsidising drop zone operators? (see John Lines letter). Shouldn't this money be raised by drop zone operators through jump prices? Over, say, 100 jumps a year per jumper this wouldn't amount to much per jump.

Finally, it may be a minor point but why wasn't some of our money spent on retaining the durable membership cards of last year? The new 'cards' will get tatty in no time, and don't give a professional image.

Good luck with the mag, Blue Skies

Dave Kennedy D7327

THE AGGRO SECTION: IT'S THAT MAN MERLIN AGAIN, RAFFLE TICKETS, VERBAL ABUSE ANONYMOUS LETTERS, THE MAG, INSURANCE, ETC

Dear Editor,

I have never had cause to write to this magazine before as I have never wanted to concern myself with the increasing proportion of letters involved in back biting, sarcasm, and out-and-out defamatory statements. However, I feel I must write in order to put over my point of view as I feel very strongly about your comments published in the February mag regarding Mr Hesketh.

I do agree that insurance should be mandatory, as I'm sure most of us do, however comments such as, "If you can't stand the heat stay out of the kitchen", only lead fellow members to believe your attitude is that if we don't agree with your policies or regulations then we have no alternative but to leave the sport, a sport we love dearly and have probably sacrificed a lot for.

I too resent the fact that I am put in the awkward position of being sent raffle tickets I do not want. I also know that I have the freedom of choice and that I can tear them up and not involve myself, but it is the fact that they were sent to me in the first place that a waste of our money, as well as time, effort and paper. If I wanted tickets sent to me I would have asked for them.

I would like to know exactly how the money I'm sending for my membership is being split, for I have every intention of jumping this year, having paid as part of my membership, insurance and admin costs, but resent the fact that I have no say whatsoever regarding this magazine being charged and sent to me when I rarely read it. What you're saying is that if I don't want your magazine, I can't get membership, if I don't get membership, I can't jump. Surely I can't be the only one who feels this way. I therefore suggest that if anyone wants to do something about it, they contact me at BKPC Cockerham.

Another point I would like to raise is that full membership is £39.80, joint membership £70.40. I don't know about you, but the way I work it out is £39.80 x 2 = £79.60, therefore the joint membership has had only £9.20 deducted, as only one mag is sent, not two. Is this the price you put on your magazine? Hardly.

Lastly, the 'person closely involved in the organising of the raffle' who did not have the decency to name himself but still had the audacity to make fun of and attempt to shame Mr Hesketh regarding his spelling (safely avoiding the subject with which he was asked to comment on) made me cringe. Are you then saying that whatever point somebody took the trouble to comment on in your mag, their view would be undermined simply because they can't spell as well as you? I have never seen anything so petty and inconsiderate in your mag for a long time and believe me that is saying something.

Yours, Jo Kilmartin D7138

Dear Ed,

May I commend to G Hesketh C9081 (Correspondence SP Dec 1990) this short prayer, beloved of people in all walks of life, but especially jumping, who would wish to improve:

"Dear God, please help me keep my big mouth shut until I know what the f**k I'm talking about."

Cheers, Ray Ellis D2523

Dear Editor,

Re: Letters to Sport Parachutist by G Hesketh C9081 (Merlin).

The use of the name Merlin in letters to Sport Parachutist by G Hesketh might have given the impression that he/she is representing the Merlin Parachute club at Topcliffe. G Hesketh is not a member of Merlin parachute club, he/she does not jump at Topcliffe and his/her views are not those of the Merlin parachute club.

Andy Abbess D7778

Dear Sir

I am a paid up member of the BPA, and have been for 3 years. As well as paying my begrudged, swollen membership fee, I would like to voice an opinion felt by many.

Firstly, in the last issue of the magazine, you went to great lengths to explain that the insurance has gone from £4.80 to £10.00: What was not explained to date, and I would like someone to explain, is what do I, the parachutist, get for my membership fee. Taking out £10 for insurance, say £5 administration costs, £6 for a magazine (that I don't want, did not order, and am forced to buy) that leaves something like £18 for everyone of the 5000 regular parachutists unaccounted for: All I want to do is parachute, and I am FORCED to pay this disgustingly high fee. Were there an alternative, I would jump at the chance (pardon the pun).

Secondly, I resent being asked personal questions on the membership form of an 'organisation' I have belonged to for years. What the hell has my marital status or occupation got to do with you? I have answered the questions that are relevant. As for the rest, mind your own business.

Thirdly, if I wanted 'Special Offers', I would request them. So will you stop sending me junk that works out more in the long run. I have to be a member of your organisation, I don't have to accept your litter.

Finally you printed a letter from a fellow parachutist, Graham Hesketh in one of the previous magazines. In it he made comments which he believed in, so as requested, he wrote. What he got for his troubles, was a reply from a cowardly abusive idiot, who launched into some kind of character assassination of the most disgusting kind.

He singled out Mr Hesketh's inability to spell words correctly. What on earth has that to do with his viewpoint? And to finish off you both sniggered like a couple of stupid schoolgirls, with comments like "THAT'S ONE PERSON WHO WON'T HELP ME PROOF READ THE MAG" Mr Hesketh is a mechanic, not a proof reader. Your job, (as you obviously need reminding), is to edit a magazine, not gang up on a person's academic inabilities. That is using your pathetic position of 'power' for personal use, which is WRONG.

Please have the decency to reply to this letter without attacking my spelling, my financial income, or anything else. To finish off, you said you would try to visit all the D.Z.'s (Probably at our expense).

I would advise you and the Phantom Coward to steer clear of Northern D.Z.'s. We do things different up here, we say things to each other's face, we don't get personal when we are supposed to be professionals, we don't rip each other off, we try

to help each other. People like you are not welcome.

Disgusted

Neil Johnston

Dear Editor,

Having read Mr Hesketh's letter in SP. (Dec 1990) and the replies in the Feb edition, I felt that Mr Hesketh may have put pen to paper before engaging thinking tackle. I agree that if he did not wish to support the BPA in its fund raising, then he could indeed file the raffle tickets under 'T' for Trash. But if he thinks that the sport can be best represented by one or two individuals working from a garden shed he is not looking seriously at the responsibility the BPA has to its jumpers and likewise our commitment to it. The necessity for a reasonable office, proportionate with the size of the organization, and staff to run it, is obvious and so therefore is the finance to keep it running. I do not know how much it costs but I do know that our subscriptions and the grants from the Sports Council do not cover everything. If he would like to set up an 'alternative group' he is welcome to try, but must be aware of what this would entail.

Firstly he will need at least two NCSO's suitably qualified for the job. Their salary has to come from somewhere and at a suitable level for their experience in the sport. Why two? One of them has to be available at anytime should there be a serious accident or fatality at any of the country's DZ's. Does Derek Newbolt think, with respect, that one can be expected to be on call 24 hours a day 365 days a year without a holiday or the need as a coach to do some research abroad.

Secondly Mr 'H' has to negotiate the use of airspace with the powers that be, who if they had their own way would restrict all sport aviation in this country to farcical proportions.

Those are just two aspects, the list is to my mind as long as it is complex. The operations manual does not have finance in mind it has safety in mind. If there are rules you seriously disagree with then you make your feelings known in the proper quarters. It is possible to get rules changed in fact the ops. manual is amended regularly. You would probably find a very good reason for any given rule being in place.

Insurance, well what can I say, anybody is welcome to finance a law suit for damages, due perhaps to severe turbulence at a demo, resulting in the jumper landing in the crowd and injuring somebody, to use but one possible scenario. Without the wealth of knowledge and experience a body like the BPA could offer, what chance would you stand of winning the case? I do not believe the BPA has all the answers but it has 30 years to draw on.

In addition, the law of reality also states that along with the aircraft, skydiver, parachute, and also, pilot, goes all the legislation and instruction, to protect public and participants alike. From the tone of Mr 'H' anybody should be able to put on a rig and go jump. This is ridiculous for obvious reasons. May I respectfully suggest that people think clearly about why things are the way they are before opening their trap. I personally do not agree with all the 'red tape' in aviation, particularly with regard to private flying but 95% of it is clearly common sense and better than none at all.

Finally, I would like to thank Ray Ellis for his excellent article, also thanks to the staff, candidates, and examiners, at Netheravon during the PI course in Feb, and I invite any jumpers out there who find themselves at a loose end in the Midlands any weekend, to visit us at Midland

Parachute Centre home to the 'Up down Ta-Da' boys....cops sorry, and you Deb.

(Ring first we might be closed because of drag racing).

Blue skies and safe skydiving

Martin Moyes D8479

BPA Pilot No.591

Dear Ed,

I am horrified at the annual B.P.A. membership fee, £40 near as damn it. I have to pay it, I have no choice. If you said £100, I still would have no choice. How much do you charge a DZ operator to be a B.P.A. member? The sooner an alternative governing body comes up with a £5 a year membership and independent DZ Insurance the better.

(watch this space) Merlin D9081

Dearest Ed

Or should I say Ola (a good old British name) I loved your kind comments in the S.P. mag. Will you please forward to me the letter the anonymous person (with less backbone than Saddam Hussains army) wrote to you since you sent him mine.

I loved the photo of you on the editorial (where you trying to land on an elephant?) It nearly did say a lot about your personality and I agree with your comments it does show your best features - an excellent view of your brain.

I wrote a poem especially for you.

Ola Ola up on high

Ola Ola in the sky

Is he a skygod?

Is he heck

I hope he breaks his stupid neck.

May I suggest an important career move. I think your resignation and suicide would go down well. Or failing that I wish you grey skys, wind, rain loads of malfunctions and a terminal impact with the ground.

But seriously. If we are to make your mag more interesting to read, we should encourage more and more people to put verbal abuse to paper. Actually....I would like my own column in your mag....What do you think? There gets a point where just wringing about parachutes gets boring.

Yours Lots of Love, Merlin D9081

P.S. Crash and Bum.

I think SP needs constructive input, not more verbal abuse, though I do hope you get plenty of it, if it makes you happy. Thanks for the poem, here is one for you.

Title: Hesketh rites agane

Hesketh G, FAI 'C'

Now he's Merlin. FAI 'D'

Progressing very well I see

He's even writing to SP.

Hates raffels, finds subs a drag

And wants a column in the mag

I don't want to discoridge you

(We're glad to hear from someone new

and do not mind that you can't spell)

But a functioning brain would go down well!

Lots of love.....Ed

Dear Editor

I am writing in response to the anonymous letter in SP Feb 91 addressed to G Hesketh C9081. I shall refer to the author of this letter as X.

Firstly I would like to make it clear that I am not endorsing Hesketh's point of view. Although

his letter is put in rather strong terms (he obviously does not suffer my tendency for fence sitting) I have heard more experienced persons than myself raising similar opinions albeit in more tactful ways. However, when hearing arguments for the other side I have to say that these are not easily dismissed. This, though, is not why I write.

My main point is this: Although I acknowledge that X has addressed some/all of Hesketh's points, it would seem that X's main method of discrediting Hesketh is by attacking his grammar and spelling. I find this totally unacceptable and extremely arrogant. I appreciate that X being involved in the raffle organisation, feels put out that his/her efforts have gone un-appreciated and has therefore fallen into the temptation to get 'personal'. But (yes, I know it is bad grammar to commence a sentence this way) if he wishes to discredit Hesketh he should do so by attacking his points of view, not his English skills. What will we have next? Will members with a speech impediment be barred from rising at the AGM to ask a question or make a point?

X, however, has written a letter to SP which you have decided to use, and this is a fair decision given the nature of the original letter. What I find particularly distasteful is your ridiculing comment which follows X's letter. Quite frankly Sir, you should know better. In the same issue as your comment you were encouraging members to write in with their points of view. I think that members whose English skills are less than perfect are likely to be discouraged from putting pen to paper if they know they are putting themselves up for public ridicule - especially if their points of view are unpopular with the editor or BPA etc.

I would respectfully suggest that you consider apologising to Hesketh for your advertisement of his spelling errors (please bear in mind such an action would not relate to his views; only your method of response) and until the membership is given an assurance that such an action will not be repeated I cannot help feeling that we may be missing out on some important opinions.

I am sorry that my first letter to SP has been one of complaint but I believe strongly that every member should feel confident to air his/her views, no matter how controversial, without fear of attack on grounds of presentation skills.

I would like to add that I will not allow this episode to prejudice my opinion of you or SP in the future and I sincerely hope that next time I write it will be on a much happier note. Yours sincerely

Septimus T Phrogg C9445

Hmmm, it certainly is fun opening the post in the mornings. Amidst the 'handbag swinging' there are some important points being made here, and I suppose one ought to thank Mr Hesketh for provoking some lively comment. I think though that the members of the Hesketh supporters club forget the offensive and unthinking nature of his original letter, whatever serious points were in it. There are many sorts of response to that sort of tripe. I prefer to take the mickey, and I think Mr Hesketh knows he deserved whatever reaction he got. No one who writes constructively (however controversial their views are, or whatever the standard of their spelling) risks being ridiculed. Any way, I think we've had enough of that topic.

One of the points raised above, which was also the basis of a motion raised at the AGM, is whether the magazine should be optional. The vote at the AGM was a fairly unanimous "no" but is the feeling out there less unanimous I wonder? Other questions asked: 'Do members get value for money for their subscription fee?' Is £10 too much for insurance? What about raffle tickets, bearing in mind that they are to raise money, are they really such an imposition? All sensible and not too offensive opinions welcome....Ed

TRUMP THRUTCHING

Dear Sir,

I should like to bring to your attention a matter of some delicacy which has caused my Synchronised Freestyle partner and I considerable distress and humiliation in our attempt to enter last years' World Freestyle Championships in Texas, USA.

Gervais and I have toyed with each other for several months on whether to bring this matter to your attention, but on balance thought our members should not be sucked in as we were, leading to such traumas.

To assist us in our training routine for the Championships we decided to enlist the support and technical expertise of a certain Guy Manick who was highly recommended to us by a certain Mr Dick Zero. Mr Zero held himself out on numerous occasions in our company as a sensation seeker and one time World Trump Thrutching Champion, while acquainted with postern manipulation, besides his obvious skydiving knowledge and prowess. We could not have been in better hands....or so we thought.

Our meeting with the world famous Mr Manick sparked off an instant friendship, and in our early training prior to the recording of our preliminary video for the judges, Mr Manick truly bent over backwards for us. Immediate attention was given to our equipment, and soon we were performing in sequined body-hugging Lycra suits with matching cod-piece, false eyelashes, reinforced gusset and permanent grin.

The innovation of Manuck was quite amazing as we put together our aerial routine under the team name 'The Hot Gossamers' with some novel moves (after our favourite exit - the two man tube), such as the Double Cheeked Arabian, the Piked Maurice, The Flying Half-Backstabber, the Rising Helmet Crossover, and the extremely difficult Full Lunging Shirt-lifter. Each dive was followed by a full de-brief, but our suspicions were aroused when the said de-brief was to take place in the gents toilets in Leicester Square. Notwithstanding this, Mr Manick enlisted the services of a Mr Paul Raymond to capture the subtle nuances of our performance and we were soon to receive the sponsorship (fully deserved in our opinion) of a well known brand of surgical jelly.

To our horror, after three months of considerable commitment, the competition secretary returned our video via the Vice Squad who have since interviewed us on it's contents. It has also been brought to our attention that copies of the video fell into the hands of unscrupulous pirates and can now be obtained from a national chain of sex shops and gay 'contact' magazines. Suffice to say Mr Manick cannot be traced.

Should any of your readers ever wish to solicit the assistance of the aforementioned Mr Manick, read the small print, stay out of the jacuzzi and tell him to raffle his donut elsewhere.

Yours affectionately, Lionel and Gervais, Mincington-on-Sea

PETERLEE PLUG

Dear Editor,

As I have not read anything in SP about my local DZ, Peterlee Parachute Centre, I thought I'd drop you a line. We have been open for business for just over a year now. There's a C182 aircraft and a very friendly atmosphere. There's great toasties, lovingly made by me, though I must admit to deserting the kitchen when it's my turn to jump.

So if anyone's in the area why don't they pop in and visit us.

C. Morrison. 478672

P.S. Hey Jim, although I didn't do my first freefall here, can I have some wings now I've got you in the mag. Love Carol

PERRIS VALLEY SKYDIVING CENTER

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1991

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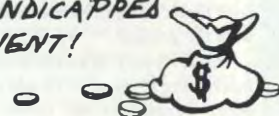
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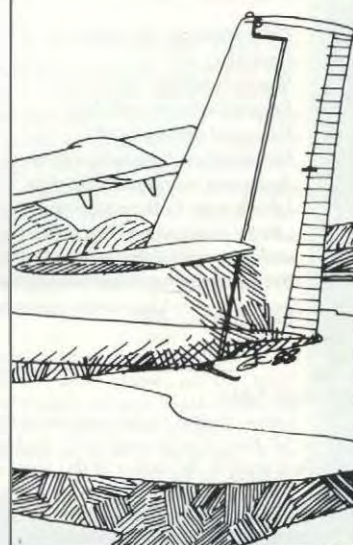
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MISSING MAG

Dear Ed,

I am a student parachutist, cleared for freefall at the beginning of November, accordingly I became a full member of the BPA, very pleased with myself, and waiting with expectancy, maybe even bated breath for the arrival of my SP. Since I joined in November, I thought my first copy would be the Christmas issue. Instead I received the October issue. "These people are really on the ball" I thought. However since then I haven't received anything. As it's almost time for the February Issue I feel I've been patient long enough.

Please send me my Christmas issue I paid my membership, surely I'm entitled. Get it right SP, your first impression is the one I liked best. I don't know how many letters you get from students, but it would be nice to know about other people at the same level as me, and hear about the problems they're having.

That's all for now, Blue skies,
Rik BPA No:496363

GOODBYE AND THANKS

Dear Sirs,

We at the Army Apprentices College, Chesham feel it necessary to show our appreciation (publically through your magazine) for the hard work and tireless efforts of Mr John Parr, a member of the civilian staff. His organisation of 5 exercises to JSPC Cyprus, numerous weekends at Dunkeswell, Netheravon etc were a great benefit to all who were members of our small but very keen parachute club. During the Army Championships we boasted a clean sweep of junior army novice accuracy medals amidst stiff competition. All of this at the cost of a lot of grief, bargaining with the powers that be to provide finding, transport etc. His leaving sparked by a promotion means he'll be greatly missed by all.

Yours Sincerely
APP/TDSMN McCullagh

THANKS FOR THE LETTERS....

Hello Skydivers!

You may remember a while ago we wrote to SP asking you all to write to RAPA's Skydivers in the Gulf. Well, judging by the feedback we personally have received from our friends out there, your response has been absolutely fantastic, which proves what we have always said - Skydivers are wonderful people! We would like to take this opportunity to thank all those of you who took the trouble to send letters and cards and if you haven't had a reply, we are sure you will after the hostilities are over. By the way if you ever fancy a trip to RAPA in Bad Lippspringe, Germany you will be made more than welcome. The staff and punters are really friendly, there are no "cliques" and newcomers, whether student or experienced parachutist, are accepted readily into the community. Blue Skies!

Ted and Marie Payne. D7212 and D7418

....THANKS AGAIN

Dear Sir,

This is yet another thank you for the pages of SP, but with a difference. It has nothing to do with skydiving.

The thanks are due to the many people who responded to Ted and Marie Payne's letter in Dec 90, and sent letters, cards, books, etc to

those of us out here in the Gulf. Just the fact that total strangers took time to drop me a line or send a Christmas card was very much appreciated.

There were a number of people whom I didn't get round to writing back to, sadly, I lost several letters after Xmas. To those who didn't get a reply, my apologies and my thanks, you were not forgotten. And to the Skydivers mum from Kent, whoever you are, I think you're wonderful.

Now that the business over here is done, we're packing up to go home and get back to the serious business of skydiving, and no doubt by the time this finds its way into the pages of SP, we'll all be home and the Gulf war will have faded in people's memories. The thoughts, prayers and good wishes from the people in the UK and skydivers in particular will be one of the better memories I will have from my time out here. And, not forgetting Ted and Marie who set the ball rolling. Thank you all very much.

Dave Cassidy D7695

SAFE DRIVING

Dear Editor,

This is an amazed reply to Adrian Bowles' suggestion that we should all practice CRW so that we might be safer under canopy. What is wrong with the instruction everyone gets on their first jump course, "if you see someone coming towards you, STEER AWAY"?

CRW is indeed an exciting and challenging part of the sport and is here to stay, but to suggest that it makes life under canopy safer is untrue: there have been plenty of cases of multiple injuries and even multiple fatalities CAUSED BY CRW.

As when driving on the road, the only way to be safe is to remain constantly aware of other people around you and to keep away from them, look around before turning and ensure everyone lands facing the same way in a designated target area. More use than learning CRW might be learning Accuracy? Have fun but be safe.

Cornelia Waymouth D5457

LIFE, THE UNIVERSE, AND PREMIUMS

Dear Ed

Like most jumpers I spend a considerable amount of my free time standing around the DZ, drinking tea and listening to the latest gossip. Virtually every subject seems to be discussed, everything that is except knitting and personal insurance (at this point 90% of your readers will move on to the next letter believing me to be a plant from General Accident).

Recently I was called on to guarantee a business venture details of which I won't bore you with however suffice to say that virtually all my personal assets are now the property of my bankers should the business fail. As any house buyer (good luck Jane Buckle) or businessman will know such guarantees invariably involve some form of insurance and I am now covered for everything from cannibalism to coronary except, of course, for parachuting. The reason for this omission is simple - premiums. It seems that underwriters regard all air sports as desperately dangerous and parachuting (do you do this free fall thing as well Mr Bittleston?) as worst of all.

Most jumpers seem reluctant to discuss this subject, the least enthusiastic are the fathers of three with £100k mortgage and I sense the ostrich in many who, if they considered their responsibilities for too long would either pay the cost (my proposed premium was £75.00 pcm) or give up altogether.

Since I believe I may be expressing the fears of many may I make a couple of suggestions. Firstly, we have a third party cover arrangement through the BPA membership scheme and this, even with recent increases and some dubious aspects of cover, is very good value for money. Could this scheme not be extended on a voluntary basis to provide at least a token payment in the event of serious injury or death? Secondly, I noted with keen interest the Mastercard scheme which, through card usage, releases a small amount of cash to the BPA funds. I am not sure what the uptake has been, whatever it is I would expect substantially more support if the money went to a "hardship fund"!

If any members have successfully solved this problem at a reasonable cost I would be interested to hear.

Blue skies
T.S.Bittleston D8674

APDO vs MILITARY

Dear Ed,

I have never put pen to paper before in the Mag. on any subject but I feel I cannot let the letter from David Turner on behalf of the APDOs go unanswered.

I feel he is bringing up an old chestnut regarding the civilian jumpers at military DZ's, there are only 3 regular DZ's Netheravon, Weston, and Dunkeswell. Weston closes in the winter and Dunkeswell is too far away for most jumpers to get to for a weekend. This leaves only Netheravon as the prime target.

Being a military establishment the staff do not I think have the right to reply to these accusations, this is unfair so having jumped regularly at this DZ, due to my military commitments for over 12 years I would like to add my comments.

My observations are that about 80% of jumpers at this DZ have military tie ups, i.e. dependants and other allowed services, this leaves 20% who live locally or just like to visit and like the atmosphere. There is no such thing as cheap jumping for civilians prices are on a par with outside clubs, this was agreed several years ago.

Most modern ideas in the sport i.e. safety, testing RADS etc. start at military DZs who can donate more time to this aspect as money is not the prime objective.

The number of people participating in the sport is on the decrease, I notice regular jumpers are the same, but 1st jump students have decreased by 6500, and this is only the number of reported courses. This works out at about £450,000 plus lost to the DZs. A lot of cash going to other sports, golf, waterskiing, and polo perhaps.

Having stood around Netheravon for 12 years of so I have watched the crowd thin out, especially students, let's be fair parachuting is not a cheap sport even a student can spend £50 a day.

It must be obvious to APDO's that the country is in a serious recession and in times like this the first thing that goes is money for sport and entertainment.

The sport does not owe any DZ operator a living and if the money is not coming in then unfortunately DZs will close - this is happening to any type of business all over the country.

All I suggest to David Turner and his committee is to try to retain 1st Jumps students and keep them in the sport - or is his main objective to take the 1st jump money (the biggest

Correspondence on this subject is continued on page 26.

FLYING DOWN TO RIO (CYPRUS STYLE!)

Hi Gang, fasten your seatbelts and gag the cat, its tall tales from God's little DZ, yep - Cyprus. While you freeze your butts off on some God-forsaken rain-lashed airfield in gloomy old UK, spare a thought for us banished jumpers out here, having to survive with 20 degrees of sun and blue skies in the dead of winter, hey hum.

But I digress, where were we, ah yes...grab a load of this... It's late October, 8,000 ft over Nicosia in the heart of Cyprus and Yorky Nisbit is lining up the new BN Islander for the run-in (yep we now have our very own Islander - at last). Our target is the superb Macarios Sports Stadium in East Nicosia, who have asked for a demo at the Island's annual football derby, attended by 25,000 psychotic Cypriots. There are 9 of us on board, with smoke, led by the intrepid Scotty "are your boots shiny" Milne. Down below, the emerald green pitch of the stadium compares starkly with the surrounding desert coloured countryside, which reflects the harsh glare of the sun in its bright blue sky. Soon the 3 man base is jammed in the door (we intend a 3 man base with the rest stuck on round the edge, technical huh!). On Scotty's "Ready" we pop smoke and surge out the door, more or less stable. I'm on the edge so I line up for my slot (pity it's the wrong one), I go to move across to my correct position and bounce off Terry Robinson, whose slot I nicked and who had decided to go into mine (look, if you want precision RW, go to France!). By now the plot is shifting into overdrive; heading rapidly downwards, yours truly grabs hold of Scotty's leg and yanks over the entire formation, time to let go and from a safe distance watch the raft right itself then split up. Me, I turn and track off into the heart of the greenest stadium I've ever seen. I dump and start thinking excuses, then figure out how to land in a stadium where the wind appears to be blowing in three different directions simultaneously. Gulp, no time for bravery I follow in behind Willy (a very experienced Demo jumper) and niftily avoiding the 100 ft high floodlight towers we enter the stadium, getting a surge of heat off the crowd as, skimming over the goalposts, we land cross wind, but on to a very soft grass pitch. The noise is deafening as the crowd scream their approval;.. unfortunately it's not for us because, as we land, the two football teams run out onto the pitch skirting the canopies - so no line-up, just a hasty exit through the steel barred exit gates. I thanked Dave Muir (DZ control) for the purple smoke, which in fact had been lobbed by the crowd. Now for the recriminations.....!

Anyway, November arrives "hey hey Boo Boo" (Yogi Bear, dimbo!) its time for the annual CPC Championships, with all the heart rending drama and tragedy this event entails! now if you're expecting a long, incredibly boring list of winners etc., forget it, however if you like malicious gossip and smutty innuendo, you're in luck. Well, as per normal the comp took place at Kingsfield DZ in good old Dhekelia, under the benevolent control of Maj Bob Card as meet director. CCI was Scotty Milne, who had obviously underestimated the pressure which falls on the shoulders of a CCI on these occasions. I have never seen a man look so harrassed in so short a time; by the end of the meet he was darting furtively from bolt hole to hideaway, with the look of a man wanted by the Gestapo! In fact he almost turned nasty when I enquired if he could spare some time to help my Auntie in Aberdeen apply for a cheap mortgage!

As with most of these events, there was a combined RW/AC competition and a Style Thingy, all of which were heavily subscribed by the large crowd of jumpers who had arrived from the UK for the competition. There were over 40 4-way teams for the RW alone. As you would imagine a large number of the visiting jumpers were from military teams, who were also getting in a spot of team training. Once again the delectable Jan McKee put in an appearance with the Blue Helmets, however during the RW Jan was seen wandering around with a worried countenance, apparently she had been told the video telemeters were fitted with a laser height finder, which had registered her team in a low pull. Some kind soul put her out of her misery eventually, there's one born every minute...

And so as the days passed Elsa the lion cub grew...Oops, wrong story. Ah yes, well the comp got off to a good start with the RW teams racking up the jumps, it soon became clear that the dubious bunch called Tin Tray from Netheravon, were far better than everyone else and they did eventually win the RW first prize, with the Red Devils in second slot. Strange team this Tin Tray, ho yus, members were all civvies ie Dave Parr, who brought the house down with his attempt at a DC in the pit, downwind on a PD 210, it took two men and a boy to excavate what was left of him from the gravel. There was also Andy Pook, who seemed normal, but knew Trevor "who needs a spoon?" Carnell, a convicted toad abuser. The fourth member was Kate Gibson, a seemingly innocent young girl who rashly attacked a Tin Tray one evening at Nethers, hence the team name. The team admitted to being thoroughly irresponsible and showed it by their one attempt at a decent landing when they all managed to crash in various ways, hey hum. But not a bad lot, even if certain members dare not return to the USA for fear of imprisonment!

The AC was fast and hot with a lot of caution thrown to the wind in pursuit of the elusive DC. On one memorable occasion during light winds, there were more seats ripped out of jump suits, than at a Rottweiler convention. The RW/AC was won by Spinning Bottoms a mil type team. Now we hit the Style, where the video never lies, except if you're last out and they forget to film you! The eventual winner was Geoff Chandler of the Silver Stars, which shows there is no handicap in age. And if anyone thinks I am going to mention my own performance, forget it, some things are best left alone.

As well as the comp, a water jump was arranged into a local bay, unfortunately the ship was held aloft by ATC which resulted in large bills for all on board. At this point my notes tell me that a certain GC managed to score a DC on a buoy in the bay with his gonads, brave man.

It was nice to see a small team across from the Marines, however I'm not sure about the sinister NHS (childmolester) sunglasses they all wore! The main judge for the event was a very nice Belgique by the name of Rene Boidin, accompanied by his charming wife. Rene relayed a cautionary tale from Belgium concerning a low swoop on a Blue Track by top RW man Michele De Kerpel, who managed to explode his hip on contacting the ground. Much surgery later Michele is just walking again. On the subject of Blue Tracks, Rene said they were now banned in the USA (surely not on safety grounds?) however he is not sure why, perhaps on copyright or related grounds?

As mentioned, teams came from all over UK for the event including a 4 Para TAVR team, who presented some stylish landings, showing you can always spot the Demo lads. Fife Para centre obviously closed during November, well I presume so as most of the members were to be found sunning themselves on our DZ. They all reckoned to be enjoying the trip, especially Grant Roland who managed to get a round into the pit when squares were missing. One of their RW teams Hop and Chop were still in a state of amused bewilderment after successfully launching a 4-way caterpillar twice! Long Marston also sent 8 members over, some of whom took to skinny dipping in their hotel pool after a few wets, but then this is Cyprus. Mind you, what they got up to on a Yellow Banana at Aya Napa doesn't bear thinking about!

Back to the comp, which was all tied up by day four. However after the prize giving there was a mega stomp, with scoff courtesy of a local car hire firm, which can't be bad. All in all everyone enjoyed themselves, meaning it beat the hell out of freezing to death in Blighty. One thing that was clear, was the low price of a holiday in Cyprus, combined with the amazingly good jump prices, plus of course summer sun in November. Where else can you jump in the morning, ski in the afternoon and still enjoy an evening swim. Eat your hearts out comrade jumpers.

Chris Devine D2248

TAYSIDE STORY

Another view of the Cyprus scene...

Neil McLaren
C9296

On Sunday 18th November, at an ungodly early hour in the morning, a group of 17 left for Newcastle Airport for a trip to Larnaca in Cyprus en route to the 1990 Parachute Championships held at Pergamos Army Camp on the Island.

We arrived at the destination airport early, thanks to a 120 mph tail wind and were met by Paul from the DZ who would take us on to the camp for a wee refreshment and, for many of the party, a first taste of the local Brandy Sours.

The drive to Aya Napa and the apartments was made easier in the two station wagons we had hired for this purpose during the week and were to prove a very worthy asset to the trip. After finding the rooms in the Karousos Apartments we adjourned again to the bar for some more Brandy Sours!

Monday morning started with the alarm clock at 5.00am and was to become a constant ringing in sleepy cars throughout the week. Upon arrival at the DZ we met the CCI, Scotty Milne, already well known to a large number of the party, who welcomed us to the DZ.

Major Bob Card gave the brief for the week along with all the do's and don'ts that go along with such events.

This was the first competition event for the majority of the group, and the sheer numbers of people taking part was a real eye-opener to most. It became more and more apparent during this week that a good manifest crew can make or break a meet of this size. The competition started with the team/individual accuracy event, all the SSPA sponsored teams having been entered prior to our arrival. The two Accuracy teams were given names:-

Flaps Down consisting of Pete and Kay Anelli, Andy Bremner and Andy Dickson and

Hop and Chop being made up of Mike Baillie, Steve Tawse, Stirling Taylor and Jim Wade.

Novice accuracy entrants were Liz Ferguson, Tamara Forgie and Grant Rolland.

Grant was the first person out of the aircraft for the entire championships in the novice accuracy and proceeded to scare the c... out of some of the experienced jumpers by plonking down not too far from the disk in the pit.

The winds in Cyprus do strange things at alarmingly short intervals, some of the novice accuracy jumpers had more re-jumps than they had rounds in the competition, with Liz hardly ever out of the aircraft from first light each day. 7.00 am starts means wheels off, not turn up!

In a tournament dominated by Military teams, it was good to see the SSPA members managing a respectable score in and around the pit bearing in mind the limited practice undertaken before departure.

The Errol RW Teams were also in action early on in the championships, with the same line up forming Hop and Chop, and the second team of Get a Grip being made up of Jim McConnell, Dennis Salter, Pete Anelli and Neil McLaren.

These two teams were to provide much entertainment to the other competitors, as they had an unruly passion for launching caterpillars out of the aircraft, while being told by all the "experienced" teams (including the Freds) that this sort of launch would never work!

In a total of six RW rounds, Hop and Chop scored 4 points, while Get a Grip were fighting for last place with the Royal Signals "Mercury White", going into the sixth round. The Mercury Shites, as they were affectionately termed, managed to score the first point on their last round, and Willie "Jock" Simpson had great delight in telling everyone from Errol just how they managed it.

Get a Grip earned the name "Three Men and a Camera", from Renee the head Judge.

Knowing that many of those who may read this are involved in competition skydiving far more than Get a Grip, I do not mean to rabbit on about pressure, but going into your first International competition in last place on the final dive meant that the pressure was quite unbearable.

With nothing to lose, the team decided to launch a caterpillar and grip switch to the first point, a helix, which is exactly what they did, tying the score at 1 point with Mercury White. (We couldn't go any further as we only dirt-dived the first point properly!)

In the style competition, four jumpers had entered the event, and although no prizes or placings were awarded, Jim Wade, Pete and Kay Anelli and Andy Dickson all enjoyed themselves, Andy using the event to attempt to qualify Cat 8 after the style sequence.

On a trip like this, the first outside their own DZ for the majority attending, the opportunity to explore Cyprus was not lost, with afternoons blown out being utilised for sightseeing, swimming, sailboarding and souvenir hunting.

The evenings usually started in the bar with the Brandy Sours, and then onto one of the many restaurants in Aya Napa for some traditional, and sometimes foreign, food and drink.

The Party Animal award has to go to big Grant who, despite some fairly horrendous sore heads, still managed the first accuracy lift each day, unlike Steve Tawse who missed the first day's start, and paid for it by crossing the beer line on his first landing. Scotty took great delight in ordering up 200 Carlsbergs, shooting down Steve's plea of ignorance in flames!

I cannot stress enough that all those taking part had an incredible time in Cyprus, not only in the air but before, during and after the day's events.

As well as the party animal award, congratulations must go to Grant Rolland for coming third in the Novice Accuracy event, beating many more experienced military round jumpers, (and one or two ringers who normally jump squares!). Grant was the only award winner from the group, but the whole team won in the smiles stakes, and no-one forgot that this sport is FUN.

Thanks must go to Derek Thorne for originally suggesting the idea and volunteering to organise the travel and finance details, to all the permanent staff at Pergamos Camp and in particular Scotty Milne for always being around just when you needed him and to the SSPA for their financial backing which paid for the competition entry fees, and for the hire of the vehicles.

PS

Andy Dickson has since got his Cat 8, and Big Grant is now on squares and still plonking down in the pit!

Anyone who is thinking about a couple of weeks off in November of this year, why not give Scotty a call and join the Fife Parachute Centre's SCUM IN THE SUN!!

ARE YOU ENTERING THE REGIONALS?

1991 could be the make or break for The Regionals. From a well attended First Regional competition at Headcorn in 1988 attendances have steadily declined. With interest in CRW, after its introduction last year, being the only recent encouraging sign. When we have 25 teams entering our 4 way R.W. Nationals, I find it amazing that we could have a Regional meet with just three teams entered as happened a year ago.

So what has happened? Let's look back to the conception of the Regionals and what was written by Steve Eversfield, Chairman of the Comps. Committee as an introduction in 1988.

"Apart from the National Championships there is no competitive structure in British Parachuting. The lack of such a structure may well explain the lack of success British competitors have had at World meets in recent years. What success we have ever had has relied totally on the determination and commitment of a few individuals. There is no doubt that money would go a long way to bridging the gap between our competitors and international success. This however is a commodity which the BPA is not over endowed with. The largest percentage of the Competitions budget is spent on just getting teams to the events and paying the entry fees. What is left for training is pitifully small when compared to the amounts available to teams financed by governments or corporations.

Without huge chunks of money available, the BPA has decided to approach the problem from a different direction. A series of competitions in 4-Way RW and Accuracy will be promoted throughout the country. One in each event will take place in the 5 regions as designated by the Sports Council of Great Britain. This will give all members the opportunity to compete in an event judged to international standards at a DZ close to them.

The BPA will be funding the provision of officials and the most up-to-date judging equipments available. The Drop-Zones hosting the competitions will charge for jumps at near normal prices. An entry fee for the whole series or just one competition will be available. All efforts are being made to create the right environment for members to take part and excel in their chosen discipline. There are now plenty of competitive opportunities available at a reasonable cost. You are encouraged to take advantage of them, its success and possible extension to other events depends on your support."

There have been changes to those original guidelines. As I mentioned earlier CRW has been introduced, along with style, but the number of competitions has been reduced from 5 to 3 in each discipline and entry fees, while payable through the BPA office or to the DZ concerned, are per competition with no reduction for the whole series.

These changes however cannot take the blame for the apathy that seems to exist towards the Regionals. I think that in the past the Regionals have been poorly promoted and in some cases poorly run. Any two-day competition, with our climatic conditions, needs to be well organised with an early start. It also needs the help of the competitors either by pre-registration or early attendance.

So are this years competitions going down the same road? NO!!! On the organising side the competitions committee will endeavour to act as a back up to any centre requiring extra equipment, judges, or advice on individual requirements for each competition and to make sure all judging equipment is in good working order (a problem in the past) with a check list supplied to each venue. On the promotional side recent loans and loan applications submitted to the BPA have curtailed plans to have four 30 second slots on prime time national TV. However, to the rescue came Simon Ward of Sward Sports fame with the free design, and publication of a regionals poster, which will be backed up by further advertising in the near future. These might seem small and insignificant steps toward a better regionals competition setup. But there is unanimous backing from the competitions committee and council for them to succeed.

So all we need now is you. Teams and individuals, seasoned, inexperienced or just curious. Entering a competition in a discipline you do not normally pursue has in the past opened a few eyes.

A friend of mine who started jumping at the same time as me, and with whom I went through the category system, had become totally dedicated to RW and no jump under 9,500 feet was worth the pack job. However, last year a regional accuracy competition was held at his home DZ and, persuaded by Dave Ruffle amongst others, he entered in a team. After the competition he said it was alright but, *"did not compare with real jumping"*. However, if you ever visit Doncaster on a 'low cloud' day, you will see someone practising accuracy on a borrowed foil, having at last, (even if he is reluctant to admit it) seen the light. I will not name my friend, as that could embarrass him in front of his Teva clad pals, but if you do not believe me ask his father John Curtis.

So come on, enter and make this years Regionals the best ever yet. All the centres hosting a competition this year are providing either free beer, a disco, or barbecue on the Saturday night, all are having practice days and jump prices and registrations are being kept to a minimum. Any queries on the competitions finer points i.e. wheels off, last registration time etc. should be directed to the centre concerned although the BPA office should be able to help with these enquiries.

If you decide to enter, the earlier the center knows the better, so that arrangements can be made for numbers. I hope you pre-register but if you cannot commit at this stage, a phone call later on will be a great help. I hope to see you at one of this years' competitions.

STAY SAFE
Steve Hastings
Competitions Committee

BPA REGIONAL CHAMPIONSHIPS 1991

THE CLASSICS

Langar 18/19 May

Eaglescott 20/21 July

Halfpenny Green 3/4 August



RELATIVE WORK

Halfpenny Green 11/12 May

Langar 27/28 August

Doncaster 14/15 September

CANOPY RELATIVE WORK

Cranfield 20/21 April

Netheravon 25/27 May

Cranfield 3/4 August



MEDAL CATEGORIES

Series Champion

Regional Champion

Each Competition: 1st, 2nd, 3rd

TEAM RABBIT

While the serious business of team and personal skydiving skills occupies the emphasis on any training camp, I thought I'd try to distinguish what our worst fears are while working to that teams objectives.

A foreign choice for a DZ throws up different fears; another cup of tea made with UHT milk for example, the setting sun dipping below the mountains and apparently releasing a million leg-biting insects, or perhaps the inevitable evening ritual of scrubbing the dust from between your toes after a full day in Texas. I know now after some two dozen camps such trivialities run only a close second behind making it there in the first place, making sure Keith has his BPA membership or hearing the familiar sound of your own closure loop snapping in the mid-day heat.

Lineovers, canopy wraps, prematures and such things are curiously third division. But happily Team Rabbit launched a ten day skydiving bash in Avignon last September, punched through all those adversities and a new, improved concept in Parachute Display Team sponsorship was born.

Team Rabbits arrival on the scene commenced after a presentation by Nigel Rogoff to the parent company B.Y.P.S. (now Hutchison Personal Telecommunications). Since then the appearance of the team on various DZ and of course our grape-vine, has fired up curiosity and questions about who exactly Team Rabbit are. So, S.P. has agreed to dedicate a couple of pages, and this article, to satisfy that warranted curiosity.

The concept of a high profile, fully sponsored parachute display team is far from a new one, but here an innovative marketing machine liked very much what was laid at their door. With confidence on both sides things moved quickly from inception through procurement to the first teams skydive - a pink bunny rabbit centre floating from the Porter at 12 grand. Since then a formidable and experienced cell of 18 skydivers have performed a number of demos, flying the corporate flag.



Potentially a political minefield and perhaps the most awkward element of a team's construction is what personalities you draw in to become involved. Experience was a fundamental, but not exclusive criterion along with presentability and availability. An overall balance covering the sports three disciplines had to be considered to strengthen the hand of a complete team. Its far from easy, and because those 18 individuals harness an array of specialities, the input at briefings came from all corners. Almost everyone for example needs to know how to close a 4 man C.R.W. diamond, fly 200 sq.foot flags, skydive with Tri-hand grips and 40' streamers (preferably still in their pouches). Ali Wright needs to film 14½ stone homesick safes, 7½ stone pink Rabbits, Tri-planes and Tandem jumps. The training camp had a huge diversity of objectives to cover and eventually after the first six days of blue skies and back aches for some of us, the team results began to do justice to the underlying experience. By the end of ten days we were cooking with gas and felt ready for a series of off season displays back home in the U.K.



The first demos are now history, but the results and the obvious enthusiasm from our backers proved the benefits of a co-ordinated team effort. Team Rabbit has survived the rigours of International business manoeuvring and now enjoys an expanding 1991 schedule list.

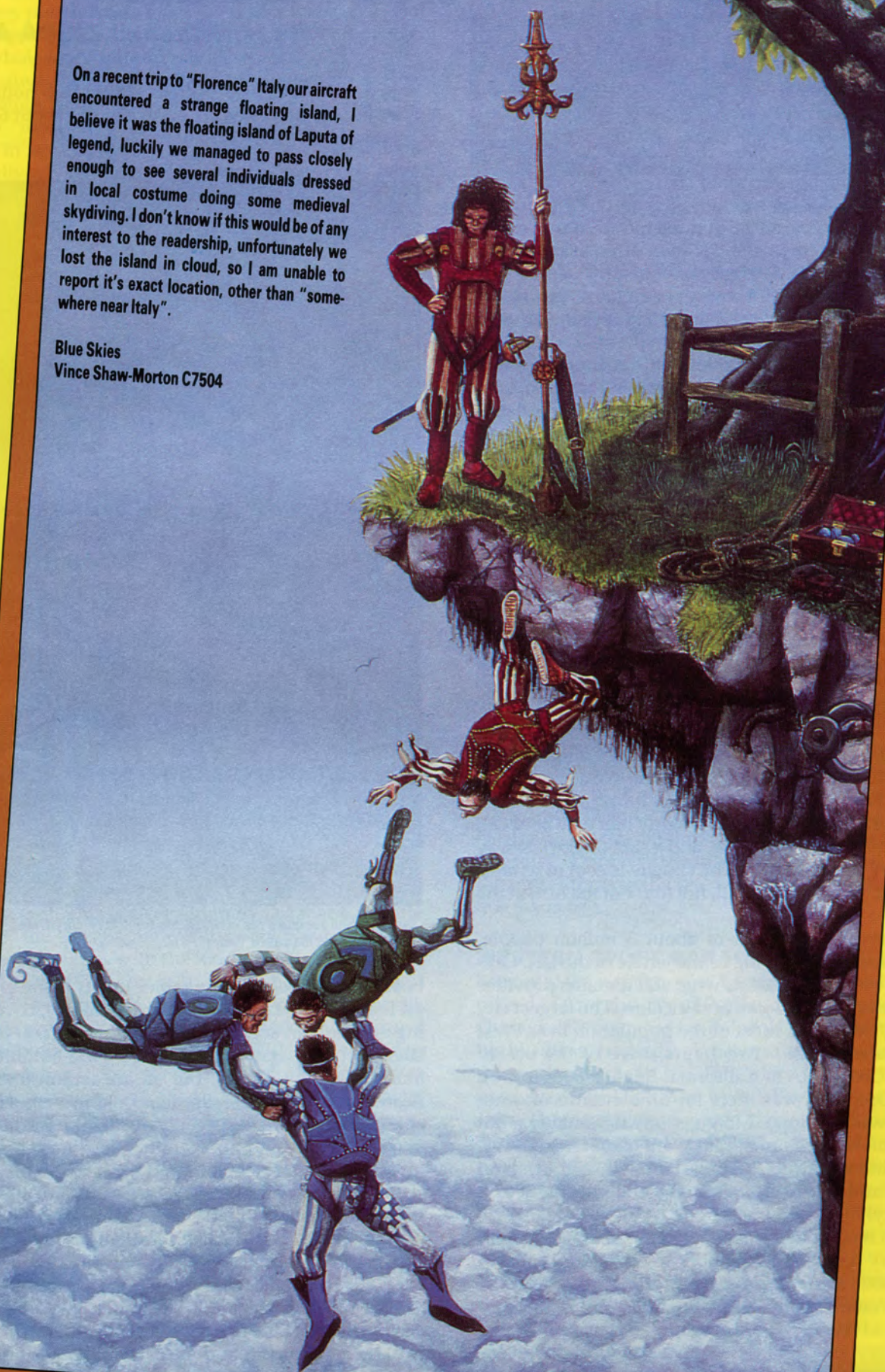
Look out for Team Rabbit on the circuit and your local D.Z. if you need more information get in touch with Nigel Rogoff on 0993 868684. I think you'll be pleasantly surprised at what level of sponsorship is still available even amongst the gloom of official recession. If you are after the same, be under no illusion about how much committment is required to set up and run a thing like this, but take encouragement that there's been a major investment of both cash and confidence in our unique sport. Team Rabbit was lucky....

they provided incentive,
we provided ability,
both provided results
....next partnership.

Piccies, Ali Wright & NWC
Words, Nigel Watson-Clark

On a recent trip to "Florence" Italy our aircraft encountered a strange floating island, I believe it was the floating island of Laputa of legend, luckily we managed to pass closely enough to see several individuals dressed in local costume doing some medieval skydiving. I don't know if this would be of any interest to the readership, unfortunately we lost the island in cloud, so I am unable to report it's exact location, other than "somewhere near Italy".

Blue Skies
Vince Shaw-Morton C7504



DZ's
around the world

OREGON - Worth A Look

By Ian Mitchell, USPA A-11689

Rather than picking upon one specific drop zone I thought I'd share my experience of skydiving in the United States. Normally when regaling each other with stories about the US most British skydivers have either been to the sunny climes of Florida or California. Last year my job took me to Oregon and I started skydiving 'again' after a three year lay-off from my first and only static line jump in the UK. In the space of three months I made over 100 jumps. Back here in the UK I am often asked where I've jumped in the US. My reply of "Oregon" usually gets a blank stare, or at best "I've never been there. Is it nice?" For an 'out of the way' place there's a surprising amount to interest the intrepid skydiver.

Oregon is situated in the top left-hand corner of the continental US with a rugged coastline lapped by the Pacific ocean. The Pacific North-West is roughly rectangular in shape, 300 miles North-South and 400 miles East-West. There are two major mountain ranges in Oregon. The Coast Range is described perfectly by its name and the highest point, Mary's Peak is about 4000'. The Cascade mountains run North-South through the whole state, parallel to coast about 100 miles inland. The range is littered with volcanic peaks, many exceeding 8000', including Mt. Hood, at 11235' the tallest in Oregon. The infamous Mount St. Helens, just 50 miles into Washington State is part of the same range. One of the most striking features of Oregon is its scenery. In part, after my first 'just out of curiosity' tandem skydive, it was responsible for my continuing to jump. With a clear blue sky the view from 10000' is stunning. The Cascade peaks march North-South for over 600 miles, from the Californian to the Canadian borders. The Pacific Ocean shimmers to the West, next land-fall Tokyo. East of the Cascades you'll find high desert, forest and farmland. Oregon is roughly half way between the Equator and the North Pole, and a sign on the freeway tells you they're proud of it. The climate is cool in winter, mild and wet in Spring and Fall, hot (but not too hot) in the Summer.

Oregon has a population of about 3 million people, 'crammed' into an area as big as the whole of the UK. Oregon used to be blanket forest, what still remains provides a large share of the local jobs and income. The largest city is Portland (500,000+). Most of the population lives West of the Cascades, within two hours drive of the ocean. Unlike East Coast USA or California, English people are a novelty in Oregon. I was there for nine months and not one person who attempted to guess my nationality got it right. (I am of course from the gas giant planet Regulo IV). Most thought I was from Australia, some thought Ireland or Boston(?) and one even suggested Sweden as my accent was so funny!

The USPA has about 300 registered members in Oregon but not every jumper is a member so there are probably more than 500 regular jumpers scattered throughout the state. USPA membership before the first jump is not compulsory but advisable. There are four very active DZs. All are open every weekend (weekdays and weekday even-

ings by arrangement). All are within two hours drive of Portland. Jump prices are equivalent to about 6 quid for a skydive from 10,000'! All of the DZs



Ian Mitchell receives his custard pie for 100 FF Skydives. July 1990 at Willamette Valley PTC.

boast clubhouse, training room, toilets, showers, a rigger on hand, video facilities (by arrangement), covered packing area and an accuracy pit. None have food or drink on site except for vending machines - the ubiquitous Pepsi machine in the corner, but all are within a mile of the nearest shops and restaurants, cooking facilities are available. At weekends, especially during the warmer months you'll probably find impromptu barbecues happening on most DZs as darkness falls and the beer begins to flow.

All jumps in the US, for students and experienced skydivers must be made under ram-air main canopies. Coming back to a British DZ last August gave me quite a surprise. Beginning skydivers are well catered for at all of the DZs mentioned. In Oregon there are three ways to get to your first solo freefall...AFF (at Skydive Oregon), Tandem and Static Line (S/L). UK jumpers may not be familiar with the tandem method. It costs marginally more than S/

L and offers the best 'bang for buck'. Basically it's a normal tandem jump except the student has a ripcord as well as the tandem master. Jumps are made from 10000+' and there is a structured progression through 3 or more jumps where the student has to exhibit stability, spatial and altitude awareness (pulling at the right altitude on 3 successive occasions). Then, at least one S/L jump (complete with dummy pull) is made to exhibit competence on a solo dive and then it's 4000' and a 10 second delay! Of course there's a whole lot of ground school too.

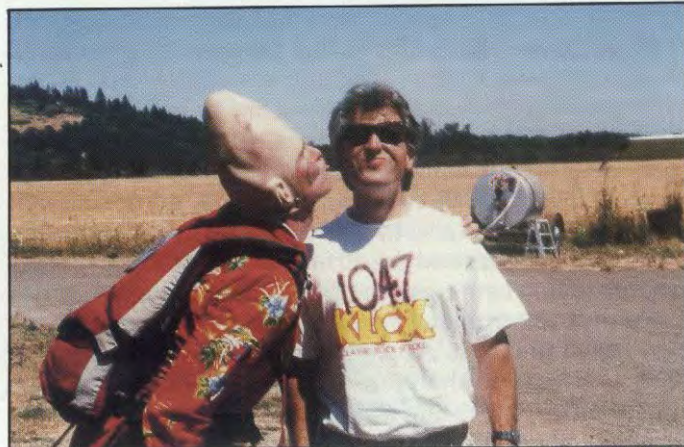
There is always a Boogie in Oregon somewhere during March through September and most average 60-100 jumpers. The most notable being the 'Seaside Beach Weekend' in late September when the whole weekend is spent skydiving, landing on the beach (you must have 'live' water landing training to participate) and partying. Last year, Portland Parachute Club organised a 'Para-Ski' event, freefalling from a helicopter. Most Boogies are organised at Sheridan or Molalla. During the Summer months there are always plenty of demonstration skydives to be seen (and dependent upon experience - participated in). Venues range from '4th July' celebrations, to the State Fair in Salem and even one load I witnessed which was the skydive equivalent of a Kissogram! Something that I miss back here in the UK is the absence of 'Pie-ing'. When you reach 100 or 1000 freefalls it is the duty of your peers to surprise with a custard pie in the face (see photo). For any other momentous event such as first freefall, first 4-way or first cup of coffee of the day (any excuse will do), the hapless skydiver should supply a case of beer! Making students kiss the pilot before they exit is also a popular pastime, with the pilots anyway; personally I never indulged, he just wasn't my type.



Enough chat here's a few thumbnail sketches of the DZs themselves....

WILLAMETTE VALLEY PARACHUTE TRAINING CLUB was where I made most of my jumps and it was they who taught me that first and foremost skydiving is a fun sport, browse my logbook sometime. An hour and a half due South of Portland in the car and handily placed just 3 miles from Interstate 5, the arterial North-South route in Oregon. This is a very friendly DZ that trains the members of the Oregon State University Skydiving Club and shares its facilities with the local ultralite flyers. They have two Cessnas (175 and 182). A bunkhouse is planned for the future but not yet a reality. When you get there ask for 'Mike' It's owned and operated by Mikes McGee and Marthaller, both very experienced and always willing to help inexperienced skydivers. The chief pilot is another Mike too! On a typical weekend there might be 20 jumpers present so the manifest queue is always thankfully short. Three and four ways make up the bulk of the dives by experienced practitioners. Cross country jumps, formation loads, night and water jumps are organised on a regular basis. I remember one particular load at 1:10 am on a moonless night as our pilot requested clearance during the climb...

"This Cessna 05 Sierra, en route to 10,000' for a parachute drop". Seattle Centre was quiet for a minute. "But it's after one in the morning!" Some people just don't understand.



Robbie Dinstead prepares to depart as a "Conehead" on another demo-jump. Urban Moore grins and turns the other cheek. Willamette Valley PTC, June 1990.

SKYDIVE OREGON is owned and operated by Joe Weber. Jumping is 7 days a week dependant upon demand. This is a no-nonsense DZ that caters more for experienced skydivers (30+ each weekend), though beginners and inexperienced jumpers are always made welcome and AFF courses are run on demand. They have Cessna 182s and a Westwind Twin-Beech that climbs to 14,500' like an express lift. Without doubt this is the best appointed clubhouse in the state. The TV viewing area is more like your own comfortable lounge at home and the kitchen is neat, tidy and well laid out. There is a cute verandah where you can sit, chat, pat the obligatory DZ dog, yawn as the sun rises (!) and occasionally shelter to watch the brave few jumps in the rain. ("Is this an article for SP or 'Homes and Gardens'?" I ask myself.)

SHERIDAN SKYSPORTS, is owned and operated 7 days a week by Ted Mayfield. It's a very friendly DZ, about 45 minutes drive South-West from Portland. Show up there and you're guaranteed special attention. Ted makes sure that everyone goes home happy at the end of the day. On a typical weekend there are about 20-30 jumpers present of all abilities. There are two or three Cessnas (182s) and a D-18 Twin Beech. There is a grassy area suitable for camping. Sheridan was also the home of Roch Charmet. The Frenchman who held the world record for the most jumps in the free world (14,650) before his last, a few years ago.

WESTERN SPORT PARACHUTE CLUB is the DZ at Beaver Oaks airport, near Estacada. This is the handiest placed DZ for the city of Portland only 30 minutes drive. Owned and operated by Ralph Hatley. Known more for his business, trading as Western Parachute Sales (famous the world over). This is THE place to come for new and used gear. The DZ has an 8 place Beaver and some Cessna 182s. There are always good skydivers around. About 20-30 jumpers, mostly beginners, each weekend. This DZ has been operated by Ralph for over 30 years and he tells me that he trained quite a few of the other local DZ owners too! Manifest is in strict order so no-one gets bumped off a load by the local Skygods who "Just have to get that final practice dive in before the Nationals yah". I visited this DZ in February '91 and was made VERY welcome. I'm sure that Ralph will extend the same hospitality to any other 'Poms' that stop by.

Three other DZs bear mention though I've not visited them..

BEAGLE SKY RANCH, 20 minutes drive North of Medford, close to the Californian border, call (503) 655-2771 for more details. **CLINE FALLS**, Redmond, on the eastern side the Cascades also has a DZ. It's fairly quiet, maybe 20 regular jumpers and the airfield altitude of 2800' makes for interesting landings. The DZ is close to the Deschutes River and unfortunately was fogged-in on the only day that I tried to visit it. Apparently this was a very unusual state of affairs as there are blue skies most of the year because it lies in the rain shadow of the Cascades. Try Bob Daugh (503) 923 1922 for more details. Finally, there is a small DZ at **TOLEDO**, about 3 hours drive from Portland, 5 miles from the picturesque town of Newport and the beautiful Pacific coast. Try speaking to Red Mayfield (Sheridan Skysports) for more information.

PORTLAND PARACHUTE CLUB has about 30 members, it fluctuates. Meets once a month and organises five or six boogies a year including the Seaside Beach Weekend and Para-Ski at M. Hood. The club isn't officially affiliated to any DZ but a lot of members jump at Sheridan. Dues are about \$20 a year. A good person to talk to regarding the clubs activities is Betty Eckenrode-Mayfield, at (503) 843-3616.

Before you go make sure that you take your logbook and licenses with you. I'm not sure but I don't think BPA membership insurance covers jumping in the US so you'll probably have to spend another \$36.50 for USPA membership.

*Mt. Hood as seen from 7000 ft,
just south of Mt. St. Helens, Washington.*

It's difficult to telescope 6 months skydiving into an article like this. What I would say though is that I was made very welcome at every DZ I visited, enjoyed all the time I spent there and I HAD A LOT OF FUN. As a novice I never had any trouble finding someone to jump with me and there was never any hint of 'skygoddishness'. Go skydive Oregon, you don't know what you're missing!

Some useful information:

USPA

**Address - 1440 Duke Street, Alexandria,
VIRGINIA, 22314, USA**

Phone Number - (703) 836-3495, fax (703) 836-2843

SHERIDAN SKYSPORTS

Owner - Ted Mayfield

**Address - 394 NW Orchard Street, Sheridan,
OREGON, 97378, USA**

Phone Number - (503) 843-3416

SKYDIVE OREGON

Owner - Joe Weber

**Address - 12150 S. Highway 211, Molalla,
OREGON, 97038, USA**

Phone Number - (503) 829-3843 or 829-5867

WILLAMETTE VALLEY PARACHUTE TRAINING CLUB

Owners - Mike McGee and Mike Marthaller

**Address - 375 Scrael Hill Road SE. Albany,
OREGON 97321, USA**

Phone Number - (503) 926-5736 or 928-4622

WESTERN SPORT PARACHUTE CLUB

Owner - Ralph Hatley

**Address - Beaver Oaks Airport, 29388 SE Hieple Road,
Eagle Creek, OREGON 97022, USA**

Phone Number - (503) 630-Jump or 654-0718



MMBOOGIE

Chris Donaldson's view on the MMABATHO XMAS BOOGIE.



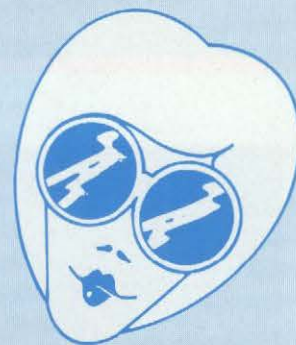
From inside the sunglasses.....

...The end of a fifteen hour trans continental flight isn't really the right time to make objective judgements about a new country, particularly one that people have such definite and opposing views about. So as we assembled outside customs control at Jan Smuts airport on 19th December last year, I determined just to let the whole experience wash over me until I'd woken up a bit. Forget it...As the coach left the smoggy haze of Jo'burg behind, Africa reached out and grabbed me by the throat. The heat, the colours, the contrasts, and the sheer size of the place make you sit up and take notice. Two hours later we checked into the Sun Hotel in Sun City, just inside the Boputhatswana border, and our overnight stop on the way to the boogie. Sun City is an ultra modern, glass and metal oasis of hotels, casinos, restaurants and swimming pools, set in a lush volcanic crater literally hundreds of miles from anywhere. It manages to be tacky and luxurious at the same time, and the riveting topless revue that night provided most of us who attended with the opportunity of a well earned sleep. Two o'clock the following afternoon, and two hundred sticky miles later, our party of thirty or so Brits arrived in Mmabatho and checked into the Molopo Sun Hotel. The remainder of the day was spent investigating the facilities, which are numerous and excellent, and getting registered and briefed for the boogie, which, as you will hear, was also excellent. The whole thing is organised by the hotel management. This works to the jumpers advantage as events at the hotel tend to revolve around a days skydiving, and the befuddlement of the regular staff and guests who simply aren't used to the site of teva clad jumpers wandering the corridors in search of somewhere to pack, or the site of fifty rigs lined up outside the restaurant at breakfast waiting for their owners to finish.

The routine was simple. Coaches left each morning at fifteen minute intervals for the airport, some ten minutes away, so you could find a coach to suit your hangover timetable. Jumping started as soon as there were enough people at the field to fill a load. After midday, you had a choice. Land back at the D.Z. and carry on jumping, or land back at the hotel, swim, eat, get a coach back and then carry on jumping. It was hard to make more than four or five jumps a day, but bearing in mind the 110 degree temperatures and the incumbent toll this takes on your energy reserves, this proved to be enough for most people. The airfield D.Z. is definitely 'C' licence, consisting as it does of most of Africa. Spotting is haphazard, but as long as you have read Wilbur Smith, you don't have much trouble finding your way back. The spotting for the hotel is a little better...it needs to be. The D.Z. consists of a large car park, heavily endowed with trees, lamp posts and small black kids queuing up to be landed upon. It isn't however dangerous as such, you always get a choice.

The level of experience was very mixed, but there was organising to suit all levels. Unsurprisingly, most jumpers were native South Africans (most of whom, having been introduced to team relative work at an early stage are of a very high standard), the British were the next most numerous contingent, and there were a smattering of Europeans to give the whole thing an international feel. People generally found their level very quickly, and the attitude of most people I spoke to towards the end of the boogie was one of fulfillment, even though the 'axing' of people on organised loads was a little arbitrary. People generally felt they had the opportunity to stretch themselves a little. The weather was, well...hot. The winds either zero or limits. Landing your canopy at an altitude of 4000' in nil winds and 100 degrees takes a little getting used to, and the alternative to getting it right is spectacular to say the least. Don't let this put you off however. This is one boogie I would recommend to anyone. The sheer experience of Africa can't be conveyed in the space I have available. Nor, unfortunately can the anecdotes that make boogies a memorable time. The Brits won the cabaret outright, taking the piss out of everything and everybody. Martin Newman found time to commune with the locals in a way that most of us shied away from, asking one native if she had any English in her, and if so, would she like a little more? Simon Ward, hearing that Tom Piras was concerned with formations floating, told him to inflate his ego and make things a little easier, and Ol' Tom himself, leaping from a Land-Rover towards a herd of Rhino discovered that:

- A) Rhinos don't have much of a sense of humour, and
B) Not every living creature is in awe of him as he'd like them to be.



From outside the sunglasses...

...The boogie takes place in Mmabatho, which is the capital of Boputhatswana, an African homeland. It's organised at this end of the world by Amanda Kenny, to whom our thanks must go and who will shortly be organising the next trip. Ask around, politics make it quite difficult to advertise.

The aircraft available were two turbine DC-3's..Yes, turbine, and two CASA's courtesy of the Boputhatswana defence force. Tom Piras and Roger Ponce de Leon headed the organisers and did a pretty good job. Everything from four way drill dives to thirty two way sequential. They were assisted by some of the local hotshots who did a great job if you were South African, and a mediocre one if you weren't (Joke guys).

The accommodation is included in the package and is 100% through-out, breakfast is also included, as are return flights and your first twenty skydives. The whole thing takes place over a two week period covering Xmas and the New Year, and there is an option to stay over for another two weeks. If time allows this is a must. Travel in S.A. is easy, and the exchange makes the whole thing relatively cheap. I could talk for hours about everything from Elephants to Isuzu crankshaft pulleys...but I won't.

Thanks Amanda and everyone who went for making the trip so memorable. If you have about £1100 to spare this year, let's do it again, yes, New Years Eve as well.



Amanda Kenny and pussy.



Peter Schaeffer and friends.



Room dive.



"landing back at the hotel, swim, eat, get a coach back and carry on jumping..."

A.P.D.O. UPDATE

The letters printed in this issue of **Sport Parachutist** were written mainly in response to the letter by **Dave Turner**, the Hon sec of the **Association of Professional Drop Zone Operators to SP (Feb)**. The "APDO vs The Military" situation has been changing rapidly however, and the latest development is the outbreak of an uneasy peace as a result of some constructive dialogue between the representatives of the military Sport Parachute Associations, the BPA and the APDO.

As is usual in this type of dispute the extreme stances initially taken have been modified somewhat. Discontent has been simmering since 1987/88 when a similar row resulted in an agreement of the military centres to meet certain conditions: ie a) No more than 5% offirst time students trained to be civilian. b) No advertising or promotion in **Sport Parachutist Magazine** of events and services offered by the military centres. c) Prices of jumps to be kept on a par with civilian centres.

The APDO feel that the military centres have moved away from these agreements and that the unfair competition has been damaging nearby clubs financially. With their new Hon Sec, **Dave Turner** who took over from **Dave Parker** last October, the APDO decided to pursue their grievances through MPs, the Ministry of Defence and the Office of Fair Trading. Apart from the unfair competition complaint there were allegations of misuse of public funds against the chairman of the APA major **Bob Card**.

The attitude of the APDO to the BPA was that, as this was a dispute between them (APDO) and the military, the BPA should stay out of it and maintain a neutral position, so as to fairly represent both civilian and military jumpers.

Typical of the grievances of the APDO are the hiring out of military planes to civilian display teams at low rates, military centres training large numbers of first time civilian jumpers, providing ex-

perienced jumpers with cheap jumps or achieving the same by flying higher than 12,000ft whilst charging the same rate. The centres stand accused of luring jumpers away from civilian clubs because of the superior facilities (funded by the government) which they are able to offer.

APDO stated at one of their meetings that, "the unanimous consensus was that a viable future for civilian sport parachuting in the UK is threatened by military activity and that concerted action will be taken by the association. This action is the result of the apparent failure of previous agreements".

The APDOs action came on two fronts, with a campaign not just against the military, but for the right of dropzone owners not to pay the P6 membership fees to the BPA, (the first jump students costs include a fee for provisional membership of the BPA which covers insurance and administration) to arrange their own cheaper insurance and keep the difference. A fundamental disagreement between the BPA and the APDO is whether the money can be considered as coming out of the DZ operators pockets (as in, "we pay the BPA £X,000 per year") or out of the students' pockets (as in "on top of your course fee, you will be charged a sum of money for third party insurance arranged for you by the BPA"). There is also the question of how much such clubs should be expected to pay to retain the advantages of affiliation to the BPA.

Although there are many tangible and intangible benefits for clubs as members of a National Association such as the BPA, it is possible that on top of arranging their own insurance, some clubs might decide to opt out of the Association entirely and make their own arrangements with the CAA. A large enough desertion would mean the BPA would no longer be the National Representative body. The financial implications of these moves could therefore theoretically result in the end of the BPA, and a thoroughly fragmented sport.

This was the state of play when **John Lines** took over as chairman of the BPA.

APDO MEMBERS: Border PC, Black Knights PC, Cornwall PC, DISC, Fife PC, Flying Tigers PC, Halfpenney Green PC, Headcorn PC, Ipswich PC, London Skydiving centre, North West PC, Peterlee, SPC Tilstock, Wild Geese, Swansea PC.

Like **Jim Crocker**, he believed strongly that a compromise was possible, if only reasonable dialogue could take place. Furthermore he was adamant that the BPA was the correct body to mediate in arguments between members, and that it is unacceptable for any one group of members to engage in activities prejudicial to another group. The aggressive stance of the APDO made compromise look extremely unlikely, with suggestions that the APDO would not rest until the military had been totally removed from any involvement with civilian parachuting activities; and acrimonious discussions at council, with APDO members **Dave Turner** and **Dave Howerski**. After considerable correspondence between the chairman and APDO, a meeting was arranged between the APA, RAFSPA and APDO which **John Lines** chaired. As a result of the meeting the situation has now changed. It was agreed that there were areas where the military had overstepped the mark and that measures would be taken to return to the limits of the 1988 agreement. Unfortunately **RN & RM SPA (Dunke-swell)** were not represented. Furthermore there is a different attitude held by **RAF-SPA (Weston on the Green)** who believe that they are not breaking the spirit of the original agreement; there may yet be an impasse here. But, for the moment the APDO feel that their grievances are being taken seriously and are not threatening further action. The situation will be monitored by APDO over the summer to decide whether they will need to take any further action.

The Chairman has also addressed a recent meeting of APDO members. After a frank exchange of views on this issue and many others, a more cordial dialogue has commenced. It is intended by both sides (APDO and BPA) that this will continue, in the belief that better communication in the future will minimise, or even eliminate the possibility of a repetition of this unfortunate saga.

Dear Editor,

I am writing to you to express the concern felt by many parachutists, both civilian and military, at the activities of the group of individuals calling themselves the APDO. Who exactly are they, and who do they really represent? They claim to represent Sport Parachutists, but the reality is clear - they represent the commercial interests of presumably a tiny cabal of owners and operators. They clearly have an influence on the BPA Council out of all proportion to their numbers - witness the grants and loans from our funds being given frequently to themselves; and according to John Lines' letter inserted in February's Sport Parachutist, going directly to support DZ Operators.

The letter published in the same issue written by David Turner as Hon Sec APDO was a disgrace (I hope they paid for it, as it was effectively an advertisement), which shows exactly what the dangers posed by the APDO are. Clearly they have taken lessons from that other minority organisation, Militant, on exactly how to infiltrate existing organisations and take them over. Military parachutists have always been in the forefront of the sport; as competitors, innovators, instructors, officials and much more. The military and civilian elements co-exist in perfect harmony; and should resist the attempts by the APDO to drive a wedge between them for purely commercial gains. I do not have access to the figures, but I understand that over 50% of BPA membership is military. And if APDO resents the fact that civilian jumpers prefer military DZ's, then let them look at the reasons: many civilian DZs have become pure commercial factories, dedicated to churning out students on one-jump courses in order to achieve a high cash turnover. In many cases, serious sport parachutists are made to feel unwelcome there, and migrate somewhere they are made to feel wanted.

Of course the commercial operators must make a profit, for without that they cease to exist, and the sport as a whole would suffer. But they must be made aware that there is a place in this sport for everyone, and that their commercial interests are neither paramount nor exclusive.

The retiring Chairman of the BPA, Jim Crocker, has made his concerns over the activities of the APDO quite clear, and I would recommend all parachutists to read his comments on the subject in Farewell (page 16) of the February Sport Parachutist, and in his Chairman's Report of the same issue. Personally, I call on all BPA members to take the following action:-

1. Demand a list of members of the APDO (why will they not publish their membership).
2. Keep a strict eye on their activities, and remember at all times that they are a small clique representing only their own commercial interests; and not those of parachutists in general.
3. Be aware, when voting for BPA council, of who may be an APDO member; or equally an employee of an APDO member (ie CCI, rigger etc.)

To keep the record perfectly straight, I am a military jumper, and I also jump at commercial DZs (although I shall be selective in future if APDO ever publishes its membership!) I also have no fear of publishing my address unlike the APDO!

Robert Blake

Dear Editor,

This letter is my reaction to the letter printed in the last edition of the magazine, concerning the position of APDO regarding civilian use of military centres. For a long time, your predecessor as editor asked the APDO to state its position clearly for the membership. After all that time, we see the letter from Dave Turner. If I didn't know better, I would have presumed it was a joke inserted to make your first edition memorable. As a member with no particular axe to grind, here is how I would see this. Let us take the centre, the chairman of the APDO himself is involved with Halfpenny Green. The nearest military centre to it is Weston on the Green, which is 80 miles away, and is closed from November to March each year. It will also not accept students trained elsewhere until they are on 10 second delays to avoid poaching students from other centres. Netheravon is about 150 miles distant from Halfpenny Green, and Dunkeswell over 200 miles. The nearest centre to Halfpenny Green is the Midland Parachute Centre, at 35 miles distance. It runs the same aircraft, an Islander, and the jump prices are £9.00 to altitude, cheaper than both Weston and Netheravon. Why don't the APDO campaign to shut that place down as well?

Let's take Swansea, stuck out in Wales. I don't think that the catchment area there is actually large enough to worry about people running off to Netheravon, do you? The list could go on. From reading this letter from the APDO, what it is in fact saying is that we have money and we want more. By trying to close off centres that offer military facilities, they hope to acquire their jumpers. All claimed in the interest of the future of our sport. If the situation is that desperate, why are not Langer and Sibson part of the APDO? Is it because their owners are professional enough to run their centres properly, without recourse to the APDO's spilling tactics, and not squander their resources on personalised number plates and helicopters, whilst any member who reckons that a change is as good as a rest, from the BPA had better think again. If this is lot get their way, whatever you are paying now for your jumping will seem squat compared with what you will. As for the white coats of the good guys, the only white coats will be the ones taking the Hon Sec of the APDO away if he is mad enough to think that anyone will believe his specious drivel.

Yours sincerely,
Gareth Holder D7731
P.S. Congratulations on your first edition. Keep it up!

Dear Editor,

I read David Turner's APDO letter with some concern; although I understand his motives he does appear to be rather negative in his outlook on the future of skydiving.

Surely we want more people in the sport to keep it going; not to restrict those already in it. Not to reduce the availability but to increase the demand possibly through increased awareness. Yes the press are jaundiced in their attacks on skydiving but to anyone when they feel like it. But, they can also promote sports when fed the information properly. Miles Clarke must have done a lot for Headcorn as must Philip Schofield for Tandem jumps. Mr. Turners financial arguments don't hold much water; the RAF, NAVY and ARMY do run free flights around the world if you have a military number. I believe the club I belong to has a 3% civilian restriction on membership, with a large proportion consisting of reservists. If civilians were banned altogether then a trickle of finance would run other ways. There is no guarantee that this trickle would stay in the sport.

Clubs may have been hit by the Uniform Business Rate but I, a punter, have been knee-capped by the Poll Tax. I could not afford to jump elsewhere. To use Mr. Turner's dentist analogy I, and others like me, will lose our teeth when we can't afford the dentist.

Matthew Hughes
The Harbinger of Grey Skies
D67222

Dear Members,

After years of opposition to the APDO I was finally persuaded to join it in November 1990. Joining was due entirely to the 'carrot' of cheaper insurances. After much deliberation I now feel I have to revert to the stance I have always taken, being:- The BPA should be the only forum for discussion on all aspects of parachuting within the UK. Any other bodies - whoever they represent will only lead to fragmentation and ultimately destruction.

We need one voice to approach all issues including insurance, the CAA and the military. I am not anti-military - they have a lot to offer especially in terms of development of equipment and techniques which we all benefit from.

The Council is elected (or not) by the membership for the benefit of the membership - which includes civilian operators (without whom there would be no civilian drop zones).

If you don't like the way the Council operates find it within the constitution to sack them. Again, regrettably, this year we do not have a full Council - who's fault is that? Every APDO member should have stood for election.

From the BPA's point of view I hope this year's Council act upon the wishes of all parties bearing in mind the future of our sport. You have probably gathered by now that I do not wish to remain a member of the APDO and will continue to support or oppose the BPA Council as I see fit.

You can force change but be careful how you do it. Short term gain has never been long term profit.

Yours sincerely
Dave Tylcoat
BPA 7723

Open letter to Council, APDO, Sport Parachutist

Some four years ago there were similar ructions from the APDO, plus a distinct niff about one jump factory that contributed zero to the sport. The actual facts printed about the ructions were, as now bu**er all. At the time I was on the rope, and living up north, hence I could not understand what all the fuss was about. Quotas and market research seemed to quieten everything down. The market research said that what most centres lacked was adequate facilities.

Soon after I moved south and began to discover some of what the problems seemed initially to me to be really about. Netheravon and Dunkeswell had up-to-date training methods and equipment, WARP AADS that saved lives, student canopies that saved so many legs, and had the temerity to suggest that these ought to be minimum standards for civilians too, not just for the lucky few who happened upon the right DZ. Not only that but they had adequate and hygienic facilities.

Having now visited 18 different dropzones across Britain I can only conclude that standards of equipment, safety, and facilities have absolutely zero to do with the location of military DZs and everything to do with the attitude of the operator. On the other hand I completely agree that the military have absolutely no business being in 'full blown competition' for first timers. I have heard that the only way to make a small fortune as a DZO is to start with a large fortune and this may well be true but please don't have the crassness to tell me that everything would be found if the military ceased to exist. To point the finger at Netheravon and Dunkeswell is to suggest a blinkered ignorance and unwillingness to face the truth. Nearly all the first timers I have seen in 3 years were in military dress and had a distinct tendency to salute everything in sight. So when is a civilian not a civilian? When they are doing adventure training as a cadet or TA dropping from planes at HM's expense. An activity most of them would not normally indulge in.

Yes, let's see the facts, exactly who are the APDO, where are their DZs that would provide excellent facilities and equipment were it not for the proximity (on the same continent?) of underhand military types. When was the last safety issue that cost money voted down by the Military but supported by the APDO? How much BPA cash is currently on loan to members of the APDO? And how many true civilian first timers do the military teams process? Who is to define the terms civilian and military? Why should people who have just left the services be prevented from jumping with their friends of many years who are still serving? Why should the military be banned from helping our sport progress?

If STC or council could be dominated by people with a profit motive in voting down safety measures and have our funds voted to their own business interests it is time to hand over the regulation of our sport to the CAA with all that that entails. It will also be time for me and many others to join the TA and restrict my civilian jumping to places abroad.

Blue skies and common sense to all
J.H. Lewis D7869
P.S. Those members of the APDO who fully support Mr Turners letter and dislike my viewpoint please feel free to publicly ban me from your drop zones as I would not like to jump there anyway!

A FLYING START TO FREESTYLE

Freestyle was first created as an escape from the disciplined skydives of RW competition, so our first rule is, freestyle must be fun. Freestyle has its own dangers and there aren't enough of us around, so the only other rule is BE SAFE.

Freestyle basically translates as doing any pose or manoeuvre in the air in a controlled repeatable fashion, if it looks aesthetically pleasing then so much the better. This means that the only limits to what you can do are imagination and ability. The best known positions are the Stand up, the T and the Daffy. These are only one small part of freestyle, still we have to start somewhere so...

First of all choose a wet grey miserable week when the planes are bust and your kit is in for repair. Now find yourself a gym instructor and a trampoline. Fitness and flexibility are helpful in RW, they are nigh on essential for good freestyle. At the end of the day 95% of freestyle is gymnastics in freefall, so virtually nothing you learn will be wasted. The T and the Daffy are actually an 'Arabesque' and the splits. Gym instructors give much better descriptions and advice than I can.

A gymnastically correct execution of these works in the air almost exactly the same as on the ground, so what you can do on the ground is basically what you will do in the air. When done properly the only difference is a mild turn in the direction of the forward or downward leg, with a bit of practice this is easily countered by the hands. The body also gets to learn what it needs to do, and which muscles should hurt when things look best. Learning somersaults on the trampoline accustoms your brain to a spinning environment, knowing how far round you are is useful. It also teaches your body how to convert momentum from vertical to rotational and control of the speed of spin. If you get really good on a trampoline then techniques of combining twists with layouts can be practiced. Trampolines only give a limited time for each manoeuvre, so more complex ones can only be put together in the air, the basics however can be learnt on the cheap.

Vertical wind tunnels are preferable but not as cheap or accessible, they are still not the same as the air though. In a tunnel the air speed is slower and does not increase and decrease according to your body position. So you have to learn to fly the tunnel just as you have to learn to use a trampoline. Once learnt though the restrictions are fewer and the learning curve takes a big swing. One big advantage of a tunnel is that it does force a discipline of staying in the same airspace, which makes videoing easier.

This may sound like hard work, but its a damn sight easier than air time and success will come a lot sooner. Good freestyle is not easy, it takes time and practice just the same as RW or style does. No one expects to be able to back in on a 16 way immediately after cat 8, so don't expect to be able to backloop a Daffy straight off. The groundwork will however be more than rewarded up in the air. The next stage is to make sure your equipment is up to it. You are going to be twisting and turning, so

first of all your rig should be a good fit, comfortable and not restricting movement in any way. Tatty gear is a big NO-NO, you are going to subject it to wind at a higher speed and from different directions than conceived when it was designed. Everything must be in good condition, worn velcro, frayed closure loops, insecure risers, loose pins, weak throwaway pockets, all are potential killers. Get someone to check what happens to the pins and cables when you curl up in a ball with your rig on.

An audible altimeter is a very good idea as the ground is much less visible during freestyle and it's easy to get engrossed. The AADs that are currently available are not very accurate when flung around so I personally would not recommend one, others may disagree. Always bear in mind that altimeters work on air pressure, so a chest altimeter will read falsely high when you are on your back. It may just be plain unreadable because of juddering. 'If in doubt get it out' is a survival technique not a silly phrase. Try and build up height awareness by looking at the ground and guessing the height before checking an alti, during climb to altitude, or in RW whilst waiting for a dock. Although there is no need for tracking I would recommend that during training with video a signal for 'break-off' is still done at 3200 feet. This will not only ease the cameramen's worry of being taken low, but also serve as a reminder that a low terminal velocity and stable position is preferable for the imminent opening.

In much of freestyle your arms and hands are actually the control surfaces, your body and legs need to be neutral. Hence the best type of jumpsuit (short of buying a special) is a long sleeved sweat shirt and cycling pants. Alternatively a leotard worn over a long sleeved cotton shirt works pretty well. Also surfing gloves or home made webbed gloves help considerably.

Think of two or three things you want to try (or perfect), and do a serious dirt dive. Make sure you build in altitude checks at regular intervals, particularly when experimenting. Bouncing is not considered to be freestyle! Build up to multiple loops as these can rapidly get out of control, blackouts are a danger. Whenever things get really out of hand remember to spread as big as possible, if nothing else it slows the spinning down.

The only danger I have not mentioned yet is exit order from the plane. Never be pushed into exiting close after RW, except for larger groups you will not only pass the RW by vertically but may easily pass underneath it too! Dump height is not the time to start arguing about airspace. Safety tactics here are to track to the side on exit, but preferably spot the exit first, or exit last and late.

Freestyle positions and manoeuvres

A quick run down of some positions and variants

Lying flat on your belly (RW), on your back, on your side. arms out, folded, behind your head, legs together, apart, crossed.

Standing up star, crucifix, spear, attention, salute.

Stork one leg bent, in front, behind to the side

Kneeling prayer, rifleman style.

Sitting down cross legged, Japanese, on a chair.

Splits front, side (Daffy)

T face down, on your back, side, or stood up.

Pike (Bent in two, straight legs)

Peg-leg one legged pike

Bat upside down as if hanging from a bar by the knees

Ball crunched up (style)

...and anything else you can manage to contort into.

Many positions can be rotated in all three planes, generally known as turns, loops, and barrel rolls. These can be induced by different methods as well, sticking one leg out, bending at the waist, turning one foot, etc. etc.

Combine rotation in more than one axis, intersperse twists with loops. Pommel horse movement is one resulting combination. Some positions are very difficult to rotate, others are difficult not to. All these positions have different requirements of balancing the airflow so as to keep stable, some are inherently unstable and best used only during movement.

Multi person freestyle is more restrictive and, apart from a few static positions, an order of magnitude more difficult. A multi standup can be started from a cat, get feet on each others shoulders, hold each others legs, straighten the legs, then the person at the back stands up. Or a V built from Ts. Then there are the horny gorillas, tube, bullet, and star T of course.

Obviously there has not been enough time for me to try all these, never mind perfect them so an exhaustive how to is not really feasible; and different people find different ways, but here are a few hints and suggestions.

Transitions from 'normal' to vertical are easiest achieved by starting a 'cat-8' backloop, but slower and changing position as you come upright.

Balance is easier in a stand up if you keep your feet flat and your toes turned up - not as aesthetic but easier.

Ease into a T by first bringing your knee to the vertical. You can then feel if it is straight down before you extend your leg and is a lot easier to control.

Face down poses will be flatter if you look down at the ground, in a T look down your leg using your toe as a pointer.

Upright positions are best if you look out above the horizon not down at your legs, and lean backwards from the waist.

Keeping verticals and horizontals exact not only looks better but also reduces unnecessary sliding around the sky.

Momentum is useful, once you have learnt some moves string them together using the movement from the last to launch into the next.

It is not necessary to crunch up into a ball to rotate, that just makes it faster which explains the style tuck.

Use the exit slipstream as a slide, freestyle starts straight out of the door, on your back, front, side whatever.

Always do warm-up stretching before you jump.

Try to 'feel' your way into a position, fighting the air never works.

Learn from gymnastics, high board diving, ice skating, and ballet; all are sources of inspiration, technique and style.

Straight limbs and pointed toes are hard on the muscles and harder to keep complete control, but, they look 100% better than crooked limbs and sloppy feet.

Video as much as possible. This is absolutely vital, only then can you see mistakes, improve aesthetics, find out what new moves look like, and see how you managed to move.

Talk through each jump with the camera person, explain what you intend to do. Involve them as much as possible, it really is a two person team and they can't produce the artistic angles unless they know what you intend to do. Make sure you allow time in the air for them to experiment too.

Most camera people have found a combination of wings and weights are necessary to cope with the higher speeds and greater movement involved in freestyle.

Find someone willing to act as coach/critic who is interested in what you are doing, and review your jumps with them.

When visualizing new moves think of the airflow as fairly solid, like a strong jet of water. Momentum can overcome the resistance but you are on a loser if you don't create enough. Standard backloops for example only work when you tuck your legs up to start. Straight body layouts just can't be started from a flat position without tucking the legs, but work just fine once they're going.

Other people's freestyle videos are worth analyzing to pick up techniques. No one likes being seen to make mistakes, but if possible swap the ones that went wrong as well.

For speed freaks, go into a max track, build up speed, front loop into a stand up, and lift your arms above your head. (Don't have lunch first!)

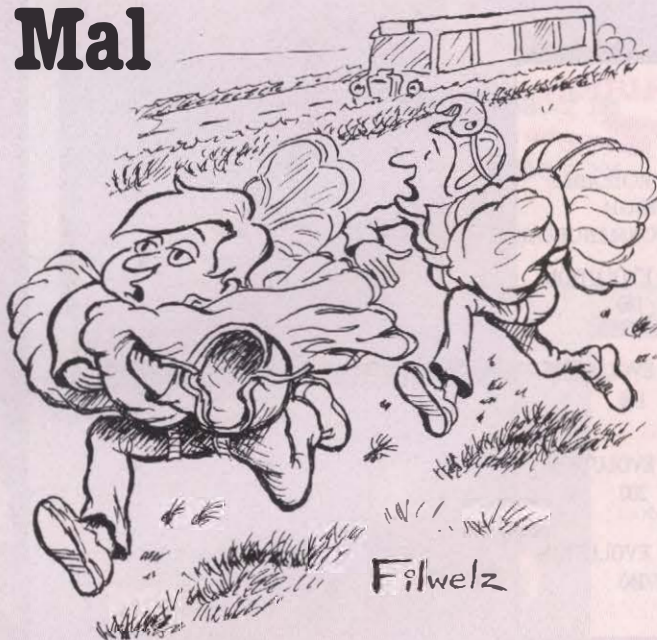
From the normal position start a front loop but as you rotate adopt a straight position with your hands loosely by your side, as you 'land' on your back flip straight back again, and back the other way again and again. This is not only good fun but looks really weird as you appear to be bouncing on an invisible mat.

Start layouts (straight back back flips) from a stand up by putting your hands in front of you. Initial speed is a function of how far you put your hands out. These can rapidly build up speed but you can reduce the spin effect by introducing half twists. Thus a back flip becomes a front flip.

**But, above all,
SMILE and enjoy it.**



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The Fourth Technical Congress of Parachuting

Extracts from the Chairman's Report of the meeting held from the 9th-11th October 1990 at Bisham Abbey, England.



The Fourth Technical Congress was attended by seventy three delegates from twenty nine countries. Also in attendance were representatives of sixteen manufacturing or technical organisations. The congress commenced with a parachute display by the Red Devils followed by an opening address from Jim Crocker, the incumbent chairman of the British Parachute Association, and Bill Ottley, the chairman of the International Parachuting Committee (IPC) Safety Committee.

The Congress was chaired by Tony Knight (Chairman of BPA Safety and Training Committee). The chairman observed that the main difficulty of past congresses had been its inability to translate ideas into action. He expressed hope that this meeting would result in action. The congress was structured around Working Groups, and Technical Presentations. The Working Groups were to be the main source of recommendations to be put before the parent body, IPC.

There were six working groups set up to discuss the following: Information Exchange, Coaching Development, Certificate Standardisation, Lifting of Parachute canopies, Manufacturing Standards, and Technical Congress - The Future.

"the keynote for the congress was that it should produce action from its ideas"

"Like the preceding ones the 1990 Congress proved an invaluable forum for the exchange of invaluable information. This was not necessarily due solely to the formal programme of the Congress because much work was also done on an informal basis among delegates during the social sessions. It was due more perhaps to the fact that the Congress provided the opportunity for like minded people to come together. Albeit that the main ingredients are people and ideas, the event would never take place at all if it were not for a tremendous amount of effort on behalf of many people. In the case of this Congress great credit must go to the work of Sally Bates, Trudy Kemp, Tony Butler and John Hitchen, all of whom work for the BPA.

Finally, this congress was notable because it included many nations who had not previously attended. Some of these were enabled to attend by the generosity of some other National Associations and manufacturers. The congress was also helped in many other ways by companies and individuals." (Tony Knight, Congress Chairman).

EXTRACTS FROM SOME OF THE PRESENTATIONS:

IPC SAFETY SURVEY (Bill Ottley, USA)

This is an annual survey carried out by the IPC to determine how many people skydive worldwide, how many jumps are made and to collect injury and fatality statistics. Figures have been collected over the last five years. The figures presented relate to 1989 as 1990s statistics will not be complete for a while.

in 1989 was 176, quite an increase from the 125 of the year before.

The statistics now include eastern bloc countries (for the survey taken as Bulgaria, Czechoslovakia, East Germany, Hungary Poland, USSR and Peoples Republic of China). One striking point to emerge is that jumping is safer in the East. In the West, the fatality rate is 1 per 41,881 jumps, in the east it is only 1 per 125,000. (In terms of number of jumpers 1 per 2,526 to 1 per 8,000)

"one striking point to emerge is that jumping is safer in the East than the West"

Bill Ottley concluded that although the fatality rate was rising, skydiving is getting safer, if we consider the risk per person and risk per jump. Furthermore, the leading cause of death was the failure of skydivers to pull at a high enough altitude. Although AADs would save lives, increased attention to this subject during training presents the greatest potential for improving safety.

AADs * - THE BRITISH EXPERIENCE (Lyn George, UK)

Lyn began his presentation by pointing out that if the early parachutist, Mr Robert Cocking, had used an AAD when testing his 'inverted cone' parachute (made from tin hoops, wooden ribs and light cloth) he would have survived the jump. (He would not of course be alive today as the descent, from a balloon, took place in 1837!)

There followed a thorough examination of the military and civilian experience of using AADs in this country and the frequent controversy surrounding their use. In the past, the devices have not in the past been reliable enough to convincingly demonstrate that they will save lives in an emergency, and not endanger them by premature deployment.

"out of the 5 first time student fatalities in the last 15 years, an AAD may have helped in three"

As the devices improve, the discussion is being revived. Should AADs be compulsory? If so who for? Students, experienced jumpers or static line students only? With static line students fatalities are extremely rare. Lyn George suggested that out of the 5 first time student fatalities in the last 15 years, an AAD may have helped in three. On the other hand of the 39 freefall fatalities in the last 15 years, AADs may have saved lives in just under 50% of cases. It is possible that the reliability of AADs will increase to the point that it is hard to argue the case for not

* AAD/AOD - Automatic Activating/Opening Device: Deploys reserve parachute automatically if jumper is still in freefall at a certain (dangerously low) altitude.

Latest figures suggest that the number of sport parachutists, and jumping activity, is on the increase. An estimated 9 million jumps were made in 1989 worldwide.

Fatalities: The rate of fatalities is rising. In 1989 there was one fatality for every 3,181 jumpers, one fatality per 55,199 jumps. The total reported number of fatalities



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using them, however Lyn George feels that "the decision to incorporate it into student use is a decision that should be made by each club and centre and not an issue that is forced onto the unwilling". He concluded however that "the continuing debate concerning AADs is very reassuring as it does demonstrate that we are showing concern.

Lyn Georges presentation was followed by one from Tony Makepeace on the problems of effective evaluation of AAD performance.

AAD MAINTENANCE - (Arnold Collenteur, France)

This presentation was to stress to users the need to service AADs regularly to maintain reliability. The point was illustrated with the results of a survey carried out by Parachutes de France who manufactures the FXC under licence.

"80% of AADs which had only been periodically serviced were defective!"

From July 1988 to July 1989, the company inspected 1683 units. 883 had been regularly serviced and 99.2% of these worked properly. Of the 740 which had been only periodically serviced 80% were found to be defective! (Defective meaning that they were out of tolerance, did not fire at all or fired at the wrong altitude).

CYPRES - (Helmut Cloth, Germany)

CYPRES is an acronym derived from Cybernetic Parachute Release System. This is a totally new approach to the design of an automatic activating device which works by cutting the closing loop of the reserve container.

The device sits inside the pack and the closing loop passes through a small hole in the release unit which contains a cutter which is strong enough to cut through a 1/8 inch steel rope. The processing unit also sits in the reserve container, this is the part that decides when the AAD should be fired. The jumper controls its settings and switches the unit on and off using a small control unit about the size of a little finger which has a button and an LED display and is connected by a wire to the processing unit.

"unique AAD which works by cutting the closing loop of the reserve container"

The main attractions of this design are that it is small and light (it weighs approximately 250gms), most of the working parts are in the reserve container, and are thus protected from damage, finally, it is an independent opening system. It does not use a cable or depend on the existing pin and will therefore work even with bent pins.

This device has so far proved extremely reliable and will no doubt be a hit with those jumpers who would rather have an AAD but feel it's a bit 'uncool' to be seen wearing one!

THE PRODUCTION OF VIDEO TRAINING PROGRAMMES - (Pete Reynolds and Simon Ward, UK)

This presentation concerned the WARP training video produced by Simon and Pete with financial assistance by the BPA. It also covered the general (financial, technical etc) aspects of video production.

"the WARP video is of high quality and professionally presented"

The video was well received though there is a comment in the chairmans report that some delegates felt that this was "overdone as a hard sell". Having recognised the need for such a video and then contributed thousands of pounds towards it, it is odd that the BPA have done little to promote it since it's release despite recognising that the final product is "high quality and "professionally presented".

OTHER PRESENTATIONS:

TANDEM MALFUNCTIONS: CAUSES AND CURES

Bill Morrissey of Strong Enterprises

AADs

Pascal Depres (Pretel/Parachute Shop) and Frank Chevrier (FXC)

THE MUSTGETBEERS GO EUROPEAN

Believe it or not there was a Style and Accuracy scene last year with three Regional Championships, the Scottish Nationals, fun meets like the Met. Polycymeet and of course the National Championships, none of which, for some reason, were reported on. In addition there were numerous style and Accuracy competitions in Europe attended by British Jumpers.

It is not surprising then that our colleagues in the RW Boogie set believe that style and Accuracy is dead, it isn't, it's just that nobody can be bothered to put pen to paper.

To redress that balance let me tell you about one Teams preparations for the 1991 Season; in the hope also that it will encourage some of you to at least come along to the domestic competitions, you might surprise yourselves and actually enjoy it.

The Mustgetbeers; comprising of CHERYL SMYTH, JOHN SMYTH, STEVE HASTINGS, ALAN DUMBELL and recent recruit from 'keep off the Grass' STEVE EVERSFIELD, have been jumping together for over three years. 1990 was their best season to date. The team won the gold medal in all the regional championships and individual successes left STEVE HASTINGS WINNING Gold in the overall Regional Championships for Better Style and Accuracy with CHERYL SMYTH winning Bronze in the ACCURACY OVERALL.

Alan DUMBELL and Steve HASTINGS WON GOLD at the SCOTTISH NATIONALS with Alan also taking the Style Championship.

ALAN DUMBELL ALSO WON INDIVIDUAL GOLD IN THE POLICY ACCURACY Meet with JOHN SMITH taking the Police Championship and the Team winning the Silver Medal.

Our best European success story was CHERYL SMYTH winning the Accuracy and Style at the Belgian Nationals and achieving silver at Chambéry in France. This was against all the top European jumpers including the National Teams who appear at every major European competition, more on that later.

Back to our own Nationals the Mustgetbeers were narrowly beaten into silver medal position in the Team Accuracy by the Army 'A Team' and much to BOB CARDS frustration, pushing the Army B and Army C Teams into third and fourth place.

There in lies the motivation behind the 1991 season "We want to stuff the Army!" when this was mentioned to Geoff CHANDLER over a pint at the AGM he replied "RIGHT GAME ON"

Rumour has it that the Army, under BOB CARDS wing are putting together a super team with some outside financial help, and intend to do all the domestic and European Competitions, well if its true the Mustgetbeers will be there as well, as long as the venue is within driving distance, as we don't have the benefit of Indulgence Flights.

The Europeans appear to have left us behind as far as turning Accuracy Competitions into Spectator events, with the Advent of the Artificial Pit, huge score displays, and commentaries explaining everything to he

audience as the jumpers land they have realised the spectator potential by moving the Competitions to various ready built stadiums, or building stadiums around the pit as airfields. Either way the crowds flock in, the operators can earn lots of money both from gate receipts and advertising, and the Competitors enjoy brilliant competition - everyone's happy. It is the only way forward for Style and Accuracy so lets not get left behind in the UK.

In the meantime we have the Regional and National competition dates set for 1991 in the UK. Please come along and meet the die hard 'spin dizzies' as Ronnie 'OBRIEN' calls us (all the Mustgetbeers started off or belonged to Peterborough Parachute Club at some stage, even Steve Eversfield who was in the original 'Peterborough United' Accuracy Team). It is ironic that Sibson is now the main RW Centre!!

If you are not sure, attend the Accuracy Seminar at Netheravon in May, you will find that you can have good fun and good vibes and good healthy competition let's not, make it another 'Army V Mustgetbeers V No Sleep', year. We need new blood to keep the domestic scene alive and contrary to what was stated in a rather derisory article by a certain CCI last year we are not a bunch of moaning minnies who do not know how to have fun. If you come to Netheravon in May, I am sure the Army will take great pleasure in educating you. A nicer bunch of people you could not wish to meet. I know you will be made very welcome.

Cheers

The Mustgetbeers.

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Club Corner 2

WHATS HAPPENING DUDE?

This year Langar is really making a bid to be seen as one of Britain's more active skydiving centres. As well as the normal student and experienced scene, they will be hosting two major events that are a first for our island. The British Open Freestyle Competition and Alexis Perry's Boogie School.

The world freestyle competition that was held in Texas last year, generated limited interest until the video of the event was screened during the weekend of the AGM. It was plain to see that some, if not most, were impressed by the performances of Lukas Knutsson, who won the mens gold with a very tidy and attractive routine and Jeff Lewis, who put a lot of time in and was awarded with third place and bronze. The women were excellent and generally outshone the men. If you saw the videos in Leicester or you can do a bit of freestyle then this is for you.

BRITISH OPEN FREESTYLE COMPETITION

Saturday 25th May 1991

The first day of the competition will be dedicated to helping those who have decided to enter. There will be an opportunity to have a more experienced freestylist help you with your positions, transitions and routines. If you are a team with your own vidcoman then this is the way to go but there will be video men standing by to join you on as many practice jumps as you want.

There will be an opportunity to debrief with Jeff Lewis and other experienced freestylers, to help you put together the routine that could win.

Don't be afraid to enter! The standard of freestyle in the UK is not as high as you might think, so if you can put together a short routine and look good throughout, you will stand a chance.

Sunday 26th May 1991

On Sunday the competition starts and at the time you decide to make the competition jump you must let one of the designated judges know of your intentions. Give the judge your name, the name of your cameraman and the lift number and away you go. The videoman must forward the tape of your jump to the judges directly after landing otherwise the jump will be null and void.

Each competitor must have completed a video and forwarded it to the judges by the end of the day. The judging will be done as soon as all competitors have made their jumps. As always the judges decision will be final and as soon as a decision has been made there will be a prize giving and video viewing in the bar room.

Monday 27th May 1991

The last day of the bank holiday will be treated as a wash-up for all those involved. You will have the opportunity to try out those manoeuvres you have seen for the first time as well as putting right that mistake that cost you the competition!

You will be able to transfer the videos onto your own master tape for future reference and there will be a special seminar for those involved with the difficulties of videoing the freestylers where some of the secret stuff is bound to come out!

The Large Aircraft Boogie at Langar every year attracts hundreds of people. It was organised by Dave Hickling initially to give him a chance of making more skydives than anyone else in a day. The boogie has always been popular and this year should prove even more so.

LANGAR LARGE AIRCRAFT BOOGIE 1991

29th June - 10th July

- Fun Jumps 11th July - 14th July
- Organised Jumps
- Fun Jumps 11th July
- 40 Way Speed Practise 12,13,14 th July
- 40 Way Speed and Sequential Competition

COSTS

Registration: £10 per weekend or £25 for the £16 days covers the use of Boogie School. You will be given a 'Goggle Box' and there will be music day and night. **Jump Fees:** £13 for 13,000 ft. Boogie School: A charge of £2 (max £2.50) over jump fees to cover video and organiser debriefs from Alexis or Jerome.

FACILITIES

Canteen: Open the whole time.

Bar: Open after the last lift each day until late.

Barbecues: Every Saturday. Entertainment: 29th June Tony's Langar Leper Disco. 6th July Keef's Worldwide disco. 13th July The Motivators rock band.

Plus: Stereo CD music throughout the day. Cabarets, Seminars, Videos and surprises.

Camping: Free. Extra shower and toilet facilities will be added to the four loos and two showers on site.

BOOGIE SCHOOL

29th June to 14th July

In 1990 we saw the arrival of Boogie School. Alexis Perry and Jerome Bunker formed the school, following the increasing success of boogies and the obvious problems involved if you are unknown and trying to get involved. The school toured Europe throughout 1990 operating at various venues and generally improving the European standard of skydiving.

If you are a seasoned skydiver, used to tripping around the world attending various boogies or just starting to enjoy relative work the Boogie School is for you. From 29th June to 10th July you can benefit from the expert instruction available. A structured system of organisation will be used to progress the individual at their own pace, until you are making the kind of skydives we all dream about.



Alexis Perry, resting after a hard nights debriefing

The goals of the Boogie School are to:

- prepare relative workers for larger formations; exits, approaches, placement, docking, flying the formation, separation and opening.
- enhance the RW skills of those who are ready for larger formation sequences; mass exits, flying in a sector, piece flying, fine tuning of speed & precision and getting acquainted with dream type sequences.
- expand the circle of known skydivers that are capable of the type of jumps we all like to do and get your face known by the organisers.
- discuss the theory and techniques involved with various types of formation, from exits to separation and to offer a thorough debrief, with use of video, to all involved.

FORTY WAY COMPETITION

On the Thursday 11th July there will be a practice day for those who intend to enter the forty way competition, which starts on Friday 12th July and finishes on Sunday 14th July. It will consist of six rounds, three speed and three sequential from the two Skyvans. The exit height will be thirteen thousand feet and it will be judged using air-to-air video cameramen.

There are already three teams from Europe registered and we are expecting more. If you intend to take part in the Boogie School and would also like to be part of a forty way team, the organisers will be recommending those who prove their ability and are capable of jumping a team on the day. This event is already being treated as the main European event of the year. We are expecting a high number of people to attend, from all over Europe and a lot of interest from the media.

Dave Morris

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- FUN (the **SKY RAT** is a PARTY ANIMAL after all).

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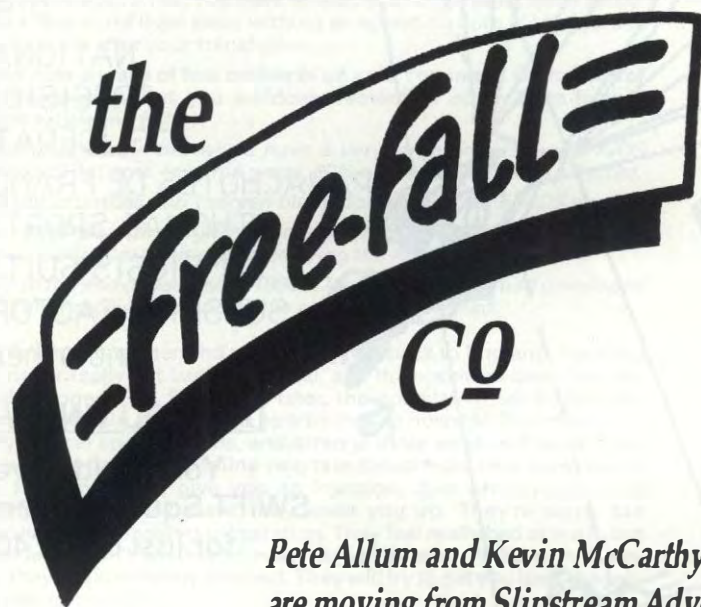
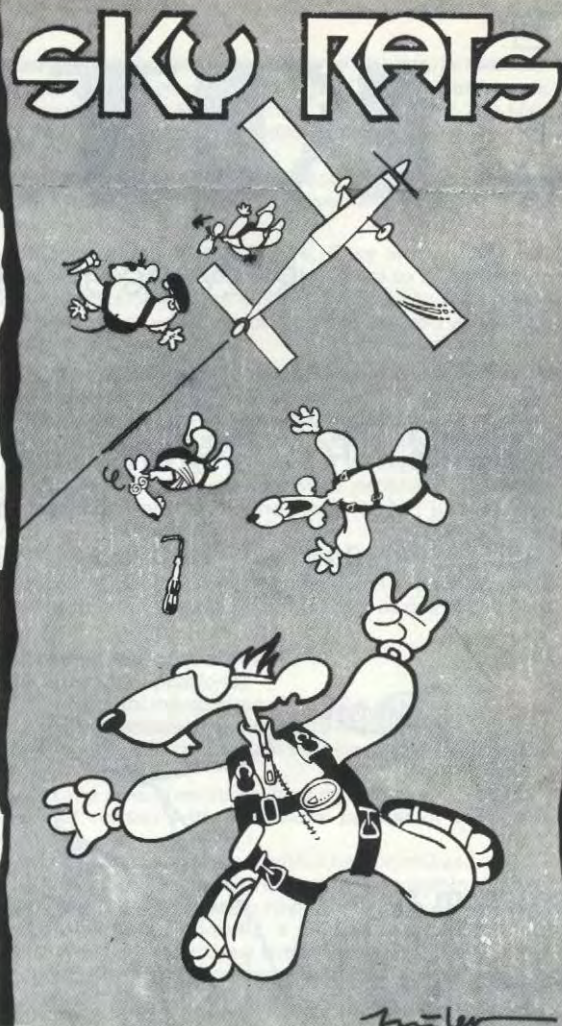
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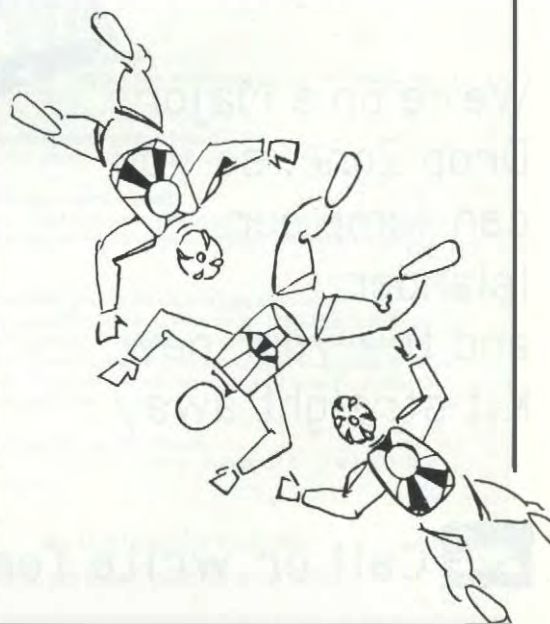


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AIDS BLOOD AND BOOGIES

Are you sitting comfortably? Then I'll begin....

Imagine. You've been waiting for almost a year, and now at last you're there. Originally, it was the East Coast of Africa...then it was Thailand....and now....well, somewhere exotic. Sun, sea and soaring temperatures are having a magical effect. This has to be the best boogie ever. Nothing can spoil it.

And now, you've just finished that eight-way. You track off, and a moment or two later you're under canopy. At 50 feet, you can almost taste the first cool beer of the evening. Blue sea, blue skies and...**BLOODY HELL! BLUE TRACK! and the Idiot is heading straight for you....**

On the ground, everyone is making a real fuss. You feel fine, but your leg doesn't half hurt. More than anything, you just glad to be alive.

By the time you reach the hospital, you're feeling a lot worse. Sweaty. Cold. A little sick. The doctor doesn't speak very good English. Yes, you'll walk again. Yes, you have broken your thigh bone quite badly. Well, maybe you'll get away without an operation here....lets just see how you are after your transfusion....

...And now a wave of fear rushes in on you. You might die for lack of the transfusion, but you suddenly remember some facts from a recent article in "S.P.":

1. Many places in the world have a very large population of AIDS carriers of patients. In some areas, 20% of the population is affected.
2. Many countries don't screen blood donations for the AIDS virus.
3. In countries with a high incidence of AIDS, a pint of blood may pass any screening test, but still be carrying the AIDS virus.
4. Up to the end of December 1990, 37 people in the UK had developed AIDS after receiving blood/tissue abroad. 23 had died.

...A few months later and you've made it back to England. Your leg has never really got back to normal, and the specialist says that you need an operation. Six weeks later, the hospital writes to you and gives you a date on which to be admitted to hospital. You clear your diary, cancel appointments, and arrange three weeks off work. They put you in a bed and examine you, take blood tests, do x-rays, starve you from midnight, give you an injection. Just when you're in a dreamy and relaxed state, they wake you up. They're sorry, but they've had to cancel your operation. They feel really bad about it, but there just wasn't any blood available in the labs. Without that, you see, they couldn't safely proceed. They will try to get you back in again as soon as possible...

A couple of years later, and you've been off colour for quite a while. A thousand-and-one tests later, and the hospital consultant sits you down and quietly tells you that you are HIV positive. **You are carrying the AIDS virus.** It was probably that transfusion you had in 1991 at the Where-do-you-call-it-Boogie...Perhaps he should have a word with your partner? They really ought to test her/him, you see...just in case...

OK. You can come back to reality now. Go and make yourself a cup of tea to calm your nerves. While you're at it, find yourself a bucket of sand, because in a minute you may need it.

Now it's decision time. Either bury your head in your bucket, or read on and TAKE ACTION.

After discussion with the director of the National Blood Transfusion service, we advise you to take the following action if you are considering going to a foreign boogie in the future:

FIRST find out who else is going to the boogie. Contact your friends. Write to the organisers. Get a list of names. **THEN** ring 081-200-1000 (if you live in the South of England) or 0800-300-333 (if you live in the North of England).

These are the numbers for the National Blood Transfusion Service, and they will tell you where the nearest Transfusion Centre is, and when it is open.

NOW you should go along to the Centre. They will answer any questions you may have, give you a questionnaire to fill in, and do some simple blood tests. If you are still happy, you can then give a unit of blood. In return, they will give you a card telling you your blood group.

FINALLY make a list (or get the organisers to do it) of the names of those going to the boogie, and their blood groups.

If crisis strikes at the boogie, you will know your blood group, and can call on others with the same group to come to hospital with you. You might ask them to donate the odd unit, which the hospital can then test against your blood for compatibility. Most people would rather receive a transfusion from someone they know under such circumstances.

Remember, though, that the donor's blood will last have been tested for AIDS when he gave blood to the UK Transfusion service. You will need to rely on the fact that he has not put himself at risk of catching AIDS recently.

In particular, he should NOT give blood if:

- (i) He is ill, or on regular medications:
- (ii) He has had homosexual intercourse since 1977:
- (iii) He/she has had intravenous drugs since 1977:
- (iv) He/she has had any sexual contact in Africa since 1977 (barring the mediterranean):
- (v) He/she has had any sexual contact with a prostitute since 1977:
- (vi) He/she has had contact with the sexual partner of anyone in groups (ii)-(v) above:
- (vii) He/she has had any sexual contact with a haemophiliac:
- (viii) He/she has had a polio, yellow fever vaccination within the past 3 weeks, Tetanus jab within 4 weeks, Hepatitis B globulin within 9 weeks, a transfusion within 6 months, a dental operation within 3 months, or ears pierced or electrolysis within 6 months.

BEING A BLOOD DONOR

In fact, you really shouldn't just abuse the transfusion service in order to find out your blood group.

Why not become a regular blood donor?

The information below may help you to decide:

Q. Why should I give blood?

A. Look upon the blood bank as just that a bank. Make regular deposits. In that way, there will be enough invested for you to make an emergency withdrawal should you need to. Being young and fit, you are in fact the ideal donor.

Secondly, like it or not, you are more at risk than a chess player of needing a transfusion in the UK. Even fixing that troublesome ankle injury will require there to be blood available at your hospital.

Q. Can I give blood?

A. Almost certainly, yes. So long as you are fit and healthy and in the age group 18-65 you are a potential donor. When you attend, an examination, questionnaire, and blood tests will determine if it is safe for you to give blood.

Q. Does it hurt?

A. No. Not really.

Q. How much do they take?

A. 450 mls. That's about the volume of a can of beer. Not much, really, it is?

Q. Can I get AIDS from giving blood?

A. No. There is absolutely no risk of this at all.

Q. How often can I give blood?

A. Normally, most donors give blood twice a year. However, you can donate every 16 weeks, with your doctors permission.

Q. How soon after giving blood can I go skydiving?

A. In theory, you should be able to go to 12500 feet safely 24 hours later. In practice, the RAF won't let flight crews go up for 7 days. If you gave blood on a Monday after work (or before work, it won't leave you feeling unwell), you should be safe to jump at the weekend.

Q. How do I arrange to give blood?

A. Call 081-200-1000 (Southern England) or 0800-300-333 (Northern England).

**So there is no excuse
Pick up that 'phone and DIAL**

TRAVELLING - Radical Skydive

Zis is a French video. My lack of fluency in the language combined with the dodgy quality of the sound on my antique VCR, means that I got very little from the commentary. I don't think this makes much difference though, what little I did pick up was fairly inconsequential stuff.

The video consists of three short films. Le first petit sequence is entitled 'Les Charmes du Vents' which means the Joys of the Wind (don't quote me on that, it could easily mean the Fun of Farting), and is about the French all female 4-way team, who used to be sponsored by Coca Cola I believe. So what, you may say, and so did I. There's some RW, a few interesting close ups and an elegant slow motion exit shot or two but generally it was run of the mill footage.

The next clip is called LEVITATION, and must be the video's raison d'être. It features Bruno Gouvry and Patrick de Gayardon (sponsored by Marlboro), filmed by Patrick Passe. These two guys do some very nifty freestyle RW. In one sequence they exit tied together by their sandals and proceed to do a two-man version of a layout. There is much light hearted frolicking; this approach is more for fun and amusement than the tight discipline and aesthetics of the 'aerial ballet' that we tend to see more of. The backing track was about cars, and there were some racing car sound effects - well, no doubt Marlboro have hours of Formula One 'vroom' type noises on tape which they feel they ought to use.

The third film entitled EXCALIBAIR is of the French World Champion 4-way team. I never tire of watching these men in action but I did have to question the point of packaging this brief bit of footage (a few skydives and some shots of the 1990 World Championships in Spain) with the rest.

In fact I'm not quite sure what the point of releasing this video was. None of the films is substantial enough to stand alone and they do not fit together. My suspicion is that someone, quite rightly, decided that the freestyle sequences would go down well, but didn't have enough footage for a decent length film and so added on the extras to pad it out.

Verdict: Well, if you're not strapped for cash, the freestyle sequence may justify the purchase.

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The new skydiving centre of the north. Open Fri, Sat, Sun & Bank Holidays - other weekdays by arrangement. 1st jump static line courses, tandem jumps, excellent student progression - WARP, RW, CRW and AFF instruction by competent instructors. Radio helmets, AADs, Accuracy Pit, student and experienced kit hire. Cafe, toilet and shower facilities, accommodation, caravans and camping. Bar on airfield. C206, Cherokee-6 and Piper Lance. Competitive jump prices everyone welcome.

Doncaster Parachute Club
Doncaster Airfield
Doncaster
South Yorks
Tel: Weekends 0302 532922
Tel: Midweek 0532 505600

Eaglescott Parachute Centre

Open every weekend and also weekdays by arrangement. Friendly small club atmosphere with emphasis on safety. All students equipped with AADs, helmet radios and GQ Aeroconicals. RW, CRW, Style and Accuracy pit. Tents and caravans on the DZ. Local B&B. If it is windy, you can always go surfing!

Dave Tylocoat
Eaglescott Parachute Centre
Eaglescott Airfield
Ashreighney
Chulmleigh
Devon EX18 7PH
Tel: 07693 552/0392 75222

Fife Parachute Centre

Full time 12-7 from Wednesday to Friday, 9.30-7 Sat and Sunday. 1st Jump courses, progression jumps, Tandem, RW (WARP system), CRW. Facilities include canteen, bunk beds, camping, Islander. B&B locally. DZ visitors welcome.

Fife Parachute Centre
Errol Airfield
Grange
Perthshire PH2 7TB
Tel: 0821 2673

Flying Tigers Skydiving Centre

No round Parachute Courses!

Our 5th year of RAPS training & 2nd year as the only All RAPS centre in the country. Join us down on the sunny south coast. We specialise in student square progression, midweek courses available. Private, large, hazard free off-airfield DZ with pit.

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Flying Tigers Skydiving Centre
Goodwood Airfield
Nr Chichester
West Sussex PO18 0PH
Tel: Kevin McIlwee 0243 533444

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The Airfield
Bobbington
Nr Stourbridge
West Midlands
Tel: 038 488 293

Headcorn Parachute Centre

Fulltime, 9 to dusk, very active midweek. All levels of instruction/ progression. Tandem, AFF, RAPS, Rounds, WARP, Accuracy. Two Islanders - Twin Otter most weekends. Free accommodation. Cafeteria run by skydivers, parachute club shop on site. Competitions, lots of fun, everyone welcome.

Headcorn Airfield
Headcorn
Kent TN27 9HX
Tel: 0622 890 862

Ipswich Parachute Centre

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

Ipswich Parachute Centre
Ipswich Airport
Nacton Road
Ipswich
Suffolk IP3 9QF
Tel: 0473 710044



London Parachute School

Weekend club: beginners courses and progression training. Farmland DZ. B&B available locally. Aeroconicals, radios, boots and helmets loaned free. All welcome at small but friendly club. Please telephone beforehand for weekend activity.

London Parachute School
P.O. Box 18
Goring on Thames
Reading RG8 9EW
Tel: 0249 651909 DZ
(Weekends) 0860 559112

London Skydiving Centre

1st jump Courses. S/L round and square. AFF, Tandem. Experienced WARP Instructors. Load organisation. Full time centre, Skyliner and Cessnas. New clubhouse with showers, accommodation, cafeteria & bar. Kit hire, camping. Easily accessible from London and the Midlands. 5 miles from M1 (Junction 13 or 14). Very friendly club.

London Skydiving Centre
Cranfield Airport,
Cranfield
Bedford MK3 0AP
Tel: 0234 751866

Merlin Parachute Club

Open every weekend and bank holiday. Beginners courses, excellent student progression, student radios, AADs, boots and helmets, Tandem, WARP, RW/CRW instruction and air to air video available. Purpose built training areas, toilet and canteen facilities, accuracy pit and Islander aircraft. Friendly atmosphere, non members made very welcome. B&B and free camping off site.

Merlin Parachute Club
Topcliffe, Near Thirsk
No 10 Yorkshire
Tel: weekends 0748 832521 ext 5367
Tel: weekdays 0904 645488

Midland Parachute Centre

Skydive MPC. Great weekend club. Islander, free kit hire, video and tandem plus S/L and progression R/W jumping. Bunkhouse and showers, bar and cafe on airfield. All welcome. Cheapest jump prices in the Country.

Midland Parachute Centre
Long Marston Airfield
Stratford-Upon-Avon
Warks
Tel: 0789 297959

North West Parachute Centre

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

North West Parachute Centre
Cark Airfield
Flookburgh
Nr Grange-Over-Sands
Cumbria
Tel: Airfield 05395 58672/58555
Tel: Weekdays 0772 720848

Oxon & Northants Parachute Centre

Situated off A422 between Banbury and Brackley. Open every weekend, midweek evenings during BST months. Beginners S/L courses, radios, freefall progression, kit hire. Cessna 180 (inflight door) always available. Friendly atmosphere, visitors very welcome, no membership fee.

Oxon & Northants Parachute Centre
Hinton-in-the-hedges Airfield
Stearns, Nr Brackley
Northants
Contact: Mike Bolton
85 Oak Park Road
Wordsley, Stourbridge
W. Midlands DY8 5YJ
Tel: 0384 393373

Peterborough Parachute Centre

Tuesday to Sunday from 0800hr. Skyvan and C206. AFF, WARP, Tandem. Bunkhouse accommodation, free camping, bar, food.

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Peterborough Parachute Centre

Sibson Airfield

Wansford

Peterborough

Tel: Elton 0832 280490

Peterlee

Shotton colliery airfield, 2 miles west of Peterlee Flyover intersection. Open daily up to 8.30pm.

Beginners, Tandem, WARP, CRW, canteen, toilets and indoor packing facilities.

Shotton Colliery Airfield

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Co. Durham.

Tel: (091) 5171234

(091)3865315

Scottish Parachute Club

Over thirty years of skydiving in Scotland. Open weekends and Friday evenings. C206/207. WARP, RW, CRW, Style, Accuracy (pit and electronic pad), Air-Air video. Canteen, lounge, video room, shop. Excellent student progression, radios, free kit hire. Good camping/B&B nearby.

Scottish Parachute Club

Strathallan Airfield

Nr Auchterarder, Perthshire

Perthshire PH3 1LA

Tel: 0764 62572 (weekends)

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. Aircraft - C182 with others on occasional call. New club building, unrestricted altitude. Canteen and accommodation available.

The Sport Parachute Centre

Tilstock Airfield

Whitchurch

Shropshire

Tel: 0948 841111

Swansea Parachute Club

Everyone welcome. Open Wednesdays through till Sundays 08.30 - last light. Exception Thursdays 4.00pm - last light. S/L square courses, AADs, radios, AFF, WARP, Air to 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

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Wild Geese Skydiving Centre

Movenis Airfield

116 Carrowreagh Road

Garvagh, Coleraine

Co. Londonderry, N.Ireland

Tel DZ: 0265 58609/57050

Dave Penny: 0265 58002

OTHER ORGANISATIONS ASSOCIATED TO THE BPA**The Free Fall Company**

Peter Allum and Kevin McCarthy are moving from Slipstream Adventures to Peterborough Centre, setting up a new Accelerated Free-Fall school, using Sibsons excellent aircraft, facilities and unlimited altitude. Also RW/AFF trips to Gap (S.France).

The Free Fall Company

Sibson Airfield,

Wansford

Peterborough,

Cambs. PE8 6NE

Tel: 0832 280055

**Scottish Sport Parachute
Association**

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

Mike Strachan (Secretary)

47 Great Southern Road,

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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.

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The Airfield,

Headcorn

Kent TN27 9HX

Tel: 0622 890641/890862

POPS UK

Hon Tres/Sec Michael Allum

64 Ardleigh Court

Hutton Road

Shenfield

Essex

Tel: 0277 219717

East Coast Parachute Centre

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

8 Burns Crescent

Chelmsford

Essex CM2 0TS

Tel: 0245 268772

**British Collegiate Parachute
Association**

Bath University

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Lancashire Polytechnic

Leicester University

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Newcastle Polytechnic

Nottingham Polytechnic

Portsmouth Polytechnic

Southampton University

South Bank Polytechnic

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Lancashire Polytechnic Skydiving Club

Lancashire Polytechnic Student Union

Fylde Road

Preston

Lancashire PR1 2TQ

Graham Mcleod BCPA chairman 1990

Douglas Naismith BCPA secretary 1990

OTHER AFFILIATED CLUBS/CENTRES**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 Blicester

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

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RN & RM SPA

Dunkeswell Airfield

Dunkeswell

Honiton

Devon

Tel: 0404 891697/891716

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John Boardman

N.I.S.F.F.C.

Shackleton Barracks

B.F.P.O. 802

Tel: Civil 0504 49972

Military: Limavady 36472

Silver Stars Parachute Team

RCT Parachute Club

Azimghur Barracks

Colerne

Chippenham

Wilts. SN14 8QY

Tel: 0225 743585/743240 ext 5265

**Cyprus Combined Services
Parachute Club (CCSPC)**

CJSATC Pergamos Camp, B.F.P.O. 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)

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Tel: 010 495 254 822378

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Leather Chaser in light green. Fury main and unused Phantom 24. Matching jumpsuit & Frap Hat all in v.g.c. hardly used. £800 088362 7225.

Jaguar harness, navy. Wildfire main, black rainbow. Preserve IV reserve. £550 o.n.o. Tel: Helen 0743 352520 evenings.

Complete rig ready to jump for sale, only 37 jumps. Main: PD 210 Throwaway, dark/light blue/white. Reserve: Raven 1 (unused). Talon container. Altmaster II, grey/red Air-Care jump suit with grips, Protec, dyter, packing mat & rig-bag. This rig is in outstanding condition and must be seen. Would cost over £1500. Now available for just £1200. Tel: Simon 0793 696650 (day). 0793 783111 (eve & w/e).

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WANTED. Early issues of Sport Parachutist. Pre-76 issues required for good home. The intention is to form a complete reference collection. Any donations gratefully received but will pay cash if necessary. Any assistance in forming collection gratefully received. Please call Lyn on 0948 841111.

VIDEO AS NEW. From Wings Came flight £20. The Right Wally, Wally The Movie, The Wally Stuff £15 each or £60 the lot. Tel: Nick 01 224 8585 (day), 01 898 1344 (eve). Twickenham.

Maverick Reserve £520. Cricket Reserve £500. GQ 175r Reserve £320. Container GQ system large, will take Fury size main £150. All in excellent condition. GQ 5.5M SAC Reserve acid free £80. GQ Raider main 20 jumps £250. GQ unit main, old, best offer. Wanted 252 size container. Dave Pusey 0252 510678.

Talon Classic container. Comes complete with risers, reserve freebag, extractor, main deployment bag, bridle line and pilot chute. Made in black Parapack. Built for 252 main, Swift square reserve. Kit is only 12 months old. £200 o.n.o. Contact Dave Ballard on 0980 33371 ext 8277.

VIDEO SYSTEM £1300. 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.

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Two rigs for sale. Vector, burgandy and grey with matching Wildfire (300 jumps), Firelite reserve (0 jumps), £800. Invader, black and red with Cruiser-line (150 jumps), Swift reserve (0 jumps), £500. Both rigs in excellent condition. Tel: 0908 584715.

Complete system - Wonderhogg (blue), Lightweight Cloud 7 cell main, 26' Lopo reserve (excellent condition) never used. £400. Contact Peter 0792 456 732 (Swansea).

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Chaser, burgandy with grey trim, Firelit main purple/pink/blue, Preserve IV reserve. Complete throwaway system, 300 jumps, £700. Nicky 0734411272 or MPC, 0789 297958 w/e.

Complete rig, Cruiser main Preserve 3 reserve in Chaser container, ideal first kit. Tel: 0784 245272, Dave.

SST Racer (pullout or throwaway) navy/light blue, Maverick main CRW modded in blue & yellow & Phantom 26 reserve, 150 jumps. Also jumpsuit, helmet, rig bag etc. £800 o.n.o. Tel: 051 9242324.

Wonderhogg container (throwaway), Cruisair main & Lopo 26 reserve. Ideal first kit. £200 Tel: 051 924 2324.

Raven 1 main/reserve, unused, yellow with microline, £500 o.n.o. Will take 22/24' round reserve in p/exchange. Tel: 051 9242324.

Chaser, grey/red trim throwaway. Firelite, white/red & grey trim. Preserve IV. Tested OK, unused. 10 jumps only. All as new. £600. Also jumpsuits; Frapp Hat etc. Offers. Tel: Rod 0323 442128.



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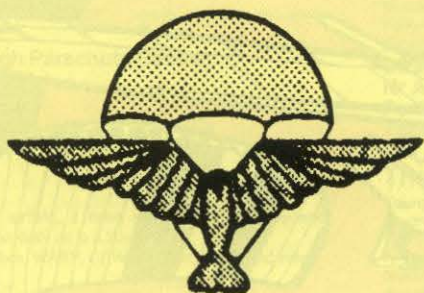
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British Parachute Schools

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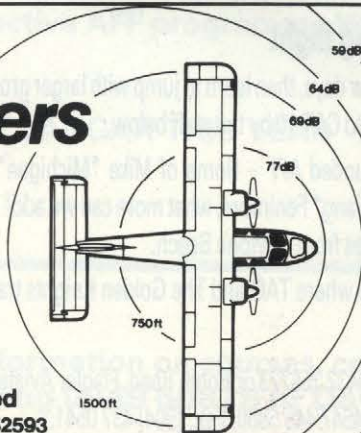
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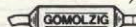
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