

Sport Parachutist



February 1994

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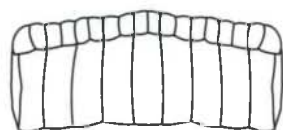
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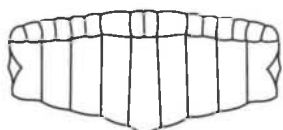
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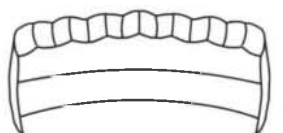
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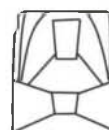


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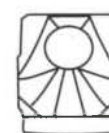
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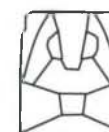
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February / March 1994

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Cover Photo: Scott Wileman over Hibaldstow
by Ian Chick

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Editor: Ola Soyinka, 10 Brecon Road, London W6 8PU
Assistant Editor: Katie Warburg
Design & Layout: Patti Gallagher, Airscape
Editorial Assistant: Lynette Horne, Airscape
Commercial Manager: Ola Soyinka, Airscape

NEWS & EVENTS

THE BPA COUNCIL FOR 1994

These are the names of the Council members who form the two main Committees in 1994.

Competitions Committee: Chris Allen, Bob Card, *Lesley Gale, *Helen Harber, *Ian Midgley, *John Smyth and Lofty Thomas.

Development Committee: Chris Lyall, Phil Gibbs, Kevin Hughes, Samantha Linklater, Michael Mathews.

* New to Council for 1994.

As only 12 nominations were received for a possible 15 places on Council, no election was required.

MAG DELAYED

We apologise for the late issue of the magazine. This has been to save the BPA the cost of sending out membership renewal forms separately to all members. (See page 48 for Membership renewal information.)

IPSWICH TAKES THE INITIATIVE

Times are changing! The days when sky-diving was a dangerous sport for hooligans is a thing of the past - the hooligans are still about but with the introduction of Cypres, it is even safer.

Tye Boughen, CCI at Ipswich Parachute Centre has taken the initiative to promote safety, and, from 1st March 94, is introducing a special offer to Cypres users. Each Cat 10 jumper going for altitude (10,000 feet or above) can expect a £1 discount on each jump.

EDITORIAL

Super Nova - ?

In the good old days when kit was dodgy and only the brave (or mad) leapt out of planes the main question was whether the canopy would deploy properly or at all. Many people got their kicks from this. The reliability of the round parachute gradually increased to such an extent that people were happy to drag even their mums along to first jump courses.

Meanwhile the sport, and the thrill seekers, moved on from simple aerodynamic decelerators to flying machines. Jumpers now got their kicks from flying their square canopies. Technological advances have now brought the 'average' square parachute almost to the same level of reliability as the round. With forward speed, however, has come the need to keep the aerofoil inflated and symmetrical to stay in the air. Jumpers now need piloting skills - to fly, to avoid others, to avoid hazards (including new ones specific to the ram-air such as turbulence), to master new disciplines (CRW) and to land.

Many are not satisfied with the 'average' square canopy. High performance canopies are finely tuned flying machines with low

margins for error; the operator now takes on a far greater responsibility. The responsibility lies not just in packing, flying and maintaining the kit; it extends to the original purchasing decision, and to deciding when, or whether to take to the air at any time.

This issue of *SP* carries a variety of letters, safety notices and bulletins about the Nova. Many questions are yet to be resolved but disasters have happened and Glidepath are in the area of turbulence where the manufacturer's duty of care meets the responsibility of the jumper - there is no clear line to be drawn. In this particular case, for every jumper who dumps his Nova there will be one who swears his allegiance. As much as anyone, I would like to see continued progress in canopy design and performance. Doubtless, each advance will produce some canopies that are more dangerous to fly than others. But, in the search for the ultimate flying machine surely we can not expect manufacturers to provide not only our dream machine but also a cast iron guarantee against our worst nightmare - that one day we will come down to earth with more than just a bump.

Olaf

Tye hopes this will encourage jumpers to think seriously about purchasing a Cypres and is also IPCs way of acknowledging those who already possess one.

RUSSIAN AIRFORCE PC TRAINING CENTRE

For only 15 - 20 USD per day and one jump from maximum altitude not more than 12 USD, the Russian Airforce Parachute Team have two Mi-8 helicopters at their disposal and are offering experienced trainers such as Viacheslav Valunas and Anatoliy Shirov. They are also of-

fering discounts depending on the total number of jumps to be paid. Activities will take place from April till September.

For more detailed information contact: (fax Moscow) - 0107 095-292-65-11

4TH INTERNATIONAL TROPHY - HOLLAND

This takes place at the Paracub Fleva, Holland, between May 13th and May 15th. Contact: Herman Boerman, Landmanweg 2, 3331 KK Zwijndrecht, The Netherlands. Tel: 010 31 10-4026388 - working hours, Fax: 010 31 3242-6113.



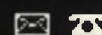
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THE OTHER RECORD ATTEMPT.....SKYDIVERS WANTED!

George Pilkington (BT Pro Flo) & Darryl Moran want 95 skydivers, for an attempt on the British Record, currently 60. The venue will be the same as the *Girls British Record*, organised by Adrian Thornton, and will run concurrently. To be held out of multiple aircraft during late July, it should be as easy as a 20 way.

"The thing we want most is skydivers who WANT to be Record Holders!. We may not know you, so YOU need to tell us. We want your *Skydiving CV* if you want ON the load. We're also forgetful, so tell us, EVEN if we know you!", they told WoTs. So if you can fly to a quadrant, dock with no momentum, fly your slot then, *get off your ass and apply!* No applications NO RECORD! Send them to *George & Darryl, Ivy Cottage, North St, Swinford, Leics LE17 6BE.*

RAPS RATING? GO TO NETHERS YOUNG MAN.

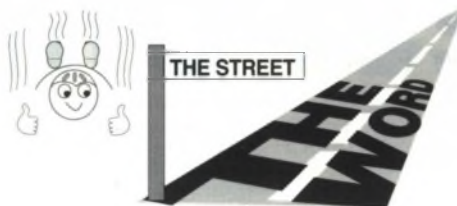
Potential Instructors in search of the RAPs static line rating should go directly to Netheravon. Nethers completed 6000+ Raps drops in '93, are at the cutting edge of current RAPs technology, and have resident BPA Examiners. It is fact that no Approved Rating has yet been awarded on a course held at any other UK DZ. Reasons for failure are not released, which raises speculation that the examiners (of these courses) may not know what they want! So the Word on the Street is, go to Nethers, or wait for the other BPA Examiners to state *exactly* what they wish to see, before wasting time and money!

TARGET SKYSports NEW JUMPSHIP

The Hibaldstow DZ, Brigg, South Humberside is to operate this season with one, perhaps two Dornier Aircraft. Well suitable for skydiving, hold about 15 skydivers, and are relatively quick. The DZ has unrestricted altitude with the potential to build a 15 way, it must be worth checking out! Call them on 0532 550600.

WORLD SKYDIVING CENTRE OPENS.

Situated 45 minutes from Orlando Airport deep in central Florida, is the newest DZ, run by Roger Nelson. The DZ sports 2 Twin Otters, the usual Florida weather and is to be the venue for the next attempt on the World Record, a 220 way. (Watch this space!) Derro Thomas, of SunPath has also opened his own gear store at the DZ so your rigging requirements will be dealt with. Definitely worth a visit!



"NJ" FROM SUNPATH

This is the "Narrow Javelin", the smallest rig that Derro and his team make. Designed for mains of 120sq feet max, reserves no larger than a Transair, which makes it very small indeed. "Sex on a Stick" Wingy told us, having returned from the States with the NJ. "Custom made and costing the same as the standard Javelin, Awesome". Very tasty, a call to Sunpath or a UK dealer secures info by return.

ENQUIRY PANEL WON'T SIT

The enquiry panel for the Langar Tandem fatality keep putting off the date for the hearing. They have been written to on various occasions by Dave Hickling, for the date, but have not even acknowledged his letters. Obviously this delay is causing great stress to those involved, and WoTs feels that this behaviour is inexcusable. Get it Sorted!

CHOPPER GET'S IT OUT IN FLORIDA!

Chopper, from "Touch & Go" 4way decided that it would be fun to go skinny dipping in the Deland Hilton, the *Village Billige* did not, and promptly arrested him for indecent exposure. (Well he is called Chopper..) Chopper then spent some time in the Deland Police Cells, and was eventually bailed out for \$250 by his team. He skipped bail the next day as their stay was over. No one but he knows just what went on in those cells...

CHILL OUT IN THE FRIDGE THIS SEASON!

The Full face helmets of the type, worn by MindGames & Airtime at the World Championships are now available in the UK. "The Fridge", made using Formula One composite technology, is very light and has an integral visor. The main benefit is in the added protection against free fall knocks, but also is the concentration factor, due to no wind noise. The "Fridge" is available to try from March 19th in many colours and sizes. THE head gear to be seen in this season? Could Be!! See *The Cool & Groovy Fridge Company* advert in this issue, or call on 0788 860882 for details.

LANGAR BOOGIE 94

The annual Big aircraft boogie at Langar is this year scheduled for the 18th to 26th of June. "It is planned to have 2 Skyvans to jump from, plus the usual Great Vibes & Dives, not to mention the Parties. Definitely one for the diary". Thanks for the word to Angela Hickling, all ways a good boogie. Call 0949 60878 for further info.

TARGET SKYSports SUPERCHARGED PISTON

The Hibaldstow DZ, Brigg, South Humberside, is to operate this season with two Dornier Skyservant aircraft. They are well suitable for skydiving, relatively quick and hold 15 skydivers. Appart form the massive side door, the other major benefot is that they are powered by supercharged piston engines, which means no waiting for back to back lifts. The first should be flying in February, the other by July. A full program of events form Insturctor Evaluation Courses to 14-way FS Meets. With these planes and unrestricted altitude it *MUST* be worth checking out! Call them on 0532 550600.

FREESTYLE VIDEO

Bruno & Marco, the '92 World Champions in Freestyle have produced a video. Available form them for the pricely sum of 15 quid, it contains some of the best Freestyle moves ever seen and camera work that is devastating. Also on the tape is Bruno's own film of his skydive form El Cap! All dosh from the sale will go to fund their training, in preparation for regaining the crown in '94. Be a sponsor, buy a video. Call Bruno (his English is better!) on +34 (9) 72-45-01-11

Z-HILLS IS OPEN ALL YEAR ROUND

Betty Kabella, proprietor of Z-Hills keeps hearing rumours that her DZ is planning a move. The word direct from Z-Hills is: "We are not closing, we are not moving and we are open all year.

**THE COPY DATE FOR THE
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CORRESPONDENCE

SAFETY AADVICE

Dear Ola

Has Helmut Cloth been asleep for the past three years? The World is in economic recession. Many jumpers find it financially difficult to keep their cars road worthy, so to buy a Cypres could stop them jumping completely or compromise safety in other areas of their lives. Jumpers should not put money before safety, but the purchase of an AAD may not give the greatest increase in life expectancy per pound spent. Indeed any jumper who really is concerned about parachuting safety could improve matters in many ways without spending any money at all.

Have 26 lives really been saved by the Cypres? Some certainly have, for which we must thank Mr Cloth, but can the fate they were spared be accurately projected in all cases? If all 26 would have died, then Cypres users are the most dangerous category of skydiver, even if the figures for students are discounted, 26 out of 8000 owners means ten times the average risk of fatality, a risk that is compensated for by buying technology. Owning a Cypres could give the confidence to get into more trouble than ever.

AADs are not actually dangerous, but we should be careful with statistics. For example: Bill and Ted's 'proven fact' states that 48% of fatalities could be avoided by using AADs. But there are (mercifully) too few deaths in our sport to effectively use statistics about the causes. Meaningfully large samples would have to include data from a long way back, when parachuting was a very different game (do Bill and Ted's figures count Robert Cocking?). AADs do not address the causes of accidents, which are covered by existing regulations and guidelines. Perhaps Bill and Ted should provide figures for fatalities caused by blatant breaches of the law. 'Lack of AAD' is not a cause of death.

I would love to own a Cypres. People considering buying an AAD should do so, providing they have money left after they have changed their tyres (BEFORE reaching the legal limit – a seemingly unnecessary expense), fitted smoke detectors in the house, replaced that wobbly old stepladder, taken a taxi back from the pub every time, bought a dytter, and kept their kit properly serviced. Otherwise they could simply increase the chances of dying in some equally horrible way – but without 'bringing sport parachuting into disrepute'. An AAD will not compensate for shoddy gear, drinking heavily the night before jumping, being too damn sexy to wear a helmet for takeoff (all of 500 feet), ignoring regulations and safety notices, neglecting reserve drills, or tunnel vision under canopy.

The greatest benefit of an AAD is the tragedy factor – in the unlikely event that a Cypres is needed but absent the resulting disaster seems greater because a piece of technology could prevent it. But what happened to the promise that the price of a unit would come down once the development costs had been recouped? Life is never simple.

Soft Landings,

Eno.

INSULTED MEMBER

Dear Ola

Thank you for finding space in the October issue for my article "The Vision Thing", which included my views on AADs. I was glad to see letters in the December issue which, while not necessarily agreeing with my article, showed that it had stimulated some thought on these matters. I was, though, very sorry to see an insulting letter from Helmut Cloth of Airtec (makers of the Cypres AAD) which included a quite unnecessary personal attack on me. In view of the intelligent contributions from "Bill and Ted" and Paul Sitter, may I ask why it is necessary to provide space on the letters page for non-members to hurl insults at contributors to our magazine? It will hardly encourage other writers.

If I failed to make myself quite clear in the article, then I should correct any misapprehension: I do not deny that AADs provide a safety advantage, which they clearly do. However, I want to highlight the lack of a thorough cost/benefit analysis. To assess the value of AADs, we need to see sound statistics, properly

interpreted, such as the American survey referred to by Paul Sizer. Any chance of reprinting it in SP, Ola? Jumpers in the UK are starved of the information they need to make important decisions. My point was that I believe the choice of whether to fit an AAD should remain with the individual jumper, not be taken by the Association. The recent BPA decision to require AADs on all tandem rigs involved a hasty investment of around half a million pounds. Fitting AADs to all the rigs in the UK (as advocated in your recent editorial) would cost several millions. Nobody should be insulted for wanting to see an investment of such magnitude made on a clearly rational basis.

Too many proponents of AADs rely on anecdotal evidence, statistics with no verifiable source, and emotional pleading. The editorial in the last issue was a particularly bad example of this; a series of emotive but irrelevant questions (such as, "Do you sometimes wonder on jump run why you packed in a hurry?") followed by the assertion that we must all just accept the extra £800 cost of a Cypres. At least Katie was sufficiently embarrassed about this nonsense to state that she is not a sales rep for Airtec – I was beginning to wonder. As for the figures quoted by Helmut Cloth, they are quite simply unbelievable. If 8000 jumpers are using a Cypres and 26 of them have been saved by it in only 3 years, they must be a very accident-prone bunch – the rest of us do not bounce at an annual rate of over 0.1%! Helmut Cloth must really believe I am "simple minded" if he expects me to swallow these figures.

It seems to be "politically correct" these days to advocate AAD use, so I suppose that if I question their value, I can expect more insults – but I would be obliged, Ola if you could refrain from printing any further gratuitous abuse. (Readers might be interested to know that a letter I wrote last year, questioning certain individuals' judgement following a fatality, was not printed, by order of Council. They thought it might be considered libellous. Apparently others are free to question my judgement without any such concerns being raised.) And, until someone with no vested interest gives us statistics we can trust, I will continue to take what millions of perfectly reasonable people around the world consider to be an acceptable risk – skydiving without an AAD.

Yours

Martin Lyster

IPC DELEGATE

Dear Ola

Regards the letter from Steve Johns concerning the identity of the IPC delegate (you may recall that there was a similar letter from Debbie Allum last year). I must agree with him that I have heard nothing but praise as regards Rob Colpus' role as an independent IPC delegate. Responding to input from BPA members I put a proposal to Council last year that the position of IPC delegate be open to ANY suitable qualified BPA member. This is the position with regards to other official BPA positions such as the CAA or RAeC representative. At the moment the IPC delegate position is only open to members of BPA staff which effectively means only John Hitchen, (the NCSO) or Tony Butler, (the TO) are eligible for the position. This proposal was defeated thus eliminating Rob Colpus from even being nominated for the position let alone to have his suitability judged on its own merits.

I think that this is an unfair situation and will be presenting a similar proposal to Council early this year. I would advise members who have an opinion on this matter to write to Council expressing their views as this may possibly sway the vote towards a more impartial situation.

May I also tender my apologies to Esther Reynolds and Fran Shashkova regards the Council vote not to let them participate at their own cost at this year's Classic World Meet. I attended this meeting with every intention of voting for them but bowed to peer pressure at the last moment and abstained on the vote. Hopefully this will be the first and last time that I will make such a mistake.

Yours sincerely

Kevin Hughes

ONE FOOT IN THE GRAVE

Dear Ola

For the second time in 10 years I feel the urge to put pen to paper to register my opposition to yet another restraint on the freedom on the individual to participate in his or her chosen sport.

Dr John Carter's article explaining as to why the over 50s should have a standard sports medical is based on a generalisation cross section of the public and not specifically skydivers. I'm sure the over 50s jumper is perfectly aware of any ills that are befalling him or her – after all they are already obliged to seek a medical certificate from their GP who knows only too well their medical background as Dr Carter admits in the October article. Dr Carter also flippantly remarks that it is only the cost of 3 or 4 altitude jumps! There are to my knowledge a lot of skydivers even under 50 that are feeling the backlash of the economic climate and unemployment and don't have another £1.00 a week to spare on top of all the other expenses they have to endure to continue skydiving. Where is the evidence of ill health in the over 50's causing accidents/fatalities in skydiving?

What statistics is there to support his article? Regulation and legislation are killing this sport. Don't get me wrong, I'm for anything that strengthens our sport, but I feel it is being restricted unacceptably. What next? Will tandem passengers (sorry students!) who have no previous experience, who are at best excited, and at worst terrified at the moment of exit, be expected to produce a full sports medical at the same cost? Not on your life! It would cut over the 50's (and up to 90's) to a mere trickle, hitting the lads that rely on tandems for a living by as much as 40% of their business.

I have several hours in freefall, but drive my car on roads that cause more stress on my mind and body for longer periods at one go than skydiving ever has, yet would not be required to get a full medical. On top of this the BPA will surely lose membership revenue and a lot of POPs would just drop out of the sport, disillusioned as I will be in three years time when the big 50 comes and I have to trade my kit in for a life support system or invalid carriage! (some say I should do that now!) I think the STC should look at the implications of such a move with a lot more consideration than just what is on the face of the report!

What are we going to target next? Alcohol!!? The DZ Operators would be struggling to fill a 182 on most Sunday mornings if everyone was breathalysed before enplaning! It seems the STC and Dr John Carter deem the over 50's incapable of making any kind responsible decision regarding their own well-being?

Yours, one foot in the grave (at 47).

Mal Harrison (D5869)

NOVA TALE 1

Dear Editor,

I have now been in this sport for the past ten years and have seen many changes over this time, most of which have been very good, the safety standards have improved and we all hope that is carried on in the upward mode.

But as I sit here now grieving the death of a very good friend and fellow skydiver I have only anger inside of me and I know I speak for a lot of other skydivers who feel the same.

Gary Reich died December 30th 1993 his love for the sport was second to none, you could always see him out at the drop zone trying to help people improve their skills and go forward in the sport, his job as a load organizer at Skydive City in Florida was always well briefed and debriefed and always found time to tell you where you went wrong and tried to help you get it right.

But what does it take to say enough is enough. Glide Path you are hurting our sport I beg you total recall on NOVAS NOW!

Gary had some 4,000 jumps and maybe 1,000 were on Novas don't try and say it was human or pilot error, give this man a little piece of respect. I have no more to say about this but urge all skydivers Riggers and drop zone owners to stop jumping NOVAS NOW!

Yours Sadly

Andy Grimwade D8141

Please see safety notice in Kit news section ...Ed

NOVA TALE 2

Glide Path Nova An Owners Tale

I'm a Nova owner, sorry - I was a Nova owner until recently, now I'm an Esprit owner. 'Why?' was my first question. I picked my canopy up in Eloy when I went out there at Christmas, it was sent there by Glide Path because the one I had, had a problem that they felt warranted a replacement. I informed Glide Path early December and they made me one (in the colours of my choice) and had it waiting for me when I arrived. I personally was impressed with their service and the care they put into their customer relations.

This was nothing in comparison to how impressed I was with the product, my God what an awesome canopy, quick, responsive and landings that just amazed me. I've not jumped a Stiletto yet but I've had a go on the BTs (including the pro series) and Sabre ZP's and I personally wouldn't have swapped my canopy for any of them. Notice I said personally, so if you've got one of those mentioned please don't take offence! I also did my favourite trick of tracking away from the DZ on the crap spots and easily beat the above mentioned canopies back, so I know for sure how fast the Nova was.

I also watched people having to front riser to get a "decent" landing out of their canopies, something I never felt the need to do - the Nova landed at such a speed the idea of trying to put more into it didn't appeal to me. I also watched a guy on a Pin-Tail bounce (and subsequently die) because he was too enthusiastic with his desire for that just-so landing and had a canopy collapse at about 30 feet when doing warp factor 9 from a front riser landing.

Not unnaturally I felt the urge to phone Glide Path when the BPA grounded Novas, I felt that having had one for about 14 days and then having £1100 turned into zero value at the stroke of a pen warranted an explanation of some sort. I got one - from the owner of the company (Mike Fury,) not the receptionist but straight from the boss. I have been looked after by these people in the past, they have never been anything but helpful, considerate and genuine and that treatment is exactly what I got from Mike Fury.

I wanted to know why? How could anything this good be so bad that he had to issue a recommendation

that owners should cease to use them. He was honest and admitted that they had made some that had collapsed in circumstances that were unexplained and the amount of incidents were of concern to them, as of course were the deaths. Added to this was the hammering Glide Path took in the press, often printed alongside adverts for PD range of canopies. And as we all know there are enough ill informed and ignorant skydivers who proliferate half truths and rumours in an effort to make themselves sound knowledgeable (often to people who have been in the sport for five minutes or less) and with the vast distances that people will go to boogies, the "word" (or bullshit) soon spreads.] - my words, not his.

I know from my army days that if enough people spread the same rumour then it eventually becomes accepted as fact, the truth then is disbelieved as nonsense. The end result was that no one wanted a Nova and sales slumped, when one of Mike's friends then died on a Nova he felt that enough was enough.

The weight of publicised criticism and lack of customer confidence meant the only thing he could do was to recommend that Nova owners ceased to use the product, in many cases to save owners from their own excesses. (If only some of the people who got hurt had read the warnings in their owners manual more carefully.) To offset the distress he is allowing Nova owners a 60% reduction in the purchase cost of the Esprit canopy that they [Glide Path] have produced. Good news for the person with a 2 year old canopy with in excess of a 1000 jumps but a real pisser to me with a two week old number with less than 50 jumps. If it had been delivered to the UK it would have had less than 5 jumps! As the man said though, if he makes an exception for me where does he stop and draw the line? What he's doing is selling the Esprit at cost in order to keep the company going? If he gives them away free then the company goes under.

If you own a Nova and think I'm an easy bastard who can be sold anything and that you're going to take them to court and screw them for every penny they've got, think about a couple of things. Number one is that the only people who will win will be the legal profession and if you win then it will be against a company who will probably fold due to the legal

costs, so you end up with nothing! Secondly, who amongst you has never jumped a Glide Path canopy, remember your first square? Or if you're old enough remember when the Fury was the hot canopy? We've all jumped the kit they produce and we all know they're a damn good canopy manufacturer. Why kick them while they're down?

Lets face it if they go under and it only leaves a couple of major manufacturers then the ones left can charge what they like and we, the buying public will have to lump it. Whilst there's competition there is competitive pricing. I don't work for Glide Path and I'm not getting paid to print this, its just something I believe in, I don't want to see people who care about customers go under. Their only crime was to produce a canopy that performed on the outer limit of its performance envelope. When people tried to fly it like their old F111 canopy or one of the inferior (in terms of performance) ZP's then problems occurred that you could get away with at 500 feet but **** you up badly at 30 feet. Its like base jumping, you can get away with it most of the time but is the risk and the adrenaline rush really worth your life?

So to all the people who got hurt on Novas that dumped them unceremoniously on the ground when they did nothing to deserve it, I raise my glass and say I'm genuinely glad that you are OK and to all those of you who got hurt or killed by low hooking on front risers and made a balls up of it, all I can say is thanks for depriving me (and all the other satisfied users with perfectly airworthy Novas) of the thrill of jumping [possibly] the best canopy that ever flew. I bet everyone enjoyed cutting the warning label out of the centre cell to return it and claim the deal on the Esprit! (That was done to save on the postage costs.)

Maybe there are lessons to be learned in all of this sorry saga. Maybe before the yahoos amongst us do their next jump they will think about the way they handle their canopy and what may happen, then maybe there will be a reduction in the injuries and deaths. Lets face it you can drive a Ferrari at a brick wall doing 100 MPH and swerve at the last second and get away with it most times. When its icy or when the tyres are bald or your concentration is shot it doesn't work and you get hurt or die!



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Finally it would be nice to know why the BPA took the decision to ground my Nova. From my perspective the points I would like to make are:

1. I have a perfectly serviceable canopy and let's face it we all know everybody has the capacity to fuck up and kill themselves, (its even possible on a round).

2. We have an MOT system for cars why not for canopies? The theory about "its OK now but you don't know what might happen in future" argument is spurious because you could apply exactly the same reasoning to all canopies (or cars.) I would have paid to have it examined or tested if it meant my canopy may have been reprieved.

3. My manual for the Nova gives clear instructions on how to use, fly and land the canopy. If I ignore that advice is it the fault of the canopy, the manufacturer or me?

4. Why did the BPA not state that the canopy was grounded pending further investigation and then go on to state what enquiries would be made. Like asking Glide path if they would pass individual canopies as safe for use – maybe Glide Path might like to answer that one!

An informed response would go a long way to helping people understand and maybe make the situation easier to bear.

Welcome to 1994 everyone, I hope yours is prosperous, trouble free and full of fluffy landings.

Mick Cooper D8776

P.S. Glide Path International have now gone out of business. All of the patterns and designs have been reincarnated in the form of a new company called Flight Concepts International. The premises and phone numbers remain the same, as does the majority of the staff. The running of the company has been taken over by Chris Gay. I am assured that all existing commitments to Glide Path canopy owners will be continued, including the agreement with replacing Novas. The new company has issued an official statement stating its future policy and its intentions as previously mentioned.

For those Nova owners still in possession of their canopies there is to be a discussion at the next BPA safety meeting on March 17th to decide on whether to lift the ban based on the final statement from Glide Path (which retracted their original statement.) If yours is a good one make sure your CCI knows so that when he/she attends he/she has real information to base a decision on, not rumour or gossip.

INSURANCE ABROAD

Dear Ola

Everybody knows about the importance of insurance for parachuting in the USA, but do you also know that it is important to have at least medical insurance for jumping in Europe? I didn't realise this – until last summer...

I was at the Espace Boogie in Vichy France and on the second day I had a serious canopy collision which led to me suffering multiple injuries. The medical assistance I received was superb, but I only had an E111 (the official government form). This makes you eligible for treatment as if you are a resident of that country. In France this means that it only covers 80% of the bill (the French pay 20% of their own medical bills). I am liable for 20% of my bill, which considering the large amount of work carried out on me, could quite easily be a five figure sum. Besides which the E111 is apparently only useful in France and Germany!

I also had the problem of getting back to England and as I had broken a leg, both arms, pelvis and other bones, getting into a car and driving back would have been a bit difficult. This meant I had to get a private air ambulance to fly me back, at a cost of £3,000 for a 3 hour flight from Vichy to Bristol. The flight plus other expenses incurred and the medical bill would have all been paid for me, if I had medical insurance.

I think I have made the point now that your BPA insurance covers you only for a 3rd party liability. Medical insurance is separate and just as important.

Finally I would just like to thank everybody who came and visited me and kept my spirits up during my long stay in hospital. Especially Tim and Adrian who was left to pick up the pieces in France, (literally!!).

Hope to see you all in the air in '94/'95

Martyn Braund D8696

36-WAY DOWN UNDER

Dear Ola

The POPS 10-way pic came out great in the October issue. The cover shot was terrific. The October mag was every bit as good as the August one – the problem must be to maintain such a standard every mag?

Anyway, thought I'd send you a pic (see page 16 ...Ed) of an Australian record – a 36-way that was set at Perth International Airport on Monday 15th October 1993. The aircraft was a Shorts 330 Skyliner, the big brother of the Skyan but with no tailgate! 38 of us (2 video men) had to make a single file exit out of a single door!! Not bad for a bunch of jumpers from half a dozen DZs who normally only jump C180/182 type aircraft.

We had four attempts at the formation and made the 36-way on the third try. As well as myself the other expatriates (Poms!) were Terry King, Sarah Green and Peter Morris who was one of the organisers.

The pic was taken by Brian Kent (not related to Norman!) and as it's been some years since WA had a cover pic I said I'd ask!

The whole day was really neat as we had total co-operation from the Civil Aviation Authority and Airport Management. The domestic terminal is bottom left of the picture with the International terminal just out of frame to the right. The main organiser was Stan Morris the guy who took the POPS 10-way pic (October issue). He did a great job.

Anyway hope you can use it somewhere in the mag. Keep up the good work there. Not a better mag in print than SP. Went up to Hong Kong the week before the 36-way did a couple of jumps with the JSPC (Bryan Dyas). (8 grand from a C182 V's 15 grand from the Shorts!!)

Tony Dale BPA 845

WHO JUMPS?

Dear Ola,

I wonder if any of the readers can help me.

I am currently engaged in the study of Sports Sociology and Sports Management which will, after much blood, sweat and tears, lead to an MSc.

At the moment I'm working on a piece with regards to the type of person who finds the need to throw themselves out of a perfectly serviceable aircraft. I'm interested in the age, sex, occupation, other interests and level of participation of you jumpers out there.

If anyone can help, whether club or individual with any data, or if any of you have done any research that could be used as a source for my work, I would much appreciate hearing from you.

All and any information gratefully received to 18, Braemar Road, Brentford, MIDDLESEX TW8 ONR or call me on 081 568 6919.

Yours sincerely,

David Lloyd-barker

LA FERTE GAUCHER

Dear Ola

Clearly my article on La Ferte Gaucher touched a nerve with the committee there. It wasn't intended to, but then safety is an issue we should not take lightly.

My comments on canopy discipline at La Ferte were based on having jumped at Deland, La Ferte and Ampuria (as well as exotic Headcorn) within the space of 6 months. At the other DZs, I received a thorough and very direct briefing on canopy flying and landing.

All that said, the proof of the pudding, as they say, is in the result. I am very pleased to learn from La Ferte's committee they have not had canopy collision near the ground since 1986: it is a shame the other two DZs I mentioned could not boast that record – although I have always been impressed with the safety consciousness of both. Clearly, La Ferte's record on canopy collisions puts it all in perspective.

So to summarise my views, La Ferte is well worth a visit, I would recommend it to any UK skydiver and the three Untouchables who went, all had a thoroughly good time. So much so, that it is rumoured

that all eight of us might try to get to La Ferte (all at the same time!) for team training for Headcorn's Speed-8 Meet later this year.

Yours

Chris Shaw Untouchable #8

The Classic Controversy final installment!

Pete Knight

I've decided to put my thoughts into writing, after reading "A classic Controversy" in the December '93 edition of SP.

First of all, let me say that I don't personally know any of the people involved, so have no axe to grind in that respect. I also acknowledge that making a decision based solely on the information contained in the article is probably not a very sound idea. On the other hand, both 'sides' were invited to set the record straight, and assuming that they have not been misquoted by SP, I and the other readers have no choice but to draw our conclusions from the information available.

After reading the article, my basic reaction is that the selection criteria should be applied equally to both men and women, or not applied at all. I don't know enough about 'classics' competition to be able to judge the relevance of the criteria used. Neither do I know anything about the current "form" of the competitors in question, but from the information available it does seem that one rule has been applied to the men, and another to the women.

Bob Card asks... "why have a minimum criteria. Or indeed any other set requirement for selection if we are going to ignore them as soon as they don't suit various individuals?" I quite agree, so why ignore the criteria for the men, but not for the women?

Bob also claims that the proposal of the women to fund themselves was bland misleading inoperable and only submitted as weight to sway the decision. Who the hell does he think he is? How can he know if the offer was genuine or not? To say such a thing shows arrogance beyond belief.

Dougie Young thinks "Future classics teams should be selected by Committee on merit and past performance, a selection that should not be questioned." Surely this would be a backward step. The BPA has been run for far too long on the 'Old Boys' system, and is one of the reasons it finds itself in the mess it's in. What we need are more objective selection criteria rather than less. These targets should be publicised well in advance, and adhered to rigidly.

Come on BPA, get your act together! If we can't be seen to be doing the right thing in the eyes of the Sports Council, the CIP, the Royal Aero Club etc etc, how can we be expected to be taken seriously? The BPA faces a tough enough fight to retain any form of 'control' over the sport in the years to come, and cock-ups like this simply undermine its credibility.

Hopefully the new Council will see fit to review the decision, in open session, and apply the same rules to all.

Ian Burford

Please find my comments on whether Esther Reynolds and Fran Shashova should be allowed to compete for GB at the next classics World Meet.

1. Under the method by which the selection criteria has been ignored this year, they must be allowed to go and under the same conditions as the men who failed the current selection criteria.

2. The selection criteria requires urgent but considered review.

It is my opinion that the BPA have a duty to ensure that the official team are the best available, to attend the meet, even if certain members of that team do not meet arbitrary criteria. One way to achieve this, would be to rank skydivers according to their performance over the year and if, for example, ten people were required for International competitions the top ten would be asked. Any people unable to attend would be replaced by numbers 11, 12 etc until the required number was complete. This official team should be the only body to obtain whatever funding was available from the BPA.

If however, the rules of the competition do not specify that only an official team can attend. Then in my opinion the BPA has no authority to prevent other

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people, of whatever quality, from attending at their own expense and making their own arrangements.

Fran Shashkova

Following publication of Mr Card and Mr Young's letters in the December 1993 mag, I feel bound to set right certain unsubstantiated and offensive allegations made about Esther and myself based on rumour and imagination. I find it odd to say the least that they know so much about my opinions, motives, intentions and attitudes since I have discussed none with either of them at any time. I find offensive in the extreme Mr Card's reference to "bland" offers of self funding. What, I wonder, constitutes bland? It was in fact an offer made in good faith and not without some considerable thought on my part. Mr Card and Mr Young may care to note that were I to spend the best part of two thousand pounds in order to simply, "get another stamp in my passport", I would be travelling to somewhere other than an airfield in the middle of China with dubious toilet facilities, and certainly with my own choice of companions.

If Mr Young thinks we wanted to go to the world meet because "we could afford it", he is sadly mistaken. If it were not for the generosity and support of my husband, family and bank manager, I would never have been in a position to make such an offer to the BPA. An offer which would put me into debt well in to '95.

As for training prior to the championships, both Esther and myself trained as far as our pockets (overdrafts) would allow. Esther spent two weeks in Cyprus, I opted to purchase a full size pad system (at a very good rate, courtesy of my husband and the Russian national team) and train in England. We are not in the fortunate position of the Army personnel, with subsidy from the Army, commercial sponsors and paid leave. It would be interesting to see how much training Mr Young would have done had he been in our position. Good for him that he is in a fortunate position, but while he has been pursuing

other interests during the last five years or so, I, and others like me, have been willingly spending money, hand over fist, training abroad in order to compete in such competitions.

As far as "not seeing our names in the mag", Mr Young cannot have been reading the BPA mag closely over the last couple of years. Perhaps he should read *Dougie Peacocks* (Team Manager, WM 1992) review subsequent to the World Championships. Interestingly, Mr Peacock has recently said that both Esther and myself were an asset to the team and both our performance and attitude were in no way detrimental to either the BPA or Great Britain.

Mr Card stated in his letter "why have minimum criteria or indeed any other set requirement for selection if we are going to ignore them as soon as they don't suit various individuals?". well, Mr Card, I and many other people would love to know the answer to that, as the minimum criteria do seem to have been ignored to suit Dave Ballard, Jeff Chandler and the interests of the Army Classics Team. I accept that "on the day we failed to produce the goods" in the Style event—as did Dave and Jeff, Dave and myself to the same degree! Esther and myself and the numerous other people who have written both to Council and the mag, have never been given a concrete reason for our not being allowed to attend the '94 World Meet. However, it has since been strongly rumoured by certain members of Council that a female competitor and the team captain attending the World Meet in China stated that they would not go to the World Meet if Esther and Fran be allowed to attend, and this is what determined the Council's decision. Subsequently many people's faith has been shaken in this democratic, fair body, namely the BPA Council.

I would like to thank those people who saw this matter objectively and gave their support by putting pen to paper. Finally I would like to wish the (somewhat depleted) British Classics Team the best of success at the World Championships in China '94.

And finally... thank you

In April 1993 Sue Oakley did a weekend S/L round course at W-o-t-G. After 6 jumps however, she broke her ankle. She says "I shall be back there every weekend full of enthusiasm and willing to help with the bar and shop and anything else they throw at me (sorry you can't get rid of me" and sends her thanks to "everyone at Weston for their support, friendship and encouragement during my period of recovery (and since). Special thanks however, go to Mick Rafferty (CCI) who will be moving on in the New Year and who I will miss very much".

Ribs (who reckons all he has to do is mention Kate to get in the mag) says a big ta to all at Ipswich PC where he has just completed a potential instructors course "If I had known how informative and helpful the week was going to be I would have done it years ago. In short, the course is the dogs testicles."

Martin Burke who got his Cat 8 last October says thanks to: British Parachute School Langar, especially Dave Hickling and to all at former Swansea PC, especially Dave Howerski, the staff and instructors, Kev Cloud, Tom Cooke, Alan Jones, Eddie Norris and Steve Fitchett.

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POPS CORNER

POPS CORNER

Florida at the end of a cold November was the place to be, or more precisely in Umatilla for the 2nd World Pops Meet. Most of us started our trip with a few days on the coast soaking up the sun and enjoying the sea, then it was fifty miles inland for the Meet. Umatilla is a beautiful drop zone run by **Jimmy** and **Wilma Godwin** in what is called 'Lake county', and it certainly deserves its name: from any altitude as far as the eye can see, there are lakes and from 'max' Daytona beach and famous surf are in evidence.

About 20 British POPS jumpers registered along with contingents from Australia, Denmark, Belgium, France, Switzerland, New Zealand, Zimbabwe, Germany, Canada, Norway, Holland, South America, and of course, our hosts the Americans. In all, there were 152 registered, ages ranged from 42 to 75 and jump totals from 26 to over 8,000.

Wednesday; the first day started with briefing at 8.30 and then on with the accuracy jumping. Most people managed to complete their first three rounds, all the accuracy jumps were from various Cessnas and 82 lifts were completed. The weather was unseasonable with

clouds to 3,500ft, but ideal for this part of the competition. The only incident was when **Pete Lessey** (a Brit who now lives in Germany) broke his wrist. The second day dawned to clear blue skies, it was hot and there was no wind. The last few accuracy lifts were completed, then it was on to the 8-way scrambles.

Fourteen team captains who were chosen for their experience, picked names out of boxes labelled from very inexperienced to lots of jumps. Each jump was judged from the air-to-air video (**Mike McGowan** leading the camera men) and was from **Jimmy's** Twin Otter flown by himself. Most teams had completed two rounds by sundown. That evening, all the competitors along with their partners and friends, were invited to a B-B-Q at the Olde Mill Stream RV park, where some of our members were staying. Loads of food and free beer kept the party going. Later, some of the Brits (**John Crowhurst** and **Mike Allum**) showed signs of a misspent youth by beating some of the American POPS and locals at pool – must have been the beer.

The third day started misty but took only an hour to burn off. It went on with a mixture of the final round of scrambles, and accuracy. Local television's 'Eyewitness News' covered the meet, and our own TOP POP **Graham St Clair** was interviewed and appeared on television. The weather seemed to follow the jumping; as on the last day it was to be the final rounds of accuracy and 'HIT and ROCK'; once again we had low clouds and light rain. Using the three Cessnas the 'Hit and Rock' took four hours and along with the accuracy, all were completed by late afternoon. For most jumpers 'Hit and Rock' is just a lot of fun, but some take it extremely seriously; jumping bare foot and in tights so as



Mike Allum arriving.



John Peck also arriving.



Sue Hill and the other seven ladies before their first 'All Ladies' POPS 8-way attempt.

to get rigs off as quickly as possible, run to the disk and sprint to the rocking chair all in 4.5 seconds. Only 2.5 seconds separated the top thirty competitors! The winner of the 'Hit and Rock' was **'Ski' Chielewsky** with a new record time of 4.44 seconds. While on serious jumping; the accuracy was a very intense competition, there were several ex-national champions competing and lots of dead centres. **Marjolaine de Pury** of France totalled only 0.02 after five rounds whilst second place **'Ski' Chielewsky** of the USA had 0.07, and third was **Woody McKay** also of the USA with 0.10. The 8-way was won by the team "Mixed Doubles", (4 women and 4 men), which included **Sue Hill** from Cockerham who also tried to organise the first all women POPS 8-way. Unfortunately they only had time for one attempt, and managed a creditable 7-way. Our own **Lofty Thomas** had a reserve ride (the second of the meet). The highest scoring Brits were **John Peck** in the accuracy and **Pat Carpenter** in the 'Hit and Rock'.

On Saturday evening there was the banquet; about five hundred people attended. After dinner it was on with the speeches and presentations. TOP POP **Graham St Clair** presented **Jimmy Godwin** with one of our plaques and **Mike McGowan** with a pennant. On behalf of all of us he thanked the organisers and judges (which included our own **Pete Best**) and invited any visiting jumper to join us at any of our meets next year. Retiring American TOP POP **Bill Woods** was thanked for all his efforts over the last six years, and presented with various tokens of appreciation from many including the new American TOP POP **Alicia Anderson**. On to the medals: **Sue Hill** was the only Brit to collect one, well done Sue. **Pete Best**, **Lofty Thomas**, **John Peck**, **Graham St Clair** and **Ron Millard** were enrolled into SOS (Skydivers Over Sixty) and **Cliff Lloyd**, **Sue Hill**, **John Peck** and **Dick Barton** all received their US 8-way badge.

Sunday was supposed to be a day of fun jumping, a few high lifts were made, but the weather worsened.

The wind increased and the clouds came lower and so people started to drift away... thus it was the end of the second WORLD POPS MEET. All of us who attended had a great time, we met lots of old friends from around the world and made lots of new ones. During the meet all the Top Pops and secretaries had discussions as to where and when the Third World Meet should be; having had the first in Australia and the second in the USA, it was felt that 1995 should be in Europe. To date – a decision has not been made... watch this space!

It is with great pleasure that we welcome new members: **Chris Wood**, **John McParland**, **Brian Pushman**, **Michael Davie**, **Gerard Buggle**, **Michael Rich**, **Henry Powell**, **Ian Seekings** and 600th member **Tony Martin**. And from Germany: **Gustl Böhm**, **Klaus Dietz**, **Horst Scharafin** and **Ulrich Diedler**.

As this is the last article I shall write for the magazine (as Hon Treas/Sec) I would like to thank all the people who over the last three years have helped organise and assist in the running of our various meets, to **Graham St Clair**, **Top Pop**, and especially **Inger** for her help and support. The new man at the helm is **John Crowhurst**; I hope he gets as much pleasure from the job as I did. good luck John.

Michael Allum
Top Pop UK

Hope to see lots of you, including the non-active members at any or all of the following POPS meets;

Ipswich
RAFSPA
Langar

30th April – 2nd May
2nd – 3rd July
27th – 27 August

Contact **John Crowhurst** if you need help on B&B etc. CRW buffs would be particularly welcome at these meets.

Members who were at Umatilla might like to know that **Pat Moorhead** and **Alicia Anderson** who live close to Los Angeles are fine and their home survived as well.

CHASING THE TAIL ?

The recent report of yet another tail strike prompts me to write in order to redress what continues to be a lack of understanding of some of the fine points of aircraft attitude as it affects our operations.

I well remember one of those little chats in the watering hole some years ago with a well respected and very experienced Royal Air force chappie who was sounding me out about the possibility of doing an unconventional exit. I couldn't be allowed in on the plot but the essential pre-requisite was the slowest absolutely level run-in achievable. His secrecy was perhaps inappropriate on this occasion as I was the pilot. Nevertheless I could see little problem as the candidate had considerable experience of jumping out into a slipstream at least as fast as the maximum allowed for an Islander with the door removed. Some time next day I was given the nod on the appointed lift and the exit duly took place. At the end of the day our man had grounded himself for a while with quite severe bruising to his arms and joints after having performed what was probably one of the first "Mister Bill" jumps outside the USA.

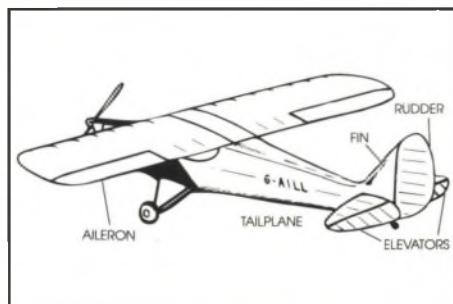
In order to achieve the nearest thing to a level attitude (and in the absence of any other information) I had flown the run-in at the maximum speed allowed for flight in the door-removed configuration 130 knots – the opposite of what was required.

I have used this story to emphasise the importance of both pilots and skydivers being mutually aware of the terminology of the elements of flight which are critical to the launch phase. With hindsight it is easy to say that the intrepid duo should have confided in me, in which case their exit would probably have been nearer 45 knots with a bit of flap, no power, and a quite acceptable slow drift-down.

I now hope to explain to the uninitiated – what is still obviously not properly understood: the factors affecting the flight of a jump-ship on run-in and exit. (If you're still with me here that's a good sign because the main reason jumpers remain ignorant about aircraft is because that they think the pilot should learn all that technical stuff, 'there's some serious fun to be had so let's leave it to him'. Incidentally the following information could come in useful if you ever find yourself on one of those old-fashioned DZs where the means by which the driver "knows"

when to tell you to get out are not supplied!

A large number of you are jumping ram-air parachutes and have an understanding of the principles of flight. The way your canopy develops lift is no different to the way an aircraft wing does. The air takes a different path above and below the aerofoil causing differential pressure which gives lift. Play with the toggles or the suspension line groups and you can change the angle of attack of the aerofoil relative to the incoming air. This gives you a range of speed and descent rate. Move the toggles as much as you like up in the sky and be sensible near the ground. Play with the line groups, especially low down, and you are tinkering with the design, (ie masquerading as a test-pilot) and will quite likely one day end up checking out the response time of the local ambulance crew.



Modern aircraft have bits that wiggle at the extremities to control the aircraft in all three axes

Aeroplanes like the early Wright "Flyer" were no more sophisticated than a modern ram-air parachute – the flying controls worked by warping the end of the wing in the appropriate direction. Modern aircraft have bits that wiggle at the extremities to control the aircraft in all three axes. The really clever people in this life are the designers who work out exactly where a control has to be, and how far it has to move to make things happen nicely.

Now the only real flying differences between a powered aircraft and the portable hang-glider which you wear on your back is the thing that makes all the noise and gets you to altitude and the fact that you have no control over its basic characteristics. Its loading will not have changed much from one dive to the next; once you are under your glider you have very limited control over your rate of descent. Your pilot on the other hand, assuming that the designer manufacturer and operator have got it right is still up there using his ability to control the engine within every variation between

maximum climb and descent and, unlike your 'chute, the load on the aircraft has changed somewhat.

Each aircraft is, however, optimised for its task. The main trade-off is the requirement for high speed in cruising flight and an acceptable landing speed.

With a powered aircraft the range of speed from flat-out to stall is much greater, as is the expense, weight and complication of flaps and other high-lift gadgets required to get the necessary runway length down to acceptable proportions.

One of the many tasks of the designer is to find the correct balance between all the forces expected to be acting on his machine his test pilot then finds out exactly how the thing flies, decides what flying and loading limitations may be necessary and writes the manual.

We therefore have a machine which must be operated within established limits to remain safe at all times. It is important that everyone appreciates that the loading plan is of fundamental importance to the trim of the aircraft. Even if everything works as it should the allowance made by the designer gives only limited authority in the event of a slight but acceptable miscalculation in what weight goes where along the fuselage. Throw in a bit of turbulence or the failure of an engine and things will still be all right, but again only with no flexibility. The bigger the aircraft the bigger the range of trim between the front and the back and the greater the potential for exceeding the control authority.

Consider our beloved Islander, just after take-off with half tanks of fuel and pilot plus ten jumpers. In the worst, and indeed normal, scenario where the lightest of the bunch are at the forward end and the heavies who are to form the base are gathered around the door, there has to be a compensating upward force from the elevator at the tail of the aircraft because of the extra weight at the rear. It is self-evident from daily experience that this is a common occurrence – but don't get lulled into a false sense of security because the point where there simply isn't enough elevator power left to maintain the desired attitude is not so far away. Most jump-ships use a bit of flap to get off the ground and then retract it once safely airborne and then reduce power a bit for sustained climb; this produces sub-

tle trim changes for the pilot to handle, thereafter a bit of movement is permissible but remember that the aircraft is flying at a relatively low speed and, especially if it is single-engined, the powerful slipstream from the propeller is increasing the effectiveness of the tailplane, so should the power reduce so will the apparent controllability.

This becomes more important on the run-in once the floaters start their moves the effect is like hanging a weight on the tail of the plane compounded by the extra drag caused by bodies in the slipstream. Eventually a point could be reached where the pilot has full tail-up control applied which is the absolute limit for that condition. Any change of trim rearward by those at the back moving further, or less obviously someone adjacent to the pilot moving rearward to get nearer the door and you give the pilot three choices;

- a. Let the tail sink thus lowering the tailplane relative to the point of exit which is obviously bad news for the jumpers who had expected to pass well below.
- b. Put on a bit more power thus increasing elevator authority but perversely increasing the risk of blowing the floaters off and increasing the net slipstream in the critical door-tailplane area with enhanced potential for a tail-strike with more "air" to work with.
- c. Anticipate the condition and maintain speed throughout the manoeuvre without changing power but accepting a gentle drift-down if necessary.

This last is obviously what is required, and indeed is normal practice, but inexperienced jump-pilots must be led carefully down this path towards the limit of control and jumpers should not be too critical of the loss of a hundred feet or so, especially with the worst-case ten-way launch.

Returning to our consideration of basic design we have a machine which is a compromise between factors such as size, weight, range, speed and cost. In the same way that the length of your suspension lines governs the trim of the canopy, the angle at which the wing is fixed to the fuselage is chosen to give the best flight characteristics. It is a basic aerodynamic fact that the most economical and efficient lift on a conventional aerofoil takes place at a small positive angle of attack. The wing is tilted up a few degrees although you'd hardly notice it without careful inspection. The problem in skydiving is that we insist on operating at the

extremes of the flight range and are not usually interested in economical or efficient cruise.

The "Islander" is typical in having a normal run-in of 70 knots with flaps retracted in order not to impede an upright exit. Some types use a bit of flap in order to reduce the speed but in order to simplify this article I won't expand on the subject except to warn that unfamiliar aircraft and pilots may surprise you by not quite being as they were during the dirt-dive or even the previous lift. For a static-line operation the speed can be lower if required without difficulty but the principle remains the same. At these speeds the aircraft will be noticeably nose-up because the wing was designed to work best at a hundred and something knots and if you want it to work at half that speed, you have to tip it up a bit in order to get enough lift. The aircraft is therefore dragging its tail through the sky. This is not readily apparent from inside the aircraft but it has two very important ramifications; the tailplane is a fair bit lower down relative to the point of exit compared to the position it was when you were dirt-diving and the vertical is not perhaps what it first seems.



This not normally a problem. The crunch is that the pilots must fly the appropriate profile, with the established minimum cruise power set and the aircraft trimmed accurately, before the freight starts moving about and radically altering the trim to the extreme permitted aft limit. The jumpers themselves can play their part by being aware of the difficulties they may present to the pilot if they vary anything from the standard exercise. Of course no-one should adopt a max-lift position on exit as this would eat away at already fine margins of clearance which were established before the aeroplane was approved for skydiving. Provided everyone does what they're expected to do and the aircraft is flown properly there'll be no difficulty. The picture shows a pair of Islanders in a cruise climb and the attitude is noticeably nose-up. The attitude at the same speed on a run-in at 70 knots would be similar the only difference would be the reduction of power.

Canopy relative workers, for instance, can have a faster run-in speed if they like,

within reason, since the aircraft will approach a level attitude at speeds up to the normal maximum. Provided that the exit posture is normal the decreased time to the tailplane caused by the faster speed is offset by the relative raising of the tail. Bear in mind the effects of altitude; the true airspeed achievable may well give you a faster than terminal opening so perhaps not quite so much VAT is required on speed!

Finally to the point of the vertical The art of spotting is being gradually lost thanks to combination of increased use of navigation aids and higher parachute performance. Some understanding of the principles is important for all parachutists and some knowledge of meteorology and especially winds will, if nothing else, spare you embarrassment or even injury you find yourself landing out. A nose-up position of the aircraft at run-in causes difficulty in establishing the true vertical. Consider that from an altitude of 6000 feet the circle of error resulting from a mere 5 degrees offset is of the order of 300 metres and you begin to understand why so many people get it wrong even if they've been given an accurate wind. It is most likely that you will think you have reached the exit point before you actually have. (A useful tip for the novice spotter – use the horizon for reference ...Ed).

So in conclusion let's be sure we know what we are talking about when we use these few magic words when discussing these matters in future.

ATTITUDE: The position of the aircraft in space relative to the horizontal.

LEVEL: Horizontal.

LEVEL FLIGHT: Unchanging height.

STRAIGHT AND LEVEL: The normal cruising condition maintaining height and course.

MINIMUM SPEED: The lowest speed achievable before entering the stall, in practice some 5-10 knots above to retain proper control throughout.

MAXIMUM SPEED: The fastest speed allowed by the designer, in parachute operations a lower limit will apply once the door is no longer in place.

Remember that the flexibility of any powered aircraft in flight will allow substantial changes of speed and hence attitude at a constant height.

Maybe its time to re-invent the wheel and go back to the "Beverley" idea and drop out through a hole in the floor?

Patrick Long



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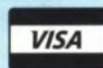
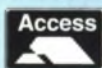
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DZs in France

When Uncle Alexis Perry left England with Boogie Performance and his travelling Skyvan, I decided to tag along to see what France had to offer.

My first DZ was Avignon where I watched some brilliant canopy contact by a French team in the middle of a training camp. All I can say about the DZ is that I agree with what was written in the October issue of *Sport Parachutist*.

I don't think they were used to the Skyvan either: 20 people all going for the same pit.

The second drop zone I visited was La Ferte Gaucher for a Boogie Performance week. I was surprised by the lack of interest from the locals in jumping the visiting Skyvan, but then if you normally have the choice of either a Porter or Twin Otter, I don't suppose a Skyvan is anything special. This is a well designed drop zone with brilliant facilities. You can camp, stay in a caravan or stop in the best bunkhouse I have ever seen, for only 30F. You can pack indoors or out, you can eat at the restaurant (at a very reasonable price) and you can drink at the bar from breakfast through to the early hour of the next morning. It is a very active centre with AFF and static line square courses. It held two Skyvan Boogies: a 16-way competition, with five teams competing for the worthwhile medals and this year saw their first freestyle and skysurfing events. It was a great success and everyone that entered had a good time. I had a great time here, the jumpers were very friendly, I visited this drop zone several times while I stayed in France.

The next drop zone I went to was in Nancy, a bit further east. The certainly weren't used to the Skyvan! It took them all morning to get a lift together then they landed all over the place in all directions and several landed on the runway, so pilot Ron Dickie was forced to pull up and try landing again when they had eventually moved. Then they stopped for two hours, for lunch! Something they are very fond of in France, lunch! The atmosphere was good and they were having fun. A brave

attempt was made at a local record flying their Porter in formation with the Skyvan. Unfortunately the gap was too big for one of the jumpers to cover and then they didn't have the weather to make another attempt. Once again the facilities for accommodation were very good, but a car is essential if you don't want to starve. Lunch was available on the drop zone but I got the impression it was only because of the boogie.

After leaving Nancy I went back to La Ferte before going onto a place called La Roche Sur Yon, (it took me all week to learn how to say it), and although we all enjoyed our jumps and learnt a lot from Jeff Ronzevalle (French National 8-way team) I wasn't impressed at having to pay club subscriptions at 350F as well as the usual 120F to 130F for a lift to altitude before I was allowed to jump just for the week. I also wasn't impressed by the fact that the pilot was sick and it took a day and a half to replace him and that there was an International Gliding Competition being held on the other side of the airfield: we were stood down for at least three hours each day while the gliders had use of the runway. Anyway, I suppose the fact that the coast was less than an hour away made me feel a little bit better. The accommodation is good and again only 30F per night. The showers were free (as on all French drop zones) and hot!!! There is also a help-yourself kitchen which you must clean when you have finished.

I then hitched down to Vichy (not a good thing to do in France.) I arrived at midnight, found some friends and started to party – the party atmosphere lasted the whole week – I think most people had a good time at the Espace Boogie! Helen Harber and I had a go at Chute Assis which gave everyone a good laugh. The only ones that didn't have a good time were the mice. First if all we came and trampled all over their field, then they were somewhat reduced in numbers by the hailstorm from HELL!!! A bit of a pity about the speakers and the other bits and pieces that went missing; a sad event on a DZ – I thought that we were all supposed to be friends and able to trust each other.

The next place I visited was a weekend drop zone in Chalon S Sureon, a small place that usually has a Cessna 182. A lot of accuracy jumping here, I don't think they were used to the Skyvan either: 20 people all going for the same pit. No acci-

dents though, not even a reserve ride, and they seem to be two-a-penny in France. The accommodation was good and the restaurant right next door offers an *A La Carte* menu, and is run by a British couple, so no problems communicating how many bottles of wine you would like with your meal there!

He said I had no spirit and that the English were 'like clowns in the sky'. After one jump he changed his mind about the first part and said I had the spirit of the Devil!

My last visit was to Bergerac, to the Chute Assis seminar run by Philippe Vallaud and J B Oliver. Jeff Ronzevalle was also there running the Boogie Performance with Alexis, another friendly drop zone and the jumps were brilliant fun. When I said I wanted to have a go at the Chute Assis, I think Philippe was put off by the attempt he had seen in Vichy. He told me that I had no spirit and that the English were 'like clowns in the sky'. After just one jump he changed his mind about the first part and said I had the spirit of the Devil! I think I just confirmed the second part of his opinion though. Sorry!

Most nights we went out as a big group and tasted some of the local food and wine, which is very good. The accommodation was not the best, but it seemed to be free, maybe that was just the influence of Uncle Alexis! They also have a swimming pool on the DZ but due to the unusual chilling winds that were blowing during the Boogie I declined the offer to take a plunge. The surrounding countryside is very picturesque with plenty of vineyards to land in and a few chateaux dotted about for good measure. The DZ plane is another Porter, which is well flown. Watching it come into land is well worth it: they make it look like it is about to crash and just pull it up at the last moment to land.

Not being able to speak French is not a real problem but if you do talk the language you don't feel like an ignorant pillock. So if you don't mind the French and their dogs, (including lots of s**t), France is a fun place to jump, with more than just FS on offer at most DZs.

"T" Perry C10139

Adelaide Grand Prix



Mick landing by hairpin bend – photo by Graeme Ricketts.

Last year myself and my wife Jan were lucky enough to be invited onto Australia's biggest demo, the Fosters Adelaide Grand Prix.

After a short while in South Australia which has included some great jumps over the scenic Strathalbyn countryside with Skydive Adelaide Inc, and obtaining our AFF ratings, we were lucky enough to bump into Graeme Ricketts. Graeme is one of the major display organisers in the state and was the main voice for South Australia on the Grand Prix, Dave Benson of Skydive Australia, in Sydney was the main organiser.

The theme of the jump has recently been jumping sponsors flags into pit straight and the hairpin bend. Most of the flags were 1,000 square feet, except Dave's which was a slightly larger 5,000 square feet! (Even makes Daddy's look diddy.) The flags were packed in a special bag that hung around the neck, clipped onto your leg straps and also had a waist belt. Mine was heavy enough – no wonder Dave looked knackered!

Jan and I had already jumped a large flag at Strathalbyn and then joined the rest of the team at Lower Light for a team practice. The week before the race saw us all managing to put 14 jumpers out of two Longranger helicopters into Victoria Park for our final rehearsal before race day.

The Australia display system incorporates a four tier licence, starting at D and finishing

at A for the really experienced. This means that if you are an RW jumper, a stylee or a Chief Instructor, if you haven't met the licence criteria then you only jump certain demos. This seems to me to be a very safe system and this way you know that the other jumpers are capable. This proved to be a bit of a comfort when you have 14 very large flags all in the same air space homing in on the cross!

The day itself was full of life. Pre race entertainment included a celebrity race with Clive James and Dame Edna Everidge, the Air Force was there with a Red Arrows type display and so were the Australian Army Team, The Red Berets, with their Black Hawk. Mix that with a Tina Turner concert and a worldwide TV audience of 720 million and you have a great demo.

The weather had been kind with the temperature in the mid twenties but the nil wind speed meant that with a 1,000 square foot flag hanging 30 foot below you the canopy had to be sunk into the small areas allocated. Both helicopters took off on schedule and were running in at 4,000 feet within minutes. We

were both in the trail helicopter and had a great view of the jumpers exiting the lead aircraft. Over a minute after the first jumper left, myself and Jan exited last out of the second aircraft. A quick hop and pop, check canopy and deploy the flag. Once the weight of the flag was off your neck and the 10 Kg weight had bounced you around the sky you could relax and concentrate on getting in. To be sitting high up over the City watching the other canopies with their flags was an excellent sight.

The jump itself was over much too soon despite the high openings (for the sake of showing the sponsors flags). There was great appreciation from the crowd and jumpers alike, and even though the pressure was off and everyone had performed well, there was also a gloom that it was over.

The whole demo was a personal triumph for Dave and Graeme who had run the event very well. The other SA jumpers Jeff Cooling, Doug Knowles, Steve Renshaw, Gavin Burchall and Tony Smith had also come up with the goods on the day.

After nine consecutive demo years in the UK, it was really impressive to see how the Aussies perform; not only the jumping, which was spot on, but also the organising. Within just a few kilometres of Adelaide International Airport they managed to run a spectacular air show and a busy heliport on Victoria Park. Could this have happened just outside Heathrow or Birmingham? I think not!

By the time this gets to the mag we should have moved on, but if anyone wants a parachute holiday down under then South Australia is a good place to try. There are two main clubs; Lower Light with their Porter, in the north (phone Gregg Smith on +08 378 8869) and Strathalbyn with an Islander in the South (call Tony McEvoy on +08 371 2766).

Mick Honeyman D4751



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Chris Meacock



Chris took this photo of himself only hours before his tragic accident

It is my sad duty to report the death at 4.30 pm local time on 28th December 1993 of Christopher John Meacock. His untimely death was as a result of an aircraft crash while he was flying Sibson's Skyvan G-OVAN on parachuting operations during the Christmas Boogie in Ampuriabrava, Spain.

I have had the great pleasure to have known Chris for the past few years and my memories of him will be those of a young man who enjoyed life to the full. All who met him could not fail to notice the enthusiasm he had for both skydiving and flying. His peers in both fields would readily testify to his natural skill and ability to do both to a very high standard. He managed to combine both these aspects of his life and, in doing so, built bridges between pilots and skydivers, thereby increasing the mutual understanding of these often separate groups.

Our thoughts and deepest sympathies go at this time to those people closest to him, his parents John and Sue, his brothers Stuart and Alex and to Debbie, his girlfriend. I hope that they may take strength from

each other and from the "families" of the skydiving and flying communities.

The shock felt by everyone at the boogie was, understandably, immense and it was considered that the boogie should end. However, it was decided by Alex, his brother, that it would have been Chris's wish that it continue. We therefore organised a missing man for-

mation skydive over the crash site followed by a low fly-past of a Skyvan piloted by Peter Styles who had grown up with Chris and whom Chris had taught to fly this aircraft. My thanks go to all the people who took part in this tribute and to the staff at the club for allowing it. My apologies must also go to the many people who wanted to be a part but were unable to do so.

Chris will be missed for more than he would have imagined and I personally believe it fitting that he died at the controls of an aircraft that he loved flying.

I think, however, that Chris had the last laugh on us all. Within half an hour of the accident the evening light had painted the mountain backdrop a glowing red and a rainbow appeared; this, the staff at the club state, has never been seen before. The rainbow encircled the crash site and remained for about an hour.

Chris said goodbye in Dayglo.

John Drew

John, Sue, Stuart and Alex Meacock would like to thank all Christopher's friends for their support.



The missing man formation in honour of Chris. Photo by John Drew

Competitions Round Up

The Cyprus Championships held at the Parachute Centre, Pergamos Camp started on Sunday 31st October. This was a week earlier than last year in order to overcome the seasonal change of weather and associated uncertain conditions experienced last year. Perhaps because of this and maybe due to tighter budgets, the competition entries were less than 1992.

However, not being downhearted and with the promise of quality rather than quantity, it began as usual with the competition brief: Bob Card had been appointed Meet Director and as is his style, he kept the competition brief succinct. Some 30 minutes later, the team leaders were busy scanning the FS dive sheet whilst re-acquainting themselves (again), with the local ales. Two teams tried unsuccessfully to downgrade themselves from Senior to Intermediate, but rules is rules and Dixie Dixon, CCI of Cyprus when not competition safety officer, put them straight, (nice try guys). Tony Modebe, promoted team coach for the first ever official Cypriot National Team, was meanwhile busy rehearsing the first dive in the ground training area – his team was on the first lift of the competition due to start with wheels off at 7.30 am – Dixie opted for the late start this year.

the first huge storm of the season let rip with an awesome display of lightening and a torrential downpour.

The days prior to the competition were unseasonably warm and all was ready for the start on Monday. The weather Gods on Mount Olympus had other ideas. While joviality and bon homie increased in direct proportion to alcoholic intake, the first huge storm of the season let rip with an awesome display of lightening and a torrential downpour.

The extent of the damage was not apparent until the next day which started as if nothing had happened, being clear blue and warm, apart from the roads looking black and the plants looking green now the dust had washed off.

Cyprus Championships



Two Point 5: Lancaster, Rondel, Garbet and Chris Meacock. Senior FS winners

The DZ however told another story; one of devastation. Three out of the four tents so carefully put up a few days before were now flat. Poles had snapped and torn material bore witness to the severity of the wind. The ground was now completely sodden and mushy enough for cars and 4-wheel drive vehicles to need rescuing by Geordie Fairlamb in the DZ Landrover.

The winds remained too high for accuracy. It was assumed FS would start. However, Bob Card and Dixie decided to call it a day before any more cars became bogged in and competitors who after testing the muddy surface of the DZ, were sporting a new fashion in Mud Moon boots, transferred the mud into the aircraft.

The competitors and most of the officials beat a hasty retreat to the nearest beach to top up their winter tans, although some arrived in Cyprus looking more local than the locals and swore blind it been a good summer in England. The "dirty milk bottles" slapped more oil on their bodies than a "greasy spoon"

uses in a week in the hope of concentrating the UV onto their pale flesh. For the few left on the DZ it was time to fine-tune a few items, and dry and re-erect the tents. The cooks who had by now become a little disgruntled (having asked what they were supposed to do with 80 breakfasts and been given an appropriate answer), sorely tested our power supply by putting both Burco boilers on at the same time and causing power surges to the air-to-air video equipment. Much scratching of anatomies and a bit of deft re-wiring fixed the problem to the satisfaction of Dougy Young.

On Tuesday the competition started, kicking off with FS. The weather was again warm with blue skies; the DZ was now sporting a nifty shade of green rather than the usual dusty light brown. It was dry enough and with what was to become the "Call of the Manifest", Dave Muir began with the immortal words, "Or-kay, forks, justa kip ya in-forrrmed...".

Using the Turbine Islander meant the FS was well under way by mid-day. A vis-

Competitions Round Up



Team Cyprus in action, with a view of the Lanarca coastline in the background

iting team from Sibson, *Point Two Five*, showed they meant business in the Senior category and although there were not too many teams competing this year, it did at least give JSPC(N) 'A Team' a target to chase. CCSPC's Islander, *Hotel Delta*, was used to get the Intermediate and Novice Accuracy under way Dixie did the spotting and used the opportunity to get his knees in the breeze, well why not? The RAPS Accuracy proved entertaining in the by now light winds, most skimming over the pit and turf surfing on their backsides. The only person using a round canopy was a local jumper, Marios Kadis, who had deliberately kept on rounds despite being briefed for squares, simply for the competition. Unfortunately, the only other competitor using rounds had suffered an injury playing football. Still, Marios showed just how good he was by landing closer to the target than most using squares.

Day one was not without incidents. Tony Modebe managed two successive cut-aways on borrowed kit, one being mine! Bob Card proved he is to hand-held radios what Uri Geller is to spoons. The

video judging area had to resort to shouts and signals to the Manifest, but It worked. *Team Cyprus* got a re-jump because of this, which was a shame as they were already muck-shuffling round 3.

Bob Card proved he is to hand-held radios what Uri Geller is to spoons.

Day 2

All six rounds of the FS were completed, even with *Team Cyprus* being given another re-jump in round 5. So was the Novice RAPS and Round Accuracy. It was time to start the Senior Accuracy and get the Styliques going. It was at this point, *Team Cyprus* found they had a very reluctant accuracy Jumper. Try as he might to "drop out", Tony was eventually persuaded to have a go. He probably would have been happier on his BT, but the borrowed PDI93 caused him to score on one round. The senior Style and Individual Accuracy held no surprises with entries from Les Carroll, Dave Ballard and Geoff Chandler, Geoff proving you can be a competition pilot and com-

petitor. It was later overheard that Kev Goode, part of the JSPC(N) A Team who actually scored on one round, was having his name inscribed in the RM "book", the consequences of this can only be guessed. The cooks, it has to be said were much happier now with their food being consumed with gusto, (that's a local speciality sauce!). It had also been overheard on the DZ that Dixie having reduced his nicotine intake from last year to virtually nil, was, according to my Irish source, trying to find spare meal tickets, especially for the breakfasts.

Day 3

Thursday and the Senior Accuracy was to be finished. Our very own *Hotel Delta* was once again in the air flown as usual by Yorky Nisbett in all, we managed 19 lifts including a few to 7000 feet for the Marines to practice CRW I think it's true to say, Yorky has not flown that many lifts in a day in Cyprus before now. It was a tiring day with most teams complaining they did not have enough time to re-pack. The Manifestors, Dave Muir

Competitions Round Up

and our own Don Hughes, did sterling work in keeping everybody happy and the Aircraft in the air,

Day 4

The last day needed only to jump a few Intermediate stragglers and a couple of Seniors. Both aircraft were brought in, so those who had completed their competition jumps could now indulge in some fun jumping. It seems the competition had taken its' toll as most elected for a quiet restful day. Unfortunately the winds picked up just enough to prevent the Accuracy loads. The last few competitors managed to get their jumps and *Team Smudge* even managed to get on the last lift of the day to do their first ever camera jump which went so well, they later stated a cameraman on the competition jumps would have made all the difference!

The competition was now finished with all rounds completed. Tony Makepeace, organiser of stats, quickly produced the results for our prize-giving dress rehearsal. Bob Card was briefed and given one or two tit bits of info to include in his speech and off we went try and finish our Snooker tournament.

The prize giving was handled Jointly by Major General Tony Harley, CBF and the representative of our sponsors, Carlsberg. The ceremony was a little delayed as the CBF was busy giving prizes at the Dhekalia Dash, but as soon as he did arrive, the two aircraft with display jumpers on board, took off. It was at this point, Bob Card, now MC, positioned everybody in front of the accuracy crash mats and began to explain to the uninitiated what they were about to see. The display would entail the three top accuracy jumpers – Dave Ballard, Les Carroll and Geoff Chandler, six Marines with a CRW Display and last but not least, an 8-way plus camera.

Bob's commentary was both interesting and fluent, It easily took care of the time while the first aircraft positioned itself for the WDI and then the jump run. The crash mats had been positioned close to the tents with the score box in view. Three hopped out from 3200-ish. Geoff was first with a score of 0.02, Les followed with a DC and Dave scored 0.01.

Considering the wind conditions, they were all remarkable scores, and in consideration of those winds, it's remarkable we didn't burn down the bondu with the ground flares... nice one Glenn.

The Marines were next; a group of three smoked it down a bit while the top group did a clear and pull. I can honestly say even those used to seeing CRW were amazed and entertained by the two groups who started with some simple (for them), manoeuvres and followed at lower altitude with pendulums, down planes, tri-hand and a spectacular tri-down plane. Breathtaking stuff. The 8-way exited trailing smoke, being filmed by Kath Goode although as it later turned out, not being filmed, (never mind Kath, these things happen). Three points were made followed by the flakers tracking away at altitude in a small bomb-burst. All then landed in some style on the DZ, some showing their almost learnt turf-surfing skills.

Immediately the display jumpers were down and accounted for, 4 buglers from the Royal Green Jackets in ceremonial uniform, paraded in front of the spectators and gave a short introductory fanfare; this was a first for us and brought a touch of pomp and ceremony to the proceedings. General Harley started a short speech expressing his admiration for the participants only to be drowned out by Yorky and Richard in a low fly past. The General continued and batted not on eyelid, he was after all para-trained and so the trophies were duly handed out. It started with the officials and judges and ended as is tradition, with the Champion Overall, this year won in the Intermediate category by Ben Tatem and the Senior by Jeff Chandler, both from JSPC(N). The Displays and prize giving were probably the best I've ever seen in all the years I've been a part of this event.

All that was left was to strike the tents, (take them down), repair to the Club which by now was full of ex-competitors and prepare for the evening party, (Dixie said dress loud). It was held in the George Club, who laid on another excellent buffet and a new toy for the Marines in the form of a serving trolley. The disco provided everything but a slow



A marine finds a new use for the anemometer

foxtrot, sorry Dave, we'll try to organise it for next year.

Overall, an excellent Championships, brilliant weather and a small but quality competition which we hope to improve upon next year, so as they say, watch this space. Thanks must go to the organising committee, Dixie Dixon and his CJSATC Staff, individual thanks to Dave Muir for keeping everyone laughing and Don Hughes for putting up with Dave. Last but by no means least we thank Netheravon for providing the necessary support and equipment and without whom we could not do the half of what we do. We look forward to seeing you all next year and if you missed this years' comp., there's always 1994.

Philip Bell



The seminars were popular. Above, explains how to be cool a

PARTY T
UPDA

Bob Card
receiving presents
from admirers after
delivering a rousing
oration to the gathered
members



You cannot be serious
You're old enough to be my skysurfing instructor.



George Pilkington
and groovy

Major Card addresses the AGM



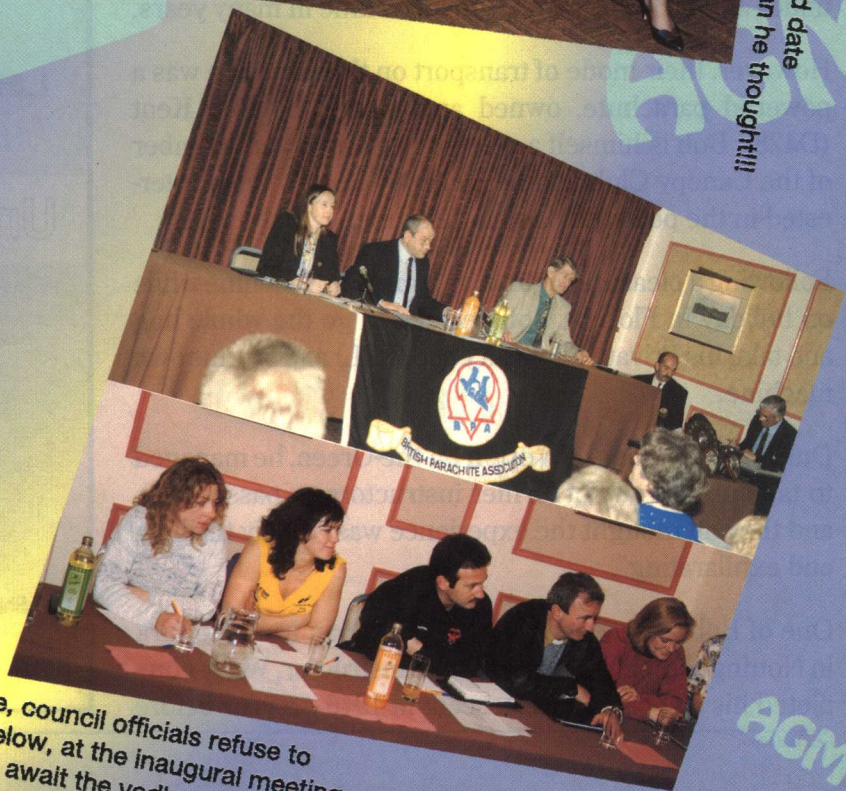
ME
TE



Mick Frost smiles with relief - his blind date
was pulling his planker - she is much sexier than he thought!!!



Gary Glitter entertains
the party-goers with a song



Official business: above, council officials refuse to
smile for the camera, below, at the inaugural meeting,
thirsty council members await the vodka bottle



AGM

AGM

POWERCHUTE



Jumpers at the Weston-on-the-Green DZ shared their airspace with a group of veteran parachute instructors recently during a reunion visit of the RAF's Canopy Club.

The Canopy Club is only open to past and present instructors and for some of the more elderly members, the reunion weekend was a chance for them to get back under a parachute again for the first time in many years.

However, their mode of transport on this occasion was a powered parachute, owned and piloted by Bob Kent (D428). Bob is himself a current instructor and member of the Canopy Club and has recently become very interested in the powered parachute scene.

Following a pleasure flight in an American machine while on holiday in Florida, Bob decided to go the whole hog and take his Private Pilots Licence (PPL) and buy his own machine.

During the reunion at Weston-on-the-Green, he managed to take up a group of former instructors as passengers, and they all thought the experience was "totally thrilling and exhilarating".

One of Bob's passengers was Wally Sloan from Newark in Nottinghamshire. As a war-time instructor, Wally completed his last parachute descent in 1946 – a year before

Bob was even born! Now back under a parachute in 1993, is Wally, at 80 years old, the oldest person to fly under a canopy?

Bob's proud boast – which he can be overheard making whenever within earshot of sport parachutists on the DZ is; "I can keep mine up longer than you can!"

The powered parachute is a Kestrel made by PowerChute Systems International Ltd of Hereford. Classified as a microlight aircraft, it is registered with the Civil Aviation Authority and a Private Pilot's Licence is needed to operate it. With a 10,000ft ceiling, the machine is capable of carrying two people at speeds of about 40mph for an hour's worth of flying. The 'wing' is an 11 cell Ram-Air parachute and the power unit is a Rotax 503 aero engine.

Bob Kent, as well as being a member of the Canopy Club and the RAF for 24 years has completed more than 2,500 parachute descents. He started parachuting in 1965 and did his first jump at Halfpenny Green airfield from a Thruxton Jackaroo under instructor Mike West.

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**The London Fire Brigade on one of their displays.
They would like to say "nice one Martin".
Photo sent in by Chris Allen (Red Devils).
(Geddit? If not see SP Oct '93 page 34)**



Skydive Deland

.... first time in the US

This year I cancelled Christmas and headed west for my first trip to the US. I'm not well travelled (in fact I'd jumped out of an aircraft 11 times before I ever went anywhere in one) and I decided to tell you all about it just incase any of you were planning a trip in the near future. So all you well travelled sky gods can skip this boring review, I'm talking to those who, like me, are just Cat 8 and still wet behind the ears from the skydiving point of view.

We flew from Manchester to Orlando which took about nine hours and headed on down to pick up our hire car. The cheapest way to get around is to arrange a fly-drive, but sort out insurance with your travel agent before you go, you only need CDW (Collision Damage Waiver). Companies tend to hard sell insurance, our company, Alamo, added insurance to our bill even after we had said no. They expect most customers to just sign for the car without reading the document after a nine hour flight. Oh yeah, while we we're talking insurance you also need to arrange parachutists insurance before you go, mine cost £63 from West Mercia and if your kit is insured on a 'home contents' policy you may be required to notify your insurers that you are taking it out of the country.

Once we got the car it was great. The cars were mostly automatic and drive themselves with a wonderful gadget called cruise control. Don't be afraid to drive in

the US, it's not as hard as it looks. Remember to have a small amount of change ready for the tolls on the way out of Orlando (they usually cost between 75 and 90 cents).

We headed out of Orlando along Interstate-4 to Deland and then a short way along I-92 to the Holiday Inn (which gives a discount to skydivers, so check it out). However, American hotels don't provide tea and coffee making facilities in your room – something I really missed. There's a restaurant if you want to eat in the hotel and loads of places to eat just around the corner. The Pizza Hut also gives a discount to skydivers and it's there we met Mak – the 'States friendliest policeman – he even gave us all a ride back to the hotel in his police car (with a little gentle persuasion from Ian Chapman).

Skydive Deland is just a little further along the I-92 very handy from the Holiday Inn in fact you can walk there if you can carry your kit and rigbag that far. As you turn into the airport you pass Performance Designs and the Relative Workshop before arriving at the DZ.

Bob Hallet and the staff try very hard to make it a friendly and helpful DZ. There's a Porter and a seemingly endless supply of Twin Otters (they even had three on the go one day) loosely coordinated by Mike at manifest. Mike deserves a mention on his own because he will guarantee to mispronounce even the simplest name, amongst his best efforts were Ian Rosenvingge, Ian Migerie (Midgley), Adolf Green (Adi

Green) and 'Deiter' pronounced as the audible altimeter.

The DZ is very well equipped with showers, toilets, launderette and even fridges for campers food and beer, and of course, a skydive shop with a wide range of kit for hire. The Performance Designs shop is also on the airfield. There is an excellent canteen 'The a la Carte Restaurant'. They tried to make tea the way we Brits like it, we kept telling them to boil the water first but they didn't quite get it, still the food was very good. (*There's a tea pot in the post Bruce.*)

If it's coaching you need, you can't go wrong with Skydive University. One-on-one coaching costs \$50 per jump and that includes slots for both you and your coach and as much on the ground coaching as you need – usually around an hour. That works out at less than £40 and it's worth every penny. Skydive University also provide team training and load organising.

Jumps at Deland cost \$15 to 13.5K (just over £10 for 70 sec freefall) and if you fill in a frequent faller ticket every time you manifest you get a free jump for every 15 tickets.

Don't leave the US without visiting Z-Hills, both the DZs (Phoenix and Skydive City) are well worth a visit and they are only around 90 minutes drive from Deland. I did my 100th jump at Pheonix, the DZ with Betty at manifest – she is lovely and will never forget your name, take note Mike!

I heard good reports of the new DZ at Sabastian, they operate a Casa so if you feel like travelling around visit it and see.

I made some great friends and learned loads. Congratulations to David Goodwin on getting his own twin engine pilots rating and thanks for talking me into the trip. Thanks also to Elenor (yes she's still out there) and the Royal Engineers for looking after me especially Adi, Chappy, Ed, Rash and Sid. Thanks also to everyone who helped me with WARP especially my endless Cat 10 attempts.

I qualified Cat 9 on Christmas Day and Cat 10 on my last jump at Deland on New Years Eve, I was so shocked that I missed the DZ and landed two miles away in an orange grove. Anyone at Topcliffe or Cark will tell you that that is positively accuracy for me, still what a way to end a great holiday.

Penny Roberts B9627



My parachute as I've always wanted it!



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Video Review

TRAVELLING 3

In his first two "Travelling" films Patrick Passe combined the most stunning FS jumping (the likes of *Tag* and the French 8-way), with new innovative skydiving such as skysurfing, freestyle and formation freestyle (with Patrick de Gayardon and Bruno Gouvy flying layouts and 'chute assis' with their feet stuck together in "Levitation"). But what really makes Patrick's films so enjoyable is the slick editing and great soundtrack, as if he were making music videos. The soundtrack being a mix of the likes of INXS, Yello, Jean-Michel Jarre, Queen, Tom Petty and Joe Satriani. The only let down is the price tag of £35 for 20 mins.

In "Travelling 3" the price is the same, but the value is greater ie 35 mins and six segments, not three. The six segments start off with Patrick De Gayardon skyskiing over a tropical backdrop, this is fairly similar to the surfing we saw in the last film, but obviously there are a few moves that can't be done on a surf board eg a Tee. Next up, we have the World Champion French 4-way Team *Essonne*. This is the only traditional form of skydiving in the film, showing exactly where this film maker's loyalties lie. This section is very exciting to watch, a perfect mixture of incredible skydiving, great photography, editing and soundtrack. We then move to Tennessee to the indoor skydiving centre at *Flyaway* with Mike "Michigan" Sandberg (former FS world champion and co-inventor of freestyle) showing his skill, as well as the other staff members. I was jealous enough just watching the experienced tunnel flyers, but then we see Sabrina Heinz performing a 2-way with Michigan.

Who is Sabrina Heinz? She may not be a well known name in the sport at the moment, but perhaps she will be, because she was doing some nice tunnel flying and she seems to be about ten years old! Four times World Freestyle Champion Dale Stuart, shows off her graceful skills, which look particularly beautiful during the sunset footage in the next segment. During her routine the Queen song "A Kind of Magic" is played, this is particularly apt because Stuart is so skilful it seems as if she can just make any move without ever having to work with the relative air. My favourite section is next, shot over Skydive Deland, it is a return to the formation freestyle that really made the first Travelling film. These formations include 4-way chute assis (sitting down in free fall), totem poles (standing on each others shoulders in free fall) chute assis – tracking through a hoop, and most incredibly a form of skysurfing, where the surf board is actually another person; it really has to be seen to be believed. Lastly, we return to the tropical location of the opening section for

Patrick De Gayardon skysurfing, but with much more speed and precision than in "Travelling 2".

"Travelling 2" was a definitely an improvement on its predecessor and "Travelling 3" is a similar improvement. The quality of the skydiving and the film making is the highest you are likely to see in our sport, by quite a long shot, and of course this film is a lot longer. My only complaints are that a lot of it has already been shown on TV by Transworld Sport, although with different soundtracks. Also the choice of music, isn't always as apt as it was in the last two films. But other than that, this film is a stunner, showing just how skilful and creative skydiving can be. Perhaps the lead taken by these amazing French and American skydivers will inspire more people in this country.

Phil Halper

DETAILS

Travelling 3 – Patrick Passe
35 minutes – £34.95
Available at Sward Sports

FREESTYLIN' 4U

Marco Manna & Bruno Brokken

This video is fast, furious and short. It is a series of Marco and Bruno's best routines set to music. The opening shot grabs you as Marco Manna hurtles up towards the camera in what I assume is a 'reversed video layout'. Filmed over Ampuriabrava, it is a series of routines strung together to music. Bruno's camerawork is impressive as usual – with constant motion and inventive angles.

There is a vertiginous sequence with a chest mounted camera, showing Marco's face against a wildly rotating background of sun, sea, and Ampuriabrava.

Gaby Meis and Wendy Smith are on 2nd camera for some of the sequences – I enjoy watching freestyle sequences with the cameraman in the frame – it does give an appreciation of the skill and work that has to be done to keep the freestylist in the

picture at the same time as composing the shots.

I think this product will appeal to the committed freestylist; many of the shots are close up and Marco's technique is easily studied in slow motion. This also has the advantage of lengthening the film because it comes in at just under 10 minutes. It is short and sweet, but if you are collecting freestyle videos as a training aid it is worth it especially if you feel like a donation to a good cause. The proceeds of the video are to go towards training jumps for Marco and Bruno.

Ola

DETAILS

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RED DEVILS

Lucifer's return

With 80 separate displays completed in 1993, the Freds made their annual pilgrimage to Ampuriabrava for the 1994 team selection. As usual, it was in search of fine weather in October/November that the trip was made, so that each team member could make a significant number of jumps with team candidates, at a time of year when the weather was dubious in England.

In the event, the average number of jumps completed in a fortnights dedicated skydiving was around 20, with the cameramen, Wolfie, Wills and John Wheeler doing about twice that. The reason was the rain – gallons of it! We arrived in G-ORED open mouthed at the flooding on the DZ and the surrounding area. Only the runway and the football field were visible on the airfield and everything in the hangar had to be moved upwards as the Porter stood forlornly in a foot of rain-water. Undeterred, jumping went on during every sunny moment, and with nil winds and very soft ground we had some very interesting landings.

Despite the ungracious weather, Captain Terry Carroll's objective was achieved with six new team members being selected for '94. They are Steve Smith, who qualified Cat 10 while in Spain, Aaron Hearsum, Cat 9, Steve Blee, Steve Ricketts and Kev Waterhouse. Steve Jelf also joins for '94 having been a guest jumper for some time.

On the subject of selection, a new exercise was introduced by Chris Allen (next season's CCI) where each tryout had to present a five minute 'lecturette' to the rest of the assembled company. To me, the most interesting of these involved two cucumbers, two prophylactics and two female 'volunteers'. (Nice one Debbie!) There was also an impersonation of Nish Bruce which was made

4-way team in Portugal – photo by Dave Mitchell.



Dave Mitchell – photo by John Wheeler.

all the more interesting because the subject was in the audience.

Back in (dry) England in November, plans were set in motion for the '93 end of season bash and Christmas party which was to be a Red Devil reunion. Around 200 people enjoyed food, wine and dancing at the Officers Mess at Aldershot. Captain Carroll spoke during the evening of the achievements of the competitions team, especially at the Nationals, and said farewell to four team members. Yanto Evans, who is rumoured to be a DSS inspector, Joe Willoughby, who is working for an ex-team member Ray Armstrong, Mac MacLennan who is posted to

Lippspringe Parachute Centre and Taff Davis who is returning to Battalion. Red Devil of 1993 was named John Wheeler. Dancing (and drinking) continued until dawn, after a surprise guest appearance of Gary Glitter and minders who, by the way, would like ex-Fred Jackie Young's telephone number.

Party over, and the team went on annual leave. As usual a contingent travelled west to Deland with Debbie Ingle, Charlie Hartigan, Chris Allen and Dave Alexander doing AFF, and Sharky boogieing (?) in Spain.

Plans for '94 are well underway with 66 displays booked at the time of

writing, of which 12 are in the USA. The 4-way FS team has changed personnel with Tebbs (better luck with the driving test next time) Tebutt, Billy Bunting, Jason (IMC rated) Grime and Dave Alexander with Mark Bayada on camera. Negotiations are continuing to ensure commercial sponsorship support after

'94 following the withdrawal of News International. Also, don't forget the Fred's 4th 'You Bet' challenge to be shown early in '94. The late Chris Meacock flew the Sibson Skyvan for this challenge and on behalf of the Team, I extend every sympathy to his family. Also involved were G-ORED pilot Al Barnes, who

was flying for a change, and Bob Little who flew the Weston Islander.

With luck I shall be next reporting from sunny Cyprus during team training, providing this time I can stay out of casualty.

Blue skies

RED DEVILS Lucifer



You Bet team with Mathew Kelly – photo by Dave Mitchell.

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Stellenbosch and Citrusdal - Cape Town, S.A.



While travelling round Africa for a year we heard about two drop zones in Cape Town – Stellenbosch Airfield and Citrusdal (West Province Sport Parachute Club).

The latter holds a social evening every Thursday night at Greenpoint Stadium in the centre of Cape Town. So after eighteen months of absence we went along with logbooks to check it out.

We were made very welcome by all the club. Many beers (and of course a big steak) later arrangements were made for us to travel with them to Citrusdal (a 100 km north) at the weekend.

Citrusdal is literally as it says; a valley of orange trees with the club nestled among them. Mountains rise steeply on both sides to about 1500ft making it a spectacular DZ from the air. Along the valley bottom flows a small river with pools for swimming in.

The club operates the RAPS system for students with approximately fifteen rigs and progression to Cat 3 (Cat 10) seems very rapid. The immaculate aircraft is a C207T which gets to 10,000 with seven jumpers quickly and comfortably.

Facilities include a large hangar for packing (and sleeping), free use of fridges and

well equipped kitchen, bar and large "braai" (BBQ) area. Friday and Saturday nights there is a serious barbecue and beer drinking session. Accommodation is provided by four, six and eight berth wooden cabins (10 rand a person / bed / weekend) with hot showers included.

Jump prices are 45 rand per jump (to all altitudes) and 10 rand kit hire (for experienced and students alike). All out at 3500 is 25 rand each. In September 1993 there were approximately 5.50 rand to £1.00 which made it very favourable for us!!

Friday night was spent eating vast amounts of meat and drinking twice as much beer. Saturday morning dawned perfect sunshine and clear blue skies. However, after studying our logbooks the acting CCI (Steve) was not too impressed at our eighteen month layoff and put us back on the rope!!

The last time we had done a static line was 1988 and not having jumped since June 1992 – so shit there we were!! One dummy pull later (whereupon Steve threw the DP handle back to Cape Town) and one 5 second delay later we were cleared to skydive. The Saturday night braai included certificate giving and corresponding "windmill" performances (by the men!!). As this was our first skydive in the southern hemisphere Steve had to comply.

As usual Sunday was another perfect day so we went to altitude, looked out over the mountains to the flat plains beyond and did two very enjoyable skydives.

Turnaround was relaxed due to shortage of club members (attending a fellow skydiver's wedding in Cape Town) but we took advantage of the river and went for a swim in between jumping.

We were made very welcome all weekend in true South African style. Many thanks to all at the club especially Lee Cropper for jump mastering and putting us up in Cape Town for a week!!

**Nicky Spinks C8405 and
Steve Burgess C9671**

30 YEARS OF RAPA RAPA CHAMPIONSHIPS 1994

PRACTICE DAYS 21st & 22nd JULY

16-WAY FORMATION (6 ROUNDS) & 8-WAY SPEED (6 ROUNDS) 23rd & 24th JULY.

4-WAY FORMATION (8 ROUNDS) 25th TO 29th JULY INCLUSIVE.

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DETAILS: FROM, COMMANDANT, JSPC (L), BFPO 16, GPO LONDON

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The DZ postal address is WPSPC, PO Box 7017, Roggerbaai 8012, Cape Town and two contact numbers are: Cape Town 4610677 and 966140.

1993-94 Skydive City Calendar of Events

November 5-7: Strong Enterprises Tandem Certification Course

Hosted by Strong Enterprises.
Preregistration required; call us today.

November 12-13: 4-Way & 8-Way Meet

Train for this month's Thanksgiving Competition.
Open and intermediate classes.
FAI rules. Seminar Saturday night.

November 19-28: Thanksgiving Meet

November 19: 8-way practice
November 20-21:
8-Way Competition
November 22:
16-way practice
November 23: 16-way
competition
November 24:
20-way practice
November 25:
20-way competition &
Turkey Dinner
November 26-27:
10-way practice
November 27: 10-way
competition,
seminar and
party



February 5-6: 20-Way Meet

Come and challenge the Skydive City team! Try to take the trophy!

February 11-14: Valentine's Day 4-Way Meet

Competition, coaching and seminars.

February 25-27: . . Vector Tandem Certification Course

Hosted by the Relative Workshop. Preregistration required.

March 5-6: 4-Way & 8-Way RW Meet

Open and intermediate classes. FAI rules. Seminar Saturday night.

March 12-13: Strong Tandem Certification Course

Hosted by
Strong Enterprises.
Preregistration required.

March 19-April 9: Easter Boogie, Skydive City Style

20-way sequential, 40-way speed

April 2: Easter Cookout and Party

Seminars, prizes, and large loads,
Easter egg hunt, cross training.

April 16-17: Second Annual Mayor's Cup

8-way sequential RW meet

Topics For Sunshine Factory 1993-94 Seminars

- Know Your Gear: Basic gear safety seminar
- Basic Gear Maintenance or "Why do I need a new closing loop?"
- Pro-Packing Seminar • Gear Inspection
- Canopy Control or "How to do a safe hook turn"
- New Gear "Buyer's Guide" Seminar

Guest Speakers for the 1993-94 Season*

Derek Thomas	Tony Uragallo	John LeBlanc
Bill Richards	Henri Pohjolainen	Jack Jefferies
Mike Lewis	Norman Kent	Mark Hewitt

*More speakers will be added as we get confirmation

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December 3-5: . . . Vector Tandem Certification Course

Hosted by the Relative Workshop. Preregistration required.

December 11-12: 4-Way & 8-Way Meet

Open and intermediate classes. FAI rules. Seminar Saturday night

December 15-Jan. 9 . . Christmas & New Year's Boogie

- Christmas 10-way Scrambles—Everyone wins!
- Star of David competition • Christmas star dives
- 18-way sequential • Christmas & New Year's parties

January 14-16 Large Sequential Camp

January 22-23 4-Way & 8-Way RW Meet

Open and intermediate classes. FAI rules.
Seminar Saturday night.

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Diary of Events 1994

Memorable
Dives

DATE EVENT LOCATION

March

04 - 06 Diamond Quest '94 Training Camp Air Adventures Skydiving Inc
San Diego, CA (619) 661 6671

April

02 - 04 Easter Meet
04 - 08 PI Course
23 - 24 Northern Regional Classics Meet
30 - 02 May 4 & 8-way FS Meet &
Central Regional 4-way FS Meet
30 - 02 May Southern Regional Canopy
Formation Meet

May

01 - 09 Spring Fling
09 - 13 PI/Adv Instructor Course
16 - 20 Exam/Pre-Adv Instructor Course
20 - 22 Diamond Quest '94 CRW Boogie
21 - 22 Northern Regional 4-way FS Meet
4 & 8-way FS Competition
28 - 30 Scrambles Meet
29 - 07 Jun Classics World Championships

June

06 - 10 AFF Instructor Course
11 - 12 Central Regional Classics Meet
11 - 12 16-way FS Competition
18 - 19 Northern Regional Canopy
Formation Meet
18 - 19 10-way Sequential Speed Meet
25 - 26 20-way Sequential Speed Meet

July

02 - 03 POPS Meet

DZ Guide

4 & 8-way
Blocks

Dudes n'
Doris' s

DATE EVENT LOCATION

02 - 10 Formation Skydiving
National Championships
02 - 10 Canopy Formation
National Championships
23 - 31 Canopy Formation
National Championships
24 - 25 8 & 16-way Competition
26 - 30 RAPA Championships
30 - 07 Aug Classics National Championships

August

13 - 14 16-way FS Competition
15 - 19 PI/Adv Instructor Course
20 - 31 Army Championships
22 - 26 Exam/Pre-Adv Instructor Course
27 - 29 POPS Meet
27 - 29 16-way FS Competition
27 - 29 Southern Regional 4-way FS Meet &
8-way Speed Competition

September

03 - 04 Southern Regional Classics Meet
10 - 11 Central Regional Canopy Formation Meet

October

08 - 09 16-way FS Money Meet
08 - 16 Canopy Formation
World Championships

November

07 - 11 PI/Adv Instructor Course
14 - 18 Exam/Pre-Adv Instructor Course

December

24 Dec Big Sleigh Meet
25 Dec Santa Claus Chimney Base Jumping
Competition

Events

CLASSIFIED ADVERTS

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Chaser - blue/navy, pull out
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Teardrop 2 pin in black with green pinstripes pull out. BT50 purple - complete Optima re-line recently. Micro Raven in white. All in excellent condition and ready to jump.

£900

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Warp 3 Container - good condition, Merlin 7 cell throwaway, Pioneer 23 reserve; Matching jump suit (suit 5'11" male), kit bag, packing mat, Protec helmet, Altimaster II, Summer and Winter gloves, Aircrew knife, 2 pairs of goggles.

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Clipper (194 sq ft) - blue, pink, white. 100 jumps from new.
Swift Square reserve - never used.

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Tel: Dave Cowell 0277 233 659 (eves)

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2 Pin Tear Drop - black and red
Falcon 175 - black, cobalt blue, 70 jumps
Micro Raven - powder blue, unused

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Full system for sale - Teardrop container. Fury main - 3 green, centre white, 3 yellow cells. Swift 5 cell reserve - grey. CRW mods on main, throwaway sited in Spandex pocket ie Hakisack in pull-out pad position). Original pull-out pad and drogue included.

£1000 ono

Tel: 061 442 9835

INVADER/PREDATOR/MICRON

Complete system. Invader - black, grey and pink. Predator 170 - purple, pink and grey. Micron 175 - 7 cell reserve used once. 200 jumps, good condition

£700

Also Altimaster 2 and jumpsuit for sale

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0223 441932 (eves)

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Coe-d 210 - white main, less than 100 jumps. Virginal Swift reserve. All in excellent condition, MOT'd ready to jump.

For quick sale £850

Tel: Dick Barton 0249 651909

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Any reasonable offer

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Kit News

PERFORMANCE DESIGNS – THE STILETTO

I had the opportunity, (courtesy of Andy Peckett of Sward Sky Gear) to jump a Stiletto, Performance Designs' new ZP canopy at Vichy this year. I put in five jumps on a 135 Sq ft Stiletto (I weigh 13 1/2 stone), and did two on the new BT 135 series pro which gave me an opportunity to compare two of the hottest new canopies available. I should say that I have been impressed with the responsible way both Parachutes de France and Performance Designs have promoted their high performance canopies targeting their promotion at the experienced jumper.

Early zero porosity canopies had a tendency to open hard, but I was glad to find that both the Stiletto and the BT Pro had slow predictable openings – a definite bonus if you make your living from skydiving as it puts less stress on your body as well as the kit. The openings remained gentle even with a standard no-frills pro pack – in fact I resorted to spreading the nose to speed up the openings. Packing is therefore a simple and quick affair – as long as you have the knack of getting the air out of the ZP fabric to get it in the bag.

I call my method of 'road testing' canopies 'fazing' – basically I put them through some extreme handling using back risers, front risers and toggles, to see if I can make the canopy fail (I do this at a decent altitude in case I succeed).

I found the Stiletto was totally safe under all conditions (in fact I failed to faze either canopy). On my first jump, after a comfortable opening, I reached for the toggles, loosened my chest strap, pulled the slider down behind my neck and taped it up. As I cruised along in a straight line the first thing that struck me was the absence of noise. No flapping stabilisers or slider flapping material equals drag, just a quiet whistling noise; it was like being jet powered.

The Stiletto is a nine cell canopy with an elliptical design. It has a rolled over nose with the end cells facing down

rather than forward which gives it a better aerofoil shape. Once inflated it is very rigid and it feels and flies like a solid wing. Light pressure on the toggles produces an immediate response; using the front risers, results in a satisfying and continuous increase in speed and descent rate. In toggle turns the canopy dives fast; I had heard that there is video footage of a stiletto being barrel rolled, I don't know exactly how it was done but I had a go. Using either a toggle hook or hard front riser I put the canopy into a dive, building up as much speed as possible before quickly snapping onto half brakes to switch to level flight retaining as much forward speed as possible. Then most aggressively – I would bury one toggle and raise the other – I know it was not a perfect barrel roll but I found myself looking down onto the canopy as my body rotated over it, with the positive G throughout the manoeuvre making it feel absolutely secure.

The front riser technique is a good one to use for picking up speed for landing without putting yourself at risk. Accurate fast landings have to be carried out with great precision. On my first land-

ing from a straight glide – at the fastest speed I have yet experienced – I gave it half an inch too much toggle and went up 10 feet. This canopy is like an aircraft – you make your final approach, round out, hold off and then lower it onto the ground.

I am jumping the Stiletto with a One-Pin Teardrop and consider that this combination must rank as one of the best available. Wearing this kit, plus my 'Fridge' (supplied by George 'the Word' Pilkington) and a Symbi bootie suit, I felt so cool and groovy I was growing icicles. From the moment the Stiletto opened on my first jump I had felt at ease with it and I would go far as to say it's the finest flying machine (cos it's certainly not a parachute) I have ever jumped.

If you need any further advice, or are wondering whether you are ready for a high performance canopy you can speak to Dave on 0733 266 076.

Details: Parachute was supplied by Sward Sky Gear. 0793 772 323. Container, One-Pin Teardrop from Thomas Sports Equipment. 0262 678 299.

SAFETY NOTICE

NOVA MAIN CANOPY GROUNDING

Glide Path Bulletin: January 13, 1994

Product Affected: ALL NOVA MAIN CANOPIES

Statement: Effective immediately, we are advising all Nova main canopy owners not to jump their Nova canopies.

We fully tested the Nova canopy before placing it on the market, and it performed safely during all of our testing. We are now aware that a few jumpers have suffered injuries or death while using the Nova. The reports that we have received are conflicting and we are unable to determine if the unexplained collapse of the Nova is due to gusty winds and ground turbulence or jumper error. Until we can discover what causes the problem (if a problem with the canopy exists), we are asking all skydivers to spread the word to all Nova owners to immediately refrain from jumping their Nova again.

We are a small corporation with limited finances, and we cannot unconditionally recall and replace all Nova canopies. We also are aware that a number of Nova owners are completely satisfied with the Nova and would not wish to change it for a different product. We still advise these individuals not to jump their Nova canopies.

Action to be taken: It is our desire to offer some compensation to those Nova owners who wish to return this product. Accordingly, those who are interested in a replacement are advised that Glide Path has designed a new line of zero-porosity canopies, using an airfoil which exhibits high performance while retaining the solid stability of other Glide Path products. We are making the following offer to all Nova owners:

* Return your Nova to Glide Path and receive a 60% discount on our new zero porosity canopy. This offer is valid through April 30, 1994.

Please accept our apologies for any inconvenience this may cause you. We know that a grounded skydiver is not a happy skydiver, but we are doing everything in our power to get you safely back in the air.

* Foreign customers, please call for special instructions.

Glide Path International, 2348 John Glenn Drive, Chamblee, Georgia 30341, USA
Tel: 0101 404-458-1516 Fax: 0101 404-455-9060

More kit news on page 48...

Opposite – Stuart Meacock puts the Stiletto to the test.

TIME FOR A NEW ELECTORAL SYSTEM

I have taken the time to look back over the past 17 years, to look at who was a member of Council, and when. In this period the numbers on Council have varied between 12 and 18, as dictated by the decisions of the membership, and there have been 97 different people on the Council. In the early part of the period I investigated, the Council members served an average of about four years, with a few notable long-timers serving the majority of the time. In particular, Lofty Thomas has only missed 1 of the last 17 years (and that was due to a postal problem!!).

In recent years, this average has dropped to less than two years, and in 1993, seven of the fifteen members were in their first year, five in their second, and only one had more than four years service. The nominations for 1994 show an even greater decline, with only twelve persons feeling that they were able to offer their services as potential Council Members, and yet again there will be no vote. Of these eight are "old hands" from last year, and four are new faces.

New Council members have fallen for the "reinvention of the wheel syndrome", and some of the decisions of Council may have suffered as a result.

Overall, this demonstrates a marked lack of continuity for the Council, and has meant that many members have had to feel their way through their first year and may often have fallen for the "reinvention of the wheel syndrome", and some of the decisions of Council may have suffered as a result. There is a case to be made for encouraging members of the parachuting community to commit more than a single year to the Council, to promote continuity and knowledge. This is vital to such a body, with whom are invested wide powers, the control of significant finances, and the employment of eight people.

It is appreciated that over the past few years, the AGM has been encouraged to amend the numbers of Council members on several occasions, and we have eventually settled down at 15, which allows for adequate membership of the sub-committees,

and a fair division of other tasks. If we are to encourage consistency, I propose that we look at the possibility of inviting members to serve for two or three years, with a proportion of the council changing each year, (3 years – one third each year, 2 years – 8 or 7 each year) which would allow for a core of members with experience to maintain the momentum of the Association.

The new system could come into force on the election of the Council for 1995, when the first 5 or 8 candidates "past the post" would serve for the following 3 or 2 years, the next 5 or 7 for 2 or 1 years and if the one third option were taken, the final 5 would be eligible for re-election after 1 year, in competition with other persons wishing to serve on Council. Therefore, for the first election, even if only 15 (or less) candidates came forward, a vote would still be required. Longevity of tenure would not prevent the holding of any position in the Association, ie the Chairman of the Association or Subcommittees could be from any of the groups (1, 2 or 3 years service), notwithstanding their requirement for re-election after the relevant period. The positions would still be decided annually by the incoming Council at the AGM.

Obviously, any member of Council may decide that they do not wish to stand for re-election at any occasion, and their place will come up for election, along with the number already eligible. Subsequent elections after the first one in 1995 will only offer the requisite number of places for re-election (subject to any other resignations).

I proposed this to Council at the December meeting and although I offered to submit this suggestion as a motion of special business at the AGM, and allow the membership to make an informed decision on this fundamental change to the Association's Constitution, they felt that it needed a wider discussion, so I was asked to write to you with a view to having the points raised through the magazine for feedback.

I am fully aware that the membership has displayed an apathetic attitude to Council – they will all carp and complain, but are not willing to

stand and find out for themselves just how much hard work is involved in running the Association for their benefit. Of our current "Core" membership of approximately 4000, we could only find 12 (0.3%) willing to even try for Council, and I feel that membership of the controlling body should be strongly encouraged. In the next few years, I foresee fundamental changes to the way we do our business, and I for one want to be in at the sharp end!!

It is absolutely vital for the success, future and even survival of our Association, that we have a strong Council

I also took the trouble to look back at correspondence in the magazine on this subject, and two letters stood out – Steve Eversfield in February 1987 discussing the problems of core membership and retention, and its effect on democracy, and in February 1989 someone who decided to remain anonymous behind his License number D7308, who raised some very relevant points, which I have taken into account in writing the above letter.

It is absolutely vital for the success, future and even survival of our Association, that we have a strong Council, effective sub-committees and committed central permanent staff. You, the members, must stand up to be counted, and make your views known. Please pass all feedback to me at the BPA Office, and I will collate the results and present them either as an article in the magazine or at the AGM.

GET OFF YOUR A*S NOW – AND WRITE ABOUT THE FUTURE OF YOUR ASSOCIATION, AND GET NOMINATED FOR 1995!!**

Phil Gibbs

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	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	Total
Meacock																		3
Waugh																		3
Crocker																		14
Mitchell																		3
Prince																		5
Orton																		3
Lilley																		1
Slaughter																		2
Thomas																		16
Long																		1
Howell																		1
Laing																		4
Lewington																		4
Sharples																		10
Swainson																		1
Norris																		2
Gays																		2
Shea-Simonds																		4
Hitchen																		4
Bruce																		2
Byrne																		2
Corr																		2
Hiatt																		5
Meysner																		1
Starling																		2
Ritche																		7
Grut																		1
Kenny																		1
Obren																		2
Waterman																		2
Meville																		4
Tylcoat																		5
Rose																		1
Colpus																		5
Lambe																		4
Brearley																		2
Dyas																		3
O'Hara																		3
Walmsley																		1
Yeoman																		1
Hennessey																		2
Lilly																		4
Munn																		1
Watts																		2
Mason																		2
Curtis																		6
Lines																		9
Harman																		1
Parker																		2
Andrews																		4
Eversfield																		4
Copestake																		2
Rennie																		3
Hickling																		7
Young																		1
Dixon																		2
Johnston																		2
Knight																		5
Rosenvinge																		1
Steele																		2
Wilson																		1
Dixon N																		1
Douglas																		1
Howerski																		1
Lambson																		1
Noble																		3
Treble																		4
Kenny																		4
Lawson																		1
Peacock																		1
Johnston N																		1
Thomas C																		1
Ruffell																		1
George																		2
Home																		2
Lee																		1
Card																		5
Davies																		2
Cox																		1
Hughes																		4
Hastings																		2
Fair																		2
Carroll																		2
Cronnelly																		2
Lyall																		3
Atherton																		1
Matthews																		2
Scouler																		1
Gibbs																		2
Allen																		2
Linklater																		2
McCarthy																		1
Harris																		1
Gale																		1
Harber																		1
Smyth																		1
Midgley																		1



THE REPORT OF THE CHAIRMAN BRITISH PARACHUTE ASSOCIATION TO THE ANNUAL GENERAL MEETING HELD ON SATURDAY 22ND JANUARY 1994



Ladies and gentlemen, may I begin by welcoming you all to this, the 27th Annual General Meeting of the British Parachute Association. In preparing the Chairman's Annual Report, I found my mind wandering back to late 1992 when we were to hear with great disappointment, that both the Chairman and Vice Chairman were no longer to serve as Council members. This was to bring about a situation where a major re-shuffle of the Council was necessary and led, much to my surprise, to my appointment as the new Chairman of this fine organisation.

A post that I have never sought, nor one to which I could ever devote the necessary time. Nevertheless, there we were, and having considered both the able support available in the form of the old Council stalwart, Lofty Thomas as Vice Chairman, and what appeared to be a well motivated and enthusiastic task force around us, we took it on. Now, a year later, I consider my initial appraisal to have been most accurate and I thus wish to thank every member of the 1993 Council for their loyalty, dedication and productivity throughout the year and I would hope that you would all wish to do the same.

Whilst knowing the dangers of highlighting individuals, I do feel that today, I would be wrong not to bring to your attention the sterling work carried out by Chris Lyall. Chris and his Development Committee have been a very busy and exceedingly productive team; we are indeed indebted to them. I also extend my sincere thanks to John Horne and his Competitions Committee. Boy, what a year they had! I can assure you that each and every one of them gave 100% to the task. They were at times, forced to take some hard decisions and with them a great deal of flak. Naturally you will all have your

views. You also know that we can never please everyone. Yet they stood tall and I congratulate them on their ability to assess the big picture, on their overall judgement, and on their courage in seeing it through. I am grateful to John Hitchen in his capacity as Chairman of the Safety and Training Committee, and to all the CCIs that have supported him, for there can be little doubt that this year has been particularly difficult, and at times an unpleasant one.

There has also been a great deal of work completed within the other, not so obvious, sub-committees; where Judges, Riggers and Pilots have all been very busy on our behalf. I thank them too. All that said, and knowing the tremendous effort that has been put in by the 1993 Council, I remain very much aware of the many areas where disharmony exists. Whilst I much regret the continuity loss caused by the departure of Allison Cronnelly, Lizzy Harris, Terry Carroll, John Horne, Andy Fair, Bob Scoular and Kevin McCarthy, I remain confident that the new members will be ready to take up the challenge. To them all, my sincere thanks and best wishes for your future endeavour.

Congratulations are very much due to our National Champions, who, as a result of their dedication, determination and skill, have reached the peak of their disciplines in this country and do so much to promote our sport.

1993 also saw the retirement of Dave Hickling as our EPU (European) Representative. This was indeed a great pity, as Dave has served us well in this area and is much respected on the European scene. I extend our sincere thanks to Dave for his efforts on our behalf over the years and I am most grateful to John Lines who has now taken on the mantle of Secretary General of the EPU. I would remind

you too, of the continued work carried out by our CAA Representative, Tony Knight for although all seems quiet there, rest assured there is always much to be done to protect the interests of our association, and to maintain a good working relationship.

As you will all know, 1993 was the 'on-year' for the World Parachuting Championships of Formation Skydiving. The event took place in Arizona and saw some 29 teams entered in the 4-way and 8-way events. Our own teams did a grand job and represented the country well. *Airtime* achieved joint 12th position in 4-way and *Mindgames* checked out 9th in the 8-way event. I am sure that you would wish me to extend our congratulations to the teams on a splendid effort and to all those involved in making the trip the success it was.

With the ever increasing worries of membership and insurance costs, and the endless requests for contributions to other organisational bodies, the Council always has a cautious eye on funds. Income is hopefully the most interesting for you to ponder: In 1993 we saw renewals drop by 16 to 3,586 and associate members drop by 1 to 63. On the good side, new full members increased by 30 to 271, conversions increased by 26 to 750 and temporary members increased by 160 to 592. The increases are good news indeed, but the P6 Student memberships figures are down by another 8,573, these show a continual drop over the last five years.

1989	-	30,561
1990	-	27,055
1991	-	22,264
1992	-	28,813
1993	-	20,240

Such figures are cause for concern. However, this is the very area that includes the charity 'one jump' stu-

dents, a boom period that allowed expansion, but was always destined to slow down. Was this not inevitable? We cannot sit back licking our wounds on this. I suspect those numbers will continue to fall, and we must therefore look again. It is to our equipment, facilities and training methods we must look. These are all factors that will help to keep people in the sport (conversions and new members) and it is here that I would like to see the new Council look. Hopefully, I may have also sown the seeds of thought in our DZ Operators. They too must look inward at what they have on offer. Word on the street says that Pete Allum has completed 7,000 jumps and recently clocked up 100 hours in free-fall. If this is so Pete, we extend our hearty congratulations. Well done, you may have a British record!

I was very disappointed to have seen so many of the current Council members leave. Indeed, I had hoped for lots of Council nominations in order to force a vote. That vote is the real indication to Council as to whether they are getting it right, or indeed, if it's time to go! Again only 12 nominations, and a Council by default. There are many with plenty to say, but where are they now? Is it the hard work? The time and dedication needed? Perhaps it's just easier to be on the outside casting stones. Whatever it may be, I call on you members to come forward next year. Let's have some nominations. Come on, force a vote, get rid of what you consider dead-wood from the Council, and let's have some positive, (not the usual proxy and verbal) directive.

During 1993 we saw 31 new Potential Instructions qualified, and 22 new Approved Instructor Ratings issued. We have two more Advanced Instructors and there were eight Tandem, eleven AFF and five Examiner ratings issued. Congratulations to you all.

This does perhaps bring us to an appropriate point in the proceedings to consider those members who lost their

lives skydiving during 1993. Tip Tip-ping – 5th February, Andy Woodman-say – 26th March, Pete Young – 29th March, Andy Dickson – 26th June, Geoff Stringer – 27th June, John Farr – 1st August, John Towler – 1st August, Chris Claridge – 14th August and Christopher Meacock – 28th December.

I now ask you all to stand and observe two minutes silence as a mark of respect.

On a happier note, the saving of an Italian Skydivers life. A dramatic mid-air rescue, executed so precisely by Andy Peckett. Well done Andy. The price of a life is beyond measure as too is the positive PR gained by such actions. You are indeed a credit and example to skydivers everywhere, and in recognition of your actions I would ask you to receive this goblet.

I must now take the opportunity to thank the drop zone operators without whom we would all be lost, and in particular those who hosted our competitions. We are aware of the hassle involved and that you are, at times, taken for granted. Well, we are grateful.

Thanks to Dave Johnston for his efforts in hosting one version of the Nationals and to Wayne Loxton at Weston for the other. The difficulties that followed Weston's successful bid to host the Nationals (FS) were not modest and much negotiation was necessary at every level. Despite it all, the meet went exceptionally well and everyone had a good time. Congratulations Wayne, you and the boys did a grand job.

As I conclude, and before I risk the danger of forgetting someone, for which I apologise now, I cannot overlook the staff. They are an excellent team, they do a wonderful job and we should be proud of them. May I extend my thanks and the thanks of our members for the work put into the Association last year and for the many demands that will be coming your way in the months that lie ahead. I now cast my mind forward into 1994, and whilst we ponder the continued unpredictability of our insurance premium and challenge the unrelenting efforts of some organisations and local authorities to curtail skydiving, I look to you to support your Council. To help the STC improve our standards of safety and training. In the meantime, enjoy the week-end and please, have a great year.

National Canopy Formation Champions

EVENT	WINNER
4-way Sequential	No Limits
4-Way Rotations	Royal Marines
8-Way Speed	Royal Marines
National Formation Skydiving Champions	
4-way Sequential	Red Devils
8-way Sequential	Mindgames
8-way Speed	RAFSPA

Classics Events of Freefall Style and Accuracy Landings

EVENT	WINNER
Ladies Accuracy Champion	Katherine Andrewes
Ladies Style Champion	Debbie Curtis
Ladies Overall Champion	Katherine Andrewes
Men's Accuracy Champion	Les Carroll
Men's Style Champion	Dougy Young
Men's Overall Champion	Les Carroll

WINNERS – BPA LOTTERY 1994

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£250	A Baglow , 21 Pant-Gwyn Close, Henllys, Cwmbran, Gwent
£100	D Muir 9 Gentlecroft, Braco, Perthshire, FK15 9PN
£50	N Johnson , 60 Northfield Way, Retford, Notts
£40	C Britton , 88 East Hill, South Darenth, Kent, DA4 9AW
£30	V Clapham , 5 Edmonton Place, Leeds, LS7 4LP
£20	Tony Jones , 16 Alexandra Road, Houndslow, Middlesex, TW3 4HN
£10	M Chappell , 1 Audcet Court, 37 Harrier Road, London, NW9 5BZ
£500	Special draw for the seller of a complete book of tickets



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Tel: Midweek 051 924 5560

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Contact: George McGuinness

Bishops Court Airfield

Bishops Court

Co Down

N Ireland

Tel: 02665 40757

Border Parachute Centre

Open Friday afternoon and weekends all year and by arrangement during the week in summer. Progression, coaching and competition weeks in May and September. SL Round, RAPS, Tandem and AFF courses, WARP, CRW, Style and Accuracy coaching. Artificial pit, electronic pad, video, team rates, canteen, Cherokee 6 and Riems Rocket. Bar, restaurant, accommodation nearby and great beaches for barbecues.

Border Parachute Centre

Embleton

Northumberland NE66 3XF

Tel: Embleton 0665 76588

British Parachute School

Open everyday 9am to 8pm. S/L round and square, Tandem and AFF. Two aircraft - Islander & Cessna 206. We have everything! Unrestricted altitude. Canteen, camping, bunkhouse.

British Parachute School

The Control Tower

Langar Airfield

Langar

Nottingham

Tel/Fax: 0949 60878

British Skysports, Bridlington

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

Contact: Dave or Nick Johnston

East Leys Farm

Grindale

Bridlington

East Yorkshire YO16 4YB

Tel: 0262 677367 / 0836 276188

Cornwall Parachute Centre

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

Cornwall Parachute Centre

Frans Ranch

Old Naval Airfield

St Merryn

Cornwall

Tel: 0841 540691

Devon and Somerset Parachute School

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

Devon & Somerset Parachute School

19 Azalea Close

Highfield

Duneswell

Nr Honiton

Devon

Tel: 0404 891690

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. All levels and disciplines catered for, student square or round courses, Cessna 180 with in-flight door. Canteen on site, good range of local beer, food, B&B. Tents and caravans on the DZ. If it is windy, you can always go surfing!

Dave Tylcoat

Eaglescott Parachute Centre

Eaglescott Airfield

Ashreigney

Chumleigh

Devon EX18 7PH

Tel: 0769 60726/0769 3552

Fife Parachute Centre

Open Wednesday to Sunday 9am to 7 pm (inclusive). Friendly fun centre with emphasis on safety. Student radios and AAD's excellent student progression. Tandem, Rounds, WARP, CRW, Accuracy. The only centre in Scotland to offer RAP's and AFF. Islander (in-flight door) always available, unrestricted altitude. Canteen, dormitories, hot showers, toilets on airfield, everyone welcome.

Fife Parachute Centre

Errol Airfield

Grange

Perthshire PH2 7TB

Tel: 0821 642673

Headcorn Parachute Centre

Open daily 9am to dusk. Two Islanders, accuracy pit and pad, progression weeks, competitions, organised jollies, Tandem and AFF, Raps, Rounds and WARP instruction. Free accommodation, cafeteria, parachute shop for all your parachuting needs.

Headcorn Aerodrome

Headcorn

Kent TN27 9HX

Tel: 0622 890862

Fax: 0622 890641

Ipswich Parachute Centre

Open 8.30am until dark 6 days (closed Tuesdays). Pilatus Porter and Islander 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

Fax: 0473 271055

London Parachute School

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

London Parachute School

PO Box 18

Goring on Thames

Reading RG8 9EW

Tel: Drop Zone 0249 651909

Tel: Weekends 0860 559112

Merlin Parachute Centre

Open weekends and Bank holidays 9am till dark. Static Line Round parachuting courses every Saturday, Tandem & AFF by arrangement, CRW & Formation skydiving (coaching available, accuracy pit, BN Islander with in-flight door, friendly atmosphere, bring two passport photos for camp pass. Canteen facilities, indoor packing, camping and B&B close to airfield at local pub.

Merlin Parachute Centre

Alanbrook Bks

Topcliffe, Near Thirsk

North Yorkshire

Tel: Weekdays 0845 524713

Tel: Weekends 0748 875367

Midland Parachute Centre

Open every weekend 9am to 9pm. Static Line, Tandem and WARP. Canteen open during jumping hours serving snacks, drinks and lunches. Free bunk-house accommodation. Many local B&B's, tents but no caravans.

Midland Parachute Centre

The Control Tower

Windrush Camp

Nr Burford

Oxfordshire, OX18 4TW

Tel: Weekends 0451 844422 or 844449

Tel/Fax: Weekdays 0543 683161

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

Open every weekend and midweek by arrangement during B.S.T. friendly atmosphere, visitors welcome, good local pub. Hinton-in-the-Hedges Airfield situated 1 mile off A422 between Banbury and Brackley. 'First Jump' Static-line courses, Tandem, Free-fall Progression, kit hire, student radios, Cessnas 182 and 206 aircraft.

Contact: Mike Bolton, Chief Instructor

Oxon & Northants Parachute Centre

Hinton-in-the-Hedges Airfield

Steane, Nr Brackley

Northants NN13 5NS

Tel: Office 0384 393373

Tel: Mobile 0850 762349

Paraclan Parachute Centre

Open all year round, weekends 0900-2100, mid week by arrangement during BST. S/L Rounds, Tandem, WARP, CRW, Formation, Style, Accuracy, Para Demos. Toilets, canteen, parking, B/B and Pubs nearby. Aircraft Cessna 207, BN Islander.

Contact: Ron Groat

Kinnell Airfield

Frickheim

Angus

Scotland DD11 4XX

Tel: 0241 828999

Peterborough Parachute Centre

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

Peterborough Parachute Centre

Sibson Airfield

Wansford

Peterborough PE8 6NE

Tel: 0832 280490

Fax: 0832 280409

Peterlee

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

The Airfield

Shotton Colliery

Peterlee

Co Durham DH6 2ND

Tel: 091 5171234

Fax: 091 3865315

Scottish Parachute Club

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

Scottish Parachute Club

Strathallan Airfield

Nr Auchterarder, Perthshire

Perthshire PH3 1LA

Tel: Weekends 0764 662572

Tel: Midweek 0764 663430

Sport Parachute Centre, The

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

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

Stirling Parachute Centre

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

Stirling Parachute Centre
Thornhill
Nr Stirling
Scotland FK8 3QT
Tel: 0786 870788
Fax: 0786 870748

Target Skysports Parachute Club

Open Wednesday, Friday, Saturday, Sunday and any other weekdays by arrangement. Static line Round, RAPS, WARP, RW and CRW, Tandem and AFF, Radio Helmets, AAD's student and experienced, kit hire. Aircraft – Twin Dornier (15 places), Cessna 206 in-flight door, Cherokee 6 and Piper Lance. Competitive jump prices – everyone welcome, unrestricted altitude. On airfield – bar, cafe, toilets and showers. Accommodation – caravans and camping.

Target Skysports
Hibaldstow Airfield
Hibaldstow
Brigg
South Humberside
Tel: Anyday 0532 505600
Tel: Drop Zone 0652 648837
Fax: 0532 571071

Wild Geese Ireland

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

Contact: Maggie Penny
Wild Geese Skydiving Centre
Movenis Airfield
116 Carrowreagh Road
Garvagh, Coleraine
Co Londonderry
N Ireland BT51 5LQ
Tel: Drop Zone 02665 58609
Fax: Drop Zone 02665 57050

West Wilts Parachute Club

Ex Badminton Parachute Club
Correspondence Address:
Contact: John Davis
24 Turners Lane
Crudwell
Malmesbury
Wilts SN16 9EN
Tel: 0666 577756

OTHER ORGANISATIONS ASSOCIATED TO THE BPA

British Collegiate Parachute Assoc

Affiliations now due for 1992/93

Anglia Polytechnic	Manchester Metropolitan University
Bournemouth University	Nottingham University
Central Lancashire University	Oxford
East Anglia University	Queens University Belfast
Glasgow University	Salford University
Hallam University Sheffield	Southampton University
Hull University	South Bank University
Leeds University Union SPC	St Andrews University

BCPA C/O Douglas McLelland
TR 519 Great Western Road
Glasgow G12 8HN Tel: 041 357 4453
Douglas McLelland Chairman 1993/4

The Free Fall Company

Peter Allum and Kevin McCarthy run the the AFF School, they also offer FS coaching – one to one, 4-way, 8-way. Trips to Gap (S France) can be organised. See Peterborough Parachute Centre.

The Free Fall Company
Sibson Airfield,
Wansford
Peterborough PE8 6NE
Tel: 0832 280055
Fax: 0832 280409

East Coast Parachute Centre

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

8 Burns Cresent
Chelmsford
Essex CM2 0TS
Tel: 0245 268772

Flying Tigers Airsports

RAPS, AFF & TANDEM.

Kevin McIlwee
Flying Tigers Airsports
6 St Hildas Court
Palmyra Road
St Helier
Jersey JE2 3YT
Tel/Fax: 0534 880140
Tel: Cellnet 0850 272141

Scottish Sport Parachute Association

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

Kevin McPhillips (Secretary, SSPA)
1B Rosebery Crescent
Edinburgh EH12 5JP

Slipstream Adventures

Run by Chris Lynch (current National Formation Skydiving Champion) as part of the Headcorn Parachute Club. We are the UK's longest running AFF school and have 14 rigs at our disposal. We offer expert instruction from expert skydivers at all levels.

Slipstream Adventures
Headcorn Aerodrome
Headcorn
Kent TN27 9HX
Tel: 0622 890862
Fax: 0622 890641

Southern Skydivers

Complete range of skydiving training: AFF Tandem, RAPS, Progression training. Operating out of Poole Dorset, and jumping with the APA facilities of one of the largest, safest and obstacle free drop zones in the UK.

Contact: Bob Scoular
Tel: 0202 672408

David Morris Action Sports

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

41 Ellindon
Bretton North
Peterborough
PE3 8RG
Tel: 081 392 9291
Answer phone: 081 878 0147 (eves)
Fax: 081 392 9322

POPS UK

Hon Treas/Sec John Crowhurst
32 Colston Road
East Sheen
London SW14 7PG
Tel: 081 392 9291
Answer phone: 081 878 0147 (eves)
Fax: 081 392 9322

Parachute Training Services

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

Contact: Doug Peacock
11, Godwyn Close,
Larkhill, Abingdon,
Oxon OX14 1BU
Tel: 0235 529570

OTHER AFFILIATED CLUBS/CENTRES

Army Parachute Assoc

The Commandant, JSPC
Airfield Camp, Netheravon, Salisbury
Wilts. SP4 9SF
Tel: Bulford Camp 0980 33371
Tel: ext Commandant 8252
Chief Instructor 8229
Staff 8277

The Red Devils

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

RN & RM SPA

Dunkeswell Airfield
Dunkeswell
Honiton, Devon
Tel: 0404 891697/891716

Northern Ireland Services Free-fall Club

N.I.S.F.F.C.
Shackleton Barracks
BFPO 802
Tel: Civil 0504 49972
Tel: Military – Limavady 36472
Mobile: 0831 569 605

Silver Stars Parachute Team

Duke of Gloucester Barracks
South Cerney
Cirencester
Gloucester GL5 5RD
Tel: 0285 861344/0285 860551 x8259

Cyprus Combined Services Parachute Club (CCSPC)

Contact: Club CCI
CJSATC Pergamos Camp, BFPO 58
Tel From the UK:
Office 010 357 47 44337
Drop Zone 010 357 47 44245

Joint Services Parachute Centre Hong Kong

Borneo Lines
BFPO 1
Tel: 0-483 7221

RAPA JSPC(L)

Bielefelderstr
Normandy
Kaserne
4791 Sennelager
Tel: 010 495 254 822378
JSPC(L), STC, Sennelager BFPO 16

RAFSPA

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

...Kil News Continued

UPDATE ON THE NOVA GROUNDING

The product bulletin below was released by Glide Path International who are now happy for users to continue flying the canopy. The grounding remains in force in the UK until the Safety and Training committee meet to discuss the matter including recent developments in which GPI have gone into liquidation and another company has been set-up which appears to be a reincarnation of the old.

Product Bulletin

Issue Date: February 2, 1994

Bulletin Number: 4

Products Affected: Nova Main Canopies
Statement:

On January 13, 1994 Glide Path International issued a statement advising jumpers not to jump their NOVA canopies until we could discover if there was a problem with the canopy. Since then we have examined in detail all available evidence surrounding reports of accidents which occurred while a jumper was using a NOVA. We are unable to determine a correlation between the accidents and the design of the NOVA because, in every case, one or more of the following conditions was present:

- 1) High winds, producing turbulent conditions
- 2) Vigorous thermal activity, producing turbulence

3) Operator error involving excessive control input close to the ground.

Glide Path has also received a barrage of communications from around the world attesting to the superiority of the NOVA design and performance, and vigorously defending the right to continue using the NOVA. We believe that any perception of the NOVA as a "dangerous canopy" has been aggravated by overzealous media attention, reporting hearsay as fact, and simple coincidence.

The initial evaluation of the NOVA consisted of approximately 24,000 jumps by two eight-way teams and two four-way teams over a period of eighteen months. The reports from this program were unanimous in the praise of the openings, flight, and landing characteristics of the NOVA.

In pursuit of the desire to prevent parachuting accidents in general, Glide Path re-states (in part) the warning which appears in similar form on our canopies and in our owner's manuals: "...THE USER ASSUMES ALL RISKS... Serious injury or death can result from the use, attempted use, or misuse of this canopy, regardless of how it is maintained, packed, deployed or operated..." Similar warnings appear on most manufacturers' parachuting products. Caution must be exercised when flying any parachute canopies, particularly those which are designed for ultra high performance. They should not be used in turbulent conditions and violent maneuvers close to the ground should be avoided. The necessity for education in canopy control be-



MEMBERSHIP RENEWALS 1994/5

Dear Members

Please note that the processing and receipt of certificates could take anything up to ten days. Could you please take this into account when renewing over this busy period.

Renewal forms will only be accepted when received through the post or via the fax. Under NO circumstances will renewals be taken over the telephone.

We appreciate that membership is important and thank you for your understanding of the above request.

5 Wharf Way
Glen Parva
Leicester LE2 9TF

comes more critical as the performance of canopies increases. In consideration of the facts stated above, and other information received from a wide variety of sources, it is overwhelmingly evident that the NOVA is no more and no less dangerous than any ultra high performance parachute canopy, and Glide Path International feels compelled to withdraw its advisory not to jump the NOVA.



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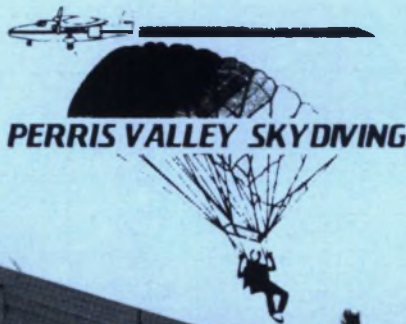
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