

THE

DECEMBER 1985

SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



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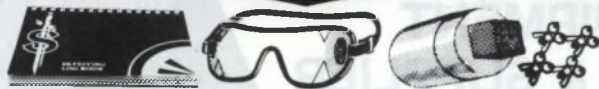
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DIARY OF EVENT '86

11th January 1986 - 14:30 hours
A.G.M. - Ladbrooke International Hotel, Leicester

7th - 15th June 1986
Texel Boogie

21st June - 6th July 1986
National Championships - Venue to be confirmed

16th - 28th August 1986
Army Championships - Netheravon

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Last date for inclusion of articles, photographs and advertisements in 'Sport Parachutist' is the end of the second week of the month prior to the month of publication. i.e. 14th January for February issue. Material received after this deadline will be held over for possible inclusion in the next magazine, unless otherwise advised.

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*Front cover:
Norm Kent leaves the jump
ship first and catches the
British eight way team taking
the first formation out.*

THE SPORT PARACHUTIST



The Journal of the
BRITISH PARACHUTE
ASSOCIATION
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Leicester LE1 4SG
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Editor's Note
The views of contributors to 'The Sport Parachutist'
are not necessarily those of the Editor, or of the
British Parachute Association, and no liability is
accepted for same.

EDITORIAL

What great competitors the Americans are. They have dominated RW competition since the first World Cup at Fort Bragg in 1973. It is clear from the results of the World Meet in Yugoslavia that the Russians have some way to go before they reach the standards set by the top teams from the west. In a way it is to their credit, as some western observers were certain that the Russians would not make their debut on the RW competition scene until they were ready to take on the USA as equals. It seems they still have a lot to learn, then so have we.

High Tech has now arrived in competition. Although there is no substitute for 'time in the air', as a team, both the top American eight-way teams, Coors and Mirror Image use computers to keep track of their performances such as, first formation times, transition times for blocks and randoms, total and average points per dive. Their video tape is also logged in the computer enabling them to find date - time and frame counter on any dive they have previously videoed.

To quote the following from 'Parachutist'

"The real value of this type of aid wasn't really noticeable until the draw of the competition dives. Immediately after the draw Coors team members called the team's motel with the results. Within minutes, the random numbers and block sequences had been plugged into the computer and predicted point total, video tape counters and fastest first formation times were all printed out and waiting.

With this information the team could predict what the 'par' or best possible score would be on each round and predetermine the last critical point to try to perform in time. With the video counter, the team could quickly review previously performed transitions that would be coming up in that round and get a good metal picture of what that round would be like.

"It's almost like getting a practice dive without ever leaving the ground," said Coors team member Mike Parnell. "It's possible that in the future some team may show up with a portable editing van and actually edit together each round of the meet from past practices, watch it through several times and thus learn exactly how the dive will flow."

We, on the other hand have still to decide which ground to air system to purchase, hire or borrow for next year's nationals.

Compliments of the season to all our readers. "Gratefulness is the poor mans payment", and I'm very grateful to those who have supported the magazine this year with articles, cartoons, photographs and, of course, letters. Worthy of special mention, **Rob Colpus**, **Phil Wells**, and of course, **Mr. Walter Gubbins** (why do I get the uneasy feeling he's after my job).

DAVE WATERMAN



FREE FALL GRIN

Marsela Owino, from Sibson, looks as though she has just won the pools.

Actually she has just returned to the club house after making her first freefall. If that's her reaction on a three second delay I wonder how big her grin will be when she does her first 60 seconds.



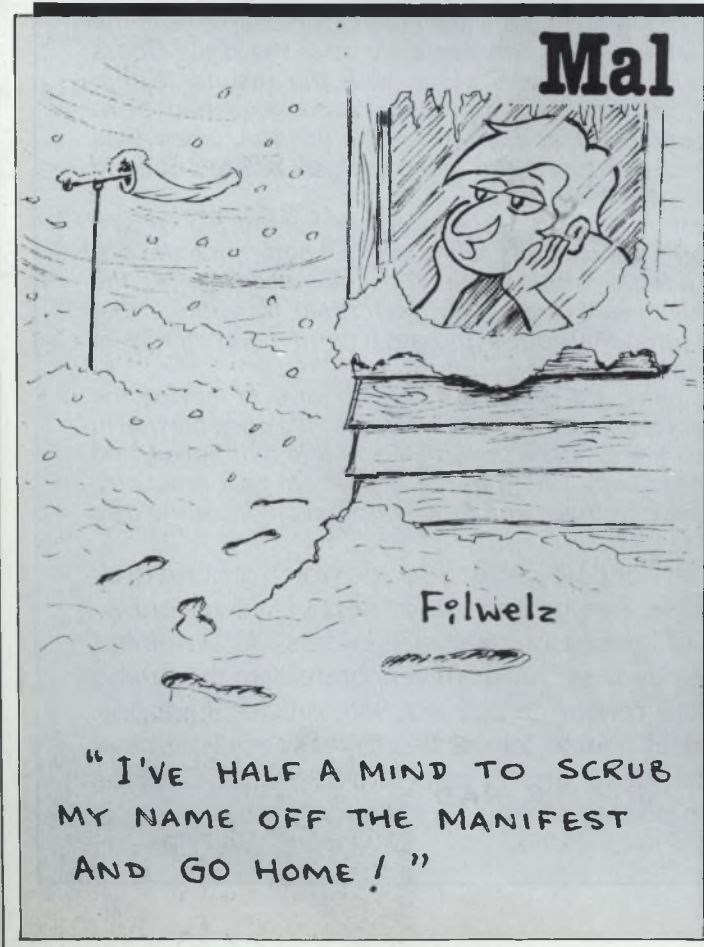
“ WE'RE HAVING A TWELVE-STONE TURKEY AT OUR PLACE OVER CHRISTMAS MY PARACHUTING BROTHER-IN-LAW !
HAPPY BIRTHDAY MR D

This month the Douglas DC3 Dakota will have been flying for half a century. The first rolled out on to the tarmac in Santa Monica, California on December 14th 1935. 10,000 were built during the war and some 700 are still in use around the world. Many in a parachuting roll.

Mr Douglas, 40 Tango, The Bird Machine, all well known and loved aircraft to those many BPA members who have jumped in America.

Air Atlantic operate two from Stanstead. Most of the world big formation record attempts would not have been possible without the DC3. The military version the C47, was the mainstay of the Allied Airborne Forces during the war. Israel, South Africa, Norway, and Finland as well as many third world countries still use them in a troop dropping roll.

Here's to the next fifty years Mr D.



“ I'VE HALF A MIND TO SCRUB MY NAME OFF THE MANIFEST AND GO HOME ! ”



WHIRLY ROMANCE

Robin Gallon, Deputy Captain, The Whirlybirds Display Team and Jacqui Whitcutt, Ground Crew and commentator on their wedding day on October 5th.



UP THE WORKERS

The following paragraph appeared recently in the Cambridge Evening News in a story with reference to Pampisford's appeal to be allowed to operate.

"Parachute people were working class and we middle class should be able, after a hard weeks work, to sit in our gardens without having to put up with their plane noise."

Come the revolution!!

VIDEO THANKS

Many thanks on behalf of the Brit Teams and the BPA, must go to **Malcolm Woodgate**, **Dave (Huggy) Hughes** and **Pierre Dutertre** for their support of the British Squad during training in France prior to the World Meet in Yugoslavia.

Malcolm loaned the 8-way team, free of charge, his complete In-Air Video system, and Dave and Pierre did the hard-working slots of In-Air Video cameramen, in their own time, for no reward. In-Air training video is absolutely essential to competition teams in the world today.



" I'M NOT TOO CONCERNED, KNOWING MY HUSBAND HE'S NO DOUBT TELLING HER ABOUT THE TIME HE HAD TWISTED RISERS IN A DEMO OVER MACCLESFIELD ! "

FRENCH SPONSOR WORLD MEET

Though it may not be appreciated by RW Competitors - the 6th RW Championships in Yugoslavia were sponsored by Parachutes de France.

PARASHOOT '85

As there have been very few entries for the photographic competition, Parashoot '85, the entry date has been extended until the 10th of January. Winners will be published in the February issue of the magazine.

Readers are reminded of the categories:-

- Best freefall entry
- Best first attempt at freefall photography
- Best Accuracy entry taken during a competition
- Best general shot
- Best CRW shot.



BPA Clubs & Centres

BPA Club Approval is granted to BPA Affiliated Clubs who have attained a high minimum standard of staff, facilities and equipment as laid down by BPA. They are subject to inspection by BPA every 2 years.

BPA Club Affiliation is granted to those clubs who have a minimum amount of equipment as laid down by BPA. All operations are strictly in accordance with BPA Regulations.

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Relative work instruction available	RW
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Accuracy pit on DZ	∅
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Washing and toilets on DZ	WC
Non-members welcome	NM

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2+ ± FT = X WC = X KSL KFF RW CRW ∅

Badminton Parachute Club

Badminton, Avon.
Tel: 045 421 486
contact: John Davis,
New Villas, Badminton, Avon.
Tel: 045 421 249/379
+ WE ∅ WC KHS KHFF

The Black Knights

contact: Bob Parry
Patty's Farm, Hillam Lane,
Cockerham, Nr. Lancaster.
Tel: 0524 791820
+ WE WC KH KHS RW CRW BB ∧

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Tel: 0253 - 41871
contact: Blackpool Air Centre
Tel: 0253 41871
+ WE X WC KHS KHFF RW CRW

Border Parachute Centre

Dustan Borough House,
Embleton, Alnwick,
Northumberland, NE66 3XF
Tel: 066576 - 588
Northumberland, NE66 3HQ
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British Skyports Paracentre

Bridlington Aerodrome, Bridlington,
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contact: Dave Johnston
3 + FT = X WC KH KHS RW CRW NM

British Parachute School,

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Langar, Notts. Tel: 0949 60878
± FT = WC XWE RW CRW KHS KHFF NM ∅

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contact: Clive Irie (at centre address)
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± + FT BB X ∅ BS KHS KHFF RW
WC NM

Comwall Parachute Centre,

'Frian's Ranch', Old Naval Airfield,
St. Ervan, Nr Wadebridge. Tel: Rurnford 691
contact: Mr K.G. Fisher, 17 Trenant Vale,
Wadebridge, Cornwall. Tel: Wadebridge 3310
+ WE = X WC KHS KHFF RW NM

Cyprus Combined Services Parachute Club (CCSPC)

CJSATC Pergamos Camp BFPO 58,
Tel from UK: 0103574153000 ext. 337/245

contact: Club CI
+ FT WC KHS KHFF RW CRW NM ∅

Doncaster Parachute Centre

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The Airfield, Headcom, Kent.
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contact: The Secretary
+ ± FT X = WC KS KFF RW CRW NM ∅

Ipswich Parachute Centre

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A.G. Knight Tel: (0473) 76547
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WC NM FT

Leeds Bradford Freefall Club

Topcliffe Airfield, Nr. Thirsk,
North Yorkshire. Tel: 0845 577371 ext. 259
contact: Mike Wood,
12 Whincover Gardens, Leeds LS12 5DA
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+ 2 WE = X WC KHS KHFF HPKH
CRW ∅ NM

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The London Skydiving Centre

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± + + FT = BB X KHS KHFF RW
CRW AFF WC NM.

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+ WE = X KHS KHFF RW CRW NM WC

British Collegiate Parachute Assoc,

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'The Pathfinders' Guards Freefall Parachute Team

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contact: David Tucker, The Pathfinders,
Guards Freefall Parachute Team, Guards
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POPS UK

Secretary: R.N. Atherton,
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RAFSPA
Weston-on-the-Green, Nr Bicester, Oxon.
Tel: 086 989 343
+ ± = WE X WC RW CRW NM KHFF KHS ∅

RAPA JSPC (L), 4791 Seenelager,

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RMCS Parachute Club

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Tel: 0793 782551 ext. 2566
WE WC KHS KHFF

Red Devils

Queen's Parade, Aldershot, Hants.
Tel: Ald Mill 2101
contact: Red Devils, Browning Barracks,
Aldershot, Hants.

Hereford Parachute Centre

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Tel: Kingsland 551
Chief Instructor (at club address)
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CRW ∧ WC NM

RN & RM SPA

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Scottish Sport Parachute Association

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Video, non members welcome

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FFI Steve Whitehead (Secretary)
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+ WE RW CRW NM

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C X BB WE *

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CORRESPONDENCE



THE BLIND LEADING THE BLIND?

The eventual point of this letter is to be **Mr. G. Price**, the blind chap, who I do not know personally but have heard a lot about.

I have been around the sport for quite a while, not as long as some, but quite a while. I came straight through the old system, 5x5, 5x10, 5x15...25 PC' etc.

Thankfully now the system has changed considerably and those that show promise and talent progress quickly but unarguably just as safely.

The BPA are without doubt slow to change, but eventually when things have been proven 100% the association does change. The point being that I know, the hard core membership know and the BPA council know that it would be safe for Mr. Price to make a parachute descent under the same conditions as **Pete Walker** stated in the October issue.

The problem being that it is not 100% safe for the descent, but then again skydiving is a calculated risk on every descent.

I personally do not believe Mr. Price's condition will make a one off descent that much more hazardous - my opinion.

My wife, **Tracy**, after several years hanging around with me at DZs decided, somewhat apprehensively, that she would like to make her first parachute descent. She was encouraged by watching the excellent training being given by **Martin Wilshaw** and **Dave Wilkinson** at Shrewsbury Skydiving Centre. This, however, was not the clincher. It was the ground to air and the aero-conicals of **Des Palmer's** that finally settled it.

Tracy made the descent, Des Palmer talked her down and she was close enough to the cross to beat the square jumper, namely me (some would say not bad).

In summing up this letter I can understand the against, obviously, but under the right conditions and the right DZ in my opinion the descent need not be any more hazardous for Mr. Price than for any other first time student.

This man has to be an exception, if not for guts for determination. Why not give the guy a chance, let him do the training and see how he shapes up.

The piece in your reply about "coping with the environment of a blind person" - up in the wild blue we are all out of our environment. My 'old fellow' says "flying is strictly for the birds". He's wrong as well Dave.

Thanks for a brilliant October issue. Blue skies,

JOHN CHORLTON, C3188

Every weekend I skydive. To do this I have a job; I instruct blind and visually handicapped people how to get around, safely and independently.

So, then, should **Gerald Price** be allowed to jump? Don't ask me, I don't know the guy; but if the only reason for stopping him is that he can't see, then the problem lies less in insurmountable difficulties than in insurmountable attitudes.

Now I'm not pointing the finger exclusively at the BPA - to a blind person we are all whuffos - but as representatives of a pretty misunderstood body themselves (i.e. us) perhaps they could afford to be more sympathetic.

Writing this I have a mental picture of the ground training room at Netheravon, and a poster that reads, 'The impossible is often the Untried'. Brave words - or are they only for students? Sorry to be so negative.

J. WADE, C5510

Dear Dave,

I am prompted to write having read **Peter Walker's** letter on Mr. Gerald Price's campaign to make a sport parachute jump, albeit he is tragically blind.

Your reply apologises for being negative. I believe you were being practical rather than negative and maybe you might be interested in the letter I wrote to Tony Butler at the time - copy enclosed.

Peter Walker is to be admired for his efforts to assist a very courageous individual - but Peter must understand that the Association's responsibilities for the conduct of our sport must be paramount however worthy the individual's case may seem in the first instance.

CHARLES SHEA SIMONDS
Vice President

Dear Tony,

With reference to your next STC Meeting agenda and the letter from **Geoff Horan**, I must confess to having the utmost admiration for **Mr. Price** and his aggressive courage in tackling his disability. We have been down this road before, not only with blind people but with paraplegics also. Our instructors have enough responsibilities with fully fit students never mind having to take on a disabled one in the full glare of the media during a jump for charity. What is done in the United States is no precedent as their appalling student training record shows and if Mr. Price wishes to go there he should be warned of this. Our student record has not just happened, it is the result of conscientious raising of standards of equipment and training over many years and has, in my view, no equal anywhere in the World.

Geoff Horan's letter unwittingly spells out the reasons by this application should not be accepted: Page 2 Line 6 - "Mentally, is assimil-

ion and recall were exceptional and, though one can never be sure with first time students..." Exactly!

Page 2 Stability - "At 2500 feet he would have no problems in adopting a stable position square to the slipstream from a Cessna without step."

Why not?

Page 2 Malfunction - I would suggest that what Mr. Price 'insists' he can do and what he can be guaranteed to do under an emergency situation may be two different things.

Page 3 Conclusion - "He is well aware of the risks involved..." But the responsibility for accepting those risks are BPA's not Mr. Price's.

Page 3 Conclusion - Even **Geoff Horan** has reasonable: "However, I have no doubt that STC will address itself to the wider issues...adverse publicity... stream of applications from other blind persons..."

Geoff's letter is extremely comprehensive and sympathetic to Mr. Price's case but it is important that Mr. Price, other disabled people and the media be made fully aware of our responsibilities. There is no other sport in the World where the student is so on his own on his first attempt with such dire consequences if it doesn't go according to plan.

With admiration for Mr. Price's determination STC should, I sincerely believe, reject his application.

CHARLES SHEA-SIMONDS
BPA Advanced Instructor/Examiner

Z-HILLS POOL GONE

This summer local officials required us to close our swimming pool. So the rumour is true - the pool is gone! This left a scar in the packing area as well as in the hearts of many local jumpers.

Everyone tried to figure out a good replacement for the pool. The idea of a covered packing area sound like a winner! This plus a large porch around the manifest building will enable to keep upto approx. 350-450 people out of the rain showers if necessary. The large Pavillion will eventually be lighted and serve as a location for evening seminars and a place to repack after night jumps, etc. Along with the new building, or covered packing area, a porch was erected in an L-shape around the manifest and shop building.

Since National Parachute Industries Inc. closed, the Parachute Centre opened 'The Store', and handles all National products as well as Racers, Vectors, Paraflite, Raven - or in short all popular canopies and rigs.

GEORGE KABELLER

TA! STEVE

I would like to thank **Steve Shaw** for all the effort he has put into running

the British Collegiate Parachute Association over the last year. I am sure that everyone who came to the summer meet at Pampisford this year would agree that his efforts were not wasted.

I would also like to thank the staff at the London Skydiving Centre, for their part in making the week such a success.

Also, I would like to thank **Connor (B-b1) Cassidy** for persuading enough students to jump together to push the Collegiate RW-record up to a 10-way.

Finally, I have now taken over the position of BCPA chairman, so all correspondence should be sent to me at the address at the front of this magazine.

TIM MCGARRY D5549

PAMPISFORD DZ GONE

As most people will know by now that we lost our three year battle with the council for planning permission at Pampisford, I would like to thank all those people who supported us at the public enquiry in 1984 especially the other drop zone operators who gave up their time to give evidence on our behalf even if we were their competitors in business. Thanks to the regular jumpers who made Pampisford what it was. On a brighter note we have moved to Cranfield where the prospects of developing the facilities are excellent, a new purpose built building is under way which will include facilities that we could not provide at Pampisford, due to a lack of space. It will take a good few months to get organised at Cranfield so please bear with us. The Skyvan plus three Cessnas will be based here all of which we hope will have inflight doors. Cranfield Airfield is situated 3 miles east of the M1 motorway Junction 13 or 14. Give it a try.

THE STAFF
London Skydiving Centre, Cranfield.

SHANKS STILL DOES IT

On the weekend of 28th, 29th September '85 **John Shanks** gathered together a group of fun jumpers from all over the country to skydive the Sky Liner at 'downtown Pampisford'.

I would, on behalf of all those jumpers, like to thank **John** for his unselfish effort in keeping together such a group of undesirable, moan-

ing, miserable jumpers. What with good weather and a pig roast on Saturday night, laid on by **Matthew Mortlock**, everyone was enjoying themselves.

With more fine weather on Sunday John and Matt sorted out slots for a 30-way. This included six British Tommies pinched off the CRW record attempts. We took off mid-afternoon from Duxford, climbed to altitude, and proceeded to build, without incident, a neat 30-way. This, I am led to believe, is a record.

Again my thanks to Shanks, who was incidentally in the first 8-way over this country.

PETE BATH

HEADCORN

A competition that completed only the first round hardly seems worthy of the customary magazine coverage, although I accept that in view of this year's terrible weather, we should count our blessings. However, I would appreciate a few lines in the correspondence section.

Although the restriction on entry was thirty teams, we actually expanded this to thirty five, due to the demand. For the several teams who were not accepted for registration, all I can say is please get in sooner next year. There is no intention of expanding the registration because we simply don't want jumpers sitting on the ground all day.

Many thanks to all the judges, helpers and go-fors, especially to the Royal Engineers. Thanks also to all the competitors. You were all very patient and helped us to make the most of the available weather, and all of you entered into the spirit of this fun meet. Congratulations to **Steve Eversfield** who walked away after the prize giving needing a wheelbarrow!

Please come again next year.

DAVE PARKER

SIBSON

It has been a mixed summer at Sibson. Dave the pilot has the cleanest plane on any DZ, if it is washed once more it will shrink. **Marsela's** on free-fall and still wearing the grin, **Lucas** managed the 'odd' jump. The good people of Wansford are thinking of moving either the bridge or the river. **Sue Meacock's** "you all get dressed in your Sunday best and jump into a tea party by the pit", was washed and blown out. **Norman Whitford** is very good at playing the dumb student, does **Nick Plinger** really want to be an instructor? He should talk to **Mark Price** about all those bright, switched-on, alert PPC students. **Mark** has finally escaped and might be found near Salisbury Sane (sic). **Kenny** got his Cat. 8 but was highjacked on the way to Headcorn. I do not have the photograph of Dirk doing RW with a dining chair and it was too dark to record **Chris Ford** a wheel chair and **Roy Marker** going unstable. The scars on Blossom's fingers are healing nicely. **Bob C.** knows where the public telephone is in Wansford Railway Station, he can sometimes find the airfield!

Despite the weather we have had some good times. Thanks everyone for all your help especially Dirk and Ronnie for my 'record breaking' jump, I am sorry I gave them such a hard time but it was good fun. Blue skies, SKY DAD (PETE MALE)

DUCK END

This can be one of the shortest 'Meet' reports ever. On the two occasions of the Duck End Meet this year, not a single competitive lift took off!

Our thanks go to all who attended and endured the appalling weather with unfailing good humour, and particularly to **Bob King**, who, as chief judge, sat for hours, literally, staring at the anemometer, recording maximums and minimums every minute. If concentration could have reduced the wind, we'd have been home and dry!

Duck End is closing for the winter months to allow the aircraft to go away and earn its keep, but we'll be back in business next Easter, and hope for a more successful year in '86.

GORDON LILLY, D1611

WALTER WHO??

Please find enclosed letter for Mr. Walter Gubbins on return from Cyprus.

We would like to congratulate you on the October Sport Parachutist, very interesting. Keep smiling,

JOHN FISHER

Dear Walt

It was so good to meet you again after all these years, and I must say you haven't changed. It was an honour for you to address our annual Prize giving, and to swop our war stories. That is one thing that young **Simon Ward** can't talk about.

What a thrill it was for our younger members of the Centre to see you display the Para Plane and the Para Delta Wing so expertly over the skies of Cornwall. Also the interest shown in your Pre War Altimeter for those who have never seen one, it works on the same principal as an egg timer with the sand running from the top to the bottom. When the sand runs out 'Time to pull'.

Having our Christmas Dinner Disco on the 14th December, would be pleased to see you but if not maybe you could send Christmas wishes to all. A final thanks for the cherished photographs which you donated to the Centre, of you in full uniform in the Tiawan Air Force. Looking forward to your next visit, when you should be a fully pledged member of the BPA Council. Keep smiling,

JOHN FISHER

THANKS WORLD

Dear Everyone in the World,

We, the lads of Gan Canny, from all over UK and a little bit in Germany, would like to thank **Phil Rudd** for everything he did for us at this year's

CRW Nationals. The cheque is in the post! Also thanks to the boss, CCI, staff, pilots, judges (goforit lan), recorders, Jackie, the canteen staff, barman, the fella who made the posters, the Dog & Gun, Fox & Hounds, sponsors, coolhouse staff, accommodation clerk, video man, the eagle eyed spotters, blind drivers (get a compass next year lads). Also thank to Brid, Doncaster (a big thanks Arthur), Peterborough, Headcorn, Pampisford, all for their training facilities, Shell for the fuel to get there. Thanks to the M25, M1, A1, M11 for being there when we needed them most, and last but not least all our marras for their support, before, during and after the camp, and even now.

As some of you fans may know, (pooh pooh) **Ian R**, our leader and mission maker, had his mission from God to win and then retire from CRW Competition (thanks again Phil). Now er think **Ian R**, our leader, would make a pretty good judge - go for it **Ian**. After all we need judges (we need all the help we can get).

See all you fans next year, especially you **Phil** (we hope) at the next Nationals. Our film 'Gann Canny & Marras' on sale soon. Don't miss it!!

Pull high! Ya Hoo!

GAN CANNY

British 4-way Rotations Champions 85 P.S. I hear the Moreens judge next year is **Phil Rudd** - cheers mate.

POPS CHANGE

Richard Atherton has handed over the duties of POPs secretary to **Charlie Bell**. Can you please alter the details on the club page as follows:-

Charlie Bell, 40 Claremont Drive, Ormskirts, Lancs. L39 45N.

Tel: 0695 - 73321. Many thanks.

GRAHAM ST. CLAIR

ITALIAN DZ's?

I am spending the current academic year in Italy as part of my university course, and while I am here I intend to visit as many Italian drop zones as possible. However, before leaving Britain no-one I spoke to seemed to know much, if anything, about skydiving in Italy, and as I have to write a dissertation during the year, hopefully on parachuting in Italy, I would be extremely grateful if anyone with any experience of drop zones/skydiving over here would drop me a line - either via my home address (6 Watershaugh Road, Warkworth, Northumberland NE65 0TT) or preferably to my address in Italy (c/o Sra. Nuzzaci, via S. Lorenzo, 7; 70124 Bari) - I'll be here until the end of May 1986.

Commiserations to all those jumping in the sub zero temperatures and grey skies of the British winter, and regards to the home crowd at Swansea.

DEB CLARKE B7124

FOREIGN THANKS

Thank you...Organisers and staff of the 1985 British CRW Nationals. It was an excellent idea to invite foreign

teams and we all had a wonderful weekend at Netheravon. We, The Mafia Brothers from Holland, hope to be back for 1986.

SIMON WOERLEE
Mafia Brothers

FROM THE DESK OF WALTER GUBBINS IFC.

As the brotherhood of parachuting are no doubt aware, Wind Drift Indicators (WDI's) are permitted objects within the meaning of article 39 of the Air Navigation Order (as amended) and therefore come under the jurisdiction of the Flight Prevention Branch of the CIA, or should that be CAA?!

With the presence of US Aviation claims attorneys in the motherland at present, there is the risk of third party claims completely upsetting the BPAs cosy insurance policy.

I, therefore, feel it is time to enlighten members (!) about some of the factors in construction, checking and use of WDI's.

Paper Parachutes were first introduced during the second world war (Brown 1950 chapter 13) but were never brought into widespread use as the Allies were perennially short of paper.

Let me begin at the practical level by indicating the need for the preparation of a Tephigram (on Metoform 2810B-use only the 1956 version still widely available) by your Dee Zee meteorological Whuffo. It has been proven that 91% of malfunctions occur when the WDI is thrown below the Mintra Line and the dry adiabat passes through a wet bulk potential temperature of approximately 17.1 deg. Celsius, the QNH being below 962 Hecto Pascals (or millibars as you might call them in your ignorance).

This immediately leads us to the study of the Tear Strength of the paper used. The procedure laid down in British Standard Aerospace Spec 2G100 is inapplicable. Some Dee Zees have been using the 'Cracker Pull Test' but trouble can occur is the 'Bangers' are not removed from operational WDI's.

High Wet Strength is essential so use the Controlled Re-Assessment Procedure before live descents.

Colour should never be forgotten as contrary to popular belief, bearing in mind the Stefan Boltzmann law and Wiens displacement factor, it is the emissivity in the 5 micron infra red band which effects the solar gain when cloud cover is less than five oktas. This obviously produces

LETTERS on any parachuting topic are welcome and should be sent to:

The Editor, *Sport Parachutist*, c/o BPA, Kimberley House, Vaughan Way, Leicester, LE1 4SG.

boundary layer effects with a Reynolds number at less than 2,000 at terminal velocities above 7.15 metres/second.

Surprisingly enough Yellow paper absorbs more heat than Red paper.

In view of the risk of ingestion, and to aid smooth digestion, only permitted edible colouring matter should be used, such as E228/E229. The Greenpeace and Ecological lobbies require the use of Yellow WDI's in the presence of dairy herds and red with sheep or Beef cattle on the windline. All bulls should be subjected to the Vishihara colour blindness test and injected with Indocyanine green if found to have good colour vision. This technique has proved of value to Matadors (Fernandez in Bilbao journal of Disaster medicine 1982).

All WDI's in the Northern Hemisphere must be wound anti-clockwise to combat the effect of Coriolis Forces, although the use of a paramagnetic weight bar is admissible if the WDI can be reliably thrown along the angle of the dip at 3.2 degrees west of the magnetic meridian.

The descent rate of the WDI cannot be determined solely from the classical drag equation (half rho squared and all that) as the tail does tend to wag the dog. We must turn from Synoptic to Dynamical Meteorology and remember that the rate of change of absolute vorticity of particu-

lar portions of fluid is equal to minus the absolute vorticity multiplied by the divergence' (harwood 1981), thus it is clear that in high winds a bum spot will place you off the Dee Zee (Gubbins 1985).

As with all parachute equipment kept under storage, unused WDI's over six months should be inspected and repacked.

If the WDI is contaminated during deployment by unburnt JETAI from a turbine engine the long chain alkane molecules will form a monolayer which will force the wrinkle out of the crinkle according to the equation introduced by Neil Kensington-Adams.

$$F.A = R.T$$

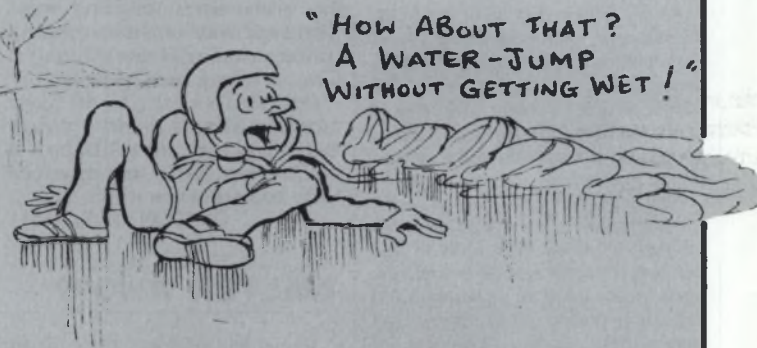
The alternative equation using Boltzmann's constant is now preferred $\pi.A = K.T$

Finally chaps, have some thought for the countryside we fly over before littering beauty spots with WDI's, use only biodegradable papers preferably in camouflage colours, this should also apply to the weights used at the end of the object. A preferable alternative is to fit the Gubbins WDI homing device which allows you to get many years use from a single WDI and upset no one bar the poor idiot sent to retrieve the said Drifter.

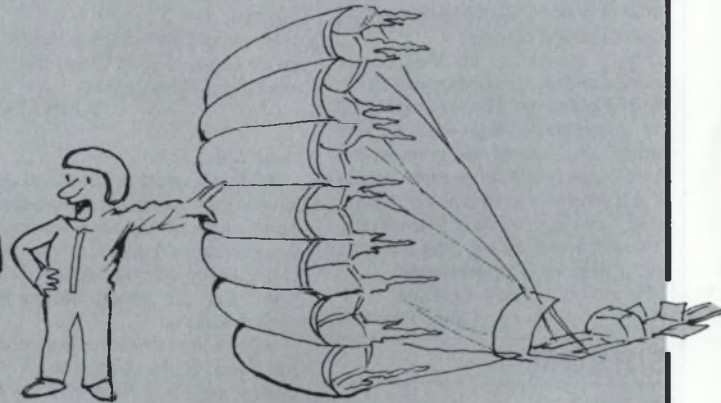
WALTER GUBBINS, IFC.
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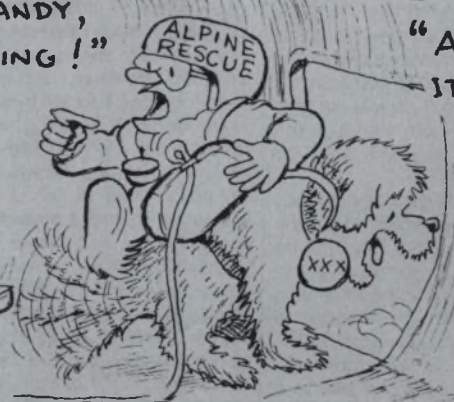
"SNOW IS FORECAST FOR THIS AFTERNOON, I'M MODIFYING THE D.Z. PHOTO!"



WINTER SKYDIVING



"THE DOG'S BEEN AT THE BRANDY, HE'S TAKEN OVER THE SPOTTING!"



"A WORD OF WARNING EVERYBODY, IT'S PRETTY NIPPY UP THERE!"



Filwelz

KITNEWS



PARA INNOVATOR'S HAWK

Para Innovators of California, long time manufacturers of the Piglet System and several round reserves including the Featherlite, have brought out a 7-cell ram air. Named the 'Hawk', this 235 sq.ft. main canopy features a new, patent pending, construction method using no reinforcement tapes on the ribs. Instead, type 3 nylon sheathing is rolled into the rib seams, apparently this reduces bulk without affecting strength.

NEW PHANTOM DIAPER

All National Parachute Industries Phantom Round Reserves, manufactured after 1st September 1985, have an improved diaper deployment system. The new diaper holds the skirt tighter which takes up less space in the container and further reduces the possibility of an out of sequence deployment.

If you have a Phantom 22, 24, 26 or 28, manufactured before 1st September 1985, the diaper should be changed at the **next regular repack**. National will supply the Diaper at no charge, but it must be fitted by a Master Rigger or a Certificated Loft. Alternatively, National will do the fitting, but will charge \$20 plus the repack and shipping costs.

National also state that their reserves show a higher degree of reliability when packed in a container which provides a staged deployment. Harness/Containers which are known to provide adequate staging are the Warp III, Vector and Racer. National's address is: P.O. Box 1000, 47 East Main Street, Flemington, N.J. 08822, USA.

GLIDEPATH PRICES

For the past year, Glidepath International, manufacturers of a range of ram-airs including the Fury and Firelite, in conjunction with Thomas Sports, have offered a reduced price for their products. However, due to the rise in material costs their prices will be going up from 1st January, 1986. The new prices will be as follows:-

Fury \$788	Wildfire \$938
Maverick \$778	Clipper \$968
Firelite \$768	Raider \$988
	Manta \$1018

SWIFT 2 RIG

Paraflite Inc. of New Jersey have released a redesigned version of their Swift piggyback system. The Swift 2 rig is now fitted with main riser covers and is being built by Para-Flite themselves, rather than under contract, as has been the case in the past.

SLOWER NIMBUS

For some time now, jumpers have complained about hard openings on their Para Flite 9-cell Nimbus ram-airs. After an extensive programme of tests, Para-Flite now recommend that a 22" x 22" slider is used, along with a brake setting, where the tail is pulled down to within 3" of the bottom leading edge of the canopy's nose. They also state that stowing the slider very tightly in a rubber band and using a small pilot chute are also effective. The canopies tend to mellow out after 25-50 jumps, as do most new canopies.

Most new 9-cells of various designs tend to open harder than 7 or 5-cell canopies.

NEW FRENCH SQUARES

Parachutes de France have added to their list of ram-air canopies with some interesting new models.

The 'MAGIC' is a 5-cell with 7-cell performance. It has a surface area of 242 sq.ft. but packs up small and weighs in at only 7.5 lbs. It was the choice of the Silver medal winning French 8-way team at this year's World Meet. It is also used by some AFF centres in France. It has good accuracy capability.

The 'MINIMAX' is a small, 190 sq.ft. 7-cell, weighing only 5.5lb. This canopy is not recommended for the heavy weight.

The 'SURFAIR' is a 225 sq.ft. high aspect wing, 9-cell. It weighs 6.6 lbs and like most 9-cells has a very impressive flare characteristic.

The 'GALAXY' is a 400 sq.ft. 9-cell, designed for the Tandem market and military applications.

The 'DRAKKAR' is a 9-cell designed for the 14 stone jumper. It has a surface area of 290 sq.ft. and weighs about 10 lbs.

All Parachutes de France's canopies are manufactured from the European PF2000 Fabric.

RACER NEWS

John Sherman, designer of the SST 'Racer' tandem, tells us he has completed work on the new 'Racer Elite'. The new rig has several revolutionary features. The harness is composed of a combination of Kevlar and Nylon webbings and tapes. Constructed in such a way that the Nylon affords some stretchability while the Kevlar provides exceptional strength, without weight. The containers obviously include a Pop Top reserve. The main riser covers have been modified, and the top flap on the main has been redesigned for aesthetics. An interesting feature of the system is that the main and reserve risers are interchangeable, so either canopy can be jumped as the main. Sherman believes a square should be jumped by its owner, so that brake settings, flare level etc. can be learned and adjusted before the canopy is needed in an emergency situation.

Sherman's other projects include a round reserve, incorporating net skirting to reduce line overs and a new design of diaper to help eliminate premature canopy deployment. He also tells us he has signed an agreement with **Mac McCarthy** of 'MAC'S LOFT' to manufacture TSO'd Racer rigs at Biggin Hill, Kent.



CRW OPEN CHAMPIONSHIPS



The Start of Something Great

Photos: Simon Ward

The 1985 British National CRW Championships were held at Netheravon over a three day period 20-22nd September. For the first time this year there was also an open classification. This led to entries from visiting overseas teams such as The Mafia Brothers from the Netherlands, Cumulus from Germany, The Plane Brothers and No Complane from Belgium and Parachutes de France from....guess where!

There were three events, eight way speed, four way rotations and four way sequential and although the weather was slightly prohibitive two rounds were completed in every event and nearly three in eight way speed. Jumping started on the Friday and the standard of the French quickly became apparent when they did seventeen rotations in time and followed this by some excellent non-contact sequential, certainly proving the performance of their Contact canopies for CRW. Home teams competing were The Royal Marines who fielded three teams, Gold, Silver and Bronze, The Trailblazers, The Army (Gan Canny), No Limits and the Dunkeswell Demons. It was very refreshing to see so many teams entered and certainly demonstrated the enthusiasm which is now around for CRW.

The high standard continued in Round One of four way rotation with the Plane Bros. and the Mafia Bros. scoring 13 points, RM Gold and Cumulus scoring 11, and Gan Canny with 7 - their first four-way training jump this year being Round One itself. The Trailblazers got off to an unfortunate start with the first cutaway of the meet when their Base and Pin wrapped. Eight way speed was also well underway by Friday evening with almost two rounds completed. The working time in this event has now been brought down to 100 seconds and at the end of Round One the Marines A team were in the lead with a respectable 69 seconds.

By the end of play on Friday everyone was obviously pleased that the competition had got off to such a successful start and the atmosphere in the bar was infectious with teams from various countries swapping stories and comparing training methods. The weather on Saturday however did not prove conducive to any type of skydiving, let alone CRW, with winds of 40 knots blowing through for the majority of the day. This did not deter all involved from enjoying an excellent barbeque and disco in the evening and an entertaining film show, courtesy of Simon Ward, with good vibes abounding and everybody carefully forgetting about the 7.00 a.m. Sunday start.

The Gods proved slightly kinder to us on Sunday however and the competition carried on in full swing with excellent weather conditions. Emphasis was put on the sequential event with two rounds being completed and also all the rejumps necessary to complete the rotation and speed events. The RM Gold had a really unfortunate Round Two rotation jump with a canopy collision on opening which resulted in a cutaway and consequently they scored no points which must have been really hard to take after their Round One jump, but such is competition.

The overseas teams quickly displayed their competence in the sequential event with Parachutes de France the clear leaders scoring 4 points in Round One, Mafia Bros. and Cumulus with 2, and the RM Gold and the Trailblazers with 1. The remaining teams encountered difficulty in building the first point which was a diamond. Round Two proved to be more successful and some impressive scores were seen.

Sequential CRW is certainly taxing but obviously is the area in which this discipline of the sport is going to develop from a competition point of view. After witnessing the sequential event it was easy to draw parallels between the early days of competition RW when 4 and 10 speed were the in events and sequential was a little strange. Sunday was also a day for completing the jump-offs to give a result in all events, especially necessary this year because being an open event, whilst places were apparent overall it soon became obvious that jump-offs would be necessary to finalise British placings.

The judges had to resort to the use of air to air video towards the end of the day as the clouds slowly built up and cloud hopping became slightly impossible. Re-jumps were necessary for Gan Canny and No Limits to decide 3rd place in the sequential event and also for the Mafia Bros and the Marines because of cloud problems. Jumping continued until late afternoon when two rounds had been completed in every event. It was a full day with a lot achieved and although a couple of wraps occurred none resulted in a cutaway which considering the amount of CRW jumps done, demonstrated clearly the safety awareness and ability of all jumpers concerned. The French did manage to lose a bag during one of their sequential jumps but managed to catch it again later on!

The prize giving was prepared with an impressive array of trophies and also some other prizes kindly donated by Wadworths, Harp and The Fox & Hounds, Netheravon. The prizes were presented by Brigadier Jebens of the APA to much applause and so we saw the end, or almost, of a very successful competition.

Unfortunately a couple of the foreign teams had to head off immediately for ferries etc. but the rest of the competitors retired to the bar to celebrate their achievements, Gan Canny noticeably with the aid of their Rotation Cup, a couple of bottles of wine and das Deutsche Kessel. Cumulus arranged a showing of their training video and Simon Ward showed some more slides. We were also able to watch the highlights of the meet on video thanks to a fast edit by Pete Reynolds.

Thanks are due to a lot of people for the running of this meet but primarily to Nigel Watson-Clark and Ian Rosenvinge for their hard work in organising everything, for without their efforts and the facilities provided by the APA there would have been no CRW Nationals this year at all. A suitable presentation of a bunch of fresh dahlias was made to Nigel and Ian in the bar and these were subsequently eaten by somebody else! On a more serious note though,

it has now been agreed, in principle, to hold the CRW Nationals alongside the Classic Nationals next year and this year's event has proved that the competition should escalate from now on.

Thanked Department:

Judges: John Hitchen, Tom Oxley, Amanda Kenny, Major O'Hara, Pete Halfacre.

Recorders: Kate Stevens, Ros White, Sam Linklater.

Air to Air Video: Pete Reynolds, Leo Dickinson, Paul Applegate, Simon Ward, Kevin McIlwee.

Also, Steve Lambert, Chris Yeo and members of the junior staff for driving many miles to collect foreign teams and British medals from docks, airports and parachute centres.

The APA, Major O'Hara and the staff of JSPC Netheravon for hosting the event. Canteen staff, pilots and Roger Brown for his help with the barbeque.

The final results are shown in the charts. In conclusion the whole meet was a major success and the high number of teams competing and the dedication and enthusiasm of all jumpers was exciting. The fact that competition CRW is now here to stay is especially highlighted when one considers that as recently as two years ago there were only four teams competing in the Nationals. Such a quick growth of another aspect of the sport is encouraging. Roll on 1986.

Words by AMANDA KENNY
Piccys by SWARD

RESULTS

4 WAY ROTATIONS		Rd. 1	Rd. 2	Total	Position Britain
1	Parachutes de France (F)	17	14	31	
2	Plane Bros (B)	13	14	27	
3	Mafia Bros. (NL)	13	12	25	
4	Cumulus	11	12	23	
5	Army (Gan Canny) (GB)	7	8	15	1
6	RM Bronze (GB)	5	9	14	2
7	No Complane (B)	6	7	13	
8	Dunkeswell Demons (GB)	6	6	12	3
9	RM Gold (GB)	11	0	11	4
10	RM Silver (GB)	5	5	10	5
11	Trailblazers (GB)	0	7	7	6
12	No Limits (GB)	3	3	6	7

4-Way Sequential		Rd. 1	Rd. 2	Total	Position Britain
1	Parachutes de France (F)	4	6	10	
2	Mafia Bros. (NL)	2	3	5	
2	Cumulus (WG)	2	3	5	
4	RM Gold (GB)	1	2	3	1
5	Trailblazers (GB)	1	1	2	2
6	Gan Canny* (GB)	0	1	1	4
6	Plane Bros. (B)	0	1	1	
6	No Limits* (GB)	0	1	1	3
9	Hit The Road (GB)	0	0	0	5

*Jump off for 3rd place British team.

Posn.	8-Way Speed overall	Rd. 1	Rd. 2	Position Britain
1	Royal Marines A (GB)	8/1.09	8/1.10	1
2	Mafulus (NL & WG)	8/1.18	8/1.30	
3	Royal Marines B (GB)	8/1.28	8/1.35	2
4	Complane Bros. (B)	7/-	8/1.35	
5	Trailblazers (GB)	7/-	7/-	3
6	Army 8 (GB)	6/-	7/-	4

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BALLOON MEET



On Friday 13th September, 25 skydivers from all parts of the country converged on Matlock, Derbyshire to participate in the first national competition of parachuting from hot air balloons. The function was hosted by the NEW D.F.S. chain of furniture stores and took place from their farmhouse in Darley Dale.

The competition itself was planned to take an unusual form due to the difficulties provided by jumping from balloons. The uncertainty in the wind direction until the day of the competition meant that the idea of a conventional electronic accuracy target and soft landing pit was rejected in favour of a mobile cross to be placed at an appropriate drop zone on the day by a lead parachutist jumping from the 'hare' balloon. Jumpers from the chasing 'hound' balloons were to exit and make for this target. Instead of placing their foot on the cross, weighted streamers were to be dropped whilst under canopy as close to the target as possible. Anyone actually landing within 10 metres of the cross would be

disqualified! Similar markers were carried by balloon pilots and were dropped as close to the 'hare' balloon as possible, giving individual and team scores. These novel rules ensured soft landings for parachutists in the absence of a pit and also kept the target area clear for following competitors. It is also very easy to determine who has won this way and should prove to be entertaining as well.

The weather for the entire week preceding the competition was unbelievably fine - blue skies and zero winds. This was too good to be true. Sure enough by the Friday morning the normal summer weather had returned - fast, low clouds scudding across the sky with an occasional shower of rain to relieve the monotony, an aero-met from Manchester was even gloomier. Force 10 gales throughout the country, turning cyclonic!

In spite of almost certain knowledge of a wasted weekend, balloons and jumpers started to arrive at Darley Dale on Friday evening. Just before sunset the winds suddenly started to ease and the skies

began to clear. Was this the lull before the storm? Quickly taking advantage of the situation, two balloons rapidly inflated and took off. The NEW D.F.S. balloon G-BLJG, piloted by **Graham Turnbull**, carried jumper **Jane Spence**, together with three S.P.I.C.E. passengers. This was followed by the SYSTEMS 80 balloon G-BLIP, piloted by **Neil Gabriel** and carried jumper **Dick Gays**. Both jumpers got out at 6,500 feet and landed with smiles that lasted the entire weekend. The S.P.I.C.E. passengers declined the opportunity to jump out and landed uneventfully with similar expressions. This was to be the best weather of the weekend and as the remaining jumpers arrived Dick and Jane were advised to eat a fresh lemon each to remove that smile!

That night in the farmhouse proved to be the most luxurious the average jumper had ever experienced in a DZ bunkroom. Instead of the expected stone flags and 'straw' we had plush carpets, rich antique furniture, a sunken bath....This farmhouse certainly is the Ritz.

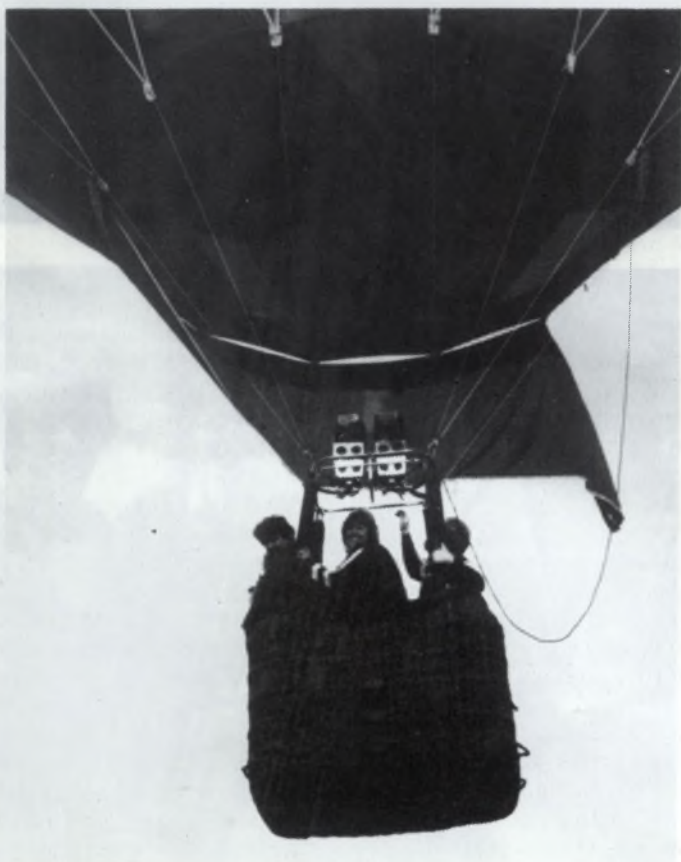
An early start on Saturday morning (5.00 a.m.!!) confirmed our worst fears. The winds were 50 knots and gusting higher. Even the Thruxton jumpers here would not take this one! Determined not to waste the day, half the jumpers took the 20 foot, 8-door DZ limousine to nearby Alton Towers and spent their time experiencing several seconds of weightlessness on The Pirate Ship and violent negative gees in The Black Hole and the Corkscrew. Not skydiving, but a close second best. The return journey to Darley Dale gave several hilarious moments as pedestrians could not believe the sight of our outrageous mode of transport. Meanwhile **Dave Smith** took the remaining party of jumpers to abseil off rock faces with his S.P.I.C.E. group for the day. Here freefall was often expected, but never actually experienced! That evening was capped with a sumptuous meal and much liquid refreshment in nearby Marlock Bauh. Coaches provided for the journey back saved many a jumper's driving licence from the breathalyser.

Unfortunately Sunday turned out to be a repetition of the weather on Saturday and a further meal provided in Matlock Bath rounded off the

weekend. In the competition the final score was a first for **Dick Gays**, as the jumper landing closest to the lead jumper, **Jan i Spence** (how many miles was it Dick?). **Neil Gabriel** in the 'hound' balloon took the balloon accuracy First Prize, landing closest to 'hare' **Graham Turnbull**. The team prize was won by - you guessed it - Dick and Neil. Well done lads!

Many thanks are due to NEW D.F.S. for so generously sponsoring the event and giving us the use of their facilities, also to **Graham Turnbull**, co-organiser of the event (and about to undertake an AFF course at Pampisford) to **Gordon Lilly**, CCI and to **Frank Cattle** (of the CAA) for helping me to sort out the complex paperwork for such an unusual event. Finally, thanks to all the parachutists and balloonists who bothered to travel all those distances to the event, knowing it was certain to be unsuccessful and yet still managing to make it a most enjoyable and memorable weekend.

STEVE MILLARD, D5167
P.S. The Hot Air Balloon/Parachute Boogie 1985... Part 2 takes place in mid November. Same place, same peopledifferent result? I'll let you know how we got on.



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To: All Members of the British Parachute Association

On behalf of Council and myself, may I take this opportunity of wishing you all a very happy Christmas and a Prosperous New Year.

The retiring Council look forward to meeting as many of you as possible at the A.G.M.

With very best wishes to you all.

JAMES CROCKER
Chairman

THE 9th 4 WAY COUPE D'EUROPE VR-PA COMBINE

Chateau D'oex is a small village about 20 miles east of Montreux, 3000 feet up in the Swiss Alps, and each year the 'Office du Tourisme' there organises a relative work/accuracy meet, the number of Teams being strictly limited. this year there were 19 teams coming not only from Europe, but as far as America and Australia.

The drop zone is the village green, it is reasonably level and is 350 sq.ft., with overshoot to one side only. In the middle a 10 feet diameter area of grass is removed and the soil beneath is turned over with a spade and raked level. An electronic pad then completes the building of the pit.

400 yards to the south and 100 feet lower is another level piece of ground. This is the emplaning point where 3 LAMA helicopters take the teams to altitude. The ride to altitude is something not to be forgotten, never more than 100 feet away, they hug the side of the mountain and when at the top, continue the last 2-3000 feet climbing the vertical wall of cloud that formed at the top, bringing us over the drop zone at 3000 metres.

The aim of the competition was, free fly a 4-way out and try and complete as many sets of pre-determined formations as possible in 20 seconds of working time and once under canopy shoot, team accuracy. The formations were Star, Snowflake, Accordion, Monopod, Diamond, Offset. The meet was set for 6 rounds and the weather (apart from the turbulence) was superb, giving us the rare opportunity of seeing all six rounds completed.

Three British Teams entered, the only 'laid back' team being called Slub Brothers, these were **John Goodman, Nolan Mackey, Tony Butler** and **Mark Cox**, who at the end, donated their last round to giving the crowd a demo, landing a 3 stack in the arena with their 4th member showing the crowds how to throw a square around the sky.

The second team were called Juggle and had **Andy Ring, Rod Bartholomew, Howard Collins** and **Steve Bartholomew** on board. Their

team position put them in 4th place on the relative work, scoring an average of 1.75 formations each round, their accuracy placing them 5th - total team score 36.01 metres. Our team was called About Time and had **Esther Reynolds Nicki Johnston, Red Ryland** and **Alan Ashton**. We managed to win the accuracy and got an easy 3rd place in the relative work, giving us the overall gold. We averaged just under 3 formations per round and the total team accuracy score being 4.25 metres.

The first team in the RW were the Italians, **Giuziani, Proverbio, Mirzan** and **Calise** averaging 4½ formations per round.

Everyone makes mistakes, and unfortunately **Francois Berner** of the French team found himself landing short during one accuracy approach. Instead of grabbing the rear

risers, he grabbed hold of the front ones, and re-damaged an old injury to his spine. Another more dramatic mistake was made by one of the hand glider pilots during the display. He pulled to much 'G' coming out of a dive, causing his glider to disintergrate at about 100 feet up. Surprisingly only suffering a broken wrist!!, still we wish them both speedy recoveries and hopefully lessons not to be forgotten.

The meet itself was well run and the accommodation laid on for us in one of the village hotels was excellent.

Finally, I would like to thank **Mr. A. Ramseier** and his staff for all their efforts in getting the meet together and look forward to next year's meet when the competition is being extended for a week so that some fun jumping on the Glaciers can take place!!



ON THE POPS SCENE 85

As indicated in the magazine, our first meet of '85 took place at Headcorn, Kent on May 25th/26th. **Dave Parker** CCI made us welcome and palced an Islander at our disposal. **Jane Buckle**, on of Dave's advanced instructors, checked kit, documents and briefed us on the DZ.

The meet got under way, teams of three, with three rounds of accuracy.

Amongst members at the meet, **Pete Best** looking tanned after his visit to POPS US meet as Eustis in Florida. Equally tanned, and making straight for Headcorn after landing from the States, were **Lofty** and **Grace Thomas**. Lofty later claiming jet lag prevented him from getting in the pit on each jump. A likely tale! But for the record, Lofty did make it in a twenty-four way formation when in Georgia, and that is something to sing about. Well done Lofty.

Peter Barlow competed as did the trio from the South, **John Dumble**, **John Knight** and **Nigel Yonge**.

Lennie Mobbs from Weston took first prize, **John Dumble** second with **Nigel Yonge** third.

Don Taylor and **John Crabtree** came down from the North. John took the round canopy prize; we must find a way to nobble this guy!

Mike Richardson aided by **Ester** also came down. They have attended several meets in the past. Mike had only managed a couple of jumps since last November but **Dave Parker** and his crew took him in hand. He did a static, a dummy pull and then back onto free fall. A good effort and making the trip well worth while. **Harry Craighan** also turned up for his second POPS meet. He too made a few static line jumps. We'll have to watch him, he's keen!

Sunday saw team baton passing, all good fun and useful in learning to fly.

An attempted POPS eight built to five with others close.

It was a smooth hassle free meet with lots of laughs and promises to meet again at Cark in August.

Following the Headcorn meet, the 29th-30th June saw a small group of POP's gather for an informal weekend at Ipswich Para Club, courtesy of CCI **Tony Knight**. **Mike** and **Ingar Allum** acted as hosts on the Saturday for an enjoyable evening at one of the local watering holes. Our visits to Ipswich have always been a success, though restricted by

cloud for accuracy jumps. On this occasion however, **Peter Best**, now retired but still going strong, with **John Dumble**, **John Knight** and **Mike**, put together some good dives from altitude. **Ingar**, unable to jump since her accident last year, hopes to be back in the sky before long. **Grahan St. Clair** paid a visit on the Sunday, he too looks forward to being back in action at Cark.

It was at Cark on 17-18th August where we gathered for our second meet of the year. **Dave Prince** CCI North West Para Club and **Alan Morris** were our hosts. The weather was glorious, the wives and girl friends making the most of it, whilst the jumpers put the Cark Islander to good use.

Lofty Thomas held it all together, supported by stalwarts **Peter Barlow**, **Pete Best** and **Len Mobbs**. Three rounds of accuracy took place. **Peter Barlow** setting the pace, with **Len Mobbs** in hot pursuit. **Louis Mosley** and **Harry Barratt** from the Doncaster Para Club hit back to score well and local jumpers **John Crabtree**, **Don Taylor**, **Hall Keer** and **Derek Newbolt** all came close. **Chris Frank** and **Dave Frost**, Dave on his PC, also did well, taking the Gold in the round canopy class. **Graham St. Clair**, making his return from injury, managed under a metre on his first jump in twelve weeks. It must have been the rig is borrowed from **Dave Prince**! **Peter Wheeler** on holiday with his family in the Lake District close

by, picked up a silver medal, his first in jumping, as did **Lofty** and **Chris Franks**. It was an enjoyable day's jumping followed by a barbecue laid on by the Cark ladies.

Sunday dawned and it was a return to the monsoons and an early retreat homewards.

September 14-15th saw a return to Peterborough for our last meet of the year. **John** and **Sue Meacock** made us welcome with **Ronnie O'Brien** on hand with help and advice. The weather was unkind again, which probably accounted for the poor turn-out.

Eleven jumpers, supported by wives, waited in vain for an improvement. The Saturday evening however saw a splendid dinner party for twenty hardy and hungry souls, went a long way to restoring spirits. Welcome visitors were **Laurel** and **Peter Carey** making a final POP's meet before retiring to sunny Spain and of course we had **Archie Macfarland** POP's No.1 to liven up the proceedings. Sundaya visitors included **Mike** and **Ingar Allum** and **Peter Wheeler**.

The day was sunny with clear blue skies and thirty knot winds. With no sign of improvement, the meet broke up without any jumping having taken place.

Our thanks to all clubs and CCI's for having POP's on your DZs in 1985. Our programme for 1986 is four meets in the UK and two possible meets abroad, Belgium and Holland.

Watch this space!



THE 6th WORLD RELATIVE WORK CHAMPIONSHIPS

BY TIM MACE

The 6th Relative Wrok World Championships were held on the Yugoslavian island of Losing from 15 to 25 September in perfect weather with excellent organisation and facilities. 20 nations entered producing 20 teams in 4-way and 11 teams in 8-way. The Soviet Union, Czechoslovakia and Yugoslavia made their first appearances at a World RW meet and Japan and Turkey sent observers. The Yugoslavian Air Force provided the aircraft; four Mi-8 helicopters which proved to be excellent jumpships.

The Opening Ceremonies

The meet opened on Sunday 15th with a parade of delegations around the arena in front of a crowd of 5000. A Yugoslavian General officially opened the meet. He spoke in Serbo Croat, a language which took some getting used to, suffice to say that welcome is Dobro Dosli, beer is Pivo and a large coffee is Veliki Capochino. In his speech, translated into English every few sentences, the General welcomed (Dorbro Dosli) all the competitors to the first world RW meet (Svjetko Padobranksko Prvenstvo u Grupnim Figurama) to be held in Yugoslavia. He hoped that this event would strengthen the peaceful relationships between nations, an area of the 'fight for peach' in which all true sportsmen had always been the leaders, which was pretty heavy stuff. There was a fairly impressive programme for the crowd for the next half an hour, starting with a member of each nation jumping in trailing their national flag. **Rob Colpus** won the draw from the British Delegation. This was followed by formation flying and aerobatic displays by the light turbo-props and four jets. A show of Yugoslavian folk dancing and music completed the ceremonies and the meet could then get underway.

The Aircraft

There were four Mi-8's constantly in use during the meet with very few problems, the spotting and exit commands having been sorted out during practice. The Mi-8 first built in 1960 with out ten thousand examples in use with 39 countries, proved to be an excellent jumpship. It could seat 24 with room to spare, but normally only carried twenty maximum during the meet; two 8-ways or five 4-ways. The Air Force had rigged up a hand rail directly above the edge of the tailgate which made launches a lot easier and infinitely better than the small door on the port side which was originally

going to be used. The helicopters climbed fairly fast to 4-way height but somewhat slower from there to 11.5 for 8-way. Nonetheless with four aircraft there was rarely a time when there was not a team on run-in. The crews were initially fairly wary of the jumpers, but soon got into the mood of the meet; wearing meet T-shirts under their flying suits and Adidas trainers, a uniform which one would assume to be forbidden at their home base.

It didn't take the jumpers long to find out that the small porthole type windows along the side opened up to provide a good view of the surrounding scenery and that the crews seemed to like the traditional screams when they flew low level, which only made them fly lower and faster on leaving the emplaning point.

The DZ

The island of Losing is about twenty miles long and anything from five miles down to fifty yards wide. The DZ was situated on a small section of the island jutting out into the crystal clean ocean. From the DZ centre it was seven hundred yards to the sea in three directions, whilst to the North the ground was strewn with rocks and bushes. The Yugoslav mainland was some fifteen miles to the East which provided for some excellent visuals under canopy. Considering the size of the DZ it was to the credit of the ground spotters that during the meet no-one ended up swimming. There was one, self spotted, during the training days after cutting away, but she was picked up very quickly by the two speedboats, on standby for that purpose.

The DZ itself had been cut out of the surrounding bush and had been completed, airstrip included, in sixty days. One wonders why, given that they knew they would be holding a world meet some time ago, that they hadn't started sooner. Work was still in progress on the practice days but by day one of the meet there was a one hundred yard square landing area surrounded by spectator stands and tents, one for each delegation, and a total clear area of some eight hundred yards by four hundred yards. Each tent had its own flag pole for the national flag and a country sign. Many of these signs got changed during the meet; Finland to Funland, Norway to No Way, Belgium to Gumpy (that took some doing), however they were all returned to the original in time for the closing ceremony.

All in all the DZ was felt to be sufficient for the job, the only complaints being that it was far too



dusty and too far from the hotel. The organisers tried damping down the dust daily but that only made it muddy, so that was soon confined to the helicopter emplaning areas. The British Team rigs with only one hundred jumps on them looked like they had done a thousand by the end of the meet. The hotel was some nine miles away outside the town of Mali Losing and necessitated a half hour coach ride in the morning to the DZ, there and back for lunch and back again in the evening. Many people soon gave up on the lunch trip, preferring to take a packed lunch and stay on one of the nearby beaches sunbathing and skinny dipping, avoiding the jellyfish which were numerous.

The Meet

The general opinion of the jumpers was that it was an excellently run event. The manifest was run very efficiently by a young Yugoslav guy who would brief teams on their take-off time and aircraft number, anything up to three hours before jumping and was usually right. Days were sometimes split with 4-way in the morning and 8-way in the afternoon, or a whole day of one event. This was announced well in advance which left time for souvenir hunting, postcard writing and sightseeing. Judging was considered to be of a very high standard and although there were quite a few busts there were no protests; the Australian 4-way were close to it after their round 6 score, but let it stand.

At the end of the practice days they were told that they would not be able to jump with any team during competition. This looked like ruining their planned forty minute documentary of the event. However, after lengthy talks with the organisers it was agreed that they could jump and if a team was unjudgable, due to the position of the cameraman, then that would be grounds for a rejump. No rejump were necessary and it is hoped that this unprecedented step will lead to further air to air coverage of meets for TV in general and possibly live air to air transmitted to the ground on large screens for the crowd. During the meet live ground to air was shown on Yugoslav TV and two days after the meet German TV showed a report on the meet containing actual competition jumps. The technology is there and has already been demonstrated, it would certainly advance the sport. British TV companies could be persuaded to back it. ABC had a number of cameramen working for them, one worthy of note being **Bruce Towers**. After experiencing a mal with his risers caught on his side mounted TV camera, a monstrous piece of equipment, he dumped his square reserve into it and landed heavily on both in the rough ground off the DZ. He walked away from it, and unconfirmed rumour had it that he didn't get rid of his helmet and main because he didn't want to lose the film!

pass. One competitor when stopped for speeding and fined 100 Dinar (about 25 pence) gave the cop a 100 dinar tip because he had been so reasonable about it!

The spectators were forbidden to mingle with the jumpers at the DZ inside our 'competitor's enclosure'. To begin with the police appeared to be looking around for possible terrorist threats and suchlike. However by the end of the meet, after the accidental (honest) breaking of a plate glass window at the hotel, the theft of the meet flag and general high spirits by the competitors, the police started watching us closely. This culminated in about ten police using truncheons to try to stop some fifty competitors leaving the enclosure through a previously normal exit to get a coffee in the spectators area. This was all filmed by ABC, suffice to say that we got our coffee. This incident put a sour note on an otherwise well controlled meet.

The Teams

The teams ranged from ultra-professional to fun and from highly experienced to newcomers. The average number of jumps per team member was least one thousand, however some teams, like the Yugoslavians, had some members with as few as five hundred. In general the teams had been together around eighteen months with at least one hundred jumps together and had done some form of training camp prior to the meet. So as not to be accused of being sexist I will not say how many ladies were competing but they were both very pretty.

The Russians and Americans topped the team jumps list with nine hundred each while Belgium, with a newly form team, ended up with twenty together by the end of the meet. Some teams had employed some form of guidance during training. The NZ 4-way and US 8-way had made extensive use of a sports psychologist, whilst the Danes, Finns and Swedes had made good use of coaching by **Jeff Barbone** and **Jim Captain**. As far as financial support goes Britain come off quite well having received finances for a one hundred jump training camp, the travel and entry fees and, by a stroke of luck during training, clothing from an independent sponsor, TAG of Paris. Almost all the teams had their entry and travel paid for, while some teams got much more. The French topped the list with free rigs, five hundred jumps and clothing from Adidas and other sponsors, while Belgium paid for everything themselves.



Sarah Brearley sitting next to photographer Norm Kent in the M18 chopper.

The Australian Broadcasting Corporation (ABC) had been making a documentary of the Australian Team and had the rights to cover the event.

Throughout the meet there was a large police presence specially brought in for the occasion. We were escorted to and from the DZ by motorcycle outriders and to get to our rooms in the hotel it was necessary to show a

The US teams, Coors and the Air Bears, looked the part throughout the meet, turning up in various team uniforms daily. If they had not won both events they would definitely have walked off with the prize for the best dressed, followed closely by the French.

Coors had brought a computer system with them which gave all the necessary information on all nine hundred of their training dives and provided an index to their videos. From this it was possible for them to see what was the quickest they had ever done a particular block or random and therefore a gauge as to how many they could score in any particular round. To this they would add one or two points for competition pressure which would give them a target to aim for. With ten clear rounds of ten points or over this seemed to work for them and is maybe a method for the future, given enough finances. The Air Bears, from Deland, using skin suits, as were Coors and a few other teams, were on excellent form also doing the ten clear rounds over ten points. The competitors video tent was always crowded on their run-ins and it was an education to watch them. They fell short by 2 pts of getting the same twelve point average as Coors but didn't seem particularly worried. The US teams were clearly the best in both events and justly took both golds.

The Soviet Union were one of the unknowns of the meet and the team that most of the world were waiting to see. Due to immense travel problems, they had to spend two days on trains from Moscow, they arrived only hours before the opening ceremony and were therefore still unseen by the West at the start of round one. It was something of a surprise to find that they were using French or American rigs and canopies and had few surprises with their equipment. They wore conventional average sized jumpsuits with frap hats, although some had a very odd clockwork Paralert type device which was switched on at the point of exit. They also used slides for training which looked like rucksack frames on wheels but which had apparently been specially built. They all had around three to four thousand style and accuracy jumps and had been picked three years ago to learn RW for the world meet in which time they had done around one thousand RW jumps and got to a fairly impressive standard. Interestingly they were not all military, their 'spokesman' said that the majority were civilians from such diverse jobs as coal mining and printing. All in all they turned out to be a very professional team who

put a creditable performance, suffering slightly from not having been judged internationally before and therefore getting a few busts for not showing separation. They are certainly a team to watch for in the future and if their standard is anything to go by there must be quite a few good RW workers in Russia.

The Australians produced a good 4-way who were well up with the leaders and a newly formed 8-way. The 8-way were having problems within the team and didn't perform anything like as well as they had hoped. They took the place of Prometheus who won their nationals but who, for a variety of reasons, did not represent the country. Problems apart, they had the basis of an 8-way which could produce good results in the future. The Aussie 4-way however was on good form producing double figures on all dives except round 6 when they were bust from ten. They were disappointed not to be in the medals but were very close and turned some of the cleanest dives of the meet.

After being out of the medals since 1979 at Chateauroux, the French came back with a vengeance. Both their 8 and 4-way were well trained and equipped and, with the Americans and Canadians, were the only serious contenders for the 8-way Gold. Their 4-way, Coca Cola, had a lot of experience and six hundred jumps together, second only to the Austrians with eight hundred, and if they stay together will be definite contenders for the Gold next time. Both teams occasionally seemed to ignore kitting up calls but were otherwise very professional and well deserved their 4-way Bronze and 8-way Silver.

The British teams consisted of Flashtrash - **Brian Mason, Neville Howarth, John Parker and Stevie Newton** in the 4-way and Blipverts - **Sarah Brearley, Rob Colpus, Sandy Spence, Pete Allum, Geoff Sanders, Brian Dyas, Kevin Hardwick and Tim Mace** in the 8-way. **Joyce Dyas** had unfortunately broken her leg in training and was therefore unable to jump.

We were amongst the lesser trained teams in both events but of similar experience to the top half of the field. Flashtrash were understandably disappointed by their performance, being lower than their nationals average. They lost eight points in busts on day two of the meet and only really recovered their form by the last three rounds, which was unfortunate for a team that had worked hard for two years to get there. Blipverts had never really got it together during the training camp, only putting a point and a half on their nationals average.

This combined with low scores on the official practice days heralded a bad meet. However something clicked on round 1 and they went on to do the best dives they ever had as a team.

Both teams were using TSE Chasers with Glidepath Furys and Firelites and Symbiosis suits; the 4-way with tube grips and the 8-way with kipper grips, which drew some interesting enquiries from a few teams and a test jump by some of the US squad.

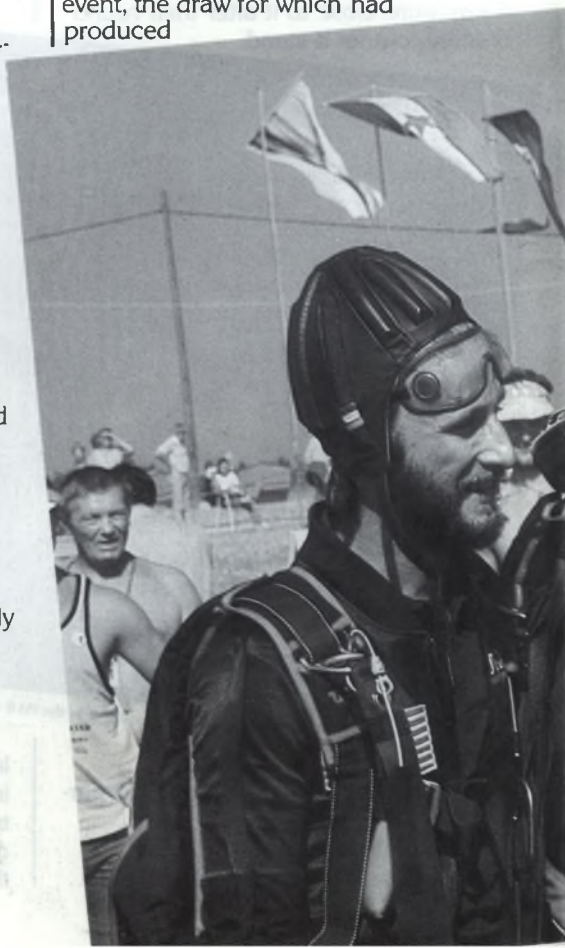
Czechoslovakia were a team new to 4-way who, their delegation head told me, hoped to learn from the rest of the world at this meet and be of a far higher standard at the next meet. They averaged just under 5 points which, considering that they were wearing fairly large suits and front and back systems, was a respectable score for jumpers with very few RW jumps.

Austria, never before seen near the top, fielded a very strong 4-way who were close to getting a Bronze, but for busts. Having been together three years with eight hundred jumps together they were the biggest surprise in the 4-way and look like being in the medals in future years.

West Germany, never particularly high in either event, did much better than before in the 4-way. However their 8-way, Phoenix, had suffered many problems during training and fared a lot worse than they had hoped.

8-Way

Eleven nations entered the 8-way event, the draw for which had produced



some excellent sequences (reproduced elsewhere in this article) with only round 7 looking like a possible non repeater. Most teams elected to make the rounds repeaters if possible, putting everyone back in the same slots for the second time through. Exits varied from standard launches, employed by Coors and Blipverts amongst others to launching the first piece. The Russians were adept at this, even launching the in out on round 4. They seemed to just fall off the tail gate with no appreciable forcefulness but everything went off clean.

Round 1, a 6 point dive with a lot of flow, produced a few good results. Coors turned a nice 12 just to show they meant business. France and Canada were close behind with 11 and 10 respectively, keeping the field open and with no-one less than 6 most teams were well pleased. Blipverts clean 7 had them smiling on landing, something which had not been evident for a few days.

Coors consolidated their lead on round 2, an interesting 5 pointer, with a 13. France and Canada held their places with a 10 each, while the Soviet Union turned a good 10 but were bust to 7 for not showing separation after the second point. Blipverts did another clean 7 (more smiles).

Round 3 really split the field with Coors doing a perfect 15 and France getting bust to 8 from 11 for an incomplete accordion on the third point. Finland and Denmark, the dark horses, put up 10 each. This didn't affect Coors much but put some

pressure on France and the Soviet Union.

Round 4, with a tricky first transition, slowed most countries down to single figures; only Coors got into double figures with an 11. None more so than Blipverts who dropped to 5 after a very slow start; glum looks all round on landing.

Rounds 5 and 6 produced few surprises, except for Canada who got bust in round 6 on their third point and the inter between 3 and 4. Coors were now 18 points ahead.

Round 7, which had promised to be a separator, lived up to it. A complicated round which proved almost impossible to make into a repeater produced scores which were well below average for most teams. Coors did their lowest of the meet, a 10, which was the only double figure score. Having seen Coors managing to make it repeat, Blipverts asked if they would show us how they did it. They very generously took us through the whole dirt dive and we decided to try it. We did another 7 but on the first point both times we got bust for an incomplete formation; only 2 scored, very glum looks all round, but thanks to Coors for showing us the dive.

Rounds 8 and 9 served to increase Coors' lead to 25 points with France holding a good second with two 10 pointers and Canada only 7 points behind them. The Soviet Union, Finland and Denmark were separated by 4 points. Blipverts had also been in the fourth

place battle but, with a bust to 5 points on round 9 for not showing separation after the fourth point, we were now 4 points behind our nearest rivals - Denmark.

And so into round 10. This was a perfect one to end the meet; a five point random which had produced cheers at the draw. Canada received another bust to 7 for not showing the first point, but otherwise the round was clean. Blipverts put up another 7 to finish smiling and most teams fared well. The video tent was packed out to watch Coors as they turned a beautifully clean 11 points, after which all the competitors formed a star of around three hundred on the ground for them to land in. It was clean that they had won and in perfect form with a 12 point average. The champagne flowed even before the results were official and with that the 8-way ended.

4-Way

This was a much closer event throughout than the 8-way. All twenty nations had entered producing a good field for the first round. Round 1, a 5 pointer with 3 random points to start, was well done by many teams with four in equal first with 12 points. Flashtrash did an uncharacteristic 8, while unknowns Switzerland, Italy and New Zealand turned clean 10 points each which kept the field open.

Round 2 had Finland and Russia putting up 11 along with the top seven in double figures. Flashtrash suffered their first bust at this point going down to 6 points from 11 with an unshown first and last two points. Air Bears put up another good one with a perfect 14. They were now leading but only by 1 point over Austria, only 7 points separating the top nine teams.

Round 3 proved to be a separator with only four teams in double points, one of them being Flashtrash, seeming to have recovered from round 2. Canada suffered a setback with a bust to 8 points from 11 for appearing to take grips between accordions before completing the turns after the first point. Rounds 4 and 5 produced some good clean 10 and 11 point scores at the top, while the rest of the field had appeared to settle to their normal form. Flashtrash, however, took their second bust of the day on round 4 for not showing the first point.

Showing the first point proved to be a problem for a lot of teams during the meet. Unless all the grips were there on launching, the slight flick of the slipstream put the teams at such an angle that the video could not see them during any grip change that was



The American "Coors" team jubilant on winning.



The Eight Way winners, the USA are followed out by their video man.





British Eight Way Team
in transition.



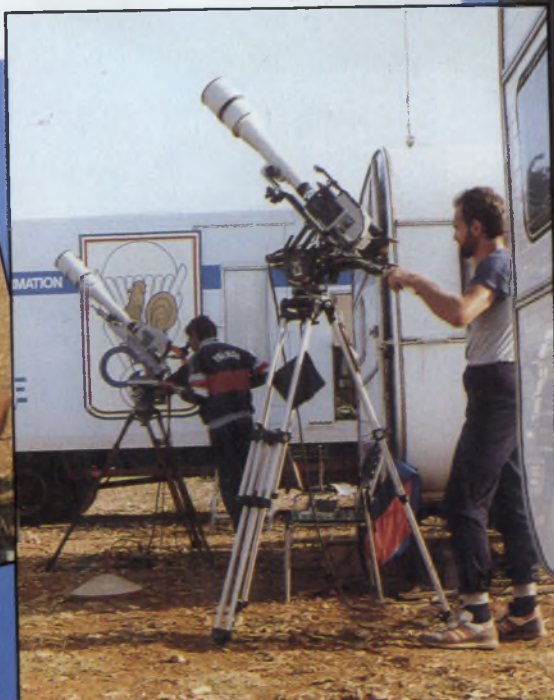
Neville, Brian, John and Steve
in a 4 way exit.



British Eight Way Team in action over Losinj.
Photograph Norman Kent.



1. Norwegian and Swedish 4 Way Teams.
2. Brian Dryas and Peter Allum relax on the way up whilst Sandy Spence goes through the jump.
3. Brian Mason being interviewed for Australian TV.
4. Brit Eight Way Team board the M18 jump ship.
5. Brit Eight Way in posy mood.
6. Video in action.
7. Russian competitors in pensive mood before emplaning.
8. 'Coors' the USA eight way team climb to altitude with Craig Fronk concentrating on the dive.
9. Chief Judge Jean Charles Portier.
10. Australian 4 Way Team gets a last minute dirt dive in.
11. Coors wait to emplane.



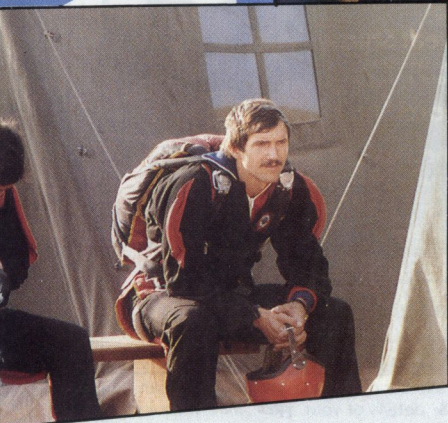
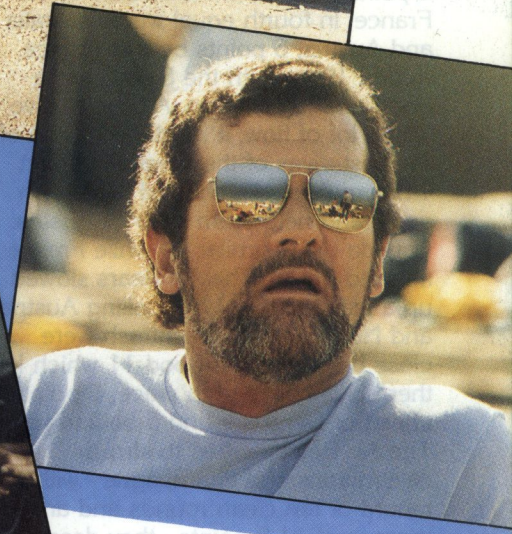
5

6

7

2

1



required. Thus it was necessary to hold any grip changed formation a little longer to allow the launch to flatten out. The top three teams learned this fairly quickly, but the middle of the field suffered quite a few first point busts before picking it up. The teams around the bottom were turning points slowly enough not to suffer this problem, which was a consolation for them.

On round 6 Australia dropped from second to fourth place with a first point bust and the same point again the second time around. They tried hard to pull back but although they retained their previous form they never recovered from this setback. This left Canada and France fighting for second with the Air Bears ahead by 12 points.

Round 7, a hard 6 pointer, had Canada putting up 12, the best of the round which shook Air Bears who did an 11, but they still had a convincing lead.

Rounds 8 and 9 showed Flashtrash recovering form with a good 10 and 11 and Austria doing a very nice 12 point round 9 to equal the US.

Into round 10 with Air Bears 8 points ahead of Canada who were only 2 points in front of Coca Cola of France. In fourth equal were Australia and Austria, 6 points behind France. Round 10, as with the 8-way, was a good one to finish on. A 5 point dive with a lot of flow, it produced some of the best dives of the meet. A perfect 14 from Australia showed their form again and held them clear of Austria. Canada did a similar 14 while France finished on 13. The Air Bears slowed up a little scoring 12 equalling Austria and New Zealand. Flashtrash were close behind with a good 11 which left them clearly in eighth place, 5 points ahead of Denmark and 5 behind Italy. The Air Bears landed to similar celebrations and champagne - with a record of ten clean rounds and an average of 11.8 points - they deserved it.

Also There

B.J. Worth, Jim Hooper and Roy Marker were amongst some of the large number of well known names and faces that showed up. In addition **Max Dereta** and **Norman Kent** took an active part in filming all aspects of the meet, Norman managing to fit a dive with Blipverts into his schedule. **Bill Booth** was there with his drogue fitted freetail tandem system. He did a lot of tandem jumps during the meet and there was interest in the system from all over the world. The US Delegation managed to get their waiter from the hotel on a tandem jump; there can't

be many people who did their first jump at a world meet. Bill also brought his 10,000 dollar mink, diamond and gold plate wonderhog which was as impressive as I imagined it. Because of the dust at the DZ it was not jumped, however quite a few people tried it on and that kept them satisfied.

The Closing Ceremony

With a day to spare before the prize giving the organisers had laid on a free boat trip round the islands. During the cruise the Air Bears hijacked the instruments of the band on board and played some excellent rock and roll which had the boat swaying, although the passengers were unsteady anyway because of the bar being open throughout the trip.

There were no jets for the prize giving on the Wednesday but it was no less impressive. Earlier in the meet the organisers had asked for ideas for demo loads during the closing ceremonies. With the amount of aircraft time being limited we ended up with three loads. Firstly a 20-way of Russians and Americans which went well and was probably most memorable because at least half the load opened low, one having to cut away low as well. There was a good CREW display by the Australians consisting of an eight stack; it should have been nine, breaking into various downplanes and corkscrews. The 75-way organised by **Tom Piras** of Air Bears was very close to completion and most agreed that it ended up as 64. It would probably have been complete if the planned exit height of fifteen thousand hadn't been dropped to thirteen during the climb for no apparent reason.

The prize giving took a similar form to the opening parade with all the delegations behind their name boards and facing the crowd. However when the winning teams went up to the rostrum they also had to face the crowd which gave the competitors an excellent view of their backs.

That night at the end of meet banquet there were further presentations; to the judges and video operators who, it was unanimously agreed, had worked hard to make the event as good as it was. **Tina** from Denmark was there and she got a special mention and presentation for her superb video work, as seen at the British Nationals.

The trainee judges were also remembered for once with a presentation medal each and the girls got presents for being girls. **Slalko Beric**, the meet director, who was

responsible for the meet being such a success, was given rousing applause and was persuaded to give a performance of his, now famous, excellent opera singing.

The party continued well into the night with the Air Bears doing another impromptu concert which had the whole assembly rocking. It was disputed as to whether Australia or Norway won the drinking race, but by that stage no-one really cared.

The next day with suntans, sore heads and memories of an excellent, no protests, complete world meet the delegations left the Hotel Verpera. The most commonly heard farewell comment, which was also written in the dust on the back of one of the coaches, by the Russians, was "See you in Canada".

TIM

THE BRITISH DELEGATION

Head of Delegation: **Lofty Thomas**

Judge: **John Laing**

Trainee Judge: **Sue Dixon**

4-Way Team: 'Flashtrash' - **Brian Mason, Neville Howarth, John Parker, Steve Newton.**

8-Way Team: 'Blipverts' - **Sarah Brearley, Rob Colpus, Brian Dyas, Joyce Dyas, Sandy Spence, Pete Allum, Geoff Sanders, Kevin Hardwick Tim Mace.**

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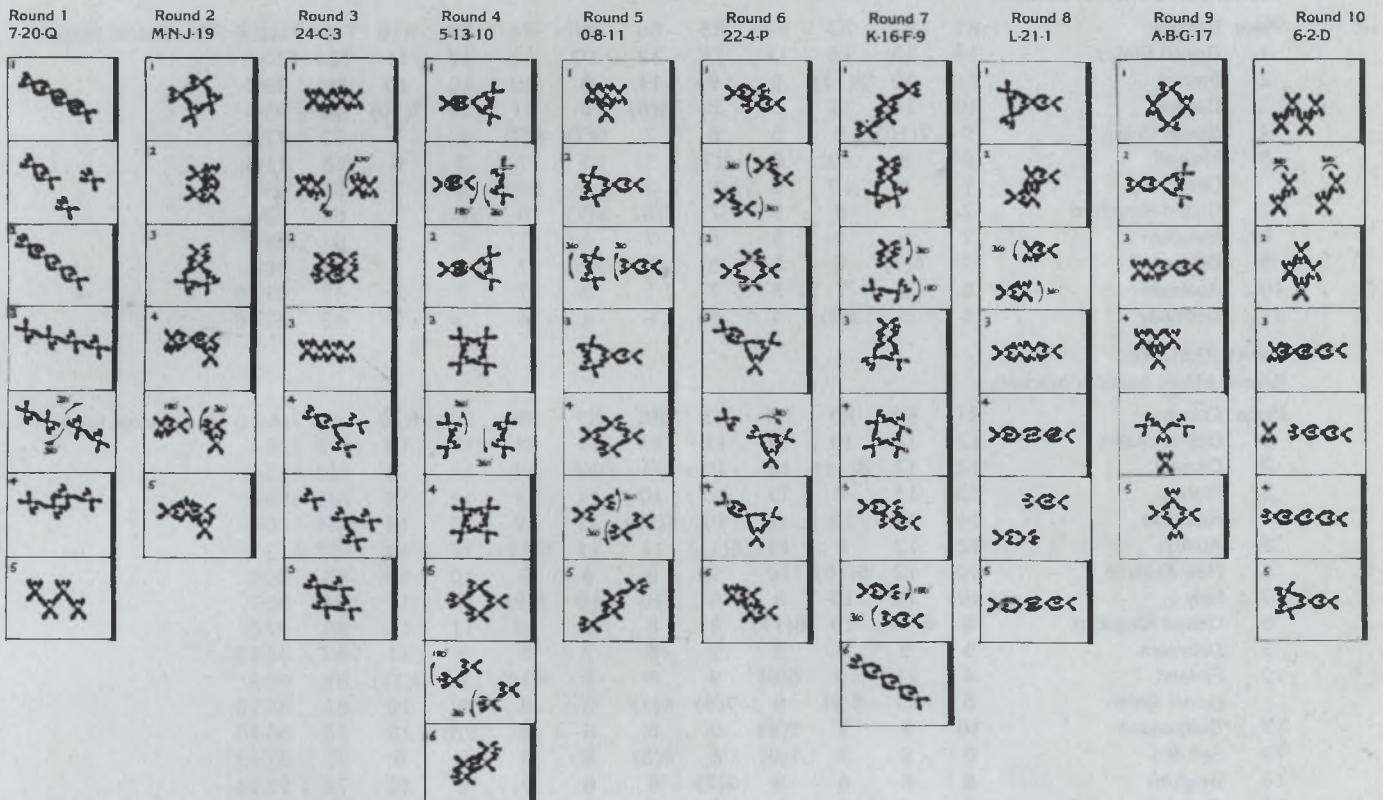
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THE 4-WAY DIVES

Formation names are omitted for clarity



8-WAY RESULTS

Scores before bests in brackets

Place	Country	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total	Total &	Place before busts
1	United States	12	13	15	11	11	12	10	13	12	11	120	120-1	
2	France	11	10	8(11)	9	9	11	8	10	10	10	96	99-2	
3	Canada	10	10	12	8	8	4(8)	8	11	10	7(10)	88	95-3	
4	Soviet Union	9	7(10)	8	8	8	7	6(7)	6(7)	6	7	72	77-4	
5	Finland	8	8	10	6	4(7)	7	5	7	7	6	68	71-6	
	Denmark	7	8	10	6	6	6	5	5(6)	8	7	68	69-7	
7	United Kingdom	7	7	8	5	7	8	2(7)	8	5(8)	7	64	72-5	
8	Sweden	7	6	8	5	6	7	4	7	6	5	61	61-8	
9	Belgium	7	4(7)	6	5	5	6	3(5)	7	3	7	53	58-9	
10	Australia	6	5	7	5	7	1	3	7	2	4	47	47-10	
11	Germany	6	5	3(7)	4	5	6	4	4	3	3	43	47-10	

4-WAY RESULTS

Scores before busts in brackets

Place	Country	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total	Total &	Place before busts
1	United States	12	14	13	11	11	11	11	11	12	12	118	118-1	
2	Canada	12	12	8(11)	11	10	11	12	11	11	14	112	115-2	
3	France	12	11	9	11	10	10	11	11	11	13	109	109-5	
4	Australia	11	12	10	11	10	4(10)	11	10	11	14	104	110-4	
5	Austria	12	13	8	11	6(11)	11	11	6(11)	12	12	102	112-3	
6	New Zealand	10	12	5(10)	10	9	9	9	9	10	12	95	100-6	
7	Italy	10	10	10	9	9	10	10	5(9)	10	11	94	98-7	
8	United Kingdom	8	6(11)	10	8(11)	8	8	9	10	11	11	89	97-8	
9	Denmark	9	9	6	9	9	8	7	7	9	11	84	84-12	
10	Finland	4	11	9	6(9)	9	9	9	7(10)	9	8(11)	81	90-9	
	Soviet Union	8	11	5(8)	9	7(8)	6(7)	8	8	9	10	81	86-10	
12	Switzerland	10	9	7	5(8)	9	8	8	9	3(8)	10	78	86-10	
13	Sweden	8	9	8	7(8)	8	5(8)	6	8	9	9	77	81-13	
14	Belgium	8	8	6	9	4(7)	8	6	7	8	10	74	77-14	
15	Germany	8	4	7	9	8	7	7	7	8	7(10)	72	75-15	
16	Norway	6	8	7	8	7	8	5(8)	7	8	5(8)	69	75-15	
17	Netherlands	6	8	6	7	6	7	7	7	7	6	67	67-17	
18	Spain	6	2(4)	5	5	5	6	5	5	7	6	52	54-18	
19	Czechoslovakia	3	4	4	5	5	5	5	5	5	6	47	47-19	
20	Yugoslavia	3	5	2	4	5	5	5	4	4	6	43	43-20	

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Capital City Parachuting Centre located at Biggin Hill International Airport just south east of London, has several vacancies for suitably qualified or budding BPA Instructors for the whole of 1986. The centre is a high profile one, open 7 days a week catering extensively for the training of Student Parachutists between category 1 to 8 and a lot of your time will be taken up in instructing and despatching from the centre's BN Islander.

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LINCOLN PARACHUTE CENTRE

The week of 8th to 12th July, it was decided to hold an informal RW Seminar at Sturgate. The course was led by **Chris Donaldson** who set out the objectives of the week:-

- 1) To develop and enhance the basic RW skills of those present.
- 2) As everybody was on holiday - to make sure we enjoyed ourselves.

The techniques employed throughout the week were those of a no-contact RW from free-flying exits plus instilling in the course a systematic approach to each skydive; brief, dirt dive, dive, debrief, and then pack!

The inevitable periods of bad weather were filled by lectures on; planning sequential dives, Ram-Air accuracy and learning to "yahoo" under canopy.

Everybody was well fed with a daily barbeque. A special mention must go to **Vicki** whose salads were something else. She was ably assisted by **Chris Ellis** who managed to get some jumps in between making the coleslaw.

During the week **Trish Jones** took a hard landing and suffered a dislocated elbow, but she's 'bounced back' and is now jumping again - well done Trish!

Highlights of the seminar were **Tony Kay** achieving his Cat X, and **P.J. Millward's** 1-way from 10 Grand when the rest of the lift refused to follow him out - the look on his face said it all. The lifts to altitude also enabled **John Appleby** to get Cat VIII which earned him a yard of ale. All in all some 124 jumps were made and the jump stories were washed down with copious pints of beer supplied by **Sue** and **Norman** at the 'Rose and Crown'.

Thanks to **Chris Donaldson** and **Dave Tylcoat** for the time and effort they put into the Seminar. A special thanks to **Dave Badyk** who devoted his time and his Jump Bill to permit others to learn and progress. As a mark of gratitude the course rewarded Chris and the two Daves with engraved tankards. Thanks Lincoln - lets do it again next year!

The Course:-

Howard Frost	Tim Makin
P.J. Millward	Guy Harrison
Tony Kay	Trish Jones
John Appleby	Chris Ellis
	Falcon Walker

On the weekend of 15th/16th June,

the annual Collegiate Competition was held at Sturgate. Scoring was on the 'hit-and-run' basis over 3 rounds, with the plaque going to the team with the lowest total, and various other prizes for teams and individuals. The results were as follows:-

Team Positions

1. Sheffield Poly (6.19) (mins. secs.)
2. Leeds University 6.43
3. York University II 7.15
4. Bradford University I 7.55
5. York University I 13.53
6. Leeds Polytechnic 15.10
7. Bradford University II 16.3
8. Hull University 16.26

Individual Positions

1. **Simon Lancaster** (Leeds Univ) 41.0
2. **Dave Lawton** (Brad Univ) 42.0
3. **Tim Makin** (Brad Univ) 54.2
4. **Mike Bradbury** (York Univ) 1 min 12.5
5. **Jeff Garner** (York Univ) 1 min 14.4



Ladies

1. **Andrea Samuels** (Brad Univ)
2 mins 23.2 secs
2. **Barbara Jackson** (Hull Univ)
4 mins 22.4 secs

Bradford University I



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GET OFF TO A GOOD START

I have been involved in sport parachuting for a period in excess of 16 years. During that time I have seen equipment alter radically and now there is a very wide and often confusing variety of canopies and harness/container systems for the jumper to choose from.

For the most part choice and variety is of course all to the good. However, and unfortunately in some cases, jumpers' knowledge has not always kept pace with the changes and wider choices available, and decisions are often made on the basis of fashion rather than safety and sound functional ability. I often find that even very experienced jumpers do not fully understand the equipment they are using and consequently fail to recognise poorly designed equipment or, the point at which their kit is becoming faulty and requires the attention of a knowledgeable rigger.

One of the most misunderstood pieces of equipment in use today is the hand deployed pilot chute. During the past two or three years, I have personally witnessed several near fatal incidents which were undoubtedly initiated by a badly designed or worn out pilot chute.

In order to understand a hand deployed pilot chute, it is first necessary to know a little about how it is manufactured. Basically, it is made of two pieces of circular material roughly 36" in diameter. The top piece, or cap, is made of solid material and the underneath piece, or skirt, is made of netting. These two pieces are sewn together at the outer edge and reinforced at the critical points with binding tape. In addition to this, the centre of the cap is attached to the net base by means of a centre line which serves the function of partly inverting the apex which assists the cap to spread and inflate. This produces an efficient area of high pressure within the cap and consequently in a high drag factor which is definitely desirable in a hand deploy pilot chute. The bridle line is an extension of the centre line and the deployment handle is fixed to the top of the cap if the system is a throwaway, or to the base of the pilot chute if the system is a pullout.

The above all sound simple, but in fact there are several ways in which a pilot chute can be badly made and a number of ways in which it can deteriorate.

Firstly, the length of the centre line is critical and if it is either too long or too short, inefficient drag capabilities will result. The standard length for a centre line is such that the attachment point at the apex is level with the peripheral hem of the pilot chute cap. No doubt this is due to the information given in **Dan Poynter's** excellent Parachute Manual. However, I have used many types of hand deployed pilot chutes over the years and I can say without a shadow of a doubt that the one I am using at present is by far the most efficient I have ever used. It's centre line attachment point is approximately 3 inches above the hem of the pilot chute cap and it has the highest drag capability of any pilot chute I have yet come across. If you want to check the length of the centre line on your pilot chute, hold it upside down and see where the attachment point is in relation to the hem. If at any

point, the hem falls beyond the attachment point, your pilot chute will not be 100% efficient.

The next thing to consider is the material that the pilot chute cap is made from. Ideally, the cap should be manufactured from a robust non-porous material. For example, C9 (1.1 ounce ripstop) is still commonly found on pilot chutes and yet it has a high porosity rating and consequently a low drag capability. Some of the relatively new canopy materials are virtually non-porous when new, but their nature changes as they get older and they become more porous and therefore less efficient relatively quickly. The pilot chute I use has a cap made of extremely robust material. It is non-porous and very resistant to deterioration. Consequently it has tremendous drap capability and will maintain that capability much longer than pilot chutes made of a less durable material.

The netting that the skirt is made from will have a great effect both upon the ability of the pilot chute to inflate readily and its ability to withstand deterioration. The net section has a very important role to play. It not only allows air in to inflate the cap, it also assists the cap to retain its shape while inflated. If the netting is of poor quality, for example, a very soft close weave material, two things are likely to happen. Firstly, the netting will soon stretch, particularly where there is no reinforcement tape (radial seam). The hem of the pilot chute will then pull up

past the centre line attachment point and result in undue loss of air pressure and low drag properties. Secondly, as the net gets older, the material will "fluff up" resulting in partial closure of the holes in the close weave structure. This will hinder effective inflation of the cap. In order to check for stretching and distortion, hang the pilot chute upside down, take the base in your hand and run your hand down towards the cap. The hem should be basically level all the way round. If some sections (usually between the radial seams) are much lower than others and particularly if any part falls below the level of the centre line attachment point, your pilot chute will not be working at peak efficiency. Ideally, netting should be a good quality military specification type which is hard wearing, resistant to stretching and becoming 'fluffy' and has relatively large holes. My own pilot chute utilises the type of netting used on the GQ aero conical canopy and this definitely does the job.

If after carrying out all the checks I have described, you are still not sure whether your pilot chute is all it might be, you could try a little test which, while not being exactly scientific, is still quite effective. Borrow a pilot chute you know to be good quality and combining all the features I have described. Have someone drive you along a quiet straight stretch of road. Deploy each pilot chute in turn out of the passenger window and compare the amount of drag at exactly the

Fig. 1 Standard Design of Pilot Chute

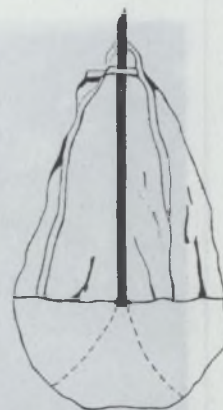


Fig. 3 Design writer feels is less than 100% effective.



Fig. 2 Design writer has found to be most effective.

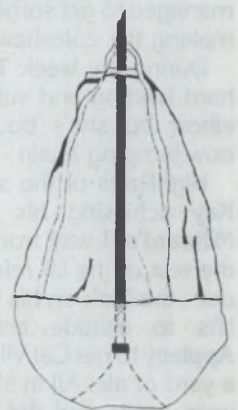


Fig. 4 Pilot Chute past its best - hem distorted.



same speeds. Initial deployment should take place at about 20 mph slowly building up to about 30-40 mph. DO NOT deploy a pilot chute straight out of the window at high speed. A good pilot chute will produce lots of drag and will fly in a stable manner. The hem will look level all round. A poor pilot chute will produce noticeably less drag, may be unstable (bouncing around) and the hem may assume a 'lobed' shape. If this is the case, you should seriously consider purchasing a new one.

Pilot Chute Deployment

Even if you have a good quality pilot chute, if you pack it incorrectly or deploy it badly, it may fail to do its job. With regard to throwaway pilot chutes, if you change to a different make, ensure that the pilot chute bulk is compatible with the pocket into which it is stowed and that it fills the pocket snugly but not tightly enough to cause any extraction problems. A pull out pilot chute should be S-folded into the right hand side of the pack, on top of the bag towards the bottom right hand corner. Do not place your pilot chute all the way across the bag to the left hand side. In the case of racer style containers you can cause yourself a real problem if you tuck your pilot chute under the top flap, particularly when the velcro is new. A good general rule is to stow it nearer the bottom of the container.

The whole idea of a hand deploy system is to place the pilot chute into clean air rather than into the burble immediately above your body. Therefore, it is important to release the pilot chute with your arm at full stretch and as far away from your body as possible. This means that your arm should be at right angles to your body at the point of release. If you bring your arm forwards of your body or too far up towards your head, you will not be giving your pilot chute its best shot. Some jumpers are in the habit of looking at their pilot chute in their

hand and continuing to look sideways at it as it goes up. This practice can lead to problems. If you look up to your right to watch the pilot chute, you may drop your left side which will place the pilot chute nearer to your body's burble then it would have been if you maintained a flat position. This can encourage pilot chute collapse/hesitation and negates the main purpose of the hand deploy system. In addition to this, if your shoulders are not parallel to the ground as your canopy deploys, you are helping create the conditions for a malfunction. In my opinion, the best system is to release the pilot chute at arms' length, keep flat for about 2 seconds and then look straight up above your head for the deploying canopy. You will put yourself in a slightly head high attitude and your shoulders will remain parallel to the ground.

Conclusion

A short while ago, a very experienced jumper visited my drop zone. He was warned that his pilot chute was past its best and was likely to cause him a problem. He rejected this advice and a couple of days later came very close to losing his life when he suffered a main/reserve entanglement, following the failure of his pilot chute to work properly. He has now fitted the same type of pilot chute I use. It was in fact this particular incident which prompted me to write this article.

Don't wait for this sort of thing to happen to you. A pilot chute in tow is one of the most dangerous situations you are likely to encounter. There is no perfect solution once it happens. The only perfect solution is to prevent it occurring in the first place.

Anyone who would like further advice on this or related matters can contact me on the number given in Sport Parachutist under Scottish Parachute Club.

ROB NOBLE-NESBITT, D881
CCI Scottish Parachute Club



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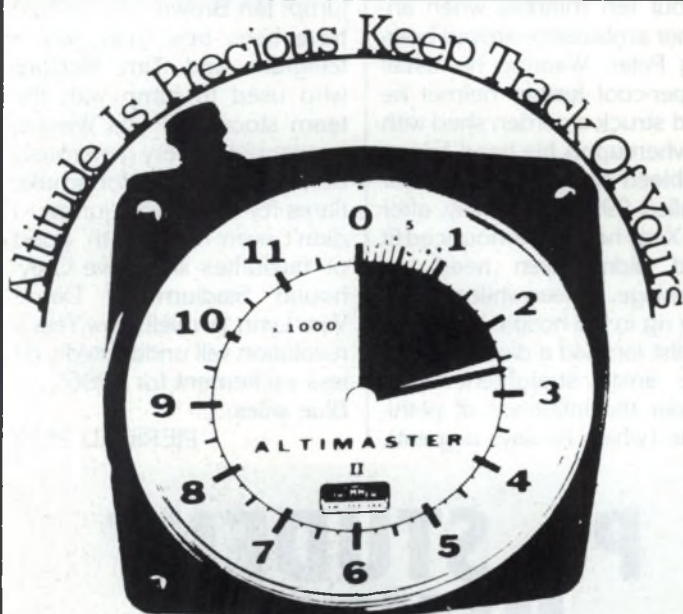
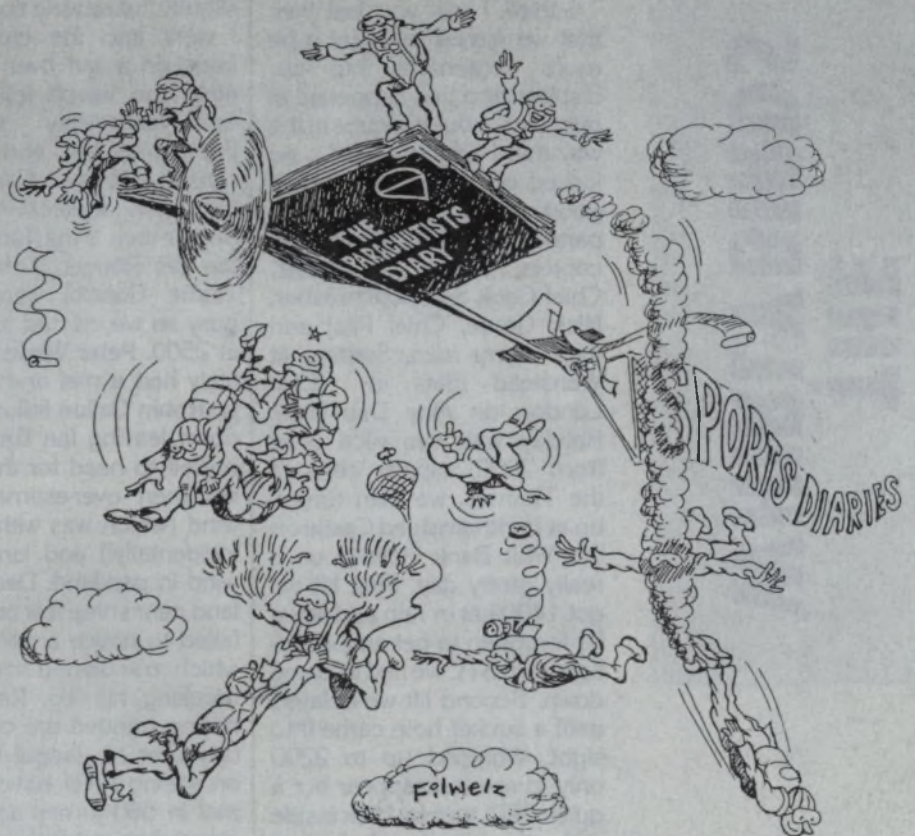
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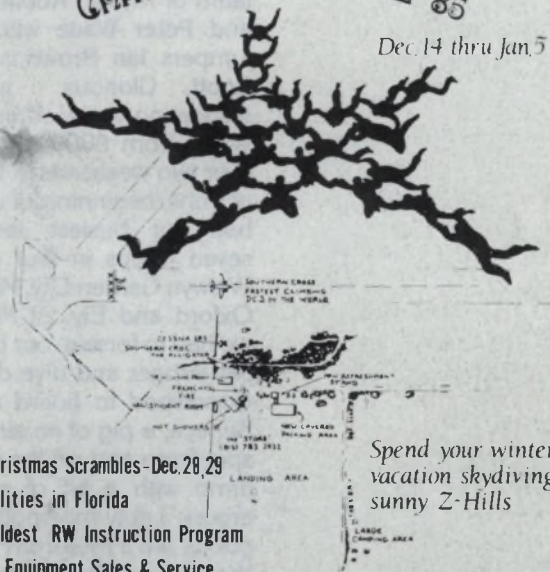
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THE WHIRLYBIRDS

Dear Martin,

I think I told you last year that we aimed to inject a bit more excitement into our displays and that happened in due course but not quite in the way that I had intended.... we kicked off the season with a good series of jumps all in partnership with Cabair Helicopters, **Rufus de Foster**, Chief Cook and Bottleswasher, **Nick Grose**, Chief Pilot and their merry men. Starting at Wanstead Flats in East London on May Day Bank Holiday with two nice ones from 7000, superb views of the Thames, we then turned up at Berkhamstead Castle on the Whit Bank Holiday on a really grotty day. First lift we got 1400feet in rain and since I'd forgotten to get an exemption from STC we had to come down. Second lift we delayed until a sucker hole came into sight. Whipped up to 2200 only to see it disappear but a quick 360° turn by Nick inside a cloud put us in a hole over the spot and out we hopped. Once again without the chopper we could never have done it. Next followed three jumps on to Southsea Common for a big military vehicle show - these guys even preserve tanks - I reckon they're just looking for some live ammo to pop off! Regular team of myself, **Robin Gallon** and **Peter Wade** with guest jumpers **Ian Brown** and **Sid Scott**. Glorious weather, staggering views of the Isle of Wight from 6000 feet. Then, over two weekends at the end of June/beginning of July we had our busiest session - seven jumps in four days at Welwyn Garden City, Midhurst, Oxford and Ely. At Midhurst we had to forsake our beloved Jet Ranger and dive down to Goodwood to board a P101 Seneca, a pig of an aircraft to spot from and on the second jump with a bit of a cloud around I duly mis-spotted and put us out a mile from the DZ. We all landed safely in a field but I don't think we'll be asked back. That was the start of a series of jinxes which after seven years of virtually incident-free displays had me wondering what was going wrong. Eventually I put it down to statistical probabilities catching up with us! The

following weekend at Ely, in slightly flukey wind conditions, I went into the crowd and knocked a girl over - fortunately she wasn't injured. All went reasonably smoothly then until the end of the season at Welwyn Garden City for their aquafest in mid-September. First jump from the Jet Ranger, London Air Traffic Control were rather busy so we elected to get out at 2500. **Peter Wade** immediately had a mal and cutaway so **Robin Gallon** followed him down leaving **Ian Brown** and myself to head for the arena. Ian then over-estimated the wind (which was within limits incidentally!) and landed upwind in parkland. Deciding to land near some low bushes he failed to notice a park bench which rose up and smote him, breaking his leg. **Rita Wade** having handed the commentary over to **Jacqui Whitcutt** on seeing Peter have his first mal in 500 jumps and being somewhat overcome with emotion then waited for news of Peter at the DZ, whilst I bundled by rig into the car and followed Ian's ambulance to the Hospital. I'd been there about ten minutes when another ambulance arrived bearing Peter. Wearing his usual super-cool leather helmet he had struck a garden shed with it whereupon his head began to bleed and the householder dialled 999. Fortunately, after an X-ray he was pronounced fit and didn't even need a bandage. I, meanwhile packed my rig in the hospital grounds whilst Ian had a dislocation of the ankle straightened out under the influence of pethidine (which he says is great),

was then re-X rayed, diagnosed as having only a simple fracture of the tibia remaining and able to travel home in a temporary plaster. Rita and Jacqui having in the meantime had a police report that two jumpers had gone in, arrived looking very worried and were able to leave less so (A Fleet Street newsagency picked up the Police radio messages and telephoned Jan at home in Petersfield to ask for her comments on the same report, causing some temporary consternations in the Ritchie household, but that's another story). The crowd was therefore somewhat agog when the helicopter landed in the arena to pick up the survivors, Robin and I for the second jump, but we were able to disappoint them I am happy to say, by hitting the target and not even falling over. So there we are, a series of incidents, part of the normal risks we run but let's hope we've had our share. The season ended on an ultimately happy note, when Robin and Jacqui got married on 5th October - I couldn't understand why we weren't asked to jump! **Ian Brown**, who should have been best man, sent a telegram and **Tim McCord** who used to jump with the team stood in. Pains Wessex sponsored us very generously during the season for smoke flares for our charity jumps - I didn't even mention th' good ol' favourites like Hove Greyhound Stadium for Dame Vera Lynn. Ah well! New Year's resolution will undoubtedly be less excitement for 1986!

Blue skies,

PIERRE D 2552

P6 STUDENT MEMBERS

With the introduction of the new P6 system it is of great importance that all students are given some form of document which states that they have completed their course and first jump. i.e. BPA Record Card and/or whatever document you give them on completion of their course. These must contain their BPA Membership number.

The above is in response to a suggestion from one of the Clubs who have had students arrive from elsewhere but with no BPA number.

CHARLES W. PORT
Secretary General

HOT SHOE



Simon Ward captures an Arab competitor at the RAPA meet. Note the mod to the heel of the striking foot!

CESSNA TO CYPRUS

It is a long time since the pioneering flights crossed the major oceans without the benefit of a decent weather forecast, not to mention the frailty and discomfort of the machines. Nowadays many aeroplanes are routinely ferried with comparative disregard for the dangers, and given a modern aircraft with a full set of airways navigation aids, with the fairly accurate predictions of the worldwide meteorological service, such flights are indeed quite normal. Nevertheless the prospect of a 2200 mile journey mostly over water in a single engined aircraft presented a challenge even to an experienced pilot who had previously flown the route, albeit in a larger multi-engined type. Such a challenge came our way when we were tasked with flying our Cessna 206 GAZRZ to assist our colleagues out in Cyprus. Their locally hired aircraft had been condemned as unfit for human consumption and they were doing even less jumping than we were with our indifferent Netheravon weather. Such a waste of blue skies was considered unacceptable hence this tale:

The journey began some time before with the assembly and marking of maps. Naturally the route crossed over an unreasonable number of chart margins adding to the workload. The intention was to fly airways to extract the maximum from the fuel capacity, enjoy greater range from the radios both for comms and navigation, hopefully miss all the weather and perhaps most important increase the options in the event of an emergency. The latter became of less significance as the date of the venture moved on through the spring towards summer, but the prospect of a long over-water flight in a single engined aircraft does concentrate the mind wonderfully even if there aren't many sharks, (in the water at least), and most of that water is 26 degrees centigrade!

With a few days to go the latest issues of charts were published and checked for last minute changes that might affect us. We also drew 1:500.000 topographical coverage in case of unplanned

low-level navigation; and 1:1.000.000 as a back up to the primary IFR charts.

Our aircraft has long-range tanks with a total capacity of 80 US Gallons giving a theoretical still-air no reserve range of over 900 miles. We did look into the possibility of doing the journey in four hops. However, the shortage of suitable diversions with AVGAS on the menu made it undesirable even with the expected tailwinds. Besides we had no experience of operating the aircraft in sustained cruise at altitude, and the slight advantage to be gained would have been offset by the need for a couple of hours' proving flight prior to the ferry trip.

The plan was to fly in five sectors, average 450 miles; break the back of the journey with one long day to Corfu, take the next day off and fly the home straight with an early start on day three.

The first change in plan came when a double unserviceability of the helicopter support for a night jump programme necessitated the use of the Turbo-Porter with guess who at the controls? The following morning's departure was put back an hour.

The day dawned bright and dry but a sheet of stratocumulus covered the sky as we took off in front of a large audience who were undecided whether to shed a tear for the loss of RZ after all the years or jump for joy at the loss of the noisy machine without an in-flight door!

20 minutes later we were paying the quite extortionate sum of 20 pounds for the privilege of landing at Southampton to clear customs, (small wonder so few people can afford to aviate in this country). All was well, though, and we soon found ourselves bursting through into the sunny world of the instrument pilot and setting course for the southbound airway.

We soon levelled off at 11000 feet which was to be the standard for the flight, and with the sun beaming in through the unaccustomed luxury of the doors, settled down to the simple task of monitoring our progress from beacon to beacon.

Any fears that the engine

instruments were to prove an embarrassment were soon dispelled as the Continental sang sweetly, blissfully unaware that for a change it was far beyond gliding range of land. In fact the only gauges that did their job without any undue encouragement or interpretation were the big ones on the flying panel but even they were largely superfluous in the smooth blue sky.

This first long leg down into central France to Clermont Ferrand was the acid test of the fuel consumption: the contents could not be properly checked in flight and our planning included a rather longer sector which assumed that we would get quite close to the manual's quotation. In fairness to Messrs Cessna the gauges did work in the simple sense that when full they registered something, and subsequently erratically downwards towards nothing, but we resorted to the simplest, most reliable method of extracting the most out of a tank and waited for the sudden silence!

The last time I flew an aeroplane on which this was standard practice for long-range missions we were blessed with a low fuel pressure warning light mounted on top of the panel. No such luck with the 206, but as the warning lamp could be relied on to be bathed in blinding sunlight at the moment critique, and the first hint of a few moments' fast and furious handwork was a cough in the otherwise electric engine the deficiency was no problem. In fact the fuel flowmeter provided a useful back-up to the audio-attention-getter, and when the tank eventually ran-out we had no trouble identifying it in advance and with only a couple of RPM fluctuations the engine hardly missed a beat. Interestingly this showed that the aircraft could fly on fumes for an hour and a half from registering empty, and gave me the confidence I would need later to effect the tank changeover, over water if necessary.

We soon landed at Clermont where the fees were a welcome and substantial reduction from Southampton's, and for what we rated as an equivalent service. The coffee

was rather better in keeping with our increasing range from England, indeed the only niggle was the two dizzy mademoiselles manning the so-called information desk who smiled sweetly whilst letting us pass down what they must have known was a sealed passageway to the apron.

The next leg was the only one on which we expected any weather problems. We had been warned of isolated cumulo-nimbus and various layers of cloud at about our level as the remains of a cold front came to grief against the Alps in south-east France. Sure enough an hour into the flight the menacing towers appeared on the hitherto cloudless horizon but with 50 or so miles to go it looked as though a forthcoming heading change was going to do the trick for us. I did toy with the idea of requesting a change of route which would have avoided this weather completely without adding too many miles to our flight, but of course we were already having to negotiate with the airway

controller at Marseilles through various cooperative relay stations, and it didn't look that bad ahead so we continued as per flight plan.

In fact we were able to fly along the airway track quite happily; there was the odd turbulent patch and several lengthy periods where we couldn't see the ground, but no time when we couldn't see that the way ahead was relatively clear and certainly didn't contain a big black Cessna-eater.

The cloud also gave us a taste of the navigation exercises ahead, as for the first time since leaving Netheravon we had to survive without visual cues and DME! Yorky was both pleased to get the practice at instrument flying and unhappy about the extra workload which Lady Luck had put his way on this sector.

As we passed over Nice and Monaco and set course for Corsica we left the last of the cloud behind us and set off on the second-longest overwater leg with an hour out of sight of land. Nevertheless it was not

much further than the Channel, which we had already crossed between Chichester and Le Havre and which at some 80 miles had already conditioned us to control our irrational taps of fuel and engine gauges.

Reaching the Mediterranean was a psychological boost even though we still had two thirds of the journey to come and it made a pleasant change to be flying inside an azure ping-pong ball with blue wherever one looked.

Corsica appeared out of the haze and we overflew the barren northern tip of the island before turning south for our approach into Bastia. There followed the first of several drawn-out step descents as the approach controller used DME range calls to establish separation for opposing traffic.

We eventually passed the offending northbound departing aircraft and had so much height in hand that we started a long, lazy descending turn from overhead and soon landed on the massive runway and taxied in to the AVGAS

pump in the warm evening sunshine.

By this time it was just after seven o'clock and with disregard for the published operating hours the refuellers were heavily involved in winding down after a long hot day during which they had probably attended to half a dozen aircraft. Fortunately they were not quite past the point of no return and the sight of Yorky's large cash float was just sufficient motivation.

Meanwhile the onward met was checked and with the anticipated cloudless conditions confirmed, we headed for the coffee bar to prepare ourselves for the long flight to Corfu. We had filed the plan for this at Netheravon before take-off in the hope that things would be going sufficiently well at this stage to allow us to overfly the Neopolitan bureaucracy with enormous savings in time and energy. We both felt well up to the task and set-off back to the aeroplane as the sun was setting over the mountains to the west.

Things really had been

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going too well, and fate intervened in the shape of some person who had removed the keys from the ignition switch. Whilst cursing the manufacturer for building it that way in the first place, (why is it that these bug-smashers have to have an automobile system?), and ourselves for assuming that airports were the sort of places one could leave short-stay aircraft unsecured, we speculated wildly on the reasons for this act and the famous corsican bandits suddenly acquired a new and startling relevance!

Besides the James Bond scenario there was also the mechanical fact that the aircraft was U/S for an unforeseen and, in the short term at least, quite unrepairable defect! A check with the airport authority and the police drew a blank, which added to our suspicion as the aircraft had been parked next to an Air France freighter which was even now being prepared for the mail run to the mainland under the watchful gaze of a disinterested, very large, very black gendarme. As we mentally

prepared ourselves for an unscheduled night-stop and a difficult day trying to get a new key cut, or more likely a new barrel fitted, we decided to strip the aircraft to eliminate all the possible hiding places thereon regardless of how fantastic some may have been. Our luck had not completely deserted us and the key was soon found lurking inside an overnight bag in the back. By now we had lost a valuable hour, it was almost dark, and any recriminations or idle thoughts about how the key came to be where it was were abandoned in the urgent task of getting to our destination without further ado.

We were soon airborne on a heading for Elba, and happily also away from the atmospherics and attendant poor communications which seem unique to France, and found ourselves in the comparatively ordered and efficient Italian airway system which is in sharp and pleasant contrast to most other activities there.

At this time of year night takes a long time to really set in especially at 11000', but

when it did we were treated to some excellent star-gazing as we cruised down off the coast towards the Bay of Naples. The stretch from Ischia past Sorrento was a magical journey unsurpassed in 1000 hours of night flying, with the myriad lights below on a beautiful midsummer evening being an apparent reflection of the stars above. The sector frequency was particularly quiet and we were able to turn the panel lighting right down as well leaving only the reassuring drone of the Continental which hardly disturbed the peace.

Then on inland ever eastward into a relative desert with very few lights indicating civilisation, but this was now past the mid-point of the 550 mile leg so the fuel management and navigation kept us busy. The port fuel tank obliged us by running on for 20' after our watches predicted exhaustion, so we had plenty in hand when we overflew Brindisi and set off for Kerkyra. Volmet was promising no problems on the last part of the flight but as we were then overflying our diversion, and despite the fact that we had ample fuel to fly the round trip would have been foolish to continue unless everything seemed perfect.

Perfect it was, and on a diet of fruit juice and chews we soon saw the lights of Corfu and were able to make a visual approach from a cruise descent. The final approach to the long runway surrounded on three sides by water was quite disorientating to Yorky who had not seen the field before and who later confessed to being convinced that we were going to get wet! It was no 0100 local time so we quickly parked up and with the efficient assistance of the airport authority were soon found accommodation not far away.

It was of interest that although the onward transmission of our flightplans from Netheravon had been a credit to modern communications, my two related signals were not. We were not booked into a hotel in advance as requested, and to this day I do not know whether or not Brindisi have any petrol as contrary to their published facilities they have in the past

been known to have none. Fortunately we were not forced to go back and find out, but AVGAS availability starts to become a problem quite close to home and in supposed civilisation.

Even at this rather late hour there would no doubt have been some life and at least a beer in the main square, but this was a mile or so away and after such a long day we were really past caring so adopted the horizontal plane.

Our overdue and well-deserved slumber came to an abrupt end at a much too early hour when we were rudely awakened by a cropsprayer and we found out the hard way just how convenient our hotel was for the airport. I never thought the day would come when I would curse the whine of a big Pratt & Whitney radial but this was it, and while the cropsprayers revelled in the calm air of dawn we prayed in vain for a hurricane so that we could get the other half of our sleep ration. Eventually things quietened down enough for us to get some zzz's, rising late in the morning for a shower just in time to beat the landlord who was clock-watching with a view to booting us out at midday.

This was our programmed rest day, but the combination of the indifferent location and facilities of the hotel, and the fact that we had to go to the airport some time during the day to service the aeroplane made our minds up for us and we elected to fly on to Rhodes that afternoon. This would also have the added advantage of obviating our Oh-no-double-O reveille the following morning as the take-off time was worked back from a requirement to arrive in Cyprus around midday at the latest.

The flight from Kerkyra to Rhodes was remarkable for the fact that Yorky found some more cloud to fly through over the mountains south of Athens! This was in complete contrast of my share of the instrument flying which amounted to a couple of minutes total whilst we climbed through the thin layer of stratocumulus on departure from England. However as the temperature at 11000' was still plus seven degrees centi-

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grade this caused no real problem apart from the fact that the Nikolas NDB was on holiday and for a while we had no reliable nav-aid as all the electric ones were at the extreme of their range if they were working at all, and the white fluffy stuff made the chart temporarily useless. Radio communications were getting worse by the mile and we eventually resorted to turning the test button on, which added sensitivity at the expense of the permanent buzzing of the test circuit, but with the volume turned down it was a bearable method of maintaining two-way.

The Aegean was by now building up white caps with the thermal activity down below, but we sailed on in air-conditioned luxury in shirt-sleeves with the heater off in the cool untroubled air two miles high. The visibility was sadly poor with dust haze but we had quite good vertical views of the small islands we overflew, so we were denied the full tourist impression but that is more properly the province of the sailor. We did have a birds-eye view of the sunken crater of Santorini for which we had the optimum vantage point being neither too high nor too low. This is believed to be the legendary Atlantis but was certainly one of the biggest explosions in history, happily now just a tourist attraction.

Rhodes came into view at the same time as the south-western tip of Turkey, and adjacent Kos. The latter was of interest because it was our nominated diversion despite lack of AVGAS. Fortunately we were not required to divert and spend half a day ferrying fuel across the water; a luxury item in our planning that made our airway flight possible but really only practical for a destination like Rodos where the weather is hardly ever a problem.

We duly landed on the enormous runway, refuelled and were surprised that payment in cash was unacceptable for duty-free uplifts. Short of carrying every credit card on the market there seems to be no fixed system for these comparatively large purchases, and the only advice I can give is carry a wad of travellers

cheques, preferably some in US Dollars and some in Sterling. This will enable you to take advantage of minor local differences in the exchange rate as well as virtually guarantee that at least in the civilised mediterranean you'll find someone who will agree a mutually acceptable exchange rate in one or other major currency.

Our hotel was quickly organised by the airport authority and we were soon defying death in the high speed taxi ride 10 miles along the coast to the old town of Rhodes. The room was inexpensive, and convenient for the port and tourist facilities.

We enjoyed a very pleasant evening with our first taste of Greek food being our first proper meal of the trip, and we retired at what we thought was a quite reasonable 11.00 p.m. with thoughts of the final leg to Cyprus and a good rest before. Unfortunately we then discovered that Rhodes really gets going at midnight as the locals get home from their evening's duties and the mass drivepast of every poorly silenced moped in the town at Max RPM put paid to any chance of sleep for the first hour or so. Once they had run out of fuel or energy, or both, it was the turn of the late-night revellers to wend their noisy way home past our necessarily open window. Eventually the town settled down and so did we, but it was not a great night's rest though, fortunately with only so small a part of the journey ahead of us and no problems foreseeable this was not the end of the world. The two consecutive disturbed nights prior to aircrew duty were, however, a reminder of how demanding long-range flights can be for that reason alone.

Our final problem came when our flightplan was rejected by Nicosia as our destination was filed as the Army Air Corps' strip at Dhekelia in the eastern sovereign base area. There was no point in arguing with such intransigence at such long range so we changed our destination to nearby Larnaca and prepared to do battle with the authorities there.

The flight to Cyprus began

much as the previous one had ended, with the southern coast of Turkey in sight on our port side, eventually the land slipped below the horizon but by now our confidence in the little 'plane was complete. Fuel was not a problem and although the only suitable Turkish navigation station was off the air as usual, the time spent out of range of anything was quite short and we were soon able to get a reasonable fix from the beacons at Paphos on western Cyprus. We soon saw the island ahead and coasted in on track and on time, a happy blend of luck and skill!

I have never had the misfortune to experience the legendary bureaucratic jungle of the Indian sub-continent, but I have met what must be its equal, superbly adding a bit of Asian mysticism to the already deliberately unintelligible British system. We were subjected to an hour of mindless indifference on the part of numerous officials resulting in our decision to beat the system by ignoring some of them and bluffing the rest. Amongst the forms filled-in and statements given were eight copies of a General Declaration, (one of which normally suffices anywhere in the world). We eventually made it back to our aircraft past the suspicious glare of the armed policeman on patrol on the apron, and set off across the bay for our five-minute 'International' flight to Dhekelia.

The airstrip at 16 Flight Army Air Corps is 1200' tarmac, surrounded by an eight foot high chain-link fence. I have never landed on an aircraft carrier but this must be a pretty good simulator and although it is perfectly adequate, indeed some 25% longer than required at our weight, and especially as the last six landings had been on huge runways, I was conscious of the need for an accurate approach. The small reception party waiting on the ground were waiting with anxious interest to see what sort of job I made of it, but in the event it was a quite normal landing and I hardly needed to use the brakes.

Our pleasure in arriving in one piece, and bang on schedule despite the predations of the officials at Larnaca, was enhanced by the glee on the faces of the parachutists to whom this was the realisation of a dream, not only was the 206 bigger than their previous aircraft, but it was the freight model with the large door offering sill-exits, and perhaps most important of all, it was all theirs!

Our total flying time for the trip had been seventeen hours, which if you add all the surface travel and hanging around, was about the same as my return some time later in a Royal Air Force VC10; no prizes for guessing which way was the most rewarding and amusing!

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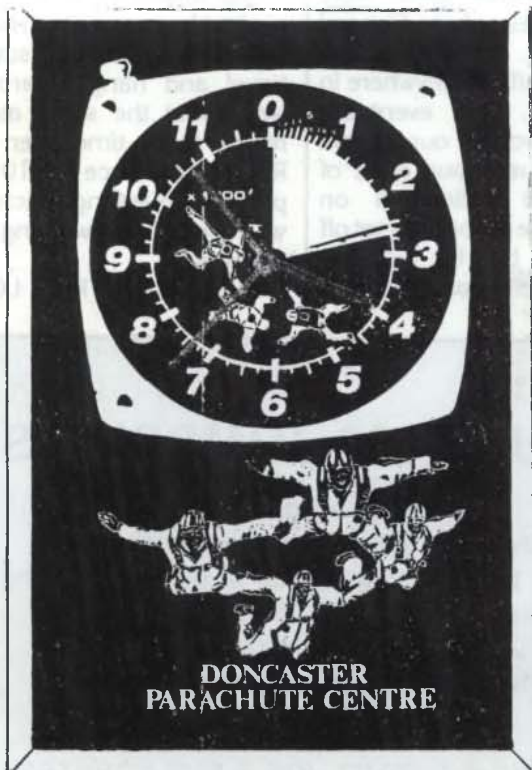
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**BRITISH PARACHUTE
ASSOCIATION
COUNCIL MEETING
KIMBERLEY HOUSE, LEICESTER
26th SEPTEMBER 1985
6.30 p.m.**

Present:

J.T. Crocker	Chairman BPA
J.R.H. Sharples	Chairman STC
P.W. Ritchie	Chairman Finance Cttee.
S.D. Lambe	Chairman Comp. Cttee.
J. Curtis	Chairman Riggers Cttee.
T. Andrewes	Club Representative

Co-opted:

D. Hennessy	Chairman Dev. Cttee.
M. Rennie	
P.D.N. Parker	
G. Lilly	
S. Eversfield	

In Attendance:

T. Oxley	Development
A.K. Butler	JNCISO BPA
J.H. Hitchen	JNCISO BPA
C.W. Port	Sec. General

Observers: 2

Attending: Mr. D. Wilkinson

Apologies:

Ms. S. Brearley, R. Colpus, B. Mason, J.L. Thomas, R. Harman, G. Copestake, J. Lines.

Item 53/85 - Minutes of Previous Meeting

It was proposed by **J.R.H. Sharples** and seconded by **T. Andrewes** that the minutes of the previous meeting be accepted as a true record.

Unanimous

Matters Arising

a) Club Listing. **P.D.N. Parker** had prepared and passed around a suggestion to all DZ operators for Council to consider. This will be distributed to all Clubs for their views.

Sec. Gen.
P.D.N. Parker
T. Andrewes

b) Charitable Trust

The Secretary General was able to report that a verbal reply had been received from the auditors on the above subject and it is their considered opinion that it is a "non starter" as far as this association is concerned. A formal written reply would be forthcoming.

c) Drugs in Sport

B. Mason was away at the World Championships and so no progress report was available on his projected article on the above subject. This is on the agenda for the next Competitions Committee Meeting.

B. Mason

Item 55/85 - Committee Reports

1. Safety and Training

J.R.H. Sharples presented the minutes of the meeting of 12th September 1985, and asked for questions or comments.

(a) The Riggers Committee will prepare and insert into the magazine once per year all problems which had arisen in the preceding twelve months.

Riggers C/Tea

(b) **J. Curtis** was not very happy that the association did not have its own equipment to conduct tests on gear itself, but had to rely on outside sources.

(c) There is a change in the medical declaration which allows a disability to be considered so long as it is accepted by the appropriate medical authorities/Specialists, and remains discretionary via CCLs.

The Minutes were ratified

2. Competitions

There had been no meeting, but the results of the world teams were as under:

1. 8 Way Team	7th
2. 4 Way Team	8th
3. Graz	SFC Cup - Men 2nd SFC Cup - Ladies 1st

Congratulations to all concerned from Council were given.

3. Club Representative

T. Andrewes offered his apologies in advance, for the EGM and subsequent Council Meeting.

He had spoken with several people who had not renewed their memberships, and Council agreed to send a list of those who had not renewed, to all clubs, this to take effect 1st May 1986.

It was also agreed to send the P6 block members issued, and memberships received to all clubs.

Sec. Gen

4. Development

D. Hennessy explained that the Sports Council had requested additions/changes to clarification of the development plan. They had also asked for some form of priority to be given to various aspects.

There was some considerable, in depth discussion on the subject and the feelings of the Council were put to the Development Committee and they were given a mandate to continue discussions along the lines suggested by Council.

D. Hennessy would arrange a meeting with the liaison officer as soon as possible, and will report back to Council in due course.

In view of this matter possibly needing further in depth discussion it was agreed to start the Council Meeting of 31st October at 5.30 p.m., then having the EGM, and concluding the remaining Council business immediately following the EGM.

Council ratified the recommendations of the Finance Committee to re-engage **T. Oxley**, who would deal with all the changes etc. needed in the Development Plan. The Treasurer **P.W. Ritchie** was given a mandate to conduct any further negotiations and details on the engagement of **T. Oxley**.

D. Hennessy
T. Oxley

5. Royal Aero Club

There has been no meeting, but the next one scheduled for 1st October and **G. Lilly** was unanimously proposed at the official BPA alternate. The Secretary General would inform the Royal Aero Club accordingly.

Sec. Gen

Item 56/85 - Air Crash

The regrets and condolences of the Council, and members of the association to the relatives of the deceased, **Steve Scott** and **Nigel Dacre** were officially recorded.

It was agreed that the Instructor, **Steve Scott**, had exhibited great courage in ensuring that the parachutists were safely despatched, and it was also felt that the Pilot, **Nigel Dacre**, was equally instrumental in the saving of life, their actions unquestionably were instrumental in the saving of life. **John Hitchen** was tasked with urgently checking the statements of witnesses and then to report back to Council.

J.H. Hitchen

Item 57/85 - Use of BPA Logo

The Secretary General had received a request for permission for a lady to incorporate the BPA logo in hand-made sweaters, and further that the person concerned be allowed to advertise the garments for sale in the BPA magazine. The Secretary General was to ask to see a sample of the goods and what price would be charged and also the maximum number to be sold each year.

Sec. Gen

Item 58/85 - P6 Memberships/Mr. D. Wilkinson

In view of the recent correspondence with Mr. Wilkinson the Chairman asked observers and the JNCISOs to retire from the meeting.

Mr. Wilkinson complained that the information contained in the Minutes of the 6th August 1985 were incorrect and presented him in a bad light. Mr. Wilkinson was also concerned and complained about two further major points:-

1) That the matter was discussed on the 6th August without him being informed and invited to attend.

2) That the P6 memberships were paid prior to the 6th August which was what led him to say that the information contained in the Minute of that date was incorrect. He also said that a later cheque given to the BPA was not presented to the bank until nearly two weeks later. This did not form part of Mr. Wilkinson's complaints but he wanted to draw it to the attention of Council because he felt that the office was being run badly.

There was considerable discussion with Mr. Wilkinson as a result of which Mr. Wilkinson conceded:

1) That the information contained in the Minute of the 6th August 1985 was in fact correct.

2) That the cheque delivered to the BPA on or about the 16th August 1985 had been returned by Mr. Wilkinson's bank unpaid on its first presentation.

3) Mr. Wilkinson had not been prejudiced by the discussions at the meeting of the 6th August 1985.

4) Mr. Wilkinson accepted that he had collected P6 subscriptions from students and not paid them over to the BPA.

Mr. Wilkinson informed the meeting that problems in paying the P6 memberships had arisen because of the very substantial planning problems that he had faced over the past three years and also because of a dispute between him and Mr. D. Palmer concerning damage caused to Mr. Wilkinson's car.

Discussion ensued resulting in Mr. Wilkinson agreeing that his action in withholding P6 subscriptions from the BPA was totally incorrect.

Various members of Council expressed concern over monies being paid to Mr. Wilkinson in trust and not being paid over to the BPA. This led to an equally grave situation

of the possibility of student parachutists believing that they were insured (having paid their P6 subscription to Mr. Wilkinson) but then possibly not being insured as a result of those P6 memberships not having been paid to the Association.

Before asking Mr. Wilkinson to retire from the meeting it was stressed that:-

- (a) He could ask any further questions
 - (b) He could make any further statements
 - (c) He could make any further complaints if he so wished.
- Mr. Wilkinson had nothing further to say on the matter.

Prior to withdrawing Mr. Wilkinson responded to a question from the Treasurer by agreeing that he had not suffered any damage and agreed to make the two cheques given in August 1985 available for inspection.

Mr. Wilkinson withdrew.

Considerable discussion took place during Mr. Wilkinson's absence and the result of that discussion was made known to Mr. Wilkinson on his return to the meeting. Council also had the benefit of inspecting the BPA's cash book and a letter from Mr. Wilkinson's bank. Mr. Wilkinson was invited back to the meeting.

The Chairman informed Mr. Wilkinson that Council were unanimously agreed on the following:

1) The Minute of the meeting on the 6th August was an accurate Minute and did not require any amendment. Mr. Wilkinson had already agreed this.

2) There was no impropriety on the part of Council in not inviting Mr. Wilkinson to the meeting on the 6th August.

As soon as Council realised on the 6th August that there was a matter of substance which needed to be answered by Mr. Wilkinson the Secretary General was instructed to send a Minute to Mr. Wilkinson and to formally invite him to the Council meeting tonight. Accordingly Mr. Wilkinson's complaint that he ought to have been invited to the meeting on the 6th August was rejected.

3) It was now ascertained beyond doubt that the cheque delivered to the BPA office on Friday the 9th August was in fact entered in the cash book on that day and paid into the bank on Monday 12th August. That cheque arriving after the Council meeting of the 6th August completely defeated Mr. Wilkinson's argument that some of the P6 memberships had been paid for prior to the 6th August meeting.

4) With regard to the second cheque in August 1985. This cheque did not form part of Mr. Wilkinson's complaint against Council but was a separate complaint against the administration of the office. This complaint was rejected. Council were further of the view that it hardly behoved a member to complain about late presentation of cheques (if that were in fact the case) when the cheque is dishonoured by the bank. Council had given full regard to the letter received from Mr. Wilkinson's bank.

5) It was wholly unrealistic for Mr. Wilkinson to expect Council to accept the explanation given in relation to the dispute with Mr. Palmer as a reason for not paying over P6 subscriptions which had already been paid to Mr. Wilkinson.

The Chairman informed Mr. Wilkinson that Council would still like an opportunity of inspecting the two cheques which were given to the Association in August. Mr. Wilkinson now changed his mind and said that he would only send photocopies of the cheques after he had seen the Minutes of this meeting.

Mr. Wilkinson requested that the Chairman write to him setting out the view of Council. The Chairman confirmed that Mr. Wilkinson would be provided with a copy of the minutes of this meeting, which Minutes would reflect the views of Council.

Item 55/85 cont. - Finance Meeting Minutes

1. The Treasurer, **P.W. Ritchie**, presented the minutes of the meeting of 19th September, 1985.

1. Manuals

It was proposed that a charge should be made for BPA manuals given at present to Pls.
For 4, Against 5, Not Carried

2. EGM Details

A buffet will be served at 9.00 p.m. for those attending.

3. JNCISO's

It was a unanimous declaration by this Committee that it was fully satisfied with the monitoring arrangement on expenses etc. and further that no abuse is taking place.

The Committee further affirms its confidence in the present Joint National Coach and Safety Officers.

The Chairman reported that the JNCISO's at their own volition have already started compiling a monthly list of expenses and insist that there are to be inspected when and as Council wish, and felt that if anyone had any bonafide complaint then could they please be officially raised in the future

2. Annual Staff Salary Review with effect 1.9.85

The following awards were made:-

Mrs S. Allen	£5,748 p.a.
Miss T. Kemp	£4,646 p.a.
Miss D. Walker	£4,272 p.a.

Mrs J. Mantykiewicz - £2.75 per hour
 Mr. A.K. Butler - £10,579
 Mr. J.H. Hitchen - £10,579
 Mr. C.W. Port - £11,914

Inflation increase only under Development Plan accepted and funded by Sports Council.

Changes to Conditions of Service

It was felt that the holiday entitlements are as present well below National levels. It was also felt that the whole position regarding holidays should be rationalised and in the first place that the holiday year should run from 1st April to 31st March in future with no 'carrying over' allowed. Any holiday not taken by 31st March will cease to be entitlement. As an interim measure, until 1st April 1986, Staff should be allowed to carry forward up to ten days from the 1985 entitlements to be taken by 31st March 1986.

For the future, as we were able to close the office over the Christmas last year, with no noticeable effect on service to members and Clubs, we would propose this as a regular feature. At Christmas 1985, this will amount to 5 days, 23rd, 24th, 27th, 30th and 31st December. The Minutes were Ratified.

Item 59/85 - A.O.B. - WORLD RECORD CRW

1. The Chairman, Council and Members of the association offered their congratulations to the Royal Marines Team.

2. Attendance at Council Meetings

It was agreed to print the attendance record of Council Members in the next issue of the magazine.

Sec. Gen

3. Memberships

S.D. Lambe had prepared a hand out for despatch to people converting to full membership, this will tell people about the BPA and what it does for them.

Date of the next meeting is 31st October 1985 at The Post House, Leicester at 5.30 p.m. thence post EGM.

BRITISH PARACHUTE ASSOCIATION SAFETY AND TRAINING COMMITTEE MEETING THE POST HOUSE, LEICESTER THURSDAY 24th OCTOBER 1985 7.00 p.m.

Present:

J.R.H. Sharples	Chairman	STC
J. Curtis		Riggers
M. Mortlock		London Skydiving
I. Louttit		D.I.S.C.
J. Ball		Pilots
D. Tucker		Thrupton
M. Bolton		Oxon and Northants
B. Harman		Red Devils
B. Laithwaite		Capital City
R. Ellis		Trailblazers
P. Walters		Halfpenny Green
L. Thomas		Riggers
A. Collingwood		Doncaster
N. Nisbett		J.S.P.C. (N)
E. Lewington		Skybird
W.J. Meacock		P.P.C.
D. Parker		Headcom
B. Dyas		Slipstream
R. Souter		RN & RMSPA
D. Howerski		Swansea
T. Knight		Ipswich
K. McIlwee		Flying Tigers/South Cots
D. Turner		North London Parachuting

Apologies for Absence:

M. McLaughlin, J. Lines, D. Cox.

In Attendance:

T. Butler J.N.C.S.O.

Observers:

C. Kirwan, J. Davis, V. Davis, T. Johnson, S. Moorishhead, D. Howse, A. Thornton, B. Sturtivant, S. Groves, M. Miller, K. Adkins, J. Farr, J. Dyas, N. Mascal, P. Beck, K. Lewers, J. Morris, C. Laines, C. Ure.

Item 1 - Minutes and Matters arising from STC Meeting 12th September 1985

1.4 (1) The Chairman informed the meeting that P. Austin had now completed the jumps to finish the course and had been awarded Approved AFF Instructor Status.

1.5 (1) No more details were available concerning the accident at the Dorset Club other than it had been pointed out by A.I.B. that their address and phone number in the Operations Manual was out of date, the new one is as follows:

ACCIDENT INVESTIGATE BRANCH
DEPARTMENT OF TRANSPORT
ROYAL AIRCRAFT ESTABLISHMENT
FARNBOROUGH, HANTS. GU14 6TD

Telephone 0252 510300

Emergencies: Weekdays - Duty Officer 01-212-5101
Weekends - Duty Officer 01-212-7071/2

All Instructors were asked to take note and amend their Operations Manuals accordingly.

All Instructors

1.9 (3) The proposed Drop Zone in Jersey had been inspected by the JNCISO as per STC's instructions and had been cleared as an unrestricted DZ with the following provisos:

Persons who are less than Category 8

- 1) One parachutist per pass unless wind direction is along the beach when a maximum of two be permitted.
- 2) The edge of the sea to be at least 1000 yds from the sea wall.
- 3) The WDI to travel not more than 600 yards.
- 4) To be despatched by a minimum of an Approved Instructor with proven spotting ability.
- 5) The Drop Zone controller to be an Approved Instructor and to be assisted by an experienced parachutist.
- 6) All parachutists (All Categories) to be equipped with life jackets.
- 7) At least one working power boat to be available in the water.

Category 8 and above

The number per pass to be limited by the CCI, taking into account factors such as experience, wind direction and strength, altitude, type of jump and number of boats, jumpers must also be equipped with life jackets.

I. Louttit

It was proposed by B. Harman and seconded by D. Parker that the minutes of the meeting of 12th September 1985 be accepted as a true record.

Carried Unanimously

Item 2 - Approval of Riggers Minutes of Meeting of 12th September 1985

J. Curtis gave the meeting a resume of the Riggers Meeting of 12th September.

- 1) Tests were still being carried out on the GQ reserve by D.I.S.C.
- 2) Approximately 15 applications had been received to attend a Riggers Course, the course would be held at Ipswich, and once a date had been decided and it had been decided who would attend, the candidates would be informed.
- 3) Tests had been carried out on a ripcord at the Riggers request and it was decided that the equipment used was satisfactory.
- 4) J. Curtis informed the meeting that it is believed some reserve seals had been attached with 'E' thread and this should be checked by jumpers.

All CCI's

The Minutes of the Riggers Meeting of 12th September 1985 were approved by STC.

Item 3 - A.F.F.

1) A Course Report from the Course held at Netheravon had been circulated and in the absence of Major O'Hara, D. Hicking gave the meeting a brief resume. Mr. Hicking informed those present that the following people had been recommended as Approved AFF Instructors:

Dave Howerski	Swansea
Bob Scouler	RN & RMSPA
Bob Sturtivant	RN & RMSPA
Neil Dixon	Red Devils
Mark Sheridan	JSPC
Tim Andrewes	Capital City Parachuting
John Hitchen	JNCISO

It was also recommended that Dougie Young (Red Devils) be awarded Approved AFF Instructor Status once he has successfully completed a Potential Instructor Course. JSPC - N also requested that they be permitted to run a Potential AFF Instructor Course in conjunction with the 'standard' P.I. to be held at Netheravon in January followed by an AFF Instructor Examination Course, the second week, alongside the 'standard' Examination Course.

JNCISO

It was proposed by D. Hicking and seconded by B. Dyas that the above be accepted.

Carried Unanimously

A proposal by Major O'Hara that the AFF Jumpmaster rating no longer be accepted was put back for discussion at the next meeting, when Major O'Hara should be available to explain his proposals.

G. O'Hara

2) Reports from 'Slipstream' and 'B.P.S.' on the progress of AFF at their Centres had been circulated, for information. B.P.S. had also requested that they now be permitted to train ab-initio students in AFF. Some discussion took place concerning this and it was generally thought that it was now not necessary for AFF Centres to be required to train students who had already had some parachuting experience. It was proposed by D. Parker and seconded by

E. Lewington that all BPA Clubs Approved by STC to teach AFF should be able to train ab-initio students right away at the discretion of the CCI.

All Clubs

Carried Unanimously

3) Several requests had been received from Centres wishing to become AFF Approved Clubs.

It was proposed by D. Hicking and seconded by B. Scouler that, Peterborough Parachute Centre, Swansea Parachute Club and Royal Marines and Royal Navy Sport Parachute Association, be permitted to teach AFF at their Centres.

PPC/Swansea/RN & RMSPA
Carried Unanimously

Item 4 - BPA Minor Mod 4

Details of proposed BPA Minor Mod 4 for Cessna 206 and 207 had been circulated. I. Louttit gave the meeting some information concerning this, some discussion took place. It was proposed by I. Louttit and seconded by D. Howerski that the STC accept BPA Minor Mod 4.

All Clubs
CAA (Air Worthiness)
Carried Unanimously

Item 5 - Incident Reports - Resume

The Chairman informed the meeting that a number of incident reports had been received and although there was nothing significant to be discussed by STC, he felt that it was good that these reports were being sent regularly and he hoped CCI's would continue to send them in, as the more that is received the easier it is to spot any 'trends' that may be happening.

All CCI's

Item 6 - D.Z.s

The Chairman informed the meeting that no new DZs had been requested for Approval, but A. Collingwood wished it brought to the attention of STC that when Doncaster was originally Approved as an Unrestricted DZ by STC on 25th January 1984 nothing had been included in the minutes to a water hazard to the south of the drop zone. The Chairman explained that because of this omission he had visited the DZ with the JNCISOs. Maps of the DZ were circulated for the meeting to inspect. The meeting took note of this information, also a proposal by A. Collingwood that is the WDI travels more than 600 metres towards the water on the 'Bessacarr Estate' student jumping would be suspended.

Item 7 - Permissions

1) The Chairman informed the meeting that he had had two requests to run Instructor Courses, one from RAPA to run a course towards the end of November and one from Cyprus to run a course at the beginning of November. The Chairman stated that requests had been permitted in the past from both these clubs because of the difficulty for members to get to the UK to attend courses here. Both courses would be run by qualified Examiners along BPA guidelines.

RAPA/Cyprus

It was proposed by N. Nesbitt and seconded by E. Lewington that this be permitted.

Carried Unanimously

2) N. Nesbitt requested that P. Reynolds be permitted to attend the next Pre-Advanced Assessment Course at Swansea being 5 months short of the required time as an Approved Instructor. Sgt. Nesbitt gave the meeting the reasons for the need for this request.

It was proposed by N. Nesbitt and seconded by B. Scouler that this be permitted.
For 21, Against 0, Abstentions 1. — Carried.

P. Reynolds

Item 8 A.O.B.

M. Mortlock requested that London Skydiving be permitted to make another 100 descents on the tandem system whilst evaluating tandem jumping, before coming back to STC with their findings and recommendations. This was proposed by M. Mortlock and seconded by D. Turner.

London Skydiving
Carried Unanimously

There being no other business the Chairman took the opportunity of informing those present that Bob Harman of the Red Devils was attending his last STC as CCI as he was leaving the Army the following day. He thanked Mr. Harman for his support in the past and hoped he would continue to do so in the future.

The Chairman also reminded CCI's that if they had any parachutists they thought eligible for 'The Mike Forge Trophy' for 1985 they should send details to him as soon as possible before the end of the year at the BPA Office.

All CCI's

The date of the next meeting is 28th November 1985 at the Post House, Leicester 7.00 p.m.

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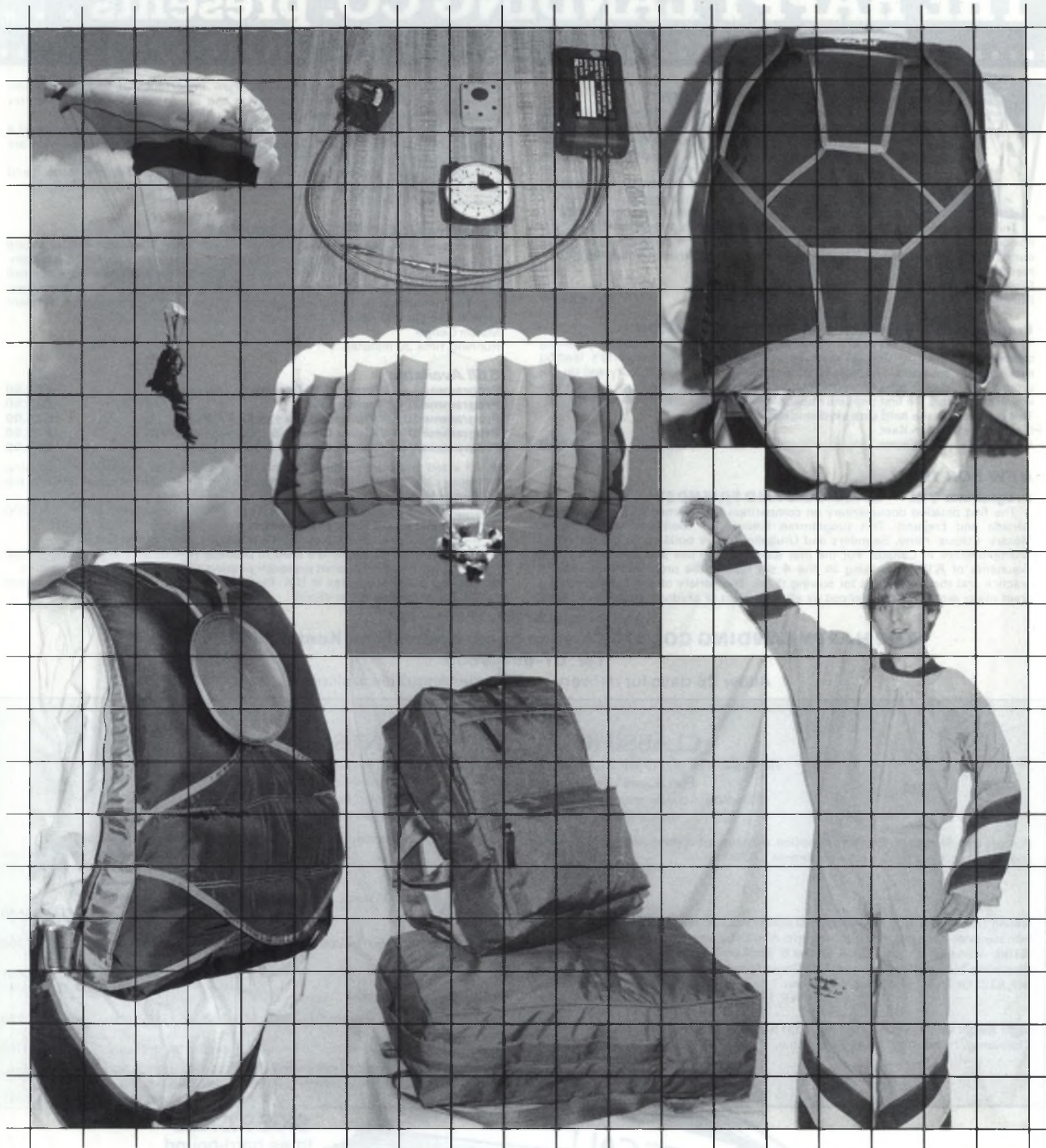
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Martin Genge.

Running Time 30 minutes

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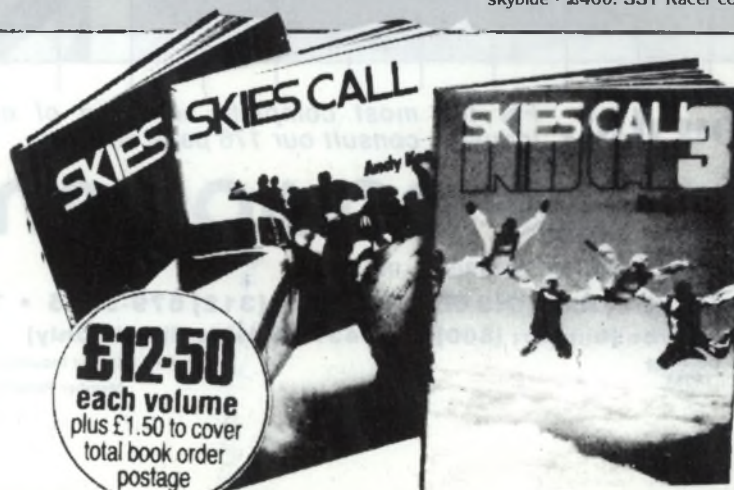
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