

THE
SPORTPA
THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



Mac's Loft.

Mac McCarthy: BPA Advanced Rigger # 31 USPA Ram Air Rigger # 55

South Eastern England's most comprehensively equipped parachute rigging loft. We cater for all supplies either direct from the loft or through our many Dealerships. Our fast turn-round will solve all your urgent repairs, modifications or specialist requirements. If you need work done over the weekend, please telephone us first so that we can accommodate your needs.

THE RACER IS COMING!!

Negotiations were successfully completed in January with John Sherman of Jump Shack South at Deland, in Florida, to manufacture the Racer under Licence here in the UK. FAA TSO C23b Approved paperwork is now being processed and once Approved Worldwide, will mean all gear manufactured will have the TSO. No more problems with UK built gear taken abroad!

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- NATIONAL
- PRECISION
- RELATIVE WORKSHOP
- UK PARACHUTE SERVS.
- PARAFITE
- NORTH AMERICAN AERODYNAMICS
- GLIDE PATH

Mac's Loft is the exclusive manufacturer of the **MAC TRACER** Pop-Top Rig. Built to the highest standards, with custom colours, mini-3 Rings, pilot-chute, reserve bridle, main risers, toggles and deployment bag all included in the price. Europe's most compact rig currently on the market.



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We guarantee eight weeks maximum delivery for the Tracer and most other items, including equipment ordered through our Dealerships.

Moonlight RW Suits are available through the Loft. Prices start at £70. Order Forms for **THIN AIR** Custom Fitted Jumpsuits (see ad this issue) available. Prices from £75.



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Reserve repacks including squares, are completed and sealed while you wait. Only Certified Riggers pack reserves, so you can leave the Loft confident that your rig has been thoroughly and properly inspected and checked.

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CENTAURUS (BLACK)/300 FOIL (WHITE, BLUE, GREEN)/CIRRUS (UNUSED) £1500: RACER (BLUE+BLACK)
/PEGASUS/K-20 £950: CHASER (NAVY+LIGHT BLUE) - 18 MONTHS OLD £200: CHASER (TAN+CREAM)/
MERLIN (WHITE, TAN, BROWN) £595.*



Parachute Industry Association
1440 Duke St., Alexandria, Virginia
22314 USA (703) 836 3495

Mac's Loft is the only UK loft registered with the PIA, giving us up-to-date news on all rigging matters.

If you are able to collect your gear in the States, then you will pay less than through a US Dealer when you order through Mac's Loft. You can also arrange to have it collected at any US address.

All equipment from the US is airfreighted direct to Biggin Hill. Giving us the fastest delivery times of any UK Loft.

Mac's Loft also supplies accessories at very competitive prices including Protec's, Altimasters, Gloves, Kroops, Dytters, logbooks, Fraphats, organisers etc. We also custom build parabags with a huge range of designs and applique available.

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Loft: 24 Hour Ansaphone



THOMAS Sports Equipment



Photos Roger Groves



Zerex in Cordura with GQ SAC and Fury main.

SERVICE FROM 'A' TO 'D'

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

Staff qualifications are more than impressive. 4 FAA Master Riggers (4 BPA Adv. Rigger/Examiners), with a collective total of over 6000 jumps oversee all aspects of the production, maintenance and repair operation at the loft. Every care is taken to ensure that each rig from TSE meets the highest possible standards, from basic S/L to the most advanced assemblies on today's market.

Cat. 8 student going for it with a TSE CHASER over Doncaster P.C. Ability improving with every dive and confident with equipment he knows he can trust. Symbiosis suit courtesy of Rob Colous.

QUALITY AND RELIABILITY YOU CAN TRUST

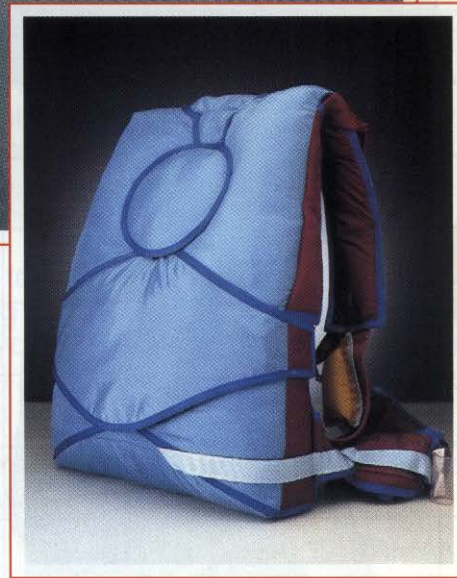
It should come as no surprise to find out that we have supplied student freefall rigs (including AFF kit developed by TSE for use in this country), to the majority of British clubs. Of the largest military and civilian centres, APA at Netheravon, RAFSPA at Weston, Slipstream Adventures, Headcorn P.C.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

And it doesn't stop there...

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

FOLLOW THE LEADERS

The British 4 and 8 way teams don't make decisions lightly concerning new equipment. Nor do the Royal Mannes. Their decision is made based upon sound knowledge and experience. TSE were pleased to supply them with all their requirements.



Chaser in Parapack with Firelite reserve and Maverick main.

THE FIGURES

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

No matter if it's a purchase, repack or repair, TSE will come through with service, quality and a keen price...fast.

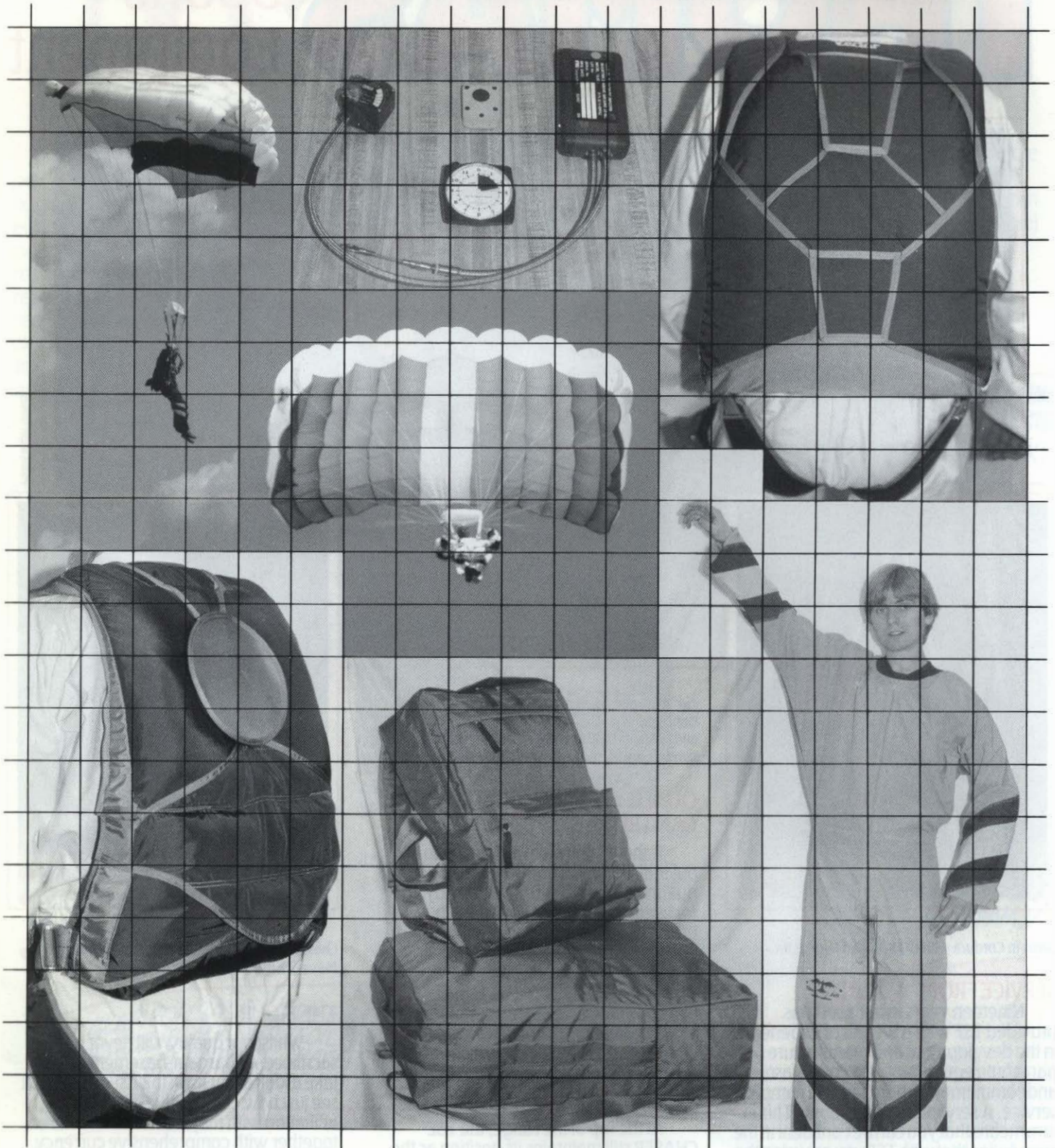
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Affiliated to the Federation Aéronautique Internationale through the Royal Aero Club of the United Kingdom.



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.

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EDITORIAL

A friend of mine used to work in the marketing department of Unipart. I met him when he was a Cheese Brand Manager at Kraft Foods, now he is the Marketing Director of a sports goods company. What on earth has all this got to do with Sport Parachuting, I hear you all ask?

Just this, before taking these jobs my friend knew nothing about car parts, cheese or sports equipment, he was taken on because of his Business Studies and Marketing Qualifications.

One of the conditions for applicants for the very important position as Development Officer is that he should be an experienced sport parachutist, a condition, I suggest, that could preclude just the person we **should** be looking for. A combinations of marketing, public relations, business and man managing skills mixed with a fair helping of diplomatic flavouring - What we really need is a lean and hungry individual anxious to prove himself. Let us hope one of the applicants short listed for the job has all the above, as well as being an experienced parachutist.

Sorry to all those competitors who took part in the Army Championships. You will find nothing in this mag that refers to this event. Nothing personal I can assure you - I suggest you bend the ear of the committee of the APA and ask that somebody does a quick course in public relations.

No pictures from the Classic World Championships either! This doesn't happen after RW and CRW world meets.

DAVE WATERMAN

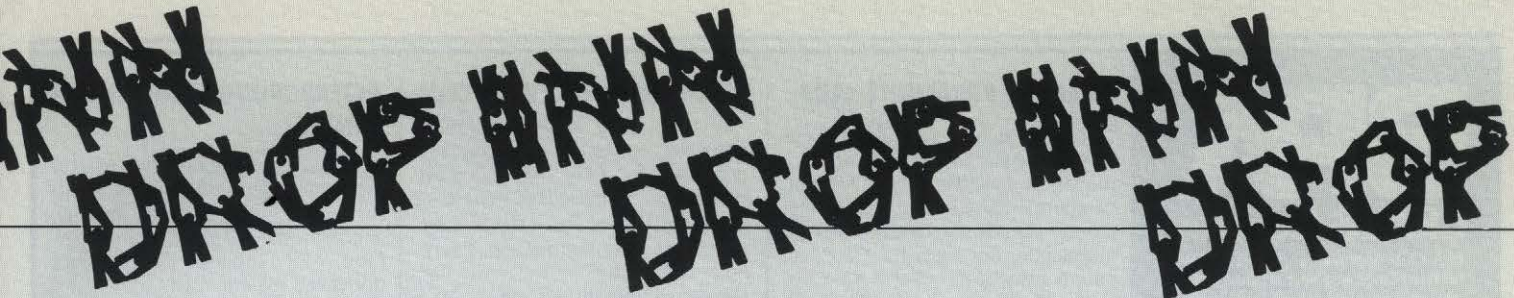
DIARY OF EVENTS 86

14-16 November	Night Jump Boogie	Cranfield
	INTERNATIONAL	
1-9 November	Cyprus Championships	Cyprus
	SEMINARS & COURSES	
1-5 December	PI/Advanced Instructor Course	Brunton
8-12 December	Exam/Pre-Advanced Instructor Course	Brunton



A ten way 'no show' speed exit at the Cranfield Speed Star Meet. Full story on exit technique inside. Picture Dave Waterman.

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.

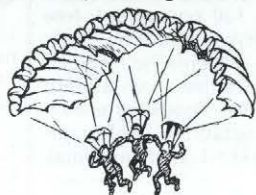


NEW LOGO REQUIRED?

At a recent Council Meeting discussion revolved around whether the current BPA logo was any longer relevant, bearing in mind the outdated kit, two altimetres, heavy French boots and front and back rig etc.

It was decided to ask the membership to put forward suggestions for a new logo. Should a suitable one be submitted this would be given to a graphic artist to incorporate into the BPA corporate image. No final decision to change will be made until the efforts of the membership have been assessed.

Should no suitable design be forthcoming it will be "back to the drawing board". The last logo was designed by John Partington-Smith about fourteen years ago. Closing date for submissions the A.G.M.



Filwelz
 "DEFENCE CUTS OR NOT,
 IT'S A BIT DRASTIC TO
 HAVE THREE RED DEVILS
 SHARING ONE PARACHUTE!"

OLD ENOUGH TO KNOW BETTER!

What editor of a world famous parachuting magazine bought a second hand canopy, only to find unlike his old one, this one flew backwards? Due to a cock up in the rigging department. Landing a canopy rigged back to front in nil wind is not to be recommended. Having survived the fastest back-landing since jumping a military X-type in fifteen knots, the luckless editor had to suffer the indignity of seeing his landing in action reply on the club video, filmed by a keen amateur photographer who obviously doesn't want his photographs published in the editor's journal in future. The video replay was more painful than the real thing. How do I know? Because I was there!

And what chairman of a National Parachute Association suffered the indignity of breaking a leg on a demo into his own garden in front of his family, guests, and a military brass band? Everything **must** have been legal as the Chairman of the Association's Safety & Training Committee, a National Coach and the Treasurer were on the jump. It was the Chairman's 3,000th jump.

What ex international competitor, veteran of British Teams going back to 1973, pulled his cutaway handle instead of his pullout. Come to think of it, they are not even in the same place, or near. Well he is old enough to remember ripcords so perhaps he had a time lapse. Put a tick against who you think the offenders are.

- | | |
|--|---|
| <input type="checkbox"/> Mikey Mouse | <input type="checkbox"/> The Easter Bunny |
| <input type="checkbox"/> Wally Gubbins | <input type="checkbox"/> Batman |
| <input type="checkbox"/> Dave Waterman | <input type="checkbox"/> Robin Mills |
| <input type="checkbox"/> The Tooth Fairy | <input type="checkbox"/> Ronald Reagan |
| <input type="checkbox"/> Jim Crocker | |

OSWALD S.G

'Kit up'



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.

FLYING TIGERS SKYDIVING CENTRE

Beginners courses, AFF, Tandem, RW, CRW instruction, kit hire, Restaurant, bar, camping available, accommodation nearby, 180, Islander and Gazelle always available. Open weekends and evenings. Flying Tigers Skydiving Centre, Goodwood Airfield, Nr Chichester, West Sussex. Tel: Kevin McIlwee (0243) 780333

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1st jump courses, S/L AFF Tandem. Full time centre, Skyvan and Cessnas. New clubhouse with showers, accommodation, canteen, bar, kit hire, camping. Easily accessible from London and the Midlands, close M1 (J13/14).

The London Skydiving Centre, Cranfield Airport, Cranfield, Bedford MK43 0AP. Tel: (0234) 751866.

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Open 7 days, 3 Aircraft, Accommodation, Free Camping, Bar, Canteen. RW and CRW Coaching, Experienced Equipment, Tandem Rides and Evaluation Courses Available. Progressing Students very welcome. Bridlington Aerodrome, Bridlington, East Yorkshire. Tel: (0262) 677367

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BRITISH PARACHUTE SCHOOL

Open daily. First jump courses and accelerated freefall courses. Training for progression jumps and relative work always available. Cessna 206 and Islander. Accuracy pit. Bunkhouse with showers and cafe on DZ.

British Parachute School, The Control Tower, Langar Airfield, Langar, Nottingham. tel: 0949 60878

SWANSEA PARACHUTE CLUB

Open 7 days a week. Cafeteria and Licensed Bar. Sleeping bag accommodation available. April - Sept. camping and caravans. A.O.D.s, Net Skirts Radios. RW/WARP/AFF instruction, Accuracy Pit. C207. All jumpers welcome.

Swansea Parachute Club, Swansea Airport, Fairwood Common Swansea, West Glamorgan SA2 7JU. Tel: (0792) 296464

FALCON PARACHUTE CLUB

Offers parachuting for all levels in the NE of Scotland. Facilities available include 1st jump courses, RW Instruction, Cessna 206 and a good club atmosphere.

Falcon Parachute Club, Fordoun Aerodrome, Fordoun, Kincardineshire. Tel: 0224 587096

LONDON PARACHUTE SCHOOL CHARITY PARACHUTING

Weekend club for student parachutists. Farmland DZ, height restriction no accommodation. Not every weekend, advise telephone beforehand. GQ Aeroconicals, radios, boots, jumpsuits, helmets loaned free.

London Parachute School/Charity Parachuting, PO Box 30, Abingdon, Oxon. OX14 1DX. Tel: Abingdon (0235) 24725 (24 hrs)

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Is different, it's about people, enjoyment, safety. Not just your average centre. C182, Video, Tandem jumping, finest Equipment, Camping, Chalets, B & B, good food, friendly staff, daily 9.00 a.m. until sunset. Please contact Secretary Linda Ruth Grant.

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Open daily, everyone welcome. Full-time staff and rigging loft. Cessna 206 and Islanders. SL and FF kit hire, RW and CRW instruction, pit on DZ. Canteen, washing and toilet facilities.

Thrupton Parachute Club, Thrupton Airfield, Andover, Hants. SP11 8PW. Tel: 0264 77 2124

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Open 7 days a week, accommodation, full meals, student courses, training to Cat. 10 standard, RW and CRW Instruction, kit hire, Cessna 182 plus 206, night jumps, charity fund raising. Non members welcome

Wild Geese, Northern Ireland. contact: Dave Penny, 27 Drumeil Rd Aghadowey, Coleraine, Co. Londonderry. Tel: Head Office (026 585) 669 DZ (026 65) 58609

BORDER PARACHUTE CENTRE

In beautiful Northumbrian countryside. 207, full equipment, free hire, RW/CRW Instruction, Tandem. Visitors welcome, no membership fees. Centre has superb accommodation (booking essential), Bar, Restaurant, Entertainments. Weekend and midweek (summer).

Border Parachute Centre, Dunstanburgh House, Embleton, Alnwick, Northumberland NE66 3XF. Tel: (0665 76) 588 or 433

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Cessna 182, RW and Student training, Friendly DZ, competitive rates, handy local B & B or camping with showers nearby, good pubs. Canteen on DZ open Wed/Fri, Sat/Sun, just ring.

Dorset Parachute Centre, Bere Farm, Bere Regis, Dorset. Tel: 0929 471939

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London's closest parachute centre. Open daily, beginners first jump S/L AFF & Tandem Courses. RW Instruction, Ram Air & Student Kit Hire. Canteen & Bar. Air to Air Video & Stills. Everybody welcome. Capital School of Parachuting, Stapleford Airfield, Nr. Abridge, Romford, Essex. RM4 1SJ. Tel: 04028 - 420

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Full time centre. Shorts Skyvan, RW Instruction, Ground to Air & Air to Air Video, unrestricted altitude, accommodation, free camping, bar, food, AFF, Tandem. Fifteen years unrivalled experience.

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A1 Skydiving Centre, Basingbourne Barracks, Royston, Herts SG8 5LX. Tel: Royston (0763) 48400

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Open every weekend. 2 Aircraft, Accuracy Pit, Clubhouse, Cafe on camp. Friendly atmosphere, non-members made very welcome. CRW/RW Instruction, air video available, B & B and free camping off camp.

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Dorset Parachute Centre
Bere Farm, Bere Regis, Dorset.
Tel: 0929 471939 or 0329 832968

Badminton Parachute Club
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Tel: 045 421 486
contact: John Davis,
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Tel: 045 421 249/379

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Netheravon, Salisbury, Wilts. SP4 9NF.
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Tel: 0253 41871

Capital City Parachuting Centre
Biggin Hill Airport,
Biggin Hill, Kent TN16 3BN.
contact: Clive Ure (at centre address)
Tel: Biggin Hill 74418/71499

British Collegiate Parachute Assoc.
c/o Duncan Langhorn
Surrey University Parachute Club,
Students Union,
Surrey University, Guildford,
Surrey GU2 5XH

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CCI - D. Palmer
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Borneo Lines, BFPO 1
Tel: 0-983 7221

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Stretford, Manchester M32 9JE.
Tel: 061 865 3912 (24 hours)

Merlin Parachute Club
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Topcliffe, Nr Thirsk, N. Yorks.
contact: WO1 Bill Rule,
HQ Nedist & HQ 2 Inf. Div. Imphal Bks,
Fulford, York YO1 4AA.
Tel: Work 0904 598111 ext 2420
Home: 0904 31597

Midland Parachute Centre
Long Marston Airfield, Stratford on Avon,
Wariks. Tel: 0789 297959
contact: D. Deakin, Tilton Cottage,
Stourport on Severn. Tel: 5954

Northwest Parachute Centre
Cark Airfield, Flookburgh,
Nr Grange Over Sands, Cumbria.
Tel: 044853 672
contact: J.D. Prince, 21 The Coppice,
Ingol, Preston, Lancs. Tel: 0772 720848

North London Parachute Centre
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Bedford MK43 0AP
Tel: Bedford (0234) 751866

Oxon & Northants Parachute Centre
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Nr Brackley, Northants.
contact: M.E. Bolton, 85 Oak Park Rd,
Wordsley, Stourbridge,
West Midlands DY8 5YJ.
Tel: (0384) 393373

'The Pathfinders' Guards Freefall
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Headcorn Parachute Club, Headcorn, Kent.
Tel: 0622 890862
contact: David Tucker, The Pathfinders,
Guards Freefall Parachute Team, Guards
Depot, Pirbright, Surrey GU14 0QQ
Tel: (04867) 4511 ext. 267

POPS UK
Hon. Treas./Sec. C.L. Bell,
40 Claremont Drive, Ormskirk,
Lancs. L39 4SP
Tel: 0695 73321

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

RAPA JSPC (L), 4791 Seenelager,
Belefeldstr, Normandy, Kaserne.
Tel: 01049 5254 82 2378

RMCS Parachute Club
South Cerney, Gloucestershire.
Tel: 0793 782551 ext. 2566

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

Hereford Parachute Centre
Shobdon Aerodrome,
Leominster, Hereford.
Tel: Kingsland 551
Chief Instructor (at club address)

RN & RM SPA
Old Control Tower, Dunkeswell Airfield,
Nr Honiton, Devon.
Tel: 040 489 697

Cyprus Combined Services Parachute
Club (CCSPC)
CJSATC Pergamos Camp BFPO 58.
Tel from UK: 01035741530000 ext 337/245
contact: Club Cl

Grampian Skydiving Centre
Fordoun Aerodrome,
Fordoun, Kincardineshire.
contact: T. Boyle
Douglas Muir,
By Frickheim, Angus.
Tel: 024 12 636

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Tel: Luppitt (040 489) 350

Ipswich Parachute Centre
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A.G. Knight Tel: (0473) 76547

The Black Knights
contact: Bob Pamy
Patty's Farm, Hillam Lane,
Cockerham, Nr Lancaster.
Tel: 0524 791820

Scottish Sport Parachute Association
Alison A. Gilmour,
5 Comely Bank Row, Edinburgh EH4 1DZ
Tel: (031) 343 3227
Video, non members welcome

South West Skydiving Club
Bodmin Flying Club,
Cardinham, Bodmin.
FFI Steve Whitehead (Secretary)
Tel: 08405 538

Leeds Bradford Freefall Club
Topcliffe Airfield, Nr. Thirsk,
North Yorkshire. Tel: 0845 577371 ext 259
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CORRESPONDANCE



AIRCRAFT MISMANAGEMENT

Now that the dust has settled on the major events of the year I would like to air my views on aircraft management. During both the big competitions which I had the pleasure of supporting this year the old chestnut arose whereby the organisers were unable or unwilling to use all the available aircraft.

Now I know that some teams spent a lot of money and put a lot of money and put a lot of effort into training from a particular type. I also suffer more than most from the cold, and having done my first 1500 hours in a doorless Islander can sympathise with even the four-way teams who arguably have no reason other than comfort to seek the floating rails and handles of a fully modified aeroplane.

However something could be done to properly establish the rules whereby we avoid a repetition of this year's Nationals, where the meet would have been completed easily despite the weather had we used all three aircraft instead of the Turbine.

May I suggest that a cut-off system be devised, whereby a team whose average score after a few rounds fails to meet the criteria could expect to jump any available aircraft should the Meet Director decree?

An attractive alternative which would certainly put the proverbial cat out amongst the skydivers would be to nominate a primary type, say the fully modified Turbine Islander, so that teams with sufficient interest and dedication could train for that, but add a rider to the effect that should the Meet Director so wish, other type(s) may be utilised but with a strictly controlled manifest which rationed out the oddball(s) equally.

Obviously it would be for the competition committee to draw up the exact rules, and they must be simple and unequivocal, but anything that can be done to make the best use of the all too infrequent good weather we must expect to endure throughout a European Meet has got to be a good thing.

Here's wishing the CH53 for myself on all the drifter loads next year, though I suppose I'll have to slum it in a Turbine once or twice, looking forward to seeing you in those mythical cloudless heavens.

THANKS

Almost twenty years ago I hung up my boots when Thruxton closed. This week I returned to the fold to do a Father and Son jump at Frans Ranch, The Cornwall Parachute Centre, under the guidance of John Fisher.

The enclosed photographs were taken to record the event: my son's first freefall with me following out on the rope. I'd like to say thank you to John, Fran and all at the Centre for making it possible.

Walking back from the DZ took me back over the years: was this Fran's Ranch or was it really Flambert's Farm? The memories flooded back, of Peter Lang and my first Jackaroo with Bill Leary doing the driving. Bernard Green, Pat Slattery, John Clarke, Dessie Smith, Dick Wallace, Brian Angel, Joe Reddick and myself crammed in the old Rapide with John Heaton at the sharp end. Then the heady days of John Meacock, Ken Vos, Charles Shea-Simmonds, Dave Wateman, John Ball, John Harrison, John Beard, Ray Etschell, Mike Taylor, Terry Hagan, Dave Moody, Eddie Hughes, Les Woolgar, Jim Crocker, Neville Hounsome and Helen Flambert and many, many more.... could it be so long ago?

It's great to be back. I wish my son as much pleasure as the sport has given me. Regards to you all,

JOHN BURGESS BPA 328

HAPPY RETURNS

After a 6 year break away from parachuting due to various full time commitments an opportunity arose for me to get back into the sport again. Having made 49 previous descents finishing up on 20 second delays I didn't really relish the idea of having to go back on to the static line and through the system again. I had heard about AFF courses being run at a few clubs by a friend of mine, Ken Mapplebeck. The nearest DZ to me at the time was Headcorn, (I'd last jumped there in 1978) so I contacted Pete Allum at Slipstream to see if he could fit me in on a course. Monday 4th August was arranged and as far as I was concerned couldn't arrive quick enough.

I went down to Headcorn on the Sunday and billeted myself at the Smarden Bell, an Hostelery frequented by jumpers after a days parachuting.

Monday 4th and the course begins with form filling and a chat with Pete. After the forms, down to some ground training. My previous parachuting experience (limited as it was) and the fact that I had flown squares as CCI R.E. Parascending Club certainly helped with the instruction Pete was giving me, so much so that we had finished by lunchtime. During the break Pete introduced me to Rob Ames, another very capable AFF Instructor who was, in fact, to stay with me throughout the course. I'd already met Ian Aitken the day before, my other instructor. Pete had to shoot off to Maidstone to get his back checked so I was left in the care of Rob & Ian.

Rob went through the dive with me and then we went to the mock up for a few dirt dives. A point that did impress me was that all briefings and debriefings were carried out very thoroughly and at an easy pace. At last the big moment arrived and our names were called for the next load. Kit on and a walk over to the Islander with Rob and Ian, going over the jump in my mind. One more dirt dive from the Islander and we were airborne for my 1st AFF jump but my 50th jump in total.

We were to be the last group to exit the aircraft at 12,000ft and after every one else had left Ian asked if I was ready to skydive. "Ready". I followed Ian into the doorway. "Check in, Check out, Up-Down-Arch". Out we went linked together for a nice stable exit. Circle of awareness exercise followed by three dummy ripcord pulls and another circle of awareness. All went well so I had a fair bit of free time to enjoy the dive. Rob said later that he had never seen anyone grin so much. 5,000ft. call out height to Rob. 4,000ft. given signal to pull. The dive was over far too quickly it seemed but in fact we had completed a 50 second delay. After a nice flight down on the 9-cell Drakaar followed by a stand up landing I made my way back towards the clubhouse. At the edge of the field I was greeted by Rob and Ian who proceeded to shake my hand and slap me on the back. I had forgotten just how much of a family jumpers were and was quite overcome with the congratulations from other members of the club. It was nice to be back. To cut the story short, I completed the course in the required eight jumps including the hop and pop from 4,500ft. all in 2½ days, a Slipstream record I was later informed.

I would also like to take this opportunity to thank all at Headcorn for making my stay a memorable one, to the RE 'B' team for their encouragement and especially to Rob and Ian for seeing me through the course. If anyone is thinking about taking on an AFF course, all I would say is don't hesitate, it's great fun and a nice way to get into parachuting. Blue skies forever,

ANDY JENNINGS, C7568

DEMO WAL

Just a brief note of thanks to Wally Gubbins for coming along to film the Trail Blazers demo at the Great Yorkshire Show a couple of weeks ago. The BBC wanted to show some air to air footage and our new boss, Nigel Jackson, volunteered Wally's services. Incidentally, Nige should have done his first demo a couple of weeks ago out of a Sea King. The demo was cancelled because the

cloudbase was about 7 feet. Jumpmaster Geordie Best was a bit miffed at not jumping the big helicopter, but then he realised that if we couldn't jump Nigel couldn't either and he felt better.

Anyway, Wally wasn't too keen on driving all the way to Leeds for one jump, but then the Beeb mentioned money and he was up the M1 like a rat up a drain. We arrived at Leeds to find him hiding behind a bush. It turned out to be his beard, but the dead flies in it fooled us at first. We recognised him in the end by the Polaroid nailed to his frap hat. Anyway, we dirt dived while Wally sorted out his exposure, then there was a short delay while we explained that he would have to zip his jeans up as it was a family event, then we took off. Mike Newall the pilot did a nice low pass over the showground for some air to ground shots. Wally complained a bit at first about the attitude of the aircraft, but then he realised that if the aircraft was upside down the camera would be as well so he could just invert the photograph. It was all a bit technical for us, but Wally said it was okay, cameramen would understand. (I've just remembered Mike didn't want Steve Swallow to know about his aeroplane doing barrel rolls so you'd better not print that bit Dave.)

There was some more confusion while we explained that what Wally thought was an old green carpet tile was actually the display arena, and then we got out. Steve Jones and Chaz Goodwin launched a two man which surprised everyone by flying - they are both due into workshops soon to have gyros fitted in a despairing effort to make them fly the right way up - and the boss and John Crater did a biplane. Craters name used to be Carter but we changed it after a demo in Plymouth when he made one getting low hooked on the bottom of a biplane. (Sorry Dave, you'd better not print that either - the boss did the low hooking and he doesn't like being reminded about it).

Well, the show organisers were dead chuffed. Wally got his cheque and we all went off for a couple of dozen social beers a piece. Then we all waved goodbye while Wally weaved slowly off towards the M1, his cheque carefully stashed away. Well, we all waved except Lammy Lambert who was too drunk to stand up.

Real nice to see you again Wally me old mate. By the way, if you won't be offended by a word of advice, you'll get such softer landings if you don't

keep forgetting to pull. That helmetless camera mount might have something to do with it. I said it wasn't a good idea to drill your skull for the mounting bolts!!

RAY ELLIS

£7,500 NOT £50,000

I write to extend my gratitude and thanks for your extensive coverage, by way of editorial and professional photographs, regarding the Nationals in the last edition of Sport Parachutist Magazine. That is exactly what any sponsor deserves.

On a recent meeting held with Malibu, I can assure you that they are absolutely ecstatic with the edition.

As regards complaints (column) I enclose a photocopy of my agreement, with my sponsors, which outlines the exact amount sponsored. It was most unfortunate, that previously they required it to be an undisclosed figure, which caused problems on earlier press releases. But I can assure you on the breakdown, as I enclose the Nationals cost a lot more than £7,500 to stage.

DAVID JOHNSTON

I confirm that according to your agreement with Malibu the total sum allocated to the Nationals was £7,500.

You may remember that I came in for what I considered to be unjust criticism for trying to clarify this very point with Malibu. Any competitor who read that Malibu had sponsored the nationals for £50,000 would be entitled to ask questions. Thanks for clearing up the misunderstanding.

DAVE WATERMAN

CHARITY BEGINS

I wish to respond to a comment made by Dave Turner in his letter in Sport Parachutist (August 1986) regarding his statement that large sums of money raised go directly towards helping the largest group of disabled people in the country - those who are mentally handicapped.

There are approximately 1.25 million with mental handicaps in Britain, 1 in 45 of the population. By contrast as many as one in four of the population, approximately 14 million people, may experience mental health problems at any one time. It is the needs of these people that MIND (National Association for Mental Health) tries to represent.

Consequently, the parachute courses which MIND run, based at Ipswich, Swansea, North West and Blackpool, although perhaps on a slightly smaller scale than Parachuting Promotions, offer members of the Public the chance to benefit 14 million people who are in real need of our help. In addition, mental health problems may affect any one of us, therefore the need for MIND's services and for additional finances are ever increasing.

Anyone wishing to find out more about MIND courses may contact me

at MIND, 22 Harley Street, London W1N 2ED. Tel: 01-637 0741.

KIM MAXWELL
Appeals Organiser

GOT TO BE SAID

After doing my first parachute jump at the Manchester Free Fall Club, Tilstock, I took the sport of parachuting up seriously - or is it that the sport took me up? As I progressed and put up with the boredom on DZ's through the wind and rain (as so many of us have done) the time came that I needed to thank about getting a square. I asked questions and listened to some parachutists talking about their rigs and canopies, but it still didn't help to decide which might be best for me! So I wrote this letter to different companies, their addresses I obtained from the magazine:-
Dear Sirs,

Having done my first parachute jump in November 1985, I have been informed by my instructors that I am progressing very well and should be thinking about getting a square. Having talked and listened to many experienced parachutists, your Company has always been one of the most highly recommended for quality, good service and reasonable prices, although I am still very confused as to which rig ad reserve would be most suit to my needs, as I am 6ft 2in tall and weigh between 13½ and 14½ stone (with typical garments) therefore I am hoping that your Company will be able to recommend and advise which of your harness containers, canopy and reserve would be best for me. The only stipulation that I ask is that the colours are red with blue trim. Hoping this will not take too much time or trouble to help an inexperienced and confused parachutist.

My first reply (by return post) in fact was from **Lofty Thomas**, including lots of information and diagrams of rigs, with a helpful and understanding letter, in reply to my enquiry, explaining which rig would most suit my requirements - a nine cell raider (main canopy) with a Phantom 26ft reserve, in a Zerex container. Other companies did reply, but Lofty's had the edge. Some did not bother to reply at all (Walleys).

I decided to make an appointment and travel down to Bridlington with a friend (Buzzy) who was also wanting his first square rig, we met and talked to **Derek Thomas** who was very helpful in all aspects from the harness to even the arrangements of our colours.

He had the experience and knowledge to know what was right for us and also look good. Buzzy had thought of the Fury canopy, but after talking in some depth with Derek, it was decided that the Maverick would be better for him, due to his weight and size and most of all the performance he would get under the canopy, especially in later jumps - It was great to listen to someone like him, that had jumped many different harnesses, canopies and knew which would be exactly right for you and not

necessarily the most expensive either.

I would recommend Thomas Sport to all. One more thing I would like to add - it would be great to see more experienced information and helpful hints in the Magazine about main canopies, reserves and harnesses by professional sky gods, who have jumped different rigs and know their performance, to help us trainee sky gods of the future.

May all your jumps be happy and good ones!

DAVE HEATLEY B7554

NEWS FROM THE NORTH

It is quite a long time since any news from this remote border outpost crept into the 'hallowed pages' so I thought I would drop a few lines and send a few piccies.

Without doubt the most important development here in our eleven year existence was the acquisition of Dunstanburgh House as our residential/training base. As a Para Centre it has to be seen to be believed and provides our regulars and novices with comparative luxury when we close the DZ. The house overlooks the beach and Dunstanburgh Castle. We have 58 beds, bar, restaurant and barbeque patio for when the weather is kind. Mick Graham who for a long time was a dedicated part-time instructor, joined me as a full partner last October and now controls the running of the house side as well as his instructional commitment. With his lady wife, Sue, veteran now of three tandems, and my fiancée Jude looking after the catering and cleaning aspects we all live very well up here don't you know.

On the parachuting side we boast no Skygods as all our regulars are completely home grown due to our location, but it is gratifying that we are now welcoming visitors from the South on a more frequent basis and we would like this to become the norm. Being a small operation we rely heavily on our regular jumpers to help with all aspects of running the DZ and have a Members Advisory Panel to voice their suggestions and arrange the social side. In return we try to provide a good deal all round and this applies to visitors also. There are no membership fees and no kit hire charge. Tandem was introduced in July and as we have the Strong system the progressing jumpers are finding it useful as a training aid - operating the release themselves at the correct height (there is an override!!) and learning to fly a square as the toggle pressures are more realistic than on other systems. Our aircraft is a 207 G-BAAK who members will remember from Sunderland, our Chief Pilot is Peter Trionfi who has been with me since Brunton opened in 1975.

Our airfield is in a beautiful setting with the Cheviot hills to the West and the Coast, Castles and Farne Islands to the East. There are no time or height restrictions although we do try and close around 9.00 p.m. to avoid annoying the very few locals we have

around us. All the normal student gear is available and we now have, thanks to the fund raising activities of the members, a piggyback PC and a square for progression training all without hire charge. The performance standards are rising all the time and it was great to watch the first 5 stack being built the other evening, all local lads apart from **Tony Knight** visiting from Ipswich, thanks for the help Tony! Although we only jump week-ends and Wednesdays there is stacks to do for any visitors as we are in the middle of a holiday area. We are a fun DZ with no politics allowed or wanted and anybody is more than welcome to come and sample our Northumbrian hospitality. All the best,

KERRY NOBLE D716

ALTITUDE IS....

Having taken part in the Cranfield Sped 10 Competition, it occurred to me that what the summer season lacks is an Altitude Boogie. Particularly after round 7 when the exit height was lowered to seven grand for that round. Some teams did not build complete formations although they could have done - out of competition time yes - but out of Boogie Time?

The Cranfield Speed 10 is a well run competition. To complete 4 rounds after the torrential downpour on Saturday when the DZ resembled a swamp the exit height had to be lowered.

Many thanks for a great weekend to the organisers, Superman 10, Hop Along Hook It 'yn George, My Dancing Partners, the bar and canteen staff, and everybody who was there.

The suggestion is an Altitude Boogie with:

15 grand minimum exit height
Radio spots
Oxygen on tap in the plane
Completely restricted airspace, although tracking around gliders does make an interesting end to a dive.
£10 per skydive.

Porters could be used as they climb so quickly that 15 grand does not create hypoxia. Having a number of Porters at one DZ would present some coordination hassles, but nothing that couldn't be organised. If a skyliner and/or skyvan were to be utilised oxygen could be on tap or released at a calculated altitude.

British skydiving certainly has the potential for such a meet, so where to manifest? We have the technology (and we can built it!)

JUSTIN HARVEY-SMITH D4846

You must be joking! Ed.

SHORTEST YET

Reference to our phone call on 16th September. Could you please fit this article in the next BPA Mag. Thank you.

A. ANDERSON

To all 1986 Staggerbacker's - Thanks.
ALI D3622

Shortest article yet! Ed.

WALLY'S WELLIES!

Dave you poor OLD naive soul,

Just because the grass roots members of the flock write epistles to the bible preceded by a 'Dear Ed' it doesn't mean you have carte blanche right of reply. That little space at the beginning titled 'Editorial' is where you get your just reward for rearranging the contents of the aforementioned bible in the manner you best see fit.

In your answer to my last piece of poetic correspondence you have the bare faced (or otherwise) cheek to say to the humble Walter Gubbins IFC that power corrupts...Dave me old mate look at the mirror long and hard before taking that long and lonely stroll down the corridor to insanity, because that, my friend (sic), is where you are surely heading if you continue to utter such words of complete garbage as those written in reply to my last letter.

Whether I am the Chairman of the Bee Pee Aye or not I can assure you that Old Walt here will always be at grass roots level. I may be tall in pride, large in life and great in achievement but at my diminutive stature I'm hardly likely to be anything else than at grass roots level whilst you Dave are to grass roots Parrott Chuting what Peter Richie is to limerick composition (see enclosed).

Well! Well! Wally I really did hit a raw nerve didn't I, and I thought you had a skin as thick as a Rhino.

LUV DAVE

Well to other subjects, namely Young Dero Thomas (believe you me, subjects plural is correct when talking of young Dero). I must apologise for the humility I've put Dero through in the last couple of Wally Gubbin's Reports, I won't be mentioning a certain 49 way in Spain again, nor should I really mention the 10 Way Speed Star Meet held at Cranfield where the aforementioned skydiver's team only came second to a crowd of superswoopers by the name of Tolwits. May I strongly recommend washing boots (or whoever he was) when visiting Cranfield. Drivers should also be careful of a rather large ditch last seen with a Ford Escort poking out from within.

I noticed in a recent advertorial Dave you were mentioning those poor individuals that no one will jump with, Camermen. Well Old Walt here is trying his best to help these poor downtrodden, unappreciated breed destined to freefall solo for the rest of their natural careers (could be worse you could be doing style). As they have so little to do I use them to help with PCD's Pre Dump Checks. When tandem jumping the cameraman holds up a little board with all the flight and pre dump checks for the Tandem Master, equally well it could work for a 4 or 8 way team liable to brainlocks.

The PDC is not to be confused with the Pre Dump Cheque, this is when the tighter of tandem passengers are encouraged to part with greater sums of money than they initially thought

necessary to guarantee a soft and uneventful landing. Who said tandem couldn't pay?!!

I must say it was nice to coach and coax the Royal Marines into slamming a 24 stack together, mind you the way they fly a stack they could well do with super glue sponsorship...though on second thoughts after a few pints of 1644 I could easily be persuaded that building a 72 stack was a piece of P... Kronenbourg.

As a publicity stunt I thought that Bobby Schoolers little cutaway for the cameras was a magnanimous gesture in the name of keeping the Royal Marines in the eye of the media. Next time Bob a little stability and less kicking would round it off nicely!

Not only have I made considerable progress with the computerised jumpsuits oh avid Wally fan, but alongside Bazza Walton of Thin material jumpsuits I'm developing a self righting suit for those with stability problems. I see a large and profitable market in this area. At present we are experimenting with tactically placed drogue chutes and a liquid ballast system, this has so far been a bit messy on deployment.

So till next time remember Green side down, Blue side up unless night jumping.

Yer old mate Walter Gubbins IFC, purveyor of Video spectaculars and dirty postcards.

P.S. I enclose several more pitiful attempts at winning the Gubbins literary prize.

WALTER GUBBINS IFC

HORNY WHAT?

USPA Headquarters always reads every issue of Sport Parachutist cover to cover. In your August issue one of your writers refers to 'Lory Gorillas' jumps. Was this a typo or do you do things differently in the UK?

We call them 'Horny Gorillas' over here in the Colonies. Incidentally, I was there when the first Horny Gorilla jump was made; during practice for the 1977 World Championships of Relative Work in Gatton, Australia. Mike Gennis of the American Team decided to try mass upside down flying. Patches were created on the spot showing Queenland's Glass Mountains in the background and a particularly ugly animal in front. Why Mike called it the "Horny Gorilla" nobody knows, but the name has certainly stuck here in the States.

WILLIAM H. OTTLEY

Executive Director
US Parachute Association

RECKLESS LETTERS

Following a letter printed in the August Magazine headed Complaint I, written by Andrew Morgan (a gentleman I have not had the pleasure of meeting). I decided to write and tell you all of the great holiday I had in June at the Centro de Paracaidismo on the Costa Brava. It would appear to be a different DZ he went to.

I went for a square/tandem equipment transition training, although

being Cat. 7 I could have done this at any suitably equipped club in the UK. After an extensive briefing by Ian Head I completed by first square jump safely (radio assisted). The hired equipment being a Vector with a 9 cell Manta fitted with a lanyard cutaway system and an FXC. My jumps were all within the BPA regulations - remember you can always say NO!

I wish to thank all the staff from the School of Human Flight at Ampuriabrava for making it an enjoyable and above all a SAFE holiday. A few points raised in the letter should also be mentioned:

1) West Mercia Insurance provided Medical Cover at £17 for 18 days, including skydiving and flying (a reasonable amount).

2) You have a choice of wearing a life jacket or to carry a life preserver, don't winge about it back in the UK.

It might have been better if the letter of complaint had been confined to the bin or even if some of the details checked out. Whilst I understand the amateur nature of this publication some of the contents in the letters section smack of downright recklessness. However, I hope that you find it possible to print some of this, by that time I will probably have cooled off.

FRASER PATERSON

The details were checked out, there was no Porter, Leo Dickinson was there filming a topless tandem. (See Leo's letter in this issue) Andrew Morgan travelled all the way to Spain to jump and had trouble getting into the air. He is entitled to feel a little peeved.

Sorry we don't go in for censorship in Sport Parachutist - That doesn't mean we agree with everything which appears in the correspondence columns. We believe in free speech, including yours. How do I know what you have written is correct?

PENTHOUSE STEALS THE PLANE

Guilty! Guilty! Guilty! till proven innocent which in this case is nigh on impossible. I refer to the letter critical of the lack of planes and subsequent hijacking by myself and Penthouse Pet recently in Ampuriabrava.

Andrew Morgan was quite right with his complaints of lack of planes when so many jumpers were expecting to see a porter zipping up and down. I know it doesn't help frustrated jumpers but for what it is worth I know that Roland spent one week rushing around various airports in Switzerland trying to rustle up one Porter after another. The fact that he and the jumpers were let down by a broken contract is hardly a news item in our sport.

50 jumpers and numerous lurkers spent a frustrating 4 days recently in England waiting for a DC3 that never flew but the jumpers were pragmatic enough to realise the reality of the situation. I have been to many such boogies where planes have not materialised and even some when

they have and the owners have taken them away due to lack of support from the jumpers. I think Ampuriabrava has come in for an unfair amount of criticism in the correspondence columns of this and other magazines in the last few months with respected skydivers expressing concern over such things as the nearness of the sea and canals that criss-cross the town beneath us. In fact Swansea airport is virtually the same distance from the sea as Ampuriabrava yet few complain of this hazard although I do remember talk about wearing life jackets in Wales but that was quickly dropped when people learnt how to spot. It is hardly the fault of Roland, Mitch and Maria if Europeans converging on the drop zone know neither how to spot nor land square canopies. They have never advertised it as a student drop zone other than AFF (which they talk down with radios) and indeed are the first to admit that their priorities are for the experienced jumper.



I can't let this letter go without correcting the observation of your correspondent regarding the size of certain parts of the girl's anatomy. All I can say is, he is wrong. Either his eyes need testing or he ought to have gone up closer. Either way if he sends a stamp addressed envelope I will happily send him a personalised photograph from Susie which I am sure will instantly dispel his incorrect opinions.

Alternatively, if the editor sees fit and can get the backing of the BPA Council, the CAA and John Meacock, I would more than welcome the opportunity of giving the rest of our members a centrefold with a difference! Failing this I suggest you put your name on the waiting list for Wally III, which will show Susie in all her glory in a sequence entitled Wally's Pets.

LEO DICKENSON

Hang on a minute, Andrew Morgan's letter is the first and only one of criticism to appear in these columns about Ampuriabrava. He was entitled to be annoyed (see previous letter). Come on Leo! you know yourself that the water (not sea) is a lot closer to the DZ in Spain than at Swansea.

Going to Goodwood for the weekend hardly compares with a two day drive to Spain which might well be your annual holiday. Particularly if you are enticed

there by an advertisement in SP. By the way what has good spotting got to do with a premature opening at 12,000ft, with winds going seaward. Don't get me wrong I've jumped there on several occasions and had a thoroughly enjoyable time.

DAVE WATERMAN

THE LOGO SAGA PART III

Again, I read with interest your reply to my comments headed 'Bears a Resemblance??' in the August edition of Sport Parachutist.

At first I had to flip back to the cover to believe that it was the journal of the BPA that I was reading, and not some private publication issued by you to promote personal campaigns of self interest.

Unless I've missed some sort of important constitutional move, and the BPA's magazine editor has also been given charge of BPA policy matters, taking over the role formally occupied by Council, it seems to me that you are grossly abusing your position by passing any critical comment whatsoever about Charity funded students who happen to constitute a large proportion of the yearly membership of, and contribute significantly to, the British Parachute Association.

Your reference to the Charity Market as a first and only jump market reflects the fact that although you have spent many years in the sport, as you told the membership so eloquently in a recent editorial, for the amount of time you have spent, it seems that you have very little knowledge of the business and how it works.

Please let me enlighten you with a few simple but vitally important facts:-

1. It has been shown by empirical study that the retention rate for 1st jump students is very low across the board regardless of how the initial first jump course was funded. Our research study carried out during the summer of 1984 showed quite clearly that retention is governed by several factors which revolve around a time/opportunity ratio. That is, the amount of time most members of the public have available to devote to the sport to the opportunity offered by a particular club or centre to make a continuation jump. Personal wealth, family and social commitments aligned with other interests govern the former. Location, the centres attitude towards progression students and of course weather govern the latter.

A new survey has just been commissioned on our behalf at a cost of many thousands of pounds in order to update our knowledge and assist with forward planning. Interestingly, our sponsors did want to obtain certain records from the Association in order to facilitate this work, in return for access to the results obtained. Unfortunately, the BPA does not collect the necessary records of student membership addresses that are required for the study. Though I'm sure that the BPA would still find of

value the results of the work being done.

2. Again empirical study has shown that the major effect on the market of Charity Parachuting is to cause a 'shift in demand' and not to create in itself that much 'new demand'. In effect we have a great deal of substitution. People with no real interest in a particular charity, but who want to make a parachute jump take advantage of the offer incumbent in a 'free' parachute training course and jump as a substitute for funding a course themselves.

These people accounted for 73% of all charity jumpers at the time of our last survey. The perception of a 'fun social outing' attracts a great deal of secondary demand. Some 26% of charity parachutists are involved in jumping with a group. I don't perceive this as being any bad thing as I believe that all sports are basically undertaken for the 'enjoyment' of those taking part, and our sport should be advanced enough by now to enable us to take Mr or Miss average off the street and teach them to parachute and deliver them onto the ground safely. Only 11% of jumpers we found to have a strong allegiance to a particular charity, and of these we have found over half to be nurses!

3. The real effect of Charity Parachuting has been to accelerate artificially growth of the sport over the last three or four years. This is undoubtedly due to the large advertising spend by charities to promote their schemes. It is certain that for the most part a similar level of spend for self funded training courses by parachute centres would have achieved the similar result in terms of student numbers had Charity funded courses not existed at all. The question, of course, is where would the Clubs and Centres have got such large amounts of money from to advertise, and if they had had those funds would they have been spent on generating new business anyway? The large amount of 'Charity Parachuting' messages visible to the public has also dragged along behind it fresh demand for self funded courses in the same way that advertising for one brand of chocolate biscuit helps to increase sales of all brands by raising the demand for chocolate biscuits as a whole. Further, Charity Parachuting has helped to redress the balance between male and female entry into the sport, though I doubt if this was a set aim. In 1985 more than half the 18 and 19 year olds who made a Charity jump were girls, a fact that probably only the male instructors out there noticed, but has not been taken into account by anyone else.

4. Now let us look at the indirect effects of that large charity advertising spend. Where do you think that the money has come from to equip civilian centres with so many large and now turbine aircraft, for the most part used by us experienced jumpers? Where do you think that the money came from for centres to buy new, modern and safe student parachutes, and AAD's for student reserves? And

where did the money come from to provide the modern decent training facilities for novice and experienced jumpers alike that can be found in many parts of the country now? And where does the money come from to pay the wages of the large proportion of our BPA instructors who are in full-time and part-time employment? Well it doesn't come from the commercial success of the BPA magazine, that's for sure!

If the BPA decide to make AAD's mandatory for student parachutists the decision has already been made by our charity sponsors to work out a programme to financially assist clubs and centres in their purchase. If the BPA doesn't make them mandatory, we will doubtless be offering assistance in some other area such as with the cost of net skirts or new canopies in a commitment to better student safety standards.

In conclusion, if the BPA and its membership doesn't feel that Charity Parachuting courses are within the 'spirit' of the objects of the Association the BPA will refuse charity jumpers membership to the Association as it seems would be your want. Meanwhile I would be very interested to read the 'wholepage' that you could devote to the subject of charity jumping, but please don't embarrass yourself by printing it in the magazine. From someone who has never taken the time to get stuck in at the grass roots end of the sport by becoming an instructor, and therefore never trained first jump students, I doubt whether you have anything positive, credible or of the slightest value to contribute to this vital area of our sport which the membership would want to read.

DAVE TURNER

Well! I think your statement "to promote personal campaigns of self interest", needs putting in the right perspective. Who is writing to whom? I am exercising the prerogative of any editor to reply to letters sent to the magazine. You are leading the discussion (if that is what we can call it). I must say it has wandered a little from the original "no-go logo".

I'm wondering who wrote the "meat" of your letter, it has a familiar ring. What I call "media/advertising speak". One hears the same terms when the media folk of the cigarette industry try to justify cigarette advertising and sponsorship as not encouraging people to smoke, just to change brands!

What disappoints me most is the personalisation of your arguments. It does you no credit and undermines any valid point you might make.

If you care to read the rest of the magazine it appears there is no need for me to provide the "whole page" on the charity market as there are a number of people prepared to do just that. A subject, I predict, that we will hear a lot more of in the not too distant future.

Just for the record, sometime ago, BDT in fact, that is back in the

days when a couple of signatures from the right people would get you an instructors rating, I spent considerable time at grass roots with students. Although I quite enjoyed it I preferred being a skydiver, so I got involved in more selfish things, like serving a number of years on council. I even very selfishly jumped for Great Britain several times before I even more selfishly took over the editorship from the previous editor who had extremely selfishly become Chairman of the Association.

I should have stayed with students - by now perhaps I would be driving a Ferrari rather than a Toyota!

Here's till next time.

P.S. Please note copy date for the next magazine is 14th November, you nearly missed this one.

P.P.S. Let's keep our sense of humour.

ED.

HERE WE ARE

We are an aerial advertising company based at Denham. Should you have any enquiries for such a service, perhaps you would pass on our name? We would be most grateful.

The main aircraft we operate is a Cessna 180 which is fully approved for parachute operations. This aeroplane is available for use for this purpose from time to time, subject to availability. We can supply aircraft with wind deflector and experienced pilot although your pilots may fly subject to approval.

If this is of any interest to you in the event that an additional aircraft may be required, please contact us on Oxbridge (0895) 832312.

P. SCALES
Skywriters

BRITISH PARACHUTE ASSOCIATION SAFETY INFORMATION

An incident occurred recently where a parachutist under a ram air canopy induced a very deep stall by wrapping the control lines around his hands several times, upon releasing the lines the canopy did not re-inflate, both leading and trailing edges of the centre cell became entangled with the suspension lines causing a violent rotation, which necessitated emergency action.

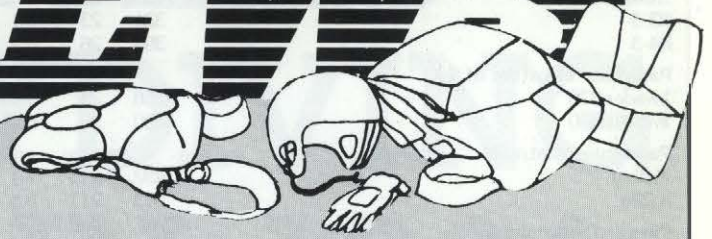
In recent months many parachutists have indulged in violent and radical mishandling of their canopies, in the belief that once opened normally, the canopy could not then be made to induce a malfunction. This is evidently not the case.

It is recommended that parachutists should not do the type of manoeuvres, especially at an altitude where it would not be safe to cutaway.

TONY BUTLER, JNC50

KITNEWS

By Rob Colpus



CHECKERBOARD SQUARES

Space Coast Parachutes of Florida USA have recently joined the ranks of full-time canopy manufacturers. They have four ram-airs in their range. 7 cells: Apollo 175 sq.ft. and Mercury 205 sq.ft. 9 cells: Atlantis 220 sq.ft. and Gemini 260 sq.ft.

The major difference with Space Coast ram-airs is that they don't just offer colours in stripes from front to back or side to side, but also checkerboards or diagonal patterns or anything your imagination can come up with.

PARACHUTES de FRANCE ART

Parachutes de France are planning on offering a range of standard colour schemes with a difference. Rather than just relying on the colour of the canopy fabric, they plan to offer a selection of air brushed paintings on the top or bottom skins of single colour canopies.

PIGMEE 2 COPY

An illegal copy of a Gargano & Co. Pigmee 2 harness/container system was discovered recently by an American rigger. The rig's data panel said the rig was manufactured by B. Gargano & Co. in Tustin, California in December 1985. However Gargano ceased production of the Pigmee 2 in June 1982, and the print used on the data panels was stamped on white tape, whereas the counterfeit was written in pen ink.

Bill Gargano asks that if anybody should come across any further copies to contact him on (916) 753-7372 (USA).

VIDEO PACKING INSTRUCTIONS

Precision Aerodynamics and National Parachute Industries have produced 40 minute video tapes which show the complete procedure, tools and techniques for packing ram-air reserved. The tapes show the packing of Raven Reserves into a Relative Workshop Vector, a National Warp 3 and Stewart systems one and two pin rigs. The tapes are available for \$24.95 each from Precision, US Hwy 127, Dunlap, TN 37327, USA.

NATIONAL MIRAGE

The Mirage harness container system will soon be built by National Parachute Industries under licence to Annex Inc.

In order to reduce delivery times, stock colour patterns will be partially constructed on the shelf, only awaiting a potential customer's measurements to allow the main junction points of the harness to be completed.

SLIDER STOPPED

Two separate incidents were recorded in the States where the clear plastic slider stops which cover the connector links to prevent Slider Grommet damage, had travelled up the canopy

lines on deployment causing the slider to jam near the top of the lines, producing a malfunction.

This is only likely to occur with old worn stops which have become loose on the links. To prevent this problem, either replace the stops, or have a rigger tack each stop to its link.

PIA CANOPY VOLUME STUDY

The Parachute Industry Association of the USA has for the past year or so been carrying out a volume study on the majority of canopies on the market today. PIA admit there are gaps in the study, notably all of Parachute de France's range and some of GQ's. But fourteen companies did respond and 67+ canopies have been measured. The canopies were tested without toggles, risers or deployment bags, but deployment devices that are sewn to the canopy such as diapers were included, as were connector links and sliders.

	Volume cu in	Size	Weight lbs
Free Flight Enterprises Preserve III	384	24	6.0
Glide Path International Clipper	432	187	..
Fury	454	213	7.5
Manta	621	278	10.0
Maverick	425	194	7.0
Raider	535	226	8.2
GQ England & GQ Security SAC	395	22	..
Sirocco	378	178	6.1
Unit (F-111)	546	198	7.75
X2TEN	424	196	..
Security LOPO	519	26	7.5
National Parachute Industries Avenger	457	214	7.1
Marauder	547	253	8.2
Scorpion	419	178	6.5
Spitfire	402	176	5.9
Stringray	324	142	4.9
Vulcan	561
Phantom 22	274	22	4.1
Phantom 24	332	24	5.1
Phantom 26	384	26	6.1
Phantom 28	472	28	7.0
Phantom 180	369	176	6.0
North American Aerodynamics 252 Lite	677	236	..
Para Flite Inc. Cirrus Reserve	443	230	7.0
Cruslite	476	220	7.75
Cruslite Beta	399	175	6.4
DC 5	556	282	8.9
Nimbus	537
Nimbus Beta	454	188	7.1
Nimbus XL	623	273	..
Pursuit 230 (RW)	549	232	8.8
Pursuit 230 (STD)	608	236	10.1
Safty Flyer	468	152	7.0
Strato Cloud Delta	569	240	9.2
Swift Reserve	366	179	5.7
Swift Main	397	199	6.1

NOTICE TO GQ RAYDER OWNERS

Para Innovators			
Hawk	435	225	7.1
R2-3	321	23	5.1
R4-3	394	26	6.2
Parachute Industries of SA			
Invader 370	358	24	5.5
Invader 420	400	26	6.25
Parachutes Australia			
Meteor	492	213	7.1
X-228	573	217	8.5
Pioneer Parachutes			
K 20	321	20	5.25
K 22	376	22	5.25
Merlin	475	206	7.6
Precision Parachutes			
Polaris	465	223	--
Raven 1	361	169	6.25
Raven 2	400	199	7.0
Raven 3	478	232	7.9
Raven 4	506	--	--
Quantum Parachutes			
Aqutron 280	588	290	9.45
Photon	357	179	6.0
Prism 175	349	174	6.0
Prism 220	451	215	7.25
Quark	497	260	7.75
Space Coast Parachutes			
Atlantis	440	217	7.46
Strong Enterprises			
G2-R	421	--	--
Hobbit Reserve	314	162	5.5
26' Lopo	482	26	7.3
26' Lopo Lite	444	26	--
Spirit	496	211	7.5
Surplus			
26' Navy Conical	573	26	8.5
Miscellaneous			
Firefly Reserve	384	175	6.5
Pegasus	445	220	7.8
Preserve IV	343	--	5.0

Please be advised that the procedure for the reinforcing of the tail section of the Rayder is as follows:

The canopy should be sent direct to the Quality Manager at GQ at either of the following addresses together with the following information:

Name

Address

.....

Telephone No

Club

Canopy Serial No

No. of Canopy Descents

Forward to:

GQ Defence Equipment Ltd.	GQ Defence Equipment Ltd.
PARACHUTE DIVISION,	PARACHUTE DIVISION,
Stadium Works,	Isfryn Industrial Estate,
Portugal Road, Woking,	Blackmill, Mid Glamorgan,
Surrey, GU21 5JE.	South Wales, CF35 6EB.

If this modification is carried out by the manufacturer it will be done free of charge. Should you wish to have it carried out at your local loft then we will supply, if required, the reinforcing tape and information leaflet free of charge. The time needed to incorporate this is approximately 30 minutes. The cost of which will not be reimbursed by this company.

Note: This offer is valid until 31st October, 1986.

DR. J.S. LINGARD
Technical Director
GQ Defence Equipment Ltd.

INSURANCE FOR PARACHUTISTS



WEST MERCIA INSURANCE BROKERS

High St., Wombourne, Nr. Wolverhampton WV5 9DN
Tel. Wombourne 892661 (STD 0902)

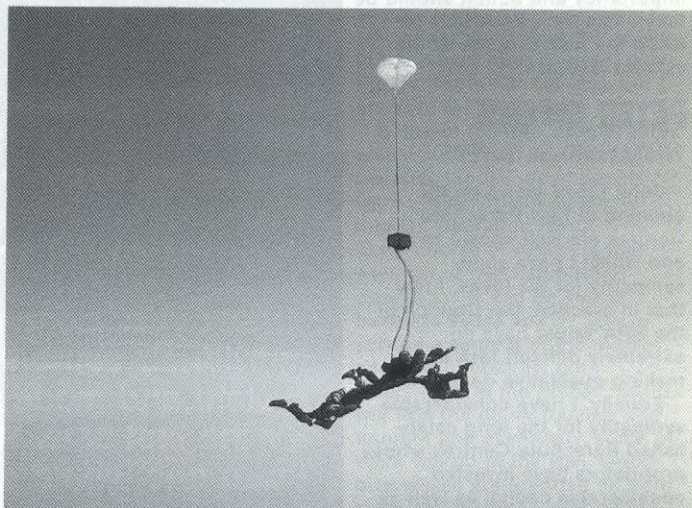
SPORTS DIARIES

Sports Diaries are sorry to announce that they will no longer be publishing the Parachutist's Diary, due to lack of sales. They would like to thank their previous customers for their support.

STOLEN AT BAT LIPPSRINGE

One Parachutes de France 'Contact' ram air main canopy, Serial Number 8602004. Colour burgundy/light blue/royal blue/light blue/burgundy.
Contact: Parachutes de France UK Ltd., Headcorn.

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Swansea Parachute Club

Swansea Airport

Fairwood Common

Swansea, SA2 7JU

Telephone: Swansea (0792) 296464

DAVE HOWERSKI

SWANSEA PARACHUTE CLUB

I agree whole heartedly with all the points that John stated. The only additions I would make are that, very shortly we will lose some of the excellent Parachuting facilities that the sport has available to it, as Centres close for financial reasons. Unfortunately, there is every indication that the organisations who survive commercially will not necessarily be the ones whose operation could be proven to benefit both Sport Parachuting and the British Parachute Association.

Timing is therefore of utmost importance and action should be taken as soon as possible to avoid the loss of some of the current facilities.

PETER RITCHIE

WHIRLYBIRD SKYDIVERS

John Lines' views on the opening of new Parachute Centres are well known to me and whilst I have some sympathy for his ideas, I feel that in practice, the Council of the BPA would have an extremely difficult task in making qualitative decisions.

Equally, I have considerable sympathy for the long established Parachute Centres whose proprietors have invested considerable capital as well as their personal skill and experience and it must be galling to find another Centre springing up nearby. You may think that I am sitting on the fence but I believe this is potentially an extremely difficult political problem.

Incidentally, my congratulations on your excellent coverage of the National Championships in the current magazine.

CHARLES SHEA-SIMONDS

VICE PRESIDENT BPA

In an age when the media only tend to expose our sport when something goes wrong and when authorities, both regulatory and political, react irrationally to attempt to curtail our activities as a result, the British Parachute Association cannot afford to exercise its own governing authority in anything less than a 100% professional and efficient manner.

For an essentially volunteer organisation this is an awesome responsibility - a responsibility that I know is keenly felt by anyone who has served on either Council or STC for any length of time.

I therefore feel that John Lines' ideas are an important step in the right direction. Any potential club must expect to be thoroughly scrutinised and vetted, both by the BPA Council

ENOUGH

/S

ENOUGH

Object number one in the Articles of Association of the British Parachute Association reads as follows:-

“To promote and encourage sport parachuting and to take steps as may be necessary for the proper conduct and regulation of the sport.”

Last year alone over 45,000 individuals came through the BPA system and made a parachute jump for the first time. With figures like these one would expect the sport in this country to be in a healthy state. Nothing could be further from the truth. At the time of writing the Association is down 1,500 on membership renewals as against last year. One also hears rumours of well established centres feeling the chill wind of financial problems. These amongst other current features in the sport has motivated John Lines to write to the magazine in order to get serious discussion going on what he feels is, “a major issue facing our sport”. This letter in turn was sent to a number of interested individuals, some of whom were concerned enough to respond. Their replies are published here together with John Lines' letter. Any further response from the membership would be welcome. John Lines wishes it to be known that he is writing in a personal capacity only and not as an official of the Midland Parachute Club or the Treasurer of the BPA.

- for all the valid reasons John suggested - and by STC to ensure the highest possible standards of safety training and equipment. In my personal view these latter standards should be considerably higher than those currently required for BPA approval. For the long term all this is vitally important for the development of our sport and to this end the Association should grasp the nettle sooner rather than later.

DAVID PARKER

HEADCORN PARACHUTE CLUB

I must thank John Lines for his letter which must surely produce constructive response and some home truths which are long overdue.

It is too late to be fussy now over new affiliation, the horse has already bolted, but obviously everything in his letter should be implemented immediately in case there is anyone left.

Sport Parachuting is dying on its feet in this country because it is being plagarised by, in sport parachuting terms, money grabbing, short sighted, selfish and thoughtless profiteers.

Headcorn is on the market because, amongst other reasons, I can no longer afford to provide the service and facilities that my club members have come to expect, and I take great pride and gain satisfaction from providing. A well known centre near London trained four hundred first time parachutists more than us in 1985, and completed fifteen thousand descents less, (BPA figures). The unnecessary competition from many centres heralds the immediate decline of what was an excellent skydiving facility. This, I believe is happening to a greater or lesser extent, across the country.

The predominantly student operation is often fed by the money orientated charity sharks now seeking affiliation to the BPA. These despicable creatures are beginning to fight amongst themselves because they have grown so large and fat on profits, there are not enough people left in the UK to satisfy their blind desire to get rich under the guise of helping those less fortunate than most.

Naturally, we all wish the charities themselves well, but the majority of us do not wish to see these organisations benefit at the ultimate expense of sport parachuting. If a parachute centre needs to rely on provided charity jumpers for its major source of students, then it is obvious that its word of mouth advertising is ineffective. This suggests a poor operation which should be disaffiliated from the BPA forthwith.

I intend to table a motion at the AGM along these lines: That all presently affiliated bodies, organisations and centres, who

are felt by the Council, not to be fulfilling the ideals as laid down in our Articles of Association, be disaffiliated from the BPA with immediate effect. The Council should then be looking for effective ways to put them out of business.

Guide lines and factors affecting new affiliation and removal of such should include the following:

- a) Ratio of first timers trained to total number of descents made.
- b) Effect of airspace restriction on altitude availability.
- c) Price structure.
- d) Lifting capacity to first timers trained.
- e) Geographical location and effect on other parachuting operations.
- f) Factors effecting operational viability e.g. off airfield drop zones.

The BPA must also consider the would be parachutist who is totally ignorant of the pit falls of the venture he is about to embark on. I am sick and tired of telephone calls from disillusioned pundits, who have often been lured to one of these cancerous institutions. Yesterday I had a call from a local lady who had travelled to Northern Ireland to make a charity jump - she was blown out and told that I would look after her!

There people initially become bad ambassadors for the sport as a whole, and so far us all accordingly.

With the therefore approaching failure of our top centres, the sport parachutist will become totally dependant on the excellent military facilities.

Although we may share some of the same ideal, I do not believe this is in either the military's or the BPA's best interests.

Many people will understandably point out that the BPA must have large numbers and cannot afford to prune due to lost revenue from student memberships and sports council support. This may be true in the short term, but remember, we must become self financing by 1990. The way the situation is developing this will be easy. There will be nothing worth funding that relates to national and international competition, boogies, meets and the real SPORT in general. Funds will only be required to finance one national coach to run PI/Exam Courses, a secretary general, whose main job in life will be to justify, to anyone who happens to be interested, the position of the, by now, virtually redundant and very disillusioned, development officer.

If you care about real drop zones, are genuinely supportive of SPORT PARACHUTING, please support me at the AGM. This matter is understandably too important for Council to consider on their own.

LINES

BY

LINES

In an attempt to inject some serious discussion material into this magazine and provoke some comment on what I feel is a major issue facing our sport I have decided to write to you.

I think the time has arrived for the BPA to review its policy with regard to new parachute centres starting up in business, and to adopt some much more stringent criteria in addition to those at present used. I am not referring to safety or other purely operational considerations, which I feel are more than adequately covered at present, but to the wider issues such as the character and financial standing of those making the application, their objectives when operating the centre, and perhaps the most thorny issue of all, namely will their new centre serve the best needs of the sport, either in that particular location, or nationally.

It seems to me quite wrong for the BPA to welcome every new centre under its wing without considering these matters. Let me make it clear that I am not trying to be purely protectionist in this, but it is time we took other than just commercial considerations into account. For example, if we allow new centres to open to the point where the market becomes saturated, and I believe this has already happened in some parts of the country, then something is going to have to give. Either existing centres are going to have to reduce their overheads to compete, and in doing so perhaps reduce the level of services they provide, or they may find themselves having to cease trade. If either of these things should happen to a long established centre which has consistently supported the association I fail to see how the best interests of the sport would be served.

There are plenty of examples of this type of consideration being made in other walks of life - you may know that if you wish to start up in business as a Commercial Vehicle Operator you may not do so without full investigation and the issue of a licence to operate, which can be withdrawn for serious breaches of the law.

Amongst these investigations is one to determine the impact of your operation on the local environment, and on your competitors, who can object to your application if they wish. It is tempting to imagine that other operators will object to any new competition as a matter of course for commercial reasons alone but nonetheless it may be right to seek their views.

I would suggest that we consider adopting the following procedure.

In addition to all the present procedures we should as a matter of course have a full inspection of the proposed drop zone by both JNCISO's and copies of maps and their reports should be held at the office. That such a report would also consider such matters as potential impact on the local environment, potential insurance situation, and proximity to other drop zones.

That the nearest other DZ operators be contacted for their views on the proposal.

That we are given much more background information on the application in person, or his company, and his CCI, including financial information.

Also that, in the final analysis, Council considers one question which is this:-

Assuming all other considerations have previously been satisfied, will the opening of this new drop zone positively benefit the immediate and foreseeable future of our sport.

I want, once again, to assure people that I do not hope to prevent people from entering the sport, and making money out of it - those who know me will be aware that I work in the commercial world daily, have no objection to the principle of a free market.

I now believe there are sufficient Parachute Centres in most areas of the country, and we ought to recognise the fact. I know that some places are now finding it very difficult to attract sufficient numbers of experienced jumpers to keep a regular jumping programme going, and there is also some evidence to show that the availability of first time jumpers is slowing down somewhat.

To me the signs are clear and the conclusion is obvious. Let's start protecting what we have now, instead of waiting until the situation gets out of control. I look forward to comments, from anyone except Walter Gubbins, with interest.

JOHN LINES D2280

ROB NOBLE-NESBITT
SCOTTISH PARACHUTE CLUB

I read John Lines' letter with interest. I agree with the basic premise that there have probably been too many parachute operations set up too quickly in recent years. However, I don't agree with his suggested remedies.

A number of these operations were set up to cash in on the massive boom in available customers for beginners courses, a boom at least partly created by the advent of the large scale charity courses. I think that the major part of that boom is probably over and we will now see the level of interest settle somewhat lower than it has been in the recent past. In some ways, I hope this is not the case but I am sure that time will tell.

Some of the new crop of drop zones were only able to start up because thousands of people were virtually pushing money into DZ operators hands. The likely course of events is that well run or well established operations based on sound business sense will be able to survive a settling of the market and that operations not established in the proper manner will find the going tougher and tougher and eventually, some of them will go to the wall. Good businesses are founded on hard work and planning over a long time, usually many years. In this respect, I think that the number of DZs will to some extent be self regulating.

I don't think that it is either feasible or indeed desirable for the BPA to stop new DZs from opening just because they may affect existing DZs. After all, who is to say that all existing DZs are good ones? If John's suggestions were enforced, it is entirely possible that a good well planned new operation could be prevented from starting in order to protect a poorly organised existing operation. How would a situation like this serve the best interests of the sport?

My feeling is that the proliferation of new drop zones and indeed the continued existence of poorly run drop zones would be best controlled in a less direct fashion.

Less direct action could include the upgrading of the qualifications to become and instructor or particularly an advanced instructor (CCI). The existing qualifications are probably inadequate anyway. It could also include the granting of far fewer exemptions to existing qualifications as this is sometimes the mechanism by which new drop zones are able to start operating. Steps like this would make it far harder for poorly planned operations to expand in numbers and go some way to achieving John's aims.

I am sure that John's letter will at least provoke some lively

discussion and it may be that some good ideas will result.

TONY KNIGHT

IPSWICH PARACHUTE CENTRE

I would like to endorse wholeheartedly John Lines' letter of 6th August.

I run a fulltime parachute centre that has always sought to improve its facilities and that encourages students to progress and provides the equipment and lifting capacity that enables them to do this. At our level of utilisation our Islander loses money when it goes to altitude, but we are quite happy for our first time course fees to subsidise this. However, the advent of the unrestricted growth of parachute centres has undoubtedly resulted in a saturation of the market and a subsequent decline in overall numbers of beginners coming forward to parachute.

This may have two primary adverse effects on parachuting in general. The first is that the centres who provide good facilities and subsidise progression will be the first to feel the financial pinch in a declining market compared to the low overhead cowboys who buy a dozen rigs, hire a 182 and train a hundred students a weekend. Secondly, when the better centres have gone to the wall, the retention and progression rate among the remaining pirhanas will be non-existent.

It is possible for the BPA Council to do something along the lines suggested in John's letter. Sadly, however, I predict they won't; they just don't have it in them. Most of them understand very little about the front line economics of parachuting and think only in terms of overall membership numbers. The unrestricted growth of parachuting has become the sacred totem to which Council pay homage. They appear to respect quantity rather than quality and when the Development Officer gets appointed he will have to do the same as he desperately tries to justify his salary.

Unfortunately if the present pattern is maintained there won't be anything left to develop in five years. The voice of the BPA will have been drowned out by the baying of the cash hungry, one jump only centres, as they fight over the remains of the last student.

DAVE WATERMAN

John Lines is to be congratulated for putting into print a view point which, I suspect, will have support from a majority of BPA members. The subject has motivated a number of discussions I have listened to at various drop zones around the country this year. A motion

at the AGM would certainly be a way to test its popularity and if passed give Council next year a mandate to put our house in order.

The subject, however, is a very contentious one, and one must agree with Peter Ritchie that "The Council would have an extremely difficult task in making qualitative decisions." Rob Noble-Nesbitt makes a good point when he writes, "Who is to say that all existing DZs are good ones?" When it comes to amenities most are not. At a recent 'boogie' in the South of England over 200 skydivers had to share two toilets and one shower. The system broke down under the pressure and both toilets were out of order before the weekend was over. Apart from being very inconvenient (no pun) the result was a danger to health. Nowadays the most hazardous part of any involvement with the sport of skydiving has nothing to do with malfunctions, aircraft crashes etc. It is surviving the health hazards in the toilets and canteens.

Some DZs, of course, do not have control of these services, in fact many do not even have any long term security of tenure at their place of business (i.e. the Drop Zone). A basic requirement for any serious business venture and perhaps one of the main problems facing the development of our sport - Everybody has short term aims.

Dave Parker says, "Too late! The horse has already bolted." He is right in one respect, it was too late about ten or fifteen years ago when there were clubs run by members and just a few

centres run by proprietors (why do those commercial centres insist on calling themselves clubs?) Then the BPA had a chance to set up regional centres, starting from small beginnings. I can remember what the facilities were at Netheravon and Weston when they first started - look at them now! Maybe it is not too late? Perhaps we should send a posse out to round up the horse. A National Centre would certainly solve many of our problems i.e. National Championship venue, permanent home for the BPA Office.

Failing that, maybe it would not be a bad thing for some 'setups' to go to the wall. A slimmer, leaner BPA could be good for all. We could then help those left to improve their facilities with grants and at the same time set the criteria for affiliation much higher than it is now. The subject is without doubt a 'can of worms' and certainly not an easy one for the next Council to come to grips with. Tony Knight is less than understanding when he writes, "that council just doesn't have it in them." They have tried in the past to negotiate with the commercial operators, only to have the threat of withdrawal of P6 membership fees held over their heads like the Sword of Damocles. Tony should know.... he has used the threat himself!

Another indication that the subject is a very contentious one is that I sent a copy of John Lines' letter to a number of influential individuals - most did not reply, keeping their heads below the parapet perhaps, or just keeping their powder dry for the battle that may well follow?

ENOUGH

/S

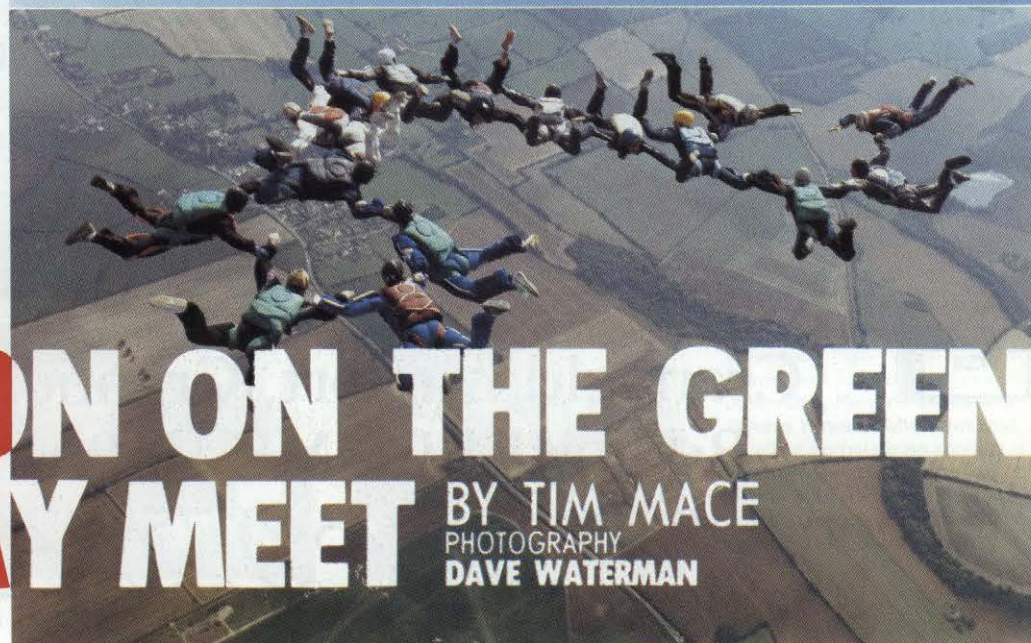
ENOUGH

The August Bank Holiday weekend produced a good turnout for the Weston 16 way meet which was held in near perfect weather, at least for the first two days. By the time the competition briefing started on Saturday morning ten teams had entered; that's more than there were at Z-Hills for the late Turkey Meet, according to people who were there.

Briefing revealed that although all jumps were to be out of **Matthew Mortlock's Skyliner** only the side door was to be used and with no floaters! This caused a few raised eyebrows but not as many as when **John Hitchen** said there would be 45 minutes of working time! Five rounds were planned; one speed star round and four 3 point random rounds, and all were to be judged from air-to-air video. 16 way scoring systems have varied every since the first 16 way meet, wherever that was, and this time it was a point for each person in formation plus a 10 point bonus if a formation was complete. The speed star was the same plus a point for every second of working time after the star was complete. Thus there were some deceptively high numbers on the scoreboard during the meet even though no team completed three formation in time.

Round 1 saw many teams experiencing slow exits due to the almost 'no show' rule. Of the seven teams who did not complete the first point, four ran out of time. Don't Poach Here Pete were very close to getting the 10 bonus points eventually scoring 14 while In The Shit completed only to find that they had a grip missing so only scored 15. Poor Old Annie had one of their team fall off the aircraft before the GO which left them a lot of work to do, eventually scoring 9 in time. High Times and Jumping Jack Flash And The Time Bandits Go South both completed the first point and got some way into the second before time, Jumping Jack had a slow exit whilst High Times had a minor funnel after the first point which left both teams on similar scores. Thus at the end of the first round the points on the scoreboard ranged from 3 to 38. On 3 were Floras Babysitters, a mainly Headcom team and Terminal Research, a Weston team, both having funnelled early on the dive but were still smiling.

Round 2 was a comparatively simple dive with a lot of flow at which many teams did well. Four teams got past the first point whilst only Terminal Research, still smiling and enjoying themselves, failed to get into double figures. Annie made up for their first round with a



WESTON ON THE GREEN

16 WAY MEET

BY TIM MACE
PHOTOGRAPHY
DAVE WATERMAN



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complete first point whilst In The Shit completed the second but out of time. Jumping Jack and High Times pulled further away with 52 and 67 respectively. Jumping Jack had a smooth dive but a slow first point after a slow exit whilst High Times fast exit was offset by two slow transitions giving them a complete third point out of time. The scores now ranged from 8 to 105 which seemed to put High Times and Jumping Jack into a battle for first with In The Shit close behind and 27 Balls And 2 Pockets, Don't Poach and Annie going for fourth.

Round 3 was the speed star and produced some fast stars, some just out of time and only two funnels. Annie did a good 16 only to get the only rejump of the meet, due to video failure, on which they scored 7 because of a funnel. 27 Balls, a Netheravon/Cranfield/Midland team, completed their 16 just out of time whilst In The Shit consolidated their third place with a 37.1 sec star which the cameraman joined after completion. Don't Poach blew their medal chances by being disqualified for using the tailgate and therefore scoring zero. High Times fast exit produced a 28.77 sec star with Jumping Jack close behind with 31.3.

Round 4 proved to be the best for most teams with five getting past the first point. Scared Bears, a mainly Weston team, did their best dive in the meet completing the first point just out of time and scoring 14 whilst Dirty Stopouts, another team with a Weston influence, improved their exit to get 15 with 13 in time. High Times gave the judges some work to do when the last man onto their second point docked on time. After several timings on the video it was disallowed and they only scored 41. Jumping Jack nearly closed the gap between first and second place but on the second point had one many low and one out of time which left a 24 point gap at the start of round 5.

At this point, since the meet looked like being completed by Sunday evening, it was decided to add a round of sequential onto the end. This was to be four 4 man zippers flying into various formations and looked like being a high scoring dive.

Round 5 was not particularly easy and only two teams managed to get past the first point. In The Shit were close but had an unstable formation only getting 14 in time. High Times did their worst dive of the meet with their second point spinning fast and only getting 8 onto it in time. Jumping Jack in contrast did an excellent dive getting into the third point but found themselves in the same situation as High Times had been on the previous round. After a number of viewings the judges once again decided to disallow the final man on the second formation, giving them 41 points. This proved that the judging team were being fair and consistent.



WINNERS HIGH TIMES.

So by Sunday night the scoreboard showed a 17 point gam between High Times and Jumping Jack with In The Shit clear in third and 27 Balls, Annie and Don't Poach close together for fourth. The addition of the sixth round kept the pressure on since many teams were quite close, although the pressure didn't affect the festivities at the BBQ and disco that night. The party went on well into the night with everyone ignoring rumours of bad weather to come in the morning. However when the day came it didn't look promising and soon the rain that was to last all day started. So the meet was called on the fifth round giving High Times the gold, Jumping Jack Flash & The Time Bandits Go South the silver and In The Shit the bronze. Wing Commander McClusky the Commanding Officer of No. 1 Parachute Training School at Brize Norton kindly agreed to present the medals which was done in the hanger to keep out of the increasing rain. The lack of silver and bronze medals prompted In The Shit to dub it the 'bring your own medals meet' and wear cardboard replicas for the prize giving, however they were assured that they would get their medals eventually.

Apart from not being able to control the weather Steve McBrine and Ginge Lee kept control of everything else and ran an excellent meet, ably assisted by Micky Threlfall at the emplaning point, Sean the skyliner pilot and a hard working bar staff who were up till all hours. The air-to-air video taken by

MEDAL WINNING TEAMS

1st HIGH TIMES

Tim Kirstead Moore
Rob Colpus
Fred Ryland
Sarah Brearley
Tim Mace
Jim Keery
Luc Maisin
Tony Uragallo
Pete Allum
Bob Thompson
Pete Reynolds
Gary Knapp
Robin Mills
Derek Thomas
Reddy Redfem
Dave Morris

2nd JUMPING JACK FLASH

Geoff Sanders
Sandy Spence
Huggy Hughes
John Parker
Neville Howarth
Steve Newton
Steve Scott
Pete Dryzek
Nigel Rogoff
Graeme Heyward
Pam Duncan
Andy Woodmansy
Carol McIlwee
Barry Large
Marc Rodwell
Kelvin White

3rd IN THE SHIT

Pete Fenwick
Mike Dexter
Mike Smith
Geoff Cummings
John Hitchen
Frank Smith
Steve Wilson
John Carter
Rob Harmer
Heather Leach
Tony Butler
Mark Wilson
Dave Roffell
Larry McVay
Pete Bath
Dave Howerski



3rd PLACE TEAM IN THE SHIT

2nd PLACE TEAM, JUMPING JACK FLASH AND



THE TIME BANDITS GO SOUTH.

John Lines, Dave Percy, Malcolm Woodgate, Nige Young and Tim Homer was judged throughout by Julie Allen, Marzena Evans and Glynnis Howarth who produced excellent no hassle no protest score sheets in minimal time. All in all it was an enjoyable meet which will probably attract an even bigger turnout if they hold it again next year.

Place	Team	1	2	Tot.	3	Tot.	4	Tot.	5	Tot.
1	High Times	38	67	105	42	147	41	188	34	222
2	Jumping Jack Flash and The Time Bandits Go South	32	52	84	40	124	40	164	41	205
3	In The Shit	15	34	49	34	83	28	111	14	125
4	27 Balls And 2 Pockets	10	13	23	15	38	26	64	10	74
5	Poor Old Annie	9	26	35	7	42	14	56	13	69
5	Don't Poach Here Pete	14	14	28	0	28	28	56	13	69
7	Dirty Stopouts	4	14	18	13	31	13	44	9	53
8	Scared Bears	8	13	21	9	30	14	44	7	51
9	Floras Babysitters	3	12	15	11	26	7	33	4	37
10	Terminal Research	3	5	8	7	15	7	22	4	26



NICE TO SEE SO MANY LADIES, CANNOT REMEMBER NAME OF TEAM!

THE EUROPEAN SKYDIVERS MAILING-LIST

The number of 'boogies' and skydivers' contests has been increasing these last years; do you think you are well-informed, know them all, have necessary information to choose those you'd like to take part in?

Presumably no.

The information doesn't circulate very well through the clubs or by word of mouth!

Etienne Hérin, a Belgian skydiver, has taken the initiative to improve the situation by creating a computerised mailing-list. THIS LIST IS OFFERED FREE to organisers of boogies and contests who might be interested. This approach is totally benevolent and doesn't aim at any commercial purpose.

By filling in the form below completely, you are sure to enter the mailing-list and receive all information concerning boogies and contests in Europe and anywhere else. The Mailing-List was created a year ago and 400 skydivers of all countries are already members of it. Join us!

Christian Name(s)
Surname

No and Street
Postal town or city
County and Post Code
Country
Telephone
Profession
Date of birth
Nationality
Sex
Club
Specialty: RW4/RW8/RW16/CRW/Boogie/Fun/Accuracy/Style
Number of jumps
Name of your team (if any)
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WORLDS BEST

PHOTO MANDY DICKINSON.



WORLDS BEST

Getting 28 Marines together at Dunkeswell is almost as difficult as building a new World Record Stack.

Marines and ex Marines came from far and wide to have another crack at putting together the world's largest stack, currently 23 held by the Americans and our Marines last year.

Our weather in August was unkind and there were only 4 moderately good days for attempts. The event was paid for by their sponsors Kronenburg 1664. A 52 minute film is being produced by HTV for Channel 4 about their attempts, CRW in general but also how to go about filming, videoing and photographing this side of our sport.

Simon Ward supplied the media with an endless assortment of snaps which gave worldwide publicity to parachuting in the UK, the Marines and their sponsor.

My role was to record the attempt for our TV film but at the same time explain to the viewing audience how you go about photographing such an event. Anyone who has tried to video a large stack will know the problems of floating up on it, getting left behind and particularly staying out of the way while still being in amongst the action.

Mandy had already done 800+ jumps but had no experience photographing large CRW stacks so she

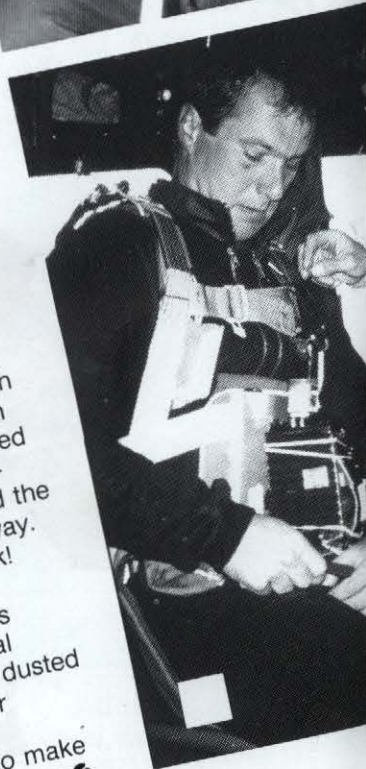
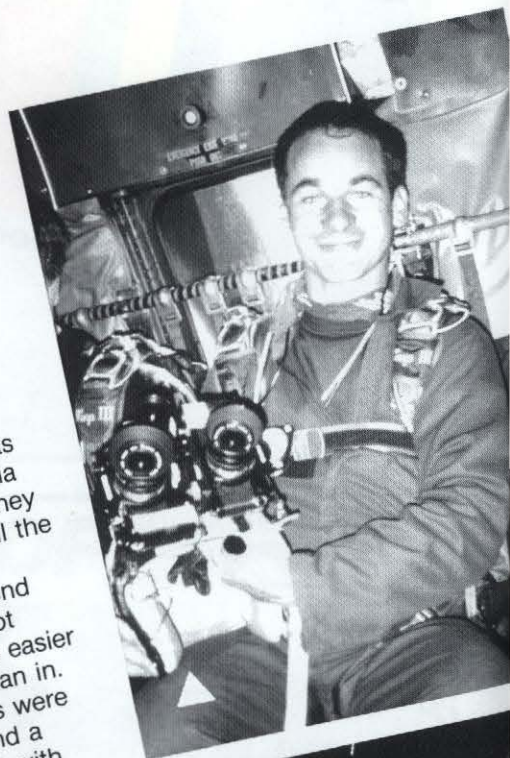
acting as my student asked the type of question that an audience would hopefully want to know. The film is an attempt to make our sport a little bit more understandable to the general public.

On the first attempt the Marines put together a 19 stack, then followed a 23 that everyone thought was 24 which caused euphoria for a few minutes until they had a head count. As all the canopies are the same colour they tend to blend together into a 200 foot high monolith and it's easier to count those out than in.

Seven more stacks were built with 2 x 22's and a couple of 23's. What with deteriorating weather and lack of new record the assembled press got itchy feet and started to make moves to leave. It was then that **Bobby Schouler** went into action as a one man publicity machine which riveted the media in their tracks.

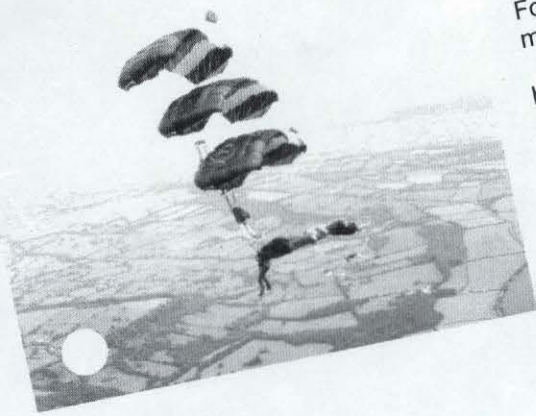
After successfully gift wrapping **Stan Woods** with his canopy on the bottom of a 22 stack Bobby waved frantically to clear everybody away and then did the decent thing and cutaway. The media went beserk! They had never seen anything quite like this before and the normal cliches were quickly dusted out of Fleet Street or Wapping drawers.

In the scramble to make the story sound even more



BY LEO & MANDY DICKINSON

dramatic the press varied the height at which our hero chopped. Most had him 'plummeting' or 'plunging' towards the ground/the earth with only seconds to spare as his emergency chute opened. The Times strangely opted in the other direction and decided that 10,000ft. sounded a more melodramatic height at which to open your reserve! Phone lines from



Dunkeswell buzzed. Editors told their reporters to stay with the story. The sponsors were ecstatic! Forget the record chaps just make it look dangerous. Leaving Bobby to pack his reserve the lads went back into the fray and built the World's first 24 stack. The 24 in the stack were in order:-

- 1) IAN GRAHAM
- 2) GREG ANDREW
- 3) KEV GOODE
- 4) JAMIE FOWLER
- 5) ANDY GRICE
- 6) MICK HUPTON
- 7) ANDY GUEST
- 8) RONNIE DUNNETT
- 9) PAUL MANSELL
- 10) BURT REYNOLDS
- 11) CHRIS MALLINSON
- 12) BRUCE SCANES
- 13) GARY LAWRY
- 14) GRAHAM STOREY
- 15) BOB STURTIVANT
- 16) DAVE PAYNE
- 17) PHIL RUDD
- 18) CHRIS SCHOFIELD
- 19) MALCOLM TOPPING
- 20) MIKE WILLS
- 21) JEFF JAMES
- 22) ROD BOSWELL
- 23) KEITH WINTERBURN
- 24) NIGEL WATSON-CLARK



- ▲ SIMON WARD AND PHOTO GEAR.
- LEO DICKINSON FIXES A CAMERA ON NIGEL WATSON CLARK.
- BOB SCHOULER'S MAIN IS BROUGHT BACK BY STAN WOOD. PHOTO SIMON WARD
- ◆ TWO EIGHT WAYS BUILT SIDE BY SIDE.

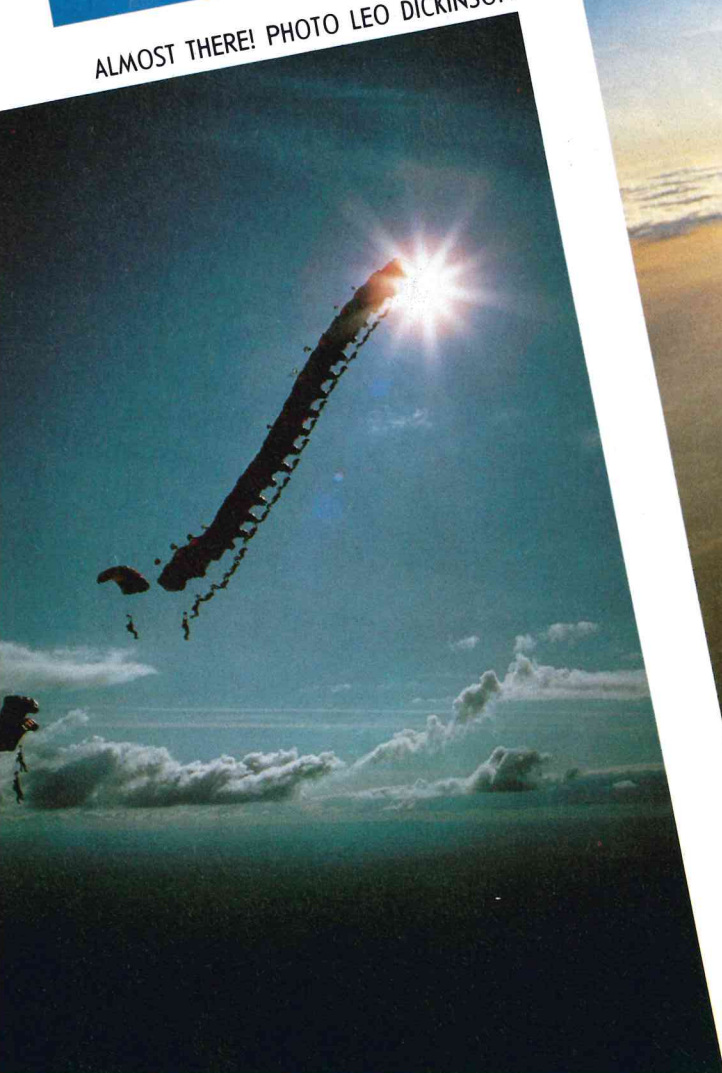
PHOTO MALCOLM TOPPING (TC)



ROB BOSWELL IN TOUCH. PHOTO SIMON WARD



ALMOST THERE! PHOTO LEO DICKINSON



WORLDS BEST

PHOTO KEVIN GOOD



RAPA

CHAMPIONSHIPS RESULTS 1986

COMPETITORS ALL.



Following several months of administrative preparation the 11th July saw the gathering of skydivers, ready to take on the challenge of yet another RAPA Meet.

The collection of some 70 teams plus novices pushing the entry figures into the area of 375 jumpers ranging from world class standard to first time competitors.

A truly international representation with our many local German friends plus teams from Holland, UK, the Oman, Belgium, Denmark and Abu Dhabi. Service teams were well represented however, the conflicting dates of the CISM Meet denied some of our regulars the opportunity to join us this year.

This meet is now well known as a friendly meet with a competition spirit and therefore it is no surprise

to find such a happy band of jumpers having fun yet doing their best with a view to the splendid array of trophies and medals to be collected at the end.

The briefings were brief and to the point, the lack of contentious points allowed for an early conclusion and the bar opened in order that old friends could chat over a beer or two or more before actually getting down to doing the business.

With an aircraft capacity rarely seen on British drop zones the jumpers were raring to get on with the job. Our own two turbine Islanders were supported by the Netheravon Piston Islander. Pilatus Britten-Norman were kind enough to provide their own Turbine Islander Demonstrator aircraft,

which, due to their many other commitments could not have been easy and our sincere thanks go to the firm PBN who continue to provide us with a remarkable service. Should these four aircraft not be enough, the Bundeswehr (Germany Army) very kindly provided a CH53 helicopter to 'ice the cake'.

Everything else was down to the weather and although this wasn't too good we were able to parachute every day, troubled with altitude haze most of all.

Having said that we must not underestimate our new ground to air video system, this supported by the BPA System was able to cope even with the difficult weather most of the time, whereas the older variations of video would certainly

have been useless. The acquisition of this system by the BPA is a great step forward and we are most grateful to the council for making the system available to us.

Perhaps the most time consuming event is the style, such large entry numbers plus the inclusion of an intermediate style event made this quite a challenge, however using both video systems and plenty of aircraft aloft forming a circuit enabled us to complete two rounds non stop with five canopies in the air at once - following individual passes. The two rounds were completed in 1 hour and 20 minutes, now that's fast, and if I told you how many jumpers were involved you wouldn't believe the turn around time. The nice thing is that no one needed to be eliminated from the event, everyone had their three style dives.

Accuracy always plodded on regardless of the other events taking place, this calls for maximum co-operation from the competitors and a great deal of flexibility from the manifesters. All of which we received but then such is the spirit of the meet.

RW went on very nicely, however we were only able to manage six of the eight rounds due to weather, nonetheless with style and accuracy completed, fun dives from the CH53 kept everyone happy whilst we waited for judgable altitudes.

Although the competition was a complete success there were two incidents worthy of mention. The first being a visiting foreign team who decided to exit the aircraft on an RW dive without observing the exit instructions passed via the pilot from the ground. This led to them landing some two miles from the DZ in the centre of the active live firing ranges. Fortunately such incidents are well catered for and no one came to any harm, however the political repercussions continue and will do so for some time. The second was one of our British jumpers who does not believe in wearing a helmet when parachuting. Individual views are not of interest at this time, enough to say that the Operations Manual says you must and therefore at this DZ you will. All jumpers are welcome at RAPA provided that they wish to conduct themselves properly.

The results of the competition this year are published below. Well done to all concerned and in particular to the RAOC Cannonballs



AMANDA KENNY IN THE AIR WITH TEAM TWICE!!

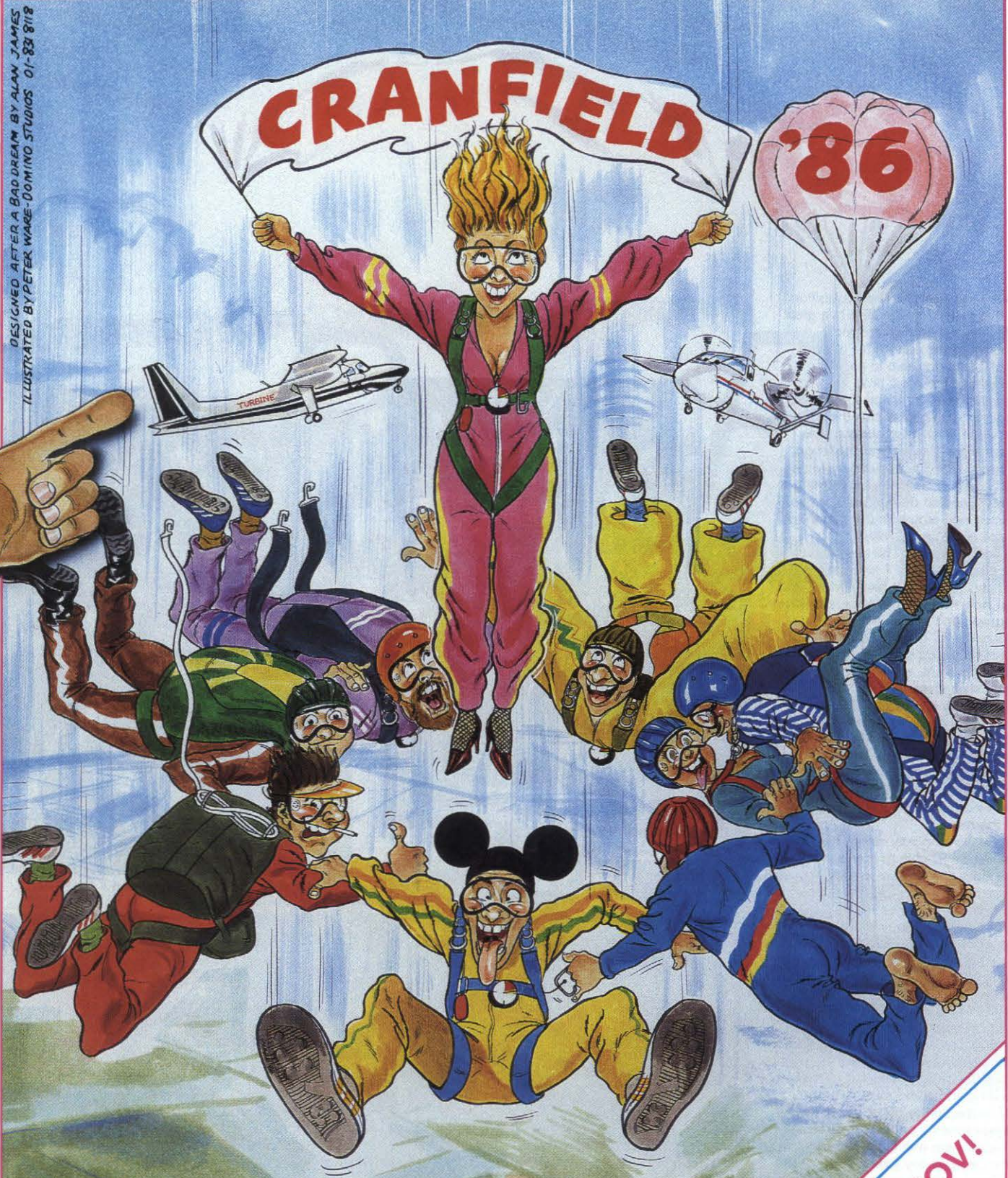


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who were the first service team ever to achieve the overall team champions title at this very competitive meet.

We would also like to take this opportunity to thank all the competitors for attending and competing in such a co-operative and sporting way. It would also be a pleasure to pass on our thanks to the following who also contributed to the success of the meet.

a) The BPA for this kind provision of the ground to air video system and any assistance given to judges and officials.

b) The JSPC (N) for the provision of the Piston Islander.

c) Pilatus Britten-Norman for the provision of their Turbine Demonstrator Aircraft and for their kind donation of £1000 towards the non returnable prizes.

d) The German Army for providing the CH53 helicopter, a super jump-ship which was enjoyed by all.

e) The Bacardi-Rum representative who kindly presented a new trophy for BAOR Servicemen, and a great deal of the drinks on party night.

f) The judges and officials
Meet Director - Tom Oxley
Chief Judge - John Laing
Event Judge RW - Harry Kuipers
Event Judge Style - Jan de Graaf
Event Judge Accuracy - Jack Fowler
Video Operators - Russ Beckett, Bob Charters
Stats Team - Garbi Sharp, Les Gearing

Manifesters - George Clarke, Brian McGill, Garbi Tekath
Pilots - Patrick Long, James Peplow, Roger Brown, Richard Butler, Richard Meyer.

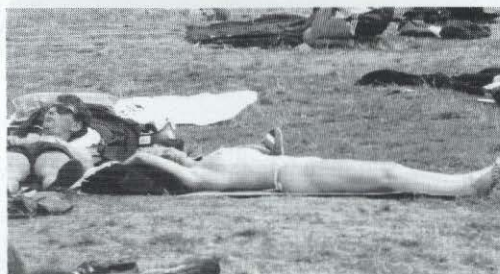
Judges - Roger Flynn, Martin Rennie, Biff Byrne, Kate Charters, Garbi Liefels, Anna Fowler, Pete Halfacre, Rene Boidin, Hans Luits, John Hitchen, Annie Killeen.
Trainee Judges - Matt Patrick, John Boardman, Jimmy Frith, Mike Missouli.

There are so many others, too many to list, for which we also extend our thanks, however the Army Catering Corps must once again score full marks for the remarkable standard of catering produced throughout the meet. The Commandant and staff at Lippspringe should also get a mention as rumour has it that they put in a bit of work to...

...The dates for the meet next year are 18-25 July 1987, so get your bids in by Xmas. By the way, who the hell is this wayward 'Mother-in-law'?

BAOR CHAMPIONSHIPS	OPEN COMPETITION	VISITING BRITISH FORCES	INDIVIDUAL ACCURACY
INDIVIDUAL ACCURACY 1. Hutchinson 2. Ritchie 3. Ziverts	1. Burgmester 2. Schmidt 3. Spencer	1. Spencer 2. Young 3. Dixon	Senior 1st J Vaughan 2nd E Reynolds 3rd L Carroll
INTERMEDIATE 1. Traisnel 2. Pemberton 3. Bramley	LADIES CHAMPION 1. Smith J		Intermediate K Norrie I Hunter P Hastie & Sparky Harden
NOVICE 1. Lee 2. Meakins 3. Hancock	1. Lippens 2. Said Ali 3. Velthuis		TEAM ACCURACY 1st KEEP OFF THE GRASS S Eversfield, S Morris, B Shaw, J Vaughan 2nd NO ONE SPECIAL L Carroll, C Smyth, J Smyth, E Reynolds. 3rd GOLDEN LIONS 'A' I Cessford, D Crawford, I Mackie, G McConachie.
TEAM ACCURACY 1. Cannonballs 2. RCT Baor 3. Army Air Baor 4. REME Baor	1. Red Devils 2. Dutch Connection 3. German Army	1. Red Devils 2. RA 'A' 3. Silver Stars 4. RA 'B' 5. Blue Helmets	STYLE Senior 1st J Vaughan 2nd E Reynolds 3rd S Morris
INDIVIDUAL STYLE 1. Slater 2. Hutchinson 3. Campbell	1. Young 2. Spencer 3. Abdul Rahman Ali	1. Young 2. Spencer 3. Carroll	Intermediate L McNeill F Leary & G Logan
INTERMEDIATE 1. Traisnel 2. Pemberton 3. Smith M			RELATIVE WORK Senior 1st PARALLEL TRACKS R Buchan, A Gilmour, D Richard, R Stewart 2nd SOUTH OF THE BORDER L Carroll, S Morris, E Reynolds, J Vaughan. 2nd CHOP CHOP, BUSY BUSY, WORK WORK, BANG BANG M Fleming, A Law, B Robertson, K Sinclair.
4 WAY SEQUENTIAL RW 1. Cannonballs 2. RCT Baor 3. Army Air Baor 4. REME Baor	1. Going South 2. Time Bandits 3. Inky Link	1. RA 'A' 2. Blue Helmets 3. Silver Stars 4. RA 'B'	Intermediate 1st ABSOLUTE BEGINNERS D Chesnut, I Hunter, D Malcolm, B Strain. 2nd SUCK IT AND SEE S Graham, J Hepburn, E Riddell, A Roberts.
INDIVIDUAL PLACINGS OVERALL 1. Hutchinson 2. Ziverts 3. Campbell	1. Spencer 2. Schwaiger 3. Hougaard		OVERALL INDIVIDUALS 1st J Vaughan 2nd E Reynolds 3rd L Carroll
INTERMEDIATE 1. Traisnel			OVERALL TEAM 1st NO NOSE J Gordon, H Morgan, M Strachan/D Aitken/A Dumbell B Somerville 2nd PARALLEL TRACKS 3rd CHOPCHOP, BUSY BUSY, WORK WORK, BANG BANG
OVERALL WINNING TEAM 1. Cannonballs	1. Cannonballs	1. RA 'A'	

BEST LADY J Vaughan DAVID ROBERTS CUP A Law TOM DICKSON TROPHY R Stewart



NEVER SHORT OF AIRCRAFT AT RAPA.



PAT LONG GIVES THUMBS UP.



At the end of the Weston 16 way sequential meet, nine other team members and myself decided to enter the Cranfield 10 way speed star meet, but with a difference! We decided to try and emulate the US 10-way champions 'Hold On I'm Coming' and launch the whole 10 way piece, knowing that if we did it it would be very fast. As I know the members of Hold On and have watched their exits many times whilst living in Florida, it was bestowed upon me to find out the 'how to do it' and to determine who will do what in our exit.

I think we are probably the first team outside of USA to try and launch a 10 way piece from a no show side door exit. Anyway, Saturday 13th September rolled around and armed with photos of Hold On's exits and my notes on who goes where, we spent the first three hours jamming our line up against a wall and squeezing the life out of each other. We had no training before the meet, in fact, nobody else knew what to expect, other than we would all be hanging on.

The idea of the exit is to blast the first five people through the door and they form an instant five way star known as the base. The remaining five jumpers hold on in a line, known as the tail. The tail is then swung to the right by the rotation of the formation as it leaves the A/C and docks onto the formation one by one. Simple! Not quite, we made four jumps at the meet and one of them were completely successful, but we did improve.

On the first jump regular skydiving let us down; the line up and the exit were actually the best we did, even though the tail broke off, because the tenth person was docking in around 9 seconds, but then all hell let loose and we broke into two or three peices and finally reformed for a 21 second star.

The second jump was in a hail storm. It is hard to concentrate on a jump when you know it is going to hurt out there, but the judges called us out anyway so we had to go. The tail over pushed the base on this jump and funnelled it! and we got another 21 second score. Fred also took a bad bash on his left arm. OUCH!!

THE STING IN THE TAIL

Jump three was our worst line up, it wobbled all over the plane. There was a big jam at the door after Sarah had exited and when it finally went out she was knocked off after being suspended outside the plane by two chest straps. Funny enough once out of the door it went very well and the nine way was there in about six seconds and Sarah wasted no time in getting

in but from fifty feet below. We got this one in 17 seconds.

Fred took another big bash on his left arm and was now in a great deal of pain, Tim Mace took a knock on the head and ran his left thigh and shin through the corner of the door taking quite a bit of skin off. I gave my right knee a good knock on the right side of the door. It pays to take your time

to line up properly and comfortably!!

Jump four and after the injuries of jump three we really took our time to get ready for this one. I had changed places with Fred to ensure he did not get bashed again. This time the base had a good exit, I was sixth and felt very comfortable, unfortunately Fred couldn't keep his grip in seventh position because of his injuries.

Somehow we managed to do the fastest star of the meet at 13 seconds.

I think things were starting to get better and much to our amazement considering the first two rounds we ended up in second place just one second behind the winners. With £1,000 for first place and £100 for second place its a £90 second each. Ah well, there is always next year.

GRIPS

Position	Name	Left Arm	Right Arm
1	Robin Mills	5's right shoulder	5's left shoulder
2	Sarah Brearley	1's Chest strap	3's Chest strap
3	Tim Mace	1's right shoulder	5's left arm
4	Reddy Redfem	3's right leg strap	5's Chest strap
5	Rob Colpus	3's Right arm	1's Left shoulder
6	Fred Ryland	5's Main lift web	5's Main lift web
7	Derek Thomas	6's Main lift web	6's Main lift web
8	Pete Allum	7's Main lift web	7's Main lift web
9	Chris Thomas	8's Main lift web	8's Main lift web
10	Tim K-Moore	9's Main lift web	9's Main lift web

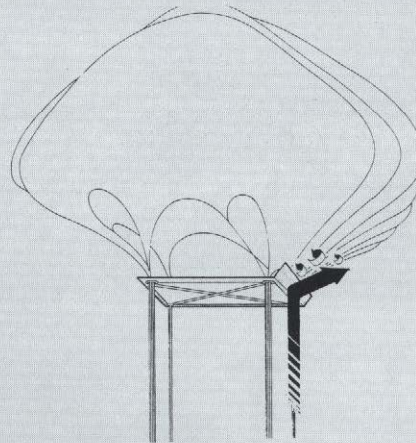
Body Position

- Standing back to door
- Hunched down between 1's legs.
- Standing facing 1
- Tucked under 3 and supported by 5
- Standing over 4
- Standing legs under 5
- Standing legs under 6
- Standing legs under 7
- Standing around bend at end of line.
- Standing legs under 9

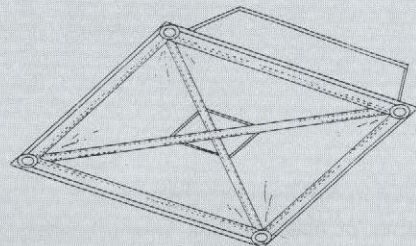
DEREK THOMAS SSC No. 42

PARA-FLITE LIPPED SLIDER

LIPPED SLIDER - Theory of operation



"LIPPED SLIDER"



PARA-FLITE, INC. has developed, tested, and is now distributing their Lipped Slider for fast opening Para-Flite canopies. The results are a significant improvement over the standard slider reefing system.

The Lipped Slider incorporates a band of webbing on the leading edge of a Para-Flite slider. By deflecting airflow past the nose of a deploying ram air parachute, the canopy has time to slow down before the cells inflate.

Para-Flite is presently providing the Lipped Slider to Para-Flite canopy owners who are experiencing hard openings or would like to slow down their present openings.

All requests for a lipped slider should be in writing indicating canopy type, serial number, method of packing and type of opening now occurring.

During the development process, Para-Flite found that the size of the band is critical. It is recommended that you DO NOT modify your own slider. An incorrect modification can result in an extremely hard opening or a malfunction.

*Patent Pending

LINCOLN COLLEGIATE MEET

As ordered, the weekend of 14th/15th June started with light winds and blue skies. Despite one or two apologies for absence due to exam timetables interfering with jumping this year, six team competed.

This is a fun meet, with the emphasis being placed on just that. Rules are simple - as are some of the competitors? Scoring is on a hit and run basis, with penalties for dragging kit, downwind landings, wearing training shoes and breaking ankles (joke) and having no BPA membership.

Bradford and Sheffield Universities seemed to have the meet pretty sewn up, with Bradford pipping Sheffield to the post. On the Sunday morning the weather had decided not to like us, so the prizegiving was held. There were many bleary eyes due to the barbeque and bar on Saturday night, and an unscheduled appearance by Sheffield artiste 'Pattie Smith'.

We would like to thank the various helpers - Magic Dave, Gibbo, Chas and Jok without whose help we might have completed the meet? Also of course, thanks to the Colonel for the bombing runs - look out Gaddaffi!

The results were as follows:
 1st team Bradford University I
 2nd team Bradford University II
 3rd team Sheffield University
 1st Individual Ian Hord (Bradford)
 2nd Individual Dave Raughter (Sheffield)



BPA NUMBER CHANGE

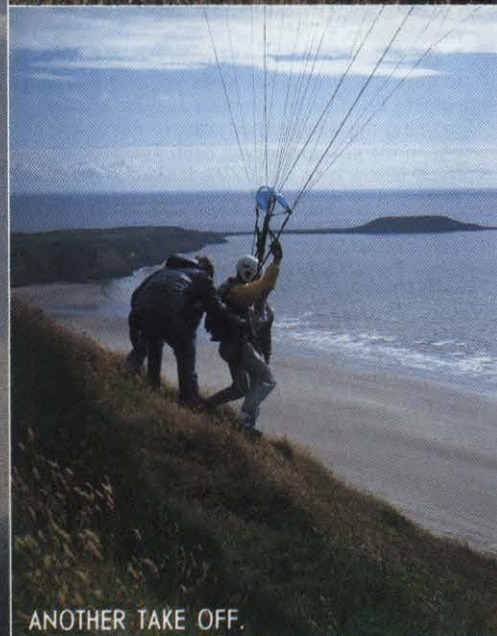
With effect from 26th September, 1986 the telephone number of the office will be changed to: LEICESTER 519635 or 519778



SOARS ALONG THE RIDGE.



IT LOOKS FUN AND CHEAP!



ANOTHER TAKE OFF.



During the Swansea Boogie a number of jumpers took time off when it was too windy for jumping to try some Ridge Soaring at Rhossili. Just down the coast from Swansea. Stephen A. Bell recorded the attempts.

GOING UP!
BOB SMITH TAKES OFF.

RIDGE SOARING AT RHOSSILI

JUDGES



WHAT DO THEY DO?

BY SUE DIXON

At the Nationals this year it became apparent to me that a lot of competitors were not really sure how the judging team score their dives. I will concentrate in this explanation on RW, although the basic rules are the same for Style and CRW - and Accuracy is obvious to all.

For many teams I am sure the impression they have is that they do their dive, the video tape disappears into the darkened video room with the judges and some time later the score is posted. Experienced teams will have a good idea of the number of points they turned in time, and if the posted score does not reflect that they will ask the Event Judge why. A team leader can ask to look at the judging sheets to see how the score was arrived at. At this year's Nationals we tried, if possible, to show the team their dive and explain where they lost points. Time does not always allow that, but I feel it is nice if we can. Also, how are teams to learn? Particularly if they do not train with ground to air video. Many centres now offer this

facility, but it is not utilised to its utmost. If you don't use it you are in effect training blind - the onus is on the team to show the formation, and inters, to the judges. Without looking at your training dives on ground-to-air video how do you know that that is what you are doing? It might feel good in the air, but that fast transition may be suspect when viewed from the

ground, and bad habits are very hard to break.

How do the judges judge? It starts, as with the competitors, at the briefing. The interpretation of the rules that will be followed by both judges and competitors are explained. This is the time to ask questions - it is no use after your team has suffered a 'bust' to clarify the ground rules.

Once the competition is under way, and there are a few dives in the can to be judged it is into the video room for the judging team. Each judge will have their own 'station', i.e. video monitor, desk area and chair; ideally screened off from each other. The scoring pads are numbered and each judge will take one. Before the viewing starts the Event Judge will go through the round to be judged pointing out what should be looked for, and any particular or difficult points.

Ideally, the judges will not be given the name or number of the team they are judging, this information will be with the Event Judge for collation of the scores. The judges will view the first team (No. 1) twice at normal speed, with a countdown given by the Event Judge or a helper who will start their watch on exit and count down the last five seconds. Most judges will make notes without taking their eyes off the screen on the first viewing. These notes record the number or formations, any questionable points and when time

is called. On the second viewing one would look again at the question marks, and if a formation is close to time start and stop ones own watch for a decision. At the end of the second viewing the Event Judge will ask if any more viewings are required, and will allow up to three more viewings, making five in all. As judges, with the Event Judges discretion, we can then view the dive again (in slow motion, if requested, followed by normal speed) up to a maximum of seven viewings.

After sufficient viewings (2-7) each judge scores the dive on their sheet, and hands it to the Event Judge who collates the sheets and scores the dive according to the majority verdict. Normally we work with an uneven number of judges, but if there are an even number working, then one judge will be nominated at the start of a round as a reserve judge. In the case of an even split on a decision, then the reserve judge's score sheet is discounted and the decision given on the majority.

Throughout the above there is no discussion between judges. At the Nationals, because we had two National Training Judges there we did discuss any contentious points

after a dive had been judged - how else are your judges to learn?

There is nothing nicer as a judge than to watch and score a good clean dive, and nothing harder than watching a questionable manoeuvre over and over. I don't know of any judge who enjoys penalising a team. The responsibility is with the jumpers to 'show the points' to the judges, if they do not they are penalising themselves. To give such a team the benefit of the doubt would be to penalise the teams who, maybe, go that bit slower and do show the points.

If you are new to competition, or not so new, but have never felt free to: do talk to us. We will always try to help and explain things from our point of view. At the end of the day we all want to see the best team win, and more teams competing at whatever level.

At 10.00 p.m. at night when the bar is swinging and you have been shut in the video room most of the day, judging is hard work. It is rewarding, and along with your pilots, manifesters, gofers, video operators and air to air video men, we form part of the infrastructure of competition, and that is a good feeling. There is a lot more to judging than outlined above, most

of which is self evident if you think about the running of a competition.

If you feel you would like to get into judging then let us know. We are fortunate, I believe, in Britain with the number and standard of judges we have - but you always need more. We now have a training programme for new judges and a standard to aim for.

There will be a judges meeting at the AGM on the Saturday morning, and we are planning a seminar for the early part of 1987. It is important for judges to keep as current as the competitors, so at the start of each season we hold a seminar to discuss any changes made at CIP and to practice and update ourselves.

If you are interested in judging remember that the competitors have the right to expect a high standard, and to achieve that requires dedication. As a competitor you would not expect to be currently competitive attending one or two competitions a year, the same can be said of judging. So judging is hard work, requires dedication (and at time, maybe, a thick skin!), so why do it? As I said before, it is rewarding to be part of, for me, the most exciting aspect of our sport.

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PAT KEELEY ROUND CANOPY MEET

HEREFORD PARACHUTE CLUB SHOBDON

Three man team and individual accuracy competition over three rounds, all jumping round canopies. This is probably the only occasion when many experienced parachutists jump a round canopy. The competitions popularity with almost thirty teams this year, is undoubtedly due to the fun and enjoyment of taking part and watching students, sky gods, instructors and a couple of CCI's competing on almost equal terms. The round parachute is a great leveller.

An international feel to the competition was generated by the presence of two teams from Wales. One of which was later devastated when they learned that only one static line jumper per team was allowed and no wellies, such was the high standard of the competition.

The jumping got underway after lunch on Saturday following the usual Shobdon problems of over the limit winds, low clouds and high apathy. The team who started as favourites were the Lichfield Loonies two intrepid sky gods from Lichfield, Roy Harvey and Andy Johnson and a young guest member taken under their wing Kevin McCarthy son of Mac (lovely boy, fine pair of shoulders). It became obvious from the start of the competition that they



KEVIN MCCARTHY AND FRIEND ABOUT TO DO A TANDEM JUMP.

were the team to beat. unfortunately after the first round most teams had! The first round was completed by Saturday night and was followed by a disco and barbeque on the DZ.

The second round started early Sunday morning, about 11.00 am! The Lichfield Loonies, undaunted by the derision and verbal abuse the night before fought back to second place after the second round. The team in first place was Splat with team leader Rich Howell better known for his rapid descents down

mountains - he falls down them.

Sunday afternoon and round three. The Lichfield Loonies took a commanding lead as expected. After all, as mentioned earlier, we were sorry, they were the favourites.

The results were:

- 1st Lichfield Loonies, Roy, Andy and Kevin.
- 2nd Splat, Rich Howell, Steve Bamon, Dave Jones.
- 3rd team Maxpac, Ron Loveridge, Roy Patterson, Mac McCarthy.
- Individual:

- 1st Kevin McCarthy (did I mention he was also in the winning team)
- 2nd John Pary (who had just dropped in for a spin)
- 3rd Steve Bamon

You will have probably by now noticed that throughout this report, although the competition was all about accuracy, no mention has been made of distances. Well, most jumpers managed to get in or near the pit, which is quite small, only 30m diameter and two discs were recorded and they were student jumpers! Someone did mention an electronic pad but thought that the electricity necessary for one big enough to be of any use would black out Herefordshire.

At this point, it is worth mentioning some of the 'also rans' Monsieur Meubles, Alec Gaze, Charlie Fields and Linda Saul winners two years ago and highly fancied but fell by the wayside, the roadside and finished outside. Alec and Charlie had a large side bet with CCI Mac. Mac won, it's not the taking part it's the winning, he's such a good winner! The Red Dragons a scratch team from Wales finished a discreditable sixth after much posing and flag waving and colour co-ordinated suits and flashing lights. The Pink Posers led by Mick Mathews from the Midland Parachute Club kept up their



KEVIN AND GOOFY.

outstanding record in this competition by finishing second to last. This beat previous years efforts by one place, it's always a pleasure to see and compete against these lovable and friendly no-hopers. The name of the team in last place shall remain anonymous to save embarrassment, but was led by the well known ex military display team leader and CCI from Shropshire **Des Palmer**, how the mighty fall - actually bloody hard!

Prize giving followed on Sunday night presented by **Major Tom Oxley**. The Lichfield Loonies by this time were finding it hard to remain humble, so they didn't bother. The speech by team leader **Roy Harvey** was thought by many to go on and on far too long, but it was their first victory and there were so many people to thank. Some of the more worthy of repeating again are: CCI **Mac McCarthy**, Judges **Tom Oxley** and **Garby**, **Miss Vicky** on the manifest, **Mark** and **Huw** fro the barbeque and pilots **Clive**, **Kevin** and **Simon**. Whether it was really

necessary for **Roy** to go on as far as thanking **BP** for supplying the fuel for the planes I'm not sure. The world and his wife were mentioned in **Roy's** speech, but he forgot to thank **Bert** the air traffic controller - sorry **Bert** you did a wonderful job all weekend, not one plane took off or landed the wrong way.

After the competition **Shobdon** saw its first tandem jump when **Kevin McCarthy** did a tandem jump with **Goofy**. He was later presented with his first jump certificate (**Goofy** that is) by **Mac** and appeared to enjoy the occasion, he didn't say much but looked very happy.

Unfortunately **Hurricane Charlie** robbed us, sorry, the winning team of its lap of honour around **Shobdon** and of any fun jumping on Monday. However, many went home happy after watching or taking part in the silly game of taking down tents in a torrential storm. Great weekend - See you all next year.

ANON LICHFIELD

PETERBOROUGH PARACHUTE CENTRE



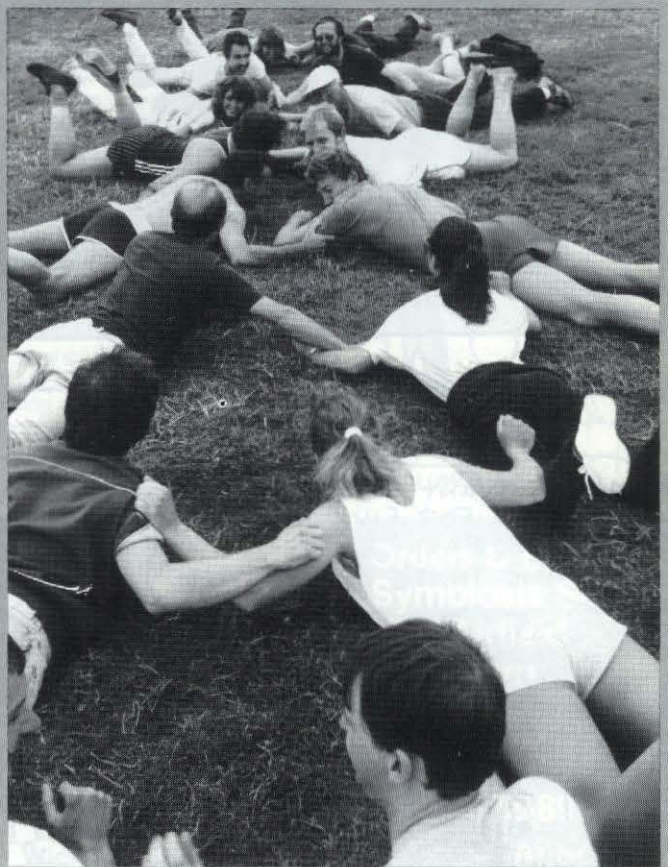
1st 'Deaf'

Richard Neal
Dave Morris
Ann Cooper
Lyn George
Matthew Mortlock
Paul Austin
Adrian Adams
Richard Houghton
'Badger' McGuire
Graham Scott
Chris Gilmore
Martin Dicker
Bob Thompson
John Shankland
Peter Both
Paul Dixon



2nd 'Jack & The Bandits Fly South'

Steve Taylor
Carol McIlwee
Alison Jenkins
Mandy Dickinson
Graham Heywood
Andy Woodmansey
Pam Duncon
Mark Rodwell
Kelvin White
Barry Large
Clive Flynn
Charlie Hoare
Con Homer
Dave Hughes
Jim Hooper
Steve Scott



JACK AND THE BANDITS SORT OUT THE DIVE.



LICHFIELD LOONIES ROY, ANDY AND KEVIN.

CURTIS FAMILY ARE TAKEN FOR A RIDE BY RONNIE



JOHN MEACOCK AND JUDGES LOOK ALOFT.



ONE OF THE ENTRIES GET DOWN TO SOME SERIOUS DIRT DIVING.



3rd PLACE TEAM 'P.D.'s FLEAS' GET TO GRIPS ON THE GROUND.



TANDEM AT SIBSON.

AFTER JANET'S JUMP WITH RONNIE O'BRIEN.

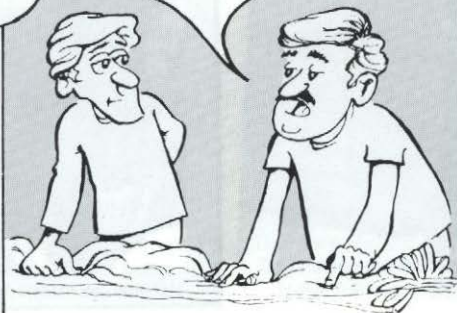


PHOTO GEOFF STAG.

SO YOU WANT TO TRADE THIS CANOPY IN FOR FIVE MINUTES OF FREE-FALL EH? I THINK THAT'S REASONABLE



LET'S SAY FIVE TWELVE-GRAND LIFTS THEN



I WAS THINKING OF THREE HUNDRED CLEAR AND PULLS!



Filwelz

DROPOUTS

Southampton University Parachute Club celebrated its tenth year in style this summer when an expedition of twelve students and graduates, with experience levels ranging from static-line to instructor level, headed south for a fortnight to the French drop-zone of Lapalisse, near Vichy on the Massif Central.

Chosen primarily for climate and the availability of two Pilatus Turbo Porters, the centre also offers excellent camping, bunkhouse accommodation and self-catering facilities. The drop-zone is large and obstacle-free, with an accuracy pit close to the DZ control and indoor packing area. Despite the beautiful rural setting, it's only a five minutes drive into town which offers a 14th century chateau for the cultured, two supermarkets and several bars and restaurants.

Despite the language barrier, we were welcomed by the French staff and sky-divers. There is no doubt that the French do their parachuting a bit differently! We were surprised to find Para-Commander canopies being used for static-line and progression jumps in non-cutaway mode, and before long our students were discovering the thrills and spills of stalling and spiralling-feats virtually impossible on their usual Aeroconicals.

The French have a wonderfully laissez-faire method of jump-mastering which substitutes "d'accord" for "cut", followed by an eerie silence which represents "into the door-GO". Their students don't count out loud either, so our British Army Sergeant Major type exit calls were initially a source of bewilderment and amusement. Piloting the Porter, curiously named "Never Cry Wolf" seemed well up to standard, and our only problem occurred when "cross-wind run-in" must have lost something in translation!

As regards progression from static-line, the French are certainly as strict as we are but thereafter encourage rapid progression to

longer delays before aerial exercises are attempted. This was demonstrated in impressive style by Sarah Ashford who made an excellent first free-fall of ten seconds after taking 4 DP's to convince her French instructors. By the end of the trip she had progressed to 30 second delays incorporating alternate 360 degree turns - BPA category 7.

Good progress was made by Dave Mack, Karen Spence and Ray Eyles who all started the trip on ten second delays in the "rigour-mortice" stable spread and after two weeks had mastered the essentials of dive exits, relaxed frog position, turns and backloops.

Less impressive, though certainly spectacular progress was made by Colin "Helicopter" Hodges who fought a frustrating battle against an incessant left spin on ten second delays before being lifted to 10,000 feet with a group of French AFF instructors for what we'd call a Level 1 dive. His ensuing reaction confirmed that you don't have to be in California to experience "sensory overload" and he subsequently amazed himself with a perfect solo effort on the last day. No doubt the AFF helped greatly, and they didn't charge any extra for either the extensive briefing or the jump itself. Student progress overall was enhanced by the use of a powerful ground based video system.

At the more experienced levels. Justin Gyer made his first ever RW descent on the first day of the trip, and after being WARPED over several two-way jumps with our Instructor. Alistair Smith, gained his Category 10 with several close 4th and 5th attempts. The newly aspiring 5-way team of Liz Shanklin, Peter Findlay, Adrian Ashford, Alistair and Justin then got in some useful RW practice culminating in a couple of 8-ways with the French. Alistair made his 900th descent uttering dire warnings that as minibus driver, anyone throwing noxious substances at him would be stranded!

Weather in the first week was glorious, but the tee-shirt slogan "Lapalisse-Paradis" seemed a slight overstatement during the second when the climate turned decidedly English. Good days were really good however, and it was then easy to get on 5 or 6 lifts. Many in the group managed around 30 jumps and we even managed to fit in some local touring and a couple of trips to Vichy.

"Apres parachutisme" is on a fairly ad-hoc basis although the kitchen facilities are excellent. We were well catered for by the culinary expertise of our Chef de Cuisine Colin (the Helicopter) who having regained his balance after jumping organised shopping raids and cooked superb meals for us. The staff organised some excellent barbecues and the lack of an on-site bar was overcome by an ample supply of bought-in beverages.

As a group, we reckon it was a highly worthwhile trip. Progress by the students could have taken 3 months of weekend jumping in the typical English summer and we all benefitted from a new view of parachuting. How many DZs in this country can confidently close down for lunch?

We found the staff and local pundits very friendly even though their pronunciations of our names was a constant source of hysteria. We'd all love to go back, and there was genuine sadness as we packed the minibus on the last day for the 420 mile drive back to Calais - especially since it was such a damned lovely morning!

Thanks to Pascale and Lou-Lou, France's answer to 'Brummie' and Jim? (not quite). All the French jumpers, too numerous to remember! Vincents for the VW Bus and of course, all at Netters for putting up with us for the other 50 weeks a year!

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DYTTTER

18TH WORLD PARACHUTE CHAMPIONSHIPS

The 18th World Parachute Championships in style and accuracy took place in Ankara, Turkey between the 1st and 13th September 1986. Britain was represented by team members **Dougy Young, Julian Spencer, Kevin Hardwick, Harry Morgan, Stuart Morris, Esther Reynolds, Joanne Vaughan, Jane Buckle, Cheryl Smyth and Fran Gannon**, judges **Roger Flynn and Bob King**, trainee judge **Annie Killeen**, team coach **Steve Treble**, head of delegation **Lofty Thomas** and five supporters.

The team arrived hot and tired on 30th August having flown via Istanbul. Ankara lies centrally in Turkey in the Anatolian region and the climate is renowned for being dry and sunny. Normal September temperatures average 30°C.

Sunday morning dawned with the call to the local Mosque which acted as our early alarm call every morning. Breakfast consisted of olives, goats cheese, dry toast and jam! It was soon discovered that we had in fact arrived two days early, but it did not take long to work out that the judges hotel had a swimming pool, so it was straight off there to catch the first rays of what seemed an everlasting sun.

Monday was spent in a similar way with also some shopping taking place. Tuesday saw an early start, coaches left the hotels at 7.00 a.m. to arrive and commence jumping at 8.00 a.m. Plan for the day was for womens style and mens accuracy, but that plan went immediately out the window due to a build up of cloud and impending thunderstorm. Some jumps took place but none of the British team got to go. 4.00 p.m. saw the arrival of the aforesaid storm so it was back to the hotels. The coach ride there and back was an interesting affair as the drivers were obviously instructed to perform the task as quickly as possible due to terrorist threats. This involved travelling in a convoy of eight coaches with a police escort, going through red lights and having all the traffic held up. Unfortunately all the taxis (90% of traffic in Ankara are taxis) also took this as a signal to sneak through and the journey every day was a kamikazi affair.

Wednesday morning dawned to another clear day, set aside for the completion of the training jumps and the opening ceremony. Wednesday morning was also a memorable day for one team member, **Harry Morgan**, who discovered that the ground bites. Practising accuracy after a training style jump Harry fell back onto his arm and broke it. Duly plastered Harry arrived back at the centre a couple of hours later and announced that he was going all out for the best tan.

The training jumps also saw British girls **Jo Vaughan** and **Jane Buckle** turn seven second style sets, the first British girls to do so. At 3.30 p.m. preparations for the opening ceremony started. An air display was planned, plus lots of parachuting and the usual stuff. A large crowd had gathered for the occasion as had a big black cloud overhead. The inevitable happened

and as the ceremony commenced so did the rain. All aerial activity was cancelled but the march past went ahead. Needless to say everyone got soaked except Cheryl and Kevin who were to have jumped into the ceremony but took shelter instead. We were only too pleased to get back to the hotel to get dried and have a good nights sleep ready for the start of the competition next day.

There were thirty countries represented and for the first time a junior category was introduced for the under 24s. This was subject to some controversy as it was felt that the category should be on number of jumps not age.

An estimated 75% of competitors jumped foils either 232s, 252s or 282s. Notable exceptions being the Chinese jumping their 'sport eights' and the Yugoslavians with their 'Kluz ones'. The new American 'Challenger' was only being jumped by six competitors.

By the start of the competition on Thursday the airfield had turned to mud due to the rain of the nights before. Most competitors had taken to camping on a patch of tarmac. Form for the day was ladies style and mens accuracy. **Steve Treble** stepped from his role as team coach to become a team member to give the team a better placing now Harry was unable to jump. Having no kit he managed to borrow a 282 from Mr Parafoil himself **Johnny Higgins**. Best performance from the men came from Steve on 0.00 and Stuart on 0.01 in the first round.

Three rounds of mens accuracy were completed on the first day and three rounds of ladies style. **Stuart Morris** earned the name centy for scoring three ones and Steve Treble led the British men with 2cms. There were no spectacular performances from the women in style which is not surprising when their training is compared to that of the opposition. The East German women dominated the style right from the beginning. Maybe if the Brits had the same amount of time and money spent on them they may do as well in future.

Friday saw the roles reversed with the men doing style and the women accuracy. Around lunchtime the wind picked up and put a stop to all jumping. We were informed that this was unusual for the time of year but the next few days followed the same pattern with the wind picking up from lunchtime onward. To many this was a relief as quite a few competitors had started suffering the effects of a changed diet and people were seen running to the facilities frequently. The Brits did not escape and one by one we were all caught up on what became known as the 'Turkish Express' or the 'Turkey Trots'. However the show went on and by the end of Friday Jane Buckle was leading British lady in the accuracy with 0.04 after three rounds, but there were still many people on discs, although the eventual winners were halfway down

the score sheets at this stage.

By the end of Sunday the men had completed three rounds of style and the women five rounds of accuracy. **Dougie Young** was on form finishing 21st in the style with a 7.81 second average. The top twenty stylists were to go through to the finals so it looked like **Dougie** had missed it by one place. News then came that a Frenchman had been zapped for dumping low, putting **Dougie** in 20th place and into the final. **Jane Buckley** and **Esther Reynolds** were fighting it out in the accuracy on 13 and 14cms respectively. Accuracy conditions were pretty hard being hot and thermally also breezes were prone to picking up from nowhere, catching competitors out on their final approaches.

Tuesday saw the completion of another three rounds of womens and one round of mens accuracy and also the finals of the womens style. **Terry Vares** of the USA won the style convincingly with over a second lead. The next four places went to East Germans. Meanwhile all the British supporters were starting to sport good suntans and a new supporter had arrived in the shape of **John Smyth**, who could not bear life in England any more without Cheryl and decided that she really needed him for moral support.

Wednesday morning continued with three more rounds of mens accuracy and the mens style final. **Stuart** having scored a disc in the fifth round of accuracy had a disappointing sixth round with an off the pad score. Meanwhile **Julian Spencer** was starting to show form with a total of 8cms over seven rounds. **Dougie** moved up two places after the style final to finish in a very creditable 18th place. This was in spite of the fact that he was unable to do any training before the competition.

Lunchtime saw the start of the womens team accuracy, and the British ladies had drawn third team to jump. Winds were very near limits as the Antinov took off with the first three teams to jump. Tension mounted inside the aircraft as the ladies waited for the first two teams to land. Under canopy it was obvious that the conditions were not ideal and indeed after Jane had landed the whistle went and the rest off the team was waved off. Switzerland and USA had scored badly because of the conditions, but their scores stood as the wind had not actually gone over limits whilst they were in the air. Four hours later the women were off again for their rejump only to find it was a repeat performance of the first one with another rejump being awarded. All jumping was cancelled for the rest of the day. By now it was looking as if the competition would not be completed so jumping was to commence an hour earlier the next day. So at 7.00 a.m. the next morning the Brit ladies were in the air again for their 3rd rejump. They scored a total of 5cm putting them

into third place and after the second round still managed to maintain 5th place. Unfortunately they had a disappointing 3rd round and dropped behind considerably (well there is always 1988 was heard around the camp).

Three rounds of mens accuracy were completed also with the British men hanging onto 11th place. The 8th round of ladies accuracy was completed leaving only half a round of mens accuracy and all the finals for the last day. Originally an outing had been arranged for this day, but this was cancelled because the bad weather at the beginning of the week had slowed things up.

Friday started at 7.00 a.m. with the men making the semi-finals of the team accuracy and finishing in 7th place. Julian made the semi-final in the individual accuracy and finished in 24th place, a very good performance which gave him 20th place overall.

There were exciting finishes in both the mens and womens team and individual accuracy, which kept the crowd cheering and clapping right until last light. One jump off for the junior mens individual accuracy title had to be saved until Saturday, or it would have been completed in complete darkness.

The closing ceremony took place on the Saturday afternoon and unlike the opening ceremony it remained dry. Needless to say the Brits did not bring home any medals but they certainly did not let the side down either. Maybe in future the training camp could be organised much further in advance to give them a better chance? Well done to Stuart Morris and Fran Gannon the two new members of the team who did well in their first world championships and well done also to Annie Killeen for gaining her FAI judges rating in Style and

Accuracy. Thank you also to all the supporters, **Sandra, Tracey, Justine, John and Jackie**. We look forward to having your support again.

MENS STYLE

1. Eilenstein
2. Pavlata
3. Bernachot
18. Young

GDR
Czech
France
UK

WOMENS STYLE

1. Vares
2. Harzbecker
3. Glaw
31. Buckle

USA
GDR
GDR
UK

MENS OVERALL

1. Pavlata
2. Valyunas
3. Bernachot
20. Spencer

Czech
USSR
France
UK

MENS TEAM

1. France
2. USSR
3. China
7. UK

MENS OVERALL TEAM

1. USSR
2. France
3. Czechoslovakia
14. UK

MENS ACCURACY

1. Valyunas
2. Pavlata
3. Marsal
24. Spencer

USSR
Czech
France
UK

WOMENS ACCURACY

1. Stearns
2. Yu
3. Vares
36. Reynolds

USA
China
USA
UK

WOMENS OVERALL

1. Vares
2. Glaw
3. Stearns
30. Reynolds

USA
GDR
USA
UK

WOMENS TEAM

1. GDR
2. China
3. Czechoslovakia
12. UK

WOMENS OVERALL TEAM

1. USSR
2. GDR
3. Czechoslovakia
11. UK

"STOP PRESS"

OUTSIDER TAKES TOP CORNISH TROPHY BUT THE 'CARE BEARS' TAKE THE COVETED L.A.C. TROPHY

Cornish Pixie reporting on the Annual Strongbow Cornish Championship at St Merryn in Cornwall over the August bank holiday.

The draw on Friday the 22nd saw 17 teams go into a hat for the start of the Competition. By sunset of that day the first ten teams had completed round one, and in nil wind conditions the judges and staff were kept busy with good accurate jumping underneath the 6 metre Aeroconicals, setting a very high standard for day two. Saturday 23rd clear skies and very little wind greeted the competitors, and by mid afternoon the competition was fierce with a number of DCs, **Dave Wilson** PI collected a cow pat at 2,500ft.

By 5.00 p.m. that evening the results were posted showing a very close and tight competition for all medal winners. After the results and the cheers had died down eleven fourway teams entered into the Launch and Accuracy Competition. Well into the competition saw four teams leading the way to the medals, and broken grips led to appeals from various teams, (next year ground to air video). Also Richard, Charlie XRAY flies better with fuel (another nominee for the Coty Cup).

The Cornish Pixie signs off, and he wishes to thank pilots, **Richard and Dave**, Judges **Margaret, Kay, Trisa, Fran** and all for helping to make it a fun competition. P.S. The 'Care Bears' have been in secret training with **Wally Gubbins** for two weeks before the competition.

Look forward to reading the next issue, keep smiling.

CORNISH PIXIE

FINAL RESULTS

STRONGBOW ACCURACY COMPETITION

- Individual winner - **Robin Gallon**
2nd - **Rachel Poole**
3rd - **Paul Broad**

TEAM WINNERS

- 1st **Steve Nundy, Ian Moody, Helen Murray.**
2nd **Nigel Spring, Andy Lewis, Gwilym Hicks.**
3rd **Ron Hannas, Collet Burgess, Ashly Cooper.**

TURKEY PRIZE - **Richard Croft Hill**

LAUNCH & ACCURACY COMPETITION

- 1st **THE CARE BEARS**
Nigel Spring, Dave Wilson, Andy Lewis, Pete Wade.
- 2nd **CONTACT FOUR**
Robin Gallon, Jackie Gallon, Collet Burgess, D. Hatton.
- 3rd **RACHELS ANGELS**
John Fisher, Ron Hannas, Rachel Poole, John Harris.
- 4th **JAMES'S BULLS**
Steve Nundy, Paul Broad, Barry Withers, G. Dunn.

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DUNKESWELL DIARY

To celebrate the opening of the first phase of our new building an accuracy competition was organised for the Sunday of the August Bank Holiday weekend.

Dunkeswell airfield is a fairly large DZ and once on squares most jumpers abandon the pit in favour of landing by the clubhouse to save the walk back. So today was for many people a first attempt at serious accuracy. Low cloud kept us on the ground until 10.30 a.m. and then our 206 began a steady succession of lifts to 3,000ft. carrying would be accuracy champions. Inconsistency was much in evidence, **Reg Pow** was within a few centimetres on his first jump and followed it up with two Zaps. Many people managed to miss the pit at least once in their three rounds with winds changing direction and dropping throughout the day. Most people couldn't stop their canopies going forward, **John Wade** tried too hard and paid for it with a broken ankle. The only injury other than to pride throughout the day, get well soon John.

There were crowds of spectators around the airfield in the afternoon sunshine, they had come to watch the Marines perform MEGA CRW. Unfortunately a 5 a.m. take off resulted in the aircraft getting lost in the clouds and having to land at another airfield so they only made 3 attempts in the day. So we did our best to keep the spectators amused with 26 lifts.

Various volunteers acted as judges, leaping around with metal spikes and a tape measure. Their duties also included repairing the trenches dug by the arriving combatants and during the quieter moments pulling up the weeds that have begun to reclaim the pit.

This was an 'open' competition with no restrictions on how many jumps a competitor had made. With over 2,000 jumps our CCI, **Ian Louttit** was strongly fancied. However since trading in his Comet for an Avenger Ian's accuracy seems to have suffered, today however the old skill returned and in round one he scored a dead centre. Fortunately fate intervened in the shape of four students wishing to make Tandem jumps, that kept Ian busy for the rest of the day and he had to retire from the competition (shame). Tandem jumping seems to be catching on, even a recent malfunction necessitating a cutaway doesn't seem to have deterred either Ian or the passenger who has since done another two. Why am I never on the DZ when these exciting things happen? I also missed the young lady who went topless on a tandem jump at Dunkeswell recently. All copies of the video seem to have vanished as well!

Actually the Tandem malfunction did bring about an event almost unknown at DISC, having achieved a first (first tandem Mal. and first ever Mal on a square) Ian Louttit had to buy a round of beers, quite decent of him considering the

reserve bag and pilot chute were lost in the woods and never recovered, even the main canopy took a fair bit of finding.

With the competition drawing to a close **Steve Kenworthy** and **Steve Pearce** were almost neck and neck. As they turned in on finals the air began to turn blue as Steve Kenworthy realised he was going to drop short. Steve Pearce got it right and landed close to the disc to take first place. **Alan Mathews** swooped into the pit with eyes fixed on the disc, unfortunately a jumper had just landed and still had his canopy inflated. Alan went straight into it and was pulled up several metres short.

With prizes for first, second and third where did our correspondent finish? That's right, fourth! so no prize but it should get me into next years Demo Team. For the record **Steve Pearce** finished first, **Dave Byers** was second and **Norma Hamilton** third. Well done to all three. Hopefully the accuracy competition will become an annual event and next year there will be a cup for the winner.

When you are in the West Country please call in and see us at DISC, you will find a friendly club with people eager to jump with you whatever your standard of RW or

CRW. We offer Tandem Jumps and have air to air video, we also have a 206 with a grab rail that makes launching RW formations much easier. Ground training facilities include Fan Trainers and we have a large packing hall.

The 26th and final lift of the day was a night jump, it was the first time for four of us on the load so nervous smiles were much in evidence. I actually found it to be a very different and rather weird experience and I certainly felt the benefit of 100 plus jumps behind me. We all landed safely (in my case rather heavily) in the centre of the DZ and with that the bar was opened.

The day ended with a Barbeque and a ceremonial burning of **Dave Byers'** 'mosquito' canopy, which with a series of rips and tears on opening and finally a broken line had reached the end of its days. Dave got fed up with landing his overworked KXX as often as he did his main and as he couldn't persuade anyone to either borrow or buy it he decided to burn it. It burned very well but still had one more go at him, when he poked it by trying to burn him. We don't burn canopies every week but the welcome is always warm, so we look forward to seeing you all.

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DONCASTER FIRST ACCURACY MEET

The first Doncaster Accuracy (Money) Meet was held over the weekend of 6th/7th September.

Saturday morning broke bright and clear (and early) to a disappointing turnout. Only five teams there to register. Not to be deterred Jan Lawford, Meet Director, Manifestor and general administrator (well Arthur was competing) started the registrations. The briefing was given in the cafe, whilst everyone finished off their excellent breakfasts (part of the registration).

The first aircraft took off at 7.45 a.m. with 'The Pops' team, who were to throw the streamer and start the competition. As we waited at the pit, there was talk of the four round competition being over by mid-day, after which we could fun jump or retire to the pub with the winnings (dependant on whether your name started with Jim or not).

The streamers were thrown and promptly lost by The Pops team. Not deterred, they took the pilot's word for where they landed and got out on his spot. At least they showed the other teams where the spot wasn't. The upper winds were high, which did not look good for the remainder of the day.

The Pops were followed by Sum Demo, a local team with bags of enthusiasts who, by the fourth round felt they had had enough practice jumps and scored well, just too late. With two aircraft things were happening fast, and the next team out were Appen, another local team with Bev Roberts who kept us waiting for ever and ended up nicely on the pad. Now came the heavy team (competitively speaking) Hitchen a Ride, with Brian Shaw scoring the first disc of the day and John Hitchen, John Fisher and Chris Clements all on the pad.

The last team to jump for a completed first round were Next, again a local team. Arthur and Jim, being unable to pack the team as first planned were joined by two club members, Jean Fisher and Mick Thompson. Arthur missed the disc by 1 cm with Jim close behind with 4. Jean was so pleased to be in the pit and scoring, she just stood there in front of Mick's approach. Not to be razed he kept on his approach and scored a very pretty disc, stepping delicately onto the pad.

So into the second round, and not yet 9.00 a.m. Sum Demo and Appen getting airborne before The Pops. Already the high upper winds were moving groundward, and went over limits whilst Bev Roberts was making her slow descent. Offered a rejump she chose to accept her 0.51 score. The Pops got out but by then we had lost the day with winds gusting up, and they were all given a rejump.

By 9.30 we were all back in the cafe, and that was the end of the competition for Saturday. The nice thing about Doncaster Parachute Club is that the airfield is a few minutes walk from the town centre so everyone

had a chance to go shopping or whatever during the various standowns through the day.

By 6.45 p.m. it was obvious that the hoped for evening lull was not going to happen and the meet was called for the day with a 6.30 a.m. start planned for Sunday. The Barbeque was on for 9.30 p.m. so some of us took time out to try out the huge fair being held on the Racecourse (just across the road). With most rides only 15p we all had the chance to make ourselves thoroughly ill before the party. The barbeque (part of the registration fee) was excellent, and although the evening was cold the bar was hot and we all had a few bevies - most saved the real partying for the following 'Staggerback' weekend and retired early with thoughts of a 6.30 a.m. start in the morning.

Sunday started with the spectacular sight of Arthur, in the DZ waggon chasing the herd of ponies, horn screaming, in the early morning light to clear the runway. The streamer showed us the same weather pattern as Saturday. High uppers, and to start nothing on the ground. Difficult conditions, and no more discs were scored. By the end of the third round Hitchen a Ride were uncatchable, Sum Demo and Appen got their fourth round jumps in before the winds defeated us. Back to the cafe for breakfast and by 9.30 a.m. that was the end. Without the early starts we would have had no competition, but I am sorry if we upset the locals. Look at it this way, they probably would not have realised what a beautiful late summers day they would have wasted in bed had it not been for our 206.

The prize-giving took place at 1.00 p.m. with Hitchen a Ride winning the team event and walking off with a cheque for £250. Next came second and Appen third. Brian Shaw won the individual event and collected a cheque for £50 - thanks for the drink Brian. Jim Letherland and Arthur Collingwood, proving that they do everything together, came joint second. The Pops kindly donated a booby prize of Brighton Rock, which they took back with them - only a booby would believe a pilot's spot! and Mick Thompson won a special prize for his first and elegant disc.

I enjoyed the job of Chief Judge and would like to thank Pete Halfacre, Tony Rose and Annette for helping in the pit; John Macgaw for recording for us (he cannot help being RAF) and Gill Waller and Kenny Lloyd for watching the winds. Jan for organising and Mrs Thompson for the tea; the pilots (sorry I did not get your names) for flying, even if one of them was blind.

It was a small fun meet. Doncaster is determined that next year it will be a big fun meet. There is need for more accuracy competitions in this country and Doncaster wants theirs to be the one everyone wants to go to. I'll be back - I hope to see a lot of you there in 1987.

FREDDY LEISING OBITUARY

It is with deep regret that we inform the membership of the tragic death of Freddy Leising. Freddy died during a German record RW attempt pursuing the aspect of the sport he loved most, photography. Although Freddy will be remembered for taking First Prize in the BPA's first photographic competition, he will be remembered by skydivers world wide for his slide and music shows at the RAPA meets over the past few years.

God bless, Freddy, you will be sadly missed by all at RAPA.

STILL LOOKING

The BPA are still looking for volunteers to train as Ground to Air Video Operators using the BPA Video System. Once trained all expenses incurred at Competitions where you operate the video will be paid.

Would anyone interested please contact the BPA Office.

Many thanks,
Charles Port

DONCASTER WINNING TEAM HITCHEN A RIDE



JOHN HITCHEN, JOHN FISHER, BRIAN SHAW AND CHRIS CLEMENTS

RESULTS

The Pops	Round 1	Round 2	Round 3	Total
John Dumble	5.00	0.08	0.37	5.45
John Knight	5.00	1.30	1.54	7.84
Graham St. Clair	5.00	5.00	1.33	11.33
Jim Olerenshaw	5.00	5.00	5.00	15.00
Appen				
Andrew L'Anson	3.23	0.66	3.58	7.47
Nigel Stokes	3.38	5.00	5.00	13.38
Pete Horsman	2.97	5.00	5.00	12.29
Bev Roberts	0.14	0.51	0.06	0.71
Sum Demo				
Dave Gaskill	5.00	5.00	1.95	11.95
Mick Sutcliffe	5.00	5.00	5.00	15.00
Lewis Mosley	1.80	5.00	5.00	11.80
Steve Murphy	5.00	2.39	0.12	7.51
Hitchen a Ride				
John Hitchen	0.11	0.40	0.14	0.64
Peter Fisher	0.10	0.07	0.09	0.26
Brian Shaw	0.00	0.04	0.02	0.06
Chris Clements	0.09	0.62	0.08	0.79
Next				
Jim Letherland	0.04	0.06	0.03	0.13
Jean Fisher	3.29	4.13	5.00	12.42
Mick Thompson	0.00	5.00	5.00	10.00
Arthur Collingwood	0.01	0.06	0.06	0.13

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SCOTTISH 1986 NATIONALS

And so, the merry month of May came round again, and with it, the Scottish National Championships, moved to the end of the month is year to take advantage of the better weather! Alas MacCaskill and Fish failed to come up with the goods, and by the time the eighty or so competitors had arrived at Strathallan on the Friday night, the promised deluge arrived. Briefing and registration were quickly completed, a planned 'alternative draw' (for Bounty's benefit only) being rendered unnecessary, as both experimental manoeuvres were included in the four drawn RW dives! So, it was down to the Star for many pints of heavy before returning to the campsite for a few cans and finally bed. This is the first year for some time that camping has been available on the DZ at Strathallan.

Ground facilities, such as lounge, cafeteria etc. are also much improved and were tested to the full the next day when wind and rain ensured that the most exciting thing going was the 'Blues Brothers' video! Around 7.00 p.m. however, it was decreed that the winds were suitable for accuracy and jumping commenced. Conditions were hard, to say the least, so much so, in fact, that only 21 out of 66 competitors scored less than 5 metres. Downcast jumpers trailed back from various parts of Perthshire, becoming instantly cheerful again when they realised what good company they were in! Indeed, one (somewhat elderly) gentleman, who will shortly be representing Great Britain at accuracy in Turkey, missed the airfield by three fields! Still, a number of people, notably the English girls, Jo, Esther and Cheryl, coped manfully with the conditions, and scored on the pad, Esther taking the lead with Ian from Jo, who scored 3cm.

The round finished, everyone retired to the Crown for the famous Scottish Nationals party, which continued until the wee small hours, moving to the campsite when the late licence expired.

Sunday dawned wet and windy, and little happened until 4.00 p.m. when 8 jumpers joined the millions out on the roads to run six miles for Sport Aid, a move which some were to regret over the next few days, their only long distance training having been returning from round one of the accuracy. Others, less ambitious, but much more sensible, ran round the airfield. These included the Chief Judge, Roger Flynn, and video man Simon Underwood. The whole effort raised over £50.

In the early evening, the wind dropped, producing ideal accuracy conditions, for ducks that is. Nearly two rounds were jumped in a gentle downpour, the light winds at least meaning that scores were respectable. Unfortunately one group of jumpers had decided that jumping was clearly impossible in such weather and had gone off to Edinburgh for the day, arriving back for round three, which was not quite completed that evening.

Monday again produced dismal weather and although there was some danger of having to do RW at times, no more jumping took place. The accuracy prize-giving was held in the Golf Hotel in the afternoon, giving people a reasonable time in which to get home.

The second weekend, which has so often saved the Scottish Nationals, did so again this year, with people driving from as far away as Southampton to attend. The RW naturally had to be redrawn, producing a more orthodox set of dives than the previous weekend. Somewhat intermittent weather on the Saturday meant that round 1 was jumped from 6000ft with 17 seconds working time. Scores were, therefore, not high but competition was fierce, with two local teams, Parallel Tracks and Chop Chop, Busy Busy, Work Work, Bang Bang tying for first place. On Sunday however, after a long bonfire party on the Saturday night, the weather improved slightly and two rounds were completed from full altitude. Some extensive rejumping was required however, particularly for South of the Border, who were eventually sent up for the third time for round three, with Harry Morgan jumping video to complete the round. The competitive atmosphere throughout was excellent although some teams were not without their problems. For instance, what did Rob Noble-Nesbit say to Wobby Robertson that caused him to unceremoniously dump him out at 6,500ft? (Wobby swears it was an accident). And did Suck it and See have a severe attack of camera fright when they decided to get out on a 'ten left' command, several miles from the drop zone? Even the wonderful new video lent by the BPA couldn't cope with that one!

The RW competition was won by Parallel Tracks, who scored consistently, if slightly below their expectations and capabilities, while Chop Chop, Busy Busy, Work Work, Bang Bang and South of the Border each had one disastrous jump and tied for the silver two points behind the winners. The battle for the intermediate title was won by Absolute Beginners.

The style competition, the only one in Britain outside the British Nationals, attracted an entry of thirteen, of whom nine were able to return for the second weekend. After several rejumps due to bad weather in round one, the competition went to two rounds and was extremely hard fought, with most of the positions changing between rounds one and two. As in the accuracy, the Gold and Silver went to Jo and Esther, thus confirming their overall placings. Stu Morris was third.

Sunday evening saw a second prize-giving in the Golf where Jo Vaughan received enough silverware to keep her naval punishments details polishing away for a year at least. Thanks were given, beer was drunk and everyone departed with many promises, challenges and threats for next year. See you there!

SEC GENS CORNER

Dear All,

In this issue of the magazine, if there are sufficient nominations, you will find a ballot paper containing the names of those people who have been nominated for and who have agreed to stand for election to the BPA Council. Could I please ask if you would fill in the forms and return them to the office as soon as you can, and in any event not later than the 8th January 1987, as they all have to be checked and totals made of the number of votes received for each nominee.

To help you in your deliberations there is a 'write up' on each person who has been nominated together with a list of the attendance record at Council Meetings by each member of Council presently elected.

On a more mercenary note also included is a book of lottery tickets, could I please prevail upon you to sell as many tickets as you can and send back to the office the counterfoils and money collected at the latest by 8th January 1987. Don't forget if you sell all the tickets, please complete the cover of the book and send it back so that your names goes into the drum for the special prize.

DINNER DANCE THE ANNUAL

WILL TAKE PLACE AT
THE LADBROOK LEICESTER INTERNATIONAL HOTEL
HUMBERSTONE ROAD
LEICESTER

ON

FRIDAY 9th JANUARY 1987 7.30 for 8 p.m.

IN THE ALBERMARLE SUITE

◆◆	MENU	◆◆
◆◆	Smoked Mackerel. Roll & Butter	◆◆
◆◆	*****	◆◆
◆◆	Sorbet	◆◆
◆◆	*****	◆◆
◆◆	Chicken Breast au Citreon	◆◆
◆◆	Cauliflower - Glazed Carrots	◆◆
◆◆	Duchesse Potatoes	◆◆
◆◆	*****	◆◆
◆◆	Fruit Salad & Cream	◆◆
◆◆	*****	◆◆
◆◆	Coffee - Mint Wafers	◆◆

The bar in the ante-room to the Albermarle will be open from 7.30 p.m.

Wine may be ordered (cash with order) in the ante room from 7.30 p.m. The disco will start as soon as dinner is finished, the bar will remain open until 2 a.m.

Tickets are limited to 180 so please book early. Anyone who has special requests for food, i.e. vegetarians/vegans please contact the BPA Office so that catering arrangements can be made.

The cost of tickets will be £12.00 per person. Accommodation may be reserved by contacting the Hotel on Leicester 0533-20471.

NOTICE OF ANNUAL GENERAL MEETING

THE BRITISH PARACHUTE ASSOCIATION LIMITED
ANNUAL GENERAL MEETING
Notice is hereby given that the

TWENTIETH ANNUAL GENERAL MEETING

of the Association will be held at:
LADBROOK LEICESTER INTERNATIONAL HOTEL
HUMBERSTONE ROAD, LEICESTER
on Saturday 10th January 1987
at 15:30 hours

AGENDA

1. To consider, and adopt if approved, the Report of the Council
2. To fix subscriptions payable by members for the ensuing year
3. To discuss any Special Business
4. To Elect the Council

Dated this 24th day of September, One Thousand Nine Hundred and Eighty Six.
For and on behalf of the Council of the BPA.

C.W. Port
Secretary General

NOTE: Members are reminded that under Article 30 of the Articles of Association only such business as is notified to the Secretary General in writing at least 30 days prior to the date of the Meeting can be included under item 3 - "Special Business".

Accommodation at the Hotel for Friday and/or Saturday should be booked direct with the hotel - telephone Leicester (0533) 20471. Telex 341460.

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CONTAINERS		Custom ZEROX with SAC and GQ RAYDER	1120.00
CHASER (Custom)	248.00	ZEROX (Custom includes Reserve Pilot Chute etc)	340.00
MAINS		ACCESSORIES	
FURY	651.00	CHAMPION GLOVES (All Leather!!)	14.60
FIRELITE	642.00	PROTECH HELMET	22.00
MAVERICK	642.00	ALTISTAR	
G.Q. RAYDER (Custom)	482.00	(Incl. Wristmount)	59.99
RESERVES		ALTIMASTER II	90.00
GQ MICRASAC	305.00	ALTIMASTER III	90.00
PHANTOM 24	377.00	ALTI PADS	3.75
PHANTOM 22	356.00	BOOGIE GOOGLES	3.61
X-210 Square	508.00	★EXTREMELY COOL MIRROR	
FIRELITE Square	685.00	BOOGIES!★	4.34
COMPLETE RIGS -		DRAG BAGS	34.50
READY TO JUMP		THROWAWAY PILOT CHUTE	23.00
Custom CHASER with SAC and GQ RAYDER	1092.00	PULL OUT PILOT CHUTE	20.70
		RWHARDBACK LOGBOOK	5.68
		HOOK KNIFE IN POUCH	4.30

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**BRITISH PARACHUTE
ASSOCIATION
SPECIAL SAFETY & TRAINING
COMMITTEE MEETING
BPA OFFICES, LEICESTER
WEDNESDAY 30th JULY 1986
5.00 p.m.**

Present:

J. Wright	Riggers
D. Tucker	Thrupton
T. Knight	Ipswich
D. Parker	Headcorn
B. Parry	Black Knights
B. Dyas	Slipstream
A. Collingwood	Doncaster
D. Hickling	BPS

Apologies for Absence:

J. Sharples, T. Andrewes, M. Cooch, D. Palmer, D. Ruffell, D. Tylcoat, J. Meacock, R. Noble-Nesbitt, G. McLaughlin, J. Lines, D. McCarthy.

In Attendance:

S. Eversfield	Council
J. Curtis	Council
J. Hitchen	JNCSO
T. Butler	JNCSO

Observer:

D. Langham

J. Hitchen informed those present that the Chairman had been delayed and asked if those present wished to wait for Mr. Sharples. The members decided to proceed with the meeting with Mr. Hitchen acting as Chairman.

Mr. Hitchen stated that the 'Special' Meeting had been called at the specific request of L. Thomas to discuss the possibility of the GQ 7 metre 'Dual Perosity' T701 Aeroconical being re-introduced for student parachuting. Mr. Thomas distributed a report of extra test descents

made on the canopy to add to the test report already distributed at the STC Meeting of 24th July. Also distributed at the meeting were a number of letters sent in regarding the canopy, none in favour of returning the canopy to service.

Mr. Thomas stated that 79 test jumps had been made on the canopy and in his opinion this is more than would be required of a canopy if it were being tested for the Ministry of Defence.

T. Knight gave detailed reasons why he believed the canopies should not be brought back into service and Mr. Thomas gave his reasons why he thought they should.

A great deal of discussion took place and the general feeling of the meeting was that a test programme by an independent, suitably qualified organisation, was required as it was felt that the STC did not have the technical knowledge.

L. Thomas was asked if he wished a vote to be taken regarding whether the canopies were re-introduced and he stated that he did.

It was proposed by A. Collingwood and seconded by B. Barry (on behalf of P. Cavanagh) that the GQ 7 metre Dual Perosity T701 Aeroconical be re-introduced for student jumping.

For 2. Against 12 (which included 10 proxy votes). Abstentions 5.

D. Hickling and D. Parker stated that they abstained because they do not believe it in the interests of any party that the vote was taken.

L. Thomas stated that he abstained because he is commercially involved.

TONY BUTLER, JNCSO

**BRITISH PARACHUTE
ASSOCIATION
INSTRUCTOR COURSE 3-86
SCOTTISH PARACHUTE CLUB
STRATHALLAN
4th-14th AUGUST 1986**

1. INTRODUCTION

The excellent facilities of The Scottish Parachute Club, Strathallan Airfield, Auchterarder, Perthshire, were gener-

ously put at the disposal of the BPA for the two weeks of the Course. Accommodation was available locally and lunch was provided free of charge by The Scottish Parachute Club and The Scottish Sport Parachute Association, also full use of two excellent lecture rooms along with a large ground training area.

The club's Cessna 206 and a Cessna 207 were used for 24 lifts on the first week and 28 on the second.

There were 15 candidates for the Potential Instructors course, 16 for the Examination phase, 1 for Upgrading to Advanced Instructor and 3 on the Pre-Advanced Assessment Course.

2. THE POTENTIAL INSTRUCTOR COURSE

This course was conducted by Rob Noble-Nesbitt, Tony Knight, Alan Ashton, John Hitchen and Tony Butler. There were 15 candidates applying for Potential Instructor Status.

The candidates completed the syllabus and were coached on lessons/lectures from the Instructors Manual, they were also assessed on their practical parachuting and were coached in static line despatching. The candidates were also given a written examination at the end of the week.

Eleven candidates were successful and four were advised to re-apply. Results and individual reports on all candidates have been sent to their CCLs.

The successful candidates were:

Annette Heaton	Red Devils
Paul Mosettig	Red Devils
Joe Willoughby	Red Devils
Nick Power	Capital City
Keith Duncan	RAPT
Dave McLean	CSP
Max Guthrie	PPC
Sam Graham	SPC
Tony Hoare	JSPC (N)
Graham Godding	Flying Tigers
Paul Norman	Dorset

3. THE ADVANCED COURSE

Only one candidate applied for this phase of the course. This candidate was unsuccessful and was advised to re-apply.

4. THE EXAMINATION COURSE

This Course was held during the second week and was

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Telephone: Peterborough (0733) 239052.

Picture: Simon Ward.

conducted by Rob Noble-Nesbitt, Alan Ashton, John Hitchen and Tony Butler. There were sixteen candidates. All were given a written examination on the first day. They were examined on their own practical parachuting, static line despatching some were also examined on Aerial Critiquing. Two candidates were asked to withdraw on the second day of the course. The rest of the candidates were assessed on lectures/lessons and briefings from the Instructors Manual, they were assessed on briefing and debriefing and on flight line checks. Ten candidates were successful and six were advised to re-apply. Results and reports on all candidates have been sent to their CCLs.

The successful candidates were:

Reg Halford	Cyprus
Tony Simpson	RAPT
Mark Harling	RAPT
Steve Wilson	PPC
Brian Gallacher	SPC
Dave Emerson	RAFSPA
Steve Bartholomew	Headcom
Bryony McBride	Badminton
Maggie Penny	Wild Geese
Alan Fielding	Wild Geese

5. THE PRE-ADVANCED INSTRUCTOR ASSESSMENT COURSE

There were three candidates applying for this phase of the Course. They were given a written examination on the first day of the course, one failed to reach the required standard and was advised to re-apply, this candidate stayed on as an observer. The two remaining candidates Dave Ruffell from British Skysports and John Cleave from Ipswich completed the syllabus and were given a number of lessons, lectures and briefs which they were coached on, also assessed was their practical DZ Management. Both presented their specialist subjects which were: Basic RW - Dave Ruffell and Rigging - John Cleave.

Both candidates were fully debriefed at the end of the course and were recommended to attend for Final Examination in three months.

6. THE TANDEM COURSE

At various stages throughout the two weeks of the course, Examiners, Tony Knight and Rob Noble-Nesbitt were assessed for Tandem Instructor Status and completed the required number of descents. Both were successful and were awarded the ratings.

7. CONCLUSIONS

This was not a particularly good course in terms of success for some candidates, generally the unsuccessful candidates on both the PI and Examination Course seemed ill prepared.

8. RECOMMENDATION

1. Dave Ruffell's permission to act as CCI be extended until the next Advanced Instructor Course.

2. That the following be given 6 month extensions to their Potential Instructor Ratings: Gwynne Roberts, Rod Bartholomew, Terry Inch, Terry Legg, Nick Pineger and Mick Thunnan.

TONY BUTLER, JNC SO

BRITISH PARACHUTE
ASSOCIATION
SAFETY & TRAINING
COMMITTEE MEETING
THE POST HOUSE HOTEL
LEICESTER
THURSDAY 24th JULY 1986
7.00 p.m.

Present:
J.R.H. Sharples
M. Munn
J. Lines
M. McLaughlin
J. Ball
M. Bolton
D. Palmer
M. McCarthy
D. Tucker
M. Cooch
A. Philip
B. Laitwaite
R. Ellis
T. Knight

Chairman STC
Red Devils
M.P.C.
Dorset
Pilots
Oxon & Northants
Shropshire
Hereford
Thrupton
Capital School
South West
Capital City
Trailblazers
Ipswich

J. Buckle	A1
G. Evans	TPA & MFFC
J. Wright	Riggers
L. Thomas	Riggers
B. Scouler	RM & RMSPA
K. Mapplebeck	JSPC (NY)
D. Thorne	Shrewsbury
A. Collingwood	Doncaster
D. Ruffell	British Skysports
D. Hickling	B.P.S.
J. Meacock	P.P.C.
L. George	London Skydiving
I. Aitken	Slipstream
M. Beynon	Badminton
J. Bames	Peterlee & Leeds/Bradford
W. Sharp	Queens Regt.
N. Dixon	RMCS

Apologies for Absence:

D. Howerski, S. Lambe, T. Rose, P. Ritchie, K. McIlwee, T. Lewington, D. Cox.

In Attendance:

J. Curtis	Council
J. Bassett	P.A.I.
J. Hitchen	J.N.C.S.O.
T. Butler	J.N.C.S.O.

Observers:

R. Atherton, J. Rix, J. Coffey, J. Turner, S. Day, P. Mositteg, A. Heaton, J. Rix, A. Ellams, B. McBride, A. Gaze, N. Palmer, K. Wilshaw, M. Townsend, M. Gibbard, P. Beck, M. Cooch, F. Harrison, R. Buckle, J. Forster, M. McCarthy, A. Fletcher, K. Adkins, A. Lee, J. Peck, D. Gays, P. Osgood, B. Pary, M. McCallum, K. Wallis, S. Cushing, D. Wilkinson, J. Travers.

Item 1 - Minutes and Matters Aising from STC Meeting 12th June 1986

1.2 The Chairman informed those present of a test report from A. Collingwood concerning the 'GG Dual Perosity T701 Aerocoical' that had been carried out at Doncaster Parachute Centre. The Chairman stated that as the report had just been circulated, the request by Mr. Collingwood to have these canopies cleared for student use, should be put off until the next STC to enable members to study the report. L. Thomas objected to this as he would not be able to attend the next meeting and requested that the subject be discussed at a 'Special' STC Meeting, prior to the Council Meeting on 30th July.

A good deal of discussion took place concerning this and eventually it was decided by those present to call a Special STC Meeting to discuss this subject, at 5.00 p.m. on Wednesday 30th July at the BPA Offices in Leicester. All CCLs

1.7 The proposed Drop Zone at Lands End had been inspected by the JNC SOs as per STCs decision, and had been cleared as 'Unrestricted' subject to a number of provisos, listed below, these had been agreed by M. Bolton the clubs CCI:

- 1) The WDI must not travel more than 500 yards in any direction and if it lands in the area of the 'cone' (to the north of the target) identified on the map of the DZ, then student parachuting will not take place.
- 2) Only one student to be despatched per pass.
- 3) All students must wear a radio for DZ Controller communication.
- 4) The despatcher must be at least an Approved Instructor.
- 5) The CCI (namely Mike Bolton) must be present at all times whilst parachuting is in progress.
- 6) The number of students trained on a course must not exceed 15.
- 7) Only a 'sill' type exit aircraft to be used.
- 8) All 'off' landings to be logged and reported annually to BPA.

The above applies to all students up to Category 8.

It was proposed by D. Hickling and seconded by R. Ellis that the Minutes of the Meeting of 12th June 1986 be accepted as a true recorded.

Carried Unanimously
All CCLs

Item 2 - Approval of Riggers Minutes of Meeting of 12th June 1986

J. Wright gave the meeting a resume of the Riggers Meeting minutes:

A BPA member under 18 years of age would be able to hold a packing certificate or riggers rating provided the person was suitably qualified.

The reports from the Riggers Course held at Ipswich had been sent to the people concerned. Miss Wright stated that the candidates had generally been of a high standard.

Equipment manufactured by R. Peakin may be used provided it is checked by a suitably qualified BPA Rigger and marked as such. However, it was pointed out that as R. Peakin was not a BPA Member, he would therefore not be covered by the BPA Riggers insurance policy.

J. Wright informed those present of damage to a 'Wildfire' canopy, where the 'fins' on two cells parted, it was felt by the Riggers that this could be an individual case.

A Safety Bulletin issued by GQ recommending a modification to the 'tail' of early 'Raider' canopies had been sent to all clubs.

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

Item 3 - Fatality Reports

The first fatality to be discussed was at Montford Bridge, on the 5th July where a first time jumper, Lesley Hawkins, was despatched from the Club's Cessna 180. She made a satisfactory exit. The main parachute was observed to deploy normally. The parachute was seen to turn towards the target area, shortly after this at approximately 1,700ft. one side of the parachute was released and it was seen to 'stream'. At approximately 800ft. the other side of the main was released. The deceased then fell to approximately 200ft. where a Kicker Spring was observed which indicated that the reserve ripcord had been pulled, but this was too low for the reserve parachute to fully deploy.

The conclusions of The Board of Inquiry were that the main canopy deployed normally and that for some unknown reason the canopy releases were operated by the deceased. The deceased failed to operate the reserve parachute in time for it to fully deploy. It is possible that she may have thought she was in a 'tail/tailwheel' hang up situation. This is purely speculation as it is impossible to tell what was in the deceaseds mind.

The second fatality was at Stapleford Airfield on 12th July, where another first time jumper: Peter Hughes, was despatched from 2,000ft. and was observed by the Drop Zone Controller to have a 'Streamer' type malfunction. At approximately 150ft. some reserve canopy was seen but the deceased impacted before the reserve parachute could fully deploy.

The conclusions of The Board of Inquiry were that the streamer most probably occurred because the 'break tie' from the centre base tie, after snapping upon initial deployment of the main parachute from the deployment bag, caught around the rigging lines of the main parachute preventing full deployment, the deceased then deployed his reserve parachute at too low an altitude for it to fully deploy.

The recommendations of The Board concerning this fatality were discussed and it was proposed by D. Hickling and seconded by R. Ellis, that a 'Centre Base Tie' is used, the excess is removed once it had been tied and that only a single piece of 'Break Tie' of an appropriate strength is used.

Carried Unanimously
All CCLs

T. Knight stated that he would prepare a paper for STC concerning the Centre Base Tie and this would be distributed to all members for their information and discussion.

The Chairman stated that he had received some input from STC members concerning the fatalities and he asked that any member with 'proposals', suggestions and any observations should put them in writing and they would be discussed as a separate agenda item at a subsequent STC Meeting.

All CCLs

J. Hitchen gave those present details of the fatality in Eire of a BPA Member: Paul Short, an experienced parachutist jumping a square main which had a 'bag lock', he cutaway and deployed his reserve which was also 'square' he was seen in a face to earth position with approximately 4ft. of bridle line out (the bridle line on a square reserve is approx. 14ft.) until he impacted. The equipment had been brought over to England by Mr. J. Bassett, Safety Officer of The Parachute Association of Ireland for inspection by the BPA. No damage to the equipment could be found and no cause for the non-deployment of the reserve parachute could be found. Mr. Bassette gave the meeting details. Some discussion took place, but no conclusions could be reached.

Item 4 - Incident Reports - resume

1) The Chairman gave the meeting details of a CRW entanglement at Coleme, where a jumper: Margaret Jackson was badly hurt. The Chairman also had a report of a CRW entanglement from the Trailblazers where jumpers landed safely on the reserve parachutes, he stated that parachutists should take great care when doing CRW rotations and ensure that equipment does not catch on other jumper canopies.

2) I. Aitken gave details of an AFF student on a Level 4 jump who deployed her canopy in an unstable position which badly damaged the canopy, the student cutaway

and it took the 'Stevens Lamyard' three or four seconds before releasing and deploying the reserve canopy. Mr. Aitken stated that at first it was thought that part of the Lanyard may have caught around one of the three ring releases but having checked the equipment it was thought that the student probably did not fully pull the cutaway handle, but pulled it out a little way, only releasing one side and then pulled it completely out releasing the other side.

3) **J. Hitchen** gave the meeting details of a malfunction on a 'Performance Designs Canopy' on a 'Tandem Rig' this was on a Tandem evaluation jump. The slider on the canopy had wedged near the Slider Stops at the top of the lines, the jumpers landed safely on the reserve. Mr. Hitchen stated that the problem could also occur on the reserve parachute and it was important that Tandem Operators got their equipment checked and modified before using them. The problem was that the Square of material onto which the Slider Stop was attached was sewn along the bottom part of the square causing it to be quite stiff and it was possible for the Slider to get caught on this material upon initial deployment. It was suggested that this square of material is 'arrow headed' at the base so that the rings on the Slider cannot get caught. Mr. Hitchen stated that the Relative Work Shop had been informed of this problem. Mr. Hitchen also informed the meeting that a number of problems had arisen with the lines on the Tandem Canopy 'knotting up' and he emphasised that care should be taken when packing these canopies and that the lines should be kept under tension.

4) **M. Beynon** informed the meeting of a pilot chute in tow that he experienced, he cut away and deployed his reserve which was a 'Protector', upon deployment he noticed that it was extensively damaged, he landed very heavily but was uninjured. Some discussion took place concerning this, but no conclusions were reached.

5) **B. Laitwhait** reported to the meeting of a jumper that knocked his head on the sill of the aircraft on exit, by swinging from the interior handles to launch himself through the door. Mr. Laitwhait stated that the jumper lost consciousness on exit and only regained consciousness at approximately 1,500ft. when he deployed his reserve and landed safely. Mr. Laitwhait stated that unusual exits were not permitted at his Club.

Item 5 - Proposed Amendment to Operations Manual
A letter from **K. Noble** had been sent out with the STC Agenda giving details of his proposal for an amendment to the BPA Operations Manual, which was:

Section 12 Documentation 1 Sub Para j) ADD:
and that suitable documents are issued to all ab-initio students immediately following completion of their initial course.

It was proposed by **K. Noble** and seconded by **A. Collingwood** that this be accepted.

Carried Unanimously
All CCIs

Changes to Operations Manual attached to these Minutes.

Item 6 - Constitution of STC

The Chairman informed the meeting of Councils request that this be discussed. From the correspondence he had received it had been considered that STC was happy with the 'make up' of the Committee.

A letter from **D. Hickling** endorsing this was circulated to the meeting. The only change that Mr. Hickling requested was that 'A Discipline Panel, of say Chairman STC, 2 NCSSOs and 4 Examiners be set up, the last 4 people must have knowledge of the aspect of the Sport' in question, i.e. if a problem relates to AFF then the Examiners should be AFF rated, it would be the Panels' task to apportion blame and punishment. There were no objections from STC to this suggestion.

The Chairman stated that this would be discussed at the next Council Meeting.

Council

Item 7 - Re-pack cycle for canopies

Input had been received from **D. Hickling** and had been circulated to the meeting concerning this item.

J. Wright stated that the Riggers Committee had discussed this subject and felt that extending the re-pack cycle for canopies was a reasonable request.

After some discussion it was proposed by **R. Ellis** and seconded by **J. Buckle** that the re-pack cycle for canopies be extended to 120 days.

Carried Unanimously
All CCIs

Changes to the BPA Operations Manual concerning this is attached to these Minutes.

Item 8 - Drop Zones

1) **Jane Buckle** requested that two Drop Zones be cleared as 'Unrestricted' for use by the A1 Skydiving Centre. The first needed STC approval as there were Power Lines with approximately 800 yards of the target. This Drop Zone is at Abington (OS Sheet 153, Grid Ref. 296443), Piggotts (Manor Farm).

The second Drop Zone at Bassingbourne (North End Farm) needed STC approval as there is a water hazard (large ornamental pool) within 1500 yards of the target (OS Sheet 154, Grid Ref. 347477). Miss Buckle requested that this DZ also be approved as 'Unrestricted' provided that if the wind blows towards the water, this be the only occasion when student parachutists need to wear life jackets.

Miss Buckle stated that **T. Butler** had inspected both these DZs and agreed with the proposals.

Miss Buckle also requested that A1 Skydiving be cleared as an AFF Centre and for AFF to be permitted at both DZs.

It was proposed by **J. Buckle** and seconded by **M. Munn** that all the above be permitted.

Carried Unanimously

2) **A. Philip** requested that Cardinham Dows (ref. 50.29.58N, 04.39.53E) near Bodmin Airfield be cleared as an 'Unrestricted' Drop Zone provided only one student be despatched on a pass. Mr. Philip stated that **T. Butler** had inspected the DZ and agreed with the proposals.

Mr. Philip also requested that Bodmin Airfield 'Restricted' DZ permission changed from a 'C & D' Certificate Holder with a 100 jump minimum, to just 'C & D' Certificate Holders. Mr. Philip also stated that the JNCSSO agreed with this proposal.

It was proposed by **A. Philip** and seconded by **D. Tucker** that the above requests be permitted.

Carried Unanimously

3) The Chairman informed the meeting that **Charles Sheasimonds** had inspected Blackbushe Airfield (51° 19' 33" N, 00° 50' 22" W) for Skybird Parachute School on behalf of the JNCSSOs and confirmed that it was within the guidelines of the BPA Operations Manual. This was for STC information only.

4) **M. Munn** of The Red Devils requested that Queens Avenue, Aldershot be cleared as an AFF Centre. Capt. Munn stated that both JNCSSOs had visited Queens Avenue and had agreed with the proposals for AFF to take place there, which are:

- If the wind (up to 5,000ft) is stronger than the canopy speed, AFF will not take place.
- AFF students will have radios for ground to air and air to air communication, up to level 7.
- AFF instructors will jump canopies similar to the students.

Capt. Munn also requested STC clearance for student AFF rigs to have low performance main and reserve ram air canopies, with an AAD to be fitted to the main.

The rig was available for STC members wishing to inspect it. Capt. M. Munn stated that the equipment had been approved by the Riggers Committee that evening.

It was proposed by **M. Munn** and seconded by **K. Mapplebeck** that the above be permitted.

For 18, Against 4, Abstentions 6.

Carried

5) **L. George** of London Skydiving informed the meeting of a small transformer station near the Drop Zone at Cranfield that had been missed on the original inspection of the Drop Zone. Mr. George showed the meeting maps of the area pointing out the hazard. The meeting took note of this and noted that as it was in the area where there was already a restriction at the airfield, no other restrictions were necessary.

Item 9 - Permissions

1) **L. Aitken** requested that **P. Allum** be permitted to run the AFF programme at Heacorn, as Mr. Allum was not an Advanced Instructor he needed STC Permission. Some discussion took place. It was then proposed by **L. Aitken** and seconded by **M. McLaughlin** that **P. Allum** be given permission to run AFF at Heacorn provided he attend a Pre-Advanced Instructor Assessment Course within 6 months, being short of the required time as an Approved Instructor.

For 25, Against 1, Abstentions 2.

Carried

2) **K. Noble** requested that the 'Strong Dual Hawk Tandem' be cleared for Tandem Jumps within the BPA.

The rig was available for inspection and had been approved that evening by the Riggers Committee. Proposed by **K. Noble** and seconded by **R. Ellis** that this be cleared.

For 24, Against 0, Abstentions 4.

Carried

3) Following the Instructor Course in Hong Kong it had been requested by **R. Card** that **J. White** be given a 6 month extension to his PI rating. This was proposed by **D. Tucker** and seconded by **D. Thome**.

Carried Unanimously

Item 10 - A.O.B.

No item was notified under Any Other Business.

Date of the next meeting is 4th September, 1986 at the Post House, Leicester - time 7.00 p.m.

TONY BUTLER, JNCSSO

AMENDMENTS TO BPA OPERATIONS MANUAL
The following Amendments have been made to BPA Operations Manual at The Safety and Training Committee Meeting of 24th July 1986:

Section 6 (Equipment) Para 3.c) should now read:
c) Repack cycles. Any parachute which has remained packed for 120 days or more must be opened, inspected and repacked.

Section 12 (Documentation) Para 1.j) should now read:
j) CCIs are responsible for ensuring that the personal documents of all Student Parachutists under their supervision are valid and up to date at all times and that suitable documents are issued to all ab-initio students immediately following completion of their initial training course.

TONY BUTLER, JNCSSO

U.S.A. SKYDIVING SOCIETY, INC.

PRESS RELEASE

Although not yet accorded the status of an official Olympic Sport, skydiving will provide a spectacular finale of the 1988 Olympic Games in Seoul, Korea.

According to an announcement by representatives of the USA Skydiving Society, organisers of the enterprise, more than 100 skydivers from the various nations participating in the Olympics will join in a dramatic demonstration of their sport as part of the closing ceremonies on October 2, 1988.

Tony Brogden, Chairman of the USA Skydiving Society, stated that while Olympic policy prevented detailed description of the programme, the skydiving portion will represent various aspects of the sport. Every country which participates in world competition will be invited to nominate candidates for the International Skydiving Team, with final selections of the members to be made by the Skydiving Society. Headquarters for the eighteen month selection and training programme will be at Perris Valley Skydiving Centre in Riverside County, California. The Society plans a practice event in the main Olympic Stadium sometime in the autumn of 1987.

The basic criteria for those jumpers who will be selected as members of the Skydiving Team for the exhibition jump into the Closing Ceremonies of the '88 Olympics in Seoul, Korea are as follows:

- Regular member of the Perris Valley Skydiving Society, Inc.
- Hold a current USPA 'D' License, or an international equivalent
- Hold a current USPA 'Pro' Rating, or an international equivalent.
- Be an active jumper.
- Have the ability to work with a team, e.g. take and follow instructions, cooperate with peers.
- Demonstrate commitment to the project, e.g. devote time and effort (and money, if necessary)
- Project a professional attitude and image.

All the practice jumps for the Olympic demonstration will be made at Perris Valley Airport, except for those made on-site in Korea.

The Board of Directors named the following individuals as members of the Programme Committee (selection of team members is a responsibility of this committee):

Jim Edwards, Committee Chairman
B.J. Worth
Craig Fronk
Jerry Swovelin

The USA Skydiving Society is moving rapidly to develop the business structure to support and manage this endeavour. All ideas, suggestions and help will be sincerely appreciated.

TONY BROGDEN, Chairman
USA Skydiving Society, Inc.

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Programme VI - "WALKING ON AIR"

The first comprehensive documentary on skydiving combining entertainment with instruction, not only for the experienced skydiver but also for the student. Premiered at the Sydney Opera House and subsequently shown on T.V. this superb production was accepted for the Cannes Film Festival.

Included is a series of cut-away sequences both instructional and spectacular. C.R.W. bi-hands, a demonstration into a football stadium, a 40-way formation and a great deal more.

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Directed by Jas Shennan. Commentary Athol Smedden.
Running Time 48 minutes

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Programme VII - "FREAK BROTHER CONVENTION"

Captures the atmosphere of the year's biggest "boogie" in the U.S.A. skydiving calendar. A series of unique skydives are performed by the world's leading exponents in the sport. The heat is off and it's time for fun in the sky and on the ground. The "dives" are choreographed to a strong Californian Rock sound track which makes this the first genuine music/skydiving video since "Rainbow Magic". This is a tape for the hard core skydiving enthusiast.

Directed by Norman Kent.
Running Time 20 minutes

£24.50

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Programme VIII - "SYMBIOSIS AND FRIENDS"

The first detailed documentary on competition R.W. filmed in France, U.S.A., Canada and England. This programme follows the members of Symbiosis, Messrs. Colpus, Kerry, Saunders and Urugallo in their build up to the 83 World Championships in Canada. For the first time you can see and hear world class exponents of R.W. discussing all the 4 set hands, the problems that arise in practice and the techniques for solving them. The variety of dives means that a great many problems experienced by all categories of skydiver in practising R.W.

are covered. The team also discuss just how important dirt diving and compatibility on the ground are to success in the air. In addition Sarah Brearley explains a new system for developing a R.W. Training Schedule.

World Championship 4 way dives are shown in addition to fun dives and a general look around the World Championship. Two highlights from the 8-way are included with the legendary Mirror Image and Prometheus.

If you have any aspiration to progress in R.W. we would highly recommend this programme and at £22.00 it is the best value for money in our catalogue.
Running Time 40 minutes

Programme IX - "THE BLUE MAGIC"

Documents the sky-dive which helped to win Blue Magic the title of World Champions in Sun City, South Africa. The film concentrates on practice and competition dives of both the four and eight way teams. This film gives more detailed coverage of R.W. competition than any other in our catalogue. This is an impressive first production by Martin Genge, with editing and musical accompaniment unobtrusive but appropriate. A must for serious skydivers.

Martin Genge.
Running Time 30 minutes

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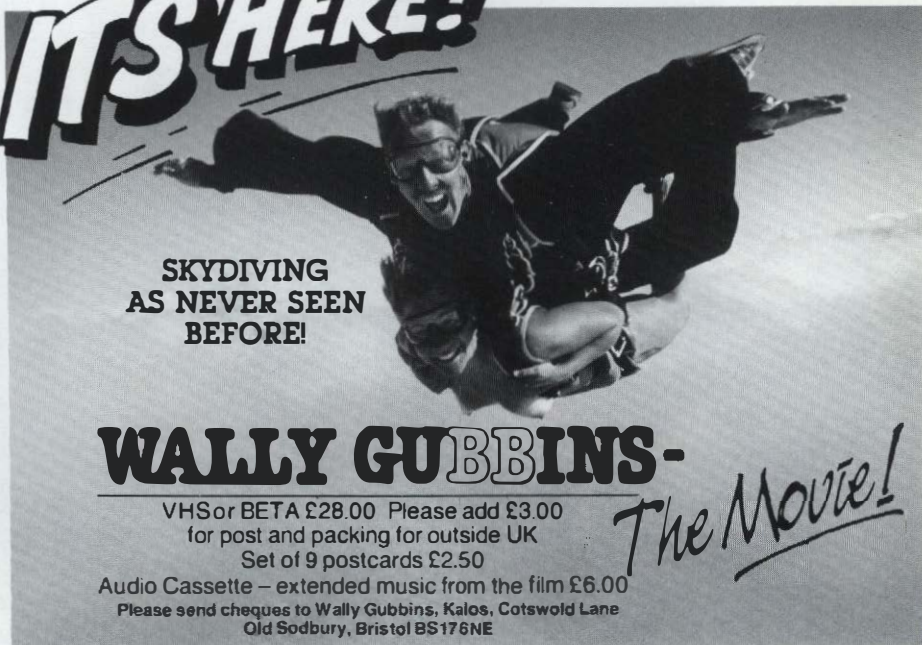
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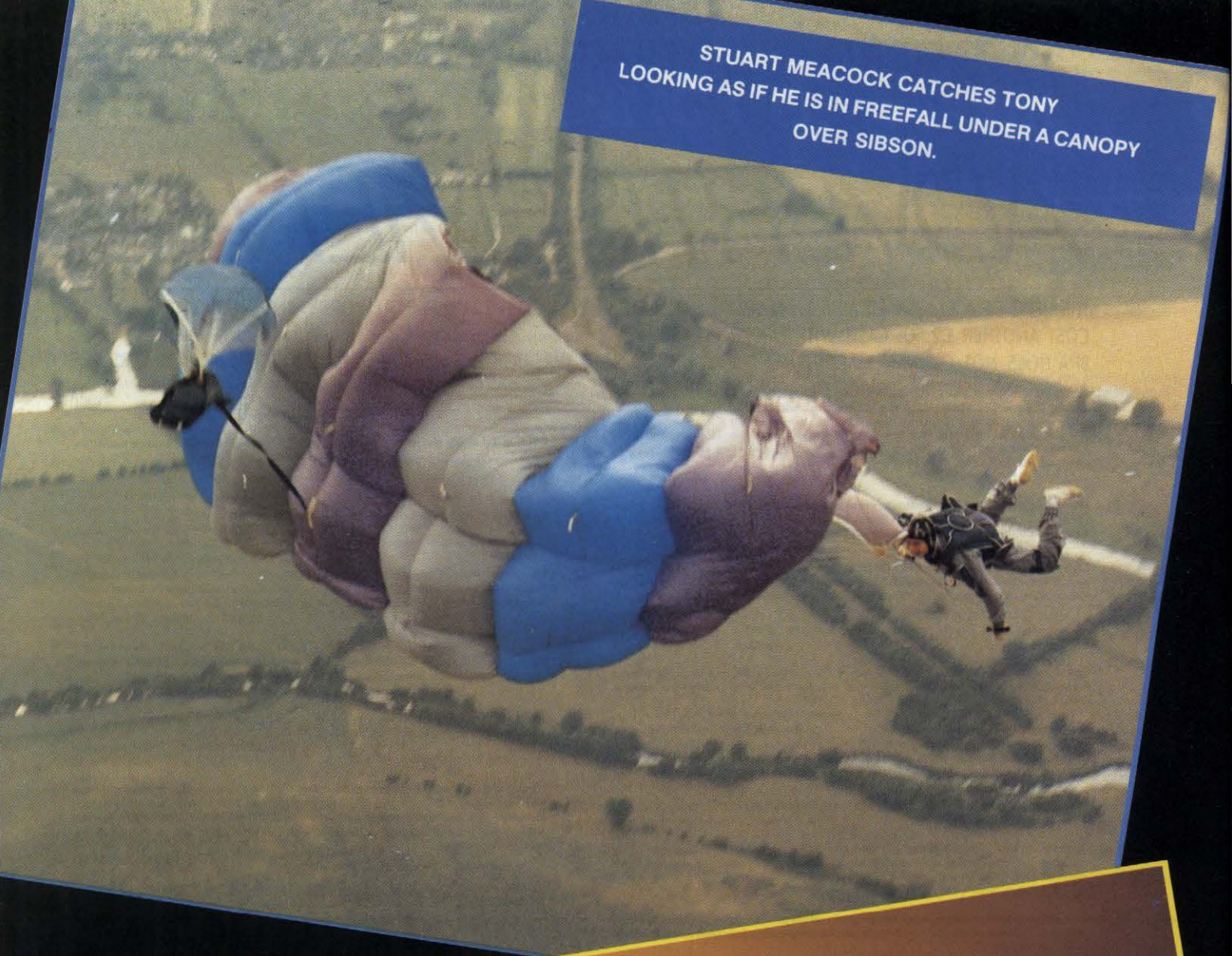
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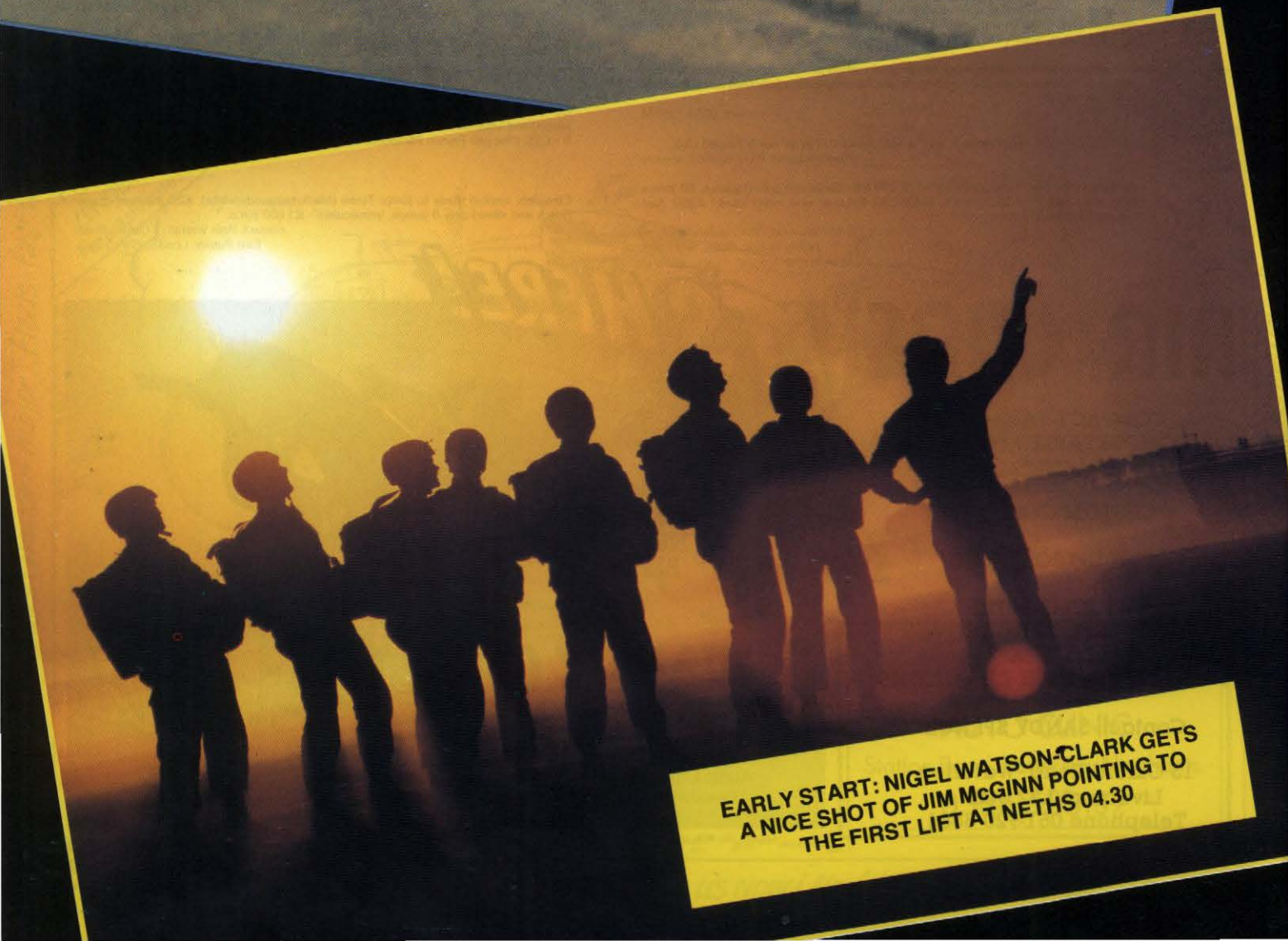
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